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Consulting Engineers
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SUPPLEMENT TO THE MELVILLE G.E.I.S.
TRAFFIC IMPACT ANALYSIS -- VOLUME I
McGOVERN SOD FARM
RESIDENTIAL CONDOMINIUM DEVELOPMENT
TOWN OF HUNTINGTON
SUFFOLK COUNTY, NEW YORK
JULY, 1990

TABLE OF CONTENTS

PAGE

VOLUME I

EXECUTIVE SUMMARY..... ix
PURPOSE OF REPORT..... 1
STUDY METHODOLOGY..... 4
EXISTING CONDITIONS..... 8
Land Use..... 8
Traffic..... 8
OTHER PLANNED DEVELOPMENTS..... 21
Trip Generation..... 21
PROPOSED RESIDENTIAL DEVELOPMENT 25
Trip Generation 25
Site Access..... 26
Trip Distribution and Assignment..... 28
TRAFFIC IMPACT ANALYSIS..... 30
Time and Delay Study..... 38
Origin-Destination Study..... 42
Traffic Analysis of Diverted Traffic..... 50
TRAFFIC IMPACT MITIGATION AND RECOMMENDATIONS..... 59
SUMMARY 64

VOLUME II

ORIGIN-DESTINATION STUDY

ORIGIN-DESTINATION DATA FILES

A) A.M. Peak Study Period (6:30 - 9:30 A.M.)
B) Midday Peak Study Period (11:30 A.M. - 2:00 P.M.)
C) P.M. Peak Study Period (3:30 - 6:15 P.M.)

ORIGIN-DESTINATION COMPUTER OUTPUTS

I. Complete Study Area
   A) A.M. Peak Hour Matching File
   B) A.M. Peak Hour Tabulation File
   C) P.M. Peak Hour Matching File
   D) P.M. Peak Hour Tabulation File

II. OLD COUNTRY ROAD CORDON ONLY
   A) A.M. Peak Hour Reformat File
   B) A.M. Peak Hour Matching File
   C) A.M. Peak Hour Tabulation File
   D) P.M. Peak Hour Reformat File
   E) P.M. Peak Hour Matching File
   F) P.M. Peak Hour Tabulation File

III. PINELAWN ROAD/ROUTE 110 CORDON ONLY
   A) A.M. Peak Hour Tabulation File
   B) P.M. Peak Hour Tabulation File

IV. PINELAWN ROAD CORDON ONLY
   A) A.M. Peak Hour Tabulation File
   B) P.M. Peak Hour Tabulation File

APPENDICES

VOLUME I

Appendix A - Level of Service Description
- I. Signalized Intersection
- II. Unsignalized Intersection

Appendix B - Traffic Analysis Data
- I. Automatic Machine Counts
  - A) Pinelawn Road (County Road 3)
  - B) Walt Whitman Road (NYS Route 110)
  - C) Old Country Road
- II. Existing Turning Movement Counts
  - A) South Service Road and Pinelawn Road (County Road 3)
  - B) North Service Road and Pinelawn Road (County Road 3)
  - C) Walt Whitman Road (NYS Route 110) and Pinelawn Road (County Road 3)
  - D) Walt Whitman Road (NYS Route 110) and Old Country Road
  - E) New York Avenue and Old Country Road
- III. 1995 "No Build" Turning Movement Counts
  - A) South Service Road and Pinelawn Road (County Road 3)
  - B) North Service Road and Pinelawn Road (County Road 3)
  - C) Walt Whitman Road (NYS Route 110) and Pinelawn Road (County Road 3)
  - D) Walt Whitman Road (NYS Route 110) and Old Country Road
  - E) New York Avenue and Old Country Road

Appendix C - Capacity Analysis/Level of Service Worksheets

I. Existing

A) South Service Road and Pinelawn Road (County Road 3)

B) North Service Road and Pinelawn Road (County Road 3)

C) Walt Whitman Road (NYS Route 110) and Pinelawn Road (County Road 3)

D) Walt Whitman Road (NYS Route 110) and Old Country Road

E) New York Avenue and Old Country Road

Appendix D - Trip Generation Computations

I. Proposed Residential Condominiums

Appendix E - Capacity Analysis/Level of Service Worksheets

I. 1995 "No Build"

A) South Service Road and Pinelawn Road (County Road 3)

B) North Service Road and Pinelawn Road (County Road 3)

C) Walt Whitman Road (NYS Route 110) and Pinelawn Road (County Road 3)

D) Walt Whitman Road (NYS Route 110) and Old Country Road

E) New York Avenue and Old Country Road

II. 1995 "Build"

A) South Service Road and Pinelawn Road (County Road 3)

B) North Service Road and Pinelawn Road (County Road 3)

C) Walt Whitman Road (NYS Route 110) and Pinelawn Road (County Road 3)
D) Walt Whitman Road (NYS Route 110) and Old Country Road
E) New York Avenue and Old Country Road

III. 1995 "Build" Site Access Signalized
A) Old Country Road and Site Access
B) Pinelawn Road (County Road 3) and Site Access

IV. 1995 "Build" Site Access Unsignalized
A) Old Country Road and Site Access
B) Pinelawn Road (County Road 3) and Site Access
C) North Service Road and Site Access

Appendix F - Travel Time and Delay Study
A) Northbound Route Summaries
1) A.M. Peak Hour
2) Midday Peak Hour
3) P.M. Peak Hour
B) Southbound Route Summaries
1) A.M. Peak Hour
2) Midday Peak Hour
3) P.M. Peak Hour

C) Field Data
1) Northbound Route
2) Southbound Route

Appendix G - Capacity Analysis/Level of Service Worksheets

I. 1995 "Build" Redistributed

A) South Service Road and Pinelawn Road (County Road 3)

B) North Service Road and Pinelawn Road (County Road 3)

C) Walt Whitman Road (NYS Route 110) and Pinelawn Road (County Road 3)

D) Walt Whitman Road (NYS Route 110) and Old Country Road

E) New York Avenue and Old Country Road

II. 1995 "Build" Redistributed Site Access Signalized

A) Old Country Road and Site Access

B) Pinelawn Road (County Road 3) and Site Access

III. 1995 "Build" Redistributed Site Access Unsignalized

A) Old Country Road and Site Access

B) Pinelawn Road (County Road 3) and Site Access

C) North Service Road and Site Access

IV. 1995 "Build" Mitigation

A) Old Country Road and New York Avenue

LIST OF EXHIBITS

TABLES

TABLE	DESCRIPTION	PAGE
Table 1	Other Planned/Proposed Projects.....	7
Table 2	Existing Roadway Geometry.....	15
Table 3	Existing LOS Study Summary Study Intersections	20
Table 4	Trip Generation Summary Proposal	27
Table 5	Future LOS Summary Study Intersections	34
Table 6	LOS Summary Site Access Signalized	35
Table 7	LOS Summary Site Access Unsignalized	36
Table 8	LOS Summary Site Access Signalized vs. Unsignalized	37
Table 9	Redistributed LOS Study Intersection	55
Table 10	Redistributed LOS Site Access Signalized ..	56
Table 11	Redistributed LOS Summary Site Access Unsignalized	57
Table 12	LOS Summary Site Access Signalized vs. Unsignalized.....	58
Table 13	LOS Summary Old Country Road at New York Avenue - Mitigation	62

FIGURES

FIGURE	DESCRIPTION	PAGE
Figure 1	Area Map.....	3
Figure 2	Location of Study Intersections.....	5
Figure 3	Location Map.....	9
Figure 4	AADT - Pinelawn Road (CR 3).....	11
Figure 5	AADT - N.Y.S. Route 110.....	12
Figure 6	AADT - Pinelawn Road.....	13

FIGURES (CONT.)

FIGURE	DESCRIPTION	PAGE
Figure 7	Existing Volumes A.M. Peak Hour.....	16
Figure 8	Existing Volumes Midday Peak Hour.....	17
Figure 9	Existing Volumes P.M. Peak Hour.....	18
Figure 10	Other Planned Projects.....	22
Figure 11	No Build Volumes with Other Planned Projects A.M. Peak Hour.....	23
Figure 12	No Build Volumes with Other Planned Projects P.M. Peak Hour.....	24
Figure 13	Trip Distribution and Assignment	29
Figure 14	Build Volumes with Other Planned Projects A.M. Peak Hour.....	31
Figure 15	Build Volumes with Other Planned Projects P.M. Peak Hour.....	32
Figure 16	Travel Time and Delay Northbound Route.....	40
Figure 17	Travel Time and Delay Southbound Route.....	41
Figure 18	Northbound Route Average Vehicle Delay.....	43
Figure 19	Southbound Route Average Vehicle Delay.....	44
Figure 20	Northbound Route Average Travel Speed.....	45
Figure 21	Southbound Route Average Travel Speed.....	46
Figure 22	Origin-Destination Study Target Movements..	49
Figure 23	Redistribution of Existing Traffic Volumes.....	51
Figure 24	Build Volumes with Other Planned Projects Redistribution A.M. Peak Hour.....	53
Figure 25	Build Volumes with Other Planned Projects Redistribution P.M. Peak Hour.....	54

EXECUTIVE SUMMARY

The following traffic impact analysis has been prepared as a supplement to the traffic analysis which was prepared for the Town of Huntington, as part of the Melville Route 110 area Generic Environmental Impact Statement (GEIS). This supplement has been prepared to assess the traffic impact of developing the property known as the McGovern Sod Farm.

The proposed project involves the construction of 607 units of Residential Condominiums and a 16 acre recreational area and is in keeping with the recommendations of the Melville GEIS by providing medium density residential development on the 155.47 acres of land currently utilized as the McGovern Sod Farm.

The Time and Delay study performed as part of this analysis reveals that the need for an alternative to Route 110 exists in the vicinity of the site.

The Origin-Destination study reveals that a number of existing vehicles currently utilizing Route 110 would divert to an alternative roadway.

The GEIS studied the total build out of this area and its effects up to the year 2007, however this would be beyond the abilities of the applicant to do the same. Therefore, this supplement analyzes the effects of the Melville GEIS planned projects and the proposal for the five year buildout of 1995. This approach should be more appropriate to assess the effects of ambient growth, planned projects and the proposal upon the surrounding roadway network.

This study demonstrates the feasibility and the overall benefits of constructing a bypass roadway through the McGovern Sod Farm in conjunction with site development.

The study analyzes the diversion of vehicles from the existing traffic stream; the quantitative analysis of the diversionary traffic is conservative, since the amount of future traffic not associated with this project (ambient growth and other planned projects) utilizing the bypass roadway could not be determined. Therefore, the reduction of traffic at the critical intersections is conservative and higher volumes of traffic might utilize the bypass roadway, further improving the Route 110 corridor.

The site accesses have been analyzed under the Build condition and additionally under the Diverted Bypass Roadway scenario. Under the Build condition all of the accesses will operate at levels of service common for a development of this size. However, under the Diverted Traffic scenario, the intersection of Old Country Road and the site access will experience some operational difficulties. If the bypass roadway is constructed, then some geometric modifications will have to be performed at this location.

The bypass roadway would help to alleviate traffic congestion in the study area by diverting traffic from the critical links and intersection along N.Y.S. Route 110. However, the study intersection of Old Country Road and New York Avenue which currently operates poorly will not experience any measurable traffic

changes due to the bypass roadway. Therefore, in conjunction with the site development and the bypass roadway construction, it would be desirable to perform some geometric changes signal modifications at this location. The applicant is willing to cooperate in a joint effort to remedy this existing condition.

PURPOSE OF REPORT

It is proposed to redevelop 155.47 acres of land known as the McGovern-Barbash Property located on the north side of the Long Island Expressway (LIE)(NYS Route 495), on the east side of Pinelawn Road (County Road 3) in the hamlet of Melville, Town of Huntington, Suffolk County, New York (refer to Figure 1, Area Map). The proposal consists of 607 units of Residential Condominiums. In order to facilitate the construction of the proposal, a change of zone is necessary from the existing R-40 to a combination of R5, R10 and R20 zoning. This report has been prepared to supplement the Melville Route 110 area GEIS.

This report summarizes the results of a detailed investigation of how the planned action will affect the surrounding road network. This report specifically investigates:

- The existing roadway and traffic conditions in the area.
- The volume and pattern of the traffic which will be generated by the proposed action.
- The volume and pattern of traffic which will be generated by the planned projects as obtained from the Melville Generic Environmental Impact Statement.
- The affects of the additional traffic on the road network surrounding the site for the 1995 "No Build" condition. This volume includes the effects of ambient growth and the planned projects obtained from the GEIS.

- The need for a connecting roadway through the site as per the recommendations presented in the 1966 Comprehensive Plan prepared for the Town of Huntington.

- The operation of the proposed site access under various traffic control scenarios.

- Presentation for an overall assessment of the anticipated traffic and how it will affect the surrounding road network.

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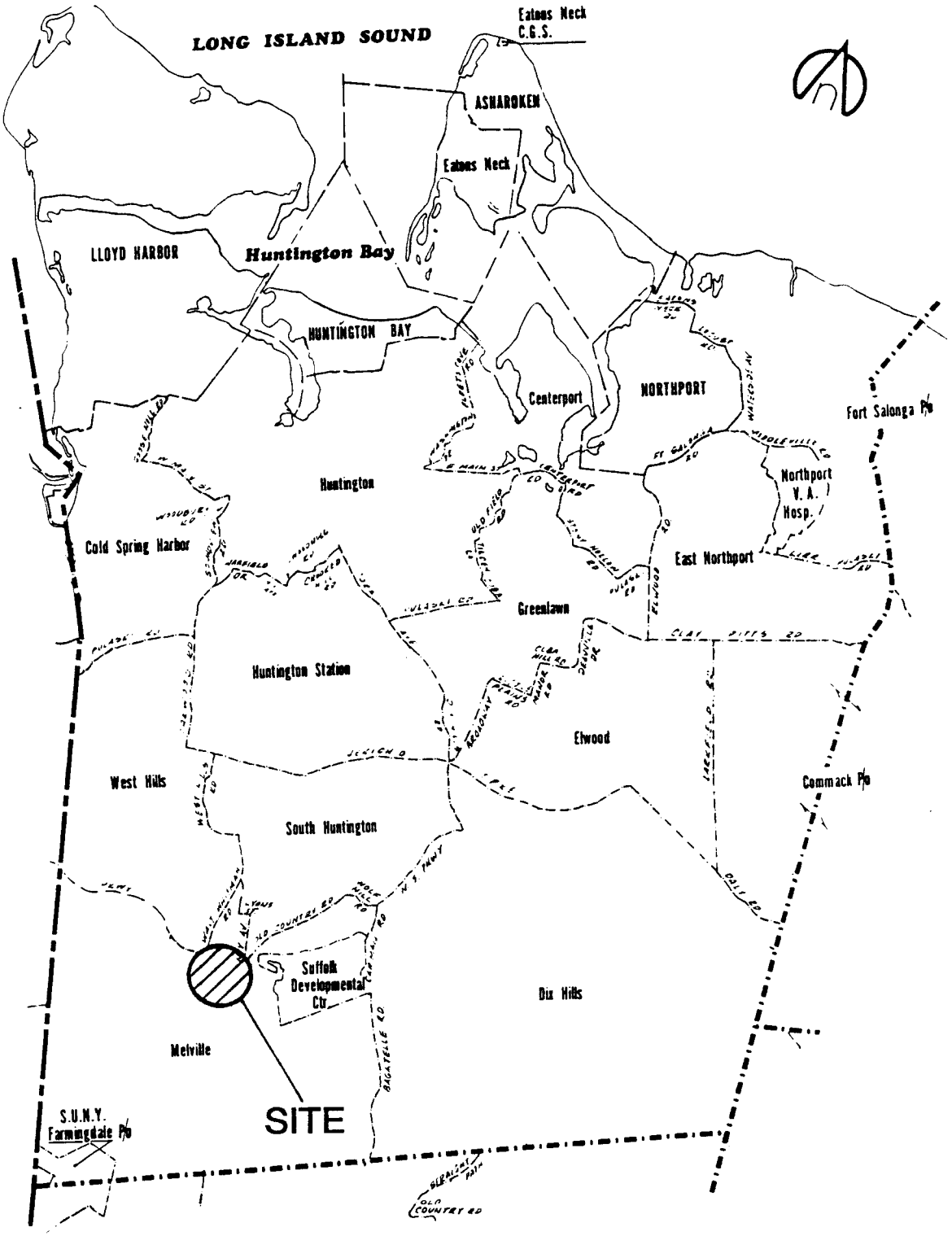
Town of Huntington



Area Map

FIGURE 1

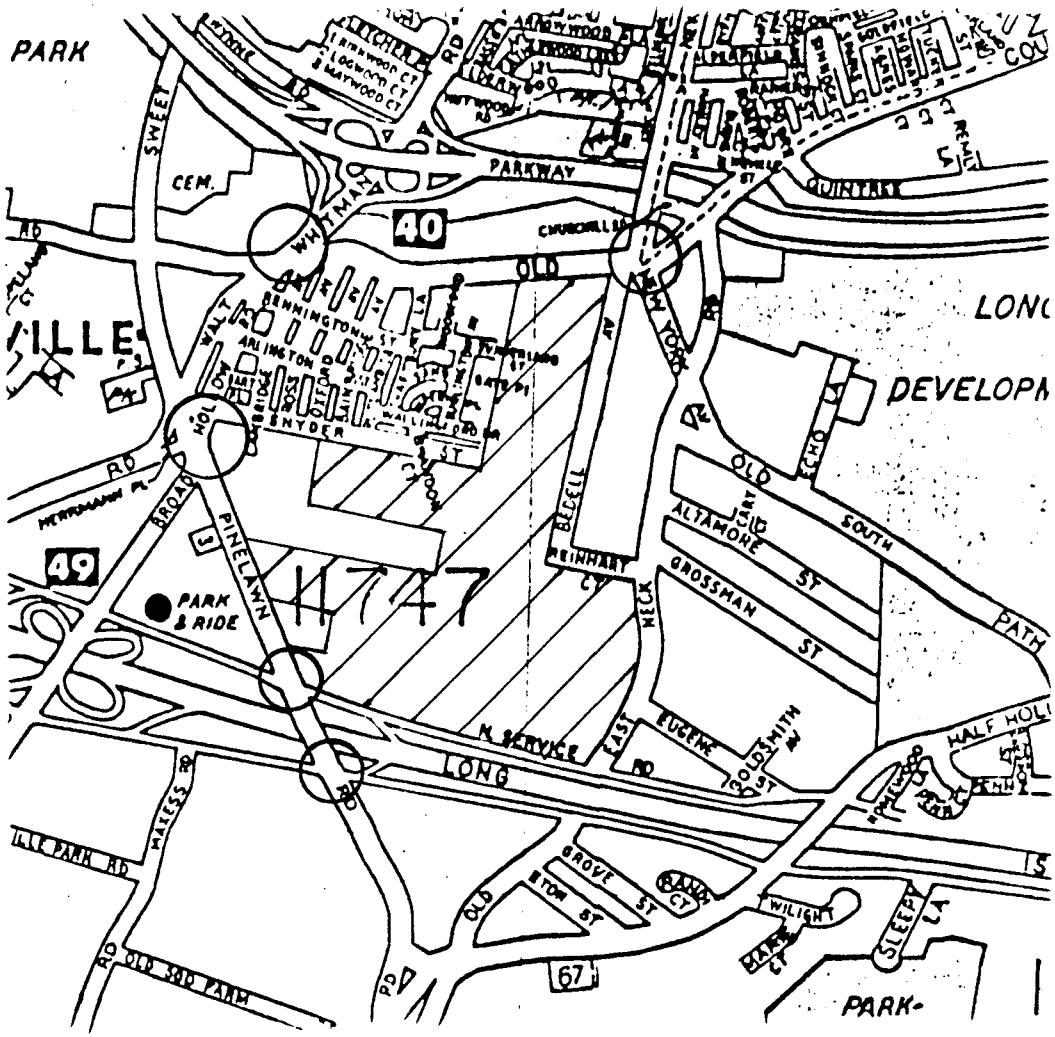
STUDY METHODOLOGY

The study methodology used for this investigation consisted of a detailed review of existing land use, roadway and traffic conditions in the vicinity of the proposed site. Existing traffic volumes at the study locations were determined from field surveys conducted in March 1990. Additional traffic volume information has been obtained from the New York State Department of Transportation (NYSDOT), the Suffolk County Department of Public Works (SCDPW) and the Town of Huntington Division of Transportation and Traffic Safety. This data was analyzed and in conjunction with field observations, the current level of service (refer to Appendix A) was determined for the study locations listed below.

A) South Service Road and Pinelawn Road (County Road 3)
B) North Service Road and Pinelawn Road (County Road 3)
C) Walt Whitman Road (NYS Route 110) and Pinelawn Road (County Road 3)
D) Walt Whitman Road (NYS Route 110) and Old Country Road
E) New York Avenue and Old Country Road

Refer to Figure 2 for a visual depiction of the location of the intersections analyzed.

The study analyzed intersection levels of service for Existing conditions as well as the projected 1995 "No Build" and 1995 "Build" conditions. The 1995 "No Build" condition analyzed the effects of ambient traffic growth on the surrounding roadway network.



Location
of
Study Intersections

FIGURE 2

In order to determine the 1995 projected volumes an annual growth factor of one and one half percent (1.5%) per year, supplied by the New York State Department of Transportation was applied to the existing volumes.

The employment of the ambient growth factor to the existing volumes takes into consideration any proposed developments outside of the immediate vicinity of the site. Additionally, the planned projects summarized in Table 1 have been utilized, these projects (size, traffic volume and trip distribution) were obtained from the Melville GEIS. The 1995 "Build" condition analyzed the combined effects of ambient traffic growth, planned projects, and the traffic generated by the proposal.

Additionally, the surrounding roadway was surveyed as to the travel times, delays and existing trip origins-destinations. This information will be discussed in subsequent sections of this document.

Finally, the projected traffic conditions were reviewed to identify any potential problem areas and an overall assessment was made of the traffic impact of the project.

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TABLE 1
OTHER PLANNED / PROPOSED PROJECTS
INCLUDED IN THE ANALYSIS

NAME	DESCRIPTION
OMNI DEVELOPMENT	433,000 SF OFFICE/360 RM. HOTEL
HMCC / REKSON	163,000 SF OFFICE
GE BUILDING	98,500 SF OFFICE
HEWLETT PACKARD	57,604 SF OFFICE
GREENWAY PLAZA	203,754 SF OFFICE
IN-LAW REALTY	105,000 SF OFFICE
ZIRINSKI BUILDING	89,000 SF OFFICE
MORCHON EYE WARE	55,500 SF INDUSTRY
U.S. POST OFFICE	175,090 SF INDUSTRY
B.D.G. RULAND ASSOCIATES	20,000 SF OFFICE
BELWIN MILLS	187,000 SF OFFICE

SOURCE:
DRAFT GENERIC ENVIRONMENTAL IMPACT STATEMENT
MELVILLE -- ROUTE 110 AREA
PREPARED BY LKB & RPPW
DATED: APRIL 1988
PAGES 10-4 & 10-5

EXISTING CONDITIONS

Land Use

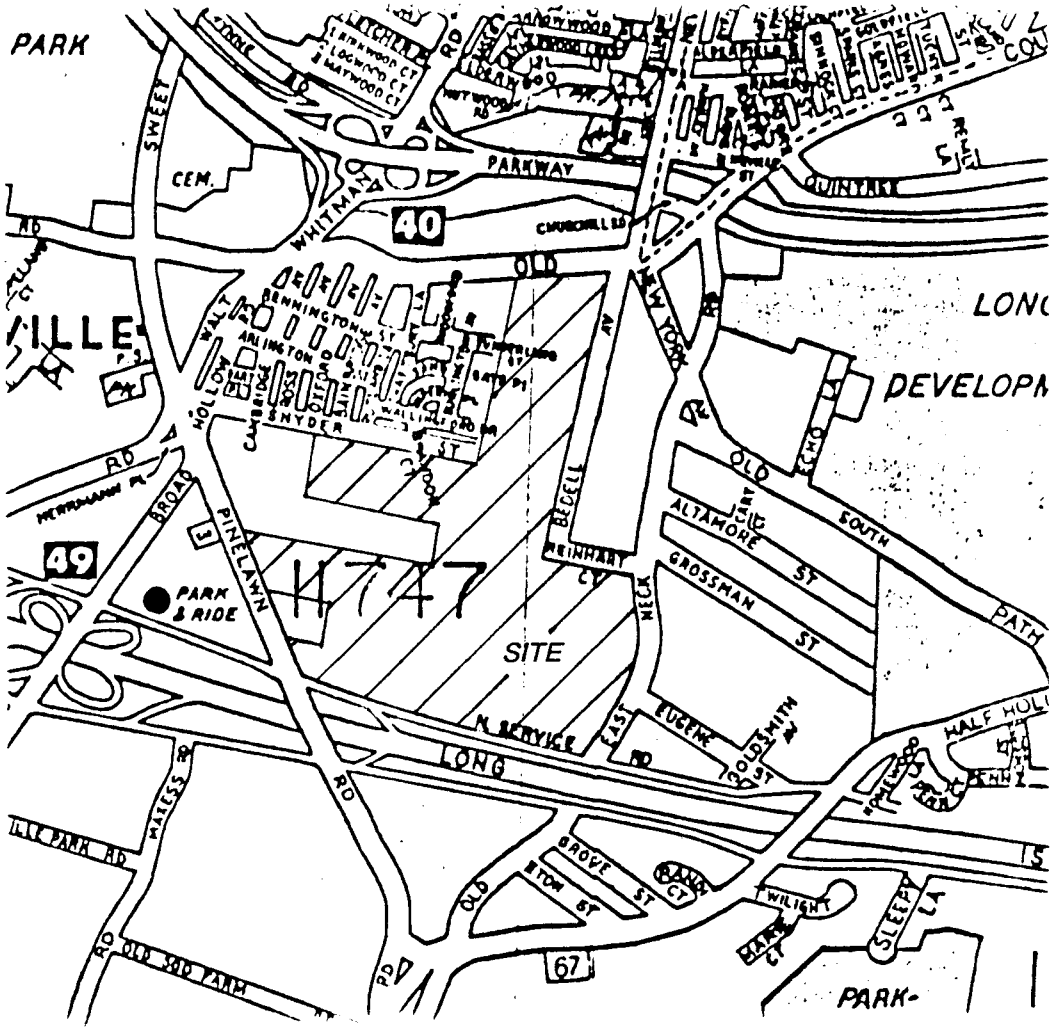
The proposed site is located in the hamlet of Melville on the north side of the Long Island Expressway and the east side of Pinelawn Road (CR 3) as shown on the Location Map, Figure 3. The proposed site is also shown on a site plan dated December 1989 and is included in the Environmental Supplement prepared for this project. The site is currently utilized as the McGovern Sod Farm and is situated in the R40 residential zone.

To the east and north of the site are residential uses, and further north on Old Country Road are office uses. to the south of the site is the Long Island Expressway (LIE) NYS Route 495. While to the west of the site are office uses.

Traffic

As previously mentioned, the proposed development is located on the north side of the Long Island Expressway and the east side of Pinelawn Road in Melville, New York.

The Long Island Expressway (NYS Route 495) in the vicinity of the site is currently a six (6) lane divided expressway (3 lanes eastbound, 3 lanes westbound) under the jurisdiction of the NYS-DOT. The Expressway includes a two (2) lane collector-distributor roadways in each direction. These service roads



Location Map

FIGURE 3

contain additional turn lanes at major intersections. The Expressway has an Average Annual Daily Traffic (AADT) of 141,700 vehicles per day (SOURCE: NYSDOT). The North Service Road adjacent to the site has an Average Annual Daily Traffic (AADT) of 12,680 vehicles per day in the vicinity of the site.

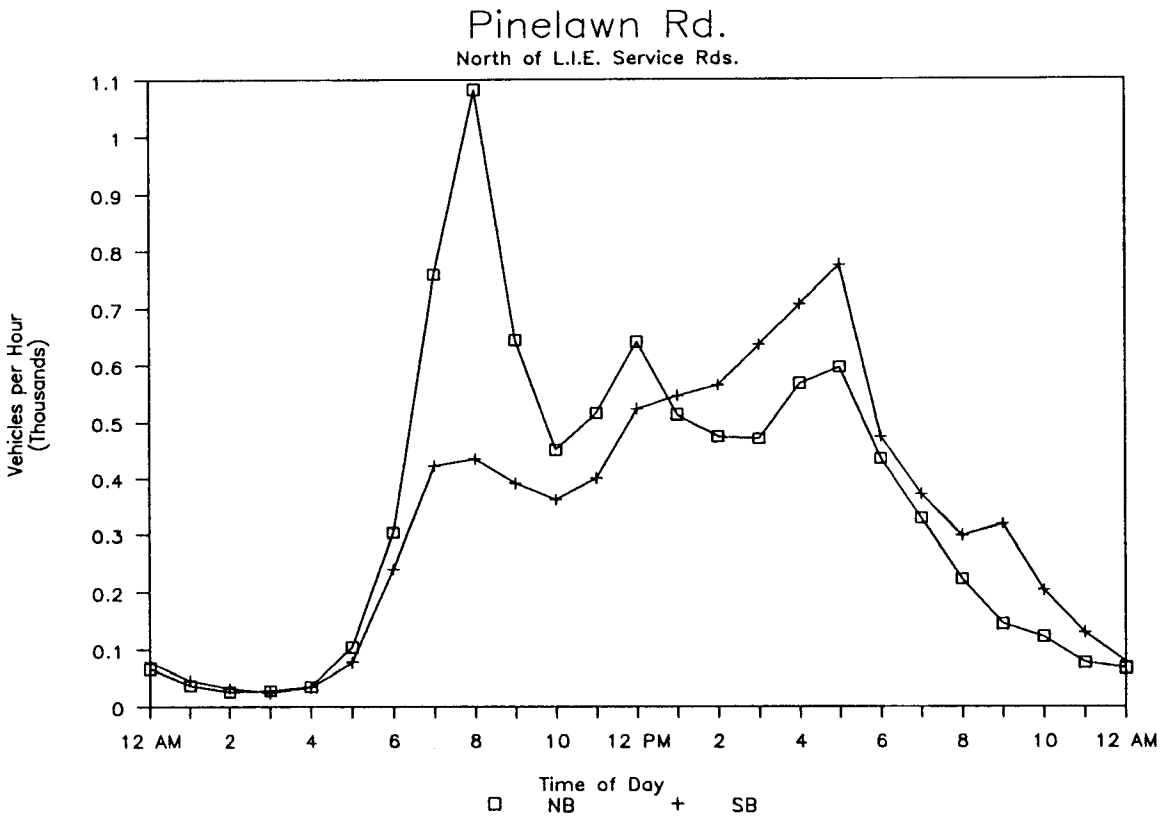
The Pinelawn Road (County Road 3) in the vicinity of the site is a four (4) lane divided roadway (2 lanes northwest bound, 2 lanes southeast bound) under the jurisdiction of the SCDPW. The roadway contains a posted speed limit of 40 MPH and an Average Annual Daily Traffic (AADT) of 15,200 vehicles per day (SOURCE: SCDPW)). Figure 4 visually depicts the hourly variation in this traffic volume.

Walt Whitman Road (NYS Route 110) in the vicinity of the site is a four (4) lane divided highway (2 lanes northbound, 2 lanes southbound) under the jurisdiction of the NYSDOT. The roadway contains a posted speed limit of 40 MPH and an Average Annual Daily Traffic (AADT) of 41,600 vehicles per day (SOURCE: NYSDOT). Figure 5 visually depicts the hourly variation in this traffic volume.

Old Country Road in the vicinity of the site is a two (2) lane roadway (1 lane eastbound, 1 lane westbound) under the jurisdiction of the Town of Huntington. The roadway contains a posted speed limit of 30 MPH and an Average Annual Daily Traffic (AADT) of 13,400 vehicles per day (SOURCE: Town of Huntington). Figure 6 visually depicts the hourly variation in this traffic volume.

As previously mentioned, the following intersections are contained within the study area.

NORTHBOUND	
66	12 AM
37	
26	2
28	
35	4
104	
304	6
759	
1083	8
644	
451	10
516	
641	12 PM
513	
474	2
470	
567	4
596	
435	6
329	
222	8
144	
121	10
76	
66	12 AM



SOUTHBOUND	
12 AM	77
	46
2	32
	24
4	34
	77
6	240
	423
8	435
	391
10	363
	401
12 PM	523
	546
2	565
	636
4	707
	775
6	474
	372
8	298
	318
10	203
	129
12 AM	77

AVERAGE WEEKDAY HOURLY TRAFFIC VOLUMES

SUFFOLK COUNTY DEPT. OF PUBLIC WORKS

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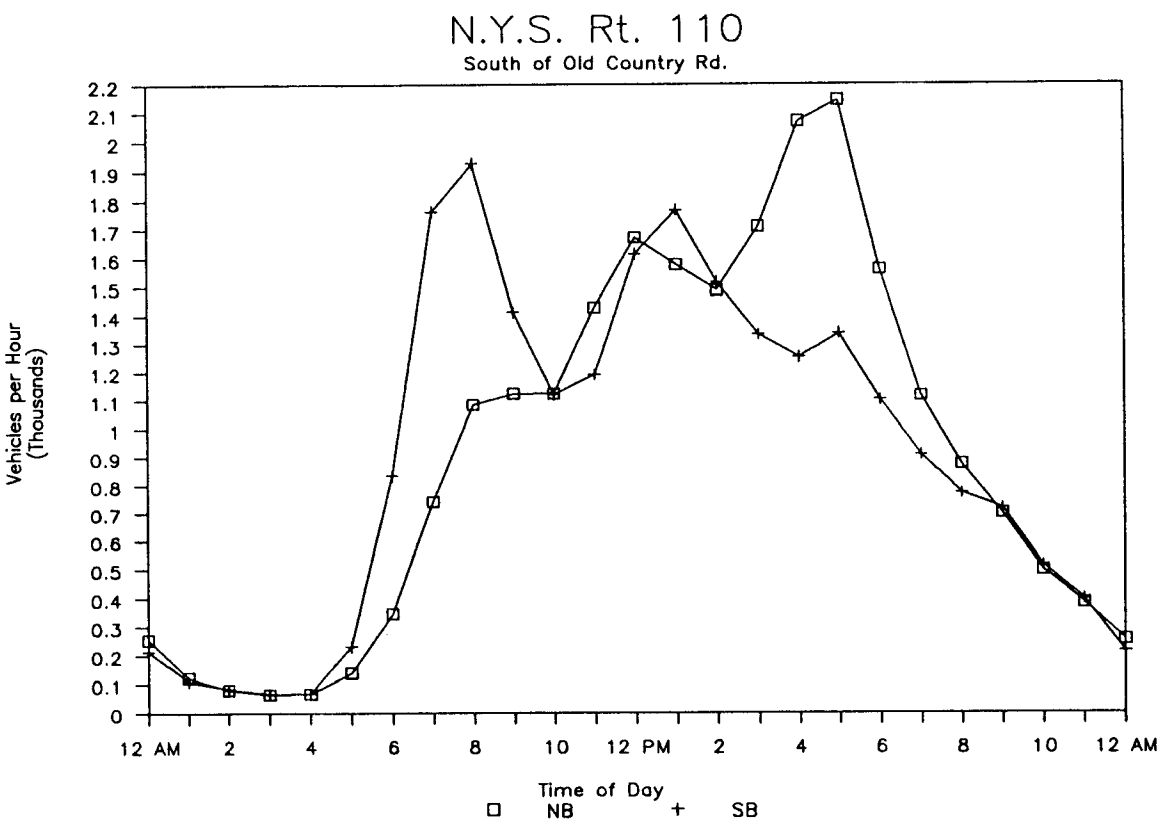
FIGURE 4

NORTHBOUND	
255	12 AM
122	
80	2
64	
67	4
139	
345	6
743	
1085	8
1124	
1125	10
1429	
1671	12 PM
1577	
1488	2
1709	
2072	4
2145	
1560	6
1116	
875	8
699	
498	10
383	
255	12 AM



SOUTHBOUND	
12 AM	214
	109
2	84
	65
4	68
	230
6	835
	1763
8	1928
	1413
10	1120
	1192
12 PM	1614
	1767
2	1516
	1333
4	1253
	1339
6	1102
	909
8	772
	718
10	514
	395
12 AM	214

AVERAGE WEEKDAY HOURLY TRAFFIC VOLUMES

N.Y.S.D.O.T.

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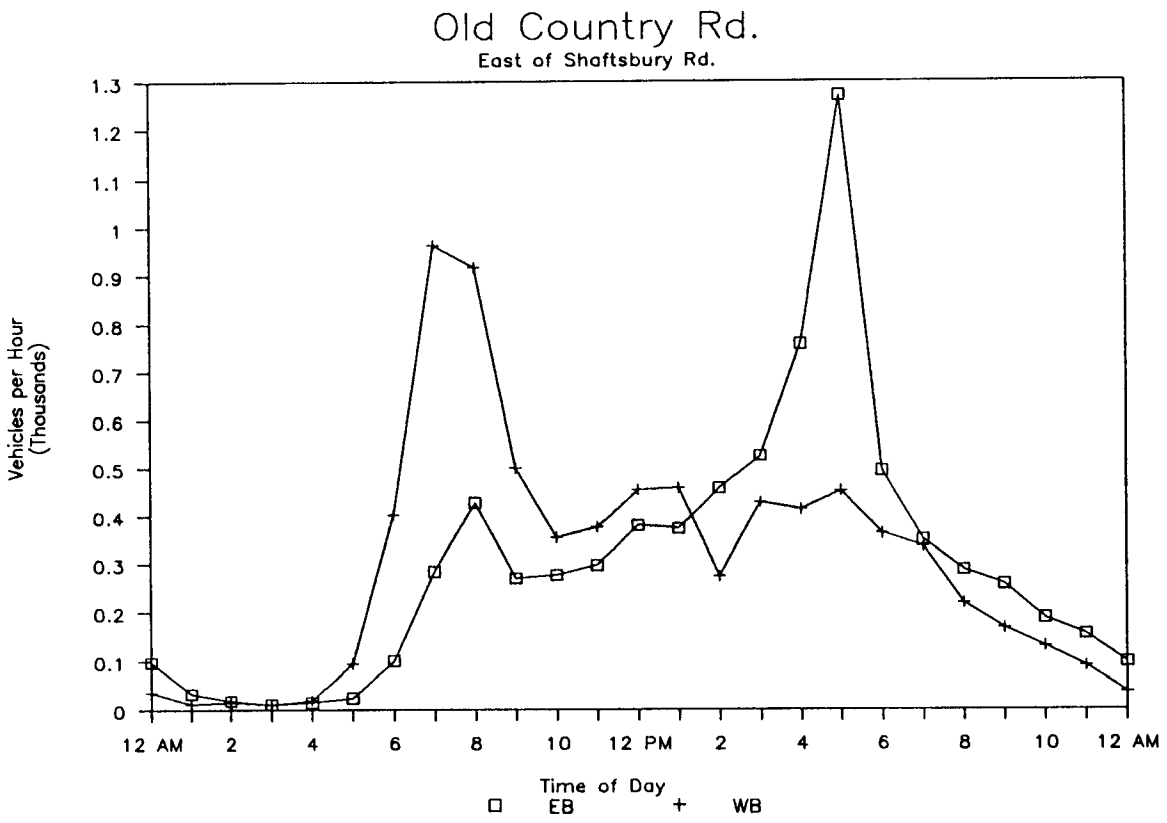
FIGURE 5

EASTBOUND	
97	12 AM
33	
18	2
11	
15	4
24	
100	6
284	
428	8
270	
277	10
297	
380	12 PM
373	
459	2
526	
759	4
1270	
495	6
350	
287	8
258	
188	10
155	
97	12 AM



WESTBOUND	
12 AM	36
	12
2	15
	10
4	20
	95
6	403
	963
8	917
	501
10	354
	377
12 PM	455
	459
2	274
	429
4	414
	453
6	363
	335
8	219
	167
10	130
	89
12 AM	36

AVERAGE WEEKDAY HOURLY TRAFFIC VOLUMES

TOWN OF HUNTINGTON TRAFFIC SAFETY DEPT.

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FIGURE 6

A) South Service Road and Pinelawn Road (County Road 3)
B) North Service Road and Pinelawn Road (County Road 3)
C) Walt Whitman Road (NYS Route 110) and Pinelawn Road (County Road 3)
D) Walt Whitman Road (NYS Route 110) and Old Country Road
E) New York Avenue and Old Country Road

Table 2 contains a summary of the existing roadway geometry and traffic control at each of the study locations.

Complete turning movement counts at the aforementioned intersections were obtained during peak commuter traffic periods in the vicinity of the site. They are as follows: A.M. Peak (6:30-9:30 A.M.), Midday Peak (11:00 A.M.-2:30 P.M.) and P.M. Peak (3:30-6:30 P.M.) The peak hour during each of the data collection periods was obtained and the results are contained in Appendix B. Figures 7, 8 and 9 visually depict the existing volumes for the A.M., midday and P.M. peak hours respectively.

The turning movement counts obtained at the aforementioned intersections were utilized to perform capacity analyses for the Existing, 1995 "No Build" and 1995 "Build" conditions. The later two conditions will be discussed in subsequent sections of the study. The capacity analyses were performed using procedures outlined in the **1985 Highway Capacity Manual (Special Report 209)** published by the **Transportation Research Board.** The procedures outlined in the **Highway Capacity Manual** permit the computation of intersection capacity and level of service (LOS).

The capacity of a signalized intersection is evaluated in terms of the ratio of demand flow rate to capacity (V/C ratio). The capacity is defined for each approach and measures the maximum rate of flow (for the subject approach) which may pass

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TABLE 2
EXISTING
ROADWAY GEOMETRY
MCGOVERN SOD FARM
STUDY INTERSECTIONS

LOCATION	APPROACH	NUMBER OF LANES					TRAFFIC CONTROL
		L.T.	L.TH.	TH.	R.TH.	R.T.	
L.I.E. S. SER. RD. AND PINELAWN RD.	NB			2		1	SIGNAL MULTI-PHASE
	SB	1		2			
	EB		1	1		1	
L.I.E. N. SER. RD. AND PINELAWN RD.	NB	1		2			SIGNAL MULTI-PHASE
	SB			1	1		
	WB	1	1		1	1	
PINELAWN RD. AND RT. 110	NB	1		2		1	SIGNAL MULTI-PHASE
	SB	1		2		1	
	EB		1		1		
	WB	1		1		2	
OLD COUNTRY RD. AND RT. 110	NB	1		2		1	SIGNAL MULTI-PHASE
	SB	1		2		1	
	EB	1	1			1	
	WB	1	1	1		1	
OLD COUNTRY RD. AND NEW YORK AVE.	NB			1			SIGNAL TWO PHASE
	SB			1			
	EB			1			
	WB	1		1		1	

NOTE:
NB = NORTHBOUND, SB = SOUTHBOUND
EB = EASTBOUND, WB = WESTBOUND
L.T. = LEFT TURN, L.TH. = LEFT-THROUGH
TH. = THROUGH, R.TH. = RIGHT-THROUGH
R.T. = RIGHT TURN

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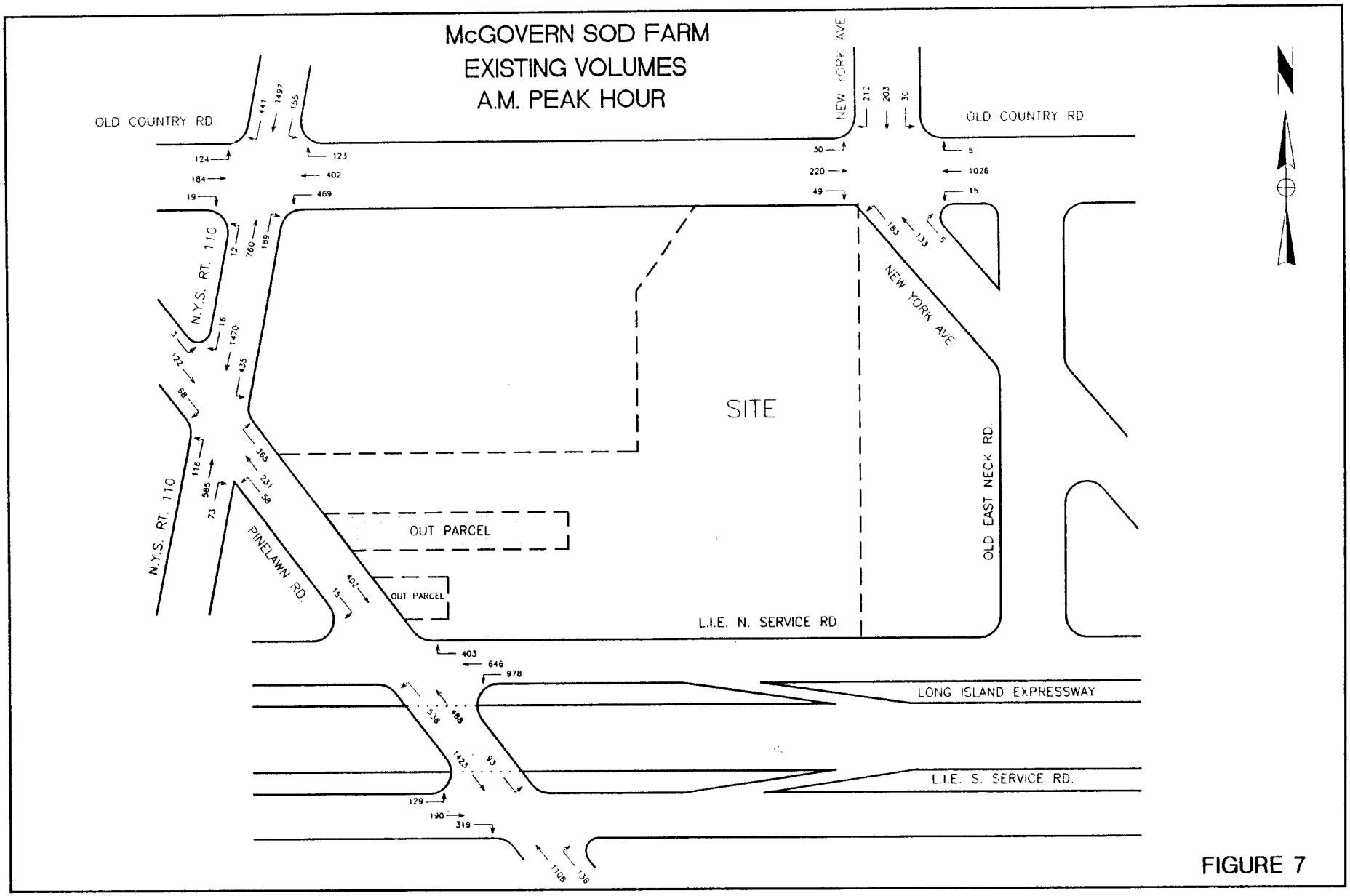

FIGURE 7

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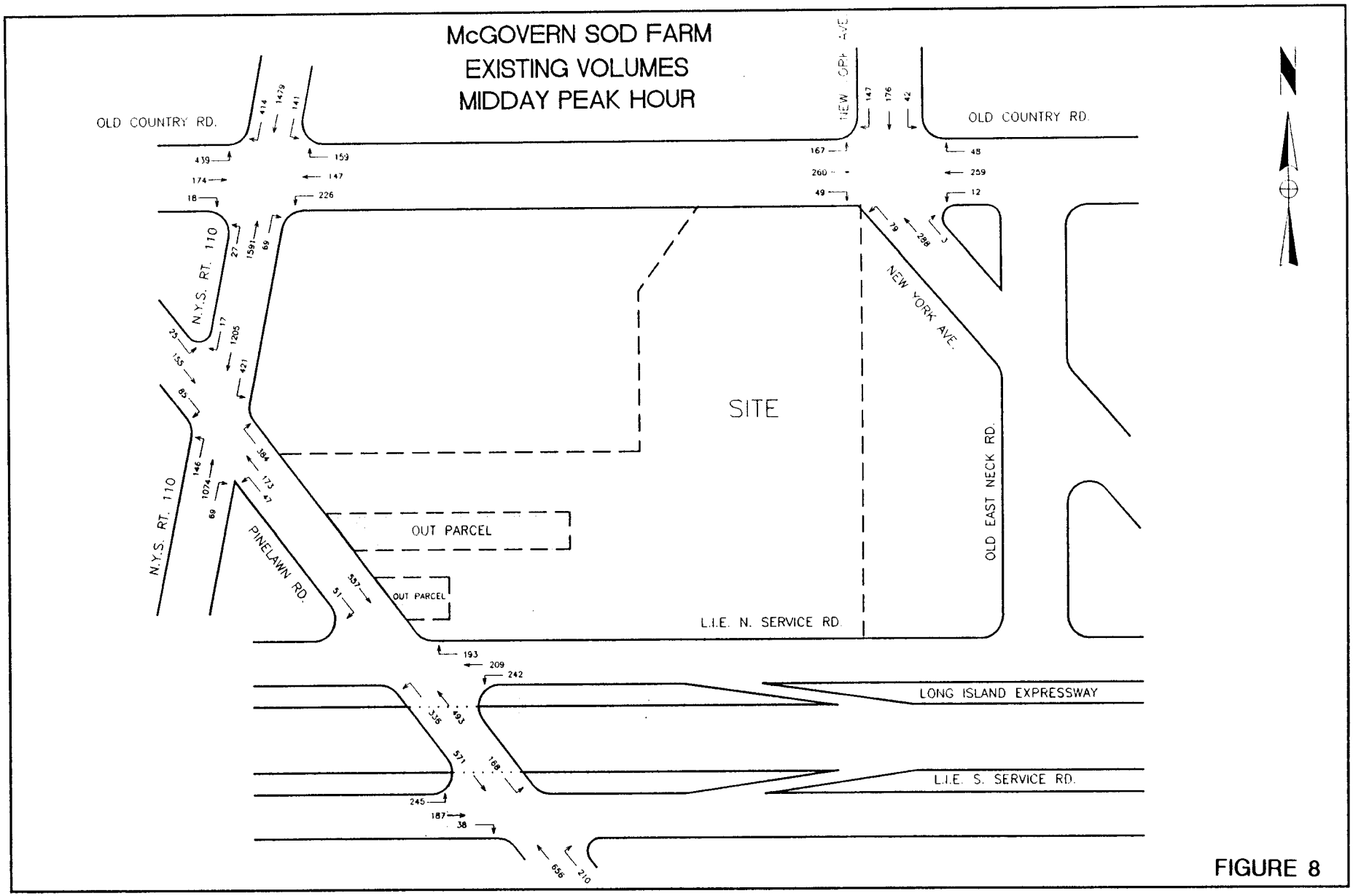

FIGURE 8

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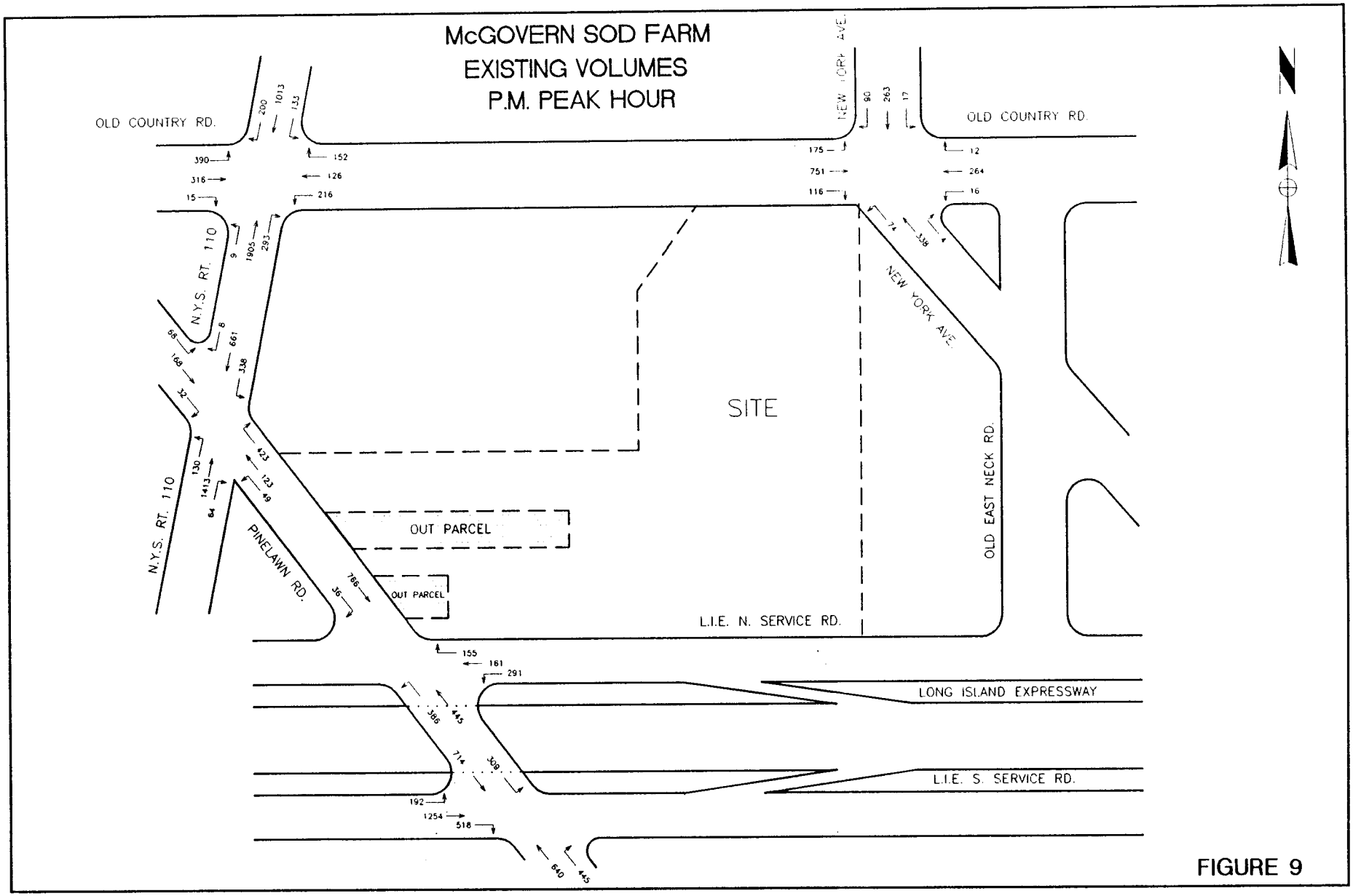

FIGURE 9

through the intersection under prevailing traffic, roadway and signalization conditions (**Highway Capacity Manual, Transportation Research Board (Special Report 209, P. 9-2, 9-3**).

The level of service of a signalized intersection is evaluated on the basis of average stopped delay per vehicle measured in the units (sec/veh). Delay is a measure of driver discomfort, frustration, fuel consumption and lost travel time. Refer to Appendix A for further definitions of level of traffic service (**IBID, P. 9-3, 9-4**).

The procedures and methods outlined in the **1985 Highway Capacity Manual** require the analysis of both capacity and level of service conditions to fully evaluate the operation of a signalized intersection (**IBID, P. 9-5**).

The capacity analyses for the signalized intersection previously mentioned were performed using the **Highway Capacity Software.** The program was developed by the **Federal Highway Administration** and adheres to the guidelines set forth in the **1985 Highway Capacity Manual.** The Capacity Analysis/Level of Service Worksheets for the Existing conditions can be found in Appendix C. A summary of the results can be found in Table 3.

Upon a review of the values presented in Table 3, it can be seen that four of the five study intersections experienced operational difficulties during the peak highway hours.

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TABLE 3
LOS SUMMARY
SIGNALIZED INTERSECTION
MCGOVERN SOD FARM

LOCATION	CONDITION	A.M. PEAK HOUR			MID. PEAK HOUR			P.M. PEAK HOUR		
		DELAY (SEC./VEH.)	MIN. LOS	V/C RATIO	DELAY (SEC./VEH.)	MIN. LOS	V/C RATIO	DELAY (SEC./VEH.)	MIN. LOS	V/C RATIO
L.I.E. S. SER. RD AND PINELAWN RD.	EXISTING	17.6	C	0.801	14.6	B	0.670	42.6	E	0.902
L.I.E. N. SER. RD AND PINELAWN RD.	EXISTING	*	*	0.925	12.0	B	0.525	19.8	C	0.708
PINELAWN RD. AND RT. 110	EXISTING	19.0	C	0.800	*	*	0.922	*	*	1.029
OLD COUNTRY RD. AND RT. 110	EXISTING	*	*	0.970	*	*	1.270	*	*	1.180
OLD COUNTRY RD. AND NEW YORK AVE.	EXISTING	*	*	1.354	39.5	D	0.872	*	*	1.169

* – LOS & DELAY MEANINGLESS AT V/C RATIO GREATER THAN 1.20
AS PER 1985 HIGHWAY CAPACITY MANUAL
-- NOT APPLICABLE

OTHER PLANNED DEVELOPMENTS

Trip Generation

As previously mentioned, this report will analyze the effects of the other developments presented in the Melville GEIS. The trip generations, distribution and assignment was obtained directly from the Melville GEIS. The planned projects depicted on Table 1 were the only projects utilized in this study. This was done because the other projects presented in the GEIS were operational at the time the traffic counts for this project were collected. Some of the projects utilized are also in operation, however to what capacity was not available, therefore they were included. This was added to the ambient growth in the area which also takes other projects into consideration. Therefore, these No Build volumes should be a conservative estimate of the "1995 No Build" volumes. Figure 10 visually depicts these traffic volumes as presented in the Melville GEIS. Figures 11 and 12 visually depict the combination of the 1995 ambient traffic volumes and the 1995 other planned projects.

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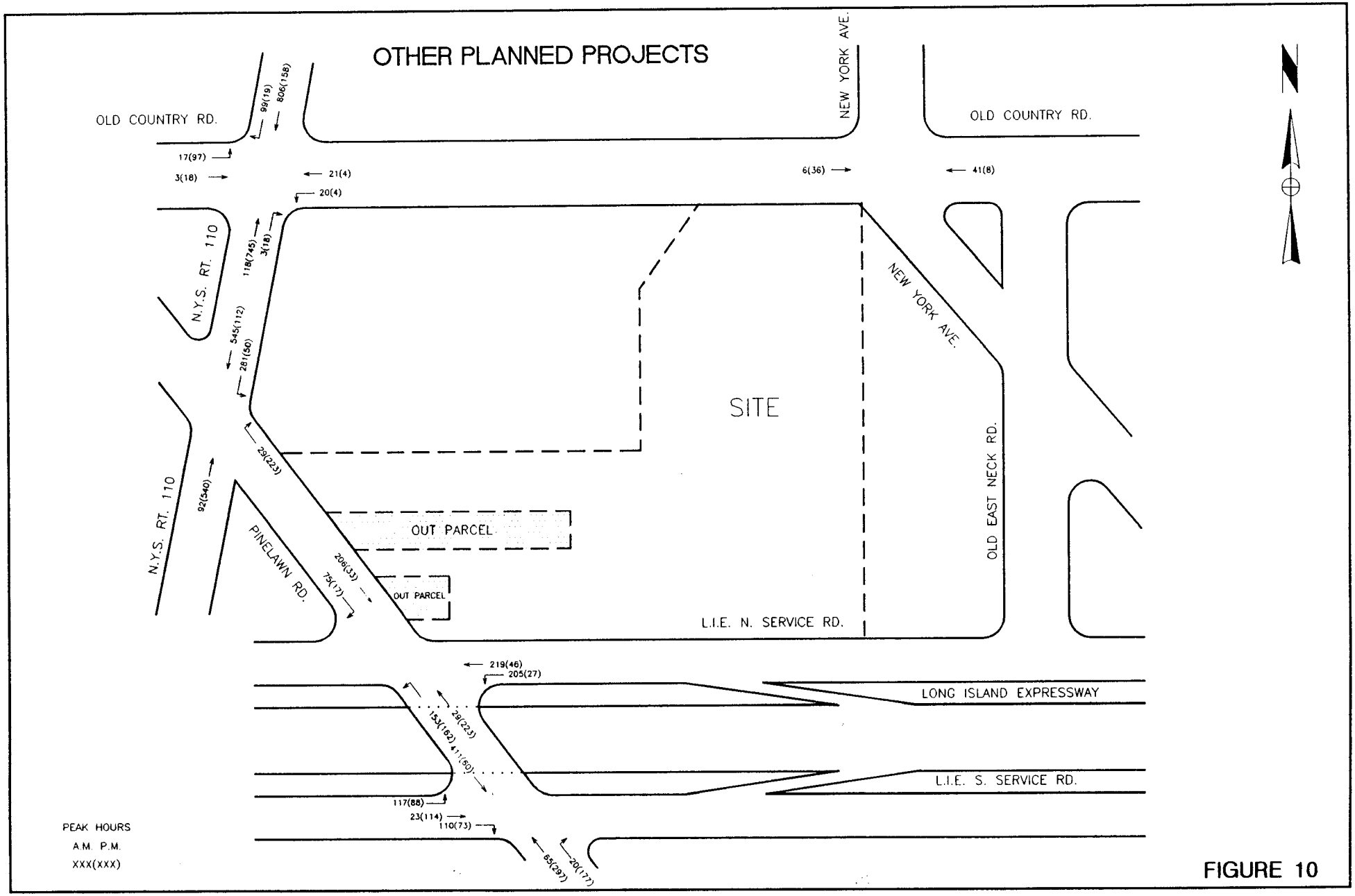

FIGURE 10

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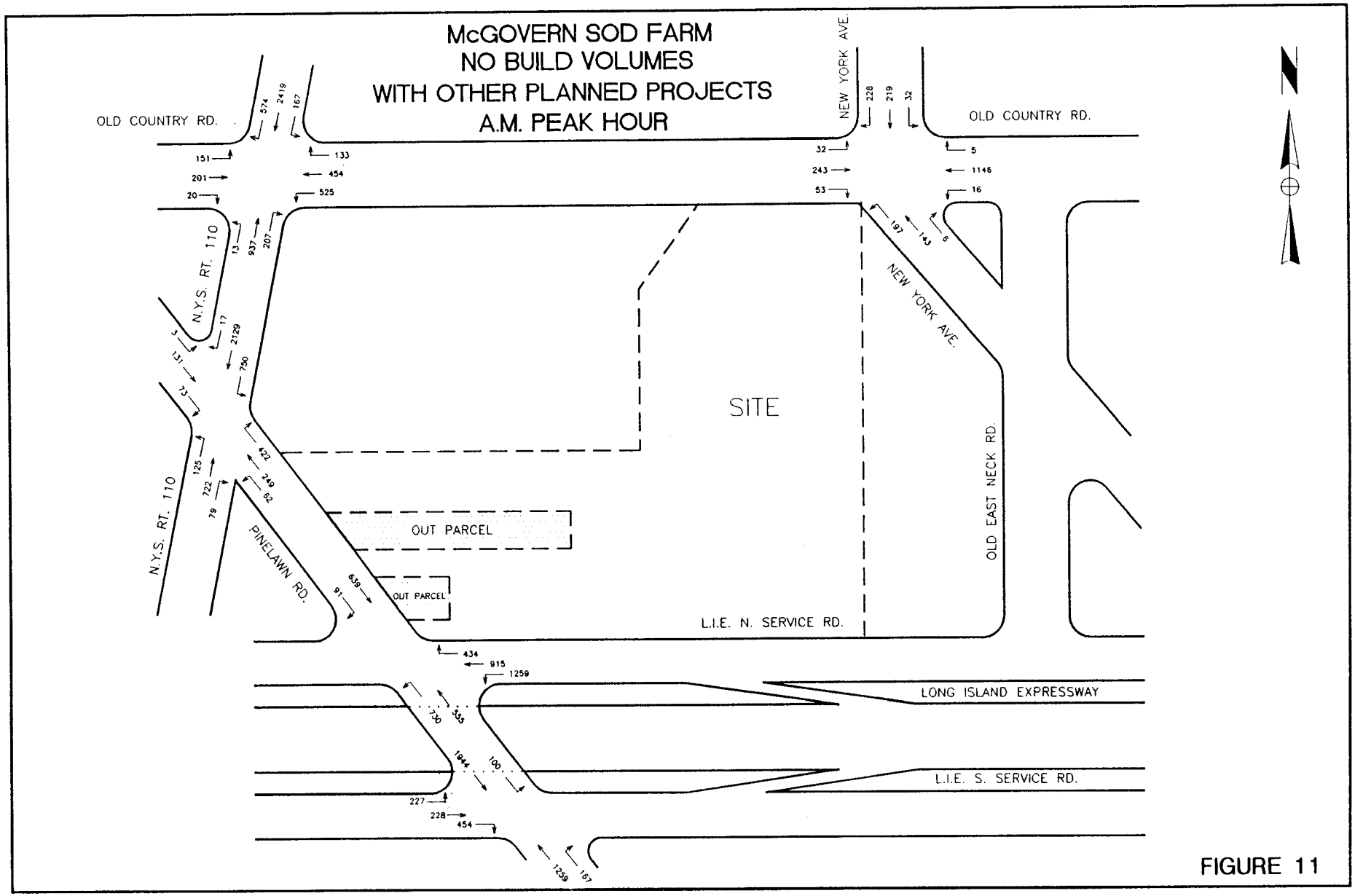

FIGURE 11

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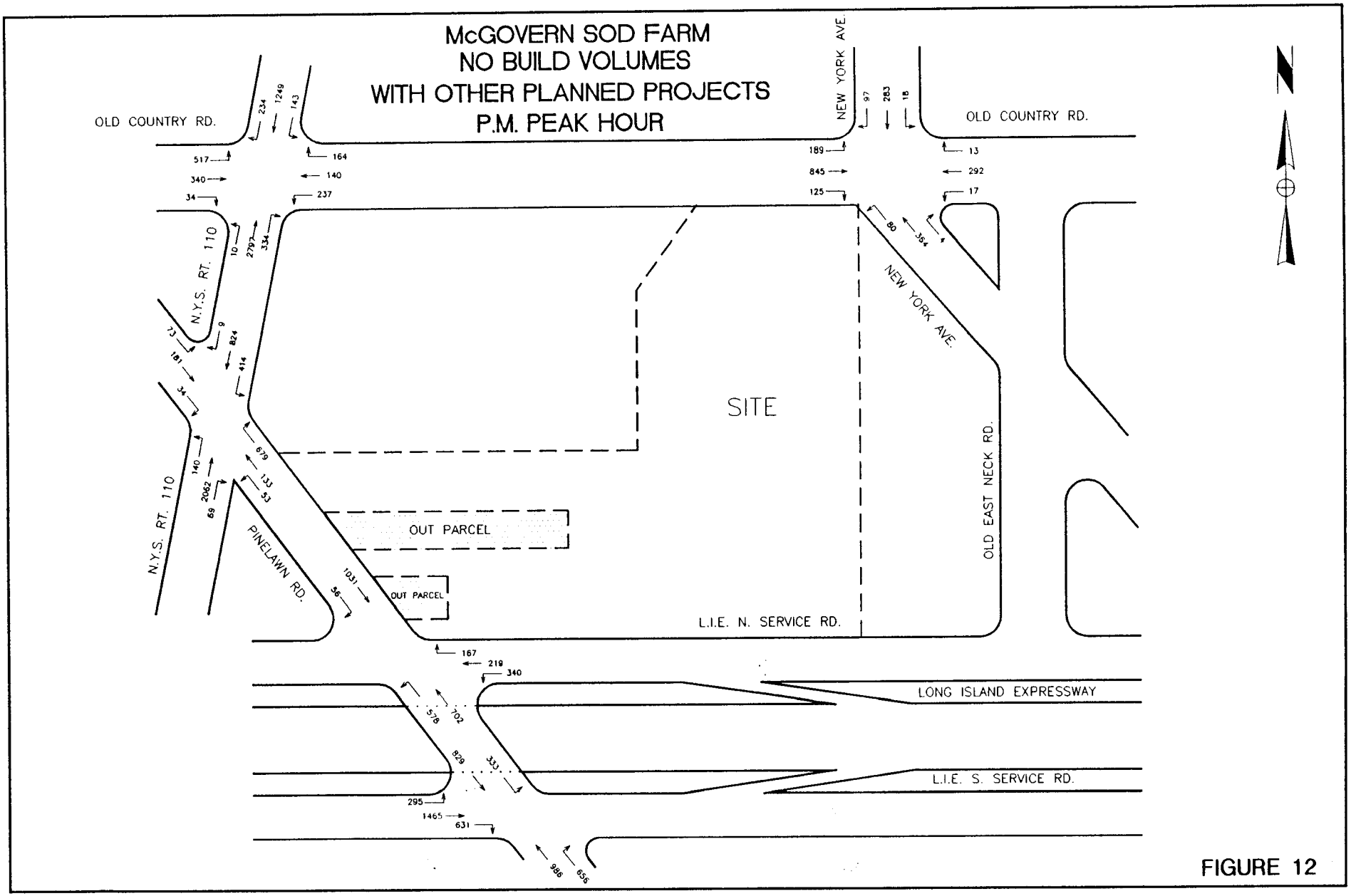

FIGURE 12

PROPOSED RESIDENTIAL DEVELOPMENT

Trip Generation

As previously mentioned, it has been proposed to construct 607 residential condominium units in Melville, Town of Huntington, Suffolk County, New York.

As part of this investigation, estimates were made of the anticipated volume of vehicular traffic that would be generated by the proposed development. Estimates were based on the average trip generation rates for condominiums (Land Use Code 230) as presented in the **Trip Generation Report, 4th Edition**, prepared by the **Institute of Transportation Engineers (1987)**. These rates are based on surveys throughout the country and generally correlate closely with traffic generation rates of residential developments in Suffolk County. The computations were prepared using the **Trip Generation Program** developed by **Microtrans Inc.**

The Institute of Transportation Engineers' surveys of the hourly trip patterns to and from residential developments have shown that the peak quantity of traffic generated by these developments occurs during the morning and afternoon commuter periods. Therefore, for the purposes of this analysis it was assumed that the morning peak generation period at the site would occur between 7:00 and 9:00 A.M. and would coincide with the commuter peaks in the vicinity of the site. The evening peak generation period was likewise assumed to occur between 4:00 and 6:00 P.M. to coincide with the commuter peaks in the vicinity of the site.

Table 4 summarizes the results of the trip generation analysis for the proposed development. The detailed traffic engineering computations are contained in Appendix D.

It is estimated the proposal will generate approximately 3657 vehicle trips per day during a weekday (1779 vehicle trips in and 1778 trips out). During the morning peak traffic period approximately 273 vehicle trips per hour will be generated, while during the evening peak hour approximately 340 vehicle trips will be generated.

Site Access

The site plan prepared for this property dated December 1989 depicts three site access points. These accesses are proposed to be located as follows, one at the northerly property line forming a "T" intersection with Old Country Road, another at the westerly property line forming a "T" intersection with Pinelawn Road, and finally one at the southerly property line forming a "T" intersection with the North Service Road.

Additionally, the 1966 Comprehensive Master Plan proposed the construction of a connector roadway cutting through the McGovern-Barbash property. This proposal will be analyzed and discussed in subsequent sections of this document.

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TABLE 4
TRIP GENERATION
SUMMARY
McGOVERN SOD FARM
607 UNITS OF RESIDENTIAL CONDOMINIUMS

LAND USE CODE	230	
A.W.D.V.T.E.*	3557	T/D
AM PEAK HOUR		
ENTER:	42	T/H
EXIT:	231	T/H
TOTAL:	273	T/H
PM PEAK HOUR		
ENTER:	231	T/H
EXIT:	109	T/H
TOTAL:	340	T/H

NOTE:
* - A.W.D.V.T.E. = AVERAGE WEEKDAY VEHICLE TRIP ENDS.
T/D = TRIPS PER DAY
T/H = TRIPS PER HOUR

Trip Distribution & Assignment

The next step of the investigation consisted of a detailed analysis of the geographical distribution of the newly generated trips to and from the site. The trip distribution for the subject property is projected to be distributed in proportion to the distribution of the population and existing travel patterns at the study intersections.

Beyond the site access the anticipated traffic generated by the site was assumed to be distributed in accordance with existing travel patterns at the study intersections.

The percentage trip distributions were then applied to the estimated site trip generations to arrive at actual estimated trip assignment volumes for analysis purposes.

Figure 13 depicts the anticipated trip distribution and assignment of the site generated traffic for the A.M. and P.M. peak hour respectively.

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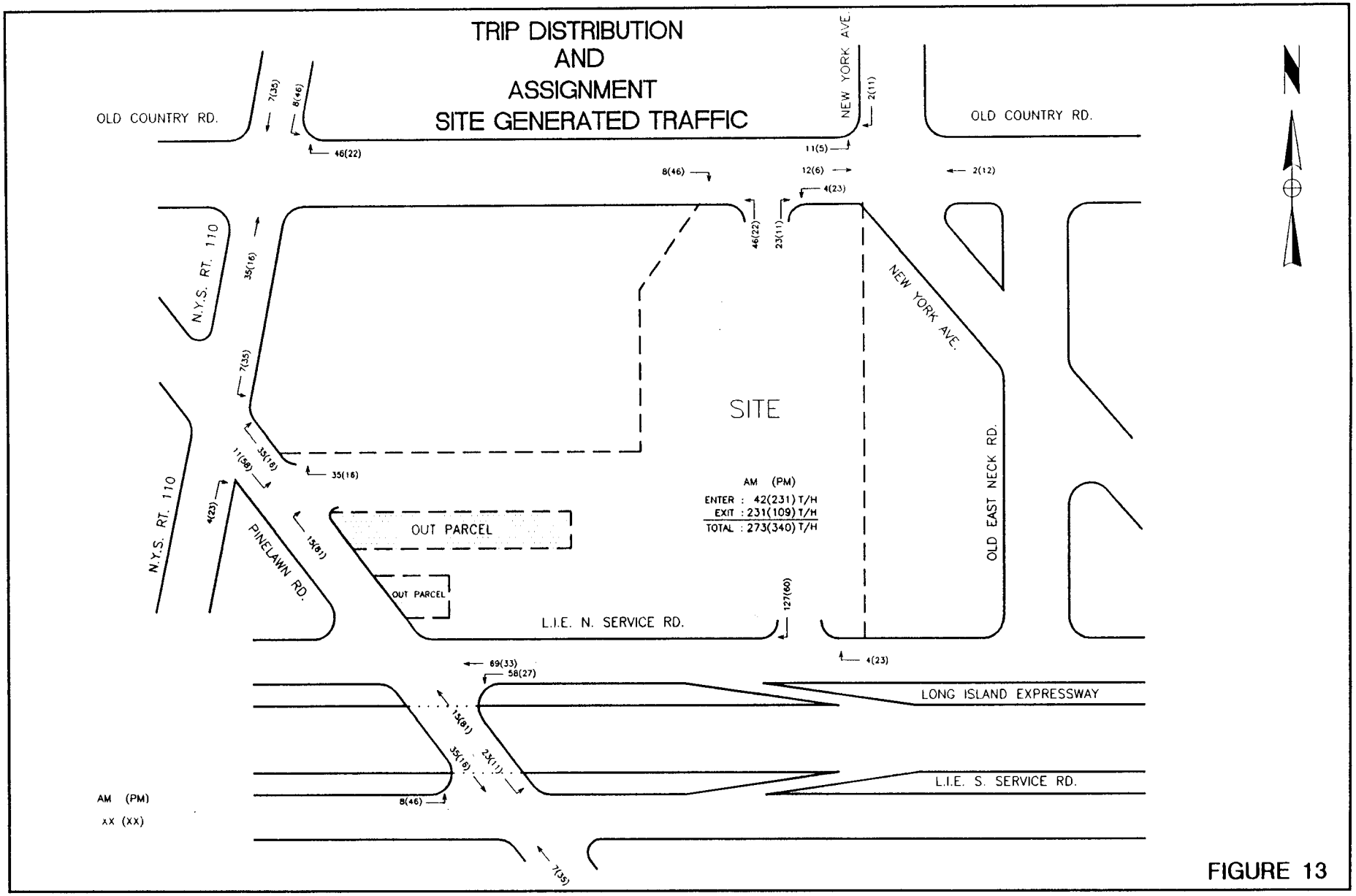

FIGURE 13

TRAFFIC IMPACT ANALYSIS

As previously mentioned, turning movement counts were obtained at the aforementioned study intersections. These volumes were utilized to perform capacity analyses for the Existing conditions segment of the study. The turning movement counts were also utilized in the analysis of the projected 1995 "No Build" and 1995 "Build" conditions.

As stated in the preceding text, the 1995 "No Build" condition analyzes, the effect of ambient traffic growth on the surrounding roadway network. Additionally the 1995 "No Build" volumes include the other planned projects as presented in the Melville GEIS. Figures 11 and 12 visually depict the 1995 "No Build" volumes. The 1995 "No Build" volumes for ambient growth only are contained in Appendix B. The 1995 "Build" condition analyzes, the combined effects of ambient traffic growth, the other planned projects and the traffic generated by the proposed development. In order to determine the 1995 "Build" volumes, the traffic generated by the proposed development was distributed in accordance with the previously outlined methodology (refer to Figure 13) and superimposed on the 1995 "No Build" volumes. Figures 14 and 15 visually depict the combined 1995 Build Volumes. In addition the proposed accesses to the site were analyzed during the 1995 "Build" condition. The access scheme analyzed was previously mentioned in the Site Access section of the study.

Capacity analyses were then performed in accordance with the procedures outlined in the Existing conditions segment of the study for the 1995 "No Build" and 1995 "Build" conditions. The

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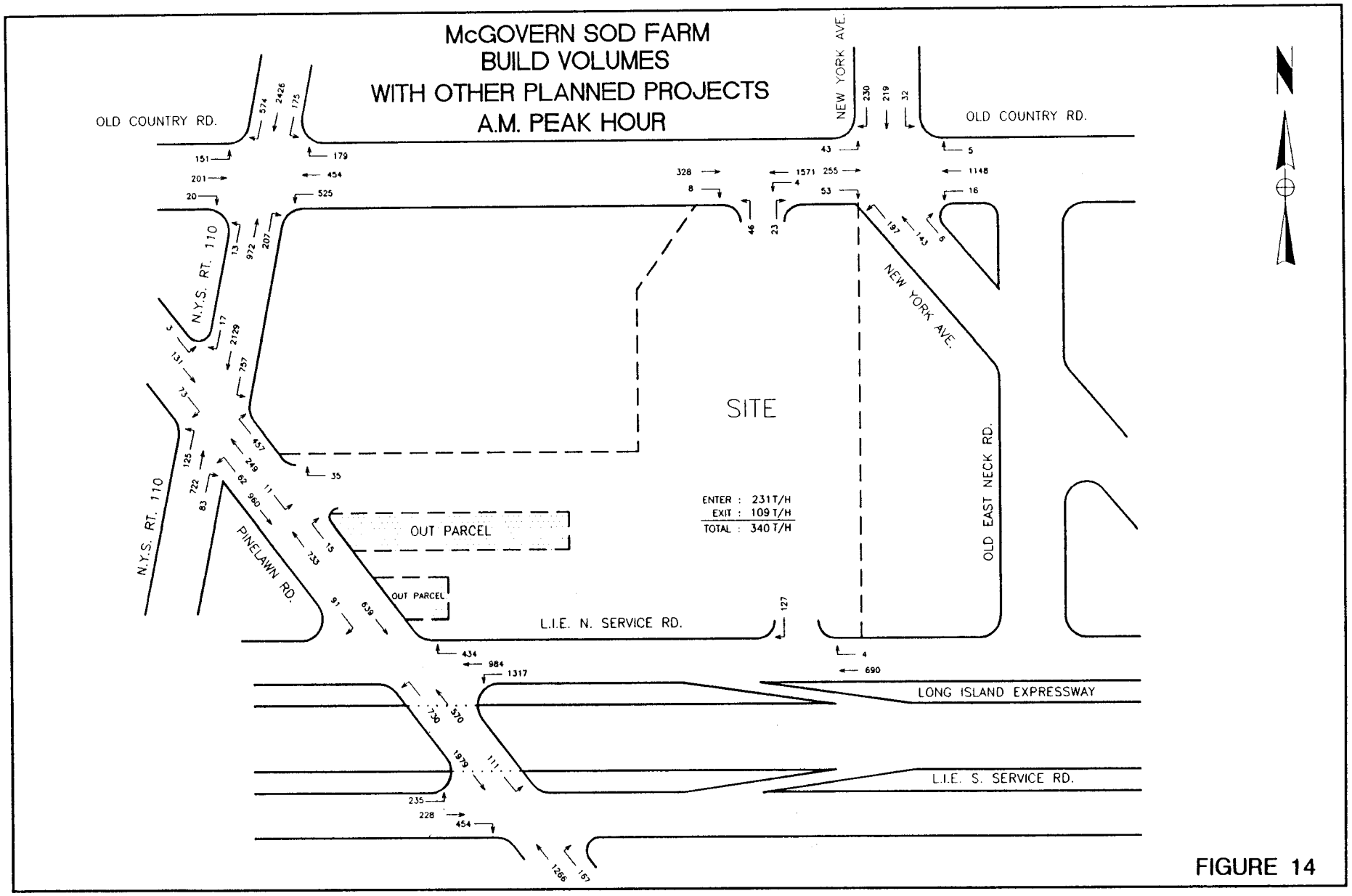

FIGURE 14

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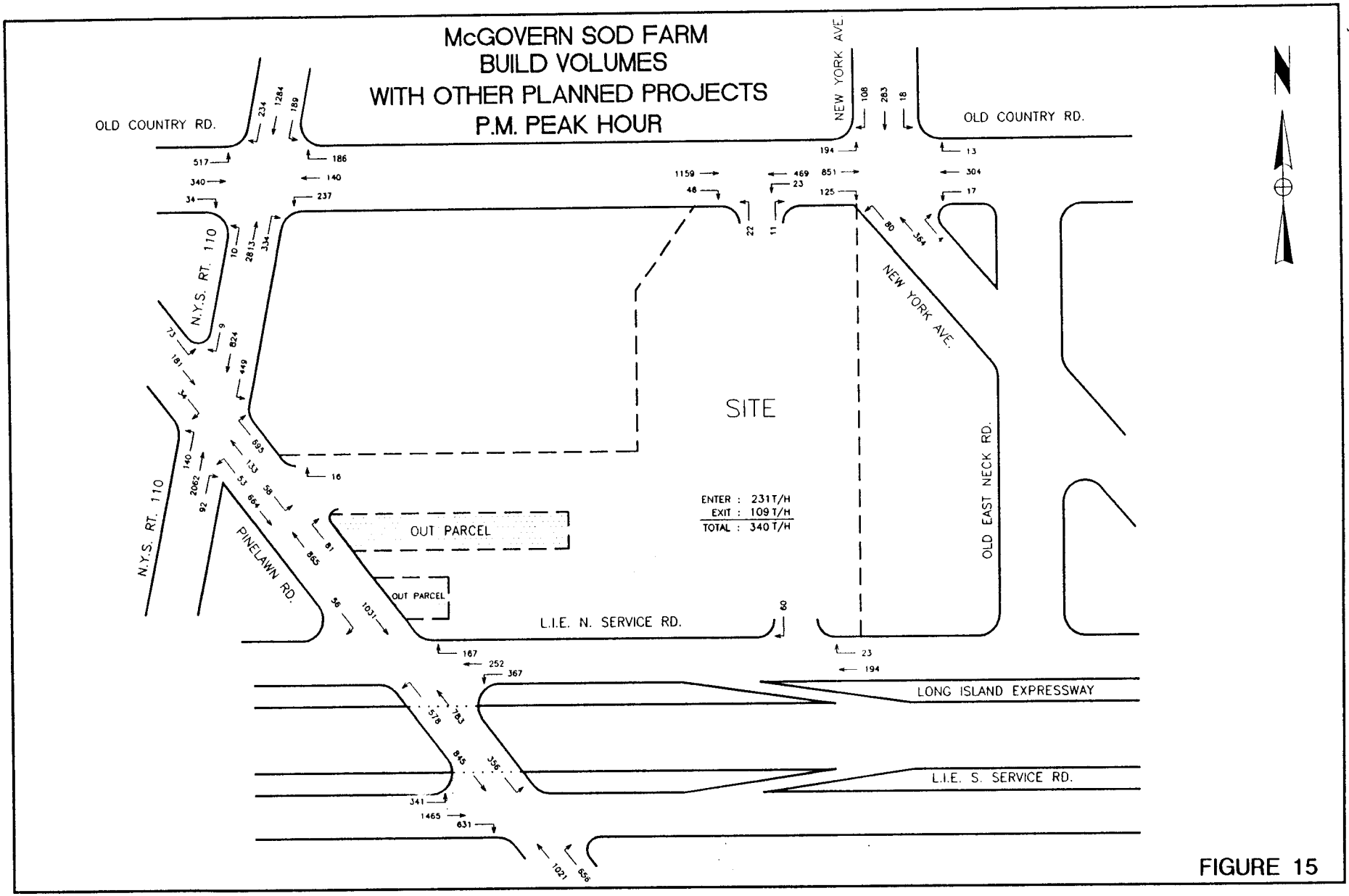

FIGURE 15

Capacity Analysis/Level of Service Worksheet for these analyses are contained in Appendix E. A summary of the results for the signalized intersections are contained in Table 5.

Upon a review of the values contained in Table 5, it can be seen that the proposed project has a negligible impact on the traffic conditions of the intersections contained within the study area.

As part of this investigation, the site accesses were analyzed, to determine there future operational characteristics. The three previously mentioned site accesses were analyzed under stop sign control, additionally the Old Country Road site access as well as the Pinelawn Road access were analyzed under signalized intersection control. Refer to Appendix A for a complete description of signalized and unsignalized capacity analysis. Tables 6 and 7 depict the results of these analyses and Table 8 depicts the comparison of the unsignalized and the signalized capacity analysis. Appendix E contains the detailed engineering calculations for these analyses.

Upon a review of the values contained in Tables 6, 7 and 8, it can be seen that the site accesses will not operate over capacity under stop sign control. Under signal control, it can be seen that the Pinelawn Road site access will operate at an acceptable level of service, however, the Old Country Road site access would experience some operational difficulties due to the one lane configuration on Old Country Road.

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TABLE 5
LOS SUMMARY
SIGNALIZED INTERSECTION
MCGOVERN SOD FARM

LOCATION	CONDITION	A.M. PEAK HOUR			MID. PEAK HOUR			P.M. PEAK HOUR		
		DELAY (SEC./VEH.)	MIN. LOS	V/C RATIO	DELAY (SEC./VEH.)	MIN. LOS	V/C RATIO	DELAY (SEC./VEH.)	MIN. LOS	V/C RATIO
L.I.E. S. SER. RD AND PINELAWN RD.	EXISTING	17.6	C	0.801	14.6	B	0.670	42.6	E	0.902
	"NO BUILD"	*	*	1.110	15.4	C	0.723	*	*	1.191
	"BUILD"	*	*	1.123	N/A	N/A	N/A	*	*	1.242
L.I.E. N. SER. RD AND PINELAWN RD.	EXISTING	*	*	0.925	12.0	B	0.525	19.8	C	0.708
	"NO BUILD"	*	*	1.330	12.4	B	0.570	55.9	E	0.998
	"BUILD"	*	*	1.368	N/A	N/A	N/A	*	*	1.006
PINELAWN RD. AND RT. 110	EXISTING	19.0	C	0.80	*	*	0.922	*	*	1.029
	"NO BUILD"	*	*	1.070	*	*	0.994	*	*	1.516
	"BUILD"	*	*	1.094	N/A	N/A	N/A	*	*	1.541
OLD COUNTRY RD. AND RT. 110	EXISTING	*	*	0.970	*	*	1.270	*	*	1.180
	"NO BUILD"	*	*	1.358	*	*	1.368	*	*	1.612
	"BUILD"	*	*	1.360	N/A	N/A	N/A	*	*	1.662
OLD COUNTRY RD. AND NEW YORK AVE.	EXISTING	*	*	1.354	39.5	D	0.872	*	*	1.169
	"NO BUILD"	*	*	1.564	*	*	0.982	*	*	1.320
	"BUILD"	*	*	1.571	N/A	N/A	N/A	*	*	1.347

* – LOS & DELAY MEANINGLESS AT V/C RATIO GREATER THAN 1.20
AS PER 1985 HIGHWAY CAPACITY MANUAL
NA -- NOT APPLICABLE

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TABLE 6
LOS SUMMARY
SIGNALIZED INTERSECTION
MCGOVERN SOD FARM
BUILD CONDITION

LOCATION	CONDITION	A.M. PEAK HOUR			P.M. PEAK HOUR		
		DELAY (SEC./VEH.)	MIN. LOS	V/C RATIO	DELAY (SEC./VEH.)	MIN. LOS	V/C RATIO
PINELAWN RD. AND SITE ACCESS	"BUILD"	24.2	C	0.367	24.1	C	0.352
OLD COUNTRY RD. AND SITE ACCESS	"BUILD"	103.2	F	0.995	75.2	F	0.869

* – LOS & DELAY MEANINGLESS AT V/C RATIO GREATER THAN 1.20
AS PER 1985 HIGHWAY CAPACITY MANUAL
NA –– NOT APPLICABLE

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TABLE 7
LOS SUMMARY
SITE ACCESS
UNSIGNALIZED INTERSECTIONS
BUILD CONDITION

	A.M. PEAK HOUR		P.M. PEAK HOUR	
INTERSECTION	MIN. RESERVE CAPACITY	MIN. LOS	MIN. RESERVE CAPACITY	MIN. LOS
OLD COUNTRY RD. AND SITE ACCESS	38	E	62	E
L.I.E. N. SER. RD. AND SITE ACCESS	465	A	786	A
PINELAWN RD. AND SITE ACCESS	373	B	217	C

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TABLE 8
LOS SUMMARY
SITE ACCESS
SIGNALIZED vs. UNSIGNALIZED
BUILD CONDITION

OLD COUNTRY RD.

SIGNALIZED	DELAY SEC./VEH.	MIN. LOS	V/C RATIO		UNSIGNALIZED	MIN. RESERVE CAPACITY	MIN. LOS
AM	103.2	F	0.995		AM	38	E
PM	75.2	F	0.869		PM	62	E

PINELAWN RD.

SIGNALIZED	DELAY SEC./VEH.	MIN. LOS	V/C RATIO		UNSIGNALIZED	MIN. RESERVE CAPACITY	MIN. LOS
AM	24.2	C	0.367		AM	373	A
PM	24.1	C	0.352		PM	217	C

Travel Time and Delay Study

As part of this investigation, a travel time and delay study was performed to determine the following:

- the route efficiency for moving roadway traffic within the study area.
- identification of congestion locations in the study area.
- definition of congestion according to location, type of delay, duration and frequency of traffic friction within the study area.

This analysis was performed by using the maximum-car technique for data collection.

In the maximum-car technique, a safe level of vehicular operation is maintained by observing proper following and passing distances and by changing speed at reasonable rates of acceleration and deceleration. Preference is made for the maximum-car technique as the best base for measuring traffic performance.

Before the test runs are begun, the beginning and ending points are identified so that the test car may be driven past these locations in accordance with the selected operating condition. In addition, major intersections or other control points are selected along the study route as reference locations. Time readings are taken at these locations to permit the development of travel speeds by sections along the traveled route.

When the test car is stopped or forced to travel slowly, the recorder measures the duration of each delay. The location, duration, and cause of each delay are also recorded.

The length of the study route and the distances between the selected control points must be determined so that time measures can be converted into speed values. Distance is obtained from the scaling of a reliable map. **Manual of Traffic Engineering Studies, Institute of Transportation Engineers, Forth Edition, 1976 (pp. 100-101).**

The study area was divided into travel links to allow for a proper determination of the travel times and delays. The study area was also broken into both the northbound and the southbound routes. Figures 16 and 17 depict the study area as it was broken down into its respective links. Figures 18 and 19 visually

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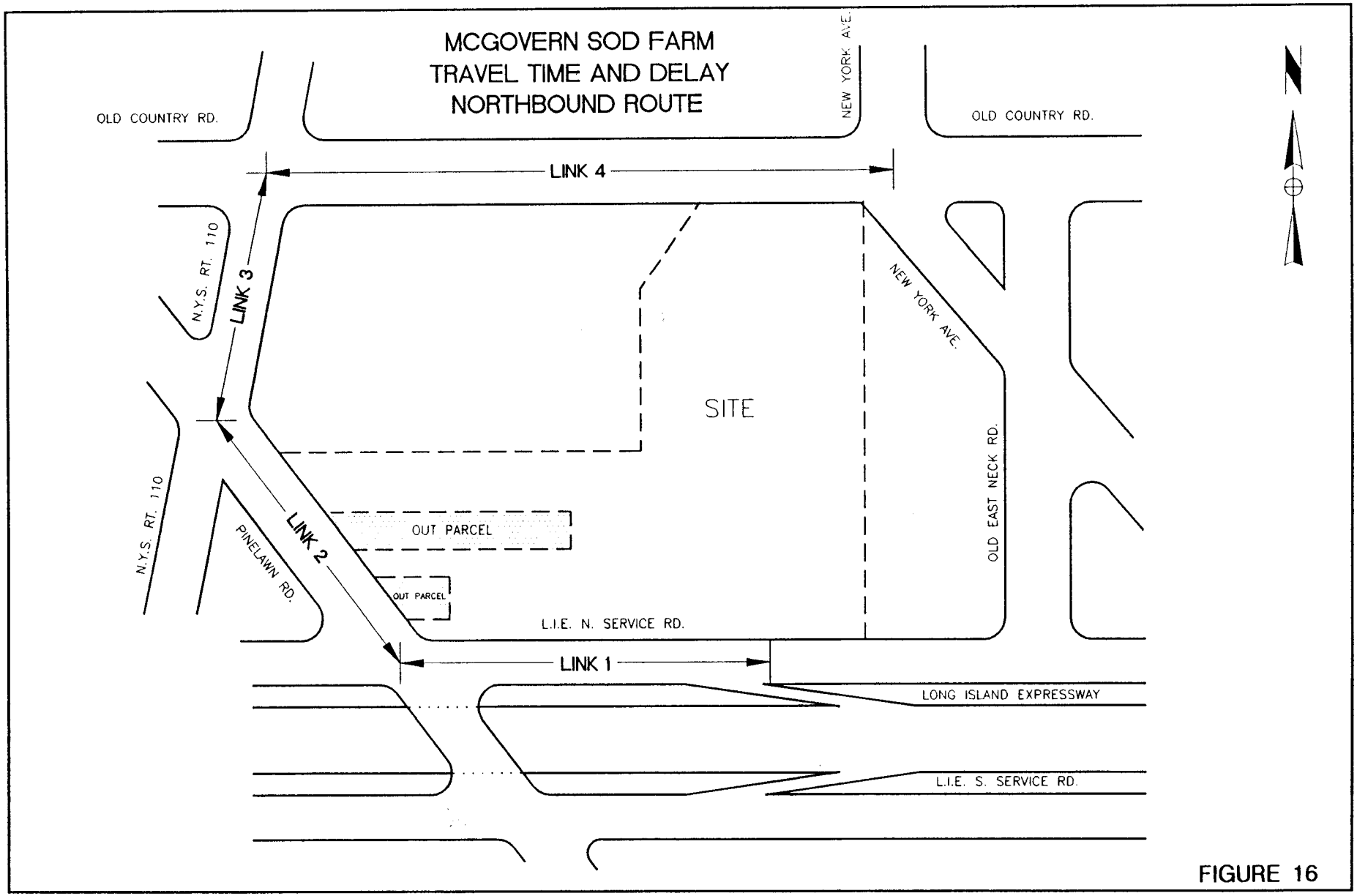

FIGURE 16

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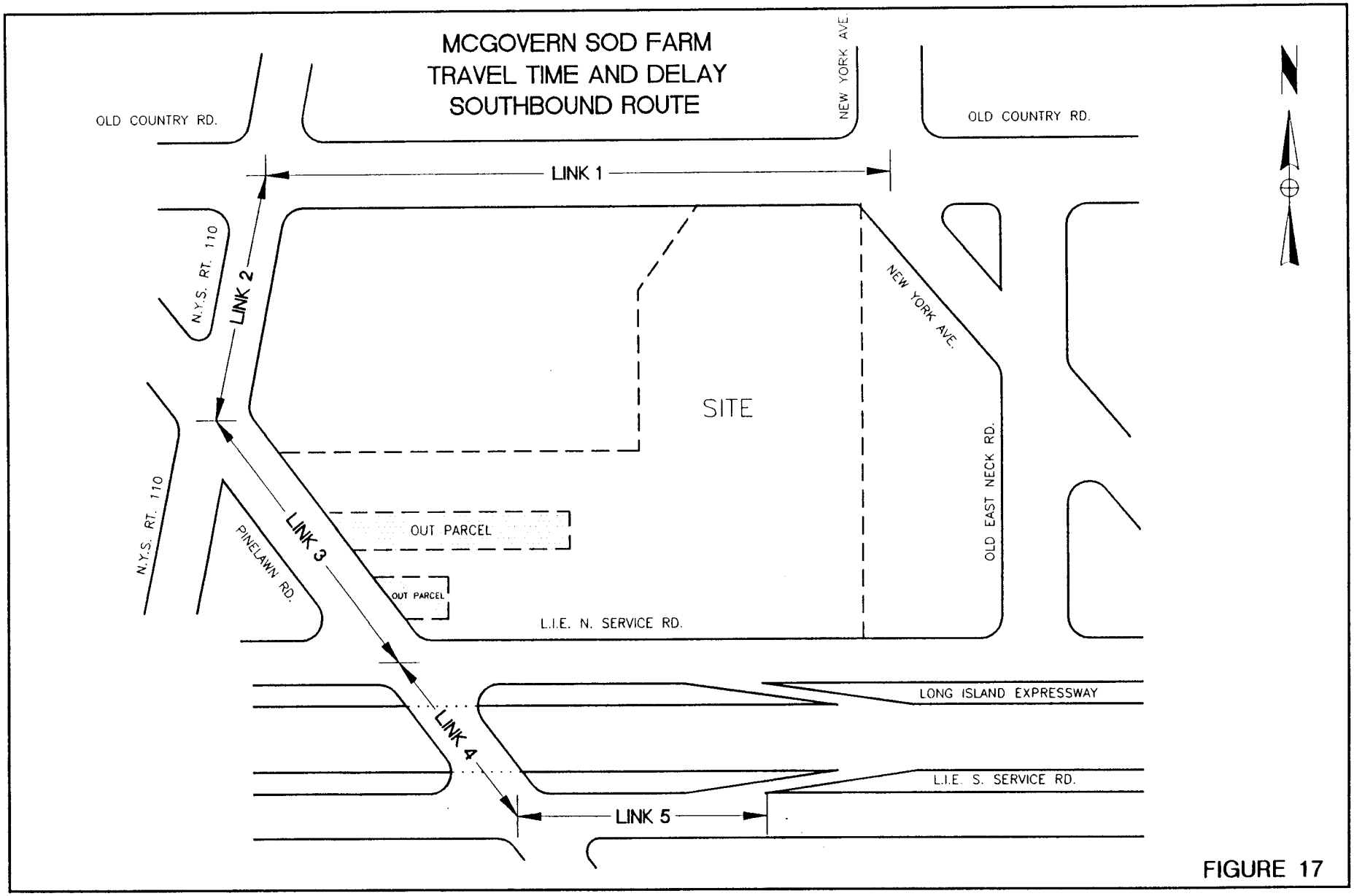

FIGURE 17

depict the average vehicle delay for the northbound and southbound approaches respectively. Additionally, Figures 20 and 21 visually depict the average travel speed for the northbound and southbound approaches respectively. Appendix F contains the complete engineering calculations.

Upon a review of Figures 18 through 21, it can be seen that some of these links experience excessive delays during the peak traffic hours. A large portion of these delays and reduction in travel times are directly attributable to the intersections of Route 110 at Old Country Road and Pinelawn Road. Additionally, it can be seen that the ability to avoid these locations would be desirable.

Origin-Destination Study

Another aspect of this investigation was to determine the number of vehicles that are currently traveling along the fringes of the site. This was necessary to determine if a connector roadway through the site is feasible. This information was obtained by performing an Origin-Destination study.

The Origin-Destination survey is designed to gather data on number and type of trips in an area, including movements of vehicles and passengers or cargo, from various zones of origin to various zones of destination. The Origin-Destination survey is used primarily for transportation planning purposes, and particularly in the location, design, and programming of new or improved highways and public transit facilities or services.

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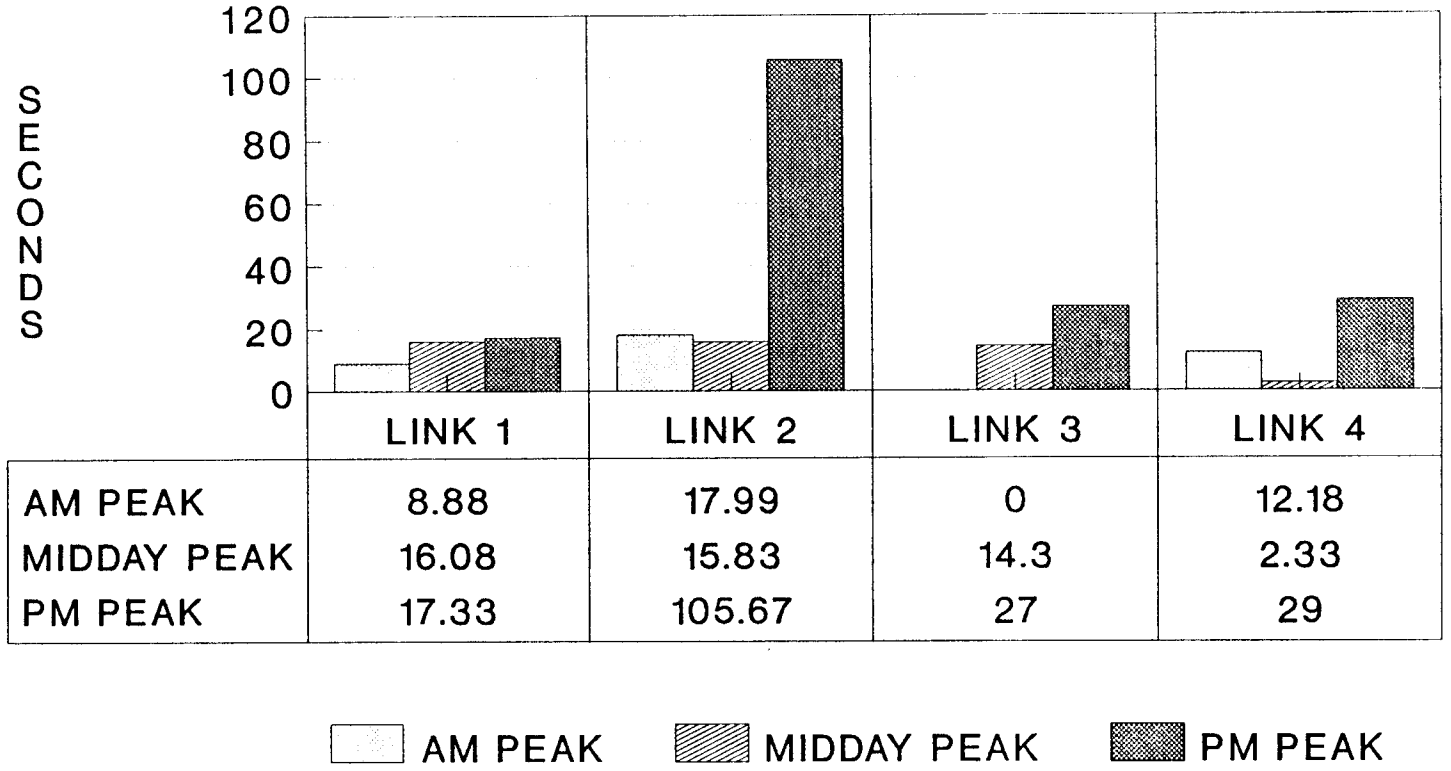
McGOVERN SOD FARM
TIME AND DELAY STUDY
SUMMARY



	LINK 1	LINK 2	LINK 3	LINK 4
AM PEAK	8.88	17.99	0	12.18
MIDDAY PEAK	16.08	15.83	14.3	2.33
PM PEAK	17.33	105.67	27	29

LINK 1 - LIE NSR (NSR WB EXIT RAMP TO PINELAWN ROAD)
LINK 2 - PINELAWN RD (NSR LIE TO NYS RTE 110)
LINK 3 - NYS RTE 110 (PINELAWN RD TO OLD COUNTRY RD)
LINK 4 - OLD COUNTRY RD (NYS RTE 110 TO N.Y. AVE.)

NORTHBOUND ROUTE
AVERAGE VEHICLE DELAY

FIGURE 18

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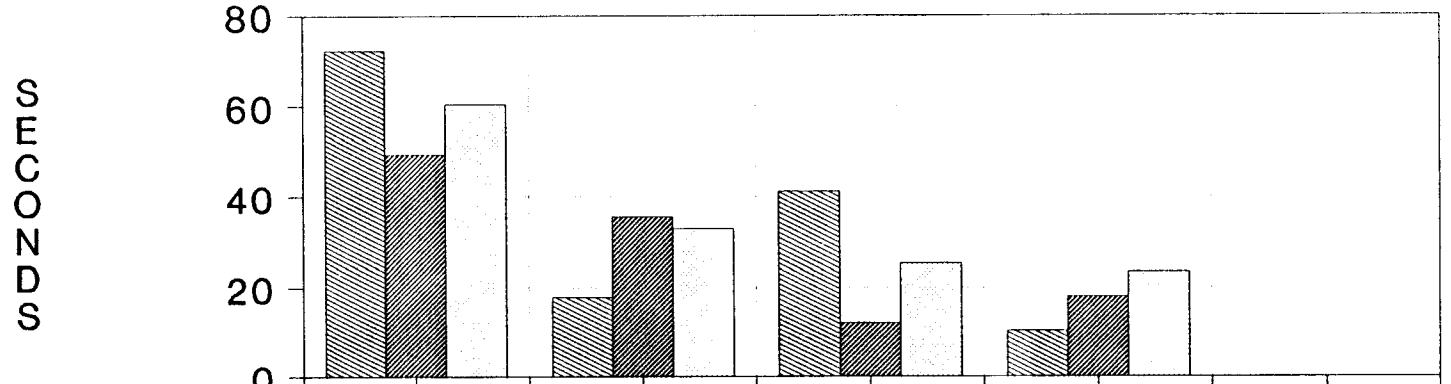
McGOVERN SOD FARM
TIME AND DELAY STUDY
SUMMARY



	LINK 1	LINK 2	LINK 3	LINK 4	LINK 5
AM PEAK	72.2	17.89	41.21	10.23	0
MIDDAY PEAK	49.5	35.5	12.17	18	0
PM PEAK	60.5	32.83	25.33	23.5	0

AM PEAK MIDDAY PEAK PM PEAK

LINK 1 - OLD COUNTRY RD (N.Y. AVE. TO NYS RTE 110)
LINK 2 - NYS RTE 110 (OLD COUNTRY RD TO PINELAWN RD)
LINK 3 - PINELAWN RD (NYS RTE 110 TO LIE NSR)
LINK 4 - PINELAWN RD (LIE NSR TO LIE SSR)
LINK 6 - LIE SSR (PINELAWN RD TO LIE SSR EB ENT. RAMP)

SOUTHBOUND ROUTE
AVERAGE VEHICLE DELAY

FIGURE 19

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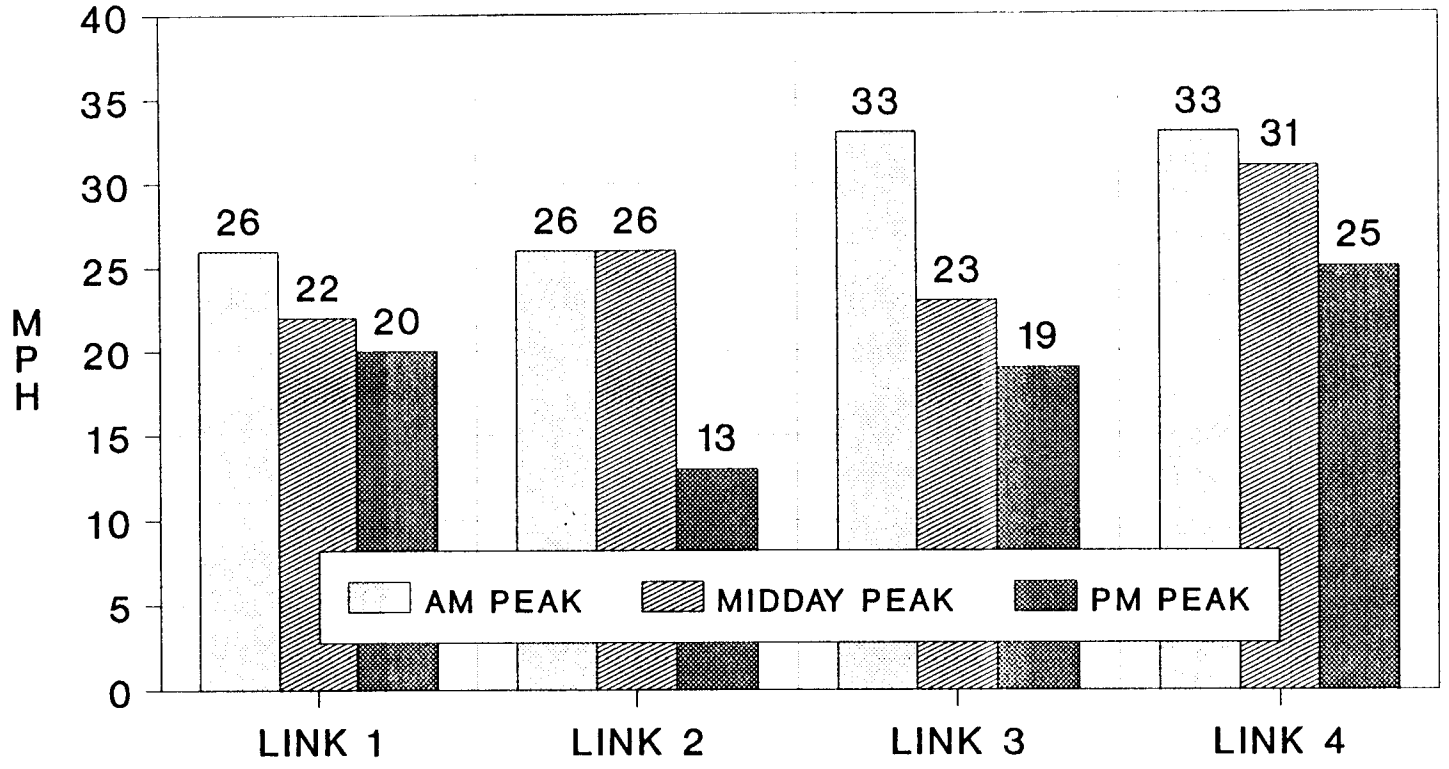
McGOVERN SOD FARM
TIME AND DELAY STUDY
SUMMARY



LINK 1 - LIE NSR (NSR WB EXIT RAMP TO PINELAWN ROAD)
LINK 2 - PINELAWN RD (NSR LIE TO NYS RTE 110)
LINK 3 - NYS RTE 110 (PINELAWN RD TO OLD COUNTRY RD)
LINK 4 - OLD COUNTRY RD (NYS RTE 110 TO N.Y. AVE.)

NORTHBOUND ROUTE
AVERAGE TRAVEL SPEED

FIGURE 20

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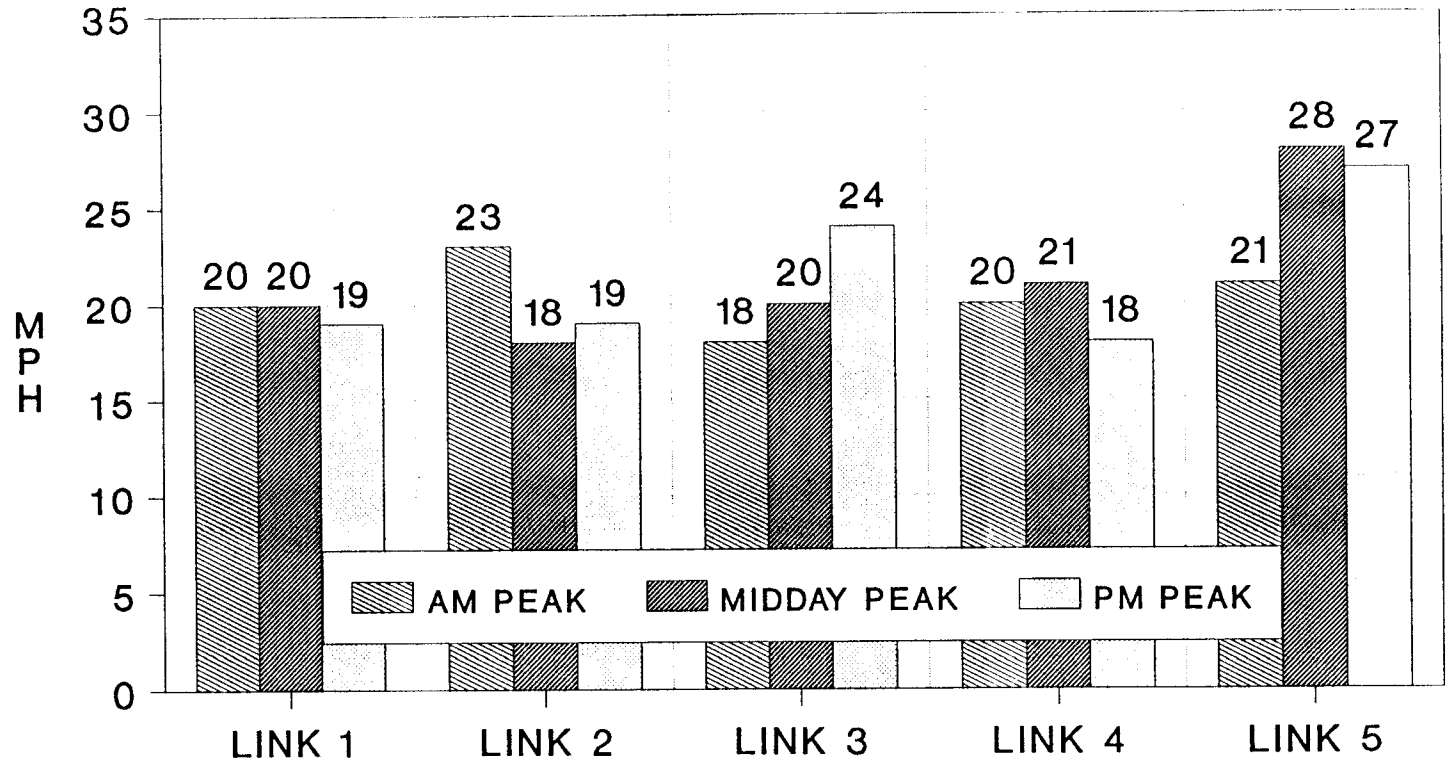
McGOVERN SOD FARM
TIME AND DELAY STUDY
SUMMARY



LINK 1 - OLD COUNTRY RD (N.Y. AVE. TO NYS RTE 110)
LINK 2 - NYS RTE 110 (OLD COUNTRY RD TO PINELAWN RD)
LINK 3 - PINELAWN RD (NYS RTE 110 TO LIE NSR)
LINK 4 - PINELAWN RD (LIE NSR TO LIE SSR)
LINK 5 - LIE SSR (PINELAWN RD TO LIE SSR EB ENT. RAMP)

SOUTHBOUND ROUTE
AVERAGE TRAVEL SPEED

FIGURE 21

Manual of Traffic Engineering Studies, Institute of Transportation Engineers, Forth Edition, 1976 (pp. 113). The type of Origin-Destination study employed was the Moving License Plate Method.

This method requires that several or all digits of vehicle license plate numbers are noted at each station by observers for short periods of time (such as one minute). The time is marked on the form at the end of each time interval. File cards may be used in small studies, with the direction of travel and point of distribution identified by a card color, and the time of passing noted on the card.

As a vehicle passes each station, a portion of its license number is recorded, which permits tracing the trip through the study area. For the purpose of this study, the origin is the place where the vehicle is first observed, and the destination is where it was last observed.

This method is especially adaptable to locations where traffic is too heavy to be stopped for driver interviews. In addition, it has the advantage of allowing the observers to obtain data without depending on the cooperation of individual drivers.

The Origin-Destination study was performed on Thursday, March 15, 1990 during the A.M. peak (6:30 - 9:30 A.M.), Midday peak (11:30 A.M. - 2:00 P.M.) and P.M. peak (3:30 - 6:15 P.M.). This was performed simultaneously with the turning movement counts which allows the turning movement counts to verify the accuracy of the license plate data collection.

Figure 22 visually depicts the Origin-Destination study target movements and their corresponding control numbers.

The summarization of this data requires a considerable amount of work to match the license plate numbers listed on the field sheets of each Origin-Destination station against nearby Origin-Destination stations, to trace the route origin and destination of each vehicle is an extremely involved procedure. It is desirable to utilize a computer program for this task, to increase study accuracy.

The MVMACH program developed by MVA Systematica, London, England was utilized to perform this data reduction task. MVMACH is a registration matching program. It can be used to quantify origin-destination movements at a junction or within a survey area cordon. The program can handle screenline survey stations and identifies origin-destination matches via intermediate screenline stations if required. The program will summarize the number of matches, travel times, location and number of screenline crossings for the user.

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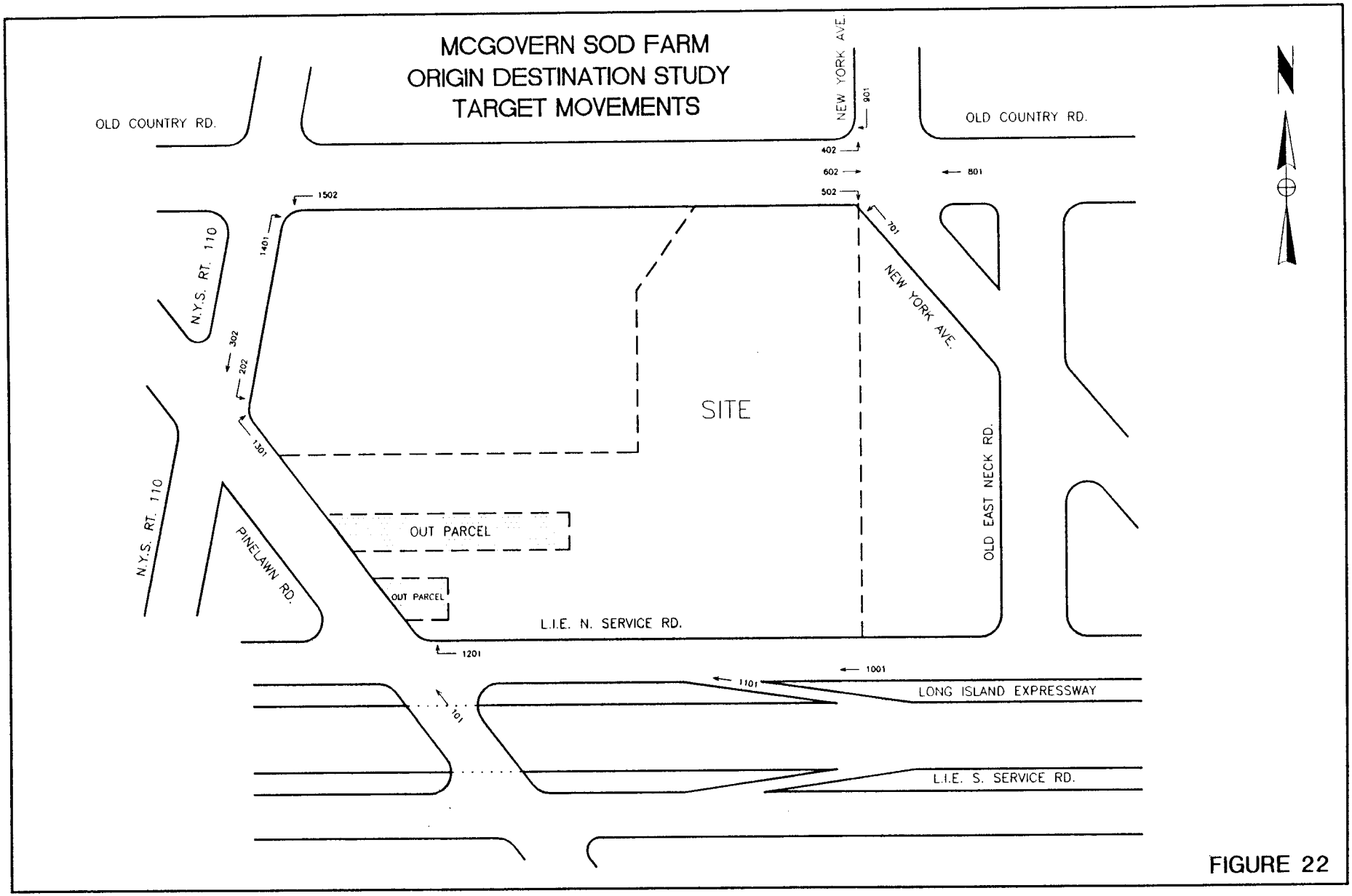

FIGURE 22

The program was utilized to determine the location (origin-destination) and number of vehicles that would possibly utilize the McGovern Sod Farm connector roadway if it were to be constructed in conjunction with the property development. Figure 23 depicts the results of these analysis as it relates to a traffic diversion and Volume II of this document contains the computer program outputs for the A.M. and P.M. peak hours. Due to the voluminous nature, field data, as well as program inputs are available only upon request.

Upon a review of Figure 23 it can be seen that a number of existing vehicles currently in the traffic stream would divert to the connector roadway, relieving some volume from the Route 110 corridor. It must be realized that this number of diversion traffic could be higher in the future as we reach the build year of 1995, with the other planned projects and with the ambient growth factor.

Traffic Analysis of Diverted Traffic

As part of this investigation, capacity analysis were performed on the study intersections and the site accesses previously mentioned. This was accomplished utilizing the previously outlined methodology.

In order to determine the traffic volumes at the study locations, the diverted traffic adjustments were combined with the "1995 Build" traffic volumes previously depicted on Figures 14 and 15.

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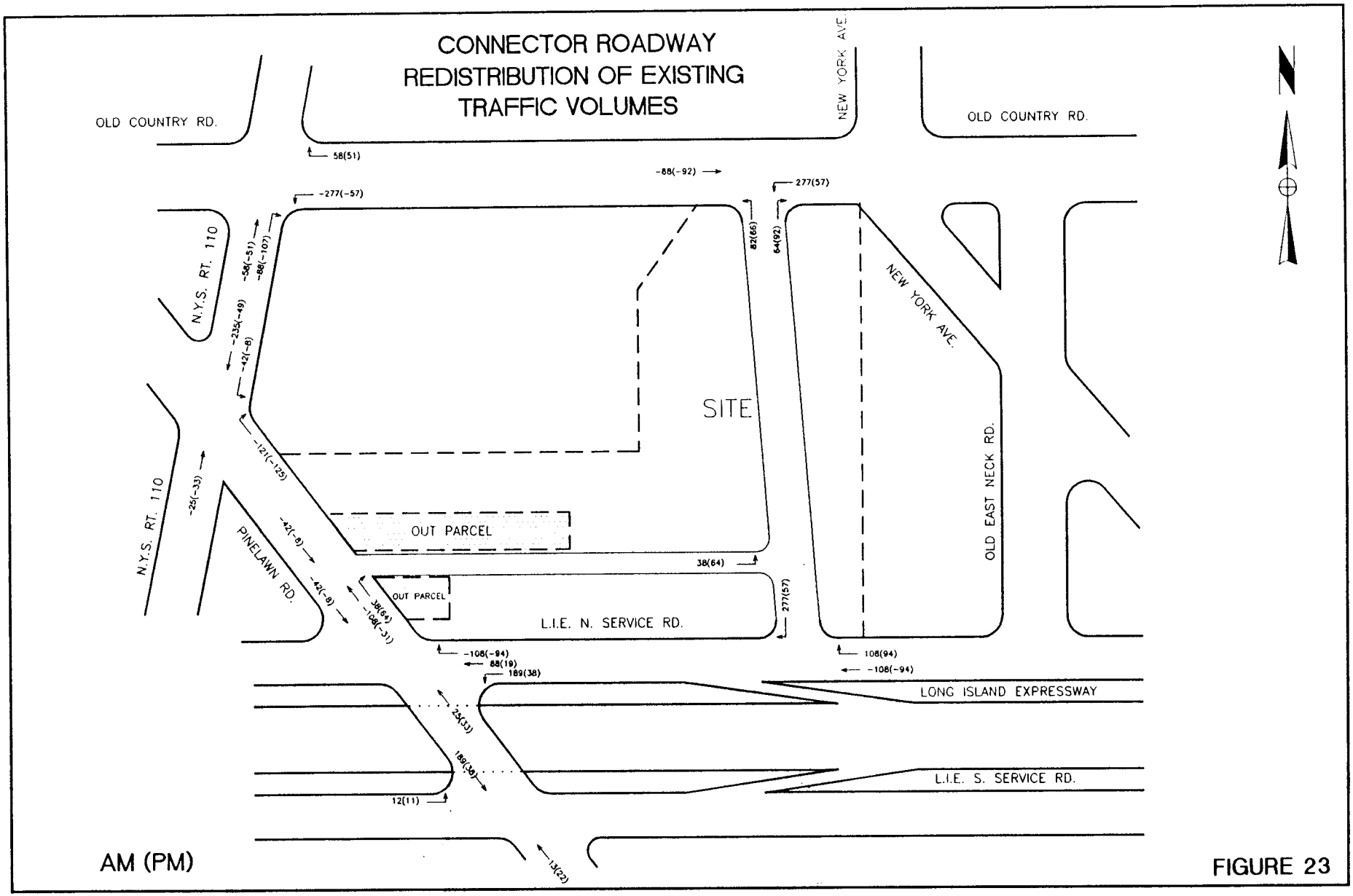

AM (PM)

FIGURE 23

Figures 24 and 25 visually depict the 1995 Build traffic volumes as they would be if the connector roadway was constructed in conjunction with the site development.

Tables 9, 10 and 11 summarize the results of these capacity analysis for both the signalized and unsignalized intersections. Additionally, Table 12 summarizes the comparison of the site access for both the unsignalized and signalized traffic control scenarios.

Upon a review of Table 9, it can be seen that the diverted roadway will allow for a more balanced traffic flow in the study area relieving some traffic congestion at the intersections of Route 110 at Old Country Road and at Pinelawn Road.

It can be seen on Tables 10, 11 and 12, that the site access at Pinelawn Road and the access at the North Service Road will operate at acceptable levels of service under stop sign control. Additionally, it can be seen that the intersection of the site access at Old Country Road will experience some operational difficulties. It would be desirable to perform some geometric changes and investigate the feasibility of installing a fully vehicular responsive traffic signal (interconnected to New York Avenue) at this location.

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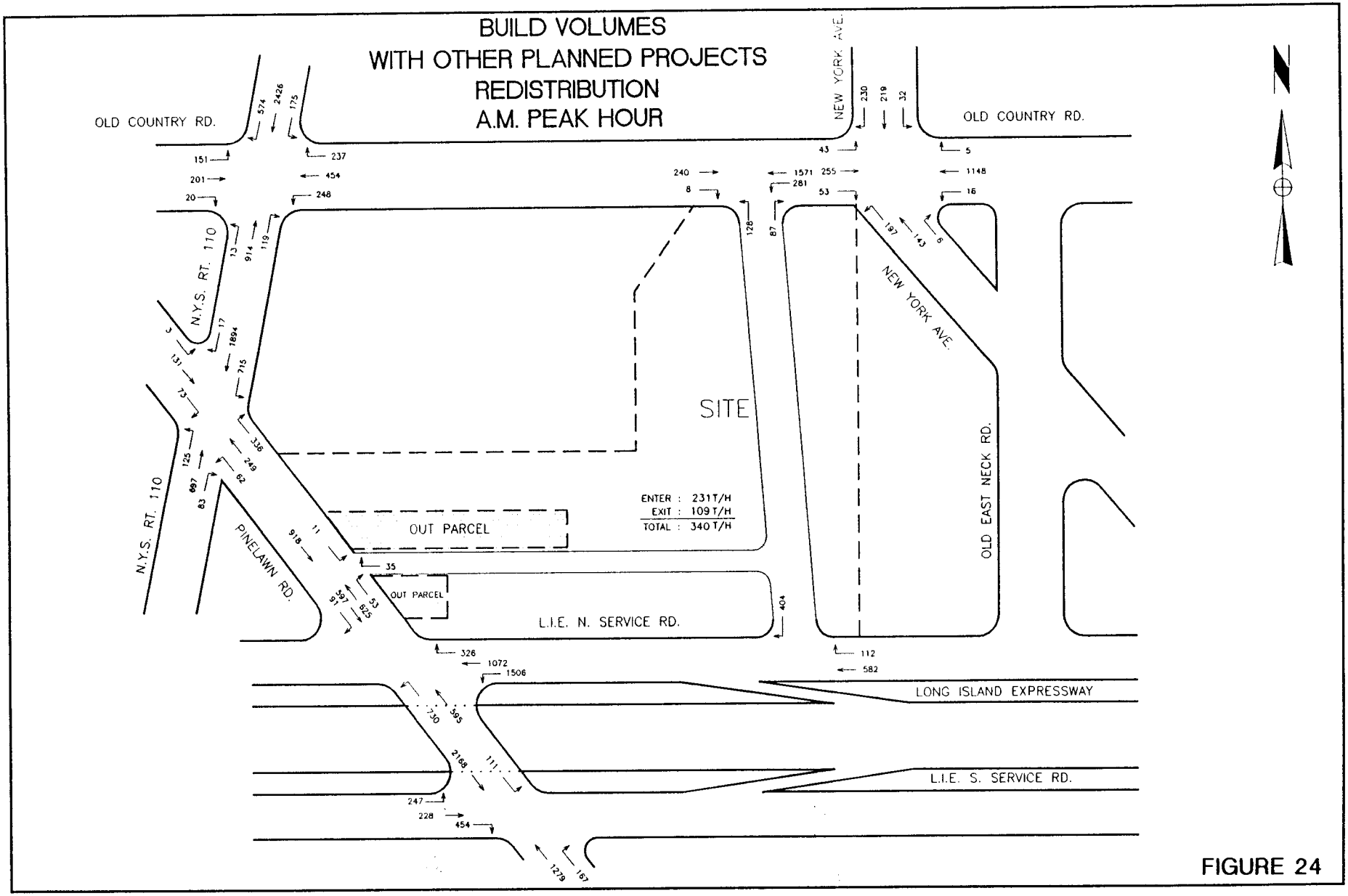

FIGURE 24

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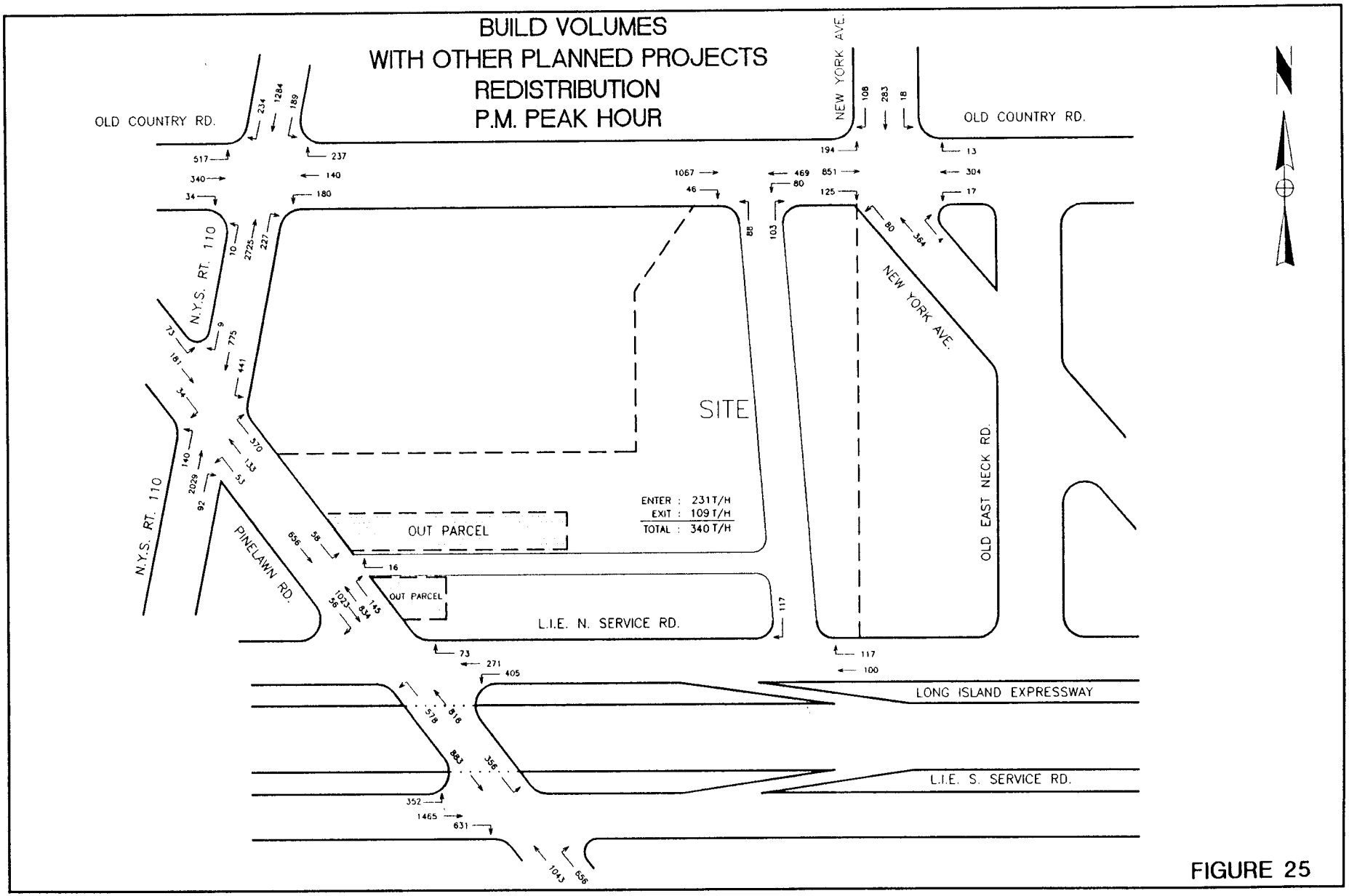

FIGURE 25

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TABLE 9
LOS SUMMARY
SIGNALIZED INTERSECTION
MCGOVERN SOD FARM
NO BUILD VS. BUILD VS. BUILD REDISTRIBUTED

LOCATION	CONDITION	A.M. PEAK HOUR			P.M. PEAK HOUR		
		DELAY (SEC./VEH.)	MIN. LOS	V/C RATIO	DELAY (SEC./VEH.)	MIN. LOS	V/C RATIO
L.I.E. S. SER. RD AND PINELAWN RD.	NO BUILD	*	*	1.110	*	*	1.191
	BUILD	*	*	1.123	*	*	1.242
	BUILD REDIST.	*	*	1.192	*	*	1.253
L.I.E. N. SER. RD AND PINELAWN RD.	NO BUILD	*	*	1.330	55.9	E	0.998
	BUILD	*	*	1.368	*	*	1.006
	BUILD REDIST.	*	*	1.278	52.9	E	0.969
PINELAWN RD. AND RT. 110	NO BUILD	*	*	1.070	*	*	1.516
	BUILD	*	*	1.094	*	*	1.541
	BUILD REDIST.	*	*	0.991	*	*	1.522
OLD COUNTRY RD. AND RT. 110	NO BUILD	*	*	1.358	*	*	1.612
	BUILD	*	*	1.360	*	*	1.662
	BUILD REDIST.	*	*	1.250	*	*	1.683
OLD COUNTRY RD. AND NEW YORK AVE.	NO BUILD	*	*	1.564	*	*	1.320
	BUILD	*	*	1.571	*	*	1.347
	BUILD REDIST.	NA	NA	NA	NA	NA	NA

* – LOS & DELAY MEANINGLESS AT V/C RATIO GREATER THAN 1.20
AS PER 1985 HIGHWAY CAPACITY MANUAL
NA -- NOT APPLICABLE

NELSON & POPE

TABLE 10
LOS SUMMARY
SIGNALIZED INTERSECTION
MCGOVERN SOD FARM
BUILD CONDITION VS. BUILD REDISTRIBUTED

LOCATION	CONDITION	A.M. PEAK HOUR DELAY (SEC./VEH.)	A.M. PEAK HOUR MIN. LOS	A.M. PEAK HOUR V/C RATIO	P.M. PEAK HOUR DELAY (SEC./VEH.)	P.M. PEAK HOUR MIN. LOS	P.M. PEAK HOUR V/C RATIO
PINELAWN RD. AND SITE ACCESS	BUILD	24.2	C	0.367	24.1	C	0.352
	BUILD REDIST.	21.7	C	0.351	27.6	D	0.367
OLD COUNTRY RD. AND SITE ACCESS	BUILD	103.2	F	0.995	75.2	F	0.869
	BUILD REDIST.	*	*	1.138	*	*	1.147

* – LOS & DELAY MEANINGLESS AT V/C RATIO GREATER THAN 1.20
AS PER 1985 HIGHWAY CAPACITY MANUAL
NA -- NOT APPLICABLE

NELSON & POPE

TABLE 11
LOS SUMMARY
SITE ACCESS
UNSIGNALIZED INTERSECTIONS
BUILD VS. BUILD REDISTRIBUTED

		A.M. PEAK HOUR		P.M. PEAK HOUR	
INTERSECTION	CONDITION	MIN. RESERVE CAPACITY	MIN. LOS	MIN. RESERVE CAPACITY	MIN. LOS
OLD COUNTRY RD. AND SITE ACCESS	BUILD	38	E	62	E
	BUILD REDIST.	-91	F	-37	F
L.I.E. N. SER. RD. AND SITE ACCESS	BUILD	465	A	786	A
	BUILD REDIST.	127	D	716	A
PINELAWN RD. AND SITE ACCESS	BUILD	373	B	217	C
	BUILD REDIST.	416	A	204	C

NELSON & POPE

TABLE 12
LOS SUMMARY
SITE ACCESS
SIGNALIZED vs. UNSIGNALIZED
BUILD REDISTRIBUTED

OLD COUNTRY RD.

SIGNALIZED	DELAY SEC./VEH.	MIN. LOS	V/C RATIO	UNSIGNALIZED	MIN. RESERVE CAPACITY	MIN. LOS
AM	*	*	1.138	AM	-91	F
PM	*	*	1.147	PM	-37	F

PINELAWN RD.

SIGNALIZED	DELAY SEC./VEH.	MIN. LOS	V/C RATIO	UNSIGNALIZED	MIN. RESERVE CAPACITY	MIN. LOS
AM	21.7	C	0.351	AM	416	A
PM	27.6	D	0.367	PM	204	C

TRAFFIC IMPACT MITIGATION AND RECOMMENDATIONS

As part of this investigation, the types and feasibility of traffic impact mitigation was investigated at the study intersections and at the site accesses. The following is a discussion of each of these locations.

Long Island Expressway South Service Road at Pinelawn Road

This intersection experiences a very minor increase in the volume of traffic due to the planned development. However, the change in volume to capacity ratio (v/c) in the A.M. peak hour is (0.013) over the 1995 "No build" v/c ratio and in the P.M. peak is (0.051) over the 1995 "No Build" v/c ratio. While the connector roadway through this property, will slightly increase volume through this intersection, this roadway will enhance the overall traffic operation in the study area.

Long Island Expressway North Service Road at Pinelawn Road

This intersection experiences a minor increase in the volume of traffic due to the planned development. However, the change in volume to capacity ratio (v/c) is only (0.038) in the A.M. peak hour and in the P.M. peak hour is only (0.008) over the 1995 "No Build" v/c ratio. By the construction of the connector roadway, the intersections v/c ratio will actually improve over the "1995 No Build" v/c ratio.

Pinelawn Road and Route 110

This intersection experiences a minor increase in the volume of traffic due to the planned development. However, the change in volume to capacity ratio (v/c) is only (0.026) in the A.M. peak hour and in the P.M. peak hour is only (0.025) over the 1995 "No Build" v/c ratio. By the construction of the connector roadway, the intersections v/c ratio will actually improve over the "1995 No Build" v/c ratio.

Old Country Road and Route 110

This intersection experiences a minor increase in the volume of traffic due to the planned development. However, the change in volume to capacity ratio (v/c) in the P.M. peak hour is only (0.050) over the 1995 "No Build" v/c ratio. The applicant feels that by providing the connector roadway through this property, they are enhancing the overall traffic operation in the study area.

Additionally, by the construction of the connector roadway, the intersections v/c ratio will actually improve over the "1995 No Build" v/c ratio during the A.M. peak period due to this redistribution. The Midday Capacity Analysis was not performed as part of this report for the 1995 "Build" condition because a residential development of this nature generates low volumes of traffic during the midday peak periods. However, the construction of the connector roadway would divert some of the existing traffic on Route 110, during this time period which would improve the overall traffic operation at this location.

Old Country Road and New York Avenue

This intersection's operation could be improved by the addition of an eastbound left turn lane, a northbound left turn lane, a southbound left turn lane, a southbound right turn lane, and a restriping of the westbound approach to include a left through lane and a right through lane combination.

This could be accomplished by some minor intersection widening, which the applicant is willing to contribute a fair share to this construction cost. Additionally, the two lanes on the westbound approach could be continued westerly to the new site access intersection. This would allow the left lane to become a westbound to southbound left turn lane into the site. A capacity analysis was performed to determine the operational characteristics that could be expected with these improvements implemented. Table 13 depicts this improved level of service and Appendix G contains the capacity analysis worksheets.

Old Country Road at Site Access

This intersection would operate at a typical level of service experienced for site driveways. However, if the connector roadway is constructed, this locations will experience some operational difficulties during the peak travel hours under stop sign control. The applicant would be willing to contribute to the widening of Old Country Road in the vicinity of the site and the installation of a traffic signal if this signal is deemed necessary in conjunction with the site development.

NELSON & POPE

TABLE 13
LOS SUMMARY
SIGNALIZED INTERSECTION
MCGOVERN SOD FARM
NO BUILD VS. BUILD VS. BUILD PLUS
INTERSECTION IMPROVEMENTS

LOCATION	CONDITION	A.M. PEAK HOUR			P.M. PEAK HOUR		
		DELAY (SEC./VEH.)	MIN. LOS	V/C RATIO	DELAY (SEC./VEH.)	MIN. LOS	V/C RATIO
OLD COUNTRY RD. AND NEW YORK AVE.	NO BUILD	*	*	1.564	*	*	1.320
	BUILD	*	*	1.571	*	*	1.347
	BUILD PLUS	17.5	C	0.896	25.7	D	0.914

* – LOS & DELAY MEANINGLESS AT V/C RATIO GREATER THAN 1.20
AS PER 1985 HIGHWAY CAPACITY MANUAL
NA -- NOT APPLICABLE

Pinelawn Road at Site Access

Since the left turns out of the site at this location have been prohibited, this intersection will operate at an acceptable level of service throughout the various build scenarios.

The left turns out of the site have been prohibited because the applicant must shift this access point to the southerly end of the property since the construction of a connector roadway though the site would essentially divide the site into three parcels. This would restrict the access of the southerly homeowners to the proposed recreational facility. The only way to avoid this would be to either not provide access to the connector roadway for Pinelawn Road vehicles or by sliding the access to the south, allowing Pinelawn Road access and not trisecting the site. This can be accomplished relatively easily, however it would be necessary to restrict left turns out of the connector roadway, therefore this analysis reflects the restriction of left turns out of the site onto southbound Pinelawn Road.

Additionally, it is believed that the drivers wishing to proceed southbound at Pinelawn Road would be able to perform this maneuver in a safer and more efficient manner by making a right turn at the site access and the North Service Road, then proceeding to perform a left turn at the intersection of the North Service Road and Pinelawn Road.

Long Island Expressway North Service Road at Site Access

This intersection would operate at an acceptable level of service throughout the various build scenarios under stop sign control.

SUMMARY

Based on an extensive traffic engineering analysis, the following is concluded:

1. The study area experiences some operational difficulties as demonstrated by the travel time and delay study.

2. The origin and destination study indicates the need for a north-south bypass roadway within the Route 110 corridor.

3. The construction of a connector roadway through the McGovern Sod Farm in conjunction with the site development would improve the overall traffic operation in the area.

4. The connector roadway should be a north-south roadway with it's terminus forming a "T" intersection with the North Service Road and with Old Country Road.

5. The connector roadway should have an east-west spur roadway constructed that forms a "T" intersection with Pinelawn Road and with the Main north-south connector roadway.

6. The site access at the North Service Road should be under stop sign control.

7. The site access at Pinelawn Road should be under stop sign control and westbound to northbound left turns should be prohibited.

8. The site access at Old Country Road should be signalized if the Town of Huntington deems it necessary in conjunction with the site development and construction of the connector roadway. However, if the connector roadway is not constructed, then this location would be placed under stop sign control.

9. The intersection of Old Country Road and New York Avenue should undergo some signal and geometry improvements as stated in the preceding discussion of this intersection.

APPENDIX A

LEVEL OF SERVICE DESCRIPTION
I. SIGNALIZED INTERSECTION
II. UNSIGNALIZED INTERSECTION

I. SIGNALIZED INTERSECTION

LEVEL OF SERVICE
SIGNALIZED INTERSECTIONS

Level of Service is a measure of the quality of traffic service that is provided along a roadway or at a particular intersection on a road. The levels of service ranges from a relatively congestion-free condition (Level of Service A) to major traffic congestion (Level of Service F).

Level of Service for signalized intersections is defined in terms of delay. Delay is a measure of driver discomfort and frustration, fuel consumption, and lost travel time. Standard Traffic Engineering Analysis procedures are used to determine existing and projected vehicle delays at an intersection.

The following average vehicle delays have been used in this study to determine intersection and approach roadway levels of service.

Level of Service A - <5.0 sec./veh.
Level of Service B - 5.1 to 15.0 sec./veh.
Level of Service C - 15.1 to 25.0 sec./veh.
Level of Service D - 25.1 to 40.0 sec./veh.
Level of Service E - 40.1 to 60.0 sec./veh.
Level of Service F - >60.0 sec./veh.

The following general statements may be made regarding intersection Level of Service.

Level of Service A describes operations with a very low delay. this occurs when progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short traffic signal cycles may contribute to low delay.

Level of Service B generally occurs with good progression and/or short traffic signal cycle lengths. More vehicles stop than for Level A, causing higher levels of average delay.

Level of Service C has higher delays than Level B. These higher delays may result from fair progression and or longer cycle lengths. Individual cycle failures, where motorists are required to wait through an entire signal cycle, may begin to appear in this level. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.

At Level of Service D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths or high volume to capacity ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.

Level of Service E is considered the limit of acceptable delay. These high delay values generally indicates poor progression, long cycle lengths and high volume to capacity ratios. Individual cycle failures are frequent occurrences.

The delays at Level of Service F are considered unacceptable to most drivers. This condition often occurs with oversaturations, i.e., when arrival flow rates exceed the capacity of the intersection. It may occur at high volume to capacity ratios below 1.0 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.

II. UNSIGNALIZED INTERSECTION

LEVEL OF SERVICE
UNSIGNALIZED INTERSECTIONS

Unsignalized intersections make up the vast majority of at grade junctions in any street system. Stop and yield signs are used to assign the Right-of-Way to the street(s) at such intersections. This designation forces drivers on the controlled street(s) to judgmentally select gaps in the major street flow through which to execute crossing or turning maneuvers. Thus, the capacity of the controlled legs is based on the following factors:

1. The distribution of gaps in the major street traffic stream.

2. Driver judgment in selecting gaps which to execute their desired maneuvers.

Standard traffic engineering and analysis procedures are employed to determine the capacity of the lanes or approaches of an unsignalized intersection.

The Level of Service of an unsignalized intersection is based on the reserve or unused capacity of the lane in question. The criteria listed in the following table are used as a guide to determine the Level of Service of a line or approach of an unsignalized intersection.

	Reserve Capacity (PCPH)*
Level of Service A	≥ 400
Level of Service B	300 - 399
Level of Service C	200 - 299
Level of Service D	100 - 199
Level of Service E	0 - 99
Level of Service F	< 0

*PCPH denotes passenger cars per hour.

The following general statement may be made regarding the expected delay to minor street traffic for each level of service:

Level of Service A	Little or no delay
Level of Service B	Short traffic delays
Level of Service C	Average traffic delays
Level of Service D	Long traffic delays
Level of Service E	Very long traffic delays
Level of Service F	When demand volume exceeds the capacity of the lane or approach, extreme delays will be encountered, with queuing which may cause severe congestion affecting other traffic movements in the intersection.

SOURCE: Highway Capacity Manual (Special Report 209), Transportation Research Board, National Research Council, Washington, D.C., 1985

APPENDIX B
TRAFFIC ANALYSIS DATA

I. AUTOMATIC MACHINE COUNTS
   - A) Pinelawn Road (County Road 3)
   - B) Walt Whitman Road (NYS Route 110)
   - C) Old Country Road

II. EXISTING TURNING MOVEMENT COUNTS
   - A) South Service Road and Pinelawn Road (County Road 3)
   - B) North Service Road and Pinelawn Road (County Road 3)
   - C) Walt Whitman Road (NYS Route 110) and Pinelawn Road (County Road 3)
   - D) Walt Whitman Road (NYS Route 110) and Old Country Road
   - E) New York Avenue and Old Country Road

III. 1995 "NO BUILD" TURNING MOVEMENT COUNTS
   - A) South Service Road and Pinelawn Road (County Road 3)
   - B) North Service Road and Pinelawn Road (County Road 3)
   - C) Walt Whitman Road (NYS Route 110) and Pinelawn Road (County Road 3)
   - D) Walt Whitman Road (NYS Route 110) and Old Country Road
   - E) New York Avenue and Old Country Road

I. AUTOMATIC MACHINE COUNTS
   A) Pinelawn Road (County Road 3)
   B) Walt Whitman Road (NYS Route 110)
   C) Old Country Road

A) Pinelawn Road (County Road 3)

CODE : RAS
Location: : CR 3 N/O LIE SERVICE ROADS
Direction:: SB
Counter #:: 03-4119

Suffolk County Dept. of Public Works

FILE: V03-095B

DATE: 10/09/89

TIME BEGIN	MONDAY 9	TUESDAY 10	WEDNESDAY 11	THURSDAY 12	FRIDAY 13	WEEKDAY AVERAGE	SATURDAY 14	SUNDAY 15	WEEK AVERAGE
12:00 AM	*	*	*	*	*	*	187	144	165
1:00	*	*	*	*	*	*	200	139	169
2:00	*	*	*	*	*	*	137	136	136
3:00	*	*	*	*	*	*	97	111	104
4:00	*	*	*	*	*	*	74	64	69
5:00	*	*	*	*	*	*	45	40	42
6:00	*	*	*	*	*	*	125	40	82
7:00	*	*	*	*	*	*	173	77	125
8:00	*	*	*	*	*	*	210	106	158
9:00	*	*	*	*	*	*	228	146	187
10:00	*	*	*	*	*	*	299	273	286
11:00	*	*	*	*	*	*	333	280	306
12:00 PM	*	*	*	*	588	588	418	318	441
1:00	*	*	*	*	610	610	393	351	451
2:00	*	*	*	*	682	682	413	328	474
3:00	*	*	*	*	724	724	397	353	491
4:00	*	*	*	*	764	764	409	316	496
5:00	*	*	*	*	724	724	420	327	490
6:00	*	*	*	*	456	456	410	281	382
7:00	*	*	*	*	386	386	254	192	277
8:00	*	*	*	*	308	308	237	182	242
9:00	*	*	*	*	360	360	211	131	234
10:00	*	*	*	*	231	231	201	139	190
11:00	*	*	*	*	220	220	182	128	176
TOTALS	*	*	*	*	6053	6053	6053	4602	6173
% AVG WKDAY	*	*	*	*	100.0				
% AVG DAY	*	*	*	*	98.1		98.1	74.6	
AM PEAK HR	*	*	*	*	*	*	11:00	11:00	11:00
VOLUME	*	*	*	*	*	*	333	280	306
PM PEAK HR	*	*	*	*	4:00	4:00	5:00	3:00	4:00
VOLUME	*	*	*	*	764	764	420	353	496

SITE CODE : RAS
Location: : CR 3 N/O LIE SERVICE ROADS
Direction:: SB
Counter #:: 03-4119

Suffolk County Dept. of Public Works

FILE: V03-035B

DATE: 10/16/89 767

TIME BEGIN	MONDAY 16	TUESDAY 17	WEDNESDAY 18	THURSDAY 19	FRIDAY 20	WEEKDAY AVERAGE	SATURDAY 21	SUNDAY 22	WEEK AVERAGE
12:00 AM	74	93	73	70	*	77	*	*	77
1:00	33	55	50	*	*	46	*	*	46
2:00	24	39	33	*	*	32	*	*	32
3:00	26	22	26	*	*	24	*	*	24
4:00	42	33	27	*	*	34	*	*	34
5:00	80	75	78	*	*	77	*	*	77
6:00	220	245	257	*	*	240	*	*	240
7:00	402	414	453	*	*	423	*	*	423
8:00	425	435	445	*	*	435	*	*	435
9:00	383	395	397	*	*	391	*	*	391
10:00	359	370	361	*	*	363	*	*	363
11:00	393	374	430	*	*	401	*	*	401
12:00 PM	518	480	572	*	*	523	*	*	523
1:00	555	509	574	*	*	546	*	*	546
2:00	595	514	587	*	*	565	*	*	565
3:00	602	618	630	*	*	636	*	*	636
4:00	719	672	732	*	*	707	*	*	707
5:00	781	741	805	*	*	775	*	*	775
6:00	464	457	501	*	*	474	*	*	474
7:00	377	390	351	*	*	372	*	*	372
8:00	311	271	312	*	*	298	*	*	298
9:00	356	317	283	*	*	318	*	*	318
10:00	210	191	209	*	*	203	*	*	203
11:00	123	125	141	*	*	129	*	*	129
TOTALS	8078	7835	8387	70	*	8089	*	*	8089
% AVG WKDAY	99.9	96.9	103.7	0.9	*				
% AVG DAY	99.9	96.9	103.7	0.9	*		*	*	
AM PEAK HR	8:00	8:00	7:00	12:00	*	8:00	*	*	8:00
VOLUME	425	435	453	70	*	435	*	*	435
PM PEAK HR	5:00	5:00	5:00	*	*	5:00	*	*	5:00
VOLUME	781	741	805	*	*	775	*	*	775

7651 x .97 = 7400 SB

SITE CODE : RAS
Location: : CR 3 N/O LIE SERVICE ROADS
Direction:: NB
Counter #:: 02-3786

Suffolk County Dept. of Public Works

original (#1)

PAGE: 1
FILE: V03-09NB

DATE: 10/09/89

TIME BEGIN	MONDAY 9	TUESDAY 10	WEDNESDAY 11	THURSDAY 12	FRIDAY 13	WEEKDAY AVERAGE	SATURDAY 14	SUNDAY 15	WEEK AVERAGE
12:00 AM	*	*	*	*	*	*	169	119	144
1:00	*	*	*	*	*	*	82	74	78
2:00	*	*	*	*	*	*	52	50	51
3:00	*	*	*	*	*	*	43	54	48
4:00	*	*	*	*	*	*	23	43	33
5:00	*	*	*	*	*	*	60	30	45
6:00	*	*	*	*	*	*	168	59	113
7:00	*	*	*	*	*	*	269	93	181
8:00	*	*	*	*	*	*	418	168	293
9:00	*	*	*	*	*	*	440	228	334
10:00	*	*	*	*	*	*	410	290	350
11:00	*	*	*	*	*	*	426	371	398
12:00 PM	*	*	*	*	826	826	526	389	580
1:00	*	*	*	*	636	636	470	433	513
2:00	*	*	*	*	621	621	423	381	475
3:00	*	*	*	*	630	630	455	386	490
4:00	*	*	*	*	648	648	375	319	447
5:00	*	*	*	*	650	650	295	264	403
6:00	*	*	*	*	433	433	333	210	325
7:00	*	*	*	*	397	397	298	166	287
8:00	*	*	*	*	314	314	227	161	234
9:00	*	*	*	*	219	219	168	124	170
10:00	*	*	*	*	260	260	177	86	174
11:00	*	*	*	*	193	193	173	86	150
TOTALS	*	*	*	*	5827	5827	6480	4584	6316
% AVG WKDAY	*	*	*	*	100.0				
% AVG DAY	*	*	*	*	92.3		102.6	72.6	
AM PEAK HR	*	*	*	*	*	*	9:00	11:00	11:00
VOLUME	*	*	*	*	*	*	440	371	398
PM PEAK HR	*	*	*	*	12:00	12:00	12:00	1:00	12:00
VOLUME	*	*	*	*	826	826	526	433	580

SITE CODE : RAS
Location: : CR 3 N/O LIE SERVICE ROADS
Direction:: NB
Counter #:: 02-3786

Suffolk County Dept. of Public Works

FILE: V03-09NB

DATE: 10/16/89 76

TIME BEGIN	MONDAY 16	TUESDAY 17	WEDNESDAY 18	THURSDAY 19	FRIDAY 20	WEEKDAY AVERAGE	SATURDAY 21	SUNDAY 22	WEEK AVERAGE
12:00 AM	42	85	71	68	*	66	*	*	66
1:00	29	42	40	*	*	37	*	*	37
2:00	24	22	32	*	*	26	*	*	26
3:00	23	33	29	*	*	28	*	*	28
4:00	41	27	39	*	*	35	*	*	35
5:00	96	118	98	*	*	104	*	*	104
6:00	289	305	318	*	*	304	*	*	304
7:00	814	734	730	*	*	759	*	*	759
8:00	1129	1092	1029	*	*	1083	*	*	1083
9:00	640	658	636	*	*	644	*	*	644
10:00	420	473	462	*	*	451	*	*	451
11:00	531	507	511	*	*	516	*	*	516
12:00 PM	650	634	640	*	*	641	*	*	641
1:00	551	505	485	*	*	513	*	*	513
2:00	515	455	453	*	*	474	*	*	474
3:00	499	484	428	*	*	470	*	*	470
4:00	595	557	549	*	*	567	*	*	567
5:00	616	585	589	*	*	596	*	*	596
6:00	446	457	404	*	*	435	*	*	435
7:00	357	322	309	*	*	329	*	*	329
8:00	241	193	232	*	*	222	*	*	222
9:00	134	142	158	*	*	144	*	*	144
10:00	110	124	130	*	*	121	*	*	121
11:00	76	65	89	*	*	76	*	*	76
TOTALS	8868	8619	8461	68	*	8641	*	*	8641
% AVG WKDAY	102.6	99.7	97.9	0.8	*				
% AVG DAY	102.6	99.7	97.9	0.8	*		*	*	
AM PEAK HR	8:00	8:00	8:00	12:00	*	8:00	*	*	8:00
VOLUME	1129	1092	1029	68	*	1083	*	*	1083
PM PEAK HR	12:00	12:00	12:00	*	*	12:00	*	*	12:00
VOLUME	650	634	640	*	*	641	*	*	641

7992 x .97 = 7800 NB

15200

B) Walt Whitman Road (NYS Route 110)

NEW YORK STATE
DEPT OF TRANSPORTATION
AVERAGE WEEKDAY
HOURLY REPORT

ROUTE 110
S/O OLD COUNTRY ROAD
OCTOBER 1989

AM	NORTHBOUND	SOUTHBOUND
12-1	255	214
1-2	122	109
2-3	80	84
3-4	64	65
4-5	67	68
5-6	139	230
6-7	345	835
7-8	743	1763
8-9	1085	1928 **
9-10	1124	1413
10-11	1125	1120
11-12	1429	1192
PM		
12-1	1671	1614
1-2	1577	1767
2-3	1488	1516
3-4	1709	1333
4-5	2072	1253
5-6	2145	1339
6-7	1560 **	1102
7-8	1116	909
8-9	875	772
9-10	699	718
10-11	498	514
11-12	383	395
TOTALS	22,371	22,253

FILE NAME
RT110 071651089

DAILY TOTAL
44,624

EST. AADT
41,600

** DENOTES
PEAK HOUR

C) Old Country Road

AT CODE : 025604
Location : OLD COUNTRY RDE/O SHAFTSBURYRD
Direction : WESTBOUND
Equipment#: 13027-16K

TOWN OF HUNTINGTON TRAFFIC SAFETY DEPT.

PAGE: 1
FILE: OCNTYSWV

DATE: 9/05/88

TIME BEGIN	MONDAY 5	TUESDAY 6	WEDNESDAY 7	THURSDAY 8	FRIDAY 9	WEEKDAY AVERAGE	SATURDAY 10	SUNDAY 11	WEEK AVERAGE
12:00 AM	35	40	34	34	39	36	61	81	53
1:00	16	24	15	9	15	12	43	59	31
2:00	19	10	10	15	16	15	24	116	42
3:00	12	16	8	10	11	10	21	36	19
4:00	18	44	25	16	24	20	26	16	20
5:00	80	88	96	97	93	95	41	20	62
6:00	326	354	419	412	395	403	125	43	243
7:00	779	801	1022	947	979	963	183	84	548
8:00	655	856	1070	943	892	917 1	255	131	555
9:00	360	510	569	513	490	501 6	326	178	376
10:00	269	314	383	352	357	354	429	282	355
11:00	386	303	86	379	376	377 7	407	347	377
12:00 PM	495	408	0	479	431	455 5	410	365	421
1:00	468	392	0	457	462	459	435	347	425
2:00	403	369	26	389	408	274	398	353	314
3:00	361	379	445	417	426	429 4	385	305	395
4:00	387	391	460	424	358	414	301	261	360
5:00	421	413	472	479	410	453 2	284	216	372
6:00	332	320	381	363	346	363 5	281	215	317
7:00	283	319	359	342	304	335 3	278	180	292
8:00	176	180	205	239	214	219	170	150	195
9:00	176	134	175	152	174	167	143	155	159
10:00	130	99	102	142	146	130	135	106	126
11:00	88	95	73	87	109	89	117	84	94
TOTALS	6675	6859	6435	7697	7475	7490	5278	4130	6151
% AVG WKDAY	89.1	91.6	85.9	102.8	99.8				
% AVG DAY	108.5	111.5	104.6	125.1	121.5		85.8	67.1	
AM PEAK HR	7:00	8:00	8:00	7:00	7:00	7:00	10:00	11:00	8:00
VOLUME	779	856	1070	947	979	963	429	347	555
PM PEAK HR	12:00	17:00	17:00	12:00	13:00	13:00	13:00	12:00	13:00
VOLUME	495	413	472	479	462	459	435	365	425

SITE CODE : 025604 TOWN OF HUNTINGTON TRAFFIC SAFETY DEPT. PAGE: 2
Location : OLD COUNTRY RDE/O SHAFTSBURYRD FILE: OCNTYSWV
Direction : WESTBOUND
Equipment#: 13027-16K DATE: 9/12/88

TIME BEGIN	MONDAY 12	TUESDAY 13	WEDNESDAY 14	THURSDAY 15	FRIDAY 16	WEEKDAY AVERAGE	SATURDAY 17	SUNDAY 18	WEEK AVERAGE
12:00 AM	35	40	34	*	*	36	*	*	36
1:00	16	24	15	*	*	18	*	*	18
2:00	19	10	10	*	*	13	*	*	13
3:00	12	16	8	*	*	12	*	*	12
4:00	18	44	25	*	*	29	*	*	29
5:00	80	88	96	*	*	88	*	*	88
6:00	326	354	419	*	*	366	*	*	366
7:00	779	801	1022	*	*	867	*	*	867
8:00	655	856	1070	*	*	860	*	*	860
9:00	360	510	569	*	*	479	*	*	479
10:00	269	314	383	*	*	322	*	*	322
11:00	386	303	86	*	*	258	*	*	258
12:00 PM	495	408	0	*	*	301	*	*	301
1:00	468	392	0	*	*	286	*	*	286
2:00	403	369	*	*	*	386	*	*	386
3:00	361	379	*	*	*	370	*	*	370
4:00	387	391	*	*	*	389	*	*	389
5:00	421	413	*	*	*	417	*	*	417
6:00	332	320	*	*	*	326	*	*	326
7:00	283	319	*	*	*	301	*	*	301
8:00	176	180	*	*	*	178	*	*	178
9:00	176	134	*	*	*	155	*	*	155
10:00	130	99	*	*	*	114	*	*	114
11:00	88	95	*	*	*	91	*	*	91
TOTALS	6675	6859	3737	*	*	6662	*	*	6662
% AVG WKDAY	100.2	103.0	56.1	*	*				
% AVG DAY	100.2	103.0	56.1	*	*		*	*	
AM PEAK HR	7:00	8:00	8:00	*	*	7:00	*	*	7:00
VOLUME	779	856	1070	*	*	867	*	*	867
PM PEAK HR	12:00	17:00	12:00	*	*	17:00	*	*	17:00
VOLUME	495	413	0	*	*	417	*	*	417

CODE : 025605
LOCATION : OLD COUNTRY RDE/O SHAFTSBURYRD
Direction : EASTBOUND
Equipment#: 11206-16K

TOWN OF HUNTINGTON TRAFFIC SAFETY DEPT.

PAGE: 1
FILE: OCNTYSEV

DATE: 9/05/88

TIME BEGIN	MONDAY 5	TUESDAY 6	WEDNESDAY 7	THURSDAY 8	FRIDAY 9	WEEKDAY AVERAGE	SATURDAY 10	SUNDAY 11	WEEK AVERAGE
12:00 AM	*	*	*	107	104	105	138	143	123
1:00	*	*	*	33	32	32	91	108	66
2:00	*	*	*	26	18	22	58	52	38
3:00	*	*	*	9	15	12	40	46	27
4:00	*	*	*	15	19	17	27	25	21
5:00	*	*	*	22	35	28	31	11	24
6:00	*	*	*	97	109	103	48	41	73
7:00	*	*	*	300	291	295	101	53	186
8:00	*	*	*	424	444	434	190	119	294
9:00	*	*	*	271	264	267	308	151	248
10:00	*	*	*	291	277	284	408	201	294
11:00	*	*	*	351	361	356	383	258	338
12:00 PM	*	*	*	474	481	477	463	321	434
1:00	*	*	*	461	477	469	479	330	436
2:00	*	*	*	462	516	489	437	321	434
3:00	*	*	337	613	685	545	414	386	487
4:00	*	*	787	797	790	791	2305	321	1000
5:00	*	*	789	599	794	727	338	270	558
6:00	*	*	556	506	499	520	305	209	415
7:00	*	*	431	420	329	393	260	190	326
8:00	*	*	294	337	321	317	279	180	282
9:00	*	*	310	302	297	303	177	171	251
10:00	*	*	185	236	193	204	146	136	179
11:00	*	*	131	134	192	152	165	136	151
TOTALS	*	*	3820	7287	7543	7342	7591	4179	6685
% AVG WKDAY	*	*	52.0	99.3	102.7				
% AVG DAY	*	*	57.1	109.0	112.8		113.6	62.5	
AM PEAK HR	*	*	*	8:00	8:00	8:00	10:00	11:00	11:00
VOLUME	*	*	*	424	444	434	408	258	338
PM PEAK HR	*	*	17:00	16:00	17:00	16:00	16:00	15:00	16:00
VOLUME	*	*	789	797	794	791	2305	386	1000

Location : OLD COUNTRY RDE/O SHAFTSBURYRD
Direction : EASTBOUND
Equipment#: 11206-16K

FILE: OCNTYSEV
DATE: 9/12/88

TIME BEGIN	MONDAY 12	TUESDAY 13	WEDNESDAY 14	THURSDAY 15	FRIDAY 16	WEEKDAY AVERAGE	SATURDAY 17	SUNDAY 18	WEEK AVERAGE
12:00 AM	78	92	97	*	*	89	*	*	89
1:00	30	37	36	*	*	34	*	*	34
2:00	15	18	14	*	*	15	*	*	15
3:00	10	11	9	*	*	10	*	*	10
4:00	11	17	10	*	*	12	*	*	12
5:00	18	23	21	*	*	20	*	*	20
6:00	110	84	100	*	*	98	*	*	98
7:00	274	256	290	*	*	273	*	*	273
8:00	396	390	477	*	*	421	*	*	421
9:00	271	252	293	*	*	272	*	*	272
10:00	300	243	267	*	*	270	*	*	270
11:00	345	330	39	*	*	238	*	*	238
12:00 PM	458	392	0	*	*	283	*	*	283
1:00	436	398	0	*	*	278	*	*	278
2:00	434	423	*	*	*	428	*	*	428
3:00	514	499	*	*	*	506	*	*	506
4:00	703	753	*	*	*	728	*	*	728
5:00	713	2916	*	*	*	1814	*	*	1814
6:00	456	485	*	*	*	470	*	*	470
7:00	313	299	*	*	*	306	*	*	306
8:00	246	268	*	*	*	257	*	*	257
9:00	226	200	*	*	*	213	*	*	213
10:00	169	173	*	*	*	171	*	*	171
11:00	160	155	*	*	*	157	*	*	157
TOTALS	6686	8714	1653	*	*	7363	*	*	7363
% AVG WKDAY	90.8	118.3	22.5	*	*				
% AVG DAY	90.8	118.3	22.5	*	*		*	*	
AM PEAK HR	8:00	8:00	8:00	*	*	8:00	*	*	8:00
VOLUME	396	390	477	*	*	421	*	*	421
PM PEAK HR	17:00	17:00	12:00	*	*	17:00	*	*	17:00
VOLUME	713	2916	0	*	*	1814	*	*	1814

II. EXISTING TURNING MOVEMENT COUNTS

A) South Service Road and Pinelawn Road (County Road 3)
B) North Service Road and Pinelawn Road (County Road 3)
C) Walt Whitman Road (NYS Route 110) and Pinelawn Road (County Road 3)
D) Walt Whitman Road (NYS Route 110) and Old Country Road
E) New York Avenue and Old Country Road

A) South Service Road and Pinelawn Road (County Road 3)

PROJECT NAME: MCGOVERN SOD FARMS

PROJECT No.: 79007

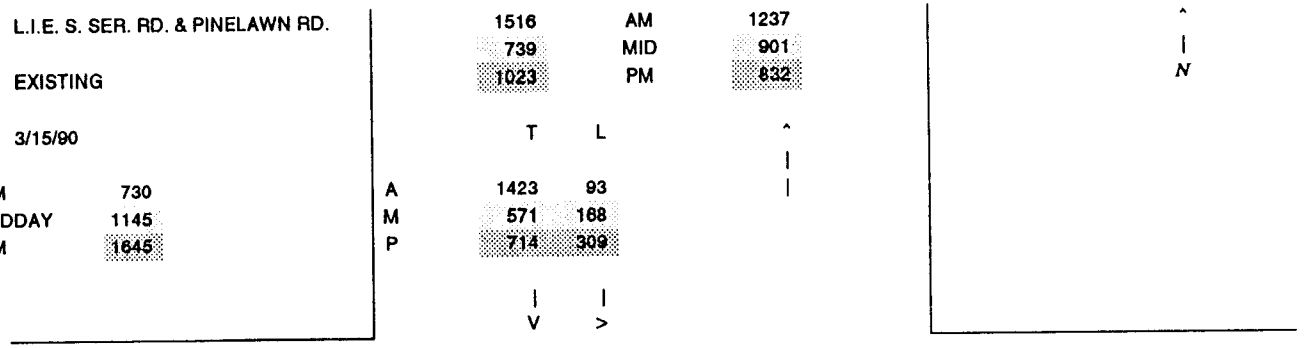
INTERSECTION: L.I.E. S. SER. RD. & PINELAWN RD.

CONDITION: EXISTING

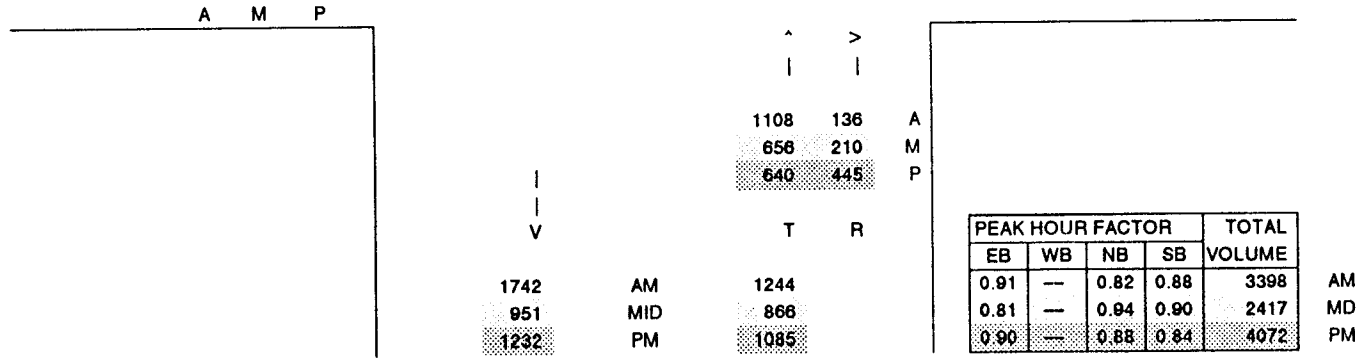
DATE COUNTED: 3/15/90

PEAK HOURS: (START)

AM	730	
MIDDAY	1145	
PM	1645	



AM	638	L	129	245	192	—^
MD	812	T	190	187	1254	—>
PM	1964	R	319	380	518	—v



PEAK HOUR FACTOR				TOTAL	
EB	WB	NB	SB	VOLUME	
0.91	—	0.82	0.88	3398	AM
0.81	—	0.94	0.90	2417	MD
0.90	—	0.88	0.84	4072	PM

NELSON & POPE

B) North Service Road and Pinelawn Road (County Road 3)

PROJECT NAME: MCGOVERN SOD FARMS

PROJECT No.: 79007

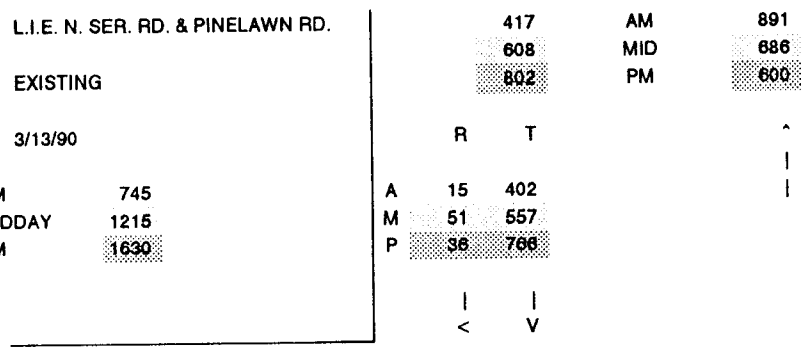
INTERSECTION: L.I.E. N. SER. RD. & PINELAWN RD.

CONDITION: EXISTING

DATE COUNTED: 3/13/90

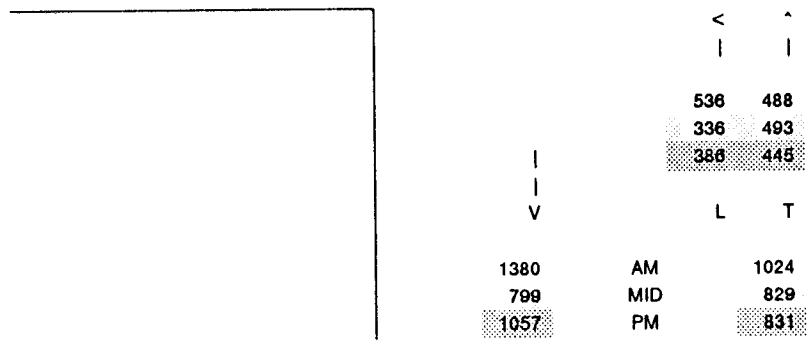
PEAK HOURS: (START)

AM	745
MIDDAY	1215
PM	1630



AM	1197	<----
MD	596	
PM	583	

^--	403	193	155	R	2027	AM
<-	646	209	161	T	644	MD
v--	978	242	291	L	607	PM



PEAK HOUR FACTOR				TOTAL	
EB	WB	NB	SB	VOLUME	
--	0.91	0.94	0.88	3468	AM
--	0.91	0.92	0.88	2081	MD
--	0.91	0.99	0.71	2240	PM

NELSON & POPE

C) Walt Whitman Road (NYS Route 110) and Pinelawn Road (County Road 3)

PROJECT NAME: MCGOVERN SOD FARMS

PROJECT No.: 79007

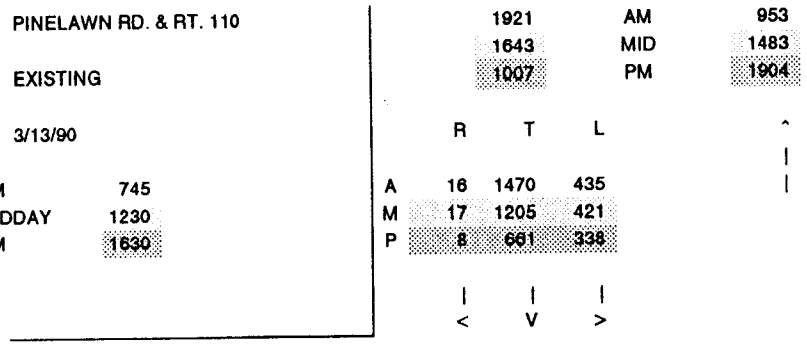
INTERSECTION: PINELAWN RD. & RT. 110

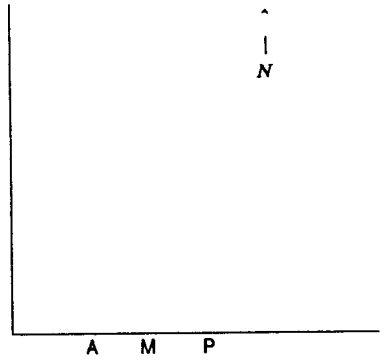
CONDITION: EXISTING

DATE COUNTED: 3/13/90

PEAK HOURS (START):

AM	745
MIDDAY	1230
PM	1630



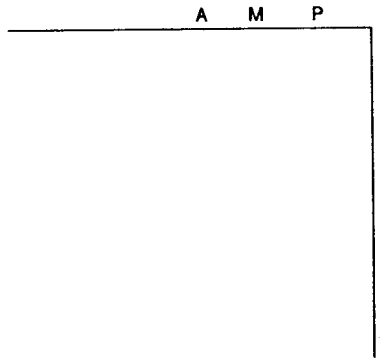


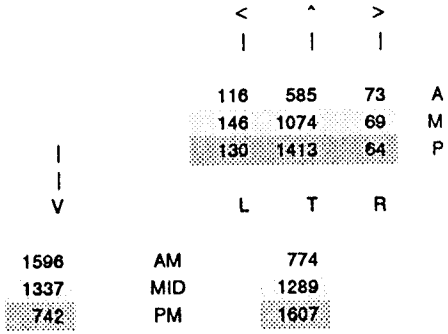
AM	363				
MD	336	<——			
PM	281				

^—	365	384	423	R	654	AM
<-	231	173	123	T	604	MD
v—	58	47	49	L	595	PM

AM	193	L	3	25	68	—^
MD	265	T	122	155	168	—>
PM	288	R	68	85	32	—v

	630	AM
——>	645	MD
	570	PM





1596	AM	774
1337	MID	1289
742	PM	1607

PEAK HOUR FACTOR				TOTAL	
EB	WB	NB	SB	VOLUME	
0.96	0.89	0.87	0.95	3542	AM
0.86	0.90	0.94	0.91	3801	MD
0.89	0.85	0.81	0.99	3477	PM

NELSON & POPE

D) Walt Whitman Road (NYS Route 110) and Old Country Road

PROJECT NAME: MCGOVERN SOD FARMS

PROJECT No.: 79007

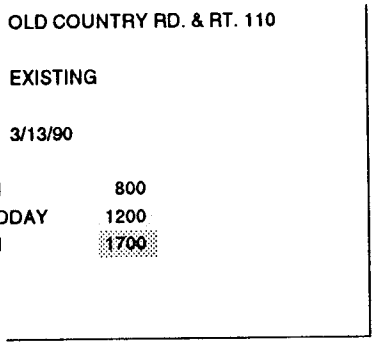
INTERSECTION: OLD COUNTRY RD. & RT. 110

CONDITION: EXISTING

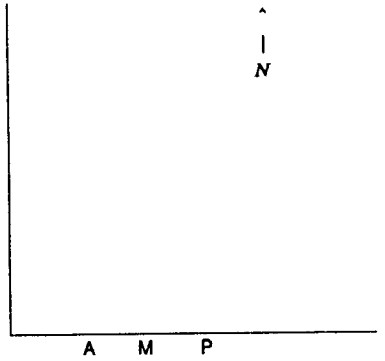
DATE COUNTED: 3/13/90

PEAK HOURS: (START)

AM	800
MIDDAY	1200
PM	1700



		2093	AM	1007	
		2034	MID	2189	
		1346	PM	2447	
	R	T	L		
A	441	1497	155		
M	414	1479	141		
P	200	1013	133		
	<	V	>		

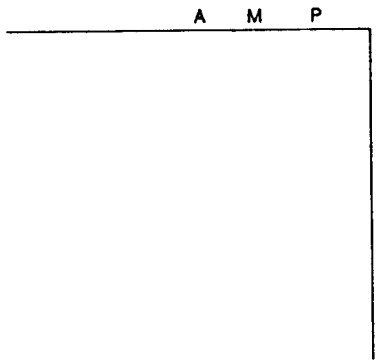


^--	123	159	152	R	994 AM
<-	402	147	126	T	532 MD
v--	469	226	216	L	494 PM

AM	855					
MD	588	<-----				
PM	335					

AM	327	L	124	439	390	---^
MD	631	T	184	174	316	-->
PM	721	R	19	18	15	---v

	528	AM
----->	384	MD
	742	PM



	<	^	>		
	12	760	189	A	
	27	1591	69	M	
	9	1905	293	P	
	V				
	L	T	R		
1985		961		AM	
1723		1687		MID	
1244		2207		PM	

PEAK HOUR FACTOR				TOTAL	
EB	WB	NB	SB	VOLUME	
0.90	0.88	0.87	0.92	4375	AM
0.71	0.81	0.83	0.89	4884	MD
0.89	0.74	0.89	0.94	4768	PM

NELSON & POPE

E) New York Avenue and Old Country Road

PROJECT NAME: MCGOVERN SOD FARMS

PROJECT No.: 79007

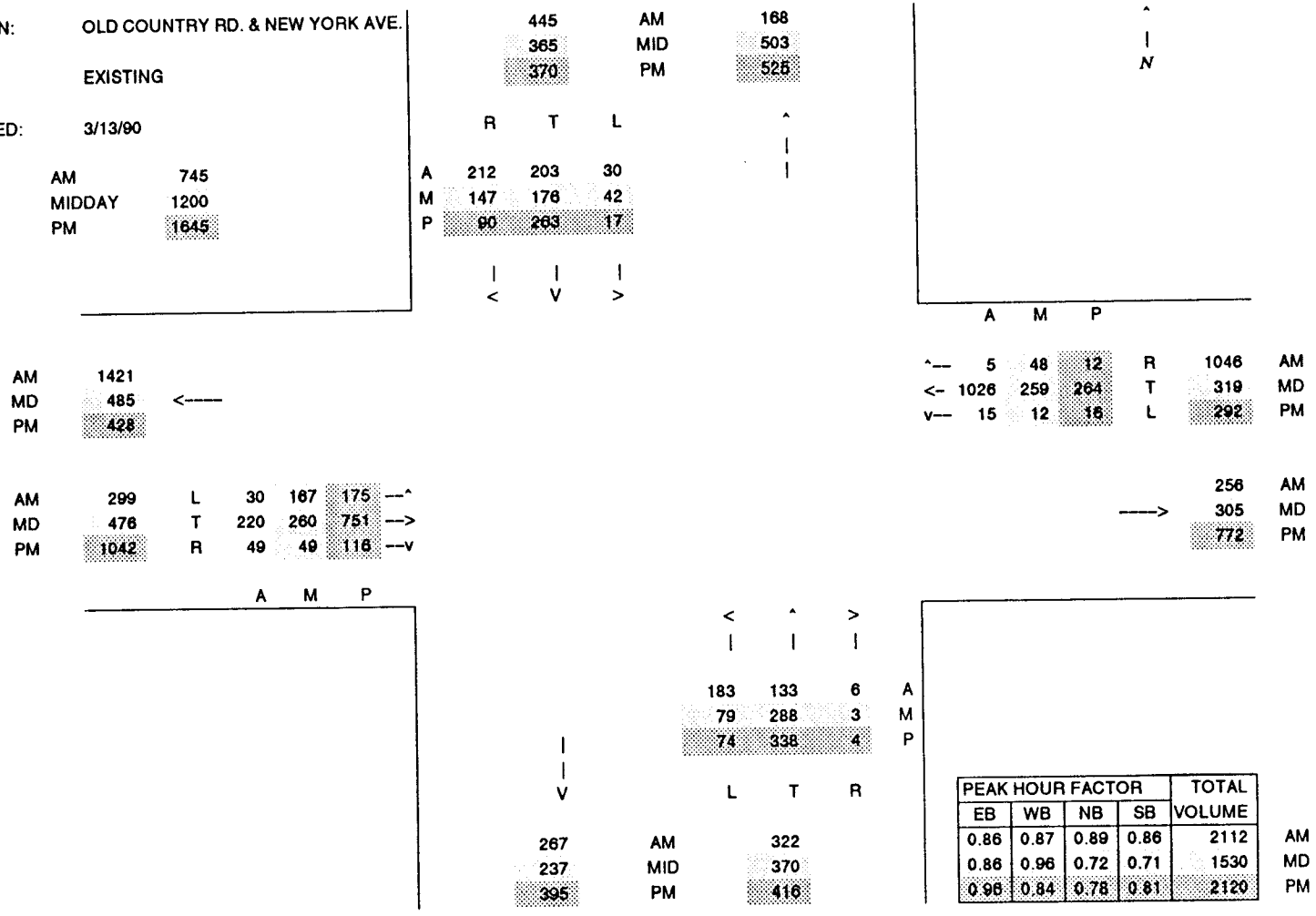
INTERSECTION: OLD COUNTRY RD. & NEW YORK AVE.

CONDITION: EXISTING

DATE COUNTED: 3/13/90

PEAK HOURS: (START)

AM	745
MIDDAY	1200
PM	1645



PEAK HOUR FACTOR				TOTAL	
EB	WB	NB	SB	VOLUME	
0.86	0.87	0.89	0.86	2112	AM
0.86	0.96	0.72	0.71	1530	MD
0.96	0.84	0.78	0.81	2120	PM

NELSON & POPE

III. 1995 "NO BUILD" TURNING MOVEMENT COUNTS

A) South Service Road and Pinelawn Road (County Road 3)

B) North Service Road and Pinelawn Road (County Road 3)

C) Walt Whitman Road (NYS Route 110) and Pinelawn Road (County Road 3)

D) Walt Whitman Road (NYS Route 110) and Old Country Road

E) New York Avenue and Old Country Road

A) South Service Road and Pinelawn Road (County Road 3)

PROJECT NAME: MCGOVERN SOD FARMS

PROJECT No.: 79007

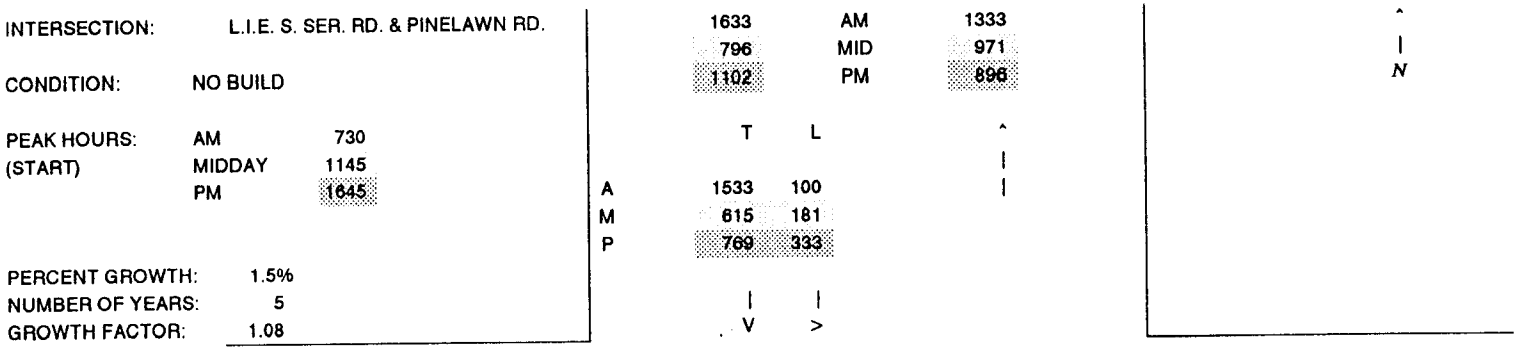
INTERSECTION: L.I.E. S. SER. RD. & PINELAWN RD.

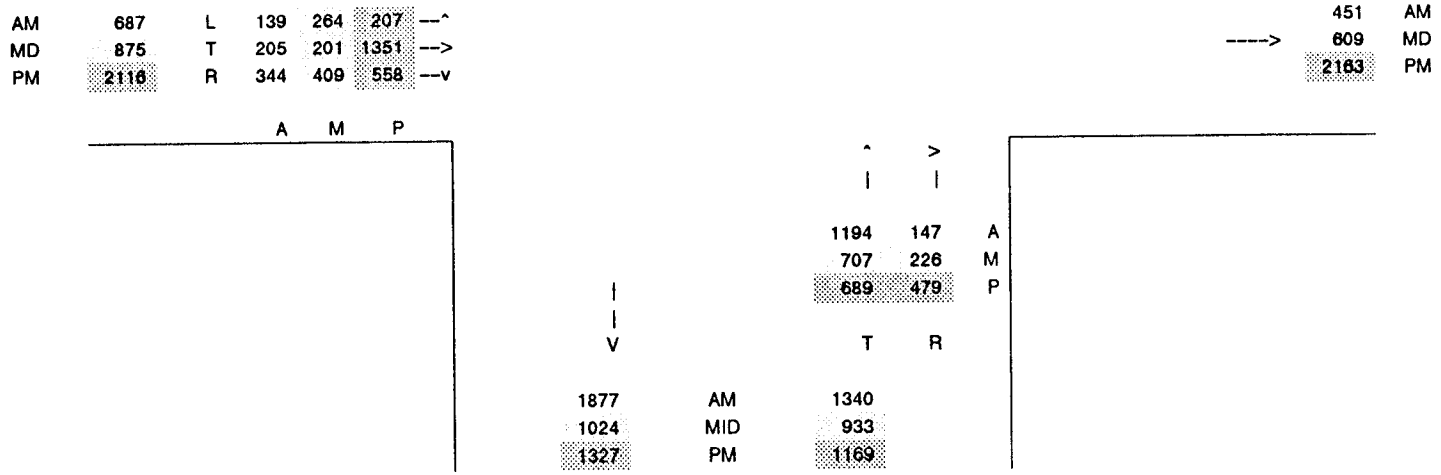
CONDITION: NO BUILD

PEAK HOURS: (START)

AM	730
MIDDAY	1145
PM	1645

PERCENT GROWTH: 1.5%
NUMBER OF YEARS: 5
GROWTH FACTOR: 1.08





NELSON & POPE

B) North Service Road and Pinelawn Road (County Road 3)

PROJECT NAME: MCGOVERN SOD FARMS

PROJECT No.: 79007

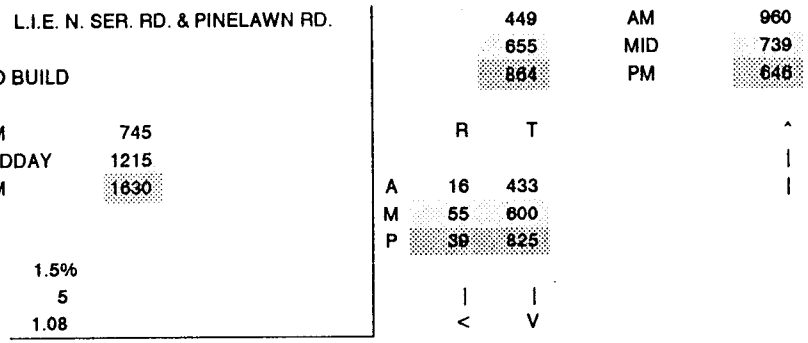
INTERSECTION: L.I.E. N. SER. RD. & PINELAWN RD.

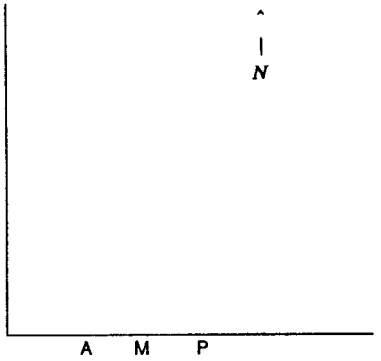
CONDITION: NO BUILD

PEAK HOURS: (START)

AM	745
MIDDAY	1215
PM	1630

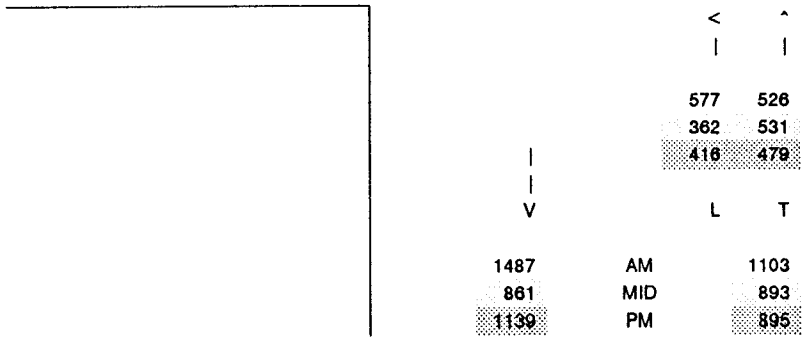
PERCENT GROWTH: 1.5%
NUMBER OF YEARS: 5
GROWTH FACTOR: 1.08





AM	1290	<----
MD	642	
PM	628	

^--	434	208	167	R	2184 AM
<-	696	225	173	T	694 MD
v--	1054	261	313	L	654 PM



NELSON & POPE

C) Walt Whitman Road (NYS Route 110) and Pinelawn Road (County Road 3)

PROJECT NAME: MCGOVERN SOD FARMS

PROJECT No.: 79007

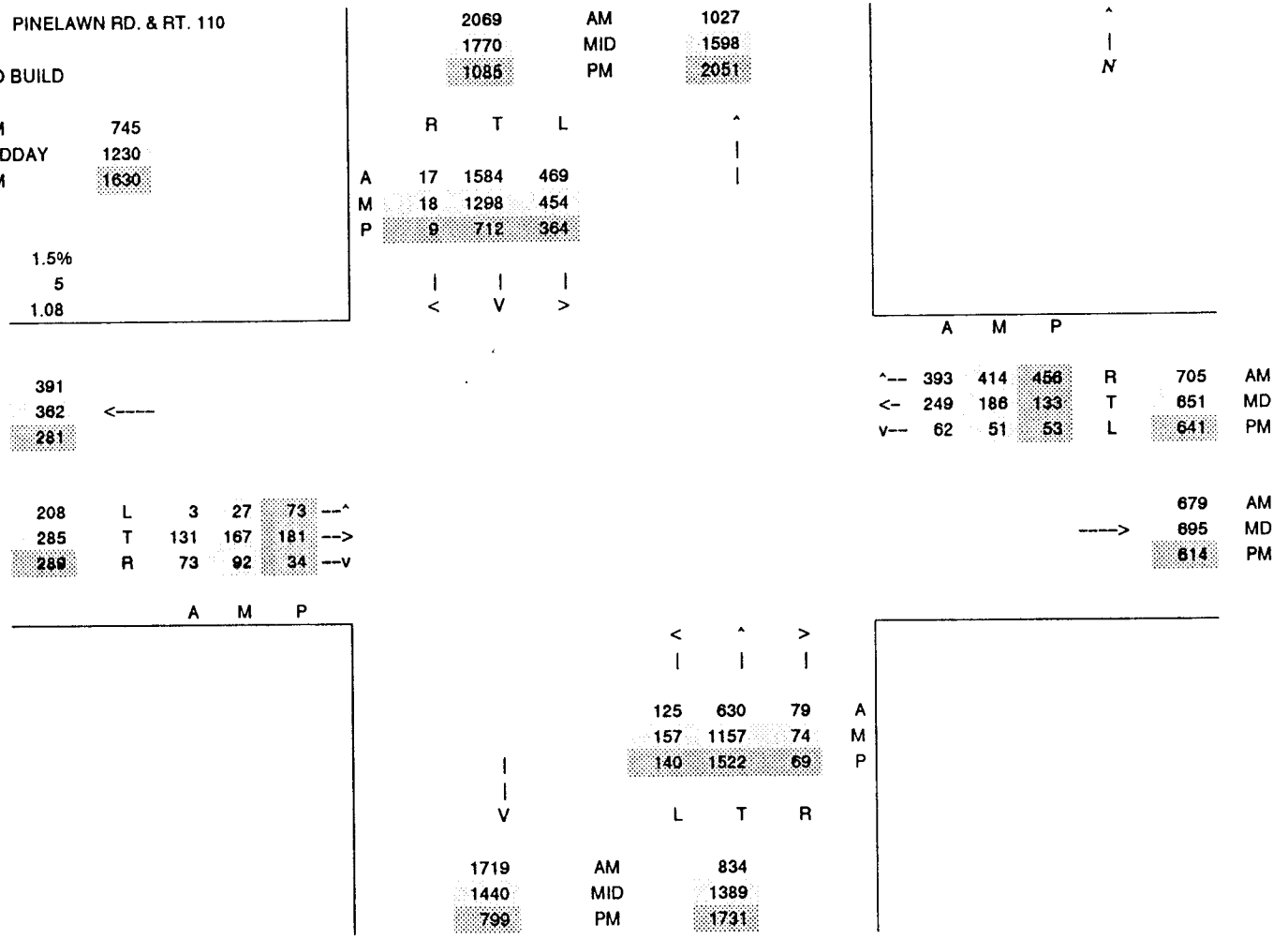
INTERSECTION: PINELAWN RD. & RT. 110

CONDITION: NO BUILD

PEAK HOURS: (START)

AM	745
MIDDAY	1230
PM	1630

PERCENT GROWTH: 1.5%
NUMBER OF YEARS: 5
GROWTH FACTOR: 1.08



NELSON & POPE

D) Walt Whitman Road (NYS Route 110) and Old Country Road

PROJECT NAME: MCGOVERN SOD FARMS

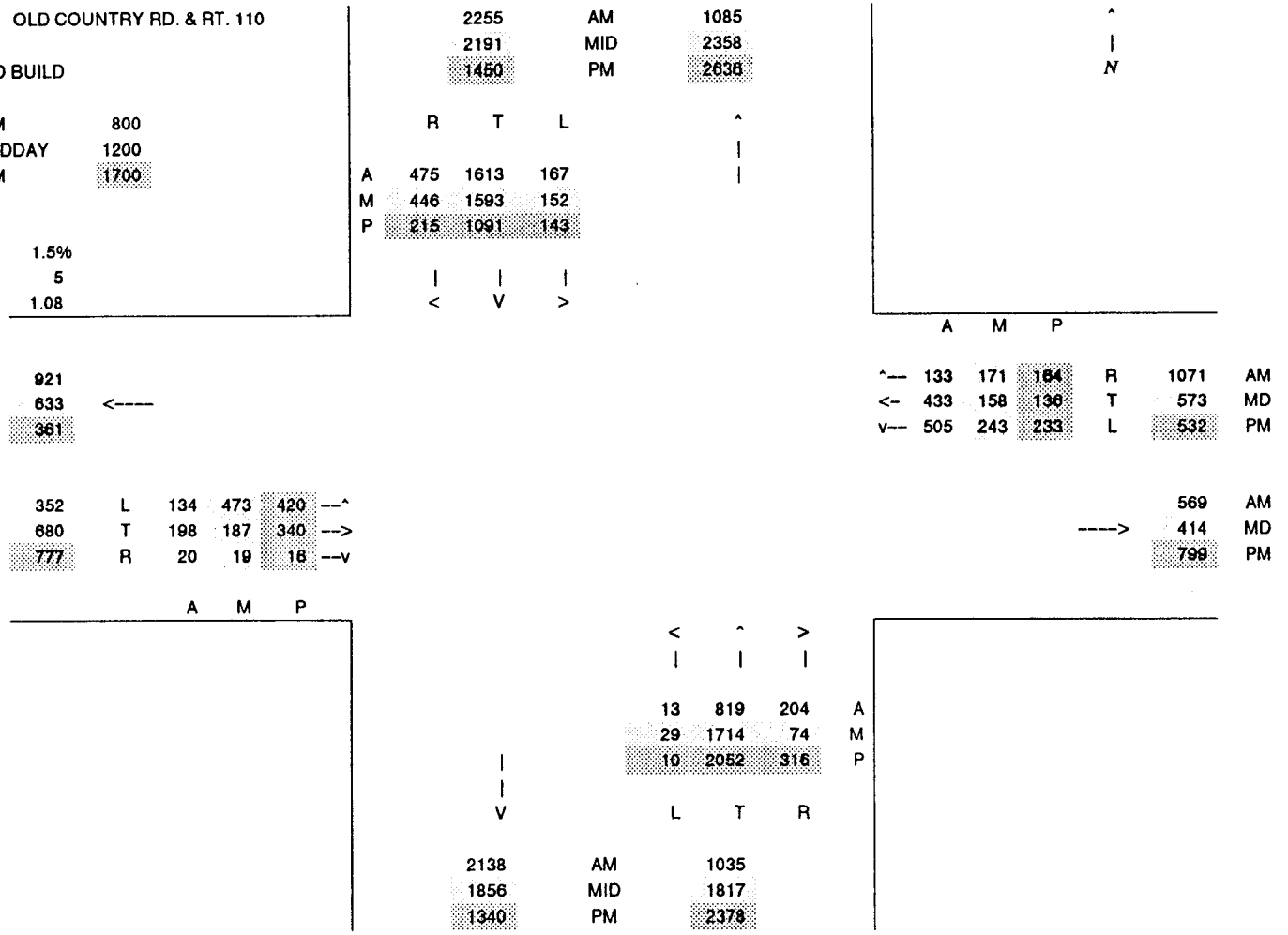
PROJECT No.: 79007

INTERSECTION: OLD COUNTRY RD. & RT. 110

CONDITION: NO BUILD

PEAK HOURS: AM 800
(START) MIDDAY 1200
PM 1700

PERCENT GROWTH: 1.5%
NUMBER OF YEARS: 5
GROWTH FACTOR: 1.08



NELSON & POPE

E) New York Avenue and Old Country Road

PROJECT NAME: MCGOVERN SOD FARMS

PROJECT No.: 79007

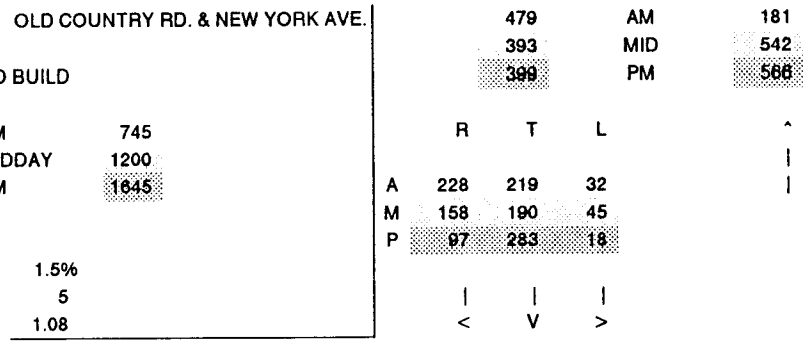
INTERSECTION: OLD COUNTRY RD. & NEW YORK AVE.

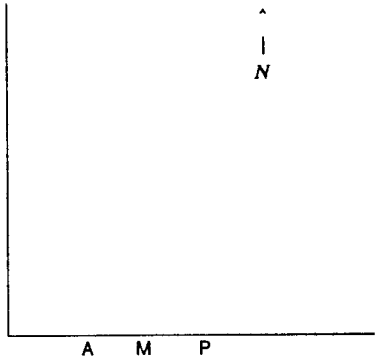
CONDITION: NO BUILD

PEAK HOURS: (START)

AM	745
MIDDAY	1200
PM	1645

PERCENT GROWTH: 1.5%
NUMBER OF YEARS: 5
GROWTH FACTOR: 1.08



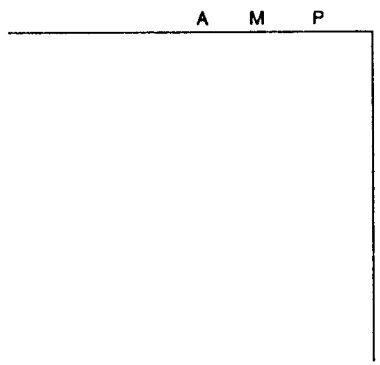


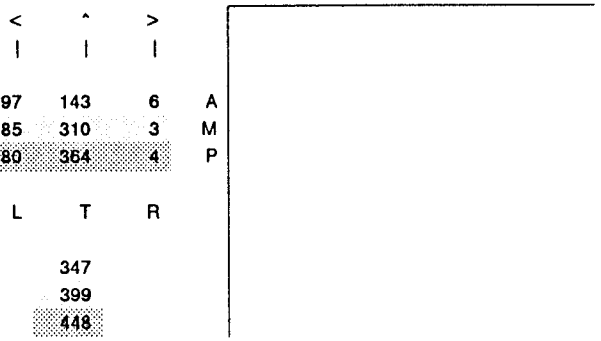
AM	1531							
MD	522	<-----						
PM	481							

^--	5	52	13	R	1127	AM		
<-	1105	279	284	T	344	MD		
v--	16	13	17	L	315	PM		

AM	322	L	32	180	189	--^		
MD	513	T	237	280	809	-->		
PM	1123	R	53	53	125	--v		

							276	AM
						----->	329	MD
							832	PM





NELSON & POPE

APPENDIX C

CAPACITY ANALYSIS/LEVEL OF SERVICE WORKSHEETS

I. EXISTING

A) South Service Road and Pinelawn Road (County Road 3)

B) North Service Road and Pinelawn Road (County Road 3)

C) Walt Whitman Road (NYS Route 110) and Pinelawn Road (County Road 3)

D) Walt Whitman Road (NYS Route 110) and Old Country Road

E) New York Avenue and Old Country Road

I. EXISTING

A) South Service Road and Pinelawn Road (County Road 3)

B) North Service Road and Pinelawn Road (County Road 3)

C) Walt Whitman Road (NYS Route 110) and Pinelawn Road (County Road 3)

D) Walt Whitman Road (NYS Route 110) and Old Country Road

E) New York Avenue and Old Country Road

A) South Service Road and Pinelawn Road (County Road 3)

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..L.I.E. S. SERVICE RD./PINELAWN RD.
AREA TYPE.....OTHER
ANALYST.....RB
DATE.....3/15/90
TIME.....7:30-8:30
COMMENT.....EXISTING

	VOLUMES					GEOMETRY					
	EB	WB	NB	SB		EB	WB		NB		SB
LT	129	0	0	93	LT	11.0	12.0	T	12.0	L	13.0
TH	190	0	1108	1423	T	11.0	12.0	T	12.0	T	12.0
RT	319	0	136	0	R	9.0	12.0	R	13.0	T	11.0
RR	0	0	68	0		12.0	12.0		12.0		12.0
						12.0	12.0		12.0		12.0
						12.0	12.0		12.0		12.0

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	0.91	0	N	20.9	3
WB	0.00	2.00	N	0	0	0.90	0	N	20.9	3
NB	0.00	2.00	N	0	0	0.82	0	N	10.6	3
SB	0.00	2.00	N	0	0	0.88	0	N	10.6	3

SIGNAL SETTINGS — CYCLE LENGTH = 80.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT	X				NB	LT				
	TH	X					TH	X			
	RT	X					RT	X			
	PD						PD				
WB	LT					SB	LT	X	X		
	TH						TH	X	X		
	RT						RT				
	PD						PD				
GREEN		29.0	0.0	0.0	0.0	GREEN		31.0	5.0	0.0	0.0
YELLOW		5.0	0.0	0.0	0.0	YELLOW		5.0	5.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	LT	0.293	0.387	11.0	B	12.9	B
	R	0.664	0.387	14.9	B		
NB	T	0.965	0.412	24.9	C	24.0	C
	R	0.129	0.412	9.4	B		
SB	L	0.343	0.538	8.4	B	14.2	B
	T	0.900	0.538	14.6	B		

INTERSECTION: Delay = 17.6 (sec/veh) V/C = 0.801 LOS = C

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT
****
INTERSECTION..L.I.E. S. SERVICE RD./PINELAWN RD.
AREA TYPE.....OTHER
ANALYST.....RB
DATE.....3/15/90
TIME.....11:45-12:45
COMMENT.....EXISTING

	VOLUMES					GEOMETRY					
	EB	WB	NB	SB		EB	WB		NB		SB
LT	245	0	0	168	LT	11.0	12.0	T	12.0	L	13.0
TH	187	0	656	571	T	11.0	12.0	T	12.0	T	12.0
RT	380	0	640	0	R	9.0	12.0	R	13.0	T	11.0
RR	0	0	320	0		12.0	12.0		12.0		12.0
						12.0	12.0		12.0		12.0
						12.0	12.0		12.0		12.0

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	0.81	0	N	20.9	3
WB	0.00	2.00	N	0	0	0.90	0	N	20.9	3
NB	0.00	2.00	N	0	0	0.94	0	N	10.6	3
SB	0.00	2.00	N	0	0	0.90	0	N	10.6	3

SIGNAL SETTINGS — CYCLE LENGTH = 80.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT	X				NB	LT				
	TH	X					TH	X			
	RT	X					RT	X			
	PD						PD				
WB	LT					SB	LT	X	X		
	TH						TH	X	X		
	RT						RT				
	PD						PD				
GREEN		30.0	0.0	0.0	0.0	GREEN		22.0	13.0	0.0	0.0
YELLOW		5.0	0.0	0.0	0.0	YELLOW		5.0	5.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	L	0.515	0.400	14.4	B	17.1	C
	T	0.334	0.400	10.8	B		
	R	0.860	0.400	22.0	C		
NB	T	0.685	0.300	17.0	C	17.8	C
	R	0.728	0.300	19.5	C		
SB	L	0.310	0.525	8.3	B	7.5	B
	T	0.361	0.525	7.2	B		

INTERSECTION: Delay = 14.6 (sec/veh) V/C = 0.670 LOS = B

B) North Service Road and Pinelawn Road (County Road 3)

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..L.I.E. S. SERVICE RD./PINELAWN RD.
AREA TYPE.....OTHER
ANALYST.....RB
DATE.....3/15/90
TIME.....4:45-5:45
COMMENT.....EXISTING

	VOLUMES					GEOMETRY					
	EB	WB	NB	SB		EB	WB		NB		SB
LT	192	0	0	309	LT	11.0	12.0	T	12.0	L	13.0
TH	1254	0	640	714	T	11.0	12.0	T	12.0	T	12.0
RT	518	0	445	0	R	9.0	12.0	R	13.0	T	11.0
RR	0	0	222	0		12.0	12.0		12.0		12.0
						12.0	12.0		12.0		12.0
						12.0	12.0		12.0		12.0

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	0.90	0	N	20.9	3
WB	0.00	2.00	N	0	0	0.90	0	N	20.9	3
NB	0.00	2.00	N	0	0	0.88	0	N	10.6	3
SB	0.00	2.00	N	0	0	0.84	0	N	10.6	3

SIGNAL SETTINGS — CYCLE LENGTH = 115.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT	X				NB	LT				
	TH	X					TH	X			
	RT	X					RT	X			
	PD						PD				
WB	LT					SB	LT	X	X		
	TH						TH	X	X		
	RT						RT				
	PD						PD				
GREEN		49.0	0.0	0.0	0.0	GREEN		30.0	21.0	0.0	0.0
YELLOW		5.0	0.0	0.0	0.0	YELLOW		5.0	5.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	LT	1.123	0.443	76.1	F	65.8	F
	R	0.952	0.443	35.6	D		
NB	T	0.770	0.278	26.9	D	26.2	D
	R	0.584	0.278	24.4	C		
SB	L	0.633	0.504	18.1	C	14.1	B
	T	0.504	0.504	12.4	B		

INTERSECTION: Delay = 42.6 (sec/veh) V/C = 0.902 LOS = E

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT
****
INTERSECTION..L.I.E. N. SERVICE RD./PINELAWN RD.
AREA TYPE.....OTHER
ANALYST.....RB
DATE.....3/13/90
TIME.....7:45-8:45
COMMENT.....EXISTING

	VOLUMES				GEOMETRY							
	EB	WB	NB	SB	EB		WB		NB		SB	
LT	0	978	536	0	12.0	L	11.0	L	13.0	T	12.0	
TH	0	646	488	402	12.0	LT	14.0	T	12.0	TR	11.0	
RT	0	403	0	15	12.0	TR	11.0	T	11.0		12.0	
RR	0	0	0	0	12.0	R	11.0		12.0		12.0	
					12.0		12.0		12.0		12.0	
					12.0		12.0		12.0		12.0	

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	0.90	0	N	22.5	3
WB	0.00	2.00	N	0	0	0.91	0	N	22.5	3
NB	0.00	2.00	N	0	0	0.94	0	N	17.0	3
SB	0.00	2.00	N	0	0	0.88	0	N	17.0	3

SIGNAL SETTINGS — CYCLE LENGTH = 80.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT					NB	LT	X	X		
	TH						TH	X	X		
	RT						RT				
	PD						PD				
WB	LT	X				SB	LT				
	TH	X					TH		X		
	RT	X					RT		X		
	PD						PD				
GREEN		27.0	0.0	0.0	0.0	GREEN		19.0	19.0	0.0	0.0
YELLOW		5.0	0.0	0.0	0.0	YELLOW		5.0	5.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
WB	L	1.352	0.363	*	*	*	*
	LTR	1.023	0.363	38.3	D		
	R	0.557	0.363	14.0	B		
NB	L	0.744	0.563	14.0	B	10.0	B
	T	0.276	0.563	5.9	B		
SB	TR	0.543	0.262	16.8	C	16.8	C

INTERSECTION: Delay = * (sec/veh) V/C = 0.925 LOS = *

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..L.I.E. N. SERVICE RD./PINELAWN RD.
AREA TYPE.....OTHER
ANALYST.....RB
DATE.....3/13/90
TIME.....12:15-1:15
COMMENT.....EXISTING

	VOLUMES				GEOMETRY							
	EB	WB	NB	SB	EB		WB		NB		SB	
LT	0	242	336	0	12.0	L	11.0	L	13.0	T	12.0	
TH	0	209	488	557	12.0	LT	14.0	T	12.0	TR	11.0	
RT	0	193	0	51	12.0	TR	11.0	T	11.0		12.0	
RR	0	0	0	0	12.0	R	11.0		12.0		12.0	
					12.0		12.0		12.0		12.0	
					12.0		12.0		12.0		12.0	

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	0.90	0	N	17.4	3
WB	0.00	2.00	N	0	0	0.91	0	N	17.4	3
NB	0.00	2.00	N	0	0	0.92	0	N	14.4	3
SB	0.00	2.00	N	0	0	0.88	0	N	14.4	3

SIGNAL SETTINGS — CYCLE LENGTH = 80.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT					NB	LT	X	X		
	TH						TH	X	X		
	RT						RT				
	PD						PD				
WB	LT	X				SB	LT				
	TH	X					TH		X		
	RT	X					RT		X		
	PD						PD				
GREEN		20.0	0.0	0.0	0.0	GREEN		23.0	22.0	0.0	0.0
YELLOW		5.0	0.0	0.0	0.0	YELLOW		5.0	5.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
WB	L	0.441	0.275	18.7	C	16.3	C
	LTR	0.431	0.275	15.6	C		
	R	0.352	0.275	15.2	C		
NB	L	0.444	0.650	5.6	B	4.5	A
	T	0.244	0.650	3.8	A		
SB	TR	0.698	0.300	17.2	C	17.2	C

INTERSECTION: Delay = 12.0 (sec/veh) V/C = 0.525 LOS = B

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT
****
INTERSECTION..L.I.E. N. SERVICE RD./PINELAWN RD.
AREA TYPE.....OTHER
ANALYST.....RB
DATE.....3/13/90
TIME.....4:30-5:30
COMMENT.....EXISTING

	VOLUMES				GEOMETRY					
	EB	WB	NB	SB	EB		WB	NB		SB
LT	0	291	386	0	12.0	L	11.0 L	13.0	T	12.0
TH	0	161	445	766	12.0	LT	14.0 T	12.0	TR	11.0
RT	0	155	0	36	12.0	TR	11.0 T	11.0		12.0
RR	0	0	0	0	12.0	R	11.0	12.0		12.0
					12.0		12.0	12.0		12.0
					12.0		12.0	12.0		12.0

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	0.90	0	N	17.4	3
WB	0.00	2.00	N	0	0	0.91	0	N	17.4	3
NB	0.00	2.00	N	0	0	0.99	0	N	14.4	3
SB	0.00	2.00	N	0	0	0.71	0	N	14.4	3

SIGNAL SETTINGS — CYCLE LENGTH = 115.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT					NB	LT	X	X		
	TH						TH	X	X		
	RT						RT				
	PD						PD				
WB	LT	X				SB	LT				
	TH	X					TH		X		
	RT	X					RT		X		
	PD						PD				
GREEN		21.0	0.0	0.0	0.0	GREEN		36.0	43.0	0.0	0.0
YELLOW		5.0	0.0	0.0	0.0	YELLOW		5.0	5.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
WB	L	0.619	0.200	33.5	D	31.5	D
	TR	0.699	0.200	31.3	D		
	R	0.389	0.200	26.2	D		
NB	L	0.536	0.748	5.4	B	3.9	A
	T	0.180	0.748	2.7	A		
SB	TR	0.869	0.391	24.7	C	24.7	C

INTERSECTION: Delay = 19.8 (sec/veh) V/C = 0.708 LOS = C

C) Walt Whitman Road (NYS Route 110) and Pinelawn Road (County Road 3)

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..PINELAWN RD./RT. 110
AREA TYPE.....OTHER
ANALYST.....RB
DATE.....3/13/90
TIME.....7:45-8:45
COMMENT.....EXISTING

	VOLUMES					GEOMETRY							
	EB	WB	NB	SB		EB		WB		NB		SB	
LT	3	58	116	435	LT	9.0	L	10.0	L	11.0	L	10.0	
TH	122	231	585	1470	TR	9.0	T	11.0	T	11.0	T	12.0	
RT	68	365	73	16		12.0	R	10.0	T	12.0	T	12.0	
RR	0	0	36	5		15.0	R	10.0	R	14.0	R	15.0	
						12.0		12.0		12.0		12.0	
						12.0		12.0		12.0		12.0	

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	0.96	5	N	17.6	3
WB	0.00	2.00	N	0	0	0.89	5	N	17.6	3
NB	0.00	2.00	N	0	0	0.87	5	N	29.8	3
SB	0.00	2.00	Y	5	0	0.95	5	N	29.8	3

SIGNAL SETTINGS — CYCLE LENGTH = 80.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT	X				NB	LT	X			
	TH	X					TH			X	
	RT	X					RT			X	
	PD						PD				
WB	LT	X				SB	LT	X	X		
	TH	X					TH		X	X	
	RT	X					RT		X	X	
	PD						PD				
GREEN		20.0	0.0	0.0	0.0	GREEN		7.0	16.0	21.0	0.0
YELLOW		5.0	0.0	0.0	0.0	YELLOW		3.0	3.0	5.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	LTR	0.299	0.275	14.9	B	14.9	B
WB	L	0.193	0.275	16.9	C	17.3	C
	T	0.546	0.275	16.9	C		
	R	0.630	0.275	17.6	C		
NB	L	0.928	0.087	65.9	F	24.8	C
	T	0.700	0.287	17.7	C		
	R	0.092	0.287	13.5	B		
SB	L	0.895	0.325	32.3	D	17.6	C
	T	0.868	0.525	13.6	B		
	R	0.015	0.525	5.9	B		

INTERSECTION: Delay = 19.0 (sec/veh) V/C = 0.800 LOS = C

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..PINELAWN RD./RT. 110
AREA TYPE.....OTHER
ANALYST.....RB
DATE.....3/13/90
TIME.....12:30-1:30
COMMENT.....EXISTING

	VOLUMES					GEOMETRY							
	EB	WB	NB	SB		EB		WB		NB		SB	
LT	25	47	146	421	LT	9.0	L	10.0	L	11.0	L	10.0	
TH	155	173	1074	1205	TR	9.0	T	11.0	T	11.0	T	12.0	
RT	85	384	69	17		12.0	R	10.0	T	12.0	T	12.0	
RR	0	0	34	5		15.0	R	10.0	R	14.0	R	15.0	
						12.0		12.0		12.0		12.0	
						12.0		12.0		12.0		12.0	

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	0.86	5	N	20.0	3
WB	0.00	2.00	N	0	0	0.90	5	N	20.0	3
NB	0.00	2.00	N	0	0	0.94	5	N	26.6	3
SB	0.00	2.00	Y	5	0	0.91	5	N	26.6	3

SIGNAL SETTINGS — CYCLE LENGTH = 80.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT	X				NB	LT	X			
	TH	X					TH			X	
	RT	X					RT			X	
	PD						PD				
WB	LT	X				SB	LT	X	X		
	TH	X					TH		X	X	
	RT	X					RT		X	X	
	PD						PD				
GREEN		25.0	0.0	0.0	0.0	GREEN		9.0	5.0	25.0	0.0
YELLOW		5.0	0.0	0.0	0.0	YELLOW		3.0	3.0	5.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	LTR	0.541	0.338	14.5	B	14.5	B
WB	L	0.149	0.338	14.1	B	13.9	B
	T	0.329	0.338	12.9	B		
	R	0.534	0.338	14.3	B		
NB	L	0.841	0.112	45.3	E	37.1	D
	T	1.013	0.338	36.9	D		
	R	0.068	0.338	11.6	B		
SB	L	1.383	0.213	*	*	*	*
	T	0.892	0.438	17.6	C		
	R	0.021	0.438	8.3	B		

INTERSECTION: Delay = * (sec/veh) V/C = 0.922 LOS = *

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..PINELAWN RD./RT. 110
AREA TYPE.....OTHER
ANALYST.....RB
DATE.....3/13/90
TIME.....4:30-5:30
COMMENT.....EXISTING

	VOLUMES					GEOMETRY							
	EB	WB	NB	SB		EB		WB		NB		SB	
LT	68	49	130	338	LT	9.0	L	10.0	L	11.0	L	10.0	
TH	168	123	1413	661	TR	9.0	T	11.0	T	11.0	T	12.0	
RT	32	423	64	8		12.0	R	10.0	T	12.0	T	12.0	
RR	0	0	32	3		15.0	R	10.0	R	14.0	R	15.0	
						12.0		12.0		12.0		12.0	
						12.0		12.0		12.0		12.0	

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	0.89	5	N	20.0	3
WB	0.00	2.00	N	0	0	0.85	5	N	20.0	3
NB	0.00	2.00	N	0	0	0.81	5	N	26.6	3
SB	0.00	2.00	Y	5	0	0.99	5	N	26.6	3

SIGNAL SETTINGS — CYCLE LENGTH = 115.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT	X				NB	LT	X			
	TH	X					TH			X	
	RT	X					RT			X	
	PD						PD				
WB	LT	X				SB	LT	X	X		
	TH	X					TH		X	X	
	RT	X					RT		X	X	
	PD						PD				
GREEN		27.0	0.0	0.0	0.0	GREEN		11.0	5.0	56.0	0.0
YELLOW		5.0	0.0	0.0	0.0	YELLOW		3.0	3.0	5.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	LTR	0.700	0.252	28.0	D	28.0	D
WB	L	0.266	0.252	26.4	D	29.7	D
	T	0.332	0.252	22.8	C		
	R	0.834	0.252	31.9	D		
NB	L	1.022	0.096	102.0	F	44.9	E
	T	1.035	0.504	40.7	E		
	R	0.048	0.504	9.4	B		
SB	L	1.313	0.165	*	*	*	*
	T	0.343	0.574	8.4	B		
	R	0.006	0.574	6.8	B		

INTERSECTION: Delay = * (sec/veh) V/C = 1.029 LOS = *

D) Walt Whitman Road (NYS Route 110) and Old Country Road

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..OLD COUNTRY RD./RT. 110
AREA TYPE.....OTHER
ANALYST.....RB
DATE.....3/13/90
TIME.....8:00-9:00
COMMENT.....EXISTING

	VOLUMES					GEOMETRY							
	EB	WB	NB	SB		EB		WB		NB		SB	
LT	124	469	12	155	LT	12.0	L	13.0	L	10.0	L	10.0	
TH	184	402	760	1497	T	11.0	LT	12.0	T	11.0	T	12.0	
RT	19	123	189	441	R	15.0	T	12.0	T	12.0	T	11.0	
RR	0	0	0	0		12.0	R	15.0	R	12.0	R	11.0	
						12.0		12.0		12.0		12.0	
						12.0		12.0		12.0		12.0	

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	0.90	0	N	30.0	3
WB	0.00	2.00	N	0	0	0.88	0	N	30.0	3
NB	0.00	2.00	N	0	0	0.87	0	N	30.3	3
SB	0.00	2.00	N	0	0	0.92	0	N	30.3	3

SIGNAL SETTINGS — CYCLE LENGTH = 80.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT		X			NB	LT		X		
	TH		X				TH		X		
	RT		X				RT		X		
	PD						PD				
WB	LT	X				SB	LT	X	X		
	TH	X					TH	X	X		
	RT	X					RT	X	X		
	PD						PD				
GREEN		13.0	10.0	0.0	0.0	GREEN		8.0	28.0	0.0	0.0
YELLOW		6.0	6.0	0.0	0.0	YELLOW		3.0	6.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	L	0.501	0.162	24.4	C	24.9	C
	T	0.728	0.162	25.8	D		
	R	0.078	0.162	18.4	C		
WB	L	0.841	0.200	30.0	D	*	*
	T	1.282	0.200	*	*		
	R	0.419	0.200	18.5	C		
NB	L	0.166	0.387	12.3	B	12.2	B
	T	0.674	0.387	13.9	B		
	R	0.244	0.587	5.2	B		
SB	L	0.401	0.525	9.4	B	13.6	B
	T	0.927	0.525	16.7	C		
	R	0.475	0.688	4.0	A		

INTERSECTION: Delay = * (sec/veh) V/C = 0.970 LOS = *

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..OLD COUNTRY RD./RT. 110
AREA TYPE.....OTHER
ANALYST.....RB
DATE.....3/13/90
TIME.....12:00-1:00
COMMENT.....EXISTING

	VOLUMES					GEOMETRY							
	EB	WB	NB	SB		EB		WB		NB		SB	
LT	439	226	27	141	LT	12.0	L	13.0	L	10.0	L	10.0	
TH	174	147	1591	1479	T	11.0	LT	12.0	T	11.0	T	12.0	
RT	18	159	69	414	R	15.0	T	12.0	T	12.0	T	11.0	
RR	0	0	0	0		12.0	R	15.0	R	12.0	R	11.0	
						12.0		12.0		12.0		12.0	
						12.0		12.0		12.0		12.0	

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	0.71	0	N	24.9	3
WB	0.00	2.00	N	0	0	0.81	0	N	24.9	3
NB	0.00	2.00	N	0	0	0.83	0	N	24.6	3
SB	0.00	2.00	N	0	0	0.89	0	N	24.6	3

SIGNAL SETTINGS — CYCLE LENGTH = 80.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT		X			NB	LT		X		
	TH		X				TH		X		
	RT		X				RT		X		
	PD						PD				
WB	LT	X				SB	LT	X	X		
	TH	X					TH	X	X		
	RT	X					RT	X	X		
	PD						PD				
GREEN		10.0	12.0	0.0	0.0	GREEN		8.0	29.0	0.0	0.0
YELLOW		6.0	6.0	0.0	0.0	YELLOW		3.0	6.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	L	1.948	0.188	*	*	*	*
	T	0.756	0.188	25.5	D		
	R	0.081	0.188	17.3	C		
WB	L	0.542	0.162	24.3	C	24.3	C
	T	0.627	0.162	22.7	C		
	R	0.725	0.162	25.9	D		
NB	L	0.392	0.400	14.6	B	*	*
	T	1.433	0.400	*	*		
	R	0.098	0.563	5.2	B		
SB	L	0.517	0.538	10.8	B	13.2	B
	T	0.925	0.538	16.1	C		
	R	0.437	0.725	3.0	A		

INTERSECTION: Delay = * (sec/veh) V/C = 1.270 LOS = *

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..OLD COUNTRY RD./RT. 110
AREA TYPE.....OTHER
ANALYST.....RB
DATE.....3/13/90
TIME.....5:00-6:00
COMMENT.....EXISTING

	VOLUMES					GEOMETRY							
	EB	WB	NB	SB		EB		WB		NB		SB	
LT	390	216	9	133	LT	12.0	L	13.0	L	10.0	L	10.0	
TH	316	126	1905	1013	T	11.0	LT	12.0	T	11.0	T	12.0	
RT	15	152	293	200	R	15.0	T	12.0	T	12.0	T	11.0	
RR	0	0	0	0		12.0	R	15.0	R	12.0	R	11.0	
						12.0		12.0		12.0		12.0	
						12.0		12.0		12.0		12.0	

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	0.89	0	N	24.9	3
WB	0.00	2.00	N	0	0	0.74	0	N	24.9	3
NB	0.00	2.00	N	0	0	0.89	0	N	24.6	3
SB	0.00	2.00	N	0	0	0.94	0	N	24.6	3

SIGNAL SETTINGS — CYCLE LENGTH = 115.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT		X			NB	LT		X		
	TH		X				TH		X		
	RT		X				RT		X		
	PD						PD				
WB	LT	X				SB	LT	X	X		
	TH	X					TH	X	X		
	RT	X					RT	X	X		
	PD						PD				
GREEN		10.0	24.0	0.0	0.0	GREEN		9.0	51.0	0.0	0.0
YELLOW		6.0	6.0	0.0	0.0	YELLOW		3.0	6.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	L	1.102	0.235	105.3	F	74.3	F
	T	0.875	0.235	38.5	D		
	R	0.043	0.235	22.0	C		
WB	L	0.815	0.113	46.7	E	64.4	F
	T	0.845	0.113	47.8	E		
	R	1.091	0.113	104.7	F		
NB	L	0.135	0.470	13.2	B	*	*
	T	1.363	0.470	*	*		
	R	0.373	0.583	8.4	B		
SB	L	0.624	0.574	17.3	C	9.6	B
	T	0.562	0.574	10.2	B		
	R	0.179	0.809	1.6	A		

INTERSECTION: Delay = * (sec/veh) V/C = 1.180 LOS = *

E) New York Avenue and Old Country Road

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..OLD COUNTRY RD./NEW YORK AVE.
AREA TYPE.....OTHER
ANALYST.....RB
DATE.....3/13/90
TIME.....7:45-8:45
COMMENT.....EXISTING

	VOLUMES					GEOMETRY							
	EB	WB	NB	SB		EB		WB		NB		SB	
LT	30	15	183	30	LTR	15.0	L	11.0	LTR	12.0	LTR	12.0	
TH	220	1026	133	203		12.0	TR	10.0		12.0		12.0	
RT	49	5	6	212		12.0		12.0		12.0		12.0	
RR	0	0	0	0		12.0		12.0		12.0		12.0	
						12.0		12.0		12.0		12.0	
						12.0		12.0		12.0		12.0	

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	0.86	0	N	13.8	3
WB	0.00	2.00	N	0	0	0.87	0	N	13.8	3
NB	0.00	2.00	N	0	0	0.89	0	N	16.8	3
SB	0.00	2.00	N	0	0	0.86	0	N	16.8	3

SIGNAL SETTINGS — CYCLE LENGTH = 60.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT	X				NB	LT	X			
	TH	X					TH	X			
	RT	X					RT	X			
	PD						PD				
WB	LT	X				SB	LT	X			
	TH	X					TH	X			
	RT	X					RT	X			
	PD						PD				
GREEN		30.0	0.0	0.0	0.0	GREEN		20.0	0.0	0.0	0.0
YELLOW		5.0	0.0	0.0	0.0	YELLOW		5.0	0.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	LTR	0.720	0.533	11.6	B	11.6	B
WB	L	0.030	0.533	5.0	B	*	*
	TR	1.341	0.533	*	*		
NB	LTR	1.374	0.367	*	*	*	*
SB	LTR	0.948	0.367	33.0	D	33.0	D

INTERSECTION: Delay = * (sec/veh) V/C = 1.354 LOS = *

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..OLD COUNTRY RD./NEW YORK AVE.
AREA TYPE.....OTHER
ANALYST.....RB
DATE.....3/13/90
TIME.....12:00-1:00
COMMENT.....EXISTING

	VOLUMES				GEOMETRY							
	EB	WB	NB	SB	EB		WB		NB		SB	
LT	167	12	79	42	LTR	15.0	L	11.0	LTR	12.0	LTR	12.0
TH	260	259	288	176		12.0	TR	10.0		12.0		12.0
RT	49	48	3	147		12.0		12.0		12.0		12.0
RR	0	0	0	0		12.0		12.0		12.0		12.0
						12.0		12.0		12.0		12.0
						12.0		12.0		12.0		12.0

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	0.86	0	N	8.5	3
WB	0.00	2.00	N	0	0	0.96	0	N	8.5	3
NB	0.00	2.00	N	0	0	0.72	0	N	11.8	3
SB	0.00	2.00	N	0	0	0.71	0	N	11.8	3

SIGNAL SETTINGS — CYCLE LENGTH = 60.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT	X				NB	LT	X			
	TH	X					TH	X			
	RT	X					RT	X			
	PD						PD				
WB	LT	X				SB	LT	X			
	TH	X					TH	X			
	RT	X					RT	X			
	PD						PD				
GREEN		30.0	0.0	0.0	0.0	GREEN		20.0	0.0	0.0	0.0
YELLOW		5.0	0.0	0.0	0.0	YELLOW		5.0	0.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	LTR	0.723	0.533	10.4	B	10.4	B
WB	L	0.023	0.533	5.0	B	6.3	B
	TR	0.370	0.533	6.3	B		
NB	LTR	1.089	0.367	77.0	F	77.0	F
SB	LTR	1.033	0.367	54.9	E	54.9	E

INTERSECTION: Delay = 39.5 (sec/veh) V/C = 0.872 LOS = D

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..OLD COUNTRY RD./NEW YORK AVE.
AREA TYPE.....OTHER
ANALYST.....RB
DATE.....3/13/90
TIME.....4:45-5:45
COMMENT.....EXISTING

	VOLUMES					GEOMETRY							
	EB	WB	NB	SB		EB		WB		NB		SB	
LT	175	16	74	17	LTR	15.0	L	11.0	LTR	12.0	LTR	12.0	
TH	751	264	338	263		12.0	TR	10.0		12.0		12.0	
RT	116	12	4	90		12.0		12.0		12.0		12.0	
RR	0	0	0	0		12.0		12.0		12.0		12.0	
						12.0		12.0		12.0		12.0	
						12.0		12.0		12.0		12.0	

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	0.96	0	N	8.5	3
WB	0.00	2.00	N	0	0	0.84	0	N	8.5	3
NB	0.00	2.00	N	0	0	0.78	0	N	11.8	3
SB	0.00	2.00	N	0	0	0.81	0	N	11.8	3

SIGNAL SETTINGS — CYCLE LENGTH = 60.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT	X				NB	LT	X			
	TH	X					TH	X			
	RT	X					RT	X			
	PD						PD				
WB	LT	X				SB	LT	X			
	TH	X					TH	X			
	RT	X					RT	X			
	PD						PD				
GREEN		30.0	0.0	0.0	0.0	GREEN		20.0	0.0	0.0	0.0
YELLOW		5.0	0.0	0.0	0.0	YELLOW		5.0	0.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	LTR	1.261	0.533	*	*	*	*
WB	L	0.131	0.533	5.4	B	6.3	B
	TR	0.374	0.533	6.3	B		
NB	LTR	1.036	0.367	55.5	E	55.5	E
SB	LTR	0.811	0.367	19.1	C	19.1	C

INTERSECTION: Delay = * (sec/veh) V/C = 1.169 LOS = *

APPENDIX D
TRIP GENERATION COMPUTATIONS
I. PROPOSED RESIDENTIAL CONDOMINIUMS

I. PROPOSED RESIDENTIAL CONDOMINIUMS

MCGOVERN SOD FARM

SUMMARY OF AVERAGE VEHICLE TRIP GENERATION

FOR 607 DWELLING UNITS OF RESIDENTIAL CONDOMINIUM

DRIVEWAY VOLUMES

5/23/90

	24 HOUR TWO-WAY VOLUME	7-9 AM PK HOUR ENTER	7-9 AM PK HOUR EXIT	4-6 PM PK HOUR ENTER	4-6 PM PK HOUR EXIT
AVERAGE WEEKDAY	3557	42	231	231	109

	24 HOUR TWO-WAY VOLUME	PEAK HOUR ENTER	PEAK HOUR EXIT
SATURDAY	3442	158	127
SUNDAY	2944	134	140

Note: A zero rate indicates no rate data available
Source: Institute of Transportation Engineers
Trip Generation, 4th Edition, 1987.

MCGOVERN SOD FARM

SUMMARY OF TRIP GENERATION CALCULATION

FOR 607 DWELLING UNITS OF RESIDENTIAL CONDOMINIUM

5/23/90

	AVERAGE RATE	ADJUSTMENT FACTOR	DRIVE WAY VOLUME
AVG WKDY 2-WAY VOL	5.86	1.00	3557
7-9 AM PK HR ENTER	0.07	1.00	42
7-9 AM PK HR EXIT	0.38	1.00	231
7-9 AM PK HR TOTAL	0.45	1.00	273
4-6 PM PK HR ENTER	0.38	1.00	231
4-6 PM PK HR EXIT	0.18	1.00	109
4-6 PM PK HR TOTAL	0.56	1.00	340
AM GEN PK HR ENTER	0.08	1.00	49
AM GEN PK HR EXIT	0.37	1.00	225
AM GEN PK HR TOTAL	0.45	1.00	273
PM GEN PK HR ENTER	0.36	1.00	219
PM GEN PK HR EXIT	0.18	1.00	109
PM GEN PK HR TOTAL	0.54	1.00	328
SATURDAY 2-WAY VOL	5.67	1.00	3442
PK HR ENTER	0.26	1.00	158
PK HR EXIT	0.21	1.00	127
PK HR TOTAL	0.47	1.00	285
SUNDAY 2-WAY VOL	4.85	1.00	2944
PK HR ENTER	0.22	1.00	134
PK HR EXIT	0.23	1.00	140
PK HR TOTAL	0.45	1.00	273

Note: A zero rate indicates no rate data available
Source: Institute of Transportation Engineers
Trip Generation, 4th Edition, 1987.

OVERN SOD FARM

SUMMARY OF TRIP GENERATION RATES

FOR 607 DWELLING UNITS OF RESIDENTIAL CONDOMINIUM

TRIPS PER DWELLING UNITS

5/23/90

	AVG TRIP RATE	MAX TRIP RATE	MIN TRIP RATE	NO. OF DATA	AVG SIZE STUDY
AVG WKDY 2-WAY VOL	5.86	11.79	0.57	53	185.3
7-9 AM PK HR ENTER	0.07	66.67	0.03	31	193.0
7-9 AM PK HR EXIT	0.38	1.44	0.19	29	191.1
7-9 AM PK HR TOTAL	0.45	0.95	0.15	44	196.4
4-6 PM PK HR ENTER	0.38	0.73	0.21	30	189.5
4-6 PM PK HR EXIT	0.18	0.40	0.07	29	191.1
4-6 PM PK HR TOTAL	0.56	1.24	0.18	44	196.4
AM GEN PK HR ENTER	0.08	0.24	0.03	31	181.2
AM GEN PK HR EXIT	0.37	0.82	0.19	31	181.2
AM GEN PK HR TOTAL	0.45	0.97	0.15	39	180.7
PM GEN PK HR ENTER	0.36	0.73	0.21	32	180.0
PM GEN PK HR EXIT	0.18	0.48	0.07	31	181.2
PM GEN PK HR TOTAL	0.54	1.24	0.18	35	191.4
SATURDAY 2-WAY VOL	5.67	11.40	1.17	30	208.7
PK HR ENTER	0.26	0.54	0.20	21	227.8
PK HR EXIT	0.21	0.41	0.13	21	227.8
PK HR TOTAL	0.47	0.93	0.14	27	228.2
SUNDAY 2-WAY VOL	4.85	8.56	1.36	30	208.7
PK HR ENTER	0.22	0.48	0.07	21	227.8
PK HR EXIT	0.23	0.60	0.18	21	227.8
PK HR TOTAL	0.45	1.07	0.16	27	228.2

Note: A zero rate indicates no rate data available
Source: Institute of Transportation Engineers
Trip Generation, 4th Edition, 1987.

MCGOVERN SOD FARM

SUMMARY OF TRIP GENERATION CALCULATION

FOR 607 DWELLING UNITS OF RESIDENTIAL CONDOMINIUM

5/23/90

	AVERAGE RATE	ADJUSTMENT FACTOR	DRIVE WAY VOLUME
AVG WKDY 2-WAY VOL	5.86	1.00	3557
7-9 AM PK HR ENTER	0.07	1.00	42
7-9 AM PK HR EXIT	0.38	1.00	231
7-9 AM PK HR TOTAL	0.45	1.00	273
4-6 PM PK HR ENTER	0.38	1.00	231
4-6 PM PK HR EXIT	0.18	1.00	109
4-6 PM PK HR TOTAL	0.56	1.00	340
SATURDAY 2-WAY VOL	5.67	1.00	3442
PK HR ENTER	0.26	1.00	158
PK HR EXIT	0.21	1.00	127
PK HR TOTAL	0.47	1.00	285
SUNDAY 2-WAY VOL	4.85	1.00	2944
PK HR ENTER	0.22	1.00	134
PK HR EXIT	0.23	1.00	140
PK HR TOTAL	0.45	1.00	273

Note: A zero rate indicates no rate data available
Source: Institute of Transportation Engineers
Trip Generation, 4th Edition, 1987.

APPENDIX E

CAPACITY ANALYSIS/LEVEL OF SERVICE WORKSHEETS

I. 1995 "NO BUILD"
   - A) South Service Road and Pinelawn Road (County Road 3)
   - B) North Service Road and Pinelawn Road (County Road 3)
   - C) Walt Whitman Road (NYS Route 110) and Pinelawn Road (County Road 3)
   - D) Walt Whitman Road (NYS Route 110) and Old Country Road
   - E) New York Avenue and Old Country Road

II. 1995 "BUILD"
   - A) South Service Road and Pinelawn Road (County Road 3)
   - B) North Service Road and Pinelawn Road (County Road 3)
   - C) Walt Whitman Road (NYS Route 110) and Pinelawn Road (County Road 3)
   - D) Walt Whitman Road (NYS Route 110) and Old Country Road
   - E) New York Avenue and Old Country Road

III. 1995 "BUILD" SITE ACCESS - SIGNALIZED
   - A) Old Country Road and Site Access
   - B) Pinelawn Road (County Road 3) and Site Access

IV. 1995 "BUILD" SITE ACCESS - UNSIGNALIZED
   - A) Old Country Road and Site Access
   - B) Pinelawn Road (County Road 3) and Site Access
   - C) North Service Road and Site Access

I. 1995 "NO BUILD"

A) South Service Road and Pinelawn Road (County Road 3)
B) North Service Road and Pinelawn Road (County Road 3)
C) Walt Whitman Road (NYS Route 110) and Pinelawn Road (County Road 3)
D) Walt Whitman Road (NYS Route 110) and Old Country Road
E) New York Avenue and Old Country Road

A) South Service Road and Pinelawn Road (County Road 3)

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..L.I.E. S. SERVICE RD./PINELAWN RD.
AREA TYPE.....OTHER
ANALYST.....RB
DATE.....NO BUILD
TIME.....7:30-8:30
COMMENT.....

	VOLUMES				GEOMETRY							
	EB	WB	NB	SB		EB	WB		NB		SB	
LT	227	0	0	100	LT	11.0	12.0	T	12.0	L	13.0	
TH	228	0	1259	1944	T	11.0	12.0	T	12.0	T	12.0	
RT	454	0	167	0	R	9.0	12.0	R	13.0	T	11.0	
RR	0	0	68	0		12.0	12.0		12.0		12.0	
						12.0	12.0		12.0		12.0	
						12.0	12.0		12.0		12.0	

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	0.91	0	N	20.9	3
WB	0.00	2.00	N	0	0	0.90	0	N	20.9	3
NB	0.00	2.00	N	0	0	0.82	0	N	10.6	3
SB	0.00	2.00	N	0	0	0.88	0	N	10.6	3

SIGNAL SETTINGS — CYCLE LENGTH = 80.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT	X				NB	LT				
	TH	X					TH	X			
	RT	X					RT	X			
	PD						PD				
WB	LT					SB	LT	X	X		
	TH						TH	X	X		
	RT						RT				
	PD						PD				
GREEN		29.0	0.0	0.0	0.0	GREEN		31.0	5.0	0.0	0.0
YELLOW		5.0	0.0	0.0	0.0	YELLOW		5.0	5.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	L	0.438	0.387	14.1	B	22.1	C
	T	0.374	0.387	11.5	B		
	R	0.944	0.387	31.4	D		
NB	T	1.097	0.412	59.1	E	55.7	E
	R	0.187	0.412	9.7	B		
SB	L	0.369	0.538	8.6	B	*	*
	T	1.229	0.538	*	*		

INTERSECTION: Delay = * (sec/veh) V/C = 1.110 LOS = *

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT
****

INTERSECTION..L.I.E. S. SERVICE RD./PINELAWN RD.
AREA TYPE.....OTHER
ANALYST.....RB
DATE.....NO BUILD
TIME.....11:45-12:45
COMMENT.....

	VOLUMES					GEOMETRY					
	EB	WB	NB	SB		EB	WB		NB		SB
LT	264	0	0	181	LT	11.0	12.0	T	12.0	L	13.0
TH	201	0	707	615	T	11.0	12.0	T	12.0	T	12.0
RT	409	0	226	0	R	9.0	12.0	R	13.0	T	11.0
RR	0	0	320	0		12.0	12.0		12.0		12.0
						12.0	12.0		12.0		12.0
						12.0	12.0		12.0		12.0

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	0.81	0	N	20.9	3
WB	0.00	2.00	N	0	0	0.90	0	N	20.9	3
NB	0.00	2.00	N	0	0	0.94	0	N	10.6	3
SB	0.00	2.00	N	0	0	0.90	0	N	10.6	3

SIGNAL SETTINGS — CYCLE LENGTH = 80.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT	X				NB	LT				
	TH	X					TH	X			
	RT	X					RT	X			
	PD						PD				
WB	LT					SB	LT	X	X		
	TH						TH	X	X		
	RT						RT				
	PD						PD				
GREEN		30.0	0.0	0.0	0.0	GREEN		22.0	13.0	0.0	0.0
YELLOW		5.0	0.0	0.0	0.0	YELLOW		5.0	5.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	L	0.555	0.400	14.9	B	20.3	C
	T	0.359	0.400	11.0	B		
	R	0.926	0.400	28.2	D		
NB	T	0.739	0.300	17.9	C	17.9	C
	R	0.000	0.300	9.5	B		
SB	L	0.343	0.525	8.6	B	7.6	B
	T	0.389	0.525	7.4	B		

INTERSECTION: Delay = 15.4 (sec/veh) V/C = 0.723 LOS = C

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..L.I.E. S. SERVICE RD./PINELAWN RD.
AREA TYPE.....OTHER
ANALYST.....RB
DATE.....NO BUILD
TIME.....4:45-5:45
COMMENT.....

	VOLUMES					GEOMETRY					
	EB	WB	NB	SB		EB	WB		NB		SB
LT	295	0	0	333	LT	11.0	12.0	T	12.0	L	13.0
TH	1465	0	986	829	T	11.0	12.0	T	12.0	T	12.0
RT	631	0	656	0	R	9.0	12.0	R	13.0	T	11.0
RR	0	0	222	0		12.0	12.0		12.0		12.0
						12.0	12.0		12.0		12.0
						12.0	12.0		12.0		12.0

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	0.90	0	N	20.9	3
WB	0.00	2.00	N	0	0	0.90	0	N	20.9	3
NB	0.00	2.00	N	0	0	0.88	0	N	10.6	3
SB	0.00	2.00	N	0	0	0.84	0	N	10.6	3

SIGNAL SETTINGS — CYCLE LENGTH = 115.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT	X				NB	LT				
	TH	X					TH	X			
	RT	X					RT	X			
	PD						PD				
WB	LT					SB	LT	X	X		
	TH						TH	X	X		
	RT						RT				
	PD						PD				
GREEN		49.0	0.0	0.0	0.0	GREEN		30.0	21.0	0.0	0.0
YELLOW		5.0	0.0	0.0	0.0	YELLOW		5.0	5.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	LT	1.374	0.443	*	*	*	*
	R	1.160	0.443	102.2	F		
NB	T	1.186	0.278	115.5	F	111.2	F
	R	1.137	0.278	101.0	F		
SB	L	0.840	0.504	28.9	D	17.6	C
	T	0.585	0.504	13.3	B		

INTERSECTION: Delay = * (sec/veh) V/C = 1.191 LOS = *

B) North Service Road and Pinelawn Road (County Road 3)

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..L.I.E. N. SERVICE RD./PINELAWN RD.
AREA TYPE.....OTHER
ANALYST.....RB
DATE.....NO BUILD
TIME.....7:45-8:45
COMMENT.....

	VOLUMES				GEOMETRY							
	EB	WB	NB	SB	EB		WB		NB		SB	
LT	0	1259	730	0	12.0	L	11.0	L	13.0	T	12.0	
TH	0	915	555	639	12.0	LT	14.0	T	12.0	TR	11.0	
RT	0	434	0	91	12.0	TR	11.0	T	11.0		12.0	
RR	0	0	0	0	12.0	R	11.0		12.0		12.0	
					12.0		12.0		12.0		12.0	
					12.0		12.0		12.0		12.0	

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	0.90	0	N	22.5	3
WB	0.00	2.00	N	0	0	0.91	0	N	22.5	3
NB	0.00	2.00	N	0	0	0.94	0	N	17.0	3
SB	0.00	2.00	N	0	0	0.88	0	N	17.0	3

SIGNAL SETTINGS — CYCLE LENGTH = 80.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT					NB	LT	X	X		
	TH						TH	X	X		
	RT						RT				
	PD						PD				
WB	LT	X				SB	LT				
	TH	X					TH		X		
	RT	X					RT		X		
	PD						PD				
GREEN		27.0	0.0	0.0	0.0	GREEN		19.0	19.0	0.0	0.0
YELLOW		5.0	0.0	0.0	0.0	YELLOW		5.0	5.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
WB	L	1.740	0.363	*	*	*	*
	LTR	1.364	0.363	*	*		
	R	0.601	0.363	14.6	B		
NB	L	1.154	0.563	108.1	F	62.8	F
	T	0.314	0.563	6.0	B		
SB	TR	0.963	0.262	32.3	D	32.3	D

INTERSECTION: Delay = * (sec/veh) V/C = 1.330 LOS = *

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..L.I.E. N. SERVICE RD./PINELAWN RD.
AREA TYPE.....OTHER
ANALYST.....RB
DATE.....NO BUILD
TIME.....12:15-1:15
COMMENT.....

	VOLUMES				GEOMETRY					
	EB	WB	NB	SB	EB		WB		NB		SB
LT	0	261	362	0	12.0	L	11.0	L	13.0	T	12.0
TH	0	225	531	600	12.0	LT	14.0	T	12.0	TR	11.0
RT	0	208	0	55	12.0	TR	11.0	T	11.0		12.0
RR	0	0	0	0	12.0	R	11.0		12.0		12.0
					12.0		12.0		12.0		12.0
					12.0		12.0		12.0		12.0

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR.	TYPE
EB	0.00	2.00	N	0	0	0.90	0	N	17.4		3
WB	0.00	2.00	N	0	0	0.91	0	N	17.4		3
NB	0.00	2.00	N	0	0	0.92	0	N	14.4		3
SB	0.00	2.00	N	0	0	0.88	0	N	14.4		3

SIGNAL SETTINGS — CYCLE LENGTH = 80.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT					NB	LT	X	X		
	TH						TH	X	X		
	RT						RT				
	PD						PD				
WB	LT	X				SB	LT				
	TH	X					TH		X		
	RT	X					RT		X		
	PD						PD				
GREEN		20.0	0.0	0.0	0.0	GREEN		23.0	22.0	0.0	0.0
YELLOW		5.0	0.0	0.0	0.0	YELLOW		5.0	5.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
WB	L	0.476	0.275	19.1	C	16.5	C
	LTR	0.464	0.275	15.8	C		
	R	0.380	0.275	15.4	C		
NB	L	0.488	0.650	6.0	B	4.7	A
	T	0.266	0.650	3.8	A		
SB	TR	0.752	0.300	18.2	C	18.2	C

INTERSECTION: Delay = 12.4 (sec/veh) V/C = 0.570 LOS = B

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT
****

INTERSECTION..L.I.E. N. SERVICE RD./PINELAWN RD.
AREA TYPE.....OTHER
ANALYST.....RB
DATE.....NO BUILD
TIME.....4:30-5:30
COMMENT.....

	VOLUMES				GEOMETRY							
	EB	WB	NB	SB	EB		WB		NB		SB	
LT	0	340	578	0	12.0	L	11.0	L	13.0	T	12.0	
TH	0	219	702	1031	12.0	LT	14.0	T	12.0	TR	11.0	
RT	0	167	0	56	12.0	TR	11.0	T	11.0		12.0	
RR	0	0	0	0	12.0	R	11.0		12.0		12.0	
					12.0		12.0		12.0		12.0	
					12.0		12.0		12.0		12.0	

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	0.90	0	N	17.4	3
WB	0.00	2.00	N	0	0	0.91	0	N	17.4	3
NB	0.00	2.00	N	0	0	0.99	0	N	14.4	3
SB	0.00	2.00	N	0	0	0.71	0	N	14.4	3

SIGNAL SETTINGS — CYCLE LENGTH = 115.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT					NB	LT	X	X		
	TH						TH	X	X		
	RT						RT				
	PD						PD				
WB	LT	X				SB	LT				
	TH	X					TH		X		
	RT	X					RT		X		
	PD						PD				
GREEN		21.0	0.0	0.0	0.0	GREEN		36.0	43.0	0.0	0.0
YELLOW		5.0	0.0	0.0	0.0	YELLOW		5.0	5.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
WB	L	0.852	0.200	47.9	E	34.2	D
	LTR	0.652	0.200	28.7	D		
	R	0.417	0.200	26.4	D		
NB	L	0.853	0.748	15.5	C	8.5	B
	T	0.284	0.748	3.0	A		
SB	TR	1.179	0.391	106.1	F	106.1	F

INTERSECTION: Delay = 55.9 (sec/veh) V/C = 0.988 LOS = E

C) Walt Whitman Road (NYS Route 110) and Pinelawn Road (County Road 3)

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..PINELAWN RD./RT. 110
AREA TYPE.....OTHER
ANALYST.....RB
DATE.....NO BUILD
TIME.....7:45-8:45
COMMENT.....

	VOLUMES					GEOMETRY							
	EB	WB	NB	SB		EB		WB		NB		SB	
LT	3	62	125	750	LT	9.0	L	10.0	L	11.0	L	10.0	
TH	131	249	722	2129	TR	9.0	T	11.0	T	11.0	T	12.0	
RT	73	422	79	17		12.0	R	10.0	T	12.0	T	12.0	
RR	0	0	36	5		15.0	R	10.0	R	14.0	R	15.0	
						12.0		12.0		12.0		12.0	
						12.0		12.0		12.0		12.0	

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	0.96	5	N	17.6	3
WB	0.00	2.00	N	0	0	0.89	5	N	17.6	3
NB	0.00	2.00	N	0	0	0.87	5	N	29.8	3
SB	0.00	2.00	Y	5	0	0.95	5	N	29.8	3

SIGNAL SETTINGS — CYCLE LENGTH = 80.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT	X				NB	LT	X			
	TH	X					TH			X	
	RT	X					RT			X	
	PD						PD				
WB	LT	X				SB	LT	X	X		
	TH	X					TH		X	X	
	RT	X					RT		X	X	
	PD						PD				
GREEN		20.0	0.0	0.0	0.0	GREEN		7.0	16.0	21.0	0.0
YELLOW		5.0	0.0	0.0	0.0	YELLOW		3.0	3.0	5.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	LTR	0.317	0.275	15.0	B	15.0	B
WB	L	0.210	0.275	17.0	C	18.5	C
	T	0.589	0.275	17.4	C		
	R	0.728	0.275	19.3	C		
NB	L	1.000	0.087	85.5	F	30.3	D
	T	0.863	0.287	22.2	C		
	R	0.107	0.287	13.5	B		
SB	L	1.543	0.325	*	*	*	*
	T	1.258	0.525	*	*		
	R	0.017	0.525	5.9	B		

INTERSECTION: Delay = * (sec/veh) V/C = 1.070 LOS = *

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..PINELAWN RD./RT. 110
AREA TYPE.....OTHER
ANALYST.......RB
DATE..........NO BUILD
TIME..........12:30-1:30
COMMENT.......

	VOLUMES					GEOMETRY							
	EB	WB	NB	SB		EB		WB		NB		SB	
LT	27	51	157	454	LT	9.0	L	10.0	L	11.0	L	10.0	
TH	167	186	1157	1298	TR	9.0	T	11.0	T	11.0	T	12.0	
RT	92	414	74	18		12.0	R	10.0	T	12.0	T	12.0	
RR	0	0	34	5		15.0	R	10.0	R	14.0	R	15.0	
						12.0		12.0		12.0		12.0	
						12.0		12.0		12.0		12.0	

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	0.86	5	N	20.0	3
WB	0.00	2.00	N	0	0	0.90	5	N	20.0	3
NB	0.00	2.00	N	0	0	0.94	5	N	26.6	3
SB	0.00	2.00	Y	5	0	0.91	5	N	26.6	3

SIGNAL SETTINGS — CYCLE LENGTH = 80.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT	X				NB	LT	X			
	TH	X					TH			X	
	RT	X					RT			X	
	PD						PD				
WB	LT	X				SB	LT	X	X		
	TH	X					TH		X	X	
	RT	X					RT		X	X	
	PD						PD				
GREEN		25.0	0.0	0.0	0.0	GREEN		9.0	5.0	25.0	0.0
YELLOW		5.0	0.0	0.0	0.0	YELLOW		3.0	3.0	5.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	LTR	0.584	0.338	15.0	C	15.0	C
WB	L	0.168	0.338	14.2	B	14.2	B
	T	0.354	0.338	13.0	B		
	R	0.576	0.338	14.7	B		
NB	L	0.904	0.112	54.9	E	58.4	E
	T	1.091	0.338	60.4	F		
	R	0.078	0.338	11.6	B		
SB	L	1.491	0.213	*	*	*	*
	T	0.961	0.438	23.2	C		
	R	0.023	0.438	8.3	B		

INTERSECTION: Delay = * (sec/veh) V/C = 0.994 LOS = *

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..PINELAWN RD./RT. 110
AREA TYPE.....OTHER
ANALYST.....RB
DATE.....NO BUILD
TIME.....4:30-5:30
COMMENT.....

	VOLUMES					GEOMETRY							
	EB	WB	NB	SB		EB		WB		NB		SB	
LT	73	53	140	414	LT	9.0	L	10.0	L	11.0	L	10.0	
TH	181	133	2062	824	TR	9.0	T	11.0	T	11.0	T	12.0	
RT	34	679	69	9		12.0	R	10.0	T	12.0	T	12.0	
RR	0	0	32	3		15.0	R	10.0	R	14.0	R	15.0	
						12.0		12.0		12.0		12.0	
						12.0		12.0		12.0		12.0	

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	0.89	5	N	20.0	3
WB	0.00	2.00	N	0	0	0.85	5	N	20.0	3
NB	0.00	2.00	N	0	0	0.81	5	N	26.6	3
SB	0.00	2.00	Y	5	0	0.99	5	N	26.6	3

SIGNAL SETTINGS — CYCLE LENGTH = 115.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT	X				NB	LT	X			
	TH	X					TH			X	
	RT	X					RT			X	
	PD						PD				
WB	LT	X				SB	LT	X	X		
	TH	X					TH		X	X	
	RT	X					RT		X	X	
	PD						PD				
GREEN		27.0	0.0	0.0	0.0	GREEN		11.0	5.0	56.0	0.0
YELLOW		5.0	0.0	0.0	0.0	YELLOW		3.0	3.0	5.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	L	1.470	0.252	*	*	*	*
	TR	0.612	0.252	26.3	D		
WB	L	0.307	0.252	26.8	D	*	*
	T	0.359	0.252	23.0	C		
	R	1.338	0.252	*	*		
NB	L	1.100	0.096	134.2	F	*	*
	T	1.510	0.504	*	*		
	R	0.055	0.504	9.4	B		
SB	L	1.608	0.165	*	*	*	*
	T	0.427	0.574	9.0	B		
	R	0.007	0.574	6.8	B		

INTERSECTION: Delay = * (sec/veh) V/C = 1.516 LOS = *

D) Walt Whitman Road (NYS Route 110) and Old Country Road

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..OLD COUNTRY RD./RT. 110
AREA TYPE.....OTHER
ANALYST.....RB
DATE.....NO BUILD
TIME.....8:00-9:00
COMMENT.....

	VOLUMES					GEOMETRY							
	EB	WB	NB	SB		EB		WB		NB		SB	
LT	151	525	13	167	LT	12.0	L	13.0	L	10.0	L	10.0	
TH	201	454	937	2419	T	11.0	LT	12.0	T	11.0	T	12.0	
RT	20	133	207	574	R	15.0	T	12.0	T	12.0	T	11.0	
RR	0	0	0	0		12.0	R	15.0	R	12.0	R	11.0	
						12.0		12.0		12.0		12.0	
						12.0		12.0		12.0		12.0	

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	0.90	0	N	30.0	3
WB	0.00	2.00	N	0	0	0.88	0	N	30.0	3
NB	0.00	2.00	N	0	0	0.87	0	N	30.3	3
SB	0.00	2.00	N	0	0	0.92	0	N	30.3	3

SIGNAL SETTINGS — CYCLE LENGTH = 80.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT		X			NB	LT		X		
	TH		X				TH		X		
	RT		X				RT		X		
	PD						PD				
WB	LT	X				SB	LT	X	X		
	TH	X					TH	X	X		
	RT	X					RT	X	X		
	PD						PD				
GREEN		13.0	10.0	0.0	0.0	GREEN		8.0	28.0	0.0	0.0
YELLOW		6.0	6.0	0.0	0.0	YELLOW		3.0	6.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	L	0.610	0.162	26.4	D	27.5	D
	T	0.795	0.162	29.2	D		
	R	0.082	0.162	18.4	C		
WB	L	0.941	0.200	39.7	D	*	*
	T	1.448	0.200	*	*		
	R	0.454	0.200	18.8	C		
NB	L	0.180	0.387	12.4	B	15.0	B
	T	0.831	0.387	17.0	C		
	R	0.267	0.587	5.3	B		
SB	L	0.531	0.525	11.5	B	*	*
	T	1.498	0.525	*	*		
	R	0.618	0.688	5.1	B		

INTERSECTION: Delay = * (sec/veh) V/C = 1.358 LOS = *

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..OLD COUNTRY RD./RT. 110
AREA TYPE.....OTHER
ANALYST.....RB
DATE.....NO BUILD
TIME.....12:00-1:00
COMMENT.....

	VOLUMES					GEOMETRY							
	EB	WB	NB	SB		EB		WB		NB		SB	
LT	473	243	29	152	LT	12.0	L	13.0	L	10.0	L	10.0	
TH	187	158	1714	1593	T	11.0	LT	12.0	T	11.0	T	12.0	
RT	19	171	74	446	R	15.0	T	12.0	T	12.0	T	11.0	
RR	0	0	0	0		12.0	R	15.0	R	12.0	R	11.0	
						12.0		12.0		12.0		12.0	
						12.0		12.0		12.0		12.0	

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	0.71	0	N	24.9	3
WB	0.00	2.00	N	0	0	0.81	0	N	24.9	3
NB	0.00	2.00	N	0	0	0.83	0	N	24.6	3
SB	0.00	2.00	N	0	0	0.89	0	N	24.6	3

SIGNAL SETTINGS — CYCLE LENGTH = 80.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT		X			NB	LT		X		
	TH		X				TH		X		
	RT		X				RT		X		
	PD						PD				
WB	LT	X				SB	LT	X	X		
	TH	X					TH	X	X		
	RT	X					RT	X	X		
	PD						PD				
GREEN		10.0	12.0	0.0	0.0	GREEN		8.0	29.0	0.0	0.0
YELLOW		6.0	6.0	0.0	0.0	YELLOW		3.0	6.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	L	2.099	0.188	*	*	*	*
	T	0.813	0.188	28.6	D		
	R	0.086	0.188	17.3	C		
WB	L	0.582	0.162	24.7	C	25.6	D
	T	0.674	0.162	23.9	C		
	R	0.780	0.162	28.6	D		
NB	L	0.422	0.400	15.2	C	*	*
	T	1.544	0.400	*	*		
	R	0.105	0.563	5.3	B		
SB	L	0.557	0.538	11.7	B	19.6	C
	T	0.996	0.538	24.7	C		
	R	0.470	0.725	3.2	A		

INTERSECTION: Delay = * (sec/veh) V/C = 1.368 LOS = *

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..OLD COUNTRY RD./RT. 110
AREA TYPE.....OTHER
ANALYST.....RB
DATE.....NO BUILD
TIME.....5:00-6:00
COMMENT.....

	VOLUMES					GEOMETRY							
	EB	WB	NB	SB		EB		WB		NB		SB	
LT	517	237	10	143	LT	12.0	L	13.0	L	10.0	L	10.0	
TH	340	140	2797	1249	T	11.0	LT	12.0	T	11.0	T	12.0	
RT	34	164	334	234	R	15.0	T	12.0	T	12.0	T	11.0	
RR	0	0	0	0		12.0	R	15.0	R	12.0	R	11.0	
						12.0		12.0		12.0		12.0	
						12.0		12.0		12.0		12.0	

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	0.89	0	N	24.9	3
WB	0.00	2.00	N	0	0	0.74	0	N	24.9	3
NB	0.00	2.00	N	0	0	0.89	0	N	24.6	3
SB	0.00	2.00	N	0	0	0.94	0	N	24.6	3

SIGNAL SETTINGS — CYCLE LENGTH = 115.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT		X			NB	LT		X		
	TH		X				TH		X		
	RT		X				RT		X		
	PD						PD				
WB	LT	X				SB	LT	X	X		
	TH	X					TH	X	X		
	RT	X					RT	X	X		
	PD						PD				
GREEN		10.0	24.0	0.0	0.0	GREEN		9.0	51.0	0.0	0.0
YELLOW		6.0	6.0	0.0	0.0	YELLOW		3.0	6.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	L	1.462	0.235	*	*	*	*
	T	0.941	0.235	46.5	E		
	R	0.098	0.235	22.3	C		
WB	L	0.894	0.113	54.3	E	82.4	F
	T	0.939	0.113	61.1	F		
	R	1.177	0.113	143.4	F		
NB	L	0.195	0.470	13.7	B	*	*
	T	2.002	0.470	*	*		
	R	0.425	0.583	8.8	B		
SB	L	0.670	0.574	19.7	C	11.1	B
	T	0.692	0.574	11.8	B		
	R	0.210	0.809	1.6	A		

INTERSECTION: Delay = * (sec/veh) V/C = 1.612 LOS = *

E) New York Avenue and Old Country Road

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..OLD COUNTRY RD./NEW YORK AVE.
AREA TYPE.....OTHER
ANALYST.....RB
DATE.....NO BUILD
TIME.....7:45-8:45
COMMENT.....

	VOLUMES				GEOMETRY							
	EB	WB	NB	SB	EB		WB		NB		SB	
LT	32	16	197	32	LTR	15.0	L	11.0	LTR	12.0	LTR	12.0
TH	243	1146	143	219		12.0	TR	10.0		12.0		12.0
RT	53	5	6	228		12.0		12.0		12.0		12.0
RR	0	0	0	0		12.0		12.0		12.0		12.0
						12.0		12.0		12.0		12.0
						12.0		12.0		12.0		12.0

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	0.86	0	N	13.8	3
WB	0.00	2.00	N	0	0	0.87	0	N	13.8	3
NB	0.00	2.00	N	0	0	0.89	0	N	16.8	3
SB	0.00	2.00	N	0	0	0.86	0	N	16.8	3

SIGNAL SETTINGS — CYCLE LENGTH = 60.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT	X				NB	LT	X			
	TH	X					TH	X			
	RT	X					RT	X			
	PD						PD				
WB	LT	X				SB	LT	X			
	TH	X					TH	X			
	RT	X					RT	X			
	PD						PD				
GREEN		30.0	0.0	0.0	0.0	GREEN		20.0	0.0	0.0	0.0
YELLOW		5.0	0.0	0.0	0.0	YELLOW		5.0	0.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	LTR	0.777	0.533	13.8	B	13.8	B
WB	L	0.034	0.533	5.1	B	*	*
	TR	1.497	0.533	*	*		
NB	LTR	1.663	0.367	*	*	*	*
SB	LTR	1.020	0.367	49.5	E	49.5	E

INTERSECTION: Delay = * (sec/veh) V/C = 1.564 LOS = *

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..OLD COUNTRY RD./NEW YORK AVE.
AREA TYPE.....OTHER
ANALYST.....RB
DATE.....NO BUILD
TIME.....12:00-1:00
COMMENT.....

	VOLUMES					GEOMETRY							
	EB	WB	NB	SB		EB		WB		NB		SB	
LT	180	13	85	45	LTR	15.0	L	11.0	LTR	12.0	LTR	12.0	
TH	280	279	310	190		12.0	TR	10.0		12.0		12.0	
RT	53	52	3	158		12.0		12.0		12.0		12.0	
RR	0	0	0	0		12.0		12.0		12.0		12.0	
						12.0		12.0		12.0		12.0	
						12.0		12.0		12.0		12.0	

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	0.86	0	N	8.5	3
WB	0.00	2.00	N	0	0	0.96	0	N	8.5	3
NB	0.00	2.00	N	0	0	0.72	0	N	11.8	3
SB	0.00	2.00	N	0	0	0.71	0	N	11.8	3

SIGNAL SETTINGS — CYCLE LENGTH = 60.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT	X				NB	LT	X			
	TH	X					TH	X			
	RT	X					RT	X			
	PD						PD				
WB	LT	X				SB	LT	X			
	TH	X					TH	X			
	RT	X					RT	X			
	PD						PD				
GREEN		30.0	0.0	0.0	0.0	GREEN		20.0	0.0	0.0	0.0
YELLOW		5.0	0.0	0.0	0.0	YELLOW		5.0	0.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	LTR	0.797	0.533	12.9	B	12.9	B
WB	L	0.027	0.533	5.0	B	6.4	B
	TR	0.400	0.533	6.5	B		
NB	LTR	1.250	0.367	*	*	*	*
SB	LTR	1.142	0.367	102.2	F	102.2	F

INTERSECTION: Delay = * (sec/veh) V/C = 0.982 LOS = *

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..OLD COUNTRY RD./NEW YORK AVE.
AREA TYPE.....OTHER
ANALYST.....RB
DATE.....NO BUILD
TIME.....4:45-5:45
COMMENT.....

	VOLUMES					GEOMETRY							
	EB	WB	NB	SB		EB		WB		NB		SB	
LT	189	17	80	18	LTR	15.0	L	11.0	LTR	12.0	LTR	12.0	
TH	845	292	364	283		12.0	TR	10.0		12.0		12.0	
RT	125	13	4	97		12.0		12.0		12.0		12.0	
RR	0	0	0	0		12.0		12.0		12.0		12.0	
						12.0		12.0		12.0		12.0	
						12.0		12.0		12.0		12.0	

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	0.96	0	N	8.5	3
WB	0.00	2.00	N	0	0	0.84	0	N	8.5	3
NB	0.00	2.00	N	0	0	0.78	0	N	11.8	3
SB	0.00	2.00	N	0	0	0.81	0	N	11.8	3

SIGNAL SETTINGS — CYCLE LENGTH = 60.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT	X				NB	LT	X			
	TH	X					TH	X			
	RT	X					RT	X			
	PD						PD				
WB	LT	X				SB	LT	X			
	TH	X					TH	X			
	RT	X					RT	X			
	PD						PD				
GREEN		30.0	0.0	0.0	0.0	GREEN		20.0	0.0	0.0	0.0
YELLOW		5.0	0.0	0.0	0.0	YELLOW		5.0	0.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	LTR	1.421	0.533	*	*	*	*
WB	L	0.176	0.533	5.6	B	6.5	B
	TR	0.413	0.533	6.6	B		
NB	LTR	1.174	0.367	120.2	F	120.2	F
SB	LTR	0.884	0.367	24.6	C	24.6	C

INTERSECTION: Delay = * (sec/veh) V/C = 1.320 LOS = *

II. 1995 "BUILD"

A) South Service Road and Pinelawn Road (County Road 3)
B) North Service Road and Pinelawn Road (County Road 3)
C) Walt Whitman Road (NYS Route 110) and Pinelawn Road (County Road 3)
D) Walt Whitman Road (NYS Route 110) and Old Country Road
E) New York Avenue and Old Country Road

A) South Service Road and Pinelawn Road (County Road 3)

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..L.I.E. S. SERVICE RD./PINELAWN RD.
AREA TYPE.....OTHER
ANALYST.....RB
DATE.....BUILD
TIME.....7:30-8:30
COMMENT.....

	VOLUMES					GEOMETRY					
	EB	WB	NB	SB		EB	WB		NB		SB
LT	235	0	0	111	LT	11.0	12.0	T	12.0	L	13.0
TH	228	0	1266	1979	T	11.0	12.0	T	12.0	T	12.0
RT	454	0	167	0	R	9.0	12.0	R	13.0	T	11.0
RR	0	0	68	0		12.0	12.0		12.0		12.0
						12.0	12.0		12.0		12.0
						12.0	12.0		12.0		12.0

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	0.91	0	N	20.9	3
WB	0.00	2.00	N	0	0	0.90	0	N	20.9	3
NB	0.00	2.00	N	0	0	0.82	0	N	10.6	3
SB	0.00	2.00	N	0	0	0.88	0	N	10.6	3

SIGNAL SETTINGS — CYCLE LENGTH = 80.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT	X				NB	LT				
	TH	X					TH	X			
	RT	X					RT	X			
	PD						PD				
WB	LT					SB	LT	X	X		
	TH						TH	X	X		
	RT						RT				
	PD						PD				
GREEN		29.0	0.0	0.0	0.0	GREEN		31.0	5.0	0.0	0.0
YELLOW		5.0	0.0	0.0	0.0	YELLOW		5.0	5.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	L	0.454	0.387	14.2	B	22.0	C
	T	0.374	0.387	11.5	B		
	R	0.944	0.387	31.4	D		
NB	T	1.103	0.412	61.6	F	58.0	E
	R	0.187	0.412	9.7	B		
SB	L	0.410	0.538	9.1	B	*	*
	T	1.251	0.538	*	*		

INTERSECTION: Delay = * (sec/veh) V/C = 1.123 LOS = *

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..L.I.E. S. SERVICE RD./PINELAWN RD.
AREA TYPE.....OTHER
ANALYST.....RB
DATE.....BUILD
TIME.....4:45-5:45
COMMENT.....

VOLUMES

	EB	WB	NB	SB
LT	341	0	0	356
TH	1465	0	1021	845
RT	631	0	656	0
RR	0	0	222	0

GEOMETRY

	EB	WB	NB		SB	
LT	11.0	12.0	T	12.0	L	13.0
T	11.0	12.0	T	12.0	T	12.0
R	9.0	12.0	R	13.0	T	11.0
	12.0	12.0		12.0		12.0
	12.0	12.0		12.0		12.0
	12.0	12.0		12.0		12.0

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	0.90	0	N	20.9	3
WB	0.00	2.00	N	0	0	0.90	0	N	20.9	3
NB	0.00	2.00	N	0	0	0.88	0	N	10.6	3
SB	0.00	2.00	N	0	0	0.84	0	N	10.6	3

SIGNAL SETTINGS — CYCLE LENGTH = 115.0

		PH-1	PH-2	PH-3	PH-4
EB	LT	X			
	TH	X			
	RT	X			
	PD				
WB	LT				
	TH				
	RT				
	PD				
GREEN		49.0	0.0	0.0	0.0
YELLOW		5.0	0.0	0.0	0.0

		PH-1	PH-2	PH-3	PH-4
NB	LT				
	TH	X			
	RT	X			
	PD				
SB	LT	X	X		
	TH	X	X		
	RT				
	PD				
GREEN		30.0	21.0	0.0	0.0
YELLOW		5.0	5.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	LT	1.414	0.443	*	*	*	*
	R	1.160	0.443	102.2	F		
NB	T	1.228	0.278	*	*	*	*
	R	1.137	0.278	101.0	F		
SB	L	0.919	0.504	38.8	D	20.7	C
	T	0.597	0.504	13.4	B		

INTERSECTION: Delay = * (sec/veh) V/C = 1.242 LOS = *

B) North Service Road and Pinelawn Road (County Road 3)

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..L.I.E. N. SERVICE RD./PINELAWN RD.
AREA TYPE.....OTHER
ANALYST.....RB
DATE.....BUILD
TIME.....7:45-8:45
COMMENT.....

	VOLUMES				GEOMETRY					
	EB	WB	NB	SB	EB		WB	NB		SB
LT	0	1282	730	0	12.0	L	11.0 L	13.0	T	12.0
TH	0	938	570	674	12.0	LT	14.0 T	12.0	TR	11.0
RT	0	434	0	137	12.0	TR	11.0 T	11.0		12.0
RR	0	0	0	0	12.0	R	11.0	12.0		12.0
					12.0		12.0	12.0		12.0
					12.0		12.0	12.0		12.0

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	0.90	0	N	22.5	3
WB	0.00	2.00	N	0	0	0.91	0	N	22.5	3
NB	0.00	2.00	N	0	0	0.94	0	N	17.0	3
SB	0.00	2.00	N	0	0	0.88	0	N	17.0	3

SIGNAL SETTINGS — CYCLE LENGTH = 80.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT					NB	LT	X	X		
	TH						TH	X	X		
	RT						RT				
	PD						PD				
WB	LT	X				SB	LT				
	TH	X					TH		X		
	RT	X					RT		X		
	PD						PD				
GREEN		27.0	0.0	0.0	0.0	GREEN		19.0	19.0	0.0	0.0
YELLOW		5.0	0.0	0.0	0.0	YELLOW		5.0	5.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
WB	L	1.719	0.363	*	*	*	*
	LTR	1.427	0.363	*	*		
	R	0.582	0.363	14.3	B		
NB	L	1.197	0.563	134.8	F	76.8	F
	T	0.322	0.563	6.1	B		
SB	TR	1.077	0.262	59.9	E	59.9	E

INTERSECTION: Delay = * (sec/veh) V/C = 1.368 LOS = *

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..L.I.E. N. SERVICE RD./PINELAWN RD.
AREA TYPE.....OTHER
ANALYST.....RB
DATE.....BUILD
TIME.....4:30-5:30
COMMENT.....

	VOLUMES				GEOMETRY					
	EB	WB	NB	SB	EB		WB	NB		SB
LT	0	351	578	0	12.0	L	11.0	L 13.0	T	12.0
TH	0	230	783	1047	12.0	LT	14.0	T 12.0	TR	11.0
RT	0	167	0	78	12.0	TR	11.0	T 11.0		12.0
RR	0	0	0	0	12.0	R	11.0	12.0		12.0
					12.0		12.0	12.0		12.0
					12.0		12.0	12.0		12.0

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	0.90	0	N	17.4	3
WB	0.00	2.00	N	0	0	0.91	0	N	17.4	3
NB	0.00	2.00	N	0	0	0.99	0	N	14.4	3
SB	0.00	2.00	N	0	0	0.71	0	N	14.4	3

SIGNAL SETTINGS CYCLE LENGTH = 115.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT					NB	LT	X	X		
	TH						TH	X	X		
	RT						RT				
	PD						PD				
WB	LT	X				SB	LT				
	TH	X					TH		X		
	RT	X					RT		X		
	PD						PD				
GREEN		21.0	0.0	0.0	0.0	GREEN		36.0	43.0	0.0	0.0
YELLOW		5.0	0.0	0.0	0.0	YELLOW		5.0	5.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
WB	L	0.853	0.200	48.1	E	34.5	D
	LTR	0.694	0.200	29.4	D		
	R	0.407	0.200	26.3	D		
NB	L	0.853	0.748	15.5	C	8.2	B
	T	0.316	0.748	3.1	A		
SB	TR	1.224	0.391	*	*	*	*

INTERSECTION: Delay = * (sec/veh) V/C = 1.006 LOS = *

C) Walt Whitman Road (NYS Route 110) and Pinelawn Road (County Road 3)

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..PINELAWN RD./RT. 110
AREA TYPE.....OTHER
ANALYST.....RB
DATE.....BUILD
TIME.....7:45-8:45
COMMENT.....

	VOLUMES				GEOMETRY							
	EB	WB	NB	SB		EB		WB		NB		SB
LT	3	62	125	757	LT	9.0	L	10.0	L	11.0	L	10.0
TH	131	249	722	2129	TR	9.0	T	11.0	T	11.0	T	12.0
RT	73	457	83	17		12.0	R	10.0	T	12.0	T	12.0
RR	0	0	36	5		15.0	R	10.0	R	14.0	R	15.0
						12.0		12.0		12.0		12.0
						12.0		12.0		12.0		12.0

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	0.96	5	N	17.6	3
WB	0.00	2.00	N	0	0	0.89	5	N	17.6	3
NB	0.00	2.00	N	0	0	0.87	5	N	29.8	3
SB	0.00	2.00	Y	5	0	0.95	5	N	29.8	3

SIGNAL SETTINGS — CYCLE LENGTH = 80.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT	X				NB	LT	X			
	TH	X					TH			X	
	RT	X					RT			X	
	PD						PD				
WB	LT	X				SB	LT	X	X		
	TH	X					TH		X	X	
	RT	X					RT		X	X	
	PD						PD				
GREEN		20.0	0.0	0.0	0.0	GREEN		7.0	16.0	21.0	0.0
YELLOW		5.0	0.0	0.0	0.0	YELLOW		3.0	3.0	5.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	LTR	0.317	0.275	15.0	B	15.0	B
WB	L	0.211	0.275	17.0	C	19.5	C
	T	0.589	0.275	17.4	C		
	R	0.789	0.275	21.0	C		
NB	L	1.000	0.087	85.5	F	30.3	D
	T	0.863	0.287	22.2	C		
	R	0.117	0.287	13.6	B		
SB	L	1.557	0.325	*	*	*	*
	T	1.258	0.525	*	*		
	R	0.017	0.525	5.9	B		

INTERSECTION: Delay = * (sec/veh) V/C = 1.094 LOS = *

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..PINELAWN RD./RT. 110
AREA TYPE.....OTHER
ANALYST.......RB
DATE..........BUILD
TIME..........4:30-5:30
COMMENT.......

	VOLUMES					GEOMETRY							
	EB	WB	NB	SB		EB		WB		NB		SB	
LT	73	53	140	449	LT	9.0	L	10.0	L	11.0	L	10.0	
TH	181	133	2062	824	TR	9.0	T	11.0	T	11.0	T	12.0	
RT	34	695	92	9		12.0	R	10.0	T	12.0	T	12.0	
RR	0	0	32	3		15.0	R	10.0	R	14.0	R	15.0	
						12.0		12.0		12.0		12.0	
						12.0		12.0		12.0		12.0	

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	0.89	5	N	20.0	3
WB	0.00	2.00	N	0	0	0.85	5	N	20.0	3
NB	0.00	2.00	N	0	0	0.81	5	N	26.6	3
SB	0.00	2.00	Y	5	0	0.99	5	N	26.6	3

SIGNAL SETTINGS — CYCLE LENGTH = 115.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT	X				NB	LT	X			
	TH	X					TH			X	
	RT	X					RT			X	
	PD						PD				
WB	LT	X				SB	LT	X	X		
	TH	X					TH		X	X	
	RT	X					RT		X	X	
	PD						PD				
GREEN		27.0	0.0	0.0	0.0	GREEN		11.0	5.0	56.0	0.0
YELLOW		5.0	0.0	0.0	0.0	YELLOW		3.0	3.0	5.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	L	1.470	0.252	*	*	*	*
	TR	0.612	0.252	26.3	D		
WB	L	0.307	0.252	26.8	D	*	*
	T	0.359	0.252	23.0	C		
	R	1.370	0.252	*	*		
NB	L	1.100	0.096	134.2	F	*	*
	T	1.510	0.504	*	*		
	R	0.090	0.504	9.6	B		
SB	L	1.744	0.165	*	*	*	*
	T	0.427	0.574	9.0	B		
	R	0.007	0.574	6.8	B		

INTERSECTION: Delay = * (sec/veh) V/C = 1.541 LOS = *

D) Walt Whitman Road (NYS Route 110) and Old Country Road

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..OLD COUNTRY RD./RT. 110
AREA TYPE.....OTHER
ANALYST.....RB
DATE.....BUILD
TIME.....8:00-9:00
COMMENT.....

	VOLUMES					GEOMETRY							
	EB	WB	NB	SB		EB		WB		NB		SB	
LT	151	525	13	175	LT	12.0	L	13.0	L	10.0	L	10.0	
TH	201	454	972	2426	T	11.0	LT	12.0	T	11.0	T	12.0	
RT	20	179	207	574	R	15.0	T	12.0	T	12.0	T	11.0	
RR	0	0	0	0		12.0	R	15.0	R	12.0	R	11.0	
						12.0		12.0		12.0		12.0	
						12.0		12.0		12.0		12.0	

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	0.90	0	N	24.9	3
WB	0.00	2.00	N	0	0	0.88	0	N	24.9	3
NB	0.00	2.00	N	0	0	0.87	0	N	24.6	3
SB	0.00	2.00	N	0	0	0.92	0	N	24.6	3

SIGNAL SETTINGS — CYCLE LENGTH = 80.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT		X			NB	LT		X		
	TH		X				TH		X		
	RT		X				RT		X		
	PD						PD				
WB	LT	X				SB	LT	X	X		
	TH	X					TH	X	X		
	RT	X					RT	X	X		
	PD						PD				
GREEN		13.0	10.0	0.0	0.0	GREEN		8.0	28.0	0.0	0.0
YELLOW		6.0	6.0	0.0	0.0	YELLOW		3.0	6.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	L	0.610	0.162	26.4	D	27.5	D
	T	0.795	0.162	29.2	D		
	R	0.082	0.162	18.4	C		
WB	L	0.941	0.200	39.7	D	*	*
	T	1.448	0.200	*	*		
	R	0.610	0.200	20.8	C		
NB	L	0.180	0.387	12.4	B	15.9	C
	T	0.862	0.387	18.2	C		
	R	0.267	0.587	5.3	B		
SB	L	0.583	0.525	12.8	B	*	*
	T	1.502	0.525	*	*		
	R	0.618	0.688	5.1	B		

INTERSECTION: Delay = * (sec/veh) V/C = 1.360 LOS = *

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..OLD COUNTRY RD./RT. 110
AREA TYPE.....OTHER
ANALYST.....RB
DATE.....BUILD
TIME.....5:00-6:00
COMMENT.....

	VOLUMES					GEOMETRY							
	EB	WB	NB	SB		EB		WB		NB		SB	
LT	517	237	10	189	LT	12.0	L	13.0	L	10.0	L	10.0	
TH	340	140	2813	1284	T	11.0	LT	12.0	T	11.0	T	12.0	
RT	34	186	334	234	R	15.0	T	12.0	T	12.0	T	11.0	
RR	0	0	0	0		12.0	R	15.0	R	12.0	R	11.0	
						12.0		12.0		12.0		12.0	
						12.0		12.0		12.0		12.0	

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	0.89	0	N	24.9	3
WB	0.00	2.00	N	0	0	0.74	0	N	24.9	3
NB	0.00	2.00	N	0	0	0.89	0	N	24.6	3
SB	0.00	2.00	N	0	0	0.94	0	N	24.6	3

SIGNAL SETTINGS — CYCLE LENGTH = 115.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT		X			NB	LT		X		
	TH		X				TH		X		
	RT		X				RT		X		
	PD						PD				
WB	LT	X				SB	LT	X	X		
	TH	X					TH	X	X		
	RT	X					RT	X	X		
	PD						PD				
GREEN		10.0	24.0	0.0	0.0	GREEN		9.0	51.0	0.0	0.0
YELLOW		6.0	6.0	0.0	0.0	YELLOW		3.0	6.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	L	1.462	0.235	*	*	*	*
	T	0.941	0.235	46.5	E		
	R	0.098	0.235	22.3	C		
WB	L	0.894	0.113	54.3	E	*	*
	T	0.939	0.113	61.1	F		
	R	1.334	0.113	*	*		
NB	L	0.195	0.470	13.7	B	*	*
	T	2.013	0.470	*	*		
	R	0.425	0.583	8.8	B		
SB	L	0.886	0.574	43.5	E	14.1	B
	T	0.712	0.574	12.1	B		
	R	0.210	0.809	1.6	A		

INTERSECTION: Delay = * (sec/veh) V/C = 1.662 LOS = *

E) New York Avenue and Old Country Road

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..OLD COUNTRY RD./NEW YORK AVE.
AREA TYPE.....OTHER
ANALYST.....RB
DATE.....BUILD
TIME.....7:45-8:45
COMMENT.....

	VOLUMES					GEOMETRY							
	EB	WB	NB	SB		EB		WB		NB		SB	
LT	43	16	197	32	LTR	15.0	L	11.0	LTR	12.0	LTR	12.0	
TH	255	1148	143	219		12.0	TR	10.0		12.0		12.0	
RT	53	5	6	230		12.0		12.0		12.0		12.0	
RR	0	0	0	0		12.0		12.0		12.0		12.0	
						12.0		12.0		12.0		12.0	
						12.0		12.0		12.0		12.0	

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	0.86	0	N	13.8	3
WB	0.00	2.00	N	0	0	0.87	0	N	13.8	3
NB	0.00	2.00	N	0	0	0.89	0	N	16.8	3
SB	0.00	2.00	N	0	0	0.86	0	N	16.8	3

SIGNAL SETTINGS — CYCLE LENGTH = 60.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT	X				NB	LT	X			
	TH	X					TH	X			
	RT	X					RT	X			
	PD						PD				
WB	LT	X				SB	LT	X			
	TH	X					TH	X			
	RT	X					RT	X			
	PD						PD				
GREEN		30.0	0.0	0.0	0.0	GREEN		20.0	0.0	0.0	0.0
YELLOW		5.0	0.0	0.0	0.0	YELLOW		5.0	0.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	LTR	0.960	0.533	34.7	D	34.7	D
WB	L	0.035	0.533	5.1	B	*	*
	TR	1.499	0.533	*	*		
NB	LTR	1.676	0.367	*	*	*	*
SB	LTR	1.025	0.367	50.9	E	50.9	E

INTERSECTION: Delay = * (sec/veh) V/C = 1.571 LOS = *

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..OLD COUNTRY RD./NEW YORK AVE.
AREA TYPE.....OTHER
ANALYST.....RB
DATE.....BUILD
TIME.....4:45-5:45
COMMENT.....

	VOLUMES				GEOMETRY							
	EB	WB	NB	SB	EB		WB		NB		SB	
LT	194	17	80	18	LTR	15.0	L	11.0	LTR	12.0	LTR	12.0
TH	851	304	364	283		12.0	TR	10.0		12.0		12.0
RT	125	13	4	108		12.0		12.0		12.0		12.0
RR	0	0	0	0		12.0		12.0		12.0		12.0
						12.0		12.0		12.0		12.0
						12.0		12.0		12.0		12.0

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	0.96	0	N	8.5	3
WB	0.00	2.00	N	0	0	0.84	0	N	8.5	3
NB	0.00	2.00	N	0	0	0.78	0	N	11.8	3
SB	0.00	2.00	N	0	0	0.81	0	N	11.8	3

SIGNAL SETTINGS — CYCLE LENGTH = 60.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT	X				NB	LT	X			
	TH	X					TH	X			
	RT	X					RT	X			
	PD						PD				
WB	LT	X				SB	LT	X			
	TH	X					TH	X			
	RT	X					RT	X			
	PD						PD				
GREEN		30.0	0.0	0.0	0.0	GREEN		20.0	0.0	0.0	0.0
YELLOW		5.0	0.0	0.0	0.0	YELLOW		5.0	0.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	LTR	1.448	0.533	*	*	*	*
WB	L	0.176	0.533	5.6	B	6.6	B
	TR	0.430	0.533	6.7	B		
NB	LTR	1.200	0.367	*	*	*	*
SB	LTR	0.909	0.367	27.3	D	27.3	D

INTERSECTION: Delay = * (sec/veh) V/C = 1.347 LOS = *

III. 1995 "BUILD" SITE ACCESS - SIGNALIZED

A) Old Country Road and Site Access

B) Pinelawn Road (County Road 3) and Site Access

A) Old Country Road and Site Access

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..OLD COUNTRY RD./SITE ACCESS
AREA TYPE.....OTHER
ANALYST.....RB
DATE.....BUILD
TIME.....7:45-8:45
COMMENT.....

	VOLUMES					GEOMETRY							
	EB	WB	NB	SB		EB		WB		NB		SB	
LT	0	4	46	0	TR	15.0	LT	15.0	L	10.0		12.0	
TH	328	1571	0	0		12.0		12.0	R	12.0		12.0	
RT	8	0	23	0		12.0		12.0		12.0		12.0	
RR	0	0	0	0		12.0		12.0		12.0		12.0	
						12.0		12.0		12.0		12.0	
						12.0		12.0		12.0		12.0	

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	0.90	0	N	10.8	3
WB	0.00	2.00	N	0	0	0.90	0	N	10.8	3
NB	0.00	2.00	N	0	0	0.90	0	N	15.3	3
SB	0.00	2.00	N	0	0	0.90	0	N	15.3	3

SIGNAL SETTINGS — CYCLE LENGTH = 90.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT					NB	LT	X			
	TH		X				TH				
	RT		X				RT	X			
	PD						PD				
WB	LT	X	X			SB	LT				
	TH	X	X				TH				
	RT						RT				
	PD						PD				
GREEN		5.0	57.0	0.0	0.0	GREEN		15.0	0.0	0.0	0.0
YELLOW		3.0	5.0	0.0	0.0	YELLOW		5.0	0.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	TR	0.324	0.656	5.2	B	5.2	B
WB	LT	1.199	0.744	127.6	F	127.6	F
NB	L	0.192	0.189	23.4	C	22.2	C
	R	0.069	0.244	19.9	C		

INTERSECTION: Delay = 103.2 (sec/veh) V/C = 0.995 LOS = F

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT
****
INTERSECTION..OLD COUNTRY RD./SITE ACCESS
AREA TYPE.....OTHER
ANALYST.....RB
DATE.....BUILD
TIME.....4:45-5:45
COMMENT.....

	VOLUMES					GEOMETRY							
	EB	WB	NB	SB		EB		WB		NB		SB	
LT	0	23	22	0	TR	15.0	LT	15.0	L	10.0		12.0	
TH	1159	469	0	0		12.0		12.0	R	12.0		12.0	
RT	46	0	11	0		12.0		12.0		12.0		12.0	
RR	0	0	0	0		12.0		12.0		12.0		12.0	
						12.0		12.0		12.0		12.0	
						12.0		12.0		12.0		12.0	

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ PKG Y/N	BUSES Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	0.90	0	N	10.8	3
WB	0.00	2.00	N	0	0	0.90	0	N	10.8	3
NB	0.00	2.00	N	0	0	0.90	0	N	15.3	3
SB	0.00	2.00	N	0	0	0.90	0	N	15.3	3

SIGNAL SETTINGS — CYCLE LENGTH = 90.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT					NB	LT	X			
	TH		X				TH				
	RT		X				RT	X			
	PD						PD				
WB	LT	X	X			SB	LT				
	TH	X	X				TH				
	RT						RT				
	PD						PD				
GREEN		5.0	57.0	0.0	0.0	GREEN		15.0	0.0	0.0	0.0
YELLOW		3.0	5.0	0.0	0.0	YELLOW		5.0	0.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	TR	1.164	0.656	104.4	F	104.4	F
WB	LT	0.723	0.744	7.2	B	7.2	B
NB	L	0.092	0.189	22.9	C	21.8	C
	R	0.033	0.244	19.7	C		

INTERSECTION: Delay = 75.2 (sec/veh) V/C = 0.869 LOS = F

B) Pinelawn Road (County Road 3) and Site Access

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..SITE ACCESS/PINELAWN RD.
AREA TYPE.....OTHER
ANALYST.......RB
DATE.....BUILD
TIME.....7:45-8:45
COMMENT.....

	VOLUMES				GEOMETRY							
	EB	WB	NB	SB	EB		WB		NB		SB	
LT	0	0	0	11	12.0	L	10.0	T	12.0	L	10.0	
TH	0	0	733	960	12.0	R	12.0	TR	12.0	T	12.0	
RT	0	35	15	0	12.0		12.0		12.0	T	12.0	
RR	0	0	0	0	12.0		12.0		12.0		12.0	
					12.0		12.0		12.0		12.0	
					12.0		12.0		12.0		12.0	

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	0.90	0	N	22.3	3
WB	0.00	2.00	N	0	0	0.90	0	N	22.3	3
NB	0.00	2.00	N	0	0	0.90	0	N	10.8	3
SB	0.00	2.00	N	0	0	0.90	0	N	10.8	3

SIGNAL SETTINGS — CYCLE LENGTH = 80.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT					NB	LT				
	TH						TH	X			
	RT						RT	X			
	PD						PD				
WB	LT	X				SB	LT	X			
	TH						TH	X			
	RT	X					RT				
	PD						PD				
GREEN		45.0	0.0	0.0	0.0	GREEN		25.0	0.0	0.0	0.0
YELLOW		5.0	0.0	0.0	0.0	YELLOW		5.0	0.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
WB	L	0.000	0.587	5.5	B	5.3	B
	R	0.044	0.587	5.3	B		
NB	TR	0.728	0.338	19.3	C	19.3	C
SB	L	0.079	0.338	13.7	B	28.6	D
	T	0.931	0.338	28.8	D		

INTERSECTION: Delay = 24.2 (sec/veh) V/C = 0.367 LOS = C

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT
****
INTERSECTION..SITE ACCESS/PINELAWN RD.
AREA TYPE.....OTHER
ANALYST.....RB
DATE.....BUILD
TIME.....4:30-5:30
COMMENT.....

	VOLUMES				GEOMETRY							
	EB	WB	NB	SB	EB		WB		NB		SB	
LT	0	0	0	58	12.0	L	10.0	T	12.0	L	10.0	
TH	0	0	865	664	12.0	R	12.0	TR	12.0	T	12.0	
RT	0	16	81	0	12.0		12.0		12.0	T	12.0	
RR	0	0	0	0	12.0		12.0		12.0		12.0	
					12.0		12.0		12.0		12.0	
					12.0		12.0		12.0		12.0	

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR.	TYPE
EB	0.00	2.00	N	0	0	0.90	0	N	22.3		3
WB	0.00	2.00	N	0	0	0.90	0	N	22.3		3
NB	0.00	2.00	N	0	0	0.90	0	N	10.8		3
SB	0.00	2.00	N	0	0	0.90	0	N	10.8		3

SIGNAL SETTINGS — CYCLE LENGTH = 80.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT					NB	LT				
	TH						TH	X			
	RT						RT	X			
	PD						PD				
WB	LT	X				SB	LT	X			
	TH						TH	X			
	RT	X					RT				
	PD						PD				
GREEN		45.0	0.0	0.0	0.0	GREEN		25.0	0.0	0.0	0.0
YELLOW		5.0	0.0	0.0	0.0	YELLOW		5.0	0.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
WB	L	0.000	0.587	5.5	B	5.2	B
	R	0.020	0.587	5.2	B		
NB	TR	0.929	0.338	28.7	D	28.7	D
SB	L	0.623	0.338	24.3	C	18.4	C
	T	0.644	0.338	17.9	C		

INTERSECTION: Delay = 24.1 (sec/veh) V/C = 0.352 LOS = C

A) Old Country Road and Site Access

****

IDENTIFYING INFORMATION

AVERAGE RUNNING SPEED, MAJOR STREET.. 30

PEAK HOUR FACTOR..... .9

AREA POPULATION..... 15000

NAME OF THE EAST/WEST STREET..... OLD COUNTRY RD.

NAME OF THE NORTH/SOUTH STREET..... SITE ACCESS

NAME OF THE ANALYST..... RB

DATE OF THE ANALYSIS (mm/dd/yy)..... BUILD

TIME PERIOD ANALYZED..... 7:45-8:45

OTHER INFORMATION....

INTERSECTION TYPE AND CONTROL

INTERSECTION TYPE: T-INTERSECTION

MAJOR STREET DIRECTION: EAST/WEST

CONTROL TYPE NORTHBOUND: STOP SIGN

TRAFFIC VOLUMES

	EB	WB	NB	SB
LEFT	0	4	46	--
THRU	328	1571	0	--
RIGHT	8	0	23	--

NUMBER OF LANES

	EB	WB	NB	SB
LANES	1	1	2	--

ADJUSTMENT FACTORS

	PERCENT GRADE	RIGHT TURN ANGLE	CURB RADIUS (ft) FOR RIGHT TURNS	ACCELERATION LANE FOR RIGHT TURNS
EASTBOUND	0.00	90	20	N
WESTBOUND	0.00	90	20	N
NORTHBOUND	0.00	90	20	N
SOUTHBOUND	-----	---	---	-

VEHICLE COMPOSITION

	% SU TRUCKS AND RV'S	% COMBINATION VEHICLES	% MOTORCYCLES
EASTBOUND	0	0	0
WESTBOUND	0	0	0
NORTHBOUND	0	0	0
SOUTHBOUND	---	---	---

CRITICAL GAPS

		TABULAR VALUES (Table 10-2)	ADJUSTED VALUE	SIGHT DIST. ADJUSTMENT	FINAL CRITICAL GAP
MINOR RIGHTS	NB	5.50	5.50	0.00	5.50
MAJOR LEFTS	WB	5.00	5.00	0.00	5.00
MINOR LEFTS	NB	6.50	6.50	0.00	6.50

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET..... OLD COUNTRY RD.
NAME OF THE NORTH/SOUTH STREET.... SITE ACCESS
DATE AND TIME OF THE ANALYSIS..... BUILD ; 7:45-8:45
OTHER INFORMATION....

MOVEMENT	FLOW-RATE v(pcph)	POTENTIAL CAPACITY c_p (pcph)	ACTUAL MOVEMENT CAPACITY c_M (pcph)	SHARED CAPACITY c_{SH} (pcph)	RESERVE CAPACITY $c_R = c_{SH} - v$	LOS
MINOR STREET						
NB LEFT	56	95	95	95	38	E
RIGHT	28	728	728	728	700	A
MAJOR STREET						
WB LEFT	5	820	820	820	815	A

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET..... OLD COUNTRY RD.
NAME OF THE NORTH/SOUTH STREET.... SITE ACCESS
DATE AND TIME OF THE ANALYSIS..... BUILD ; 7:45-8:45
OTHER INFORMATION....

****

IDENTIFYING INFORMATION

AVERAGE RUNNING SPEED, MAJOR STREET.. 30

PEAK HOUR FACTOR..... .9

AREA POPULATION..... 15000

NAME OF THE EAST/WEST STREET..... OLD COUNTRY RD.

NAME OF THE NORTH/SOUTH STREET..... SITE ACCESS

NAME OF THE ANALYST..... RB

DATE OF THE ANALYSIS (mm/dd/yy)..... BUILD

TIME PERIOD ANALYZED..... 4:45-5:45

OTHER INFORMATION....

INTERSECTION TYPE AND CONTROL

INTERSECTION TYPE: T-INTERSECTION

MAJOR STREET DIRECTION: EAST/WEST

CONTROL TYPE NORTHBOUND: STOP SIGN

TRAFFIC VOLUMES

	EB	WB	NB	SB
LEFT	0	23	22	--
THRU	1159	469	0	--
RIGHT	46	0	11	--

NUMBER OF LANES

	EB	WB	NB	SB
LANES	1	1	2	--

	PERCENT GRADE	RIGHT TURN ANGLE	CURB RADIUS (ft) FOR RIGHT TURNS	ACCELERATION LANE FOR RIGHT TURNS
EASTBOUND	0.00	90	20	N
WESTBOUND	0.00	90	20	N
NORTHBOUND	0.00	90	20	N
SOUTHBOUND	-----	---	---	-

VEHICLE COMPOSITION

	% SU TRUCKS AND RV'S	% COMBINATION VEHICLES	% MOTORCYCLES
EASTBOUND	0	0	0
WESTBOUND	0	0	0
NORTHBOUND	0	0	0
SOUTHBOUND	---	---	---

CRITICAL GAPS

		TABULAR VALUES (Table 10-2)	ADJUSTED VALUE	SIGHT DIST. ADJUSTMENT	FINAL CRITICAL GAP
MINOR RIGHTS	NB	5.50	5.50	0.00	5.50
MAJOR LEFTS	WB	5.00	5.00	0.00	5.00
MINOR LEFTS	NB	6.50	6.50	0.00	6.50

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET..... OLD COUNTRY RD.
NAME OF THE NORTH/SOUTH STREET.... SITE ACCESS
DATE AND TIME OF THE ANALYSIS..... BUILD ; 4:45-5:45
OTHER INFORMATION....

MOVEMENT	FLOW-RATE v(pcph)	POTENTIAL CAPACITY c_p (pcph)	ACTUAL MOVEMENT CAPACITY c_M (pcph)	SHARED CAPACITY c_{SH} (pcph)	RESERVE CAPACITY $c_R = c_{SH} - v$	LOS
MINOR STREET						
NB LEFT	27	95	89	89	62	E
RIGHT	13	218	218	218	205	C
MAJOR STREET						
WB LEFT	28	261	261	261	233	C

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET..... OLD COUNTRY RD.
NAME OF THE NORTH/SOUTH STREET.... SITE ACCESS
DATE AND TIME OF THE ANALYSIS..... BUILD ; 4:45-5:45
OTHER INFORMATION....

IV. 1995 "BUILD" SITE ACCESS - UNSIGNALIZED

A) Old Country Road and Site Access

B) Pinelawn Road (County Road 3) and Site Access

C) North Service Road and Site Access

B) Pinelawn Road (County Road 3) and Site Access

****

IDENTIFYING INFORMATION

AVERAGE RUNNING SPEED, MAJOR STREET.. 40

PEAK HOUR FACTOR..... .9

AREA POPULATION..... 15000

NAME OF THE EAST/WEST STREET..... SITE ACCESS

NAME OF THE NORTH/SOUTH STREET..... PINELAWN RD.

NAME OF THE ANALYST..... RB

DATE OF THE ANALYSIS (mm/dd/yy)..... BUILD

TIME PERIOD ANALYZED..... 7:45-8:45

OTHER INFORMATION....

INTERSECTION TYPE AND CONTROL

INTERSECTION TYPE: T-INTERSECTION

MAJOR STREET DIRECTION: NORTH/SOUTH

CONTROL TYPE WESTBOUND: STOP SIGN

TRAFFIC VOLUMES

	EB	WB	NB	SB
LEFT	--	0	0	11
THRU	--	0	733	960
RIGHT	--	35	15	0

NUMBER OF LANES

	EB	WB	NB	SB
LANES	--	2	2	2

ADJUSTMENT FACTORS

	PERCENT GRADE	RIGHT TURN ANGLE	CURB RADIUS (ft) FOR RIGHT TURNS	ACCELERATION LANE FOR RIGHT TURNS
EASTBOUND	-----	---	---	-
WESTBOUND	0.00	90	20	N
NORTHBOUND	0.00	90	20	N
SOUTHBOUND	0.00	90	20	N

VEHICLE COMPOSITION

	% SU TRUCKS AND RV'S	% COMBINATION VEHICLES	% MOTORCYCLES
EASTBOUND	---	---	---
WESTBOUND	0	0	0
NORTHBOUND	0	0	0
SOUTHBOUND	0	0	0

CRITICAL GAPS

		TABULAR VALUES (Table 10-2)	ADJUSTED VALUE	SIGHT DIST. ADJUSTMENT	FINAL CRITICAL GAP
MINOR RIGHTS	WB	5.90	5.90	0.00	5.90
MAJOR LEFTS	SB	5.70	5.70	0.00	5.70
MINOR LEFTS	WB	7.60	7.60	0.00	7.60

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET..... SITE ACCESS
NAME OF THE NORTH/SOUTH STREET.... PINELAWN RD.
DATE AND TIME OF THE ANALYSIS..... BUILD ; 7:45-8:45
OTHER INFORMATION....

MOVEMENT	FLOW-RATE v(pcph)	POTENTIAL CAPACITY c_p (pcph)	ACTUAL MOVEMENT CAPACITY c_M (pcph)	SHARED CAPACITY c_{SH} (pcph)	RESERVE CAPACITY $c_R = c_{SH} - v$	LOS
MINOR STREET						
WB LEFT	0	57	56	56	56	E
RIGHT	43	625	625	625	582	A
MAJOR STREET						
SB LEFT	13	386	386	386	373	B

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET..... SITE ACCESS
NAME OF THE NORTH/SOUTH STREET.... PINELAWN RD.
DATE AND TIME OF THE ANALYSIS..... BUILD ; 7:45-8:45
OTHER INFORMATION....

IDENTIFYING INFORMATION

AVERAGE RUNNING SPEED, MAJOR STREET.. 40

PEAK HOUR FACTOR..... .9

AREA POPULATION..... 15000

NAME OF THE EAST/WEST STREET..... SITE ACCESS

NAME OF THE NORTH/SOUTH STREET..... PINELAWN RD.

NAME OF THE ANALYST..... RB

DATE OF THE ANALYSIS (mm/dd/yy)..... BUILD

TIME PERIOD ANALYZED..... 4:30-5:30

OTHER INFORMATION....

INTERSECTION TYPE AND CONTROL

INTERSECTION TYPE: T-INTERSECTION

MAJOR STREET DIRECTION: NORTH/SOUTH

CONTROL TYPE WESTBOUND: STOP SIGN

TRAFFIC VOLUMES

	EB	WB	NB	SB
LEFT	--	0	0	58
THRU	--	0	865	664
RIGHT	--	16	81	0

NUMBER OF LANES

	EB	WB	NB	SB
LANES	--	2	2	2

ADJUSTMENT FACTORS

	PERCENT GRADE	RIGHT TURN ANGLE	CURB RADIUS (ft) FOR RIGHT TURNS	ACCELERATION LANE FOR RIGHT TURNS
EASTBOUND	-----	---	---	-
WESTBOUND	0.00	90	20	N
NORTHBOUND	0.00	90	20	N
SOUTHBOUND	0.00	90	20	N

VEHICLE COMPOSITION

	% SU TRUCKS AND RV'S	% COMBINATION VEHICLES	% MOTORCYCLES
EASTBOUND	---	---	---
WESTBOUND	0	0	0
NORTHBOUND	0	0	0
SOUTHBOUND	0	0	0

CRITICAL GAPS

		TABULAR VALUES (Table 10-2)	ADJUSTED VALUE	SIGHT DIST. ADJUSTMENT	FINAL CRITICAL GAP
MINOR RIGHTS	WB	5.90	5.90	0.00	5.90
MAJOR LEFTS	SB	5.70	5.70	0.00	5.70
MINOR LEFTS	WB	7.60	7.60	0.00	7.60

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET..... SITE ACCESS
NAME OF THE NORTH/SOUTH STREET.... PINELAWN RD.
DATE AND TIME OF THE ANALYSIS..... BUILD ; 4:30-5:30
OTHER INFORMATION....

MOVEMENT	FLOW-RATE v(pcph)	POTENTIAL CAPACITY c_p (pcph)	ACTUAL MOVEMENT CAPACITY c_M (pcph)	SHARED CAPACITY c_{SH} (pcph)	RESERVE CAPACITY $c_R = c_{SH} - v$	LOS
MINOR STREET						
WB LEFT	0	57	47	47	47	E
RIGHT	20	547	547	547	528	A
MAJOR STREET						
SB LEFT	71	288	288	288	217	C

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET..... SITE ACCESS
NAME OF THE NORTH/SOUTH STREET.... PINELAWN RD.
DATE AND TIME OF THE ANALYSIS..... BUILD ; 4:30-5:30
OTHER INFORMATION....

C) North Service Road and Site Access

****

IDENTIFYING INFORMATION

AVERAGE RUNNING SPEED, MAJOR STREET.. 45

PEAK HOUR FACTOR..... .9

AREA POPULATION..... 15000

NAME OF THE EAST/WEST STREET..... L.I.E. N. SER. RD.

NAME OF THE NORTH/SOUTH STREET..... SITE ACCESS

NAME OF THE ANALYST..... RB

DATE OF THE ANALYSIS (mm/dd/yy)..... BUILD

TIME PERIOD ANALYZED..... 7:45-8:45

OTHER INFORMATION....

INTERSECTION TYPE AND CONTROL

INTERSECTION TYPE: T-INTERSECTION

MAJOR STREET DIRECTION: EAST/WEST

CONTROL TYPE SOUTHBOUND: STOP SIGN

TRAFFIC VOLUMES

	EB	WB	NB	SB
LEFT	0	0	--	0
THRU	0	690	--	0
RIGHT	0	4	--	127

NUMBER OF LANES

	EB	WB	NB	SB
LANES	2	2	--	1

ADJUSTMENT FACTORS

	PERCENT GRADE	RIGHT TURN ANGLE	CURB RADIUS (ft) FOR RIGHT TURNS	ACCELERATION LANE FOR RIGHT TURNS
EASTBOUND	0.00	90	20	N
WESTBOUND	0.00	90	20	N
NORTHBOUND	-----	---	---	-
SOUTHBOUND	0.00	90	20	N

VEHICLE COMPOSITION

	% SU TRUCKS AND RV'S	% COMBINATION VEHICLES	% MOTORCYCLES
EASTBOUND	0	0	0
WESTBOUND	0	0	0
NORTHBOUND	---	---	---
SOUTHBOUND	0	0	0

CRITICAL GAPS

		TABULAR VALUES (Table 10-2)	ADJUSTED VALUE	SIGHT DIST. ADJUSTMENT	FINAL CRITICAL GAP
MINOR RIGHTS	SB	6.10	6.10	0.00	6.10
MAJOR LEFTS	EB	5.80	5.80	0.00	5.80
MINOR LEFTS	SB	7.90	7.90	0.00	7.90

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET..... L.I.E. N. SER. RD.
NAME OF THE NORTH/SOUTH STREET.... SITE ACCESS
DATE AND TIME OF THE ANALYSIS..... BUILD ; 7:45-8:45
OTHER INFORMATION....

MOVEMENT	FLOW-RATE v(pcph)	POTENTIAL CAPACITY c (pcph) p	ACTUAL MOVEMENT CAPACITY c (pcph) M	SHARED CAPACITY c (pcph) SH	RESERVE CAPACITY c = c - v R SH	LOS
MINOR STREET						
SB LEFT	0	225	225	> 225	> 225	> C
				> 621	> 465	>A
RIGHT	155	621	621	> 621	> 465	> A
MAJOR STREET						
EB LEFT	0	406	406	406	406	A

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET..... L.I.E. N. SER. RD.
NAME OF THE NORTH/SOUTH STREET.... SITE ACCESS
DATE AND TIME OF THE ANALYSIS..... BUILD ; 7:45-8:45
OTHER INFORMATION....

****

IDENTIFYING INFORMATION

AVERAGE RUNNING SPEED, MAJOR STREET.. 45

PEAK HOUR FACTOR..... .9

AREA POPULATION..... 15000

NAME OF THE EAST/WEST STREET..... L.I.E. N. SER. RD.

NAME OF THE NORTH/SOUTH STREET..... SITE ACCESS

NAME OF THE ANALYST..... RB

DATE OF THE ANALYSIS (mm/dd/yy)..... BUILD

TIME PERIOD ANALYZED..... 4:30-5:30

OTHER INFORMATION....

INTERSECTION TYPE AND CONTROL

INTERSECTION TYPE: T-INTERSECTION

MAJOR STREET DIRECTION: EAST/WEST

CONTROL TYPE SOUTHBOUND: STOP SIGN

TRAFFIC VOLUMES

	EB	WB	NB	SB
LEFT	0	0	--	0
THRU	0	194	--	0
RIGHT	0	23	--	60

NUMBER OF LANES

	EB	WB	NB	SB
LANES	2	2	--	1

ADJUSTMENT FACTORS

	PERCENT GRADE	RIGHT TURN ANGLE	CURB RADIUS (ft) FOR RIGHT TURNS	ACCELERATION LANE FOR RIGHT TURNS
EASTBOUND	0.00	90	20	N
WESTBOUND	0.00	90	20	N
NORTHBOUND	-----	---	---	-
SOUTHBOUND	0.00	90	20	N

VEHICLE COMPOSITION

	% SU TRUCKS AND RV'S	% COMBINATION VEHICLES	% MOTORCYCLES
EASTBOUND	0	0	0
WESTBOUND	0	0	0
NORTHBOUND	---	---	---
SOUTHBOUND	0	0	0

CRITICAL GAPS

		TABULAR VALUES (Table 10-2)	ADJUSTED VALUE	SIGHT DIST. ADJUSTMENT	FINAL CRITICAL GAP
MINOR RIGHTS	SB	6.10	6.10	0.00	6.10
MAJOR LEFTS	EB	5.80	5.80	0.00	5.80
MINOR LEFTS	SB	7.90	7.90	0.00	7.90

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET..... L.I.E. N. SER. RD.
NAME OF THE NORTH/SOUTH STREET.... SITE ACCESS
DATE AND TIME OF THE ANALYSIS..... BUILD ; 4:30-5:30
OTHER INFORMATION....

MOVEMENT	FLOW-RATE v(pcph)	POTEN-TIAL CAPACITY c_p (pcph)	ACTUAL MOVEMENT CAPACITY c_M (pcph)	SHARED CAPACITY c_{SH} (pcph)	RESERVE CAPACITY $c_R = c_{SH} - v$	LOS
MINOR STREET						
SB LEFT	0	555	555	> 555	> 555	> A
				> 859	> 786	>A
RIGHT	73	859	859	> 859	> 786	> A
MAJOR STREET						
EB LEFT	0	796	796	796	796	A

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET..... L.I.E. N. SER. RD.
NAME OF THE NORTH/SOUTH STREET.... SITE ACCESS
DATE AND TIME OF THE ANALYSIS..... BUILD ; 4:30-5:30
OTHER INFORMATION....

APPENDIX F
TRAVEL TIME AND DELAY STUDY

A) Northbound Route Summaries
   1) A.M. Peak Hour
   2) Midday Peak Hour
   3) P.M. Peak Hour

B) Southbound Route Summaries
   1) A.M. Peak Hour
   2) Midday Peak Hour
   3) P.M. Peak Hour

C) Field Data
   1) Northbound Route
   2) Southbound Route

TRAVEL TIME AND DELAY STUDY

A) Northbound Route Summaries
   1) A.M. Peak Hour
   2) Midday Peak Hour
   3) P.M. Peak Hour

B) Southbound Route Summaries
   1) A.M. Peak Hour
   2) Midday Peak Hour
   3) P.M. Peak Hour

C) Field Data
   1) Northbound Route
   2) Southbound Route

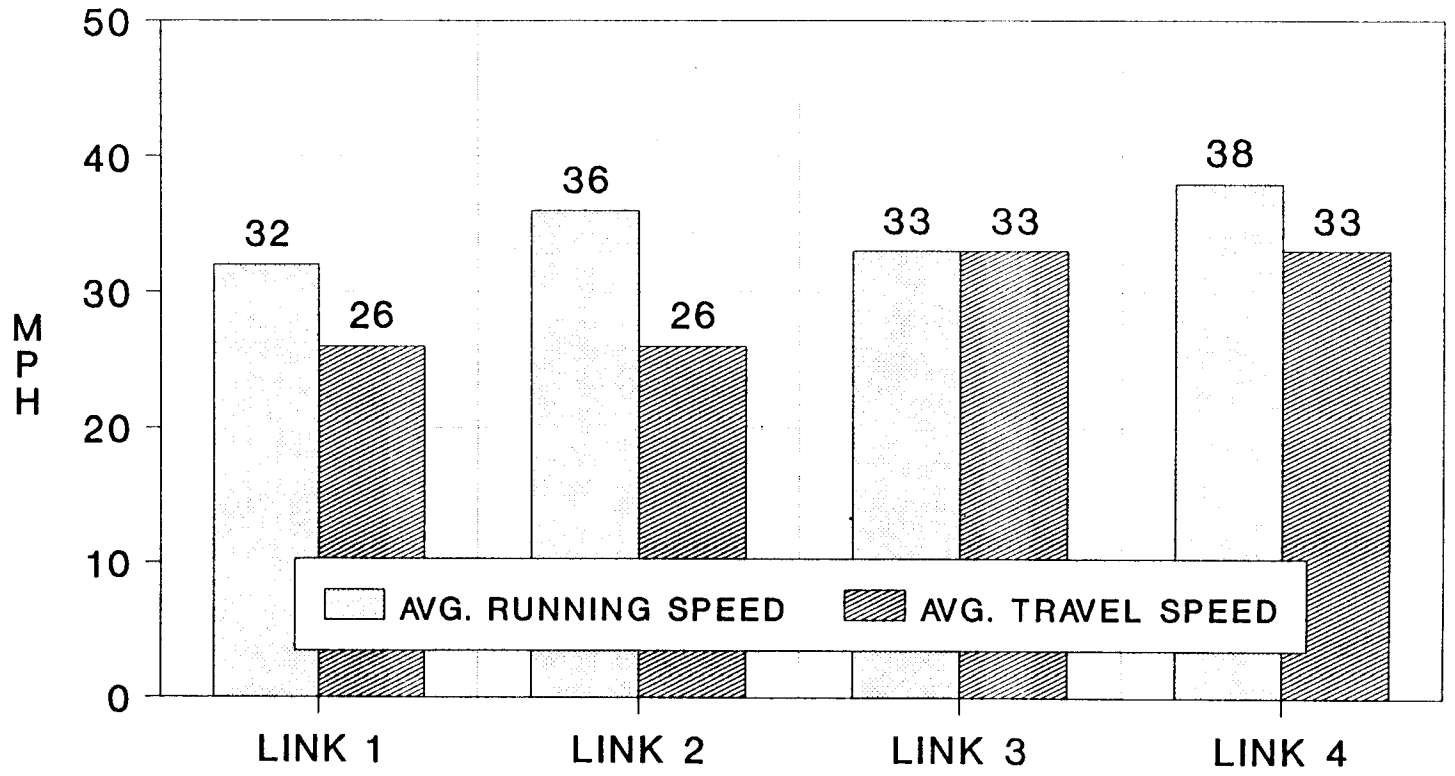
A) Northbound Route Summaries
   1) A.M. Peak Hour
   2) Midday Peak Hour
   3) P.M. Peak Hour

A) Northbound Route Summaries

1) A.M. Peak Hour

NELSON & POPE

McGOVERN SOD FARM
TIME AND DELAY STUDY
SUMMARY



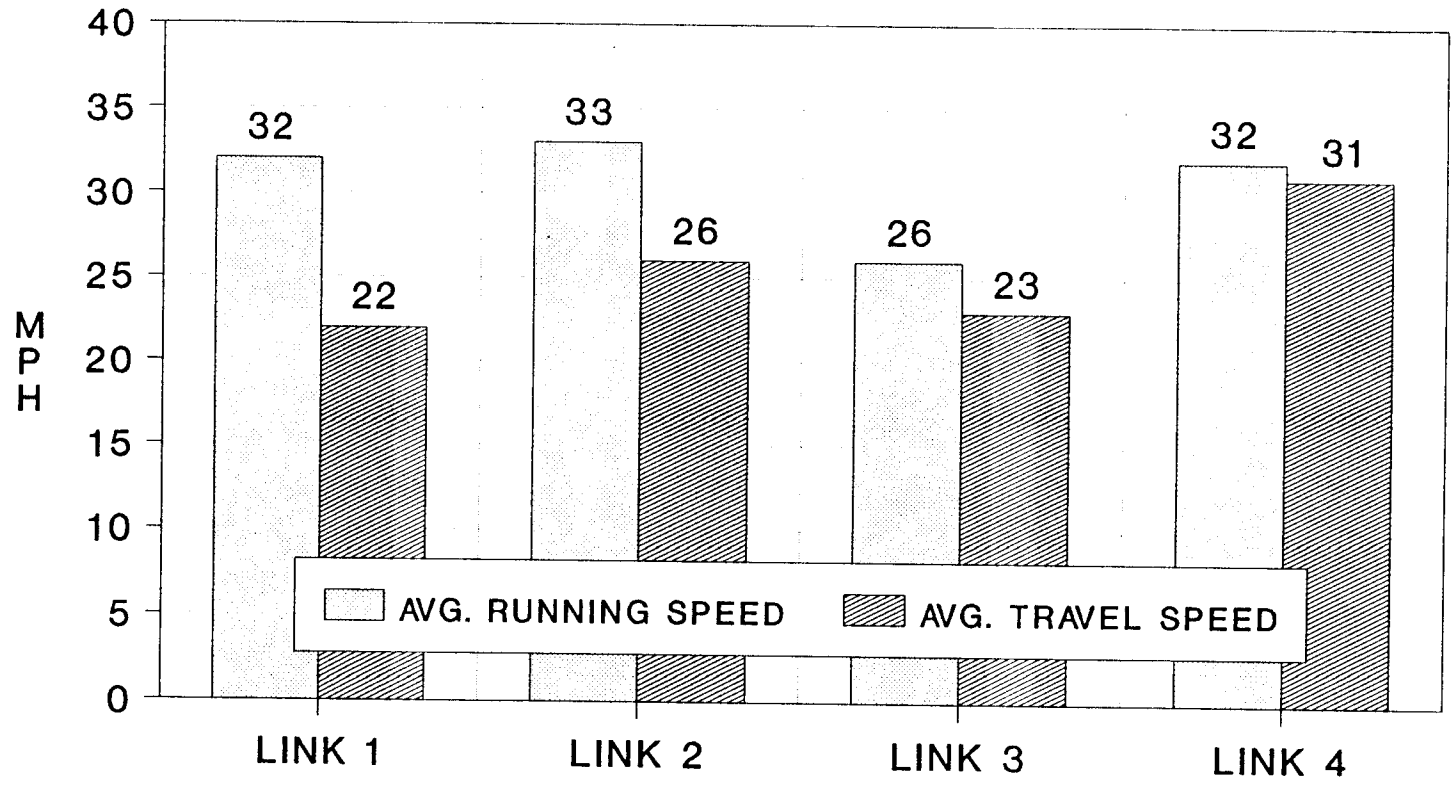
LINK 1 - LIE NSR (NSR WB EXIT RAMP TO PINELAWN ROAD)
LINK 2 - PINELAWN RD (NSR LIE TO NYS RTE 110)
LINK 3 - NYS RTE 110 (PINELAWN RD TO OLD COUNTRY RD)
LINK 4 - OLD COUNTRY RD (NYS RTE 110 TO N.Y. AVE.)

NORTHBOUND ROUTE
AM PEAK

2) Midday Peak Hour

NELSON & POPE

McGOVERN SOD FARM
TIME AND DELAY STUDY
SUMMARY



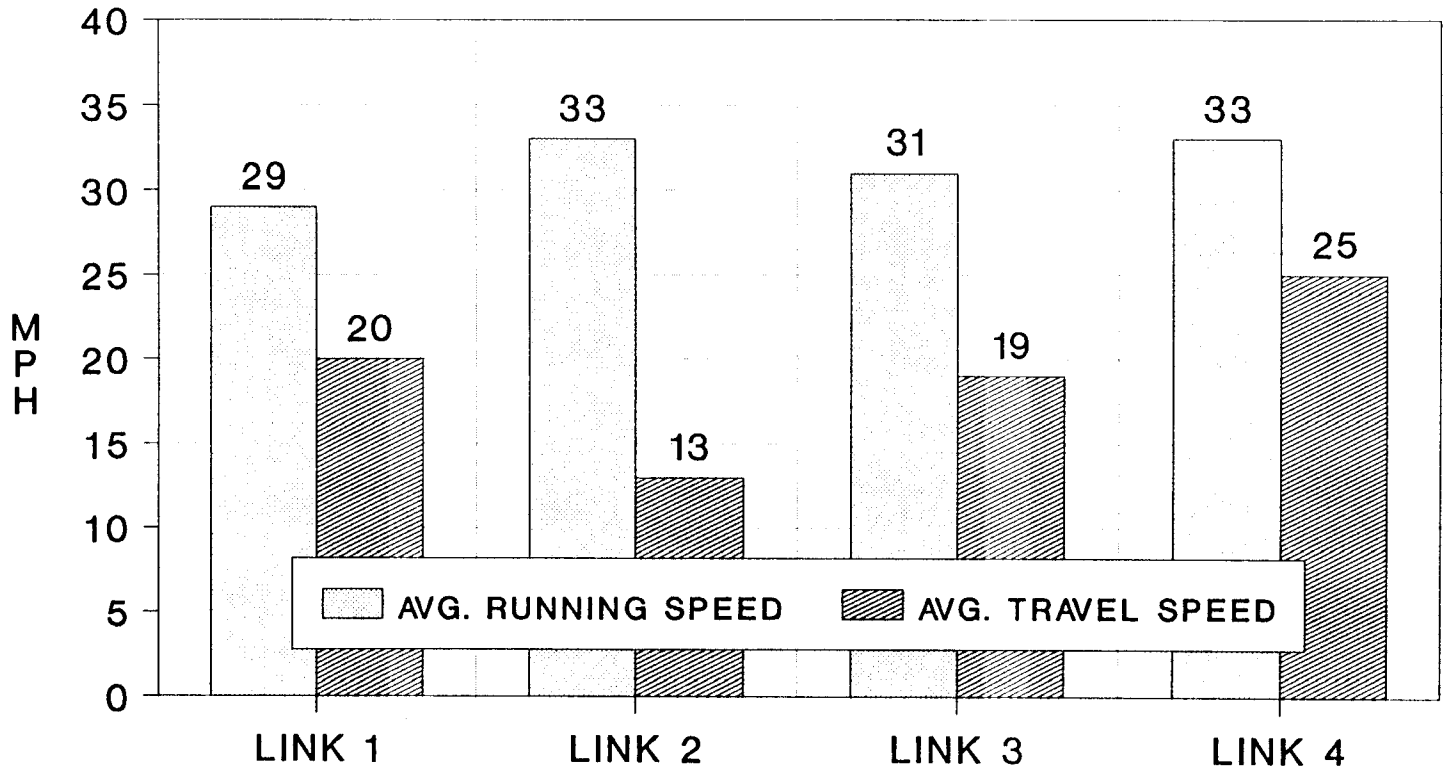
LINK 1 - LIE NSR (NSR WB EXIT RAMP TO PINELAWN ROAD)
LINK 2 - PINELAWN RD (NSR LIE TO NYS RTE 110)
LINK 3 - NYS RTE 110 (PINELAWN RD TO OLD COUNTRY RD)
LINK 4 - OLD COUNTRY RD (NYS RTE 110 TO N.Y. AVE.)

NORTHBOUND ROUTE
MIDDAY PEAK

3) P.M. Peak Hour

NELSON & POPE

McGOVERN SOD FARM
TIME AND DELAY STUDY
SUMMARY



LINK 1 - LIE NSR (NSR WB EXIT RAMP TO PINELAWN ROAD)
LINK 2 - PINELAWN RD (NSR LIE TO NYS RTE 110)
LINK 3 - NYS RTE 110 (PINELAWN RD TO OLD COUNTRY RD)
LINK 4 - OLD COUNTRY RD (NYS RTE 110 TO N.Y. AVE.)

NORTHBOUND ROUTE
PM PEAK

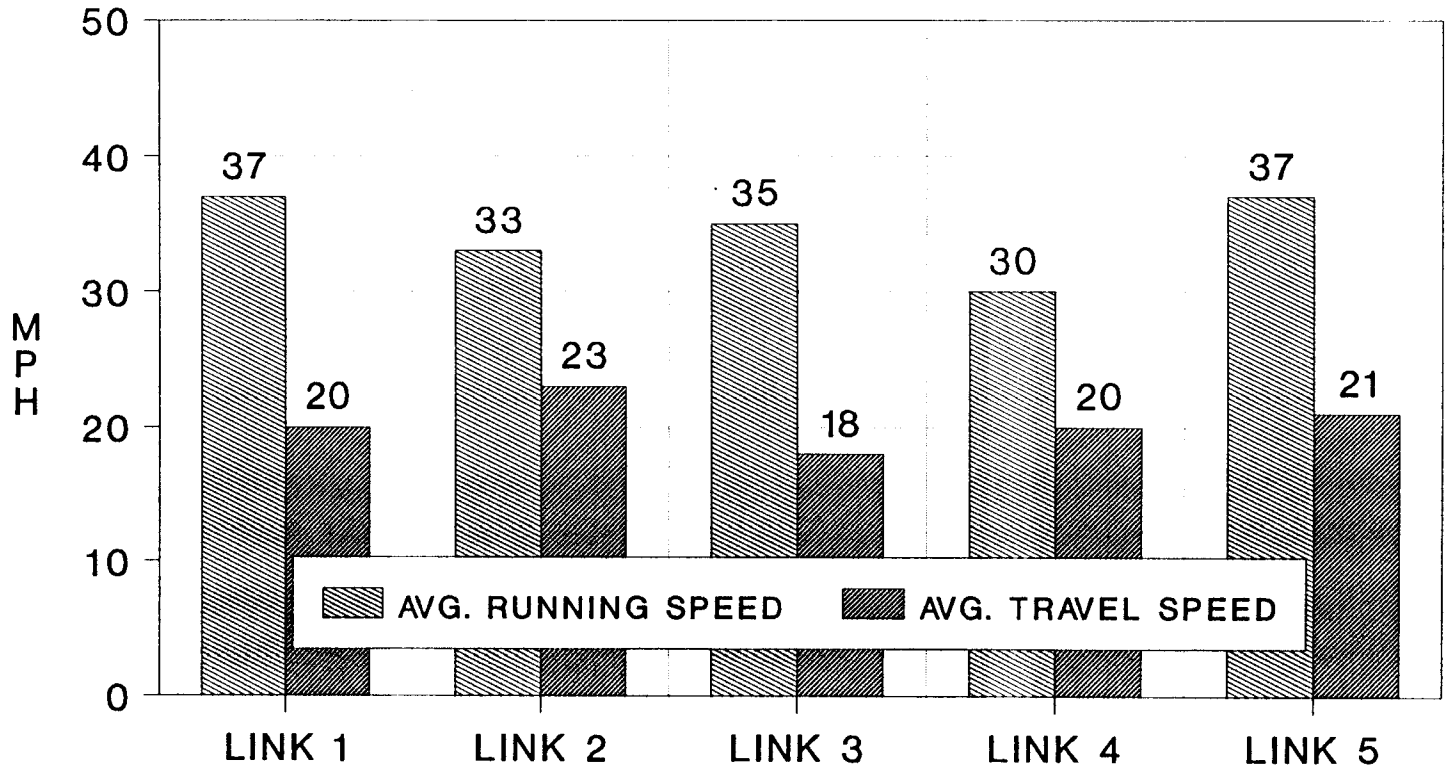
B) Southbound Route Summaries
   1) A.M. Peak Hour
   2) Midday Peak Hour
   3) P.M. Peak Hour

B) Southbound Route Summaries

1) A.M. Peak Hour

NELSON & POPE

McGOVERN SOD FARM
TIME AND DELAY STUDY
SUMMARY



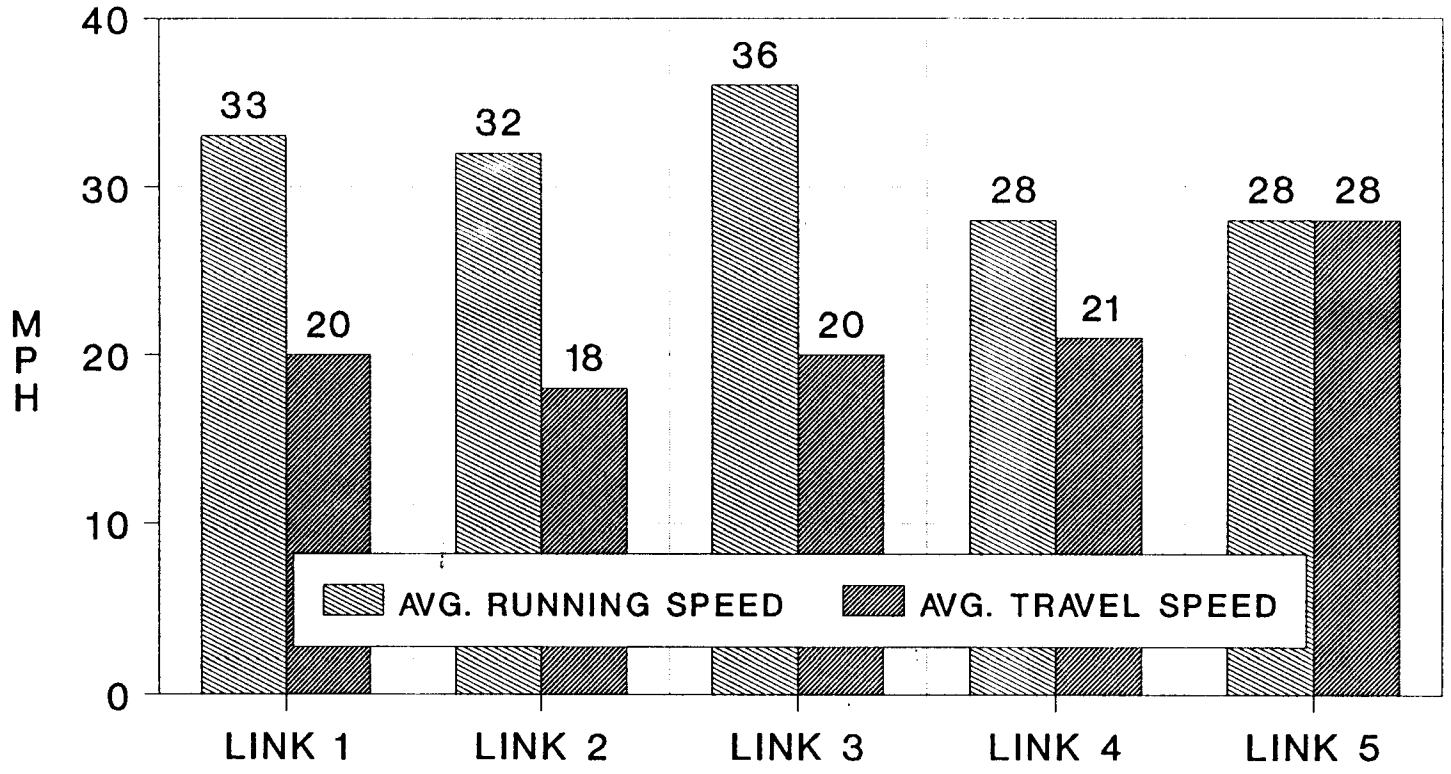
LINK 1 - OLD COUNTRY RD (N.Y. AVE. TO NYS RTE 110)
LINK 2 - NYS RTE 110 (OLD COUNTRY RD TO PINELAWN RD)
LINK 3 - PINELAWN RD (NYS RTE 110 TO LIE NSR)
LINK 4 - PINELAWN RD (LIE NSR TO LIE SSR)
LINK 5 - LIE SSR (PINELAWN RD TO LIE SSR EB ENT. RAMP)

SOUTHBOUND ROUTE
AM PEAK

2) Midday Peak Hour

NELSON & POPE

McGOVERN SOD FARM
TIME AND DELAY STUDY
SUMMARY



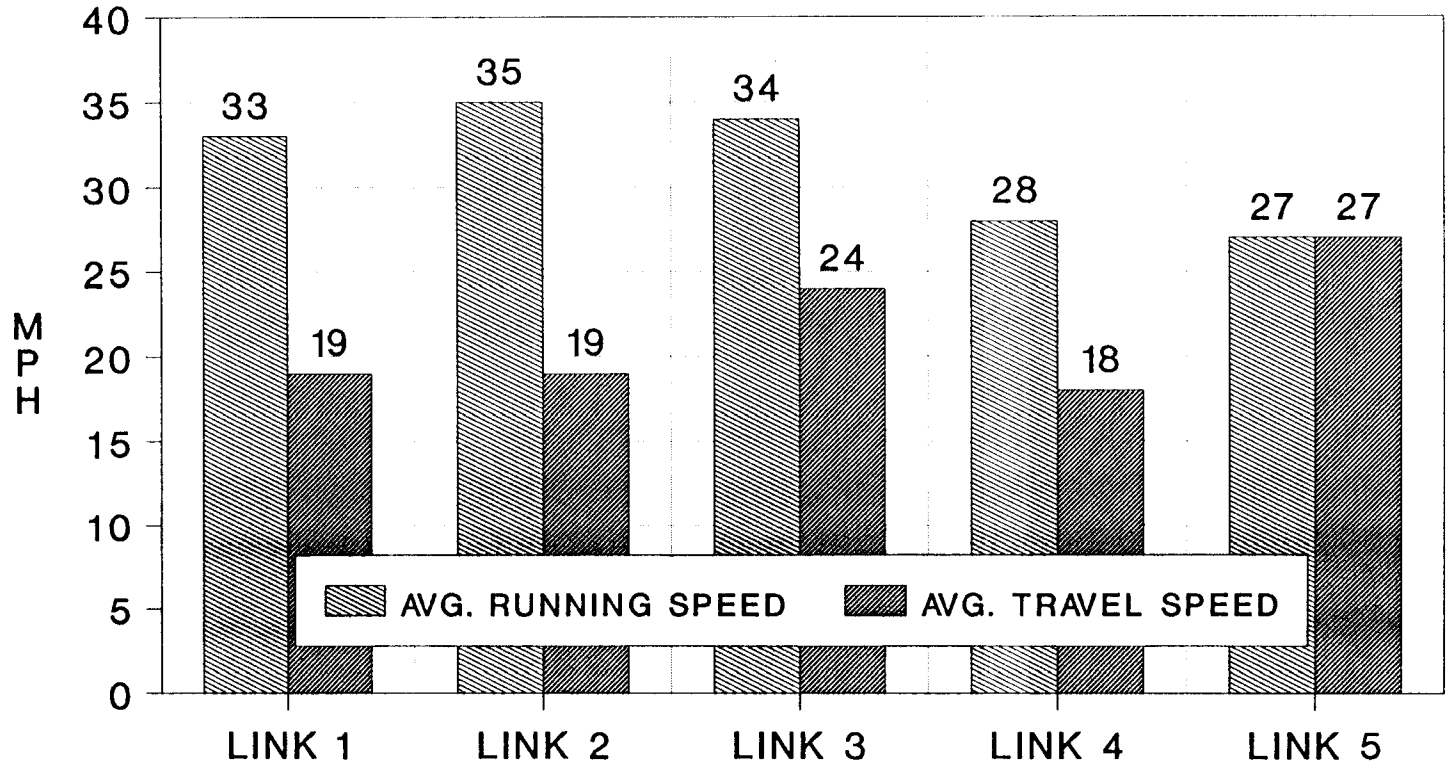
LINK 1 - OLD COUNTRY RD (N.Y. AVE. TO NYS RTE 110)
LINK 2 - NYS RTE 110 (OLD COUNTRY RD TO PINELAWN RD)
LINK 3 - PINELAWN RD (NYS RTE 110 TO LIE NSR)
LINK 4 - PINELAWN RD (LIE NSR TO LIE SSR)
LINK 5 - LIE SSR (PINELAWN RD TO LIE SSR EB ENT. RAMP)

SOUTHBOUND ROUTE
MIDDAY PEAK

3) P.M. Peak Hour

NELSON & POPE

McGOVERN SOD FARM
TIME AND DELAY STUDY
SUMMARY



LINK 1 - OLD COUNTRY RD (N.Y. AVE. TO NYS RTE 110)
LINK 2 - NYS RTE 110 (OLD COUNTRY RD TO PINELAWN RD)
LINK 3 - PINELAWN RD (NYS RTE 110 TO LIE NSR)
LINK 4 - PINELAWN RD (LIE NSR TO LIE SSR)
LINK 5 - LIE SSR (PINELAWN RD TO LIE SSR EB ENT. RAMP)

SOUTHBOUND ROUTE
PM PEAK

C) Field Data

1) Northbound Route

2) Southbound Route

C) Field Data

1) Northbound Route

NELSON & POPE

McGOVERN SOD FARMS
SUMMARY OF TIME AND DELAY RUNS
NORTHBOUND ROUTE

START: NORTH SERVICE RD & WB EXIT RAMP

	TO: NORTH SERVICE RD & PINELAWN RD LENGTH: 0.25 miles						TO: RTE 110 & PINELAWN RD LENGTH: 0.48 miles					
TIME OF RUN	ELAPSED TIME AT END OF LEG MINUTES	ELAPSED TIME AT END OF LEG SECONDS	DELAY SECONDS	RUNNING TIME OF LEG SECONDS	RUNNING SPEED OF LEG MPH	TRAVEL SPEED OF LEG MPH	ELAPSED TIME AT END OF LEG MINUTES	ELAPSED TIME AT END OF LEG SECONDS	DELAY SECONDS	RUNNING TIME OF LEG SECONDS	RUNNING SPEED OF LEG MPH	TRAVEL SPEED OF LEG MPH
7:26 AM		26	0.00	26	35	35	1	28	14.25	47.75	36	28
7:40 AM		31	0.00	31	29	29	1	40	16.43	52.57	33	25
7:53 AM		27	0.00	27	33	33	1	22	5.46	49.54	35	31
8:31 AM		44	16.00	28	32	20	1	54	25.00	45	38	25
8:44 AM		36	9.39	26.61	34	25	1	41	20.00	45	38	27
9:24 AM		57	29.09	27.91	32	16	2	8	20.67	50.33	34	24
9:35 AM		36	7.70	28.3	32	25	1	48	24.13	47.87	36	24
11:34 AM		58	30.00	28	32	16	2	10	22.00	50	35	24
11:46 AM		53	25.00	28	32	17	2	8	23.00	52	33	23
12:07 PM		28	0.00	28	32	32	1	55	38.00	49	35	20
12:20 PM		28	0.00	28	32	32	1	26	4.00	54	32	30
12:52 PM	1	6	41.50	24.5	37	14	2	7	8.00	53	33	28
1:12 PM		37	0.00	37	24	24	1	32	0.00	55	31	31
4:02 PM		33	0.00	33	27	27	2	4	43.00	48	36	19
4:15 PM		31	0.00	31	29	29	1	54	31.00	52	33	21
4:31 PM		45	12.00	33	27	20	3	50	131.00	54	32	9
4:53 PM	1	15	45.00	30	30	12	4	57	173.00	49	35	8
5:15 PM		45	16.00	29	31	20	4	33	177.00	51	34	8
5:33 PM	1	5	31.00	34	26	14	3	25	79.00	61	28	12
AM AVERAGE			8.88	27.83	32	26			17.99	48.29	36	26
MID AVERAGE			16.08	28.92	32	22			15.83	52.17	33	26
PM AVERAGE			17.33	31.67	29	20			105.67	52.50	33	13

NELSON & POPE

McGOVERN SOD FARMS
SUMMARY OF TIME AND DELAY RUNS
NORTHBOUND ROUTE

TIME OF RUN	TO: RTE 110 & OLD COUNTRY RD LENGTH: 0.34 miles						TO: NEW YORK AVE & OLD COUNTRY RD LENGTH: 0.64 miles					
	ELAPSED TIME AT END OF LEG		DELAY	RUNNING TIME OF LEG	RUNNING SPEED OF LEG	TRAVEL SPEED OF LEG	ELAPSED TIME AT END OF LEG		DELAY	RUNNING TIME OF LEG	RUNNING SPEED OF LEG	TRAVEL SPEED OF LEG
	MINUTES	SECONDS	SECONDS	SECONDS	MPH	MPH	MINUTES	SECONDS	SECONDS	SECONDS	MPH	MPH
7:26 AM	2	7	0.00	39	31	31	3	4	0.00	57	40	40
7:40 AM	2	21	0.00	41	30	30	3	41	20.66	59.34	39	29
7:53 AM	2	1	0.00	39	31	31	3	31	23.20	66.8	34	26
8:31 AM	2	29	0.00	35	35	35	4	5	27.68	68.32	34	24
8:44 AM	2	15	0.00	34	36	36	3	39	13.71	70.29	33	27
9:24 AM	2	46	0.00	38	32	32	3	42	0.00	56	41	41
9:35 AM	2	26	0.00	38	32	32	3	22	0.00	56	41	41
11:34 AM	2	55	3.00	42	29	27	3	58	0.00	63	37	37
11:46 AM	2	52	0.00	44	28	28	3	58	0.00	66	35	35
12:07 PM	3	11	26.78	49.22	25	16	4	34	0.00	83	28	28
12:20 PM	3	22	56.00	60	20	11	4	36	0.00	74	31	31
12:52 PM	3	0	0.00	53	23	23	4	26	14.00	72	32	27
1:12 PM	2	11	0.00	39	31	31	3	24	0.00	73	32	32
4:02 PM	3	6	18.00	44	28	20	4	50	29.00	75	31	22
4:15 PM	2	41	8.00	39	31	26	3	48	0.00	67	34	34
4:31 PM	4	53	24.00	39	31	19	6	48	42.00	73	32	20
4:53 PM	6	4	25.00	42	29	18	7	27	14.00	69	33	28
5:15 PM	6	8	56.00	39	31	13	8	40	89.00	63	37	15
5:33 PM	4	34	31.00	38	32	18	5	52	0.00	78	30	30
AM AVERAGE			0.00	37.71	33	33			12.18	61.96	38	33
MID AVERAGE			14.30	47.87	26	23			2.33	71.83	32	31
PM AVERAGE			27.00	40.17	31	19			29.00	70.83	33	25

NELSON & POPE

McGOVERN SOD FARMS
SUMMARY OF TIME AND DELAY RUNS
NORTHBOUND ROUTE

TIME OF RUN	TOTAL LENGTH: 1.71 miles	
	RUNNING SPEED OF ROUTE MPH	TRAVEL SPEED OF ROUTE MPH
7:26 AM	36	33
7:40 AM	33	28
7:53 AM	34	29
8:31 AM	35	25
8:44 AM	35	28
9:24 AM	36	28
9:35 AM	36	30
11:34 AM	34	26
11:46 AM	32	26
12:07 PM	29	22
12:20 PM	29	22
12:52 PM	30	23
1:12 PM	30	30
4:02 PM	31	21
4:15 PM	33	27
4:31 PM	31	15
4:53 PM	32	14
5:15 PM	34	12
5:33 PM	29	17
AM AVERAGE	35	29
MID AVERAGE	31	25
PM AVERAGE	32	18

2) Southbound Route

NELSON & POPE

McGOVERN SOD FARMS
SUMMARY OF TIME AND DELAY RUNS
SOUTHBOUND ROUTE

START: OLD COUNTRY RD & NEW YORK AVE

	TO: RTE 110 & OLD COUNTRY RD LENGTH: 0.64 miles						TO: RTE 110 & PINELAWN RD LENGTH: 0.34 miles					
TIME OF RUN	ELAPSED TIME AT END OF LEG		DELAY	RUNNING TIME OF LEG	RUNNING SPEED OF LEG	TRAVEL SPEED OF LEG	ELAPSED TIME AT END OF LEG		DELAY	RUNNING TIME OF LEG	RUNNING SPEED OF LEG	TRAVEL SPEED OF LEG
	MINUTES	SECONDS	SECONDS	SECONDS	MPH	MPH	MINUTES	SECONDS	SECONDS	SECONDS	MPH	MPH
7:32 AM	2	11	71.00	60	38	18	3	5	15.16	38.84	32	23
7:45 AM	2	54	114.00	60	38	13	3	45	8.75	42.25	29	24
7:58 AM	2	45	107.00	58	40	14	3	31	11.18	34.82	35	27
8:36 AM	2	48	104.00	64	36	14	3	44	21.85	34.15	36	22
8:50 AM	2	50	104.00	66	35	14	4	4	39.00	35	35	17
9:29 AM	1	2	0.00	62	37	37	1	58	20.89	35.11	35	22
9:39 AM	1	10	5.41	64.59	36	33	1	59	8.38	40.62	30	25
11:39 AM	2	45	102.00	63	37	14	3	39	19.00	35	35	23
11:51 AM	1	37	32.00	65	35	24	2	26	15.00	34	36	25
12:13 PM	1	38	28.00	70	33	24	2	40	24.00	38	32	20
12:45 PM	1	39	28.00	71	32	23	3	9	48.00	42	29	14
12:58 PM	1	53	41.00	72	32	20	3	22	47.00	42	29	14
1:16 PM	2	20	66.00	74	31	16	4	0	60.00	40	31	12
4:08 PM	1	59	56.00	63	37	19	3	2	28.00	35	35	19
4:22 PM	2	59	102.00	77	30	13	3	51	13.00	39	31	24
4:50 PM	2	1	50.00	71	32	19	3	5	35.00	29	42	19
5:05 PM	1	11	0.00	71	32	32	2	40	51.00	38	32	14
5:26 PM	2	27	75.00	72	32	16	3	49	43.00	39	31	15
5:48 PM	2	31	80.00	71	32	15	3	31	27.00	33	37	20
AM AVERAGE			72.20	62.08	37	20			17.89	37.26	33	23
MID AVERAGE			49.50	69.17	33	20			35.50	38.50	32	18
PM AVERAGE			60.50	70.83	33	19			32.83	35.50	35	19

NELSON & POPE

McGOVERN SOD FARMS
SUMMARY OF TIME AND DELAY RUNS
SOUTHBOUND ROUTE

TIME OF RUN	TO: PINELAWN RD & NORTH SERVICE RD LENGTH: 0.48 miles						TO: PINELAWN RD & SOUTH SERVICE RD LENGTH: 0.17 miles					
	ELAPSED TIME AT END OF LEG		DELAY	RUNNING TIME OF LEG	RUNNING SPEED OF LEG	TRAVEL SPEED OF LEG	ELAPSED TIME AT END OF LEG		DELAY	RUNNING TIME OF LEG	RUNNING SPEED OF LEG	TRAVEL SPEED OF LEG
	MINUTES	SECONDS	SECONDS	SECONDS	MPH	MPH	MINUTES	SECONDS	SECONDS	SECONDS	MPH	MPH
7:32 AM	4	39	49.22	44.78	39	18	5	8	13.76	15.24	40	21
7:45 AM	5	16	46.27	44.73	39	19	5	53	15.75	21.25	29	17
7:58 AM	5	5	46.00	48	36	18	5	34	8.27	20.73	30	21
8:36 AM	5	20	50.00	46	38	18	5	47	5.68	21.32	29	23
8:50 AM	5	31	0.00	87	20	20	5	58	6.00	21	29	23
9:29 AM	3	35	51.19	45.81	38	18	4	3	7.17	20.83	29	22
9:39 AM	3	35	45.79	50.21	34	18	4	13	14.95	23.05	27	16
11:39 AM	4	42	16.00	47	37	27	5	5	0.00	23	27	27
11:51 AM	3	31	13.00	52	33	27	3	54	0.00	23	27	27
12:13 PM	3	28	0.00	48	36	36	3	50	0.00	22	28	28
12:45 PM	3	53	0.00	44	39	39	5	3	50.00	20	31	9
12:58 PM	4	11	0.00	49	35	35	5	29	58.00	20	31	8
1:16 PM	5	34	44.00	50	35	18	5	58	0.00	24	26	26
4:08 PM	4	29	34.00	53	33	20	5	3	15.00	19	32	18
4:22 PM	5	48	71.00	46	38	15	6	13	0.00	25	24	24
4:50 PM	4	19	15.00	59	29	23	4	49	9.00	21	29	20
5:05 PM	3	47	23.00	44	39	26	5	51	104.00	20	31	5
5:26 PM	4	45	0.00	56	31	31	5	12	5.00	22	28	23
5:48 PM	4	32	9.00	52	33	28	5	4	8.00	24	26	19
AM AVERAGE			41.21	52.36	35	18			10.23	20.49	30	20
MID AVERAGE			12.17	48.33	36	30			18.00	22.00	28	21
PM AVERAGE			25.33	51.67	34	24			23.50	21.83	28	18

NELSON & POPE

McGOVERN SOD FARMS
SUMMARY OF TIME AND DELAY RUNS
SOUTHBOUND ROUTE

TIME OF RUN	TO: EB ENTRANCE RAMP LENGTH: 0.14 miles						TOTAL LENGTH: 1.77 miles	
	ELAPSED TIME AT END OF LEG		DELAY	RUNNING TIME OF LEG	RUNNING SPEED OF LEG	TRAVEL SPEED OF LEG	RUNNING SPEED OF ROUTE	TRAVEL SPEED OF ROUTE
	MINUTES	SECONDS	SECONDS	SECONDS	MPH	MPH	MPH	MPH
7:32 AM	5	26	0.00	18	28	28	40	21
7:45 AM	6	11	0.00	18	28	28	38	18
7:58 AM	5	52	0.00	18	28	28	39	19
8:36 AM	6	5	0.00	18	28	28	39	18
8:50 AM	6	16	0.00	18	28	28	30	18
9:29 AM	4	20	0.00	17	30	30	39	26
9:39 AM	4	32	0.00	19	27	27	36	25
11:39 AM	5	23	0.00	18	28	28	38	21
11:51 AM	4	11	0.00	17	30	30	37	27
12:13 PM	4	8	0.00	18	28	28	36	28
12:45 PM	5	21	0.00	18	28	28	36	21
12:58 PM	5	47	0.00	18	28	28	35	19
1:16 PM	6	17	0.00	19	27	27	34	18
4:08 PM	5	21	0.00	18	28	28	37	21
4:22 PM	6	32	0.00	19	27	27	34	17
4:50 PM	5	7	0.00	18	28	28	35	22
5:05 PM	6	11	0.00	20	25	25	37	18
5:26 PM	5	31	0.00	19	27	27	34	20
5:48 PM	5	22	0.00	18	28	28	35	21
AM AVERAGE			0.00	18.00	28	28	37	21
MID AVERAGE			0.00	18.00	28	28	36	22
PM AVERAGE			0.00	18.67	27	27	35	20

APPENDIX G

CAPACITY ANALYSIS/LEVEL OF SERVICE WORKSHEETS

I. 1995 "BUILD" REDISTRIBUTED
   - A) South Service Road and Pinelawn Road (County Road 3)
   - B) North Service Road and Pinelawn Road (County Road 3)
   - C) Walt Whitman Road (NYS Route 110) and Pinelawn Road (County Road 3)
   - D) Walt Whitman Road (NYS Route 110) and Old Country Road
   - E) New York Avenue and Old Country Road

II. 1995 "BUILD" REDISTRIBUTED SITE ACCESS SIGNALIZED
   - A) Old Country Road and Site Access
   - B) Pinelawn Road (County Road 3) and Site Access

III. 1995 "BUILD" REDISTRIBUTED SITE ACCESS UNSIGNALIZED
   - A) Old Country Road and Site Access
   - B) Pinelawn Road (County Road 3) and Site Access
   - C) North Service Road and Site Access

IV. 1995 "BUILD" MITIGATION
   - A) Old Country Road and New York Avenue

CAPACITY ANALYSIS/LEVEL OF SERVICE WORKSHEETS

I. 1995 "BUILD" REDISTRIBUTED
   - A) South Service Road and Pinelawn Road (County Road 3)
   - B) North Service Road and Pinelawn Road (County Road 3)
   - C) Walt Whitman Road (NYS Route 110) and Pinelawn Road (County Road 3)
   - D) Walt Whitman Road (NYS Route 110) and Old Country Road
   - E) New York Avenue and Old Country Road

II. 1995 "BUILD" REDISTRIBUTED SITE ACCESS SIGNALIZED
   - A) Old Country Road and Site Access
   - B) Pinelawn Road (County Road 3) and Site Access

III. 1995 "BUILD" REDISTRIBUTED SITE ACCESS UNSIGNALIZED
   - A) Old Country Road and Site Access
   - B) Pinelawn Road (County Road 3) and Site Access
   - C) North Service Road and Site Access

IV. 1995 "BUILD" MITIGATION
   - A) Old Country Road and New York Avenue

I. 1995 "BUILD" REDISTRIBUTED

A) South Service Road and Pinelawn Road (County Road 3)

B) North Service Road and Pinelawn Road (County Road 3)

C) Walt Whitman Road (NYS Route 110) and Pinelawn Road (County Road 3)

D) Walt Whitman Road (NYS Route 110) and Old Country Road

E) New York Avenue and Old Country Road

I. 1995 "BUILD" REDISTRIBUTED

A) South Service Road and Pinelawn Road (County Road 3)

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..L.I.E. S. SERVICE RD./PINELAWN RD.
AREA TYPE.....OTHER
ANALYST.....RB
DATE.....BUILD
TIME.....7:30-8:30
COMMENT.....REDISTRIBUTED

	VOLUMES					GEOMETRY					
	EB	WB	NB	SB		EB	WB		NB		SB
LT	247	0	0	111	LT	11.0	12.0	T	12.0	L	13.0
TH	228	0	1279	2168	T	11.0	12.0	T	12.0	T	12.0
RT	454	0	167	0	R	9.0	12.0	R	13.0	T	11.0
RR	0	0	68	0		12.0	12.0		12.0		12.0
						12.0	12.0		12.0		12.0
						12.0	12.0		12.0		12.0

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	0.91	0	N	20.9	3
WB	0.00	2.00	N	0	0	0.90	0	N	20.9	3
NB	0.00	2.00	N	0	0	0.82	0	N	10.6	3
SB	0.00	2.00	N	0	0	0.88	0	N	10.6	3

SIGNAL SETTINGS — CYCLE LENGTH = 80.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT	X				NB	LT				
	TH	X					TH	X			
	RT	X					RT	X			
	PD						PD				
WB	LT					SB	LT	X	X		
	TH						TH	X	X		
	RT						RT				
	PD						PD				
GREEN		29.0	0.0	0.0	0.0	GREEN		31.0	5.0	0.0	0.0
YELLOW		5.0	0.0	0.0	0.0	YELLOW		5.0	5.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	L	0.477	0.387	14.5	B	22.0	C
	T	0.374	0.387	11.5	B		
	R	0.944	0.387	31.4	D		
NB	T	1.114	0.412	66.2	F	62.3	F
	R	0.187	0.412	9.7	B		
SB	L	0.166	0.538	7.2	B	*	*
	T	1.371	0.538	*	*		

INTERSECTION: Delay = * (sec/veh) V/C = 1.192 LOS = *

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..L.I.E. S. SERVICE RD./PINELAWN RD.
AREA TYPE.....OTHER
ANALYST.....RB
DATE.....BUILD
TIME.....4:45-5:45
COMMENT.....REDISTRIBUTED

	VOLUMES					GEOMETRY					
	EB	WB	NB	SB		EB	WB		NB		SB
LT	352	0	0	356	LT	11.0	12.0	T	12.0	L	13.0
TH	1465	0	1043	883	T	11.0	12.0	T	12.0	T	12.0
RT	631	0	656	0	R	9.0	12.0	R	13.0	T	11.0
RR	0	0	222	0		12.0	12.0		12.0		12.0
						12.0	12.0		12.0		12.0
						12.0	12.0		12.0		12.0

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	0.90	0	N	20.9	3
WB	0.00	2.00	N	0	0	0.90	0	N	20.9	3
NB	0.00	2.00	N	0	0	0.88	0	N	10.6	3
SB	0.00	2.00	N	0	0	0.84	0	N	10.6	3

SIGNAL SETTINGS — CYCLE LENGTH = 115.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT	X				NB	LT				
	TH	X					TH	X			
	RT	X					RT	X			
	PD						PD				
WB	LT					SB	LT	X	X		
	TH						TH	X	X		
	RT						RT				
	PD						PD				
GREEN		49.0	0.0	0.0	0.0	GREEN		30.0	21.0	0.0	0.0
YELLOW		5.0	0.0	0.0	0.0	YELLOW		5.0	5.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	LT	1.424	0.443	*	*	*	*
	R	1.160	0.443	102.2	F		
NB	T	1.255	0.278	*	*	*	*
	R	1.137	0.278	101.0	F		
SB	L	0.916	0.504	38.3	D	20.6	C
	T	0.623	0.504	13.7	B		

INTERSECTION: Delay = * (sec/veh) V/C = 1.253 LOS = *

B) North Service Road and Pinelawn Road (County Road 3)

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..L.I.E. N. SERVICE RD./PINELAWN RD.
AREA TYPE.....OTHER
ANALYST.....RB
DATE.....BUILD
TIME.....7:45-8:45
COMMENT.....REDISTRIBUTED

	VOLUMES				:	GEOMETRY					
	EB	WB	NB	SB	:	EB		WB		NB		SB
LT	0	1413	730	0	:	12.0	L	11.0	L	13.0	T	12.0
TH	0	957	595	597	:	12.0	LT	14.0	T	12.0	TR	11.0
RT	0	326	0	91	:	12.0	TR	11.0	T	11.0		12.0
RR	0	0	0	0	:	12.0	R	11.0		12.0		12.0
					:	12.0		12.0		12.0		12.0
					:	12.0		12.0		12.0		12.0

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	0.90	0	N	22.5	3
WB	0.00	2.00	N	0	0	0.91	0	N	22.5	3
NB	0.00	2.00	N	0	0	0.94	0	N	17.0	3
SB	0.00	2.00	N	0	0	0.88	0	N	17.0	3

SIGNAL SETTINGS — CYCLE LENGTH = 80.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT					NB	LT	X	X		
	TH						TH	X	X		
	RT						RT				
	PD						PD				
WB	LT	X				SB	LT				
	TH	X					TH		X		
	RT	X					RT		X		
	PD						PD				
GREEN		27.0	0.0	0.0	0.0	GREEN		19.0	19.0	0.0	0.0
YELLOW		5.0	0.0	0.0	0.0	YELLOW		5.0	5.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
WB	L	1.603	0.363	*	*	*	*
	LTR	1.631	0.363	*	*		
	R	0.370	0.363	12.3	B		
NB	L	1.174	0.563	120.2	F	67.6	F
	T	0.337	0.563	6.1	B		
SB	TR	0.909	0.262	26.4	D	26.4	D

INTERSECTION: Delay = * (sec/veh) V/C = 1.278 LOS = *

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..L.I.E. N. SERVICE RD./PINELAWN RD.
AREA TYPE.....OTHER
ANALYST.....RB
DATE.....BUILD
TIME.....4:30-5:30
COMMENT.....REDISTRIBUTED

	VOLUMES					GEOMETRY							
	EB	WB	NB	SB		EB		WB		NB		SB	
LT	0	362	578	0	:	12.0	L	11.0	L	13.0	T	12.0	
TH	0	216	816	1023	:	12.0	LT	14.0	T	12.0	TR	11.0	
RT	0	73	0	56	:	12.0	TR	11.0	T	11.0		12.0	
RR	0	0	0	0	:	12.0	R	11.0		12.0		12.0	
					:	12.0		12.0		12.0		12.0	
					:	12.0		12.0		12.0		12.0	

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	0.90	0	N	17.4	3
WB	0.00	2.00	N	0	0	0.91	0	N	17.4	3
NB	0.00	2.00	N	0	0	0.99	0	N	14.4	3
SB	0.00	2.00	N	0	0	0.71	0	N	14.4	3

SIGNAL SETTINGS — CYCLE LENGTH = 115.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT					NB	LT	X	X		
	TH						TH	X	X		
	RT						RT				
	PD						PD				
WB	LT	X				SB	LT				
	TH	X					TH		X		
	RT	X					RT		X		
	PD						PD				
GREEN		21.0	0.0	0.0	0.0	GREEN		36.0	43.0	0.0	0.0
YELLOW		5.0	0.0	0.0	0.0	YELLOW		5.0	5.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
WB	L	0.770	0.200	37.7	D	36.3	D
	TR	0.807	0.200	36.1	D		
	R	0.150	0.200	24.5	C		
NB	L	0.838	0.748	14.4	B	7.7	B
	T	0.330	0.748	3.2	A		
SB	TR	1.171	0.391	101.6	F	101.6	F

INTERSECTION: Delay = 52.9 (sec/veh) V/C = 0.969 LOS = E

C) Walt Whitman Road (NYS Route 110) and pinelawn Road (County Road 3)

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..PINELAWN RD./RT. 110
AREA TYPE.....OTHER
ANALYST.....RB
DATE.....BUILD
TIME.....7:45-8:45
COMMENT.....REDISTRIBUTED

	VOLUMES					GEOMETRY							
	EB	WB	NB	SB		EB		WB		NB		SB	
LT	3	62	125	715	LT	9.0	L	10.0	L	11.0	L	10.0	
TH	131	249	697	1894	TR	9.0	T	11.0	T	11.0	T	12.0	
RT	73	336	83	17		12.0	R	10.0	T	12.0	T	12.0	
RR	0	0	36	5		15.0	R	10.0	R	14.0	R	15.0	
						12.0		12.0		12.0		12.0	
						12.0		12.0		12.0		12.0	

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	0.96	5	N	17.6	3
WB	0.00	2.00	N	0	0	0.89	5	N	17.6	3
NB	0.00	2.00	N	0	0	0.87	5	N	29.8	3
SB	0.00	2.00	Y	5	0	0.95	5	N	29.8	3

SIGNAL SETTINGS — CYCLE LENGTH = 80.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT	X				NB	LT	X			
	TH	X					TH			X	
	RT	X					RT			X	
	PD						PD				
WB	LT	X				SB	LT	X	X		
	TH	X					TH		X	X	
	RT	X					RT		X	X	
	PD						PD				
GREEN		20.0	0.0	0.0	0.0	GREEN		7.0	16.0	21.0	0.0
YELLOW		5.0	0.0	0.0	0.0	YELLOW		3.0	3.0	5.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	LTR	0.317	0.275	15.0	B	15.0	B
WB	L	0.210	0.275	17.0	C	17.1	C
	T	0.589	0.275	17.4	C		
	R	0.580	0.275	16.9	C		
NB	L	1.000	0.087	85.5	F	29.4	D
	T	0.833	0.287	20.9	C		
	R	0.117	0.287	13.6	B		
SB	L	1.471	0.325	*	*	*	*
	T	1.119	0.525	64.3	F		
	R	0.017	0.525	5.9	B		

INTERSECTION: Delay = * (sec/veh) V/C = 0.991 LOS = *

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..PINELAWN RD./RT. 110
AREA TYPE.....OTHER
ANALYST.....RB
DATE.....BUILD
TIME.....4:30-5:30
COMMENT.....REDISTRIBUTED

	VOLUMES					GEOMETRY							
	EB	WB	NB	SB		EB		WB		NB		SB	
LT	73	53	140	441	LT	9.0	L	10.0	L	11.0	L	10.0	
TH	181	133	2029	775	TR	9.0	T	11.0	T	11.0	T	12.0	
RT	34	570	92	9		12.0	R	10.0	T	12.0	T	12.0	
RR	0	0	32	3		15.0	R	10.0	R	14.0	R	15.0	
						12.0		12.0		12.0		12.0	
						12.0		12.0		12.0		12.0	

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	0.89	5	N	20.0	3
WB	0.00	2.00	N	0	0	0.85	5	N	20.0	3
NB	0.00	2.00	N	0	0	0.81	5	N	26.6	3
SB	0.00	2.00	Y	5	0	0.99	5	N	26.6	3

SIGNAL SETTINGS — CYCLE LENGTH = 115.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT	X				NB	LT	X			
	TH	X					TH			X	
	RT	X					RT			X	
	PD						PD				
WB	LT	X				SB	LT	X	X		
	TH	X					TH		X	X	
	RT	X					RT		X	X	
	PD						PD				
GREEN		27.0	0.0	0.0	0.0	GREEN		11.0	5.0	56.0	0.0
YELLOW		5.0	0.0	0.0	0.0	YELLOW		3.0	3.0	5.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	L	1.470	0.252	*	*	*	*
	TR	0.612	0.252	26.3	D		
WB	L	0.307	0.252	26.8	D	74.9	F
	T	0.359	0.252	23.0	C		
	R	1.123	0.252	90.7	F		
NB	L	1.100	0.096	134.2	F	*	*
	T	1.486	0.504	*	*		
	R	0.090	0.504	9.6	B		
SB	L	1.713	0.165	*	*	*	*
	T	0.402	0.574	8.8	B		
	R	0.007	0.574	6.8	B		

INTERSECTION: Delay = * (sec/veh) V/C = 1.522 LOS = *

D) Walt Whitman Road (NYS Route 110) and Old Country Road

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..OLD COUNTRY RD./RT. 110
AREA TYPE.....OTHER
ANALYST.....RB
DATE.....BUILD
TIME.....8:00-9:00
COMMENT.....REDISTRIBUTED

	VOLUMES					GEOMETRY							
	EB	WB	NB	SB		EB		WB		NB		SB	
LT	151	248	13	175	LT	12.0	L	13.0	L	10.0	L	10.0	
TH	201	454	914	2426	T	11.0	LT	12.0	T	11.0	T	12.0	
RT	20	237	119	574	R	15.0	T	12.0	T	12.0	T	11.0	
RR	0	0	0	0		12.0	R	15.0	R	12.0	R	11.0	
						12.0		12.0		12.0		12.0	
						12.0		12.0		12.0		12.0	

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	0.90	0	N	24.9	3
WB	0.00	2.00	N	0	0	0.88	0	N	24.9	3
NB	0.00	2.00	N	0	0	0.87	0	N	24.6	3
SB	0.00	2.00	N	0	0	0.92	0	N	24.6	3

SIGNAL SETTINGS — CYCLE LENGTH = 80.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT		X			NB	LT		X		
	TH		X				TH		X		
	RT		X				RT		X		
	PD						PD				
WB	LT	X				SB	LT	X	X		
	TH	X					TH	X	X		
	RT	X					RT	X	X		
	PD						PD				
GREEN		13.0	10.0	0.0	0.0	GREEN		8.0	28.0	0.0	0.0
YELLOW		6.0	6.0	0.0	0.0	YELLOW		3.0	6.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	L	0.610	0.162	26.4	D	27.5	D
	T	0.795	0.162	29.2	D		
	R	0.082	0.162	18.4	C		
WB	L	0.444	0.200	22.0	C	31.5	D
	LT	0.956	0.200	35.2	D		
	R	0.808	0.200	27.7	D		
NB	L	0.180	0.387	12.4	B	15.1	C
	T	0.811	0.387	16.4	C		
	R	0.154	0.587	4.8	A		
SB	L	0.253	0.525	8.0	B	*	*
	T	1.502	0.525	*	*		
	R	0.618	0.688	5.1	B		

INTERSECTION: Delay = * (sec/veh) V/C = 1.250 LOS = *

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..OLD COUNTRY RD./RT. 110
AREA TYPE.....OTHER
ANALYST.....RB
DATE.....BUILD
TIME.....5:00-6:00
COMMENT.....REDISTRIBUTED

	VOLUMES					GEOMETRY							
	EB	WB	NB	SB		EB		WB		NB		SB	
LT	517	180	10	189	LT	12.0	L	13.0	L	10.0	L	10.0	
TH	340	140	2762	1284	T	11.0	LT	12.0	T	11.0	T	12.0	
RT	34	237	227	234	R	15.0	T	12.0	T	12.0	T	11.0	
RR	0	0	0	0		12.0	R	15.0	R	12.0	R	11.0	
						12.0		12.0		12.0		12.0	
						12.0		12.0		12.0		12.0	

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	0.89	0	N	24.9	3
WB	0.00	2.00	N	0	0	0.74	0	N	24.9	3
NB	0.00	2.00	N	0	0	0.89	0	N	24.6	3
SB	0.00	2.00	N	0	0	0.94	0	N	24.6	3

SIGNAL SETTINGS — CYCLE LENGTH = 115.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT		X			NB	LT		X		
	TH		X				TH		X		
	RT		X				RT		X		
	PD						PD				
WB	LT	X				SB	LT	X	X		
	TH	X					TH	X	X		
	RT	X					RT	X	X		
	PD						PD				
GREEN		10.0	24.0	0.0	0.0	GREEN		9.0	51.0	0.0	0.0
YELLOW		6.0	6.0	0.0	0.0	YELLOW		3.0	6.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	L	1.462	0.235	*	*	*	*
	T	0.941	0.235	46.5	E		
	R	0.098	0.235	22.3	C		
WB	L	0.679	0.113	40.6	E	*	*
	T	0.939	0.113	61.1	F		
	R	1.700	0.113	*	*		
NB	L	0.195	0.470	13.7	B	*	*
	T	1.977	0.470	*	*		
	R	0.289	0.583	7.8	B		
SB	L	0.843	0.574	36.2	D	13.3	B
	T	0.712	0.574	12.1	B		
	R	0.210	0.809	1.6	A		

INTERSECTION: Delay = * (sec/veh) V/C = 1.683 LOS = *

E) New York Avenue and Old Country Road

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..OLD COUNTRY RD./NEW YORK AVE.
AREA TYPE.....OTHER
ANALYST.....RB
DATE.....BUILD
TIME.....7:45-8:45
COMMENT.....

	VOLUMES					GEOMETRY							
	EB	WB	NB	SB		EB		WB		NB		SB	
LT	43	16	197	32	LTR	15.0	L	11.0	LTR	12.0	LTR	12.0	
TH	255	1148	143	219		12.0	TR	10.0		12.0		12.0	
RT	53	5	6	230		12.0		12.0		12.0		12.0	
RR	0	0	0	0		12.0		12.0		12.0		12.0	
						12.0		12.0		12.0		12.0	
						12.0		12.0		12.0		12.0	

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	0.86	0	N	13.8	3
WB	0.00	2.00	N	0	0	0.87	0	N	13.8	3
NB	0.00	2.00	N	0	0	0.89	0	N	16.8	3
SB	0.00	2.00	N	0	0	0.86	0	N	16.8	3

SIGNAL SETTINGS — CYCLE LENGTH = 60.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT	X				NB	LT	X			
	TH	X					TH	X			
	RT	X					RT	X			
	PD						PD				
WB	LT	X				SB	LT	X			
	TH	X					TH	X			
	RT	X					RT	X			
	PD						PD				
GREEN		30.0	0.0	0.0	0.0	GREEN		20.0	0.0	0.0	0.0
YELLOW		5.0	0.0	0.0	0.0	YELLOW		5.0	0.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	LTR	0.960	0.533	34.7	D	34.7	D
WB	L	0.035	0.533	5.1	B	*	*
	TR	1.499	0.533	*	*		
NB	LTR	1.676	0.367	*	*	*	*
SB	LTR	1.025	0.367	50.9	E	50.9	E

INTERSECTION: Delay = * (sec/veh) V/C = 1.571 LOS = *

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..OLD COUNTRY RD./NEW YORK AVE.
AREA TYPE.....OTHER
ANALYST.....RB
DATE.....BUILD
TIME.....4:45-5:45
COMMENT.....

	VOLUMES					GEOMETRY							
	EB	WB	NB	SB		EB		WB		NB		SB	
LT	194	17	80	18	LTR	15.0	L	11.0	LTR	12.0	LTR	12.0	
TH	851	304	364	283		12.0	TR	10.0		12.0		12.0	
RT	125	13	4	108		12.0		12.0		12.0		12.0	
RR	0	0	0	0		12.0		12.0		12.0		12.0	
						12.0		12.0		12.0		12.0	
						12.0		12.0		12.0		12.0	

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	0.96	0	N	8.5	3
WB	0.00	2.00	N	0	0	0.84	0	N	8.5	3
NB	0.00	2.00	N	0	0	0.78	0	N	11.8	3
SB	0.00	2.00	N	0	0	0.81	0	N	11.8	3

SIGNAL SETTINGS — CYCLE LENGTH = 60.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT	X				NB	LT	X			
	TH	X					TH	X			
	RT	X					RT	X			
	PD						PD				
WB	LT	X				SB	LT	X			
	TH	X					TH	X			
	RT	X					RT	X			
	PD						PD				
GREEN		30.0	0.0	0.0	0.0	GREEN		20.0	0.0	0.0	0.0
YELLOW		5.0	0.0	0.0	0.0	YELLOW		5.0	0.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	LTR	1.448	0.533	*	*	*	*
WB	L	0.176	0.533	5.6	B	6.6	B
	TR	0.430	0.533	6.7	B		
NB	LTR	1.200	0.367	*	*	*	*
SB	LTR	0.909	0.367	27.3	D	27.3	D

INTERSECTION: Delay = * (sec/veh) V/C = 1.347 LOS = *

II. 1995 "BUILD" REDISTRIBUTED SITE ACCESS SIGNALIZED

A) Old Country Road and Site Access

B) Pinelawn Road (County Road 3) and Site Access

II. 1995 "BUILD" REDISTRIBUTED SITE ACCESS SIGNALIZED

A) Old Country Road and Site Access

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..OLD COUNTRY RD./SITE ACCESS
AREA TYPE.....OTHER
ANALYST.....RB
DATE.....BUILD
TIME.....7:45-8:45
COMMENT.....REDISTRIBUTED

	VOLUMES					GEOMETRY							
	EB	WB	NB	SB		EB		WB		NB		SB	
LT	0	281	128	0	TR	15.0	LT	15.0	L	10.0		12.0	
TH	240	1294	0	0		12.0		12.0	R	12.0		12.0	
RT	8	0	87	0		12.0		12.0		12.0		12.0	
RR	0	0	0	0		12.0		12.0		12.0		12.0	
						12.0		12.0		12.0		12.0	
						12.0		12.0		12.0		12.0	

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	0.90	0	N	10.8	3
WB	0.00	2.00	N	0	0	0.90	0	N	10.8	3
NB	0.00	2.00	N	0	0	0.90	0	N	15.3	3
SB	0.00	2.00	N	0	0	0.90	0	N	15.3	3

SIGNAL SETTINGS — CYCLE LENGTH = 90.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT					NB	LT	X			
	TH		X				TH				
	RT		X				RT	X			
	PD						PD				
WB	LT	X	X			SB	LT				
	TH	X	X				TH				
	RT						RT				
	PD						PD				
GREEN		5.0	57.0	0.0	0.0	GREEN		15.0	0.0	0.0	0.0
YELLOW		3.0	5.0	0.0	0.0	YELLOW		5.0	0.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	TR	0.239	0.656	4.8	A	4.8	A
WB	LT	1.292	0.744	*	*	*	*
NB	L	0.535	0.189	26.7	D	24.4	C
	R	0.261	0.244	20.9	C		

INTERSECTION: Delay = * (sec/veh) V/C = 1.138 LOS = *

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..OLD COUNTRY RD./SITE ACCESS
AREA TYPE.....OTHER
ANALYST.....RB
DATE.....BUILD
TIME.....4:45-5:45
COMMENT.....REDISTRIBUTED

	VOLUMES					GEOMETRY							
	EB	WB	NB	SB		EB		WB		NB		SB	
LT	0	80	88	0	TR	15.0	LT	15.0	L	10.0		12.0	
TH	1067	412	0	0		12.0		12.0	R	12.0		12.0	
RT	46	0	103	0		12.0		12.0		12.0		12.0	
RR	0	0	0	0		12.0		12.0		12.0		12.0	
						12.0		12.0		12.0		12.0	
						12.0		12.0		12.0		12.0	

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	0.90	0	N	10.8	3
WB	0.00	2.00	N	0	0	0.90	0	N	10.8	3
NB	0.00	2.00	N	0	0	0.90	0	N	15.3	3
SB	0.00	2.00	N	0	0	0.90	0	N	15.3	3

SIGNAL SETTINGS — CYCLE LENGTH = 90.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT					NB	LT	X			
	TH		X				TH				
	RT		X				RT	X			
	PD						PD				
WB	LT	X	X			SB	LT				
	TH	X	X				TH				
	RT						RT				
	PD						PD				
GREEN		5.0	57.0	0.0	0.0	GREEN		15.0	0.0	0.0	0.0
YELLOW		3.0	5.0	0.0	0.0	YELLOW		5.0	0.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	TR	1.076	0.656	57.8	E	57.8	E
WB	LT	1.336	0.744	*	*	*	*
NB	L	0.367	0.189	24.6	C	22.8	C
	R	0.309	0.244	21.3	C		

INTERSECTION: Delay = * (sec/veh) V/C = 1.147 LOS = *

B) Pinelawn Road (County Road 3) and Site Access

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..SITE ACCESS/PINELAWN RD.
AREA TYPE.....OTHER
ANALYST.....RB
DATE.....BUILD
TIME.....7:45-8:45
COMMENT.....REDISTRIBUTED

	VOLUMES					GEOMETRY							
	EB	WB	NB	SB		EB		WB		NB		SB	
LT	0	0	0	11	:	12.0	L	10.0	T	12.0	L	10.0	
TH	0	0	625	914	:	12.0	R	12.0	TR	12.0	T	12.0	
RT	0	35	53	0	:	12.0		12.0		12.0	T	12.0	
RR	0	0	0	0	:	12.0		12.0		12.0		12.0	
					:	12.0		12.0		12.0		12.0	
					:	12.0		12.0		12.0		12.0	

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	0.90	0	N	22.3	3
WB	0.00	2.00	N	0	0	0.90	0	N	22.3	3
NB	0.00	2.00	N	0	0	0.90	0	N	10.8	3
SB	0.00	2.00	N	0	0	0.90	0	N	10.8	3

SIGNAL SETTINGS — CYCLE LENGTH = 80.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT					NB	LT				
	TH						TH	X			
	RT						RT	X			
	PD						PD				
WB	LT	X				SB	LT	X			
	TH						TH	X			
	RT	X					RT				
	PD						PD				
GREEN		45.0	0.0	0.0	0.0	GREEN		25.0	0.0	0.0	0.0
YELLOW		5.0	0.0	0.0	0.0	YELLOW		5.0	0.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
WB	L	0.000	0.587	5.5	B	5.3	B
	R	0.044	0.587	5.3	B		
NB	TR	0.665	0.338	18.2	C	18.2	C
SB	L	0.068	0.338	13.7	B	24.8	C
	T	0.887	0.338	25.0	C		

INTERSECTION: Delay = 21.7 (sec/veh) V/C = 0.351 LOS = C

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..SITE ACCESS/PINELAWN RD.
AREA TYPE.....OTHER
ANALYST.....RB
DATE.....BUILD
TIME.....4:30-5:30
COMMENT.....REDISTRIBUTED

	VOLUMES					GEOMETRY							
	EB	WB	NB	SB		EB		WB		NB		SB	
LT	0	0	0	58	:	12.0	L	10.0	T	12.0	L	10.0	
TH	0	0	834	656	:	12.0	R	12.0	TR	12.0	T	12.0	
RT	0	16	145	0	:	12.0		12.0		12.0	T	12.0	
RR	0	0	0	0	:	12.0		12.0		12.0		12.0	
					:	12.0		12.0		12.0		12.0	
					:	12.0		12.0		12.0		12.0	

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	0.90	0	N	22.3	3
WB	0.00	2.00	N	0	0	0.90	0	N	22.3	3
NB	0.00	2.00	N	0	0	0.90	0	N	10.8	3
SB	0.00	2.00	N	0	0	0.90	0	N	10.8	3

SIGNAL SETTINGS — CYCLE LENGTH = 80.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT					NB	LT				
	TH						TH	X			
	RT						RT	X			
	PD						PD				
WB	LT	X				SB	LT	X			
	TH						TH	X			
	RT	X					RT				
	PD						PD				
GREEN		45.0	0.0	0.0	0.0	GREEN		25.0	0.0	0.0	0.0
YELLOW		5.0	0.0	0.0	0.0	YELLOW		5.0	0.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
WB	L	0.000	0.587	5.5	B	5.2	B
	R	0.020	0.587	5.2	B		
NB	TR	0.971	0.338	34.5	D	34.5	D
SB	L	0.662	0.338	27.3	D	18.5	C
	T	0.636	0.338	17.8	C		

INTERSECTION: Delay = 27.6 (sec/veh) V/C = 0.367 LOS = D

III. 1995 "BUILD" REDISTRIBUTED SITE ACCESS UNSIGNALIZED

A) Old Country Road and Site Access
B) Pinelawn Road (County Road 3) and Site Access
C) North Service Road and Site Access

III. 1995 "BUILD" REDISTRIBUTED SITE ACCESS UNSIGNALIZED

A) Old Country Road and Site Access

IDENTIFYING INFORMATION

AVERAGE RUNNING SPEED, MAJOR STREET.. 30

PEAK HOUR FACTOR..... .9

AREA POPULATION..... 15000

NAME OF THE EAST/WEST STREET..... OLD COUNTRY RD.

NAME OF THE NORTH/SOUTH STREET..... SITE ACCESS

NAME OF THE ANALYST..... RB

DATE OF THE ANALYSIS (mm/dd/yy)..... BUILD

TIME PERIOD ANALYZED..... 7:45-8:45

OTHER INFORMATION.... REDISTRIBUTED

INTERSECTION TYPE AND CONTROL

INTERSECTION TYPE: T-INTERSECTION

MAJOR STREET DIRECTION: EAST/WEST

CONTROL TYPE NORTHBOUND: STOP SIGN

TRAFFIC VOLUMES

	EB	WB	NB	SB
LEFT	0	281	128	--
THRU	240	1294	0	--
RIGHT	8	0	87	--

NUMBER OF LANES

	EB	WB	NB	SB
LANES	1	1	2	--

ADJUSTMENT FACTORS

	PERCENT GRADE	RIGHT TURN ANGLE	CURB RADIUS (ft) FOR RIGHT TURNS	ACCELERATION LANE FOR RIGHT TURNS
EASTBOUND	0.00	90	20	N
WESTBOUND	0.00	90	20	N
NORTHBOUND	0.00	90	20	N
SOUTHBOUND	-----	---	---	-

VEHICLE COMPOSITION

	% SU TRUCKS AND RV'S	% COMBINATION VEHICLES	% MOTORCYCLES
EASTBOUND	0	0	0
WESTBOUND	0	0.	0
NORTHBOUND	0	0	0
SOUTHBOUND	---	---	---

CRITICAL GAPS

		TABULAR VALUES (Table 10-2)	ADJUSTED VALUE	SIGHT DIST. ADJUSTMENT	FINAL CRITICAL GAP
MINOR RIGHTS	NB	5.50	5.50	0.00	5.50
MAJOR LEFTS	WB	5.00	5.00	0.00	5.00
MINOR LEFTS	NB	6.50	6.50	0.00	6.50

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET..... OLD COUNTRY RD.
NAME OF THE NORTH/SOUTH STREET.... SITE ACCESS
DATE AND TIME OF THE ANALYSIS..... BUILD ; 7:45-8:45
OTHER INFORMATION.... REDISTRIBUTED

MOVEMENT	FLOW-RATE v(pcph)	POTENTIAL CAPACITY c_p (pcph)	ACTUAL MOVEMENT CAPACITY c_M (pcph)	SHARED CAPACITY c_{SH} (pcph)	RESERVE CAPACITY $c_R = c_{SH} - v$	LOS
MINOR STREET						
NB LEFT	156	95	66	66	-91	F
RIGHT	106	819	819	819	713	A
MAJOR STREET						
WB LEFT	343	913	913	913	570	A

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET..... OLD COUNTRY RD.
NAME OF THE NORTH/SOUTH STREET.... SITE ACCESS
DATE AND TIME OF THE ANALYSIS..... BUILD ; 7:45-8:45
OTHER INFORMATION.... REDISTRIBUTED

****

IDENTIFYING INFORMATION

AVERAGE RUNNING SPEED, MAJOR STREET.. 30

PEAK HOUR FACTOR..... .9

AREA POPULATION..... 15000

NAME OF THE EAST/WEST STREET..... OLD COUNTRY RD.

NAME OF THE NORTH/SOUTH STREET..... SITE ACCESS

NAME OF THE ANALYST..... RB

DATE OF THE ANALYSIS (mm/dd/yy)..... BUILD

TIME PERIOD ANALYZED..... 4:45-5:45

OTHER INFORMATION.... REDISTRIBUTED

INTERSECTION TYPE AND CONTROL

INTERSECTION TYPE: T-INTERSECTION

MAJOR STREET DIRECTION: EAST/WEST

CONTROL TYPE NORTHBOUND: STOP SIGN

TRAFFIC VOLUMES

	EB	WB	NB	SB
LEFT	0	80	88	--
THRU	1067	412	0	--
RIGHT	46	0	103	--

NUMBER OF LANES

	EB	WB	NB	SB
LANES	1	1	2	--

	PERCENT GRADE	RIGHT TURN ANGLE	CURB RADIUS (ft) FOR RIGHT TURNS	ACCELERATION LANE FOR RIGHT TURNS
EASTBOUND	0.00	90	20	N
WESTBOUND	0.00	90	20	N
NORTHBOUND	0.00	90	20	N
SOUTHBOUND	-----	---	---	-

VEHICLE COMPOSITION

	% SU TRUCKS AND RV'S	% COMBINATION VEHICLES	% MOTORCYCLES
EASTBOUND	0	0	0
WESTBOUND	0	0	0
NORTHBOUND	0	0	0
SOUTHBOUND	---	---	---

CRITICAL GAPS

		TABULAR VALUES (Table 10-2)	ADJUSTED VALUE	SIGHT DIST. ADJUSTMENT	FINAL CRITICAL GAP
MINOR RIGHTS	NB	5.50	5.50	0.00	5.50
MAJOR LEFTS	WB	5.00	5.00	0.00	5.00
MINOR LEFTS	NB	6.50	6.50	0.00	6.50

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET..... OLD COUNTRY RD.
NAME OF THE NORTH/SOUTH STREET.... SITE ACCESS
DATE AND TIME OF THE ANALYSIS..... BUILD ; 4:45-5:45
OTHER INFORMATION.... REDISTRIBUTED

MOVEMENT	FLOW-RATE v(pcph)	POTENTIAL CAPACITY c_p (pcph)	ACTUAL MOVEMENT CAPACITY c_M (pcph)	SHARED CAPACITY c_{SH} (pcph)	RESERVE CAPACITY $c_R = c_{SH} - v$	LOS
MINOR STREET						
NB LEFT	108	95	70	70	-37	F
RIGHT	126	251	251	251	126	D
MAJOR STREET						
WB LEFT	98	297	297	297	199	D

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET..... OLD COUNTRY RD.
NAME OF THE NORTH/SOUTH STREET.... SITE ACCESS
DATE AND TIME OF THE ANALYSIS..... BUILD ; 4:45-5:45
OTHER INFORMATION.... REDISTRIBUTED

B) Pinelawn Road (County Road 3) and Site Access

****

IDENTIFYING INFORMATION

AVERAGE RUNNING SPEED, MAJOR STREET.. 40

PEAK HOUR FACTOR..... .9

AREA POPULATION..... 15000

NAME OF THE EAST/WEST STREET..... SITE ACCESS

NAME OF THE NORTH/SOUTH STREET..... PINELAWN RD.

NAME OF THE ANALYST..... RB

DATE OF THE ANALYSIS (mm/dd/yy)..... BUILD

TIME PERIOD ANALYZED..... 7:45-8:45

OTHER INFORMATION.... REDISTRIBUTED

INTERSECTION TYPE AND CONTROL

INTERSECTION TYPE: T-INTERSECTION

MAJOR STREET DIRECTION: NORTH/SOUTH

CONTROL TYPE WESTBOUND: STOP SIGN

TRAFFIC VOLUMES

	EB	WB	NB	SB
LEFT	--	0	0	11
THRU	--	0	625	918
RIGHT	--	35	53	0

NUMBER OF LANES

	EB	WB	NB	SB
LANES	--	2	2	2

ADJUSTMENT FACTORS

	PERCENT GRADE	RIGHT TURN ANGLE	CURB RADIUS (ft) FOR RIGHT TURNS	ACCELERATION LANE FOR RIGHT TURNS
EASTBOUND	-----	---	---	-
WESTBOUND	0.00	90	20	N
NORTHBOUND	0.00	90	20	N
SOUTHBOUND	0.00	90	20	N

VEHICLE COMPOSITION

	% SU TRUCKS AND RV'S	% COMBINATION VEHICLES	% MOTORCYCLES
EASTBOUND	---	---	---
WESTBOUND	0	0	0
NORTHBOUND	0	0	0
SOUTHBOUND	0	0	0

CRITICAL GAPS

		TABULAR VALUES (Table 10-2)	ADJUSTED VALUE	SIGHT DIST. ADJUSTMENT	FINAL CRITICAL GAP
MINOR RIGHTS	WB	5.90	5.90	0.00	5.90
MAJOR LEFTS	SB	5.70	5.70	0.00	5.70
MINOR LEFTS	WB	7.60	7.60	0.00	7.60

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET..... SITE ACCESS
NAME OF THE NORTH/SOUTH STREET.... PINELAWN RD.
DATE AND TIME OF THE ANALYSIS..... BUILD ; 7:45-8:45
OTHER INFORMATION.... REDISTRIBUTED

MOVEMENT	FLOW-RATE v(pcph)	POTENTIAL CAPACITY c_p (pcph)	ACTUAL MOVEMENT CAPACITY c_M (pcph)	SHARED CAPACITY c_{SH} (pcph)	RESERVE CAPACITY $c_R = c_{SH} - v$	LOS
MINOR STREET						
WB LEFT	0	57	56	56	56	E
RIGHT	43	657	657	657	614	A
MAJOR STREET						
SB LEFT	13	430	430	430	416	A

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET..... SITE ACCESS
NAME OF THE NORTH/SOUTH STREET.... PINELAWN RD.
DATE AND TIME OF THE ANALYSIS..... BUILD ; 7:45-8:45
OTHER INFORMATION.... REDISTRIBUTED

IDENTIFYING INFORMATION

AVERAGE RUNNING SPEED, MAJOR STREET.. 40

PEAK HOUR FACTOR..... .9

AREA POPULATION..... 15000

NAME OF THE EAST/WEST STREET..... SITE ACCESS

NAME OF THE NORTH/SOUTH STREET..... PINELAWN RD.

NAME OF THE ANALYST..... RB

DATE OF THE ANALYSIS (mm/dd/yy)..... BUILD

TIME PERIOD ANALYZED..... 4:30-5:30

OTHER INFORMATION.... REDISTRIBUTED

INTERSECTION TYPE AND CONTROL

INTERSECTION TYPE: T-INTERSECTION

MAJOR STREET DIRECTION: NORTH/SOUTH

CONTROL TYPE WESTBOUND: STOP SIGN

TRAFFIC VOLUMES

	EB	WB	NB	SB
LEFT	--	0	0	58
THRU	--	0	834	656
RIGHT	--	16	145	0

NUMBER OF LANES

	EB	WB	NB	SB
LANES	--	2	2	2

ADJUSTMENT FACTORS

	PERCENT GRADE	RIGHT TURN ANGLE	CURB RADIUS (ft) FOR RIGHT TURNS	ACCELERATION LANE FOR RIGHT TURNS
EASTBOUND	-----	---	---	-
WESTBOUND	0.00	90	20	N
NORTHBOUND	0.00	90	20	N
SOUTHBOUND	0.00	90	20	N

VEHICLE COMPOSITION

	% SU TRUCKS AND RV'S	% COMBINATION VEHICLES	% MOTORCYCLES
EASTBOUND	---	---	---
WESTBOUND	0	0	0
NORTHBOUND	0	0	0
SOUTHBOUND	0	0	0

CRITICAL GAPS

		TABULAR VALUES (Table 10-2)	ADJUSTED VALUE	SIGHT DIST. ADJUSTMENT	FINAL CRITICAL GAP
MINOR RIGHTS	WB	5.90	5.90	0.00	5.90
MAJOR LEFTS	SB	5.70	5.70	0.00	5.70
MINOR LEFTS	WB	7.60	7.60	0.00	7.60

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET..... SITE ACCESS
NAME OF THE NORTH/SOUTH STREET.... PINELAWN RD.
DATE AND TIME OF THE ANALYSIS..... BUILD ; 4:30-5:30
OTHER INFORMATION.... REDISTRIBUTED

MOVEMENT	FLOW-RATE v(pcph)	POTENTIAL CAPACITY c_p (pcph)	ACTUAL MOVEMENT CAPACITY c_M (pcph)	SHARED CAPACITY c_{SH} (pcph)	RESERVE CAPACITY $c_R = c_{SH} - v$	LOS
MINOR STREET						
WB LEFT	0	57	46	46	46	E
RIGHT	20	535	535	535	515	A
MAJOR STREET						
SB LEFT	71	275	275	275	204	C

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET..... SITE ACCESS
NAME OF THE NORTH/SOUTH STREET.... PINELAWN RD.
DATE AND TIME OF THE ANALYSIS..... BUILD ; 4:30-5:30
OTHER INFORMATION.... REDISTRIBUTED

C) North Service Road and Site Access

IDENTIFYING INFORMATION

AVERAGE RUNNING SPEED, MAJOR STREET.. 45

PEAK HOUR FACTOR..... .9

AREA POPULATION..... 15000

NAME OF THE EAST/WEST STREET..... L.I.E. N. SER. RD.

NAME OF THE NORTH/SOUTH STREET..... SITE ACCESS

NAME OF THE ANALYST..... RB

DATE OF THE ANALYSIS (mm/dd/yy)..... BUILD

TIME PERIOD ANALYZED..... 7:45-8:45

OTHER INFORMATION.... REDISTRIBUTED

INTERSECTION TYPE AND CONTROL

INTERSECTION TYPE: T-INTERSECTION

MAJOR STREET DIRECTION: EAST/WEST

CONTROL TYPE SOUTHBOUND: STOP SIGN

TRAFFIC VOLUMES

	EB	WB	NB	SB
LEFT	0	0	--	0
THRU	0	582	--	0
RIGHT	0	112	--	404

NUMBER OF LANES

	EB	WB	NB	SB
LANES	2	2	--	1

	PERCENT GRADE	RIGHT TURN ANGLE	CURB RADIUS (ft) FOR RIGHT TURNS	ACCELERATION LANE FOR RIGHT TURNS
EASTBOUND	0.00	90	20	N
WESTBOUND	0.00	90	20	N
NORTHBOUND	-----	---	---	-
SOUTHBOUND	0.00	90	20	N

VEHICLE COMPOSITION

	% SU TRUCKS AND RV'S	% COMBINATION VEHICLES	% MOTORCYCLES
EASTBOUND	0	0	0
WESTBOUND	0	0	0
NORTHBOUND	---	---	---
SOUTHBOUND	0	0	0

CRITICAL GAPS

		TABULAR VALUES (Table 10-2)	ADJUSTED VALUE	SIGHT DIST. ADJUSTMENT	FINAL CRITICAL GAP
MINOR RIGHTS	SB	6.10	6.10	0.00	6.10
MAJOR LEFTS	EB	5.80	5.80	0.00	5.80
MINOR LEFTS	SB	7.90	7.90	0.00	7.90

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET..... L.I.E. N. SER. RD.
NAME OF THE NORTH/SOUTH STREET.... SITE ACCESS
DATE AND TIME OF THE ANALYSIS..... BUILD ; 7:45-8:45
OTHER INFORMATION.... REDISTRIBUTED

MOVEMENT	FLOW-RATE v(pcph)	POTENTIAL CAPACITY c_p (pcph)	ACTUAL MOVEMENT CAPACITY c_M (pcph)	SHARED CAPACITY c_{SH} (pcph)	RESERVE CAPACITY $c_R = c_{SH} - v$	LOS
MINOR STREET						
SB LEFT	0	252	252	> 252	> 252	> C
				> 621	> 127	>D
RIGHT	494	621	621	> 621	> 127	> D
MAJOR STREET						
EB LEFT	0	406	406	406	406	A

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET..... L.I.E. N. SER. RD.
NAME OF THE NORTH/SOUTH STREET.... SITE ACCESS
DATE AND TIME OF THE ANALYSIS..... BUILD ; 7:45-8:45
OTHER INFORMATION.... REDISTRIBUTED

****

IDENTIFYING INFORMATION

AVERAGE RUNNING SPEED, MAJOR STREET.. 45

PEAK HOUR FACTOR..... .9

AREA POPULATION..... 15000

NAME OF THE EAST/WEST STREET..... L.I.E. N. SER. RD.

NAME OF THE NORTH/SOUTH STREET..... SITE ACCESS

NAME OF THE ANALYST..... RB

DATE OF THE ANALYSIS (mm/dd/yy)..... BUILD

TIME PERIOD ANALYZED..... 4:30-5:30

OTHER INFORMATION.... REDISTRIBUTED

INTERSECTION TYPE AND CONTROL

INTERSECTION TYPE: T-INTERSECTION

MAJOR STREET DIRECTION: EAST/WEST

CONTROL TYPE SOUTHBOUND: STOP SIGN

TRAFFIC VOLUMES

	EB	WB	NB	SB
LEFT	0	0	--	0
THRU	0	100	--	0
RIGHT	0	117	--	117

NUMBER OF LANES

	EB	WB	NB	SB
LANES	2	2	--	1

ADJUSTMENT FACTORS

	PERCENT GRADE	RIGHT TURN ANGLE	CURB RADIUS (ft) FOR RIGHT TURNS	ACCELERATION LANE FOR RIGHT TURNS
EASTBOUND	0.00	90	20	N
WESTBOUND	0.00	90	20	N
NORTHBOUND	-----	---	---	-
SOUTHBOUND	0.00	90	20	N

VEHICLE COMPOSITION

	% SU TRUCKS AND RV'S	% COMBINATION VEHICLES	% MOTORCYCLES
EASTBOUND	0	0	0
WESTBOUND	0	0	0
NORTHBOUND	---	---	---
SOUTHBOUND	0	0	0

CRITICAL GAPS

		TABULAR VALUES (Table 10-2)	ADJUSTED VALUE	SIGHT DIST. ADJUSTMENT	FINAL CRITICAL GAP
MINOR RIGHTS	SB	6.10	6.10	0.00	6.10
MAJOR LEFTS	EB	5.80	5.80	0.00	5.80
MINOR LEFTS	SB	7.90	7.90	0.00	7.90

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET..... L.I.E. N. SER. RD.
NAME OF THE NORTH/SOUTH STREET.... SITE ACCESS
DATE AND TIME OF THE ANALYSIS..... BUILD ; 4:30-5:30
OTHER INFORMATION.... REDISTRIBUTED

MOVEMENT	FLOW-RATE v(pcph)	POTEN-TIAL CAPACITY c_p (pcph)	ACTUAL MOVEMENT CAPACITY c_M (pcph)	SHARED CAPACITY c_{SH} (pcph)	RESERVE CAPACITY $c_R = c_{SH} - v$	LOS
MINOR STREET						
SB LEFT	0	599	599	> 599	> 599	> A
				> 859	> 716	>A
RIGHT	143	859	859	> 859	> 716	> A
MAJOR STREET						
EB LEFT	0	796	796	796	796	A

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET..... L.I.E. N. SER. RD.
NAME OF THE NORTH/SOUTH STREET.... SITE ACCESS
DATE AND TIME OF THE ANALYSIS..... BUILD ; 4:30-5:30
OTHER INFORMATION.... REDISTRIBUTED

IV. 1995 "BUILD" MITIGATION

A) Old Country Road and New York Avenue

IV. 1995 "BUILD" MITIGATION

A) Old Country Road and New York Avenue

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..OLD COUNTRY RD./NEW YORK AVE.
AREA TYPE.....OTHER
ANALYST.....RB
DATE.....BUILD
TIME.....7:45-8:45
COMMENT.....TEST 1 LANE ADDITIONS

	VOLUMES					GEOMETRY							
	EB	WB	NB	SB		EB		WB		NB		SB	
LT	43	16	197	32	L	10.0	LT	11.0	L	10.0	L	10.0	
TH	255	1148	143	219	TR	13.0	TR	13.0	TR	13.0	T	12.0	
RT	53	5	6	230		12.0		12.0		12.0	R	13.0	
RR	0	0	0	0		12.0		12.0		12.0		12.0	
						12.0		12.0		12.0		12.0	
						12.0		12.0		12.0		12.0	

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	0.86	0	N	13.8	3
WB	0.00	2.00	N	0	0	0.87	0	N	13.8	3
NB	0.00	2.00	N	0	0	0.89	0	N	16.8	3
SB	0.00	2.00	N	0	0	0.86	0	N	16.8	3

SIGNAL SETTINGS — CYCLE LENGTH = 60.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT	X				NB	LT	X			
	TH	X					TH	X			
	RT	X					RT	X			
	PD						PD				
WB	LT	X				SB	LT	X			
	TH	X					TH	X			
	RT	X					RT	X			
	PD						PD				
GREEN		30.0	0.0	0.0	0.0	GREEN		20.0	0.0	0.0	0.0
YELLOW		5.0	0.0	0.0	0.0	YELLOW		5.0	0.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	L	0.405	0.533	7.5	B	6.5	B
	TR	0.376	0.533	6.3	B		
WB	LTR	0.742	0.533	9.3	B	9.3	B
NB	L	1.120	0.367	111.7	F	67.9	F
	TR	0.250	0.367	10.1	B		
SB	L	0.082	0.367	9.4	B	11.1	B
	T	0.390	0.367	10.9	B		
	R	0.468	0.367	11.5	B		

INTERSECTION: Delay = 17.5 (sec/veh) V/C = 0.896 LOS = C

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..OLD COUNTRY RD./NEW YORK AVE.
AREA TYPE.....OTHER
ANALYST.....RB
DATE.....BUILD
TIME.....4:45-5:45
COMMENT.....TEST 1 LANE ADDITIONS

	VOLUMES				GEOMETRY							
	EB	WB	NB	SB		EB		WB		NB		SB
LT	194	17	80	18	L	10.0	LT	11.0	L	10.0	L	10.0
TH	851	304	364	283	TR	13.0	TR	13.0	TR	13.0	T	12.0
RT	125	13	4	108		12.0		12.0		12.0	R	13.0
RR	0	0	0	0		12.0		12.0		12.0		12.0
						12.0		12.0		12.0		12.0
						12.0		12.0		12.0		12.0

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	0.96	0	N	8.5	3
WB	0.00	2.00	N	0	0	0.84	0	N	8.5	3
NB	0.00	2.00	N	0	0	0.78	0	N	11.8	3
SB	0.00	2.00	N	0	0	0.81	0	N	11.8	3

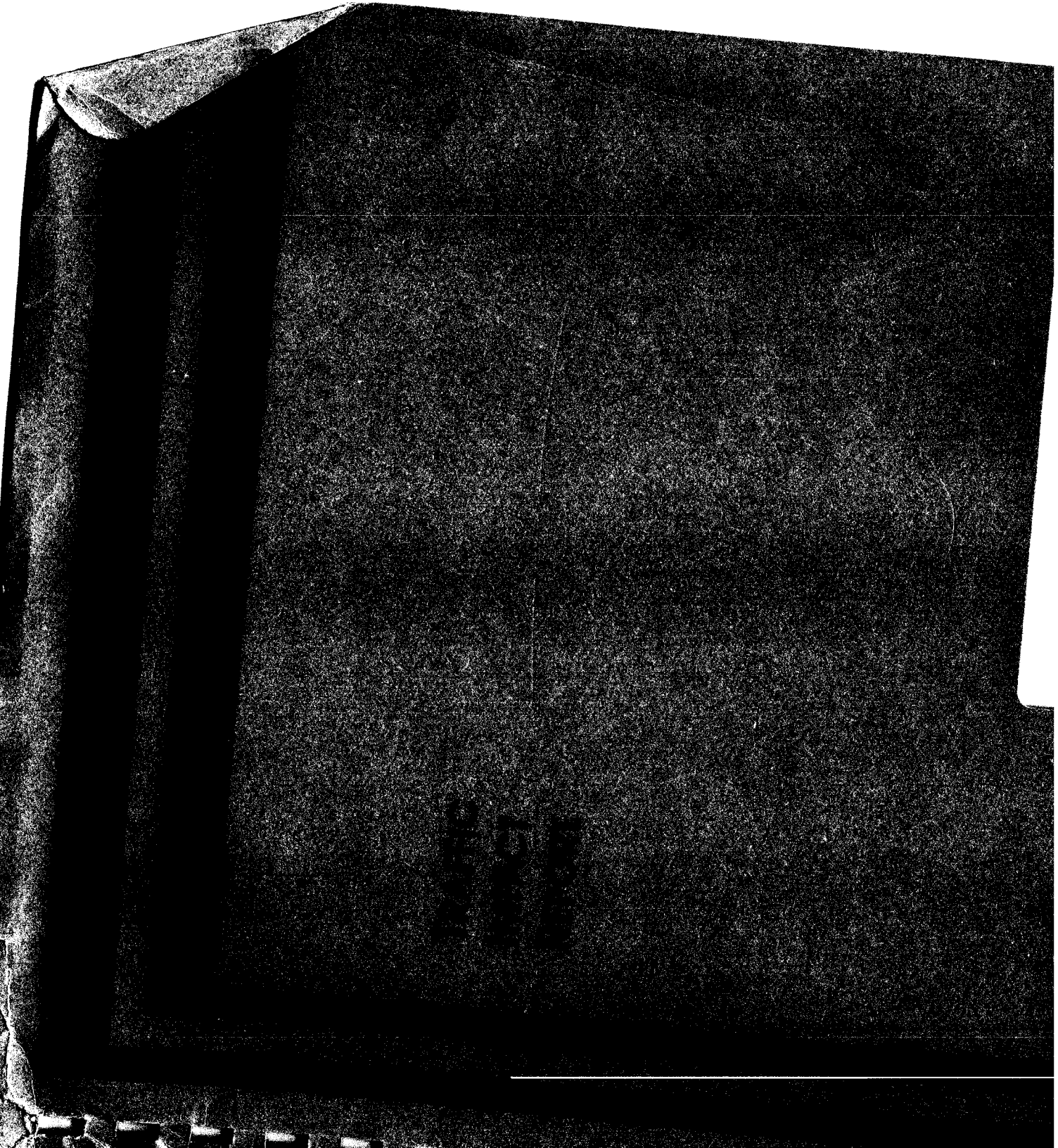
SIGNAL SETTINGS — CYCLE LENGTH = 60.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT	X				NB	LT	X			
	TH	X					TH	X			
	RT	X					RT	X			
	PD						PD				
WB	LT	X				SB	LT	X			
	TH	X					TH	X			
	RT	X					RT	X			
	PD						PD				
GREEN		30.0	0.0	0.0	0.0	GREEN		20.0	0.0	0.0	0.0
YELLOW		5.0	0.0	0.0	0.0	YELLOW		5.0	0.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	L	0.376	0.533	6.4	B	43.6	E
	TR	1.059	0.533	51.0	E		
WB	LTR	0.375	0.533	6.3	B	6.3	B
NB	L	0.458	0.367	12.1	B	14.2	B
	TR	0.702	0.367	14.6	B		
SB	L	0.096	0.367	9.5	B	11.4	B
	T	0.535	0.367	12.1	B		
	R	0.233	0.367	10.0	B		

INTERSECTION: Delay = 25.7 (sec/veh) V/C = 0.914 LOS = D



Nelson & Pope
Consulting Engineers
Melville, New York 11747

SUPPLEMENT TO THE MELVILLE G.E.I.S.
TRAFFIC IMPACT ANALYSIS -- VOLUME II
McGOVERN SOD FARM
RESIDENTIAL CONDOMINIUM DEVELOPMENT
TOWN OF HUNTINGTON
SUFFOLK COUNTY, NEW YORK
JULY, 1990

TABLE OF CONTENTS

PAGE

VOLUME I

PROLOGUE..... ix
PURPOSE OF REPORT..... 1
STUDY METHODOLOGY..... 4
EXISTING CONDITIONS..... 8
Land Use..... 8
Traffic..... 8
OTHER PLANNED DEVELOPMENTS..... 21
Trip Generation..... 21
PROPOSED RESIDENTIAL DEVELOPMENT 25
Trip Generation 25
Site Access..... 26
Trip Distribution and Assignment..... 28
TRAFFIC IMPACT ANALYSIS..... 30
Time and Delay Study..... 38
Origin-Destination Study..... 43
Traffic Analysis of Diverted Traffic..... 51
TRAFFIC IMPACT MITIGATION AND RECOMMENDATIONS..... 60

VOLUME II

ORIGIN-DESTINATION STUDY

ORIGIN-DESTINATION DATA FILES

A) A.M. Peak Study Period (6:30 - 9:30 A.M.)

B) Midday Peak Study Period (11:30 A.M. - 2:00 P.M.)

C) P.M. Peak Study Period (3:30 - 6:15 P.M.)

ORIGIN-DESTINATION COMPUTER OUTPUTS

I. Complete Study Area

A) A.M. Peak Hour Reformat File

B) A.M. Peak Hour Matching File

C) A.M. Peak Hour Tabulation File

D) P.M. Peak Hour Reformat File

E) P.M. Peak Hour Matching File

F) P.M. Peak Hour Tabulation File

II. OLD COUNTRY ROAD CORDON ONLY

A) A.M. Peak Hour Reformat File

B) A.M. Peak Hour Matching File

C) A.M. Peak Hour Tabulation File

D) P.M. Peak Hour Reformat File

E) P.M. Peak Hour Matching File

F) P.M. Peak Hour Tabulation File

III. PINELAWN ROAD/ROUTE 110 CORDON ONLY

A) A.M. Peak Hour Tabulation File

B) P.M. Peak Hour Tabulation File

IV. PINELAWN ROAD CORDON ONLY

A) A.M. Peak Hour Tabulation File

B) P.M. Peak Hour Tabulation File

VOLUME II

ORIGIN-DESTINATION STUDY

Origin-Destination Study

Another aspect of this investigation was to determine the number of vehicles that are currently traveling along the fringes of the site. This was necessary to determine if a connector roadway through the site is feasible. This information was obtained by performing an Origin-Destination study.

The Origin-Destination survey is designed to gather data on number and type of trips in an area, including movements of vehicles and passengers or cargo, from various zones of origin to various zones of destination. The Origin-Destination survey is used primarily for transportation planning purposes, and particularly in the location, design, and programming of new or improved highways and public transit facilities or services **Manual of Traffic Engineering Studies, Institute of Transportation Engineers, Forth Edition, 1976 (pp. 113).** The type of Origin-Destination study employed was the Moving License Plate Method.

This method requires that several or all digits of vehicle license plate numbers are noted at each station by observers for short periods of time (such as one minute). The time is marked on the form at the end of each time interval. File cards may be used in small studies, with the direction of travel and point of distribution identified by a card color, and the time of passing noted on the card.

As a vehicle passes each station, a portion of its license number is recorded, which permits tracing the trip through the study area. For the purpose of this study, the origin is the place where the vehicle is first observed, and the destination is where it was last observed.

This method is especially adaptable to locations where traffic is too heavy to be stopped for driver interviews. In addition, it has the advantage of allowing the observers to obtain data without depending on the cooperation of individual drivers. Thus, the likelihood of a biased sample because of poor driver cooperation is less with this method than with the previous methods.

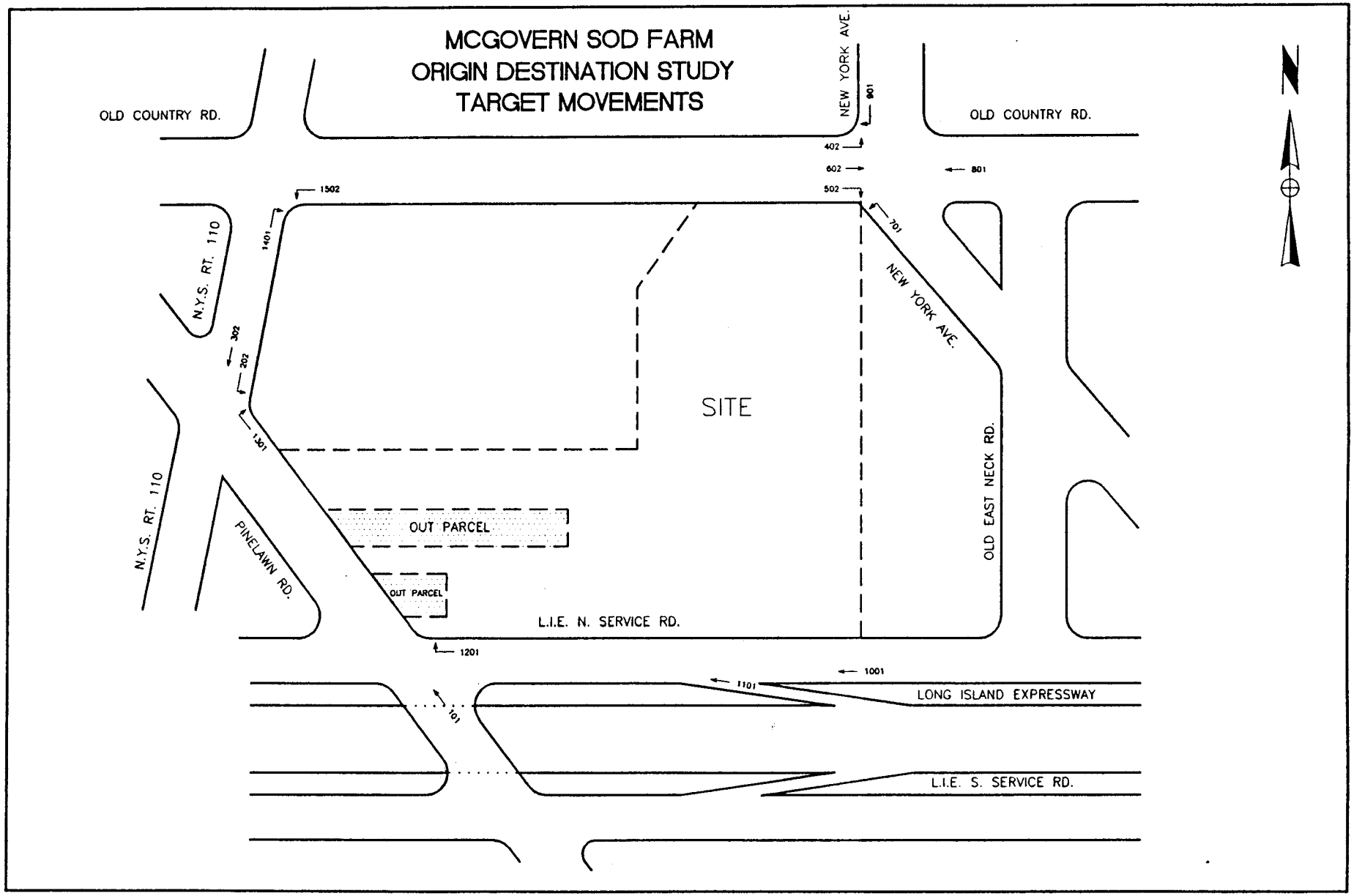
On the other hand, great care must be exercised in selecting observation points. Locations so far apart that many trips may both begin and end between the points should be avoided. This method is not advantageous for large areas because of the extensive manpower required, but it is particularly adaptable to studies of single routes or facilities. Each study must be completed in one day, and it must be continuous, IBID (pp. 118-119).

The Origin-Destination study was performed on Thursday, March 15, 1990 during the A.M. peak (6:30 - 9:30 A.M.), Midday peak (11:30 A.M. - 2:00 P.M.) and P.M. peak (3:30 - 6:26 P.M.). This was performed simultaneously with the turning movement counts which allows the turning movement counts to be a checking factor for the license plate accuracy.

Figure 1 visually depicts the Origin-Destination study target movements and their corresponding control numbers.

The summarization of this data requires a considerable amount of work to match the license plate numbers listed on the field sheets of each Origin-Destination station against nearby Origin-Destination stations, to trace the route origin and destination of each vehicle is an extremely involved procedure. It is desirable to utilize a computer program for this task, to reduce the manpower required and to increase study accuracy.

NELSON & POPE


MCGOVERN SOD FARM
ORIGIN DESTINATION STUDY
TARGET MOVEMENTS
OLD COUNTRY RD.
NEW YORK AVE.
OLD COUNTRY RD.
801
402
602
502
801
1502
1401
701
N.Y.S. RT. 110
NEW YORK AVE.
302
202
SITE
1301
OUT PARCEL
OLD EAST NECK RD.
N.Y.S. RT. 110
PINELAWN RD.
OUT PARCEL
L.I.E. N. SERVICE RD.
1201
1001
1101
LONG ISLAND EXPRESSWAY
101
L.I.E. S. SERVICE RD.
N

The MVMACH program developed by MVA Systematica, London, England was utilized to perform this data reduction task. MVMACH is a registration matching program. It can be used to quantify origin-destination movements at a junction or within a survey area cordon. The program can handle screenline survey stations and identifies origin-destination matches via intermediate screenline stations if required. The program will summarize the number of matches, travel times, location and number of screenline crossings for the user.

The program was utilized to determine the location (origin-destination) and number of vehicles that would possibly utilize the McGovern Sod Farm connector roadway if it were to be constructed in conjunction with the property development.

ORIGIN-DESTINATION DATA FILES

A) A.M. Peak Study Period (6:30 - 9:30 A.M.)

B) Midday Peak Study Period (11:30 A.M. - 2:00 P.M.)

C) P.M. Peak Study Period (3:30 - 6:15 P.M.)

ORIGIN-DESTINATION DATA FILES

A) A.M. Peak Study Period (6:30 - 9:30 A.M.)

12010630JZPVJ8XECENKYCREYL
12010635SXDSB37NKSXKSZUGEIXCKFDM
12010640NTCXHXPJNUCBVN7TP7
120106454OPMGIEG8VK8TZNXDRRFZAHLTYWWHN
12010645VGSTDAYRB
12010650MGYMG6SEENEPGHUVS9XES5FJPATJB
12010650FAE4YBCAXYCFFHNRHZXHD
12010655UNN9VLSXUYZKMB6SYWXHF210XDGCWR
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B) Midday Peak Study Period (11:30 A.M. - 2:00 P.M.)

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C) P.M. Peak Study Period (3:30 - 6:15 P.M.)

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06021615REGEU5FDN605XDHRVYNZ7YCRFYUSB3
060216159RF3YLXGFHBHDTYZUDGFTTDM

```
06021750XGVYRKGYNLY7YRBSXTXUNXALNEYGJY
06021750NEPRMJGJYUNFJPRXXPRFA3FH
06021755XACYRJJSVRHR858XUYJZETDMUBMUHP
060217553JPVWGLNJHJCFLBJRV703
06021800XYUTYSJYFGMBGUYDENLJBVABVFWXXP
06021800GJYJZY9ADJBHYCUEWK6VW
06021805SKU6JAXARTAX4F25JRU2PIXGWHYUNT
06021805TYXTZNXXRXFWRJDG62WMC
06021810AFXJPXYTJNJFXLVNEZBYSHJYVJAJAH
06021810FXBJGKLW8TAPLVZUGRGBPUBGSKHUSU
06021810PTXXPIZEW
07011530YRSTDTYRYLM8
07011535KGFHYEXMDQFV
07011540437NJJURFSEE
```

```
07011545VSWUKPWHZ6JARFDNC7NH9
07011550XGH1WR1CJA15UJJ
070115553YCBYGCV1XZAERKMD4HBS
07011600UXPHUZVHNCUX
07011605TYR4XLA24SYUZXXQNTWGTZKYLW4
07011610NP7YUXZXARUE
070116157YFNAD2RHHD89KPXFATNW
07011620UWX4YKTBULPXYUU
07011625BYMJRVSYJXFFB323YCQUN3BW
07011630XDJUHNV22UBRUKNSXBUCABYS245HPU
07011630JULHSB
07011635UWKXCD3UXUBV
07011640UN69FH5JU523XEP6FK
07011645GF1G25LT4CAU6JALSX5XXSXL
07011650YFBSXU1RUCOTYLUXNGNKJ
070116555XGXXAUEPUEEYRKAYYUMH4XK
070117002YHLH8U2J
07011705KKYYDR
070117102RHD2BJ2YUJCYCU
07011715SAFXFBAUX6VW
07011720RFKQPUGPMGYT2T3HL3GUSYCXJNJJRJ
070117257UYVCRXDJFHAXV2UHSXGSXHY5FX9JY
070117252HC
07011730SEEXPC1U2X2A
07011735GUYSEEUHPJPR1JAGLO
07011745HTYTZTORJNCD
07011750NZY7YCSJUCUUUPKXMT
07011755JKFRH2XPUANPFDU2JPSFG9YCFDNFFB
070117559YC
07011800GUSNSK
07011805YCU9UNMDSGPM
09011530HMCWHYTZMAKG
09011535XCSJZFHTANTGTHPBAK
09011540VK7563YFGUHSMGZ
09011545YCVVCYVDBXDY2JPRF3
090115503HANDX
09011555BTSA2TVVCVVGRUGSEYMUS
090116003XPVFXDKC
09011605GMAOL7XMD4XBHJFYCCWFJUJWRUS
09011610GUX1MAET4YUX
09011615URBRFVMLU
09011620GPCRFFULL
```

09011625HTBTVYYRBVU7OSUEWV
090116301MARHVJAN
09011635UCDTDGMG2CUFCANEV3
09011640UJFCUV3JPTKAXHP
090116458NAONGHUYSKU1A4NK4FANFJO
090116507XM12D1RPJPWLTUXKT
09011655JZYPRVUEETXFC2RFHS
090117007JAKYK1ESFZN8FHRFW
09011705HTMVMCYLTNEW
09011710XFULKNEWK5JR
090117153Y63WK
09011720VERMGKUNTXUE
09011725WHLMFKWMDYRKUJS7HSDL5MA9MN67XV
09011730E2TGJYJAVVR2JBCNEXV2YPHENKP

09011735PM5SMUNMCUU4DKCYTU2U2JSAHUM
090117456YMSKPGE7733
090117509LDGYYJHJ6JAVMSJPS9XU6UT
09011755LBUYAUNEMY223JPSA5FDNVRBFDE7XM
09011755482HMBAU3JCRXRLYGF
09011800AXX
09011805JSUVVFXLHAUS
080115308NAUNILM3YCWTDH8XPVAH841JBJSB1
08011535USPUGTXGUHHCMGMWLWL2L3EVVMSVUN
08011535LS6955UKWFJNAZNXPAA14XE2UM3HL3
08011535UPU
08011540PUNGUYVCY1A1TYVTHPK2SVZNZEWTNJ
080115402XE
08011545UKVEKUCU1THPEJ1XFSVA4PNRVTSTDM
08011545LM76VTJUH6YHHTYHLJFGM
0801155052CQFLNKGVLG3XU3XX5FX3VVAJQVTJ
08011555GHVVTAVHUGSYNKPYGD3YDJB2UUC508
08011555G37LUUSXPSYN
08011600UMPNKJGF2JPB7YXUPY4JULCGFXFQDA
080116019UALE6
08011605CRUUZDGBJBECLCJXFWXXXVZKGJYUGU
08011605UAAT2F
08011610TAYNRXADTUBVHSCUXPJRAUXDUK42CV
080116153XDAK1NN27XG652NRWRHXXXHNK22EL
08011615GUSYRBXHXFXK
08011620NU7YCX12FXGA2YNYKDJBSGJXH2FNRX
080116206LLPNMUPF3XUXER
08011625JPMLFAVMTWHEYUYDKJJZEANPPJHLJA
08011625B449XRDRAUXKPHE
08011630YHF9XUXCLJYKXPCGPX4XCKDJYGCVGP
08011630VSLLKEDUAJSUAU4
08011635XUVTHEJABBLZVHSMGK1TO6XMX2GXBX
08011635UUEUACTA3UXK14GUADFXX3YMASTRON
0801164ONRX2JKUUUUFQMGXBYB505JUDNACXDK
08011640C2LYUMUMYDXC
08011645XCDGURUUNXWAHRATAKME3XCANRXONE
08011650YFFTDPGDPRFDVAKQZAFGDUEELX9VDL
08011650XHH9JSMG2NERURC7FG
08011655FORTYXVDRBXJ6YWHURAFF1824UR223
08011655HTBFDB4XM
08011700AF2YJ8XCP4JN9UC4RXJAXUURGBNXMF
08011700XBDFHAGYL9JYJZRWLUC2L

08011705HS2WTUMXRVVA3JPSY3HMMSEEPJULDC
08011705JZY1REYCXHYCNMC
08011710YYBUKDYERFHMUE8NACYRKAY2EN12ER
08011710UJSDDFLKD
080117159NANRYYBN4LBRUH1GGXCSXCUYTJYEN
08011715NG9URXMSWFJSVFVJJFCP7SEEUPGCUU
08011715NY4VRX
08011720HUSVAAJBVRHVXRJVFGXRYFHACREUNJ
08011720QKY6JAYRKWREGPSXPJH2K4UKSXUUKG
08011720TDXLJP
08011725URXXKENDTYNNYRHVJF12F112UMGQHS
08011725FFHYALJKKJPVJBY4YAX2LBB4TURAP2
080117252DYVMLJRWRHJFXUSKVBA7
08011730BA6BYJBKAVKBYRURUNBA3BB4MGAXFC

08011730SXTSJUSYYLBJSKVXDULPA
08011735LKK9JSJPMVVBHZD8UKGUSUKLNEP1JS
08011735VJ8GMDVN2AFTJZTJPXJ2FCUHHLP
080117456JJUBVUUSLSYAFHGYZ762LBJSTKYL2
08011745YCLNZR940LK1FJT5YDLJHRONDKN
08011750HAPFHBSKV12GXCDHBHXUX1NKJPXJUL
08011750XUU
08011755WHFXND8XNJASNEZXHULJSYCD8NAAU8
08011755UMBYJGXMUJSUA2KA25UUCHSK2XFT2F
08011755USAXX1QMD3CVAFFGUSJSMJ2XUNP
08011800GE7LCH7ZKDGM
08011805WT2LFR8VJFXX7RF8YSKYS
10011530JPVFDNJPDXRTYGHYTUZYPHSWVRMMG1
10011530F1SHTAXXRBYMBYGTXXTD3LMZZJFNPX
10011530AX5TEDLNTBAJCVZ
10011545HELFLP4XXOOBJSMGUSIB7NR5VT77VH
10011545KELFG35JUHLJG3CUSDIPYGMM7FJYCW
10011600FDGXDVOGMRFH2XTGE6VG26VRV1ZYJS
10011600FZXRMPET6B15WMCUFGFNU9FG5LXJPK
100116009CPBEAVTC3RW510BB66YP
100116153PMVA8YHYUBW9VL139JBXGYVNRXJZV
100116156VJ750JPDEWTTHXJGRHUN2YRAT9GWE
10011615UFMSTM
10011630GHR7RFUBE8UAXXWYCX4XSRVETKABXN
10011630GPBXYBGCRGYEXJYGYNCPXVHYMKZ7XC
10011630FXF9YJJ3G4YG
10011645GMEVA XRKFYKNAZ4XL2169YMNYN9FH
10011645XNNJZGDZFJYCUAASXXJNGMDRHUYVC7
10011645SZV
10011700JUCXEDAA2FZDFDTFYDS2AUMKLETNS1
10011700HMCSB1UMR4JPJRNUUCAZB993JPSJAL
10011700XGX3VAVT7
10011715HUT2YUXMXVDSPTY7YV3RFRMXCZVCZV
10011715YJT3CUXXPLRB4XR518ICZ
10011730NAF3PK683GYEKSNGYYJJBGKDJKBFJL
10011730VKDXEFXZA999SNHET3TDFXJS
10011745FZGJZMUNR9JKSZFTHWSXGYCXGHW2VW
10011745YRLCYCJX1
10011800DRZLLKAHMDEEIRC3RH6EVJJRAFYXDX
100118002XAXDACZR
11011530XBVSFVSVXEWUYTKXWMYZNUNHRFHYEJ
110115304YL4VHMGHNJDKTLTYXJVPCVRYCYSZU

11011530VRLXHWXXZVE7FDP3VWX GYG
110115356BWA43AFPHUNVHNYFKVRPFDUGE9ANR
11011535LSWBYLLCH4JR3XNFJNPHSTP8TZVGE6
11011535HUX4LZTZLNTEES9LCWVCSSJE9XTAX9
11011535CVJCZM7NKXWKFJBSZDIDAVMLYFY
11011540VSZZEPAZD5JAVFAMJ6MGTIRXGYJPPT
11011540LNNGVCIVZ3JALZDMX7
11011545JFXTP6XASMGUSXMUMS7UBRHLWLX5LG
11011545TZVXDVVFJIN3SXSXFNGHADLN4YA
11011550WLXWXVSEEGBR9FXLPVJKHWLVGPSRHV
11011550TXGGL3KZEVCD52RAZJGE54XZ4XSGWK
11011550SKVGLPXFSVPZ3JATDXAHHNEWEWDCX9
11011550YRRCBSSZLXEHAX8VVT8YFYCKVNFNEV
11011550SJRKZEJPXGMGXEDEWDXMGXEU8FGXPY

11011550139VJJ
11011600CPTUPLXLSYZZ9XJCOMCCVFHBBOKVNU
11011600XDXVBYZJJX BENGMCGYU
11011605EVEGPWPUPXWDTKATYZVZKAZG6EVHER
11011605TZXPWAJPX4XAGYKUNWCSMHLMBYBULM
110116059LL
11011610EWR7XPJAXZYZMUDNTE8YSGPUVZCJUT
11011610GZRGMWYUXVETNWC4YGVPCXCSLJB2HU
11011610SYJJPSVHW
11011615XJLFYZ8VGTDVRVMUNEXVG4JBSWVFHN
11011615FWNLDLJBRTAKFZH2YHJPEUWPMGY
11011620LJHVLPXHETZTVSTNC1GMWEBDNEVUDE
11011620NKC
11011625VE7KGTEG9XCSXAAGL4YTKXCTXXDIVV
11011625ISASYZLSXXETJARZCZYERNEGTZDLFK
11011625JKHPSXVDXLJWJASWMG
11011630HSEBEA6FKVGTYLGJBMOHYMS9MGWLRP
11011630TTSSLPTQZHZMSZE5YZ8YALPA
11011635VHRJBGGVLSZUFAK9NANETLFG6YZLPX
11011635FDPCRB3XS8LPUNPSYEFHYTDKKZGFGJ
11011635223RBWJBHTHVJSHXFPHJX7HS8LDDKF
11011635YZRDWPFDDNEGXMT7YUXPCSKSMA5GWF
11011635GYETULUNV
11011645JAKUNGTEHFZNXBJNEGVHRNDWGSYJRV
11011645JK6QRVCVHCV3AVVSKVEMV9LPEWVGXT
11011650GUNUJXFSRFJBRVN3XEPJYF1NFGMYFS
11011650FZBVNUENGBB7XLLFYWSWPJUBSWDLPK
11011650VEUUZPHSKJZRYZDSZWGMP
11011655XDKFZCVKFGUSXEUBEVVPXTVYSZZXYP
110116555RFJGHSYRPNT
11011700UNSCEX8JALK9JZX7RFXEYPTXAZYVEX
11011700TDSXYD
11011705FMADKFUGHGHUPNRRFTSYY4EUJPACZU
11011705UNZXHBJPDUXJFZN8FXTDG
11011710YCJ8XVWHEXXJBVGCT68YAVCDNRWWHF
11011710JES7VA7EUHUACD7YCA
11011715MGM9YBBEJSZJYDS4XE2XCJFGGWFXGY
1101171588WEYEYCMNRWTDFUHX
11011720XXSZBZYCZAEW8XFJBSBEVZJZBFGMSK
11011720FHM
11011725GYS9XPCZZNEM
110117306XP7UDPJVISAXEESYCXYNUZXTDTVLV

11011730H1RGMAPEBLDFENS6FZJUMJCRGHP5YA
110117305LD
11011735IVRYRKZCKEMKGWEJPHAFEUXZ835HZK
110117358XG8LZ1NT6YR6YS6YUFALDONSZVUND
11011735UKLRHFDRD466
11011740LAVIB2GKD7VTZENXMJXZBGKE2LJYCZ
11011740SZWXZK2KPYUMXCMTBFDMC
11011745LCUYDZFAE3VNWLVVRMFZRVWXXLJRFF
11011745YCW
11011750GKAJCVGE6MGZWHF6VBWJLMGVXNEJBV
11011750BEPRHDFHLUNALVC2JPGYV147JZKDAN
110117507XW8YM
11011755GYS5CPTKASKAGUY
11011800JRWUKECRNYCWVP65JRET5SYNGMA7YT

11011800TDNXCLRXMYEV
11011805VZRIYW98FZVPJUDFPWCVVVASFGT
110118109VEFHBFXFJSR

ORIGIN-DESTINATION COMPUTER OUTPUTS

I. Complete Study Area

A) A.M. Peak Hour Reformat File

B) A.M. Peak Hour Matching File

C) A.M. Peak Hour Tabulation File

D) P.M. Peak Hour Reformat File

E) P.M. Peak Hour Matching File

F) P.M. Peak Hour Tabulation File

ORIGIN-DESTINATION COMPUTER OUTPUTS

I. Complete Study Area

A) A.M. Peak Hour Reformat File
B) A.M. Peak Hour Matching File
C) A.M. Peak Hour Tabulation File
D) P.M. Peak Hour Reformat File
E) P.M. Peak Hour Matching File
F) P.M. Peak Hour Tabulation File

I. Complete Study Area

A) A.M. Peak Hour Reformat File

Input Reformats

AM Peak Hour

```
*************************************************************************
*                                                                       *
*    M I C R O T R I P S   /  T R I P S    (C) COPYRIGHT  MVA SYSTEMATICA  *
*                                                                       *
*************************************************************************

 PROGRAM NAME - MVMACH

 VERSION      -  5

 MODIFICATION -  3

 LICENSED TO  - EBASCO SERVICES INC (RENTAL SOFTWARE)

 RUN TITLE    -     REFORMATING SURVEY DATA INTO MVMACH FORMAT

 SOFTWARE DISTRIBUTED BY MVA SYSTEMATICA

 RUN DATE     - 28/ 6/90          RUN TIME     -  9H 36M
1PROGRAM - MVMACH                                              PAGE     1

         REFORMATING SURVEY DATA INTO MVMACH FORMAT

                        C O N T R O L  C A R D  I M A G E S
          1    1    2    2    3    3    4    4    5    5    6    6    7    7   7
----5----0----5----0----5----0----5----0----5----0----5----0----5----0----5---9
    REFORMATING SURVEY DATA INTO MVMACH FORMAT
  &PARAM NSTAT=30,REGLEN=3,RECORD=0,STATON=1,NVARS=22,
         CORDON=0101,0701,0901,0801,1001,1101,
         0202,0302,0402,0502,0602,
         SCLINE=1201,1301,1401,1502,
          PARK=0 &END
  &OPTION DIRECT=T,PRESRT=F,LANE=F,MATCH=F,TABULT=F,
         ORDEST=T &END

----5----0----5----0----5----0----5----0----5----0----5----0----5----0----5---9
          1    1    2    2    3    3    4    4    5    5    6    6    7    7   7
1PROGRAM - MVMACH                                              PAGE     2

         REFORMATING SURVEY DATA INTO MVMACH FORMAT
1PROGRAM - MVMACH                                              PAGE     3

         REFORMATING SURVEY DATA INTO MVMACH FORMAT

 ECHO PRINT OF VARIABLE SPECIFICATION FILE
 -----------------------------------------

 VN1,SC1,EC4 /
 VN2,SC5,EC8 /
 VN3,SC9,EC10/
 VN4,SC11,EC11/
```

```
VN5,SC12,EC13/
VN6,SC14,EC14/
VN7,SC15,EC16/
VN8,SC17,EC17/
VN9,SC18,EC19/
VN10,SC20,EC20/
VN11,SC21,EC22/
VN12,SC23,EC23/
VN13,SC24,EC25/
VN14,SC26,EC26/
VN15,SC27,EC28/
VN16,SC29,EC29/
VN17,SC30,EC31/
VN18,SC32,EC32/
VN19,SC33,EC34/
VN20,SC35,EC35/
VN21,SC36,EC37/
VN22,SC38,EC38/
1PROGRAM - MVMACH                                                    PAGE     4

         REFORMATING SURVEY DATA INTO MVMACH FORMAT
  FILENAMES
  ---------
            CONTROL1.CTL =  INPUT CONTROL DATA FILE
            MSFAMR  .DAT =  INPUT SURVEY RECORDS FILE
            DATAVAR .DAT =  INPUT VARIABLE DEFINITION FILE
            MSFAMR2 .DAT =  OUTPUT REFORMATTED REGISTRATIONS FILE
  PARAMETERS
  ----------
  NSTAT    =       30    NUMBER OF STATIONS
  STATON   =        1    VARIABLE NUMBER OF THE STATION NUMBER ON THE SURVEY FORM
  TIME     =        2    VARIABLE NUMBER OF THE TIME  ON THE SURVEY FORM
  REGLEN   =        3    NUMBER OF CHARACTERS IN THE REGISTRATION
  NVARS    =       22    NUMBER OF VARIABLES ON THE VARIABLE DEFINITION FILE
  RECORD   =        0    PROCESS WHOLE SURVEY DATA FILE
1PROGRAM - MVMACH                                                    PAGE     5

         REFORMATING SURVEY DATA INTO MVMACH FORMAT
  LISTING OF STATION NUMBERS INPUT FOR MATCHING

  CORDON LINE STATIONS     101    701    901    801   1001   1101    202    302
                           402    502    602
  SCREEN LINE STATIONS    1201   1301   1401   1502
1PROGRAM - MVMACH                                                    PAGE     6

         REFORMATING SURVEY DATA INTO MVMACH FORMAT

  OPTIONS
  -------
  MATCH  =     F          =F TO PUT SURVEY DATA INTO MVMACH REGISTRATIONS FORMAT
  ORDEST =     T          =T FOR ORIGIN-DESTINATION SURVEY DATA
                          =F FOR PARKING DURATION SURVEY DATA
  LANE   =     F          =T LANE DIGIT IS ON THE STATION NAME
  DIRECT =     T          =T DIRECTION DIGIT IS ON THE STATION NAME
  MINUTS =     T          =T IF OBSERVATION TIME IS IN MINUTES
```

=F IF OBSERVATION TIME IS IN SECONDS

MATCHP (I): THIS RUN WILL PUT SURVEY DATA INTO MVMACH REGISTRATIONS FORMAT
.PROGRAM - MVMACH PAGE 7

REFORMATING SURVEY DATA INTO MVMACH FORMAT

VARIABLE DESCRIPTIONS

VARIABLE NUMBER	START COLUMN	END COLUMN
1	1	4
2	5	8
3	9	10
4	11	11
5	12	13
6	14	14
7	15	16
8	17	17
9	18	19
10	20	20
11	21	22
12	23	23
13	24	25
14	26	26
15	27	28
16	29	29
17	30	31
18	32	32
19	33	34
20	35	35
21	36	37
22	38	38

CORE

WORDS REQUESTED = 246.
WORDS AVAILABLE = 105156

1PROGRAM - MVMACH PAGE 8

REFORMATING SURVEY DATA INTO MVMACH FORMAT

STATION DETAILS

STATION ORDER	STATION NUMBER	STATION TYPE	STATION DIRECTION
1	101	CORDON	IN BOUND
2	102	CORDON	OUTBOUND
3	201	CORDON	IN BOUND
4	202	CORDON	OUTBOUND
5	301	CORDON	IN BOUND
6	302	CORDON	OUTBOUND

7	401	CORDON	IN BOUND
8	402	CORDON	OUTBOUND
9	501	CORDON	IN BOUND
10	502	CORDON	OUTBOUND
11	601	CORDON	IN BOUND
12	602	CORDON	OUTBOUND
13	701	CORDON	IN BOUND
14	702	CORDON	OUTBOUND
15	801	CORDON	IN BOUND
16	802	CORDON	OUTBOUND
17	901	CORDON	IN BOUND
18	902	CORDON	OUTBOUND
19	1001	CORDON	IN BOUND
20	1002	CORDON	OUTBOUND
21	1101	CORDON	IN BOUND
22	1102	CORDON	OUTBOUND
23	1201	SCREENLINE	TWO WAY
24	1202	SCREENLINE	TWO WAY
25	1301	SCREENLINE	TWO WAY
26	1302	SCREENLINE	TWO WAY
27	1401	SCREENLINE	TWO WAY
28	1402	SCREENLINE	TWO WAY
29	1501	SCREENLINE	TWO WAY
30	1502	SCREENLINE	TWO WAY

RECORDS NOW REFORMATTED TO 1 REGISTRATION PER RECORD

NUMBER OF SURVEY RECORDS READ IN . . . . . :	539
NUMBER OF SURVEY RECORDS WITH READ ERRORS . . . :	0
NUMBER OF SURVEY RECORDS REJECTED (UNKNOWN STATION):	0
NUMBER OF VEHICLE REGISTRATIONS FOR MATCHING . . :	4523

STATION SUMMARY OF REGISTRATION RECORDS

STATION ORDER	STATION NUMBER	STATION TYPE	STATION DIRECTION	REGISTRATIONS INPUT
1	101	CORDON	IN BOUND	457
4	202	CORDON	OUTBOUND	379
6	302	CORDON	OUTBOUND	718
8	402	CORDON	OUTBOUND	28
10	502	CORDON	OUTBOUND	48

12	602	CORDON	OUTBOUND	215
13	701	CORDON	IN BOUND	93
15	801	CORDON	IN BOUND	368
17	901	CORDON	IN BOUND	86
19	1001	CORDON	IN BOUND	327
21	1101	CORDON	IN BOUND	345
23	1201	SCREENLINE	TWO WAY	382
25	1301	SCREENLINE	TWO WAY	383
27	1401	SCREENLINE	TWO WAY	315
30	1502	SCREENLINE	TWO WAY	379

PROGRAM MVMACH FINISHED WITH RETURN CODE OF 0 AT TIME 9H 36M

B) A.M. Peak Hour Matching File

```
1
**************************************************************************
*                                                                        *
*    M I C R O T R I P S   /   T R I P S    (C) COPYRIGHT  MVA SYSTEMATICA  *
*                                                                        *
**************************************************************************

 PROGRAM NAME - MVMACH

 VERSION      -  5

 MODIFICATION -  3

 LICENSED TO  - EBASCO SERVICES INC (RENTAL SOFTWARE)

 RUN TITLE    -     MATCHING DATA

 SOFTWARE DISTRIBUTED BY MVA SYSTEMATICA

 RUN DATE     - 28/ 6/90          RUN TIME     -  9H 39M
1PROGRAM - MVMACH                                          PAGE    1

         MATCHING DATA

                        C O N T R O L  C A R D  I M A G E S
          1    1    2    2    3    3    4    4    5    5    6    6    7    7   7
----5----0----5----0----5----0----5----0----5----0----5----0----5----0----5---9
     MATCHING DATA
   &PARAM NSTAT=30,REGLEN=3,RECORD=0,STATON=1,NVARS=22,
          CORDON=0101,0701,0901,0801,1001,1101,
          0202,0302,0402,0502,0602,
          SCLINE=1201,1301,1401,1502,
         MAXOBS=5,TIMDIF=0,10,NCYCLE=9,PARK=0 &END
   &OPTION DIRECT=T,PRESRT=F,LANE=F,MATCH=T,TABULT=F,
          ORDEST=T,UNMAT=T,MINMAX=F,SEETIM=T,&END

 ----5----0----5----0----5----0----5----0----5----0----5----0----5----0----5---9
          1    1    2    2    3    3    4    4    5    5    6    6    7    7   7
1PROGRAM - MVMACH                                          PAGE    2

         MATCHING DATA
1PROGRAM - MVMACH                                          PAGE    3

         MATCHING DATA

 FILENAMES
 ---------
            CONTROL .CTL =  INPUT CONTROL DATA FILE
            MSFAMR2 .DAT =  INPUT MVMACH FORMAT REGISTRATIONS FILE
                         =  INPUT MVMACH SORTED REGISTRATIONS FILE
                         =  INPUT MINMAX TIME DIFFERENCE PAIRS FILE
            MSFAMR3 .DAT =  OUTPUT MATCHES FILE
            MSFAMR4 .DAT =  OUTPUT ANALYSIS FILE
            MSFAMR5 .DAT =  OUTPUT UNMATCHED REGISTRATIONS FILE

 PARAMETERS
 ----------
 NSTAT    =       30    NUMBER OF STATIONS
 REGLEN   =        3    NUMBER OF CHARACTERS IN THE REGISTRATION
 TIMDIF(1)=        0    MINIMUM TIME DIFFERENCE ALLOWED FOR A MATCH
 TIMDIF(2)=       10    MAXIMUM TIME DIFFERENCE ALLOWED FOR A MATCH
 MAXOBS   =        5    MAXIMUM NUMBER OF OBSERVATIONS FOR A MATCH
 NCYCLE   =        9    NUMBER OF MATCHING CYCLES FOR THIS RUN
```

```
RECORD   =        0     PROCESS WHOLE SURVEY DATA FILE

 OPTIONS
 -------
MATCH    =        T       =T TO MATCH AN MVMACH REGISTRATIONS FILE
 MINUTS   =        T       =T TIMES ARE CALCULATED IN MINUTES
                           =F TIMES ARE CALCULATED IN SECONDS
NOCORD   =        F       =T TO OMIT CORDON STATIONS  FROM THE MATCHING
 NOPARK   =        F       =T TO OMIT PARKING STATIONS FROM THE MATCHING
 INTRAZ   =        F       =T TO MATCH ONLY INTRAZONAL TRIPS
 ORDEST   =        T       =T FOR O-D MATCHING
                           =F FOR PARKING DURATION MATCHING
 PERF     =        T       =T TO PRINT MATCHES FROM 1ST MATCH CYCLE
 PART     =        T       =T TO PRINT MATCHES FROM 2ND ETC MATCHING CYCLES
 UNMAT    =        T       =T TO PRINT UNMATCHED REGISTRATIONS
PRESRT   =        F       =T INPUT REGISTRATIONS ARE PRESORTED
 MINMAX   =        F       =T MIN/MAX TIME PAIRS IN USE
 SEETIM   =        F       =T LIST MIN/MAX TIME PAIRS FOR 1ST CYCLE
 ERRCOL                    =F TO OMIT A COLUMN FROM  REGISTRATION MATCHING

                              REGISTRATION
                              COLUMN NUMBERS
                               1 2 3
 CYCLE NUMBER   1 ERRCOL =    T T T
 CYCLE NUMBER   2 ERRCOL =    T T T
 CYCLE NUMBER   3 ERRCOL =    T T T
 CYCLE NUMBER   4 ERRCOL =    T T T
 CYCLE NUMBER   5 ERRCOL =    T T T
 CYCLE NUMBER   6 ERRCOL =    T T T
 CYCLE NUMBER   7 ERRCOL =    T T T
 CYCLE NUMBER   8 ERRCOL =    T T T
 CYCLE NUMBER   9 ERRCOL =    T T T
1PROGRAM - MVMACH                                                    PAGE     4

         MATCHING DATA

 MATCHP (I): THIS RUN WILL MATCH AN MVMACH REGISTRATIONS FILE

 CORE
 ----
 WORDS REQUESTED  =     105156.
 WORDS AVAILABLE  =      105156
 FSORT (I): ROOM IN CORE FOR   15010 RECORDS
 FSORT  (I) : SORT COMPLETE THERE ARE      4523 RECORDS IN THE SORTED FILE
1PROGRAM - MVMACH                                                    PAGE     5

         MATCHING DATA

 MATCH CYCLE     1
 ----------------
              S T A T I O N   T  I  M  E    STATION    REGISTRATION
              ORDER   NUMBER  HR MIN SEC   DIR  TYPE   NUMBER    ETC
              -----   ------  -- --- ---   ---- ----   ----------
 MATCHED   =    15      801    8  10   0   ORIG CORD   201
    WITH   +     6      302    8  10   0   DEST CORD   201
    WITH   +    30     1502    8  10   0   2-WY SCLN   201
 MATCHED   =    15      801    8   0   0   ORIG CORD   2XX
    WITH   +     6      302    8   0   0   DEST CORD   2XX
 MATCHED   =    15      801    8  35   0   ORIG CORD   3JP
    WITH   +     6      302    8  40   0   DEST CORD   3JP
 MATCHED   =    15      801    8   5   0   ORIG CORD   3XD
    WITH   +    12      602    8  10   0   DEST CORD   3XD
 MATCHED   =    17      901    8   0   0   ORIG CORD   4HY
    WITH   +     4      202    8   5   0   DEST CORD   4HY
 MATCHED   =    13      701    8  20   0   ORIG CORD   5XG
    WITH   +     6      302    8  25   0   DEST CORD   5XG
```

MATCHED	=	17	901	7	55	0	ORIG CORD	6XD
WITH	+	6	302	8	0	0	DEST CORD	6XD
WITH	+	30	1502	7	55	0	2-WY SCLN	6XD
MATCHED	=	15	801	8	25	0	ORIG CORD	6YY
WITH	+	6	302	8	25	0	DEST CORD	6YY
WITH	+	30	1502	8	25	0	2-WY SCLN	6YY
MATCHED	=	19	1001	7	50	0	ORIG CORD	722
WITH	+	6	302	7	50	0	DEST CORD	722
MATCHED	=	15	801	7	45	0	ORIG CORD	7XH
WITH	+	6	302	7	50	0	DEST CORD	7XH
WITH	+	23	1201	7	45	0	2-WY SCLN	7XH
MATCHED	=	19	1001	8	20	0	ORIG CORD	8FG
WITH	+	6	302	8	25	0	DEST CORD	8FG
WITH	+	30	1502	8	25	0	2-WY SCLN	8FG
MATCHED	=	19	1001	7	50	0	ORIG CORD	8FH
WITH	+	6	302	7	55	0	DEST CORD	8FH
WITH	+	30	1502	7	50	0	2-WY SCLN	8FH
MATCHED	=	15	801	8	15	0	ORIG CORD	8FH
WITH	+	6	302	8	15	0	DEST CORD	8FH
MATCHED	=	19	1001	8	15	0	ORIG CORD	8LL
WITH	+	8	402	8	25	0	DEST CORD	8LL
MATCHED	=	19	1001	8	5	0	ORIG CORD	8NA
WITH	+	12	602	8	15	0	DEST CORD	8NA
WITH	+	27	1401	8	10	0	2-WY SCLN	8NA
MATCHED	=	17	901	8	0	0	ORIG CORD	8XP
WITH	+	6	302	8	0	0	DEST CORD	8XP
MATCHED	=	15	801	8	5	0	ORIG CORD	9ER
WITH	+	6	302	8	5	0	DEST CORD	9ER
WITH	+	30	1502	8	5	0	2-WY SCLN	9ER
MATCHED	=	15	801	8	5	0	ORIG CORD	9FG
WITH	+	6	302	8	5	0	DEST CORD	9FG
WITH	+	30	1502	8	5	0	2-WY SCLN	9FG

MATCHING DATA

MATCH CYCLE 1

		STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
WITH	+	30	1502	8	5	0	2-WY	SCLN	9FG
MATCHED	=	21	1101	8	15	0	ORIG	CORD	9FG
WITH	+	6	302	8	20	0	DEST	CORD	9FG
WITH	+	30	1502	8	15	0	2-WY	SCLN	9FG
MATCHED	=	15	801	8	30	0	ORIG	CORD	9FG
WITH	+	4	202	8	40	0	DEST	CORD	9FG
MATCHED	=	17	901	8	25	0	ORIG	CORD	9LD
WITH	+	4	202	8	30	0	DEST	CORD	9LD
WITH	+	30	1502	8	30	0	2-WY	SCLN	9LD
MATCHED	=	1	101	8	10	0	ORIG	CORD	A18
WITH	+	8	402	8	15	0	DEST	CORD	A18
WITH	+	25	1301	8	10	0	2-WY	SCLN	A18
WITH	+	27	1401	8	10	0	2-WY	SCLN	A18
MATCHED	=	15	801	8	20	0	ORIG	CORD	A41
WITH	+	12	602	8	30	0	DEST	CORD	A41
MATCHED	=	17	901	8	0	0	ORIG	CORD	AFY
WITH	+	6	302	8	0	0	DEST	CORD	AFY
WITH	+	30	1502	8	0	0	2-WY	SCLN	AFY
MATCHED	=	15	801	8	0	0	ORIG	CORD	ANM
WITH	+	8	402	8	10	0	DEST	CORD	ANM
MATCHED	=	17	901	8	20	0	ORIG	CORD	ARP
WITH	+	6	302	8	25	0	DEST	CORD	ARP
MATCHED	=	17	901	8	0	0	ORIG	CORD	AT8
WITH	+	6	302	8	0	0	DEST	CORD	AT8
MATCHED	=	1	101	8	30	0	ORIG	CORD	B15

WITH	+	10	502	8	30	0	DEST CORD	B15
WITH	+	27	1401	8	30	0	2-WY SCLN	B15
MATCHED	=	15	801	8	35	0	ORIG CORD	B15
WITH	+	10	502	8	40	0	DEST CORD	B15
MATCHED	=	15	801	8	25	0	ORIG CORD	BXH
WITH	+	4	202	8	25	0	DEST CORD	BXH
MATCHED	=	19	1001	8	5	0	ORIG CORD	BYZ
WITH	+	4	202	8	15	0	DEST CORD	BYZ
MATCHED	=	21	1101	8	20	0	ORIG CORD	CZN
WITH	+	6	302	8	25	0	DEST CORD	CZN
MATCHED	=	15	801	8	30	0	ORIG CORD	DM3
WITH	+	6	302	8	35	0	DEST CORD	DM3
MATCHED	=	15	801	7	45	0	ORIG CORD	EWD
WITH	+	6	302	7	55	0	DEST CORD	EWD
WITH	+	30	1502	7	45	0	2-WY SCLN	EWD
MATCHED	=	1	101	8	25	0	ORIG CORD	EWD
WITH	+	8	402	8	30	0	DEST CORD	EWD
WITH	+	27	1401	8	30	0	2-WY SCLN	EWD
MATCHED	=	19	1001	8	40	0	ORIG CORD	EWV
WITH	+	4	202	8	40	0	DEST CORD	EWV

MATCHING DATA

MATCH CYCLE 1

		STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
MATCHED	=	15	801	8	15	0	ORIG	CORD	FDE
WITH	+	6	302	8	15	0	DEST	CORD	FDE
MATCHED	=	19	1001	8	5	0	ORIG	CORD	FJM
WITH	+	6	302	8	15	0	DEST	CORD	FJM
MATCHED	=	15	801	7	50	0	ORIG	CORD	FXX
WITH	+	6	302	7	55	0	DEST	CORD	FXX
MATCHED	=	21	1101	8	30	0	ORIG	CORD	FZM
WITH	+	4	202	8	30	0	DEST	CORD	FZM
MATCHED	=	13	701	7	45	0	ORIG	CORD	GF1
WITH	+	6	302	7	50	0	DEST	CORD	GF1
MATCHED	=	19	1001	8	30	0	ORIG	CORD	GPS
WITH	+	10	502	8	40	0	DEST	CORD	GPS
MATCHED	=	15	801	8	5	0	ORIG	CORD	GSX
WITH	+	12	602	8	5	0	DEST	CORD	GSX
MATCHED	=	15	801	8	20	0	ORIG	CORD	GYS
WITH	+	6	302	8	20	0	DEST	CORD	GYS
WITH	+	30	1502	8	20	0	2-WY	SCLN	GYS
MATCHED	=	21	1101	8	15	0	ORIG	CORD	GYY
WITH	+	4	202	8	25	0	DEST	CORD	GYY
WITH	+	23	1201	8	15	0	2-WY	SCLN	GYY
MATCHED	=	1	101	7	45	0	ORIG	CORD	HSF
WITH	+	4	202	7	55	0	DEST	CORD	HSF
WITH	+	27	1401	7	45	0	2-WY	SCLN	HSF
WITH	+	25	1301	7	45	0	2-WY	SCLN	HSF
MATCHED	=	21	1101	8	10	0	ORIG	CORD	HSZ
WITH	+	6	302	8	15	0	DEST	CORD	HSZ
MATCHED	=	19	1001	8	30	0	ORIG	CORD	HTA
WITH	+	6	302	8	35	0	DEST	CORD	HTA
MATCHED	=	15	801	8	25	0	ORIG	CORD	HUD
WITH	+	6	302	8	25	0	DEST	CORD	HUD
WITH	+	30	1502	8	25	0	2-WY	SCLN	HUD
MATCHED	=	17	901	8	30	0	ORIG	CORD	HYE
WITH	+	6	302	8	30	0	DEST	CORD	HYE
WITH	+	30	1502	8	30	0	2-WY	SCLN	HYE
MATCHED	=	1	101	8	30	0	ORIG	CORD	IUX
WITH	+	6	302	8	40	0	DEST	CORD	IUX
MATCHED	=	1	101	8	30	0	ORIG	CORD	JAB

WITH	+	6	302	8	35	0	DEST CORD	JAB
WITH	+	30	1502	8	35	0	2-WY SCLN	JAB
MATCHED	=	15	801	8	25	0	ORIG CORD	JAL
WITH	+	4	202	8	30	0	DEST CORD	JAL
MATCHED	=	15	801	8	40	0	ORIG CORD	JB2
WITH	+	6	302	8	40	0	DEST CORD	JB2
MATCHED	=	21	1101	8	20	0	ORIG CORD	JBV
WITH	+	12	602	8	20	0	DEST CORD	JBV

MATCHING DATA

MATCH CYCLE 1

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
WITH	+ 27	1401	8	20	0	2-WY	SCLN	JBV
MATCHED	= 19	1001	7	45	0	ORIG	CORD	JBY
WITH	+ 6	302	7	50	0	DEST	CORD	JBY
MATCHED	= 17	901	8	30	0	ORIG	CORD	JPR
WITH	+ 6	302	8	35	0	DEST	CORD	JPR
MATCHED	= 19	1001	7	50	0	ORIG	CORD	JPX
WITH	+ 6	302	7	50	0	DEST	CORD	JPX
MATCHED	= 19	1001	8	30	0	ORIG	CORD	JSM
WITH	+ 4	202	8	40	0	DEST	CORD	JSM
MATCHED	= 15	801	7	45	0	ORIG	CORD	JSV
WITH	+ 6	302	7	55	0	DEST	CORD	JSV
MATCHED	= 13	701	8	20	0	ORIG	CORD	JUF
WITH	+ 12	602	8	25	0	DEST	CORD	JUF
WITH	+ 30	1502	8	20	0	2-WY	SCLN	JUF
MATCHED	= 13	701	7	50	0	ORIG	CORD	JUL
WITH	+ 6	302	7	50	0	DEST	CORD	JUL
WITH	+ 30	1502	7	50	0	2-WY	SCLN	JUL
MATCHED	= 1	101	8	30	0	ORIG	CORD	LCN
WITH	+ 6	302	8	40	0	DEST	CORD	LCN
MATCHED	= 15	801	8	10	0	ORIG	CORD	LFX
WITH	+ 6	302	8	10	0	DEST	CORD	LFX
WITH	+ 30	1502	8	10	0	2-WY	SCLN	LFX
MATCHED	= 21	1101	8	10	0	ORIG	CORD	LPK
WITH	+ 12	602	8	15	0	DEST	CORD	LPK
WITH	+ 23	1201	8	15	0	2-WY	SCLN	LPK
MATCHED	= 21	1101	8	20	0	ORIG	CORD	LPK
WITH	+ 6	302	8	30	0	DEST	CORD	LPK
MATCHED	= 15	801	8	40	0	ORIG	CORD	LPK
WITH	+ 6	302	8	40	0	DEST	CORD	LPK
MATCHED	= 15	801	8	15	0	ORIG	CORD	MON
WITH	+ 6	302	8	20	0	DEST	CORD	MON
MATCHED	= 15	801	8	20	0	ORIG	CORD	MUD
WITH	+ 4	202	8	25	0	DEST	CORD	MUD
MATCHED	= 15	801	8	20	0	ORIG	CORD	NDX
WITH	+ 6	302	8	25	0	DEST	CORD	NDX
WITH	+ 30	1502	8	25	0	2-WY	SCLN	NDX
MATCHED	= 15	801	8	0	0	ORIG	CORD	NEG
WITH	+ 4	202	8	10	0	DEST	CORD	NEG
MATCHED	= 15	801	7	45	0	ORIG	CORD	NRW
WITH	+ 6	302	7	45	0	DEST	CORD	NRW
MATCHED	= 15	801	8	10	0	ORIG	CORD	NTB
WITH	+ 6	302	8	15	0	DEST	CORD	NTB
WITH	+ 30	1502	8	10	0	2-WY	SCLN	NTB
MATCHED	= 1	101	7	55	0	ORIG	CORD	NWC
WITH	+ 8	402	7	55	0	DEST	CORD	NWC

MATCHING DATA

MATCH CYCLE 1

		STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER	ETC
WITH	+	25	1301	7	55	0	2-WY	SCLN	NWC	
MATCHED	=	15	801	8	15	0	ORIG	CORD	PE7	
WITH	+	4	202	8	20	0	DEST	CORD	PE7	
WITH	+	30	1502	8	20	0	2-WY	SCLN	PE7	
MATCHED	=	19	1001	8	5	0	ORIG	CORD	PJU	
WITH	+	4	202	8	15	0	DEST	CORD	PJU	
MATCHED	=	15	801	7	55	0	ORIG	CORD	PTS	
WITH	+	6	302	8	0	0	DEST	CORD	PTS	
MATCHED	=	13	701	8	35	0	ORIG	CORD	PTT	
WITH	+	4	202	8	40	0	DEST	CORD	PTT	
MATCHED	=	1	101	7	45	0	ORIG	CORD	PTZ	
WITH	+	6	302	7	45	0	DEST	CORD	PTZ	
MATCHED	=	17	901	8	0	0	ORIG	CORD	QKY	
WITH	+	12	602	8	0	0	DEST	CORD	QKY	
MATCHED	=	1	101	8	10	0	ORIG	CORD	RFB	
WITH	+	12	602	8	10	0	DEST	CORD	RFB	
WITH	+	27	1401	8	10	0	2-WY	SCLN	RFB	
WITH	+	25	1301	8	10	0	2-WY	SCLN	RFB	
MATCHED	=	17	901	8	15	0	ORIG	CORD	RFC	
WITH	+	6	302	8	15	0	DEST	CORD	RFC	
MATCHED	=	19	1001	8	40	0	ORIG	CORD	RFC	
WITH	+	6	302	8	40	0	DEST	CORD	RFC	
MATCHED	=	1	101	7	50	0	ORIG	CORD	RHX	
WITH	+	10	502	7	55	0	DEST	CORD	RHX	
MATCHED	=	15	801	8	25	0	ORIG	CORD	RVJ	
WITH	+	6	302	8	35	0	DEST	CORD	RVJ	
WITH	+	30	1502	8	35	0	2-WY	SCLN	RVJ	
MATCHED	=	13	701	8	15	0	ORIG	CORD	SXT	
WITH	+	4	202	8	20	0	DEST	CORD	SXT	
MATCHED	=	15	801	8	15	0	ORIG	CORD	SYH	
WITH	+	6	302	8	20	0	DEST	CORD	SYH	
WITH	+	25	1301	8	20	0	2-WY	SCLN	SYH	
MATCHED	=	13	701	7	50	0	ORIG	CORD	SYJ	
WITH	+	10	502	7	55	0	DEST	CORD	SYJ	
MATCHED	=	1	101	7	50	0	ORIG	CORD	TKA	
WITH	+	6	302	8	0	0	DEST	CORD	TKA	
WITH	+	25	1301	7	55	0	2-WY	SCLN	TKA	
MATCHED	=	1	101	8	15	0	ORIG	CORD	TXX	
WITH	+	4	202	8	20	0	DEST	CORD	TXX	
MATCHED	=	13	701	7	50	0	ORIG	CORD	TZF	
WITH	+	4	202	8	0	0	DEST	CORD	TZF	
MATCHED	=	15	801	8	25	0	ORIG	CORD	TZY	
WITH	+	6	302	8	25	0	DEST	CORD	TZY	
MATCHED	=	1	101	8	40	0	ORIG	CORD	UMT	
WITH	+	6	302	8	40	0	DEST	CORD	UMT	

MATCHING DATA

MATCH CYCLE 1

		STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER	ETC
MATCHED	=	15	801	7	55	0	ORIG	CORD	UN7	
WITH	+	4	202	8	0	0	DEST	CORD	UN7	
MATCHED	=	21	1101	8	10	0	ORIG	CORD	VDS	
WITH	+	6	302	8	15	0	DEST	CORD	VDS	
MATCHED	=	1	101	8	30	0	ORIG	CORD	VER	
WITH	+	12	602	8	30	0	DEST	CORD	VER	
WITH	+	27	1401	8	30	0	2-WY	SCLN	VER	

MATCHED	=	19	1001	8	5	0	ORIG CORD	VVS
WITH	+	6	302	8	5	0	DEST CORD	VVS
MATCHED	=	21	1101	8	30	0	ORIG CORD	VZM
WITH	+	6	302	8	35	0	DEST CORD	VZM
MATCHED	=	21	1101	8	30	0	ORIG CORD	XAS
WITH	+	12	602	8	35	0	DEST CORD	XAS
MATCHED	=	15	801	8	10	0	ORIG CORD	XCD
WITH	+	6	302	8	10	0	DEST CORD	XCD
WITH	+	30	1502	8	10	0	2-WY SCLN	XCD
MATCHED	=	21	1101	7	50	0	ORIG CORD	XCF
WITH	+	6	302	8	0	0	DEST CORD	XCF
MATCHED	=	1	101	8	0	0	ORIG CORD	XCM
WITH	+	4	202	8	10	0	DEST CORD	XCM
MATCHED	=	15	801	8	30	0	ORIG CORD	XDR
WITH	+	6	302	8	35	0	DEST CORD	XDR
MATCHED	=	19	1001	8	5	0	ORIG CORD	XEZ
WITH	+	6	302	8	5	0	DEST CORD	XEZ
MATCHED	=	21	1101	7	55	0	ORIG CORD	XGV
WITH	+	12	602	8	0	0	DEST CORD	XGV
MATCHED	=	21	1101	8	0	0	ORIG CORD	XHM
WITH	+	6	302	8	10	0	DEST CORD	XHM
MATCHED	=	19	1001	7	50	0	ORIG CORD	XJM
WITH	+	4	202	7	55	0	DEST CORD	XJM
MATCHED	=	1	101	8	15	0	ORIG CORD	XMT
WITH	+	6	302	8	20	0	DEST CORD	XMT
MATCHED	=	17	901	8	20	0	ORIG CORD	XPT
WITH	+	6	302	8	20	0	DEST CORD	XPT
MATCHED	=	21	1101	8	35	0	ORIG CORD	XRV
WITH	+	4	202	8	35	0	DEST CORD	XRV
MATCHED	=	19	1001	8	5	0	ORIG CORD	XXP
WITH	+	6	302	8	15	0	DEST CORD	XXP
MATCHED	=	1	101	7	45	0	ORIG CORD	XZA
WITH	+	6	302	7	50	0	DEST CORD	XZA
MATCHED	=	15	801	8	35	0	ORIG CORD	Y22
WITH	+	12	602	8	40	0	DEST CORD	Y22
MATCHED	=	15	801	8	25	0	ORIG CORD	YCK
WITH	+	6	302	8	25	0	DEST CORD	YCK
WITH	+	30	1502	8	25	0	2-WY SCLN	YCK

MATCHING DATA

MATCH CYCLE 1

		STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
MATCHED	=	15	801	7	45	0	ORIG	CORD	YRK
WITH	+	6	302	7	50	0	DEST	CORD	YRK
MATCHED	=	1	101	8	35	0	ORIG	CORD	YTK
WITH	+	4	202	8	40	0	DEST	CORD	YTK
MATCHED	=	15	801	7	50	0	ORIG	CORD	YZH
WITH	+	6	302	7	50	0	DEST	CORD	YZH
MATCHED	=	19	1001	8	0	0	ORIG	CORD	YZU
WITH	+	4	202	8	0	0	DEST	CORD	YZU
MATCHED	=	15	801	8	30	0	ORIG	CORD	ZJP
WITH	+	4	202	8	35	0	DEST	CORD	ZJP
MATCHED	=	15	801	8	25	0	ORIG	CORD	ZVL
WITH	+	4	202	8	30	0	DEST	CORD	ZVL

THIS MATCH CYCLE COMPLETE. FOR THIS CYCLE :-

NUMBER OF REGISTRATIONS READ IN	:	4523
NUMBER OF UNMATCHED REGISTRATIONS	:	4241
NUMBER OF REGISTRATIONS MATCHED	:	282
NUMBER OF O/D RECORDS WRITTEN TO GOOD MATCH FILE	:	120

PROGRAM - MVMACH PAGE 12

MATCHING DATA
FSORT (I): ROOM IN CORE FOR 15010 RECORDS
FSORT (I) : SORT COMPLETE THERE ARE 4241 RECORDS IN THE SORTED FILE
1PROGRAM - MVMACH PAGE 13

MATCHING DATA

THIS MATCH CYCLE COMPLETE. FOR THIS CYCLE :-

NUMBER OF REGISTRATIONS READ IN	:	4241
NUMBER OF UNMATCHED REGISTRATIONS	:	4241
NUMBER OF REGISTRATIONS MATCHED	:	0
NUMBER OF O/D RECORDS WRITTEN TO GOOD MATCH FILE	:	0

1PROGRAM - MVMACH PAGE 14

MATCHING DATA
FSORT (I): ROOM IN CORE FOR 15010 RECORDS
FSORT (I) : SORT COMPLETE THERE ARE 4241 RECORDS IN THE SORTED FILE
1PROGRAM - MVMACH PAGE 15

MATCHING DATA

THIS MATCH CYCLE COMPLETE. FOR THIS CYCLE :-

NUMBER OF REGISTRATIONS READ IN	:	4241
NUMBER OF UNMATCHED REGISTRATIONS	:	4241
NUMBER OF REGISTRATIONS MATCHED	:	0
NUMBER OF O/D RECORDS WRITTEN TO GOOD MATCH FILE	:	0

1PROGRAM - MVMACH PAGE 16

MATCHING DATA
FSORT (I): ROOM IN CORE FOR 15010 RECORDS
FSORT (I) : SORT COMPLETE THERE ARE 4241 RECORDS IN THE SORTED FILE
1PROGRAM - MVMACH PAGE 17

MATCHING DATA

THIS MATCH CYCLE COMPLETE. FOR THIS CYCLE :-

NUMBER OF REGISTRATIONS READ IN	:	4241
NUMBER OF UNMATCHED REGISTRATIONS	:	4241
NUMBER OF REGISTRATIONS MATCHED	:	0
NUMBER OF O/D RECORDS WRITTEN TO GOOD MATCH FILE	:	0

1PROGRAM - MVMACH PAGE 18

MATCHING DATA
FSORT (I): ROOM IN CORE FOR 15010 RECORDS
FSORT (I) : SORT COMPLETE THERE ARE 4241 RECORDS IN THE SORTED FILE
1PROGRAM - MVMACH PAGE 19

MATCHING DATA

THIS MATCH CYCLE COMPLETE. FOR THIS CYCLE :-

NUMBER OF REGISTRATIONS READ IN	:	4241
NUMBER OF UNMATCHED REGISTRATIONS	:	4241
NUMBER OF REGISTRATIONS MATCHED	:	0
NUMBER OF O/D RECORDS WRITTEN TO GOOD MATCH FILE	:	0

1PROGRAM - MVMACH PAGE 20

MATCHING DATA
FSORT (I): ROOM IN CORE FOR 15010 RECORDS
FSORT (I) : SORT COMPLETE THERE ARE 4241 RECORDS IN THE SORTED FILE
1PROGRAM - MVMACH PAGE 21

MATCHING DATA

THIS MATCH CYCLE COMPLETE. FOR THIS CYCLE :-
NUMBER OF REGISTRATIONS READ IN : 4241
NUMBER OF UNMATCHED REGISTRATIONS : 4241
NUMBER OF REGISTRATIONS MATCHED : 0
NUMBER OF O/D RECORDS WRITTEN TO GOOD MATCH FILE : 0

MATCHING DATA

FSORT (I): ROOM IN CORE FOR 15010 RECORDS
FSORT (I) : SORT COMPLETE THERE ARE 4241 RECORDS IN THE SORTED FILE

MATCHING DATA

THIS MATCH CYCLE COMPLETE. FOR THIS CYCLE :-
NUMBER OF REGISTRATIONS READ IN : 4241
NUMBER OF UNMATCHED REGISTRATIONS : 4241
NUMBER OF REGISTRATIONS MATCHED : 0
NUMBER OF O/D RECORDS WRITTEN TO GOOD MATCH FILE : 0

MATCHING DATA

FSORT (I): ROOM IN CORE FOR 15010 RECORDS
FSORT (I) : SORT COMPLETE THERE ARE 4241 RECORDS IN THE SORTED FILE

MATCHING DATA

THIS MATCH CYCLE COMPLETE. FOR THIS CYCLE :-
NUMBER OF REGISTRATIONS READ IN : 4241
NUMBER OF UNMATCHED REGISTRATIONS : 4241
NUMBER OF REGISTRATIONS MATCHED : 0
NUMBER OF O/D RECORDS WRITTEN TO GOOD MATCH FILE : 0

MATCHING DATA

FSORT (I): ROOM IN CORE FOR 15010 RECORDS
FSORT (I) : SORT COMPLETE THERE ARE 4241 RECORDS IN THE SORTED FILE

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	6	302	8	5	0	OUTB	CORD	032
UNMATCHED :	23	1201	7	55	0	2-WY	SCLN	105
UNMATCHED :	19	1001	8	5	0	INB	CORD	111
UNMATCHED :	12	602	8	30	0	OUTB	CORD	114
UNMATCHED :	21	1101	8	20	0	INB	CORD	126
UNMATCHED :	13	701	8	35	0	INB	CORD	12E
UNMATCHED :	13	701	8	20	0	INB	CORD	12F
UNMATCHED :	6	302	8	25	0	OUTB	CORD	135
UNMATCHED :	6	302	7	55	0	OUTB	CORD	143
UNMATCHED :	30	1502	7	50	0	2-WY	SCLN	14T
UNMATCHED :	1	101	7	50	0	INB	CORD	180
UNMATCHED :	27	1401	7	55	0	2-WY	SCLN	180
UNMATCHED :	25	1301	7	55	0	2-WY	SCLN	180

UNMATCHED :	30	1502	8	30	0	2-WY SCLN	180
UNMATCHED :	17	901	8	10	0	INB CORD	192
UNMATCHED :	30	1502	8	5	0	2-WY SCLN	194
UNMATCHED :	6	302	8	5	0	OUTB CORD	194
UNMATCHED :	13	701	8	20	0	INB CORD	1B5
UNMATCHED :	30	1502	8	20	0	2-WY SCLN	1MJ
UNMATCHED :	13	701	8	35	0	INB CORD	1RV
UNMATCHED :	15	801	8	30	0	INB CORD	1SF
UNMATCHED :	15	801	8	20	0	INB CORD	1ST
UNMATCHED :	13	701	8	0	0	INB CORD	1UK
UNMATCHED :	15	801	8	30	0	INB CORD	1VZ
UNMATCHED :	15	801	8	15	0	INB CORD	1XG
UNMATCHED :	15	801	7	50	0	INB CORD	1YM
UNMATCHED :	17	901	8	20	0	INB CORD	1YU
UNMATCHED :	12	602	8	5	0	OUTB CORD	206
UNMATCHED :	1	101	8	25	0	INB CORD	207
UNMATCHED :	25	1301	8	30	0	2-WY SCLN	207
UNMATCHED :	6	302	8	25	0	OUTB CORD	209
UNMATCHED :	30	1502	8	25	0	2-WY SCLN	211
UNMATCHED :	30	1502	8	25	0	2-WY SCLN	211
UNMATCHED :	25	1301	7	55	0	2-WY SCLN	223
UNMATCHED :	15	801	8	0	0	INB CORD	223
UNMATCHED :	6	302	7	45	0	OUTB CORD	22P
UNMATCHED :	23	1201	8	15	0	2-WY SCLN	232
UNMATCHED :	4	202	7	50	0	OUTB CORD	24V
UNMATCHED :	19	1001	8	40	0	INB CORD	252
UNMATCHED :	1	101	8	30	0	INB CORD	253
UNMATCHED :	27	1401	8	15	0	2-WY SCLN	25Y
UNMATCHED :	30	1502	7	55	0	2-WY SCLN	264
UNMATCHED :	6	302	8	0	0	OUTB CORD	264
UNMATCHED :	6	302	8	30	0	OUTB CORD	277
UNMATCHED :	6	302	8	40	0	OUTB CORD	2AS

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	30	1502	8	35	0	2-WY	SCLN	2DP
UNMATCHED :	1	101	8	30	0	INB	CORD	2EF
UNMATCHED :	27	1401	8	30	0	2-WY	SCLN	2EV
UNMATCHED :	25	1301	8	35	0	2-WY	SCLN	2EV
UNMATCHED :	6	302	7	55	0	OUTB	CORD	2FH
UNMATCHED :	6	302	8	10	0	OUTB	CORD	2FH
UNMATCHED :	4	202	8	40	0	OUTB	CORD	2FJ
UNMATCHED :	4	202	8	40	0	OUTB	CORD	2FY
UNMATCHED :	6	302	8	5	0	OUTB	CORD	2HX
UNMATCHED :	1	101	7	55	0	INB	CORD	2JP
UNMATCHED :	1	101	8	5	0	INB	CORD	2JP
UNMATCHED :	6	302	8	5	0	OUTB	CORD	2JP
UNMATCHED :	6	302	7	45	0	OUTB	CORD	2JY
UNMATCHED :	23	1201	8	15	0	2-WY	SCLN	2KF
UNMATCHED :	6	302	8	15	0	OUTB	CORD	2LB
UNMATCHED :	21	1101	8	35	0	INB	CORD	2LD
UNMATCHED :	23	1201	8	15	0	2-WY	SCLN	2PE
UNMATCHED :	30	1502	7	50	0	2-WY	SCLN	2PO
UNMATCHED :	6	302	7	50	0	OUTB	CORD	2PO
UNMATCHED :	6	302	7	45	0	OUTB	CORD	2RH
UNMATCHED :	1	101	7	55	0	INB	CORD	2RH
UNMATCHED :	23	1201	7	55	0	2-WY	SCLN	2SA
UNMATCHED :	6	302	8	25	0	OUTB	CORD	2SY
UNMATCHED :	21	1101	8	0	0	INB	CORD	2SZ
UNMATCHED :	1	101	8	25	0	INB	CORD	2SZ

UNMATCHED :	10	502	8	5	0	OUTB	CORD	2T3
UNMATCHED :	12	602	8	35	0	OUTB	CORD	2UB
UNMATCHED :	30	1502	8	25	0	2-WY	SCLN	2UL
UNMATCHED :	30	1502	8	30	0	2-WY	SCLN	2VC
UNMATCHED :	27	1401	8	10	0	2-WY	SCLN	2VE
UNMATCHED :	25	1301	8	30	0	2-WY	SCLN	2VE
UNMATCHED :	25	1301	8	40	0	2-WY	SCLN	2VP
UNMATCHED :	1	101	8	0	0	INB	CORD	2VZ
UNMATCHED :	25	1301	8	0	0	2-WY	SCLN	2VZ
UNMATCHED :	21	1101	8	5	0	INB	CORD	2XA
UNMATCHED :	23	1201	8	5	0	2-WY	SCLN	2XA
UNMATCHED :	19	1001	8	20	0	INB	CORD	2XB
UNMATCHED :	21	1101	8	5	0	INB	CORD	2XN
UNMATCHED :	23	1201	8	15	0	2-WY	SCLN	2XP
UNMATCHED :	30	1502	7	45	0	2-WY	SCLN	2XR
UNMATCHED :	6	302	7	50	0	OUTB	CORD	2XR
UNMATCHED :	23	1201	8	0	0	2-WY	SCLN	2XR
UNMATCHED :	25	1301	8	35	0	2-WY	SCLN	2XR
UNMATCHED :	25	1301	8	35	0	2-WY	SCLN	2XR
UNMATCHED :	21	1101	8	25	0	INB	CORD	2XT

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	19	1001	8	5	0	INB	CORD	2XV
UNMATCHED :	25	1301	8	35	0	2-WY	SCLN	2XX
UNMATCHED :	30	1502	7	55	0	2-WY	SCLN	2XY
UNMATCHED :	6	302	8	0	0	OUTB	CORD	2XY
UNMATCHED :	30	1502	8	40	0	2-WY	SCLN	2YB
UNMATCHED :	19	1001	8	5	0	INB	CORD	2YE
UNMATCHED :	21	1101	8	40	0	INB	CORD	2YE
UNMATCHED :	10	502	8	10	0	OUTB	CORD	2YH
UNMATCHED :	21	1101	7	50	0	INB	CORD	2YP
UNMATCHED :	19	1001	8	40	0	INB	CORD	2YU
UNMATCHED :	30	1502	8	30	0	2-WY	SCLN	2YY
UNMATCHED :	4	202	8	40	0	OUTB	CORD	315
UNMATCHED :	30	1502	8	35	0	2-WY	SCLN	340
UNMATCHED :	12	602	8	0	0	OUTB	CORD	349
UNMATCHED :	30	1502	7	50	0	2-WY	SCLN	34D
UNMATCHED :	23	1201	8	5	0	2-WY	SCLN	355
UNMATCHED :	6	302	8	35	0	OUTB	CORD	367
UNMATCHED :	6	302	8	5	0	OUTB	CORD	390
UNMATCHED :	4	202	7	55	0	OUTB	CORD	394
UNMATCHED :	1	101	8	30	0	INB	CORD	3DP
UNMATCHED :	17	901	7	45	0	INB	CORD	3F3
UNMATCHED :	30	1502	7	45	0	2-WY	SCLN	3F3
UNMATCHED :	21	1101	7	55	0	INB	CORD	3FH
UNMATCHED :	19	1001	8	0	0	INB	CORD	3HG
UNMATCHED :	23	1201	8	20	0	2-WY	SCLN	3JA
UNMATCHED :	15	801	7	45	0	INB	CORD	3JP
UNMATCHED :	30	1502	7	55	0	2-WY	SCLN	3JP
UNMATCHED :	27	1401	8	5	0	2-WY	SCLN	3JP
UNMATCHED :	27	1401	8	15	0	2-WY	SCLN	3JP
UNMATCHED :	15	801	8	20	0	INB	CORD	3JP
UNMATCHED :	15	801	8	30	0	INB	CORD	3JP
UNMATCHED :	4	202	8	20	0	OUTB	CORD	3JS
UNMATCHED :	6	302	8	10	0	OUTB	CORD	3KK
UNMATCHED :	19	1001	7	45	0	INB	CORD	3KX
UNMATCHED :	17	901	7	50	0	INB	CORD	3KZ
UNMATCHED :	23	1201	8	5	0	2-WY	SCLN	3LB
UNMATCHED :	23	1201	7	50	0	2-WY	SCLN	3LD

UNMATCHED :	6	302	8	0	0	OUTB	CORD	3LP
UNMATCHED :	12	602	8	0	0	OUTB	CORD	3PE
UNMATCHED :	19	1001	7	50	0	INB	CORD	3PG
UNMATCHED :	19	1001	7	50	0	INB	CORD	3PV
UNMATCHED :	4	202	8	40	0	OUTB	CORD	3RF
UNMATCHED :	27	1401	8	10	0	2-WY	SCLN	3RH
UNMATCHED :	12	602	8	15	0	OUTB	CORD	3SP
UNMATCHED :	15	801	7	55	0	INB	CORD	3UD

1PROGRAM - MVMACH PAGE 30

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	27	1401	8	30	0	2-WY	SCLN	3UN
UNMATCHED :	15	801	8	40	0	INB	CORD	3UN
UNMATCHED :	15	801	8	35	0	INB	CORD	3UP
UNMATCHED :	6	302	7	50	0	OUTB	CORD	3VA
UNMATCHED :	4	202	8	40	0	OUTB	CORD	3VC
UNMATCHED :	19	1001	8	0	0	INB	CORD	3VD
UNMATCHED :	1	101	8	10	0	INB	CORD	3VE
UNMATCHED :	27	1401	7	55	0	2-WY	SCLN	3VJ
UNMATCHED :	30	1502	8	25	0	2-WY	SCLN	3VJ
UNMATCHED :	1	101	8	40	0	INB	CORD	3VK
UNMATCHED :	23	1201	8	35	0	2-WY	SCLN	3VL
UNMATCHED :	25	1301	8	40	0	2-WY	SCLN	3VM
UNMATCHED :	15	801	7	50	0	INB	CORD	3XA
UNMATCHED :	25	1301	7	55	0	2-WY	SCLN	3XB
UNMATCHED :	15	801	8	30	0	INB	CORD	3XC
UNMATCHED :	19	1001	7	50	0	INB	CORD	3XD
UNMATCHED :	15	801	7	50	0	INB	CORD	3XD
UNMATCHED :	21	1101	8	25	0	INB	CORD	3XD
UNMATCHED :	19	1001	7	50	0	INB	CORD	3XE
UNMATCHED :	23	1201	7	50	0	2-WY	SCLN	3XE
UNMATCHED :	21	1101	7	55	0	INB	CORD	3XE
UNMATCHED :	27	1401	7	55	0	2-WY	SCLN	3XE
UNMATCHED :	30	1502	7	55	0	2-WY	SCLN	3XE
UNMATCHED :	6	302	7	55	0	OUTB	CORD	3XE
UNMATCHED :	6	302	8	5	0	OUTB	CORD	3XE
UNMATCHED :	6	302	8	20	0	OUTB	CORD	3XE
UNMATCHED :	25	1301	7	55	0	2-WY	SCLN	3XG
UNMATCHED :	21	1101	8	5	0	INB	CORD	3XG
UNMATCHED :	12	602	7	45	0	OUTB	CORD	3XJ
UNMATCHED :	23	1201	8	30	0	2-WY	SCLN	3XL
UNMATCHED :	1	101	7	50	0	INB	CORD	3XN
UNMATCHED :	21	1101	8	30	0	INB	CORD	3XO
UNMATCHED :	15	801	8	15	0	INB	CORD	3XP
UNMATCHED :	8	402	8	35	0	OUTB	CORD	3XR
UNMATCHED :	21	1101	7	45	0	INB	CORD	3XT
UNMATCHED :	6	302	8	30	0	OUTB	CORD	3XT
UNMATCHED :	23	1201	8	20	0	2-WY	SCLN	3XV
UNMATCHED :	15	801	8	5	0	INB	CORD	3YA
UNMATCHED :	21	1101	8	20	0	INB	CORD	3YC
UNMATCHED :	23	1201	8	35	0	2-WY	SCLN	3YC
UNMATCHED :	6	302	8	35	0	OUTB	CORD	3YJ
UNMATCHED :	17	901	8	35	0	INB	CORD	3YK
UNMATCHED :	27	1401	8	10	0	2-WY	SCLN	3YM
UNMATCHED :	1	101	8	35	0	INB	CORD	3YM
UNMATCHED :	23	1201	8	30	0	2-WY	SCLN	3YP

1PROGRAM - MVMACH PAGE 31

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER	ETC
UNMATCHED :	30	1502	8	35	0	2-WY	SCLN	3YP	
UNMATCHED :	6	302	8	40	0	OUTB	CORD	3YP	
UNMATCHED :	19	1001	8	20	0	INB	CORD	3YT	
UNMATCHED :	15	801	8	35	0	INB	CORD	3YU	
UNMATCHED :	6	302	8	25	0	OUTB	CORD	3YW	
UNMATCHED :	21	1101	8	15	0	INB	CORD	3YY	
UNMATCHED :	30	1502	8	35	0	2-WY	SCLN	413	
UNMATCHED :	30	1502	8	5	0	2-WY	SCLN	44L	
UNMATCHED :	27	1401	7	45	0	2-WY	SCLN	451	
UNMATCHED :	15	801	8	15	0	INB	CORD	451	
UNMATCHED :	30	1502	8	15	0	2-WY	SCLN	451	
UNMATCHED :	15	801	8	30	0	INB	CORD	454	
UNMATCHED :	6	302	8	15	0	OUTB	CORD	480	
UNMATCHED :	1	101	7	50	0	INB	CORD	484	
UNMATCHED :	4	202	8	15	0	OUTB	CORD	485	
UNMATCHED :	1	101	8	10	0	INB	CORD	4AB	
UNMATCHED :	27	1401	8	0	0	2-WY	SCLN	4AR	
UNMATCHED :	12	602	8	5	0	OUTB	CORD	4AR	
UNMATCHED :	27	1401	8	25	0	2-WY	SCLN	4AZ	
UNMATCHED :	23	1201	8	20	0	2-WY	SCLN	4BH	
UNMATCHED :	27	1401	7	50	0	2-WY	SCLN	4DP	
UNMATCHED :	12	602	7	50	0	OUTB	CORD	4DP	
UNMATCHED :	30	1502	8	0	0	2-WY	SCLN	4DP	
UNMATCHED :	1	101	8	5	0	INB	CORD	4DP	
UNMATCHED :	1	101	8	35	0	INB	CORD	4DP	
UNMATCHED :	6	302	7	50	0	OUTB	CORD	4ER	
UNMATCHED :	21	1101	8	20	0	INB	CORD	4EU	
UNMATCHED :	19	1001	8	0	0	INB	CORD	4FG	
UNMATCHED :	25	1301	7	55	0	2-WY	SCLN	4FX	
UNMATCHED :	30	1502	8	0	0	2-WY	SCLN	4FX	
UNMATCHED :	15	801	8	30	0	INB	CORD	4FX	
UNMATCHED :	15	801	8	25	0	INB	CORD	4HH	
UNMATCHED :	21	1101	8	15	0	INB	CORD	4JA	
UNMATCHED :	21	1101	8	5	0	INB	CORD	4JG	
UNMATCHED :	1	101	8	25	0	INB	CORD	4JG	
UNMATCHED :	27	1401	8	25	0	2-WY	SCLN	4JG	
UNMATCHED :	19	1001	8	35	0	INB	CORD	4JG	
UNMATCHED :	1	101	7	55	0	INB	CORD	4JP	
UNMATCHED :	15	801	8	0	0	INB	CORD	4JP	
UNMATCHED :	25	1301	8	0	0	2-WY	SCLN	4JP	
UNMATCHED :	13	701	8	40	0	INB	CORD	4JP	
UNMATCHED :	23	1201	7	45	0	2-WY	SCLN	4JR	
UNMATCHED :	27	1401	7	50	0	2-WY	SCLN	4JR	
UNMATCHED :	25	1301	7	50	0	2-WY	SCLN	4JR	
UNMATCHED :	30	1502	7	55	0	2-WY	SCLN	4JR	

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER	ETC
UNMATCHED :	6	302	8	0	0	OUTB	CORD	4JR	
UNMATCHED :	6	302	8	25	0	OUTB	CORD	4JR	
UNMATCHED :	15	801	7	50	0	INB	CORD	4JS	
UNMATCHED :	1	101	8	35	0	INB	CORD	4JU	
UNMATCHED :	1	101	8	35	0	INB	CORD	4JU	
UNMATCHED :	1	101	8	5	0	INB	CORD	4JY	
UNMATCHED :	6	302	8	10	0	OUTB	CORD	4KN	

UNMATCHED :	1	101	8	30	0	INB	CORD	4LA
UNMATCHED :	25	1301	8	30	0	2-WY	SCLN	4LA
UNMATCHED :	12	602	7	55	0	OUTB	CORD	4LB
UNMATCHED :	27	1401	8	20	0	2-WY	SCLN	4LF
UNMATCHED :	12	602	8	20	0	OUTB	CORD	4LF
UNMATCHED :	19	1001	7	50	0	INB	CORD	4LR
UNMATCHED :	19	1001	8	5	0	INB	CORD	4LS
UNMATCHED :	23	1201	8	10	0	2-WY	SCLN	4MM
UNMATCHED :	27	1401	7	45	0	2-WY	SCLN	4R1
UNMATCHED :	12	602	7	45	0	OUTB	CORD	4R1
UNMATCHED :	4	202	7	45	0	OUTB	CORD	4RF
UNMATCHED :	4	202	7	45	0	OUTB	CORD	4RF
UNMATCHED :	23	1201	8	40	0	2-WY	SCLN	4RF
UNMATCHED :	30	1502	8	20	0	2-WY	SCLN	4RV
UNMATCHED :	6	302	8	20	0	OUTB	CORD	4RV
UNMATCHED :	30	1502	8	30	0	2-WY	SCLN	4RV
UNMATCHED :	6	302	8	35	0	OUTB	CORD	4SD
UNMATCHED :	25	1301	8	25	0	2-WY	SCLN	4SG
UNMATCHED :	6	302	7	55	0	OUTB	CORD	4SY
UNMATCHED :	1	101	8	20	0	INB	CORD	4TX
UNMATCHED :	19	1001	8	5	0	INB	CORD	4UX
UNMATCHED :	23	1201	8	25	0	2-WY	SCLN	4UX
UNMATCHED :	21	1101	8	15	0	INB	CORD	4VA
UNMATCHED :	1	101	8	20	0	INB	CORD	4VA
UNMATCHED :	25	1301	8	25	0	2-WY	SCLN	4VA
UNMATCHED :	27	1401	8	25	0	2-WY	SCLN	4VA
UNMATCHED :	21	1101	8	15	0	INB	CORD	4VB
UNMATCHED :	23	1201	8	15	0	2-WY	SCLN	4VB
UNMATCHED :	25	1301	8	20	0	2-WY	SCLN	4VB
UNMATCHED :	4	202	8	35	0	OUTB	CORD	4VE
UNMATCHED :	4	202	7	50	0	OUTB	CORD	4VH
UNMATCHED :	30	1502	8	15	0	2-WY	SCLN	4VH
UNMATCHED :	4	202	8	20	0	OUTB	CORD	4VH
UNMATCHED :	4	202	8	0	0	OUTB	CORD	4VV
UNMATCHED :	19	1001	8	20	0	INB	CORD	4VV
UNMATCHED :	25	1301	8	30	0	2-WY	SCLN	4VX
UNMATCHED :	30	1502	8	40	0	2-WY	SCLN	4VZ
UNMATCHED :	23	1201	8	40	0	2-WY	SCLN	4X7

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	6	302	7	45	0	OUTB	CORD	4XC
UNMATCHED :	1	101	7	50	0	INB	CORD	4XC
UNMATCHED :	19	1001	8	5	0	INB	CORD	4XC
UNMATCHED :	15	801	8	35	0	INB	CORD	4XC
UNMATCHED :	21	1101	8	40	0	INB	CORD	4XC
UNMATCHED :	30	1502	8	35	0	2-WY	SCLN	4XE
UNMATCHED :	6	302	8	35	0	OUTB	CORD	4XE
UNMATCHED :	6	302	8	40	0	OUTB	CORD	4XE
UNMATCHED :	6	302	8	0	0	OUTB	CORD	4XF
UNMATCHED :	15	801	8	15	0	INB	CORD	4XG
UNMATCHED :	30	1502	7	45	0	2-WY	SCLN	4XK
UNMATCHED :	1	101	8	20	0	INB	CORD	4XK
UNMATCHED :	25	1301	8	20	0	2-WY	SCLN	4XK
UNMATCHED :	4	202	8	5	0	OUTB	CORD	4XP
UNMATCHED :	30	1502	8	5	0	2-WY	SCLN	4XR
UNMATCHED :	13	701	8	5	0	INB	CORD	4XS
UNMATCHED :	6	302	8	40	0	OUTB	CORD	4XS
UNMATCHED :	4	202	8	30	0	OUTB	CORD	4XV
UNMATCHED :	4	202	8	40	0	OUTB	CORD	4XW

UNMATCHED :	19	1001	8	35	0	INB	CORD	4XZ
UNMATCHED :	1	101	8	40	0	INB	CORD	4YA
UNMATCHED :	23	1201	8	5	0	2-WY	SCLN	4YD
UNMATCHED :	6	302	8	30	0	OUTB	CORD	4YG
UNMATCHED :	19	1001	8	35	0	INB	CORD	4YK
UNMATCHED :	4	202	7	45	0	OUTB	CORD	4YL
UNMATCHED :	6	302	8	5	0	OUTB	CORD	4YL
UNMATCHED :	19	1001	8	15	0	INB	CORD	4YT
UNMATCHED :	15	801	7	50	0	INB	CORD	4YX
UNMATCHED :	23	1201	8	40	0	2-WY	SCLN	4YZ
UNMATCHED :	23	1201	8	15	0	2-WY	SCLN	507
UNMATCHED :	25	1301	8	20	0	2-WY	SCLN	507
UNMATCHED :	30	1502	7	55	0	2-WY	SCLN	508
UNMATCHED :	23	1201	7	55	0	2-WY	SCLN	50D
UNMATCHED :	19	1001	7	50	0	INB	CORD	524
UNMATCHED :	4	202	8	40	0	OUTB	CORD	525
UNMATCHED :	23	1201	8	15	0	2-WY	SCLN	528
UNMATCHED :	30	1502	8	15	0	2-WY	SCLN	528
UNMATCHED :	4	202	8	20	0	OUTB	CORD	528
UNMATCHED :	19	1001	8	0	0	INB	CORD	559
UNMATCHED :	6	302	8	10	0	OUTB	CORD	571
UNMATCHED :	6	302	7	55	0	OUTB	CORD	580
UNMATCHED :	6	302	8	20	0	OUTB	CORD	585
UNMATCHED :	6	302	8	5	0	OUTB	CORD	593
UNMATCHED :	23	1201	7	50	0	2-WY	SCLN	5BW
UNMATCHED :	1	101	8	30	0	INB	CORD	5CV

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	27	1401	8	40	0	2-WY	SCLN	5CV
UNMATCHED :	25	1301	8	40	0	2-WY	SCLN	5CV
UNMATCHED :	4	202	8	40	0	OUTB	CORD	5DP
UNMATCHED :	6	302	7	50	0	OUTB	CORD	5DT
UNMATCHED :	27	1401	8	40	0	2-WY	SCLN	5EL
UNMATCHED :	25	1301	8	40	0	2-WY	SCLN	5EL
UNMATCHED :	21	1101	7	55	0	INB	CORD	5EN
UNMATCHED :	1	101	8	25	0	INB	CORD	5EN
UNMATCHED :	30	1502	8	35	0	2-WY	SCLN	5ER
UNMATCHED :	27	1401	7	45	0	2-WY	SCLN	5EU
UNMATCHED :	4	202	7	45	0	OUTB	CORD	5EU
UNMATCHED :	27	1401	8	20	0	2-WY	SCLN	5EU
UNMATCHED :	6	302	8	0	0	OUTB	CORD	5EV
UNMATCHED :	25	1301	8	25	0	2-WY	SCLN	5EW
UNMATCHED :	25	1301	8	10	0	2-WY	SCLN	5FJ
UNMATCHED :	27	1401	8	10	0	2-WY	SCLN	5FJ
UNMATCHED :	27	1401	8	5	0	2-WY	SCLN	5FX
UNMATCHED :	12	602	8	5	0	OUTB	CORD	5FX
UNMATCHED :	1	101	8	30	0	INB	CORD	5FX
UNMATCHED :	25	1301	8	35	0	2-WY	SCLN	5FX
UNMATCHED :	23	1201	8	40	0	2-WY	SCLN	5FX
UNMATCHED :	1	101	8	15	0	INB	CORD	5FY
UNMATCHED :	27	1401	8	30	0	2-WY	SCLN	5FY
UNMATCHED :	12	602	8	30	0	OUTB	CORD	5FY
UNMATCHED :	12	602	8	15	0	OUTB	CORD	5HS
UNMATCHED :	4	202	8	20	0	OUTB	CORD	5HS
UNMATCHED :	1	101	8	15	0	INB	CORD	5JA
UNMATCHED :	6	302	8	35	0	OUTB	CORD	5JR
UNMATCHED :	25	1301	8	5	0	2-WY	SCLN	5JU
UNMATCHED :	27	1401	8	15	0	2-WY	SCLN	5JU
UNMATCHED :	12	602	8	15	0	OUTB	CORD	5JU

UNMATCHED :	23	1201	7	45	0	2-WY	SCLN	5LB
UNMATCHED :	6	302	7	50	0	OUTB	CORD	5LB
UNMATCHED :	19	1001	8	5	0	INB	CORD	5LB
UNMATCHED :	6	302	8	30	0	OUTB	CORD	5LB
UNMATCHED :	13	701	8	10	0	INB	CORD	5LU
UNMATCHED :	6	302	8	30	0	OUTB	CORD	5LX
UNMATCHED :	1	101	8	35	0	INB	CORD	5NM
UNMATCHED :	30	1502	8	35	0	2-WY	SCLN	5OR
UNMATCHED :	30	1502	8	15	0	2-WY	SCLN	5RF
UNMATCHED :	30	1502	8	35	0	2-WY	SCLN	5RF
UNMATCHED :	6	302	8	35	0	OUTB	CORD	5RF
UNMATCHED :	8	402	8	40	0	OUTB	CORD	5RF
UNMATCHED :	23	1201	8	5	0	2-WY	SCLN	5RV
UNMATCHED :	6	302	8	35	0	OUTB	CORD	5SA

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	13	701	8	20	0	INB	CORD	5UG
UNMATCHED :	12	602	8	25	0	OUTB	CORD	5UU
UNMATCHED :	23	1201	8	15	0	2-WY	SCLN	5VP
UNMATCHED :	25	1301	8	20	0	2-WY	SCLN	5VP
UNMATCHED :	1	101	8	35	0	INB	CORD	5VT
UNMATCHED :	6	302	7	55	0	OUTB	CORD	5VU
UNMATCHED :	6	302	8	15	0	OUTB	CORD	5VU
UNMATCHED :	27	1401	8	25	0	2-WY	SCLN	5VU
UNMATCHED :	6	302	8	20	0	OUTB	CORD	5VV
UNMATCHED :	27	1401	8	25	0	2-WY	SCLN	5VV
UNMATCHED :	23	1201	8	25	0	2-WY	SCLN	5VX
UNMATCHED :	6	302	8	5	0	OUTB	CORD	5XB
UNMATCHED :	12	602	8	35	0	OUTB	CORD	5XB
UNMATCHED :	12	602	7	50	0	OUTB	CORD	5XH
UNMATCHED :	27	1401	7	55	0	2-WY	SCLN	5XH
UNMATCHED :	6	302	8	25	0	OUTB	CORD	5XJ
UNMATCHED :	23	1201	8	35	0	2-WY	SCLN	5XJ
UNMATCHED :	6	302	8	40	0	OUTB	CORD	5XJ
UNMATCHED :	27	1401	7	55	0	2-WY	SCLN	5XK
UNMATCHED :	23	1201	7	55	0	2-WY	SCLN	5XK
UNMATCHED :	19	1001	8	30	0	INB	CORD	5XL
UNMATCHED :	30	1502	8	40	0	2-WY	SCLN	5XL
UNMATCHED :	21	1101	8	25	0	INB	CORD	5XM
UNMATCHED :	27	1401	8	35	0	2-WY	SCLN	5XP
UNMATCHED :	15	801	8	35	0	INB	CORD	5XR
UNMATCHED :	30	1502	8	35	0	2-WY	SCLN	5XR
UNMATCHED :	10	502	8	20	0	OUTB	CORD	5XT
UNMATCHED :	4	202	8	15	0	OUTB	CORD	5YB
UNMATCHED :	4	202	7	45	0	OUTB	CORD	5YD
UNMATCHED :	21	1101	8	0	0	INB	CORD	5YD
UNMATCHED :	25	1301	8	0	0	2-WY	SCLN	5YD
UNMATCHED :	17	901	8	10	0	INB	CORD	5YF
UNMATCHED :	30	1502	8	5	0	2-WY	SCLN	5YL
UNMATCHED :	6	302	8	5	0	OUTB	CORD	5YL
UNMATCHED :	12	602	8	5	0	OUTB	CORD	5YM
UNMATCHED :	15	801	8	0	0	INB	CORD	5YN
UNMATCHED :	4	202	8	40	0	OUTB	CORD	5YP
UNMATCHED :	27	1401	8	30	0	2-WY	SCLN	5YR
UNMATCHED :	30	1502	7	50	0	2-WY	SCLN	5YU
UNMATCHED :	21	1101	8	15	0	INB	CORD	5YU
UNMATCHED :	30	1502	8	5	0	2-WY	SCLN	5YW
UNMATCHED :	1	101	8	0	0	INB	CORD	5YX
UNMATCHED :	19	1001	8	20	0	INB	CORD	616

UNMATCHED :	1	101	8	30	0	INB	CORD	629
UNMATCHED :	23	1201	8	10	0	2-WY	SCLN	634

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	25	1301	8	15	0	2-WY	SCLN	634
UNMATCHED :	27	1401	8	15	0	2-WY	SCLN	634
UNMATCHED :	19	1001	8	35	0	INB	CORD	63A
UNMATCHED :	30	1502	8	25	0	2-WY	SCLN	64Z
UNMATCHED :	25	1301	8	40	0	2-WY	SCLN	652
UNMATCHED :	6	302	8	30	0	OUTB	CORD	653
UNMATCHED :	4	202	8	5	0	OUTB	CORD	68L
UNMATCHED :	6	302	8	5	0	OUTB	CORD	697
UNMATCHED :	6	302	8	25	0	OUTB	CORD	6AJ
UNMATCHED :	12	602	8	5	0	OUTB	CORD	6BW
UNMATCHED :	6	302	8	30	0	OUTB	CORD	6BW
UNMATCHED :	6	302	8	5	0	OUTB	CORD	6DP
UNMATCHED :	15	801	8	10	0	INB	CORD	6DP
UNMATCHED :	15	801	7	50	0	INB	CORD	6EL
UNMATCHED :	27	1401	7	50	0	2-WY	SCLN	6EL
UNMATCHED :	1	101	8	25	0	INB	CORD	6EU
UNMATCHED :	1	101	8	35	0	INB	CORD	6F9
UNMATCHED :	21	1101	8	0	0	INB	CORD	6FH
UNMATCHED :	1	101	7	45	0	INB	CORD	6FJ
UNMATCHED :	21	1101	8	20	0	INB	CORD	6FJ
UNMATCHED :	6	302	7	45	0	OUTB	CORD	6FN
UNMATCHED :	25	1301	8	10	0	2-WY	SCLN	6FU
UNMATCHED :	6	302	8	25	0	OUTB	CORD	6FV
UNMATCHED :	4	202	7	55	0	OUTB	CORD	6FX
UNMATCHED :	30	1502	8	15	0	2-WY	SCLN	6FY
UNMATCHED :	6	302	8	20	0	OUTB	CORD	6FY
UNMATCHED :	23	1201	8	5	0	2-WY	SCLN	6FZ
UNMATCHED :	4	202	8	10	0	OUTB	CORD	6HV
UNMATCHED :	21	1101	7	45	0	INB	CORD	6JA
UNMATCHED :	17	901	8	25	0	INB	CORD	6JP
UNMATCHED :	10	502	8	35	0	OUTB	CORD	6JR
UNMATCHED :	10	502	7	45	0	OUTB	CORD	6JU
UNMATCHED :	6	302	7	45	0	OUTB	CORD	6JY
UNMATCHED :	30	1502	8	35	0	2-WY	SCLN	6JY
UNMATCHED :	27	1401	7	45	0	2-WY	SCLN	6NA
UNMATCHED :	1	101	8	35	0	INB	CORD	6SZ
UNMATCHED :	15	801	7	55	0	INB	CORD	6UE
UNMATCHED :	15	801	8	15	0	INB	CORD	6UG
UNMATCHED :	4	202	8	5	0	OUTB	CORD	6UP
UNMATCHED :	19	1001	8	5	0	INB	CORD	6UU
UNMATCHED :	12	602	8	30	0	OUTB	CORD	6UU
UNMATCHED :	4	202	8	0	0	OUTB	CORD	6VA
UNMATCHED :	30	1502	8	15	0	2-WY	SCLN	6VG
UNMATCHED :	30	1502	8	25	0	2-WY	SCLN	6VG
UNMATCHED :	4	202	8	40	0	OUTB	CORD	6VJ

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	21	1101	8	30	0	INB	CORD	6VR

UNMATCHED :	6	302	7	45	0	OUTB	CORD	6VV
UNMATCHED :	25	1301	8	15	0	2-WY	SCLN	6VW
UNMATCHED :	1	101	8	25	0	INB	CORD	6VW
UNMATCHED :	6	302	8	0	0	OUTB	CORD	6XB
UNMATCHED :	1	101	8	30	0	INB	CORD	6XD
UNMATCHED :	19	1001	8	5	0	INB	CORD	6XL
UNMATCHED :	30	1502	8	35	0	2-WY	SCLN	6XM
UNMATCHED :	23	1201	8	40	0	2-WY	SCLN	6XM
UNMATCHED :	1	101	8	15	0	INB	CORD	6XT
UNMATCHED :	25	1301	8	15	0	2-WY	SCLN	6XT
UNMATCHED :	17	901	8	30	0	INB	CORD	6XT
UNMATCHED :	1	101	8	35	0	INB	CORD	6XU
UNMATCHED :	25	1301	8	40	0	2-WY	SCLN	6XU
UNMATCHED :	12	602	8	5	0	OUTB	CORD	6XV
UNMATCHED :	4	202	8	25	0	OUTB	CORD	6XW
UNMATCHED :	1	101	8	40	0	INB	CORD	6XW
UNMATCHED :	6	302	8	25	0	OUTB	CORD	6XX
UNMATCHED :	1	101	8	20	0	INB	CORD	6YC
UNMATCHED :	30	1502	8	30	0	2-WY	SCLN	6YG
UNMATCHED :	23	1201	8	15	0	2-WY	SCLN	6YP
UNMATCHED :	23	1201	8	40	0	2-WY	SCLN	6YP
UNMATCHED :	6	302	8	30	0	OUTB	CORD	6YR
UNMATCHED :	19	1001	8	5	0	INB	CORD	6YT
UNMATCHED :	6	302	8	35	0	OUTB	CORD	6YT
UNMATCHED :	19	1001	7	50	0	INB	CORD	6YU
UNMATCHED :	15	801	7	45	0	INB	CORD	6YW
UNMATCHED :	6	302	8	0	0	OUTB	CORD	72U
UNMATCHED :	13	701	8	35	0	INB	CORD	734
UNMATCHED :	6	302	8	35	0	OUTB	CORD	745
UNMATCHED :	6	302	7	55	0	OUTB	CORD	752
UNMATCHED :	13	701	8	30	0	INB	CORD	765
UNMATCHED :	30	1502	7	50	0	2-WY	SCLN	766
UNMATCHED :	8	402	7	55	0	OUTB	CORD	777
UNMATCHED :	27	1401	8	35	0	2-WY	SCLN	79H
UNMATCHED :	15	801	7	50	0	INB	CORD	7BH
UNMATCHED :	30	1502	7	50	0	2-WY	SCLN	7CV
UNMATCHED :	21	1101	8	15	0	INB	CORD	7DP
UNMATCHED :	27	1401	8	15	0	2-WY	SCLN	7EU
UNMATCHED :	23	1201	8	25	0	2-WY	SCLN	7FH
UNMATCHED :	30	1502	8	10	0	2-WY	SCLN	7FJ
UNMATCHED :	30	1502	8	10	0	2-WY	SCLN	7FJ
UNMATCHED :	25	1301	8	25	0	2-WY	SCLN	7FJ
UNMATCHED :	30	1502	8	30	0	2-WY	SCLN	7FJ
UNMATCHED :	27	1401	8	30	0	2-WY	SCLN	7FJ

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	1	101	8	35	0	INB	CORD	7FJ
UNMATCHED :	23	1201	8	40	0	2-WY	SCLN	7FJ
UNMATCHED :	1	101	8	25	0	INB	CORD	7FT
UNMATCHED :	1	101	8	20	0	INB	CORD	7FX
UNMATCHED :	1	101	8	10	0	INB	CORD	7FZ
UNMATCHED :	25	1301	8	30	0	2-WY	SCLN	7FZ
UNMATCHED :	15	801	8	0	0	INB	CORD	7HH
UNMATCHED :	6	302	8	10	0	OUTB	CORD	7HJ
UNMATCHED :	6	302	8	30	0	OUTB	CORD	7HV
UNMATCHED :	4	202	8	25	0	OUTB	CORD	7HX
UNMATCHED :	15	801	8	5	0	INB	CORD	7JA
UNMATCHED :	30	1502	8	5	0	2-WY	SCLN	7JA
UNMATCHED :	15	801	8	25	0	INB	CORD	7JA

UNMATCHED :	27	1401	7	50	0	2-WY SCLN	7JP
UNMATCHED :	6	302	8	20	0	OUTB CORD	7JS
UNMATCHED :	25	1301	8	0	0	2-WY SCLN	7JY
UNMATCHED :	6	302	8	5	0	OUTB CORD	7KA
UNMATCHED :	15	801	8	40	0	INB CORD	7R7
UNMATCHED :	4	202	7	55	0	OUTB CORD	7RF
UNMATCHED :	6	302	8	15	0	OUTB CORD	7RF
UNMATCHED :	4	202	8	25	0	OUTB CORD	7RF
UNMATCHED :	4	202	8	40	0	OUTB CORD	7SX
UNMATCHED :	15	801	8	10	0	INB CORD	7TF
UNMATCHED :	15	801	8	20	0	INB CORD	7UA
UNMATCHED :	27	1401	8	40	0	2-WY SCLN	7UG
UNMATCHED :	6	302	8	0	0	OUTB CORD	7VA
UNMATCHED :	23	1201	8	20	0	2-WY SCLN	7VA
UNMATCHED :	27	1401	8	20	0	2-WY SCLN	7VB
UNMATCHED :	23	1201	8	20	0	2-WY SCLN	7VC
UNMATCHED :	1	101	8	10	0	INB CORD	7VG
UNMATCHED :	23	1201	8	10	0	2-WY SCLN	7VJ
UNMATCHED :	27	1401	8	15	0	2-WY SCLN	7VJ
UNMATCHED :	25	1301	8	15	0	2-WY SCLN	7VJ
UNMATCHED :	19	1001	8	40	0	INB CORD	7VL
UNMATCHED :	23	1201	7	45	0	2-WY SCLN	7VR
UNMATCHED :	19	1001	8	30	0	INB CORD	7VU
UNMATCHED :	4	202	8	15	0	OUTB CORD	7VV
UNMATCHED :	17	901	8	10	0	INB CORD	7XD
UNMATCHED :	15	801	8	30	0	INB CORD	7XE
UNMATCHED :	13	701	7	50	0	INB CORD	7XG
UNMATCHED :	1	101	8	30	0	INB CORD	7XK
UNMATCHED :	25	1301	8	30	0	2-WY SCLN	7XK
UNMATCHED :	4	202	8	10	0	OUTB CORD	7XL
UNMATCHED :	12	602	7	55	0	OUTB CORD	7XP
UNMATCHED :	4	202	8	0	0	OUTB CORD	7XP

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	21	1101	7	45	0	INB	CORD	7XS
UNMATCHED :	15	801	8	25	0	INB	CORD	7XS
UNMATCHED :	1	101	8	15	0	INB	CORD	7XV
UNMATCHED :	1	101	8	30	0	INB	CORD	7XV
UNMATCHED :	27	1401	7	45	0	2-WY	SCLN	7XY
UNMATCHED :	4	202	8	5	0	OUTB	CORD	7YC
UNMATCHED :	15	801	7	45	0	INB	CORD	7YD
UNMATCHED :	15	801	7	45	0	INB	CORD	7YD
UNMATCHED :	6	302	7	50	0	OUTB	CORD	7YD
UNMATCHED :	30	1502	8	10	0	2-WY	SCLN	7YD
UNMATCHED :	4	202	8	15	0	OUTB	CORD	7YD
UNMATCHED :	23	1201	8	20	0	2-WY	SCLN	7YD
UNMATCHED :	4	202	8	30	0	OUTB	CORD	7YD
UNMATCHED :	23	1201	8	30	0	2-WY	SCLN	7YF
UNMATCHED :	15	801	8	15	0	INB	CORD	7YG
UNMATCHED :	25	1301	8	15	0	2-WY	SCLN	7YG
UNMATCHED :	13	701	8	10	0	INB	CORD	7YH
UNMATCHED :	30	1502	8	15	0	2-WY	SCLN	7YJ
UNMATCHED :	6	302	8	15	0	OUTB	CORD	7YJ
UNMATCHED :	21	1101	8	25	0	INB	CORD	7YJ
UNMATCHED :	23	1201	8	40	0	2-WY	SCLN	7YJ
UNMATCHED :	6	302	7	50	0	OUTB	CORD	7YN
UNMATCHED :	15	801	8	10	0	INB	CORD	7YU
UNMATCHED :	4	202	8	40	0	OUTB	CORD	7YU
UNMATCHED :	30	1502	8	25	0	2-WY	SCLN	7YW

UNMATCHED :	27	1401	7	55	0	2-WY SCLN	7YX
UNMATCHED :	12	602	7	55	0	OUTB CORD	7YX
UNMATCHED :	6	302	8	25	0	OUTB CORD	7YX
UNMATCHED :	19	1001	8	35	0	INB CORD	7YX
UNMATCHED :	12	602	8	20	0	OUTB CORD	7YZ
UNMATCHED :	19	1001	7	50	0	INB CORD	7ZC
UNMATCHED :	6	302	8	20	0	OUTB CORD	804
UNMATCHED :	6	302	8	20	0	OUTB CORD	810
UNMATCHED :	21	1101	8	25	0	INB CORD	816
UNMATCHED :	13	701	8	20	0	INB CORD	820
UNMATCHED :	17	901	8	25	0	INB CORD	822
UNMATCHED :	6	302	8	25	0	OUTB CORD	824
UNMATCHED :	4	202	7	45	0	OUTB CORD	834
UNMATCHED :	30	1502	7	50	0	2-WY SCLN	837
UNMATCHED :	12	602	8	35	0	OUTB CORD	841
UNMATCHED :	8	402	8	25	0	OUTB CORD	843
UNMATCHED :	30	1502	7	50	0	2-WY SCLN	846
UNMATCHED :	6	302	7	55	0	OUTB CORD	846
UNMATCHED :	27	1401	8	25	0	2-WY SCLN	85R
UNMATCHED :	6	302	8	20	0	OUTB CORD	86D

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	27	1401	8	35	0	2-WY SCLN		876
UNMATCHED :	12	602	8	0	0	OUTB CORD		891
UNMATCHED :	13	701	8	15	0	INB CORD		891
UNMATCHED :	13	701	8	40	0	INB CORD		891
UNMATCHED :	23	1201	8	10	0	2-WY SCLN		898
UNMATCHED :	25	1301	8	15	0	2-WY SCLN		898
UNMATCHED :	25	1301	7	45	0	2-WY SCLN		8BG
UNMATCHED :	19	1001	8	35	0	INB CORD		8BY
UNMATCHED :	6	302	8	5	0	OUTB CORD		8CP
UNMATCHED :	4	202	8	30	0	OUTB CORD		8CP
UNMATCHED :	15	801	7	55	0	INB CORD		8CZ
UNMATCHED :	1	101	8	25	0	INB CORD		8ER
UNMATCHED :	25	1301	8	25	0	2-WY SCLN		8ER
UNMATCHED :	15	801	8	30	0	INB CORD		8ER
UNMATCHED :	30	1502	8	35	0	2-WY SCLN		8ER
UNMATCHED :	6	302	8	35	0	OUTB CORD		8ER
UNMATCHED :	6	302	8	35	0	OUTB CORD		8ER
UNMATCHED :	25	1301	8	0	0	2-WY SCLN		8FE
UNMATCHED :	21	1101	7	55	0	INB CORD		8FG
UNMATCHED :	13	701	8	0	0	INB CORD		8FG
UNMATCHED :	6	302	8	0	0	OUTB CORD		8FG
UNMATCHED :	6	302	7	45	0	OUTB CORD		8FH
UNMATCHED :	6	302	7	45	0	OUTB CORD		8FH
UNMATCHED :	30	1502	8	30	0	2-WY SCLN		8FH
UNMATCHED :	6	302	8	35	0	OUTB CORD		8FH
UNMATCHED :	6	302	8	30	0	OUTB CORD		8FK
UNMATCHED :	15	801	8	30	0	INB CORD		8FN
UNMATCHED :	23	1201	8	30	0	2-WY SCLN		8FP
UNMATCHED :	30	1502	8	20	0	2-WY SCLN		8FU
UNMATCHED :	21	1101	8	20	0	INB CORD		8FX
UNMATCHED :	1	101	8	20	0	INB CORD		8FZ
UNMATCHED :	6	302	8	25	0	OUTB CORD		8JA
UNMATCHED :	27	1401	8	15	0	2-WY SCLN		8JK
UNMATCHED :	4	202	8	15	0	OUTB CORD		8JR
UNMATCHED :	4	202	8	15	0	OUTB CORD		8JR
UNMATCHED :	6	302	8	40	0	OUTB CORD		8JR
UNMATCHED :	21	1101	7	50	0	INB CORD		8JY

UNMATCHED :	25	1301	8	20	0	2-WY	SCLN	8JY
UNMATCHED :	27	1401	8	20	0	2-WY	SCLN	8JY
UNMATCHED :	27	1401	8	20	0	2-WY	SCLN	8JY
UNMATCHED :	6	302	8	35	0	OUTB	CORD	8JY
UNMATCHED :	4	202	8	5	0	OUTB	CORD	8KB
UNMATCHED :	1	101	8	30	0	INB	CORD	8KK
UNMATCHED :	4	202	8	30	0	OUTB	CORD	8KT
UNMATCHED :	23	1201	7	45	0	2-WY	SCLN	8LD

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	1	101	8	40	0	INB	CORD	8LD
UNMATCHED :	25	1301	8	40	0	2-WY	SCLN	8LD
UNMATCHED :	6	302	8	40	0	OUTB	CORD	8LP
UNMATCHED :	13	701	8	20	0	INB	CORD	8LX
UNMATCHED :	1	101	7	50	0	INB	CORD	8LZ
UNMATCHED :	25	1301	7	50	0	2-WY	SCLN	8LZ
UNMATCHED :	27	1401	8	0	0	2-WY	SCLN	8LZ
UNMATCHED :	30	1502	8	15	0	2-WY	SCLN	8MA
UNMATCHED :	27	1401	8	0	0	2-WY	SCLN	8NA
UNMATCHED :	12	602	8	0	0	OUTB	CORD	8NA
UNMATCHED :	19	1001	8	35	0	INB	CORD	8NA
UNMATCHED :	19	1001	8	35	0	INB	CORD	8NA
UNMATCHED :	6	302	8	40	0	OUTB	CORD	8NA
UNMATCHED :	12	602	8	20	0	OUTB	CORD	8NM
UNMATCHED :	15	801	8	35	0	INB	CORD	8NN
UNMATCHED :	30	1502	8	10	0	2-WY	SCLN	8OR
UNMATCHED :	27	1401	7	55	0	2-WY	SCLN	8UA
UNMATCHED :	30	1502	7	55	0	2-WY	SCLN	8UA
UNMATCHED :	12	602	7	55	0	OUTB	CORD	8UA
UNMATCHED :	19	1001	8	15	0	INB	CORD	8UA
UNMATCHED :	6	302	8	0	0	OUTB	CORD	8UR
UNMATCHED :	15	801	8	30	0	INB	CORD	8UR
UNMATCHED :	6	302	8	10	0	OUTB	CORD	8UZ
UNMATCHED :	1	101	8	40	0	INB	CORD	8VA
UNMATCHED :	15	801	7	55	0	INB	CORD	8VE
UNMATCHED :	6	302	8	25	0	OUTB	CORD	8VF
UNMATCHED :	4	202	8	10	0	OUTB	CORD	8VG
UNMATCHED :	6	302	8	15	0	OUTB	CORD	8VJ
UNMATCHED :	19	1001	8	20	0	INB	CORD	8WF
UNMATCHED :	27	1401	8	5	0	2-WY	SCLN	8XA
UNMATCHED :	6	302	8	5	0	OUTB	CORD	8XA
UNMATCHED :	17	901	8	25	0	INB	CORD	8XF
UNMATCHED :	27	1401	8	5	0	2-WY	SCLN	8XK
UNMATCHED :	1	101	8	25	0	INB	CORD	8XL
UNMATCHED :	1	101	8	0	0	INB	CORD	8XM
UNMATCHED :	6	302	8	15	0	OUTB	CORD	8XM
UNMATCHED :	21	1101	8	10	0	INB	CORD	8XN
UNMATCHED :	27	1401	8	10	0	2-WY	SCLN	8XN
UNMATCHED :	4	202	8	20	0	OUTB	CORD	8XW
UNMATCHED :	1	101	8	0	0	INB	CORD	8YF
UNMATCHED :	27	1401	8	0	0	2-WY	SCLN	8YF
UNMATCHED :	23	1201	8	35	0	2-WY	SCLN	8YF
UNMATCHED :	1	101	8	20	0	INB	CORD	8YJ
UNMATCHED :	27	1401	8	25	0	2-WY	SCLN	8YJ
UNMATCHED :	19	1001	8	30	0	INB	CORD	8YK

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER	ETC
UNMATCHED :	4	202	8	40	0	OUTB	CORD	8YL	
UNMATCHED :	6	302	8	0	0	OUTB	CORD	8YR	
UNMATCHED :	1	101	7	50	0	INB	CORD	8YT	
UNMATCHED :	15	801	8	15	0	INB	CORD	8YT	
UNMATCHED :	1	101	8	20	0	INB	CORD	8YU	
UNMATCHED :	4	202	8	35	0	OUTB	CORD	8YU	
UNMATCHED :	4	202	7	50	0	OUTB	CORD	8YV	
UNMATCHED :	19	1001	8	30	0	INB	CORD	8YV	
UNMATCHED :	17	901	8	20	0	INB	CORD	8YY	
UNMATCHED :	23	1201	8	40	0	2-WY	SCLN	8YY	
UNMATCHED :	23	1201	8	25	0	2-WY	SCLN	935	
UNMATCHED :	21	1101	8	20	0	INB	CORD	938	
UNMATCHED :	4	202	8	40	0	OUTB	CORD	955	
UNMATCHED :	1	101	8	15	0	INB	CORD	961	
UNMATCHED :	25	1301	8	20	0	2-WY	SCLN	961	
UNMATCHED :	19	1001	8	40	0	INB	CORD	970	
UNMATCHED :	21	1101	8	25	0	INB	CORD	974	
UNMATCHED :	6	302	7	45	0	OUTB	CORD	984	
UNMATCHED :	25	1301	7	50	0	2-WY	SCLN	989	
UNMATCHED :	6	302	8	5	0	OUTB	CORD	993	
UNMATCHED :	1	101	8	40	0	INB	CORD	994	
UNMATCHED :	23	1201	8	5	0	2-WY	SCLN	998	
UNMATCHED :	30	1502	8	30	0	2-WY	SCLN	998	
UNMATCHED :	6	302	8	30	0	OUTB	CORD	998	
UNMATCHED :	23	1201	8	20	0	2-WY	SCLN	999	
UNMATCHED :	21	1101	8	15	0	INB	CORD	9CP	
UNMATCHED :	23	1201	8	15	0	2-WY	SCLN	9CP	
UNMATCHED :	25	1301	8	20	0	2-WY	SCLN	9CP	
UNMATCHED :	6	302	8	25	0	OUTB	CORD	9EU	
UNMATCHED :	6	302	7	50	0	OUTB	CORD	9FG	
UNMATCHED :	6	302	7	50	0	OUTB	CORD	9FH	
UNMATCHED :	4	202	8	20	0	OUTB	CORD	9FH	
UNMATCHED :	25	1301	8	30	0	2-WY	SCLN	9FH	
UNMATCHED :	19	1001	8	35	0	INB	CORD	9FH	
UNMATCHED :	4	202	8	35	0	OUTB	CORD	9FP	
UNMATCHED :	6	302	8	10	0	OUTB	CORD	9FW	
UNMATCHED :	21	1101	8	15	0	INB	CORD	9FX	
UNMATCHED :	27	1401	8	20	0	2-WY	SCLN	9GP	
UNMATCHED :	19	1001	7	50	0	INB	CORD	9HA	
UNMATCHED :	19	1001	8	15	0	INB	CORD	9HK	
UNMATCHED :	13	701	7	50	0	INB	CORD	9HL	
UNMATCHED :	6	302	8	40	0	OUTB	CORD	9HS	
UNMATCHED :	25	1301	7	50	0	2-WY	SCLN	9HV	
UNMATCHED :	23	1201	8	10	0	2-WY	SCLN	9HY	
UNMATCHED :	6	302	7	50	0	OUTB	CORD	9JB	

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER	ETC
UNMATCHED :	6	302	7	55	0	OUTB	CORD	9JK	
UNMATCHED :	25	1301	8	35	0	2-WY	SCLN	9JK	
UNMATCHED :	23	1201	8	5	0	2-WY	SCLN	9JR	
UNMATCHED :	25	1301	8	10	0	2-WY	SCLN	9JR	
UNMATCHED :	27	1401	8	20	0	2-WY	SCLN	9JS	
UNMATCHED :	12	602	8	20	0	OUTB	CORD	9JS	
UNMATCHED :	19	1001	8	35	0	INB	CORD	9JS	

UNMATCHED :	23	1201	7	50	0	2-WY	SCLN	9JY
UNMATCHED :	25	1301	8	0	0	2-WY	SCLN	9JY
UNMATCHED :	15	801	8	35	0	INB	CORD	9KU
UNMATCHED :	30	1502	8	35	0	2-WY	SCLN	9KV
UNMATCHED :	6	302	8	25	0	OUTB	CORD	9LB
UNMATCHED :	21	1101	8	10	0	INB	CORD	9LD
UNMATCHED :	15	801	8	25	0	INB	CORD	9LL
UNMATCHED :	21	1101	8	30	0	INB	CORD	9LL
UNMATCHED :	21	1101	7	50	0	INB	CORD	9LZ
UNMATCHED :	23	1201	8	0	0	2-WY	SCLN	9LZ
UNMATCHED :	25	1301	8	5	0	2-WY	SCLN	9LZ
UNMATCHED :	25	1301	8	5	0	2-WY	SCLN	9LZ
UNMATCHED :	17	901	8	15	0	INB	CORD	9NK
UNMATCHED :	27	1401	8	30	0	2-WY	SCLN	9NK
UNMATCHED :	12	602	8	35	0	OUTB	CORD	9NK
UNMATCHED :	25	1301	8	30	0	2-WY	SCLN	9RF
UNMATCHED :	27	1401	8	35	0	2-WY	SCLN	9RF
UNMATCHED :	6	302	8	20	0	OUTB	CORD	9TA
UNMATCHED :	4	202	7	55	0	OUTB	CORD	9UA
UNMATCHED :	23	1201	8	30	0	2-WY	SCLN	9UA
UNMATCHED :	17	901	8	35	0	INB	CORD	9UA
UNMATCHED :	13	701	7	55	0	INB	CORD	9UD
UNMATCHED :	15	801	8	30	0	INB	CORD	9UE
UNMATCHED :	12	602	8	15	0	OUTB	CORD	9UK
UNMATCHED :	30	1502	8	15	0	2-WY	SCLN	9VA
UNMATCHED :	21	1101	8	30	0	INB	CORD	9VA
UNMATCHED :	30	1502	8	35	0	2-WY	SCLN	9VA
UNMATCHED :	30	1502	7	55	0	2-WY	SCLN	9VB
UNMATCHED :	6	302	8	0	0	OUTB	CORD	9VB
UNMATCHED :	6	302	8	10	0	OUTB	CORD	9VC
UNMATCHED :	21	1101	8	0	0	INB	CORD	9VE
UNMATCHED :	6	302	7	45	0	OUTB	CORD	9VJ
UNMATCHED :	15	801	8	10	0	INB	CORD	9VK
UNMATCHED :	27	1401	8	15	0	2-WY	SCLN	9VK
UNMATCHED :	1	101	8	40	0	INB	CORD	9VK
UNMATCHED :	23	1201	8	40	0	2-WY	SCLN	9VK
UNMATCHED :	23	1201	8	40	0	2-WY	SCLN	9VL
UNMATCHED :	4	202	8	40	0	OUTB	CORD	9VL

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	23	1201	8	20	0	2-WY	SCLN	9VU
UNMATCHED :	6	302	7	50	0	OUTB	CORD	9XC
UNMATCHED :	17	901	8	10	0	INB	CORD	9XC
UNMATCHED :	21	1101	8	35	0	INB	CORD	9XE
UNMATCHED :	23	1201	8	35	0	2-WY	SCLN	9XE
UNMATCHED :	15	801	8	15	0	INB	CORD	9XG
UNMATCHED :	6	302	7	45	0	OUTB	CORD	9XK
UNMATCHED :	30	1502	7	55	0	2-WY	SCLN	9XK
UNMATCHED :	23	1201	7	55	0	2-WY	SCLN	9XK
UNMATCHED :	19	1001	8	20	0	INB	CORD	9XK
UNMATCHED :	23	1201	8	20	0	2-WY	SCLN	9XK
UNMATCHED :	21	1101	8	25	0	INB	CORD	9XK
UNMATCHED :	6	302	8	0	0	OUTB	CORD	9XM
UNMATCHED :	27	1401	7	45	0	2-WY	SCLN	9XP
UNMATCHED :	6	302	8	10	0	OUTB	CORD	9XP
UNMATCHED :	6	302	8	25	0	OUTB	CORD	9XP
UNMATCHED :	23	1201	8	25	0	2-WY	SCLN	9XU
UNMATCHED :	25	1301	8	30	0	2-WY	SCLN	9XU
UNMATCHED :	27	1401	8	30	0	2-WY	SCLN	9XU

UNMATCHED :	27	1401	8	15	0	2-WY	SCLN	9XV
UNMATCHED :	12	602	8	15	0	OUTB	CORD	9XV
UNMATCHED :	6	302	8	35	0	OUTB	CORD	9XV
UNMATCHED :	4	202	8	10	0	OUTB	CORD	9XX
UNMATCHED :	6	302	7	50	0	OUTB	CORD	9XY
UNMATCHED :	23	1201	7	45	0	2-WY	SCLN	9XZ
UNMATCHED :	25	1301	7	50	0	2-WY	SCLN	9XZ
UNMATCHED :	4	202	8	25	0	OUTB	CORD	9XZ
UNMATCHED :	6	302	8	20	0	OUTB	CORD	9YA
UNMATCHED :	21	1101	8	30	0	INB	CORD	9YB
UNMATCHED :	23	1201	8	30	0	2-WY	SCLN	9YB
UNMATCHED :	17	901	8	35	0	INB	CORD	9YC
UNMATCHED :	4	202	7	55	0	OUTB	CORD	9YD
UNMATCHED :	4	202	8	20	0	OUTB	CORD	9YE
UNMATCHED :	17	901	7	50	0	INB	CORD	9YK
UNMATCHED :	12	602	8	35	0	OUTB	CORD	9YV
UNMATCHED :	30	1502	8	10	0	2-WY	SCLN	9YW
UNMATCHED :	30	1502	8	10	0	2-WY	SCLN	9YX
UNMATCHED :	19	1001	7	50	0	INB	CORD	9ZH
UNMATCHED :	12	602	7	45	0	OUTB	CORD	A
UNMATCHED :	12	602	7	50	0	OUTB	CORD	A14
UNMATCHED :	30	1502	8	30	0	2-WY	SCLN	A18
UNMATCHED :	30	1502	8	40	0	2-WY	SCLN	A18
UNMATCHED :	6	302	8	40	0	OUTB	CORD	A18
UNMATCHED :	12	602	8	25	0	OUTB	CORD	A23
UNMATCHED :	4	202	7	50	0	OUTB	CORD	A24

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	25	1301	8	0	0	2-WY	SCLN	A24
UNMATCHED :	27	1401	8	25	0	2-WY	SCLN	A24
UNMATCHED :	4	202	8	0	0	OUTB	CORD	A25
UNMATCHED :	19	1001	8	5	0	INB	CORD	A25
UNMATCHED :	15	801	7	55	0	INB	CORD	A2C
UNMATCHED :	15	801	8	20	0	INB	CORD	A2S
UNMATCHED :	30	1502	8	5	0	2-WY	SCLN	A41
UNMATCHED :	19	1001	8	5	0	INB	CORD	A52
UNMATCHED :	23	1201	8	10	0	2-WY	SCLN	A52
UNMATCHED :	23	1201	8	30	0	2-WY	SCLN	A52
UNMATCHED :	10	502	7	45	0	OUTB	CORD	A5A
UNMATCHED :	15	801	8	10	0	INB	CORD	ABF
UNMATCHED :	19	1001	8	5	0	INB	CORD	ACS
UNMATCHED :	25	1301	8	35	0	2-WY	SCLN	ADH
UNMATCHED :	30	1502	8	15	0	2-WY	SCLN	ADS
UNMATCHED :	30	1502	8	0	0	2-WY	SCLN	AEL
UNMATCHED :	1	101	8	10	0	INB	CORD	AFF
UNMATCHED :	25	1301	8	15	0	2-WY	SCLN	AFF
UNMATCHED :	21	1101	8	20	0	INB	CORD	AFF
UNMATCHED :	19	1001	7	50	0	INB	CORD	AFH
UNMATCHED :	19	1001	8	0	0	INB	CORD	AFH
UNMATCHED :	6	302	8	30	0	OUTB	CORD	AFH
UNMATCHED :	4	202	8	35	0	OUTB	CORD	AFH
UNMATCHED :	6	302	8	0	0	OUTB	CORD	AFL
UNMATCHED :	21	1101	8	10	0	INB	CORD	AFL
UNMATCHED :	1	101	8	40	0	INB	CORD	AFL
UNMATCHED :	19	1001	7	50	0	INB	CORD	AFP
UNMATCHED :	6	302	8	15	0	OUTB	CORD	AFT
UNMATCHED :	1	101	7	50	0	INB	CORD	AFU
UNMATCHED :	6	302	7	55	0	OUTB	CORD	AFV
UNMATCHED :	6	302	7	50	0	OUTB	CORD	AFX

UNMATCHED :	27	1401	8	0	0	2-WY	SCLN	AFX
UNMATCHED :	15	801	8	25	0	INB	CORD	AFX
UNMATCHED :	13	701	8	30	0	INB	CORD	AFX
UNMATCHED :	6	302	7	55	0	OUTB	CORD	AFY
UNMATCHED :	30	1502	8	20	0	2-WY	SCLN	AFY
UNMATCHED :	6	302	8	20	0	OUTB	CORD	AFY
UNMATCHED :	19	1001	8	35	0	INB	CORD	AFY
UNMATCHED :	4	202	8	40	0	OUTB	CORD	AGR
UNMATCHED :	4	202	8	40	0	OUTB	CORD	AGR
UNMATCHED :	21	1101	8	20	0	INB	CORD	AHL
UNMATCHED :	23	1201	8	20	0	2-WY	SCLN	AHL
UNMATCHED :	19	1001	7	50	0	INB	CORD	AHP
UNMATCHED :	15	801	8	0	0	INB	CORD	AJC
UNMATCHED :	25	1301	8	5	0	2-WY	SCLN	AJD

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	6	302	7	50	0	OUTB	CORD	AJM
UNMATCHED :	15	801	7	50	0	INB	CORD	AJP
UNMATCHED :	1	101	8	5	0	INB	CORD	AJP
UNMATCHED :	13	701	8	30	0	INB	CORD	AKA
UNMATCHED :	4	202	7	50	0	OUTB	CORD	ALD
UNMATCHED :	13	701	8	0	0	INB	CORD	ALX
UNMATCHED :	1	101	8	25	0	INB	CORD	AMK
UNMATCHED :	30	1502	8	0	0	2-WY	SCLN	AMM
UNMATCHED :	25	1301	8	25	0	2-WY	SCLN	AMR
UNMATCHED :	23	1201	7	55	0	2-WY	SCLN	AN3
UNMATCHED :	21	1101	7	50	0	INB	CORD	ANJ
UNMATCHED :	23	1201	7	50	0	2-WY	SCLN	ANJ
UNMATCHED :	1	101	8	0	0	INB	CORD	ANK
UNMATCHED :	19	1001	8	20	0	INB	CORD	ANK
UNMATCHED :	21	1101	8	25	0	INB	CORD	ANK
UNMATCHED :	27	1401	8	25	0	2-WY	SCLN	ANK
UNMATCHED :	30	1502	8	15	0	2-WY	SCLN	ANM
UNMATCHED :	6	302	8	15	0	OUTB	CORD	ANM
UNMATCHED :	30	1502	8	20	0	2-WY	SCLN	ANM
UNMATCHED :	15	801	8	25	0	INB	CORD	ANM
UNMATCHED :	30	1502	8	35	0	2-WY	SCLN	ANM
UNMATCHED :	6	302	8	35	0	OUTB	CORD	ANM
UNMATCHED :	6	302	8	35	0	OUTB	CORD	ANM
UNMATCHED :	15	801	8	35	0	INB	CORD	ANN
UNMATCHED :	25	1301	7	50	0	2-WY	SCLN	ANS
UNMATCHED :	12	602	7	50	0	OUTB	CORD	ANT
UNMATCHED :	6	302	8	40	0	OUTB	CORD	ANU
UNMATCHED :	1	101	8	30	0	INB	CORD	AOM
UNMATCHED :	1	101	8	15	0	INB	CORD	ASK
UNMATCHED :	4	202	8	25	0	OUTB	CORD	ASR
UNMATCHED :	30	1502	8	20	0	2-WY	SCLN	ASY
UNMATCHED :	6	302	8	20	0	OUTB	CORD	ASY
UNMATCHED :	4	202	7	55	0	OUTB	CORD	AT2
UNMATCHED :	4	202	8	0	0	OUTB	CORD	AT2
UNMATCHED :	1	101	8	35	0	INB	CORD	AT5
UNMATCHED :	30	1502	7	55	0	2-WY	SCLN	AT6
UNMATCHED :	27	1401	8	10	0	2-WY	SCLN	AT6
UNMATCHED :	30	1502	7	55	0	2-WY	SCLN	AT8
UNMATCHED :	4	202	7	55	0	OUTB	CORD	AT8
UNMATCHED :	15	801	8	20	0	INB	CORD	AT8
UNMATCHED :	30	1502	8	20	0	2-WY	SCLN	AT8
UNMATCHED :	8	402	8	20	0	OUTB	CORD	AT8
UNMATCHED :	4	202	8	25	0	OUTB	CORD	AT8

UNMATCHED :	6	302	8	35	0	OUTB	CORD	AT8
UNMATCHED :	23	1201	8	20	0	2-WY	SCLN	AT9

PROGRAM - MVMACH PAGE 47

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	4	202	8	25	0	OUTB	CORD	AT9
UNMATCHED :	15	801	8	5	0	INB	CORD	ATB
UNMATCHED :	23	1201	8	25	0	2-WY	SCLN	AU1
UNMATCHED :	6	302	8	30	0	OUTB	CORD	AU4
UNMATCHED :	12	602	8	0	0	OUTB	CORD	AU6
UNMATCHED :	6	302	8	25	0	OUTB	CORD	AUD
UNMATCHED :	15	801	8	5	0	INB	CORD	AUF
UNMATCHED :	12	602	8	40	0	OUTB	CORD	AUG
UNMATCHED :	25	1301	8	30	0	2-WY	SCLN	AUI
UNMATCHED :	15	801	7	45	0	INB	CORD	AUW
UNMATCHED :	30	1502	7	45	0	2-WY	SCLN	AUW
UNMATCHED :	6	302	8	20	0	OUTB	CORD	AUW
UNMATCHED :	27	1401	7	45	0	2-WY	SCLN	AUY
UNMATCHED :	30	1502	7	55	0	2-WY	SCLN	AV4
UNMATCHED :	27	1401	8	0	0	2-WY	SCLN	AV6
UNMATCHED :	6	302	8	30	0	OUTB	CORD	AVK
UNMATCHED :	21	1101	8	15	0	INB	CORD	AVV
UNMATCHED :	21	1101	8	40	0	INB	CORD	AVV
UNMATCHED :	4	202	8	0	0	OUTB	CORD	AVW
UNMATCHED :	30	1502	8	35	0	2-WY	SCLN	AVZ
UNMATCHED :	6	302	8	35	0	OUTB	CORD	AVZ
UNMATCHED :	6	302	8	30	0	OUTB	CORD	AWK
UNMATCHED :	25	1301	7	50	0	2-WY	SCLN	AWP
UNMATCHED :	1	101	8	40	0	INB	CORD	AX9
UNMATCHED :	4	202	8	40	0	OUTB	CORD	AXX
UNMATCHED :	12	602	7	50	0	OUTB	CORD	AY1
UNMATCHED :	15	801	8	0	0	INB	CORD	AY1
UNMATCHED :	12	602	8	30	0	OUTB	CORD	AY1
UNMATCHED :	1	101	8	20	0	INB	CORD	AY2
UNMATCHED :	25	1301	8	20	0	2-WY	SCLN	AY2
UNMATCHED :	15	801	8	40	0	INB	CORD	AYB
UNMATCHED :	6	302	8	10	0	OUTB	CORD	AYO
UNMATCHED :	17	901	7	50	0	INB	CORD	AYP
UNMATCHED :	15	801	8	5	0	INB	CORD	AYP
UNMATCHED :	1	101	7	50	0	INB	CORD	AZ3
UNMATCHED :	30	1502	7	55	0	2-WY	SCLN	AZC
UNMATCHED :	6	302	8	0	0	OUTB	CORD	AZC
UNMATCHED :	1	101	8	10	0	INB	CORD	AZD
UNMATCHED :	30	1502	8	25	0	2-WY	SCLN	AZD
UNMATCHED :	6	302	8	5	0	OUTB	CORD	AZJ
UNMATCHED :	27	1401	8	10	0	2-WY	SCLN	AZJ
UNMATCHED :	12	602	8	10	0	OUTB	CORD	AZJ
UNMATCHED :	21	1101	8	15	0	INB	CORD	AZK
UNMATCHED :	27	1401	8	30	0	2-WY	SCLN	AZK
UNMATCHED :	17	901	8	25	0	INB	CORD	AZN

1PROGRAM - MVMACH PAGE 48

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	19	1001	8	5	0	INB	CORD	AZP

UNMATCHED :	15	801	8	15	0	INB	CORD	AZP
UNMATCHED :	17	901	8	40	0	INB	CORD	AZR
UNMATCHED :	30	1502	8	40	0	2-WY	SCLN	AZR
UNMATCHED :	25	1301	8	15	0	2-WY	SCLN	AZS
UNMATCHED :	19	1001	8	20	0	INB	CORD	AZS
UNMATCHED :	30	1502	8	20	0	2-WY	SCLN	AZS
UNMATCHED :	4	202	8	20	0	OUTB	CORD	AZS
UNMATCHED :	6	302	8	20	0	OUTB	CORD	AZS
UNMATCHED :	21	1101	8	35	0	INB	CORD	AZT
UNMATCHED :	1	101	8	40	0	INB	CORD	AZW
UNMATCHED :	23	1201	7	45	0	2-WY	SCLN	AZY
UNMATCHED :	6	302	7	50	0	OUTB	CORD	AZY
UNMATCHED :	23	1201	7	55	0	2-WY	SCLN	AZY
UNMATCHED :	6	302	8	5	0	OUTB	CORD	AZY
UNMATCHED :	1	101	8	25	0	INB	CORD	AZY
UNMATCHED :	23	1201	8	10	0	2-WY	SCLN	AZZ
UNMATCHED :	12	602	8	10	0	OUTB	CORD	B11
UNMATCHED :	1	101	8	5	0	INB	CORD	B15
UNMATCHED :	25	1301	8	5	0	2-WY	SCLN	B15
UNMATCHED :	13	701	8	10	0	INB	CORD	B15
UNMATCHED :	12	602	8	10	0	OUTB	CORD	B15
UNMATCHED :	12	602	8	10	0	OUTB	CORD	B15
UNMATCHED :	25	1301	7	45	0	2-WY	SCLN	B19
UNMATCHED :	21	1101	7	45	0	INB	CORD	B1G
UNMATCHED :	19	1001	8	35	0	INB	CORD	B75
UNMATCHED :	12	602	7	55	0	OUTB	CORD	B82
UNMATCHED :	12	602	8	5	0	OUTB	CORD	BA2
UNMATCHED :	6	302	8	35	0	OUTB	CORD	BA7
UNMATCHED :	6	302	8	10	0	OUTB	CORD	BAB
UNMATCHED :	6	302	7	50	0	OUTB	CORD	BAD
UNMATCHED :	30	1502	8	10	0	2-WY	SCLN	BAR
UNMATCHED :	27	1401	7	45	0	2-WY	SCLN	BB4
UNMATCHED :	27	1401	7	50	0	2-WY	SCLN	BB4
UNMATCHED :	12	602	7	50	0	OUTB	CORD	BB4
UNMATCHED :	27	1401	7	55	0	2-WY	SCLN	BB4
UNMATCHED :	12	602	8	0	0	OUTB	CORD	BB4
UNMATCHED :	15	801	8	10	0	INB	CORD	BB4
UNMATCHED :	27	1401	7	55	0	2-WY	SCLN	BB6
UNMATCHED :	12	602	7	55	0	OUTB	CORD	BB6
UNMATCHED :	6	302	8	5	0	OUTB	CORD	BB6
UNMATCHED :	6	302	8	25	0	OUTB	CORD	BB6
UNMATCHED :	12	602	7	45	0	OUTB	CORD	BB7
UNMATCHED :	15	801	7	55	0	INB	CORD	BB7
UNMATCHED :	30	1502	7	55	0	2-WY	SCLN	BB7

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	23	1201	8	20	0	2-WY	SCLN	BBI
UNMATCHED :	25	1301	8	25	0	2-WY	SCLN	BBI
UNMATCHED :	6	302	7	55	0	OUTB	CORD	BBO
UNMATCHED :	6	302	8	0	0	OUTB	CORD	BBW
UNMATCHED :	12	602	7	45	0	OUTB	CORD	BBY
UNMATCHED :	30	1502	7	55	0	2-WY	SCLN	BBY
UNMATCHED :	12	602	7	55	0	OUTB	CORD	BBY
UNMATCHED :	12	602	7	55	0	OUTB	CORD	BBY
UNMATCHED :	12	602	8	15	0	OUTB	CORD	BBY
UNMATCHED :	12	602	8	15	0	OUTB	CORD	BBY
UNMATCHED :	6	302	8	10	0	OUTB	CORD	BCP
UNMATCHED :	4	202	7	45	0	OUTB	CORD	BEA
UNMATCHED :	23	1201	8	0	0	2-WY	SCLN	BEB

UNMATCHED :	21	1101	8	5	0	INB	CORD	BEB
UNMATCHED :	21	1101	7	45	0	INB	CORD	BEC
UNMATCHED :	19	1001	8	35	0	INB	CORD	BEH
UNMATCHED :	19	1001	8	5	0	INB	CORD	BEJ
UNMATCHED :	1	101	7	50	0	INB	CORD	BEK
UNMATCHED :	25	1301	7	50	0	2-WY	SCLN	BEK
UNMATCHED :	27	1401	7	50	0	2-WY	SCLN	BEK
UNMATCHED :	1	101	8	0	0	INB	CORD	BEK
UNMATCHED :	25	1301	8	5	0	2-WY	SCLN	BEK
UNMATCHED :	15	801	8	40	0	INB	CORD	BEL
UNMATCHED :	6	302	7	50	0	OUTB	CORD	BES
UNMATCHED :	27	1401	8	5	0	2-WY	SCLN	BEV
UNMATCHED :	1	101	8	25	0	INB	CORD	BEY
UNMATCHED :	19	1001	8	5	0	INB	CORD	BFH
UNMATCHED :	15	801	7	45	0	INB	CORD	BHR
UNMATCHED :	19	1001	7	50	0	INB	CORD	BJY
UNMATCHED :	6	302	7	50	0	OUTB	CORD	BLR
UNMATCHED :	6	302	8	30	0	OUTB	CORD	BNT
UNMATCHED :	27	1401	7	55	0	2-WY	SCLN	BO7
UNMATCHED :	4	202	7	55	0	OUTB	CORD	BON
UNMATCHED :	23	1201	8	30	0	2-WY	SCLN	BON
UNMATCHED :	21	1101	8	35	0	INB	CORD	BON
UNMATCHED :	30	1502	7	55	0	2-WY	SCLN	BOO
UNMATCHED :	30	1502	7	55	0	2-WY	SCLN	BUA
UNMATCHED :	6	302	7	55	0	OUTB	CORD	BUA
UNMATCHED :	12	602	8	10	0	OUTB	CORD	BUM
UNMATCHED :	30	1502	8	15	0	2-WY	SCLN	BUS
UNMATCHED :	1	101	7	50	0	INB	CORD	BWC
UNMATCHED :	25	1301	7	50	0	2-WY	SCLN	BWC
UNMATCHED :	1	101	8	20	0	INB	CORD	BWH
UNMATCHED :	6	302	8	20	0	OUTB	CORD	BWJ
UNMATCHED :	27	1401	7	45	0	2-WY	SCLN	BXJ

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	6	302	8	0	0	OUTB	CORD	BXL
UNMATCHED :	21	1101	8	20	0	INB	CORD	BXP
UNMATCHED :	15	801	8	25	0	INB	CORD	BY2
UNMATCHED :	1	101	8	30	0	INB	CORD	BYA
UNMATCHED :	23	1201	8	10	0	2-WY	SCLN	BYB
UNMATCHED :	1	101	8	35	0	INB	CORD	BYB
UNMATCHED :	25	1301	8	40	0	2-WY	SCLN	BYB
UNMATCHED :	19	1001	8	0	0	INB	CORD	BYE
UNMATCHED :	19	1001	7	50	0	INB	CORD	BYF
UNMATCHED :	19	1001	8	0	0	INB	CORD	BYF
UNMATCHED :	1	101	8	15	0	INB	CORD	BYF
UNMATCHED :	19	1001	7	45	0	INB	CORD	BYG
UNMATCHED :	13	701	8	10	0	INB	CORD	BYH
UNMATCHED :	1	101	8	20	0	INB	CORD	BYH
UNMATCHED :	6	302	7	50	0	OUTB	CORD	BYN
UNMATCHED :	30	1502	8	0	0	2-WY	SCLN	BYN
UNMATCHED :	4	202	8	0	0	OUTB	CORD	BYN
UNMATCHED :	13	701	8	25	0	INB	CORD	BYN
UNMATCHED :	21	1101	8	0	0	INB	CORD	BYP
UNMATCHED :	30	1502	7	50	0	2-WY	SCLN	BYR
UNMATCHED :	30	1502	7	55	0	2-WY	SCLN	BYR
UNMATCHED :	6	302	8	5	0	OUTB	CORD	BYR
UNMATCHED :	6	302	8	5	0	OUTB	CORD	BYS
UNMATCHED :	1	101	8	10	0	INB	CORD	BYS
UNMATCHED :	19	1001	8	20	0	INB	CORD	BYS

UNMATCHED :	1	101	8	20	0	INB	CORD	BYS
UNMATCHED :	6	302	8	20	0	OUTB	CORD	BYS
UNMATCHED :	25	1301	8	25	0	2-WY	SCLN	BYS
UNMATCHED :	19	1001	8	5	0	INB	CORD	BYW
UNMATCHED :	1	101	8	30	0	INB	CORD	BYX
UNMATCHED :	25	1301	8	30	0	2-WY	SCLN	BYX
UNMATCHED :	13	701	7	55	0	INB	CORD	BYY
UNMATCHED :	6	302	8	40	0	OUTB	CORD	BYY
UNMATCHED :	30	1502	8	25	0	2-WY	SCLN	BYZ
UNMATCHED :	6	302	8	25	0	OUTB	CORD	BYZ
UNMATCHED :	1	101	8	30	0	INB	CORD	BYZ
UNMATCHED :	25	1301	8	35	0	2-WY	SCLN	BYZ
UNMATCHED :	4	202	7	45	0	OUTB	CORD	C52
UNMATCHED :	1	101	7	55	0	INB	CORD	CAN
UNMATCHED :	25	1301	7	55	0	2-WY	SCLN	CAN
UNMATCHED :	13	701	8	25	0	INB	CORD	CAN
UNMATCHED :	6	302	7	55	0	OUTB	CORD	CAT
UNMATCHED :	6	302	7	45	0	OUTB	CORD	CAU
UNMATCHED :	6	302	8	25	0	OUTB	CORD	CAU
UNMATCHED :	6	302	8	30	0	OUTB	CORD	CAU

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	6	302	8	35	0	OUTB	CORD	CAU
UNMATCHED :	30	1502	8	10	0	2-WY	SCLN	CAZ
UNMATCHED :	6	302	8	10	0	OUTB	CORD	CAZ
UNMATCHED :	21	1101	8	30	0	INB	CORD	CAZ
UNMATCHED :	1	101	7	45	0	INB	CORD	CD7
UNMATCHED :	1	101	8	5	0	INB	CORD	CDV
UNMATCHED :	21	1101	8	5	0	INB	CORD	CEY
UNMATCHED :	21	1101	8	10	0	INB	CORD	CEY
UNMATCHED :	21	1101	8	10	0	INB	CORD	CEZ
UNMATCHED :	17	901	8	5	0	INB	CORD	CFC
UNMATCHED :	19	1001	8	5	0	INB	CORD	CHN
UNMATCHED :	19	1001	8	30	0	INB	CORD	CHR
UNMATCHED :	1	101	7	50	0	INB	CORD	CJY
UNMATCHED :	1	101	7	55	0	INB	CORD	CKA
UNMATCHED :	4	202	8	30	0	OUTB	CORD	CMK
UNMATCHED :	4	202	8	5	0	OUTB	CORD	CMY
UNMATCHED :	1	101	7	55	0	INB	CORD	COO
UNMATCHED :	25	1301	8	0	0	2-WY	SCLN	COO
UNMATCHED :	1	101	7	50	0	INB	CORD	CPB
UNMATCHED :	30	1502	8	40	0	2-WY	SCLN	CPL
UNMATCHED :	6	302	8	5	0	OUTB	CORD	CPU
UNMATCHED :	21	1101	8	5	0	INB	CORD	CPY
UNMATCHED :	4	202	8	40	0	OUTB	CORD	CRM
UNMATCHED :	12	602	8	15	0	OUTB	CORD	CRO
UNMATCHED :	8	402	7	50	0	OUTB	CORD	CRT
UNMATCHED :	23	1201	7	55	0	2-WY	SCLN	CU7
UNMATCHED :	4	202	8	30	0	OUTB	CORD	CU8
UNMATCHED :	23	1201	7	50	0	2-WY	SCLN	CU9
UNMATCHED :	27	1401	7	55	0	2-WY	SCLN	CU9
UNMATCHED :	19	1001	8	40	0	INB	CORD	CUN
UNMATCHED :	4	202	8	0	0	OUTB	CORD	CUP
UNMATCHED :	12	602	8	15	0	OUTB	CORD	CV3
UNMATCHED :	25	1301	8	25	0	2-WY	SCLN	CVC
UNMATCHED :	1	101	8	35	0	INB	CORD	CVE
UNMATCHED :	25	1301	8	35	0	2-WY	SCLN	CVE
UNMATCHED :	25	1301	8	35	0	2-WY	SCLN	CVE
UNMATCHED :	1	101	8	40	0	INB	CORD	CVE

UNMATCHED :	1	101	8	40	0	INB	CORD	CVE
UNMATCHED :	1	101	7	45	0	INB	CORD	CVJ
UNMATCHED :	21	1101	8	30	0	INB	CORD	CVL
UNMATCHED :	19	1001	7	50	0	INB	CORD	CVN
UNMATCHED :	25	1301	8	5	0	2-WY	SCLN	CVN
UNMATCHED :	23	1201	8	20	0	2-WY	SCLN	CVN
UNMATCHED :	6	302	8	15	0	OUTB	CORD	CVP
UNMATCHED :	21	1101	8	20	0	INB	CORD	CVS

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	21	1101	7	45	0	INB	CORD	CVT
UNMATCHED :	23	1201	8	10	0	2-WY	SCLN	CVT
UNMATCHED :	25	1301	8	15	0	2-WY	SCLN	CVT
UNMATCHED :	4	202	8	25	0	OUTB	CORD	CVU
UNMATCHED :	1	101	7	55	0	INB	CORD	CVV
UNMATCHED :	23	1201	7	55	0	2-WY	SCLN	CVY
UNMATCHED :	19	1001	8	40	0	INB	CORD	CVZ
UNMATCHED :	30	1502	8	25	0	2-WY	SCLN	CWR
UNMATCHED :	12	602	8	40	0	OUTB	CORD	CX3
UNMATCHED :	15	801	7	45	0	INB	CORD	CY7
UNMATCHED :	1	101	8	5	0	INB	CORD	CYN
UNMATCHED :	1	101	7	50	0	INB	CORD	CYS
UNMATCHED :	30	1502	7	45	0	2-WY	SCLN	CYZ
UNMATCHED :	13	701	8	35	0	INB	CORD	CZF
UNMATCHED :	25	1301	8	30	0	2-WY	SCLN	CZJ
UNMATCHED :	21	1101	7	55	0	INB	CORD	CZK
UNMATCHED :	23	1201	8	15	0	2-WY	SCLN	CZK
UNMATCHED :	15	801	8	20	0	INB	CORD	CZK
UNMATCHED :	30	1502	8	30	0	2-WY	SCLN	CZK
UNMATCHED :	6	302	8	35	0	OUTB	CORD	CZK
UNMATCHED :	4	202	8	35	0	OUTB	CORD	CZL
UNMATCHED :	1	101	8	10	0	INB	CORD	CZM
UNMATCHED :	21	1101	7	55	0	INB	CORD	CZR
UNMATCHED :	1	101	8	20	0	INB	CORD	CZR
UNMATCHED :	15	801	8	35	0	INB	CORD	CZU
UNMATCHED :	6	302	7	50	0	OUTB	CORD	CZW
UNMATCHED :	6	302	8	25	0	OUTB	CORD	CZW
UNMATCHED :	1	101	8	35	0	INB	CORD	CZY
UNMATCHED :	23	1201	8	5	0	2-WY	SCLN	CZZ
UNMATCHED :	21	1101	8	10	0	INB	CORD	CZZ
UNMATCHED :	21	1101	8	20	0	INB	CORD	CZZ
UNMATCHED :	23	1201	8	40	0	2-WY	SCLN	CZZ
UNMATCHED :	27	1401	8	20	0	2-WY	SCLN	D28
UNMATCHED :	30	1502	8	35	0	2-WY	SCLN	DAN
UNMATCHED :	6	302	8	35	0	OUTB	CORD	DAN
UNMATCHED :	21	1101	8	40	0	INB	CORD	DAN
UNMATCHED :	15	801	7	50	0	INB	CORD	DAY
UNMATCHED :	4	202	8	0	0	OUTB	CORD	DBV
UNMATCHED :	15	801	8	10	0	INB	CORD	DDW
UNMATCHED :	15	801	8	20	0	INB	CORD	DEN
UNMATCHED :	15	801	8	5	0	INB	CORD	DET
UNMATCHED :	19	1001	8	35	0	INB	CORD	DFB
UNMATCHED :	30	1502	7	55	0	2-WY	SCLN	DHK
UNMATCHED :	13	701	8	0	0	INB	CORD	DJE
UNMATCHED :	4	202	7	55	0	OUTB	CORD	DKA

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER	ETC
UNMATCHED :	6	302	8	5	0	OUTB	CORD	DKA	
UNMATCHED :	21	1101	8	15	0	INB	CORD	DKC	
UNMATCHED :	21	1101	8	15	0	INB	CORD	DKE	
UNMATCHED :	6	302	7	55	0	OUTB	CORD	DKH	
UNMATCHED :	23	1201	8	40	0	2-WY	SCLN	DKL	
UNMATCHED :	1	101	7	50	0	INB	CORD	DKM	
UNMATCHED :	19	1001	8	15	0	INB	CORD	DKM	
UNMATCHED :	23	1201	8	35	0	2-WY	SCLN	DKM	
UNMATCHED :	25	1301	7	45	0	2-WY	SCLN	DL5	
UNMATCHED :	23	1201	8	35	0	2-WY	SCLN	DLK	
UNMATCHED :	15	801	8	0	0	INB	CORD	DLP	
UNMATCHED :	21	1101	8	10	0	INB	CORD	DLP	
UNMATCHED :	15	801	8	35	0	INB	CORD	DM1	
UNMATCHED :	6	302	7	50	0	OUTB	CORD	DM3	
UNMATCHED :	27	1401	8	5	0	2-WY	SCLN	DM3	
UNMATCHED :	30	1502	7	50	0	2-WY	SCLN	DM5	
UNMATCHED :	6	302	7	55	0	OUTB	CORD	DM5	
UNMATCHED :	30	1502	8	10	0	2-WY	SCLN	DM5	
UNMATCHED :	25	1301	8	35	0	2-WY	SCLN	DM5	
UNMATCHED :	8	402	8	5	0	OUTB	CORD	DMP	
UNMATCHED :	1	101	8	30	0	INB	CORD	DMP	
UNMATCHED :	15	801	8	10	0	INB	CORD	DMS	
UNMATCHED :	30	1502	8	30	0	2-WY	SCLN	DMS	
UNMATCHED :	30	1502	7	55	0	2-WY	SCLN	DPW	
UNMATCHED :	19	1001	8	35	0	INB	CORD	DRF	
UNMATCHED :	19	1001	8	35	0	INB	CORD	DRZ	
UNMATCHED :	30	1502	7	45	0	2-WY	SCLN	DSY	
UNMATCHED :	27	1401	8	30	0	2-WY	SCLN	DXC	
UNMATCHED :	12	602	8	30	0	OUTB	CORD	DXL	
UNMATCHED :	12	602	8	20	0	OUTB	CORD	DZB	
UNMATCHED :	1	101	8	35	0	INB	CORD	DZB	
UNMATCHED :	6	302	8	0	0	OUTB	CORD	EAA	
UNMATCHED :	4	202	8	20	0	OUTB	CORD	EAF	
UNMATCHED :	21	1101	8	10	0	INB	CORD	EAP	
UNMATCHED :	21	1101	8	35	0	INB	CORD	EAP	
UNMATCHED :	1	101	8	35	0	INB	CORD	EAP	
UNMATCHED :	6	302	8	30	0	OUTB	CORD	EBU	
UNMATCHED :	6	302	8	30	0	OUTB	CORD	EFF	
UNMATCHED :	23	1201	8	35	0	2-WY	SCLN	EG4	
UNMATCHED :	19	1001	7	50	0	INB	CORD	EH3	
UNMATCHED :	30	1502	8	5	0	2-WY	SCLN	EH3	
UNMATCHED :	6	302	8	5	0	OUTB	CORD	EH3	
UNMATCHED :	30	1502	8	10	0	2-WY	SCLN	EH7	
UNMATCHED :	6	302	8	10	0	OUTB	CORD	EH7	
UNMATCHED :	1	101	8	5	0	INB	CORD	EHG	

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER	ETC
UNMATCHED :	6	302	8	25	0	OUTB	CORD	EHZ	
UNMATCHED :	6	302	8	10	0	OUTB	CORD	EJ3	
UNMATCHED :	4	202	8	25	0	OUTB	CORD	EJY	
UNMATCHED :	17	901	8	10	0	INB	CORD	EKG	
UNMATCHED :	17	901	8	10	0	INB	CORD	EKY	
UNMATCHED :	1	101	8	10	0	INB	CORD	EM4	
UNMATCHED :	4	202	8	30	0	OUTB	CORD	EM4	

UNMATCHED :	19	1001	7	50	0	INB	CORD	EMK
UNMATCHED :	15	801	8	10	0	INB	CORD	EML
UNMATCHED :	6	302	8	15	0	OUTB	CORD	EMN
UNMATCHED :	15	801	8	0	0	INB	CORD	EMV
UNMATCHED :	19	1001	7	50	0	INB	CORD	EMZ
UNMATCHED :	21	1101	8	15	0	INB	CORD	EMZ
UNMATCHED :	6	302	7	45	0	OUTB	CORD	END
UNMATCHED :	6	302	8	10	0	OUTB	CORD	ENG
UNMATCHED :	6	302	7	55	0	OUTB	CORD	ENZ
UNMATCHED :	19	1001	8	35	0	INB	CORD	ERM
UNMATCHED :	30	1502	8	5	0	2-WY	SCLN	ES9
UNMATCHED :	12	602	8	5	0	OUTB	CORD	ET1
UNMATCHED :	13	701	8	35	0	INB	CORD	ET1
UNMATCHED :	23	1201	8	35	0	2-WY	SCLN	ET3
UNMATCHED :	25	1301	8	40	0	2-WY	SCLN	ET3
UNMATCHED :	4	202	8	0	0	OUTB	CORD	ET4
UNMATCHED :	10	502	8	20	0	OUTB	CORD	ET4
UNMATCHED :	23	1201	8	30	0	2-WY	SCLN	ET5
UNMATCHED :	1	101	8	25	0	INB	CORD	ET7
UNMATCHED :	15	801	8	0	0	INB	CORD	ET9
UNMATCHED :	21	1101	8	15	0	INB	CORD	ET9
UNMATCHED :	4	202	7	45	0	OUTB	CORD	ETU
UNMATCHED :	6	302	7	55	0	OUTB	CORD	ETZ
UNMATCHED :	6	302	8	5	0	OUTB	CORD	EU4
UNMATCHED :	27	1401	8	15	0	2-WY	SCLN	EU5
UNMATCHED :	10	502	8	15	0	OUTB	CORD	EU5
UNMATCHED :	15	801	8	10	0	INB	CORD	EUK
UNMATCHED :	6	302	8	10	0	OUTB	CORD	EUW
UNMATCHED :	30	1502	8	5	0	2-WY	SCLN	EWD
UNMATCHED :	4	202	8	10	0	OUTB	CORD	EWD
UNMATCHED :	27	1401	8	10	0	2-WY	SCLN	EWE
UNMATCHED :	30	1502	8	10	0	2-WY	SCLN	EWG
UNMATCHED :	30	1502	8	10	0	2-WY	SCLN	EWK
UNMATCHED :	23	1201	8	30	0	2-WY	SCLN	EWK
UNMATCHED :	30	1502	7	50	0	2-WY	SCLN	EWT
UNMATCHED :	30	1502	8	5	0	2-WY	SCLN	EWU
UNMATCHED :	6	302	7	55	0	OUTB	CORD	EWV
UNMATCHED :	6	302	8	0	0	OUTB	CORD	EWV

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	6	302	8	35	0	OUTB	CORD	EWX
UNMATCHED :	30	1502	7	55	0	2-WY	SCLN	EWY
UNMATCHED :	1	101	8	40	0	INB	CORD	EWY
UNMATCHED :	30	1502	8	10	0	2-WY	SCLN	EXK
UNMATCHED :	19	1001	8	0	0	INB	CORD	EXT
UNMATCHED :	15	801	8	35	0	INB	CORD	EXX
UNMATCHED :	27	1401	8	35	0	2-WY	SCLN	F1T
UNMATCHED :	17	901	8	25	0	INB	CORD	F2M
UNMATCHED :	17	901	8	5	0	INB	CORD	F39
UNMATCHED :	6	302	8	15	0	OUTB	CORD	F3A
UNMATCHED :	30	1502	8	0	0	2-WY	SCLN	FAE
UNMATCHED :	6	302	8	0	0	OUTB	CORD	FAE
UNMATCHED :	1	101	8	10	0	INB	CORD	FAE
UNMATCHED :	21	1101	7	45	0	INB	CORD	FAK
UNMATCHED :	1	101	8	15	0	INB	CORD	FAK
UNMATCHED :	1	101	8	20	0	INB	CORD	FAK
UNMATCHED :	27	1401	8	25	0	2-WY	SCLN	FAK
UNMATCHED :	15	801	7	50	0	INB	CORD	FAL
UNMATCHED :	15	801	8	0	0	INB	CORD	FAL

UNMATCHED :	6	302	8	5	0	OUTB	CORD	FAL
UNMATCHED :	30	1502	8	25	0	2-WY	SCLN	FAL
UNMATCHED :	6	302	7	45	0	OUTB	CORD	FAN
UNMATCHED :	19	1001	7	50	0	INB	CORD	FAN
UNMATCHED :	23	1201	8	20	0	2-WY	SCLN	FAN
UNMATCHED :	21	1101	8	30	0	INB	CORD	FAR
UNMATCHED :	15	801	8	40	0	INB	CORD	FAR
UNMATCHED :	6	302	7	55	0	OUTB	CORD	FBK
UNMATCHED :	27	1401	8	15	0	2-WY	SCLN	FD8
UNMATCHED :	30	1502	8	40	0	2-WY	SCLN	FDB
UNMATCHED :	30	1502	7	45	0	2-WY	SCLN	FDE
UNMATCHED :	23	1201	7	50	0	2-WY	SCLN	FDE
UNMATCHED :	30	1502	7	50	0	2-WY	SCLN	FDE
UNMATCHED :	6	302	7	50	0	OUTB	CORD	FDE
UNMATCHED :	6	302	7	55	0	OUTB	CORD	FDE
UNMATCHED :	15	801	8	25	0	INB	CORD	FDE
UNMATCHED :	15	801	8	30	0	INB	CORD	FDE
UNMATCHED :	23	1201	8	25	0	2-WY	SCLN	FDH
UNMATCHED :	13	701	8	30	0	INB	CORD	FDH
UNMATCHED :	25	1301	8	25	0	2-WY	SCLN	FDK
UNMATCHED :	21	1101	8	10	0	INB	CORD	FDM
UNMATCHED :	6	302	8	40	0	OUTB	CORD	FDN
UNMATCHED :	1	101	8	20	0	INB	CORD	FDP
UNMATCHED :	19	1001	8	5	0	INB	CORD	FDT
UNMATCHED :	6	302	8	20	0	OUTB	CORD	FDT
UNMATCHED :	15	801	8	25	0	INB	CORD	FDT

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	19	1001	8	30	0	INB	CORD	FDT
UNMATCHED :	1	101	8	35	0	INB	CORD	FDT
UNMATCHED :	25	1301	8	35	0	2-WY	SCLN	FDT
UNMATCHED :	4	202	8	15	0	OUTB	CORD	FDU
UNMATCHED :	23	1201	8	15	0	2-WY	SCLN	FDX
UNMATCHED :	25	1301	8	20	0	2-WY	SCLN	FDX
UNMATCHED :	27	1401	8	20	0	2-WY	SCLN	FDX
UNMATCHED :	19	1001	8	30	0	INB	CORD	FDX
UNMATCHED :	25	1301	8	35	0	2-WY	SCLN	FDX
UNMATCHED :	19	1001	8	5	0	INB	CORD	FEE
UNMATCHED :	23	1201	8	30	0	2-WY	SCLN	FFI
UNMATCHED :	25	1301	8	5	0	2-WY	SCLN	FFZ
UNMATCHED :	4	202	7	55	0	OUTB	CORD	FG5
UNMATCHED :	23	1201	8	10	0	2-WY	SCLN	FGA
UNMATCHED :	4	202	7	45	0	OUTB	CORD	FGC
UNMATCHED :	23	1201	8	30	0	2-WY	SCLN	FGF
UNMATCHED :	21	1101	8	35	0	INB	CORD	FGF
UNMATCHED :	25	1301	8	35	0	2-WY	SCLN	FGF
UNMATCHED :	27	1401	8	40	0	2-WY	SCLN	FGF
UNMATCHED :	4	202	8	20	0	OUTB	CORD	FGG
UNMATCHED :	23	1201	8	35	0	2-WY	SCLN	FGG
UNMATCHED :	15	801	8	15	0	INB	CORD	FGH
UNMATCHED :	30	1502	8	40	0	2-WY	SCLN	FGH
UNMATCHED :	23	1201	7	50	0	2-WY	SCLN	FGJ
UNMATCHED :	21	1101	7	45	0	INB	CORD	FGL
UNMATCHED :	15	801	7	50	0	INB	CORD	FGM
UNMATCHED :	1	101	8	20	0	INB	CORD	FGP
UNMATCHED :	1	101	8	15	0	INB	CORD	FGU
UNMATCHED :	21	1101	7	45	0	INB	CORD	FGV
UNMATCHED :	25	1301	8	15	0	2-WY	SCLN	FGV
UNMATCHED :	30	1502	8	20	0	2-WY	SCLN	FGZ

UNMATCHED :	1	101	7	45	0	INB	CORD	FH2
UNMATCHED :	25	1301	8	0	0	2-WY	SCLN	FHA
UNMATCHED :	12	602	8	10	0	OUTB	CORD	FHA
UNMATCHED :	19	1001	8	40	0	INB	CORD	FHA
UNMATCHED :	30	1502	8	20	0	2-WY	SCLN	FHB
UNMATCHED :	30	1502	8	25	0	2-WY	SCLN	FHB
UNMATCHED :	4	202	8	30	0	OUTB	CORD	FHB
UNMATCHED :	15	801	8	15	0	INB	CORD	FHC
UNMATCHED :	27	1401	8	25	0	2-WY	SCLN	FHE
UNMATCHED :	1	101	8	0	0	INB	CORD	FHF
UNMATCHED :	23	1201	8	10	0	2-WY	SCLN	FHF
UNMATCHED :	21	1101	8	15	0	INB	CORD	FHF
UNMATCHED :	23	1201	8	20	0	2-WY	SCLN	FHG
UNMATCHED :	25	1301	8	25	0	2-WY	SCLN	FHG

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	13	701	8	10	0	INB	CORD	FHH
UNMATCHED :	1	101	7	45	0	INB	CORD	FHK
UNMATCHED :	1	101	7	50	0	INB	CORD	FHK
UNMATCHED :	30	1502	8	5	0	2-WY	SCLN	FHL
UNMATCHED :	4	202	8	10	0	OUTB	CORD	FHM
UNMATCHED :	6	302	8	40	0	OUTB	CORD	FHM
UNMATCHED :	25	1301	8	40	0	2-WY	SCLN	FHP
UNMATCHED :	23	1201	8	40	0	2-WY	SCLN	FHP
UNMATCHED :	23	1201	8	25	0	2-WY	SCLN	FHT
UNMATCHED :	21	1101	8	30	0	INB	CORD	FHT
UNMATCHED :	1	101	8	5	0	INB	CORD	FID
UNMATCHED :	23	1201	8	30	0	2-WY	SCLN	FIT
UNMATCHED :	23	1201	8	25	0	2-WY	SCLN	FJB
UNMATCHED :	15	801	7	45	0	INB	CORD	FJD
UNMATCHED :	15	801	7	45	0	INB	CORD	FJD
UNMATCHED :	30	1502	7	45	0	2-WY	SCLN	FJD
UNMATCHED :	23	1201	7	55	0	2-WY	SCLN	FJD
UNMATCHED :	6	302	8	10	0	OUTB	CORD	FJD
UNMATCHED :	27	1401	8	15	0	2-WY	SCLN	FJD
UNMATCHED :	6	302	8	20	0	OUTB	CORD	FJD
UNMATCHED :	4	202	8	40	0	OUTB	CORD	FJD
UNMATCHED :	30	1502	7	55	0	2-WY	SCLN	FJE
UNMATCHED :	6	302	8	0	0	OUTB	CORD	FJF
UNMATCHED :	13	701	8	25	0	INB	CORD	FJG
UNMATCHED :	19	1001	8	35	0	INB	CORD	FJG
UNMATCHED :	21	1101	7	45	0	INB	CORD	FJH
UNMATCHED :	25	1301	7	55	0	2-WY	SCLN	FJK
UNMATCHED :	19	1001	8	35	0	INB	CORD	FJK
UNMATCHED :	1	101	8	40	0	INB	CORD	FJK
UNMATCHED :	1	101	8	30	0	INB	CORD	FJL
UNMATCHED :	4	202	7	50	0	OUTB	CORD	FJM
UNMATCHED :	6	302	8	5	0	OUTB	CORD	FJN
UNMATCHED :	23	1201	8	30	0	2-WY	SCLN	FJN
UNMATCHED :	23	1201	8	40	0	2-WY	SCLN	FJN
UNMATCHED :	1	101	8	15	0	INB	CORD	FJP
UNMATCHED :	25	1301	7	55	0	2-WY	SCLN	FJS
UNMATCHED :	6	302	8	5	0	OUTB	CORD	FJS
UNMATCHED :	6	302	8	5	0	OUTB	CORD	FJS
UNMATCHED :	4	202	8	10	0	OUTB	CORD	FJS
UNMATCHED :	21	1101	7	45	0	INB	CORD	FJT
UNMATCHED :	6	302	7	50	0	OUTB	CORD	FJT
UNMATCHED :	6	302	7	55	0	OUTB	CORD	FJT
UNMATCHED :	25	1301	8	0	0	2-WY	SCLN	FJT

UNMATCHED : 12 602 8 40 0 OUTB CORD FJT
UNMATCHED : 19 1001 8 5 0 INB CORD FJU

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER	ETC
UNMATCHED :	12	602	8	0	0	OUTB	CORD	FJV	
UNMATCHED :	25	1301	8	20	0	2-WY	SCLN	FJV	
UNMATCHED :	27	1401	8	25	0	2-WY	SCLN	FJV	
UNMATCHED :	1	101	7	55	0	INB	CORD	FJW	
UNMATCHED :	21	1101	8	30	0	INB	CORD	FJZ	
UNMATCHED :	4	202	8	15	0	OUTB	CORD	FKE	
UNMATCHED :	21	1101	8	20	0	INB	CORD	FLY	
UNMATCHED :	25	1301	8	15	0	2-WY	SCLN	FM4	
UNMATCHED :	19	1001	7	50	0	INB	CORD	FMS	
UNMATCHED :	1	101	8	0	0	INB	CORD	FMV	
UNMATCHED :	4	202	8	0	0	OUTB	CORD	FMZ	
UNMATCHED :	21	1101	8	35	0	INB	CORD	FOB	
UNMATCHED :	25	1301	8	15	0	2-WY	SCLN	FOM	
UNMATCHED :	30	1502	8	15	0	2-WY	SCLN	FOO	
UNMATCHED :	30	1502	7	45	0	2-WY	SCLN	FOO	
UNMATCHED :	4	202	7	55	0	OUTB	CORD	FOO	
UNMATCHED :	1	101	8	10	0	INB	CORD	FOO	
UNMATCHED :	25	1301	8	30	0	2-WY	SCLN	FTS	
UNMATCHED :	1	101	8	35	0	INB	CORD	FTU	
UNMATCHED :	27	1401	8	0	0	2-WY	SCLN	FUN	
UNMATCHED :	4	202	8	20	0	OUTB	CORD	FVF	
UNMATCHED :	25	1301	8	5	0	2-WY	SCLN	FVW	
UNMATCHED :	1	101	8	10	0	INB	CORD	FXA	
UNMATCHED :	25	1301	8	10	0	2-WY	SCLN	FXA	
UNMATCHED :	25	1301	8	40	0	2-WY	SCLN	FXB	
UNMATCHED :	15	801	7	55	0	INB	CORD	FXC	
UNMATCHED :	4	202	8	35	0	OUTB	CORD	FXC	
UNMATCHED :	1	101	8	30	0	INB	CORD	FXD	
UNMATCHED :	6	302	7	55	0	OUTB	CORD	FXE	
UNMATCHED :	6	302	8	0	0	OUTB	CORD	FXE	
UNMATCHED :	1	101	8	15	0	INB	CORD	FXE	
UNMATCHED :	6	302	8	5	0	OUTB	CORD	FXF	
UNMATCHED :	27	1401	8	20	0	2-WY	SCLN	FXF	
UNMATCHED :	4	202	8	20	0	OUTB	CORD	FXG	
UNMATCHED :	27	1401	8	0	0	2-WY	SCLN	FXL	
UNMATCHED :	1	101	8	25	0	INB	CORD	FXL	
UNMATCHED :	21	1101	7	55	0	INB	CORD	FXP	
UNMATCHED :	21	1101	8	0	0	INB	CORD	FXR	
UNMATCHED :	23	1201	8	0	0	2-WY	SCLN	FXR	
UNMATCHED :	25	1301	8	5	0	2-WY	SCLN	FXR	
UNMATCHED :	27	1401	8	5	0	2-WY	SCLN	FXR	
UNMATCHED :	27	1401	8	10	0	2-WY	SCLN	FXR	
UNMATCHED :	12	602	8	10	0	OUTB	CORD	FXR	
UNMATCHED :	21	1101	8	35	0	INB	CORD	FXS	
UNMATCHED :	25	1301	8	35	0	2-WY	SCLN	FXS	
UNMATCHED :	23	1201	8	35	0	2-WY	SCLN	FXS	

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER	ETC
UNMATCHED :	4	202	8	25	0	OUTB	CORD	FXT	

UNMATCHED :	6	302	8	5	0	OUTB	CORD	FXU
UNMATCHED :	4	202	8	40	0	OUTB	CORD	FXU
UNMATCHED :	15	801	8	10	0	INB	CORD	FXX
UNMATCHED :	15	801	8	40	0	INB	CORD	FXX
UNMATCHED :	1	101	8	40	0	INB	CORD	FXX
UNMATCHED :	30	1502	8	40	0	2-WY	SCLN	FXX
UNMATCHED :	6	302	8	10	0	OUTB	CORD	FYC
UNMATCHED :	21	1101	8	0	0	INB	CORD	FYE
UNMATCHED :	1	101	8	0	0	INB	CORD	FYH
UNMATCHED :	19	1001	8	35	0	INB	CORD	FYK
UNMATCHED :	4	202	8	10	0	OUTB	CORD	FYT
UNMATCHED :	6	302	8	15	0	OUTB	CORD	FYU
UNMATCHED :	1	101	8	0	0	INB	CORD	FYW
UNMATCHED :	27	1401	8	0	0	2-WY	SCLN	FYW
UNMATCHED :	27	1401	8	5	0	2-WY	SCLN	FYW
UNMATCHED :	1	101	8	30	0	INB	CORD	FYW
UNMATCHED :	25	1301	8	30	0	2-WY	SCLN	FYW
UNMATCHED :	1	101	8	35	0	INB	CORD	FYX
UNMATCHED :	19	1001	7	50	0	INB	CORD	FZD
UNMATCHED :	15	801	8	25	0	INB	CORD	FZD
UNMATCHED :	30	1502	8	30	0	2-WY	SCLN	FZD
UNMATCHED :	30	1502	8	25	0	2-WY	SCLN	FZM
UNMATCHED :	6	302	8	40	0	OUTB	CORD	FZR
UNMATCHED :	21	1101	8	30	0	INB	CORD	FZY
UNMATCHED :	23	1201	8	30	0	2-WY	SCLN	FZY
UNMATCHED :	27	1401	8	15	0	2-WY	SCLN	G5V
UNMATCHED :	19	1001	7	45	0	INB	CORD	GAN
UNMATCHED :	30	1502	8	5	0	2-WY	SCLN	GAZ
UNMATCHED :	12	602	7	45	0	OUTB	CORD	GBB
UNMATCHED :	21	1101	8	5	0	INB	CORD	GBB
UNMATCHED :	21	1101	8	35	0	INB	CORD	GBG
UNMATCHED :	27	1401	8	5	0	2-WY	SCLN	GBN
UNMATCHED :	13	701	8	10	0	INB	CORD	GBN
UNMATCHED :	21	1101	8	20	0	INB	CORD	GBN
UNMATCHED :	6	302	7	50	0	OUTB	CORD	GBP
UNMATCHED :	4	202	8	20	0	OUTB	CORD	GBP
UNMATCHED :	25	1301	8	25	0	2-WY	SCLN	GBP
UNMATCHED :	15	801	8	10	0	INB	CORD	GBR
UNMATCHED :	1	101	8	25	0	INB	CORD	GBR
UNMATCHED :	1	101	8	5	0	INB	CORD	GBT
UNMATCHED :	12	602	8	5	0	OUTB	CORD	GBY
UNMATCHED :	6	302	7	55	0	OUTB	CORD	GCP
UNMATCHED :	12	602	7	45	0	OUTB	CORD	GCR
UNMATCHED :	4	202	8	10	0	OUTB	CORD	GCS

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	19	1001	8	35	0	INB	CORD	GCU
UNMATCHED :	19	1001	8	5	0	INB	CORD	GCV
UNMATCHED :	15	801	8	20	0	INB	CORD	GCV
UNMATCHED :	21	1101	8	25	0	INB	CORD	GCY
UNMATCHED :	23	1201	8	0	0	2-WY	SCLN	GCZ
UNMATCHED :	15	801	8	20	0	INB	CORD	GCZ
UNMATCHED :	23	1201	7	45	0	2-WY	SCLN	GD6
UNMATCHED :	25	1301	7	50	0	2-WY	SCLN	GD7
UNMATCHED :	30	1502	8	0	0	2-WY	SCLN	GDL
UNMATCHED :	30	1502	8	5	0	2-WY	SCLN	GDP
UNMATCHED :	30	1502	8	35	0	2-WY	SCLN	GE2
UNMATCHED :	25	1301	7	45	0	2-WY	SCLN	GE3
UNMATCHED :	27	1401	7	45	0	2-WY	SCLN	GE5

UNMATCHED :	12	602	7	45	0	OUTB	CORD	GE5
UNMATCHED :	23	1201	8	5	0	2-WY	SCLN	GE6
UNMATCHED :	4	202	8	20	0	OUTB	CORD	GE6
UNMATCHED :	6	302	8	10	0	OUTB	CORD	GE7
UNMATCHED :	6	302	8	20	0	OUTB	CORD	GE7
UNMATCHED :	17	901	8	35	0	INB	CORD	GE7
UNMATCHED :	1	101	7	45	0	INB	CORD	GEF
UNMATCHED :	12	602	7	55	0	OUTB	CORD	GEG
UNMATCHED :	1	101	7	45	0	INB	CORD	GEL
UNMATCHED :	25	1301	7	50	0	2-WY	SCLN	GEL
UNMATCHED :	1	101	8	20	0	INB	CORD	GEU
UNMATCHED :	15	801	8	25	0	INB	CORD	GF1
UNMATCHED :	23	1201	8	40	0	2-WY	SCLN	GFJ
UNMATCHED :	1	101	8	30	0	INB	CORD	GFM
UNMATCHED :	15	801	7	50	0	INB	CORD	GFX
UNMATCHED :	30	1502	7	50	0	2-WY	SCLN	GFX
UNMATCHED :	17	901	8	15	0	INB	CORD	GFY
UNMATCHED :	12	602	8	0	0	OUTB	CORD	GFZ
UNMATCHED :	25	1301	8	10	0	2-WY	SCLN	GFZ
UNMATCHED :	6	302	8	35	0	OUTB	CORD	GGV
UNMATCHED :	27	1401	8	5	0	2-WY	SCLN	GGX
UNMATCHED :	15	801	8	10	0	INB	CORD	GHJ
UNMATCHED :	15	801	8	0	0	INB	CORD	GHR
UNMATCHED :	17	901	8	0	0	INB	CORD	GHR
UNMATCHED :	6	302	8	5	0	OUTB	CORD	GHR
UNMATCHED :	30	1502	8	10	0	2-WY	SCLN	GHR
UNMATCHED :	6	302	8	10	0	OUTB	CORD	GHR
UNMATCHED :	19	1001	8	20	0	INB	CORD	GHT
UNMATCHED :	30	1502	7	45	0	2-WY	SCLN	GHV
UNMATCHED :	6	302	7	45	0	OUTB	CORD	GHV
UNMATCHED :	21	1101	8	10	0	INB	CORD	GHV
UNMATCHED :	23	1201	8	15	0	2-WY	SCLN	GHV

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	4	202	8	25	0	OUTB	CORD	GIG
UNMATCHED :	23	1201	8	15	0	2-WY	SCLN	GJF
UNMATCHED :	6	302	8	5	0	OUTB	CORD	GJL
UNMATCHED :	17	901	7	45	0	INB	CORD	GJP
UNMATCHED :	10	502	8	5	0	OUTB	CORD	GJX
UNMATCHED :	25	1301	7	55	0	2-WY	SCLN	GJY
UNMATCHED :	21	1101	8	30	0	INB	CORD	GKA
UNMATCHED :	23	1201	8	40	0	2-WY	SCLN	GKA
UNMATCHED :	23	1201	8	40	0	2-WY	SCLN	GKA
UNMATCHED :	23	1201	8	25	0	2-WY	SCLN	GKB
UNMATCHED :	1	101	7	45	0	INB	CORD	GKE
UNMATCHED :	30	1502	7	50	0	2-WY	SCLN	GKF
UNMATCHED :	30	1502	7	50	0	2-WY	SCLN	GKF
UNMATCHED :	6	302	7	45	0	OUTB	CORD	GLK
UNMATCHED :	19	1001	8	5	0	INB	CORD	GLM
UNMATCHED :	19	1001	8	20	0	INB	CORD	GLY
UNMATCHED :	1	101	7	50	0	INB	CORD	GLZ
UNMATCHED :	1	101	8	0	0	INB	CORD	GLZ
UNMATCHED :	21	1101	8	30	0	INB	CORD	GMA
UNMATCHED :	30	1502	8	0	0	2-WY	SCLN	GMB
UNMATCHED :	27	1401	8	35	0	2-WY	SCLN	GMB
UNMATCHED :	8	402	8	35	0	OUTB	CORD	GMB
UNMATCHED :	4	202	8	40	0	OUTB	CORD	GMB
UNMATCHED :	10	502	7	50	0	OUTB	CORD	GMC
UNMATCHED :	6	302	7	50	0	OUTB	CORD	GMC

UNMATCHED :	21	1101	8	0	0	INB	CORD	GMC
UNMATCHED :	27	1401	7	55	0	2-WY	SCLN	GME
UNMATCHED :	19	1001	8	5	0	INB	CORD	GME
UNMATCHED :	23	1201	8	25	0	2-WY	SCLN	GME
UNMATCHED :	4	202	7	50	0	OUTB	CORD	GMF
UNMATCHED :	21	1101	8	30	0	INB	CORD	GMF
UNMATCHED :	4	202	8	40	0	OUTB	CORD	GMH
UNMATCHED :	1	101	8	35	0	INB	CORD	GMJ
UNMATCHED :	23	1201	8	35	0	2-WY	SCLN	GMK
UNMATCHED :	21	1101	8	40	0	INB	CORD	GMK
UNMATCHED :	23	1201	8	15	0	2-WY	SCLN	GMP
UNMATCHED :	25	1301	8	20	0	2-WY	SCLN	GMP
UNMATCHED :	27	1401	8	25	0	2-WY	SCLN	GMP
UNMATCHED :	12	602	8	25	0	OUTB	CORD	GMP
UNMATCHED :	25	1301	8	40	0	2-WY	SCLN	GMR
UNMATCHED :	1	101	8	30	0	INB	CORD	GMU
UNMATCHED :	1	101	8	5	0	INB	CORD	GNT
UNMATCHED :	21	1101	8	30	0	INB	CORD	GOL
UNMATCHED :	1	101	8	25	0	INB	CORD	GP6
UNMATCHED :	27	1401	7	55	0	2-WY	SCLN	GPB

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	12	602	7	55	0	OUTB	CORD	GPB
UNMATCHED :	21	1101	8	35	0	INB	CORD	GPB
UNMATCHED :	6	302	7	50	0	OUTB	CORD	GPC
UNMATCHED :	25	1301	8	30	0	2-WY	SCLN	GPG
UNMATCHED :	1	101	7	50	0	INB	CORD	GPH
UNMATCHED :	17	901	8	10	0	INB	CORD	GPH
UNMATCHED :	19	1001	8	15	0	INB	CORD	GPH
UNMATCHED :	21	1101	8	15	0	INB	CORD	GPH
UNMATCHED :	15	801	8	40	0	INB	CORD	GPJ
UNMATCHED :	23	1201	8	15	0	2-WY	SCLN	GPK
UNMATCHED :	15	801	7	45	0	INB	CORD	GPL
UNMATCHED :	30	1502	7	45	0	2-WY	SCLN	GPL
UNMATCHED :	1	101	8	0	0	INB	CORD	GPL
UNMATCHED :	25	1301	8	0	0	2-WY	SCLN	GPL
UNMATCHED :	23	1201	8	25	0	2-WY	SCLN	GPL
UNMATCHED :	1	101	8	30	0	INB	CORD	GPL
UNMATCHED :	25	1301	8	30	0	2-WY	SCLN	GPL
UNMATCHED :	23	1201	8	40	0	2-WY	SCLN	GPL
UNMATCHED :	21	1101	8	20	0	INB	CORD	GPM
UNMATCHED :	1	101	8	20	0	INB	CORD	GPM
UNMATCHED :	4	202	8	30	0	OUTB	CORD	GPN
UNMATCHED :	6	302	8	40	0	OUTB	CORD	GPN
UNMATCHED :	25	1301	7	45	0	2-WY	SCLN	GPP
UNMATCHED :	6	302	7	50	0	OUTB	CORD	GPR
UNMATCHED :	4	202	7	50	0	OUTB	CORD	GPS
UNMATCHED :	21	1101	8	5	0	INB	CORD	GPT
UNMATCHED :	1	101	8	35	0	INB	CORD	GPT
UNMATCHED :	27	1401	7	55	0	2-WY	SCLN	GPU
UNMATCHED :	12	602	8	0	0	OUTB	CORD	GPU
UNMATCHED :	1	101	8	10	0	INB	CORD	GPV
UNMATCHED :	25	1301	8	10	0	2-WY	SCLN	GPV
UNMATCHED :	30	1502	8	10	0	2-WY	SCLN	GPV
UNMATCHED :	6	302	8	15	0	OUTB	CORD	GPV
UNMATCHED :	6	302	8	15	0	OUTB	CORD	GPV
UNMATCHED :	23	1201	7	45	0	2-WY	SCLN	GPW
UNMATCHED :	30	1502	8	40	0	2-WY	SCLN	GPW
UNMATCHED :	25	1301	8	20	0	2-WY	SCLN	GPX

UNMATCHED :	1	101	8	30	0	INB	CORD	GRF
UNMATCHED :	4	202	7	50	0	OUTB	CORD	GRN
UNMATCHED :	4	202	7	45	0	OUTB	CORD	GRO
UNMATCHED :	4	202	8	40	0	OUTB	CORD	GRU
UNMATCHED :	6	302	8	40	0	OUTB	CORD	GS3
UNMATCHED :	17	901	8	15	0	INB	CORD	GSG
UNMATCHED :	15	801	8	10	0	INB	CORD	GSP
UNMATCHED :	15	801	8	10	0	INB	CORD	GSU

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	4	202	8	40	0	OUTB	CORD	GSV
UNMATCHED :	17	901	8	0	0	INB	CORD	GSW
UNMATCHED :	21	1101	8	40	0	INB	CORD	GSY
UNMATCHED :	1	101	8	20	0	INB	CORD	GTC
UNMATCHED :	6	302	8	35	0	OUTB	CORD	GTY
UNMATCHED :	23	1201	8	0	0	2-WY	SCLN	GUN
UNMATCHED :	21	1101	8	5	0	INB	CORD	GUN
UNMATCHED :	25	1301	8	5	0	2-WY	SCLN	GUN
UNMATCHED :	1	101	8	10	0	INB	CORD	GUP
UNMATCHED :	15	801	7	45	0	INB	CORD	GUS
UNMATCHED :	6	302	8	10	0	OUTB	CORD	GUS
UNMATCHED :	27	1401	8	15	0	2-WY	SCLN	GUS
UNMATCHED :	15	801	8	30	0	INB	CORD	GUS
UNMATCHED :	6	302	7	45	0	OUTB	CORD	GUY
UNMATCHED :	1	101	7	50	0	INB	CORD	GUY
UNMATCHED :	15	801	7	50	0	INB	CORD	GUY
UNMATCHED :	10	502	7	55	0	OUTB	CORD	GUY
UNMATCHED :	4	202	7	55	0	OUTB	CORD	GUY
UNMATCHED :	15	801	8	20	0	INB	CORD	GUY
UNMATCHED :	23	1201	8	20	0	2-WY	SCLN	GUY
UNMATCHED :	25	1301	8	20	0	2-WY	SCLN	GUY
UNMATCHED :	27	1401	8	25	0	2-WY	SCLN	GUY
UNMATCHED :	6	302	8	10	0	OUTB	CORD	GVB
UNMATCHED :	30	1502	8	25	0	2-WY	SCLN	GVG
UNMATCHED :	1	101	8	10	0	INB	CORD	GVW
UNMATCHED :	21	1101	8	10	0	INB	CORD	GWF
UNMATCHED :	23	1201	8	10	0	2-WY	SCLN	GWF
UNMATCHED :	6	302	8	20	0	OUTB	CORD	GWT
UNMATCHED :	4	202	8	40	0	OUTB	CORD	GX3
UNMATCHED :	1	101	8	0	0	INB	CORD	GX6
UNMATCHED :	25	1301	8	0	0	2-WY	SCLN	GX6
UNMATCHED :	1	101	8	40	0	INB	CORD	GX6
UNMATCHED :	4	202	7	55	0	OUTB	CORD	GXA
UNMATCHED :	19	1001	8	0	0	INB	CORD	GXL
UNMATCHED :	1	101	7	45	0	INB	CORD	GXM
UNMATCHED :	4	202	7	55	0	OUTB	CORD	GXS
UNMATCHED :	6	302	8	5	0	OUTB	CORD	GXS
UNMATCHED :	25	1301	7	45	0	2-WY	SCLN	GXZ
UNMATCHED :	1	101	8	10	0	INB	CORD	GXZ
UNMATCHED :	25	1301	8	15	0	2-WY	SCLN	GXZ
UNMATCHED :	15	801	7	50	0	INB	CORD	GYC
UNMATCHED :	15	801	8	35	0	INB	CORD	GYC
UNMATCHED :	27	1401	8	5	0	2-WY	SCLN	GYE
UNMATCHED :	6	302	8	20	0	OUTB	CORD	GYE
UNMATCHED :	21	1101	8	40	0	INB	CORD	GYE

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER	ETC
UNMATCHED :	23	1201	8	5	0	2-WY	SCLN	GYF	
UNMATCHED :	15	801	7	55	0	INB	CORD	GYJ	
UNMATCHED :	19	1001	8	20	0	INB	CORD	GYJ	
UNMATCHED :	27	1401	8	35	0	2-WY	SCLN	GYJ	
UNMATCHED :	23	1201	8	40	0	2-WY	SCLN	GYJ	
UNMATCHED :	1	101	7	45	0	INB	CORD	GYM	
UNMATCHED :	15	801	8	35	0	INB	CORD	GYM	
UNMATCHED :	25	1301	8	10	0	2-WY	SCLN	GYN	
UNMATCHED :	12	602	8	5	0	OUTB	CORD	GYR	
UNMATCHED :	1	101	7	50	0	INB	CORD	GYS	
UNMATCHED :	21	1101	8	25	0	INB	CORD	GYS	
UNMATCHED :	25	1301	8	15	0	2-WY	SCLN	GYT	
UNMATCHED :	6	302	8	15	0	OUTB	CORD	GYT	
UNMATCHED :	6	302	7	45	0	OUTB	CORD	GYV	
UNMATCHED :	27	1401	8	15	0	2-WY	SCLN	GYW	
UNMATCHED :	19	1001	8	15	0	INB	CORD	GYX	
UNMATCHED :	19	1001	8	15	0	INB	CORD	GYX	
UNMATCHED :	23	1201	8	35	0	2-WY	SCLN	GYX	
UNMATCHED :	1	101	7	45	0	INB	CORD	GYY	
UNMATCHED :	30	1502	8	10	0	2-WY	SCLN	GYY	
UNMATCHED :	4	202	8	30	0	OUTB	CORD	GYY	
UNMATCHED :	13	701	8	0	0	INB	CORD	GZC	
UNMATCHED :	6	302	8	35	0	OUTB	CORD	GZD	
UNMATCHED :	19	1001	8	35	0	INB	CORD	GZF	
UNMATCHED :	15	801	8	20	0	INB	CORD	GZK	
UNMATCHED :	30	1502	8	25	0	2-WY	SCLN	GZW	
UNMATCHED :	6	302	7	55	0	OUTB	CORD	H41	
UNMATCHED :	21	1101	8	35	0	INB	CORD	HAN	
UNMATCHED :	1	101	8	40	0	INB	CORD	HAP	
UNMATCHED :	25	1301	8	40	0	2-WY	SCLN	HAP	
UNMATCHED :	15	801	8	0	0	INB	CORD	HAR	
UNMATCHED :	6	302	8	25	0	OUTB	CORD	HAV	
UNMATCHED :	23	1201	7	45	0	2-WY	SCLN	HAW	
UNMATCHED :	1	101	8	15	0	INB	CORD	HAW	
UNMATCHED :	25	1301	8	15	0	2-WY	SCLN	HAW	
UNMATCHED :	6	302	7	45	0	OUTB	CORD	HAY	
UNMATCHED :	15	801	8	20	0	INB	CORD	HBC	
UNMATCHED :	27	1401	8	35	0	2-WY	SCLN	HBP	
UNMATCHED :	23	1201	8	5	0	2-WY	SCLN	HBS	
UNMATCHED :	21	1101	8	10	0	INB	CORD	HBS	
UNMATCHED :	1	101	8	35	0	INB	CORD	HBS	
UNMATCHED :	6	302	7	50	0	OUTB	CORD	HC	
UNMATCHED :	15	801	8	20	0	INB	CORD	HEK	
UNMATCHED :	4	202	8	20	0	OUTB	CORD	HFV	
UNMATCHED :	21	1101	8	30	0	INB	CORD	HFW	

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER	ETC
UNMATCHED :	21	1101	8	30	0	INB	CORD	HFW	
UNMATCHED :	4	202	7	55	0	OUTB	CORD	HFZ	
UNMATCHED :	19	1001	8	30	0	INB	CORD	HGN	
UNMATCHED :	12	602	8	40	0	OUTB	CORD	HHB	
UNMATCHED :	6	302	8	0	0	OUTB	CORD	HHF	
UNMATCHED :	1	101	7	45	0	INB	CORD	HJA	
UNMATCHED :	30	1502	7	45	0	2-WY	SCLN	HJA	

UNMATCHED :	4	202	7	45	0	OUTB	CORD	HJA
UNMATCHED :	6	302	7	45	0	OUTB	CORD	HJA
UNMATCHED :	23	1201	8	30	0	2-WY	SCLN	HJC
UNMATCHED :	23	1201	7	55	0	2-WY	SCLN	HJF
UNMATCHED :	19	1001	8	30	0	INB	CORD	HJF
UNMATCHED :	6	302	8	30	0	OUTB	CORD	HJK
UNMATCHED :	6	302	8	40	0	OUTB	CORD	HJS
UNMATCHED :	12	602	7	55	0	OUTB	CORD	HJY
UNMATCHED :	23	1201	8	5	0	2-WY	SCLN	HJY
UNMATCHED :	23	1201	8	20	0	2-WY	SCLN	HJY
UNMATCHED :	25	1301	8	25	0	2-WY	SCLN	HJY
UNMATCHED :	19	1001	8	30	0	INB	CORD	HJY
UNMATCHED :	23	1201	8	20	0	2-WY	SCLN	HK9
UNMATCHED :	17	901	8	10	0	INB	CORD	HKY
UNMATCHED :	4	202	7	55	0	OUTB	CORD	HL3
UNMATCHED :	4	202	7	55	0	OUTB	CORD	HL3
UNMATCHED :	25	1301	8	40	0	2-WY	SCLN	HL4
UNMATCHED :	6	302	8	25	0	OUTB	CORD	HLC
UNMATCHED :	15	801	8	15	0	INB	CORD	HLD
UNMATCHED :	15	801	8	10	0	INB	CORD	HLG
UNMATCHED :	6	302	8	10	0	OUTB	CORD	HLP
UNMATCHED :	6	302	7	55	0	OUTB	CORD	HLS
UNMATCHED :	1	101	8	15	0	INB	CORD	HLS
UNMATCHED :	25	1301	8	15	0	2-WY	SCLN	HLS
UNMATCHED :	6	302	8	35	0	OUTB	CORD	HLS
UNMATCHED :	19	1001	8	20	0	INB	CORD	HMC
UNMATCHED :	27	1401	7	50	0	2-WY	SCLN	HNT
UNMATCHED :	10	502	7	45	0	OUTB	CORD	HPU
UNMATCHED :	12	602	8	5	0	OUTB	CORD	HS2
UNMATCHED :	1	101	8	10	0	INB	CORD	HSA
UNMATCHED :	25	1301	8	10	0	2-WY	SCLN	HSA
UNMATCHED :	27	1401	8	15	0	2-WY	SCLN	HSA
UNMATCHED :	1	101	8	0	0	INB	CORD	HSC
UNMATCHED :	25	1301	8	5	0	2-WY	SCLN	HSC
UNMATCHED :	15	801	8	10	0	INB	CORD	HSC
UNMATCHED :	19	1001	8	15	0	INB	CORD	HSC
UNMATCHED :	4	202	8	20	0	OUTB	CORD	HSF
UNMATCHED :	1	101	8	25	0	INB	CORD	HSF

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	25	1301	8	25	0	2-WY	SCLN	HSF
UNMATCHED :	13	701	8	10	0	INB	CORD	HSH
UNMATCHED :	23	1201	8	30	0	2-WY	SCLN	HSI
UNMATCHED :	19	1001	8	40	0	INB	CORD	HSJ
UNMATCHED :	27	1401	8	40	0	2-WY	SCLN	HSP
UNMATCHED :	23	1201	8	15	0	2-WY	SCLN	HSR
UNMATCHED :	6	302	7	55	0	OUTB	CORD	HST
UNMATCHED :	21	1101	8	25	0	INB	CORD	HST
UNMATCHED :	25	1301	8	25	0	2-WY	SCLN	HST
UNMATCHED :	23	1201	8	25	0	2-WY	SCLN	HSV
UNMATCHED :	27	1401	8	30	0	2-WY	SCLN	HSV
UNMATCHED :	25	1301	8	30	0	2-WY	SCLN	HSV
UNMATCHED :	15	801	7	50	0	INB	CORD	HSX
UNMATCHED :	30	1502	7	50	0	2-WY	SCLN	HSX
UNMATCHED :	6	302	8	5	0	OUTB	CORD	HSY
UNMATCHED :	15	801	8	15	0	INB	CORD	HSY
UNMATCHED :	15	801	8	20	0	INB	CORD	HSY
UNMATCHED :	30	1502	8	20	0	2-WY	SCLN	HSY
UNMATCHED :	30	1502	8	30	0	2-WY	SCLN	HSY

UNMATCHED :	6	302	8	35	0	OUTB	CORD	HSY
UNMATCHED :	21	1101	8	40	0	INB	CORD	HSY
UNMATCHED :	4	202	7	45	0	OUTB	CORD	HSZ
UNMATCHED :	1	101	7	50	0	INB	CORD	HSZ
UNMATCHED :	1	101	7	50	0	INB	CORD	HSZ
UNMATCHED :	25	1301	7	55	0	2-WY	SCLN	HSZ
UNMATCHED :	30	1502	7	45	0	2-WY	SCLN	HTA
UNMATCHED :	6	302	7	50	0	OUTB	CORD	HTA
UNMATCHED :	6	302	7	50	0	OUTB	CORD	HTA
UNMATCHED :	6	302	8	5	0	OUTB	CORD	HTA
UNMATCHED :	15	801	7	45	0	INB	CORD	HTB
UNMATCHED :	30	1502	7	45	0	2-WY	SCLN	HTB
UNMATCHED :	15	801	7	50	0	INB	CORD	HTB
UNMATCHED :	30	1502	8	5	0	2-WY	SCLN	HTB
UNMATCHED :	6	302	8	10	0	OUTB	CORD	HTB
UNMATCHED :	19	1001	8	30	0	INB	CORD	HTB
UNMATCHED :	25	1301	8	30	0	2-WY	SCLN	HTB
UNMATCHED :	13	701	8	35	0	INB	CORD	HTB
UNMATCHED :	30	1502	8	40	0	2-WY	SCLN	HTB
UNMATCHED :	27	1401	8	35	0	2-WY	SCLN	HTM
UNMATCHED :	27	1401	7	55	0	2-WY	SCLN	HTU
UNMATCHED :	1	101	8	20	0	INB	CORD	HTU
UNMATCHED :	21	1101	8	5	0	INB	CORD	HTV
UNMATCHED :	23	1201	8	25	0	2-WY	SCLN	HTY
UNMATCHED :	25	1301	8	30	0	2-WY	SCLN	HTY
UNMATCHED :	23	1201	8	30	0	2-WY	SCLN	HTY

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	6	302	8	5	0	OUTB	CORD	HUD
UNMATCHED :	23	1201	8	5	0	2-WY	SCLN	HUE
UNMATCHED :	13	701	8	10	0	INB	CORD	HUE
UNMATCHED :	25	1301	8	10	0	2-WY	SCLN	HUE
UNMATCHED :	27	1401	8	10	0	2-WY	SCLN	HUE
UNMATCHED :	30	1502	8	40	0	2-WY	SCLN	HUE
UNMATCHED :	6	302	7	50	0	OUTB	CORD	HUF
UNMATCHED :	30	1502	8	40	0	2-WY	SCLN	HUH
UNMATCHED :	15	801	8	10	0	INB	CORD	HUJ
UNMATCHED :	15	801	8	30	0	INB	CORD	HUJ
UNMATCHED :	30	1502	8	30	0	2-WY	SCLN	HUK
UNMATCHED :	6	302	7	50	0	OUTB	CORD	HUL
UNMATCHED :	15	801	8	15	0	INB	CORD	HUM
UNMATCHED :	30	1502	7	55	0	2-WY	SCLN	HUS
UNMATCHED :	6	302	8	15	0	OUTB	CORD	HUS
UNMATCHED :	6	302	8	25	0	OUTB	CORD	HUS
UNMATCHED :	6	302	8	5	0	OUTB	CORD	HUT
UNMATCHED :	19	1001	8	20	0	INB	CORD	HUT
UNMATCHED :	19	1001	8	30	0	INB	CORD	HUT
UNMATCHED :	19	1001	8	35	0	INB	CORD	HUU
UNMATCHED :	4	202	8	15	0	OUTB	CORD	HUW
UNMATCHED :	30	1502	7	50	0	2-WY	SCLN	HUX
UNMATCHED :	30	1502	7	50	0	2-WY	SCLN	HUX
UNMATCHED :	6	302	7	55	0	OUTB	CORD	HUX
UNMATCHED :	19	1001	8	35	0	INB	CORD	HUY
UNMATCHED :	21	1101	8	40	0	INB	CORD	HUY
UNMATCHED :	21	1101	7	50	0	INB	CORD	HVC
UNMATCHED :	30	1502	8	5	0	2-WY	SCLN	HVP
UNMATCHED :	21	1101	8	0	0	INB	CORD	HVW
UNMATCHED :	4	202	8	5	0	OUTB	CORD	HVY
UNMATCHED :	6	302	8	35	0	OUTB	CORD	HWX

UNMATCHED :	6	302	7	55	0	OUTB	CORD	HXX
UNMATCHED :	15	801	8	20	0	INB	CORD	HYC
UNMATCHED :	10	502	8	15	0	OUTB	CORD	HYE
UNMATCHED :	27	1401	7	55	0	2-WY	SCLN	HZF
UNMATCHED :	12	602	7	55	0	OUTB	CORD	HZF
UNMATCHED :	15	801	8	25	0	INB	CORD	HZF
UNMATCHED :	17	901	8	15	0	INB	CORD	HZM
UNMATCHED :	4	202	7	50	0	OUTB	CORD	HZW
UNMATCHED :	6	302	8	15	0	OUTB	CORD	HZW
UNMATCHED :	4	202	8	0	0	OUTB	CORD	HZZ
UNMATCHED :	1	101	8	30	0	INB	CORD	HZZ
UNMATCHED :	12	602	7	55	0	OUTB	CORD	I80
UNMATCHED :	4	202	8	0	0	OUTB	CORD	IA4
UNMATCHED :	30	1502	8	15	0	2-WY	SCLN	IAK

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	1	101	8	15	0	INB	CORD	IAS
UNMATCHED :	25	1301	8	15	0	2-WY	SCLN	IAS
UNMATCHED :	27	1401	7	50	0	2-WY	SCLN	IAY
UNMATCHED :	12	602	7	45	0	OUTB	CORD	IB7
UNMATCHED :	12	602	8	5	0	OUTB	CORD	ICR
UNMATCHED :	6	302	8	30	0	OUTB	CORD	ICX
UNMATCHED :	1	101	8	5	0	INB	CORD	IEF
UNMATCHED :	6	302	8	15	0	OUTB	CORD	IEX
UNMATCHED :	6	302	8	10	0	OUTB	CORD	IFW
UNMATCHED :	15	801	8	10	0	INB	CORD	IHM
UNMATCHED :	21	1101	8	10	0	INB	CORD	IJR
UNMATCHED :	4	202	8	30	0	OUTB	CORD	IMJ
UNMATCHED :	30	1502	7	50	0	2-WY	SCLN	INE
UNMATCHED :	6	302	8	0	0	OUTB	CORD	IRC
UNMATCHED :	21	1101	8	35	0	INB	CORD	IRE
UNMATCHED :	25	1301	7	50	0	2-WY	SCLN	IRK
UNMATCHED :	6	302	8	15	0	OUTB	CORD	IRL
UNMATCHED :	6	302	8	30	0	OUTB	CORD	IRP
UNMATCHED :	23	1201	8	0	0	2-WY	SCLN	IRX
UNMATCHED :	27	1401	8	25	0	2-WY	SCLN	IRY
UNMATCHED :	10	502	8	25	0	OUTB	CORD	IRY
UNMATCHED :	4	202	7	50	0	OUTB	CORD	IRZ
UNMATCHED :	23	1201	7	45	0	2-WY	SCLN	ISE
UNMATCHED :	21	1101	7	50	0	INB	CORD	ISE
UNMATCHED :	25	1301	7	50	0	2-WY	SCLN	ISE
UNMATCHED :	19	1001	8	30	0	INB	CORD	ISL
UNMATCHED :	21	1101	8	30	0	INB	CORD	ISP
UNMATCHED :	6	302	8	25	0	OUTB	CORD	ISZ
UNMATCHED :	6	302	8	25	0	OUTB	CORD	ITA
UNMATCHED :	1	101	8	30	0	INB	CORD	ITL
UNMATCHED :	25	1301	8	35	0	2-WY	SCLN	ITL
UNMATCHED :	8	402	7	50	0	OUTB	CORD	IUL
UNMATCHED :	27	1401	8	0	0	2-WY	SCLN	IUV
UNMATCHED :	12	602	8	0	0	OUTB	CORD	IUV
UNMATCHED :	12	602	8	10	0	OUTB	CORD	IUV
UNMATCHED :	1	101	8	10	0	INB	CORD	IUX
UNMATCHED :	23	1201	8	10	0	2-WY	SCLN	IVL
UNMATCHED :	25	1301	8	15	0	2-WY	SCLN	IVL
UNMATCHED :	19	1001	8	35	0	INB	CORD	IVL
UNMATCHED :	4	202	8	25	0	OUTB	CORD	IVU
UNMATCHED :	27	1401	8	10	0	2-WY	SCLN	IVV
UNMATCHED :	19	1001	8	30	0	INB	CORD	IVZ
UNMATCHED :	4	202	8	5	0	OUTB	CORD	IWE

UNMATCHED :	25	1301	7	55	0	2-WY	SCLN	IWH
UNMATCHED :	23	1201	7	50	0	2-WY	SCLN	IWN

PROGRAM - MVMACH PAGE 69

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	23	1201	8	35	0	2-WY	SCLN	IXA
UNMATCHED :	23	1201	8	40	0	2-WY	SCLN	IXA
UNMATCHED :	6	302	8	35	0	OUTB	CORD	IXG
UNMATCHED :	4	202	8	35	0	OUTB	CORD	IXG
UNMATCHED :	6	302	8	5	0	OUTB	CORD	IXK
UNMATCHED :	21	1101	8	0	0	INB	CORD	IYZ
UNMATCHED :	6	302	8	40	0	OUTB	CORD	IZB
UNMATCHED :	23	1201	7	55	0	2-WY	SCLN	IZC
UNMATCHED :	4	202	8	30	0	OUTB	CORD	IZE
UNMATCHED :	6	302	8	0	0	OUTB	CORD	IZL
UNMATCHED :	21	1101	8	20	0	INB	CORD	IZM
UNMATCHED :	23	1201	8	35	0	2-WY	SCLN	IZX
UNMATCHED :	15	801	7	50	0	INB	CORD	J2L
UNMATCHED :	15	801	8	15	0	INB	CORD	J2S
UNMATCHED :	17	901	8	25	0	INB	CORD	J2S
UNMATCHED :	23	1201	8	35	0	2-WY	SCLN	J2T
UNMATCHED :	15	801	7	45	0	INB	CORD	JA1
UNMATCHED :	4	202	8	20	0	OUTB	CORD	JAB
UNMATCHED :	4	202	8	20	0	OUTB	CORD	JAC
UNMATCHED :	30	1502	8	35	0	2-WY	SCLN	JAC
UNMATCHED :	30	1502	8	15	0	2-WY	SCLN	JAD
UNMATCHED :	23	1201	8	20	0	2-WY	SCLN	JAD
UNMATCHED :	4	202	8	20	0	OUTB	CORD	JAD
UNMATCHED :	21	1101	8	25	0	INB	CORD	JAD
UNMATCHED :	23	1201	7	45	0	2-WY	SCLN	JAE
UNMATCHED :	25	1301	7	55	0	2-WY	SCLN	JAE
UNMATCHED :	23	1201	7	50	0	2-WY	SCLN	JAF
UNMATCHED :	19	1001	8	0	0	INB	CORD	JAH
UNMATCHED :	30	1502	8	25	0	2-WY	SCLN	JAH
UNMATCHED :	4	202	8	35	0	OUTB	CORD	JAH
UNMATCHED :	12	602	7	50	0	OUTB	CORD	JAK
UNMATCHED :	1	101	8	15	0	INB	CORD	JAK
UNMATCHED :	25	1301	8	20	0	2-WY	SCLN	JAK
UNMATCHED :	4	202	8	0	0	OUTB	CORD	JAL
UNMATCHED :	15	801	8	10	0	INB	CORD	JAL
UNMATCHED :	30	1502	8	10	0	2-WY	SCLN	JAL
UNMATCHED :	15	801	8	35	0	INB	CORD	JAM
UNMATCHED :	6	302	7	50	0	OUTB	CORD	JAN
UNMATCHED :	1	101	8	0	0	INB	CORD	JAN
UNMATCHED :	1	101	8	30	0	INB	CORD	JAP
UNMATCHED :	10	502	7	45	0	OUTB	CORD	JAR
UNMATCHED :	19	1001	8	15	0	INB	CORD	JAR
UNMATCHED :	6	302	8	30	0	OUTB	CORD	JAR
UNMATCHED :	30	1502	8	0	0	2-WY	SCLN	JAT
UNMATCHED :	6	302	8	0	0	OUTB	CORD	JAT

PROGRAM - MVMACH PAGE 70

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	21	1101	8	10	0	INB	CORD	JAT

UNMATCHED :	25	1301	8	0	0	2-WY	SCLN	JAW
UNMATCHED :	25	1301	8	30	0	2-WY	SCLN	JAW
UNMATCHED :	27	1401	8	30	0	2-WY	SCLN	JAW
UNMATCHED :	30	1502	8	40	0	2-WY	SCLN	JAW
UNMATCHED :	15	801	7	55	0	INB	CORD	JAX
UNMATCHED :	21	1101	7	55	0	INB	CORD	JBB
UNMATCHED :	6	302	8	20	0	OUTB	CORD	JBB
UNMATCHED :	23	1201	8	40	0	2-WY	SCLN	JBG
UNMATCHED :	30	1502	8	30	0	2-WY	SCLN	JBH
UNMATCHED :	6	302	8	35	0	OUTB	CORD	JBH
UNMATCHED :	27	1401	7	45	0	2-WY	SCLN	JBJ
UNMATCHED :	1	101	7	50	0	INB	CORD	JBM
UNMATCHED :	1	101	8	10	0	INB	CORD	JBN
UNMATCHED :	4	202	8	20	0	OUTB	CORD	JBP
UNMATCHED :	6	302	8	35	0	OUTB	CORD	JBP
UNMATCHED :	8	402	8	5	0	OUTB	CORD	JBR
UNMATCHED :	17	901	8	10	0	INB	CORD	JBR
UNMATCHED :	30	1502	8	10	0	2-WY	SCLN	JBR
UNMATCHED :	1	101	8	0	0	INB	CORD	JBT
UNMATCHED :	1	101	8	35	0	INB	CORD	JBU
UNMATCHED :	30	1502	7	50	0	2-WY	SCLN	JBV
UNMATCHED :	21	1101	8	30	0	INB	CORD	JBV
UNMATCHED :	1	101	8	10	0	INB	CORD	JBW
UNMATCHED :	1	101	8	20	0	INB	CORD	JBX
UNMATCHED :	23	1201	8	0	0	2-WY	SCLN	JBY
UNMATCHED :	4	202	8	15	0	OUTB	CORD	JBY
UNMATCHED :	6	302	8	20	0	OUTB	CORD	JBY
UNMATCHED :	30	1502	8	40	0	2-WY	SCLN	JBZ
UNMATCHED :	1	101	8	25	0	INB	CORD	JCK
UNMATCHED :	19	1001	8	15	0	INB	CORD	JCM
UNMATCHED :	6	302	8	30	0	OUTB	CORD	JCM
UNMATCHED :	1	101	8	35	0	INB	CORD	JCR
UNMATCHED :	23	1201	8	0	0	2-WY	SCLN	JCS
UNMATCHED :	19	1001	8	15	0	INB	CORD	JDH
UNMATCHED :	4	202	8	30	0	OUTB	CORD	JDP
UNMATCHED :	13	701	8	30	0	INB	CORD	JDS
UNMATCHED :	23	1201	8	20	0	2-WY	SCLN	JER
UNMATCHED :	6	302	8	40	0	OUTB	CORD	JGB
UNMATCHED :	27	1401	7	50	0	2-WY	SCLN	JGG
UNMATCHED :	23	1201	8	0	0	2-WY	SCLN	JGM
UNMATCHED :	25	1301	8	5	0	2-WY	SCLN	JGM
UNMATCHED :	23	1201	8	25	0	2-WY	SCLN	JGM
UNMATCHED :	25	1301	8	30	0	2-WY	SCLN	JGM
UNMATCHED :	12	602	7	50	0	OUTB	CORD	JGN

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	30	1502	7	45	0	2-WY	SCLN	JGS
UNMATCHED :	6	302	7	45	0	OUTB	CORD	JGS
UNMATCHED :	27	1401	7	55	0	2-WY	SCLN	JGT
UNMATCHED :	6	302	8	40	0	OUTB	CORD	JGU
UNMATCHED :	30	1502	8	10	0	2-WY	SCLN	JGZ
UNMATCHED :	19	1001	8	5	0	INB	CORD	JHP
UNMATCHED :	23	1201	8	25	0	2-WY	SCLN	JIL
UNMATCHED :	6	302	8	5	0	OUTB	CORD	JJ6
UNMATCHED :	23	1201	8	35	0	2-WY	SCLN	JJA
UNMATCHED :	6	302	8	40	0	OUTB	CORD	JJF
UNMATCHED :	21	1101	8	10	0	INB	CORD	JKA
UNMATCHED :	30	1502	8	25	0	2-WY	SCLN	JKF
UNMATCHED :	19	1001	8	15	0	INB	CORD	JKG

UNMATCHED :	1	101	7	55	0	INB	CORD	JKH
UNMATCHED :	23	1201	8	20	0	2-WY	SCLN	JKH
UNMATCHED :	21	1101	8	25	0	INB	CORD	JKH
UNMATCHED :	6	302	8	25	0	OUTB	CORD	JKL
UNMATCHED :	6	302	8	25	0	OUTB	CORD	JKM
UNMATCHED :	23	1201	8	25	0	2-WY	SCLN	JKN
UNMATCHED :	25	1301	8	30	0	2-WY	SCLN	JKN
UNMATCHED :	27	1401	8	30	0	2-WY	SCLN	JKN
UNMATCHED :	30	1502	8	5	0	2-WY	SCLN	JKP
UNMATCHED :	6	302	8	5	0	OUTB	CORD	JKP
UNMATCHED :	12	602	7	50	0	OUTB	CORD	JKS
UNMATCHED :	6	302	7	45	0	OUTB	CORD	JLA
UNMATCHED :	6	302	8	15	0	OUTB	CORD	JLA
UNMATCHED :	6	302	7	45	0	OUTB	CORD	JMB
UNMATCHED :	6	302	8	5	0	OUTB	CORD	JMB
UNMATCHED :	21	1101	8	0	0	INB	CORD	JNG
UNMATCHED :	25	1301	8	15	0	2-WY	SCLN	JNZ
UNMATCHED :	25	1301	8	5	0	2-WY	SCLN	JOB
UNMATCHED :	6	302	8	20	0	OUTB	CORD	JOE
UNMATCHED :	1	101	8	40	0	INB	CORD	JPA
UNMATCHED :	1	101	7	45	0	INB	CORD	JPB
UNMATCHED :	25	1301	7	45	0	2-WY	SCLN	JPB
UNMATCHED :	1	101	8	0	0	INB	CORD	JPB
UNMATCHED :	30	1502	8	15	0	2-WY	SCLN	JPE
UNMATCHED :	23	1201	8	40	0	2-WY	SCLN	JPH
UNMATCHED :	21	1101	8	0	0	INB	CORD	JPJ
UNMATCHED :	19	1001	7	50	0	INB	CORD	JPL
UNMATCHED :	15	801	7	55	0	INB	CORD	JPL
UNMATCHED :	17	901	7	55	0	INB	CORD	JPL
UNMATCHED :	4	202	8	0	0	OUTB	CORD	JPL
UNMATCHED :	21	1101	8	25	0	INB	CORD	JPL
UNMATCHED :	30	1502	7	55	0	2-WY	SCLN	JPM

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	4	202	7	55	0	OUTB	CORD	JPM
UNMATCHED :	10	502	7	55	0	OUTB	CORD	JPM
UNMATCHED :	19	1001	8	5	0	INB	CORD	JPM
UNMATCHED :	13	701	8	10	0	INB	CORD	JPM
UNMATCHED :	6	302	8	25	0	OUTB	CORD	JPM
UNMATCHED :	23	1201	8	30	0	2-WY	SCLN	JPM
UNMATCHED :	25	1301	8	35	0	2-WY	SCLN	JPM
UNMATCHED :	6	302	8	0	0	OUTB	CORD	JPN
UNMATCHED :	27	1401	8	15	0	2-WY	SCLN	JPN
UNMATCHED :	19	1001	7	45	0	INB	CORD	JPR
UNMATCHED :	23	1201	7	45	0	2-WY	SCLN	JPR
UNMATCHED :	12	602	8	5	0	OUTB	CORD	JPR
UNMATCHED :	30	1502	8	0	0	2-WY	SCLN	JPS
UNMATCHED :	6	302	8	25	0	OUTB	CORD	JPS
UNMATCHED :	1	101	8	25	0	INB	CORD	JPU
UNMATCHED :	19	1001	8	0	0	INB	CORD	JPV
UNMATCHED :	30	1502	7	45	0	2-WY	SCLN	JPW
UNMATCHED :	4	202	7	45	0	OUTB	CORD	JPW
UNMATCHED :	23	1201	7	50	0	2-WY	SCLN	JPW
UNMATCHED :	6	302	7	55	0	OUTB	CORD	JPW
UNMATCHED :	15	801	8	0	0	INB	CORD	JPW
UNMATCHED :	15	801	8	20	0	INB	CORD	JPW
UNMATCHED :	1	101	8	20	0	INB	CORD	JPW
UNMATCHED :	15	801	8	35	0	INB	CORD	JPW
UNMATCHED :	19	1001	8	5	0	INB	CORD	JPX

UNMATCHED :	13	701	8	10	0	INB	CORD	JPX
UNMATCHED :	6	302	8	30	0	OUTB	CORD	JPX
UNMATCHED :	25	1301	7	55	0	2-WY	SCLN	JPY
UNMATCHED :	25	1301	8	0	0	2-WY	SCLN	JPY
UNMATCHED :	10	502	8	0	0	OUTB	CORD	JPY
UNMATCHED :	12	602	8	25	0	OUTB	CORD	JPY
UNMATCHED :	30	1502	8	40	0	2-WY	SCLN	JPY
UNMATCHED :	12	602	8	10	0	OUTB	CORD	JRH
UNMATCHED :	17	901	7	50	0	INB	CORD	JRO
UNMATCHED :	4	202	8	35	0	OUTB	CORD	JRP
UNMATCHED :	27	1401	8	25	0	2-WY	SCLN	JRS
UNMATCHED :	21	1101	7	45	0	INB	CORD	JRT
UNMATCHED :	23	1201	7	45	0	2-WY	SCLN	JRT
UNMATCHED :	6	302	7	50	0	OUTB	CORD	JRV
UNMATCHED :	4	202	8	30	0	OUTB	CORD	JRV
UNMATCHED :	30	1502	8	35	0	2-WY	SCLN	JRV
UNMATCHED :	6	302	8	40	0	OUTB	CORD	JRV
UNMATCHED :	23	1201	8	20	0	2-WY	SCLN	JRZ
UNMATCHED :	25	1301	8	25	0	2-WY	SCLN	JRZ
UNMATCHED :	21	1101	8	30	0	INB	CORD	JSB

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	23	1201	8	30	0	2-WY	SCLN	JSB
UNMATCHED :	25	1301	8	35	0	2-WY	SCLN	JSB
UNMATCHED :	21	1101	8	40	0	INB	CORD	JSD
UNMATCHED :	4	202	8	25	0	OUTB	CORD	JSF
UNMATCHED :	21	1101	7	50	0	INB	CORD	JSG
UNMATCHED :	4	202	8	35	0	OUTB	CORD	JSG
UNMATCHED :	30	1502	8	40	0	2-WY	SCLN	JSL
UNMATCHED :	6	302	7	45	0	OUTB	CORD	JSM
UNMATCHED :	25	1301	8	25	0	2-WY	SCLN	JSM
UNMATCHED :	27	1401	8	25	0	2-WY	SCLN	JST
UNMATCHED :	25	1301	8	25	0	2-WY	SCLN	JST
UNMATCHED :	1	101	7	55	0	INB	CORD	JSU
UNMATCHED :	4	202	8	40	0	OUTB	CORD	JSU
UNMATCHED :	6	302	7	55	0	OUTB	CORD	JSW
UNMATCHED :	23	1201	8	25	0	2-WY	SCLN	JSW
UNMATCHED :	19	1001	8	30	0	INB	CORD	JSW
UNMATCHED :	1	101	8	35	0	INB	CORD	JSW
UNMATCHED :	21	1101	8	15	0	INB	CORD	JT7
UNMATCHED :	19	1001	8	40	0	INB	CORD	JUD
UNMATCHED :	17	901	8	35	0	INB	CORD	JUF
UNMATCHED :	30	1502	8	35	0	2-WY	SCLN	JUF
UNMATCHED :	19	1001	7	50	0	INB	CORD	JUG
UNMATCHED :	6	302	8	30	0	OUTB	CORD	JUH
UNMATCHED :	4	202	8	20	0	OUTB	CORD	JUK
UNMATCHED :	23	1201	7	45	0	2-WY	SCLN	JUL
UNMATCHED :	19	1001	8	20	0	INB	CORD	JUL
UNMATCHED :	21	1101	8	25	0	INB	CORD	JUL
UNMATCHED :	23	1201	7	45	0	2-WY	SCLN	JUM
UNMATCHED :	25	1301	7	45	0	2-WY	SCLN	JUM
UNMATCHED :	4	202	8	25	0	OUTB	CORD	JUM
UNMATCHED :	19	1001	7	50	0	INB	CORD	JUS
UNMATCHED :	6	302	8	25	0	OUTB	CORD	JV8
UNMATCHED :	23	1201	8	10	0	2-WY	SCLN	JVK
UNMATCHED :	21	1101	7	50	0	INB	CORD	JVL
UNMATCHED :	19	1001	8	5	0	INB	CORD	JVP
UNMATCHED :	19	1001	7	50	0	INB	CORD	JXU
UNMATCHED :	4	202	8	0	0	OUTB	CORD	JXZ

UNMATCHED :	6	302	7	50	0	OUTB	CORD	JYJ
UNMATCHED :	30	1502	8	30	0	2-WY	SCLN	JYJ
UNMATCHED :	4	202	8	30	0	OUTB	CORD	JYJ
UNMATCHED :	27	1401	7	45	0	2-WY	SCLN	JYK
UNMATCHED :	12	602	7	45	0	OUTB	CORD	JYK
UNMATCHED :	4	202	8	0	0	OUTB	CORD	JYK
UNMATCHED :	27	1401	8	10	0	2-WY	SCLN	JYP
UNMATCHED :	30	1502	8	25	0	2-WY	SCLN	JYP

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	1	101	7	45	0	INB	CORD	JYS
UNMATCHED :	6	302	8	35	0	OUTB	CORD	JYS
UNMATCHED :	19	1001	8	30	0	INB	CORD	JYU
UNMATCHED :	1	101	8	30	0	INB	CORD	JZA
UNMATCHED :	25	1301	8	30	0	2-WY	SCLN	JZA
UNMATCHED :	1	101	8	30	0	INB	CORD	JZC
UNMATCHED :	21	1101	8	30	0	INB	CORD	JZE
UNMATCHED :	4	202	7	55	0	OUTB	CORD	JZF
UNMATCHED :	19	1001	8	5	0	INB	CORD	JZF
UNMATCHED :	4	202	8	20	0	OUTB	CORD	JZF
UNMATCHED :	19	1001	8	30	0	INB	CORD	JZF
UNMATCHED :	23	1201	8	30	0	2-WY	SCLN	JZF
UNMATCHED :	25	1301	8	30	0	2-WY	SCLN	JZG
UNMATCHED :	6	302	8	5	0	OUTB	CORD	JZJ
UNMATCHED :	15	801	8	35	0	INB	CORD	JZK
UNMATCHED :	25	1301	7	50	0	2-WY	SCLN	JZL
UNMATCHED :	1	101	8	35	0	INB	CORD	JZL
UNMATCHED :	25	1301	8	40	0	2-WY	SCLN	JZL
UNMATCHED :	19	1001	8	35	0	INB	CORD	JZM
UNMATCHED :	1	101	8	30	0	INB	CORD	JZO
UNMATCHED :	21	1101	7	55	0	INB	CORD	JZP
UNMATCHED :	25	1301	7	45	0	2-WY	SCLN	JZS
UNMATCHED :	30	1502	8	20	0	2-WY	SCLN	JZS
UNMATCHED :	6	302	8	20	0	OUTB	CORD	JZS
UNMATCHED :	21	1101	8	35	0	INB	CORD	JZT
UNMATCHED :	25	1301	8	40	0	2-WY	SCLN	JZT
UNMATCHED :	1	101	8	30	0	INB	CORD	JZU
UNMATCHED :	1	101	8	10	0	INB	CORD	JZV
UNMATCHED :	21	1101	7	50	0	INB	CORD	JZX
UNMATCHED :	4	202	8	30	0	OUTB	CORD	JZY
UNMATCHED :	21	1101	8	15	0	INB	CORD	K1P
UNMATCHED :	27	1401	8	35	0	2-WY	SCLN	KAT
UNMATCHED :	4	202	8	0	0	OUTB	CORD	KEG
UNMATCHED :	4	202	8	15	0	OUTB	CORD	KHV
UNMATCHED :	1	101	8	35	0	INB	CORD	KJZ
UNMATCHED :	1	101	7	45	0	INB	CORD	KLE
UNMATCHED :	6	302	8	5	0	OUTB	CORD	KLK
UNMATCHED :	19	1001	8	40	0	INB	CORD	KMT
UNMATCHED :	6	302	8	5	0	OUTB	CORD	KTP
UNMATCHED :	25	1301	8	40	0	2-WY	SCLN	KYX
UNMATCHED :	23	1201	8	30	0	2-WY	SCLN	KZA
UNMATCHED :	25	1301	8	35	0	2-WY	SCLN	KZA
UNMATCHED :	1	101	8	10	0	INB	CORD	KZE
UNMATCHED :	15	801	8	10	0	INB	CORD	L1S
UNMATCHED :	23	1201	8	25	0	2-WY	SCLN	LA9

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	12	602	8	10	0	OUTB	CORD	LAL
UNMATCHED :	21	1101	7	55	0	INB	CORD	LAX
UNMATCHED :	6	302	8	20	0	OUTB	CORD	LB1
UNMATCHED :	6	302	8	20	0	OUTB	CORD	LBB
UNMATCHED :	19	1001	8	20	0	INB	CORD	LBC
UNMATCHED :	17	901	8	40	0	INB	CORD	LBJ
UNMATCHED :	4	202	7	50	0	OUTB	CORD	LBL
UNMATCHED :	1	101	8	35	0	INB	CORD	LBS
UNMATCHED :	6	302	7	45	0	OUTB	CORD	LBY
UNMATCHED :	15	801	8	5	0	INB	CORD	LCA
UNMATCHED :	25	1301	8	15	0	2-WY	SCLN	LCE
UNMATCHED :	23	1201	8	15	0	2-WY	SCLN	LCE
UNMATCHED :	21	1101	7	55	0	INB	CORD	LCG
UNMATCHED :	30	1502	8	5	0	2-WY	SCLN	LCH
UNMATCHED :	4	202	8	10	0	OUTB	CORD	LCH
UNMATCHED :	25	1301	8	15	0	2-WY	SCLN	LCH
UNMATCHED :	27	1401	8	15	0	2-WY	SCLN	LCH
UNMATCHED :	12	602	8	15	0	OUTB	CORD	LCH
UNMATCHED :	15	801	8	35	0	INB	CORD	LCH
UNMATCHED :	1	101	7	50	0	INB	CORD	LCM
UNMATCHED :	1	101	7	45	0	INB	CORD	LCN
UNMATCHED :	25	1301	7	50	0	2-WY	SCLN	LCN
UNMATCHED :	6	302	8	0	0	OUTB	CORD	LCW
UNMATCHED :	21	1101	7	45	0	INB	CORD	LCX
UNMATCHED :	15	801	7	45	0	INB	CORD	LCX
UNMATCHED :	30	1502	7	45	0	2-WY	SCLN	LCX
UNMATCHED :	6	302	7	50	0	OUTB	CORD	LCX
UNMATCHED :	13	701	8	20	0	INB	CORD	LCX
UNMATCHED :	1	101	7	55	0	INB	CORD	LCY
UNMATCHED :	1	101	8	15	0	INB	CORD	LCY
UNMATCHED :	23	1201	8	30	0	2-WY	SCLN	LD6
UNMATCHED :	15	801	8	20	0	INB	CORD	LDA
UNMATCHED :	27	1401	8	10	0	2-WY	SCLN	LDC
UNMATCHED :	25	1301	8	10	0	2-WY	SCLN	LDC
UNMATCHED :	27	1401	8	20	0	2-WY	SCLN	LDC
UNMATCHED :	12	602	8	25	0	OUTB	CORD	LDC
UNMATCHED :	6	302	7	50	0	OUTB	CORD	LDD
UNMATCHED :	27	1401	8	30	0	2-WY	SCLN	LDD
UNMATCHED :	27	1401	8	35	0	2-WY	SCLN	LDF
UNMATCHED :	8	402	8	35	0	OUTB	CORD	LDF
UNMATCHED :	23	1201	7	55	0	2-WY	SCLN	LDG
UNMATCHED :	25	1301	8	0	0	2-WY	SCLN	LDG
UNMATCHED :	27	1401	8	0	0	2-WY	SCLN	LDG
UNMATCHED :	25	1301	8	30	0	2-WY	SCLN	LDG
UNMATCHED :	12	602	7	55	0	OUTB	CORD	LEN

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	6	302	8	25	0	OUTB	CORD	LEV
UNMATCHED :	30	1502	7	50	0	2-WY	SCLN	LF5
UNMATCHED :	6	302	8	30	0	OUTB	CORD	LFA
UNMATCHED :	23	1201	8	20	0	2-WY	SCLN	LFC
UNMATCHED :	21	1101	8	25	0	INB	CORD	LFC
UNMATCHED :	6	302	8	25	0	OUTB	CORD	LFD
UNMATCHED :	21	1101	7	50	0	INB	CORD	LFF

UNMATCHED :	23	1201	7	45	0	2-WY	SCLN	LFL
UNMATCHED :	6	302	8	40	0	OUTB	CORD	LFP
UNMATCHED :	21	1101	7	50	0	INB	CORD	LG1
UNMATCHED :	1	101	8	30	0	INB	CORD	LG1
UNMATCHED :	25	1301	8	30	0	2-WY	SCLN	LGI
UNMATCHED :	6	302	8	15	0	OUTB	CORD	LIT
UNMATCHED :	12	602	7	50	0	OUTB	CORD	LJA
UNMATCHED :	6	302	8	0	0	OUTB	CORD	LJN
UNMATCHED :	6	302	8	35	0	OUTB	CORD	LKA
UNMATCHED :	21	1101	8	5	0	INB	CORD	LKP
UNMATCHED :	6	302	8	35	0	OUTB	CORD	LKP
UNMATCHED :	27	1401	8	15	0	2-WY	SCLN	LKW
UNMATCHED :	12	602	8	0	0	OUTB	CORD	LKX
UNMATCHED :	23	1201	8	0	0	2-WY	SCLN	LL2
UNMATCHED :	25	1301	8	15	0	2-WY	SCLN	LL4
UNMATCHED :	23	1201	8	35	0	2-WY	SCLN	LL9
UNMATCHED :	6	302	7	45	0	OUTB	CORD	LLA
UNMATCHED :	12	602	8	15	0	OUTB	CORD	LLD
UNMATCHED :	21	1101	8	15	0	INB	CORD	LLE
UNMATCHED :	12	602	8	40	0	OUTB	CORD	LLH
UNMATCHED :	15	801	8	0	0	INB	CORD	LLK
UNMATCHED :	6	302	8	25	0	OUTB	CORD	LLV
UNMATCHED :	6	302	8	5	0	OUTB	CORD	LLZ
UNMATCHED :	6	302	8	20	0	OUTB	CORD	LMW
UNMATCHED :	1	101	8	30	0	INB	CORD	LN5
UNMATCHED :	27	1401	8	0	0	2-WY	SCLN	LN7
UNMATCHED :	17	901	8	40	0	INB	CORD	LNF
UNMATCHED :	6	302	8	20	0	OUTB	CORD	LNJ
UNMATCHED :	30	1502	8	40	0	2-WY	SCLN	LNN
UNMATCHED :	27	1401	8	0	0	2-WY	SCLN	LOO
UNMATCHED :	30	1502	8	15	0	2-WY	SCLN	LPA
UNMATCHED :	6	302	7	45	0	OUTB	CORD	LPB
UNMATCHED :	23	1201	8	0	0	2-WY	SCLN	LPE
UNMATCHED :	4	202	8	40	0	OUTB	CORD	LPG
UNMATCHED :	25	1301	7	45	0	2-WY	SCLN	LPH
UNMATCHED :	21	1101	8	5	0	INB	CORD	LPH
UNMATCHED :	19	1001	8	20	0	INB	CORD	LPI
UNMATCHED :	4	202	7	45	0	OUTB	CORD	LPK

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	23	1201	8	5	0	2-WY	SCLN	LPN
UNMATCHED :	25	1301	8	10	0	2-WY	SCLN	LPN
UNMATCHED :	27	1401	8	10	0	2-WY	SCLN	LPN
UNMATCHED :	21	1101	8	35	0	INB	CORD	LPT
UNMATCHED :	1	101	8	40	0	INB	CORD	LPT
UNMATCHED :	25	1301	8	20	0	2-WY	SCLN	LPU
UNMATCHED :	23	1201	8	20	0	2-WY	SCLN	LPU
UNMATCHED :	1	101	8	10	0	INB	CORD	LPV
UNMATCHED :	15	801	8	30	0	INB	CORD	LPV
UNMATCHED :	27	1401	8	15	0	2-WY	SCLN	LPW
UNMATCHED :	19	1001	7	50	0	INB	CORD	LPY
UNMATCHED :	21	1101	7	45	0	INB	CORD	LPZ
UNMATCHED :	25	1301	7	45	0	2-WY	SCLN	LPZ
UNMATCHED :	23	1201	7	45	0	2-WY	SCLN	LPZ
UNMATCHED :	12	602	8	0	0	OUTB	CORD	LR7
UNMATCHED :	1	101	8	20	0	INB	CORD	LRA
UNMATCHED :	27	1401	8	25	0	2-WY	SCLN	LRA
UNMATCHED :	30	1502	7	50	0	2-WY	SCLN	LRC
UNMATCHED :	30	1502	7	50	0	2-WY	SCLN	LRC

UNMATCHED :	27	1401	8	20	0	2-WY	SCLN	LRC
UNMATCHED :	27	1401	8	15	0	2-WY	SCLN	LRO
UNMATCHED :	10	502	8	20	0	OUTB	CORD	LRR
UNMATCHED :	25	1301	7	55	0	2-WY	SCLN	LRZ
UNMATCHED :	4	202	8	40	0	OUTB	CORD	LSK
UNMATCHED :	21	1101	8	30	0	INB	CORD	LSM
UNMATCHED :	23	1201	8	25	0	2-WY	SCLN	LSV
UNMATCHED :	25	1301	8	30	0	2-WY	SCLN	LSV
UNMATCHED :	21	1101	7	45	0	INB	CORD	LSX
UNMATCHED :	21	1101	8	10	0	INB	CORD	LSZ
UNMATCHED :	25	1301	8	20	0	2-WY	SCLN	LTH
UNMATCHED :	27	1401	8	25	0	2-WY	SCLN	LTH
UNMATCHED :	12	602	8	25	0	OUTB	CORD	LTJ
UNMATCHED :	25	1301	8	25	0	2-WY	SCLN	LTX
UNMATCHED :	27	1401	8	25	0	2-WY	SCLN	LTX
UNMATCHED :	12	602	7	50	0	OUTB	CORD	LTY
UNMATCHED :	1	101	8	40	0	INB	CORD	LTZ
UNMATCHED :	23	1201	8	40	0	2-WY	SCLN	LUE
UNMATCHED :	25	1301	7	55	0	2-WY	SCLN	LUG
UNMATCHED :	15	801	8	35	0	INB	CORD	LUG
UNMATCHED :	12	602	8	20	0	OUTB	CORD	LUL
UNMATCHED :	27	1401	7	55	0	2-WY	SCLN	LUP
UNMATCHED :	6	302	7	45	0	OUTB	CORD	LUU
UNMATCHED :	6	302	7	50	0	OUTB	CORD	LV1
UNMATCHED :	19	1001	8	35	0	INB	CORD	LV4
UNMATCHED :	25	1301	8	0	0	2-WY	SCLN	LV9

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	21	1101	8	40	0	INB	CORD	LVE
UNMATCHED :	15	801	7	50	0	INB	CORD	LVS
UNMATCHED :	4	202	7	50	0	OUTB	CORD	LW5
UNMATCHED :	27	1401	8	15	0	2-WY	SCLN	LX8
UNMATCHED :	25	1301	7	45	0	2-WY	SCLN	LX9
UNMATCHED :	19	1001	8	0	0	INB	CORD	LX9
UNMATCHED :	30	1502	8	0	0	2-WY	SCLN	LXA
UNMATCHED :	30	1502	8	25	0	2-WY	SCLN	LXB
UNMATCHED :	17	901	8	0	0	INB	CORD	LXC
UNMATCHED :	21	1101	8	40	0	INB	CORD	LXE
UNMATCHED :	1	101	7	45	0	INB	CORD	LXG
UNMATCHED :	4	202	8	30	0	OUTB	CORD	LXR
UNMATCHED :	27	1401	8	40	0	2-WY	SCLN	LXS
UNMATCHED :	8	402	8	40	0	OUTB	CORD	LXS
UNMATCHED :	25	1301	8	10	0	2-WY	SCLN	LY7
UNMATCHED :	13	701	7	50	0	INB	CORD	LYC
UNMATCHED :	19	1001	8	5	0	INB	CORD	LZA
UNMATCHED :	15	801	7	45	0	INB	CORD	LZN
UNMATCHED :	4	202	8	25	0	OUTB	CORD	LZN
UNMATCHED :	23	1201	8	40	0	2-WY	SCLN	LZN
UNMATCHED :	21	1101	8	25	0	INB	CORD	LZZ
UNMATCHED :	6	302	7	55	0	OUTB	CORD	M1C
UNMATCHED :	25	1301	8	20	0	2-WY	SCLN	M27
UNMATCHED :	12	602	7	45	0	OUTB	CORD	M87
UNMATCHED :	4	202	8	25	0	OUTB	CORD	MAC
UNMATCHED :	1	101	7	55	0	INB	CORD	MAP
UNMATCHED :	17	901	8	0	0	INB	CORD	MAP
UNMATCHED :	6	302	8	0	0	OUTB	CORD	MBY
UNMATCHED :	1	101	8	20	0	INB	CORD	MC8
UNMATCHED :	25	1301	8	20	0	2-WY	SCLN	MC8
UNMATCHED :	6	302	8	10	0	OUTB	CORD	MDT

4	202	8	30	0	OUTB	CORD	MDU
1	101	8	5	0	INB	CORD	ME8
1	101	8	20	0	INB	CORD	MFD
27	1401	8	30	0	2-WY	SCLN	MFD
6	302	8	5	0	OUTB	CORD	MGA
30	1502	8	5	0	2-WY	SCLN	MGH
6	302	8	10	0	OUTB	CORD	MGH
6	302	8	5	0	OUTB	CORD	MGJ
6	302	8	5	0	OUTB	CORD	MGK
6	302	8	35	0	OUTB	CORD	MGK
15	801	7	45	0	INB	CORD	MGM
6	302	8	0	0	OUTB	CORD	MGU
23	1201	8	40	0	2-WY	SCLN	MGU
30	1502	8	15	0	2-WY	SCLN	MGV

E 80

ATCHING DATA

LE 9

S T A T I O N ORDER	NUMBER	T I M E HR	MIN	SEC	STATION DIR	TYPE	REGISTRATION NUMBER	ETC
4	202	8	15	0	OUTB	CORD	MGV	
6	302	8	20	0	OUTB	CORD	MGV	
6	302	8	30	0	OUTB	CORD	MGV	
30	1502	8	40	0	2-WY	SCLN	MGV	
12	602	7	55	0	OUTB	CORD	MGW	
19	1001	8	5	0	INB	CORD	MGW	
30	1502	8	20	0	2-WY	SCLN	MGW	
27	1401	7	45	0	2-WY	SCLN	MH1	
30	1502	8	20	0	2-WY	SCLN	MH1	
4	202	8	5	0	OUTB	CORD	MIL	
4	202	7	55	0	OUTB	CORD	MIR	
23	1201	7	55	0	2-WY	SCLN	MIZ	
25	1301	8	0	0	2-WY	SCLN	MIZ	
19	1001	8	20	0	INB	CORD	MJ6	
6	302	7	45	0	OUTB	CORD	MJK	
1	101	8	25	0	INB	CORD	MJT	
17	901	7	55	0	INB	CORD	MJU	
19	1001	8	35	0	INB	CORD	MKD	
1	101	8	35	0	INB	CORD	MKG	
19	1001	7	50	0	INB	CORD	MLX	
15	801	8	30	0	INB	CORD	MLX	
6	302	8	35	0	OUTB	CORD	MM1	
17	901	8	0	0	INB	CORD	MM5	
1	101	8	10	0	INB	CORD	MM6	
23	1201	7	55	0	2-WY	SCLN	MM7	
25	1301	8	0	0	2-WY	SCLN	MMZ	
4	202	8	0	0	OUTB	CORD	MNF	
6	302	7	55	0	OUTB	CORD	MP9	
4	202	7	55	0	OUTB	CORD	MRC	
1	101	8	10	0	INB	CORD	MRN	
25	1301	8	10	0	2-WY	SCLN	MRN	
27	1401	8	15	0	2-WY	SCLN	MRN	
1	101	7	55	0	INB	CORD	MRZ	
15	801	8	20	0	INB	CORD	MS6	
1	101	8	30	0	INB	CORD	MSG	
6	302	7	45	0	OUTB	CORD	MSM	
21	1101	8	15	0	INB	CORD	MSS	
1	101	8	0	0	INB	CORD	MSW	
1	101	8	30	0	INB	CORD	MTB	
6	302	8	5	0	OUTB	CORD	MTJ	
1	101	7	50	0	INB	CORD	MUD	
21	1101	8	10	0	INB	CORD	MVD	
25	1301	8	20	0	2-WY	SCLN	MVZ	

;E 81

UNMATCHED :	30	1502	7	45	0	2-WY	SCLN	NKP
UNMATCHED :	6	302	7	45	0	OUTB	CORD	NKP
UNMATCHED :	27	1401	8	15	0	2-WY	SCLN	NKP
UNMATCHED :	1	101	8	10	0	INB	CORD	NKT
UNMATCHED :	25	1301	8	5	0	2-WY	SCLN	NKU
UNMATCHED :	27	1401	8	30	0	2-WY	SCLN	NKZ
UNMATCHED :	4	202	7	50	0	OUTB	CORD	NL7
UNMATCHED :	1	101	8	35	0	INB	CORD	NL7
UNMATCHED :	23	1201	8	35	0	2-WY	SCLN	NMA
UNMATCHED :	15	801	8	0	0	INB	CORD	NMC
UNMATCHED :	27	1401	8	20	0	2-WY	SCLN	NMP
UNMATCHED :	10	502	7	55	0	OUTB	CORD	NMY
UNMATCHED :	6	302	8	30	0	OUTB	CORD	NMY
UNMATCHED :	23	1201	7	45	0	2-WY	SCLN	NN2
UNMATCHED :	25	1301	7	50	0	2-WY	SCLN	NN2
UNMATCHED :	1	101	8	40	0	INB	CORD	NN2
UNMATCHED :	25	1301	8	40	0	2-WY	SCLN	NN2
UNMATCHED :	15	801	8	40	0	INB	CORD	NN3
UNMATCHED :	1	101	8	15	0	INB	CORD	NN8
UNMATCHED :	25	1301	8	15	0	2-WY	SCLN	NN8
UNMATCHED :	6	302	8	40	0	OUTB	CORD	NNZ
UNMATCHED :	30	1502	8	25	0	2-WY	SCLN	NP1
UNMATCHED :	27	1401	8	35	0	2-WY	SCLN	NP7
UNMATCHED :	25	1301	7	45	0	2-WY	SCLN	NPX
UNMATCHED :	12	602	8	40	0	OUTB	CORD	NPZ
UNMATCHED :	1	101	8	35	0	INB	CORD	NR1
UNMATCHED :	25	1301	7	55	0	2-WY	SCLN	NR2
UNMATCHED :	12	602	8	15	0	OUTB	CORD	NRP
UNMATCHED :	13	701	8	30	0	INB	CORD	NRR
UNMATCHED :	15	801	7	55	0	INB	CORD	NRT
UNMATCHED :	23	1201	7	50	0	2-WY	SCLN	NRW
UNMATCHED :	25	1301	7	50	0	2-WY	SCLN	NRW
UNMATCHED :	30	1502	7	50	0	2-WY	SCLN	NRW
UNMATCHED :	21	1101	8	25	0	INB	CORD	NRW
UNMATCHED :	1	101	7	45	0	INB	CORD	NRX
UNMATCHED :	12	602	8	20	0	OUTB	CORD	NRY
UNMATCHED :	19	1001	8	0	0	INB	CORD	NRZ
UNMATCHED :	1	101	8	15	0	INB	CORD	NRZ
UNMATCHED :	23	1201	8	40	0	2-WY	SCLN	NRZ
UNMATCHED :	25	1301	8	40	0	2-WY	SCLN	NRZ
UNMATCHED :	25	1301	8	15	0	2-WY	SCLN	NS9
UNMATCHED :	30	1502	8	10	0	2-WY	SCLN	NSV
UNMATCHED :	1	101	8	35	0	INB	CORD	NSY
UNMATCHED :	23	1201	8	30	0	2-WY	SCLN	NT4

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	23	1201	7	50	0	2-WY	SCLN	NTA
UNMATCHED :	23	1201	8	5	0	2-WY	SCLN	NTA
UNMATCHED :	21	1101	8	10	0	INB	CORD	NTA
UNMATCHED :	30	1502	8	5	0	2-WY	SCLN	NTB
UNMATCHED :	17	901	8	30	0	INB	CORD	NTB
UNMATCHED :	30	1502	8	30	0	2-WY	SCLN	NTB
UNMATCHED :	13	701	7	45	0	INB	CORD	NTD
UNMATCHED :	21	1101	8	25	0	INB	CORD	NTE
UNMATCHED :	1	101	8	35	0	INB	CORD	NTE
UNMATCHED :	1	101	8	40	0	INB	CORD	NTE
UNMATCHED :	23	1201	7	45	0	2-WY	SCLN	NTF
UNMATCHED :	1	101	8	0	0	INB	CORD	NTG
UNMATCHED :	30	1502	8	5	0	2-WY	SCLN	NTG

UNMATCHED :	25	1301	8	5	0	2-WY	SCLN	NTP
UNMATCHED :	19	1001	7	50	0	INB	CORD	NU7
UNMATCHED :	17	901	7	45	0	INB	CORD	NUP
UNMATCHED :	25	1301	8	40	0	2-WY	SCLN	NV8
UNMATCHED :	6	302	8	40	0	OUTB	CORD	NVA
UNMATCHED :	25	1301	8	25	0	2-WY	SCLN	NVM
UNMATCHED :	6	302	7	55	0	OUTB	CORD	NVS
UNMATCHED :	1	101	8	15	0	INB	CORD	NVS
UNMATCHED :	4	202	7	45	0	OUTB	CORD	NWC
UNMATCHED :	21	1101	8	0	0	INB	CORD	NWC
UNMATCHED :	27	1401	8	5	0	2-WY	SCLN	NWC
UNMATCHED :	27	1401	8	15	0	2-WY	SCLN	NWC
UNMATCHED :	12	602	8	15	0	OUTB	CORD	NWC
UNMATCHED :	1	101	8	25	0	INB	CORD	NWE
UNMATCHED :	19	1001	8	0	0	INB	CORD	NWF
UNMATCHED :	23	1201	8	20	0	2-WY	SCLN	NYN
UNMATCHED :	4	202	8	10	0	OUTB	CORD	NYY
UNMATCHED :	1	101	8	15	0	INB	CORD	NYZ
UNMATCHED :	6	302	7	45	0	OUTB	CORD	NZ2
UNMATCHED :	6	302	8	30	0	OUTB	CORD	NZR
UNMATCHED :	21	1101	8	25	0	INB	CORD	ONF
UNMATCHED :	30	1502	8	20	0	2-WY	SCLN	OUG
UNMATCHED :	13	701	8	35	0	INB	CORD	OUJ
UNMATCHED :	15	801	8	30	0	INB	CORD	OUT
UNMATCHED :	27	1401	8	35	0	2-WY	SCLN	OVP
UNMATCHED :	12	602	8	35	0	OUTB	CORD	OVV
UNMATCHED :	6	302	8	40	0	OUTB	CORD	OZZ
UNMATCHED :	19	1001	8	5	0	INB	CORD	P22
UNMATCHED :	23	1201	8	15	0	2-WY	SCLN	PA9
UNMATCHED :	25	1301	8	20	0	2-WY	SCLN	PA9
UNMATCHED :	21	1101	8	15	0	INB	CORD	PAS
UNMATCHED :	6	302	8	30	0	OUTB	CORD	PAT

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	6	302	7	50	0	OUTB	CORD	PAY
UNMATCHED :	12	602	8	40	0	OUTB	CORD	PB5
UNMATCHED :	1	101	8	15	0	INB	CORD	PB7
UNMATCHED :	1	101	7	45	0	INB	CORD	PC2
UNMATCHED :	25	1301	7	50	0	2-WY	SCLN	PC2
UNMATCHED :	4	202	8	5	0	OUTB	CORD	PC2
UNMATCHED :	4	202	8	35	0	OUTB	CORD	PFN
UNMATCHED :	12	602	7	55	0	OUTB	CORD	PHE
UNMATCHED :	27	1401	8	0	0	2-WY	SCLN	PHH
UNMATCHED :	12	602	8	30	0	OUTB	CORD	PHH
UNMATCHED :	25	1301	7	50	0	2-WY	SCLN	PHS
UNMATCHED :	6	302	7	50	0	OUTB	CORD	PHS
UNMATCHED :	1	101	8	20	0	INB	CORD	PHT
UNMATCHED :	1	101	7	55	0	INB	CORD	PJE
UNMATCHED :	21	1101	8	10	0	INB	CORD	PJE
UNMATCHED :	19	1001	8	35	0	INB	CORD	PJH
UNMATCHED :	10	502	8	35	0	OUTB	CORD	PJR
UNMATCHED :	23	1201	8	25	0	2-WY	SCLN	PJT
UNMATCHED :	21	1101	8	30	0	INB	CORD	PJT
UNMATCHED :	23	1201	8	20	0	2-WY	SCLN	PJU
UNMATCHED :	30	1502	8	30	0	2-WY	SCLN	PJU
UNMATCHED :	15	801	7	45	0	INB	CORD	PJY
UNMATCHED :	19	1001	7	50	0	INB	CORD	PLA
UNMATCHED :	21	1101	8	35	0	INB	CORD	PLK
UNMATCHED :	19	1001	8	40	0	INB	CORD	PMW

UNMATCHED :	19	1001	7	50	0	INB	CORD	PNL
UNMATCHED :	27	1401	7	45	0	2-WY	SCLN	PNM
UNMATCHED :	25	1301	8	40	0	2-WY	SCLN	PNP
UNMATCHED :	4	202	8	25	0	OUTB	CORD	PNS
UNMATCHED :	12	602	8	40	0	OUTB	CORD	PNW
UNMATCHED :	19	1001	8	20	0	INB	CORD	PPB
UNMATCHED :	4	202	8	35	0	OUTB	CORD	PPH
UNMATCHED :	30	1502	8	10	0	2-WY	SCLN	PPN
UNMATCHED :	4	202	8	25	0	OUTB	CORD	PPP
UNMATCHED :	6	302	8	20	0	OUTB	CORD	PPR
UNMATCHED :	27	1401	8	30	0	2-WY	SCLN	PPS
UNMATCHED :	30	1502	8	20	0	2-WY	SCLN	PPX
UNMATCHED :	4	202	8	5	0	OUTB	CORD	PRI
UNMATCHED :	6	302	7	50	0	OUTB	CORD	PRT
UNMATCHED :	6	302	8	15	0	OUTB	CORD	PRV
UNMATCHED :	15	801	8	40	0	INB	CORD	PRV
UNMATCHED :	27	1401	8	35	0	2-WY	SCLN	PRW
UNMATCHED :	21	1101	7	55	0	INB	CORD	PSZ
UNMATCHED :	30	1502	7	45	0	2-WY	SCLN	PT2
UNMATCHED :	6	302	8	20	0	OUTB	CORD	PT6

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	21	1101	7	45	0	INB	CORD	PTP
UNMATCHED :	30	1502	8	25	0	2-WY	SCLN	PTP
UNMATCHED :	19	1001	8	35	0	INB	CORD	PTS
UNMATCHED :	19	1001	8	20	0	INB	CORD	PTT
UNMATCHED :	27	1401	8	20	0	2-WY	SCLN	PTT
UNMATCHED :	25	1301	8	25	0	2-WY	SCLN	PTU
UNMATCHED :	19	1001	8	30	0	INB	CORD	PTW
UNMATCHED :	1	101	8	35	0	INB	CORD	PTW
UNMATCHED :	25	1301	8	35	0	2-WY	SCLN	PTW
UNMATCHED :	21	1101	8	15	0	INB	CORD	PTY
UNMATCHED :	30	1502	8	20	0	2-WY	SCLN	PTZ
UNMATCHED :	30	1502	8	20	0	2-WY	SCLN	PTZ
UNMATCHED :	15	801	8	35	0	INB	CORD	PVY
UNMATCHED :	23	1201	8	35	0	2-WY	SCLN	PWL
UNMATCHED :	25	1301	8	40	0	2-WY	SCLN	PWL
UNMATCHED :	27	1401	8	40	0	2-WY	SCLN	PWL
UNMATCHED :	23	1201	8	10	0	2-WY	SCLN	PXY
UNMATCHED :	15	801	8	30	0	INB	CORD	PY4
UNMATCHED :	6	302	8	15	0	OUTB	CORD	PYG
UNMATCHED :	15	801	8	25	0	INB	CORD	PYP
UNMATCHED :	19	1001	8	20	0	INB	CORD	PZA
UNMATCHED :	19	1001	8	5	0	INB	CORD	PZT
UNMATCHED :	4	202	8	20	0	OUTB	CORD	QAK
UNMATCHED :	4	202	8	40	0	OUTB	CORD	QGW
UNMATCHED :	6	302	8	30	0	OUTB	CORD	QHK
UNMATCHED :	15	801	8	15	0	INB	CORD	QKK
UNMATCHED :	12	602	8	30	0	OUTB	CORD	QKK
UNMATCHED :	15	801	8	40	0	INB	CORD	QKU
UNMATCHED :	30	1502	7	55	0	2-WY	SCLN	QKX
UNMATCHED :	30	1502	8	15	0	2-WY	SCLN	QKX
UNMATCHED :	27	1401	8	30	0	2-WY	SCLN	QKX
UNMATCHED :	23	1201	8	0	0	2-WY	SCLN	QKZ
UNMATCHED :	1	101	8	30	0	INB	CORD	QLW
UNMATCHED :	13	701	7	50	0	INB	CORD	QM6
UNMATCHED :	1	101	7	55	0	INB	CORD	QNU
UNMATCHED :	27	1401	8	20	0	2-WY	SCLN	QNZ
UNMATCHED :	12	602	8	20	0	OUTB	CORD	QNZ

UNMATCHED :	4	202	8	10	0	OUTB	CORD	QRB
UNMATCHED :	13	701	7	55	0	INB	CORD	QRR
UNMATCHED :	17	901	7	50	0	INB	CORD	QRX
UNMATCHED :	15	801	7	45	0	INB	CORD	QTF
UNMATCHED :	10	502	7	45	0	OUTB	CORD	QUA
UNMATCHED :	6	302	8	35	0	OUTB	CORD	QUK
UNMATCHED :	27	1401	8	10	0	2-WY	SCLN	QWH
UNMATCHED :	12	602	8	30	0	OUTB	CORD	QWW

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	15	801	7	50	0	INB	CORD	RAF
UNMATCHED :	1	101	8	10	0	INB	CORD	RAK
UNMATCHED :	19	1001	8	5	0	INB	CORD	RBY
UNMATCHED :	4	202	8	35	0	OUTB	CORD	RE1
UNMATCHED :	10	502	7	50	0	OUTB	CORD	RED
UNMATCHED :	15	801	7	50	0	INB	CORD	REO
UNMATCHED :	21	1101	8	15	0	INB	CORD	REZ
UNMATCHED :	21	1101	7	45	0	INB	CORD	RFB
UNMATCHED :	15	801	8	40	0	INB	CORD	RFB
UNMATCHED :	30	1502	8	40	0	2-WY	SCLN	RFD
UNMATCHED :	1	101	8	35	0	INB	CORD	RFE
UNMATCHED :	21	1101	7	55	0	INB	CORD	RFF
UNMATCHED :	17	901	7	55	0	INB	CORD	RFF
UNMATCHED :	30	1502	7	55	0	2-WY	SCLN	RFF
UNMATCHED :	6	302	8	0	0	OUTB	CORD	RFF
UNMATCHED :	25	1301	8	5	0	2-WY	SCLN	RFF
UNMATCHED :	6	302	7	45	0	OUTB	CORD	RFK
UNMATCHED :	30	1502	7	50	0	2-WY	SCLN	RFK
UNMATCHED :	4	202	7	50	0	OUTB	CORD	RFK
UNMATCHED :	15	801	7	55	0	INB	CORD	RFK
UNMATCHED :	1	101	8	0	0	INB	CORD	RFK
UNMATCHED :	17	901	8	0	0	INB	CORD	RFK
UNMATCHED :	15	801	8	10	0	INB	CORD	RFK
UNMATCHED :	1	101	8	25	0	INB	CORD	RFK
UNMATCHED :	25	1301	8	25	0	2-WY	SCLN	RFK
UNMATCHED :	19	1001	8	35	0	INB	CORD	RFK
UNMATCHED :	10	502	8	40	0	OUTB	CORD	RFK
UNMATCHED :	1	101	8	15	0	INB	CORD	RFL
UNMATCHED :	25	1301	8	15	0	2-WY	SCLN	RFL
UNMATCHED :	27	1401	8	15	0	2-WY	SCLN	RFL
UNMATCHED :	13	701	7	55	0	INB	CORD	RFN
UNMATCHED :	19	1001	8	15	0	INB	CORD	RFP
UNMATCHED :	21	1101	8	20	0	INB	CORD	RFP
UNMATCHED :	15	801	8	20	0	INB	CORD	RFP
UNMATCHED :	6	302	7	45	0	OUTB	CORD	RFR
UNMATCHED :	1	101	8	5	0	INB	CORD	RFU
UNMATCHED :	1	101	8	20	0	INB	CORD	RFU
UNMATCHED :	6	302	8	5	0	OUTB	CORD	RFX
UNMATCHED :	15	801	8	35	0	INB	CORD	RHA
UNMATCHED :	4	202	8	0	0	OUTB	CORD	RHD
UNMATCHED :	1	101	7	55	0	INB	CORD	RHE
UNMATCHED :	21	1101	8	40	0	INB	CORD	RHE
UNMATCHED :	23	1201	8	40	0	2-WY	SCLN	RHE
UNMATCHED :	30	1502	8	20	0	2-WY	SCLN	RHF
UNMATCHED :	23	1201	8	20	0	2-WY	SCLN	RHF

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER	ETC
UNMATCHED :	6	302	8	20	0	OUTB	CORD	RHF	
UNMATCHED :	4	202	8	25	0	OUTB	CORD	RHF	
UNMATCHED :	19	1001	8	35	0	INB	CORD	RHF	
UNMATCHED :	15	801	8	5	0	INB	CORD	RHJ	
UNMATCHED :	25	1301	7	55	0	2-WY	SCLN	RHN	
UNMATCHED :	21	1101	7	50	0	INB	CORD	RHS	
UNMATCHED :	30	1502	7	55	0	2-WY	SCLN	RHU	
UNMATCHED :	19	1001	7	45	0	INB	CORD	RHV	
UNMATCHED :	25	1301	8	40	0	2-WY	SCLN	RHV	
UNMATCHED :	30	1502	8	40	0	2-WY	SCLN	RHV	
UNMATCHED :	27	1401	8	5	0	2-WY	SCLN	RHX	
UNMATCHED :	4	202	8	40	0	OUTB	CORD	RHX	
UNMATCHED :	19	1001	8	5	0	INB	CORD	RHY	
UNMATCHED :	23	1201	8	35	0	2-WY	SCLN	RHY	
UNMATCHED :	21	1101	8	15	0	INB	CORD	RHZ	
UNMATCHED :	19	1001	8	35	0	INB	CORD	RJA	
UNMATCHED :	6	302	8	20	0	OUTB	CORD	RKY	
UNMATCHED :	25	1301	8	15	0	2-WY	SCLN	RLL	
UNMATCHED :	23	1201	8	40	0	2-WY	SCLN	RMA	
UNMATCHED :	13	701	8	35	0	INB	CORD	RMJ	
UNMATCHED :	6	302	8	30	0	OUTB	CORD	RMK	
UNMATCHED :	27	1401	7	55	0	2-WY	SCLN	RMN	
UNMATCHED :	6	302	7	50	0	OUTB	CORD	RMP	
UNMATCHED :	30	1502	7	55	0	2-WY	SCLN	RMP	
UNMATCHED :	6	302	8	0	0	OUTB	CORD	RMP	
UNMATCHED :	23	1201	8	35	0	2-WY	SCLN	RMP	
UNMATCHED :	21	1101	8	40	0	INB	CORD	RMP	
UNMATCHED :	6	302	8	15	0	OUTB	CORD	RMX	
UNMATCHED :	23	1201	8	5	0	2-WY	SCLN	RNU	
UNMATCHED :	27	1401	8	5	0	2-WY	SCLN	ROR	
UNMATCHED :	30	1502	8	40	0	2-WY	SCLN	ROR	
UNMATCHED :	19	1001	8	20	0	INB	CORD	ROS	
UNMATCHED :	4	202	8	10	0	OUTB	CORD	RSP	
UNMATCHED :	4	202	8	5	0	OUTB	CORD	RTR	
UNMATCHED :	8	402	8	30	0	OUTB	CORD	RUE	
UNMATCHED :	13	701	7	45	0	INB	CORD	RUG	
UNMATCHED :	15	801	8	40	0	INB	CORD	RUH	
UNMATCHED :	25	1301	8	15	0	2-WY	SCLN	RUK	
UNMATCHED :	6	302	7	50	0	OUTB	CORD	RUL	
UNMATCHED :	15	801	7	55	0	INB	CORD	RUS	
UNMATCHED :	15	801	8	0	0	INB	CORD	RUS	
UNMATCHED :	17	901	8	0	0	INB	CORD	RUS	
UNMATCHED :	12	602	7	45	0	OUTB	CORD	RUY	
UNMATCHED :	8	402	8	15	0	OUTB	CORD	RV6	
UNMATCHED :	15	801	8	10	0	INB	CORD	RVC	

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER	ETC
UNMATCHED :	4	202	7	50	0	OUTB	CORD	RVE	
UNMATCHED :	19	1001	8	5	0	INB	CORD	RVE	
UNMATCHED :	17	901	8	15	0	INB	CORD	RVE	
UNMATCHED :	6	302	8	30	0	OUTB	CORD	RVG	
UNMATCHED :	1	101	8	15	0	INB	CORD	RVK	
UNMATCHED :	21	1101	7	45	0	INB	CORD	RVL	
UNMATCHED :	21	1101	8	15	0	INB	CORD	RVL	

UNMATCHED :	30	1502	8	35	0	2-WY	SCLN	RVO
UNMATCHED :	21	1101	8	0	0	INB	CORD	RVR
UNMATCHED :	19	1001	8	0	0	INB	CORD	RVR
UNMATCHED :	27	1401	8	20	0	2-WY	SCLN	RVR
UNMATCHED :	6	302	8	30	0	OUTB	CORD	RVR
UNMATCHED :	25	1301	8	10	0	2-WY	SCLN	RVU
UNMATCHED :	27	1401	8	15	0	2-WY	SCLN	RVU
UNMATCHED :	1	101	8	20	0	INB	CORD	RVX
UNMATCHED :	23	1201	7	50	0	2-WY	SCLN	RVY
UNMATCHED :	6	302	8	5	0	OUTB	CORD	RVY
UNMATCHED :	23	1201	8	0	0	2-WY	SCLN	RXH
UNMATCHED :	4	202	8	40	0	OUTB	CORD	RYV
UNMATCHED :	27	1401	8	30	0	2-WY	SCLN	RZD
UNMATCHED :	27	1401	7	50	0	2-WY	SCLN	SA3
UNMATCHED :	12	602	7	50	0	OUTB	CORD	SA3
UNMATCHED :	27	1401	7	55	0	2-WY	SCLN	SA3
UNMATCHED :	12	602	8	0	0	OUTB	CORD	SA3
UNMATCHED :	15	801	8	5	0	INB	CORD	SA3
UNMATCHED :	30	1502	8	5	0	2-WY	SCLN	SA3
UNMATCHED :	27	1401	8	10	0	2-WY	SCLN	SA4
UNMATCHED :	10	502	8	35	0	OUTB	CORD	SA4
UNMATCHED :	17	901	7	45	0	INB	CORD	SA6
UNMATCHED :	15	801	8	35	0	INB	CORD	SA6
UNMATCHED :	12	602	8	10	0	OUTB	CORD	SA7
UNMATCHED :	12	602	7	50	0	OUTB	CORD	SAJ
UNMATCHED :	30	1502	7	50	0	2-WY	SCLN	SAL
UNMATCHED :	6	302	8	5	0	OUTB	CORD	SAR
UNMATCHED :	15	801	8	40	0	INB	CORD	SAS
UNMATCHED :	15	801	7	45	0	INB	CORD	SAV
UNMATCHED :	15	801	7	45	0	INB	CORD	SAZ
UNMATCHED :	6	302	8	15	0	OUTB	CORD	SAZ
UNMATCHED :	25	1301	7	55	0	2-WY	SCLN	SB2
UNMATCHED :	12	602	8	5	0	OUTB	CORD	SB3
UNMATCHED :	27	1401	8	15	0	2-WY	SCLN	SB3
UNMATCHED :	23	1201	8	40	0	2-WY	SCLN	SB3
UNMATCHED :	1	101	7	55	0	INB	CORD	SBZ
UNMATCHED :	25	1301	8	30	0	2-WY	SCLN	SCV
UNMATCHED :	19	1001	8	5	0	INB	CORD	SCZ

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	27	1401	7	55	0	2-WY	SCLN	SEE
UNMATCHED :	12	602	7	55	0	OUTB	CORD	SEE
UNMATCHED :	6	302	8	40	0	OUTB	CORD	SEE
UNMATCHED :	23	1201	8	35	0	2-WY	SCLN	SEL
UNMATCHED :	25	1301	7	45	0	2-WY	SCLN	SEV
UNMATCHED :	15	801	7	50	0	INB	CORD	SFW
UNMATCHED :	30	1502	7	50	0	2-WY	SCLN	SFW
UNMATCHED :	30	1502	7	50	0	2-WY	SCLN	SFW
UNMATCHED :	19	1001	8	40	0	INB	CORD	SH3
UNMATCHED :	30	1502	8	15	0	2-WY	SCLN	SHN
UNMATCHED :	4	202	8	5	0	OUTB	CORD	SJ5
UNMATCHED :	15	801	8	20	0	INB	CORD	SJA
UNMATCHED :	25	1301	8	40	0	2-WY	SCLN	SJA
UNMATCHED :	1	101	7	50	0	INB	CORD	SJE
UNMATCHED :	27	1401	8	20	0	2-WY	SCLN	SJP
UNMATCHED :	4	202	7	45	0	OUTB	CORD	SJU
UNMATCHED :	4	202	8	5	0	OUTB	CORD	SJW
UNMATCHED :	4	202	8	5	0	OUTB	CORD	SJY
UNMATCHED :	27	1401	8	15	0	2-WY	SCLN	SJY

UNMATCHED :	1	101	8	10	0	INB	CORD	SKL
UNMATCHED :	15	801	7	45	0	INB	CORD	SKR
UNMATCHED :	21	1101	8	20	0	INB	CORD	SKS
UNMATCHED :	4	202	7	55	0	OUTB	CORD	SKT
UNMATCHED :	21	1101	8	15	0	INB	CORD	SKT
UNMATCHED :	23	1201	8	15	0	2-WY	SCLN	SKT
UNMATCHED :	27	1401	8	20	0	2-WY	SCLN	SKT
UNMATCHED :	15	801	8	30	0	INB	CORD	SKT
UNMATCHED :	15	801	8	10	0	INB	CORD	SKU
UNMATCHED :	15	801	8	20	0	INB	CORD	SKU
UNMATCHED :	13	701	8	25	0	INB	CORD	SKU
UNMATCHED :	21	1101	8	25	0	INB	CORD	SKW
UNMATCHED :	23	1201	7	45	0	2-WY	SCLN	SLP
UNMATCHED :	21	1101	7	50	0	INB	CORD	SLP
UNMATCHED :	15	801	8	30	0	INB	CORD	SMV
UNMATCHED :	30	1502	8	35	0	2-WY	SCLN	SMV
UNMATCHED :	19	1001	7	50	0	INB	CORD	SNF
UNMATCHED :	30	1502	8	30	0	2-WY	SCLN	SNV
UNMATCHED :	4	202	8	20	0	OUTB	CORD	SOD
UNMATCHED :	30	1502	7	55	0	2-WY	SCLN	SPL
UNMATCHED :	8	402	8	5	0	OUTB	CORD	SPW
UNMATCHED :	1	101	8	10	0	INB	CORD	SR4
UNMATCHED :	15	801	8	35	0	INB	CORD	SRF
UNMATCHED :	13	701	8	25	0	INB	CORD	SRY
UNMATCHED :	4	202	8	15	0	OUTB	CORD	SSF
UNMATCHED :	13	701	8	20	0	INB	CORD	SSG

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	1	101	8	5	0	INB	CORD	STK
UNMATCHED :	25	1301	8	5	0	2-WY	SCLN	STK
UNMATCHED :	30	1502	8	25	0	2-WY	SCLN	STU
UNMATCHED :	4	202	8	5	0	OUTB	CORD	SU2
UNMATCHED :	13	701	8	25	0	INB	CORD	SUF
UNMATCHED :	23	1201	8	15	0	2-WY	SCLN	SUH
UNMATCHED :	15	801	8	20	0	INB	CORD	SUR
UNMATCHED :	21	1101	8	0	0	INB	CORD	SVP
UNMATCHED :	12	602	8	30	0	OUTB	CORD	SVP
UNMATCHED :	6	302	7	45	0	OUTB	CORD	SWB
UNMATCHED :	19	1001	8	20	0	INB	CORD	SWF
UNMATCHED :	15	801	8	5	0	INB	CORD	SWS
UNMATCHED :	30	1502	7	55	0	2-WY	SCLN	SWT
UNMATCHED :	6	302	8	0	0	OUTB	CORD	SWT
UNMATCHED :	6	302	8	30	0	OUTB	CORD	SWT
UNMATCHED :	1	101	8	20	0	INB	CORD	SWV
UNMATCHED :	6	302	8	15	0	OUTB	CORD	SWW
UNMATCHED :	13	701	7	45	0	INB	CORD	SXC
UNMATCHED :	23	1201	8	15	0	2-WY	SCLN	SXE
UNMATCHED :	23	1201	8	5	0	2-WY	SCLN	SXF
UNMATCHED :	6	302	8	25	0	OUTB	CORD	SXF
UNMATCHED :	4	202	8	35	0	OUTB	CORD	SXF
UNMATCHED :	23	1201	8	40	0	2-WY	SCLN	SXF
UNMATCHED :	19	1001	8	30	0	INB	CORD	SXH
UNMATCHED :	17	901	8	35	0	INB	CORD	SXJ
UNMATCHED :	10	502	8	30	0	OUTB	CORD	SXK
UNMATCHED :	19	1001	8	30	0	INB	CORD	SXM
UNMATCHED :	23	1201	7	45	0	2-WY	SCLN	SXN
UNMATCHED :	25	1301	7	50	0	2-WY	SCLN	SXN
UNMATCHED :	21	1101	8	20	0	INB	CORD	SXP
UNMATCHED :	1	101	8	10	0	INB	CORD	SXR

UNMATCHED :	25	1301	8	15	0	2-WY	SCLN	SXR
UNMATCHED :	15	801	8	0	0	INB	CORD	SXT
UNMATCHED :	30	1502	8	0	0	2-WY	SCLN	SXT
UNMATCHED :	23	1201	8	25	0	2-WY	SCLN	SXT
UNMATCHED :	6	302	7	50	0	OUTB	CORD	SXU
UNMATCHED :	1	101	7	55	0	INB	CORD	SXU
UNMATCHED :	23	1201	7	55	0	2-WY	SCLN	SXX
UNMATCHED :	23	1201	8	10	0	2-WY	SCLN	SXX
UNMATCHED :	21	1101	8	15	0	INB	CORD	SXX
UNMATCHED :	1	101	8	20	0	INB	CORD	SXX
UNMATCHED :	19	1001	8	20	0	INB	CORD	SXX
UNMATCHED :	25	1301	8	20	0	2-WY	SCLN	SXX
UNMATCHED :	27	1401	8	25	0	2-WY	SCLN	SXX
UNMATCHED :	23	1201	7	45	0	2-WY	SCLN	SXY

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	30	1502	8	35	0	2-WY	SCLN	SXY
UNMATCHED :	6	302	8	40	0	OUTB	CORD	SXY
UNMATCHED :	12	602	8	10	0	OUTB	CORD	SXZ
UNMATCHED :	27	1401	7	45	0	2-WY	SCLN	SYA
UNMATCHED :	10	502	7	50	0	OUTB	CORD	SYA
UNMATCHED :	6	302	8	10	0	OUTB	CORD	SYA
UNMATCHED :	4	202	8	10	0	OUTB	CORD	SYA
UNMATCHED :	19	1001	8	5	0	INB	CORD	SYB
UNMATCHED :	21	1101	8	15	0	INB	CORD	SYB
UNMATCHED :	15	801	8	15	0	INB	CORD	SYC
UNMATCHED :	6	302	8	15	0	OUTB	CORD	SYE
UNMATCHED :	13	701	8	25	0	INB	CORD	SYF
UNMATCHED :	30	1502	8	0	0	2-WY	SCLN	SYG
UNMATCHED :	27	1401	8	25	0	2-WY	SCLN	SYH
UNMATCHED :	21	1101	8	10	0	INB	CORD	SYJ
UNMATCHED :	15	801	8	30	0	INB	CORD	SYK
UNMATCHED :	19	1001	8	30	0	INB	CORD	SYL
UNMATCHED :	30	1502	8	35	0	2-WY	SCLN	SYL
UNMATCHED :	23	1201	8	30	0	2-WY	SCLN	SYN
UNMATCHED :	6	302	8	5	0	OUTB	CORD	SYR
UNMATCHED :	6	302	8	20	0	OUTB	CORD	SYR
UNMATCHED :	1	101	8	30	0	INB	CORD	SYS
UNMATCHED :	15	801	8	35	0	INB	CORD	SYU
UNMATCHED :	6	302	8	20	0	OUTB	CORD	SYV
UNMATCHED :	23	1201	7	45	0	2-WY	SCLN	SYX
UNMATCHED :	4	202	8	15	0	OUTB	CORD	SYX
UNMATCHED :	25	1301	8	35	0	2-WY	SCLN	SYY
UNMATCHED :	1	101	8	15	0	INB	CORD	SYZ
UNMATCHED :	21	1101	8	20	0	INB	CORD	SYZ
UNMATCHED :	25	1301	7	50	0	2-WY	SCLN	SZA
UNMATCHED :	1	101	8	20	0	INB	CORD	SZD
UNMATCHED :	19	1001	8	30	0	INB	CORD	SZD
UNMATCHED :	23	1201	8	35	0	2-WY	SCLN	SZH
UNMATCHED :	25	1301	8	40	0	2-WY	SCLN	SZH
UNMATCHED :	23	1201	7	55	0	2-WY	SCLN	SZK
UNMATCHED :	21	1101	8	0	0	INB	CORD	SZK
UNMATCHED :	27	1401	8	15	0	2-WY	SCLN	SZK
UNMATCHED :	4	202	8	0	0	OUTB	CORD	SZR
UNMATCHED :	6	302	8	5	0	OUTB	CORD	SZR
UNMATCHED :	21	1101	8	30	0	INB	CORD	SZS
UNMATCHED :	6	302	8	30	0	OUTB	CORD	SZT
UNMATCHED :	23	1201	8	5	0	2-WY	SCLN	SZU
UNMATCHED :	4	202	8	40	0	OUTB	CORD	SZU

UNMATCHED :	6	302	7	50	0	OUTB	CORD	SZV
UNMATCHED :	25	1301	8	0	0	2-WY	SCLN	SZV

PROGRAM - MVMACH PAGE 91

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	6	302	8	25	0	OUTB	CORD	SZV
UNMATCHED :	1	101	8	35	0	INB	CORD	SZV
UNMATCHED :	25	1301	8	40	0	2-WY	SCLN	SZV
UNMATCHED :	19	1001	8	5	0	INB	CORD	SZZ
UNMATCHED :	19	1001	8	20	0	INB	CORD	SZZ
UNMATCHED :	6	302	8	20	0	OUTB	CORD	T1E
UNMATCHED :	15	801	7	50	0	INB	CORD	T22
UNMATCHED :	27	1401	8	40	0	2-WY	SCLN	T9N
UNMATCHED :	6	302	8	35	0	OUTB	CORD	TA1
UNMATCHED :	15	801	8	40	0	INB	CORD	TA3
UNMATCHED :	1	101	8	40	0	INB	CORD	TA3
UNMATCHED :	25	1301	8	40	0	2-WY	SCLN	TA3
UNMATCHED :	6	302	7	45	0	OUTB	CORD	TA6
UNMATCHED :	8	402	8	30	0	OUTB	CORD	TA6
UNMATCHED :	15	801	8	35	0	INB	CORD	TAB
UNMATCHED :	15	801	8	40	0	INB	CORD	TAN
UNMATCHED :	6	302	7	45	0	OUTB	CORD	TAV
UNMATCHED :	6	302	8	35	0	OUTB	CORD	TAV
UNMATCHED :	6	302	8	15	0	OUTB	CORD	TAY
UNMATCHED :	15	801	8	40	0	INB	CORD	TB2
UNMATCHED :	4	202	8	5	0	OUTB	CORD	TBB
UNMATCHED :	21	1101	8	10	0	INB	CORD	TBB
UNMATCHED :	19	1001	8	0	0	INB	CORD	TBC
UNMATCHED :	6	302	8	30	0	OUTB	CORD	TBC
UNMATCHED :	21	1101	7	50	0	INB	CORD	TBD
UNMATCHED :	23	1201	8	5	0	2-WY	SCLN	TBD
UNMATCHED :	25	1301	8	5	0	2-WY	SCLN	TBD
UNMATCHED :	6	302	8	5	0	OUTB	CORD	TBD
UNMATCHED :	15	801	8	10	0	INB	CORD	TBD
UNMATCHED :	25	1301	7	45	0	2-WY	SCLN	TBE
UNMATCHED :	27	1401	7	45	0	2-WY	SCLN	TBE
UNMATCHED :	21	1101	7	50	0	INB	CORD	TBE
UNMATCHED :	6	302	8	10	0	OUTB	CORD	TBE
UNMATCHED :	6	302	8	25	0	OUTB	CORD	TBE
UNMATCHED :	6	302	7	55	0	OUTB	CORD	TBU
UNMATCHED :	19	1001	7	45	0	INB	CORD	TCM
UNMATCHED :	15	801	7	45	0	INB	CORD	TDB
UNMATCHED :	30	1502	7	45	0	2-WY	SCLN	TDB
UNMATCHED :	19	1001	7	50	0	INB	CORD	TDB
UNMATCHED :	6	302	7	50	0	OUTB	CORD	TDB
UNMATCHED :	6	302	7	55	0	OUTB	CORD	TDB
UNMATCHED :	10	502	8	5	0	OUTB	CORD	TDB
UNMATCHED :	21	1101	8	15	0	INB	CORD	TDB
UNMATCHED :	21	1101	8	15	0	INB	CORD	TDB
UNMATCHED :	30	1502	7	50	0	2-WY	SCLN	TDC

1PROGRAM - MVMACH PAGE 92

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	6	302	7	55	0	OUTB	CORD	TDC

UNMATCHED :	6	302	7	55	0	OUTB	CORD	TDC
UNMATCHED :	23	1201	8	40	0	2-WY	SCLN	TDC
UNMATCHED :	4	202	7	55	0	OUTB	CORD	TDE
UNMATCHED :	13	701	8	0	0	INB	CORD	TDF
UNMATCHED :	1	101	8	5	0	INB	CORD	TDF
UNMATCHED :	25	1301	8	10	0	2-WY	SCLN	TDF
UNMATCHED :	25	1301	8	20	0	2-WY	SCLN	TDF
UNMATCHED :	6	302	7	45	0	OUTB	CORD	TDH
UNMATCHED :	4	202	8	0	0	OUTB	CORD	TDH
UNMATCHED :	23	1201	8	10	0	2-WY	SCLN	TDJ
UNMATCHED :	25	1301	8	15	0	2-WY	SCLN	TDJ
UNMATCHED :	23	1201	7	45	0	2-WY	SCLN	TDK
UNMATCHED :	15	801	8	25	0	INB	CORD	TDK
UNMATCHED :	6	302	7	50	0	OUTB	CORD	TDN
UNMATCHED :	15	801	7	55	0	INB	CORD	TDN
UNMATCHED :	12	602	8	25	0	OUTB	CORD	TDN
UNMATCHED :	1	101	7	50	0	INB	CORD	TDP
UNMATCHED :	19	1001	8	5	0	INB	CORD	TDP
UNMATCHED :	21	1101	8	15	0	INB	CORD	TDP
UNMATCHED :	23	1201	8	25	0	2-WY	SCLN	TDP
UNMATCHED :	30	1502	8	40	0	2-WY	SCLN	TDS
UNMATCHED :	1	101	7	50	0	INB	CORD	TDT
UNMATCHED :	21	1101	8	15	0	INB	CORD	TDT
UNMATCHED :	23	1201	8	5	0	2-WY	SCLN	TDU
UNMATCHED :	21	1101	8	10	0	INB	CORD	TDV
UNMATCHED :	25	1301	8	10	0	2-WY	SCLN	TDV
UNMATCHED :	21	1101	8	0	0	INB	CORD	TDW
UNMATCHED :	1	101	8	40	0	INB	CORD	TDW
UNMATCHED :	21	1101	7	50	0	INB	CORD	TDX
UNMATCHED :	21	1101	8	25	0	INB	CORD	TDY
UNMATCHED :	6	302	7	55	0	OUTB	CORD	TDZ
UNMATCHED :	19	1001	8	0	0	INB	CORD	TDZ
UNMATCHED :	17	901	8	10	0	INB	CORD	TDZ
UNMATCHED :	4	202	8	40	0	OUTB	CORD	TDZ
UNMATCHED :	6	302	8	30	0	OUTB	CORD	TET
UNMATCHED :	21	1101	7	45	0	INB	CORD	TEX
UNMATCHED :	6	302	8	0	0	OUTB	CORD	TEZ
UNMATCHED :	19	1001	8	5	0	INB	CORD	TGH
UNMATCHED :	21	1101	7	45	0	INB	CORD	TH9
UNMATCHED :	23	1201	8	25	0	2-WY	SCLN	THA
UNMATCHED :	21	1101	8	30	0	INB	CORD	THA
UNMATCHED :	25	1301	8	30	0	2-WY	SCLN	THA
UNMATCHED :	15	801	7	55	0	INB	CORD	THN
UNMATCHED :	6	302	7	50	0	OUTB	CORD	THP

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	23	1201	7	45	0	2-WY	SCLN	THR
UNMATCHED :	19	1001	8	5	0	INB	CORD	THR
UNMATCHED :	23	1201	8	20	0	2-WY	SCLN	THR
UNMATCHED :	21	1101	8	25	0	INB	CORD	THR
UNMATCHED :	23	1201	8	25	0	2-WY	SCLN	THR
UNMATCHED :	25	1301	8	25	0	2-WY	SCLN	THR
UNMATCHED :	21	1101	8	35	0	INB	CORD	THS
UNMATCHED :	21	1101	8	35	0	INB	CORD	THU
UNMATCHED :	6	302	8	25	0	OUTB	CORD	THX
UNMATCHED :	25	1301	8	30	0	2-WY	SCLN	TKA
UNMATCHED :	6	302	8	40	0	OUTB	CORD	TKA
UNMATCHED :	1	101	8	10	0	INB	CORD	TKB
UNMATCHED :	25	1301	8	10	0	2-WY	SCLN	TKB

UNMATCHED :	1	101	7	50	0	INB	CORD	TKC
UNMATCHED :	23	1201	8	25	0	2-WY	SCLN	TKC
UNMATCHED :	21	1101	8	30	0	INB	CORD	TKC
UNMATCHED :	25	1301	8	30	0	2-WY	SCLN	TKC
UNMATCHED :	27	1401	8	30	0	2-WY	SCLN	TKC
UNMATCHED :	15	801	8	5	0	INB	CORD	TKD
UNMATCHED :	1	101	8	20	0	INB	CORD	TKD
UNMATCHED :	4	202	7	50	0	OUTB	CORD	TLZ
UNMATCHED :	19	1001	8	5	0	INB	CORD	TMF
UNMATCHED :	6	302	7	50	0	OUTB	CORD	TNJ
UNMATCHED :	30	1502	8	0	0	2-WY	SCLN	TNN
UNMATCHED :	27	1401	7	45	0	2-WY	SCLN	TNS
UNMATCHED :	27	1401	7	50	0	2-WY	SCLN	TOP
UNMATCHED :	25	1301	7	50	0	2-WY	SCLN	TOP
UNMATCHED :	30	1502	8	20	0	2-WY	SCLN	TP6
UNMATCHED :	4	202	8	40	0	OUTB	CORD	TP8
UNMATCHED :	1	101	7	45	0	INB	CORD	TPK
UNMATCHED :	15	801	8	30	0	INB	CORD	TPN
UNMATCHED :	15	801	8	20	0	INB	CORD	TPR
UNMATCHED :	30	1502	8	35	0	2-WY	SCLN	TPW
UNMATCHED :	6	302	8	15	0	OUTB	CORD	TPY
UNMATCHED :	15	801	8	35	0	INB	CORD	TRV
UNMATCHED :	6	302	8	5	0	OUTB	CORD	TRW
UNMATCHED :	15	801	8	5	0	INB	CORD	TS3
UNMATCHED :	1	101	8	0	0	INB	CORD	TS4
UNMATCHED :	25	1301	8	0	0	2-WY	SCLN	TS4
UNMATCHED :	27	1401	8	20	0	2-WY	SCLN	TSJ
UNMATCHED :	30	1502	8	30	0	2-WY	SCLN	TST
UNMATCHED :	1	101	8	10	0	INB	CORD	TTJ
UNMATCHED :	21	1101	7	45	0	INB	CORD	TTM
UNMATCHED :	6	302	8	5	0	OUTB	CORD	TTN
UNMATCHED :	27	1401	8	20	0	2-WY	SCLN	TTW

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	6	302	8	15	0	OUTB	CORD	TUB
UNMATCHED :	6	302	8	25	0	OUTB	CORD	TUF
UNMATCHED :	6	302	8	35	0	OUTB	CORD	TUL
UNMATCHED :	19	1001	8	30	0	INB	CORD	TUM
UNMATCHED :	4	202	8	25	0	OUTB	CORD	TUR
UNMATCHED :	23	1201	8	40	0	2-WY	SCLN	TUS
UNMATCHED :	1	101	8	15	0	INB	CORD	TUT
UNMATCHED :	25	1301	8	15	0	2-WY	SCLN	TUT
UNMATCHED :	19	1001	8	20	0	INB	CORD	TUU
UNMATCHED :	1	101	7	45	0	INB	CORD	TUW
UNMATCHED :	23	1201	8	15	0	2-WY	SCLN	TUW
UNMATCHED :	25	1301	8	30	0	2-WY	SCLN	TUW
UNMATCHED :	25	1301	8	10	0	2-WY	SCLN	TV7
UNMATCHED :	4	202	8	0	0	OUTB	CORD	TVN
UNMATCHED :	1	101	8	5	0	INB	CORD	TVT
UNMATCHED :	25	1301	7	50	0	2-WY	SCLN	TVW
UNMATCHED :	19	1001	8	0	0	INB	CORD	TVX
UNMATCHED :	4	202	8	10	0	OUTB	CORD	TWP
UNMATCHED :	1	101	8	30	0	INB	CORD	TWU
UNMATCHED :	21	1101	8	15	0	INB	CORD	TXG
UNMATCHED :	1	101	8	15	0	INB	CORD	TXG
UNMATCHED :	27	1401	8	15	0	2-WY	SCLN	TXG
UNMATCHED :	25	1301	8	15	0	2-WY	SCLN	TXG
UNMATCHED :	30	1502	8	35	0	2-WY	SCLN	TXG
UNMATCHED :	12	602	7	45	0	OUTB	CORD	TXX

UNMATCHED :	15	801	7	55	0	INB	CORD	TXX
UNMATCHED :	6	302	8	40	0	OUTB	CORD	TXX
UNMATCHED :	6	302	8	15	0	OUTB	CORD	TXY
UNMATCHED :	1	101	7	50	0	INB	CORD	TYL
UNMATCHED :	1	101	8	20	0	INB	CORD	TYL
UNMATCHED :	25	1301	8	15	0	2-WY	SCLN	TYM
UNMATCHED :	15	801	8	10	0	INB	CORD	TYN
UNMATCHED :	19	1001	8	35	0	INB	CORD	TYN
UNMATCHED :	6	302	8	25	0	OUTB	CORD	TYP
UNMATCHED :	6	302	8	10	0	OUTB	CORD	TYS
UNMATCHED :	1	101	8	15	0	INB	CORD	TYW
UNMATCHED :	19	1001	8	5	0	INB	CORD	TYX
UNMATCHED :	1	101	7	50	0	INB	CORD	TYY
UNMATCHED :	25	1301	7	55	0	2-WY	SCLN	TYY
UNMATCHED :	17	901	8	0	0	INB	CORD	TYY
UNMATCHED :	4	202	8	10	0	OUTB	CORD	TYY
UNMATCHED :	19	1001	8	5	0	INB	CORD	TZB
UNMATCHED :	15	801	8	10	0	INB	CORD	TZE
UNMATCHED :	19	1001	8	5	0	INB	CORD	TZF
UNMATCHED :	19	1001	8	35	0	INB	CORD	TZF

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	1	101	8	5	0	INB	CORD	TZG
UNMATCHED :	19	1001	8	5	0	INB	CORD	TZG
UNMATCHED :	15	801	8	10	0	INB	CORD	TZK
UNMATCHED :	19	1001	7	50	0	INB	CORD	TZM
UNMATCHED :	6	302	8	10	0	OUTB	CORD	TZM
UNMATCHED :	6	302	8	5	0	OUTB	CORD	TZN
UNMATCHED :	15	801	8	10	0	INB	CORD	TZN
UNMATCHED :	21	1101	8	35	0	INB	CORD	TZN
UNMATCHED :	21	1101	8	30	0	INB	CORD	TZU
UNMATCHED :	23	1201	8	30	0	2-WY	SCLN	TZU
UNMATCHED :	23	1201	8	40	0	2-WY	SCLN	TZU
UNMATCHED :	25	1301	8	40	0	2-WY	SCLN	TZU
UNMATCHED :	21	1101	7	50	0	INB	CORD	TZV
UNMATCHED :	30	1502	8	40	0	2-WY	SCLN	TZV
UNMATCHED :	21	1101	7	45	0	INB	CORD	TZW
UNMATCHED :	21	1101	7	55	0	INB	CORD	TZW
UNMATCHED :	23	1201	8	5	0	2-WY	SCLN	TZW
UNMATCHED :	25	1301	8	10	0	2-WY	SCLN	TZW
UNMATCHED :	15	801	8	0	0	INB	CORD	TZX
UNMATCHED :	19	1001	8	5	0	INB	CORD	TZX
UNMATCHED :	23	1201	8	35	0	2-WY	SCLN	TZX
UNMATCHED :	15	801	8	35	0	INB	CORD	TZY
UNMATCHED :	27	1401	8	35	0	2-WY	SCLN	TZY
UNMATCHED :	30	1502	7	50	0	2-WY	SCLN	TZZ
UNMATCHED :	12	602	8	15	0	OUTB	CORD	U38
UNMATCHED :	1	101	7	55	0	INB	CORD	UAJ
UNMATCHED :	23	1201	8	0	0	2-WY	SCLN	UAT
UNMATCHED :	4	202	7	55	0	OUTB	CORD	UAU
UNMATCHED :	6	302	8	20	0	OUTB	CORD	UAY
UNMATCHED :	13	701	8	35	0	INB	CORD	UBC
UNMATCHED :	12	602	7	45	0	OUTB	CORD	UBJ
UNMATCHED :	10	502	7	50	0	OUTB	CORD	UCA
UNMATCHED :	30	1502	8	30	0	2-WY	SCLN	UCV
UNMATCHED :	4	202	7	55	0	OUTB	CORD	UDC
UNMATCHED :	1	101	8	10	0	INB	CORD	UDC
UNMATCHED :	27	1401	8	25	0	2-WY	SCLN	UDC
UNMATCHED :	1	101	8	30	0	INB	CORD	UDD

UNMATCHED :	27	1401	7	45	0	2-WY	SCLN	UDF
UNMATCHED :	4	202	8	0	0	OUTB	CORD	UDN
UNMATCHED :	10	502	7	45	0	OUTB	CORD	UDR
UNMATCHED :	1	101	8	25	0	INB	CORD	UDW
UNMATCHED :	12	602	8	10	0	OUTB	CORD	UEE
UNMATCHED :	19	1001	8	35	0	INB	CORD	UEM
UNMATCHED :	19	1001	7	50	0	INB	CORD	UEP
UNMATCHED :	6	302	7	45	0	OUTB	CORD	UET

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	4	202	7	45	0	OUTB	CORD	UEV
UNMATCHED :	1	101	8	10	0	INB	CORD	UEX
UNMATCHED :	25	1301	8	15	0	2-WY	SCLN	UEX
UNMATCHED :	19	1001	8	35	0	INB	CORD	UEY
UNMATCHED :	4	202	8	35	0	OUTB	CORD	UFB
UNMATCHED :	10	502	8	0	0	OUTB	CORD	UFG
UNMATCHED :	4	202	8	10	0	OUTB	CORD	UFM
UNMATCHED :	12	602	8	20	0	OUTB	CORD	UFW
UNMATCHED :	30	1502	8	40	0	2-WY	SCLN	UFW
UNMATCHED :	6	302	8	40	0	OUTB	CORD	UFW
UNMATCHED :	27	1401	8	30	0	2-WY	SCLN	UFX
UNMATCHED :	23	1201	8	40	0	2-WY	SCLN	UGU
UNMATCHED :	13	701	8	40	0	INB	CORD	UHC
UNMATCHED :	25	1301	8	10	0	2-WY	SCLN	UHE
UNMATCHED :	1	101	8	10	0	INB	CORD	UHF
UNMATCHED :	1	101	8	5	0	INB	CORD	UHK
UNMATCHED :	6	302	8	30	0	OUTB	CORD	UHM
UNMATCHED :	12	602	8	40	0	OUTB	CORD	UHM
UNMATCHED :	6	302	7	45	0	OUTB	CORD	UHN
UNMATCHED :	12	602	7	50	0	OUTB	CORD	UHS
UNMATCHED :	12	602	8	15	0	OUTB	CORD	UHS
UNMATCHED :	1	101	8	0	0	INB	CORD	UHT
UNMATCHED :	30	1502	8	5	0	2-WY	SCLN	UHV
UNMATCHED :	15	801	7	55	0	INB	CORD	UJ7
UNMATCHED :	27	1401	8	25	0	2-WY	SCLN	UJE
UNMATCHED :	6	302	7	45	0	OUTB	CORD	UJH
UNMATCHED :	15	801	7	50	0	INB	CORD	UJP
UNMATCHED :	6	302	8	0	0	OUTB	CORD	UJR
UNMATCHED :	4	202	8	5	0	OUTB	CORD	UJS
UNMATCHED :	23	1201	8	0	0	2-WY	SCLN	UJU
UNMATCHED :	27	1401	8	5	0	2-WY	SCLN	UJU
UNMATCHED :	19	1001	8	35	0	INB	CORD	UKK
UNMATCHED :	27	1401	8	0	0	2-WY	SCLN	UKM
UNMATCHED :	27	1401	8	10	0	2-WY	SCLN	UKM
UNMATCHED :	12	602	8	10	0	OUTB	CORD	UKM
UNMATCHED :	15	801	8	15	0	INB	CORD	UKM
UNMATCHED :	30	1502	8	15	0	2-WY	SCLN	UKM
UNMATCHED :	10	502	7	50	0	OUTB	CORD	UKN
UNMATCHED :	4	202	8	0	0	OUTB	CORD	UKN
UNMATCHED :	23	1201	8	20	0	2-WY	SCLN	UKV
UNMATCHED :	6	302	8	40	0	OUTB	CORD	ULE
UNMATCHED :	4	202	7	50	0	OUTB	CORD	ULR
UNMATCHED :	6	302	7	55	0	OUTB	CORD	ULX
UNMATCHED :	1	101	8	20	0	INB	CORD	UMD
UNMATCHED :	12	602	8	5	0	OUTB	CORD	UMF

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER	ETC
UNMATCHED :	4	202	7	55	0	OUTB	CORD	UMG	
UNMATCHED :	6	302	8	40	0	OUTB	CORD	UMG	
UNMATCHED :	4	202	8	40	0	OUTB	CORD	UMG	
UNMATCHED :	12	602	8	5	0	OUTB	CORD	UMH	
UNMATCHED :	27	1401	8	30	0	2-WY	SCLN	UMH	
UNMATCHED :	6	302	7	55	0	OUTB	CORD	UMK	
UNMATCHED :	27	1401	8	25	0	2-WY	SCLN	UMK	
UNMATCHED :	12	602	8	25	0	OUTB	CORD	UMK	
UNMATCHED :	19	1001	8	20	0	INB	CORD	UMR	
UNMATCHED :	12	602	8	40	0	OUTB	CORD	UMW	
UNMATCHED :	4	202	8	0	0	OUTB	CORD	UMX	
UNMATCHED :	4	202	8	25	0	OUTB	CORD	UMX	
UNMATCHED :	30	1502	7	50	0	2-WY	SCLN	UN2	
UNMATCHED :	4	202	8	30	0	OUTB	CORD	UN6	
UNMATCHED :	30	1502	7	45	0	2-WY	SCLN	UN7	
UNMATCHED :	4	202	7	45	0	OUTB	CORD	UN7	
UNMATCHED :	12	602	8	35	0	OUTB	CORD	UN7	
UNMATCHED :	4	202	7	45	0	OUTB	CORD	UN9	
UNMATCHED :	6	302	7	55	0	OUTB	CORD	UNA	
UNMATCHED :	4	202	8	25	0	OUTB	CORD	UNA	
UNMATCHED :	6	302	8	40	0	OUTB	CORD	UNA	
UNMATCHED :	13	701	8	20	0	INB	CORD	UNB	
UNMATCHED :	1	101	8	10	0	INB	CORD	UNC	
UNMATCHED :	21	1101	7	50	0	INB	CORD	UND	
UNMATCHED :	15	801	8	35	0	INB	CORD	UNE	
UNMATCHED :	30	1502	8	35	0	2-WY	SCLN	UNE	
UNMATCHED :	19	1001	7	45	0	INB	CORD	UNF	
UNMATCHED :	19	1001	8	0	0	INB	CORD	UNG	
UNMATCHED :	30	1502	8	10	0	2-WY	SCLN	UNG	
UNMATCHED :	6	302	8	15	0	OUTB	CORD	UNG	
UNMATCHED :	19	1001	8	35	0	INB	CORD	UNG	
UNMATCHED :	15	801	7	50	0	INB	CORD	UNJ	
UNMATCHED :	25	1301	8	10	0	2-WY	SCLN	UNK	
UNMATCHED :	25	1301	8	30	0	2-WY	SCLN	UNK	
UNMATCHED :	23	1201	8	40	0	2-WY	SCLN	UNK	
UNMATCHED :	21	1101	7	55	0	INB	CORD	UNL	
UNMATCHED :	15	801	8	10	0	INB	CORD	UNM	
UNMATCHED :	19	1001	8	35	0	INB	CORD	UNN	
UNMATCHED :	15	801	8	25	0	INB	CORD	UNO	
UNMATCHED :	21	1101	8	30	0	INB	CORD	UNP	
UNMATCHED :	17	901	8	0	0	INB	CORD	UNR	
UNMATCHED :	21	1101	7	50	0	INB	CORD	UNS	
UNMATCHED :	4	202	7	45	0	OUTB	CORD	UNT	
UNMATCHED :	19	1001	7	50	0	INB	CORD	UNT	
UNMATCHED :	23	1201	8	30	0	2-WY	SCLN	UNW	

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER	ETC
UNMATCHED :	1	101	8	25	0	INB	CORD	UNX	
UNMATCHED :	27	1401	8	30	0	2-WY	SCLN	UNX	
UNMATCHED :	6	302	8	10	0	OUTB	CORD	UNZ	
UNMATCHED :	30	1502	8	35	0	2-WY	SCLN	UNZ	
UNMATCHED :	12	602	8	10	0	OUTB	CORD	UP8	
UNMATCHED :	6	302	8	40	0	OUTB	CORD	UPA	
UNMATCHED :	4	202	8	5	0	OUTB	CORD	UPJ	

UNMATCHED :	23	1201	8	0	0	2-WY	SCLN	UPK
UNMATCHED :	12	602	8	0	0	OUTB	CORD	UPK
UNMATCHED :	15	801	8	40	0	INB	CORD	UPL
UNMATCHED :	6	302	8	25	0	OUTB	CORD	UPO
UNMATCHED :	6	302	7	50	0	OUTB	CORD	UPS
UNMATCHED :	21	1101	8	20	0	INB	CORD	UPS
UNMATCHED :	4	202	8	5	0	OUTB	CORD	UPU
UNMATCHED :	4	202	7	55	0	OUTB	CORD	UPW
UNMATCHED :	12	602	8	20	0	OUTB	CORD	UPW
UNMATCHED :	27	1401	8	40	0	2-WY	SCLN	UPW
UNMATCHED :	12	602	8	40	0	OUTB	CORD	UPW
UNMATCHED :	15	801	8	40	0	INB	CORD	UPZ
UNMATCHED :	6	302	8	10	0	OUTB	CORD	URA
UNMATCHED :	4	202	8	20	0	OUTB	CORD	URD
UNMATCHED :	10	502	8	10	0	OUTB	CORD	URF
UNMATCHED :	4	202	8	35	0	OUTB	CORD	URK
UNMATCHED :	21	1101	8	25	0	INB	CORD	URV
UNMATCHED :	4	202	8	40	0	OUTB	CORD	US6
UNMATCHED :	8	402	8	30	0	OUTB	CORD	USB
UNMATCHED :	12	602	8	35	0	OUTB	CORD	USB
UNMATCHED :	8	402	8	40	0	OUTB	CORD	USE
UNMATCHED :	12	602	7	55	0	OUTB	CORD	USL
UNMATCHED :	15	801	8	10	0	INB	CORD	USM
UNMATCHED :	30	1502	7	55	0	2-WY	SCLN	USR
UNMATCHED :	27	1401	7	55	0	2-WY	SCLN	USU
UNMATCHED :	25	1301	8	5	0	2-WY	SCLN	USU
UNMATCHED :	15	801	8	10	0	INB	CORD	USU
UNMATCHED :	1	101	7	45	0	INB	CORD	USW
UNMATCHED :	25	1301	8	35	0	2-WY	SCLN	USZ
UNMATCHED :	17	901	8	15	0	INB	CORD	UTN
UNMATCHED :	12	602	7	45	0	OUTB	CORD	UTS
UNMATCHED :	4	202	8	40	0	OUTB	CORD	UTY
UNMATCHED :	27	1401	8	30	0	2-WY	SCLN	UUC
UNMATCHED :	12	602	8	35	0	OUTB	CORD	UUC
UNMATCHED :	10	502	8	35	0	OUTB	CORD	UUC
UNMATCHED :	4	202	8	20	0	OUTB	CORD	UUE
UNMATCHED :	21	1101	7	55	0	INB	CORD	UUF
UNMATCHED :	12	602	8	30	0	OUTB	CORD	UUN

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	12	602	8	5	0	OUTB	CORD	UUR
UNMATCHED :	23	1201	8	15	0	2-WY	SCLN	UUW
UNMATCHED :	6	302	8	15	0	OUTB	CORD	UUW
UNMATCHED :	6	302	8	20	0	OUTB	CORD	UWB
UNMATCHED :	27	1401	7	50	0	2-WY	SCLN	UWP
UNMATCHED :	12	602	7	50	0	OUTB	CORD	UWP
UNMATCHED :	27	1401	8	15	0	2-WY	SCLN	UWP
UNMATCHED :	12	602	8	20	0	OUTB	CORD	UXF
UNMATCHED :	12	602	8	0	0	OUTB	CORD	UXK
UNMATCHED :	12	602	8	5	0	OUTB	CORD	UXP
UNMATCHED :	23	1201	8	35	0	2-WY	SCLN	UXT
UNMATCHED :	25	1301	8	40	0	2-WY	SCLN	UXT
UNMATCHED :	23	1201	7	55	0	2-WY	SCLN	UXZ
UNMATCHED :	12	602	8	15	0	OUTB	CORD	UYV
UNMATCHED :	19	1001	8	20	0	INB	CORD	UZF
UNMATCHED :	4	202	8	40	0	OUTB	CORD	UZL
UNMATCHED :	27	1401	8	25	0	2-WY	SCLN	UZW
UNMATCHED :	12	602	8	25	0	OUTB	CORD	UZW
UNMATCHED :	27	1401	8	30	0	2-WY	SCLN	V18

UNMATCHED :	6	302	8	35	0	OUTB	CORD	V22
UNMATCHED :	27	1401	8	0	0	2-WY	SCLN	V25
UNMATCHED :	25	1301	8	5	0	2-WY	SCLN	V53
UNMATCHED :	4	202	8	30	0	OUTB	CORD	V65
UNMATCHED :	6	302	7	45	0	OUTB	CORD	V66
UNMATCHED :	21	1101	8	25	0	INB	CORD	V70
UNMATCHED :	23	1201	7	55	0	2-WY	SCLN	VA2
UNMATCHED :	25	1301	8	0	0	2-WY	SCLN	VA2
UNMATCHED :	6	302	8	15	0	OUTB	CORD	VA2
UNMATCHED :	15	801	7	50	0	INB	CORD	VA6
UNMATCHED :	4	202	8	10	0	OUTB	CORD	VA6
UNMATCHED :	6	302	8	40	0	OUTB	CORD	VAA
UNMATCHED :	15	801	8	0	0	INB	CORD	VAC
UNMATCHED :	30	1502	8	0	0	2-WY	SCLN	VAC
UNMATCHED :	27	1401	8	40	0	2-WY	SCLN	VAE
UNMATCHED :	25	1301	8	40	0	2-WY	SCLN	VAH
UNMATCHED :	27	1401	8	25	0	2-WY	SCLN	VAK
UNMATCHED :	6	302	8	25	0	OUTB	CORD	VAL
UNMATCHED :	19	1001	7	50	0	INB	CORD	VAM
UNMATCHED :	1	101	8	20	0	INB	CORD	VAM
UNMATCHED :	21	1101	8	10	0	INB	CORD	VAN
UNMATCHED :	15	801	8	10	0	INB	CORD	VAN
UNMATCHED :	6	302	7	50	0	OUTB	CORD	VAP
UNMATCHED :	23	1201	8	40	0	2-WY	SCLN	VAW
UNMATCHED :	21	1101	7	50	0	INB	CORD	VAY
UNMATCHED :	23	1201	8	35	0	2-WY	SCLN	VB9

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	25	1301	8	40	0	2-WY	SCLN	VB9
UNMATCHED :	15	801	7	55	0	INB	CORD	VBF
UNMATCHED :	15	801	8	25	0	INB	CORD	VBH
UNMATCHED :	4	202	8	40	0	OUTB	CORD	VBH
UNMATCHED :	15	801	8	30	0	INB	CORD	VBK
UNMATCHED :	1	101	8	30	0	INB	CORD	VBK
UNMATCHED :	21	1101	7	55	0	INB	CORD	VBM
UNMATCHED :	19	1001	7	50	0	INB	CORD	VBN
UNMATCHED :	23	1201	8	25	0	2-WY	SCLN	VBU
UNMATCHED :	6	302	8	30	0	OUTB	CORD	VBU
UNMATCHED :	21	1101	8	30	0	INB	CORD	VBV
UNMATCHED :	6	302	7	50	0	OUTB	CORD	VBX
UNMATCHED :	12	602	7	50	0	OUTB	CORD	VC8
UNMATCHED :	15	801	8	15	0	INB	CORD	VC8
UNMATCHED :	6	302	8	5	0	OUTB	CORD	VCC
UNMATCHED :	6	302	7	45	0	OUTB	CORD	VCJ
UNMATCHED :	21	1101	7	55	0	INB	CORD	VCP
UNMATCHED :	15	801	8	10	0	INB	CORD	VCP
UNMATCHED :	15	801	8	15	0	INB	CORD	VCP
UNMATCHED :	19	1001	8	35	0	INB	CORD	VCP
UNMATCHED :	30	1502	8	5	0	2-WY	SCLN	VCR
UNMATCHED :	6	302	8	5	0	OUTB	CORD	VCR
UNMATCHED :	6	302	8	15	0	OUTB	CORD	VCR
UNMATCHED :	6	302	8	25	0	OUTB	CORD	VCR
UNMATCHED :	25	1301	8	30	0	2-WY	SCLN	VCR
UNMATCHED :	4	202	8	35	0	OUTB	CORD	VCR
UNMATCHED :	6	302	8	40	0	OUTB	CORD	VCR
UNMATCHED :	1	101	8	5	0	INB	CORD	VCT
UNMATCHED :	25	1301	8	10	0	2-WY	SCLN	VCT
UNMATCHED :	21	1101	8	25	0	INB	CORD	VCT
UNMATCHED :	15	801	8	25	0	INB	CORD	VCU

UNMATCHED :	15	801	8	30	0	INB	CORD	VCX
UNMATCHED :	15	801	7	55	0	INB	CORD	VCY
UNMATCHED :	23	1201	7	55	0	2-WY	SCLN	VDB
UNMATCHED :	27	1401	8	0	0	2-WY	SCLN	VDB
UNMATCHED :	25	1301	8	0	0	2-WY	SCLN	VDB
UNMATCHED :	6	302	7	45	0	OUTB	CORD	VDC
UNMATCHED :	6	302	7	50	0	OUTB	CORD	VDE
UNMATCHED :	4	202	8	25	0	OUTB	CORD	VDE
UNMATCHED :	21	1101	7	45	0	INB	CORD	VDG
UNMATCHED :	15	801	8	10	0	INB	CORD	VDG
UNMATCHED :	21	1101	7	55	0	INB	CORD	VDM
UNMATCHED :	27	1401	8	35	0	2-WY	SCLN	VDP
UNMATCHED :	27	1401	8	15	0	2-WY	SCLN	VDR
UNMATCHED :	30	1502	7	45	0	2-WY	SCLN	VDS

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	4	202	8	15	0	OUTB	CORD	VDV
UNMATCHED :	27	1401	8	30	0	2-WY	SCLN	VDY
UNMATCHED :	21	1101	8	25	0	INB	CORD	VDZ
UNMATCHED :	1	101	8	20	0	INB	CORD	VE7
UNMATCHED :	25	1301	8	20	0	2-WY	SCLN	VE7
UNMATCHED :	25	1301	8	40	0	2-WY	SCLN	VE8
UNMATCHED :	25	1301	8	15	0	2-WY	SCLN	VEB
UNMATCHED :	6	302	7	55	0	OUTB	CORD	VED
UNMATCHED :	15	801	8	0	0	INB	CORD	VED
UNMATCHED :	6	302	8	10	0	OUTB	CORD	VEF
UNMATCHED :	4	202	8	25	0	OUTB	CORD	VEG
UNMATCHED :	4	202	8	30	0	OUTB	CORD	VEG
UNMATCHED :	21	1101	8	10	0	INB	CORD	VEH
UNMATCHED :	23	1201	7	55	0	2-WY	SCLN	VEN
UNMATCHED :	23	1201	7	50	0	2-WY	SCLN	VEP
UNMATCHED :	1	101	8	15	0	INB	CORD	VES
UNMATCHED :	27	1401	8	0	0	2-WY	SCLN	VEX
UNMATCHED :	27	1401	8	25	0	2-WY	SCLN	VEX
UNMATCHED :	1	101	8	40	0	INB	CORD	VF2
UNMATCHED :	19	1001	8	5	0	INB	CORD	VFG
UNMATCHED :	21	1101	8	15	0	INB	CORD	VFH
UNMATCHED :	25	1301	8	35	0	2-WY	SCLN	VFK
UNMATCHED :	27	1401	8	20	0	2-WY	SCLN	VFM
UNMATCHED :	25	1301	8	5	0	2-WY	SCLN	VFP
UNMATCHED :	30	1502	7	50	0	2-WY	SCLN	VFR
UNMATCHED :	6	302	7	55	0	OUTB	CORD	VFR
UNMATCHED :	15	801	8	0	0	INB	CORD	VFS
UNMATCHED :	23	1201	8	15	0	2-WY	SCLN	VFV
UNMATCHED :	15	801	8	25	0	INB	CORD	VFW
UNMATCHED :	13	701	8	10	0	INB	CORD	VFX
UNMATCHED :	21	1101	8	25	0	INB	CORD	VFZ
UNMATCHED :	6	302	8	35	0	OUTB	CORD	VG3
UNMATCHED :	8	402	8	5	0	OUTB	CORD	VG7
UNMATCHED :	15	801	8	10	0	INB	CORD	VGJ
UNMATCHED :	15	801	8	30	0	INB	CORD	VGP
UNMATCHED :	19	1001	8	30	0	INB	CORD	VGZ
UNMATCHED :	23	1201	8	10	0	2-WY	SCLN	VH1
UNMATCHED :	25	1301	8	15	0	2-WY	SCLN	VH2
UNMATCHED :	6	302	8	25	0	OUTB	CORD	VH3
UNMATCHED :	4	202	8	20	0	OUTB	CORD	VH7
UNMATCHED :	23	1201	8	30	0	2-WY	SCLN	VH8
UNMATCHED :	25	1301	8	35	0	2-WY	SCLN	VH8
UNMATCHED :	30	1502	7	55	0	2-WY	SCLN	VHA

UNMATCHED :	6	302	8	30	0	OUTB	CORD	VHA
UNMATCHED :	6	302	8	30	0	OUTB	CORD	VHB

PROGRAM - MVMACH PAGE 102

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	12	602	8	40	0	OUTB	CORD	VHC
UNMATCHED :	25	1301	8	0	0	2-WY	SCLN	VHE
UNMATCHED :	6	302	7	50	0	OUTB	CORD	VHF
UNMATCHED :	27	1401	8	20	0	2-WY	SCLN	VHF
UNMATCHED :	21	1101	8	30	0	INB	CORD	VHF
UNMATCHED :	1	101	7	55	0	INB	CORD	VHK
UNMATCHED :	4	202	8	15	0	OUTB	CORD	VHL
UNMATCHED :	23	1201	8	25	0	2-WY	SCLN	VHM
UNMATCHED :	27	1401	8	20	0	2-WY	SCLN	VHN
UNMATCHED :	19	1001	8	15	0	INB	CORD	VHP
UNMATCHED :	23	1201	8	40	0	2-WY	SCLN	VHP
UNMATCHED :	19	1001	8	5	0	INB	CORD	VHR
UNMATCHED :	6	302	8	10	0	OUTB	CORD	VHV
UNMATCHED :	6	302	7	50	0	OUTB	CORD	VHW
UNMATCHED :	1	101	8	0	0	INB	CORD	VHW
UNMATCHED :	6	302	7	45	0	OUTB	CORD	VJ4
UNMATCHED :	25	1301	7	55	0	2-WY	SCLN	VJ5
UNMATCHED :	23	1201	8	0	0	2-WY	SCLN	VJ8
UNMATCHED :	19	1001	8	5	0	INB	CORD	VJA
UNMATCHED :	23	1201	8	35	0	2-WY	SCLN	VJA
UNMATCHED :	1	101	8	35	0	INB	CORD	VJF
UNMATCHED :	23	1201	8	10	0	2-WY	SCLN	VJH
UNMATCHED :	25	1301	8	15	0	2-WY	SCLN	VJH
UNMATCHED :	4	202	8	0	0	OUTB	CORD	VJJ
UNMATCHED :	19	1001	8	30	0	INB	CORD	VJP
UNMATCHED :	21	1101	8	0	0	INB	CORD	VJV
UNMATCHED :	21	1101	8	30	0	INB	CORD	VJX
UNMATCHED :	1	101	7	55	0	INB	CORD	VK3
UNMATCHED :	30	1502	8	30	0	2-WY	SCLN	VK6
UNMATCHED :	17	901	7	50	0	INB	CORD	VKA
UNMATCHED :	1	101	8	0	0	INB	CORD	VKB
UNMATCHED :	25	1301	8	0	0	2-WY	SCLN	VKB
UNMATCHED :	25	1301	8	15	0	2-WY	SCLN	VKC
UNMATCHED :	27	1401	8	20	0	2-WY	SCLN	VKC
UNMATCHED :	15	801	7	45	0	INB	CORD	VKL
UNMATCHED :	25	1301	7	50	0	2-WY	SCLN	VKL
UNMATCHED :	23	1201	8	5	0	2-WY	SCLN	VKL
UNMATCHED :	21	1101	8	10	0	INB	CORD	VKL
UNMATCHED :	25	1301	8	10	0	2-WY	SCLN	VKL
UNMATCHED :	12	602	8	10	0	OUTB	CORD	VKT
UNMATCHED :	27	1401	8	35	0	2-WY	SCLN	VKW
UNMATCHED :	23	1201	7	45	0	2-WY	SCLN	VL7
UNMATCHED :	23	1201	8	25	0	2-WY	SCLN	VLL
UNMATCHED :	21	1101	8	30	0	INB	CORD	VLN
UNMATCHED :	21	1101	8	20	0	INB	CORD	VLS

1PROGRAM - MVMACH PAGE 103

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	23	1201	8	20	0	2-WY	SCLN	VLS

UNMATCHED :	25	1301	7	50	0	2-WY	SCLN	VLZ
UNMATCHED :	15	801	8	0	0	INB	CORD	VME
UNMATCHED :	12	602	8	40	0	OUTB	CORD	VMF
UNMATCHED :	21	1101	8	0	0	INB	CORD	VMH
UNMATCHED :	1	101	7	45	0	INB	CORD	VMS
UNMATCHED :	6	302	8	40	0	OUTB	CORD	VMV
UNMATCHED :	1	101	8	35	0	INB	CORD	VMW
UNMATCHED :	4	202	8	0	0	OUTB	CORD	VMY
UNMATCHED :	4	202	8	15	0	OUTB	CORD	VN2
UNMATCHED :	23	1201	8	15	0	2-WY	SCLN	VN6
UNMATCHED :	25	1301	7	55	0	2-WY	SCLN	VN7
UNMATCHED :	30	1502	7	55	0	2-WY	SCLN	VN7
UNMATCHED :	27	1401	7	55	0	2-WY	SCLN	VN7
UNMATCHED :	30	1502	7	55	0	2-WY	SCLN	VN7
UNMATCHED :	23	1201	8	25	0	2-WY	SCLN	VN7
UNMATCHED :	25	1301	8	30	0	2-WY	SCLN	VN7
UNMATCHED :	23	1201	8	40	0	2-WY	SCLN	VN7
UNMATCHED :	6	302	8	15	0	OUTB	CORD	VNH
UNMATCHED :	6	302	8	0	0	OUTB	CORD	VNP
UNMATCHED :	30	1502	8	25	0	2-WY	SCLN	VNS
UNMATCHED :	6	302	8	25	0	OUTB	CORD	VNS
UNMATCHED :	6	302	8	35	0	OUTB	CORD	VNS
UNMATCHED :	6	302	8	35	0	OUTB	CORD	VNU
UNMATCHED :	30	1502	7	45	0	2-WY	SCLN	VNW
UNMATCHED :	30	1502	7	45	0	2-WY	SCLN	VNW
UNMATCHED :	6	302	7	55	0	OUTB	CORD	VNZ
UNMATCHED :	27	1401	8	0	0	2-WY	SCLN	VP3
UNMATCHED :	23	1201	8	30	0	2-WY	SCLN	VP9
UNMATCHED :	23	1201	8	40	0	2-WY	SCLN	VP9
UNMATCHED :	21	1101	8	20	0	INB	CORD	VPA
UNMATCHED :	23	1201	8	20	0	2-WY	SCLN	VPA
UNMATCHED :	25	1301	8	5	0	2-WY	SCLN	VPG
UNMATCHED :	1	101	8	30	0	INB	CORD	VPG
UNMATCHED :	1	101	8	0	0	INB	CORD	VPK
UNMATCHED :	21	1101	8	15	0	INB	CORD	VPN
UNMATCHED :	25	1301	8	20	0	2-WY	SCLN	VPN
UNMATCHED :	19	1001	7	50	0	INB	CORD	VPR
UNMATCHED :	23	1201	8	10	0	2-WY	SCLN	VPW
UNMATCHED :	19	1001	8	40	0	INB	CORD	VPX
UNMATCHED :	4	202	8	0	0	OUTB	CORD	VR3
UNMATCHED :	6	302	7	55	0	OUTB	CORD	VRA
UNMATCHED :	19	1001	8	0	0	INB	CORD	VRA
UNMATCHED :	27	1401	7	45	0	2-WY	SCLN	VRC
UNMATCHED :	25	1301	8	10	0	2-WY	SCLN	VRC

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	6	302	8	15	0	OUTB	CORD	VRC
UNMATCHED :	23	1201	8	20	0	2-WY	SCLN	VRK
UNMATCHED :	19	1001	8	35	0	INB	CORD	VRM
UNMATCHED :	6	302	8	5	0	OUTB	CORD	VRO
UNMATCHED :	19	1001	8	0	0	INB	CORD	VRP
UNMATCHED :	27	1401	8	0	0	2-WY	SCLN	VRR
UNMATCHED :	17	901	8	5	0	INB	CORD	VRR
UNMATCHED :	30	1502	8	5	0	2-WY	SCLN	VRS
UNMATCHED :	30	1502	8	10	0	2-WY	SCLN	VRS
UNMATCHED :	6	302	8	10	0	OUTB	CORD	VRS
UNMATCHED :	4	202	8	20	0	OUTB	CORD	VRU
UNMATCHED :	21	1101	8	5	0	INB	CORD	VRV
UNMATCHED :	1	101	7	50	0	INB	CORD	VRW

UNMATCHED :	25	1301	7	55	0	2-WY	SCLN	VRW
UNMATCHED :	23	1201	8	40	0	2-WY	SCLN	VS1
UNMATCHED :	23	1201	8	0	0	2-WY	SCLN	VS3
UNMATCHED :	1	101	8	10	0	INB	CORD	VS3
UNMATCHED :	27	1401	8	10	0	2-WY	SCLN	VS3
UNMATCHED :	27	1401	8	30	0	2-WY	SCLN	VSB
UNMATCHED :	6	302	7	45	0	OUTB	CORD	VSC
UNMATCHED :	23	1201	8	40	0	2-WY	SCLN	VSG
UNMATCHED :	27	1401	7	55	0	2-WY	SCLN	VSL
UNMATCHED :	30	1502	8	5	0	2-WY	SCLN	VSM
UNMATCHED :	6	302	8	30	0	OUTB	CORD	VSP
UNMATCHED :	1	101	8	10	0	INB	CORD	VSR
UNMATCHED :	25	1301	8	10	0	2-WY	SCLN	VSR
UNMATCHED :	15	801	8	15	0	INB	CORD	VST
UNMATCHED :	15	801	8	30	0	INB	CORD	VSU
UNMATCHED :	1	101	8	30	0	INB	CORD	VSW
UNMATCHED :	27	1401	8	40	0	2-WY	SCLN	VSW
UNMATCHED :	4	202	8	0	0	OUTB	CORD	VSY
UNMATCHED :	6	302	8	40	0	OUTB	CORD	VT6
UNMATCHED :	19	1001	8	5	0	INB	CORD	VT7
UNMATCHED :	30	1502	8	10	0	2-WY	SCLN	VTA
UNMATCHED :	21	1101	8	30	0	INB	CORD	VTC
UNMATCHED :	23	1201	8	5	0	2-WY	SCLN	VTE
UNMATCHED :	30	1502	8	10	0	2-WY	SCLN	VTE
UNMATCHED :	30	1502	8	25	0	2-WY	SCLN	VTE
UNMATCHED :	1	101	7	50	0	INB	CORD	VTG
UNMATCHED :	15	801	8	0	0	INB	CORD	VTG
UNMATCHED :	21	1101	7	45	0	INB	CORD	VTH
UNMATCHED :	27	1401	8	25	0	2-WY	SCLN	VTJ
UNMATCHED :	6	302	8	5	0	OUTB	CORD	VTL
UNMATCHED :	17	901	8	35	0	INB	CORD	VTM
UNMATCHED :	23	1201	8	30	0	2-WY	SCLN	VTN

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	27	1401	7	45	0	2-WY	SCLN	VTS
UNMATCHED :	27	1401	8	20	0	2-WY	SCLN	VTS
UNMATCHED :	27	1401	8	25	0	2-WY	SCLN	VTS
UNMATCHED :	19	1001	7	50	0	INB	CORD	VTV
UNMATCHED :	1	101	8	20	0	INB	CORD	VTV
UNMATCHED :	19	1001	8	35	0	INB	CORD	VTW
UNMATCHED :	25	1301	8	40	0	2-WY	SCLN	VTW
UNMATCHED :	23	1201	7	50	0	2-WY	SCLN	VUG
UNMATCHED :	23	1201	8	25	0	2-WY	SCLN	VUJ
UNMATCHED :	1	101	8	15	0	INB	CORD	VUK
UNMATCHED :	15	801	7	55	0	INB	CORD	VUL
UNMATCHED :	25	1301	8	15	0	2-WY	SCLN	VUL
UNMATCHED :	1	101	8	10	0	INB	CORD	VUM
UNMATCHED :	1	101	8	0	0	INB	CORD	VUS
UNMATCHED :	6	302	7	50	0	OUTB	CORD	VUU
UNMATCHED :	6	302	8	0	0	OUTB	CORD	VVB
UNMATCHED :	30	1502	7	55	0	2-WY	SCLN	VVC
UNMATCHED :	19	1001	8	0	0	INB	CORD	VVC
UNMATCHED :	23	1201	8	40	0	2-WY	SCLN	VVD
UNMATCHED :	25	1301	8	10	0	2-WY	SCLN	VVM
UNMATCHED :	21	1101	8	35	0	INB	CORD	VVN
UNMATCHED :	6	302	8	20	0	OUTB	CORD	VVT
UNMATCHED :	6	302	8	15	0	OUTB	CORD	VVY
UNMATCHED :	1	101	7	50	0	INB	CORD	VW7
UNMATCHED :	23	1201	8	40	0	2-WY	SCLN	VWA

UNMATCHED :	4	202	7	45	0	OUTB	CORD	VWF
UNMATCHED :	19	1001	8	5	0	INB	CORD	VWG
UNMATCHED :	23	1201	8	40	0	2-WY	SCLN	VWH
UNMATCHED :	27	1401	7	45	0	2-WY	SCLN	VWP
UNMATCHED :	19	1001	8	20	0	INB	CORD	VWS
UNMATCHED :	6	302	7	45	0	OUTB	CORD	VWU
UNMATCHED :	1	101	8	5	0	INB	CORD	VWV
UNMATCHED :	25	1301	8	5	0	2-WY	SCLN	VWV
UNMATCHED :	1	101	7	55	0	INB	CORD	VWX
UNMATCHED :	6	302	8	15	0	OUTB	CORD	VXF
UNMATCHED :	25	1301	8	40	0	2-WY	SCLN	VXM
UNMATCHED :	19	1001	8	5	0	INB	CORD	VXT
UNMATCHED :	21	1101	8	35	0	INB	CORD	VXT
UNMATCHED :	21	1101	7	55	0	INB	CORD	VXU
UNMATCHED :	1	101	8	15	0	INB	CORD	VXW
UNMATCHED :	21	1101	8	25	0	INB	CORD	VXZ
UNMATCHED :	1	101	8	15	0	INB	CORD	VYB
UNMATCHED :	27	1401	8	15	0	2-WY	SCLN	VYH
UNMATCHED :	30	1502	8	25	0	2-WY	SCLN	VYN
UNMATCHED :	4	202	8	20	0	OUTB	CORD	VYP

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	27	1401	8	30	0	2-WY	SCLN	VYS
UNMATCHED :	10	502	8	10	0	OUTB	CORD	VYU
UNMATCHED :	27	1401	8	15	0	2-WY	SCLN	VYV
UNMATCHED :	6	302	8	15	0	OUTB	CORD	VYV
UNMATCHED :	1	101	8	10	0	INB	CORD	VYW
UNMATCHED :	1	101	8	5	0	INB	CORD	VYX
UNMATCHED :	21	1101	8	15	0	INB	CORD	VYZ
UNMATCHED :	23	1201	8	15	0	2-WY	SCLN	VYZ
UNMATCHED :	23	1201	8	20	0	2-WY	SCLN	VZC
UNMATCHED :	15	801	7	45	0	INB	CORD	VZH
UNMATCHED :	30	1502	8	25	0	2-WY	SCLN	VZK
UNMATCHED :	27	1401	8	5	0	2-WY	SCLN	VZP
UNMATCHED :	12	602	8	5	0	OUTB	CORD	VZP
UNMATCHED :	15	801	8	30	0	INB	CORD	VZP
UNMATCHED :	6	302	8	35	0	OUTB	CORD	VZS
UNMATCHED :	4	202	7	45	0	OUTB	CORD	VZX
UNMATCHED :	25	1301	8	0	0	2-WY	SCLN	VZY
UNMATCHED :	23	1201	8	30	0	2-WY	SCLN	VZY
UNMATCHED :	25	1301	8	40	0	2-WY	SCLN	W26
UNMATCHED :	30	1502	8	40	0	2-WY	SCLN	W2W
UNMATCHED :	6	302	8	25	0	OUTB	CORD	WAW
UNMATCHED :	27	1401	8	5	0	2-WY	SCLN	WBB
UNMATCHED :	4	202	8	30	0	OUTB	CORD	WBV
UNMATCHED :	1	101	8	15	0	INB	CORD	WBX
UNMATCHED :	27	1401	7	50	0	2-WY	SCLN	WBY
UNMATCHED :	4	202	8	15	0	OUTB	CORD	WCF
UNMATCHED :	27	1401	8	30	0	2-WY	SCLN	WCZ
UNMATCHED :	6	302	7	45	0	OUTB	CORD	WDL
UNMATCHED :	4	202	7	50	0	OUTB	CORD	WDV
UNMATCHED :	17	901	7	45	0	INB	CORD	WED
UNMATCHED :	6	302	8	20	0	OUTB	CORD	WFT
UNMATCHED :	21	1101	7	50	0	INB	CORD	WGE
UNMATCHED :	23	1201	7	50	0	2-WY	SCLN	WGE
UNMATCHED :	10	502	8	25	0	OUTB	CORD	WGR
UNMATCHED :	1	101	8	10	0	INB	CORD	WHB
UNMATCHED :	25	1301	8	0	0	2-WY	SCLN	WHD
UNMATCHED :	25	1301	8	5	0	2-WY	SCLN	WHE

UNMATCHED :	27	1401	8	5	0	2-WY	SCLN	WHE
UNMATCHED :	30	1502	8	35	0	2-WY	SCLN	WHI
UNMATCHED :	6	302	8	40	0	OUTB	CORD	WHI
UNMATCHED :	19	1001	7	45	0	INB	CORD	WHL
UNMATCHED :	17	901	8	15	0	INB	CORD	WHL
UNMATCHED :	30	1502	8	15	0	2-WY	SCLN	WHL
UNMATCHED :	13	701	7	50	0	INB	CORD	WHN
UNMATCHED :	1	101	8	15	0	INB	CORD	WHN

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	1	101	8	0	0	INB	CORD	WHU
UNMATCHED :	4	202	8	10	0	OUTB	CORD	WHV
UNMATCHED :	1	101	7	50	0	INB	CORD	WHX
UNMATCHED :	6	302	8	20	0	OUTB	CORD	WHX
UNMATCHED :	6	302	7	45	0	OUTB	CORD	WHY
UNMATCHED :	30	1502	7	55	0	2-WY	SCLN	WHY
UNMATCHED :	6	302	7	55	0	OUTB	CORD	WHY
UNMATCHED :	6	302	8	10	0	OUTB	CORD	WHY
UNMATCHED :	1	101	7	50	0	INB	CORD	WJH
UNMATCHED :	1	101	8	25	0	INB	CORD	WKC
UNMATCHED :	25	1301	8	30	0	2-WY	SCLN	WKC
UNMATCHED :	30	1502	8	20	0	2-WY	SCLN	WKW
UNMATCHED :	27	1401	7	55	0	2-WY	SCLN	WLM
UNMATCHED :	1	101	8	25	0	INB	CORD	WLN
UNMATCHED :	15	801	7	50	0	INB	CORD	WLU
UNMATCHED :	30	1502	7	50	0	2-WY	SCLN	WLU
UNMATCHED :	4	202	8	40	0	OUTB	CORD	WLV
UNMATCHED :	30	1502	7	50	0	2-WY	SCLN	WLX
UNMATCHED :	30	1502	8	30	0	2-WY	SCLN	WLX
UNMATCHED :	6	302	8	35	0	OUTB	CORD	WLX
UNMATCHED :	23	1201	8	5	0	2-WY	SCLN	WLY
UNMATCHED :	25	1301	8	10	0	2-WY	SCLN	WLY
UNMATCHED :	4	202	8	30	0	OUTB	CORD	WM6
UNMATCHED :	25	1301	8	20	0	2-WY	SCLN	WMA
UNMATCHED :	27	1401	8	20	0	2-WY	SCLN	WMB
UNMATCHED :	1	101	7	55	0	INB	CORD	WMD
UNMATCHED :	23	1201	7	50	0	2-WY	SCLN	WMH
UNMATCHED :	1	101	8	0	0	INB	CORD	WMI
UNMATCHED :	1	101	8	0	0	INB	CORD	WMJ
UNMATCHED :	19	1001	8	20	0	INB	CORD	WMW
UNMATCHED :	1	101	8	15	0	INB	CORD	WNA
UNMATCHED :	6	302	8	40	0	OUTB	CORD	WPX
UNMATCHED :	15	801	8	15	0	INB	CORD	WRE
UNMATCHED :	19	1001	8	20	0	INB	CORD	WRG
UNMATCHED :	10	502	7	55	0	OUTB	CORD	WSR
UNMATCHED :	17	901	8	5	0	INB	CORD	WTG
UNMATCHED :	27	1401	8	0	0	2-WY	SCLN	WTU
UNMATCHED :	1	101	7	55	0	INB	CORD	WWW
UNMATCHED :	1	101	8	30	0	INB	CORD	WWW
UNMATCHED :	6	302	7	55	0	OUTB	CORD	WXL
UNMATCHED :	19	1001	8	5	0	INB	CORD	WXP
UNMATCHED :	13	701	8	0	0	INB	CORD	WXS
UNMATCHED :	30	1502	8	25	0	2-WY	SCLN	X1T
UNMATCHED :	12	602	7	45	0	OUTB	CORD	X2U
UNMATCHED :	21	1101	8	5	0	INB	CORD	X5P

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	4	202	8	20	0	OUTB	CORD	X8C
UNMATCHED :	13	701	8	15	0	INB	CORD	XAA
UNMATCHED :	30	1502	7	45	0	2-WY	SCLN	XAF
UNMATCHED :	4	202	7	50	0	OUTB	CORD	XAF
UNMATCHED :	8	402	8	25	0	OUTB	CORD	XAF
UNMATCHED :	27	1401	8	35	0	2-WY	SCLN	XAJ
UNMATCHED :	6	302	7	45	0	OUTB	CORD	XAM
UNMATCHED :	4	202	8	10	0	OUTB	CORD	XAP
UNMATCHED :	21	1101	8	35	0	INB	CORD	XAU
UNMATCHED :	23	1201	8	10	0	2-WY	SCLN	XAX
UNMATCHED :	19	1001	8	5	0	INB	CORD	XAZ
UNMATCHED :	17	901	8	0	0	INB	CORD	XB7
UNMATCHED :	23	1201	8	30	0	2-WY	SCLN	XBB
UNMATCHED :	19	1001	8	35	0	INB	CORD	XBB
UNMATCHED :	1	101	7	45	0	INB	CORD	XBD
UNMATCHED :	25	1301	7	45	0	2-WY	SCLN	XBD
UNMATCHED :	4	202	8	25	0	OUTB	CORD	XBD
UNMATCHED :	19	1001	8	20	0	INB	CORD	XBF
UNMATCHED :	1	101	8	10	0	INB	CORD	XBG
UNMATCHED :	4	202	7	45	0	OUTB	CORD	XBL
UNMATCHED :	4	202	7	45	0	OUTB	CORD	XBR
UNMATCHED :	21	1101	8	30	0	INB	CORD	XBR
UNMATCHED :	21	1101	7	50	0	INB	CORD	XBT
UNMATCHED :	6	302	8	15	0	OUTB	CORD	XBV
UNMATCHED :	6	302	7	50	0	OUTB	CORD	XBZ
UNMATCHED :	25	1301	8	10	0	2-WY	SCLN	XCA
UNMATCHED :	6	302	7	50	0	OUTB	CORD	XCB
UNMATCHED :	6	302	8	0	0	OUTB	CORD	XCB
UNMATCHED :	6	302	7	45	0	OUTB	CORD	XCC
UNMATCHED :	23	1201	8	40	0	2-WY	SCLN	XCC
UNMATCHED :	21	1101	7	45	0	INB	CORD	XCD
UNMATCHED :	1	101	7	55	0	INB	CORD	XCD
UNMATCHED :	30	1502	7	45	0	2-WY	SCLN	XCE
UNMATCHED :	19	1001	8	20	0	INB	CORD	XCH
UNMATCHED :	21	1101	8	15	0	INB	CORD	XCJ
UNMATCHED :	1	101	8	10	0	INB	CORD	XCL
UNMATCHED :	19	1001	8	20	0	INB	CORD	XCL
UNMATCHED :	4	202	7	45	0	OUTB	CORD	XCM
UNMATCHED :	6	302	7	45	0	OUTB	CORD	XCM
UNMATCHED :	4	202	8	20	0	OUTB	CORD	XCM
UNMATCHED :	19	1001	8	5	0	INB	CORD	XCP
UNMATCHED :	23	1201	8	5	0	2-WY	SCLN	XCP
UNMATCHED :	21	1101	8	10	0	INB	CORD	XCP
UNMATCHED :	1	101	8	10	0	INB	CORD	XCP
UNMATCHED :	25	1301	8	10	0	2-WY	SCLN	XCP

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	23	1201	8	30	0	2-WY	SCLN	XCR
UNMATCHED :	21	1101	8	35	0	INB	CORD	XCR
UNMATCHED :	25	1301	8	35	0	2-WY	SCLN	XCR
UNMATCHED :	6	302	7	45	0	OUTB	CORD	XCS
UNMATCHED :	1	101	8	15	0	INB	CORD	XCV
UNMATCHED :	25	1301	8	15	0	2-WY	SCLN	XCV
UNMATCHED :	21	1101	8	30	0	INB	CORD	XCV

UNMATCHED :	23	1201	8	30	0	2-WY	SCLN	XCV
UNMATCHED :	25	1301	8	5	0	2-WY	SCLN	XCX
UNMATCHED :	1	101	8	40	0	INB	CORD	XCX
UNMATCHED :	19	1001	8	0	0	INB	CORD	XCY
UNMATCHED :	27	1401	8	5	0	2-WY	SCLN	XCZ
UNMATCHED :	15	801	8	40	0	INB	CORD	XD2
UNMATCHED :	15	801	8	0	0	INB	CORD	XDA
UNMATCHED :	19	1001	8	20	0	INB	CORD	XDA
UNMATCHED :	15	801	8	25	0	INB	CORD	XDB
UNMATCHED :	30	1502	8	25	0	2-WY	SCLN	XDB
UNMATCHED :	19	1001	8	40	0	INB	CORD	XDC
UNMATCHED :	13	701	7	55	0	INB	CORD	XDE
UNMATCHED :	1	101	8	25	0	INB	CORD	XDF
UNMATCHED :	27	1401	8	30	0	2-WY	SCLN	XDF
UNMATCHED :	25	1301	8	30	0	2-WY	SCLN	XDF
UNMATCHED :	19	1001	7	50	0	INB	CORD	XDH
UNMATCHED :	23	1201	7	50	0	2-WY	SCLN	XDH
UNMATCHED :	23	1201	8	0	0	2-WY	SCLN	XDJ
UNMATCHED :	4	202	8	0	0	OUTB	CORD	XDJ
UNMATCHED :	21	1101	8	5	0	INB	CORD	XDJ
UNMATCHED :	19	1001	8	15	0	INB	CORD	XDJ
UNMATCHED :	30	1502	8	25	0	2-WY	SCLN	XDJ
UNMATCHED :	21	1101	8	25	0	INB	CORD	XDL
UNMATCHED :	1	101	7	55	0	INB	CORD	XDN
UNMATCHED :	25	1301	7	55	0	2-WY	SCLN	XDN
UNMATCHED :	27	1401	8	0	0	2-WY	SCLN	XDN
UNMATCHED :	23	1201	7	50	0	2-WY	SCLN	XDP
UNMATCHED :	6	302	8	15	0	OUTB	CORD	XDR
UNMATCHED :	4	202	7	50	0	OUTB	CORD	XDV
UNMATCHED :	30	1502	8	35	0	2-WY	SCLN	XDV
UNMATCHED :	1	101	8	5	0	INB	CORD	XDW
UNMATCHED :	25	1301	8	5	0	2-WY	SCLN	XDW
UNMATCHED :	27	1401	8	10	0	2-WY	SCLN	XDW
UNMATCHED :	6	302	7	45	0	OUTB	CORD	XDX
UNMATCHED :	30	1502	8	10	0	2-WY	SCLN	XDX
UNMATCHED :	6	302	8	15	0	OUTB	CORD	XDX
UNMATCHED :	6	302	8	35	0	OUTB	CORD	XDX
UNMATCHED :	12	602	8	35	0	OUTB	CORD	XDX

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	6	302	7	50	0	OUTB	CORD	XDY
UNMATCHED :	17	901	8	5	0	INB	CORD	XDY
UNMATCHED :	19	1001	8	20	0	INB	CORD	XDY
UNMATCHED :	30	1502	8	40	0	2-WY	SCLN	XDY
UNMATCHED :	6	302	7	55	0	OUTB	CORD	XE5
UNMATCHED :	19	1001	7	45	0	INB	CORD	XEF
UNMATCHED :	15	801	8	15	0	INB	CORD	XEG
UNMATCHED :	30	1502	8	15	0	2-WY	SCLN	XEG
UNMATCHED :	1	101	8	40	0	INB	CORD	XEH
UNMATCHED :	21	1101	7	55	0	INB	CORD	XEK
UNMATCHED :	13	701	8	30	0	INB	CORD	XEM
UNMATCHED :	30	1502	8	25	0	2-WY	SCLN	XEN
UNMATCHED :	4	202	8	25	0	OUTB	CORD	XEN
UNMATCHED :	1	101	7	45	0	INB	CORD	XEP
UNMATCHED :	27	1401	8	5	0	2-WY	SCLN	XEP
UNMATCHED :	12	602	8	5	0	OUTB	CORD	XEP
UNMATCHED :	23	1201	8	15	0	2-WY	SCLN	XEU
UNMATCHED :	23	1201	8	20	0	2-WY	SCLN	XEV
UNMATCHED :	21	1101	8	25	0	INB	CORD	XEV

UNMATCHED :	27	1401	8	25	0	2-WY	SCLN	XEV
UNMATCHED :	25	1301	8	25	0	2-WY	SCLN	XEV
UNMATCHED :	6	302	7	55	0	OUTB	CORD	XFA
UNMATCHED :	4	202	8	25	0	OUTB	CORD	XFA
UNMATCHED :	13	701	8	5	0	INB	CORD	XFB
UNMATCHED :	25	1301	8	5	0	2-WY	SCLN	XFB
UNMATCHED :	21	1101	8	15	0	INB	CORD	XFC
UNMATCHED :	15	801	8	20	0	INB	CORD	XFC
UNMATCHED :	30	1502	8	20	0	2-WY	SCLN	XFC
UNMATCHED :	27	1401	8	30	0	2-WY	SCLN	XFC
UNMATCHED :	21	1101	8	10	0	INB	CORD	XFD
UNMATCHED :	15	801	8	10	0	INB	CORD	XFD
UNMATCHED :	23	1201	8	15	0	2-WY	SCLN	XFE
UNMATCHED :	19	1001	8	0	0	INB	CORD	XFJ
UNMATCHED :	23	1201	7	55	0	2-WY	SCLN	XFK
UNMATCHED :	19	1001	8	5	0	INB	CORD	XFK
UNMATCHED :	30	1502	8	25	0	2-WY	SCLN	XFK
UNMATCHED :	1	101	8	0	0	INB	CORD	XFM
UNMATCHED :	13	701	8	20	0	INB	CORD	XFM
UNMATCHED :	21	1101	8	30	0	INB	CORD	XFM
UNMATCHED :	23	1201	7	50	0	2-WY	SCLN	XFP
UNMATCHED :	30	1502	8	10	0	2-WY	SCLN	XFP
UNMATCHED :	19	1001	8	40	0	INB	CORD	XFP
UNMATCHED :	23	1201	8	5	0	2-WY	SCLN	XFR
UNMATCHED :	21	1101	8	10	0	INB	CORD	XFR
UNMATCHED :	25	1301	8	10	0	2-WY	SCLN	XFR

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	15	801	7	55	0	INB	CORD	XFS
UNMATCHED :	6	302	8	25	0	OUTB	CORD	XFT
UNMATCHED :	15	801	8	20	0	INB	CORD	XFU
UNMATCHED :	4	202	8	20	0	OUTB	CORD	XFU
UNMATCHED :	27	1401	8	30	0	2-WY	SCLN	XFU
UNMATCHED :	12	602	8	30	0	OUTB	CORD	XFU
UNMATCHED :	15	801	8	35	0	INB	CORD	XFU
UNMATCHED :	23	1201	8	40	0	2-WY	SCLN	XFV
UNMATCHED :	15	801	7	45	0	INB	CORD	XFX
UNMATCHED :	15	801	8	15	0	INB	CORD	XFX
UNMATCHED :	1	101	8	30	0	INB	CORD	XFZ
UNMATCHED :	21	1101	8	30	0	INB	CORD	XFZ
UNMATCHED :	25	1301	8	30	0	2-WY	SCLN	XFZ
UNMATCHED :	25	1301	8	30	0	2-WY	SCLN	XFZ
UNMATCHED :	4	202	7	50	0	OUTB	CORD	XGA
UNMATCHED :	12	602	8	0	0	OUTB	CORD	XGA
UNMATCHED :	4	202	8	35	0	OUTB	CORD	XGB
UNMATCHED :	27	1401	7	55	0	2-WY	SCLN	XGD
UNMATCHED :	15	801	8	5	0	INB	CORD	XGD
UNMATCHED :	30	1502	8	5	0	2-WY	SCLN	XGD
UNMATCHED :	25	1301	7	55	0	2-WY	SCLN	XGE
UNMATCHED :	15	801	8	20	0	INB	CORD	XGF
UNMATCHED :	10	502	8	20	0	OUTB	CORD	XGH
UNMATCHED :	23	1201	7	45	0	2-WY	SCLN	XGK
UNMATCHED :	1	101	8	25	0	INB	CORD	XGM
UNMATCHED :	1	101	8	35	0	INB	CORD	XGN
UNMATCHED :	19	1001	8	30	0	INB	CORD	XGT
UNMATCHED :	12	602	8	15	0	OUTB	CORD	XGU
UNMATCHED :	27	1401	8	20	0	2-WY	SCLN	XGW
UNMATCHED :	30	1502	8	10	0	2-WY	SCLN	XGY
UNMATCHED :	12	602	7	50	0	OUTB	CORD	XHC

UNMATCHED :	30	1502	7	55	0	2-WY	SCLN	XHC
UNMATCHED :	1	101	8	20	0	INB	CORD	XHD
UNMATCHED :	1	101	8	20	0	INB	CORD	XHD
UNMATCHED :	25	1301	8	20	0	2-WY	SCLN	XHD
UNMATCHED :	27	1401	8	20	0	2-WY	SCLN	XHD
UNMATCHED :	25	1301	8	35	0	2-WY	SCLN	XHE
UNMATCHED :	6	302	8	40	0	OUTB	CORD	XHE
UNMATCHED :	21	1101	8	15	0	INB	CORD	XHF
UNMATCHED :	21	1101	8	40	0	INB	CORD	XHF
UNMATCHED :	12	602	8	0	0	OUTB	CORD	XHN
UNMATCHED :	21	1101	8	30	0	INB	CORD	XHX
UNMATCHED :	21	1101	8	20	0	INB	CORD	XHY
UNMATCHED :	21	1101	8	15	0	INB	CORD	XHZ
UNMATCHED :	23	1201	8	15	0	2-WY	SCLN	XHZ

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	6	302	8	5	0	OUTB	CORD	XJD
UNMATCHED :	12	602	8	15	0	OUTB	CORD	XJG
UNMATCHED :	6	302	7	55	0	OUTB	CORD	XJN
UNMATCHED :	15	801	7	50	0	INB	CORD	XJS
UNMATCHED :	6	302	8	5	0	OUTB	CORD	XJS
UNMATCHED :	6	302	8	35	0	OUTB	CORD	XJS
UNMATCHED :	13	701	7	45	0	INB	CORD	XJU
UNMATCHED :	6	302	7	45	0	OUTB	CORD	XJV
UNMATCHED :	6	302	7	50	0	OUTB	CORD	XJX
UNMATCHED :	15	801	8	5	0	INB	CORD	XJX
UNMATCHED :	1	101	7	50	0	INB	CORD	XK8
UNMATCHED :	25	1301	7	55	0	2-WY	SCLN	XK8
UNMATCHED :	1	101	8	10	0	INB	CORD	XKA
UNMATCHED :	25	1301	8	10	0	2-WY	SCLN	XKA
UNMATCHED :	21	1101	8	20	0	INB	CORD	XKA
UNMATCHED :	21	1101	8	20	0	INB	CORD	XKA
UNMATCHED :	23	1201	8	20	0	2-WY	SCLN	XKA
UNMATCHED :	25	1301	8	25	0	2-WY	SCLN	XKA
UNMATCHED :	6	302	8	15	0	OUTB	CORD	XKB
UNMATCHED :	15	801	7	45	0	INB	CORD	XKC
UNMATCHED :	30	1502	8	20	0	2-WY	SCLN	XKC
UNMATCHED :	12	602	8	5	0	OUTB	CORD	XKG
UNMATCHED :	30	1502	8	40	0	2-WY	SCLN	XKK
UNMATCHED :	12	602	7	45	0	OUTB	CORD	XKM
UNMATCHED :	23	1201	8	25	0	2-WY	SCLN	XKT
UNMATCHED :	25	1301	8	30	0	2-WY	SCLN	XKT
UNMATCHED :	6	302	8	25	0	OUTB	CORD	XKU
UNMATCHED :	25	1301	8	15	0	2-WY	SCLN	XKX
UNMATCHED :	10	502	8	40	0	OUTB	CORD	XKX
UNMATCHED :	6	302	7	50	0	OUTB	CORD	XL
UNMATCHED :	12	602	8	5	0	OUTB	CORD	XL2
UNMATCHED :	6	302	8	40	0	OUTB	CORD	XLB
UNMATCHED :	10	502	8	0	0	OUTB	CORD	XLD
UNMATCHED :	21	1101	8	35	0	INB	CORD	XLD
UNMATCHED :	23	1201	8	0	0	2-WY	SCLN	XLF
UNMATCHED :	6	302	7	50	0	OUTB	CORD	XLJ
UNMATCHED :	25	1301	7	45	0	2-WY	SCLN	XLN
UNMATCHED :	23	1201	7	50	0	2-WY	SCLN	XLN
UNMATCHED :	27	1401	7	55	0	2-WY	SCLN	XLN
UNMATCHED :	25	1301	7	55	0	2-WY	SCLN	XLN
UNMATCHED :	21	1101	8	0	0	INB	CORD	XLP
UNMATCHED :	21	1101	8	0	0	INB	CORD	XLR
UNMATCHED :	12	602	7	55	0	OUTB	CORD	XLS

UNMATCHED :	21	1101	8	10	0	INB	CORD	XLS
UNMATCHED :	4	202	8	30	0	OUTB	CORD	XLS

1PROGRAM - MVMACH PAGE 113

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER	ETC
UNMATCHED :	15	801	8	15	0	INB	CORD	XLU	
UNMATCHED :	25	1301	8	35	0	2-WY	SCLN	XLU	
UNMATCHED :	19	1001	8	20	0	INB	CORD	XLX	
UNMATCHED :	12	602	8	30	0	OUTB	CORD	XM3	
UNMATCHED :	1	101	7	50	0	INB	CORD	XME	
UNMATCHED :	15	801	8	30	0	INB	CORD	XMG	
UNMATCHED :	15	801	8	35	0	INB	CORD	XMG	
UNMATCHED :	23	1201	8	15	0	2-WY	SCLN	XMJ	
UNMATCHED :	4	202	7	55	0	OUTB	CORD	XMN	
UNMATCHED :	25	1301	7	55	0	2-WY	SCLN	XMX	
UNMATCHED :	6	302	7	55	0	OUTB	CORD	XMX	
UNMATCHED :	23	1201	8	5	0	2-WY	SCLN	XMX	
UNMATCHED :	25	1301	8	10	0	2-WY	SCLN	XMX	
UNMATCHED :	12	602	8	25	0	OUTB	CORD	XMZ	
UNMATCHED :	4	202	8	0	0	OUTB	CORD	XN2	
UNMATCHED :	21	1101	8	30	0	INB	CORD	XNR	
UNMATCHED :	1	101	8	5	0	INB	CORD	XNT	
UNMATCHED :	1	101	8	30	0	INB	CORD	XNY	
UNMATCHED :	27	1401	8	30	0	2-WY	SCLN	XNY	
UNMATCHED :	21	1101	8	35	0	INB	CORD	XNY	
UNMATCHED :	23	1201	7	45	0	2-WY	SCLN	XPC	
UNMATCHED :	13	701	8	25	0	INB	CORD	XPC	
UNMATCHED :	15	801	8	10	0	INB	CORD	XPE	
UNMATCHED :	30	1502	8	35	0	2-WY	SCLN	XPE	
UNMATCHED :	6	302	8	40	0	OUTB	CORD	XPE	
UNMATCHED :	1	101	7	45	0	INB	CORD	XPG	
UNMATCHED :	25	1301	7	50	0	2-WY	SCLN	XPG	
UNMATCHED :	17	901	8	15	0	INB	CORD	XPH	
UNMATCHED :	1	101	8	20	0	INB	CORD	XPH	
UNMATCHED :	6	302	7	50	0	OUTB	CORD	XPJ	
UNMATCHED :	21	1101	7	50	0	INB	CORD	XPL	
UNMATCHED :	6	302	8	5	0	OUTB	CORD	XPP	
UNMATCHED :	30	1502	8	15	0	2-WY	SCLN	XPS	
UNMATCHED :	6	302	8	15	0	OUTB	CORD	XPS	
UNMATCHED :	1	101	8	20	0	INB	CORD	XPS	
UNMATCHED :	1	101	8	30	0	INB	CORD	XPT	
UNMATCHED :	19	1001	7	50	0	INB	CORD	XPV	
UNMATCHED :	1	101	7	50	0	INB	CORD	XPX	
UNMATCHED :	30	1502	7	50	0	2-WY	SCLN	XPX	
UNMATCHED :	15	801	8	30	0	INB	CORD	XR7	
UNMATCHED :	25	1301	7	45	0	2-WY	SCLN	XRD	
UNMATCHED :	4	202	8	25	0	OUTB	CORD	XRE	
UNMATCHED :	4	202	8	10	0	OUTB	CORD	XRF	
UNMATCHED :	4	202	8	40	0	OUTB	CORD	XRF	
UNMATCHED :	23	1201	8	15	0	2-WY	SCLN	XRJ	

1PROGRAM - MVMACH PAGE 114

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER	ETC
UNMATCHED :	23	1201	8	40	0	2-WY	SCLN	XRJ	

UNMATCHED :	27	1401	7	45	0	2-WY	SCLN	XRP
UNMATCHED :	12	602	7	50	0	OUTB	CORD	XRP
UNMATCHED :	27	1401	8	25	0	2-WY	SCLN	XRR
UNMATCHED :	12	602	8	25	0	OUTB	CORD	XRR
UNMATCHED :	19	1001	8	30	0	INB	CORD	XRR
UNMATCHED :	17	901	8	25	0	INB	CORD	XRS
UNMATCHED :	12	602	8	25	0	OUTB	CORD	XRU
UNMATCHED :	21	1101	8	15	0	INB	CORD	XRV
UNMATCHED :	25	1301	8	25	0	2-WY	SCLN	XRW
UNMATCHED :	6	302	7	50	0	OUTB	CORD	XRY
UNMATCHED :	23	1201	8	25	0	2-WY	SCLN	XRY
UNMATCHED :	27	1401	8	25	0	2-WY	SCLN	XS5
UNMATCHED :	15	801	7	50	0	INB	CORD	XSH
UNMATCHED :	15	801	8	5	0	INB	CORD	XSX
UNMATCHED :	21	1101	8	30	0	INB	CORD	XSZ
UNMATCHED :	6	302	8	40	0	OUTB	CORD	XT2
UNMATCHED :	12	602	7	50	0	OUTB	CORD	XTJ
UNMATCHED :	19	1001	8	35	0	INB	CORD	XTN
UNMATCHED :	4	202	8	30	0	OUTB	CORD	XUB
UNMATCHED :	1	101	7	50	0	INB	CORD	XUM
UNMATCHED :	25	1301	7	50	0	2-WY	SCLN	XUM
UNMATCHED :	15	801	8	25	0	INB	CORD	XUN
UNMATCHED :	13	701	8	5	0	INB	CORD	XUU
UNMATCHED :	15	801	8	15	0	INB	CORD	XUX
UNMATCHED :	23	1201	8	15	0	2-WY	SCLN	XUZ
UNMATCHED :	23	1201	7	45	0	2-WY	SCLN	XVA
UNMATCHED :	6	302	8	35	0	OUTB	CORD	XVU
UNMATCHED :	4	202	7	45	0	OUTB	CORD	XVV
UNMATCHED :	4	202	8	35	0	OUTB	CORD	XVV
UNMATCHED :	30	1502	8	15	0	2-WY	SCLN	XVX
UNMATCHED :	23	1201	8	30	0	2-WY	SCLN	XWF
UNMATCHED :	25	1301	8	20	0	2-WY	SCLN	XWH
UNMATCHED :	4	202	8	10	0	OUTB	CORD	XWL
UNMATCHED :	1	101	8	5	0	INB	CORD	XWP
UNMATCHED :	25	1301	8	5	0	2-WY	SCLN	XWP
UNMATCHED :	23	1201	7	55	0	2-WY	SCLN	XWU
UNMATCHED :	25	1301	8	0	0	2-WY	SCLN	XWV
UNMATCHED :	27	1401	8	25	0	2-WY	SCLN	XWZ
UNMATCHED :	15	801	8	0	0	INB	CORD	XX2
UNMATCHED :	21	1101	8	30	0	INB	CORD	XXA
UNMATCHED :	17	901	8	15	0	INB	CORD	XXB
UNMATCHED :	23	1201	7	55	0	2-WY	SCLN	XXF
UNMATCHED :	19	1001	7	50	0	INB	CORD	XXG
UNMATCHED :	13	701	8	10	0	INB	CORD	XXH

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	21	1101	8	15	0	INB	CORD	XXJ
UNMATCHED :	6	302	7	50	0	OUTB	CORD	XXK
UNMATCHED :	19	1001	8	20	0	INB	CORD	XXL
UNMATCHED :	27	1401	8	15	0	2-WY	SCLN	XXM
UNMATCHED :	10	502	8	15	0	OUTB	CORD	XXM
UNMATCHED :	4	202	7	55	0	OUTB	CORD	XXP
UNMATCHED :	6	302	8	30	0	OUTB	CORD	XXP
UNMATCHED :	21	1101	8	0	0	INB	CORD	XXR
UNMATCHED :	21	1101	8	5	0	INB	CORD	XXV
UNMATCHED :	21	1101	8	20	0	INB	CORD	XXV
UNMATCHED :	19	1001	8	20	0	INB	CORD	XXV
UNMATCHED :	1	101	8	25	0	INB	CORD	XXW
UNMATCHED :	19	1001	7	50	0	INB	CORD	XXX

UNMATCHED :	19	1001	8	5	0	INB	CORD	XXX
UNMATCHED :	21	1101	8	5	0	INB	CORD	XXX
UNMATCHED :	6	302	8	20	0	OUTB	CORD	XXX
UNMATCHED :	19	1001	8	35	0	INB	CORD	XYE
UNMATCHED :	6	302	7	50	0	OUTB	CORD	XYJ
UNMATCHED :	23	1201	8	20	0	2-WY	SCLN	XYP
UNMATCHED :	6	302	8	20	0	OUTB	CORD	XYP
UNMATCHED :	25	1301	8	25	0	2-WY	SCLN	XYP
UNMATCHED :	4	202	8	40	0	OUTB	CORD	XYP
UNMATCHED :	12	602	8	15	0	OUTB	CORD	XYV
UNMATCHED :	6	302	8	40	0	OUTB	CORD	XYV
UNMATCHED :	4	202	8	20	0	OUTB	CORD	XYX
UNMATCHED :	8	402	8	0	0	OUTB	CORD	XZA
UNMATCHED :	6	302	8	35	0	OUTB	CORD	XZB
UNMATCHED :	6	302	8	25	0	OUTB	CORD	XZC
UNMATCHED :	13	701	8	35	0	INB	CORD	XZC
UNMATCHED :	6	302	8	20	0	OUTB	CORD	XZF
UNMATCHED :	4	202	8	15	0	OUTB	CORD	XZG
UNMATCHED :	1	101	8	0	0	INB	CORD	XZH
UNMATCHED :	19	1001	8	30	0	INB	CORD	XZL
UNMATCHED :	1	101	8	5	0	INB	CORD	XZN
UNMATCHED :	25	1301	8	5	0	2-WY	SCLN	XZN
UNMATCHED :	27	1401	8	10	0	2-WY	SCLN	XZN
UNMATCHED :	6	302	8	0	0	OUTB	CORD	XZT
UNMATCHED :	6	302	7	50	0	OUTB	CORD	XZV
UNMATCHED :	30	1502	8	35	0	2-WY	SCLN	XZV
UNMATCHED :	6	302	8	15	0	OUTB	CORD	XZZ
UNMATCHED :	13	701	8	25	0	INB	CORD	YAF
UNMATCHED :	27	1401	8	15	0	2-WY	SCLN	YAK
UNMATCHED :	6	302	8	25	0	OUTB	CORD	YBA
UNMATCHED :	1	101	8	10	0	INB	CORD	YBC
UNMATCHED :	19	1001	7	50	0	INB	CORD	YBF

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	21	1101	8	0	0	INB	CORD	YBF
UNMATCHED :	23	1201	8	15	0	2-WY	SCLN	YBF
UNMATCHED :	6	302	7	50	0	OUTB	CORD	YBK
UNMATCHED :	15	801	8	25	0	INB	CORD	YBK
UNMATCHED :	25	1301	8	30	0	2-WY	SCLN	YBN
UNMATCHED :	6	302	8	5	0	OUTB	CORD	YBP
UNMATCHED :	1	101	8	30	0	INB	CORD	YBP
UNMATCHED :	27	1401	7	50	0	2-WY	SCLN	YBR
UNMATCHED :	6	302	8	15	0	OUTB	CORD	YCA
UNMATCHED :	23	1201	7	50	0	2-WY	SCLN	YCB
UNMATCHED :	4	202	8	40	0	OUTB	CORD	YCB
UNMATCHED :	4	202	7	45	0	OUTB	CORD	YCC
UNMATCHED :	15	801	7	45	0	INB	CORD	YCD
UNMATCHED :	17	901	7	45	0	INB	CORD	YCF
UNMATCHED :	19	1001	8	5	0	INB	CORD	YCK
UNMATCHED :	6	302	7	50	0	OUTB	CORD	YCM
UNMATCHED :	19	1001	8	30	0	INB	CORD	YCM
UNMATCHED :	15	801	8	35	0	INB	CORD	YCM
UNMATCHED :	4	202	7	50	0	OUTB	CORD	YCP
UNMATCHED :	4	202	7	50	0	OUTB	CORD	YCP
UNMATCHED :	17	901	8	20	0	INB	CORD	YCP
UNMATCHED :	4	202	8	25	0	OUTB	CORD	YCP
UNMATCHED :	6	302	8	25	0	OUTB	CORD	YCP
UNMATCHED :	30	1502	8	30	0	2-WY	SCLN	YCP
UNMATCHED :	23	1201	8	40	0	2-WY	SCLN	YCP

UNMATCHED :	4	202	8	0	0	OUTB	CORD	YCU
UNMATCHED :	30	1502	8	15	0	2-WY	SCLN	YCU
UNMATCHED :	4	202	8	15	0	OUTB	CORD	YCU
UNMATCHED :	6	302	8	20	0	OUTB	CORD	YCU
UNMATCHED :	15	801	8	30	0	INB	CORD	YCU
UNMATCHED :	19	1001	8	35	0	INB	CORD	YCU
UNMATCHED :	30	1502	8	40	0	2-WY	SCLN	YCU
UNMATCHED :	6	302	7	45	0	OUTB	CORD	YCV
UNMATCHED :	19	1001	8	15	0	INB	CORD	YCV
UNMATCHED :	30	1502	8	35	0	2-WY	SCLN	YCV
UNMATCHED :	6	302	8	35	0	OUTB	CORD	YCV
UNMATCHED :	6	302	7	45	0	OUTB	CORD	YCW
UNMATCHED :	6	302	7	45	0	OUTB	CORD	YCX
UNMATCHED :	19	1001	8	5	0	INB	CORD	YCX
UNMATCHED :	23	1201	8	30	0	2-WY	SCLN	YCX
UNMATCHED :	30	1502	8	30	0	2-WY	SCLN	YCX
UNMATCHED :	21	1101	7	45	0	INB	CORD	YCY
UNMATCHED :	21	1101	7	45	0	INB	CORD	YCZ
UNMATCHED :	1	101	8	40	0	INB	CORD	YDA
UNMATCHED :	21	1101	8	0	0	INB	CORD	YDE

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	23	1201	8	15	0	2-WY	SCLN	YDL
UNMATCHED :	6	302	8	5	0	OUTB	CORD	YDM
UNMATCHED :	27	1401	7	50	0	2-WY	SCLN	YDS
UNMATCHED :	6	302	8	40	0	OUTB	CORD	YDY
UNMATCHED :	6	302	8	25	0	OUTB	CORD	YDZ
UNMATCHED :	30	1502	8	40	0	2-WY	SCLN	YDZ
UNMATCHED :	30	1502	7	55	0	2-WY	SCLN	YED
UNMATCHED :	21	1101	7	55	0	INB	CORD	YEK
UNMATCHED :	27	1401	7	50	0	2-WY	SCLN	YEL
UNMATCHED :	6	302	8	15	0	OUTB	CORD	YEM
UNMATCHED :	21	1101	8	20	0	INB	CORD	YEN
UNMATCHED :	12	602	8	20	0	OUTB	CORD	YER
UNMATCHED :	1	101	8	5	0	INB	CORD	YEX
UNMATCHED :	27	1401	8	40	0	2-WY	SCLN	YEY
UNMATCHED :	27	1401	7	45	0	2-WY	SCLN	YEZ
UNMATCHED :	27	1401	8	15	0	2-WY	SCLN	YFA
UNMATCHED :	13	701	8	5	0	INB	CORD	YFG
UNMATCHED :	4	202	8	35	0	OUTB	CORD	YFK
UNMATCHED :	23	1201	7	55	0	2-WY	SCLN	YFL
UNMATCHED :	25	1301	8	0	0	2-WY	SCLN	YFL
UNMATCHED :	4	202	8	10	0	OUTB	CORD	YFR
UNMATCHED :	4	202	8	20	0	OUTB	CORD	YFR
UNMATCHED :	12	602	7	45	0	OUTB	CORD	YFX
UNMATCHED :	1	101	7	50	0	INB	CORD	YFX
UNMATCHED :	12	602	8	30	0	OUTB	CORD	YFY
UNMATCHED :	27	1401	8	5	0	2-WY	SCLN	YG7
UNMATCHED :	4	202	7	55	0	OUTB	CORD	YGC
UNMATCHED :	27	1401	8	25	0	2-WY	SCLN	YGF
UNMATCHED :	27	1401	8	30	0	2-WY	SCLN	YGF
UNMATCHED :	30	1502	8	40	0	2-WY	SCLN	YGF
UNMATCHED :	6	302	8	0	0	OUTB	CORD	YGG
UNMATCHED :	12	602	8	0	0	OUTB	CORD	YGJ
UNMATCHED :	30	1502	8	40	0	2-WY	SCLN	YGN
UNMATCHED :	19	1001	8	40	0	INB	CORD	YGT
UNMATCHED :	1	101	7	50	0	INB	CORD	YHC
UNMATCHED :	27	1401	8	15	0	2-WY	SCLN	YHC
UNMATCHED :	19	1001	8	35	0	INB	CORD	YHF

UNMATCHED :	19	1001	7	45	0	INB	CORD	YHK
UNMATCHED :	12	602	8	20	0	OUTB	CORD	YHL
UNMATCHED :	27	1401	8	30	0	2-WY	SCLN	YHM
UNMATCHED :	27	1401	8	40	0	2-WY	SCLN	YHM
UNMATCHED :	8	402	8	30	0	OUTB	CORD	YHW
UNMATCHED :	12	602	8	20	0	OUTB	CORD	YHX
UNMATCHED :	6	302	8	25	0	OUTB	CORD	YHY
1PROGRAM - MVMACH	4	202	7	55	0	OUTB	CORD	YJJ

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	27	1401	8	15	0	2-WY	SCLN	YJP
UNMATCHED :	30	1502	8	30	0	2-WY	SCLN	YJS
UNMATCHED :	4	202	8	10	0	OUTB	CORD	YKA
UNMATCHED :	27	1401	7	55	0	2-WY	SCLN	YLB
UNMATCHED :	6	302	8	25	0	OUTB	CORD	YLB
UNMATCHED :	4	202	8	0	0	OUTB	CORD	YLC
UNMATCHED :	6	302	8	40	0	OUTB	CORD	YLM
UNMATCHED :	23	1201	8	10	0	2-WY	SCLN	YLN
UNMATCHED :	1	101	8	35	0	INB	CORD	YLW
UNMATCHED :	15	801	7	50	0	INB	CORD	YMD
UNMATCHED :	15	801	7	50	0	INB	CORD	YNN
UNMATCHED :	19	1001	7	50	0	INB	CORD	YPM
UNMATCHED :	6	302	8	30	0	OUTB	CORD	YPY
UNMATCHED :	19	1001	7	50	0	INB	CORD	YQN
UNMATCHED :	30	1502	8	5	0	2-WY	SCLN	YRA
UNMATCHED :	23	1201	8	30	0	2-WY	SCLN	YRA
UNMATCHED :	6	302	7	50	0	OUTB	CORD	YRB
UNMATCHED :	4	202	8	10	0	OUTB	CORD	YRB
UNMATCHED :	4	202	8	35	0	OUTB	CORD	YRB
UNMATCHED :	15	801	8	40	0	INB	CORD	YRB
UNMATCHED :	30	1502	8	40	0	2-WY	SCLN	YRB
UNMATCHED :	21	1101	7	50	0	INB	CORD	YRF
UNMATCHED :	25	1301	8	30	0	2-WY	SCLN	YRG
UNMATCHED :	27	1401	8	30	0	2-WY	SCLN	YRG
UNMATCHED :	19	1001	8	5	0	INB	CORD	YRK
UNMATCHED :	6	302	8	35	0	OUTB	CORD	YRK
UNMATCHED :	4	202	8	0	0	OUTB	CORD	YRL
UNMATCHED :	21	1101	7	45	0	INB	CORD	YRM
UNMATCHED :	1	101	8	5	0	INB	CORD	YRP
UNMATCHED :	19	1001	8	5	0	INB	CORD	YRP
UNMATCHED :	1	101	8	20	0	INB	CORD	YRR
UNMATCHED :	25	1301	8	20	0	2-WY	SCLN	YRR
UNMATCHED :	10	502	8	15	0	OUTB	CORD	YRS
UNMATCHED :	13	701	8	20	0	INB	CORD	YRS
UNMATCHED :	6	302	8	30	0	OUTB	CORD	YRT
UNMATCHED :	4	202	7	50	0	OUTB	CORD	YRU
UNMATCHED :	15	801	8	25	0	INB	CORD	YRU
UNMATCHED :	25	1301	8	10	0	2-WY	SCLN	YRV
UNMATCHED :	4	202	8	10	0	OUTB	CORD	YRZ
UNMATCHED :	19	1001	8	40	0	INB	CORD	YSG
UNMATCHED :	30	1502	8	40	0	2-WY	SCLN	YSY
UNMATCHED :	19	1001	8	15	0	INB	CORD	YTJ
UNMATCHED :	1	101	8	20	0	INB	CORD	YTJ
UNMATCHED :	23	1201	8	20	0	2-WY	SCLN	YTJ
ROGRAM - MVMACH	15	801	8	10	0	INB	CORD	YTK

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER	ETC
UNMATCHED :	1	101	8	15	0	INB	CORD	YTV	
UNMATCHED :	27	1401	8	25	0	2-WY	SCLN	YTV	
UNMATCHED :	25	1301	8	25	0	2-WY	SCLN	YTV	
UNMATCHED :	1	101	8	35	0	INB	CORD	YTW	
UNMATCHED :	27	1401	8	20	0	2-WY	SCLN	YTX	
UNMATCHED :	15	801	8	25	0	INB	CORD	YTY	
UNMATCHED :	6	302	8	5	0	OUTB	CORD	YTZ	
UNMATCHED :	4	202	8	30	0	OUTB	CORD	YUB	
UNMATCHED :	1	101	8	35	0	INB	CORD	YUC	
UNMATCHED :	4	202	8	15	0	OUTB	CORD	YUE	
UNMATCHED :	15	801	8	20	0	INB	CORD	YUG	
UNMATCHED :	1	101	7	45	0	INB	CORD	YUM	
UNMATCHED :	6	302	8	5	0	OUTB	CORD	YUM	
UNMATCHED :	27	1401	7	45	0	2-WY	SCLN	YUU	
UNMATCHED :	10	502	7	45	0	OUTB	CORD	YUU	
UNMATCHED :	30	1502	7	50	0	2-WY	SCLN	YUU	
UNMATCHED :	25	1301	7	50	0	2-WY	SCLN	YUW	
UNMATCHED :	8	402	7	50	0	OUTB	CORD	YUW	
UNMATCHED :	23	1201	8	25	0	2-WY	SCLN	YUW	
UNMATCHED :	6	302	7	50	0	OUTB	CORD	YUY	
UNMATCHED :	15	801	8	15	0	INB	CORD	YVB	
UNMATCHED :	4	202	8	30	0	OUTB	CORD	YVY	
UNMATCHED :	17	901	7	45	0	INB	CORD	YWW	
UNMATCHED :	21	1101	8	35	0	INB	CORD	YXA	
UNMATCHED :	19	1001	8	5	0	INB	CORD	YXB	
UNMATCHED :	19	1001	8	20	0	INB	CORD	YXM	
UNMATCHED :	17	901	8	10	0	INB	CORD	YYB	
UNMATCHED :	15	801	8	40	0	INB	CORD	YYU	
UNMATCHED :	15	801	8	30	0	INB	CORD	YZA	
UNMATCHED :	30	1502	8	25	0	2-WY	SCLN	YZC	
UNMATCHED :	4	202	7	50	0	OUTB	CORD	YZD	
UNMATCHED :	30	1502	8	30	0	2-WY	SCLN	YZD	
UNMATCHED :	25	1301	8	40	0	2-WY	SCLN	YZD	
UNMATCHED :	1	101	8	15	0	INB	CORD	YZF	
UNMATCHED :	23	1201	8	10	0	2-WY	SCLN	YZG	
UNMATCHED :	25	1301	8	15	0	2-WY	SCLN	YZG	
UNMATCHED :	30	1502	7	45	0	2-WY	SCLN	YZH	
UNMATCHED :	6	302	7	45	0	OUTB	CORD	YZH	
UNMATCHED :	19	1001	8	40	0	INB	CORD	YZH	
UNMATCHED :	15	801	8	10	0	INB	CORD	YZK	
UNMATCHED :	15	801	8	0	0	INB	CORD	YZN	
UNMATCHED :	30	1502	8	0	0	2-WY	SCLN	YZN	
UNMATCHED :	6	302	7	50	0	OUTB	CORD	YZP	
UNMATCHED :	12	602	8	20	0	OUTB	CORD	YZP	
UNMATCHED :	15	801	7	45	0	INB	CORD	YZR	

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER	ETC
UNMATCHED :	30	1502	7	55	0	2-WY	SCLN	YZS	
UNMATCHED :	6	302	7	55	0	OUTB	CORD	YZS	
UNMATCHED :	1	101	8	30	0	INB	CORD	YZS	
UNMATCHED :	25	1301	8	35	0	2-WY	SCLN	YZS	
UNMATCHED :	1	101	8	15	0	INB	CORD	YZU	
UNMATCHED :	30	1502	7	45	0	2-WY	SCLN	YZV	
UNMATCHED :	4	202	7	45	0	OUTB	CORD	YZV	

UNMATCHED :	6	302	7	50	0	OUTB	CORD	YZV
UNMATCHED :	6	302	8	25	0	OUTB	CORD	YZX
UNMATCHED :	19	1001	7	45	0	INB	CORD	YZZ
UNMATCHED :	21	1101	8	20	0	INB	CORD	YZZ
UNMATCHED :	23	1201	8	20	0	2-WY	SCLN	YZZ
UNMATCHED :	30	1502	8	35	0	2-WY	SCLN	YZZ
UNMATCHED :	6	302	8	40	0	OUTB	CORD	Z5W
UNMATCHED :	15	801	8	0	0	INB	CORD	ZAU
UNMATCHED :	1	101	7	55	0	INB	CORD	ZBZ
UNMATCHED :	13	701	8	40	0	INB	CORD	ZCP
UNMATCHED :	1	101	8	0	0	INB	CORD	ZCY
UNMATCHED :	25	1301	8	15	0	2-WY	SCLN	ZCY
UNMATCHED :	15	801	8	35	0	INB	CORD	ZDD
UNMATCHED :	6	302	8	35	0	OUTB	CORD	ZEK
UNMATCHED :	1	101	8	20	0	INB	CORD	ZEL
UNMATCHED :	19	1001	8	0	0	INB	CORD	ZEU
UNMATCHED :	1	101	8	20	0	INB	CORD	ZGW
UNMATCHED :	25	1301	8	20	0	2-WY	SCLN	ZGW
UNMATCHED :	27	1401	8	25	0	2-WY	SCLN	ZGW
UNMATCHED :	4	202	8	30	0	OUTB	CORD	ZHG
UNMATCHED :	23	1201	7	50	0	2-WY	SCLN	ZHJ
UNMATCHED :	25	1301	7	55	0	2-WY	SCLN	ZHJ
UNMATCHED :	25	1301	7	45	0	2-WY	SCLN	ZHK
UNMATCHED :	6	302	8	15	0	OUTB	CORD	ZHZ
UNMATCHED :	1	101	8	35	0	INB	CORD	ZIZ
UNMATCHED :	23	1201	8	40	0	2-WY	SCLN	ZJA
UNMATCHED :	13	701	8	35	0	INB	CORD	ZJK
UNMATCHED :	27	1401	8	40	0	2-WY	SCLN	ZJN
UNMATCHED :	4	202	7	50	0	OUTB	CORD	ZJP
UNMATCHED :	12	602	7	45	0	OUTB	CORD	ZKB
UNMATCHED :	4	202	8	25	0	OUTB	CORD	ZKM
UNMATCHED :	27	1401	8	30	0	2-WY	SCLN	ZKT
UNMATCHED :	13	701	8	10	0	INB	CORD	ZMU
UNMATCHED :	6	302	8	30	0	OUTB	CORD	ZPD
UNMATCHED :	15	801	8	10	0	INB	CORD	ZPU
UNMATCHED :	13	701	7	55	0	INB	CORD	ZRH
UNMATCHED :	19	1001	8	40	0	INB	CORD	ZT3
UNMATCHED :	13	701	8	15	0	INB	CORD	ZUR

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	19	1001	8	20	0	INB	CORD	ZUU
UNMATCHED :	4	202	7	55	0	OUTB	CORD	ZVG
UNMATCHED :	23	1201	8	30	0	2-WY	SCLN	ZVP
UNMATCHED :	23	1201	8	25	0	2-WY	SCLN	ZVX
UNMATCHED :	19	1001	8	20	0	INB	CORD	ZWD
UNMATCHED :	25	1301	8	25	0	2-WY	SCLN	ZXA
UNMATCHED :	1	101	8	35	0	INB	CORD	ZXR
UNMATCHED :	6	302	7	50	0	OUTB	CORD	ZYA
UNMATCHED :	30	1502	7	45	0	2-WY	SCLN	ZYD
UNMATCHED :	4	202	8	5	0	OUTB	CORD	ZYF
UNMATCHED :	4	202	7	55	0	OUTB	CORD	ZZA

THIS MATCH CYCLE COMPLETE. FOR THIS CYCLE :-

NUMBER OF REGISTRATIONS READ IN :	4241
NUMBER OF UNMATCHED REGISTRATIONS :	4241
NUMBER OF REGISTRATIONS MATCHED :	0
NUMBER OF O/D RECORDS WRITTEN TO GOOD MATCH FILE :	0

MATCHING DATA

STATION MATCH SUMMARY

STATION ORDER	STATION NUMBER	STATION TYPE	STATION DIRECTION	REGISTRATIONS INPUT	MATCHED	UNMATCHED
1	101	CORDON	IN BOUND	457	19	438
4	202	CORDON	OUTBOUND	379	27	352
6	302	CORDON	OUTBOUND	718	70	648
8	402	CORDON	OUTBOUND	28	5	23
10	502	CORDON	OUTBOUND	48	5	43
12	602	CORDON	OUTBOUND	215	13	202
13	701	CORDON	IN BOUND	93	8	85
15	801	CORDON	IN BOUND	368	46	322
17	901	CORDON	IN BOUND	86	12	74
19	1001	CORDON	IN BOUND	327	20	307
21	1101	CORDON	IN BOUND	345	15	330
23	1201	SCREENLINE	TWO WAY	382	3	379
25	1301	SCREENLINE	TWO WAY	383	6	377
27	1401	SCREENLINE	TWO WAY	315	8	307
30	1502	SCREENLINE	TWO WAY	379	25	354
	TOTAL			4523	282	4241

ALL MATCHING CYCLES COMPLETE

PROGRAM MVMACH FINISHED WITH RETURN CODE OF 0 AT TIME 10H 39M

C) A.M. Peak Hour Tabulation File

```
**********************************************************************
*                                                                    *
*    M I C R O T R I P S   /   T R I P S    (C) COPYRIGHT  MVA SYSTEMATICA  *
*                                                                    *
**********************************************************************

PROGRAM NAME - MVMACH

VERSION      -  5

MODIFICATION -  3

LICENSED TO  - EBASCO SERVICES INC (RENTAL SOFTWARE)

RUN TITLE    -       Origin-Destination Matched Data Tabulation

SOFTWARE DISTRIBUTED BY MVA SYSTEMATICA

RUN DATE     - 28/ 6/90          RUN TIME     - 12H  7M
```

Origin-Destination Matched Data Tabulation

C O N T R O L C A R D I M A G E S

```
         1    1    2    2    3    3    4    4    5    5    6    6    7    7   7
---5----0----5----0----5----0----5----0----5----0----5----0----5----0----5----0----5---9
     Origin-Destination Matched Data Tabulation
&PARAM RECLEN=3,NSTAT=30 &END
&OPTION TABULT=T &END
---5----0----5----0----5----0----5----0----5----0----5----0----5----0----5----0----5---9
         1    1    2    2    3    3    4    4    5    5    6    6    7    7   7
```

Origin-Destination Matched Data Tabulation

Origin-Destination Matched Data Tabulation

FILENAMES

```
          MVMACH3A.CTL =  INPUT CONTROL DATA FILE
          MSFAMR3  .DAT =  INPUT MATCHES FOR TABULATION
```

PARAMETERS

```
NSTAT    =       30     NUMBER OF STATIONS
REGLEN   =        3     NUMBER OF CHARACTERS IN THE REGISTRATION
DURCAP   =     2000     MAXIMUM USAGE TO BE EXPECTED IN ANY PARKING STATION
RECORD   =        0     PROCESS WHOLE SURVEY DATA FILE
```

OPTIONS

```
TABULT =      T          =T TO TABULATE MATCHES FROM AN MVMACH FILE
PRESRT =      F          =T INPUT MATCHES ARE PRESORTED
ORDEST =      T          =T FOR ORIGIN DESTINATION MATCH TABULATION
                         =F FOR PARKING DURATION MATCH TABULATION
MINUTS =      T          =T IF OBSERVATION TIME IS IN MINUTES
                         =F IF OBSERVATION TIME IS IN SECONDS
BIDIR  =      F          =T IF ORIGIN DESTINATION STATIONS AS NUMBERED ARE TO BE
                            CONSIDERED TWO-WAY
                         =F IF ORIGIN DESTINATION STATIONS AS NUMBERED ARE 1-WAY
```

MATCHP (I): THIS RUN TABULATES MATCHES FROM MVMACH

CORE

```
WORDS REQUESTED  =    105156.
WORDS AVAILABLE  =     105156
FSORT (I): ROOM IN CORE FOR   35052 RECORDS
FSORT  (I) : SORT COMPLETE THERE ARE       120 RECORDS IN THE SORTED FILE
```

Origin-Destination Matched Data Tabulation

ORIGIN DESTINATION SUMMARY FOR ORIGIN STATION 101

ORIG STATION	DEST STATION	NO. OF MATCHED TRIPS	NO SCREENLINE CROSSINGS	TRAVEL TIME MINIMUM	TRAVEL TIME MEAN	TRAVEL TIME MAXIMUM	TRAVEL TIME STANDARD DEVIATION	TOTAL TRAVEL TIME
101	202	4	2	5	7.50	10	2.500	30.
101	302	8	2	0	5.63	10	3.903	45.
101	402	3	4	0	3.33	5	2.357	10.
101	502	2	1	0	2.50	5	2.500	5.
101	602	2	3	0	0.00	0	0.000	0.
101	TOTAL	19	12	0	4.74	10	3.795	90.

Origin-Destination Matched Data Tabulation

ORIGIN DESTINATION SUMMARY FOR ORIGIN STATION 701

ORIG STATION	DEST STATION	NO. OF MATCHED TRIPS	NO SCREENLINE CROSSINGS	TRAVEL TIME MINIMUM	TRAVEL TIME MEAN	TRAVEL TIME MAXIMUM	TRAVEL TIME STANDARD DEVIATION	TOTAL TRAVEL TIME
701	202	3	0	5	6.67	10	2.357	20.
701	302	3	1	0	3.33	5	2.357	10.
701	502	1	0	5	5.00	5	0.000	5.
701	602	1	1	5	5.00	5	0.000	5.
701	TOTAL	8	2	0	5.00	10	2.500	40.

Origin-Destination Matched Data Tabulation

ORIGIN DESTINATION SUMMARY FOR ORIGIN STATION 801

ORIG STATION	DEST STATION	NO. OF MATCHED TRIPS	NO SCREENLINE CROSSINGS	TRAVEL TIME MINIMUM	TRAVEL TIME MEAN	TRAVEL TIME MAXIMUM	TRAVEL TIME STANDARD DEVIATION	TOTAL TRAVEL TIME
801	202	9	1	0	5.56	10	2.833	50.
801	302	31	16	0	2.74	10	3.321	85.
801	402	1	0	10	10.00	10	0.000	10.
801	502	1	0	5	5.00	5	0.000	5.
801	602	4	0	0	5.00	10	3.536	20.
801	TOTAL	46	17	0	3.70	10	3.525	170.

Origin-Destination Matched Data Tabulation

ORIGIN DESTINATION SUMMARY FOR ORIGIN STATION 901

ORIG STATION	DEST STATION	NO. OF MATCHED TRIPS	NO SCREENLINE CROSSINGS	TRAVEL TIME MINIMUM	TRAVEL TIME MEAN	TRAVEL TIME MAXIMUM	TRAVEL TIME STANDARD DEVIATION	TOTAL TRAVEL TIME
901	202	2	1	5	5.00	5	0.000	10.
901	302	9	3	0	1.67	5	2.357	15.
901	602	1	0	0	0.00	0	0.000	0.
901	TOTAL	12	4	0	2.08	5	2.465	25.

Origin-Destination Matched Data Tabulation

ORIGIN DESTINATION SUMMARY FOR ORIGIN STATION 1001

ORIG STATION	DEST STATION	NO. OF MATCHED TRIPS	NO SCREENLINE CROSSINGS	TRAVEL TIME MINIMUM	TRAVEL TIME MEAN	TRAVEL TIME MAXIMUM	TRAVEL TIME STANDARD DEVIATION	TOTAL TRAVEL TIME
1001	202	6	0	0	5.83	10	4.488	35.
1001	302	11	2	0	3.64	10	3.748	40.
1001	402	1	0	10	10.00	10	0.000	10.
1001	502	1	0	10	10.00	10	0.000	10.
1001	602	1	1	10	10.00	10	0.000	10.
1001	TOTAL	20	3	0	5.25	10	4.323	105.

Origin-Destination Matched Data Tabulation

ORIGIN DESTINATION SUMMARY FOR ORIGIN STATION 1101

ORIG STATION	DEST STATION	NO. OF MATCHED TRIPS	NO SCREENLINE CROSSINGS	TRAVEL TIME MINIMUM	TRAVEL TIME MEAN	TRAVEL TIME MAXIMUM	TRAVEL TIME STANDARD DEVIATION	TOTAL TRAVEL TIME
1101	202	3	1	0	3.33	10	4.714	10.
1101	302	8	1	5	6.88	10	2.421	55.
1101	602	4	2	0	3.75	5	2.165	15.
1101	TOTAL	15	4	0	5.33	10	3.399	80.

MATCH7 (I) : THE SECONDS FIELDS WITHIN THE START AND END TIMES HAVE NO VALUES IN THEM : TIMES ARE THEREFORE IN MINUTES

NUMBER OF RECORDS READ = 120
NUMBER OF RECORDS TABULATED = 120

PROGRAM MVMACH FINISHED WITH RETURN CODE OF 0 AT TIME 12H 8M

D) P.M. Peak Hour Reformat File

PM Peak Hour

```
**************************************************************************
*                                                                        *
*    M I C R O T R I P S   /  T R I P S    (C) COPYRIGHT  MVA SYSTEMATICA  *
*                                                                        *
**************************************************************************

 PROGRAM NAME - MVMACH

 VERSION      -  5

 MODIFICATION -  3

 LICENSED TO  - EBASCO SERVICES INC (RENTAL SOFTWARE)

 RUN TITLE    -     REFORMATING SURVEY DATA INTO MVMACH FORMAT

 SOFTWARE DISTRIBUTED BY MVA SYSTEMATICA

 RUN DATE     - 28/ 6/90          RUN TIME     - 12H 28M
1PROGRAM - MVMACH                                              PAGE     1

         REFORMATING SURVEY DATA INTO MVMACH FORMAT

                        C O N T R O L  C A R D  I M A G E S
          1    1    2    2    3    3    4    4    5    5    6    6    7    7   7
----5----0----5----0----5----0----5----0----5----0----5----0----5----0----5---9
     REFORMATING SURVEY DATA INTO MVMACH FORMAT
   &PARAM NSTAT=30,REGLEN=3,RECORD=0,STATON=1,NVARS=22,
          CORDON=0101,0701,0901,0801,1001,1101,
          0202,0302,0402,0502,0602,
          SCLINE=1201,1301,1401,1502,
           PARK=0 &END
   &OPTION DIRECT=T,PRESRT=F,LANE=F,MATCH=F,TABULT=F,
          ORDEST=T &END

----5----0----5----0----5----0----5----0----5----0----5----0----5----0----5---9
          1    1    2    2    3    3    4    4    5    5    6    6    7    7   7
1PROGRAM - MVMACH                                              PAGE     2

         REFORMATING SURVEY DATA INTO MVMACH FORMAT
1PROGRAM - MVMACH                                              PAGE     3

         REFORMATING SURVEY DATA INTO MVMACH FORMAT

 ECHO PRINT OF VARIABLE SPECIFICATION FILE
 -----------------------------------------

  VN1,SC1,EC4 /
  VN2,SC5,EC8 /
  VN3,SC9,EC10/
  VN4,SC11,EC11/
```

```
VN5,SC12,EC13/
VN6,SC14,EC14/
VN7,SC15,EC16/
VN8,SC17,EC17/
VN9,SC18,EC19/
VN10,SC20,EC20/
VN11,SC21,EC22/
VN12,SC23,EC23/
VN13,SC24,EC25/
VN14,SC26,EC26/
VN15,SC27,EC28/
VN16,SC29,EC29/
VN17,SC30,EC31/
VN18,SC32,EC32/
VN19,SC33,EC34/
VN20,SC35,EC35/
VN21,SC36,EC37/
VN22,SC38,EC38/
1PROGRAM - MVMACH                                                    PAGE     4

         REFORMATING SURVEY DATA INTO MVMACH FORMAT
  FILENAMES
  ---------
            CONTROL1.CTL =  INPUT CONTROL DATA FILE
            MSFPMR  .DAT =  INPUT SURVEY RECORDS FILE
            DATAVAR .DAT =  INPUT VARIABLE DEFINITION FILE
            MSFPMR3 .DAT =  OUTPUT REFORMATTED REGISTRATIONS FILE
  PARAMETERS
  ----------
  NSTAT    =       30     NUMBER OF STATIONS
  STATON   =        1     VARIABLE NUMBER OF THE STATION NUMBER ON THE SURVEY FORM
  TIME     =        2     VARIABLE NUMBER OF THE TIME  ON THE SURVEY FORM
  REGLEN   =        3     NUMBER OF CHARACTERS IN THE REGISTRATION
  NVARS    =       22     NUMBER OF VARIABLES ON THE VARIABLE DEFINITION FILE
  RECORD   =        0     PROCESS WHOLE SURVEY DATA FILE
1PROGRAM - MVMACH                                                    PAGE     5

         REFORMATING SURVEY DATA INTO MVMACH FORMAT
  LISTING OF STATION NUMBERS INPUT FOR MATCHING

  CORDON LINE STATIONS      101    701    901    801   1001   1101    202    302
                            402    502    602
  SCREEN LINE STATIONS     1201   1301   1401   1502
1PROGRAM - MVMACH                                                    PAGE     6

         REFORMATING SURVEY DATA INTO MVMACH FORMAT

  OPTIONS
  -------
  MATCH  =     F          =F TO PUT SURVEY DATA INTO MVMACH REGISTRATIONS FORMAT
  ORDEST =     T          =T FOR ORIGIN-DESTINATION SURVEY DATA
                          =F FOR PARKING DURATION SURVEY DATA
  LANE   =     F          =T LANE DIGIT IS ON THE STATION NAME
  DIRECT =     T          =T DIRECTION DIGIT IS ON THE STATION NAME
  MINUTS =     T          =T IF OBSERVATION TIME IS IN MINUTES
```

=F IF OBSERVATION TIME IS IN SECONDS

MATCHP (I): THIS RUN WILL PUT SURVEY DATA INTO MVMACH REGISTRATIONS FORMAT

REFORMATING SURVEY DATA INTO MVMACH FORMAT

VARIABLE DESCRIPTIONS

VARIABLE NUMBER	START COLUMN	END COLUMN
1	1	4
2	5	8
3	9	10
4	11	11
5	12	13
6	14	14
7	15	16
8	17	17
9	18	19
10	20	20
11	21	22
12	23	23
13	24	25
14	26	26
15	27	28
16	29	29
17	30	31
18	32	32
19	33	34
20	35	35
21	36	37
22	38	38

CORE

WORDS REQUESTED = 246.
WORDS AVAILABLE = 105156

REFORMATING SURVEY DATA INTO MVMACH FORMAT

STATION DETAILS

STATION ORDER	STATION NUMBER	STATION TYPE	STATION DIRECTION
1	101	CORDON	IN BOUND
2	102	CORDON	OUTBOUND
3	201	CORDON	IN BOUND
4	202	CORDON	OUTBOUND
5	301	CORDON	IN BOUND
6	302	CORDON	OUTBOUND

7	401	CORDON	IN BOUND
8	402	CORDON	OUTBOUND
9	501	CORDON	IN BOUND
10	502	CORDON	OUTBOUND
11	601	CORDON	IN BOUND
12	602	CORDON	OUTBOUND
13	701	CORDON	IN BOUND
14	702	CORDON	OUTBOUND
15	801	CORDON	IN BOUND
16	802	CORDON	OUTBOUND
17	901	CORDON	IN BOUND
18	902	CORDON	OUTBOUND
19	1001	CORDON	IN BOUND
20	1002	CORDON	OUTBOUND
21	1101	CORDON	IN BOUND
22	1102	CORDON	OUTBOUND
23	1201	SCREENLINE	TWO WAY
24	1202	SCREENLINE	TWO WAY
25	1301	SCREENLINE	TWO WAY
26	1302	SCREENLINE	TWO WAY
27	1401	SCREENLINE	TWO WAY
28	1402	SCREENLINE	TWO WAY
29	1501	SCREENLINE	TWO WAY
30	1502	SCREENLINE	TWO WAY

REFORMATING SURVEY DATA INTO MVMACH FORMAT

REFORMATING SURVEY DATA INTO MVMACH FORMAT

RECORDS NOW REFORMATTED TO 1 REGISTRATION PER RECORD

NUMBER OF SURVEY RECORDS READ IN . . . . . :	449
NUMBER OF SURVEY RECORDS WITH READ ERRORS . . . :	0
NUMBER OF SURVEY RECORDS REJECTED (UNKNOWN STATION):	0
NUMBER OF VEHICLE REGISTRATIONS FOR MATCHING . . :	3603

REFORMATING SURVEY DATA INTO MVMACH FORMAT

STATION SUMMARY OF REGISTRATION RECORDS

STATION ORDER	STATION NUMBER	STATION TYPE	STATION DIRECTION	REGISTRATIONS INPUT
1	101	CORDON	IN BOUND	369
4	202	CORDON	OUTBOUND	270
6	302	CORDON	OUTBOUND	639
8	402	CORDON	OUTBOUND	76
10	502	CORDON	OUTBOUND	86

12	602	CORDON	OUTBOUND	324
13	701	CORDON	IN BOUND	68
15	801	CORDON	IN BOUND	191
17	901	CORDON	IN BOUND	68
19	1001	CORDON	IN BOUND	79
21	1101	CORDON	IN BOUND	199
23	1201	SCREENLINE	TWO WAY	163
25	1301	SCREENLINE	TWO WAY	324
27	1401	SCREENLINE	TWO WAY	438
30	1502	SCREENLINE	TWO WAY	309

PROGRAM MVMACH FINISHED WITH RETURN CODE OF 0 AT TIME 12H 29M

E) P.M. Peak Hour Matching File

```
**********************************************************************
*                                                                    *
*    M I C R O T R I P S   /   T R I P S    (C) COPYRIGHT  MVA SYSTEMATICA  *
*                                                                    *
**********************************************************************

 PROGRAM NAME - MVMACH

 VERSION      -  5

 MODIFICATION -  3

 LICENSED TO  - EBASCO SERVICES INC (RENTAL SOFTWARE)

 RUN TITLE    -     MATCHING DATA

 SOFTWARE DISTRIBUTED BY MVA SYSTEMATICA

 RUN DATE     - 28/ 6/90          RUN TIME     - 13H 45M
PROGRAM - MVMACH                                              PAGE    1

         MATCHING DATA

                        C O N T R O L  C A R D  I M A G E S
          1    1    2    2    3    3    4    4    5    5    6    6    7    7   7
 ----5----0----5----0----5----0----5----0----5----0----5----0----5----0----5---9
     MATCHING DATA
  &PARAM NSTAT=30,REGLEN=3,RECORD=0,STATON=1,NVARS=22,
         CORDON=0101,0701,0901,0801,1001,1101,
         0202,0302,0402,0502,0602,
         SCLINE=1201,1301,1401,1502,
        MAXOBS=5,TIMDIF=0,10,NCYCLE=9,PARK=0 &END
  &OPTION DIRECT=T,PRESRT=F,LANE=F,MATCH=T,TABULT=F,
         ORDEST=T,UNMAT=T,MINMAX=F,SEETIM=T,&END

 ----5----0----5----0----5----0----5----0----5----0----5----0----5----0----5---9
          1    1    2    2    3    3    4    4    5    5    6    6    7    7   7
PROGRAM - MVMACH                                              PAGE    2

         MATCHING DATA
.PROGRAM - MVMACH                                             PAGE    3

         MATCHING DATA

 FILENAMES
 ---------
           CONTROL .CTL =  INPUT CONTROL DATA FILE
           MSFPMR3 .DAT =  INPUT MVMACH FORMAT REGISTRATIONS FILE
                   =  INPUT MVMACH SORTED REGISTRATIONS FILE
                   =  INPUT MINMAX TIME DIFFERENCE PAIRS FILE
           MSFPMR5 .DAT =  OUTPUT MATCHES FILE
           MSFPMR6 .DAT =  OUTPUT ANALYSIS FILE
           MSFPMR7 .DAT =  OUTPUT UNMATCHED REGISTRATIONS FILE

 PARAMETERS
 ----------
NSTAT    =       30    NUMBER OF STATIONS
 REGLEN   =        3    NUMBER OF CHARACTERS IN THE REGISTRATION
 TIMDIF(1)=        0    MINIMUM TIME DIFFERENCE ALLOWED FOR A MATCH
 TIMDIF(2)=       10    MAXIMUM TIME DIFFERENCE ALLOWED FOR A MATCH
MAXOBS   =        5    MAXIMUM NUMBER OF OBSERVATIONS FOR A MATCH
 NCYCLE   =        9    NUMBER OF MATCHING CYCLES FOR THIS RUN
```

```
RECORD    =        0     PROCESS WHOLE SURVEY DATA FILE

 OPTIONS
 -------
MATCH     =        T       =T TO MATCH AN MVMACH REGISTRATIONS FILE
 MINUTS    =        T       =T TIMES ARE CALCULATED IN MINUTES
                            =F TIMES ARE CALCULATED IN SECONDS
 NOCORD    =        F       =T TO OMIT CORDON STATIONS  FROM THE MATCHING
 NOPARK    =        F       =T TO OMIT PARKING STATIONS FROM THE MATCHING
 INTRAZ    =        F       =T TO MATCH ONLY INTRAZONAL TRIPS
 ORDEST    =        T       =T FOR O-D MATCHING
                            =F FOR PARKING DURATION MATCHING
 PERF      =        T       =T TO PRINT MATCHES FROM 1ST MATCH CYCLE
 PART      =        T       =T TO PRINT MATCHES FROM 2ND ETC MATCHING CYCLES
 UNMAT     =        T       =T TO PRINT UNMATCHED REGISTRATIONS
 PRESRT    =        F       =T INPUT REGISTRATIONS ARE PRESORTED
 MINMAX    =        F       =T MIN/MAX TIME PAIRS IN USE
 SEETIM    =        F       =T LIST MIN/MAX TIME PAIRS FOR 1ST CYCLE
 ERRCOL                     =F TO OMIT A COLUMN FROM  REGISTRATION MATCHING

                                REGISTRATION
                                COLUMN NUMBERS
                                 1 2 3
 CYCLE NUMBER    1 ERRCOL =      T T T
 CYCLE NUMBER    2 ERRCOL =      T T T
 CYCLE NUMBER    3 ERRCOL =      T T T
 CYCLE NUMBER    4 ERRCOL =      T T T
 CYCLE NUMBER    5 ERRCOL =      T T T
 CYCLE NUMBER    6 ERRCOL =      T T T
 CYCLE NUMBER    7 ERRCOL =      T T T
 CYCLE NUMBER    8 ERRCOL =      T T T
 CYCLE NUMBER    9 ERRCOL =      T T T
PROGRAM - MVMACH                                                    PAGE     4

        MATCHING DATA

 MATCHP (I): THIS RUN WILL MATCH AN MVMACH REGISTRATIONS FILE

 CORE
 ----
 WORDS REQUESTED  =    105156.
 WORDS AVAILABLE  =    105156
 FSORT (I): ROOM IN CORE FOR   15010 RECORDS
 FSORT  (I) : SORT COMPLETE THERE ARE      3603 RECORDS IN THE SORTED FILE
PROGRAM - MVMACH                                                    PAGE     5

        MATCHING DATA

 MATCH CYCLE     1
 ----------------
             S T A T I O N  T  I  M  E   STATION   REGISTRATION
             ORDER  NUMBER  HR MIN SEC  DIR  TYPE  NUMBER   ETC
             -----  ------  -- --- ---  ---- ----  ---------------
 MATCHED   =   15     801   17  25   0  ORIG CORD  112
    WITH   +    6     302   17  30   0  DEST CORD  112
    WITH   +   30    1502   17  30   0  2-WY SCLN  112
 MATCHED   =    1     101   17   0   0  ORIG CORD  225
    WITH   +   12     602   17  10   0  DEST CORD  225
 MATCHED   =   15     801   17   5   0  ORIG CORD  3JP
    WITH   +    4     202   17  10   0  DEST CORD  3JP
 MATCHED   =   21    1101   16  55   0  ORIG CORD  5RF
    WITH   +   12     602   16  55   0  DEST CORD  5RF
    WITH   +   27    1401   16  55   0  2-WY SCLN  5RF
 MATCHED   =    1     101   17   0   0  ORIG CORD  5RF
    WITH   +    4     202   17   5   0  DEST CORD  5RF
 MATCHED   =   21    1101   17  30   0  ORIG CORD  6FZ
```

WITH	+	4	202	17	40	0	DEST	CORD	6FZ
MATCHED	=	15	801	17	20	0	ORIG	CORD	6JA
WITH	+	6	302	17	30	0	DEST	CORD	6JA
MATCHED	=	1	101	17	5	0	ORIG	CORD	7XH
WITH	+	4	202	17	15	0	DEST	CORD	7XH
WITH	+	25	1301	17	5	0	2-WY	SCLN	7XH
MATCHED	=	17	901	17	25	0	ORIG	CORD	7XV
WITH	+	6	302	17	35	0	DEST	CORD	7XV
WITH	+	30	1502	17	35	0	2-WY	SCLN	7XV
MATCHED	=	15	801	17	10	0	ORIG	CORD	AY2
WITH	+	6	302	17	15	0	DEST	CORD	AY2
WITH	+	30	1502	17	10	0	2-WY	SCLN	AY2
MATCHED	=	15	801	16	55	0	ORIG	CORD	BXJ
WITH	+	6	302	16	55	0	DEST	CORD	BXJ
WITH	+	30	1502	16	55	0	2-WY	SCLN	BXJ
MATCHED	=	15	801	17	10	0	ORIG	CORD	DDF
WITH	+	6	302	17	15	0	DEST	CORD	DDF
WITH	+	30	1502	17	10	0	2-WY	SCLN	DDF
MATCHED	=	21	1101	17	35	0	ORIG	CORD	EMK
WITH	+	6	302	17	40	0	DEST	CORD	EMK
MATCHED	=	15	801	17	20	0	ORIG	CORD	FHA
WITH	+	6	302	17	20	0	DEST	CORD	FHA
WITH	+	30	1502	17	20	0	2-WY	SCLN	FHA
MATCHED	=	17	901	16	45	0	ORIG	CORD	FJO
WITH	+	4	202	16	50	0	DEST	CORD	FJO
MATCHED	=	1	101	17	0	0	ORIG	CORD	FXG
WITH	+	6	302	17	5	0	DEST	CORD	FXG
MATCHED	=	1	101	16	55	0	ORIG	CORD	FZM
WITH	+	4	202	17	5	0	DEST	CORD	FZM
MATCHED	=	13	701	16	45	0	ORIG	CORD	GF1
WITH	+	4	202	16	50	0	DEST	CORD	GF1
WITH	+	30	1502	16	45	0	2-WY	SCLN	GF1

MATCHING DATA

MATCH CYCLE 1

		STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
MATCHED	=	21	1101	17	5	0	ORIG	CORD	GHU
WITH	+	6	302	17	5	0	DEST	CORD	GHU
MATCHED	=	17	901	17	30	0	ORIG	CORD	GJY
WITH	+	12	602	17	40	0	DEST	CORD	GJY
MATCHED	=	13	701	17	20	0	ORIG	CORD	GPM
WITH	+	12	602	17	20	0	DEST	CORD	GPM
MATCHED	=	15	801	17	20	0	ORIG	CORD	GPS
WITH	+	6	302	17	20	0	DEST	CORD	GPS
WITH	+	30	1502	17	20	0	2-WY	SCLN	GPS
MATCHED	=	13	701	17	20	0	ORIG	CORD	GYT
WITH	+	12	602	17	30	0	DEST	CORD	GYT
WITH	+	27	1401	17	25	0	2-WY	SCLN	GYT
MATCHED	=	19	1001	17	30	0	ORIG	CORD	GYY
WITH	+	12	602	17	35	0	DEST	CORD	GYY
WITH	+	27	1401	17	30	0	2-WY	SCLN	GYY
MATCHED	=	15	801	16	55	0	ORIG	CORD	HTB
WITH	+	6	302	17	0	0	DEST	CORD	HTB
WITH	+	30	1502	16	55	0	2-WY	SCLN	HTB
WITH	+	30	1502	16	55	0	2-WY	SCLN	HTB
MATCHED	=	1	101	17	15	0	ORIG	CORD	HTB
WITH	+	6	302	17	15	0	DEST	CORD	HTB
MATCHED	=	15	801	17	20	0	ORIG	CORD	HUS
WITH	+	6	302	17	20	0	DEST	CORD	HUS
WITH	+	30	1502	17	20	0	2-WY	SCLN	HUS
MATCHED	=	1	101	17	15	0	ORIG	CORD	JAN

WITH	+	10	502	17	15	0	DEST CORD	JAN
MATCHED	=	1	101	17	5	0	ORIG CORD	JAU
WITH	+	4	202	17	10	0	DEST CORD	JAU
WITH	+	25	1301	17	5	0	2-WY SCLN	JAU
MATCHED	=	15	801	17	0	0	ORIG CORD	JAX
WITH	+	10	502	17	5	0	DEST CORD	JAX
MATCHED	=	15	801	17	20	0	ORIG CORD	JBV
WITH	+	4	202	17	25	0	DEST CORD	JBV
WITH	+	30	1502	17	20	0	2-WY SCLN	JBV
MATCHED	=	1	101	17	10	0	ORIG CORD	JBX
WITH	+	6	302	17	15	0	DEST CORD	JBX
MATCHED	=	1	101	17	10	0	ORIG CORD	JBY
WITH	+	6	302	17	15	0	DEST CORD	JBY
MATCHED	=	21	1101	16	55	0	ORIG CORD	JGH
WITH	+	8	402	17	0	0	DEST CORD	JGH
MATCHED	=	21	1101	17	5	0	ORIG CORD	JPA
WITH	+	4	202	17	15	0	DEST CORD	JPA
MATCHED	=	21	1101	17	35	0	ORIG CORD	JPH
WITH	+	12	602	17	40	0	DEST CORD	JPH
MATCHED	=	1	101	16	45	0	ORIG CORD	JPM

MATCHING DATA

MATCH CYCLE 1

		STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
WITH	+	12	602	16	45	0	DEST CORD		JPM
WITH	+	25	1301	16	45	0	2-WY SCLN		JPM
MATCHED	=	15	801	17	35	0	ORIG CORD		JPM
WITH	+	6	302	17	40	0	DEST CORD		JPM
WITH	+	30	1502	17	40	0	2-WY SCLN		JPM
MATCHED	=	1	101	17	25	0	ORIG CORD		JUA
WITH	+	6	302	17	25	0	DEST CORD		JUA
MATCHED	=	1	101	17	35	0	ORIG CORD		JZX
WITH	+	12	602	17	40	0	DEST CORD		JZX
MATCHED	=	1	101	17	10	0	ORIG CORD		LPT
WITH	+	4	202	17	20	0	DEST CORD		LPT
MATCHED	=	15	801	16	50	0	ORIG CORD		MG2
WITH	+	6	302	16	55	0	DEST CORD		MG2
MATCHED	=	15	801	17	15	0	ORIG CORD		MSW
WITH	+	6	302	17	25	0	DEST CORD		MSW
MATCHED	=	17	901	17	30	0	ORIG CORD		NEX
WITH	+	6	302	17	35	0	DEST CORD		NEX
MATCHED	=	15	801	17	5	0	ORIG CORD		PJU
WITH	+	6	302	17	5	0	DEST CORD		PJU
WITH	+	30	1502	17	5	0	2-WY SCLN		PJU
MATCHED	=	21	1101	16	50	0	ORIG CORD		PJY
WITH	+	6	302	16	50	0	DEST CORD		PJY
MATCHED	=	1	101	16	55	0	ORIG CORD		PTS
WITH	+	12	602	17	5	0	DEST CORD		PTS
WITH	+	25	1301	16	55	0	2-WY SCLN		PTS
WITH	+	27	1401	17	0	0	2-WY SCLN		PTS
MATCHED	=	19	1001	17	15	0	ORIG CORD		PTY
WITH	+	4	202	17	15	0	DEST CORD		PTY
MATCHED	=	15	801	17	20	0	ORIG CORD		QKY
WITH	+	6	302	17	20	0	DEST CORD		QKY
MATCHED	=	19	1001	17	15	0	ORIG CORD		RMX
WITH	+	10	502	17	15	0	DEST CORD		RMX
MATCHED	=	1	101	17	15	0	ORIG CORD		RVE
WITH	+	6	302	17	25	0	DEST CORD		RVE
WITH	+	23	1201	17	20	0	2-WY SCLN		RVE
MATCHED	=	15	801	17	5	0	ORIG CORD		SEE
WITH	+	6	302	17	10	0	DEST CORD		SEE

MATCHED	=	15	801	17	15	0	ORIG CORD	SEE
WITH	+	6	302	17	20	0	DEST CORD	SEE
WITH	+	30	1502	17	15	0	2-WY SCLN	SEE
MATCHED	=	21	1101	16	50	0	ORIG CORD	SWD
WITH	+	4	202	16	55	0	DEST CORD	SWD
MATCHED	=	1	101	17	5	0	ORIG CORD	SXT
WITH	+	8	402	17	5	0	DEST CORD	SXT
MATCHED	=	15	801	17	30	0	ORIG CORD	SXT

MATCHING DATA

MATCH CYCLE 1

		STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
WITH	+	12	602	17	30	0	DEST	CORD	SXT
MATCHED	=	19	1001	17	30	0	ORIG	CORD	TDF
WITH	+	4	202	17	40	0	DEST	CORD	TDF
MATCHED	=	1	101	17	30	0	ORIG	CORD	TZL
WITH	+	12	602	17	40	0	DEST	CORD	TZL
WITH	+	27	1401	17	40	0	2-WY	SCLN	TZL
MATCHED	=	1	101	16	45	0	ORIG	CORD	UJP
WITH	+	12	602	16	45	0	DEST	CORD	UJP
MATCHED	=	15	801	17	20	0	ORIG	CORD	UKG
WITH	+	6	302	17	25	0	DEST	CORD	UKG
WITH	+	30	1502	17	25	0	2-WY	SCLN	UKG
MATCHED	=	21	1101	16	45	0	ORIG	CORD	UNG
WITH	+	12	602	16	55	0	DEST	CORD	UNG
MATCHED	=	15	801	17	20	0	ORIG	CORD	UNJ
WITH	+	6	302	17	25	0	DEST	CORD	UNJ
MATCHED	=	21	1101	17	5	0	ORIG	CORD	UNZ
WITH	+	4	202	17	15	0	DEST	CORD	UNZ
MATCHED	=	15	801	17	15	0	ORIG	CORD	UPG
WITH	+	6	302	17	20	0	DEST	CORD	UPG
WITH	+	30	1502	17	15	0	2-WY	SCLN	UPG
MATCHED	=	15	801	16	55	0	ORIG	CORD	VDR
WITH	+	6	302	16	55	0	DEST	CORD	VDR
WITH	+	30	1502	16	55	0	2-WY	SCLN	VDR
MATCHED	=	21	1101	17	0	0	ORIG	CORD	VEX
WITH	+	6	302	17	10	0	DEST	CORD	VEX
MATCHED	=	15	801	17	25	0	ORIG	CORD	VJF
WITH	+	6	302	17	30	0	DEST	CORD	VJF
WITH	+	30	1502	17	25	0	2-WY	SCLN	VJF
MATCHED	=	1	101	17	15	0	ORIG	CORD	VSP
WITH	+	6	302	17	25	0	DEST	CORD	VSP
MATCHED	=	1	101	17	5	0	ORIG	CORD	WLV
WITH	+	4	202	17	15	0	DEST	CORD	WLV
WITH	+	27	1401	17	10	0	2-WY	SCLN	WLV
WITH	+	25	1301	17	10	0	2-WY	SCLN	WLV
MATCHED	=	15	801	17	5	0	ORIG	CORD	WTU
WITH	+	6	302	17	5	0	DEST	CORD	WTU
WITH	+	30	1502	17	5	0	2-WY	SCLN	WTU
MATCHED	=	15	801	17	0	0	ORIG	CORD	XBD
WITH	+	6	302	17	0	0	DEST	CORD	XBD
WITH	+	30	1502	17	0	0	2-WY	SCLN	XBD
MATCHED	=	15	801	17	15	0	ORIG	CORD	XCU
WITH	+	6	302	17	15	0	DEST	CORD	XCU
MATCHED	=	13	701	17	15	0	ORIG	CORD	XFB
WITH	+	6	302	17	25	0	DEST	CORD	XFB
MATCHED	=	1	101	17	30	0	ORIG	CORD	XKT

MATCHING DATA

MATCH CYCLE 1

		STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
WITH	+	12	602	17	35	0	DEST	CORD	XKT
WITH	+	25	1301	17	30	0	2-WY	SCLN	XKT
WITH	+	27	1401	17	30	0	2-WY	SCLN	XKT
MATCHED	=	1	101	17	15	0	ORIG	CORD	XME
WITH	+	6	302	17	25	0	DEST	CORD	XME
WITH	+	25	1301	17	20	0	2-WY	SCLN	XME
MATCHED	=	15	801	17	20	0	ORIG	CORD	XPJ
WITH	+	6	302	17	25	0	DEST	CORD	XPJ
WITH	+	30	1502	17	20	0	2-WY	SCLN	XPJ
WITH	+	27	1401	17	20	0	2-WY	SCLN	XPJ
MATCHED	=	1	101	17	5	0	ORIG	CORD	XRX
WITH	+	6	302	17	5	0	DEST	CORD	XRX
MATCHED	=	17	901	17	20	0	ORIG	CORD	XUE
WITH	+	8	402	17	30	0	DEST	CORD	XUE
MATCHED	=	15	801	16	45	0	ORIG	CORD	XWA
WITH	+	6	302	16	45	0	DEST	CORD	XWA
MATCHED	=	1	101	16	45	0	ORIG	CORD	XWT
WITH	+	12	602	16	50	0	DEST	CORD	XWT
WITH	+	27	1401	16	50	0	2-WY	SCLN	XWT
MATCHED	=	15	801	17	25	0	ORIG	CORD	YAL
WITH	+	6	302	17	30	0	DEST	CORD	YAL
WITH	+	30	1502	17	30	0	2-WY	SCLN	YAL
MATCHED	=	15	801	17	5	0	ORIG	CORD	YCX
WITH	+	6	302	17	10	0	DEST	CORD	YCX
WITH	+	30	1502	17	5	0	2-WY	SCLN	YCX
WITH	+	27	1401	17	5	0	2-WY	SCLN	YCX
MATCHED	=	13	701	17	20	0	ORIG	CORD	YCX
WITH	+	12	602	17	25	0	DEST	CORD	YCX
WITH	+	27	1401	17	20	0	2-WY	SCLN	YCX
MATCHED	=	15	801	17	10	0	ORIG	CORD	YER
WITH	+	6	302	17	20	0	DEST	CORD	YER
WITH	+	30	1502	17	20	0	2-WY	SCLN	YER
MATCHED	=	15	801	16	50	0	ORIG	CORD	YFF
WITH	+	6	302	16	50	0	DEST	CORD	YFF
WITH	+	30	1502	16	50	0	2-WY	SCLN	YFF
MATCHED	=	17	901	17	5	0	ORIG	CORD	YLT
WITH	+	6	302	17	10	0	DEST	CORD	YLT
WITH	+	30	1502	17	10	0	2-WY	SCLN	YLT
MATCHED	=	15	801	17	30	0	ORIG	CORD	YRU
WITH	+	8	402	17	35	0	DEST	CORD	YRU
MATCHED	=	1	101	17	5	0	ORIG	CORD	YTK
WITH	+	12	602	17	15	0	DEST	CORD	YTK
WITH	+	25	1301	17	10	0	2-WY	SCLN	YTK

MATCHING DATA

THIS MATCH CYCLE COMPLETE. FOR THIS CYCLE :-
NUMBER OF REGISTRATIONS READ IN : 3603
NUMBER OF UNMATCHED REGISTRATIONS : 3380
NUMBER OF REGISTRATIONS MATCHED : 223
NUMBER OF O/D RECORDS WRITTEN TO GOOD MATCH FILE : 88

MATCHING DATA
FSORT (I): ROOM IN CORE FOR 15010 RECORDS
FSORT (I) : SORT COMPLETE THERE ARE 3380 RECORDS IN THE SORTED FILE

MATCHING DATA

THIS MATCH CYCLE COMPLETE. FOR THIS CYCLE :-
NUMBER OF REGISTRATIONS READ IN : 3380
NUMBER OF UNMATCHED REGISTRATIONS : 3380
NUMBER OF REGISTRATIONS MATCHED : 0
NUMBER OF O/D RECORDS WRITTEN TO GOOD MATCH FILE : 0

MATCHING DATA
FSORT (I): ROOM IN CORE FOR 15010 RECORDS
FSORT (I) : SORT COMPLETE THERE ARE 3380 RECORDS IN THE SORTED FILE

MATCHING DATA

THIS MATCH CYCLE COMPLETE. FOR THIS CYCLE :-
NUMBER OF REGISTRATIONS READ IN : 3380
NUMBER OF UNMATCHED REGISTRATIONS : 3380
NUMBER OF REGISTRATIONS MATCHED : 0
NUMBER OF O/D RECORDS WRITTEN TO GOOD MATCH FILE : 0

MATCHING DATA
FSORT (I): ROOM IN CORE FOR 15010 RECORDS
FSORT (I) : SORT COMPLETE THERE ARE 3380 RECORDS IN THE SORTED FILE

MATCHING DATA

THIS MATCH CYCLE COMPLETE. FOR THIS CYCLE :-
NUMBER OF REGISTRATIONS READ IN : 3380
NUMBER OF UNMATCHED REGISTRATIONS : 3380
NUMBER OF REGISTRATIONS MATCHED : 0
NUMBER OF O/D RECORDS WRITTEN TO GOOD MATCH FILE : 0

MATCHING DATA
FSORT (I): ROOM IN CORE FOR 15010 RECORDS
FSORT (I) : SORT COMPLETE THERE ARE 3380 RECORDS IN THE SORTED FILE

MATCHING DATA

THIS MATCH CYCLE COMPLETE. FOR THIS CYCLE :-
NUMBER OF REGISTRATIONS READ IN : 3380
NUMBER OF UNMATCHED REGISTRATIONS : 3380
NUMBER OF REGISTRATIONS MATCHED : 0
NUMBER OF O/D RECORDS WRITTEN TO GOOD MATCH FILE : 0

MATCHING DATA
FSORT (I): ROOM IN CORE FOR 15010 RECORDS
FSORT (I) : SORT COMPLETE THERE ARE 3380 RECORDS IN THE SORTED FILE

MATCHING DATA

THIS MATCH CYCLE COMPLETE. FOR THIS CYCLE :-
NUMBER OF REGISTRATIONS READ IN : 3380
NUMBER OF UNMATCHED REGISTRATIONS : 3380
NUMBER OF REGISTRATIONS MATCHED : 0

NUMBER OF O/D RECORDS WRITTEN TO GOOD MATCH FILE : 0

1PROGRAM - MVMACH PAGE 21

MATCHING DATA

FSORT (I): ROOM IN CORE FOR 15010 RECORDS
FSORT (I) : SORT COMPLETE THERE ARE 3380 RECORDS IN THE SORTED FILE

PROGRAM - MVMACH PAGE 22

MATCHING DATA

THIS MATCH CYCLE COMPLETE. FOR THIS CYCLE :-

NUMBER OF REGISTRATIONS READ IN	:	3380
NUMBER OF UNMATCHED REGISTRATIONS	:	3380
NUMBER OF REGISTRATIONS MATCHED	:	0
NUMBER OF O/D RECORDS WRITTEN TO GOOD MATCH FILE	:	0

1PROGRAM - MVMACH PAGE 23

MATCHING DATA

FSORT (I): ROOM IN CORE FOR 15010 RECORDS
FSORT (I) : SORT COMPLETE THERE ARE 3380 RECORDS IN THE SORTED FILE

PROGRAM - MVMACH PAGE 24

MATCHING DATA

THIS MATCH CYCLE COMPLETE. FOR THIS CYCLE :-

NUMBER OF REGISTRATIONS READ IN	:	3380
NUMBER OF UNMATCHED REGISTRATIONS	:	3380
NUMBER OF REGISTRATIONS MATCHED	:	0
NUMBER OF O/D RECORDS WRITTEN TO GOOD MATCH FILE	:	0

1PROGRAM - MVMACH PAGE 25

MATCHING DATA

FSORT (I): ROOM IN CORE FOR 15010 RECORDS
FSORT (I) : SORT COMPLETE THERE ARE 3380 RECORDS IN THE SORTED FILE

PROGRAM - MVMACH PAGE 26

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	6	302	16	55	0	OUTB	CORD	050
UNMATCHED :	1	101	17	30	0	INB	CORD	086
UNMATCHED :	12	602	16	50	0	OUTB	CORD	111
UNMATCHED :	1	101	17	20	0	INB	CORD	122
UNMATCHED :	17	901	16	50	0	INB	CORD	12D
UNMATCHED :	15	801	17	25	0	INB	CORD	12F
UNMATCHED :	27	1401	17	35	0	2-WY	SCLN	12P
UNMATCHED :	27	1401	17	0	0	2-WY	SCLN	12Y
UNMATCHED :	30	1502	16	15	0	2-WY	SCLN	132
UNMATCHED :	6	302	16	50	0	OUTB	CORD	134
UNMATCHED :	15	801	16	55	0	INB	CORD	182
UNMATCHED :	17	901	16	45	0	INB	CORD	1A4
UNMATCHED :	17	901	17	0	0	INB	CORD	1ES
UNMATCHED :	15	801	17	15	0	INB	CORD	1GG
UNMATCHED :	13	701	17	35	0	INB	CORD	1JA
UNMATCHED :	15	801	17	35	0	INB	CORD	1JS
UNMATCHED :	27	1401	17	0	0	2-WY	SCLN	1K1
UNMATCHED :	12	602	17	0	0	OUTB	CORD	1LM
UNMATCHED :	21	1101	17	35	0	INB	CORD	1NT
UNMATCHED :	27	1401	17	35	0	2-WY	SCLN	1RD
UNMATCHED :	15	801	17	5	0	INB	CORD	1RE

UNMATCHED :	17	901	16	50	0	INB	CORD	1RP
UNMATCHED :	13	701	16	50	0	INB	CORD	1RU
UNMATCHED :	30	1502	16	40	0	2-WY	SCLN	1RV
UNMATCHED :	13	701	17	30	0	INB	CORD	1U2
UNMATCHED :	30	1502	17	40	0	2-WY	SCLN	1UZ
UNMATCHED :	27	1401	17	25	0	2-WY	SCLN	2-8
UNMATCHED :	23	1201	17	30	0	2-WY	SCLN	200
UNMATCHED :	25	1301	17	35	0	2-WY	SCLN	200
UNMATCHED :	6	302	17	0	0	OUTB	CORD	207
UNMATCHED :	12	602	17	10	0	OUTB	CORD	215
UNMATCHED :	19	1001	16	45	0	INB	CORD	216
UNMATCHED :	27	1401	17	30	0	2-WY	SCLN	21E
UNMATCHED :	12	602	16	50	0	OUTB	CORD	223
UNMATCHED :	15	801	16	55	0	INB	CORD	223
UNMATCHED :	30	1502	16	25	0	2-WY	SCLN	233
UNMATCHED :	1	101	17	0	0	INB	CORD	242
UNMATCHED :	6	302	16	45	0	OUTB	CORD	252
UNMATCHED :	6	302	16	45	0	OUTB	CORD	252
UNMATCHED :	12	602	16	50	0	OUTB	CORD	2AK
UNMATCHED :	8	402	17	35	0	OUTB	CORD	2DA
UNMATCHED :	27	1401	16	50	0	2-WY	SCLN	2DP
UNMATCHED :	15	801	17	25	0	INB	CORD	2DY
UNMATCHED :	6	302	17	5	0	OUTB	CORD	2EF
UNMATCHED :	15	801	17	10	0	INB	CORD	2ER

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	8	402	17	0	0	OUTB	CORD	2GM
UNMATCHED :	13	701	17	25	0	INB	CORD	2HC
UNMATCHED :	6	302	17	35	0	OUTB	CORD	2HL
UNMATCHED :	6	302	17	0	0	OUTB	CORD	2HT
UNMATCHED :	25	1301	17	5	0	2-WY	SCLN	2JB
UNMATCHED :	10	502	16	55	0	OUTB	CORD	2JH
UNMATCHED :	27	1401	17	30	0	2-WY	SCLN	2JP
UNMATCHED :	27	1401	17	15	0	2-WY	SCLN	2KE
UNMATCHED :	21	1101	17	40	0	INB	CORD	2KP
UNMATCHED :	6	302	17	20	0	OUTB	CORD	2LJ
UNMATCHED :	21	1101	17	40	0	INB	CORD	2LJ
UNMATCHED :	6	302	17	40	0	OUTB	CORD	2LP
UNMATCHED :	4	202	17	5	0	OUTB	CORD	2M8
UNMATCHED :	1	101	17	0	0	INB	CORD	2RH
UNMATCHED :	13	701	17	10	0	INB	CORD	2RH
UNMATCHED :	4	202	17	40	0	OUTB	CORD	2RH
UNMATCHED :	13	701	17	20	0	INB	CORD	2T3
UNMATCHED :	17	901	17	35	0	INB	CORD	2U2
UNMATCHED :	23	1201	17	10	0	2-WY	SCLN	2UA
UNMATCHED :	25	1301	17	15	0	2-WY	SCLN	2UA
UNMATCHED :	6	302	16	50	0	OUTB	CORD	2UD
UNMATCHED :	12	602	17	15	0	OUTB	CORD	2UE
UNMATCHED :	6	302	17	5	0	OUTB	CORD	2VL
UNMATCHED :	27	1401	17	40	0	2-WY	SCLN	2VN
UNMATCHED :	10	502	16	45	0	OUTB	CORD	2VX
UNMATCHED :	4	202	17	30	0	OUTB	CORD	2VY
UNMATCHED :	25	1301	17	0	0	2-WY	SCLN	2VZ
UNMATCHED :	6	302	17	10	0	OUTB	CORD	2VZ
UNMATCHED :	23	1201	17	10	0	2-WY	SCLN	2XC
UNMATCHED :	21	1101	17	15	0	INB	CORD	2XC
UNMATCHED :	25	1301	17	20	0	2-WY	SCLN	2XC
UNMATCHED :	23	1201	17	20	0	2-WY	SCLN	2XJ
UNMATCHED :	25	1301	17	25	0	2-WY	SCLN	2XJ

UNMATCHED :	12	602	17	10	0	OUTB	CORD	2XK
UNMATCHED :	27	1401	17	25	0	2-WY	SCLN	2XR
UNMATCHED :	12	602	17	25	0	OUTB	CORD	2XS
UNMATCHED :	4	202	17	40	0	OUTB	CORD	2XT
UNMATCHED :	25	1301	17	5	0	2-WY	SCLN	2XX
UNMATCHED :	30	1502	16	10	0	2-WY	SCLN	2XY
UNMATCHED :	13	701	17	0	0	INB	CORD	2YH
UNMATCHED :	23	1201	16	55	0	2-WY	SCLN	2YP
UNMATCHED :	25	1301	16	55	0	2-WY	SCLN	2YP
UNMATCHED :	6	302	17	40	0	OUTB	CORD	2YP
UNMATCHED :	4	202	16	45	0	OUTB	CORD	2YU
UNMATCHED :	19	1001	17	15	0	INB	CORD	2YU

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	4	202	17	40	0	OUTB	CORD	2YU
UNMATCHED :	6	302	17	35	0	OUTB	CORD	2Z8
UNMATCHED :	27	1401	17	0	0	2-WY	SCLN	305
UNMATCHED :	1	101	17	25	0	INB	CORD	329
UNMATCHED :	1	101	17	40	0	INB	CORD	329
UNMATCHED :	6	302	17	40	0	OUTB	CORD	331
UNMATCHED :	6	302	17	20	0	OUTB	CORD	345
UNMATCHED :	1	101	16	45	0	INB	CORD	372
UNMATCHED :	6	302	17	35	0	OUTB	CORD	395
UNMATCHED :	8	402	16	50	0	OUTB	CORD	3AE
UNMATCHED :	19	1001	17	15	0	INB	CORD	3CU
UNMATCHED :	30	1502	18	0	0	2-WY	SCLN	3CV
UNMATCHED :	6	302	17	40	0	OUTB	CORD	3H1
UNMATCHED :	4	202	17	0	0	OUTB	CORD	3HX
UNMATCHED :	23	1201	17	35	0	2-WY	SCLN	3JK
UNMATCHED :	27	1401	17	25	0	2-WY	SCLN	3JP
UNMATCHED :	27	1401	17	25	0	2-WY	SCLN	3JP
UNMATCHED :	23	1201	17	40	0	2-WY	SCLN	3LB
UNMATCHED :	6	302	17	0	0	OUTB	CORD	3LD
UNMATCHED :	6	302	16	45	0	OUTB	CORD	3LP
UNMATCHED :	6	302	16	45	0	OUTB	CORD	3NT
UNMATCHED :	19	1001	17	30	0	INB	CORD	3PK
UNMATCHED :	19	1001	17	15	0	INB	CORD	3RF
UNMATCHED :	1	101	17	0	0	INB	CORD	3RH
UNMATCHED :	1	101	17	10	0	INB	CORD	3RH
UNMATCHED :	6	302	17	30	0	OUTB	CORD	3RH
UNMATCHED :	6	302	17	10	0	OUTB	CORD	3UD
UNMATCHED :	19	1001	17	0	0	INB	CORD	3VA
UNMATCHED :	23	1201	17	10	0	2-WY	SCLN	3VA
UNMATCHED :	1	101	17	40	0	INB	CORD	3VA
UNMATCHED :	6	302	16	55	0	OUTB	CORD	3VH
UNMATCHED :	1	101	17	35	0	INB	CORD	3VJ
UNMATCHED :	25	1301	17	35	0	2-WY	SCLN	3VJ
UNMATCHED :	27	1401	17	40	0	2-WY	SCLN	3VJ
UNMATCHED :	27	1401	17	0	0	2-WY	SCLN	3VV
UNMATCHED :	17	901	17	15	0	INB	CORD	3WK
UNMATCHED :	4	202	17	15	0	OUTB	CORD	3XC
UNMATCHED :	27	1401	17	5	0	2-WY	SCLN	3XD
UNMATCHED :	12	602	17	5	0	OUTB	CORD	3XD
UNMATCHED :	30	1502	16	15	0	2-WY	SCLN	3XE
UNMATCHED :	21	1101	16	50	0	INB	CORD	3XE
UNMATCHED :	6	302	17	5	0	OUTB	CORD	3XG
UNMATCHED :	25	1301	16	45	0	2-WY	SCLN	3XH
UNMATCHED :	4	202	17	0	0	OUTB	CORD	3XP
UNMATCHED :	12	602	17	40	0	OUTB	CORD	3XP

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER	ETC
UNMATCHED :	27	1401	17	20	0	2-WY	SCLN	3XS	
UNMATCHED :	12	602	17	20	0	OUTB	CORD	3XS	
UNMATCHED :	23	1201	17	30	0	2-WY	SCLN	3XW	
UNMATCHED :	25	1301	17	35	0	2-WY	SCLN	3XW	
UNMATCHED :	17	901	17	15	0	INB	CORD	3Y6	
UNMATCHED :	12	602	17	40	0	OUTB	CORD	3YF	
UNMATCHED :	25	1301	17	5	0	2-WY	SCLN	3YH	
UNMATCHED :	4	202	17	40	0	OUTB	CORD	3YH	
UNMATCHED :	1	101	16	45	0	INB	CORD	3YK	
UNMATCHED :	6	302	17	0	0	OUTB	CORD	3YK	
UNMATCHED :	27	1401	16	50	0	2-WY	SCLN	3YM	
UNMATCHED :	1	101	17	5	0	INB	CORD	3YM	
UNMATCHED :	27	1401	17	40	0	2-WY	SCLN	3YP	
UNMATCHED :	6	302	17	5	0	OUTB	CORD	3YR	
UNMATCHED :	4	202	17	30	0	OUTB	CORD	418	
UNMATCHED :	8	402	17	30	0	OUTB	CORD	44B	
UNMATCHED :	21	1101	17	35	0	INB	CORD	466	
UNMATCHED :	1	101	17	0	0	INB	CORD	482	
UNMATCHED :	27	1401	17	5	0	2-WY	SCLN	482	
UNMATCHED :	30	1502	18	0	0	2-WY	SCLN	482	
UNMATCHED :	6	302	17	15	0	OUTB	CORD	4AT	
UNMATCHED :	30	1502	16	40	0	2-WY	SCLN	4AZ	
UNMATCHED :	6	302	16	45	0	OUTB	CORD	4AZ	
UNMATCHED :	4	202	17	10	0	OUTB	CORD	4AZ	
UNMATCHED :	25	1301	17	25	0	2-WY	SCLN	4AZ	
UNMATCHED :	10	502	17	15	0	OUTB	CORD	4BG	
UNMATCHED :	1	101	17	20	0	INB	CORD	4CE	
UNMATCHED :	25	1301	17	25	0	2-WY	SCLN	4CR	
UNMATCHED :	6	302	17	5	0	OUTB	CORD	4DP	
UNMATCHED :	1	101	16	50	0	INB	CORD	4EU	
UNMATCHED :	25	1301	16	50	0	2-WY	SCLN	4EU	
UNMATCHED :	21	1101	17	5	0	INB	CORD	4EU	
UNMATCHED :	4	202	17	5	0	OUTB	CORD	4EV	
UNMATCHED :	27	1401	17	0	0	2-WY	SCLN	4FG	
UNMATCHED :	1	101	17	15	0	INB	CORD	4FG	
UNMATCHED :	6	302	17	20	0	OUTB	CORD	4HC	
UNMATCHED :	1	101	17	5	0	INB	CORD	4J6	
UNMATCHED :	4	202	17	25	0	OUTB	CORD	4J6	
UNMATCHED :	1	101	17	5	0	INB	CORD	4JA	
UNMATCHED :	4	202	17	20	0	OUTB	CORD	4JA	
UNMATCHED :	10	502	17	0	0	OUTB	CORD	4JG	
UNMATCHED :	25	1301	17	10	0	2-WY	SCLN	4JG	
UNMATCHED :	15	801	17	0	0	INB	CORD	4JN	
UNMATCHED :	1	101	17	0	0	INB	CORD	4JP	
UNMATCHED :	19	1001	17	0	0	INB	CORD	4JP	

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER	ETC
UNMATCHED :	4	202	17	10	0	OUTB	CORD	4JP	
UNMATCHED :	27	1401	17	25	0	2-WY	SCLN	4JP	
UNMATCHED :	6	302	17	30	0	OUTB	CORD	4JP	

UNMATCHED :	25	1301	16	45	0	2-WY	SCLN	4JR
UNMATCHED :	27	1401	16	50	0	2-WY	SCLN	4JR
UNMATCHED :	30	1502	16	50	0	2-WY	SCLN	4JR
UNMATCHED :	12	602	16	50	0	OUTB	CORD	4JR
UNMATCHED :	6	302	17	15	0	OUTB	CORD	4JU
UNMATCHED :	12	602	16	55	0	OUTB	CORD	4LB
UNMATCHED :	15	801	17	15	0	INB	CORD	4LB
UNMATCHED :	25	1301	17	25	0	2-WY	SCLN	4LB
UNMATCHED :	6	302	17	15	0	OUTB	CORD	4LD
UNMATCHED :	27	1401	17	25	0	2-WY	SCLN	4NM
UNMATCHED :	27	1401	16	55	0	2-WY	SCLN	4RF
UNMATCHED :	6	302	17	5	0	OUTB	CORD	4RF
UNMATCHED :	6	302	17	10	0	OUTB	CORD	4RF
UNMATCHED :	1	101	16	50	0	INB	CORD	4RV
UNMATCHED :	25	1301	16	50	0	2-WY	SCLN	4RV
UNMATCHED :	15	801	17	0	0	INB	CORD	4RX
UNMATCHED :	15	801	17	20	0	INB	CORD	4UK
UNMATCHED :	12	602	17	20	0	OUTB	CORD	4UM
UNMATCHED :	15	801	16	55	0	INB	CORD	4UR
UNMATCHED :	25	1301	17	10	0	2-WY	SCLN	4VH
UNMATCHED :	6	302	17	25	0	OUTB	CORD	4VH
UNMATCHED :	6	302	17	5	0	OUTB	CORD	4VK
UNMATCHED :	6	302	16	45	0	OUTB	CORD	4VL
UNMATCHED :	30	1502	18	10	0	2-WY	SCLN	4VU
UNMATCHED :	1	101	16	50	0	INB	CORD	4XD
UNMATCHED :	1	101	17	25	0	INB	CORD	4XD
UNMATCHED :	6	302	17	40	0	OUTB	CORD	4XD
UNMATCHED :	6	302	17	10	0	OUTB	CORD	4XE
UNMATCHED :	21	1101	17	15	0	INB	CORD	4XE
UNMATCHED :	6	302	17	10	0	OUTB	CORD	4XF
UNMATCHED :	13	701	16	55	0	INB	CORD	4XK
UNMATCHED :	19	1001	16	45	0	INB	CORD	4XL
UNMATCHED :	15	801	16	55	0	INB	CORD	4XM
UNMATCHED :	19	1001	17	15	0	INB	CORD	4XR
UNMATCHED :	25	1301	17	40	0	2-WY	SCLN	4XS
UNMATCHED :	15	801	17	25	0	INB	CORD	4YA
UNMATCHED :	4	202	17	40	0	OUTB	CORD	4YD
UNMATCHED :	1	101	16	55	0	INB	CORD	4YH
UNMATCHED :	4	202	17	0	0	OUTB	CORD	4YK
UNMATCHED :	27	1401	17	20	0	2-WY	SCLN	4YP
UNMATCHED :	27	1401	17	30	0	2-WY	SCLN	4YP
UNMATCHED :	6	302	16	55	0	OUTB	CORD	4YU

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	6	302	17	15	0	OUTB	CORD	4YU
UNMATCHED :	25	1301	17	35	0	2-WY	SCLN	4YZ
UNMATCHED :	6	302	17	35	0	OUTB	CORD	517
UNMATCHED :	19	1001	17	15	0	INB	CORD	518
UNMATCHED :	4	202	17	5	0	OUTB	CORD	52A
UNMATCHED :	27	1401	17	5	0	2-WY	SCLN	534
UNMATCHED :	30	1502	18	10	0	2-WY	SCLN	534
UNMATCHED :	6	302	17	35	0	OUTB	CORD	555
UNMATCHED :	23	1201	16	55	0	2-WY	SCLN	556
UNMATCHED :	6	302	17	5	0	OUTB	CORD	591
UNMATCHED :	6	302	17	20	0	OUTB	CORD	5AL
UNMATCHED :	4	202	17	15	0	OUTB	CORD	5AP
UNMATCHED :	27	1401	16	55	0	2-WY	SCLN	5CE
UNMATCHED :	4	202	17	25	0	OUTB	CORD	5CV
UNMATCHED :	30	1502	17	10	0	2-WY	SCLN	5EL

UNMATCHED :	27	1401	17	0	0	2-WY	SCLN	5ER
UNMATCHED :	25	1301	17	0	0	2-WY	SCLN	5ER
UNMATCHED :	1	101	16	45	0	INB	CORD	5EU
UNMATCHED :	30	1502	17	20	0	2-WY	SCLN	5EU
UNMATCHED :	4	202	16	45	0	OUTB	CORD	5EV
UNMATCHED :	4	202	17	25	0	OUTB	CORD	5EV
UNMATCHED :	23	1201	17	15	0	2-WY	SCLN	5FJ
UNMATCHED :	1	101	16	55	0	INB	CORD	5FR
UNMATCHED :	30	1502	17	10	0	2-WY	SCLN	5FX
UNMATCHED :	13	701	17	25	0	INB	CORD	5FX
UNMATCHED :	4	202	17	0	0	OUTB	CORD	5FY
UNMATCHED :	6	302	17	40	0	OUTB	CORD	5HF
UNMATCHED :	6	302	17	30	0	OUTB	CORD	5J6
UNMATCHED :	4	202	17	40	0	OUTB	CORD	5JA
UNMATCHED :	10	502	16	50	0	OUTB	CORD	5JG
UNMATCHED :	6	302	16	45	0	OUTB	CORD	5JR
UNMATCHED :	17	901	17	10	0	INB	CORD	5JR
UNMATCHED :	6	302	17	30	0	OUTB	CORD	5JR
UNMATCHED :	8	402	17	40	0	OUTB	CORD	5JR
UNMATCHED :	25	1301	16	55	0	2-WY	SCLN	5JY
UNMATCHED :	6	302	17	35	0	OUTB	CORD	5KL
UNMATCHED :	21	1101	17	30	0	INB	CORD	5LD
UNMATCHED :	23	1201	16	50	0	2-WY	SCLN	5RF
UNMATCHED :	27	1401	17	10	0	2-WY	SCLN	5RF
UNMATCHED :	10	502	17	20	0	OUTB	CORD	5UJ
UNMATCHED :	12	602	17	25	0	OUTB	CORD	5UP
UNMATCHED :	6	302	17	20	0	OUTB	CORD	5VA
UNMATCHED :	4	202	17	20	0	OUTB	CORD	5VC
UNMATCHED :	27	1401	17	10	0	2-WY	SCLN	5VM
UNMATCHED :	27	1401	17	15	0	2-WY	SCLN	5VP

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	10	502	17	5	0	OUTB	CORD	5X2
UNMATCHED :	12	602	16	55	0	OUTB	CORD	5XC
UNMATCHED :	13	701	16	55	0	INB	CORD	5XG
UNMATCHED :	6	302	17	30	0	OUTB	CORD	5XG
UNMATCHED :	25	1301	17	35	0	2-WY	SCLN	5XH
UNMATCHED :	25	1301	16	45	0	2-WY	SCLN	5XJ
UNMATCHED :	27	1401	17	15	0	2-WY	SCLN	5XJ
UNMATCHED :	6	302	17	35	0	OUTB	CORD	5XL
UNMATCHED :	27	1401	17	0	0	2-WY	SCLN	5XM
UNMATCHED :	12	602	17	5	0	OUTB	CORD	5XM
UNMATCHED :	6	302	17	25	0	OUTB	CORD	5XS
UNMATCHED :	10	502	16	55	0	OUTB	CORD	5XV
UNMATCHED :	6	302	17	25	0	OUTB	CORD	5XW
UNMATCHED :	13	701	16	45	0	INB	CORD	5XX
UNMATCHED :	23	1201	16	55	0	2-WY	SCLN	5XZ
UNMATCHED :	6	302	16	55	0	OUTB	CORD	5XZ
UNMATCHED :	25	1301	17	0	0	2-WY	SCLN	5XZ
UNMATCHED :	4	202	16	55	0	OUTB	CORD	5Y7
UNMATCHED :	21	1101	17	30	0	INB	CORD	5YA
UNMATCHED :	23	1201	17	30	0	2-WY	SCLN	5YA
UNMATCHED :	1	101	17	35	0	INB	CORD	5YG
UNMATCHED :	25	1301	17	35	0	2-WY	SCLN	5YG
UNMATCHED :	1	101	17	10	0	INB	CORD	5YL
UNMATCHED :	30	1502	17	10	0	2-WY	SCLN	5YR
UNMATCHED :	27	1401	16	45	0	2-WY	SCLN	5YW
UNMATCHED :	27	1401	17	0	0	2-WY	SCLN	5YW
UNMATCHED :	12	602	17	5	0	OUTB	CORD	5YW

UNMATCHED :	27	1401	16	45	0	2-WY	SCLN	5YX
UNMATCHED :	30	1502	18	10	0	2-WY	SCLN	605
UNMATCHED :	6	302	17	35	0	OUTB	CORD	608
UNMATCHED :	6	302	16	50	0	OUTB	CORD	624
UNMATCHED :	12	602	17	0	0	OUTB	CORD	62V
UNMATCHED :	30	1502	16	45	0	2-WY	SCLN	634
UNMATCHED :	4	202	16	45	0	OUTB	CORD	634
UNMATCHED :	4	202	17	40	0	OUTB	CORD	645
UNMATCHED :	6	302	16	50	0	OUTB	CORD	652
UNMATCHED :	4	202	17	0	0	OUTB	CORD	652
UNMATCHED :	4	202	16	55	0	OUTB	CORD	654
UNMATCHED :	23	1201	17	25	0	2-WY	SCLN	683
UNMATCHED :	19	1001	17	30	0	INB	CORD	683
UNMATCHED :	8	402	17	15	0	OUTB	CORD	6AY
UNMATCHED :	25	1301	17	35	0	2-WY	SCLN	6DG
UNMATCHED :	10	502	17	0	0	OUTB	CORD	6EL
UNMATCHED :	25	1301	16	50	0	2-WY	SCLN	6FJ
UNMATCHED :	6	302	17	30	0	OUTB	CORD	6FJ

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	4	202	16	55	0	OUTB	CORD	6FT
UNMATCHED :	25	1301	16	50	0	2-WY	SCLN	6FX
UNMATCHED :	6	302	17	5	0	OUTB	CORD	6FX
UNMATCHED :	6	302	17	40	0	OUTB	CORD	6FX
UNMATCHED :	6	302	17	35	0	OUTB	CORD	6GF
UNMATCHED :	13	701	16	45	0	INB	CORD	6JA
UNMATCHED :	25	1301	17	0	0	2-WY	SCLN	6JA
UNMATCHED :	4	202	17	20	0	OUTB	CORD	6JY
UNMATCHED :	30	1502	16	20	0	2-WY	SCLN	6JZ
UNMATCHED :	6	302	17	35	0	OUTB	CORD	6JZ
UNMATCHED :	6	302	17	35	0	OUTB	CORD	6KU
UNMATCHED :	4	202	17	15	0	OUTB	CORD	6MA
UNMATCHED :	30	1502	16	10	0	2-WY	SCLN	6SZ
UNMATCHED :	12	602	16	45	0	OUTB	CORD	6SZ
UNMATCHED :	25	1301	17	30	0	2-WY	SCLN	6SZ
UNMATCHED :	4	202	17	10	0	OUTB	CORD	6VC
UNMATCHED :	25	1301	17	10	0	2-WY	SCLN	6VG
UNMATCHED :	27	1401	17	10	0	2-WY	SCLN	6VJ
UNMATCHED :	4	202	17	20	0	OUTB	CORD	6VN
UNMATCHED :	4	202	17	40	0	OUTB	CORD	6VN
UNMATCHED :	6	302	17	0	0	OUTB	CORD	6VT
UNMATCHED :	6	302	16	55	0	OUTB	CORD	6VW
UNMATCHED :	25	1301	17	0	0	2-WY	SCLN	6VW
UNMATCHED :	13	701	17	15	0	INB	CORD	6VW
UNMATCHED :	6	302	16	50	0	OUTB	CORD	6VX
UNMATCHED :	4	202	16	55	0	OUTB	CORD	6WD
UNMATCHED :	21	1101	17	30	0	INB	CORD	6XP
UNMATCHED :	12	602	16	45	0	OUTB	CORD	6XW
UNMATCHED :	4	202	17	15	0	OUTB	CORD	6YJ
UNMATCHED :	12	602	17	5	0	OUTB	CORD	6YN
UNMATCHED :	10	502	17	5	0	OUTB	CORD	6YN
UNMATCHED :	6	302	17	25	0	OUTB	CORD	6YN
UNMATCHED :	27	1401	16	45	0	2-WY	SCLN	6YP
UNMATCHED :	6	302	17	5	0	OUTB	CORD	6YR
UNMATCHED :	21	1101	17	35	0	INB	CORD	6YR
UNMATCHED :	21	1101	17	35	0	INB	CORD	6YS
UNMATCHED :	21	1101	17	35	0	INB	CORD	6YU
UNMATCHED :	15	801	16	55	0	INB	CORD	6YW
UNMATCHED :	27	1401	17	30	0	2-WY	SCLN	6YY

UNMATCHED :	12	602	17	30	0	OUTB	CORD	6YY
UNMATCHED :	1	101	16	45	0	INB	CORD	707
UNMATCHED :	4	202	17	10	0	OUTB	CORD	726
UNMATCHED :	30	1502	17	45	0	2-WY	SCLN	733
UNMATCHED :	1	101	17	5	0	INB	CORD	759
UNMATCHED :	10	502	17	30	0	OUTB	CORD	765

PROGRAM - MVMACH PAGE 34

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	27	1401	17	40	0	2-WY	SCLN	792
UNMATCHED :	6	302	17	15	0	OUTB	CORD	7AU
UNMATCHED :	6	302	17	40	0	OUTB	CORD	7DY
UNMATCHED :	6	302	16	45	0	OUTB	CORD	7ER
UNMATCHED :	25	1301	16	45	0	2-WY	SCLN	7EU
UNMATCHED :	6	302	16	50	0	OUTB	CORD	7EU
UNMATCHED :	30	1502	16	55	0	2-WY	SCLN	7EU
UNMATCHED :	6	302	16	55	0	OUTB	CORD	7EU
UNMATCHED :	21	1101	17	10	0	INB	CORD	7EU
UNMATCHED :	25	1301	17	35	0	2-WY	SCLN	7EU
UNMATCHED :	27	1401	16	45	0	2-WY	SCLN	7EV
UNMATCHED :	15	801	16	50	0	INB	CORD	7FG
UNMATCHED :	1	101	17	25	0	INB	CORD	7FG
UNMATCHED :	6	302	16	55	0	OUTB	CORD	7FJ
UNMATCHED :	1	101	17	35	0	INB	CORD	7FU
UNMATCHED :	30	1502	17	30	0	2-WY	SCLN	7FV
UNMATCHED :	1	101	16	50	0	INB	CORD	7FX
UNMATCHED :	25	1301	16	50	0	2-WY	SCLN	7FX
UNMATCHED :	27	1401	16	50	0	2-WY	SCLN	7FX
UNMATCHED :	6	302	17	20	0	OUTB	CORD	7FX
UNMATCHED :	6	302	16	50	0	OUTB	CORD	7FZ
UNMATCHED :	6	302	16	50	0	OUTB	CORD	7HH
UNMATCHED :	17	901	17	25	0	INB	CORD	7HS
UNMATCHED :	4	202	16	45	0	OUTB	CORD	7JA
UNMATCHED :	4	202	16	50	0	OUTB	CORD	7JA
UNMATCHED :	17	901	17	0	0	INB	CORD	7JA
UNMATCHED :	30	1502	17	0	0	2-WY	SCLN	7JA
UNMATCHED :	6	302	17	20	0	OUTB	CORD	7JA
UNMATCHED :	12	602	16	50	0	OUTB	CORD	7KU
UNMATCHED :	6	302	17	0	0	OUTB	CORD	7LF
UNMATCHED :	21	1101	17	0	0	INB	CORD	7RF
UNMATCHED :	12	602	17	40	0	OUTB	CORD	7RF
UNMATCHED :	30	1502	18	10	0	2-WY	SCLN	7RF
UNMATCHED :	1	101	17	30	0	INB	CORD	7S6
UNMATCHED :	23	1201	17	10	0	2-WY	SCLN	7UA
UNMATCHED :	12	602	17	15	0	OUTB	CORD	7UD
UNMATCHED :	23	1201	17	25	0	2-WY	SCLN	7UD
UNMATCHED :	21	1101	17	30	0	INB	CORD	7UD
UNMATCHED :	4	202	17	30	0	OUTB	CORD	7UF
UNMATCHED :	27	1401	17	15	0	2-WY	SCLN	7UL
UNMATCHED :	12	602	17	30	0	OUTB	CORD	7UL
UNMATCHED :	13	701	17	25	0	INB	CORD	7UY
UNMATCHED :	12	602	17	15	0	OUTB	CORD	7UZ
UNMATCHED :	21	1101	17	10	0	INB	CORD	7VA
UNMATCHED :	6	302	16	45	0	OUTB	CORD	7VG

1PROGRAM - MVMACH PAGE 35

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	1	101	16	55	0	INB	CORD	7VG
UNMATCHED :	30	1502	16	40	0	2-WY	SCLN	7VJ
UNMATCHED :	21	1101	17	40	0	INB	CORD	7VT
UNMATCHED :	25	1301	17	5	0	2-WY	SCLN	7VV
UNMATCHED :	6	302	17	35	0	OUTB	CORD	7VY
UNMATCHED :	12	602	16	55	0	OUTB	CORD	7XB
UNMATCHED :	25	1301	17	30	0	2-WY	SCLN	7XC
UNMATCHED :	8	402	17	35	0	OUTB	CORD	7XC
UNMATCHED :	8	402	17	40	0	OUTB	CORD	7XD
UNMATCHED :	27	1401	17	0	0	2-WY	SCLN	7XH
UNMATCHED :	12	602	17	0	0	OUTB	CORD	7XH
UNMATCHED :	8	402	17	20	0	OUTB	CORD	7XJ
UNMATCHED :	27	1401	17	30	0	2-WY	SCLN	7XL
UNMATCHED :	17	901	16	50	0	INB	CORD	7XM
UNMATCHED :	8	402	16	50	0	OUTB	CORD	7XP
UNMATCHED :	6	302	17	10	0	OUTB	CORD	7XP
UNMATCHED :	4	202	17	20	0	OUTB	CORD	7XP
UNMATCHED :	1	101	17	25	0	INB	CORD	7XP
UNMATCHED :	27	1401	16	50	0	2-WY	SCLN	7XU
UNMATCHED :	27	1401	16	55	0	2-WY	SCLN	7XW
UNMATCHED :	6	302	17	35	0	OUTB	CORD	7XY
UNMATCHED :	27	1401	17	30	0	2-WY	SCLN	7YC
UNMATCHED :	27	1401	16	55	0	2-WY	SCLN	7YG
UNMATCHED :	25	1301	16	55	0	2-WY	SCLN	7YG
UNMATCHED :	23	1201	17	0	0	2-WY	SCLN	7YM
UNMATCHED :	4	202	16	50	0	OUTB	CORD	7YU
UNMATCHED :	4	202	17	30	0	OUTB	CORD	7YU
UNMATCHED :	25	1301	16	45	0	2-WY	SCLN	7YV
UNMATCHED :	19	1001	17	15	0	INB	CORD	7YV
UNMATCHED :	27	1401	17	30	0	2-WY	SCLN	7YV
UNMATCHED :	6	302	17	35	0	OUTB	CORD	7YV
UNMATCHED :	27	1401	16	55	0	2-WY	SCLN	7YW
UNMATCHED :	6	302	17	20	0	OUTB	CORD	815
UNMATCHED :	10	502	17	0	0	OUTB	CORD	822
UNMATCHED :	21	1101	17	35	0	INB	CORD	835
UNMATCHED :	23	1201	17	35	0	2-WY	SCLN	835
UNMATCHED :	30	1502	17	35	0	2-WY	SCLN	844
UNMATCHED :	1	101	16	45	0	INB	CORD	845
UNMATCHED :	6	302	17	35	0	OUTB	CORD	84L
UNMATCHED :	30	1502	16	50	0	2-WY	SCLN	85C
UNMATCHED :	6	302	17	5	0	OUTB	CORD	861
UNMATCHED :	4	202	17	20	0	OUTB	CORD	862
UNMATCHED :	6	302	17	0	0	OUTB	CORD	871
UNMATCHED :	1	101	17	35	0	INB	CORD	880
UNMATCHED :	21	1101	17	15	0	INB	CORD	88W

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	1	101	16	45	0	INB	CORD	898
UNMATCHED :	4	202	17	15	0	OUTB	CORD	8AS
UNMATCHED :	23	1201	17	15	0	2-WY	SCLN	8BW
UNMATCHED :	6	302	17	30	0	OUTB	CORD	8BY
UNMATCHED :	4	202	17	30	0	OUTB	CORD	8BY
UNMATCHED :	25	1301	17	0	0	2-WY	SCLN	8CP
UNMATCHED :	27	1401	16	50	0	2-WY	SCLN	8FG
UNMATCHED :	8	402	17	5	0	OUTB	CORD	8FG
UNMATCHED :	27	1401	17	10	0	2-WY	SCLN	8FG

UNMATCHED :	8	402	17	15	0	OUTB	CORD	8FG
UNMATCHED :	25	1301	17	25	0	2-WY	SCLN	8FG
UNMATCHED :	27	1401	17	30	0	2-WY	SCLN	8FG
UNMATCHED :	12	602	17	30	0	OUTB	CORD	8FG
UNMATCHED :	12	602	16	45	0	OUTB	CORD	8FH
UNMATCHED :	1	101	16	50	0	INB	CORD	8FH
UNMATCHED :	6	302	16	50	0	OUTB	CORD	8FH
UNMATCHED :	10	502	16	50	0	OUTB	CORD	8FH
UNMATCHED :	17	901	17	0	0	INB	CORD	8FH
UNMATCHED :	25	1301	17	25	0	2-WY	SCLN	8FH
UNMATCHED :	23	1201	17	25	0	2-WY	SCLN	8FH
UNMATCHED :	21	1101	17	5	0	INB	CORD	8FX
UNMATCHED :	23	1201	17	5	0	2-WY	SCLN	8FX
UNMATCHED :	25	1301	17	10	0	2-WY	SCLN	8FX
UNMATCHED :	21	1101	17	0	0	INB	CORD	8JA
UNMATCHED :	25	1301	16	55	0	2-WY	SCLN	8JJ
UNMATCHED :	4	202	17	30	0	OUTB	CORD	8JK
UNMATCHED :	25	1301	16	50	0	2-WY	SCLN	8JR
UNMATCHED :	1	101	16	50	0	INB	CORD	8JS
UNMATCHED :	30	1502	16	50	0	2-WY	SCLN	8JT
UNMATCHED :	6	302	16	50	0	OUTB	CORD	8JY
UNMATCHED :	30	1502	16	55	0	2-WY	SCLN	8JY
UNMATCHED :	12	602	16	50	0	OUTB	CORD	8LD
UNMATCHED :	4	202	17	0	0	OUTB	CORD	8LL
UNMATCHED :	6	302	16	45	0	OUTB	CORD	8LZ
UNMATCHED :	6	302	17	0	0	OUTB	CORD	8LZ
UNMATCHED :	21	1101	17	35	0	INB	CORD	8LZ
UNMATCHED :	23	1201	17	35	0	2-WY	SCLN	8LZ
UNMATCHED :	25	1301	17	40	0	2-WY	SCLN	8LZ
UNMATCHED :	17	901	16	45	0	INB	CORD	8NA
UNMATCHED :	30	1502	16	45	0	2-WY	SCLN	8NA
UNMATCHED :	27	1401	17	5	0	2-WY	SCLN	8NA
UNMATCHED :	6	302	17	30	0	OUTB	CORD	8NA
UNMATCHED :	30	1502	17	55	0	2-WY	SCLN	8NA
UNMATCHED :	23	1201	17	5	0	2-WY	SCLN	8NK
UNMATCHED :	4	202	17	35	0	OUTB	CORD	8NK

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	27	1401	17	0	0	2-WY	SCLN	8PR
UNMATCHED :	4	202	16	50	0	OUTB	CORD	8U3
UNMATCHED :	1	101	17	30	0	INB	CORD	8UA
UNMATCHED :	25	1301	17	30	0	2-WY	SCLN	8UA
UNMATCHED :	1	101	17	40	0	INB	CORD	8UA
UNMATCHED :	27	1401	17	10	0	2-WY	SCLN	8UK
UNMATCHED :	15	801	17	35	0	INB	CORD	8UK
UNMATCHED :	12	602	17	25	0	OUTB	CORD	8UW
UNMATCHED :	30	1502	17	55	0	2-WY	SCLN	8VA
UNMATCHED :	1	101	16	50	0	INB	CORD	8VJ
UNMATCHED :	30	1502	17	40	0	2-WY	SCLN	8VK
UNMATCHED :	6	302	16	45	0	OUTB	CORD	8VW
UNMATCHED :	27	1401	17	25	0	2-WY	SCLN	8VW
UNMATCHED :	12	602	16	45	0	OUTB	CORD	8WK
UNMATCHED :	25	1301	16	55	0	2-WY	SCLN	8WK
UNMATCHED :	27	1401	17	30	0	2-WY	SCLN	8XA
UNMATCHED :	30	1502	17	50	0	2-WY	SCLN	8XB
UNMATCHED :	27	1401	17	10	0	2-WY	SCLN	8XC
UNMATCHED :	23	1201	17	15	0	2-WY	SCLN	8XF
UNMATCHED :	21	1101	17	20	0	INB	CORD	8XF
UNMATCHED :	25	1301	17	20	0	2-WY	SCLN	8XF

UNMATCHED :	21	1101	17	35	0	INB	CORD	8XG
UNMATCHED :	23	1201	17	35	0	2-WY	SCLN	8XG
UNMATCHED :	25	1301	17	40	0	2-WY	SCLN	8XG
UNMATCHED :	6	302	17	15	0	OUTB	CORD	8XH
UNMATCHED :	23	1201	16	50	0	2-WY	SCLN	8XK
UNMATCHED :	25	1301	16	55	0	2-WY	SCLN	8XK
UNMATCHED :	4	202	17	10	0	OUTB	CORD	8XK
UNMATCHED :	27	1401	17	40	0	2-WY	SCLN	8XM
UNMATCHED :	1	101	17	20	0	INB	CORD	8XS
UNMATCHED :	30	1502	17	0	0	2-WY	SCLN	8XU
UNMATCHED :	12	602	17	30	0	OUTB	CORD	8XU
UNMATCHED :	21	1101	17	10	0	INB	CORD	8XV
UNMATCHED :	23	1201	17	5	0	2-WY	SCLN	8YA
UNMATCHED :	21	1101	17	10	0	INB	CORD	8YA
UNMATCHED :	25	1301	17	15	0	2-WY	SCLN	8YA
UNMATCHED :	6	302	17	30	0	OUTB	CORD	8YG
UNMATCHED :	27	1401	16	55	0	2-WY	SCLN	8YH
UNMATCHED :	12	602	17	0	0	OUTB	CORD	8YH
UNMATCHED :	27	1401	17	15	0	2-WY	SCLN	8YT
UNMATCHED :	1	101	17	40	0	INB	CORD	8YU
UNMATCHED :	12	602	17	20	0	OUTB	CORD	8YX
UNMATCHED :	25	1301	17	5	0	2-WY	SCLN	8YY
UNMATCHED :	27	1401	17	10	0	2-WY	SCLN	934
UNMATCHED :	30	1502	17	45	0	2-WY	SCLN	940

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	12	602	17	0	0	OUTB	CORD	94K
UNMATCHED :	30	1502	17	35	0	2-WY	SCLN	954
UNMATCHED :	1	101	17	10	0	INB	CORD	971
UNMATCHED :	1	101	17	30	0	INB	CORD	991
UNMATCHED :	19	1001	17	0	0	INB	CORD	993
UNMATCHED :	30	1502	17	30	0	2-WY	SCLN	993
UNMATCHED :	4	202	17	15	0	OUTB	CORD	996
UNMATCHED :	6	302	17	15	0	OUTB	CORD	999
UNMATCHED :	19	1001	17	30	0	INB	CORD	999
UNMATCHED :	6	302	17	15	0	OUTB	CORD	99U
UNMATCHED :	27	1401	17	30	0	2-WY	SCLN	9BY
UNMATCHED :	12	602	17	30	0	OUTB	CORD	9BY
UNMATCHED :	30	1502	17	35	0	2-WY	SCLN	9BY
UNMATCHED :	25	1301	16	50	0	2-WY	SCLN	9CP
UNMATCHED :	25	1301	16	50	0	2-WY	SCLN	9CP
UNMATCHED :	4	202	17	30	0	OUTB	CORD	9CP
UNMATCHED :	27	1401	17	30	0	2-WY	SCLN	9CV
UNMATCHED :	23	1201	16	50	0	2-WY	SCLN	9EH
UNMATCHED :	6	302	17	40	0	OUTB	CORD	9ER
UNMATCHED :	6	302	17	0	0	OUTB	CORD	9FG
UNMATCHED :	6	302	17	20	0	OUTB	CORD	9FG
UNMATCHED :	6	302	17	20	0	OUTB	CORD	9FG
UNMATCHED :	19	1001	16	45	0	INB	CORD	9FH
UNMATCHED :	25	1301	16	50	0	2-WY	SCLN	9FH
UNMATCHED :	27	1401	17	10	0	2-WY	SCLN	9FH
UNMATCHED :	27	1401	17	15	0	2-WY	SCLN	9FH
UNMATCHED :	12	602	17	15	0	OUTB	CORD	9FH
UNMATCHED :	12	602	17	40	0	OUTB	CORD	9FH
UNMATCHED :	6	302	17	30	0	OUTB	CORD	9FL
UNMATCHED :	30	1502	17	20	0	2-WY	SCLN	9FP
UNMATCHED :	6	302	17	10	0	OUTB	CORD	9HA
UNMATCHED :	6	302	17	40	0	OUTB	CORD	9HT
UNMATCHED :	30	1502	16	50	0	2-WY	SCLN	9JK

UNMATCHED :	4	202	16	50	0	OUTB	CORD	9JK
UNMATCHED :	6	302	17	10	0	OUTB	CORD	9JK
UNMATCHED :	27	1401	17	0	0	2-WY	SCLN	9JP
UNMATCHED :	15	801	16	50	0	INB	CORD	9JS
UNMATCHED :	30	1502	16	50	0	2-WY	SCLN	9JS
UNMATCHED :	6	302	17	15	0	OUTB	CORD	9JS
UNMATCHED :	15	801	17	35	0	INB	CORD	9JS
UNMATCHED :	6	302	17	5	0	OUTB	CORD	9JV
UNMATCHED :	15	801	17	0	0	INB	CORD	9JY
UNMATCHED :	30	1502	17	0	0	2-WY	SCLN	9JY
UNMATCHED :	13	701	17	25	0	INB	CORD	9JY
UNMATCHED :	30	1502	18	10	0	2-WY	SCLN	9JY

1PROGRAM - MVMACH

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	30	1502	17	35	0	2-WY	SCLN	9KP
UNMATCHED :	4	202	16	45	0	OUTB	CORD	9L2
UNMATCHED :	27	1401	17	10	0	2-WY	SCLN	9LD
UNMATCHED :	8	402	17	20	0	OUTB	CORD	9LD
UNMATCHED :	21	1101	16	45	0	INB	CORD	9LP
UNMATCHED :	15	801	17	15	0	INB	CORD	9NA
UNMATCHED :	30	1502	17	15	0	2-WY	SCLN	9NA
UNMATCHED :	27	1401	17	20	0	2-WY	SCLN	9NA
UNMATCHED :	6	302	17	40	0	OUTB	CORD	9NA
UNMATCHED :	12	602	17	25	0	OUTB	CORD	9UB
UNMATCHED :	15	801	17	0	0	INB	CORD	9UC
UNMATCHED :	12	602	17	10	0	OUTB	CORD	9UK
UNMATCHED :	8	402	17	0	0	OUTB	CORD	9UN
UNMATCHED :	12	602	17	20	0	OUTB	CORD	9VA
UNMATCHED :	4	202	17	30	0	OUTB	CORD	9VA
UNMATCHED :	25	1301	16	50	0	2-WY	SCLN	9VC
UNMATCHED :	25	1301	17	15	0	2-WY	SCLN	9VE
UNMATCHED :	27	1401	17	5	0	2-WY	SCLN	9VK
UNMATCHED :	25	1301	16	45	0	2-WY	SCLN	9VM
UNMATCHED :	6	302	17	30	0	OUTB	CORD	9VT
UNMATCHED :	23	1201	17	40	0	2-WY	SCLN	9VU
UNMATCHED :	27	1401	17	15	0	2-WY	SCLN	9WA
UNMATCHED :	8	402	17	0	0	OUTB	CORD	9X2
UNMATCHED :	6	302	17	5	0	OUTB	CORD	9XA
UNMATCHED :	27	1401	17	10	0	2-WY	SCLN	9XK
UNMATCHED :	8	402	17	10	0	OUTB	CORD	9XK
UNMATCHED :	6	302	17	10	0	OUTB	CORD	9XL
UNMATCHED :	23	1201	17	20	0	2-WY	SCLN	9XP
UNMATCHED :	21	1101	17	25	0	INB	CORD	9XP
UNMATCHED :	25	1301	17	25	0	2-WY	SCLN	9XP
UNMATCHED :	27	1401	17	10	0	2-WY	SCLN	9XU
UNMATCHED :	30	1502	16	30	0	2-WY	SCLN	9XV
UNMATCHED :	6	302	17	5	0	OUTB	CORD	9XV
UNMATCHED :	6	302	16	50	0	OUTB	CORD	9XY
UNMATCHED :	27	1401	17	0	0	2-WY	SCLN	9XZ
UNMATCHED :	1	101	17	20	0	INB	CORD	9XZ
UNMATCHED :	21	1101	17	15	0	INB	CORD	9YB
UNMATCHED :	27	1401	17	0	0	2-WY	SCLN	9YE
UNMATCHED :	23	1201	17	10	0	2-WY	SCLN	9YE
UNMATCHED :	19	1001	16	45	0	INB	CORD	9YM
UNMATCHED :	1	101	16	45	0	INB	CORD	9YM
UNMATCHED :	6	302	17	10	0	OUTB	CORD	9YM
UNMATCHED :	12	602	17	35	0	OUTB	CORD	9YM
UNMATCHED :	6	302	17	35	0	OUTB	CORD	9YP
UNMATCHED :	6	302	17	0	0	OUTB	CORD	9YT

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	27	1401	16	55	0	2-WY	SCLN	9YX
UNMATCHED :	4	202	16	50	0	OUTB	CORD	A24
UNMATCHED :	4	202	16	55	0	OUTB	CORD	A26
UNMATCHED :	12	602	17	15	0	OUTB	CORD	A2P
UNMATCHED :	8	402	16	45	0	OUTB	CORD	A2Y
UNMATCHED :	23	1201	16	50	0	2-WY	SCLN	A52
UNMATCHED :	25	1301	16	55	0	2-WY	SCLN	A52
UNMATCHED :	23	1201	16	55	0	2-WY	SCLN	AA2
UNMATCHED :	19	1001	17	0	0	INB	CORD	AA2
UNMATCHED :	25	1301	17	5	0	2-WY	SCLN	AA2
UNMATCHED :	8	402	17	30	0	OUTB	CORD	ADC
UNMATCHED :	1	101	17	25	0	INB	CORD	ADM
UNMATCHED :	1	101	17	25	0	INB	CORD	AEF
UNMATCHED :	21	1101	17	20	0	INB	CORD	AEW
UNMATCHED :	15	801	17	0	0	INB	CORD	AF2
UNMATCHED :	21	1101	17	35	0	INB	CORD	AFE
UNMATCHED :	23	1201	17	35	0	2-WY	SCLN	AFE
UNMATCHED :	25	1301	17	40	0	2-WY	SCLN	AFE
UNMATCHED :	15	801	16	55	0	INB	CORD	AFF
UNMATCHED :	4	202	17	20	0	OUTB	CORD	AFF
UNMATCHED :	27	1401	17	40	0	2-WY	SCLN	AFG
UNMATCHED :	6	302	17	5	0	OUTB	CORD	AFH
UNMATCHED :	30	1502	17	30	0	2-WY	SCLN	AFL
UNMATCHED :	4	202	17	35	0	OUTB	CORD	AFL
UNMATCHED :	12	602	17	25	0	OUTB	CORD	AFP
UNMATCHED :	10	502	16	55	0	OUTB	CORD	AFR
UNMATCHED :	12	602	16	45	0	OUTB	CORD	AFT
UNMATCHED :	27	1401	17	15	0	2-WY	SCLN	AFT
UNMATCHED :	12	602	17	15	0	OUTB	CORD	AFT
UNMATCHED :	15	801	17	35	0	INB	CORD	AFT
UNMATCHED :	10	502	17	15	0	OUTB	CORD	AFX
UNMATCHED :	6	302	17	35	0	OUTB	CORD	AFZ
UNMATCHED :	25	1301	17	10	0	2-WY	SCLN	AGC
UNMATCHED :	27	1401	16	50	0	2-WY	SCLN	AK1
UNMATCHED :	30	1502	17	30	0	2-WY	SCLN	AMK
UNMATCHED :	30	1502	16	55	0	2-WY	SCLN	AN2
UNMATCHED :	27	1401	16	45	0	2-WY	SCLN	ANM
UNMATCHED :	12	602	16	45	0	OUTB	CORD	ANM
UNMATCHED :	1	101	16	50	0	INB	CORD	ANM
UNMATCHED :	15	801	17	25	0	INB	CORD	AP2
UNMATCHED :	4	202	17	20	0	OUTB	CORD	AP6
UNMATCHED :	30	1502	17	30	0	2-WY	SCLN	APZ
UNMATCHED :	1	101	17	35	0	INB	CORD	ARK
UNMATCHED :	1	101	16	55	0	INB	CORD	ARY
UNMATCHED :	10	502	16	55	0	OUTB	CORD	ASB

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	27	1401	17	5	0	2-WY	SCLN	ASY
UNMATCHED :	12	602	17	5	0	OUTB	CORD	ASY
UNMATCHED :	4	202	16	50	0	OUTB	CORD	AT1

UNMATCHED :	6	302	17	15	0	OUTB	CORD	AT1
UNMATCHED :	10	502	17	30	0	OUTB	CORD	AT2
UNMATCHED :	27	1401	16	50	0	2-WY	SCLN	AT9
UNMATCHED :	30	1502	17	10	0	2-WY	SCLN	AT9
UNMATCHED :	6	302	17	10	0	OUTB	CORD	AT9
UNMATCHED :	6	302	17	5	0	OUTB	CORD	ATM
UNMATCHED :	12	602	17	10	0	OUTB	CORD	ATP
UNMATCHED :	8	402	16	55	0	OUTB	CORD	AU1
UNMATCHED :	6	302	17	0	0	OUTB	CORD	AU1
UNMATCHED :	30	1502	18	0	0	2-WY	SCLN	AU3
UNMATCHED :	12	602	17	5	0	OUTB	CORD	AUW
UNMATCHED :	13	701	17	15	0	INB	CORD	AUX
UNMATCHED :	25	1301	17	25	0	2-WY	SCLN	AUX
UNMATCHED :	27	1401	16	55	0	2-WY	SCLN	AV1
UNMATCHED :	27	1401	17	15	0	2-WY	SCLN	AVE
UNMATCHED :	21	1101	16	45	0	INB	CORD	AVV
UNMATCHED :	27	1401	17	0	0	2-WY	SCLN	AVW
UNMATCHED :	4	202	17	30	0	OUTB	CORD	AWK
UNMATCHED :	30	1502	18	10	0	2-WY	SCLN	AXX
UNMATCHED :	4	202	17	0	0	OUTB	CORD	AY2
UNMATCHED :	13	701	16	55	0	INB	CORD	AYY
UNMATCHED :	27	1401	17	10	0	2-WY	SCLN	AYZ
UNMATCHED :	30	1502	17	40	0	2-WY	SCLN	AZ3
UNMATCHED :	6	302	16	55	0	OUTB	CORD	AZ5
UNMATCHED :	6	302	17	0	0	OUTB	CORD	AZA
UNMATCHED :	19	1001	17	0	0	INB	CORD	AZB
UNMATCHED :	6	302	17	5	0	OUTB	CORD	AZC
UNMATCHED :	27	1401	17	35	0	2-WY	SCLN	AZC
UNMATCHED :	12	602	17	35	0	OUTB	CORD	AZC
UNMATCHED :	4	202	17	40	0	OUTB	CORD	AZE
UNMATCHED :	27	1401	17	10	0	2-WY	SCLN	AZM
UNMATCHED :	27	1401	16	55	0	2-WY	SCLN	AZN
UNMATCHED :	30	1502	16	55	0	2-WY	SCLN	AZS
UNMATCHED :	1	101	17	5	0	INB	CORD	AZS
UNMATCHED :	27	1401	17	30	0	2-WY	SCLN	AZS
UNMATCHED :	21	1101	17	0	0	INB	CORD	AZY
UNMATCHED :	30	1502	17	10	0	2-WY	SCLN	B1L
UNMATCHED :	6	302	17	35	0	OUTB	CORD	B4S
UNMATCHED :	6	302	17	25	0	OUTB	CORD	B65
UNMATCHED :	1	101	17	40	0	INB	CORD	B87
UNMATCHED :	6	302	17	5	0	OUTB	CORD	BA2
UNMATCHED :	15	801	17	30	0	INB	CORD	BA3

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	12	602	16	45	0	OUTB	CORD	BA6
UNMATCHED :	15	801	17	30	0	INB	CORD	BA6
UNMATCHED :	15	801	17	25	0	INB	CORD	BA7
UNMATCHED :	25	1301	17	0	0	2-WY	SCLN	BAM
UNMATCHED :	8	402	17	30	0	OUTB	CORD	BAY
UNMATCHED :	15	801	17	25	0	INB	CORD	BB4
UNMATCHED :	15	801	17	30	0	INB	CORD	BB4
UNMATCHED :	30	1502	17	30	0	2-WY	SCLN	BB4
UNMATCHED :	30	1502	17	35	0	2-WY	SCLN	BB4
UNMATCHED :	6	302	17	30	0	OUTB	CORD	BB6
UNMATCHED :	21	1101	16	50	0	INB	CORD	BB7
UNMATCHED :	1	101	17	10	0	INB	CORD	BBY
UNMATCHED :	27	1401	17	15	0	2-WY	SCLN	BBY
UNMATCHED :	10	502	17	35	0	OUTB	CORD	BDP
UNMATCHED :	1	101	17	0	0	INB	CORD	BDR

UNMATCHED :	25	1301	17	5	0	2-WY	SCLN	BDR
UNMATCHED :	6	302	16	50	0	OUTB	CORD	BEB
UNMATCHED :	6	302	16	50	0	OUTB	CORD	BEG
UNMATCHED :	21	1101	17	15	0	INB	CORD	BEJ
UNMATCHED :	6	302	17	5	0	OUTB	CORD	BEN
UNMATCHED :	1	101	17	35	0	INB	CORD	BEP
UNMATCHED :	6	302	17	0	0	OUTB	CORD	BES
UNMATCHED :	21	1101	16	55	0	INB	CORD	BEV
UNMATCHED :	21	1101	17	20	0	INB	CORD	BEV
UNMATCHED :	21	1101	17	20	0	INB	CORD	BFG
UNMATCHED :	6	302	17	20	0	OUTB	CORD	BHM
UNMATCHED :	6	302	17	10	0	OUTB	CORD	BJF
UNMATCHED :	1	101	16	50	0	INB	CORD	BJK
UNMATCHED :	6	302	16	55	0	OUTB	CORD	BJW
UNMATCHED :	15	801	17	30	0	INB	CORD	BKA
UNMATCHED :	6	302	17	5	0	OUTB	CORD	BKN
UNMATCHED :	4	202	17	25	0	OUTB	CORD	BLF
UNMATCHED :	6	302	16	45	0	OUTB	CORD	BNA
UNMATCHED :	27	1401	17	25	0	2-WY	SCLN	BTS
UNMATCHED :	21	1101	17	10	0	INB	CORD	BVG
UNMATCHED :	12	602	17	20	0	OUTB	CORD	BVR
UNMATCHED :	6	302	17	5	0	OUTB	CORD	BXD
UNMATCHED :	27	1401	17	0	0	2-WY	SCLN	BXX
UNMATCHED :	1	101	17	0	0	INB	CORD	BYD
UNMATCHED :	6	302	17	25	0	OUTB	CORD	BYF
UNMATCHED :	1	101	17	25	0	INB	CORD	BYH
UNMATCHED :	15	801	17	30	0	INB	CORD	BYJ
UNMATCHED :	30	1502	16	25	0	2-WY	SCLN	BYM
UNMATCHED :	25	1301	17	10	0	2-WY	SCLN	BYM
UNMATCHED :	30	1502	16	45	0	2-WY	SCLN	BYP

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	6	302	17	35	0	OUTB	CORD	BYR
UNMATCHED :	6	302	16	50	0	OUTB	CORD	BYS
UNMATCHED :	1	101	17	0	0	INB	CORD	BYS
UNMATCHED :	6	302	17	25	0	OUTB	CORD	BYS
UNMATCHED :	1	101	17	35	0	INB	CORD	BYT
UNMATCHED :	25	1301	17	40	0	2-WY	SCLN	BYT
UNMATCHED :	27	1401	17	40	0	2-WY	SCLN	BYV
UNMATCHED :	23	1201	17	5	0	2-WY	SCLN	BYW
UNMATCHED :	1	101	17	15	0	INB	CORD	BYW
UNMATCHED :	15	801	17	0	0	INB	CORD	C2L
UNMATCHED :	17	901	16	55	0	INB	CORD	C2R
UNMATCHED :	10	502	17	30	0	OUTB	CORD	CAN
UNMATCHED :	13	701	16	45	0	INB	CORD	CAU
UNMATCHED :	12	602	17	40	0	OUTB	CORD	CAU
UNMATCHED :	6	302	17	15	0	OUTB	CORD	CB4
UNMATCHED :	4	202	17	30	0	OUTB	CORD	CD6
UNMATCHED :	21	1101	17	10	0	INB	CORD	CD7
UNMATCHED :	23	1201	17	10	0	2-WY	SCLN	CD7
UNMATCHED :	25	1301	17	15	0	2-WY	SCLN	CD7
UNMATCHED :	4	202	17	30	0	OUTB	CORD	CD7
UNMATCHED :	4	202	17	0	0	OUTB	CORD	CES
UNMATCHED :	21	1101	17	0	0	INB	CORD	CEX
UNMATCHED :	6	302	16	50	0	OUTB	CORD	CFO
UNMATCHED :	6	302	17	35	0	OUTB	CORD	CHA
UNMATCHED :	6	302	17	30	0	OUTB	CORD	CKA
UNMATCHED :	6	302	17	35	0	OUTB	CORD	CLV
UNMATCHED :	12	602	17	25	0	OUTB	CORD	CNJ

UNMATCHED :	13	701	16	50	0	INB	CORD	COT
UNMATCHED :	15	801	17	15	0	INB	CORD	CP7
UNMATCHED :	1	101	17	0	0	INB	CORD	CPU
UNMATCHED :	15	801	17	20	0	INB	CORD	CRE
UNMATCHED :	30	1502	17	20	0	2-WY	SCLN	CRE
UNMATCHED :	6	302	17	5	0	OUTB	CORD	CSO
UNMATCHED :	6	302	17	0	0	OUTB	CORD	CT6
UNMATCHED :	21	1101	17	10	0	INB	CORD	CT6
UNMATCHED :	27	1401	17	25	0	2-WY	SCLN	CTN
UNMATCHED :	12	602	17	20	0	OUTB	CORD	CUH
UNMATCHED :	15	801	17	35	0	INB	CORD	CUH
UNMATCHED :	6	302	16	55	0	OUTB	CORD	CUJ
UNMATCHED :	30	1502	16	55	0	2-WY	SCLN	CUT
UNMATCHED :	15	801	17	15	0	INB	CORD	CUU
UNMATCHED :	21	1101	16	45	0	INB	CORD	CV3
UNMATCHED :	6	302	17	25	0	OUTB	CORD	CV3
UNMATCHED :	1	101	17	15	0	INB	CORD	CVA
UNMATCHED :	6	302	17	5	0	OUTB	CORD	CVC

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	1	101	16	50	0	INB	CORD	CVE
UNMATCHED :	25	1301	16	50	0	2-WY	SCLN	CVE
UNMATCHED :	21	1101	16	45	0	INB	CORD	CVH
UNMATCHED :	6	302	17	25	0	OUTB	CORD	CVH
UNMATCHED :	30	1502	17	40	0	2-WY	SCLN	CVH
UNMATCHED :	27	1401	16	50	0	2-WY	SCLN	CVL
UNMATCHED :	4	202	16	55	0	OUTB	CORD	CVV
UNMATCHED :	27	1401	17	30	0	2-WY	SCLN	CVZ
UNMATCHED :	1	101	17	10	0	INB	CORD	CYY
UNMATCHED :	1	101	17	5	0	INB	CORD	CZC
UNMATCHED :	1	101	16	55	0	INB	CORD	CZD
UNMATCHED :	25	1301	17	0	0	2-WY	SCLN	CZG
UNMATCHED :	27	1401	17	25	0	2-WY	SCLN	CZG
UNMATCHED :	12	602	17	30	0	OUTB	CORD	CZG
UNMATCHED :	4	202	17	5	0	OUTB	CORD	CZJ
UNMATCHED :	30	1502	17	5	0	2-WY	SCLN	CZL
UNMATCHED :	30	1502	16	55	0	2-WY	SCLN	CZR
UNMATCHED :	21	1101	17	5	0	INB	CORD	CZU
UNMATCHED :	19	1001	17	15	0	INB	CORD	CZV
UNMATCHED :	19	1001	17	15	0	INB	CORD	CZV
UNMATCHED :	30	1502	17	55	0	2-WY	SCLN	CZX
UNMATCHED :	21	1101	17	25	0	INB	CORD	CZZ
UNMATCHED :	4	202	17	0	0	OUTB	CORD	D29
UNMATCHED :	13	701	17	10	0	INB	CORD	D2B
UNMATCHED :	12	602	17	5	0	OUTB	CORD	DAD
UNMATCHED :	10	502	17	30	0	OUTB	CORD	DAR
UNMATCHED :	27	1401	17	20	0	2-WY	SCLN	DDF
UNMATCHED :	10	502	17	25	0	OUTB	CORD	DEL
UNMATCHED :	30	1502	18	10	0	2-WY	SCLN	DGW
UNMATCHED :	30	1502	17	30	0	2-WY	SCLN	DK9
UNMATCHED :	30	1502	17	35	0	2-WY	SCLN	DKA
UNMATCHED :	6	302	17	35	0	OUTB	CORD	DKA
UNMATCHED :	6	302	17	35	0	OUTB	CORD	DKA
UNMATCHED :	27	1401	17	10	0	2-WY	SCLN	DKC
UNMATCHED :	10	502	17	30	0	OUTB	CORD	DKC
UNMATCHED :	17	901	17	35	0	INB	CORD	DKC
UNMATCHED :	30	1502	16	30	0	2-WY	SCLN	DKE
UNMATCHED :	21	1101	17	5	0	INB	CORD	DKF
UNMATCHED :	8	402	16	45	0	OUTB	CORD	DKH

UNMATCHED :	4	202	16	50	0	OUTB	CORD	DKJ
UNMATCHED :	27	1401	17	30	0	2-WY	SCLN	DKM
UNMATCHED :	8	402	17	35	0	OUTB	CORD	DKM
UNMATCHED :	1	101	17	30	0	INB	CORD	DKY
UNMATCHED :	25	1301	17	30	0	2-WY	SCLN	DKY
UNMATCHED :	8	402	17	15	0	OUTB	CORD	DL5

1PROGRAM - MVMACH PAGE 45

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	17	901	17	25	0	INB	CORD	DL5
UNMATCHED :	30	1502	17	30	0	2-WY	SCLN	DL5
UNMATCHED :	6	302	17	30	0	OUTB	CORD	DLH
UNMATCHED :	23	1201	17	5	0	2-WY	SCLN	DLN
UNMATCHED :	1	101	17	35	0	INB	CORD	DLP
UNMATCHED :	21	1101	17	40	0	INB	CORD	DMC
UNMATCHED :	6	302	17	30	0	OUTB	CORD	DN5
UNMATCHED :	21	1101	17	35	0	INB	CORD	DON
UNMATCHED :	1	101	17	40	0	INB	CORD	DOR
UNMATCHED :	1	101	17	15	0	INB	CORD	DOT
UNMATCHED :	21	1101	17	35	0	INB	CORD	DRD
UNMATCHED :	1	101	17	5	0	INB	CORD	DRF
UNMATCHED :	25	1301	17	5	0	2-WY	SCLN	DRF
UNMATCHED :	6	302	17	35	0	OUTB	CORD	DSG
UNMATCHED :	6	302	17	35	0	OUTB	CORD	DSZ
UNMATCHED :	12	602	17	10	0	OUTB	CORD	DUW
UNMATCHED :	27	1401	17	15	0	2-WY	SCLN	DV5
UNMATCHED :	6	302	17	30	0	OUTB	CORD	DVR
UNMATCHED :	6	302	16	45	0	OUTB	CORD	DXC
UNMATCHED :	1	101	17	15	0	INB	CORD	DYA
UNMATCHED :	6	302	17	5	0	OUTB	CORD	DZB
UNMATCHED :	19	1001	16	45	0	INB	CORD	DZF
UNMATCHED :	23	1201	16	50	0	2-WY	SCLN	DZF
UNMATCHED :	17	901	17	30	0	INB	CORD	E2T
UNMATCHED :	30	1502	17	30	0	2-WY	SCLN	EAM
UNMATCHED :	12	602	17	40	0	OUTB	CORD	EAR
UNMATCHED :	30	1502	17	15	0	2-WY	SCLN	EAS
UNMATCHED :	8	402	16	45	0	OUTB	CORD	EG9
UNMATCHED :	30	1502	16	50	0	2-WY	SCLN	EG9
UNMATCHED :	30	1502	17	25	0	2-WY	SCLN	EG9
UNMATCHED :	8	402	16	50	0	OUTB	CORD	EGP
UNMATCHED :	6	302	17	30	0	OUTB	CORD	EGS
UNMATCHED :	12	602	17	0	0	OUTB	CORD	EH7
UNMATCHED :	27	1401	17	30	0	2-WY	SCLN	EIT
UNMATCHED :	12	602	17	30	0	OUTB	CORD	EIT
UNMATCHED :	1	101	16	50	0	INB	CORD	EJV
UNMATCHED :	12	602	17	30	0	OUTB	CORD	EJY
UNMATCHED :	12	602	17	0	0	OUTB	CORD	EMK
UNMATCHED :	21	1101	16	45	0	INB	CORD	EMV
UNMATCHED :	15	801	17	10	0	INB	CORD	EN1
UNMATCHED :	6	302	17	0	0	OUTB	CORD	EN9
UNMATCHED :	21	1101	16	50	0	INB	CORD	ENG
UNMATCHED :	6	302	17	15	0	OUTB	CORD	ENS
UNMATCHED :	21	1101	17	30	0	INB	CORD	ENS
UNMATCHED :	6	302	17	35	0	OUTB	CORD	EO5

1PROGRAM - MVMACH PAGE 46

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER	REGISTRATION ETC
UNMATCHED :	6	302	17	0	0	OUTB	CORD	ET2	
UNMATCHED :	27	1401	16	45	0	2-WY	SCLN	ET3	
UNMATCHED :	12	602	16	45	0	OUTB	CORD	ET3	
UNMATCHED :	19	1001	17	30	0	INB	CORD	ET3	
UNMATCHED :	6	302	17	20	0	OUTB	CORD	ET5	
UNMATCHED :	6	302	17	40	0	OUTB	CORD	ET5	
UNMATCHED :	27	1401	17	40	0	2-WY	SCLN	ETH	
UNMATCHED :	30	1502	16	50	0	2-WY	SCLN	ETZ	
UNMATCHED :	6	302	16	55	0	OUTB	CORD	ETZ	
UNMATCHED :	6	302	17	0	0	OUTB	CORD	EUZ	
UNMATCHED :	12	602	16	45	0	OUTB	CORD	EWD	
UNMATCHED :	12	602	17	35	0	OUTB	CORD	EWD	
UNMATCHED :	4	202	16	45	0	OUTB	CORD	EWG	
UNMATCHED :	27	1401	17	10	0	2-WY	SCLN	EWG	
UNMATCHED :	8	402	17	15	0	OUTB	CORD	EWG	
UNMATCHED :	8	402	16	45	0	OUTB	CORD	EWK	
UNMATCHED :	10	502	16	55	0	OUTB	CORD	EWK	
UNMATCHED :	27	1401	17	0	0	2-WY	SCLN	EWK	
UNMATCHED :	8	402	17	0	0	OUTB	CORD	EWK	
UNMATCHED :	17	901	17	10	0	INB	CORD	EWK	
UNMATCHED :	27	1401	17	15	0	2-WY	SCLN	EWK	
UNMATCHED :	23	1201	17	30	0	2-WY	SCLN	EWK	
UNMATCHED :	25	1301	17	35	0	2-WY	SCLN	EWK	
UNMATCHED :	27	1401	17	0	0	2-WY	SCLN	EWT	
UNMATCHED :	27	1401	17	25	0	2-WY	SCLN	EWT	
UNMATCHED :	6	302	17	35	0	OUTB	CORD	EWU	
UNMATCHED :	30	1502	16	30	0	2-WY	SCLN	EWV	
UNMATCHED :	21	1101	16	45	0	INB	CORD	EWV	
UNMATCHED :	23	1201	16	45	0	2-WY	SCLN	EWV	
UNMATCHED :	25	1301	16	50	0	2-WY	SCLN	EWV	
UNMATCHED :	27	1401	17	20	0	2-WY	SCLN	EWV	
UNMATCHED :	1	101	17	10	0	INB	CORD	EXU	
UNMATCHED :	21	1101	17	15	0	INB	CORD	EYE	
UNMATCHED :	21	1101	16	50	0	INB	CORD	F1N	
UNMATCHED :	12	602	17	20	0	OUTB	CORD	F2D	
UNMATCHED :	27	1401	17	15	0	2-WY	SCLN	FAE	
UNMATCHED :	12	602	17	20	0	OUTB	CORD	FAE	
UNMATCHED :	23	1201	17	40	0	2-WY	SCLN	FAE	
UNMATCHED :	21	1101	17	35	0	INB	CORD	FAL	
UNMATCHED :	17	901	16	45	0	INB	CORD	FAN	
UNMATCHED :	12	602	17	30	0	OUTB	CORD	FAN	
UNMATCHED :	27	1401	17	40	0	2-WY	SCLN	FAR	
UNMATCHED :	12	602	17	40	0	OUTB	CORD	FAR	
UNMATCHED :	27	1401	16	55	0	2-WY	SCLN	FAV	
UNMATCHED :	25	1301	17	20	0	2-WY	SCLN	FC9	

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER	REGISTRATION ETC
UNMATCHED :	27	1401	17	25	0	2-WY	SCLN	FD2	
UNMATCHED :	15	801	16	55	0	INB	CORD	FDB	
UNMATCHED :	6	302	16	45	0	OUTB	CORD	FDD	
UNMATCHED :	6	302	17	25	0	OUTB	CORD	FDD	
UNMATCHED :	27	1401	17	5	0	2-WY	SCLN	FDE	
UNMATCHED :	10	502	16	45	0	OUTB	CORD	FDH	
UNMATCHED :	25	1301	16	50	0	2-WY	SCLN	FDM	
UNMATCHED :	27	1401	16	55	0	2-WY	SCLN	FDM	
UNMATCHED :	23	1201	17	5	0	2-WY	SCLN	FDN	

UNMATCHED :	25	1301	17	10	0	2-WY	SCLN	FDN
UNMATCHED :	27	1401	17	25	0	2-WY	SCLN	FDN
UNMATCHED :	6	302	17	15	0	OUTB	CORD	FDS
UNMATCHED :	30	1502	18	0	0	2-WY	SCLN	FDS
UNMATCHED :	19	1001	17	0	0	INB	CORD	FDT
UNMATCHED :	12	602	17	30	0	OUTB	CORD	FDT
UNMATCHED :	10	502	17	15	0	OUTB	CORD	FDU
UNMATCHED :	1	101	17	30	0	INB	CORD	FDU
UNMATCHED :	6	302	17	30	0	OUTB	CORD	FDW
UNMATCHED :	15	801	17	25	0	INB	CORD	FFH
UNMATCHED :	15	801	16	50	0	INB	CORD	FGD
UNMATCHED :	12	602	17	30	0	OUTB	CORD	FGE
UNMATCHED :	25	1301	17	5	0	2-WY	SCLN	FGF
UNMATCHED :	25	1301	16	55	0	2-WY	SCLN	FGH
UNMATCHED :	27	1401	16	45	0	2-WY	SCLN	FGL
UNMATCHED :	12	602	16	50	0	OUTB	CORD	FGL
UNMATCHED :	23	1201	16	45	0	2-WY	SCLN	FGM
UNMATCHED :	21	1101	16	50	0	INB	CORD	FGM
UNMATCHED :	4	202	17	30	0	OUTB	CORD	FGM
UNMATCHED :	25	1301	17	0	0	2-WY	SCLN	FGU
UNMATCHED :	27	1401	17	30	0	2-WY	SCLN	FGU
UNMATCHED :	1	101	17	5	0	INB	CORD	FGW
UNMATCHED :	15	801	17	0	0	INB	CORD	FHA
UNMATCHED :	13	701	17	25	0	INB	CORD	FHA
UNMATCHED :	4	202	17	40	0	OUTB	CORD	FHB
UNMATCHED :	27	1401	16	50	0	2-WY	SCLN	FHL
UNMATCHED :	15	801	17	10	0	INB	CORD	FHM
UNMATCHED :	30	1502	17	10	0	2-WY	SCLN	FHM
UNMATCHED :	21	1101	17	20	0	INB	CORD	FHM
UNMATCHED :	4	202	17	10	0	OUTB	CORD	FHN
UNMATCHED :	1	101	16	45	0	INB	CORD	FHS
UNMATCHED :	17	901	16	55	0	INB	CORD	FHS
UNMATCHED :	4	202	17	25	0	OUTB	CORD	FHS
UNMATCHED :	1	101	17	0	0	INB	CORD	FHU
UNMATCHED :	25	1301	17	0	0	2-WY	SCLN	FHU
UNMATCHED :	23	1201	16	45	0	2-WY	SCLN	FJB

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	21	1101	16	50	0	INB	CORD	FJB
UNMATCHED :	1	101	17	40	0	INB	CORD	FJC
UNMATCHED :	4	202	17	20	0	OUTB	CORD	FJD
UNMATCHED :	6	302	17	25	0	OUTB	CORD	FJD
UNMATCHED :	1	101	17	10	0	INB	CORD	FJF
UNMATCHED :	1	101	17	15	0	INB	CORD	FJF
UNMATCHED :	25	1301	17	20	0	2-WY	SCLN	FJF
UNMATCHED :	1	101	17	40	0	INB	CORD	FJF
UNMATCHED :	25	1301	17	20	0	2-WY	SCLN	FJG
UNMATCHED :	27	1401	17	25	0	2-WY	SCLN	FJG
UNMATCHED :	12	602	17	25	0	OUTB	CORD	FJG
UNMATCHED :	4	202	16	45	0	OUTB	CORD	FJH
UNMATCHED :	19	1001	17	30	0	INB	CORD	FJL
UNMATCHED :	1	101	17	0	0	INB	CORD	FJM
UNMATCHED :	30	1502	18	10	0	2-WY	SCLN	FJN
UNMATCHED :	25	1301	16	50	0	2-WY	SCLN	FJP
UNMATCHED :	8	402	16	45	0	OUTB	CORD	FJR
UNMATCHED :	25	1301	17	10	0	2-WY	SCLN	FJS
UNMATCHED :	15	801	17	15	0	INB	CORD	FJS
UNMATCHED :	27	1401	17	40	0	2-WY	SCLN	FJS
UNMATCHED :	30	1502	16	45	0	2-WY	SCLN	FJU

UNMATCHED :	4	202	16	45	0	OUTB	CORD	FJU
UNMATCHED :	30	1502	18	10	0	2-WY	SCLN	FJU
UNMATCHED :	6	302	17	5	0	OUTB	CORD	FJW
UNMATCHED :	1	101	17	15	0	INB	CORD	FKA
UNMATCHED :	1	101	17	40	0	INB	CORD	FLM
UNMATCHED :	12	602	17	40	0	OUTB	CORD	FLY
UNMATCHED :	21	1101	17	5	0	INB	CORD	FMA
UNMATCHED :	15	801	16	55	0	INB	CORD	FOR
UNMATCHED :	1	101	17	10	0	INB	CORD	FPM
UNMATCHED :	21	1101	16	50	0	INB	CORD	FSR
UNMATCHED :	12	602	17	40	0	OUTB	CORD	FTU
UNMATCHED :	8	402	17	30	0	OUTB	CORD	FVV
UNMATCHED :	1	101	17	15	0	INB	CORD	FWH
UNMATCHED :	6	302	17	20	0	OUTB	CORD	FWY
UNMATCHED :	4	202	17	5	0	OUTB	CORD	FXB
UNMATCHED :	6	302	17	15	0	OUTB	CORD	FXE
UNMATCHED :	10	502	17	35	0	OUTB	CORD	FXE
UNMATCHED :	25	1301	16	55	0	2-WY	SCLN	FXF
UNMATCHED :	6	302	17	35	0	OUTB	CORD	FXF
UNMATCHED :	27	1401	17	25	0	2-WY	SCLN	FXL
UNMATCHED :	4	202	17	25	0	OUTB	CORD	FXP
UNMATCHED :	23	1201	16	45	0	2-WY	SCLN	FXR
UNMATCHED :	25	1301	16	50	0	2-WY	SCLN	FXR
UNMATCHED :	27	1401	16	50	0	2-WY	SCLN	FXR

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	30	1502	17	40	0	2-WY	SCLN	FXS
UNMATCHED :	15	801	17	25	0	INB	CORD	FXU
UNMATCHED :	27	1401	16	50	0	2-WY	SCLN	FXX
UNMATCHED :	12	602	16	50	0	OUTB	CORD	FXX
UNMATCHED :	6	302	17	10	0	OUTB	CORD	FXX
UNMATCHED :	19	1001	17	0	0	INB	CORD	FYD
UNMATCHED :	6	302	17	35	0	OUTB	CORD	FYF
UNMATCHED :	19	1001	16	45	0	INB	CORD	FYK
UNMATCHED :	6	302	17	15	0	OUTB	CORD	FYU
UNMATCHED :	6	302	17	30	0	OUTB	CORD	FYU
UNMATCHED :	1	101	17	35	0	INB	CORD	FYU
UNMATCHED :	21	1101	16	50	0	INB	CORD	FYW
UNMATCHED :	6	302	16	45	0	OUTB	CORD	FYX
UNMATCHED :	4	202	17	0	0	OUTB	CORD	FYX
UNMATCHED :	21	1101	16	50	0	INB	CORD	FZB
UNMATCHED :	21	1101	16	55	0	INB	CORD	FZC
UNMATCHED :	19	1001	17	0	0	INB	CORD	FZD
UNMATCHED :	10	502	17	25	0	OUTB	CORD	FZF
UNMATCHED :	6	302	17	15	0	OUTB	CORD	FZG
UNMATCHED :	21	1101	16	45	0	INB	CORD	FZN
UNMATCHED :	17	901	17	0	0	INB	CORD	FZN
UNMATCHED :	21	1101	17	5	0	INB	CORD	FZN
UNMATCHED :	6	302	17	25	0	OUTB	CORD	FZN
UNMATCHED :	6	302	16	50	0	OUTB	CORD	FZT
UNMATCHED :	4	202	17	35	0	OUTB	CORD	FZV
UNMATCHED :	30	1502	17	40	0	2-WY	SCLN	FZW
UNMATCHED :	27	1401	17	10	0	2-WY	SCLN	FZX
UNMATCHED :	13	701	16	45	0	INB	CORD	G25
UNMATCHED :	10	502	17	25	0	OUTB	CORD	G29
UNMATCHED :	10	502	17	15	0	OUTB	CORD	G2B
UNMATCHED :	6	302	16	45	0	OUTB	CORD	G57
UNMATCHED :	27	1401	17	0	0	2-WY	SCLN	GAP
UNMATCHED :	6	302	17	30	0	OUTB	CORD	GB2

UNMATCHED :	6	302	16	55	0	OUTB	CORD	GBC
UNMATCHED :	4	202	17	25	0	OUTB	CORD	GBK
UNMATCHED :	1	101	17	35	0	INB	CORD	GBK
UNMATCHED :	10	502	17	15	0	OUTB	CORD	GBM
UNMATCHED :	23	1201	17	25	0	2-WY	SCLN	GBM
UNMATCHED :	15	801	17	0	0	INB	CORD	GBN
UNMATCHED :	25	1301	17	30	0	2-WY	SCLN	GBN
UNMATCHED :	30	1502	16	50	0	2-WY	SCLN	GBP
UNMATCHED :	4	202	17	0	0	OUTB	CORD	GBP
UNMATCHED :	25	1301	17	35	0	2-WY	SCLN	GBR
UNMATCHED :	25	1301	16	50	0	2-WY	SCLN	GBY
UNMATCHED :	12	602	17	25	0	OUTB	CORD	GBY

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	4	202	17	15	0	OUTB	CORD	GCS
UNMATCHED :	23	1201	17	25	0	2-WY	SCLN	GCS
UNMATCHED :	25	1301	17	25	0	2-WY	SCLN	GCS
UNMATCHED :	27	1401	17	0	0	2-WY	SCLN	GCW
UNMATCHED :	1	101	17	5	0	INB	CORD	GCW
UNMATCHED :	6	302	17	20	0	OUTB	CORD	GD7
UNMATCHED :	15	801	16	50	0	INB	CORD	GDP
UNMATCHED :	27	1401	17	25	0	2-WY	SCLN	GE5
UNMATCHED :	12	602	17	30	0	OUTB	CORD	GE5
UNMATCHED :	4	202	17	25	0	OUTB	CORD	GE6
UNMATCHED :	30	1502	17	45	0	2-WY	SCLN	GE7
UNMATCHED :	30	1502	16	25	0	2-WY	SCLN	GE9
UNMATCHED :	30	1502	16	50	0	2-WY	SCLN	GEB
UNMATCHED :	10	502	17	15	0	OUTB	CORD	GEK
UNMATCHED :	12	602	17	15	0	OUTB	CORD	GEL
UNMATCHED :	1	101	17	40	0	INB	CORD	GEL
UNMATCHED :	12	602	16	45	0	OUTB	CORD	GFV
UNMATCHED :	1	101	16	50	0	INB	CORD	GFV
UNMATCHED :	1	101	17	35	0	INB	CORD	GFW
UNMATCHED :	27	1401	17	40	0	2-WY	SCLN	GFW
UNMATCHED :	25	1301	17	40	0	2-WY	SCLN	GFW
UNMATCHED :	1	101	16	50	0	INB	CORD	GFX
UNMATCHED :	6	302	17	5	0	OUTB	CORD	GFX
UNMATCHED :	6	302	16	50	0	OUTB	CORD	GGP
UNMATCHED :	21	1101	17	30	0	INB	CORD	GHP
UNMATCHED :	27	1401	17	10	0	2-WY	SCLN	GHR
UNMATCHED :	12	602	17	20	0	OUTB	CORD	GHR
UNMATCHED :	25	1301	17	15	0	2-WY	SCLN	GHT
UNMATCHED :	1	101	17	15	0	INB	CORD	GHW
UNMATCHED :	12	602	16	45	0	OUTB	CORD	GJA
UNMATCHED :	1	101	17	0	0	INB	CORD	GJA
UNMATCHED :	25	1301	16	45	0	2-WY	SCLN	GJX
UNMATCHED :	27	1401	16	45	0	2-WY	SCLN	GJX
UNMATCHED :	10	502	16	45	0	OUTB	CORD	GJX
UNMATCHED :	30	1502	16	10	0	2-WY	SCLN	GJY
UNMATCHED :	27	1401	17	30	0	2-WY	SCLN	GKB
UNMATCHED :	19	1001	17	30	0	INB	CORD	GKD
UNMATCHED :	21	1101	17	40	0	INB	CORD	GKD
UNMATCHED :	21	1101	17	40	0	INB	CORD	GKE
UNMATCHED :	4	202	17	30	0	OUTB	CORD	GKJ
UNMATCHED :	13	701	17	35	0	INB	CORD	GLO
UNMATCHED :	6	302	17	20	0	OUTB	CORD	GLR
UNMATCHED :	1	101	16	55	0	INB	CORD	GLY
UNMATCHED :	1	101	17	15	0	INB	CORD	GMA
UNMATCHED :	21	1101	17	30	0	INB	CORD	GMA

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	T HR	I MIN	M SEC	E	STATION DIR	STATION TYPE	REGISTRATION NUMBER	ETC
UNMATCHED :	25	1301	17	30	0		2-WY	SCLN	GMA	
UNMATCHED :	6	302	16	50	0		OUTB	CORD	GMB	
UNMATCHED :	1	101	16	55	0		INB	CORD	GMB	
UNMATCHED :	25	1301	17	0	0		2-WY	SCLN	GMB	
UNMATCHED :	10	502	17	30	0		OUTB	CORD	GMB	
UNMATCHED :	6	302	16	55	0		OUTB	CORD	GMD	
UNMATCHED :	15	801	17	35	0		INB	CORD	GMD	
UNMATCHED :	19	1001	16	45	0		INB	CORD	GME	
UNMATCHED :	6	302	17	30	0		OUTB	CORD	GME	
UNMATCHED :	6	302	17	30	0		OUTB	CORD	GME	
UNMATCHED :	1	101	17	15	0		INB	CORD	GMF	
UNMATCHED :	25	1301	17	15	0		2-WY	SCLN	GMF	
UNMATCHED :	30	1502	16	45	0		2-WY	SCLN	GMG	
UNMATCHED :	6	302	16	45	0		OUTB	CORD	GMG	
UNMATCHED :	4	202	16	55	0		OUTB	CORD	GMG	
UNMATCHED :	25	1301	17	20	0		2-WY	SCLN	GMG	
UNMATCHED :	27	1401	17	25	0		2-WY	SCLN	GMG	
UNMATCHED :	4	202	17	5	0		OUTB	CORD	GMH	
UNMATCHED :	21	1101	16	50	0		INB	CORD	GMP	
UNMATCHED :	1	101	17	10	0		INB	CORD	GMT	
UNMATCHED :	25	1301	16	55	0		2-WY	SCLN	GNR	
UNMATCHED :	27	1401	17	25	0		2-WY	SCLN	GPM	
UNMATCHED :	1	101	17	25	0		INB	CORD	GPX	
UNMATCHED :	25	1301	17	25	0		2-WY	SCLN	GPX	
UNMATCHED :	6	302	17	20	0		OUTB	CORD	GRN	
UNMATCHED :	12	602	16	50	0		OUTB	CORD	GRX	
UNMATCHED :	25	1301	17	35	0		2-WY	SCLN	GSH	
UNMATCHED :	27	1401	17	40	0		2-WY	SCLN	GSR	
UNMATCHED :	12	602	16	45	0		OUTB	CORD	GSU	
UNMATCHED :	25	1301	16	55	0		2-WY	SCLN	GSU	
UNMATCHED :	12	602	17	10	0		OUTB	CORD	GSU	
UNMATCHED :	30	1502	17	10	0		2-WY	SCLN	GSV	
UNMATCHED :	6	302	17	10	0		OUTB	CORD	GSV	
UNMATCHED :	21	1101	16	45	0		INB	CORD	GSY	
UNMATCHED :	12	602	17	35	0		OUTB	CORD	GSY	
UNMATCHED :	1	101	17	30	0		INB	CORD	GSZ	
UNMATCHED :	1	101	17	40	0		INB	CORD	GSZ	
UNMATCHED :	25	1301	17	40	0		2-WY	SCLN	GSZ	
UNMATCHED :	30	1502	18	10	0		2-WY	SCLN	GSZ	
UNMATCHED :	6	302	17	30	0		OUTB	CORD	GUF	
UNMATCHED :	21	1101	16	50	0		INB	CORD	GUN	
UNMATCHED :	30	1502	17	20	0		2-WY	SCLN	GUN	
UNMATCHED :	15	801	16	45	0		INB	CORD	GUR	
UNMATCHED :	30	1502	16	45	0		2-WY	SCLN	GUR	
UNMATCHED :	10	502	17	5	0		OUTB	CORD	GUR	

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	T HR	I MIN	M SEC	E	STATION DIR	STATION TYPE	REGISTRATION NUMBER	ETC
UNMATCHED :	23	1201	16	50	0		2-WY	SCLN	GUS	
UNMATCHED :	21	1101	16	55	0		INB	CORD	GUS	
UNMATCHED :	12	602	17	15	0		OUTB	CORD	GUS	

UNMATCHED :	13	701	17	20	0	INB	CORD	GUS
UNMATCHED :	12	602	17	25	0	OUTB	CORD	GUS
UNMATCHED :	6	302	17	25	0	OUTB	CORD	GUS
UNMATCHED :	15	801	17	35	0	INB	CORD	GUS
UNMATCHED :	30	1502	17	40	0	2-WY	SCLN	GUS
UNMATCHED :	30	1502	18	0	0	2-WY	SCLN	GUS
UNMATCHED :	4	202	17	35	0	OUTB	CORD	GUT
UNMATCHED :	6	302	16	55	0	OUTB	CORD	GUU
UNMATCHED :	1	101	16	45	0	INB	CORD	GUX
UNMATCHED :	27	1401	16	50	0	2-WY	SCLN	GUX
UNMATCHED :	25	1301	16	45	0	2-WY	SCLN	GUY
UNMATCHED :	27	1401	16	50	0	2-WY	SCLN	GUY
UNMATCHED :	12	602	16	50	0	OUTB	CORD	GUY
UNMATCHED :	4	202	17	0	0	OUTB	CORD	GUY
UNMATCHED :	4	202	17	25	0	OUTB	CORD	GUY
UNMATCHED :	25	1301	17	30	0	2-WY	SCLN	GUY
UNMATCHED :	13	701	17	35	0	INB	CORD	GUY
UNMATCHED :	1	101	16	50	0	INB	CORD	GVC
UNMATCHED :	1	101	17	40	0	INB	CORD	GVF
UNMATCHED :	1	101	17	5	0	INB	CORD	GVG
UNMATCHED :	1	101	17	5	0	INB	CORD	GVP
UNMATCHED :	12	602	17	35	0	OUTB	CORD	GVS
UNMATCHED :	1	101	17	5	0	INB	CORD	GVT
UNMATCHED :	25	1301	17	10	0	2-WY	SCLN	GVT
UNMATCHED :	1	101	17	0	0	INB	CORD	GVW
UNMATCHED :	21	1101	17	35	0	INB	CORD	GWE
UNMATCHED :	25	1301	16	45	0	2-WY	SCLN	GWF
UNMATCHED :	21	1101	17	15	0	INB	CORD	GWF
UNMATCHED :	6	302	16	50	0	OUTB	CORD	GX6
UNMATCHED :	23	1201	17	25	0	2-WY	SCLN	GX6
UNMATCHED :	25	1301	17	30	0	2-WY	SCLN	GX6
UNMATCHED :	1	101	17	15	0	INB	CORD	GXM
UNMATCHED :	27	1401	17	40	0	2-WY	SCLN	GXS
UNMATCHED :	21	1101	16	45	0	INB	CORD	GXT
UNMATCHED :	6	302	17	30	0	OUTB	CORD	GXW
UNMATCHED :	19	1001	17	30	0	INB	CORD	GYE
UNMATCHED :	23	1201	17	30	0	2-WY	SCLN	GYE
UNMATCHED :	1	101	17	15	0	INB	CORD	GYI
UNMATCHED :	30	1502	16	15	0	2-WY	SCLN	GYJ
UNMATCHED :	15	801	17	0	0	INB	CORD	GYL
UNMATCHED :	27	1401	17	5	0	2-WY	SCLN	GYM
UNMATCHED :	12	602	17	25	0	OUTB	CORD	GYM

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	12	602	16	50	0	OUTB	CORD	GYN
UNMATCHED :	1	101	16	55	0	INB	CORD	GYN
UNMATCHED :	23	1201	17	25	0	2-WY	SCLN	GYN
UNMATCHED :	4	202	17	40	0	OUTB	CORD	GYN
UNMATCHED :	1	101	16	50	0	INB	CORD	GYR
UNMATCHED :	4	202	17	25	0	OUTB	CORD	GYR
UNMATCHED :	1	101	17	15	0	INB	CORD	GYS
UNMATCHED :	23	1201	17	20	0	2-WY	SCLN	GYS
UNMATCHED :	21	1101	17	25	0	INB	CORD	GYS
UNMATCHED :	25	1301	17	25	0	2-WY	SCLN	GYS
UNMATCHED :	27	1401	17	35	0	2-WY	SCLN	GYS
UNMATCHED :	27	1401	17	15	0	2-WY	SCLN	GYT
UNMATCHED :	12	602	17	15	0	OUTB	CORD	GYT
UNMATCHED :	12	602	17	15	0	OUTB	CORD	GYT
UNMATCHED :	12	602	17	5	0	OUTB	CORD	GYW

UNMATCHED :	25	1301	17	10	0	2-WY	SCLN	GYW
UNMATCHED :	27	1401	16	50	0	2-WY	SCLN	GYX
UNMATCHED :	12	602	17	10	0	OUTB	CORD	GYY
UNMATCHED :	30	1502	17	50	0	2-WY	SCLN	GYY
UNMATCHED :	1	101	17	35	0	INB	CORD	GZD
UNMATCHED :	6	302	17	30	0	OUTB	CORD	GZF
UNMATCHED :	27	1401	17	10	0	2-WY	SCLN	GZP
UNMATCHED :	21	1101	17	30	0	INB	CORD	H1R
UNMATCHED :	4	202	17	20	0	OUTB	CORD	H2F
UNMATCHED :	15	801	17	20	0	INB	CORD	H2K
UNMATCHED :	27	1401	17	0	0	2-WY	SCLN	H2O
UNMATCHED :	8	402	16	50	0	OUTB	CORD	H2T
UNMATCHED :	6	302	16	50	0	OUTB	CORD	HAP
UNMATCHED :	4	202	16	55	0	OUTB	CORD	HAP
UNMATCHED :	10	502	17	35	0	OUTB	CORD	HAP
UNMATCHED :	1	101	17	40	0	INB	CORD	HAW
UNMATCHED :	6	302	17	25	0	OUTB	CORD	HBP
UNMATCHED :	27	1401	17	30	0	2-WY	SCLN	HBW
UNMATCHED :	27	1401	17	25	0	2-WY	SCLN	HFZ
UNMATCHED :	6	302	17	15	0	OUTB	CORD	HH6
UNMATCHED :	6	302	16	50	0	OUTB	CORD	HHK
UNMATCHED :	1	101	17	30	0	INB	CORD	HHV
UNMATCHED :	23	1201	17	25	0	2-WY	SCLN	HIR
UNMATCHED :	6	302	17	30	0	OUTB	CORD	HJC
UNMATCHED :	6	302	17	10	0	OUTB	CORD	HJF
UNMATCHED :	6	302	17	15	0	OUTB	CORD	HJH
UNMATCHED :	1	101	17	0	0	INB	CORD	HJT
UNMATCHED :	25	1301	17	0	0	2-WY	SCLN	HJT
UNMATCHED :	6	302	16	45	0	OUTB	CORD	HJY
UNMATCHED :	13	701	17	20	0	INB	CORD	HL3

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	6	302	17	30	0	OUTB	CORD	HLH
UNMATCHED :	6	302	16	50	0	OUTB	CORD	HLJ
UNMATCHED :	4	202	17	20	0	OUTB	CORD	HLL
UNMATCHED :	6	302	17	0	0	OUTB	CORD	HLM
UNMATCHED :	15	801	17	35	0	INB	CORD	HLP
UNMATCHED :	30	1502	17	40	0	2-WY	SCLN	HLP
UNMATCHED :	6	302	17	35	0	OUTB	CORD	HLX
UNMATCHED :	27	1401	16	50	0	2-WY	SCLN	HMB
UNMATCHED :	19	1001	17	0	0	INB	CORD	HMC
UNMATCHED :	15	801	17	5	0	INB	CORD	HMM
UNMATCHED :	30	1502	16	35	0	2-WY	SCLN	HPU
UNMATCHED :	27	1401	17	15	0	2-WY	SCLN	HQL
UNMATCHED :	15	801	16	45	0	INB	CORD	HRA
UNMATCHED :	6	302	17	25	0	OUTB	CORD	HRE
UNMATCHED :	12	602	16	55	0	OUTB	CORD	HS2
UNMATCHED :	15	801	17	5	0	INB	CORD	HS2
UNMATCHED :	30	1502	16	35	0	2-WY	SCLN	HSB
UNMATCHED :	25	1301	16	50	0	2-WY	SCLN	HSC
UNMATCHED :	4	202	17	0	0	OUTB	CORD	HSC
UNMATCHED :	6	302	17	20	0	OUTB	CORD	HSC
UNMATCHED :	6	302	17	25	0	OUTB	CORD	HSC
UNMATCHED :	30	1502	17	20	0	2-WY	SCLN	HSD
UNMATCHED :	6	302	17	25	0	OUTB	CORD	HSD
UNMATCHED :	27	1401	17	30	0	2-WY	SCLN	HSD
UNMATCHED :	4	202	17	25	0	OUTB	CORD	HSE
UNMATCHED :	21	1101	16	50	0	INB	CORD	HSK
UNMATCHED :	23	1201	16	50	0	2-WY	SCLN	HSK

UNMATCHED :	25	1301	16	55	0	2-WY	SCLN	HSK
UNMATCHED :	27	1401	17	30	0	2-WY	SCLN	HST
UNMATCHED :	8	402	17	30	0	OUTB	CORD	HST
UNMATCHED :	30	1502	17	0	0	2-WY	SCLN	HSV
UNMATCHED :	6	302	17	0	0	OUTB	CORD	HSY
UNMATCHED :	23	1201	17	5	0	2-WY	SCLN	HSY
UNMATCHED :	6	302	17	25	0	OUTB	CORD	HSY
UNMATCHED :	6	302	17	15	0	OUTB	CORD	HSZ
UNMATCHED :	6	302	17	40	0	OUTB	CORD	HSZ
UNMATCHED :	4	202	16	50	0	OUTB	CORD	HTA
UNMATCHED :	27	1401	17	0	0	2-WY	SCLN	HTA
UNMATCHED :	23	1201	17	40	0	2-WY	SCLN	HTA
UNMATCHED :	27	1401	17	40	0	2-WY	SCLN	HTA
UNMATCHED :	10	502	17	40	0	OUTB	CORD	HTA
UNMATCHED :	12	602	17	30	0	OUTB	CORD	HTB
UNMATCHED :	12	602	17	40	0	OUTB	CORD	HTB
UNMATCHED :	27	1401	17	20	0	2-WY	SCLN	HTD
UNMATCHED :	1	101	17	30	0	INB	CORD	HTL

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	12	602	16	50	0	OUTB	CORD	HTM
UNMATCHED :	17	901	17	5	0	INB	CORD	HTM
UNMATCHED :	27	1401	17	25	0	2-WY	SCLN	HTO
UNMATCHED :	27	1401	17	30	0	2-WY	SCLN	HTP
UNMATCHED :	4	202	16	55	0	OUTB	CORD	HTR
UNMATCHED :	25	1301	17	20	0	2-WY	SCLN	HTW
UNMATCHED :	4	202	17	40	0	OUTB	CORD	HTW
UNMATCHED :	25	1301	17	20	0	2-WY	SCLN	HTX
UNMATCHED :	27	1401	17	25	0	2-WY	SCLN	HTX
UNMATCHED :	4	202	16	45	0	OUTB	CORD	HTY
UNMATCHED :	1	101	17	20	0	INB	CORD	HTY
UNMATCHED :	30	1502	17	45	0	2-WY	SCLN	HTY
UNMATCHED :	21	1101	17	10	0	INB	CORD	HUA
UNMATCHED :	12	602	17	15	0	OUTB	CORD	HUE
UNMATCHED :	23	1201	17	35	0	2-WY	SCLN	HUJ
UNMATCHED :	27	1401	17	25	0	2-WY	SCLN	HUM
UNMATCHED :	12	602	17	25	0	OUTB	CORD	HUM
UNMATCHED :	17	901	17	35	0	INB	CORD	HUM
UNMATCHED :	15	801	16	55	0	INB	CORD	HUR
UNMATCHED :	30	1502	16	55	0	2-WY	SCLN	HUR
UNMATCHED :	19	1001	17	15	0	INB	CORD	HUT
UNMATCHED :	25	1301	17	0	0	2-WY	SCLN	HUU
UNMATCHED :	6	302	17	0	0	OUTB	CORD	HUU
UNMATCHED :	10	502	17	0	0	OUTB	CORD	HUU
UNMATCHED :	4	202	16	55	0	OUTB	CORD	HUV
UNMATCHED :	1	101	17	0	0	INB	CORD	HUV
UNMATCHED :	25	1301	17	30	0	2-WY	SCLN	HUV
UNMATCHED :	6	302	17	40	0	OUTB	CORD	HUV
UNMATCHED :	27	1401	17	20	0	2-WY	SCLN	HUX
UNMATCHED :	17	901	16	45	0	INB	CORD	HUY
UNMATCHED :	19	1001	16	45	0	INB	CORD	HUY
UNMATCHED :	4	202	17	0	0	OUTB	CORD	HUZ
UNMATCHED :	15	801	17	5	0	INB	CORD	HYC
UNMATCHED :	6	302	16	50	0	OUTB	CORD	HYG
UNMATCHED :	15	801	17	35	0	INB	CORD	HZD
UNMATCHED :	30	1502	17	20	0	2-WY	SCLN	HZK
UNMATCHED :	21	1101	17	35	0	INB	CORD	HZK
UNMATCHED :	23	1201	17	35	0	2-WY	SCLN	HZK
UNMATCHED :	30	1502	17	45	0	2-WY	SCLN	HZK

UNMATCHED :	6	302	17	25	0	OUTB	CORD	HZX
UNMATCHED :	27	1401	16	50	0	2-WY	SCLN	HZY
UNMATCHED :	6	302	16	55	0	OUTB	CORD	IAS
UNMATCHED :	6	302	17	40	0	OUTB	CORD	IAZ
UNMATCHED :	30	1502	16	55	0	2-WY	SCLN	IB2
UNMATCHED :	6	302	17	0	0	OUTB	CORD	IB2

.PROGRAM - MVMACH PAGE 56

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	6	302	17	5	0	OUTB	CORD	IB2
UNMATCHED :	6	302	17	10	0	OUTB	CORD	IB2
UNMATCHED :	6	302	17	15	0	OUTB	CORD	IB2
UNMATCHED :	21	1101	17	40	0	INB	CORD	IB2
UNMATCHED :	30	1502	18	10	0	2-WY	SCLN	IB2
UNMATCHED :	12	602	16	50	0	OUTB	CORD	ICG
UNMATCHED :	8	402	17	40	0	OUTB	CORD	ICH
UNMATCHED :	8	402	17	0	0	OUTB	CORD	ICJ
UNMATCHED :	27	1401	17	0	0	2-WY	SCLN	ICM
UNMATCHED :	1	101	17	15	0	INB	CORD	ICW
UNMATCHED :	19	1001	17	15	0	INB	CORD	ICZ
UNMATCHED :	30	1502	17	40	0	2-WY	SCLN	IJS
UNMATCHED :	6	302	17	5	0	OUTB	CORD	IMR
UNMATCHED :	1	101	17	25	0	INB	CORD	INC
UNMATCHED :	6	302	17	20	0	OUTB	CORD	IND
UNMATCHED :	4	202	17	5	0	OUTB	CORD	IRE
UNMATCHED :	25	1301	17	25	0	2-WY	SCLN	IRG
UNMATCHED :	6	302	17	0	0	OUTB	CORD	IRK
UNMATCHED :	4	202	16	55	0	OUTB	CORD	IRP
UNMATCHED :	1	101	17	30	0	INB	CORD	IRP
UNMATCHED :	25	1301	17	35	0	2-WY	SCLN	IRP
UNMATCHED :	25	1301	17	10	0	2-WY	SCLN	IRZ
UNMATCHED :	21	1101	17	30	0	INB	CORD	ISA
UNMATCHED :	30	1502	17	35	0	2-WY	SCLN	ISF
UNMATCHED :	6	302	17	35	0	OUTB	CORD	ISH
UNMATCHED :	4	202	17	0	0	OUTB	CORD	ISK
UNMATCHED :	1	101	17	25	0	INB	CORD	ISS
UNMATCHED :	25	1301	17	30	0	2-WY	SCLN	ISS
UNMATCHED :	27	1401	17	30	0	2-WY	SCLN	ISS
UNMATCHED :	30	1502	17	25	0	2-WY	SCLN	ISU
UNMATCHED :	6	302	17	5	0	OUTB	CORD	IUG
UNMATCHED :	25	1301	17	20	0	2-WY	SCLN	IUU
UNMATCHED :	12	602	17	40	0	OUTB	CORD	IUV
UNMATCHED :	30	1502	17	40	0	2-WY	SCLN	IUX
UNMATCHED :	4	202	16	55	0	OUTB	CORD	IUY
UNMATCHED :	12	602	17	0	0	OUTB	CORD	IUZ
UNMATCHED :	4	202	17	30	0	OUTB	CORD	IV2
UNMATCHED :	6	302	17	35	0	OUTB	CORD	IVJ
UNMATCHED :	23	1201	17	30	0	2-WY	SCLN	IVR
UNMATCHED :	21	1101	17	35	0	INB	CORD	IVR
UNMATCHED :	4	202	17	35	0	OUTB	CORD	IVZ
UNMATCHED :	12	602	17	20	0	OUTB	CORD	IXG
UNMATCHED :	30	1502	17	35	0	2-WY	SCLN	IXG
UNMATCHED :	6	302	17	35	0	OUTB	CORD	IXG
UNMATCHED :	27	1401	17	40	0	2-WY	SCLN	IXG

1PROGRAM - MVMACH PAGE 57

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER	ETC
UNMATCHED :	1	101	16	50	0	INB	CORD	IXH	
UNMATCHED :	6	302	17	25	0	OUTB	CORD	IXX	
UNMATCHED :	23	1201	17	30	0	2-WY	SCLN	IYP	
UNMATCHED :	25	1301	17	35	0	2-WY	SCLN	IYP	
UNMATCHED :	4	202	17	0	0	OUTB	CORD	IYR	
UNMATCHED :	6	302	17	15	0	OUTB	CORD	IYS	
UNMATCHED :	10	502	17	10	0	OUTB	CORD	IYW	
UNMATCHED :	6	302	17	20	0	OUTB	CORD	IYW	
UNMATCHED :	12	602	17	35	0	OUTB	CORD	IZB	
UNMATCHED :	6	302	17	30	0	OUTB	CORD	IZE	
UNMATCHED :	12	602	17	25	0	OUTB	CORD	IZG	
UNMATCHED :	1	101	16	55	0	INB	CORD	IZM	
UNMATCHED :	23	1201	17	10	0	2-WY	SCLN	IZU	
UNMATCHED :	25	1301	17	15	0	2-WY	SCLN	IZU	
UNMATCHED :	15	801	17	35	0	INB	CORD	J2F	
UNMATCHED :	13	701	17	10	0	INB	CORD	J2Y	
UNMATCHED :	25	1301	16	55	0	2-WY	SCLN	J4C	
UNMATCHED :	27	1401	16	50	0	2-WY	SCLN	J9J	
UNMATCHED :	6	302	17	15	0	OUTB	CORD	JAB	
UNMATCHED :	1	101	17	25	0	INB	CORD	JAB	
UNMATCHED :	1	101	17	15	0	INB	CORD	JAC	
UNMATCHED :	25	1301	17	20	0	2-WY	SCLN	JAC	
UNMATCHED :	27	1401	17	30	0	2-WY	SCLN	JAD	
UNMATCHED :	23	1201	17	35	0	2-WY	SCLN	JAD	
UNMATCHED :	12	602	17	35	0	OUTB	CORD	JAD	
UNMATCHED :	25	1301	17	40	0	2-WY	SCLN	JAD	
UNMATCHED :	27	1401	16	50	0	2-WY	SCLN	JAE	
UNMATCHED :	27	1401	16	55	0	2-WY	SCLN	JAE	
UNMATCHED :	12	602	17	0	0	OUTB	CORD	JAE	
UNMATCHED :	21	1101	16	45	0	INB	CORD	JAK	
UNMATCHED :	27	1401	17	0	0	2-WY	SCLN	JAK	
UNMATCHED :	1	101	17	15	0	INB	CORD	JAK	
UNMATCHED :	27	1401	17	20	0	2-WY	SCLN	JAK	
UNMATCHED :	30	1502	17	55	0	2-WY	SCLN	JAK	
UNMATCHED :	23	1201	16	55	0	2-WY	SCLN	JAL	
UNMATCHED :	19	1001	17	0	0	INB	CORD	JAL	
UNMATCHED :	25	1301	17	0	0	2-WY	SCLN	JAL	
UNMATCHED :	12	602	17	30	0	OUTB	CORD	JAL	
UNMATCHED :	27	1401	17	25	0	2-WY	SCLN	JAM	
UNMATCHED :	27	1401	17	35	0	2-WY	SCLN	JAM	
UNMATCHED :	12	602	16	50	0	OUTB	CORD	JAN	
UNMATCHED :	25	1301	17	10	0	2-WY	SCLN	JAN	
UNMATCHED :	27	1401	17	20	0	2-WY	SCLN	JAN	
UNMATCHED :	12	602	17	30	0	OUTB	CORD	JAN	
UNMATCHED :	27	1401	17	40	0	2-WY	SCLN	JAN	

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER	ETC
UNMATCHED :	6	302	16	45	0	OUTB	CORD	JAS	
UNMATCHED :	8	402	17	10	0	OUTB	CORD	JAS	
UNMATCHED :	30	1502	17	55	0	2-WY	SCLN	JAS	
UNMATCHED :	6	302	16	55	0	OUTB	CORD	JAU	
UNMATCHED :	1	101	17	15	0	INB	CORD	JAU	
UNMATCHED :	17	901	17	30	0	INB	CORD	JAV	
UNMATCHED :	30	1502	17	25	0	2-WY	SCLN	JAW	
UNMATCHED :	4	202	17	30	0	OUTB	CORD	JAW	
UNMATCHED :	1	101	16	45	0	INB	CORD	JAY	

UNMATCHED :	17	901	17	30	0	INB	CORD	JBC
UNMATCHED :	12	602	16	50	0	OUTB	CORD	JBD
UNMATCHED :	23	1201	17	20	0	2-WY	SCLN	JBE
UNMATCHED :	6	302	17	10	0	OUTB	CORD	JBF
UNMATCHED :	27	1401	17	5	0	2-WY	SCLN	JBL
UNMATCHED :	10	502	17	5	0	OUTB	CORD	JBL
UNMATCHED :	1	101	17	35	0	INB	CORD	JBL
UNMATCHED :	30	1502	17	35	0	2-WY	SCLN	JBL
UNMATCHED :	4	202	17	20	0	OUTB	CORD	JBM
UNMATCHED :	1	101	17	10	0	INB	CORD	JBN
UNMATCHED :	1	101	16	45	0	INB	CORD	JBP
UNMATCHED :	25	1301	16	45	0	2-WY	SCLN	JBP
UNMATCHED :	6	302	17	25	0	OUTB	CORD	JBP
UNMATCHED :	4	202	17	5	0	OUTB	CORD	JBR
UNMATCHED :	21	1101	17	20	0	INB	CORD	JBS
UNMATCHED :	6	302	16	50	0	OUTB	CORD	JBU
UNMATCHED :	30	1502	17	35	0	2-WY	SCLN	JBV
UNMATCHED :	4	202	17	35	0	OUTB	CORD	JBV
UNMATCHED :	8	402	17	5	0	OUTB	CORD	JBW
UNMATCHED :	6	302	16	50	0	OUTB	CORD	JBX
UNMATCHED :	1	101	17	20	0	INB	CORD	JBY
UNMATCHED :	15	801	17	25	0	INB	CORD	JBY
UNMATCHED :	6	302	17	25	0	OUTB	CORD	JBY
UNMATCHED :	30	1502	17	30	0	2-WY	SCLN	JBY
UNMATCHED :	6	302	17	30	0	OUTB	CORD	JBY
UNMATCHED :	6	302	17	40	0	OUTB	CORD	JBY
UNMATCHED :	27	1401	17	25	0	2-WY	SCLN	JBZ
UNMATCHED :	12	602	16	50	0	OUTB	CORD	JCK
UNMATCHED :	1	101	17	25	0	INB	CORD	JCR
UNMATCHED :	25	1301	17	25	0	2-WY	SCLN	JCR
UNMATCHED :	21	1101	17	30	0	INB	CORD	JCR
UNMATCHED :	23	1201	17	30	0	2-WY	SCLN	JCR
UNMATCHED :	25	1301	17	35	0	2-WY	SCLN	JCR
UNMATCHED :	1	101	17	20	0	INB	CORD	JCS
UNMATCHED :	25	1301	17	20	0	2-WY	SCLN	JCS
UNMATCHED :	21	1101	17	10	0	INB	CORD	JES

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	12	602	17	20	0	OUTB	CORD	JFC
UNMATCHED :	21	1101	17	15	0	INB	CORD	JFG
UNMATCHED :	23	1201	17	15	0	2-WY	SCLN	JFG
UNMATCHED :	6	302	17	15	0	OUTB	CORD	JFK
UNMATCHED :	8	402	17	40	0	OUTB	CORD	JFL
UNMATCHED :	1	101	17	20	0	INB	CORD	JGA
UNMATCHED :	23	1201	16	50	0	2-WY	SCLN	JGH
UNMATCHED :	6	302	17	5	0	OUTB	CORD	JGR
UNMATCHED :	1	101	17	15	0	INB	CORD	JGV
UNMATCHED :	6	302	17	35	0	OUTB	CORD	JHL
UNMATCHED :	1	101	16	50	0	INB	CORD	JHN
UNMATCHED :	27	1401	17	10	0	2-WY	SCLN	JHP
UNMATCHED :	19	1001	17	30	0	INB	CORD	JJB
UNMATCHED :	27	1401	17	5	0	2-WY	SCLN	JJD
UNMATCHED :	15	801	17	15	0	INB	CORD	JJF
UNMATCHED :	12	602	17	25	0	OUTB	CORD	JJP
UNMATCHED :	21	1101	16	45	0	INB	CORD	JK6
UNMATCHED :	19	1001	17	30	0	INB	CORD	JKB
UNMATCHED :	6	302	16	45	0	OUTB	CORD	JKD
UNMATCHED :	25	1301	16	50	0	2-WY	SCLN	JKF
UNMATCHED :	27	1401	16	55	0	2-WY	SCLN	JKF

UNMATCHED :	6	302	17	10	0	OUTB	CORD	JKF
UNMATCHED :	30	1502	16	15	0	2-WY	SCLN	JKJ
UNMATCHED :	15	801	17	25	0	INB	CORD	JKK
UNMATCHED :	27	1401	17	0	0	2-WY	SCLN	JKM
UNMATCHED :	12	602	17	0	0	OUTB	CORD	JKM
UNMATCHED :	30	1502	16	45	0	2-WY	SCLN	JKN
UNMATCHED :	4	202	16	50	0	OUTB	CORD	JKN
UNMATCHED :	27	1401	17	10	0	2-WY	SCLN	JKP
UNMATCHED :	12	602	17	10	0	OUTB	CORD	JKP
UNMATCHED :	6	302	16	55	0	OUTB	CORD	JKR
UNMATCHED :	27	1401	16	45	0	2-WY	SCLN	JLB
UNMATCHED :	23	1201	17	35	0	2-WY	SCLN	JMF
UNMATCHED :	19	1001	16	45	0	INB	CORD	JNG
UNMATCHED :	13	701	17	20	0	INB	CORD	JNJ
UNMATCHED :	30	1502	17	20	0	2-WY	SCLN	JNJ
UNMATCHED :	6	302	17	30	0	OUTB	CORD	JNK
UNMATCHED :	12	602	17	25	0	OUTB	CORD	JNL
UNMATCHED :	4	202	17	25	0	OUTB	CORD	JOB
UNMATCHED :	27	1401	16	45	0	2-WY	SCLN	JOE
UNMATCHED :	23	1201	17	0	0	2-WY	SCLN	JPA
UNMATCHED :	1	101	17	30	0	INB	CORD	JPA
UNMATCHED :	25	1301	17	30	0	2-WY	SCLN	JPA
UNMATCHED :	6	302	17	30	0	OUTB	CORD	JPC
UNMATCHED :	6	302	17	40	0	OUTB	CORD	JPC

1PROGRAM - MVMACH PAGE 60

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	21	1101	17	5	0	INB	CORD	JPD
UNMATCHED :	27	1401	17	20	0	2-WY	SCLN	JPE
UNMATCHED :	1	101	17	30	0	INB	CORD	JPF
UNMATCHED :	30	1502	16	50	0	2-WY	SCLN	JPG
UNMATCHED :	27	1401	17	40	0	2-WY	SCLN	JPG
UNMATCHED :	6	302	16	45	0	OUTB	CORD	JPH
UNMATCHED :	27	1401	16	50	0	2-WY	SCLN	JPH
UNMATCHED :	12	602	16	55	0	OUTB	CORD	JPH
UNMATCHED :	1	101	17	5	0	INB	CORD	JPJ
UNMATCHED :	25	1301	17	20	0	2-WY	SCLN	JPJ
UNMATCHED :	6	302	16	50	0	OUTB	CORD	JPK
UNMATCHED :	12	602	16	50	0	OUTB	CORD	JPL
UNMATCHED :	10	502	17	15	0	OUTB	CORD	JPM
UNMATCHED :	27	1401	17	30	0	2-WY	SCLN	JPM
UNMATCHED :	27	1401	17	15	0	2-WY	SCLN	JPR
UNMATCHED :	13	701	17	35	0	INB	CORD	JPR
UNMATCHED :	19	1001	17	0	0	INB	CORD	JPS
UNMATCHED :	6	302	17	25	0	OUTB	CORD	JPS
UNMATCHED :	30	1502	17	55	0	2-WY	SCLN	JPS
UNMATCHED :	6	302	16	50	0	OUTB	CORD	JPT
UNMATCHED :	27	1401	17	0	0	2-WY	SCLN	JPU
UNMATCHED :	15	801	17	25	0	INB	CORD	JPV
UNMATCHED :	30	1502	17	30	0	2-WY	SCLN	JPV
UNMATCHED :	17	901	16	50	0	INB	CORD	JPW
UNMATCHED :	27	1401	17	5	0	2-WY	SCLN	JPW
UNMATCHED :	8	402	17	5	0	OUTB	CORD	JPW
UNMATCHED :	6	302	17	5	0	OUTB	CORD	JPW
UNMATCHED :	12	602	17	15	0	OUTB	CORD	JPW
UNMATCHED :	6	302	17	20	0	OUTB	CORD	JPW
UNMATCHED :	6	302	16	50	0	OUTB	CORD	JPX
UNMATCHED :	27	1401	16	55	0	2-WY	SCLN	JPX
UNMATCHED :	12	602	17	0	0	OUTB	CORD	JPX
UNMATCHED :	15	801	17	35	0	INB	CORD	JPX

UNMATCHED :	1	101	17	40	0	INB	CORD	JPX
UNMATCHED :	27	1401	17	40	0	2-WY	SCLN	JPX
UNMATCHED :	30	1502	17	50	0	2-WY	SCLN	JPX
UNMATCHED :	27	1401	17	20	0	2-WY	SCLN	JPY
UNMATCHED :	27	1401	16	45	0	2-WY	SCLN	JRD
UNMATCHED :	13	701	17	20	0	INB	CORD	JRJ
UNMATCHED :	25	1301	17	5	0	2-WY	SCLN	JRK
UNMATCHED :	19	1001	17	0	0	INB	CORD	JRN
UNMATCHED :	12	602	17	5	0	OUTB	CORD	JRU
UNMATCHED :	21	1101	16	45	0	INB	CORD	JRV
UNMATCHED :	25	1301	16	45	0	2-WY	SCLN	JRV
UNMATCHED :	23	1201	16	55	0	2-WY	SCLN	JRV

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	25	1301	17	0	0	2-WY	SCLN	JRV
UNMATCHED :	8	402	17	0	0	OUTB	CORD	JRV
UNMATCHED :	6	302	17	30	0	OUTB	CORD	JRV
UNMATCHED :	23	1201	17	40	0	2-WY	SCLN	JRV
UNMATCHED :	6	302	17	0	0	OUTB	CORD	JRW
UNMATCHED :	12	602	17	10	0	OUTB	CORD	JRW
UNMATCHED :	15	801	17	25	0	INB	CORD	JRW
UNMATCHED :	23	1201	17	25	0	2-WY	SCLN	JRW
UNMATCHED :	25	1301	17	30	0	2-WY	SCLN	JRW
UNMATCHED :	1	101	17	35	0	INB	CORD	JRW
UNMATCHED :	10	502	17	40	0	OUTB	CORD	JRW
UNMATCHED :	27	1401	16	55	0	2-WY	SCLN	JRZ
UNMATCHED :	27	1401	17	15	0	2-WY	SCLN	JRZ
UNMATCHED :	12	602	17	15	0	OUTB	CORD	JRZ
UNMATCHED :	17	901	17	35	0	INB	CORD	JSA
UNMATCHED :	25	1301	16	55	0	2-WY	SCLN	JSE
UNMATCHED :	6	302	17	40	0	OUTB	CORD	JSF
UNMATCHED :	27	1401	16	45	0	2-WY	SCLN	JSH
UNMATCHED :	30	1502	17	40	0	2-WY	SCLN	JSH
UNMATCHED :	27	1401	17	10	0	2-WY	SCLN	JSL
UNMATCHED :	8	402	16	45	0	OUTB	CORD	JSM
UNMATCHED :	27	1401	17	0	0	2-WY	SCLN	JSM
UNMATCHED :	12	602	17	0	0	OUTB	CORD	JSM
UNMATCHED :	30	1502	16	45	0	2-WY	SCLN	JST
UNMATCHED :	4	202	16	50	0	OUTB	CORD	JST
UNMATCHED :	6	302	17	30	0	OUTB	CORD	JST
UNMATCHED :	27	1401	17	5	0	2-WY	SCLN	JSU
UNMATCHED :	12	602	17	15	0	OUTB	CORD	JSU
UNMATCHED :	30	1502	17	35	0	2-WY	SCLN	JSU
UNMATCHED :	30	1502	18	10	0	2-WY	SCLN	JSU
UNMATCHED :	25	1301	17	30	0	2-WY	SCLN	JSV
UNMATCHED :	30	1502	18	0	0	2-WY	SCLN	JSV
UNMATCHED :	1	101	16	50	0	INB	CORD	JSW
UNMATCHED :	25	1301	16	50	0	2-WY	SCLN	JSW
UNMATCHED :	27	1401	17	0	0	2-WY	SCLN	JSW
UNMATCHED :	6	302	17	15	0	OUTB	CORD	JSW
UNMATCHED :	27	1401	17	20	0	2-WY	SCLN	JSW
UNMATCHED :	12	602	17	25	0	OUTB	CORD	JSW
UNMATCHED :	1	101	17	35	0	INB	CORD	JSX
UNMATCHED :	25	1301	17	40	0	2-WY	SCLN	JSX
UNMATCHED :	25	1301	16	55	0	2-WY	SCLN	JSY
UNMATCHED :	21	1101	16	50	0	INB	CORD	JUB
UNMATCHED :	19	1001	17	0	0	INB	CORD	JUC
UNMATCHED :	27	1401	17	0	0	2-WY	SCLN	JUF
UNMATCHED :	12	602	17	0	0	OUTB	CORD	JUF

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER	ETC
UNMATCHED :	10	502	17	5	0	OUTB	CORD	JUF	
UNMATCHED :	27	1401	17	30	0	2-WY	SCLN	JUF	
UNMATCHED :	12	602	17	15	0	OUTB	CORD	JUK	
UNMATCHED :	4	202	17	5	0	OUTB	CORD	JUL	
UNMATCHED :	25	1301	17	5	0	2-WY	SCLN	JUM	
UNMATCHED :	21	1101	17	30	0	INB	CORD	JUM	
UNMATCHED :	23	1201	17	30	0	2-WY	SCLN	JUM	
UNMATCHED :	25	1301	17	35	0	2-WY	SCLN	JUM	
UNMATCHED :	25	1301	17	35	0	2-WY	SCLN	JUM	
UNMATCHED :	6	302	17	35	0	OUTB	CORD	JUR	
UNMATCHED :	6	302	17	0	0	OUTB	CORD	JUZ	
UNMATCHED :	25	1301	17	25	0	2-WY	SCLN	JVA	
UNMATCHED :	6	302	17	0	0	OUTB	CORD	JVH	
UNMATCHED :	6	302	16	50	0	OUTB	CORD	JXG	
UNMATCHED :	19	1001	16	45	0	INB	CORD	JYC	
UNMATCHED :	23	1201	16	50	0	2-WY	SCLN	JYC	
UNMATCHED :	6	302	17	0	0	OUTB	CORD	JYJ	
UNMATCHED :	23	1201	17	30	0	2-WY	SCLN	JYJ	
UNMATCHED :	6	302	17	30	0	OUTB	CORD	JYJ	
UNMATCHED :	25	1301	17	35	0	2-WY	SCLN	JYJ	
UNMATCHED :	30	1502	17	30	0	2-WY	SCLN	JYK	
UNMATCHED :	27	1401	17	30	0	2-WY	SCLN	JYV	
UNMATCHED :	6	302	17	20	0	OUTB	CORD	JYX	
UNMATCHED :	4	202	17	10	0	OUTB	CORD	JZB	
UNMATCHED :	27	1401	17	0	0	2-WY	SCLN	JZF	
UNMATCHED :	12	602	17	5	0	OUTB	CORD	JZF	
UNMATCHED :	30	1502	17	15	0	2-WY	SCLN	JZF	
UNMATCHED :	6	302	17	20	0	OUTB	CORD	JZF	
UNMATCHED :	10	502	17	35	0	OUTB	CORD	JZF	
UNMATCHED :	19	1001	16	45	0	INB	CORD	JZG	
UNMATCHED :	23	1201	17	20	0	2-WY	SCLN	JZJ	
UNMATCHED :	25	1301	17	25	0	2-WY	SCLN	JZJ	
UNMATCHED :	27	1401	17	25	0	2-WY	SCLN	JZJ	
UNMATCHED :	27	1401	17	15	0	2-WY	SCLN	JZK	
UNMATCHED :	23	1201	17	5	0	2-WY	SCLN	JZL	
UNMATCHED :	25	1301	17	10	0	2-WY	SCLN	JZL	
UNMATCHED :	4	202	17	10	0	OUTB	CORD	JZL	
UNMATCHED :	4	202	17	20	0	OUTB	CORD	JZP	
UNMATCHED :	21	1101	16	50	0	INB	CORD	JZR	
UNMATCHED :	15	801	17	0	0	INB	CORD	JZR	
UNMATCHED :	30	1502	17	0	0	2-WY	SCLN	JZR	
UNMATCHED :	6	302	17	0	0	OUTB	CORD	JZR	
UNMATCHED :	1	101	16	45	0	INB	CORD	JZS	
UNMATCHED :	25	1301	16	45	0	2-WY	SCLN	JZS	
UNMATCHED :	27	1401	17	35	0	2-WY	SCLN	JZS	

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER	ETC
UNMATCHED :	30	1502	17	45	0	2-WY	SCLN	JZS	
UNMATCHED :	15	801	17	35	0	INB	CORD	JZT	
UNMATCHED :	6	302	17	35	0	OUTB	CORD	JZU	

UNMATCHED :	1	101	17	15	0	INB	CORD	JZV
UNMATCHED :	6	302	17	5	0	OUTB	CORD	JZW
UNMATCHED :	23	1201	16	55	0	2-WY	SCLN	JZX
UNMATCHED :	21	1101	17	0	0	INB	CORD	JZX
UNMATCHED :	27	1401	17	5	0	2-WY	SCLN	JZX
UNMATCHED :	1	101	17	10	0	INB	CORD	JZX
UNMATCHED :	25	1301	17	10	0	2-WY	SCLN	JZX
UNMATCHED :	17	901	16	55	0	INB	CORD	JZY
UNMATCHED :	15	801	17	5	0	INB	CORD	JZY
UNMATCHED :	30	1502	17	5	0	2-WY	SCLN	JZY
UNMATCHED :	4	202	17	40	0	OUTB	CORD	KE4
UNMATCHED :	6	302	17	15	0	OUTB	CORD	KFA
UNMATCHED :	25	1301	16	45	0	2-WY	SCLN	KHI
UNMATCHED :	13	701	17	5	0	INB	CORD	KKY
UNMATCHED :	6	302	17	25	0	OUTB	CORD	KLJ
UNMATCHED :	1	101	16	45	0	INB	CORD	KLL
UNMATCHED :	25	1301	16	45	0	2-WY	SCLN	KLL
UNMATCHED :	6	302	16	45	0	OUTB	CORD	KLX
UNMATCHED :	6	302	16	55	0	OUTB	CORD	KMG
UNMATCHED :	27	1401	17	15	0	2-WY	SCLN	KRI
UNMATCHED :	19	1001	17	30	0	INB	CORD	KSN
UNMATCHED :	1	101	17	10	0	INB	CORD	KTJ
UNMATCHED :	12	602	16	50	0	OUTB	CORD	KTL
UNMATCHED :	12	602	17	25	0	OUTB	CORD	KTS
UNMATCHED :	17	901	17	0	0	INB	CORD	KYK
UNMATCHED :	6	302	17	5	0	OUTB	CORD	L1L
UNMATCHED :	12	602	17	35	0	OUTB	CORD	L1T
UNMATCHED :	12	602	17	20	0	OUTB	CORD	L2L
UNMATCHED :	6	302	16	50	0	OUTB	CORD	L9P
UNMATCHED :	10	502	17	25	0	OUTB	CORD	LAU
UNMATCHED :	21	1101	17	40	0	INB	CORD	LAV
UNMATCHED :	30	1502	17	20	0	2-WY	SCLN	LBD
UNMATCHED :	6	302	17	20	0	OUTB	CORD	LBD
UNMATCHED :	1	101	17	30	0	INB	CORD	LBG
UNMATCHED :	6	302	17	0	0	OUTB	CORD	LBH
UNMATCHED :	15	801	17	30	0	INB	CORD	LBJ
UNMATCHED :	6	302	17	5	0	OUTB	CORD	LBN
UNMATCHED :	12	602	17	10	0	OUTB	CORD	LBT
UNMATCHED :	8	402	17	5	0	OUTB	CORD	LBU
UNMATCHED :	6	302	17	5	0	OUTB	CORD	LCE
UNMATCHED :	23	1201	17	5	0	2-WY	SCLN	LCH
UNMATCHED :	25	1301	17	10	0	2-WY	SCLN	LCH

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	1	101	17	30	0	INB	CORD	LCW
UNMATCHED :	4	202	17	10	0	OUTB	CORD	LCX
UNMATCHED :	23	1201	17	35	0	2-WY	SCLN	LCY
UNMATCHED :	25	1301	17	25	0	2-WY	SCLN	LD2
UNMATCHED :	15	801	17	5	0	INB	CORD	LDC
UNMATCHED :	30	1502	16	15	0	2-WY	SCLN	LDD
UNMATCHED :	21	1101	17	30	0	INB	CORD	LDF
UNMATCHED :	1	101	17	10	0	INB	CORD	LDG
UNMATCHED :	27	1401	17	15	0	2-WY	SCLN	LDK
UNMATCHED :	6	302	17	35	0	OUTB	CORD	LDK
UNMATCHED :	25	1301	16	45	0	2-WY	SCLN	LDM
UNMATCHED :	1	101	17	10	0	INB	CORD	LDN
UNMATCHED :	4	202	17	15	0	OUTB	CORD	LDV
UNMATCHED :	1	101	16	55	0	INB	CORD	LDZ
UNMATCHED :	19	1001	17	0	0	INB	CORD	LET

UNMATCHED :	6	302	17	5	0	OUTB	CORD	LEV
UNMATCHED :	23	1201	17	35	0	2-WY	SCLN	LF5
UNMATCHED :	25	1301	16	50	0	2-WY	SCLN	LFB
UNMATCHED :	25	1301	17	10	0	2-WY	SCLN	LGK
UNMATCHED :	1	101	17	40	0	INB	CORD	LGK
UNMATCHED :	13	701	17	0	0	INB	CORD	LH8
UNMATCHED :	6	302	17	10	0	OUTB	CORD	LIE
UNMATCHED :	27	1401	17	5	0	2-WY	SCLN	LIS
UNMATCHED :	30	1502	16	40	0	2-WY	SCLN	LJ3
UNMATCHED :	6	302	17	30	0	OUTB	CORD	LJJ
UNMATCHED :	15	801	17	20	0	INB	CORD	LJP
UNMATCHED :	30	1502	17	25	0	2-WY	SCLN	LJP
UNMATCHED :	30	1502	17	45	0	2-WY	SCLN	LK1
UNMATCHED :	23	1201	16	55	0	2-WY	SCLN	LK9
UNMATCHED :	21	1101	17	0	0	INB	CORD	LK9
UNMATCHED :	25	1301	17	5	0	2-WY	SCLN	LK9
UNMATCHED :	15	801	17	10	0	INB	CORD	LKD
UNMATCHED :	30	1502	17	10	0	2-WY	SCLN	LKD
UNMATCHED :	30	1502	16	35	0	2-WY	SCLN	LKE
UNMATCHED :	1	101	17	10	0	INB	CORD	LKJ
UNMATCHED :	15	801	17	35	0	INB	CORD	LKK
UNMATCHED :	17	901	17	10	0	INB	CORD	LKN
UNMATCHED :	12	602	17	0	0	OUTB	CORD	LKV
UNMATCHED :	27	1401	16	55	0	2-WY	SCLN	LLA
UNMATCHED :	6	302	17	0	0	OUTB	CORD	LLB
UNMATCHED :	30	1502	17	40	0	2-WY	SCLN	LLH
UNMATCHED :	4	202	17	40	0	OUTB	CORD	LLH
UNMATCHED :	6	302	17	25	0	OUTB	CORD	LLP
UNMATCHED :	6	302	16	50	0	OUTB	CORD	LMG
UNMATCHED :	6	302	17	30	0	OUTB	CORD	LMK

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	25	1301	16	45	0	2-WY	SCLN	LMZ
UNMATCHED :	27	1401	17	15	0	2-WY	SCLN	LNJ
UNMATCHED :	4	202	17	0	0	OUTB	CORD	LNL
UNMATCHED :	6	302	16	45	0	OUTB	CORD	LNT
UNMATCHED :	4	202	17	35	0	OUTB	CORD	LOV
UNMATCHED :	15	801	17	30	0	INB	CORD	LPA
UNMATCHED :	30	1502	17	40	0	2-WY	SCLN	LPA
UNMATCHED :	6	302	17	35	0	OUTB	CORD	LPD
UNMATCHED :	27	1401	17	20	0	2-WY	SCLN	LPH
UNMATCHED :	21	1101	16	50	0	INB	CORD	LPK
UNMATCHED :	1	101	17	20	0	INB	CORD	LPK
UNMATCHED :	25	1301	17	25	0	2-WY	SCLN	LPK
UNMATCHED :	6	302	17	40	0	OUTB	CORD	LPK
UNMATCHED :	12	602	17	30	0	OUTB	CORD	LPN
UNMATCHED :	1	101	17	0	0	INB	CORD	LPX
UNMATCHED :	10	502	17	25	0	OUTB	CORD	LPX
UNMATCHED :	23	1201	17	25	0	2-WY	SCLN	LPY
UNMATCHED :	4	202	16	45	0	OUTB	CORD	LRA
UNMATCHED :	6	302	17	5	0	OUTB	CORD	LRA
UNMATCHED :	19	1001	17	15	0	INB	CORD	LRB
UNMATCHED :	1	101	17	0	0	INB	CORD	LRC
UNMATCHED :	1	101	17	40	0	INB	CORD	LRF
UNMATCHED :	4	202	17	0	0	OUTB	CORD	LRG
UNMATCHED :	6	302	17	20	0	OUTB	CORD	LRY
UNMATCHED :	25	1301	17	35	0	2-WY	SCLN	LRY
UNMATCHED :	27	1401	17	5	0	2-WY	SCLN	LRZ
UNMATCHED :	12	602	17	5	0	OUTB	CORD	LRZ

UNMATCHED :	13	701	16	45	0	INB	CORD	LSX
UNMATCHED :	1	101	16	50	0	INB	CORD	LSX
UNMATCHED :	12	602	16	50	0	OUTB	CORD	LSX
UNMATCHED :	6	302	16	55	0	OUTB	CORD	LSX
UNMATCHED :	25	1301	16	55	0	2-WY	SCLN	LSY
UNMATCHED :	1	101	17	15	0	INB	CORD	LSY
UNMATCHED :	25	1301	17	15	0	2-WY	SCLN	LSY
UNMATCHED :	30	1502	17	45	0	2-WY	SCLN	LSY
UNMATCHED :	12	602	17	35	0	OUTB	CORD	LSZ
UNMATCHED :	13	701	16	45	0	INB	CORD	LT4
UNMATCHED :	1	101	16	45	0	INB	CORD	LTG
UNMATCHED :	6	302	17	20	0	OUTB	CORD	LTH
UNMATCHED :	17	901	16	50	0	INB	CORD	LTU
UNMATCHED :	1	101	17	25	0	INB	CORD	LTU
UNMATCHED :	30	1502	17	55	0	2-WY	SCLN	LTW
UNMATCHED :	6	302	17	15	0	OUTB	CORD	LU4
UNMATCHED :	6	302	17	15	0	OUTB	CORD	LUC
UNMATCHED :	27	1401	17	10	0	2-WY	SCLN	LUM

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	30	1502	16	15	0	2-WY	SCLN	LUP
UNMATCHED :	12	602	17	20	0	OUTB	CORD	LUR
UNMATCHED :	6	302	17	35	0	OUTB	CORD	LUV
UNMATCHED :	25	1301	16	50	0	2-WY	SCLN	LUX
UNMATCHED :	25	1301	17	10	0	2-WY	SCLN	LWS
UNMATCHED :	15	801	16	50	0	INB	CORD	LX9
UNMATCHED :	30	1502	16	50	0	2-WY	SCLN	LX9
UNMATCHED :	12	602	17	10	0	OUTB	CORD	LXB
UNMATCHED :	4	202	17	30	0	OUTB	CORD	LXM
UNMATCHED :	8	402	17	0	0	OUTB	CORD	LXU
UNMATCHED :	10	502	17	5	0	OUTB	CORD	LXU
UNMATCHED :	25	1301	17	35	0	2-WY	SCLN	LXW
UNMATCHED :	6	302	17	15	0	OUTB	CORD	LXZ
UNMATCHED :	6	302	17	10	0	OUTB	CORD	LYD
UNMATCHED :	1	101	17	5	0	INB	CORD	LZB
UNMATCHED :	6	302	16	45	0	OUTB	CORD	LZW
UNMATCHED :	1	101	17	10	0	INB	CORD	M3T
UNMATCHED :	6	302	17	25	0	OUTB	CORD	MA2
UNMATCHED :	6	302	17	35	0	OUTB	CORD	MA6
UNMATCHED :	17	901	17	25	0	INB	CORD	MA9
UNMATCHED :	30	1502	17	35	0	2-WY	SCLN	MA9
UNMATCHED :	1	101	16	55	0	INB	CORD	MAG
UNMATCHED :	25	1301	16	55	0	2-WY	SCLN	MAG
UNMATCHED :	1	101	17	40	0	INB	CORD	MAN
UNMATCHED :	25	1301	17	40	0	2-WY	SCLN	MAN
UNMATCHED :	27	1401	16	55	0	2-WY	SCLN	MAR
UNMATCHED :	25	1301	17	10	0	2-WY	SCLN	MAR
UNMATCHED :	1	101	17	5	0	INB	CORD	MDA
UNMATCHED :	19	1001	16	45	0	INB	CORD	MDR
UNMATCHED :	15	801	16	45	0	INB	CORD	ME3
UNMATCHED :	6	302	17	40	0	OUTB	CORD	MEN
UNMATCHED :	17	901	17	25	0	INB	CORD	MFK
UNMATCHED :	6	302	17	5	0	OUTB	CORD	MFL
UNMATCHED :	12	602	17	5	0	OUTB	CORD	MG8
UNMATCHED :	15	801	17	30	0	INB	CORD	MGA
UNMATCHED :	6	302	17	5	0	OUTB	CORD	MGF
UNMATCHED :	1	101	17	5	0	INB	CORD	MGH
UNMATCHED :	25	1301	17	10	0	2-WY	SCLN	MGH
UNMATCHED :	27	1401	17	5	0	2-WY	SCLN	MGK

UNMATCHED :	17	901	17	20	0	INB	CORD	MGK
UNMATCHED :	23	1201	17	10	0	2-WY	SCLN	MGM
UNMATCHED :	21	1101	17	15	0	INB	CORD	MGM
UNMATCHED :	4	202	17	5	0	OUTB	CORD	MGU
UNMATCHED :	6	302	17	5	0	OUTB	CORD	MGV
UNMATCHED :	12	602	17	5	0	OUTB	CORD	MGX

PROGRAM - MVMACH PAGE 67

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	23	1201	17	25	0	2-WY	SCLN	MGX
UNMATCHED :	6	302	16	50	0	OUTB	CORD	MGY
UNMATCHED :	30	1502	16	50	0	2-WY	SCLN	MGZ
UNMATCHED :	30	1502	17	30	0	2-WY	SCLN	MGZ
UNMATCHED :	6	302	17	30	0	OUTB	CORD	MGZ
UNMATCHED :	6	302	17	10	0	OUTB	CORD	MHD
UNMATCHED :	8	402	17	20	0	OUTB	CORD	MLU
UNMATCHED :	17	901	17	25	0	INB	CORD	MN6
UNMATCHED :	4	202	16	55	0	OUTB	CORD	MRH
UNMATCHED :	12	602	17	25	0	OUTB	CORD	MSD
UNMATCHED :	4	202	17	25	0	OUTB	CORD	MSG
UNMATCHED :	21	1101	17	20	0	INB	CORD	MSK
UNMATCHED :	23	1201	17	20	0	2-WY	SCLN	MSK
UNMATCHED :	1	101	17	5	0	INB	CORD	MSN
UNMATCHED :	25	1301	17	25	0	2-WY	SCLN	MSR
UNMATCHED :	6	302	16	50	0	OUTB	CORD	MUC
UNMATCHED :	6	302	17	25	0	OUTB	CORD	MUD
UNMATCHED :	12	602	17	40	0	OUTB	CORD	MUD
UNMATCHED :	12	602	17	20	0	OUTB	CORD	MUG
UNMATCHED :	8	402	17	35	0	OUTB	CORD	MUG
UNMATCHED :	27	1401	17	40	0	2-WY	SCLN	MUG
UNMATCHED :	27	1401	17	15	0	2-WY	SCLN	MV6
UNMATCHED :	1	101	17	0	0	INB	CORD	MWB
UNMATCHED :	15	801	17	5	0	INB	CORD	MXR
UNMATCHED :	25	1301	17	40	0	2-WY	SCLN	MYR
UNMATCHED :	23	1201	17	40	0	2-WY	SCLN	MYR
UNMATCHED :	1	101	16	55	0	INB	CORD	N22
UNMATCHED :	25	1301	17	30	0	2-WY	SCLN	N23
UNMATCHED :	4	202	17	20	0	OUTB	CORD	N26
UNMATCHED :	12	602	17	0	0	OUTB	CORD	NAC
UNMATCHED :	15	801	17	10	0	INB	CORD	NAC
UNMATCHED :	19	1001	17	30	0	INB	CORD	NAF
UNMATCHED :	1	101	17	35	0	INB	CORD	NAF
UNMATCHED :	25	1301	17	35	0	2-WY	SCLN	NAF
UNMATCHED :	1	101	17	10	0	INB	CORD	NAG
UNMATCHED :	25	1301	17	15	0	2-WY	SCLN	NAG
UNMATCHED :	27	1401	17	40	0	2-WY	SCLN	NAN
UNMATCHED :	4	202	17	0	0	OUTB	CORD	NAP
UNMATCHED :	19	1001	16	45	0	INB	CORD	NAZ
UNMATCHED :	6	302	17	5	0	OUTB	CORD	NB5
UNMATCHED :	1	101	16	45	0	INB	CORD	NBA
UNMATCHED :	30	1502	17	35	0	2-WY	SCLN	NBX
UNMATCHED :	6	302	17	15	0	OUTB	CORD	NCD
UNMATCHED :	27	1401	16	50	0	2-WY	SCLN	NDT
UNMATCHED :	8	402	16	50	0	OUTB	CORD	NDT

1PROGRAM - MVMACH PAGE 68

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER	REGISTRATION ETC
UNMATCHED :	27	1401	17	15	0	2-WY	SCLN	NDT	
UNMATCHED :	15	801	17	25	0	INB	CORD	NDT	
UNMATCHED :	30	1502	17	25	0	2-WY	SCLN	NDT	
UNMATCHED :	21	1101	16	45	0	INB	CORD	NDW	
UNMATCHED :	27	1401	16	50	0	2-WY	SCLN	NDW	
UNMATCHED :	12	602	17	15	0	OUTB	CORD	NDX	
UNMATCHED :	6	302	16	55	0	OUTB	CORD	NEC	
UNMATCHED :	21	1101	16	45	0	INB	CORD	NEG	
UNMATCHED :	6	302	17	15	0	OUTB	CORD	NEG	
UNMATCHED :	30	1502	16	50	0	2-WY	SCLN	NEK	
UNMATCHED :	23	1201	17	20	0	2-WY	SCLN	NEM	
UNMATCHED :	21	1101	17	25	0	INB	CORD	NEM	
UNMATCHED :	25	1301	17	25	0	2-WY	SCLN	NEM	
UNMATCHED :	27	1401	17	30	0	2-WY	SCLN	NEM	
UNMATCHED :	23	1201	17	25	0	2-WY	SCLN	NEP	
UNMATCHED :	25	1301	17	30	0	2-WY	SCLN	NEP	
UNMATCHED :	15	801	17	35	0	INB	CORD	NEP	
UNMATCHED :	15	801	16	50	0	INB	CORD	NER	
UNMATCHED :	1	101	16	50	0	INB	CORD	NER	
UNMATCHED :	1	101	17	20	0	INB	CORD	NER	
UNMATCHED :	25	1301	17	25	0	2-WY	SCLN	NER	
UNMATCHED :	6	302	17	30	0	OUTB	CORD	NET	
UNMATCHED :	17	901	17	5	0	INB	CORD	NEW	
UNMATCHED :	1	101	17	15	0	INB	CORD	NEW	
UNMATCHED :	27	1401	17	20	0	2-WY	SCLN	NEY	
UNMATCHED :	12	602	17	25	0	OUTB	CORD	NEY	
UNMATCHED :	1	101	17	35	0	INB	CORD	NEY	
UNMATCHED :	12	602	17	5	0	OUTB	CORD	NEZ	
UNMATCHED :	15	801	17	15	0	INB	CORD	NG9	
UNMATCHED :	12	602	17	5	0	OUTB	CORD	NGA	
UNMATCHED :	6	302	16	55	0	OUTB	CORD	NGN	
UNMATCHED :	6	302	17	20	0	OUTB	CORD	NHF	
UNMATCHED :	1	101	16	45	0	INB	CORD	NID	
UNMATCHED :	30	1502	18	10	0	2-WY	SCLN	NJC	
UNMATCHED :	6	302	17	15	0	OUTB	CORD	NJS	
UNMATCHED :	17	901	16	45	0	INB	CORD	NK4	
UNMATCHED :	6	302	17	15	0	OUTB	CORD	NKE	
UNMATCHED :	13	701	16	50	0	INB	CORD	NKJ	
UNMATCHED :	6	302	17	35	0	OUTB	CORD	NKJ	
UNMATCHED :	30	1502	17	35	0	2-WY	SCLN	NKK	
UNMATCHED :	17	901	17	30	0	INB	CORD	NKP	
UNMATCHED :	30	1502	17	40	0	2-WY	SCLN	NKP	
UNMATCHED :	8	402	16	55	0	OUTB	CORD	NKV	
UNMATCHED :	6	302	17	5	0	OUTB	CORD	NMA	
UNMATCHED :	15	801	17	5	0	INB	CORD	NMC	

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER	REGISTRATION ETC
UNMATCHED :	17	901	17	35	0	INB	CORD	NMC	
UNMATCHED :	25	1301	17	40	0	2-WY	SCLN	NMD	
UNMATCHED :	25	1301	17	5	0	2-WY	SCLN	NMK	
UNMATCHED :	23	1201	17	20	0	2-WY	SCLN	NMP	
UNMATCHED :	6	302	17	40	0	OUTB	CORD	NMP	
UNMATCHED :	23	1201	17	0	0	2-WY	SCLN	NMU	
UNMATCHED :	6	302	17	20	0	OUTB	CORD	NO7	
UNMATCHED :	30	1502	16	10	0	2-WY	SCLN	NP7	
UNMATCHED :	25	1301	16	45	0	2-WY	SCLN	NPF	

UNMATCHED :	30	1502	17	25	0	2-WY	SCLN	NPX
UNMATCHED :	12	602	16	50	0	OUTB	CORD	NR3
UNMATCHED :	12	602	17	35	0	OUTB	CORD	NRT
UNMATCHED :	1	101	17	5	0	INB	CORD	NRU
UNMATCHED :	21	1101	17	10	0	INB	CORD	NRW
UNMATCHED :	23	1201	17	10	0	2-WY	SCLN	NRW
UNMATCHED :	21	1101	17	15	0	INB	CORD	NRW
UNMATCHED :	25	1301	17	15	0	2-WY	SCLN	NRW
UNMATCHED :	23	1201	17	15	0	2-WY	SCLN	NRW
UNMATCHED :	15	801	16	45	0	INB	CORD	NRX
UNMATCHED :	23	1201	16	50	0	2-WY	SCLN	NRX
UNMATCHED :	25	1301	16	55	0	2-WY	SCLN	NRX
UNMATCHED :	27	1401	16	55	0	2-WY	SCLN	NRX
UNMATCHED :	30	1502	17	5	0	2-WY	SCLN	NRX
UNMATCHED :	4	202	17	5	0	OUTB	CORD	NRX
UNMATCHED :	23	1201	17	10	0	2-WY	SCLN	NRX
UNMATCHED :	25	1301	17	15	0	2-WY	SCLN	NRX
UNMATCHED :	27	1401	17	20	0	2-WY	SCLN	NRX
UNMATCHED :	12	602	17	20	0	OUTB	CORD	NRX
UNMATCHED :	23	1201	17	25	0	2-WY	SCLN	NRX
UNMATCHED :	4	202	17	25	0	OUTB	CORD	NRX
UNMATCHED :	27	1401	17	35	0	2-WY	SCLN	NRX
UNMATCHED :	25	1301	17	40	0	2-WY	SCLN	NRX
UNMATCHED :	27	1401	17	40	0	2-WY	SCLN	NRX
UNMATCHED :	12	602	17	40	0	OUTB	CORD	NRX
UNMATCHED :	15	801	17	15	0	INB	CORD	NRY
UNMATCHED :	6	302	17	20	0	OUTB	CORD	NRZ
UNMATCHED :	19	1001	17	0	0	INB	CORD	NS1
UNMATCHED :	27	1401	17	25	0	2-WY	SCLN	NSK
UNMATCHED :	4	202	17	25	0	OUTB	CORD	NSK
UNMATCHED :	4	202	17	10	0	OUTB	CORD	NSN
UNMATCHED :	6	302	16	55	0	OUTB	CORD	NSV
UNMATCHED :	6	302	17	10	0	OUTB	CORD	NT6
UNMATCHED :	1	101	17	30	0	INB	CORD	NT6
UNMATCHED :	12	602	17	25	0	OUTB	CORD	NT9
UNMATCHED :	27	1401	17	25	0	2-WY	SCLN	NTA

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	12	602	17	30	0	OUTB	CORD	NTA
UNMATCHED :	27	1401	17	25	0	2-WY	SCLN	NTB
UNMATCHED :	10	502	17	30	0	OUTB	CORD	NTD
UNMATCHED :	27	1401	17	25	0	2-WY	SCLN	NTG
UNMATCHED :	25	1301	17	25	0	2-WY	SCLN	NTG
UNMATCHED :	8	402	17	30	0	OUTB	CORD	NTG
UNMATCHED :	8	402	17	25	0	OUTB	CORD	NU7
UNMATCHED :	25	1301	17	0	0	2-WY	SCLN	NUP
UNMATCHED :	1	101	17	15	0	INB	CORD	NWA
UNMATCHED :	30	1502	17	40	0	2-WY	SCLN	NWC
UNMATCHED :	30	1502	17	20	0	2-WY	SCLN	NY3
UNMATCHED :	15	801	17	15	0	INB	CORD	NY4
UNMATCHED :	27	1401	16	45	0	2-WY	SCLN	NY5
UNMATCHED :	27	1401	17	35	0	2-WY	SCLN	NY7
UNMATCHED :	27	1401	17	30	0	2-WY	SCLN	NYA
UNMATCHED :	19	1001	16	45	0	INB	CORD	NYN
UNMATCHED :	6	302	16	55	0	OUTB	CORD	NZ2
UNMATCHED :	25	1301	17	0	0	2-WY	SCLN	NZ2
UNMATCHED :	27	1401	17	30	0	2-WY	SCLN	NZ2
UNMATCHED :	1	101	17	30	0	INB	CORD	NZ3
UNMATCHED :	25	1301	17	35	0	2-WY	SCLN	OB6

UNMATCHED :	1	101	17	15	0	INB	CORD	OBX
UNMATCHED :	27	1401	17	5	0	2-WY	SCLN	OHY
UNMATCHED :	6	302	16	45	0	OUTB	CORD	OLV
UNMATCHED :	15	801	16	45	0	INB	CORD	ONE
UNMATCHED :	17	901	16	45	0	INB	CORD	ONG
UNMATCHED :	30	1502	17	10	0	2-WY	SCLN	OUV
UNMATCHED :	25	1301	16	45	0	2-WY	SCLN	OVT
UNMATCHED :	23	1201	17	0	0	2-WY	SCLN	OYG
UNMATCHED :	27	1401	17	10	0	2-WY	SCLN	PAG
UNMATCHED :	4	202	16	50	0	OUTB	CORD	PC2
UNMATCHED :	6	302	16	50	0	OUTB	CORD	PC2
UNMATCHED :	21	1101	17	30	0	INB	CORD	PEB
UNMATCHED :	25	1301	17	30	0	2-WY	SCLN	PEB
UNMATCHED :	23	1201	17	30	0	2-WY	SCLN	PEB
UNMATCHED :	1	101	17	0	0	INB	CORD	PEW
UNMATCHED :	17	901	17	30	0	INB	CORD	PHE
UNMATCHED :	6	302	17	20	0	OUTB	CORD	PHG
UNMATCHED :	1	101	17	25	0	INB	CORD	PHG
UNMATCHED :	30	1502	17	35	0	2-WY	SCLN	PHH
UNMATCHED :	6	302	17	40	0	OUTB	CORD	PHH
UNMATCHED :	6	302	17	25	0	OUTB	CORD	PHN
UNMATCHED :	30	1502	16	40	0	2-WY	SCLN	PHR
UNMATCHED :	6	302	17	15	0	OUTB	CORD	PHY
UNMATCHED :	6	302	17	25	0	OUTB	CORD	PHZ

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	1	101	17	5	0	INB	CORD	PJE
UNMATCHED :	30	1502	16	30	0	2-WY	SCLN	PJH
UNMATCHED :	27	1401	16	55	0	2-WY	SCLN	PJV
UNMATCHED :	21	1101	17	30	0	INB	CORD	PJV
UNMATCHED :	23	1201	16	45	0	2-WY	SCLN	PJY
UNMATCHED :	4	202	16	45	0	OUTB	CORD	PJY
UNMATCHED :	17	901	17	35	0	INB	CORD	PM5
UNMATCHED :	6	302	17	15	0	OUTB	CORD	PNF
UNMATCHED :	21	1101	17	5	0	INB	CORD	PNR
UNMATCHED :	21	1101	16	55	0	INB	CORD	PNT
UNMATCHED :	23	1201	16	55	0	2-WY	SCLN	PNT
UNMATCHED :	27	1401	17	40	0	2-WY	SCLN	PPD
UNMATCHED :	6	302	17	10	0	OUTB	CORD	PPP
UNMATCHED :	30	1502	17	40	0	2-WY	SCLN	PPS
UNMATCHED :	6	302	17	40	0	OUTB	CORD	PPS
UNMATCHED :	8	402	17	40	0	OUTB	CORD	PPV
UNMATCHED :	1	101	17	20	0	INB	CORD	PRC
UNMATCHED :	17	901	16	55	0	INB	CORD	PRV
UNMATCHED :	30	1502	16	45	0	2-WY	SCLN	PRW
UNMATCHED :	30	1502	16	55	0	2-WY	SCLN	PRW
UNMATCHED :	6	302	16	55	0	OUTB	CORD	PRW
UNMATCHED :	27	1401	17	5	0	2-WY	SCLN	PTP
UNMATCHED :	25	1301	16	45	0	2-WY	SCLN	PTS
UNMATCHED :	30	1502	16	35	0	2-WY	SCLN	PTT
UNMATCHED :	6	302	17	5	0	OUTB	CORD	PTW
UNMATCHED :	21	1101	17	0	0	INB	CORD	PTX
UNMATCHED :	27	1401	17	40	0	2-WY	SCLN	PTY
UNMATCHED :	8	402	17	40	0	OUTB	CORD	PTY
UNMATCHED :	6	302	17	5	0	OUTB	CORD	PYN
UNMATCHED :	27	1401	16	55	0	2-WY	SCLN	QA3
UNMATCHED :	27	1401	17	25	0	2-WY	SCLN	QAE
UNMATCHED :	27	1401	17	30	0	2-WY	SCLN	QDA
UNMATCHED :	4	202	16	45	0	OUTB	CORD	QDT

UNMATCHED :	27	1401	17	20	0	2-WY	SCLN	QEL
UNMATCHED :	15	801	17	25	0	INB	CORD	QHS
UNMATCHED :	25	1301	17	25	0	2-WY	SCLN	QHY
UNMATCHED :	10	502	17	5	0	OUTB	CORD	QK2
UNMATCHED :	1	101	17	10	0	INB	CORD	QKE
UNMATCHED :	4	202	16	45	0	OUTB	CORD	QKK
UNMATCHED :	25	1301	17	10	0	2-WY	SCLN	QKS
UNMATCHED :	12	602	17	35	0	OUTB	CORD	QKU
UNMATCHED :	23	1201	17	25	0	2-WY	SCLN	QKX
UNMATCHED :	30	1502	18	0	0	2-WY	SCLN	QLY
UNMATCHED :	1	101	17	20	0	INB	CORD	QMC
UNMATCHED :	6	302	17	30	0	OUTB	CORD	QMV

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	1	101	16	45	0	INB	CORD	QNT
UNMATCHED :	25	1301	16	45	0	2-WY	SCLN	QNV
UNMATCHED :	13	701	17	20	0	INB	CORD	QPU
UNMATCHED :	30	1502	17	20	0	2-WY	SCLN	QPU
UNMATCHED :	21	1101	16	45	0	INB	CORD	QRV
UNMATCHED :	27	1401	16	45	0	2-WY	SCLN	QTF
UNMATCHED :	12	602	16	50	0	OUTB	CORD	QTF
UNMATCHED :	27	1401	16	45	0	2-WY	SCLN	QTM
UNMATCHED :	12	602	16	45	0	OUTB	CORD	QTM
UNMATCHED :	1	101	16	45	0	INB	CORD	QTX
UNMATCHED :	25	1301	16	45	0	2-WY	SCLN	QTX
UNMATCHED :	1	101	17	5	0	INB	CORD	QUL
UNMATCHED :	1	101	16	50	0	INB	CORD	QVC
UNMATCHED :	25	1301	17	20	0	2-WY	SCLN	QWL
UNMATCHED :	1	101	17	25	0	INB	CORD	QXN
UNMATCHED :	25	1301	17	25	0	2-WY	SCLN	QXN
UNMATCHED :	30	1502	16	50	0	2-WY	SCLN	QXW
UNMATCHED :	1	101	16	50	0	INB	CORD	QYB
UNMATCHED :	25	1301	16	50	0	2-WY	SCLN	QYB
UNMATCHED :	15	801	16	50	0	INB	CORD	QZA
UNMATCHED :	1	101	16	55	0	INB	CORD	QZV
UNMATCHED :	6	302	17	25	0	OUTB	CORD	R04
UNMATCHED :	4	202	17	15	0	OUTB	CORD	R1L
UNMATCHED :	27	1401	16	55	0	2-WY	SCLN	RAA
UNMATCHED :	6	302	17	35	0	OUTB	CORD	RAF
UNMATCHED :	4	202	17	30	0	OUTB	CORD	RAY
UNMATCHED :	1	101	17	35	0	INB	CORD	RCA
UNMATCHED :	10	502	17	40	0	OUTB	CORD	RCN
UNMATCHED :	10	502	17	0	0	OUTB	CORD	REA
UNMATCHED :	12	602	17	35	0	OUTB	CORD	REN
UNMATCHED :	1	101	17	40	0	INB	CORD	REZ
UNMATCHED :	12	602	17	15	0	OUTB	CORD	RFA
UNMATCHED :	30	1502	18	0	0	2-WY	SCLN	RFA
UNMATCHED :	4	202	16	55	0	OUTB	CORD	RFB
UNMATCHED :	12	602	17	35	0	OUTB	CORD	RFB
UNMATCHED :	12	602	17	35	0	OUTB	CORD	RFB
UNMATCHED :	27	1401	16	45	0	2-WY	SCLN	RFC
UNMATCHED :	12	602	16	50	0	OUTB	CORD	RFC
UNMATCHED :	1	101	16	50	0	INB	CORD	RFD
UNMATCHED :	15	801	16	50	0	INB	CORD	RFD
UNMATCHED :	4	202	16	55	0	OUTB	CORD	RFD
UNMATCHED :	27	1401	17	10	0	2-WY	SCLN	RFD
UNMATCHED :	6	302	17	10	0	OUTB	CORD	RFD
UNMATCHED :	27	1401	17	40	0	2-WY	SCLN	RFD
UNMATCHED :	12	602	16	50	0	OUTB	CORD	RFK

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER	REGISTRATION ETC
UNMATCHED :	13	701	17	20	0	INB	CORD	RFK	
UNMATCHED :	27	1401	17	5	0	2-WY	SCLN	RFL	
UNMATCHED :	12	602	17	25	0	OUTB	CORD	RFL	
UNMATCHED :	1	101	17	10	0	INB	CORD	RFP	
UNMATCHED :	4	202	17	40	0	OUTB	CORD	RFR	
UNMATCHED :	6	302	17	5	0	OUTB	CORD	RFS	
UNMATCHED :	4	202	17	30	0	OUTB	CORD	RFS	
UNMATCHED :	23	1201	17	0	0	2-WY	SCLN	RFT	
UNMATCHED :	21	1101	17	5	0	INB	CORD	RFT	
UNMATCHED :	17	901	17	0	0	INB	CORD	RFW	
UNMATCHED :	4	202	17	15	0	OUTB	CORD	RFW	
UNMATCHED :	25	1301	16	55	0	2-WY	SCLN	RFX	
UNMATCHED :	8	402	17	30	0	OUTB	CORD	RFX	
UNMATCHED :	6	302	17	40	0	OUTB	CORD	RGD	
UNMATCHED :	6	302	17	5	0	OUTB	CORD	RGW	
UNMATCHED :	27	1401	17	15	0	2-WY	SCLN	RHA	
UNMATCHED :	27	1401	16	50	0	2-WY	SCLN	RHF	
UNMATCHED :	6	302	17	25	0	OUTB	CORD	RHF	
UNMATCHED :	21	1101	17	35	0	INB	CORD	RHF	
UNMATCHED :	30	1502	17	15	0	2-WY	SCLN	RHJ	
UNMATCHED :	6	302	17	15	0	OUTB	CORD	RHJ	
UNMATCHED :	15	801	17	25	0	INB	CORD	RHJ	
UNMATCHED :	6	302	17	5	0	OUTB	CORD	RHN	
UNMATCHED :	1	101	16	45	0	INB	CORD	RHU	
UNMATCHED :	25	1301	16	45	0	2-WY	SCLN	RHU	
UNMATCHED :	6	302	17	35	0	OUTB	CORD	RHU	
UNMATCHED :	30	1502	16	35	0	2-WY	SCLN	RHV	
UNMATCHED :	12	602	16	50	0	OUTB	CORD	RHV	
UNMATCHED :	15	801	17	20	0	INB	CORD	RHV	
UNMATCHED :	27	1401	16	55	0	2-WY	SCLN	RHX	
UNMATCHED :	27	1401	17	25	0	2-WY	SCLN	RHX	
UNMATCHED :	12	602	17	30	0	OUTB	CORD	RHX	
UNMATCHED :	1	101	16	55	0	INB	CORD	RHZ	
UNMATCHED :	25	1301	16	55	0	2-WY	SCLN	RHZ	
UNMATCHED :	30	1502	18	0	0	2-WY	SCLN	RJA	
UNMATCHED :	12	602	17	40	0	OUTB	CORD	RJN	
UNMATCHED :	27	1401	17	20	0	2-WY	SCLN	RJO	
UNMATCHED :	25	1301	16	50	0	2-WY	SCLN	RJY	
UNMATCHED :	6	302	17	20	0	OUTB	CORD	RM1	
UNMATCHED :	4	202	17	40	0	OUTB	CORD	RMD	
UNMATCHED :	6	302	17	25	0	OUTB	CORD	RNS	
UNMATCHED :	6	302	16	45	0	OUTB	CORD	RNW	
UNMATCHED :	23	1201	16	45	0	2-WY	SCLN	RON	
UNMATCHED :	25	1301	16	50	0	2-WY	SCLN	RON	
UNMATCHED :	27	1401	16	50	0	2-WY	SCLN	RON	

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER	REGISTRATION ETC
UNMATCHED :	8	402	16	50	0	OUTB	CORD	RON	
UNMATCHED :	30	1502	17	50	0	2-WY	SCLN	RON	
UNMATCHED :	6	302	17	35	0	OUTB	CORD	RPT	

UNMATCHED :	25	1301	16	45	0	2-WY	SCLN	RRF
UNMATCHED :	12	602	17	0	0	OUTB	CORD	RRV
UNMATCHED :	25	1301	17	5	0	2-WY	SCLN	RSE
UNMATCHED :	12	602	17	20	0	OUTB	CORD	RT3
UNMATCHED :	1	101	17	25	0	INB	CORD	RTR
UNMATCHED :	25	1301	17	25	0	2-WY	SCLN	RTR
UNMATCHED :	12	602	17	20	0	OUTB	CORD	RUE
UNMATCHED :	15	801	17	15	0	INB	CORD	RUH
UNMATCHED :	15	801	17	30	0	INB	CORD	RUN
UNMATCHED :	12	602	16	45	0	OUTB	CORD	RUX
UNMATCHED :	30	1502	17	15	0	2-WY	SCLN	RVH
UNMATCHED :	4	202	17	15	0	OUTB	CORD	RVH
UNMATCHED :	27	1401	17	5	0	2-WY	SCLN	RVJ
UNMATCHED :	4	202	17	25	0	OUTB	CORD	RVJ
UNMATCHED :	23	1201	16	45	0	2-WY	SCLN	RVN
UNMATCHED :	21	1101	16	50	0	INB	CORD	RVN
UNMATCHED :	25	1301	16	50	0	2-WY	SCLN	RVN
UNMATCHED :	1	101	17	30	0	INB	CORD	RVU
UNMATCHED :	25	1301	17	30	0	2-WY	SCLN	RVU
UNMATCHED :	4	202	16	50	0	OUTB	CORD	RVV
UNMATCHED :	27	1401	16	45	0	2-WY	SCLN	RVX
UNMATCHED :	4	202	16	55	0	OUTB	CORD	RVY
UNMATCHED :	4	202	17	15	0	OUTB	CORD	RVY
UNMATCHED :	19	1001	17	0	0	INB	CORD	S2A
UNMATCHED :	13	701	17	15	0	INB	CORD	SAF
UNMATCHED :	1	101	17	15	0	INB	CORD	SAI
UNMATCHED :	6	302	17	20	0	OUTB	CORD	SAL
UNMATCHED :	27	1401	17	35	0	2-WY	SCLN	SAM
UNMATCHED :	19	1001	17	0	0	INB	CORD	SB1
UNMATCHED :	25	1301	16	45	0	2-WY	SCLN	SC6
UNMATCHED :	1	101	16	45	0	INB	CORD	SCG
UNMATCHED :	25	1301	17	5	0	2-WY	SCLN	SCS
UNMATCHED :	13	701	17	30	0	INB	CORD	SEE
UNMATCHED :	6	302	17	30	0	OUTB	CORD	SEE
UNMATCHED :	6	302	17	30	0	OUTB	CORD	SEE
UNMATCHED :	13	701	17	35	0	INB	CORD	SEE
UNMATCHED :	27	1401	17	40	0	2-WY	SCLN	SEE
UNMATCHED :	30	1502	17	40	0	2-WY	SCLN	SEE
UNMATCHED :	30	1502	17	50	0	2-WY	SCLN	SEE
UNMATCHED :	8	402	17	0	0	OUTB	CORD	SER
UNMATCHED :	6	302	17	25	0	OUTB	CORD	SEV
UNMATCHED :	12	602	17	15	0	OUTB	CORD	SFU

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	6	302	17	10	0	OUTB	CORD	SFX
UNMATCHED :	1	101	16	50	0	INB	CORD	SFZ
UNMATCHED :	25	1301	16	50	0	2-WY	SCLN	SFZ
UNMATCHED :	27	1401	17	5	0	2-WY	SCLN	SH7
UNMATCHED :	6	302	17	25	0	OUTB	CORD	SHZ
UNMATCHED :	4	202	17	25	0	OUTB	CORD	SJE
UNMATCHED :	4	202	17	25	0	OUTB	CORD	SJM
UNMATCHED :	15	801	17	30	0	INB	CORD	SJU
UNMATCHED :	6	302	17	20	0	OUTB	CORD	SKJ
UNMATCHED :	12	602	17	20	0	OUTB	CORD	SKR
UNMATCHED :	6	302	17	40	0	OUTB	CORD	SKR
UNMATCHED :	17	901	16	45	0	INB	CORD	SKU
UNMATCHED :	30	1502	17	35	0	2-WY	SCLN	SKU
UNMATCHED :	21	1101	16	45	0	INB	CORD	SKV
UNMATCHED :	15	801	17	25	0	INB	CORD	SKV

UNMATCHED :	15	801	17	30	0	INB	CORD	SKV
UNMATCHED :	27	1401	17	40	0	2-WY	SCLN	SKV
UNMATCHED :	12	602	17	15	0	OUTB	CORD	SKY
UNMATCHED :	1	101	17	25	0	INB	CORD	SLL
UNMATCHED :	12	602	16	50	0	OUTB	CORD	SMT
UNMATCHED :	12	602	17	0	0	OUTB	CORD	SMU
UNMATCHED :	17	901	17	35	0	INB	CORD	SMU
UNMATCHED :	25	1301	17	30	0	2-WY	SCLN	SNA
UNMATCHED :	19	1001	17	30	0	INB	CORD	SNH
UNMATCHED :	6	302	17	20	0	OUTB	CORD	SNV
UNMATCHED :	6	302	17	20	0	OUTB	CORD	SS5
UNMATCHED :	6	302	17	0	0	OUTB	CORD	SST
UNMATCHED :	6	302	17	30	0	OUTB	CORD	SSZ
UNMATCHED :	30	1502	17	40	0	2-WY	SCLN	SUB
UNMATCHED :	1	101	16	45	0	INB	CORD	SUL
UNMATCHED :	6	302	17	40	0	OUTB	CORD	SUR
UNMATCHED :	1	101	17	5	0	INB	CORD	SVT
UNMATCHED :	27	1401	16	45	0	2-WY	SCLN	SWH
UNMATCHED :	6	302	16	45	0	OUTB	CORD	SWP
UNMATCHED :	21	1101	16	50	0	INB	CORD	SWP
UNMATCHED :	27	1401	16	45	0	2-WY	SCLN	SWT
UNMATCHED :	30	1502	17	40	0	2-WY	SCLN	SWU
UNMATCHED :	6	302	17	40	0	OUTB	CORD	SWU
UNMATCHED :	12	602	17	15	0	OUTB	CORD	SWV
UNMATCHED :	27	1401	17	15	0	2-WY	SCLN	SWW
UNMATCHED :	10	502	17	30	0	OUTB	CORD	SX4
UNMATCHED :	12	602	16	50	0	OUTB	CORD	SXB
UNMATCHED :	1	101	17	0	0	INB	CORD	SXB
UNMATCHED :	27	1401	17	20	0	2-WY	SCLN	SXB
UNMATCHED :	1	101	17	30	0	INB	CORD	SXB

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	25	1301	17	35	0	2-WY	SCLN	SXB
UNMATCHED :	1	101	17	30	0	INB	CORD	SXD
UNMATCHED :	25	1301	17	30	0	2-WY	SCLN	SXD
UNMATCHED :	27	1401	16	55	0	2-WY	SCLN	SXF
UNMATCHED :	4	202	17	20	0	OUTB	CORD	SXJ
UNMATCHED :	13	701	16	45	0	INB	CORD	SXL
UNMATCHED :	12	602	17	25	0	OUTB	CORD	SXL
UNMATCHED :	25	1301	17	10	0	2-WY	SCLN	SXT
UNMATCHED :	27	1401	17	40	0	2-WY	SCLN	SXT
UNMATCHED :	13	701	16	50	0	INB	CORD	SXU
UNMATCHED :	30	1502	16	50	0	2-WY	SCLN	SXU
UNMATCHED :	15	801	17	20	0	INB	CORD	SXU
UNMATCHED :	12	602	17	35	0	OUTB	CORD	SXU
UNMATCHED :	4	202	16	50	0	OUTB	CORD	SXV
UNMATCHED :	19	1001	16	45	0	INB	CORD	SXX
UNMATCHED :	12	602	17	5	0	OUTB	CORD	SXX
UNMATCHED :	27	1401	17	10	0	2-WY	SCLN	SXY
UNMATCHED :	25	1301	17	15	0	2-WY	SCLN	SXY
UNMATCHED :	15	801	17	5	0	INB	CORD	SY3
UNMATCHED :	25	1301	17	0	0	2-WY	SCLN	SYA
UNMATCHED :	12	602	17	0	0	OUTB	CORD	SYA
UNMATCHED :	1	101	17	10	0	INB	CORD	SYA
UNMATCHED :	25	1301	17	10	0	2-WY	SCLN	SYA
UNMATCHED :	27	1401	17	15	0	2-WY	SCLN	SYA
UNMATCHED :	12	602	17	20	0	OUTB	CORD	SYA
UNMATCHED :	10	502	17	20	0	OUTB	CORD	SYA
UNMATCHED :	27	1401	17	35	0	2-WY	SCLN	SYB

UNMATCHED :	12	602	17	35	0	OUTB	CORD	SYB
UNMATCHED :	6	302	17	40	0	OUTB	CORD	SYB
UNMATCHED :	21	1101	17	30	0	INB	CORD	SYC
UNMATCHED :	1	101	17	25	0	INB	CORD	SYD
UNMATCHED :	30	1502	16	55	0	2-WY	SCLN	SYF
UNMATCHED :	6	302	17	0	0	OUTB	CORD	SYF
UNMATCHED :	6	302	16	55	0	OUTB	CORD	SYG
UNMATCHED :	25	1301	17	5	0	2-WY	SCLN	SYH
UNMATCHED :	27	1401	17	5	0	2-WY	SCLN	SYL
UNMATCHED :	27	1401	17	40	0	2-WY	SCLN	SYL
UNMATCHED :	25	1301	16	45	0	2-WY	SCLN	SYM
UNMATCHED :	27	1401	17	10	0	2-WY	SCLN	SYN
UNMATCHED :	12	602	17	15	0	OUTB	CORD	SYN
UNMATCHED :	1	101	16	45	0	INB	CORD	SYR
UNMATCHED :	21	1101	16	55	0	INB	CORD	SYR
UNMATCHED :	1	101	17	20	0	INB	CORD	SYS
UNMATCHED :	25	1301	17	20	0	2-WY	SCLN	SYS
UNMATCHED :	25	1301	17	10	0	2-WY	SCLN	SYT

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	4	202	16	50	0	OUTB	CORD	SYV
UNMATCHED :	1	101	17	10	0	INB	CORD	SYV
UNMATCHED :	1	101	17	35	0	INB	CORD	SYW
UNMATCHED :	21	1101	17	5	0	INB	CORD	SYY
UNMATCHED :	15	801	17	30	0	INB	CORD	SYY
UNMATCHED :	30	1502	17	35	0	2-WY	SCLN	SYY
UNMATCHED :	6	302	16	45	0	OUTB	CORD	SYZ
UNMATCHED :	27	1401	17	40	0	2-WY	SCLN	SZ6
UNMATCHED :	25	1301	17	5	0	2-WY	SCLN	SZB
UNMATCHED :	25	1301	17	25	0	2-WY	SCLN	SZD
UNMATCHED :	12	602	17	40	0	OUTB	CORD	SZG
UNMATCHED :	23	1201	17	10	0	2-WY	SCLN	SZJ
UNMATCHED :	21	1101	17	15	0	INB	CORD	SZJ
UNMATCHED :	6	302	17	10	0	OUTB	CORD	SZP
UNMATCHED :	1	101	17	15	0	INB	CORD	SZR
UNMATCHED :	1	101	17	15	0	INB	CORD	SZS
UNMATCHED :	1	101	17	0	0	INB	CORD	SZU
UNMATCHED :	1	101	17	0	0	INB	CORD	SZU
UNMATCHED :	27	1401	17	5	0	2-WY	SCLN	SZU
UNMATCHED :	12	602	17	5	0	OUTB	CORD	SZU
UNMATCHED :	30	1502	17	40	0	2-WY	SCLN	SZU
UNMATCHED :	19	1001	16	45	0	INB	CORD	SZV
UNMATCHED :	21	1101	17	35	0	INB	CORD	SZV
UNMATCHED :	27	1401	17	40	0	2-WY	SCLN	SZV
UNMATCHED :	21	1101	16	50	0	INB	CORD	SZW
UNMATCHED :	21	1101	17	40	0	INB	CORD	SZW
UNMATCHED :	21	1101	16	55	0	INB	CORD	SZZ
UNMATCHED :	6	302	16	50	0	OUTB	CORD	T44
UNMATCHED :	6	302	17	40	0	OUTB	CORD	T93
UNMATCHED :	4	202	16	55	0	OUTB	CORD	TA3
UNMATCHED :	15	801	16	45	0	INB	CORD	TAK
UNMATCHED :	30	1502	18	10	0	2-WY	SCLN	TAS
UNMATCHED :	12	602	17	25	0	OUTB	CORD	TAU
UNMATCHED :	12	602	17	5	0	OUTB	CORD	TB2
UNMATCHED :	27	1401	16	45	0	2-WY	SCLN	TBC
UNMATCHED :	6	302	17	20	0	OUTB	CORD	TBC
UNMATCHED :	30	1502	16	15	0	2-WY	SCLN	TBD
UNMATCHED :	12	602	17	10	0	OUTB	CORD	TBD
UNMATCHED :	27	1401	17	20	0	2-WY	SCLN	TBD

UNMATCHED :	21	1101	17	40	0	INB	CORD	TBF
UNMATCHED :	25	1301	17	10	0	2-WY	SCLN	TCS
UNMATCHED :	6	302	17	40	0	OUTB	CORD	TCY
UNMATCHED :	1	101	17	30	0	INB	CORD	TDB
UNMATCHED :	25	1301	17	30	0	2-WY	SCLN	TDB
UNMATCHED :	1	101	17	15	0	INB	CORD	TDF

PROGRAM - MVMACH PAGE 78

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	21	1101	17	15	0	INB	CORD	TDF
UNMATCHED :	21	1101	17	5	0	INB	CORD	TDG
UNMATCHED :	12	602	16	55	0	OUTB	CORD	TDJ
UNMATCHED :	23	1201	17	30	0	2-WY	SCLN	TDJ
UNMATCHED :	25	1301	17	40	0	2-WY	SCLN	TDJ
UNMATCHED :	27	1401	17	40	0	2-WY	SCLN	TDJ
UNMATCHED :	1	101	17	15	0	INB	CORD	TDK
UNMATCHED :	27	1401	17	10	0	2-WY	SCLN	TDL
UNMATCHED :	1	101	17	0	0	INB	CORD	TDM
UNMATCHED :	1	101	17	5	0	INB	CORD	TDN
UNMATCHED :	4	202	17	20	0	OUTB	CORD	TDN
UNMATCHED :	15	801	16	50	0	INB	CORD	TDP
UNMATCHED :	21	1101	17	0	0	INB	CORD	TDS
UNMATCHED :	23	1201	17	0	0	2-WY	SCLN	TDS
UNMATCHED :	23	1201	17	25	0	2-WY	SCLN	TDT
UNMATCHED :	21	1101	17	30	0	INB	CORD	TDT
UNMATCHED :	10	502	17	5	0	OUTB	CORD	TDU
UNMATCHED :	23	1201	17	15	0	2-WY	SCLN	TDV
UNMATCHED :	25	1301	17	20	0	2-WY	SCLN	TDV
UNMATCHED :	27	1401	17	20	0	2-WY	SCLN	TDV
UNMATCHED :	27	1401	17	35	0	2-WY	SCLN	TDV
UNMATCHED :	12	602	17	35	0	OUTB	CORD	TDV
UNMATCHED :	15	801	17	20	0	INB	CORD	TDX
UNMATCHED :	12	602	17	25	0	OUTB	CORD	TDY
UNMATCHED :	1	101	16	55	0	INB	CORD	TDZ
UNMATCHED :	25	1301	17	0	0	2-WY	SCLN	TDZ
UNMATCHED :	27	1401	17	5	0	2-WY	SCLN	TDZ
UNMATCHED :	27	1401	17	25	0	2-WY	SCLN	TDZ
UNMATCHED :	8	402	17	25	0	OUTB	CORD	TDZ
UNMATCHED :	21	1101	16	45	0	INB	CORD	TEH
UNMATCHED :	27	1401	17	40	0	2-WY	SCLN	TET
UNMATCHED :	27	1401	17	15	0	2-WY	SCLN	TFH
UNMATCHED :	1	101	17	15	0	INB	CORD	TGC
UNMATCHED :	27	1401	17	10	0	2-WY	SCLN	THP
UNMATCHED :	12	602	17	15	0	OUTB	CORD	THP
UNMATCHED :	6	302	17	25	0	OUTB	CORD	THP
UNMATCHED :	23	1201	17	40	0	2-WY	SCLN	THP
UNMATCHED :	27	1401	16	50	0	2-WY	SCLN	THR
UNMATCHED :	12	602	17	5	0	OUTB	CORD	THR
UNMATCHED :	4	202	17	10	0	OUTB	CORD	THR
UNMATCHED :	4	202	17	40	0	OUTB	CORD	THR
UNMATCHED :	27	1401	17	40	0	2-WY	SCLN	THS
UNMATCHED :	12	602	17	5	0	OUTB	CORD	TJD
UNMATCHED :	4	202	16	55	0	OUTB	CORD	TJV
UNMATCHED :	1	101	16	50	0	INB	CORD	TKA

1PROGRAM - MVMACH PAGE 79

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER	ETC
UNMATCHED :	30	1502	16	50	0	2-WY	SCLN	TKA	
UNMATCHED :	27	1401	17	0	0	2-WY	SCLN	TKA	
UNMATCHED :	12	602	17	5	0	OUTB	CORD	TKA	
UNMATCHED :	4	202	17	20	0	OUTB	CORD	TKA	
UNMATCHED :	4	202	17	35	0	OUTB	CORD	TKA	
UNMATCHED :	4	202	16	45	0	OUTB	CORD	TKL	
UNMATCHED :	8	402	17	20	0	OUTB	CORD	TMU	
UNMATCHED :	27	1401	17	20	0	2-WY	SCLN	TMV	
UNMATCHED :	12	602	16	55	0	OUTB	CORD	TNU	
UNMATCHED :	30	1502	17	40	0	2-WY	SCLN	TR1	
UNMATCHED :	6	302	16	55	0	OUTB	CORD	TSE	
UNMATCHED :	4	202	17	20	0	OUTB	CORD	TSK	
UNMATCHED :	6	302	17	35	0	OUTB	CORD	TSM	
UNMATCHED :	6	302	17	35	0	OUTB	CORD	TSU	
UNMATCHED :	4	202	17	0	0	OUTB	CORD	TT3	
UNMATCHED :	6	302	17	35	0	OUTB	CORD	TT8	
UNMATCHED :	4	202	17	40	0	OUTB	CORD	TTW	
UNMATCHED :	12	602	16	45	0	OUTB	CORD	TTY	
UNMATCHED :	1	101	17	0	0	INB	CORD	TUJ	
UNMATCHED :	12	602	17	25	0	OUTB	CORD	TUO	
UNMATCHED :	15	801	17	25	0	INB	CORD	TUR	
UNMATCHED :	4	202	17	40	0	OUTB	CORD	TUS	
UNMATCHED :	27	1401	17	25	0	2-WY	SCLN	TUV	
UNMATCHED :	1	101	16	55	0	INB	CORD	TUW	
UNMATCHED :	23	1201	17	20	0	2-WY	SCLN	TV2	
UNMATCHED :	25	1301	17	25	0	2-WY	SCLN	TV2	
UNMATCHED :	4	202	17	20	0	OUTB	CORD	TV6	
UNMATCHED :	27	1401	16	45	0	2-WY	SCLN	TVV	
UNMATCHED :	21	1101	16	55	0	INB	CORD	TVY	
UNMATCHED :	27	1401	17	0	0	2-WY	SCLN	TWK	
UNMATCHED :	12	602	17	0	0	OUTB	CORD	TWP	
UNMATCHED :	6	302	17	5	0	OUTB	CORD	TWP	
UNMATCHED :	6	302	17	5	0	OUTB	CORD	TWP	
UNMATCHED :	27	1401	17	30	0	2-WY	SCLN	TWP	
UNMATCHED :	12	602	17	30	0	OUTB	CORD	TWP	
UNMATCHED :	6	302	17	35	0	OUTB	CORD	TWP	
UNMATCHED :	27	1401	16	55	0	2-WY	SCLN	TWR	
UNMATCHED :	12	602	17	5	0	OUTB	CORD	TWZ	
UNMATCHED :	17	901	16	55	0	INB	CORD	TXF	
UNMATCHED :	30	1502	17	5	0	2-WY	SCLN	TXG	
UNMATCHED :	4	202	17	5	0	OUTB	CORD	TXG	
UNMATCHED :	27	1401	17	0	0	2-WY	SCLN	TXS	
UNMATCHED :	4	202	17	35	0	OUTB	CORD	TYJ	
UNMATCHED :	4	202	17	30	0	OUTB	CORD	TYL	
UNMATCHED :	27	1401	17	25	0	2-WY	SCLN	TYM	

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER	ETC
UNMATCHED :	12	602	17	25	0	OUTB	CORD	TYM	
UNMATCHED :	27	1401	17	5	0	2-WY	SCLN	TYN	
UNMATCHED :	27	1401	17	20	0	2-WY	SCLN	TYR	
UNMATCHED :	30	1502	17	35	0	2-WY	SCLN	TYR	
UNMATCHED :	23	1201	16	55	0	2-WY	SCLN	TYW	
UNMATCHED :	15	801	16	55	0	INB	CORD	TYX	
UNMATCHED :	6	302	17	30	0	OUTB	CORD	TYX	
UNMATCHED :	27	1401	16	45	0	2-WY	SCLN	TYY	
UNMATCHED :	12	602	16	45	0	OUTB	CORD	TYY	

UNMATCHED :	25	1301	16	55	0	2-WY	SCLN	TYY
UNMATCHED :	12	602	17	30	0	OUTB	CORD	TYY
UNMATCHED :	27	1401	17	40	0	2-WY	SCLN	TZB
UNMATCHED :	4	202	17	5	0	OUTB	CORD	TZE
UNMATCHED :	12	602	16	50	0	OUTB	CORD	TZF
UNMATCHED :	1	101	17	0	0	INB	CORD	TZF
UNMATCHED :	25	1301	17	40	0	2-WY	SCLN	TZF
UNMATCHED :	27	1401	17	40	0	2-WY	SCLN	TZF
UNMATCHED :	25	1301	16	45	0	2-WY	SCLN	TZH
UNMATCHED :	6	302	17	0	0	OUTB	CORD	TZK
UNMATCHED :	25	1301	17	20	0	2-WY	SCLN	TZK
UNMATCHED :	6	302	17	0	0	OUTB	CORD	TZL
UNMATCHED :	27	1401	16	50	0	2-WY	SCLN	TZM
UNMATCHED :	23	1201	17	35	0	2-WY	SCLN	TZM
UNMATCHED :	25	1301	17	40	0	2-WY	SCLN	TZM
UNMATCHED :	1	101	17	10	0	INB	CORD	TZT
UNMATCHED :	25	1301	17	15	0	2-WY	SCLN	TZT
UNMATCHED :	1	101	16	55	0	INB	CORD	TZW
UNMATCHED :	25	1301	16	55	0	2-WY	SCLN	TZW
UNMATCHED :	25	1301	16	55	0	2-WY	SCLN	TZW
UNMATCHED :	23	1201	17	35	0	2-WY	SCLN	TZW
UNMATCHED :	25	1301	17	40	0	2-WY	SCLN	TZW
UNMATCHED :	4	202	17	5	0	OUTB	CORD	TZX
UNMATCHED :	1	101	17	15	0	INB	CORD	TZX
UNMATCHED :	30	1502	17	5	0	2-WY	SCLN	TZY
UNMATCHED :	13	701	17	0	0	INB	CORD	U2J
UNMATCHED :	8	402	17	5	0	OUTB	CORD	U2P
UNMATCHED :	19	1001	16	45	0	INB	CORD	UAA
UNMATCHED :	8	402	17	35	0	OUTB	CORD	UAA
UNMATCHED :	6	302	17	40	0	OUTB	CORD	UAF
UNMATCHED :	1	101	16	45	0	INB	CORD	UAR
UNMATCHED :	6	302	16	55	0	OUTB	CORD	UAU
UNMATCHED :	4	202	16	45	0	OUTB	CORD	UB9
UNMATCHED :	10	502	17	30	0	OUTB	CORD	UBC
UNMATCHED :	10	502	16	45	0	OUTB	CORD	UBR
UNMATCHED :	1	101	17	15	0	INB	CORD	UBR

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	25	1301	17	5	0	2-WY	SCLN	UCA
UNMATCHED :	23	1201	17	10	0	2-WY	SCLN	UCA
UNMATCHED :	23	1201	17	5	0	2-WY	SCLN	UCD
UNMATCHED :	25	1301	17	15	0	2-WY	SCLN	UCD
UNMATCHED :	12	602	17	35	0	OUTB	CORD	UDU
UNMATCHED :	6	302	16	50	0	OUTB	CORD	UDX
UNMATCHED :	6	302	17	15	0	OUTB	CORD	UDX
UNMATCHED :	15	801	17	10	0	INB	CORD	UE8
UNMATCHED :	12	602	17	35	0	OUTB	CORD	UEA
UNMATCHED :	15	801	16	50	0	INB	CORD	UEE
UNMATCHED :	17	901	16	55	0	INB	CORD	UEE
UNMATCHED :	13	701	16	55	0	INB	CORD	UEE
UNMATCHED :	10	502	16	55	0	OUTB	CORD	UEE
UNMATCHED :	13	701	16	55	0	INB	CORD	UEP
UNMATCHED :	30	1502	17	10	0	2-WY	SCLN	UEX
UNMATCHED :	1	101	17	30	0	INB	CORD	UEX
UNMATCHED :	30	1502	17	30	0	2-WY	SCLN	UEX
UNMATCHED :	12	602	17	30	0	OUTB	CORD	UFE
UNMATCHED :	4	202	16	50	0	OUTB	CORD	UFM
UNMATCHED :	12	602	16	50	0	OUTB	CORD	UFX
UNMATCHED :	6	302	17	15	0	OUTB	CORD	UFY

UNMATCHED :	6	302	17	10	0	OUTB	CORD	UFZ
UNMATCHED :	6	302	17	40	0	OUTB	CORD	UG7
UNMATCHED :	1	101	17	25	0	INB	CORD	UGB
UNMATCHED :	12	602	17	0	0	OUTB	CORD	UGF
UNMATCHED :	10	502	17	40	0	OUTB	CORD	UGF
UNMATCHED :	21	1101	17	5	0	INB	CORD	UGH
UNMATCHED :	8	402	17	40	0	OUTB	CORD	UGH
UNMATCHED :	1	101	17	15	0	INB	CORD	UGL
UNMATCHED :	12	602	17	10	0	OUTB	CORD	UGW
UNMATCHED :	1	101	16	55	0	INB	CORD	UGX
UNMATCHED :	6	302	17	35	0	OUTB	CORD	UHF
UNMATCHED :	12	602	16	45	0	OUTB	CORD	UHN
UNMATCHED :	13	701	17	35	0	INB	CORD	UHP
UNMATCHED :	13	701	17	25	0	INB	CORD	UHS
UNMATCHED :	21	1101	17	15	0	INB	CORD	UHX
UNMATCHED :	4	202	17	20	0	OUTB	CORD	UJ5
UNMATCHED :	13	701	17	10	0	INB	CORD	UJC
UNMATCHED :	30	1502	17	10	0	2-WY	SCLN	UJC
UNMATCHED :	30	1502	17	35	0	2-WY	SCLN	UJE
UNMATCHED :	10	502	17	40	0	OUTB	CORD	UJP
UNMATCHED :	27	1401	17	25	0	2-WY	SCLN	UJR
UNMATCHED :	23	1201	16	45	0	2-WY	SCLN	UJS
UNMATCHED :	15	801	17	10	0	INB	CORD	UJS
UNMATCHED :	30	1502	17	15	0	2-WY	SCLN	UJS

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	17	901	17	25	0	INB	CORD	UJS
UNMATCHED :	27	1401	16	50	0	2-WY	SCLN	UJW
UNMATCHED :	21	1101	16	50	0	INB	CORD	UJX
UNMATCHED :	12	602	17	15	0	OUTB	CORD	UK5
UNMATCHED :	12	602	17	20	0	OUTB	CORD	UK9
UNMATCHED :	10	502	17	5	0	OUTB	CORD	UKC
UNMATCHED :	15	801	17	10	0	INB	CORD	UKD
UNMATCHED :	27	1401	17	5	0	2-WY	SCLN	UKL
UNMATCHED :	15	801	17	35	0	INB	CORD	UKL
UNMATCHED :	21	1101	17	35	0	INB	CORD	UKL
UNMATCHED :	30	1502	16	50	0	2-WY	SCLN	UKV
UNMATCHED :	12	602	17	5	0	OUTB	CORD	UKV
UNMATCHED :	12	602	17	5	0	OUTB	CORD	ULP
UNMATCHED :	12	602	17	25	0	OUTB	CORD	ULR
UNMATCHED :	6	302	17	0	0	OUTB	CORD	UMA
UNMATCHED :	30	1502	17	55	0	2-WY	SCLN	UMB
UNMATCHED :	12	602	17	0	0	OUTB	CORD	UMC
UNMATCHED :	15	801	17	25	0	INB	CORD	UMG
UNMATCHED :	13	701	16	55	0	INB	CORD	UMH
UNMATCHED :	19	1001	17	0	0	INB	CORD	UMK
UNMATCHED :	1	101	17	5	0	INB	CORD	UMK
UNMATCHED :	12	602	17	25	0	OUTB	CORD	UMM
UNMATCHED :	25	1301	17	20	0	2-WY	SCLN	UMN
UNMATCHED :	19	1001	17	0	0	INB	CORD	UMR
UNMATCHED :	4	202	17	10	0	OUTB	CORD	UMV
UNMATCHED :	12	602	17	30	0	OUTB	CORD	UMZ
UNMATCHED :	27	1401	17	35	0	2-WY	SCLN	UN7
UNMATCHED :	27	1401	17	15	0	2-WY	SCLN	UN9
UNMATCHED :	6	302	17	5	0	OUTB	CORD	UNB
UNMATCHED :	21	1101	17	35	0	INB	CORD	UND
UNMATCHED :	4	202	17	0	0	OUTB	CORD	UNG
UNMATCHED :	25	1301	17	5	0	2-WY	SCLN	UNG
UNMATCHED :	23	1201	17	5	0	2-WY	SCLN	UNG

UNMATCHED :	10	502	17	5	0	OUTB	CORD	UNG
UNMATCHED :	4	202	16	45	0	OUTB	CORD	UNH
UNMATCHED :	1	101	16	45	0	INB	CORD	UNL
UNMATCHED :	25	1301	16	45	0	2-WY	SCLN	UNL
UNMATCHED :	12	602	17	10	0	OUTB	CORD	UNM
UNMATCHED :	6	302	17	40	0	OUTB	CORD	UNM
UNMATCHED :	6	302	16	55	0	OUTB	CORD	UNS
UNMATCHED :	21	1101	17	0	0	INB	CORD	UNS
UNMATCHED :	1	101	16	50	0	INB	CORD	UNT
UNMATCHED :	17	901	17	20	0	INB	CORD	UNT
UNMATCHED :	30	1502	17	20	0	2-WY	SCLN	UNT
UNMATCHED :	6	302	17	20	0	OUTB	CORD	UNT

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	6	302	17	25	0	OUTB	CORD	UNT
UNMATCHED :	6	302	17	0	0	OUTB	CORD	UNV
UNMATCHED :	10	502	16	45	0	OUTB	CORD	UNW
UNMATCHED :	4	202	17	40	0	OUTB	CORD	UOO
UNMATCHED :	4	202	16	45	0	OUTB	CORD	UP9
UNMATCHED :	6	302	16	45	0	OUTB	CORD	UPA
UNMATCHED :	1	101	17	30	0	INB	CORD	UPG
UNMATCHED :	23	1201	17	20	0	2-WY	SCLN	UPH
UNMATCHED :	25	1301	17	25	0	2-WY	SCLN	UPH
UNMATCHED :	12	602	17	30	0	OUTB	CORD	UPJ
UNMATCHED :	6	302	17	25	0	OUTB	CORD	UPK
UNMATCHED :	1	101	17	5	0	INB	CORD	UPL
UNMATCHED :	27	1401	17	20	0	2-WY	SCLN	UPS
UNMATCHED :	12	602	17	25	0	OUTB	CORD	UPS
UNMATCHED :	6	302	16	50	0	OUTB	CORD	UPU
UNMATCHED :	6	302	17	20	0	OUTB	CORD	UPV
UNMATCHED :	6	302	17	30	0	OUTB	CORD	UPV
UNMATCHED :	6	302	16	50	0	OUTB	CORD	UPW
UNMATCHED :	12	602	17	25	0	OUTB	CORD	URA
UNMATCHED :	15	801	16	50	0	INB	CORD	URC
UNMATCHED :	1	101	17	15	0	INB	CORD	URH
UNMATCHED :	12	602	16	45	0	OUTB	CORD	URS
UNMATCHED :	15	801	17	15	0	INB	CORD	URX
UNMATCHED :	15	801	17	25	0	INB	CORD	URX
UNMATCHED :	25	1301	17	40	0	2-WY	SCLN	USF
UNMATCHED :	6	302	17	20	0	OUTB	CORD	USP
UNMATCHED :	12	602	17	40	0	OUTB	CORD	USP
UNMATCHED :	12	602	17	35	0	OUTB	CORD	USV
UNMATCHED :	12	602	16	55	0	OUTB	CORD	UTG
UNMATCHED :	17	901	17	35	0	INB	CORD	UU4
UNMATCHED :	19	1001	17	0	0	INB	CORD	UUC
UNMATCHED :	6	302	17	5	0	OUTB	CORD	UUD
UNMATCHED :	6	302	16	55	0	OUTB	CORD	UUG
UNMATCHED :	4	202	17	10	0	OUTB	CORD	UUL
UNMATCHED :	15	801	16	45	0	INB	CORD	UUN
UNMATCHED :	15	801	17	0	0	INB	CORD	UUR
UNMATCHED :	12	602	17	40	0	OUTB	CORD	UUS
UNMATCHED :	8	402	17	0	0	OUTB	CORD	UVC
UNMATCHED :	10	502	17	40	0	OUTB	CORD	UVT
UNMATCHED :	30	1502	17	30	0	2-WY	SCLN	UWG
UNMATCHED :	10	502	17	25	0	OUTB	CORD	UWK
UNMATCHED :	30	1502	17	30	0	2-WY	SCLN	UWR
UNMATCHED :	10	502	17	35	0	OUTB	CORD	UWT
UNMATCHED :	4	202	17	35	0	OUTB	CORD	UWW
UNMATCHED :	1	101	17	15	0	INB	CORD	UXA

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	21	1101	17	5	0	INB	CORD	UXJ
UNMATCHED :	23	1201	17	5	0	2-WY	SCLN	UXJ
UNMATCHED :	25	1301	17	10	0	2-WY	SCLN	UXJ
UNMATCHED :	12	602	16	50	0	OUTB	CORD	UXK
UNMATCHED :	6	302	17	0	0	OUTB	CORD	UXL
UNMATCHED :	12	602	16	50	0	OUTB	CORD	UXP
UNMATCHED :	30	1502	16	40	0	2-WY	SCLN	UXS
UNMATCHED :	21	1101	17	35	0	INB	CORD	UXZ
UNMATCHED :	23	1201	17	35	0	2-WY	SCLN	UXZ
UNMATCHED :	25	1301	17	40	0	2-WY	SCLN	UXZ
UNMATCHED :	10	502	17	0	0	OUTB	CORD	UZB
UNMATCHED :	6	302	17	0	0	OUTB	CORD	UZL
UNMATCHED :	21	1101	16	50	0	INB	CORD	UZP
UNMATCHED :	21	1101	17	30	0	INB	CORD	UZX
UNMATCHED :	6	302	17	15	0	OUTB	CORD	UZY
UNMATCHED :	23	1201	17	35	0	2-WY	SCLN	UZY
UNMATCHED :	6	302	17	25	0	OUTB	CORD	UZZ
UNMATCHED :	12	602	16	55	0	OUTB	CORD	V22
UNMATCHED :	8	402	17	25	0	OUTB	CORD	V2M
UNMATCHED :	17	901	17	30	0	INB	CORD	V2Y
UNMATCHED :	6	302	17	25	0	OUTB	CORD	V58
UNMATCHED :	4	202	17	10	0	OUTB	CORD	V88
UNMATCHED :	19	1001	16	45	0	INB	CORD	VA
UNMATCHED :	1	101	16	50	0	INB	CORD	VA5
UNMATCHED :	15	801	17	20	0	INB	CORD	VAA
UNMATCHED :	30	1502	17	20	0	2-WY	SCLN	VAA
UNMATCHED :	27	1401	17	35	0	2-WY	SCLN	VAA
UNMATCHED :	1	101	17	5	0	INB	CORD	VAD
UNMATCHED :	15	801	16	50	0	INB	CORD	VAK
UNMATCHED :	12	602	17	0	0	OUTB	CORD	VAL
UNMATCHED :	6	302	17	30	0	OUTB	CORD	VAM
UNMATCHED :	12	602	17	0	0	OUTB	CORD	VAW
UNMATCHED :	12	602	16	45	0	OUTB	CORD	VAZ
UNMATCHED :	27	1401	17	10	0	2-WY	SCLN	VBD
UNMATCHED :	1	101	17	5	0	INB	CORD	VBH
UNMATCHED :	27	1401	17	20	0	2-WY	SCLN	VBM
UNMATCHED :	1	101	17	10	0	INB	CORD	VBP
UNMATCHED :	27	1401	17	40	0	2-WY	SCLN	VBT
UNMATCHED :	27	1401	17	25	0	2-WY	SCLN	VBV
UNMATCHED :	4	202	17	15	0	OUTB	CORD	VBY
UNMATCHED :	19	1001	16	45	0	INB	CORD	VC7
UNMATCHED :	23	1201	16	55	0	2-WY	SCLN	VC7
UNMATCHED :	12	602	17	10	0	OUTB	CORD	VC7
UNMATCHED :	27	1401	17	40	0	2-WY	SCLN	VC7
UNMATCHED :	30	1502	16	50	0	2-WY	SCLN	VC8

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	21	1101	17	10	0	INB	CORD	VCD
UNMATCHED :	27	1401	17	20	0	2-WY	SCLN	VCD
UNMATCHED :	4	202	16	50	0	OUTB	CORD	VCR

UNMATCHED :	6	302	17	5	0	OUTB	CORD	VCR
UNMATCHED :	13	701	17	25	0	INB	CORD	VCR
UNMATCHED :	25	1301	17	0	0	2-WY	SCLN	VCU
UNMATCHED :	12	602	17	5	0	OUTB	CORD	VCV
UNMATCHED :	1	101	16	50	0	INB	CORD	VDB
UNMATCHED :	6	302	17	40	0	OUTB	CORD	VDC
UNMATCHED :	4	202	17	20	0	OUTB	CORD	VDD
UNMATCHED :	30	1502	18	10	0	2-WY	SCLN	VDD
UNMATCHED :	6	302	16	45	0	OUTB	CORD	VDE
UNMATCHED :	6	302	17	35	0	OUTB	CORD	VDF
UNMATCHED :	6	302	16	45	0	OUTB	CORD	VDH
UNMATCHED :	15	801	16	50	0	INB	CORD	VDL
UNMATCHED :	27	1401	17	0	0	2-WY	SCLN	VDR
UNMATCHED :	19	1001	17	15	0	INB	CORD	VDS
UNMATCHED :	30	1502	17	35	0	2-WY	SCLN	VDS
UNMATCHED :	27	1401	17	40	0	2-WY	SCLN	VDS
UNMATCHED :	1	101	17	10	0	INB	CORD	VDV
UNMATCHED :	27	1401	17	0	0	2-WY	SCLN	VDW
UNMATCHED :	6	302	16	50	0	OUTB	CORD	VE6
UNMATCHED :	4	202	16	50	0	OUTB	CORD	VE8
UNMATCHED :	30	1502	17	10	0	2-WY	SCLN	VE8
UNMATCHED :	4	202	17	20	0	OUTB	CORD	VEA
UNMATCHED :	1	101	17	25	0	INB	CORD	VED
UNMATCHED :	25	1301	17	25	0	2-WY	SCLN	VED
UNMATCHED :	25	1301	16	50	0	2-WY	SCLN	VEE
UNMATCHED :	17	901	17	20	0	INB	CORD	VER
UNMATCHED :	6	302	17	5	0	OUTB	CORD	VES
UNMATCHED :	21	1101	16	50	0	INB	CORD	VEU
UNMATCHED :	10	502	17	5	0	OUTB	CORD	VEW
UNMATCHED :	27	1401	17	10	0	2-WY	SCLN	VEW
UNMATCHED :	25	1301	17	30	0	2-WY	SCLN	VEX
UNMATCHED :	27	1401	16	50	0	2-WY	SCLN	VEY
UNMATCHED :	12	602	16	55	0	OUTB	CORD	VEY
UNMATCHED :	27	1401	17	5	0	2-WY	SCLN	VEZ
UNMATCHED :	4	202	17	20	0	OUTB	CORD	VFF
UNMATCHED :	15	801	17	20	0	INB	CORD	VFG
UNMATCHED :	6	302	17	30	0	OUTB	CORD	VFH
UNMATCHED :	6	302	17	35	0	OUTB	CORD	VFP
UNMATCHED :	6	302	16	55	0	OUTB	CORD	VFR
UNMATCHED :	15	801	17	15	0	INB	CORD	VFV
UNMATCHED :	25	1301	17	40	0	2-WY	SCLN	VFV
UNMATCHED :	27	1401	17	20	0	2-WY	SCLN	VG3

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	25	1301	17	25	0	2-WY	SCLN	VG5
UNMATCHED :	6	302	17	25	0	OUTB	CORD	VGA
UNMATCHED :	6	302	17	15	0	OUTB	CORD	VGL
UNMATCHED :	6	302	17	40	0	OUTB	CORD	VGN
UNMATCHED :	10	502	17	30	0	OUTB	CORD	VGU
UNMATCHED :	27	1401	16	55	0	2-WY	SCLN	VGV
UNMATCHED :	12	602	17	0	0	OUTB	CORD	VGV
UNMATCHED :	1	101	17	10	0	INB	CORD	VHA
UNMATCHED :	25	1301	17	15	0	2-WY	SCLN	VHA
UNMATCHED :	27	1401	17	20	0	2-WY	SCLN	VHA
UNMATCHED :	30	1502	17	20	0	2-WY	SCLN	VHH
UNMATCHED :	6	302	17	0	0	OUTB	CORD	VHL
UNMATCHED :	1	101	17	15	0	INB	CORD	VHL
UNMATCHED :	21	1101	16	45	0	INB	CORD	VHR
UNMATCHED :	1	101	16	55	0	INB	CORD	VHR

UNMATCHED :	30	1502	16	35	0	2-WY	SCLN	VHS
UNMATCHED :	27	1401	17	15	0	2-WY	SCLN	VHZ
UNMATCHED :	6	302	17	35	0	OUTB	CORD	VIG
UNMATCHED :	27	1401	16	45	0	2-WY	SCLN	VJ5
UNMATCHED :	12	602	16	45	0	OUTB	CORD	VJ5
UNMATCHED :	6	302	17	0	0	OUTB	CORD	VJ5
UNMATCHED :	6	302	17	40	0	OUTB	CORD	VJ5
UNMATCHED :	15	801	17	35	0	INB	CORD	VJ8
UNMATCHED :	30	1502	18	0	0	2-WY	SCLN	VJA
UNMATCHED :	30	1502	17	0	0	2-WY	SCLN	VJB
UNMATCHED :	27	1401	16	45	0	2-WY	SCLN	VJD
UNMATCHED :	6	302	16	50	0	OUTB	CORD	VJS
UNMATCHED :	27	1401	17	10	0	2-WY	SCLN	VJS
UNMATCHED :	30	1502	17	25	0	2-WY	SCLN	VJS
UNMATCHED :	25	1301	17	15	0	2-WY	SCLN	VJV
UNMATCHED :	27	1401	17	5	0	2-WY	SCLN	VJW
UNMATCHED :	30	1502	16	20	0	2-WY	SCLN	VK4
UNMATCHED :	23	1201	17	20	0	2-WY	SCLN	VK7
UNMATCHED :	27	1401	17	10	0	2-WY	SCLN	VKA
UNMATCHED :	15	801	17	30	0	INB	CORD	VKB
UNMATCHED :	23	1201	17	40	0	2-WY	SCLN	VKC
UNMATCHED :	30	1502	16	20	0	2-WY	SCLN	VKD
UNMATCHED :	19	1001	17	30	0	INB	CORD	VKD
UNMATCHED :	30	1502	17	35	0	2-WY	SCLN	VKD
UNMATCHED :	21	1101	16	55	0	INB	CORD	VKF
UNMATCHED :	27	1401	16	55	0	2-WY	SCLN	VKM
UNMATCHED :	4	202	16	45	0	OUTB	CORD	VKN
UNMATCHED :	1	101	16	50	0	INB	CORD	VKY
UNMATCHED :	12	602	17	10	0	OUTB	CORD	VLV
UNMATCHED :	21	1101	17	30	0	INB	CORD	VLV

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	17	901	17	5	0	INB	CORD	VMC
UNMATCHED :	1	101	17	15	0	INB	CORD	VMC
UNMATCHED :	25	1301	17	15	0	2-WY	SCLN	VMC
UNMATCHED :	15	801	17	25	0	INB	CORD	VML
UNMATCHED :	30	1502	17	30	0	2-WY	SCLN	VML
UNMATCHED :	6	302	17	10	0	OUTB	CORD	VMS
UNMATCHED :	30	1502	17	40	0	2-WY	SCLN	VMZ
UNMATCHED :	15	801	17	35	0	INB	CORD	VN2
UNMATCHED :	27	1401	17	20	0	2-WY	SCLN	VNA
UNMATCHED :	1	101	17	25	0	INB	CORD	VND
UNMATCHED :	25	1301	17	40	0	2-WY	SCLN	VND
UNMATCHED :	30	1502	18	0	0	2-WY	SCLN	VNP
UNMATCHED :	23	1201	17	25	0	2-WY	SCLN	VNS
UNMATCHED :	25	1301	16	45	0	2-WY	SCLN	VNU
UNMATCHED :	21	1101	16	50	0	INB	CORD	VNU
UNMATCHED :	27	1401	17	40	0	2-WY	SCLN	VNU
UNMATCHED :	6	302	16	55	0	OUTB	CORD	VPC
UNMATCHED :	12	602	16	45	0	OUTB	CORD	VPL
UNMATCHED :	6	302	16	55	0	OUTB	CORD	VPV
UNMATCHED :	21	1101	16	55	0	INB	CORD	VPX
UNMATCHED :	17	901	17	30	0	INB	CORD	VR2
UNMATCHED :	23	1201	17	40	0	2-WY	SCLN	VR3
UNMATCHED :	1	101	16	45	0	INB	CORD	VRB
UNMATCHED :	30	1502	16	55	0	2-WY	SCLN	VRC
UNMATCHED :	6	302	16	55	0	OUTB	CORD	VRC
UNMATCHED :	6	302	17	10	0	OUTB	CORD	VRM
UNMATCHED :	1	101	17	35	0	INB	CORD	VRM

UNMATCHED :	23	1201	17	40	0	2-WY	SCLN	VRM
UNMATCHED :	1	101	16	55	0	INB	CORD	VRN
UNMATCHED :	25	1301	17	0	0	2-WY	SCLN	VRN
UNMATCHED :	6	302	17	0	0	OUTB	CORD	VRP
UNMATCHED :	1	101	17	15	0	INB	CORD	VRP
UNMATCHED :	8	402	16	50	0	OUTB	CORD	VRS
UNMATCHED :	27	1401	17	40	0	2-WY	SCLN	VRT
UNMATCHED :	12	602	17	40	0	OUTB	CORD	VRT
UNMATCHED :	6	302	17	10	0	OUTB	CORD	VRX
UNMATCHED :	15	801	17	15	0	INB	CORD	VRX
UNMATCHED :	6	302	17	40	0	OUTB	CORD	VRX
UNMATCHED :	6	302	17	0	0	OUTB	CORD	VS5
UNMATCHED :	27	1401	17	30	0	2-WY	SCLN	VS5
UNMATCHED :	25	1301	17	30	0	2-WY	SCLN	VS5
UNMATCHED :	25	1301	16	45	0	2-WY	SCLN	VS6
UNMATCHED :	23	1201	16	45	0	2-WY	SCLN	VS6
UNMATCHED :	6	302	16	50	0	OUTB	CORD	VS8
UNMATCHED :	6	302	16	45	0	OUTB	CORD	VSF

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	6	302	16	50	0	OUTB	CORD	VSF
UNMATCHED :	27	1401	17	15	0	2-WY	SCLN	VSF
UNMATCHED :	23	1201	17	35	0	2-WY	SCLN	VSF
UNMATCHED :	4	202	17	30	0	OUTB	CORD	VSH
UNMATCHED :	6	302	16	55	0	OUTB	CORD	VSR
UNMATCHED :	25	1301	17	35	0	2-WY	SCLN	VSW
UNMATCHED :	6	302	17	25	0	OUTB	CORD	VT4
UNMATCHED :	19	1001	17	0	0	INB	CORD	VT7
UNMATCHED :	6	302	17	5	0	OUTB	CORD	VTA
UNMATCHED :	27	1401	17	5	0	2-WY	SCLN	VTH
UNMATCHED :	12	602	17	35	0	OUTB	CORD	VTK
UNMATCHED :	30	1502	16	45	0	2-WY	SCLN	VTM
UNMATCHED :	30	1502	17	10	0	2-WY	SCLN	VTR
UNMATCHED :	6	302	17	10	0	OUTB	CORD	VTR
UNMATCHED :	1	101	17	20	0	INB	CORD	VTV
UNMATCHED :	30	1502	18	10	0	2-WY	SCLN	VTY
UNMATCHED :	30	1502	17	35	0	2-WY	SCLN	VU5
UNMATCHED :	27	1401	17	10	0	2-WY	SCLN	VU6
UNMATCHED :	6	302	17	15	0	OUTB	CORD	VUD
UNMATCHED :	4	202	17	5	0	OUTB	CORD	VV3
UNMATCHED :	4	202	17	0	0	OUTB	CORD	VVA
UNMATCHED :	15	801	17	5	0	INB	CORD	VVA
UNMATCHED :	4	202	17	10	0	OUTB	CORD	VVB
UNMATCHED :	15	801	17	35	0	INB	CORD	VVB
UNMATCHED :	1	101	17	25	0	INB	CORD	VVE
UNMATCHED :	30	1502	18	10	0	2-WY	SCLN	VVF
UNMATCHED :	1	101	17	15	0	INB	CORD	VVL
UNMATCHED :	4	202	16	55	0	OUTB	CORD	VW7
UNMATCHED :	30	1502	17	5	0	2-WY	SCLN	VWC
UNMATCHED :	6	302	17	10	0	OUTB	CORD	VWC
UNMATCHED :	6	302	17	15	0	OUTB	CORD	VWH
UNMATCHED :	6	302	17	35	0	OUTB	CORD	VWH
UNMATCHED :	25	1301	17	20	0	2-WY	SCLN	VWK
UNMATCHED :	30	1502	17	50	0	2-WY	SCLN	VWS
UNMATCHED :	6	302	17	40	0	OUTB	CORD	VWX
UNMATCHED :	6	302	16	50	0	OUTB	CORD	VWY
UNMATCHED :	25	1301	16	45	0	2-WY	SCLN	VXA
UNMATCHED :	27	1401	17	40	0	2-WY	SCLN	VXJ
UNMATCHED :	27	1401	16	50	0	2-WY	SCLN	VXP

UNMATCHED :	4	202	16	55	0	OUTB	CORD	VXT
UNMATCHED :	6	302	17	15	0	OUTB	CORD	VXW
UNMATCHED :	6	302	17	5	0	OUTB	CORD	VXX
UNMATCHED :	6	302	17	5	0	OUTB	CORD	VYA
UNMATCHED :	12	602	16	45	0	OUTB	CORD	VYB
UNMATCHED :	27	1401	17	20	0	2-WY	SCLN	VYB

PROGRAM - MVMACH PAGE 89

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	MIN	SEC	STATION DIR	TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	25	1301	16	45	0	2-WY	SCLN	VYH
UNMATCHED :	4	202	17	15	0	OUTB	CORD	VYM
UNMATCHED :	23	1201	16	45	0	2-WY	SCLN	VYN
UNMATCHED :	12	602	17	25	0	OUTB	CORD	VYV
UNMATCHED :	27	1401	17	25	0	2-WY	SCLN	VZH
UNMATCHED :	1	101	17	35	0	INB	CORD	VZM
UNMATCHED :	27	1401	17	0	0	2-WY	SCLN	VZP
UNMATCHED :	6	302	17	20	0	OUTB	CORD	VZS
UNMATCHED :	1	101	17	10	0	INB	CORD	VZU
UNMATCHED :	6	302	17	15	0	OUTB	CORD	VZY
UNMATCHED :	6	302	16	50	0	OUTB	CORD	VZZ
UNMATCHED :	27	1401	16	55	0	2-WY	SCLN	WCG
UNMATCHED :	8	402	17	15	0	OUTB	CORD	WCG
UNMATCHED :	1	101	17	20	0	INB	CORD	WFC
UNMATCHED :	12	602	16	45	0	OUTB	CORD	WGM
UNMATCHED :	23	1201	16	55	0	2-WY	SCLN	WGM
UNMATCHED :	25	1301	17	0	0	2-WY	SCLN	WGM
UNMATCHED :	12	602	17	5	0	OUTB	CORD	WGV
UNMATCHED :	21	1101	17	10	0	INB	CORD	WHE
UNMATCHED :	12	602	17	30	0	OUTB	CORD	WHE
UNMATCHED :	21	1101	17	10	0	INB	CORD	WHF
UNMATCHED :	23	1201	17	10	0	2-WY	SCLN	WHF
UNMATCHED :	25	1301	17	15	0	2-WY	SCLN	WHF
UNMATCHED :	17	901	17	25	0	INB	CORD	WHL
UNMATCHED :	10	502	16	55	0	OUTB	CORD	WHY
UNMATCHED :	1	101	17	5	0	INB	CORD	WHY
UNMATCHED :	4	202	17	40	0	OUTB	CORD	WHY
UNMATCHED :	6	302	17	30	0	OUTB	CORD	WJM
UNMATCHED :	30	1502	17	10	0	2-WY	SCLN	WKB
UNMATCHED :	6	302	17	10	0	OUTB	CORD	WKB
UNMATCHED :	27	1401	17	25	0	2-WY	SCLN	WKT
UNMATCHED :	15	801	17	0	0	INB	CORD	WLU
UNMATCHED :	27	1401	17	20	0	2-WY	SCLN	WLV
UNMATCHED :	23	1201	17	20	0	2-WY	SCLN	WLV
UNMATCHED :	6	302	16	45	0	OUTB	CORD	WLW
UNMATCHED :	4	202	17	40	0	OUTB	CORD	WLY
UNMATCHED :	17	901	17	25	0	INB	CORD	WMD
UNMATCHED :	30	1502	16	40	0	2-WY	SCLN	WMW
UNMATCHED :	6	302	17	15	0	OUTB	CORD	WNB
UNMATCHED :	15	801	17	20	0	INB	CORD	WRE
UNMATCHED :	8	402	16	45	0	OUTB	CORD	WRJ
UNMATCHED :	6	302	17	20	0	OUTB	CORD	WTT
UNMATCHED :	30	1502	17	35	0	2-WY	SCLN	WTT
UNMATCHED :	6	302	17	35	0	OUTB	CORD	WTT
UNMATCHED :	1	101	16	50	0	INB	CORD	WUF

1PROGRAM - MVMACH PAGE 90

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER	ETC
UNMATCHED :	27	1401	17	0	0	2-WY	SCLN	WWB	
UNMATCHED :	12	602	17	5	0	OUTB	CORD	WWB	
UNMATCHED :	6	302	17	30	0	OUTB	CORD	WWG	
UNMATCHED :	6	302	16	55	0	OUTB	CORD	WXP	
UNMATCHED :	6	302	16	45	0	OUTB	CORD	WXT	
UNMATCHED :	13	701	17	30	0	INB	CORD	X2A	
UNMATCHED :	15	801	17	25	0	INB	CORD	X2L	
UNMATCHED :	27	1401	17	0	0	2-WY	SCLN	X4J	
UNMATCHED :	4	202	17	20	0	OUTB	CORD	XAE	
UNMATCHED :	6	302	16	55	0	OUTB	CORD	XAR	
UNMATCHED :	4	202	17	15	0	OUTB	CORD	XAR	
UNMATCHED :	1	101	17	35	0	INB	CORD	XAU	
UNMATCHED :	27	1401	17	40	0	2-WY	SCLN	XAU	
UNMATCHED :	25	1301	17	40	0	2-WY	SCLN	XAU	
UNMATCHED :	12	602	17	35	0	OUTB	CORD	XAX	
UNMATCHED :	6	302	17	15	0	OUTB	CORD	XAY	
UNMATCHED :	1	101	17	5	0	INB	CORD	XBC	
UNMATCHED :	21	1101	16	45	0	INB	CORD	XBJ	
UNMATCHED :	25	1301	16	45	0	2-WY	SCLN	XBJ	
UNMATCHED :	12	602	17	20	0	OUTB	CORD	XBV	
UNMATCHED :	30	1502	16	40	0	2-WY	SCLN	XBX	
UNMATCHED :	15	801	16	45	0	INB	CORD	XCA	
UNMATCHED :	15	801	16	45	0	INB	CORD	XCD	
UNMATCHED :	30	1502	17	50	0	2-WY	SCLN	XCD	
UNMATCHED :	8	402	17	5	0	OUTB	CORD	XCE	
UNMATCHED :	25	1301	17	25	0	2-WY	SCLN	XCF	
UNMATCHED :	25	1301	17	15	0	2-WY	SCLN	XCG	
UNMATCHED :	12	602	17	15	0	OUTB	CORD	XCG	
UNMATCHED :	27	1401	16	50	0	2-WY	SCLN	XCH	
UNMATCHED :	27	1401	17	15	0	2-WY	SCLN	XCH	
UNMATCHED :	27	1401	17	30	0	2-WY	SCLN	XCH	
UNMATCHED :	12	602	17	5	0	OUTB	CORD	XCJ	
UNMATCHED :	27	1401	17	15	0	2-WY	SCLN	XCK	
UNMATCHED :	30	1502	16	30	0	2-WY	SCLN	XCL	
UNMATCHED :	21	1101	17	40	0	INB	CORD	XCM	
UNMATCHED :	23	1201	17	40	0	2-WY	SCLN	XCM	
UNMATCHED :	15	801	17	0	0	INB	CORD	XCP	
UNMATCHED :	30	1502	16	55	0	2-WY	SCLN	XCS	
UNMATCHED :	1	101	17	10	0	INB	CORD	XCS	
UNMATCHED :	15	801	17	15	0	INB	CORD	XCS	
UNMATCHED :	25	1301	17	15	0	2-WY	SCLN	XCS	
UNMATCHED :	30	1502	17	15	0	2-WY	SCLN	XCS	
UNMATCHED :	6	302	17	15	0	OUTB	CORD	XCS	
UNMATCHED :	8	402	16	50	0	OUTB	CORD	XCX	
UNMATCHED :	6	302	17	35	0	OUTB	CORD	XCX	

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER	ETC
UNMATCHED :	27	1401	16	45	0	2-WY	SCLN	XCY	
UNMATCHED :	12	602	16	45	0	OUTB	CORD	XCY	
UNMATCHED :	12	602	16	50	0	OUTB	CORD	XD2	
UNMATCHED :	10	502	17	0	0	OUTB	CORD	XDA	
UNMATCHED :	27	1401	17	40	0	2-WY	SCLN	XDA	
UNMATCHED :	1	101	17	20	0	INB	CORD	XDC	
UNMATCHED :	27	1401	17	25	0	2-WY	SCLN	XDC	
UNMATCHED :	4	202	17	40	0	OUTB	CORD	XDE	
UNMATCHED :	6	302	16	55	0	OUTB	CORD	XDH	

UNMATCHED :	6	302	17	15	0	OUTB	CORD	XDH
UNMATCHED :	30	1502	17	35	0	2-WY	SCLN	XDH
UNMATCHED :	30	1502	17	40	0	2-WY	SCLN	XDH
UNMATCHED :	6	302	17	40	0	OUTB	CORD	XDH
UNMATCHED :	30	1502	16	35	0	2-WY	SCLN	XDJ
UNMATCHED :	27	1401	16	50	0	2-WY	SCLN	XDJ
UNMATCHED :	10	502	16	50	0	OUTB	CORD	XDJ
UNMATCHED :	10	502	17	5	0	OUTB	CORD	XDJ
UNMATCHED :	13	701	17	25	0	INB	CORD	XDJ
UNMATCHED :	6	302	16	45	0	OUTB	CORD	XDK
UNMATCHED :	23	1201	16	50	0	2-WY	SCLN	XDK
UNMATCHED :	21	1101	16	55	0	INB	CORD	XDK
UNMATCHED :	27	1401	17	25	0	2-WY	SCLN	XDK
UNMATCHED :	12	602	17	30	0	OUTB	CORD	XDK
UNMATCHED :	27	1401	16	55	0	2-WY	SCLN	XDL
UNMATCHED :	27	1401	17	10	0	2-WY	SCLN	XDP
UNMATCHED :	4	202	17	5	0	OUTB	CORD	XDR
UNMATCHED :	15	801	17	30	0	INB	CORD	XDU
UNMATCHED :	27	1401	17	25	0	2-WY	SCLN	XDW
UNMATCHED :	6	302	16	50	0	OUTB	CORD	XDX
UNMATCHED :	27	1401	17	25	0	2-WY	SCLN	XDX
UNMATCHED :	27	1401	17	35	0	2-WY	SCLN	XDX
UNMATCHED :	27	1401	17	25	0	2-WY	SCLN	XDY
UNMATCHED :	6	302	17	30	0	OUTB	CORD	XDY
UNMATCHED :	1	101	16	45	0	INB	CORD	XEC
UNMATCHED :	25	1301	16	45	0	2-WY	SCLN	XEC
UNMATCHED :	30	1502	16	50	0	2-WY	SCLN	XEC
UNMATCHED :	6	302	17	10	0	OUTB	CORD	XEC
UNMATCHED :	19	1001	17	0	0	INB	CORD	XED
UNMATCHED :	6	302	17	35	0	OUTB	CORD	XED
UNMATCHED :	1	101	17	40	0	INB	CORD	XED
UNMATCHED :	21	1101	17	30	0	INB	CORD	XEE
UNMATCHED :	27	1401	16	55	0	2-WY	SCLN	XEF
UNMATCHED :	12	602	17	0	0	OUTB	CORD	XEF
UNMATCHED :	19	1001	17	30	0	INB	CORD	XEF
UNMATCHED :	23	1201	17	35	0	2-WY	SCLN	XEF

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	25	1301	17	40	0	2-WY	SCLN	XEF
UNMATCHED :	1	101	16	55	0	INB	CORD	XEG
UNMATCHED :	25	1301	17	0	0	2-WY	SCLN	XEG
UNMATCHED :	30	1502	16	55	0	2-WY	SCLN	XEP
UNMATCHED :	30	1502	17	0	0	2-WY	SCLN	XEP
UNMATCHED :	6	302	17	0	0	OUTB	CORD	XEP
UNMATCHED :	27	1401	17	5	0	2-WY	SCLN	XEP
UNMATCHED :	1	101	17	10	0	INB	CORD	XEP
UNMATCHED :	27	1401	17	5	0	2-WY	SCLN	XER
UNMATCHED :	23	1201	16	50	0	2-WY	SCLN	XEU
UNMATCHED :	21	1101	16	55	0	INB	CORD	XEU
UNMATCHED :	1	101	17	25	0	INB	CORD	XEU
UNMATCHED :	4	202	17	40	0	OUTB	CORD	XEX
UNMATCHED :	21	1101	17	0	0	INB	CORD	XEY
UNMATCHED :	23	1201	16	55	0	2-WY	SCLN	XEZ
UNMATCHED :	10	502	16	45	0	OUTB	CORD	XFA
UNMATCHED :	1	101	16	50	0	INB	CORD	XFB
UNMATCHED :	10	502	17	10	0	OUTB	CORD	XFB
UNMATCHED :	15	801	17	30	0	INB	CORD	XFC
UNMATCHED :	30	1502	17	35	0	2-WY	SCLN	XFC
UNMATCHED :	12	602	16	45	0	OUTB	CORD	XFD

UNMATCHED :	1	101	17	30	0	INB	CORD	XFI
UNMATCHED :	1	101	17	0	0	INB	CORD	XFJ
UNMATCHED :	6	302	17	20	0	OUTB	CORD	XFJ
UNMATCHED :	27	1401	17	20	0	2-WY	SCLN	XFK
UNMATCHED :	8	402	17	20	0	OUTB	CORD	XFK
UNMATCHED :	1	101	17	25	0	INB	CORD	XFK
UNMATCHED :	25	1301	17	30	0	2-WY	SCLN	XFK
UNMATCHED :	27	1401	17	35	0	2-WY	SCLN	XFK
UNMATCHED :	6	302	17	0	0	OUTB	CORD	XFL
UNMATCHED :	6	302	17	40	0	OUTB	CORD	XFL
UNMATCHED :	4	202	17	15	0	OUTB	CORD	XFN
UNMATCHED :	27	1401	16	50	0	2-WY	SCLN	XFR
UNMATCHED :	30	1502	16	55	0	2-WY	SCLN	XFR
UNMATCHED :	27	1401	17	10	0	2-WY	SCLN	XFR
UNMATCHED :	4	202	17	15	0	OUTB	CORD	XFR
UNMATCHED :	10	502	17	15	0	OUTB	CORD	XFR
UNMATCHED :	27	1401	17	40	0	2-WY	SCLN	XFS
UNMATCHED :	17	901	17	10	0	INB	CORD	XFU
UNMATCHED :	12	602	17	10	0	OUTB	CORD	XFU
UNMATCHED :	4	202	17	20	0	OUTB	CORD	XFU
UNMATCHED :	1	101	17	25	0	INB	CORD	XFU
UNMATCHED :	27	1401	17	35	0	2-WY	SCLN	XFU
UNMATCHED :	1	101	17	0	0	INB	CORD	XFV
UNMATCHED :	30	1502	17	15	0	2-WY	SCLN	XFV

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	4	202	17	15	0	OUTB	CORD	XFV
UNMATCHED :	25	1301	17	5	0	2-WY	SCLN	XFX
UNMATCHED :	12	602	17	5	0	OUTB	CORD	XFZ
UNMATCHED :	12	602	17	15	0	OUTB	CORD	XFZ
UNMATCHED :	30	1502	17	40	0	2-WY	SCLN	XFZ
UNMATCHED :	30	1502	16	20	0	2-WY	SCLN	XGA
UNMATCHED :	25	1301	16	55	0	2-WY	SCLN	XGB
UNMATCHED :	27	1401	17	15	0	2-WY	SCLN	XGE
UNMATCHED :	27	1401	17	25	0	2-WY	SCLN	XGR
UNMATCHED :	13	701	17	25	0	INB	CORD	XGS
UNMATCHED :	1	101	17	5	0	INB	CORD	XGU
UNMATCHED :	19	1001	17	0	0	INB	CORD	XGX
UNMATCHED :	23	1201	17	5	0	2-WY	SCLN	XGX
UNMATCHED :	6	302	17	5	0	OUTB	CORD	XGY
UNMATCHED :	21	1101	17	15	0	INB	CORD	XGY
UNMATCHED :	27	1401	17	40	0	2-WY	SCLN	XGY
UNMATCHED :	21	1101	17	5	0	INB	CORD	XHB
UNMATCHED :	30	1502	17	10	0	2-WY	SCLN	XHD
UNMATCHED :	30	1502	16	15	0	2-WY	SCLN	XHE
UNMATCHED :	4	202	17	5	0	OUTB	CORD	XHE
UNMATCHED :	27	1401	17	20	0	2-WY	SCLN	XHE
UNMATCHED :	15	801	16	50	0	INB	CORD	XHH
UNMATCHED :	25	1301	17	35	0	2-WY	SCLN	XHH
UNMATCHED :	6	302	17	10	0	OUTB	CORD	XHK
UNMATCHED :	12	602	16	50	0	OUTB	CORD	XHL
UNMATCHED :	1	101	17	40	0	INB	CORD	XHL
UNMATCHED :	6	302	16	45	0	OUTB	CORD	XHS
UNMATCHED :	1	101	17	0	0	INB	CORD	XHS
UNMATCHED :	23	1201	17	35	0	2-WY	SCLN	XHT
UNMATCHED :	27	1401	17	10	0	2-WY	SCLN	XHU
UNMATCHED :	12	602	17	15	0	OUTB	CORD	XHU
UNMATCHED :	4	202	17	15	0	OUTB	CORD	XHU
UNMATCHED :	27	1401	17	20	0	2-WY	SCLN	XHU

UNMATCHED :	27	1401	17	40	0	2-WY	SCLN	XHU
UNMATCHED :	30	1502	17	55	0	2-WY	SCLN	XHU
UNMATCHED :	27	1401	17	5	0	2-WY	SCLN	XHX
UNMATCHED :	13	701	17	25	0	INB	CORD	XHY
UNMATCHED :	8	402	17	0	0	OUTB	CORD	XJB
UNMATCHED :	1	101	16	50	0	INB	CORD	XJM
UNMATCHED :	25	1301	16	50	0	2-WY	SCLN	XJM
UNMATCHED :	25	1301	17	15	0	2-WY	SCLN	XJM
UNMATCHED :	12	602	17	25	0	OUTB	CORD	XJM
UNMATCHED :	19	1001	17	30	0	INB	CORD	XJS
UNMATCHED :	6	302	17	25	0	OUTB	CORD	XJT
UNMATCHED :	6	302	16	55	0	OUTB	CORD	XJX

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	6	302	17	5	0	OUTB	CORD	XJZ
UNMATCHED :	15	801	17	25	0	INB	CORD	XKE
UNMATCHED :	30	1502	17	25	0	2-WY	SCLN	XKE
UNMATCHED :	27	1401	16	45	0	2-WY	SCLN	XKH
UNMATCHED :	30	1502	16	50	0	2-WY	SCLN	XKH
UNMATCHED :	6	302	16	55	0	OUTB	CORD	XKH
UNMATCHED :	17	901	16	50	0	INB	CORD	XKT
UNMATCHED :	30	1502	16	55	0	2-WY	SCLN	XKT
UNMATCHED :	27	1401	17	10	0	2-WY	SCLN	XKT
UNMATCHED :	4	202	17	35	0	OUTB	CORD	XKX
UNMATCHED :	30	1502	17	5	0	2-WY	SCLN	XKY
UNMATCHED :	12	602	17	15	0	OUTB	CORD	XL5
UNMATCHED :	8	402	17	0	0	OUTB	CORD	XLA
UNMATCHED :	21	1101	16	50	0	INB	CORD	XLL
UNMATCHED :	12	602	16	50	0	OUTB	CORD	XLM
UNMATCHED :	1	101	16	45	0	INB	CORD	XLS
UNMATCHED :	25	1301	16	45	0	2-WY	SCLN	XLS
UNMATCHED :	27	1401	16	50	0	2-WY	SCLN	XLS
UNMATCHED :	4	202	17	15	0	OUTB	CORD	XLS
UNMATCHED :	4	202	17	10	0	OUTB	CORD	XLU
UNMATCHED :	12	602	17	0	0	OUTB	CORD	XMC
UNMATCHED :	15	801	17	0	0	INB	CORD	XMF
UNMATCHED :	25	1301	17	35	0	2-WY	SCLN	XMG
UNMATCHED :	12	602	17	20	0	OUTB	CORD	XMI
UNMATCHED :	21	1101	17	40	0	INB	CORD	XMJ
UNMATCHED :	6	302	17	0	0	OUTB	CORD	XMS
UNMATCHED :	10	502	17	40	0	OUTB	CORD	XMU
UNMATCHED :	6	302	17	5	0	OUTB	CORD	XMX
UNMATCHED :	19	1001	17	15	0	INB	CORD	XMX
UNMATCHED :	6	302	17	30	0	OUTB	CORD	XN7
UNMATCHED :	23	1201	17	10	0	2-WY	SCLN	XN9
UNMATCHED :	1	101	16	45	0	INB	CORD	XNA
UNMATCHED :	30	1502	16	45	0	2-WY	SCLN	XNA
UNMATCHED :	25	1301	16	45	0	2-WY	SCLN	XNA
UNMATCHED :	30	1502	17	25	0	2-WY	SCLN	XNA
UNMATCHED :	13	701	16	50	0	INB	CORD	XNG
UNMATCHED :	19	1001	16	45	0	INB	CORD	XNN
UNMATCHED :	30	1502	16	50	0	2-WY	SCLN	XNP
UNMATCHED :	6	302	16	50	0	OUTB	CORD	XNP
UNMATCHED :	4	202	17	40	0	OUTB	CORD	XNP
UNMATCHED :	12	602	17	5	0	OUTB	CORD	XNY
UNMATCHED :	6	302	17	10	0	OUTB	CORD	XPC
UNMATCHED :	13	701	17	30	0	INB	CORD	XPC
UNMATCHED :	1	101	17	10	0	INB	CORD	XPG
UNMATCHED :	25	1301	17	15	0	2-WY	SCLN	XPG

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER	ETC
UNMATCHED :	12	602	17	40	0	OUTB	CORD	XPR	
UNMATCHED :	30	1502	17	45	0	2-WY	SCLN	XPU	
UNMATCHED :	27	1401	17	15	0	2-WY	SCLN	XPY	
UNMATCHED :	12	602	17	15	0	OUTB	CORD	XPY	
UNMATCHED :	12	602	16	55	0	OUTB	CORD	XPZ	
UNMATCHED :	6	302	17	20	0	OUTB	CORD	XR4	
UNMATCHED :	1	101	17	0	0	INB	CORD	XRJ	
UNMATCHED :	15	801	17	20	0	INB	CORD	XRJ	
UNMATCHED :	30	1502	18	0	0	2-WY	SCLN	XRJ	
UNMATCHED :	19	1001	16	45	0	INB	CORD	XRK	
UNMATCHED :	6	302	17	10	0	OUTB	CORD	XRY	
UNMATCHED :	15	801	17	20	0	INB	CORD	XRY	
UNMATCHED :	6	302	17	5	0	OUTB	CORD	XS1	
UNMATCHED :	6	302	16	45	0	OUTB	CORD	XTC	
UNMATCHED :	8	402	17	40	0	OUTB	CORD	XUL	
UNMATCHED :	10	502	17	40	0	OUTB	CORD	XUM	
UNMATCHED :	30	1502	17	50	0	2-WY	SCLN	XUX	
UNMATCHED :	13	701	17	25	0	INB	CORD	XV2	
UNMATCHED :	1	101	17	25	0	INB	CORD	XVD	
UNMATCHED :	6	302	17	35	0	OUTB	CORD	XVT	
UNMATCHED :	1	101	16	55	0	INB	CORD	XVV	
UNMATCHED :	1	101	17	25	0	INB	CORD	XVV	
UNMATCHED :	25	1301	17	25	0	2-WY	SCLN	XVV	
UNMATCHED :	27	1401	17	0	0	2-WY	SCLN	XVX	
UNMATCHED :	1	101	17	15	0	INB	CORD	XVX	
UNMATCHED :	4	202	17	5	0	OUTB	CORD	XVZ	
UNMATCHED :	4	202	17	20	0	OUTB	CORD	XVZ	
UNMATCHED :	23	1201	17	10	0	2-WY	SCLN	XWG	
UNMATCHED :	1	101	17	30	0	INB	CORD	XWG	
UNMATCHED :	1	101	17	25	0	INB	CORD	XWM	
UNMATCHED :	4	202	17	15	0	OUTB	CORD	XWP	
UNMATCHED :	6	302	17	0	0	OUTB	CORD	XWR	
UNMATCHED :	6	302	17	15	0	OUTB	CORD	XWY	
UNMATCHED :	30	1502	18	0	0	2-WY	SCLN	XWZ	
UNMATCHED :	13	701	16	55	0	INB	CORD	XXA	
UNMATCHED :	21	1101	17	10	0	INB	CORD	XXJ	
UNMATCHED :	30	1502	16	35	0	2-WY	SCLN	XXM	
UNMATCHED :	19	1001	17	15	0	INB	CORD	XXP	
UNMATCHED :	6	302	17	40	0	OUTB	CORD	XXP	
UNMATCHED :	21	1101	17	20	0	INB	CORD	XXS	
UNMATCHED :	6	302	17	25	0	OUTB	CORD	XYA	
UNMATCHED :	6	302	17	0	0	OUTB	CORD	XYC	
UNMATCHED :	4	202	16	55	0	OUTB	CORD	XYD	
UNMATCHED :	21	1101	17	0	0	INB	CORD	XYD	
UNMATCHED :	23	1201	17	0	0	2-WY	SCLN	XYD	

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER	ETC
UNMATCHED :	1	101	17	40	0	INB	CORD	XYD	
UNMATCHED :	21	1101	17	30	0	INB	CORD	XYN	
UNMATCHED :	12	602	16	45	0	OUTB	CORD	XYP	

UNMATCHED :	10	502	16	50	0	OUTB	CORD	XYP
UNMATCHED :	21	1101	16	55	0	INB	CORD	XYP
UNMATCHED :	6	302	17	5	0	OUTB	CORD	XYU
UNMATCHED :	12	602	17	30	0	OUTB	CORD	XYU
UNMATCHED :	27	1401	17	30	0	2-WY	SCLN	XYV
UNMATCHED :	27	1401	16	50	0	2-WY	SCLN	XYX
UNMATCHED :	27	1401	16	55	0	2-WY	SCLN	XYY
UNMATCHED :	19	1001	17	30	0	INB	CORD	XZA
UNMATCHED :	21	1101	17	40	0	INB	CORD	XZB
UNMATCHED :	23	1201	17	30	0	2-WY	SCLN	XZD
UNMATCHED :	25	1301	17	35	0	2-WY	SCLN	XZD
UNMATCHED :	27	1401	17	15	0	2-WY	SCLN	XZF
UNMATCHED :	10	502	17	20	0	OUTB	CORD	XZJ
UNMATCHED :	30	1502	17	30	0	2-WY	SCLN	XZJ
UNMATCHED :	21	1101	17	40	0	INB	CORD	XZK
UNMATCHED :	6	302	17	20	0	OUTB	CORD	XZL
UNMATCHED :	6	302	17	35	0	OUTB	CORD	XZL
UNMATCHED :	4	202	17	30	0	OUTB	CORD	XZN
UNMATCHED :	27	1401	16	45	0	2-WY	SCLN	XZP
UNMATCHED :	6	302	17	35	0	OUTB	CORD	XZV
UNMATCHED :	27	1401	16	45	0	2-WY	SCLN	YBB
UNMATCHED :	12	602	17	30	0	OUTB	CORD	YBB
UNMATCHED :	25	1301	17	20	0	2-WY	SCLN	YBF
UNMATCHED :	1	101	16	55	0	INB	CORD	YBH
UNMATCHED :	1	101	17	15	0	INB	CORD	YBI
UNMATCHED :	8	402	17	0	0	OUTB	CORD	YBN
UNMATCHED :	15	801	17	15	0	INB	CORD	YBN
UNMATCHED :	30	1502	17	15	0	2-WY	SCLN	YBV
UNMATCHED :	1	101	17	20	0	INB	CORD	YBX
UNMATCHED :	25	1301	17	35	0	2-WY	SCLN	YBY
UNMATCHED :	21	1101	17	10	0	INB	CORD	YCA
UNMATCHED :	1	101	17	10	0	INB	CORD	YCA
UNMATCHED :	27	1401	17	5	0	2-WY	SCLN	YCB
UNMATCHED :	23	1201	17	10	0	2-WY	SCLN	YCB
UNMATCHED :	12	602	17	10	0	OUTB	CORD	YCB
UNMATCHED :	4	202	17	30	0	OUTB	CORD	YCB
UNMATCHED :	6	302	17	40	0	OUTB	CORD	YCF
UNMATCHED :	23	1201	17	5	0	2-WY	SCLN	YCJ
UNMATCHED :	21	1101	17	10	0	INB	CORD	YCJ
UNMATCHED :	6	302	17	25	0	OUTB	CORD	YCK
UNMATCHED :	21	1101	17	15	0	INB	CORD	YCM
UNMATCHED :	8	402	17	35	0	OUTB	CORD	YCM

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER	REGISTRATION ETC
UNMATCHED :	27	1401	16	50	0	2-WY	SCLN	YCP	
UNMATCHED :	12	602	17	30	0	OUTB	CORD	YCP	
UNMATCHED :	27	1401	17	35	0	2-WY	SCLN	YCP	
UNMATCHED :	1	101	17	40	0	INB	CORD	YCP	
UNMATCHED :	25	1301	17	40	0	2-WY	SCLN	YCP	
UNMATCHED :	23	1201	17	5	0	2-WY	SCLN	YCR	
UNMATCHED :	6	302	17	10	0	OUTB	CORD	YCR	
UNMATCHED :	10	502	17	40	0	OUTB	CORD	YCR	
UNMATCHED :	30	1502	17	55	0	2-WY	SCLN	YCR	
UNMATCHED :	27	1401	17	5	0	2-WY	SCLN	YCU	
UNMATCHED :	12	602	17	5	0	OUTB	CORD	YCU	
UNMATCHED :	13	701	17	10	0	INB	CORD	YCU	
UNMATCHED :	30	1502	17	15	0	2-WY	SCLN	YCU	
UNMATCHED :	23	1201	17	25	0	2-WY	SCLN	YCU	
UNMATCHED :	27	1401	17	25	0	2-WY	SCLN	YCU	

UNMATCHED :	12	602	17	25	0	OUTB	CORD	YCU
UNMATCHED :	25	1301	17	30	0	2-WY	SCLN	YCV
UNMATCHED :	27	1401	17	35	0	2-WY	SCLN	YCV
UNMATCHED :	12	602	17	35	0	OUTB	CORD	YCV
UNMATCHED :	6	302	17	35	0	OUTB	CORD	YCV
UNMATCHED :	27	1401	17	0	0	2-WY	SCLN	YCW
UNMATCHED :	27	1401	17	5	0	2-WY	SCLN	YCW
UNMATCHED :	12	602	17	5	0	OUTB	CORD	YCW
UNMATCHED :	23	1201	17	15	0	2-WY	SCLN	YCW
UNMATCHED :	25	1301	17	20	0	2-WY	SCLN	YCW
UNMATCHED :	6	302	17	40	0	OUTB	CORD	YCX
UNMATCHED :	1	101	17	5	0	INB	CORD	YCY
UNMATCHED :	25	1301	17	5	0	2-WY	SCLN	YCY
UNMATCHED :	21	1101	17	20	0	INB	CORD	YCZ
UNMATCHED :	23	1201	17	35	0	2-WY	SCLN	YCZ
UNMATCHED :	21	1101	17	40	0	INB	CORD	YCZ
UNMATCHED :	25	1301	17	40	0	2-WY	SCLN	YCZ
UNMATCHED :	6	302	17	15	0	OUTB	CORD	YDC
UNMATCHED :	6	302	16	50	0	OUTB	CORD	YDF
UNMATCHED :	6	302	16	45	0	OUTB	CORD	YDK
UNMATCHED :	13	701	17	5	0	INB	CORD	YDR
UNMATCHED :	21	1101	17	15	0	INB	CORD	YDS
UNMATCHED :	23	1201	17	40	0	2-WY	SCLN	YDZ
UNMATCHED :	1	101	16	50	0	INB	CORD	YEE
UNMATCHED :	6	302	16	55	0	OUTB	CORD	YEK
UNMATCHED :	27	1401	17	10	0	2-WY	SCLN	YEK
UNMATCHED :	6	302	17	15	0	OUTB	CORD	YEK
UNMATCHED :	15	801	17	15	0	INB	CORD	YEN
UNMATCHED :	6	302	17	25	0	OUTB	CORD	YEW
UNMATCHED :	8	402	17	10	0	OUTB	CORD	YEX

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	27	1401	17	15	0	2-WY	SCLN	YEY
UNMATCHED :	13	701	16	50	0	INB	CORD	YFB
UNMATCHED :	21	1101	16	50	0	INB	CORD	YFS
UNMATCHED :	6	302	17	5	0	OUTB	CORD	YFT
UNMATCHED :	12	602	16	50	0	OUTB	CORD	YFX
UNMATCHED :	6	302	17	20	0	OUTB	CORD	YFY
UNMATCHED :	1	101	17	40	0	INB	CORD	YFY
UNMATCHED :	30	1502	16	35	0	2-WY	SCLN	YGC
UNMATCHED :	6	302	17	10	0	OUTB	CORD	YGF
UNMATCHED :	25	1301	17	5	0	2-WY	SCLN	YGM
UNMATCHED :	27	1401	17	10	0	2-WY	SCLN	YGM
UNMATCHED :	1	101	17	10	0	INB	CORD	YGN
UNMATCHED :	25	1301	17	15	0	2-WY	SCLN	YGN
UNMATCHED :	6	302	17	15	0	OUTB	CORD	YGY
UNMATCHED :	6	302	17	10	0	OUTB	CORD	YHM
UNMATCHED :	4	202	17	5	0	OUTB	CORD	YHR
UNMATCHED :	1	101	16	50	0	INB	CORD	YHW
UNMATCHED :	15	801	17	0	0	INB	CORD	YJ8
UNMATCHED :	6	302	16	50	0	OUTB	CORD	YJC
UNMATCHED :	12	602	17	5	0	OUTB	CORD	YJG
UNMATCHED :	30	1502	17	25	0	2-WY	SCLN	YJG
UNMATCHED :	6	302	17	15	0	OUTB	CORD	YJK
UNMATCHED :	27	1401	17	25	0	2-WY	SCLN	YJM
UNMATCHED :	30	1502	18	0	0	2-WY	SCLN	YJS
UNMATCHED :	19	1001	17	15	0	INB	CORD	YJT
UNMATCHED :	6	302	17	35	0	OUTB	CORD	YK
UNMATCHED :	25	1301	17	40	0	2-WY	SCLN	YK6

UNMATCHED :	6	302	17	30	0	OUTB	CORD	YLG
UNMATCHED :	1	101	17	5	0	INB	CORD	YLP
UNMATCHED :	13	701	16	50	0	INB	CORD	YLU
UNMATCHED :	12	602	17	15	0	OUTB	CORD	YLU
UNMATCHED :	6	302	17	15	0	OUTB	CORD	YMK
UNMATCHED :	23	1201	17	35	0	2-WY	SCLN	YND
UNMATCHED :	15	801	17	25	0	INB	CORD	YNN
UNMATCHED :	4	202	17	10	0	OUTB	CORD	YNR
UNMATCHED :	6	302	17	35	0	OUTB	CORD	YPZ
UNMATCHED :	4	202	16	45	0	OUTB	CORD	YRA
UNMATCHED :	1	101	17	25	0	INB	CORD	YRA
UNMATCHED :	30	1502	18	0	0	2-WY	SCLN	YRB
UNMATCHED :	4	202	17	30	0	OUTB	CORD	YRC
UNMATCHED :	12	602	17	0	0	OUTB	CORD	YRG
UNMATCHED :	10	502	17	35	0	OUTB	CORD	YRG
UNMATCHED :	15	801	17	25	0	INB	CORD	YRH
UNMATCHED :	30	1502	17	25	0	2-WY	SCLN	YRH
UNMATCHED :	12	602	17	15	0	OUTB	CORD	YRJ

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	30	1502	16	50	0	2-WY	SCLN	YRK
UNMATCHED :	4	202	16	50	0	OUTB	CORD	YRK
UNMATCHED :	13	701	16	55	0	INB	CORD	YRK
UNMATCHED :	23	1201	16	55	0	2-WY	SCLN	YRK
UNMATCHED :	15	801	17	10	0	INB	CORD	YRK
UNMATCHED :	30	1502	17	10	0	2-WY	SCLN	YRK
UNMATCHED :	15	801	17	20	0	INB	CORD	YRK
UNMATCHED :	17	901	17	25	0	INB	CORD	YRK
UNMATCHED :	21	1101	17	35	0	INB	CORD	YRK
UNMATCHED :	6	302	16	45	0	OUTB	CORD	YRP
UNMATCHED :	27	1401	17	20	0	2-WY	SCLN	YRP
UNMATCHED :	10	502	17	20	0	OUTB	CORD	YRP
UNMATCHED :	4	202	16	55	0	OUTB	CORD	YRS
UNMATCHED :	6	302	17	30	0	OUTB	CORD	YRS
UNMATCHED :	4	202	17	25	0	OUTB	CORD	YRT
UNMATCHED :	6	302	17	15	0	OUTB	CORD	YSY
UNMATCHED :	1	101	17	40	0	INB	CORD	YTF
UNMATCHED :	10	502	16	55	0	OUTB	CORD	YTJ
UNMATCHED :	15	801	17	15	0	INB	CORD	YTJ
UNMATCHED :	4	202	16	50	0	OUTB	CORD	YTT
UNMATCHED :	6	302	17	40	0	OUTB	CORD	YTT
UNMATCHED :	17	901	17	35	0	INB	CORD	YTU
UNMATCHED :	30	1502	17	5	0	2-WY	SCLN	YTV
UNMATCHED :	4	202	17	5	0	OUTB	CORD	YTV
UNMATCHED :	23	1201	16	50	0	2-WY	SCLN	YUA
UNMATCHED :	30	1502	17	5	0	2-WY	SCLN	YUA
UNMATCHED :	4	202	17	0	0	OUTB	CORD	YUD
UNMATCHED :	4	202	17	30	0	OUTB	CORD	YUM
UNMATCHED :	21	1101	17	40	0	INB	CORD	YUM
UNMATCHED :	6	302	17	35	0	OUTB	CORD	YUP
UNMATCHED :	23	1201	17	40	0	2-WY	SCLN	YUW
UNMATCHED :	27	1401	17	5	0	2-WY	SCLN	YUX
UNMATCHED :	1	101	17	35	0	INB	CORD	YUX
UNMATCHED :	1	101	17	35	0	INB	CORD	YWL
UNMATCHED :	25	1301	17	40	0	2-WY	SCLN	YWL
UNMATCHED :	6	302	16	50	0	OUTB	CORD	YXF
UNMATCHED :	15	801	17	10	0	INB	CORD	YYB
UNMATCHED :	4	202	17	40	0	OUTB	CORD	YZA
UNMATCHED :	23	1201	17	5	0	2-WY	SCLN	YZC

UNMATCHED :	21	1101	16	50	0	INB	CORD	YZD
UNMATCHED :	27	1401	17	35	0	2-WY	SCLN	YZF
UNMATCHED :	1	101	17	0	0	INB	CORD	YZH
UNMATCHED :	23	1201	17	0	0	2-WY	SCLN	YZH
UNMATCHED :	25	1301	17	5	0	2-WY	SCLN	YZH
UNMATCHED :	1	101	17	40	0	INB	CORD	YZH

PROGRAM - MVMACH PAGE 100

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	25	1301	17	40	0	2-WY	SCLN	YZH
UNMATCHED :	4	202	17	0	0	OUTB	CORD	YZJ
UNMATCHED :	6	302	16	55	0	OUTB	CORD	YZK
UNMATCHED :	4	202	16	55	0	OUTB	CORD	YZM
UNMATCHED :	27	1401	17	10	0	2-WY	SCLN	YZN
UNMATCHED :	25	1301	17	10	0	2-WY	SCLN	YZN
UNMATCHED :	12	602	17	10	0	OUTB	CORD	YZN
UNMATCHED :	27	1401	17	10	0	2-WY	SCLN	YZU
UNMATCHED :	4	202	16	50	0	OUTB	CORD	YZV
UNMATCHED :	1	101	16	55	0	INB	CORD	YZV
UNMATCHED :	1	101	17	5	0	INB	CORD	YZV
UNMATCHED :	25	1301	17	5	0	2-WY	SCLN	YZV
UNMATCHED :	23	1201	17	15	0	2-WY	SCLN	ZBZ
UNMATCHED :	21	1101	17	20	0	INB	CORD	ZBZ
UNMATCHED :	4	202	17	40	0	OUTB	CORD	ZC4
UNMATCHED :	6	302	17	20	0	OUTB	CORD	ZCE
UNMATCHED :	21	1101	17	35	0	INB	CORD	ZCK
UNMATCHED :	6	302	17	0	0	OUTB	CORD	ZCR
UNMATCHED :	4	202	17	20	0	OUTB	CORD	ZCY
UNMATCHED :	6	302	17	25	0	OUTB	CORD	ZDA
UNMATCHED :	1	101	17	30	0	INB	CORD	ZDA
UNMATCHED :	25	1301	17	35	0	2-WY	SCLN	ZDA
UNMATCHED :	27	1401	17	35	0	2-WY	SCLN	ZDA
UNMATCHED :	6	302	16	50	0	OUTB	CORD	ZDE
UNMATCHED :	12	602	16	50	0	OUTB	CORD	ZDY
UNMATCHED :	21	1101	17	40	0	INB	CORD	ZEN
UNMATCHED :	4	202	17	0	0	OUTB	CORD	ZEU
UNMATCHED :	6	302	17	10	0	OUTB	CORD	ZEV
UNMATCHED :	6	302	17	20	0	OUTB	CORD	ZEZ
UNMATCHED :	6	302	17	15	0	OUTB	CORD	ZHN
UNMATCHED :	6	302	17	30	0	OUTB	CORD	ZHP
UNMATCHED :	1	101	17	40	0	INB	CORD	ZHZ
UNMATCHED :	27	1401	16	55	0	2-WY	SCLN	ZJH
UNMATCHED :	23	1201	16	55	0	2-WY	SCLN	ZJH
UNMATCHED :	25	1301	17	0	0	2-WY	SCLN	ZJH
UNMATCHED :	10	502	17	15	0	OUTB	CORD	ZJH
UNMATCHED :	23	1201	17	5	0	2-WY	SCLN	ZJK
UNMATCHED :	25	1301	17	30	0	2-WY	SCLN	ZJK
UNMATCHED :	30	1502	16	20	0	2-WY	SCLN	ZJN
UNMATCHED :	6	302	17	30	0	OUTB	CORD	ZJX
UNMATCHED :	21	1101	17	20	0	INB	CORD	ZJZ
UNMATCHED :	12	602	17	20	0	OUTB	CORD	ZKE
UNMATCHED :	6	302	17	35	0	OUTB	CORD	ZUL
UNMATCHED :	1	101	17	35	0	INB	CORD	ZVE
UNMATCHED :	6	302	17	20	0	OUTB	CORD	ZVX

1PROGRAM - MVMACH PAGE 101

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	MIN	SEC	STATION DIR	TYPE	REGISTRATION NUMBER	ETC
UNMATCHED :	27	1401	16	45	0	2-WY	SCLN	ZXR	
UNMATCHED :	4	202	16	55	0	OUTB	CORD	ZXR	
UNMATCHED :	6	302	17	20	0	OUTB	CORD	ZYC	
UNMATCHED :	1	101	17	40	0	INB	CORD	ZYH	
UNMATCHED :	6	302	16	45	0	OUTB	CORD	ZYV	

THIS MATCH CYCLE COMPLETE. FOR THIS CYCLE :-

NUMBER OF REGISTRATIONS READ IN	:	3380
NUMBER OF UNMATCHED REGISTRATIONS	:	3380
NUMBER OF REGISTRATIONS MATCHED	:	0
NUMBER OF O/D RECORDS WRITTEN TO GOOD MATCH FILE	:	0

MATCHING DATA

STATION MATCH SUMMARY

STATION ORDER	STATION NUMBER	STATION TYPE	STATION DIRECTION	REGISTRATIONS INPUT	REGISTRATIONS MATCHED	REGISTRATIONS UNMATCHED
1	101	CORDON	IN BOUND	369	26	343
4	202	CORDON	OUTBOUND	270	16	254
6	302	CORDON	OUTBOUND	639	47	592
8	402	CORDON	OUTBOUND	76	4	72
10	502	CORDON	OUTBOUND	86	3	83
12	602	CORDON	OUTBOUND	324	18	306
13	701	CORDON	IN BOUND	68	5	63
15	801	CORDON	IN BOUND	191	35	156
17	901	CORDON	IN BOUND	68	6	62
19	1001	CORDON	IN BOUND	79	4	75
21	1101	CORDON	IN BOUND	199	12	187
23	1201	SCREENLINE	TWO WAY	163	1	162
25	1301	SCREENLINE	TWO WAY	324	8	316
27	1401	SCREENLINE	TWO WAY	438	11	427
30	1502	SCREENLINE	TWO WAY	309	27	282
	TOTAL			3603	223	3380

ALL MATCHING CYCLES COMPLETE

PROGRAM MVMACH FINISHED WITH RETURN CODE OF 0 AT TIME 14H 31M

F) P.M. Peak Hour Tabulation File

```
**********************************************************************
*                                                                    *
*    M I C R O T R I P S   /   T R I P S     (C) COPYRIGHT  MVA SYSTEMATICA  *
*                                                                    *
**********************************************************************

'ROGRAM NAME - MVMACH
VERSION      -  5
IODIFICATION -  3
LICENSED TO  - EBASCO SERVICES INC (RENTAL SOFTWARE)
RUN TITLE    -       Origin-Destination Matched Data Tabulation
SOFTWARE DISTRIBUTED BY MVA SYSTEMATICA
RUN DATE     - 28/ 6/90          RUN TIME     - 14H 50M
```

Origin-Destination Matched Data Tabulation

C O N T R O L C A R D I M A G E S

```
        1    1    2    2    3    3    4    4    5    5    6    6    7    7   7
---5----0----5----0----5----0----5----0----5----0----5----0----5----0----5---9
     Origin-Destination Matched Data Tabulation
 &PARAM REGLEN=3,NSTAT=30 &END
 &OPTION TABULT=T &END
---5----0----5----0----5----0----5----0----5----0----5----0----5----0----5---9
        1    1    2    2    3    3    4    4    5    5    6    6    7    7   7
```

Origin-Destination Matched Data Tabulation

Origin-Destination Matched Data Tabulation

FILENAMES

```
          MVMACH3A.CTL =  INPUT CONTROL DATA FILE
          MSFPMR5 .DAT =  INPUT MATCHES FOR TABULATION
```

PARAMETERS

```
 STAT    =       30     NUMBER OF STATIONS
REGLEN   =        3     NUMBER OF CHARACTERS IN THE REGISTRATION
URCAP    =     2000     MAXIMUM USAGE TO BE EXPECTED IN ANY PARKING STATION
 ECORD   =        0     PROCESS WHOLE SURVEY DATA FILE
```

OPTIONS

```
 ABULT =      T          =T TO TABULATE MATCHES FROM AN MVMACH FILE
RESRT =      F          =T INPUT MATCHES ARE PRESORTED
ORDEST =     T          =T FOR ORIGIN DESTINATION MATCH TABULATION
                        =F FOR PARKING DURATION MATCH TABULATION
 INUTS =     T          =T IF OBSERVATION TIME IS IN MINUTES
                        =F IF OBSERVATION TIME IS IN SECONDS
BIDIR  =     F          =T IF ORIGIN DESTINATION STATIONS AS NUMBERED ARE TO BE
                           CONSIDERED TWO-WAY
                        =F IF ORIGIN DESTINATION STATIONS AS NUMBERED ARE 1-WAY
```

ATCHP (I): THIS RUN TABULATES MATCHES FROM MVMACH

ORE

```
ORDS REQUESTED  =    105156.
 ORDS AVAILABLE  =     105156
SORT (I): ROOM IN CORE FOR   35052 RECORDS
FSORT  (I) : SORT COMPLETE THERE ARE        88 RECORDS IN THE SORTED FILE
```

Origin-Destination Matched Data Tabulation

ORIGIN DESTINATION SUMMARY FOR ORIGIN STATION 101

ORIG STATION	DEST STATION	NO. OF MATCHED TRIPS	NO SCREENLINE CROSSINGS	TRAVEL TIME MINIMUM	TRAVEL TIME MEAN	TRAVEL TIME MAXIMUM	TRAVEL TIME STANDARD DEVIATION	TOTAL TRAVEL TIME
101	202	6	4	5	8.33	10	2.357	50.
101	302	9	2	0	5.00	10	4.082	45.
101	402	1	0	0	0.00	0	0.000	0.
101	502	1	0	0	0.00	0	0.000	0.
101	602	9	8	0	6.11	10	3.928	55.
101	TOTAL	26	14	0	5.77	10	4.089	150.

Origin-Destination Matched Data Tabulation

RIGIN DESTINATION SUMMARY FOR ORIGIN STATION 701

RIG IAT ION	DEST STAT ION	NO. OF MATCHED TRIPS	NO SCR- EENLINE CROSSINGS	T R A V E L -- T I M E MINI MUM	MEAN	MAXI MUM	STANDARD DEVIATION	TOTAL TRAVEL TIME
701	202	1	1	5	5.00	5	0.000	5.
701	302	1	0	10	10.00	10	0.000	10.
701	602	3	2	0	5.00	10	4.082	15.
701	TOTAL	5	3	0	6.00	10	3.742	30.

Origin-Destination Matched Data Tabulation

ORIGIN DESTINATION SUMMARY FOR ORIGIN STATION 801

ORIG STATION	DEST STATION	NO. OF MATCHED TRIPS	NO SCREENLINE CROSSINGS	TRAVEL TIME MINIMUM	TRAVEL TIME MEAN	TRAVEL TIME MAXIMUM	TRAVEL TIME STANDARD DEVIATION	TOTAL TRAVEL TIME
801	202	2	1	5	5.00	5	0.000	10.
801	302	30	25	0	3.50	10	3.202	105.
801	402	1	0	5	5.00	5	0.000	5.
801	502	1	0	5	5.00	5	0.000	5.
801	602	1	0	0	0.00	0	0.000	0.
801	TOTAL	35	26	0	3.57	10	3.064	125.

Origin-Destination Matched Data Tabulation

RIGIN DESTINATION SUMMARY FOR ORIGIN STATION 901

RIG TAT ION	DEST STAT ION	NO. OF MATCHED TRIPS	NO SCR- EENLINE CROSSINGS	T R A V E L -- T I M E MINI MUM	MEAN	MAXI MUM	STANDARD DEVIATION	TOTAL TRAVEL TIME
901	202	1	0	5	5.00	5	0.000	5.
901	302	3	2	5	6.67	10	2.357	20.
901	402	1	0	10	10.00	10	0.000	10.
901	602	1	0	10	10.00	10	0.000	10.
901	TOTAL	6	2	5	7.50	10	2.500	45.

Origin-Destination Matched Data Tabulation

ORIGIN DESTINATION SUMMARY FOR ORIGIN STATION 1001

ORIG STATION	DEST STATION	NO. OF MATCHED TRIPS	NO SCREENLINE CROSSINGS	TRAVEL TIME MINIMUM	TRAVEL TIME MEAN	TRAVEL TIME MAXIMUM	TRAVEL TIME STANDARD DEVIATION	TOTAL TRAVEL TIME
1001	202	2	0	0	5.00	10	5.000	10.
1001	502	1	0	0	0.00	0	0.000	0.
1001	602	1	1	5	5.00	5	0.000	5.
1001	TOTAL	4	1	0	3.75	10	4.146	15.

Origin-Destination Matched Data Tabulation
RIGIN DESTINATION SUMMARY FOR ORIGIN STATION 1101

RIG TAT ION	DEST STAT ION	NO. OF MATCHED TRIPS	NO SCR- EENLINE CROSSINGS	T R A V E L -- T I M E MINI MUM	MEAN	MAXI MUM	STANDARD DEVIATION	TOTAL TRAVEL TIME
1101	202	4	0	5	8.75	10	2.165	35.
1101	302	4	0	0	3.75	10	4.146	15.
1101	402	1	0	5	5.00	5	0.000	5.
1101	602	3	1	0	5.00	10	4.082	15.
1101	TOTAL	12	1	0	5.83	10	3.997	70.

ATCH7 (I) : THE SECONDS FIELDS WITHIN THE START AND END TIMES HAVE
NO VALUES IN THEM : TIMES ARE THEREFORE IN MINUTES
NUMBER OF RECORDS READ = 88
NUMBER OF RECORDS TABULATED = 88

PROGRAM MVMACH FINISHED WITH RETURN CODE OF 0 AT TIME 14H 52M

II. OLD COUNTRY ROAD CORDON ONLY

A) A.M. Peak Hour Reformat File

B) A.M. Peak Hour Matching File

C) A.M. Peak Hour Tabulation File

D) P.M. Peak Hour Reformat File

E) P.M. Peak Hour Matching File

F) P.M. Peak Hour Tabulation File

II. OLD COUNTRY ROAD CORDON ONLY

A) A.M. Peak Hour Reformat File

AM Peak Hour (OcRd. only)

```
*****************************************************************************
*                                                                           *
*    M I C R O T R I P S   /   T R I P S    (C) COPYRIGHT  MVA SYSTEMATICA   *
*                                                                           *
*****************************************************************************

 PROGRAM NAME - MVMACH

 VERSION      -  5

 MODIFICATION -  3

 LICENSED TO  - EBASCO SERVICES INC (RENTAL SOFTWARE)

 RUN TITLE    -     REFORMATING SURVEY DATA INTO MVMACH FORMAT

 SOFTWARE DISTRIBUTED BY MVA SYSTEMATICA

 RUN DATE     -  2/ 7/90          RUN TIME     -  8H 45M
1PROGRAM - MVMACH                                                PAGE     1

         REFORMATING SURVEY DATA INTO MVMACH FORMAT

                        C O N T R O L   C A R D   I M A G E S
          1    1    2    2    3    3    4    4    5    5    6    6    7    7   7
----5----0----5----0----5----0----5----0----5----0----5----0----5----0----5---9
     REFORMATING SURVEY DATA INTO MVMACH FORMAT
   &PARAM NSTAT=30,REGLEN=3,RECORD=0,STATON=1,NVARS=22,
          CORDON=0701,0901,0801,1201,1401,1502,
          0402,0502,0602,
          PARK=0 &END
   &OPTION DIRECT=T,PRESRT=F,LANE=F,MATCH=F,TABULT=F,
          ORDEST=T &END

----5----0----5----0----5----0----5----0----5----0----5----0----5----0----5---9
          1    1    2    2    3    3    4    4    5    5    6    6    7    7   7
 PROGRAM - MVMACH                                                PAGE     2

         REFORMATING SURVEY DATA INTO MVMACH FORMAT
1PROGRAM - MVMACH                                                PAGE     3

         REFORMATING SURVEY DATA INTO MVMACH FORMAT

 ECHO PRINT OF VARIABLE SPECIFICATION FILE
 ----------------------------------------

 VN1,SC1,EC4 /
 VN2,SC5,EC8 /
 VN3,SC9,EC10/
 VN4,SC11,EC11/
 VN5,SC12,EC13/
```

```
VN6,SC14,EC14/
 VN7,SC15,EC16/
 VN8,SC17,EC17/
 VN9,SC18,EC19/
VN10,SC20,EC20/
 VN11,SC21,EC22/
 VN12,SC23,EC23/
VN13,SC24,EC25/
 VN14,SC26,EC26/
 VN15,SC27,EC28/
 VN16,SC29,EC29/
VN17,SC30,EC31/
 VN18,SC32,EC32/
 VN19,SC33,EC34/
 VN20,SC35,EC35/
VN21,SC36,EC37/
 VN22,SC38,EC38/
PROGRAM - MVMACH                                                    PAGE     4

        REFORMATING SURVEY DATA INTO MVMACH FORMAT
 FILENAMES
 ---------
          CONTRLR1.CTL =  INPUT CONTROL DATA FILE
          MSFAMRR1.DAT =  INPUT SURVEY RECORDS FILE
          DATAVAR .DAT =  INPUT VARIABLE DEFINITION FILE
          MSFAMRR4.DAT =  OUTPUT REFORMATTED REGISTRATIONS FILE
PARAMETERS
 ----------
 NSTAT    =       30    NUMBER OF STATIONS
 STATON   =        1    VARIABLE NUMBER OF THE STATION NUMBER ON THE SURVEY FORM
TIME      =        2    VARIABLE NUMBER OF THE TIME  ON THE SURVEY FORM
 REGLEN   =        3    NUMBER OF CHARACTERS IN THE REGISTRATION
 NVARS    =       22    NUMBER OF VARIABLES ON THE VARIABLE DEFINITION FILE
 RECORD   =        0    PROCESS WHOLE SURVEY DATA FILE
1PROGRAM - MVMACH                                                   PAGE     5

        REFORMATING SURVEY DATA INTO MVMACH FORMAT
LISTING OF STATION NUMBERS INPUT FOR MATCHING

 CORDON LINE STATIONS     701    901    801   1201   1401   1502    402    502
                          602
PROGRAM - MVMACH                                                    PAGE     6

        REFORMATING SURVEY DATA INTO MVMACH FORMAT

OPTIONS
 -------
 MATCH  =     F          =F TO PUT SURVEY DATA INTO MVMACH REGISTRATIONS FORMAT
ORDEST  =     T          =T FOR ORIGIN-DESTINATION SURVEY DATA
                         =F FOR PARKING DURATION SURVEY DATA
 LANE   =     F          =T LANE DIGIT IS ON THE STATION NAME
 DIRECT =     T          =T DIRECTION DIGIT IS ON THE STATION NAME
MINUTS  =     T          =T IF OBSERVATION TIME IS IN MINUTES
                         =F IF OBSERVATION TIME IS IN SECONDS
```

MATCHP (I): THIS RUN WILL PUT SURVEY DATA INTO MVMACH REGISTRATIONS FORMAT
1PROGRAM - MVMACH

REFORMATING SURVEY DATA INTO MVMACH FORMAT

VARIABLE DESCRIPTIONS

VARIABLE NUMBER	START COLUMN	END COLUMN
1	1	4
2	5	8
3	9	10
4	11	11
5	12	13
6	14	14
7	15	16
8	17	17
9	18	19
10	20	20
11	21	22
12	23	23
13	24	25
14	26	26
15	27	28
16	29	29
17	30	31
18	32	32
19	33	34
20	35	35
21	36	37
22	38	38

CORE

WORDS REQUESTED = 246.
WORDS AVAILABLE = 81396

MATCH1 (I): NUMBER OF STATIONS (NSTAT) RESET TO 18
1PROGRAM - MVMACH

REFORMATING SURVEY DATA INTO MVMACH FORMAT

STATION DETAILS

STATION ORDER	STATION NUMBER	STATION TYPE	STATION DIRECTION
1	401	CORDON	IN BOUND
2	402	CORDON	OUTBOUND
3	501	CORDON	IN BOUND
4	502	CORDON	OUTBOUND
5	601	CORDON	IN BOUND
6	602	CORDON	OUTBOUND

7	701	CORDON	IN BOUND
8	702	CORDON	OUTBOUND
9	801	CORDON	IN BOUND
10	802	CORDON	OUTBOUND
11	901	CORDON	IN BOUND
12	902	CORDON	OUTBOUND
13	1201	CORDON	IN BOUND
14	1202	CORDON	OUTBOUND
15	1401	CORDON	IN BOUND
16	1402	CORDON	OUTBOUND
17	1501	CORDON	IN BOUND
18	1502	CORDON	OUTBOUND

REFORMATING SURVEY DATA INTO MVMACH FORMAT

REFORMATING SURVEY DATA INTO MVMACH FORMAT

RECORDS NOW REFORMATTED TO 1 REGISTRATION PER RECORD

NUMBER OF SURVEY RECORDS READ IN . . . . . :	202
NUMBER OF SURVEY RECORDS WITH READ ERRORS . . . :	0
NUMBER OF SURVEY RECORDS REJECTED (UNKNOWN STATION):	0
NUMBER OF VEHICLE REGISTRATIONS FOR MATCHING . . :	1532

REFORMATING SURVEY DATA INTO MVMACH FORMAT

STATION SUMMARY OF REGISTRATION RECORDS

STATION ORDER	STATION NUMBER	STATION TYPE	STATION DIRECTION	REGISTRATIONS INPUT
2	402	CORDON	OUTBOUND	28
4	502	CORDON	OUTBOUND	48
6	602	CORDON	OUTBOUND	215
7	701	CORDON	IN BOUND	93
9	801	CORDON	IN BOUND	368
11	901	CORDON	IN BOUND	86
15	1401	CORDON	IN BOUND	315
18	1502	CORDON	OUTBOUND	379

PROGRAM MVMACH FINISHED WITH RETURN CODE OF 0 AT TIME 8H 45M

B) A.M. Peak Hour Matching File

```
**************************************************************************
*                                                                        *
*    M I C R O T R I P S   /  T R I P S    (C) COPYRIGHT  MVA SYSTEMATICA  *
*                                                                        *
**************************************************************************

 PROGRAM NAME - MVMACH

 VERSION      -  5

 MODIFICATION -  3

 LICENSED TO  - EBASCO SERVICES INC (RENTAL SOFTWARE)

 RUN TITLE    -     MATCHING DATA

 SOFTWARE DISTRIBUTED BY MVA SYSTEMATICA

 RUN DATE     -  2/ 7/90          RUN TIME     -  8H 48M
1PROGRAM - MVMACH                                              PAGE     1

        MATCHING DATA

                    C O N T R O L  C A R D  I M A G E S
          1    1    2    2    3    3    4    4    5    5    6    6    7    7   7
----5----0----5----0----5----0----5----0----5----0----5----0----5----0----5---9
    MATCHING DATA
  &PARAM NSTAT=30,REGLEN=3,RECORD=0,STATON=1,NVARS=22,
         CORDON=0701,0901,0801,1502,1401,
         0402,0502,0602,
         MAXOBS=5,TIMDIF=0,10,NCYCLE=9,PARK=0 &END
  &OPTION DIRECT=T,PRESRT=F,LANE=F,MATCH=T,TABULT=F,
         ORDEST=T,UNMAT=T,MINMAX=F,SEETIM=T,&END

----5----0----5----0----5----0----5----0----5----0----5----0----5----0----5---9
          1    1    2    2    3    3    4    4    5    5    6    6    7    7   7
.PROGRAM - MVMACH                                              PAGE     2

        MATCHING DATA
1PROGRAM - MVMACH                                              PAGE     3

        MATCHING DATA

 FILENAMES
 ---------
          CONTRLR2.CTL =  INPUT CONTROL DATA FILE
          MSFAMRR4.DAT =  INPUT MVMACH FORMAT REGISTRATIONS FILE
                       =  INPUT MVMACH SORTED REGISTRATIONS FILE
                       =  INPUT MINMAX TIME DIFFERENCE PAIRS FILE
          MSFAMRR6.DAT =  OUTPUT MATCHES FILE
          MSFAMRR7.DAT =  OUTPUT ANALYSIS FILE
          MSFAMRR8.DAT =  OUTPUT UNMATCHED REGISTRATIONS FILE

 PARAMETERS
 ----------
 NSTAT    =       30    NUMBER OF STATIONS
 REGLEN   =        3    NUMBER OF CHARACTERS IN THE REGISTRATION
 TIMDIF(1)=        0    MINIMUM TIME DIFFERENCE ALLOWED FOR A MATCH
 TIMDIF(2)=       10    MAXIMUM TIME DIFFERENCE ALLOWED FOR A MATCH
 MAXOBS   =        5    MAXIMUM NUMBER OF OBSERVATIONS FOR A MATCH
 NCYCLE   =        9    NUMBER OF MATCHING CYCLES FOR THIS RUN
 RECORD   =        0    PROCESS WHOLE SURVEY DATA FILE
```

OPTIONS

```
 MATCH    =        T       =T TO MATCH AN MVMACH REGISTRATIONS FILE
 MINUTS   =        T       =T TIMES ARE CALCULATED IN MINUTES
                           =F TIMES ARE CALCULATED IN SECONDS
 NOCORD   =        F       =T TO OMIT CORDON STATIONS  FROM THE MATCHING
 NOPARK   =        F       =T TO OMIT PARKING STATIONS FROM THE MATCHING
 INTRAZ   =        F       =T TO MATCH ONLY INTRAZONAL TRIPS
 ORDEST   =        T       =T FOR O-D MATCHING
                           =F FOR PARKING DURATION MATCHING
 PERF     =        T       =T TO PRINT MATCHES FROM 1ST MATCH CYCLE
 PART     =        T       =T TO PRINT MATCHES FROM 2ND ETC MATCHING CYCLES
 UNMAT    =        T       =T TO PRINT UNMATCHED REGISTRATIONS
 PRESRT   =        F       =T INPUT REGISTRATIONS ARE PRESORTED
 MINMAX   =        F       =T MIN/MAX TIME PAIRS IN USE
 SEETIM   =        F       =T LIST MIN/MAX TIME PAIRS FOR 1ST CYCLE
 ERRCOL                    =F TO OMIT A COLUMN FROM  REGISTRATION MATCHING

                              REGISTRATION
                              COLUMN NUMBERS
                               1 2 3
CYCLE NUMBER    1 ERRCOL =     T T T
 CYCLE NUMBER   2 ERRCOL =     T T T
 CYCLE NUMBER   3 ERRCOL =     T T T
 CYCLE NUMBER   4 ERRCOL =     T T T
CYCLE NUMBER    5 ERRCOL =     T T T
 CYCLE NUMBER   6 ERRCOL =     T T T
 CYCLE NUMBER   7 ERRCOL =     T T T
 CYCLE NUMBER   8 ERRCOL =     T T T
CYCLE NUMBER    9 ERRCOL =     T T T
1PROGRAM - MVMACH                                                  PAGE     4

        MATCHING DATA

 MATCHP (I): THIS RUN WILL MATCH AN MVMACH REGISTRATIONS FILE

CORE
----
 WORDS REQUESTED  =     81388.
 WORDS AVAILABLE  =      81388
FSORT (I): ROOM IN CORE FOR   11614 RECORDS
 FSORT  (I) : SORT COMPLETE THERE ARE      1532 RECORDS IN THE SORTED FILE
 PROGRAM - MVMACH                                                  PAGE     5

        MATCHING DATA

 MATCH CYCLE     1
-----------------
            S T A T I O N  T  I  M  E   STATION   REGISTRATION
            ORDER  NUMBER  HR MIN SEC  DIR  TYPE  NUMBER    ETC
            -----  ------  -- --- ---  ---- ----  ----------
MATCHED   =    9     801    8  10   0  ORIG CORD  201
   WITH   +   18    1502    8  10   0  DEST CORD  201
 MATCHED   =   11     901    7  45   0  ORIG CORD  3F3
   WITH   +   18    1502    7  45   0  DEST CORD  3F3
MATCHED   =    9     801    7  45   0  ORIG CORD  3JP
   WITH   +   18    1502    7  55   0  DEST CORD  3JP
 MATCHED   =    9     801    8   5   0  ORIG CORD  3XD
   WITH   +    6     602    8  10   0  DEST CORD  3XD
MATCHED   =   15    1401    7  55   0  ORIG CORD  3XE
   WITH   +   18    1502    7  55   0  DEST CORD  3XE
 MATCHED   =    9     801    8  15   0  ORIG CORD  451
   WITH   +   18    1502    8  15   0  DEST CORD  451
MATCHED   =   15    1401    8   0   0  ORIG CORD  4AR
   WITH   +    6     602    8   5   0  DEST CORD  4AR
```

MATCHED	=	15	1401	7	50	0	ORIG	CORD	4JR
WITH	+	18	1502	7	55	0	DEST	CORD	4JR
MATCHED	=	15	1401	8	20	0	ORIG	CORD	4LF
WITH	+	6	602	8	20	0	DEST	CORD	4LF
MATCHED	=	15	1401	7	45	0	ORIG	CORD	4R1
WITH	+	6	602	7	45	0	DEST	CORD	4R1
MATCHED	=	15	1401	8	5	0	ORIG	CORD	5FX
WITH	+	6	602	8	5	0	DEST	CORD	5FX
MATCHED	=	15	1401	8	30	0	ORIG	CORD	5FY
WITH	+	6	602	8	30	0	DEST	CORD	5FY
MATCHED	=	15	1401	8	15	0	ORIG	CORD	5JU
WITH	+	6	602	8	15	0	DEST	CORD	5JU
MATCHED	=	9	801	8	35	0	ORIG	CORD	5XR
WITH	+	18	1502	8	35	0	DEST	CORD	5XR
MATCHED	=	11	901	7	55	0	ORIG	CORD	6XD
WITH	+	18	1502	7	55	0	DEST	CORD	6XD
MATCHED	=	9	801	8	25	0	ORIG	CORD	6YY
WITH	+	18	1502	8	25	0	DEST	CORD	6YY
MATCHED	=	15	1401	8	30	0	ORIG	CORD	7FJ
WITH	+	18	1502	8	30	0	DEST	CORD	7FJ
MATCHED	=	9	801	8	5	0	ORIG	CORD	7JA
WITH	+	18	1502	8	5	0	DEST	CORD	7JA
MATCHED	=	15	1401	7	55	0	ORIG	CORD	7YX
WITH	+	6	602	7	55	0	DEST	CORD	7YX
MATCHED	=	9	801	8	30	0	ORIG	CORD	8ER
WITH	+	18	1502	8	35	0	DEST	CORD	8ER
MATCHED	=	15	1401	8	0	0	ORIG	CORD	8NA
WITH	+	6	602	8	0	0	DEST	CORD	8NA
MATCHED	=	15	1401	8	10	0	ORIG	CORD	8NA
WITH	+	6	602	8	15	0	DEST	CORD	8NA
MATCHED	=	9	801	8	5	0	ORIG	CORD	9ER

MATCHING DATA

MATCH CYCLE 1

		STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
WITH	+	18	1502	8	5	0	DEST	CORD	9ER
MATCHED	=	15	1401	8	20	0	ORIG	CORD	9JS
WITH	+	6	602	8	20	0	DEST	CORD	9JS
MATCHED	=	11	901	8	25	0	ORIG	CORD	9LD
WITH	+	18	1502	8	30	0	DEST	CORD	9LD
MATCHED	=	15	1401	8	30	0	ORIG	CORD	9NK
WITH	+	6	602	8	35	0	DEST	CORD	9NK
MATCHED	=	15	1401	8	15	0	ORIG	CORD	9XV
WITH	+	6	602	8	15	0	DEST	CORD	9XV
MATCHED	=	15	1401	8	10	0	ORIG	CORD	A18
WITH	+	2	402	8	15	0	DEST	CORD	A18
MATCHED	=	9	801	8	20	0	ORIG	CORD	A41
WITH	+	6	602	8	30	0	DEST	CORD	A41
MATCHED	=	11	901	8	0	0	ORIG	CORD	AFY
WITH	+	18	1502	8	0	0	DEST	CORD	AFY
MATCHED	=	9	801	8	0	0	ORIG	CORD	ANM
WITH	+	2	402	8	10	0	DEST	CORD	ANM
MATCHED	=	9	801	8	25	0	ORIG	CORD	ANM
WITH	+	18	1502	8	35	0	DEST	CORD	ANM
MATCHED	=	9	801	7	45	0	ORIG	CORD	AUW
WITH	+	18	1502	7	45	0	DEST	CORD	AUW
MATCHED	=	15	1401	8	10	0	ORIG	CORD	AZJ
WITH	+	6	602	8	10	0	DEST	CORD	AZJ
MATCHED	=	11	901	8	40	0	ORIG	CORD	AZR
WITH	+	18	1502	8	40	0	DEST	CORD	AZR
MATCHED	=	15	1401	8	30	0	ORIG	CORD	B15

WITH	+	4	502	8	30	0	DEST CORD	B15
MATCHED	=	9	801	8	35	0	ORIG CORD	B15
WITH	+	4	502	8	40	0	DEST CORD	B15
MATCHED	=	15	1401	7	55	0	ORIG CORD	BB4
WITH	+	6	602	8	0	0	DEST CORD	BB4
MATCHED	=	15	1401	7	55	0	ORIG CORD	BB6
WITH	+	6	602	7	55	0	DEST CORD	BB6
MATCHED	=	9	801	7	55	0	ORIG CORD	BB7
WITH	+	18	1502	7	55	0	DEST CORD	BB7
MATCHED	=	9	801	8	20	0	ORIG CORD	CZK
WITH	+	18	1502	8	30	0	DEST CORD	CZK
MATCHED	=	15	1401	8	15	0	ORIG CORD	EU5
WITH	+	4	502	8	15	0	DEST CORD	EU5
MATCHED	=	9	801	7	45	0	ORIG CORD	EWD
WITH	+	18	1502	7	45	0	DEST CORD	EWD
MATCHED	=	15	1401	8	30	0	ORIG CORD	EWD
WITH	+	2	402	8	30	0	DEST CORD	EWD
MATCHED	=	9	801	8	40	0	ORIG CORD	FXX
WITH	+	18	1502	8	40	0	DEST CORD	FXX

MATCHING DATA

MATCH CYCLE 1

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
MATCHED	= 9	801	8	25	0	ORIG	CORD	FZD
WITH	+ 18	1502	8	30	0	DEST	CORD	FZD
MATCHED	= 15	1401	7	45	0	ORIG	CORD	GE5
WITH	+ 6	602	7	45	0	DEST	CORD	GE5
MATCHED	= 9	801	7	50	0	ORIG	CORD	GFX
WITH	+ 18	1502	7	50	0	DEST	CORD	GFX
MATCHED	= 15	1401	8	35	0	ORIG	CORD	GMB
WITH	+ 2	402	8	35	0	DEST	CORD	GMB
MATCHED	= 15	1401	8	25	0	ORIG	CORD	GMP
WITH	+ 6	602	8	25	0	DEST	CORD	GMP
MATCHED	= 15	1401	7	55	0	ORIG	CORD	GPB
WITH	+ 6	602	7	55	0	DEST	CORD	GPB
MATCHED	= 9	801	7	45	0	ORIG	CORD	GPL
WITH	+ 18	1502	7	45	0	DEST	CORD	GPL
MATCHED	= 15	1401	7	55	0	ORIG	CORD	GPU
WITH	+ 6	602	8	0	0	DEST	CORD	GPU
MATCHED	= 9	801	8	5	0	ORIG	CORD	GSX
WITH	+ 6	602	8	5	0	DEST	CORD	GSX
MATCHED	= 9	801	7	50	0	ORIG	CORD	GUY
WITH	+ 4	502	7	55	0	DEST	CORD	GUY
MATCHED	= 9	801	8	20	0	ORIG	CORD	GYS
WITH	+ 18	1502	8	20	0	DEST	CORD	GYS
MATCHED	= 9	801	7	50	0	ORIG	CORD	HSX
WITH	+ 18	1502	7	50	0	DEST	CORD	HSX
MATCHED	= 9	801	7	45	0	ORIG	CORD	HTB
WITH	+ 18	1502	7	45	0	DEST	CORD	HTB
MATCHED	= 7	701	8	35	0	ORIG	CORD	HTB
WITH	+ 18	1502	8	40	0	DEST	CORD	HTB
MATCHED	= 9	801	8	25	0	ORIG	CORD	HUD
WITH	+ 18	1502	8	25	0	DEST	CORD	HUD
MATCHED	= 11	901	8	30	0	ORIG	CORD	HYE
WITH	+ 18	1502	8	30	0	DEST	CORD	HYE
MATCHED	= 15	1401	7	55	0	ORIG	CORD	HZF
WITH	+ 6	602	7	55	0	DEST	CORD	HZF
MATCHED	= 15	1401	8	25	0	ORIG	CORD	IRY
WITH	+ 4	502	8	25	0	DEST	CORD	IRY
MATCHED	= 9	801	8	10	0	ORIG	CORD	JAL
WITH	+ 18	1502	8	10	0	DEST	CORD	JAL

MATCHED	=	15	1401	8	30	0	ORIG CORD	JAW
WITH	+	18	1502	8	40	0	DEST CORD	JAW
MATCHED	=	11	901	8	10	0	ORIG CORD	JBR
WITH	+	18	1502	8	10	0	DEST CORD	JBR
MATCHED	=	15	1401	8	20	0	ORIG CORD	JBV
WITH	+	6	602	8	20	0	DEST CORD	JBV
MATCHED	=	11	901	8	35	0	ORIG CORD	JUF

MATCHING DATA

MATCH CYCLE 1

		STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
WITH	+	18	1502	8	35	0	DEST	CORD	JUF
MATCHED	=	7	701	7	50	0	ORIG	CORD	JUL
WITH	+	18	1502	7	50	0	DEST	CORD	JUL
MATCHED	=	15	1401	7	45	0	ORIG	CORD	JYK
WITH	+	6	602	7	45	0	DEST	CORD	JYK
MATCHED	=	15	1401	8	15	0	ORIG	CORD	LCH
WITH	+	6	602	8	15	0	DEST	CORD	LCH
MATCHED	=	9	801	7	45	0	ORIG	CORD	LCX
WITH	+	18	1502	7	45	0	DEST	CORD	LCX
MATCHED	=	15	1401	8	35	0	ORIG	CORD	LDF
WITH	+	2	402	8	35	0	DEST	CORD	LDF
MATCHED	=	9	801	8	10	0	ORIG	CORD	LFX
WITH	+	18	1502	8	10	0	DEST	CORD	LFX
MATCHED	=	15	1401	8	40	0	ORIG	CORD	LXS
WITH	+	2	402	8	40	0	DEST	CORD	LXS
MATCHED	=	15	1401	8	20	0	ORIG	CORD	ND7
WITH	+	6	602	8	20	0	DEST	CORD	ND7
MATCHED	=	9	801	8	20	0	ORIG	CORD	NDX
WITH	+	18	1502	8	25	0	DEST	CORD	NDX
MATCHED	=	9	801	7	45	0	ORIG	CORD	NRW
WITH	+	18	1502	7	50	0	DEST	CORD	NRW
MATCHED	=	9	801	8	10	0	ORIG	CORD	NTB
WITH	+	18	1502	8	10	0	DEST	CORD	NTB
MATCHED	=	11	901	8	30	0	ORIG	CORD	NTB
WITH	+	18	1502	8	30	0	DEST	CORD	NTB
MATCHED	=	9	801	8	15	0	ORIG	CORD	PE7
WITH	+	18	1502	8	20	0	DEST	CORD	PE7
MATCHED	=	11	901	8	0	0	ORIG	CORD	QKY
WITH	+	6	602	8	0	0	DEST	CORD	QKY
MATCHED	=	15	1401	8	20	0	ORIG	CORD	QNZ
WITH	+	6	602	8	20	0	DEST	CORD	QNZ
MATCHED	=	15	1401	8	10	0	ORIG	CORD	RFB
WITH	+	6	602	8	10	0	DEST	CORD	RFB
MATCHED	=	11	901	7	55	0	ORIG	CORD	RFF
WITH	+	18	1502	7	55	0	DEST	CORD	RFF
MATCHED	=	9	801	8	25	0	ORIG	CORD	RVJ
WITH	+	18	1502	8	35	0	DEST	CORD	RVJ
MATCHED	=	15	1401	7	50	0	ORIG	CORD	SA3
WITH	+	6	602	7	50	0	DEST	CORD	SA3
MATCHED	=	15	1401	7	55	0	ORIG	CORD	SA3
WITH	+	6	602	8	0	0	DEST	CORD	SA3
MATCHED	=	9	801	8	5	0	ORIG	CORD	SA3
WITH	+	18	1502	8	5	0	DEST	CORD	SA3
MATCHED	=	15	1401	7	55	0	ORIG	CORD	SEE
WITH	+	6	602	7	55	0	DEST	CORD	SEE

MATCHING DATA

MATCH CYCLE 1

		STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
MATCHED	=	9	801	8	30	0	ORIG	CORD	SMV
WITH	+	18	1502	8	35	0	DEST	CORD	SMV
MATCHED	=	9	801	8	0	0	ORIG	CORD	SXT
WITH	+	18	1502	8	0	0	DEST	CORD	SXT
MATCHED	=	15	1401	7	45	0	ORIG	CORD	SYA
WITH	+	4	502	7	50	0	DEST	CORD	SYA
MATCHED	=	7	701	7	50	0	ORIG	CORD	SYJ
WITH	+	4	502	7	55	0	DEST	CORD	SYJ
MATCHED	=	9	801	7	45	0	ORIG	CORD	TDB
WITH	+	18	1502	7	45	0	DEST	CORD	TDB
MATCHED	=	9	801	8	15	0	ORIG	CORD	UKM
WITH	+	18	1502	8	15	0	DEST	CORD	UKM
MATCHED	=	15	1401	8	25	0	ORIG	CORD	UMK
WITH	+	6	602	8	25	0	DEST	CORD	UMK
MATCHED	=	9	801	8	35	0	ORIG	CORD	UNE
WITH	+	18	1502	8	35	0	DEST	CORD	UNE
MATCHED	=	15	1401	8	40	0	ORIG	CORD	UPW
WITH	+	6	602	8	40	0	DEST	CORD	UPW
MATCHED	=	15	1401	7	50	0	ORIG	CORD	UWP
WITH	+	6	602	7	50	0	DEST	CORD	UWP
MATCHED	=	15	1401	8	25	0	ORIG	CORD	UZW
WITH	+	6	602	8	25	0	DEST	CORD	UZW
MATCHED	=	9	801	8	0	0	ORIG	CORD	VAC
WITH	+	18	1502	8	0	0	DEST	CORD	VAC
MATCHED	=	15	1401	8	30	0	ORIG	CORD	VER
WITH	+	6	602	8	30	0	DEST	CORD	VER
MATCHED	=	15	1401	8	5	0	ORIG	CORD	VZP
WITH	+	6	602	8	5	0	DEST	CORD	VZP
MATCHED	=	11	901	8	15	0	ORIG	CORD	WHL
WITH	+	18	1502	8	15	0	DEST	CORD	WHL
MATCHED	=	9	801	7	50	0	ORIG	CORD	WLU
WITH	+	18	1502	7	50	0	DEST	CORD	WLU
MATCHED	=	9	801	8	10	0	ORIG	CORD	XCD
WITH	+	18	1502	8	10	0	DEST	CORD	XCD
MATCHED	=	9	801	8	25	0	ORIG	CORD	XDB
WITH	+	18	1502	8	25	0	DEST	CORD	XDB
MATCHED	=	9	801	8	15	0	ORIG	CORD	XEG
WITH	+	18	1502	8	15	0	DEST	CORD	XEG
MATCHED	=	15	1401	8	5	0	ORIG	CORD	XEP
WITH	+	6	602	8	5	0	DEST	CORD	XEP
MATCHED	=	9	801	8	20	0	ORIG	CORD	XFC
WITH	+	18	1502	8	20	0	DEST	CORD	XFC
MATCHED	=	15	1401	7	45	0	ORIG	CORD	XRP
WITH	+	6	602	7	50	0	DEST	CORD	XRP
MATCHED	=	15	1401	8	25	0	ORIG	CORD	XRR

MATCHING DATA

MATCH CYCLE 1

		STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
WITH	+	6	602	8	25	0	DEST	CORD	XRR
MATCHED	=	15	1401	8	15	0	ORIG	CORD	XXM
WITH	+	4	502	8	15	0	DEST	CORD	XXM
MATCHED	=	9	801	8	35	0	ORIG	CORD	Y22
WITH	+	6	602	8	40	0	DEST	CORD	Y22
MATCHED	=	9	801	8	25	0	ORIG	CORD	YCK
WITH	+	18	1502	8	25	0	DEST	CORD	YCK
MATCHED	=	11	901	8	20	0	ORIG	CORD	YCP

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   WITH    +    18    1502     8   30    0  DEST CORD  YCP
 MATCHED   =     9     801     8   30    0  ORIG CORD  YCU
   WITH    +    18    1502     8   40    0  DEST CORD  YCU
 MATCHED   =     9     801     8   40    0  ORIG CORD  YRB
   WITH    +    18    1502     8   40    0  DEST CORD  YRB
 MATCHED   =     9     801     8    0    0  ORIG CORD  YZN
   WITH    +    18    1502     8    0    0  DEST CORD  YZN


 THIS MATCH CYCLE COMPLETE. FOR THIS CYCLE :-
 NUMBER OF REGISTRATIONS READ IN                          :      1532
 NUMBER OF UNMATCHED REGISTRATIONS                        :      1292
 NUMBER OF REGISTRATIONS MATCHED                          :       240
 NUMBER OF O/D RECORDS WRITTEN TO GOOD MATCH FILE         :       120
 PROGRAM - MVMACH                                                      PAGE    11


         MATCHING DATA
 FSORT (I): ROOM IN CORE FOR   11614 RECORDS
 FSORT  (I) : SORT COMPLETE THERE ARE      1292 RECORDS IN THE SORTED FILE
1PROGRAM - MVMACH                                                      PAGE    12

         MATCHING DATA


 THIS MATCH CYCLE COMPLETE. FOR THIS CYCLE :-
 NUMBER OF REGISTRATIONS READ IN                          :      1292
 NUMBER OF UNMATCHED REGISTRATIONS                        :      1292
 NUMBER OF REGISTRATIONS MATCHED                          :         0
 NUMBER OF O/D RECORDS WRITTEN TO GOOD MATCH FILE         :         0
 PROGRAM - MVMACH                                                      PAGE    13


         MATCHING DATA
 FSORT (I): ROOM IN CORE FOR   11614 RECORDS
 FSORT  (I) : SORT COMPLETE THERE ARE      1292 RECORDS IN THE SORTED FILE
1PROGRAM - MVMACH                                                      PAGE    14

         MATCHING DATA


 THIS MATCH CYCLE COMPLETE. FOR THIS CYCLE :-
 NUMBER OF REGISTRATIONS READ IN                          :      1292
 NUMBER OF UNMATCHED REGISTRATIONS                        :      1292
 NUMBER OF REGISTRATIONS MATCHED                          :         0
 NUMBER OF O/D RECORDS WRITTEN TO GOOD MATCH FILE         :         0
 PROGRAM - MVMACH                                                      PAGE    15


         MATCHING DATA
 FSORT (I): ROOM IN CORE FOR   11614 RECORDS
 FSORT  (I) : SORT COMPLETE THERE ARE      1292 RECORDS IN THE SORTED FILE
1PROGRAM - MVMACH                                                      PAGE    16

         MATCHING DATA


 THIS MATCH CYCLE COMPLETE. FOR THIS CYCLE :-
 NUMBER OF REGISTRATIONS READ IN                          :      1292
 NUMBER OF UNMATCHED REGISTRATIONS                        :      1292
 NUMBER OF REGISTRATIONS MATCHED                          :         0
 NUMBER OF O/D RECORDS WRITTEN TO GOOD MATCH FILE         :         0
 PROGRAM - MVMACH                                                      PAGE    17


         MATCHING DATA
 FSORT (I): ROOM IN CORE FOR   11614 RECORDS
 FSORT  (I) : SORT COMPLETE THERE ARE      1292 RECORDS IN THE SORTED FILE
1PROGRAM - MVMACH                                                      PAGE    18
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MATCHING DATA

THIS MATCH CYCLE COMPLETE. FOR THIS CYCLE :-
NUMBER OF REGISTRATIONS READ IN : 1292
NUMBER OF UNMATCHED REGISTRATIONS : 1292
NUMBER OF REGISTRATIONS MATCHED : 0
NUMBER OF O/D RECORDS WRITTEN TO GOOD MATCH FILE : 0

MATCHING DATA

FSORT (I): ROOM IN CORE FOR 11614 RECORDS
FSORT (I) : SORT COMPLETE THERE ARE 1292 RECORDS IN THE SORTED FILE

MATCHING DATA

THIS MATCH CYCLE COMPLETE. FOR THIS CYCLE :-
NUMBER OF REGISTRATIONS READ IN : 1292
NUMBER OF UNMATCHED REGISTRATIONS : 1292
NUMBER OF REGISTRATIONS MATCHED : 0
NUMBER OF O/D RECORDS WRITTEN TO GOOD MATCH FILE : 0

MATCHING DATA

FSORT (I): ROOM IN CORE FOR 11614 RECORDS
FSORT (I) : SORT COMPLETE THERE ARE 1292 RECORDS IN THE SORTED FILE

MATCHING DATA

THIS MATCH CYCLE COMPLETE. FOR THIS CYCLE :-
NUMBER OF REGISTRATIONS READ IN : 1292
NUMBER OF UNMATCHED REGISTRATIONS : 1292
NUMBER OF REGISTRATIONS MATCHED : 0
NUMBER OF O/D RECORDS WRITTEN TO GOOD MATCH FILE : 0

MATCHING DATA

FSORT (I): ROOM IN CORE FOR 11614 RECORDS
FSORT (I) : SORT COMPLETE THERE ARE 1292 RECORDS IN THE SORTED FILE

MATCHING DATA

THIS MATCH CYCLE COMPLETE. FOR THIS CYCLE :-
NUMBER OF REGISTRATIONS READ IN : 1292
NUMBER OF UNMATCHED REGISTRATIONS : 1292
NUMBER OF REGISTRATIONS MATCHED : 0
NUMBER OF O/D RECORDS WRITTEN TO GOOD MATCH FILE : 0

MATCHING DATA

FSORT (I): ROOM IN CORE FOR 11614 RECORDS
FSORT (I) : SORT COMPLETE THERE ARE 1292 RECORDS IN THE SORTED FILE

MATCHING DATA

MATCH CYCLE 9

STATION ORDER	TIME NUMBER	HR	MIN	SEC	DIR	STATION TYPE	REGISTRATION NUMBER	ETC

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	6	602	8	30	0	OUTB	CORD	114
UNMATCHED :	7	701	8	35	0	INB	CORD	12E
UNMATCHED :	7	701	8	20	0	INB	CORD	12F
UNMATCHED :	18	1502	7	50	0	OUTB	CORD	14T
UNMATCHED :	15	1401	7	55	0	INB	CORD	180
UNMATCHED :	18	1502	8	30	0	OUTB	CORD	180
UNMATCHED :	11	901	8	10	0	INB	CORD	192
UNMATCHED :	18	1502	8	5	0	OUTB	CORD	194
UNMATCHED :	7	701	8	20	0	INB	CORD	1B5
UNMATCHED :	18	1502	8	20	0	OUTB	CORD	1MJ
UNMATCHED :	7	701	8	35	0	INB	CORD	1RV
UNMATCHED :	9	801	8	30	0	INB	CORD	1SF
UNMATCHED :	9	801	8	20	0	INB	CORD	1ST
UNMATCHED :	7	701	8	0	0	INB	CORD	1UK
UNMATCHED :	9	801	8	30	0	INB	CORD	1VZ
UNMATCHED :	9	801	8	15	0	INB	CORD	1XG
UNMATCHED :	9	801	7	50	0	INB	CORD	1YM
UNMATCHED :	11	901	8	20	0	INB	CORD	1YU
UNMATCHED :	6	602	8	5	0	OUTB	CORD	206
UNMATCHED :	18	1502	8	25	0	OUTB	CORD	211
UNMATCHED :	18	1502	8	25	0	OUTB	CORD	211
UNMATCHED :	9	801	8	0	0	INB	CORD	223
UNMATCHED :	15	1401	8	15	0	INB	CORD	25Y
UNMATCHED :	18	1502	7	55	0	OUTB	CORD	264
UNMATCHED :	18	1502	8	35	0	OUTB	CORD	2DP
UNMATCHED :	15	1401	8	30	0	INB	CORD	2EV
UNMATCHED :	18	1502	7	50	0	OUTB	CORD	2PO
UNMATCHED :	4	502	8	5	0	OUTB	CORD	2T3
UNMATCHED :	6	602	8	35	0	OUTB	CORD	2UB
UNMATCHED :	18	1502	8	25	0	OUTB	CORD	2UL
UNMATCHED :	18	1502	8	30	0	OUTB	CORD	2VC
UNMATCHED :	15	1401	8	10	0	INB	CORD	2VE
UNMATCHED :	18	1502	7	45	0	OUTB	CORD	2XR
UNMATCHED :	9	801	8	0	0	INB	CORD	2XX
UNMATCHED :	18	1502	7	55	0	OUTB	CORD	2XY
UNMATCHED :	18	1502	8	40	0	OUTB	CORD	2YB
UNMATCHED :	4	502	8	10	0	OUTB	CORD	2YH
UNMATCHED :	18	1502	8	30	0	OUTB	CORD	2YY
UNMATCHED :	18	1502	8	35	0	OUTB	CORD	340
UNMATCHED :	6	602	8	0	0	OUTB	CORD	349
UNMATCHED :	18	1502	7	50	0	OUTB	CORD	34D
UNMATCHED :	15	1401	8	5	0	INB	CORD	3JP
UNMATCHED :	15	1401	8	15	0	INB	CORD	3JP
UNMATCHED :	9	801	8	20	0	INB	CORD	3JP
UNMATCHED :	9	801	8	30	0	INB	CORD	3JP

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	9	801	8	35	0	INB	CORD	3JP
UNMATCHED :	11	901	7	50	0	INB	CORD	3KZ
UNMATCHED :	6	602	8	0	0	OUTB	CORD	3PE
UNMATCHED :	15	1401	8	10	0	INB	CORD	3RH
UNMATCHED :	6	602	8	15	0	OUTB	CORD	3SP
UNMATCHED :	9	801	7	55	0	INB	CORD	3UD
UNMATCHED :	15	1401	8	30	0	INB	CORD	3UN
UNMATCHED :	9	801	8	40	0	INB	CORD	3UN
UNMATCHED :	9	801	8	35	0	INB	CORD	3UP
UNMATCHED :	15	1401	7	55	0	INB	CORD	3VJ
UNMATCHED :	18	1502	8	25	0	OUTB	CORD	3VJ

UNMATCHED :	9	801	7	50	0	INB	CORD	3XA
UNMATCHED :	9	801	8	30	0	INB	CORD	3XC
UNMATCHED :	9	801	7	50	0	INB	CORD	3XD
UNMATCHED :	6	602	7	45	0	OUTB	CORD	3XJ
UNMATCHED :	9	801	8	15	0	INB	CORD	3XP
UNMATCHED :	2	402	8	35	0	OUTB	CORD	3XR
UNMATCHED :	9	801	8	5	0	INB	CORD	3YA
UNMATCHED :	11	901	8	35	0	INB	CORD	3YK
UNMATCHED :	15	1401	8	10	0	INB	CORD	3YM
UNMATCHED :	18	1502	8	35	0	OUTB	CORD	3YP
UNMATCHED :	9	801	8	35	0	INB	CORD	3YU
UNMATCHED :	18	1502	8	35	0	OUTB	CORD	413
UNMATCHED :	18	1502	8	5	0	OUTB	CORD	44L
UNMATCHED :	15	1401	7	45	0	INB	CORD	451
UNMATCHED :	9	801	8	30	0	INB	CORD	454
UNMATCHED :	15	1401	8	25	0	INB	CORD	4AZ
UNMATCHED :	15	1401	7	50	0	INB	CORD	4DP
UNMATCHED :	6	602	7	50	0	OUTB	CORD	4DP
UNMATCHED :	18	1502	8	0	0	OUTB	CORD	4DP
UNMATCHED :	18	1502	8	0	0	OUTB	CORD	4FX
UNMATCHED :	9	801	8	30	0	INB	CORD	4FX
UNMATCHED :	9	801	8	25	0	INB	CORD	4HH
UNMATCHED :	11	901	8	0	0	INB	CORD	4HY
UNMATCHED :	15	1401	8	25	0	INB	CORD	4JG
UNMATCHED :	9	801	8	0	0	INB	CORD	4JP
UNMATCHED :	7	701	8	40	0	INB	CORD	4JP
UNMATCHED :	9	801	7	50	0	INB	CORD	4JS
UNMATCHED :	6	602	7	55	0	OUTB	CORD	4LB
UNMATCHED :	18	1502	8	20	0	OUTB	CORD	4RV
UNMATCHED :	18	1502	8	30	0	OUTB	CORD	4RV
UNMATCHED :	15	1401	8	25	0	INB	CORD	4VA
UNMATCHED :	18	1502	8	15	0	OUTB	CORD	4VH
UNMATCHED :	18	1502	8	40	0	OUTB	CORD	4VZ
UNMATCHED :	9	801	8	35	0	INB	CORD	4XC

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	18	1502	8	35	0	OUTB	CORD	4XE
UNMATCHED :	9	801	8	15	0	INB	CORD	4XG
UNMATCHED :	18	1502	7	45	0	OUTB	CORD	4XK
UNMATCHED :	18	1502	8	5	0	OUTB	CORD	4XR
UNMATCHED :	7	701	8	5	0	INB	CORD	4XS
UNMATCHED :	9	801	7	50	0	INB	CORD	4YX
UNMATCHED :	18	1502	7	55	0	OUTB	CORD	508
UNMATCHED :	18	1502	8	15	0	OUTB	CORD	528
UNMATCHED :	15	1401	8	40	0	INB	CORD	5CV
UNMATCHED :	15	1401	8	40	0	INB	CORD	5EL
UNMATCHED :	18	1502	8	35	0	OUTB	CORD	5ER
UNMATCHED :	15	1401	7	45	0	INB	CORD	5EU
UNMATCHED :	15	1401	8	20	0	INB	CORD	5EU
UNMATCHED :	15	1401	8	10	0	INB	CORD	5FJ
UNMATCHED :	6	602	8	15	0	OUTB	CORD	5HS
UNMATCHED :	7	701	8	10	0	INB	CORD	5LU
UNMATCHED :	18	1502	8	35	0	OUTB	CORD	5OR
UNMATCHED :	18	1502	8	15	0	OUTB	CORD	5RF
UNMATCHED :	18	1502	8	35	0	OUTB	CORD	5RF
UNMATCHED :	2	402	8	40	0	OUTB	CORD	5RF
UNMATCHED :	7	701	8	20	0	INB	CORD	5UG
UNMATCHED :	6	602	8	25	0	OUTB	CORD	5UU
UNMATCHED :	15	1401	8	25	0	INB	CORD	5VU

UNMATCHED :	15	1401	8	25	0	INB	CORD	5VV
UNMATCHED :	6	602	8	35	0	OUTB	CORD	5XB
UNMATCHED :	7	701	8	20	0	INB	CORD	5XG
UNMATCHED :	6	602	7	50	0	OUTB	CORD	5XH
UNMATCHED :	15	1401	7	55	0	INB	CORD	5XH
UNMATCHED :	15	1401	7	55	0	INB	CORD	5XK
UNMATCHED :	18	1502	8	40	0	OUTB	CORD	5XL
UNMATCHED :	15	1401	8	35	0	INB	CORD	5XP
UNMATCHED :	4	502	8	20	0	OUTB	CORD	5XT
UNMATCHED :	11	901	8	10	0	INB	CORD	5YF
UNMATCHED :	18	1502	8	5	0	OUTB	CORD	5YL
UNMATCHED :	6	602	8	5	0	OUTB	CORD	5YM
UNMATCHED :	9	801	8	0	0	INB	CORD	5YN
UNMATCHED :	15	1401	8	30	0	INB	CORD	5YR
UNMATCHED :	18	1502	7	50	0	OUTB	CORD	5YU
UNMATCHED :	18	1502	8	5	0	OUTB	CORD	5YW
UNMATCHED :	15	1401	8	15	0	INB	CORD	634
UNMATCHED :	18	1502	8	25	0	OUTB	CORD	64Z
UNMATCHED :	6	602	8	5	0	OUTB	CORD	6BW
UNMATCHED :	9	801	8	10	0	INB	CORD	6DP
UNMATCHED :	15	1401	7	50	0	INB	CORD	6EL
UNMATCHED :	9	801	7	50	0	INB	CORD	6EL

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	18	1502	8	15	0	OUTB	CORD	6FY
UNMATCHED :	11	901	8	25	0	INB	CORD	6JP
UNMATCHED :	4	502	8	35	0	OUTB	CORD	6JR
UNMATCHED :	4	502	7	45	0	OUTB	CORD	6JU
UNMATCHED :	18	1502	8	35	0	OUTB	CORD	6JY
UNMATCHED :	15	1401	7	45	0	INB	CORD	6NA
UNMATCHED :	9	801	7	55	0	INB	CORD	6UE
UNMATCHED :	9	801	8	15	0	INB	CORD	6UG
UNMATCHED :	6	602	8	30	0	OUTB	CORD	6UU
UNMATCHED :	18	1502	8	15	0	OUTB	CORD	6VG
UNMATCHED :	18	1502	8	25	0	OUTB	CORD	6VG
UNMATCHED :	18	1502	8	35	0	OUTB	CORD	6XM
UNMATCHED :	11	901	8	30	0	INB	CORD	6XT
UNMATCHED :	6	602	8	5	0	OUTB	CORD	6XV
UNMATCHED :	18	1502	8	30	0	OUTB	CORD	6YG
UNMATCHED :	9	801	7	45	0	INB	CORD	6YW
UNMATCHED :	7	701	8	35	0	INB	CORD	734
UNMATCHED :	7	701	8	30	0	INB	CORD	765
UNMATCHED :	18	1502	7	50	0	OUTB	CORD	766
UNMATCHED :	2	402	7	55	0	OUTB	CORD	777
UNMATCHED :	15	1401	8	35	0	INB	CORD	79H
UNMATCHED :	9	801	7	50	0	INB	CORD	7BH
UNMATCHED :	18	1502	7	50	0	OUTB	CORD	7CV
UNMATCHED :	15	1401	8	15	0	INB	CORD	7EU
UNMATCHED :	18	1502	8	10	0	OUTB	CORD	7FJ
UNMATCHED :	18	1502	8	10	0	OUTB	CORD	7FJ
UNMATCHED :	9	801	8	0	0	INB	CORD	7HH
UNMATCHED :	9	801	8	25	0	INB	CORD	7JA
UNMATCHED :	15	1401	7	50	0	INB	CORD	7JP
UNMATCHED :	9	801	8	40	0	INB	CORD	7R7
UNMATCHED :	9	801	8	10	0	INB	CORD	7TF
UNMATCHED :	9	801	8	20	0	INB	CORD	7UA
UNMATCHED :	15	1401	8	40	0	INB	CORD	7UG
UNMATCHED :	15	1401	8	20	0	INB	CORD	7VB
UNMATCHED :	15	1401	8	15	0	INB	CORD	7VJ

UNMATCHED :	11	901	8	10	0	INB	CORD	7XD
UNMATCHED :	9	801	8	30	0	INB	CORD	7XE
UNMATCHED :	7	701	7	50	0	INB	CORD	7XG
UNMATCHED :	9	801	7	45	0	INB	CORD	7XH
UNMATCHED :	6	602	7	55	0	OUTB	CORD	7XP
UNMATCHED :	9	801	8	25	0	INB	CORD	7XS
UNMATCHED :	15	1401	7	45	0	INB	CORD	7XY
UNMATCHED :	9	801	7	45	0	INB	CORD	7YD
UNMATCHED :	9	801	7	45	0	INB	CORD	7YD
UNMATCHED :	18	1502	8	10	0	OUTB	CORD	7YD

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	9	801	8	15	0	INB	CORD	7YG
UNMATCHED :	7	701	8	10	0	INB	CORD	7YH
UNMATCHED :	18	1502	8	15	0	OUTB	CORD	7YJ
UNMATCHED :	9	801	8	10	0	INB	CORD	7YU
UNMATCHED :	18	1502	8	25	0	OUTB	CORD	7YW
UNMATCHED :	6	602	8	20	0	OUTB	CORD	7YZ
UNMATCHED :	7	701	8	20	0	INB	CORD	820
UNMATCHED :	11	901	8	25	0	INB	CORD	822
UNMATCHED :	18	1502	7	50	0	OUTB	CORD	837
UNMATCHED :	6	602	8	35	0	OUTB	CORD	841
UNMATCHED :	2	402	8	25	0	OUTB	CORD	843
UNMATCHED :	18	1502	7	50	0	OUTB	CORD	846
UNMATCHED :	15	1401	8	25	0	INB	CORD	85R
UNMATCHED :	15	1401	8	35	0	INB	CORD	876
UNMATCHED :	6	602	8	0	0	OUTB	CORD	891
UNMATCHED :	7	701	8	15	0	INB	CORD	891
UNMATCHED :	7	701	8	40	0	INB	CORD	891
UNMATCHED :	9	801	7	55	0	INB	CORD	8CZ
UNMATCHED :	7	701	8	0	0	INB	CORD	8FG
UNMATCHED :	18	1502	8	25	0	OUTB	CORD	8FG
UNMATCHED :	18	1502	7	50	0	OUTB	CORD	8FH
UNMATCHED :	9	801	8	15	0	INB	CORD	8FH
UNMATCHED :	18	1502	8	30	0	OUTB	CORD	8FH
UNMATCHED :	9	801	8	30	0	INB	CORD	8FN
UNMATCHED :	18	1502	8	20	0	OUTB	CORD	8FU
UNMATCHED :	15	1401	8	15	0	INB	CORD	8JK
UNMATCHED :	15	1401	8	20	0	INB	CORD	8JY
UNMATCHED :	15	1401	8	20	0	INB	CORD	8JY
UNMATCHED :	2	402	8	25	0	OUTB	CORD	8LL
UNMATCHED :	7	701	8	20	0	INB	CORD	8LX
UNMATCHED :	15	1401	8	0	0	INB	CORD	8LZ
UNMATCHED :	18	1502	8	15	0	OUTB	CORD	8MA
UNMATCHED :	6	602	8	20	0	OUTB	CORD	8NM
UNMATCHED :	9	801	8	35	0	INB	CORD	8NN
UNMATCHED :	18	1502	8	10	0	OUTB	CORD	8OR
UNMATCHED :	15	1401	7	55	0	INB	CORD	8UA
UNMATCHED :	6	602	7	55	0	OUTB	CORD	8UA
UNMATCHED :	18	1502	7	55	0	OUTB	CORD	8UA
UNMATCHED :	9	801	8	30	0	INB	CORD	8UR
UNMATCHED :	9	801	7	55	0	INB	CORD	8VE
UNMATCHED :	15	1401	8	5	0	INB	CORD	8XA
UNMATCHED :	11	901	8	25	0	INB	CORD	8XF
UNMATCHED :	15	1401	8	5	0	INB	CORD	8XK
UNMATCHED :	15	1401	8	10	0	INB	CORD	8XN
UNMATCHED :	11	901	8	0	0	INB	CORD	8XP

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER	ETC
UNMATCHED :	15	1401	8	0	0	INB	CORD	8YF	
UNMATCHED :	15	1401	8	25	0	INB	CORD	8YJ	
UNMATCHED :	9	801	8	15	0	INB	CORD	8YT	
UNMATCHED :	11	901	8	20	0	INB	CORD	8YY	
UNMATCHED :	18	1502	8	30	0	OUTB	CORD	998	
UNMATCHED :	9	801	8	5	0	INB	CORD	9FG	
UNMATCHED :	18	1502	8	5	0	OUTB	CORD	9FG	
UNMATCHED :	18	1502	8	5	0	OUTB	CORD	9FG	
UNMATCHED :	18	1502	8	15	0	OUTB	CORD	9FG	
UNMATCHED :	9	801	8	30	0	INB	CORD	9FG	
UNMATCHED :	15	1401	8	20	0	INB	CORD	9GP	
UNMATCHED :	7	701	7	50	0	INB	CORD	9HL	
UNMATCHED :	9	801	8	35	0	INB	CORD	9KU	
UNMATCHED :	18	1502	8	35	0	OUTB	CORD	9KV	
UNMATCHED :	9	801	8	25	0	INB	CORD	9LL	
UNMATCHED :	11	901	8	15	0	INB	CORD	9NK	
UNMATCHED :	15	1401	8	35	0	INB	CORD	9RF	
UNMATCHED :	11	901	8	35	0	INB	CORD	9UA	
UNMATCHED :	7	701	7	55	0	INB	CORD	9UD	
UNMATCHED :	9	801	8	30	0	INB	CORD	9UE	
UNMATCHED :	6	602	8	15	0	OUTB	CORD	9UK	
UNMATCHED :	18	1502	8	15	0	OUTB	CORD	9VA	
UNMATCHED :	18	1502	8	35	0	OUTB	CORD	9VA	
UNMATCHED :	18	1502	7	55	0	OUTB	CORD	9VB	
UNMATCHED :	9	801	8	10	0	INB	CORD	9VK	
UNMATCHED :	15	1401	8	15	0	INB	CORD	9VK	
UNMATCHED :	11	901	8	10	0	INB	CORD	9XC	
UNMATCHED :	9	801	8	15	0	INB	CORD	9XG	
UNMATCHED :	18	1502	7	55	0	OUTB	CORD	9XK	
UNMATCHED :	15	1401	7	45	0	INB	CORD	9XP	
UNMATCHED :	15	1401	8	30	0	INB	CORD	9XU	
UNMATCHED :	11	901	8	35	0	INB	CORD	9YC	
UNMATCHED :	11	901	7	50	0	INB	CORD	9YK	
UNMATCHED :	6	602	8	35	0	OUTB	CORD	9YV	
UNMATCHED :	18	1502	8	10	0	OUTB	CORD	9YW	
UNMATCHED :	18	1502	8	10	0	OUTB	CORD	9YX	
UNMATCHED :	6	602	7	50	0	OUTB	CORD	A14	
UNMATCHED :	18	1502	8	30	0	OUTB	CORD	A18	
UNMATCHED :	18	1502	8	40	0	OUTB	CORD	A18	
UNMATCHED :	6	602	8	25	0	OUTB	CORD	A23	
UNMATCHED :	15	1401	8	25	0	INB	CORD	A24	
UNMATCHED :	9	801	7	55	0	INB	CORD	A2C	
UNMATCHED :	9	801	8	20	0	INB	CORD	A2S	
UNMATCHED :	18	1502	8	5	0	OUTB	CORD	A41	
UNMATCHED :	4	502	7	45	0	OUTB	CORD	A5A	

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER	ETC
UNMATCHED :	9	801	8	10	0	INB	CORD	ABF	
UNMATCHED :	18	1502	8	15	0	OUTB	CORD	ADS	
UNMATCHED :	18	1502	8	0	0	OUTB	CORD	AEL	
UNMATCHED :	15	1401	8	0	0	INB	CORD	AFX	
UNMATCHED :	9	801	8	25	0	INB	CORD	AFX	

UNMATCHED :	7	701	8	30	0	INB	CORD	AFX
UNMATCHED :	18	1502	8	20	0	OUTB	CORD	AFY
UNMATCHED :	9	801	8	0	0	INB	CORD	AJC
UNMATCHED :	9	801	7	50	0	INB	CORD	AJP
UNMATCHED :	7	701	8	30	0	INB	CORD	AKA
UNMATCHED :	7	701	8	0	0	INB	CORD	ALX
UNMATCHED :	18	1502	8	0	0	OUTB	CORD	AMM
UNMATCHED :	15	1401	8	25	0	INB	CORD	ANK
UNMATCHED :	18	1502	8	15	0	OUTB	CORD	ANM
UNMATCHED :	18	1502	8	20	0	OUTB	CORD	ANM
UNMATCHED :	9	801	8	35	0	INB	CORD	ANN
UNMATCHED :	6	602	7	50	0	OUTB	CORD	ANT
UNMATCHED :	11	901	8	20	0	INB	CORD	ARP
UNMATCHED :	18	1502	8	20	0	OUTB	CORD	ASY
UNMATCHED :	18	1502	7	55	0	OUTB	CORD	AT6
UNMATCHED :	15	1401	8	10	0	INB	CORD	AT6
UNMATCHED :	18	1502	7	55	0	OUTB	CORD	AT8
UNMATCHED :	11	901	8	0	0	INB	CORD	AT8
UNMATCHED :	9	801	8	20	0	INB	CORD	AT8
UNMATCHED :	2	402	8	20	0	OUTB	CORD	AT8
UNMATCHED :	18	1502	8	20	0	OUTB	CORD	AT8
UNMATCHED :	9	801	8	5	0	INB	CORD	ATB
UNMATCHED :	6	602	8	0	0	OUTB	CORD	AU6
UNMATCHED :	9	801	8	5	0	INB	CORD	AUF
UNMATCHED :	6	602	8	40	0	OUTB	CORD	AUG
UNMATCHED :	15	1401	7	45	0	INB	CORD	AUY
UNMATCHED :	18	1502	7	55	0	OUTB	CORD	AV4
UNMATCHED :	15	1401	8	0	0	INB	CORD	AV6
UNMATCHED :	18	1502	8	35	0	OUTB	CORD	AVZ
UNMATCHED :	6	602	7	50	0	OUTB	CORD	AY1
UNMATCHED :	9	801	8	0	0	INB	CORD	AY1
UNMATCHED :	6	602	8	30	0	OUTB	CORD	AY1
UNMATCHED :	9	801	8	40	0	INB	CORD	AYB
UNMATCHED :	11	901	7	50	0	INB	CORD	AYP
UNMATCHED :	9	801	8	5	0	INB	CORD	AYP
UNMATCHED :	18	1502	7	55	0	OUTB	CORD	AZC
UNMATCHED :	18	1502	8	25	0	OUTB	CORD	AZD
UNMATCHED :	15	1401	8	30	0	INB	CORD	AZK
UNMATCHED :	11	901	8	25	0	INB	CORD	AZN
UNMATCHED :	9	801	8	15	0	INB	CORD	AZP

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	18	1502	8	20	0	OUTB	CORD	AZS
UNMATCHED :	6	602	7	45	0	OUTB	CORD	AZZ
UNMATCHED :	6	602	8	10	0	OUTB	CORD	B11
UNMATCHED :	7	701	8	10	0	INB	CORD	B15
UNMATCHED :	6	602	8	10	0	OUTB	CORD	B15
UNMATCHED :	6	602	8	10	0	OUTB	CORD	B15
UNMATCHED :	6	602	7	55	0	OUTB	CORD	B82
UNMATCHED :	6	602	8	5	0	OUTB	CORD	BA2
UNMATCHED :	18	1502	8	10	0	OUTB	CORD	BAR
UNMATCHED :	15	1401	7	45	0	INB	CORD	BB4
UNMATCHED :	15	1401	7	50	0	INB	CORD	BB4
UNMATCHED :	6	602	7	50	0	OUTB	CORD	BB4
UNMATCHED :	9	801	8	10	0	INB	CORD	BB4
UNMATCHED :	6	602	7	45	0	OUTB	CORD	BB7
UNMATCHED :	6	602	7	45	0	OUTB	CORD	BBY
UNMATCHED :	6	602	7	55	0	OUTB	CORD	BBY
UNMATCHED :	6	602	7	55	0	OUTB	CORD	BBY

UNMATCHED :	18	1502	7	55	0	OUTB	CORD	BBY
UNMATCHED :	6	602	8	15	0	OUTB	CORD	BBY
UNMATCHED :	6	602	8	15	0	OUTB	CORD	BBY
UNMATCHED :	15	1401	7	50	0	INB	CORD	BEK
UNMATCHED :	9	801	8	40	0	INB	CORD	BEL
UNMATCHED :	15	1401	8	5	0	INB	CORD	BEV
UNMATCHED :	9	801	7	45	0	INB	CORD	BHR
UNMATCHED :	15	1401	7	55	0	INB	CORD	BO7
UNMATCHED :	18	1502	7	55	0	OUTB	CORD	BOO
UNMATCHED :	18	1502	7	55	0	OUTB	CORD	BUA
UNMATCHED :	6	602	8	10	0	OUTB	CORD	BUM
UNMATCHED :	18	1502	8	15	0	OUTB	CORD	BUS
UNMATCHED :	9	801	8	25	0	INB	CORD	BXH
UNMATCHED :	15	1401	7	45	0	INB	CORD	BXJ
UNMATCHED :	9	801	8	25	0	INB	CORD	BY2
UNMATCHED :	7	701	8	10	0	INB	CORD	BYH
UNMATCHED :	18	1502	8	0	0	OUTB	CORD	BYN
UNMATCHED :	7	701	8	25	0	INB	CORD	BYN
UNMATCHED :	18	1502	7	50	0	OUTB	CORD	BYR
UNMATCHED :	18	1502	7	55	0	OUTB	CORD	BYR
UNMATCHED :	7	701	7	55	0	INB	CORD	BYY
UNMATCHED :	18	1502	8	25	0	OUTB	CORD	BYZ
UNMATCHED :	7	701	8	25	0	INB	CORD	CAN
UNMATCHED :	18	1502	8	10	0	OUTB	CORD	CAZ
UNMATCHED :	11	901	8	5	0	INB	CORD	CFC
UNMATCHED :	18	1502	8	40	0	OUTB	CORD	CPL
UNMATCHED :	6	602	8	15	0	OUTB	CORD	CRO
UNMATCHED :	2	402	7	50	0	OUTB	CORD	CRT

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	15	1401	7	55	0	INB	CORD	CU9
UNMATCHED :	6	602	8	15	0	OUTB	CORD	CV3
UNMATCHED :	18	1502	8	25	0	OUTB	CORD	CWR
UNMATCHED :	6	602	8	40	0	OUTB	CORD	CX3
UNMATCHED :	9	801	7	45	0	INB	CORD	CY7
UNMATCHED :	18	1502	7	45	0	OUTB	CORD	CYZ
UNMATCHED :	7	701	8	35	0	INB	CORD	CZF
UNMATCHED :	9	801	8	35	0	INB	CORD	CZU
UNMATCHED :	15	1401	8	20	0	INB	CORD	D28
UNMATCHED :	18	1502	8	35	0	OUTB	CORD	DAN
UNMATCHED :	9	801	7	50	0	INB	CORD	DAY
UNMATCHED :	9	801	8	10	0	INB	CORD	DDW
UNMATCHED :	9	801	8	20	0	INB	CORD	DEN
UNMATCHED :	9	801	8	5	0	INB	CORD	DET
UNMATCHED :	18	1502	7	55	0	OUTB	CORD	DHK
UNMATCHED :	7	701	8	0	0	INB	CORD	DJE
UNMATCHED :	9	801	8	0	0	INB	CORD	DLP
UNMATCHED :	9	801	8	35	0	INB	CORD	DM1
UNMATCHED :	15	1401	8	5	0	INB	CORD	DM3
UNMATCHED :	9	801	8	30	0	INB	CORD	DM3
UNMATCHED :	18	1502	7	50	0	OUTB	CORD	DM5
UNMATCHED :	18	1502	8	10	0	OUTB	CORD	DM5
UNMATCHED :	2	402	8	5	0	OUTB	CORD	DMP
UNMATCHED :	9	801	8	10	0	INB	CORD	DMS
UNMATCHED :	18	1502	8	30	0	OUTB	CORD	DMS
UNMATCHED :	18	1502	7	55	0	OUTB	CORD	DPW
UNMATCHED :	18	1502	7	45	0	OUTB	CORD	DSY
UNMATCHED :	15	1401	8	30	0	INB	CORD	DXC
UNMATCHED :	6	602	8	30	0	OUTB	CORD	DXL

UNMATCHED :	6	602	8	20	0	OUTB	CORD	DZB
UNMATCHED :	18	1502	8	5	0	OUTB	CORD	EH3
UNMATCHED :	18	1502	8	10	0	OUTB	CORD	EH7
UNMATCHED :	11	901	8	10	0	INB	CORD	EKG
UNMATCHED :	11	901	8	10	0	INB	CORD	EKY
UNMATCHED :	9	801	8	10	0	INB	CORD	EML
UNMATCHED :	9	801	8	0	0	INB	CORD	EMV
UNMATCHED :	18	1502	8	5	0	OUTB	CORD	ES9
UNMATCHED :	6	602	8	5	0	OUTB	CORD	ET1
UNMATCHED :	7	701	8	35	0	INB	CORD	ET1
UNMATCHED :	4	502	8	20	0	OUTB	CORD	ET4
UNMATCHED :	9	801	8	0	0	INB	CORD	ET9
UNMATCHED :	9	801	8	10	0	INB	CORD	EUK
UNMATCHED :	18	1502	8	5	0	OUTB	CORD	EWD
UNMATCHED :	15	1401	8	10	0	INB	CORD	EWE
UNMATCHED :	18	1502	8	10	0	OUTB	CORD	EWG

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	18	1502	8	10	0	OUTB	CORD	EWK
UNMATCHED :	18	1502	7	50	0	OUTB	CORD	EWT
UNMATCHED :	18	1502	8	5	0	OUTB	CORD	EWU
UNMATCHED :	18	1502	7	55	0	OUTB	CORD	EWY
UNMATCHED :	18	1502	8	10	0	OUTB	CORD	EXK
UNMATCHED :	9	801	8	35	0	INB	CORD	EXX
UNMATCHED :	15	1401	8	35	0	INB	CORD	F1T
UNMATCHED :	11	901	8	25	0	INB	CORD	F2M
UNMATCHED :	11	901	8	5	0	INB	CORD	F39
UNMATCHED :	18	1502	8	0	0	OUTB	CORD	FAE
UNMATCHED :	15	1401	8	25	0	INB	CORD	FAK
UNMATCHED :	9	801	7	50	0	INB	CORD	FAL
UNMATCHED :	9	801	8	0	0	INB	CORD	FAL
UNMATCHED :	18	1502	8	25	0	OUTB	CORD	FAL
UNMATCHED :	9	801	8	40	0	INB	CORD	FAR
UNMATCHED :	15	1401	8	15	0	INB	CORD	FD8
UNMATCHED :	18	1502	8	40	0	OUTB	CORD	FDB
UNMATCHED :	18	1502	7	45	0	OUTB	CORD	FDE
UNMATCHED :	18	1502	7	50	0	OUTB	CORD	FDE
UNMATCHED :	9	801	8	15	0	INB	CORD	FDE
UNMATCHED :	9	801	8	25	0	INB	CORD	FDE
UNMATCHED :	9	801	8	30	0	INB	CORD	FDE
UNMATCHED :	7	701	8	30	0	INB	CORD	FDH
UNMATCHED :	9	801	8	25	0	INB	CORD	FDT
UNMATCHED :	15	1401	8	20	0	INB	CORD	FDX
UNMATCHED :	15	1401	8	40	0	INB	CORD	FGF
UNMATCHED :	9	801	8	15	0	INB	CORD	FGH
UNMATCHED :	18	1502	8	40	0	OUTB	CORD	FGH
UNMATCHED :	9	801	7	50	0	INB	CORD	FGM
UNMATCHED :	18	1502	8	20	0	OUTB	CORD	FGZ
UNMATCHED :	6	602	8	10	0	OUTB	CORD	FHA
UNMATCHED :	18	1502	8	20	0	OUTB	CORD	FHB
UNMATCHED :	18	1502	8	25	0	OUTB	CORD	FHB
UNMATCHED :	9	801	8	15	0	INB	CORD	FHC
UNMATCHED :	15	1401	8	25	0	INB	CORD	FHE
UNMATCHED :	7	701	8	10	0	INB	CORD	FHH
UNMATCHED :	18	1502	8	5	0	OUTB	CORD	FHL
UNMATCHED :	9	801	7	45	0	INB	CORD	FJD
UNMATCHED :	9	801	7	45	0	INB	CORD	FJD
UNMATCHED :	18	1502	7	45	0	OUTB	CORD	FJD
UNMATCHED :	15	1401	8	15	0	INB	CORD	FJD

UNMATCHED :	18	1502	7	55	0	OUTB	CORD	FJE
UNMATCHED :	7	701	8	25	0	INB	CORD	FJG
UNMATCHED :	6	602	8	40	0	OUTB	CORD	FJT
UNMATCHED :	6	602	8	0	0	OUTB	CORD	FJV

1PROGRAM - MVMACH PAGE 36

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	15	1401	8	25	0	INB	CORD	FJV
UNMATCHED :	18	1502	8	15	0	OUTB	CORD	FOM
UNMATCHED :	18	1502	7	45	0	OUTB	CORD	FOO
UNMATCHED :	15	1401	8	0	0	INB	CORD	FUN
UNMATCHED :	9	801	7	55	0	INB	CORD	FXC
UNMATCHED :	15	1401	8	20	0	INB	CORD	FXF
UNMATCHED :	15	1401	8	0	0	INB	CORD	FXL
UNMATCHED :	15	1401	8	5	0	INB	CORD	FXR
UNMATCHED :	15	1401	8	10	0	INB	CORD	FXR
UNMATCHED :	6	602	8	10	0	OUTB	CORD	FXR
UNMATCHED :	9	801	7	50	0	INB	CORD	FXX
UNMATCHED :	9	801	8	10	0	INB	CORD	FXX
UNMATCHED :	15	1401	8	0	0	INB	CORD	FYW
UNMATCHED :	15	1401	8	5	0	INB	CORD	FYW
UNMATCHED :	18	1502	8	25	0	OUTB	CORD	FZM
UNMATCHED :	15	1401	8	15	0	INB	CORD	G5V
UNMATCHED :	18	1502	8	5	0	OUTB	CORD	GAZ
UNMATCHED :	6	602	7	45	0	OUTB	CORD	GBB
UNMATCHED :	15	1401	8	5	0	INB	CORD	GBN
UNMATCHED :	7	701	8	10	0	INB	CORD	GBN
UNMATCHED :	9	801	8	10	0	INB	CORD	GBR
UNMATCHED :	6	602	8	5	0	OUTB	CORD	GBY
UNMATCHED :	6	602	7	45	0	OUTB	CORD	GCR
UNMATCHED :	9	801	8	20	0	INB	CORD	GCV
UNMATCHED :	9	801	8	20	0	INB	CORD	GCZ
UNMATCHED :	18	1502	8	0	0	OUTB	CORD	GDL
UNMATCHED :	18	1502	8	5	0	OUTB	CORD	GDP
UNMATCHED :	18	1502	8	35	0	OUTB	CORD	GE2
UNMATCHED :	11	901	8	35	0	INB	CORD	GE7
UNMATCHED :	6	602	7	55	0	OUTB	CORD	GEG
UNMATCHED :	7	701	7	45	0	INB	CORD	GF1
UNMATCHED :	9	801	8	25	0	INB	CORD	GF1
UNMATCHED :	11	901	8	15	0	INB	CORD	GFY
UNMATCHED :	6	602	8	0	0	OUTB	CORD	GFZ
UNMATCHED :	15	1401	8	5	0	INB	CORD	GGX
UNMATCHED :	9	801	8	10	0	INB	CORD	GHJ
UNMATCHED :	9	801	8	0	0	INB	CORD	GHR
UNMATCHED :	11	901	8	0	0	INB	CORD	GHR
UNMATCHED :	18	1502	8	10	0	OUTB	CORD	GHR
UNMATCHED :	18	1502	7	45	0	OUTB	CORD	GHV
UNMATCHED :	11	901	7	45	0	INB	CORD	GJP
UNMATCHED :	4	502	8	5	0	OUTB	CORD	GJX
UNMATCHED :	18	1502	7	50	0	OUTB	CORD	GKF
UNMATCHED :	18	1502	7	50	0	OUTB	CORD	GKF
UNMATCHED :	18	1502	8	0	0	OUTB	CORD	GMB

1PROGRAM - MVMACH PAGE 37

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC

	STATION ORDER	STATION NUMBER	T I M E HR	MIN	SEC	STATION DIR	TYPE	REGISTRATION NUMBER	ETC
UNMATCHED :	4	502	7	50	0	OUTB	CORD	GMC	
UNMATCHED :	15	1401	7	55	0	INB	CORD	GME	
UNMATCHED :	11	901	8	10	0	INB	CORD	GPH	
UNMATCHED :	9	801	8	40	0	INB	CORD	GPJ	
UNMATCHED :	4	502	8	40	0	OUTB	CORD	GPS	
UNMATCHED :	18	1502	8	10	0	OUTB	CORD	GPV	
UNMATCHED :	18	1502	8	40	0	OUTB	CORD	GPW	
UNMATCHED :	11	901	8	15	0	INB	CORD	GSG	
UNMATCHED :	9	801	8	10	0	INB	CORD	GSP	
UNMATCHED :	9	801	8	10	0	INB	CORD	GSU	
UNMATCHED :	11	901	8	0	0	INB	CORD	GSW	
UNMATCHED :	9	801	7	45	0	INB	CORD	GUS	
UNMATCHED :	15	1401	8	15	0	INB	CORD	GUS	
UNMATCHED :	9	801	8	30	0	INB	CORD	GUS	
UNMATCHED :	9	801	8	20	0	INB	CORD	GUY	
UNMATCHED :	15	1401	8	25	0	INB	CORD	GUY	
UNMATCHED :	18	1502	8	25	0	OUTB	CORD	GVG	
UNMATCHED :	9	801	7	50	0	INB	CORD	GYC	
UNMATCHED :	9	801	8	35	0	INB	CORD	GYC	
UNMATCHED :	15	1401	8	5	0	INB	CORD	GYE	
UNMATCHED :	9	801	7	55	0	INB	CORD	GYJ	
UNMATCHED :	15	1401	8	35	0	INB	CORD	GYJ	
UNMATCHED :	9	801	8	35	0	INB	CORD	GYM	
UNMATCHED :	6	602	8	5	0	OUTB	CORD	GYR	
UNMATCHED :	15	1401	8	15	0	INB	CORD	GYW	
UNMATCHED :	18	1502	8	10	0	OUTB	CORD	GYY	
UNMATCHED :	7	701	8	0	0	INB	CORD	GZC	
UNMATCHED :	9	801	8	20	0	INB	CORD	GZK	
UNMATCHED :	18	1502	8	25	0	OUTB	CORD	GZW	
UNMATCHED :	9	801	8	0	0	INB	CORD	HAR	
UNMATCHED :	9	801	8	20	0	INB	CORD	HBC	
UNMATCHED :	15	1401	8	35	0	INB	CORD	HBP	
UNMATCHED :	9	801	8	20	0	INB	CORD	HEK	
UNMATCHED :	6	602	8	40	0	OUTB	CORD	HHB	
UNMATCHED :	18	1502	7	45	0	OUTB	CORD	HJA	
UNMATCHED :	6	602	7	55	0	OUTB	CORD	HJY	
UNMATCHED :	11	901	8	10	0	INB	CORD	HKY	
UNMATCHED :	9	801	8	15	0	INB	CORD	HLD	
UNMATCHED :	9	801	8	10	0	INB	CORD	HLG	
UNMATCHED :	15	1401	7	50	0	INB	CORD	HNT	
UNMATCHED :	4	502	7	45	0	OUTB	CORD	HPU	
UNMATCHED :	6	602	8	5	0	OUTB	CORD	HS2	
UNMATCHED :	15	1401	8	15	0	INB	CORD	HSA	
UNMATCHED :	9	801	8	10	0	INB	CORD	HSC	
UNMATCHED :	15	1401	7	45	0	INB	CORD	HSF	

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	T I M E HR	MIN	SEC	STATION DIR	TYPE	REGISTRATION NUMBER	ETC
UNMATCHED :	7	701	8	10	0	INB	CORD	HSH	
UNMATCHED :	15	1401	8	40	0	INB	CORD	HSP	
UNMATCHED :	15	1401	8	30	0	INB	CORD	HSV	
UNMATCHED :	9	801	8	15	0	INB	CORD	HSY	
UNMATCHED :	9	801	8	20	0	INB	CORD	HSY	
UNMATCHED :	18	1502	8	20	0	OUTB	CORD	HSY	
UNMATCHED :	18	1502	8	30	0	OUTB	CORD	HSY	
UNMATCHED :	18	1502	7	45	0	OUTB	CORD	HTA	
UNMATCHED :	9	801	7	50	0	INB	CORD	HTB	
UNMATCHED :	18	1502	8	5	0	OUTB	CORD	HTB	
UNMATCHED :	15	1401	8	35	0	INB	CORD	HTM	

UNMATCHED :	15	1401	7	55	0	INB	CORD	HTU
UNMATCHED :	7	701	8	10	0	INB	CORD	HUE
UNMATCHED :	15	1401	8	10	0	INB	CORD	HUE
UNMATCHED :	18	1502	8	40	0	OUTB	CORD	HUE
UNMATCHED :	18	1502	8	40	0	OUTB	CORD	HUH
UNMATCHED :	9	801	8	10	0	INB	CORD	HUJ
UNMATCHED :	9	801	8	30	0	INB	CORD	HUJ
UNMATCHED :	18	1502	8	30	0	OUTB	CORD	HUK
UNMATCHED :	9	801	8	15	0	INB	CORD	HUM
UNMATCHED :	18	1502	7	55	0	OUTB	CORD	HUS
UNMATCHED :	18	1502	7	50	0	OUTB	CORD	HUX
UNMATCHED :	18	1502	7	50	0	OUTB	CORD	HUX
UNMATCHED :	18	1502	8	5	0	OUTB	CORD	HVP
UNMATCHED :	9	801	8	20	0	INB	CORD	HYC
UNMATCHED :	4	502	8	15	0	OUTB	CORD	HYE
UNMATCHED :	9	801	8	25	0	INB	CORD	HZF
UNMATCHED :	11	901	8	15	0	INB	CORD	HZM
UNMATCHED :	6	602	7	55	0	OUTB	CORD	I80
UNMATCHED :	18	1502	8	15	0	OUTB	CORD	IAK
UNMATCHED :	15	1401	7	50	0	INB	CORD	IAY
UNMATCHED :	6	602	7	45	0	OUTB	CORD	IB7
UNMATCHED :	6	602	8	5	0	OUTB	CORD	ICR
UNMATCHED :	9	801	8	10	0	INB	CORD	IHM
UNMATCHED :	18	1502	7	50	0	OUTB	CORD	INE
UNMATCHED :	2	402	7	50	0	OUTB	CORD	IUL
UNMATCHED :	15	1401	8	0	0	INB	CORD	IUV
UNMATCHED :	6	602	8	0	0	OUTB	CORD	IUV
UNMATCHED :	6	602	8	10	0	OUTB	CORD	IUV
UNMATCHED :	15	1401	8	10	0	INB	CORD	IVV
UNMATCHED :	9	801	7	50	0	INB	CORD	J2L
UNMATCHED :	9	801	8	15	0	INB	CORD	J2S
UNMATCHED :	11	901	8	25	0	INB	CORD	J2S
UNMATCHED :	9	801	7	45	0	INB	CORD	JA1
UNMATCHED :	18	1502	8	35	0	OUTB	CORD	JAB

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	18	1502	8	35	0	OUTB	CORD	JAC
UNMATCHED :	18	1502	8	15	0	OUTB	CORD	JAD
UNMATCHED :	18	1502	8	25	0	OUTB	CORD	JAH
UNMATCHED :	6	602	7	50	0	OUTB	CORD	JAK
UNMATCHED :	9	801	8	25	0	INB	CORD	JAL
UNMATCHED :	9	801	8	35	0	INB	CORD	JAM
UNMATCHED :	4	502	7	45	0	OUTB	CORD	JAR
UNMATCHED :	18	1502	8	0	0	OUTB	CORD	JAT
UNMATCHED :	9	801	7	55	0	INB	CORD	JAX
UNMATCHED :	9	801	8	40	0	INB	CORD	JB2
UNMATCHED :	18	1502	8	30	0	OUTB	CORD	JBH
UNMATCHED :	15	1401	7	45	0	INB	CORD	JBJ
UNMATCHED :	2	402	8	5	0	OUTB	CORD	JBR
UNMATCHED :	18	1502	7	50	0	OUTB	CORD	JBV
UNMATCHED :	18	1502	8	40	0	OUTB	CORD	JBZ
UNMATCHED :	7	701	8	30	0	INB	CORD	JDS
UNMATCHED :	15	1401	7	50	0	INB	CORD	JGG
UNMATCHED :	6	602	7	50	0	OUTB	CORD	JGN
UNMATCHED :	18	1502	7	45	0	OUTB	CORD	JGS
UNMATCHED :	15	1401	7	55	0	INB	CORD	JGT
UNMATCHED :	18	1502	8	10	0	OUTB	CORD	JGZ
UNMATCHED :	18	1502	8	25	0	OUTB	CORD	JKF
UNMATCHED :	15	1401	8	30	0	INB	CORD	JKN

UNMATCHED :	18	1502	8	5	0	OUTB	CORD	JKP
UNMATCHED :	6	602	7	50	0	OUTB	CORD	JKS
UNMATCHED :	18	1502	8	15	0	OUTB	CORD	JPE
UNMATCHED :	9	801	7	55	0	INB	CORD	JPL
UNMATCHED :	11	901	7	55	0	INB	CORD	JPL
UNMATCHED :	18	1502	7	55	0	OUTB	CORD	JPM
UNMATCHED :	4	502	7	55	0	OUTB	CORD	JPM
UNMATCHED :	7	701	8	10	0	INB	CORD	JPM
UNMATCHED :	15	1401	8	15	0	INB	CORD	JPN
UNMATCHED :	6	602	8	5	0	OUTB	CORD	JPR
UNMATCHED :	11	901	8	30	0	INB	CORD	JPR
UNMATCHED :	18	1502	8	0	0	OUTB	CORD	JPS
UNMATCHED :	18	1502	7	45	0	OUTB	CORD	JPW
UNMATCHED :	9	801	8	0	0	INB	CORD	JPW
UNMATCHED :	9	801	8	20	0	INB	CORD	JPW
UNMATCHED :	9	801	8	35	0	INB	CORD	JPW
UNMATCHED :	7	701	8	10	0	INB	CORD	JPX
UNMATCHED :	4	502	8	0	0	OUTB	CORD	JPY
UNMATCHED :	6	602	8	25	0	OUTB	CORD	JPY
UNMATCHED :	18	1502	8	40	0	OUTB	CORD	JPY
UNMATCHED :	6	602	8	10	0	OUTB	CORD	JRH
UNMATCHED :	11	901	7	50	0	INB	CORD	JRO

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	15	1401	8	25	0	INB	CORD	JRS
UNMATCHED :	18	1502	8	35	0	OUTB	CORD	JRV
UNMATCHED :	18	1502	8	40	0	OUTB	CORD	JSL
UNMATCHED :	15	1401	8	25	0	INB	CORD	JST
UNMATCHED :	9	801	7	45	0	INB	CORD	JSV
UNMATCHED :	7	701	8	20	0	INB	CORD	JUF
UNMATCHED :	18	1502	8	20	0	OUTB	CORD	JUF
UNMATCHED :	6	602	8	25	0	OUTB	CORD	JUF
UNMATCHED :	18	1502	8	30	0	OUTB	CORD	JYJ
UNMATCHED :	15	1401	8	10	0	INB	CORD	JYP
UNMATCHED :	18	1502	8	25	0	OUTB	CORD	JYP
UNMATCHED :	9	801	8	35	0	INB	CORD	JZK
UNMATCHED :	18	1502	8	20	0	OUTB	CORD	JZS
UNMATCHED :	15	1401	8	35	0	INB	CORD	KAT
UNMATCHED :	9	801	8	10	0	INB	CORD	L1S
UNMATCHED :	6	602	8	10	0	OUTB	CORD	LAL
UNMATCHED :	11	901	8	40	0	INB	CORD	LBJ
UNMATCHED :	9	801	8	5	0	INB	CORD	LCA
UNMATCHED :	18	1502	8	5	0	OUTB	CORD	LCH
UNMATCHED :	9	801	8	35	0	INB	CORD	LCH
UNMATCHED :	7	701	8	20	0	INB	CORD	LCX
UNMATCHED :	9	801	8	20	0	INB	CORD	LDA
UNMATCHED :	15	1401	8	10	0	INB	CORD	LDC
UNMATCHED :	15	1401	8	20	0	INB	CORD	LDC
UNMATCHED :	6	602	8	25	0	OUTB	CORD	LDC
UNMATCHED :	15	1401	8	30	0	INB	CORD	LDD
UNMATCHED :	15	1401	8	0	0	INB	CORD	LDG
UNMATCHED :	6	602	7	55	0	OUTB	CORD	LEN
UNMATCHED :	18	1502	7	50	0	OUTB	CORD	LF5
UNMATCHED :	6	602	7	50	0	OUTB	CORD	LJA
UNMATCHED :	15	1401	8	15	0	INB	CORD	LKW
UNMATCHED :	6	602	8	0	0	OUTB	CORD	LKX
UNMATCHED :	6	602	8	15	0	OUTB	CORD	LLD
UNMATCHED :	6	602	8	40	0	OUTB	CORD	LLH
UNMATCHED :	9	801	8	0	0	INB	CORD	LLK

UNMATCHED :	15	1401	8	0	0	INB	CORD	LN7
UNMATCHED :	11	901	8	40	0	INB	CORD	LNF
UNMATCHED :	18	1502	8	40	0	OUTB	CORD	LNN
UNMATCHED :	15	1401	8	0	0	INB	CORD	LOO
UNMATCHED :	18	1502	8	15	0	OUTB	CORD	LPA
UNMATCHED :	6	602	8	15	0	OUTB	CORD	LPK
UNMATCHED :	9	801	8	40	0	INB	CORD	LPK
UNMATCHED :	15	1401	8	10	0	INB	CORD	LPN
UNMATCHED :	9	801	8	30	0	INB	CORD	LPV
UNMATCHED :	15	1401	8	15	0	INB	CORD	LPW

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	6	602	8	0	0	OUTB	CORD	LR7
UNMATCHED :	15	1401	8	25	0	INB	CORD	LRA
UNMATCHED :	18	1502	7	50	0	OUTB	CORD	LRC
UNMATCHED :	18	1502	7	50	0	OUTB	CORD	LRC
UNMATCHED :	15	1401	8	20	0	INB	CORD	LRC
UNMATCHED :	15	1401	8	15	0	INB	CORD	LRO
UNMATCHED :	4	502	8	20	0	OUTB	CORD	LRR
UNMATCHED :	15	1401	8	25	0	INB	CORD	LTH
UNMATCHED :	6	602	8	25	0	OUTB	CORD	LTJ
UNMATCHED :	15	1401	8	25	0	INB	CORD	LTX
UNMATCHED :	6	602	7	50	0	OUTB	CORD	LTY
UNMATCHED :	9	801	8	35	0	INB	CORD	LUG
UNMATCHED :	6	602	8	20	0	OUTB	CORD	LUL
UNMATCHED :	15	1401	7	55	0	INB	CORD	LUP
UNMATCHED :	9	801	7	50	0	INB	CORD	LVS
UNMATCHED :	15	1401	8	15	0	INB	CORD	LX8
UNMATCHED :	18	1502	8	0	0	OUTB	CORD	LXA
UNMATCHED :	18	1502	8	25	0	OUTB	CORD	LXB
UNMATCHED :	11	901	8	0	0	INB	CORD	LXC
UNMATCHED :	7	701	7	50	0	INB	CORD	LYC
UNMATCHED :	9	801	7	45	0	INB	CORD	LZN
UNMATCHED :	6	602	7	45	0	OUTB	CORD	M87
UNMATCHED :	11	901	8	0	0	INB	CORD	MAP
UNMATCHED :	15	1401	8	30	0	INB	CORD	MFD
UNMATCHED :	18	1502	8	5	0	OUTB	CORD	MGH
UNMATCHED :	9	801	7	45	0	INB	CORD	MGM
UNMATCHED :	18	1502	8	15	0	OUTB	CORD	MGV
UNMATCHED :	18	1502	8	40	0	OUTB	CORD	MGV
UNMATCHED :	6	602	7	55	0	OUTB	CORD	MGW
UNMATCHED :	18	1502	8	20	0	OUTB	CORD	MGW
UNMATCHED :	15	1401	7	45	0	INB	CORD	MH1
UNMATCHED :	18	1502	8	20	0	OUTB	CORD	MH1
UNMATCHED :	11	901	7	55	0	INB	CORD	MJU
UNMATCHED :	9	801	8	30	0	INB	CORD	MLX
UNMATCHED :	11	901	8	0	0	INB	CORD	MM5
UNMATCHED :	9	801	8	15	0	INB	CORD	MON
UNMATCHED :	15	1401	8	15	0	INB	CORD	MRN
UNMATCHED :	9	801	8	20	0	INB	CORD	MS6
UNMATCHED :	9	801	8	20	0	INB	CORD	MUD
UNMATCHED :	6	602	8	35	0	OUTB	CORD	MW4
UNMATCHED :	6	602	8	30	0	OUTB	CORD	MZK
UNMATCHED :	6	602	8	30	0	OUTB	CORD	NAP
UNMATCHED :	9	801	8	20	0	INB	CORD	NC5
UNMATCHED :	6	602	8	30	0	OUTB	CORD	NC7
UNMATCHED :	6	602	8	40	0	OUTB	CORD	NC9

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	6	602	8	5	0	OUTB	CORD	NE1
UNMATCHED :	7	701	8	30	0	INB	CORD	NEA
UNMATCHED :	9	801	8	0	0	INB	CORD	NEG
UNMATCHED :	7	701	8	40	0	INB	CORD	NEW
UNMATCHED :	11	901	8	20	0	INB	CORD	NFG
UNMATCHED :	15	1401	8	25	0	INB	CORD	NG4
UNMATCHED :	18	1502	7	45	0	OUTB	CORD	NGW
UNMATCHED :	4	502	8	35	0	OUTB	CORD	NJJ
UNMATCHED :	18	1502	7	45	0	OUTB	CORD	NKP
UNMATCHED :	15	1401	8	15	0	INB	CORD	NKP
UNMATCHED :	15	1401	8	30	0	INB	CORD	NKZ
UNMATCHED :	9	801	8	0	0	INB	CORD	NMC
UNMATCHED :	15	1401	8	20	0	INB	CORD	NMP
UNMATCHED :	4	502	7	55	0	OUTB	CORD	NMY
UNMATCHED :	9	801	8	40	0	INB	CORD	NN3
UNMATCHED :	18	1502	8	25	0	OUTB	CORD	NP1
UNMATCHED :	15	1401	8	35	0	INB	CORD	NP7
UNMATCHED :	6	602	8	40	0	OUTB	CORD	NPZ
UNMATCHED :	6	602	8	15	0	OUTB	CORD	NRP
UNMATCHED :	7	701	8	30	0	INB	CORD	NRR
UNMATCHED :	9	801	7	55	0	INB	CORD	NRT
UNMATCHED :	6	602	8	20	0	OUTB	CORD	NRY
UNMATCHED :	18	1502	8	10	0	OUTB	CORD	NSV
UNMATCHED :	18	1502	8	5	0	OUTB	CORD	NTB
UNMATCHED :	7	701	7	45	0	INB	CORD	NTD
UNMATCHED :	18	1502	8	5	0	OUTB	CORD	NTG
UNMATCHED :	11	901	7	45	0	INB	CORD	NUP
UNMATCHED :	2	402	7	55	0	OUTB	CORD	NWC
UNMATCHED :	15	1401	8	5	0	INB	CORD	NWC
UNMATCHED :	15	1401	8	15	0	INB	CORD	NWC
UNMATCHED :	6	602	8	15	0	OUTB	CORD	NWC
UNMATCHED :	18	1502	8	20	0	OUTB	CORD	OUG
UNMATCHED :	7	701	8	35	0	INB	CORD	OUJ
UNMATCHED :	9	801	8	30	0	INB	CORD	OUT
UNMATCHED :	15	1401	8	35	0	INB	CORD	OVP
UNMATCHED :	6	602	8	35	0	OUTB	CORD	OVV
UNMATCHED :	6	602	8	40	0	OUTB	CORD	PB5
UNMATCHED :	6	602	7	55	0	OUTB	CORD	PHE
UNMATCHED :	15	1401	8	0	0	INB	CORD	PHH
UNMATCHED :	6	602	8	30	0	OUTB	CORD	PHH
UNMATCHED :	4	502	8	35	0	OUTB	CORD	PJR
UNMATCHED :	18	1502	8	30	0	OUTB	CORD	PJU
UNMATCHED :	9	801	7	45	0	INB	CORD	PJY
UNMATCHED :	15	1401	7	45	0	INB	CORD	PNM
UNMATCHED :	6	602	8	40	0	OUTB	CORD	PNW

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	18	1502	8	10	0	OUTB	CORD	PPN
UNMATCHED :	15	1401	8	30	0	INB	CORD	PPS
UNMATCHED :	18	1502	8	20	0	OUTB	CORD	PPX
UNMATCHED :	9	801	8	40	0	INB	CORD	PRV
UNMATCHED :	15	1401	8	35	0	INB	CORD	PRW

UNMATCHED :	18	1502	7	45	0	OUTB	CORD	PT2
UNMATCHED :	18	1502	8	25	0	OUTB	CORD	PTP
UNMATCHED :	9	801	7	55	0	INB	CORD	PTS
UNMATCHED :	15	1401	8	20	0	INB	CORD	PTT
UNMATCHED :	7	701	8	35	0	INB	CORD	PTT
UNMATCHED :	18	1502	8	20	0	OUTB	CORD	PTZ
UNMATCHED :	18	1502	8	20	0	OUTB	CORD	PTZ
UNMATCHED :	9	801	8	35	0	INB	CORD	PVY
UNMATCHED :	15	1401	8	40	0	INB	CORD	PWL
UNMATCHED :	9	801	8	30	0	INB	CORD	PY4
UNMATCHED :	9	801	8	25	0	INB	CORD	PYP
UNMATCHED :	9	801	8	15	0	INB	CORD	QKK
UNMATCHED :	6	602	8	30	0	OUTB	CORD	QKK
UNMATCHED :	9	801	8	40	0	INB	CORD	QKU
UNMATCHED :	18	1502	7	55	0	OUTB	CORD	QKX
UNMATCHED :	18	1502	8	15	0	OUTB	CORD	QKX
UNMATCHED :	15	1401	8	30	0	INB	CORD	QKX
UNMATCHED :	7	701	7	50	0	INB	CORD	QM6
UNMATCHED :	7	701	7	55	0	INB	CORD	QRR
UNMATCHED :	11	901	7	50	0	INB	CORD	QRX
UNMATCHED :	9	801	7	45	0	INB	CORD	QTF
UNMATCHED :	4	502	7	45	0	OUTB	CORD	QUA
UNMATCHED :	15	1401	8	10	0	INB	CORD	QWH
UNMATCHED :	6	602	8	30	0	OUTB	CORD	QWW
UNMATCHED :	9	801	7	50	0	INB	CORD	RAF
UNMATCHED :	4	502	7	50	0	OUTB	CORD	RED
UNMATCHED :	9	801	7	50	0	INB	CORD	REO
UNMATCHED :	9	801	8	40	0	INB	CORD	RFB
UNMATCHED :	11	901	8	15	0	INB	CORD	RFC
UNMATCHED :	18	1502	8	40	0	OUTB	CORD	RFD
UNMATCHED :	18	1502	7	50	0	OUTB	CORD	RFK
UNMATCHED :	9	801	7	55	0	INB	CORD	RFK
UNMATCHED :	11	901	8	0	0	INB	CORD	RFK
UNMATCHED :	9	801	8	10	0	INB	CORD	RFK
UNMATCHED :	4	502	8	40	0	OUTB	CORD	RFK
UNMATCHED :	15	1401	8	15	0	INB	CORD	RFL
UNMATCHED :	7	701	7	55	0	INB	CORD	RFN
UNMATCHED :	9	801	8	20	0	INB	CORD	RFP
UNMATCHED :	9	801	8	35	0	INB	CORD	RHA
UNMATCHED :	18	1502	8	20	0	OUTB	CORD	RHF

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	9	801	8	5	0	INB	CORD	RHJ
UNMATCHED :	18	1502	7	55	0	OUTB	CORD	RHU
UNMATCHED :	18	1502	8	40	0	OUTB	CORD	RHV
UNMATCHED :	4	502	7	55	0	OUTB	CORD	RHX
UNMATCHED :	15	1401	8	5	0	INB	CORD	RHX
UNMATCHED :	7	701	8	35	0	INB	CORD	RMJ
UNMATCHED :	15	1401	7	55	0	INB	CORD	RMN
UNMATCHED :	18	1502	7	55	0	OUTB	CORD	RMP
UNMATCHED :	15	1401	8	5	0	INB	CORD	ROR
UNMATCHED :	18	1502	8	40	0	OUTB	CORD	ROR
UNMATCHED :	2	402	8	30	0	OUTB	CORD	RUE
UNMATCHED :	7	701	7	45	0	INB	CORD	RUG
UNMATCHED :	9	801	8	40	0	INB	CORD	RUH
UNMATCHED :	9	801	7	55	0	INB	CORD	RUS
UNMATCHED :	11	901	8	0	0	INB	CORD	RUS
UNMATCHED :	9	801	8	0	0	INB	CORD	RUS
UNMATCHED :	6	602	7	45	0	OUTB	CORD	RUY

UNMATCHED :	2	402	8	15	0	OUTB	CORD	RV6
UNMATCHED :	9	801	8	10	0	INB	CORD	RVC
UNMATCHED :	11	901	8	15	0	INB	CORD	RVE
UNMATCHED :	18	1502	8	35	0	OUTB	CORD	RVO
UNMATCHED :	15	1401	8	20	0	INB	CORD	RVR
UNMATCHED :	15	1401	8	15	0	INB	CORD	RVU
UNMATCHED :	15	1401	8	30	0	INB	CORD	RZD
UNMATCHED :	15	1401	8	10	0	INB	CORD	SA4
UNMATCHED :	4	502	8	35	0	OUTB	CORD	SA4
UNMATCHED :	11	901	7	45	0	INB	CORD	SA6
UNMATCHED :	9	801	8	35	0	INB	CORD	SA6
UNMATCHED :	6	602	8	10	0	OUTB	CORD	SA7
UNMATCHED :	6	602	7	50	0	OUTB	CORD	SAJ
UNMATCHED :	18	1502	7	50	0	OUTB	CORD	SAL
UNMATCHED :	9	801	8	40	0	INB	CORD	SAS
UNMATCHED :	9	801	7	45	0	INB	CORD	SAV
UNMATCHED :	9	801	7	45	0	INB	CORD	SAZ
UNMATCHED :	6	602	8	5	0	OUTB	CORD	SB3
UNMATCHED :	15	1401	8	15	0	INB	CORD	SB3
UNMATCHED :	9	801	7	50	0	INB	CORD	SFW
UNMATCHED :	18	1502	7	50	0	OUTB	CORD	SFW
UNMATCHED :	18	1502	7	50	0	OUTB	CORD	SFW
UNMATCHED :	18	1502	8	15	0	OUTB	CORD	SHN
UNMATCHED :	9	801	8	20	0	INB	CORD	SJA
UNMATCHED :	15	1401	8	20	0	INB	CORD	SJP
UNMATCHED :	15	1401	8	15	0	INB	CORD	SJY
UNMATCHED :	9	801	7	45	0	INB	CORD	SKR
UNMATCHED :	15	1401	8	20	0	INB	CORD	SKT

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	9	801	8	30	0	INB	CORD	SKT
UNMATCHED :	9	801	8	10	0	INB	CORD	SKU
UNMATCHED :	9	801	8	20	0	INB	CORD	SKU
UNMATCHED :	7	701	8	25	0	INB	CORD	SKU
UNMATCHED :	18	1502	8	30	0	OUTB	CORD	SNV
UNMATCHED :	18	1502	7	55	0	OUTB	CORD	SPL
UNMATCHED :	2	402	8	5	0	OUTB	CORD	SPW
UNMATCHED :	9	801	8	35	0	INB	CORD	SRF
UNMATCHED :	7	701	8	25	0	INB	CORD	SRY
UNMATCHED :	7	701	8	20	0	INB	CORD	SSG
UNMATCHED :	18	1502	8	25	0	OUTB	CORD	STU
UNMATCHED :	7	701	8	25	0	INB	CORD	SUF
UNMATCHED :	9	801	8	20	0	INB	CORD	SUR
UNMATCHED :	6	602	8	30	0	OUTB	CORD	SVP
UNMATCHED :	9	801	8	5	0	INB	CORD	SWS
UNMATCHED :	18	1502	7	55	0	OUTB	CORD	SWT
UNMATCHED :	7	701	7	45	0	INB	CORD	SXC
UNMATCHED :	11	901	8	35	0	INB	CORD	SXJ
UNMATCHED :	4	502	8	30	0	OUTB	CORD	SXK
UNMATCHED :	7	701	8	15	0	INB	CORD	SXT
UNMATCHED :	15	1401	8	25	0	INB	CORD	SXX
UNMATCHED :	18	1502	8	35	0	OUTB	CORD	SXY
UNMATCHED :	6	602	8	10	0	OUTB	CORD	SXZ
UNMATCHED :	9	801	8	15	0	INB	CORD	SYC
UNMATCHED :	7	701	8	25	0	INB	CORD	SYF
UNMATCHED :	18	1502	8	0	0	OUTB	CORD	SYG
UNMATCHED :	9	801	8	15	0	INB	CORD	SYH
UNMATCHED :	15	1401	8	25	0	INB	CORD	SYH
UNMATCHED :	9	801	8	30	0	INB	CORD	SYK

UNMATCHED :	18	1502	8	35	0	OUTB	CORD	SYL
UNMATCHED :	9	801	8	35	0	INB	CORD	SYU
UNMATCHED :	15	1401	8	15	0	INB	CORD	SZK
UNMATCHED :	9	801	7	50	0	INB	CORD	T22
UNMATCHED :	15	1401	8	40	0	INB	CORD	T9N
UNMATCHED :	9	801	8	40	0	INB	CORD	TA3
UNMATCHED :	2	402	8	30	0	OUTB	CORD	TA6
UNMATCHED :	9	801	8	35	0	INB	CORD	TAB
UNMATCHED :	9	801	8	40	0	INB	CORD	TAN
UNMATCHED :	9	801	8	40	0	INB	CORD	TB2
UNMATCHED :	9	801	8	10	0	INB	CORD	TBD
UNMATCHED :	15	1401	7	45	0	INB	CORD	TBE
UNMATCHED :	4	502	8	5	0	OUTB	CORD	TDB
UNMATCHED :	18	1502	7	50	0	OUTB	CORD	TDC
UNMATCHED :	7	701	8	0	0	INB	CORD	TDF
UNMATCHED :	9	801	8	25	0	INB	CORD	TDK

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	9	801	7	55	0	INB	CORD	TDN
UNMATCHED :	6	602	8	25	0	OUTB	CORD	TDN
UNMATCHED :	18	1502	8	40	0	OUTB	CORD	TDS
UNMATCHED :	11	901	8	10	0	INB	CORD	TDZ
UNMATCHED :	9	801	7	55	0	INB	CORD	THN
UNMATCHED :	15	1401	8	30	0	INB	CORD	TKC
UNMATCHED :	9	801	8	5	0	INB	CORD	TKD
UNMATCHED :	18	1502	8	0	0	OUTB	CORD	TNN
UNMATCHED :	15	1401	7	45	0	INB	CORD	TNS
UNMATCHED :	15	1401	7	50	0	INB	CORD	TOP
UNMATCHED :	18	1502	8	20	0	OUTB	CORD	TP6
UNMATCHED :	9	801	8	30	0	INB	CORD	TPN
UNMATCHED :	9	801	8	20	0	INB	CORD	TPR
UNMATCHED :	18	1502	8	35	0	OUTB	CORD	TPW
UNMATCHED :	9	801	8	35	0	INB	CORD	TRV
UNMATCHED :	9	801	8	5	0	INB	CORD	TS3
UNMATCHED :	15	1401	8	20	0	INB	CORD	TSJ
UNMATCHED :	18	1502	8	30	0	OUTB	CORD	TST
UNMATCHED :	15	1401	8	20	0	INB	CORD	TTW
UNMATCHED :	15	1401	8	15	0	INB	CORD	TXG
UNMATCHED :	18	1502	8	35	0	OUTB	CORD	TXG
UNMATCHED :	6	602	7	45	0	OUTB	CORD	TXX
UNMATCHED :	9	801	7	55	0	INB	CORD	TXX
UNMATCHED :	9	801	8	10	0	INB	CORD	TYN
UNMATCHED :	11	901	8	0	0	INB	CORD	TYY
UNMATCHED :	9	801	8	10	0	INB	CORD	TZE
UNMATCHED :	7	701	7	50	0	INB	CORD	TZF
UNMATCHED :	9	801	8	10	0	INB	CORD	TZK
UNMATCHED :	9	801	8	10	0	INB	CORD	TZN
UNMATCHED :	18	1502	8	40	0	OUTB	CORD	TZV
UNMATCHED :	9	801	8	0	0	INB	CORD	TZX
UNMATCHED :	9	801	8	25	0	INB	CORD	TZY
UNMATCHED :	9	801	8	35	0	INB	CORD	TZY
UNMATCHED :	15	1401	8	35	0	INB	CORD	TZY
UNMATCHED :	18	1502	7	50	0	OUTB	CORD	TZZ
UNMATCHED :	6	602	8	15	0	OUTB	CORD	U38
UNMATCHED :	7	701	8	35	0	INB	CORD	UBC
UNMATCHED :	6	602	7	45	0	OUTB	CORD	UBJ
UNMATCHED :	4	502	7	50	0	OUTB	CORD	UCA
UNMATCHED :	18	1502	8	30	0	OUTB	CORD	UCV
UNMATCHED :	15	1401	8	25	0	INB	CORD	UDC

UNMATCHED :	15	1401	7	45	0	INB	CORD	UDF
UNMATCHED :	4	502	7	45	0	OUTB	CORD	UDR
UNMATCHED :	6	602	8	10	0	OUTB	CORD	UEE
UNMATCHED :	4	502	8	0	0	OUTB	CORD	UFG

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER	ETC
UNMATCHED :	6	602	8	20	0	OUTB	CORD	UFW	
UNMATCHED :	18	1502	8	40	0	OUTB	CORD	UFW	
UNMATCHED :	15	1401	8	30	0	INB	CORD	UFX	
UNMATCHED :	7	701	8	40	0	INB	CORD	UHC	
UNMATCHED :	6	602	8	40	0	OUTB	CORD	UHM	
UNMATCHED :	6	602	7	50	0	OUTB	CORD	UHS	
UNMATCHED :	6	602	8	15	0	OUTB	CORD	UHS	
UNMATCHED :	18	1502	8	5	0	OUTB	CORD	UHV	
UNMATCHED :	9	801	7	55	0	INB	CORD	UJ7	
UNMATCHED :	15	1401	8	25	0	INB	CORD	UJE	
UNMATCHED :	9	801	7	50	0	INB	CORD	UJP	
UNMATCHED :	15	1401	8	5	0	INB	CORD	UJU	
UNMATCHED :	15	1401	8	0	0	INB	CORD	UKM	
UNMATCHED :	15	1401	8	10	0	INB	CORD	UKM	
UNMATCHED :	6	602	8	10	0	OUTB	CORD	UKM	
UNMATCHED :	4	502	7	50	0	OUTB	CORD	UKN	
UNMATCHED :	6	602	8	5	0	OUTB	CORD	UMF	
UNMATCHED :	6	602	8	5	0	OUTB	CORD	UMH	
UNMATCHED :	15	1401	8	30	0	INB	CORD	UMH	
UNMATCHED :	6	602	8	40	0	OUTB	CORD	UMW	
UNMATCHED :	18	1502	7	50	0	OUTB	CORD	UN2	
UNMATCHED :	18	1502	7	45	0	OUTB	CORD	UN7	
UNMATCHED :	9	801	7	55	0	INB	CORD	UN7	
UNMATCHED :	6	602	8	35	0	OUTB	CORD	UN7	
UNMATCHED :	7	701	8	20	0	INB	CORD	UNB	
UNMATCHED :	18	1502	8	10	0	OUTB	CORD	UNG	
UNMATCHED :	9	801	7	50	0	INB	CORD	UNJ	
UNMATCHED :	9	801	8	10	0	INB	CORD	UNM	
UNMATCHED :	9	801	8	25	0	INB	CORD	UNO	
UNMATCHED :	11	901	8	0	0	INB	CORD	UNR	
UNMATCHED :	15	1401	8	30	0	INB	CORD	UNX	
UNMATCHED :	18	1502	8	35	0	OUTB	CORD	UNZ	
UNMATCHED :	6	602	8	10	0	OUTB	CORD	UP8	
UNMATCHED :	6	602	8	0	0	OUTB	CORD	UPK	
UNMATCHED :	9	801	8	40	0	INB	CORD	UPL	
UNMATCHED :	6	602	8	20	0	OUTB	CORD	UPW	
UNMATCHED :	9	801	8	40	0	INB	CORD	UPZ	
UNMATCHED :	4	502	8	10	0	OUTB	CORD	URF	
UNMATCHED :	2	402	8	30	0	OUTB	CORD	USB	
UNMATCHED :	6	602	8	35	0	OUTB	CORD	USB	
UNMATCHED :	2	402	8	40	0	OUTB	CORD	USE	
UNMATCHED :	6	602	7	55	0	OUTB	CORD	USL	
UNMATCHED :	9	801	8	10	0	INB	CORD	USM	
UNMATCHED :	18	1502	7	55	0	OUTB	CORD	USR	
UNMATCHED :	15	1401	7	55	0	INB	CORD	USU	

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER	ETC

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	9	801	8	10	0	INB	CORD	USU
UNMATCHED :	11	901	8	15	0	INB	CORD	UTN
UNMATCHED :	6	602	7	45	0	OUTB	CORD	UTS
UNMATCHED :	15	1401	8	30	0	INB	CORD	UUC
UNMATCHED :	4	502	8	35	0	OUTB	CORD	UUC
UNMATCHED :	6	602	8	35	0	OUTB	CORD	UUC
UNMATCHED :	6	602	8	30	0	OUTB	CORD	UUN
UNMATCHED :	6	602	8	5	0	OUTB	CORD	UUR
UNMATCHED :	15	1401	8	15	0	INB	CORD	UWP
UNMATCHED :	6	602	8	20	0	OUTB	CORD	UXF
UNMATCHED :	6	602	8	0	0	OUTB	CORD	UXK
UNMATCHED :	6	602	8	5	0	OUTB	CORD	UXP
UNMATCHED :	6	602	8	15	0	OUTB	CORD	UYV
UNMATCHED :	15	1401	8	30	0	INB	CORD	V18
UNMATCHED :	15	1401	8	0	0	INB	CORD	V25
UNMATCHED :	9	801	7	50	0	INB	CORD	VA6
UNMATCHED :	15	1401	8	40	0	INB	CORD	VAE
UNMATCHED :	15	1401	8	25	0	INB	CORD	VAK
UNMATCHED :	9	801	8	10	0	INB	CORD	VAN
UNMATCHED :	9	801	7	55	0	INB	CORD	VBF
UNMATCHED :	9	801	8	25	0	INB	CORD	VBH
UNMATCHED :	9	801	8	30	0	INB	CORD	VBK
UNMATCHED :	6	602	7	50	0	OUTB	CORD	VC8
UNMATCHED :	9	801	8	15	0	INB	CORD	VC8
UNMATCHED :	9	801	8	10	0	INB	CORD	VCP
UNMATCHED :	9	801	8	15	0	INB	CORD	VCP
UNMATCHED :	18	1502	8	5	0	OUTB	CORD	VCR
UNMATCHED :	9	801	8	25	0	INB	CORD	VCU
UNMATCHED :	9	801	8	30	0	INB	CORD	VCX
UNMATCHED :	9	801	7	55	0	INB	CORD	VCY
UNMATCHED :	15	1401	8	0	0	INB	CORD	VDB
UNMATCHED :	9	801	8	10	0	INB	CORD	VDG
UNMATCHED :	15	1401	8	35	0	INB	CORD	VDP
UNMATCHED :	15	1401	8	15	0	INB	CORD	VDR
UNMATCHED :	18	1502	7	45	0	OUTB	CORD	VDS
UNMATCHED :	15	1401	8	30	0	INB	CORD	VDY
UNMATCHED :	9	801	8	0	0	INB	CORD	VED
UNMATCHED :	15	1401	8	0	0	INB	CORD	VEX
UNMATCHED :	15	1401	8	25	0	INB	CORD	VEX
UNMATCHED :	15	1401	8	20	0	INB	CORD	VFM
UNMATCHED :	18	1502	7	50	0	OUTB	CORD	VFR
UNMATCHED :	9	801	8	0	0	INB	CORD	VFS
UNMATCHED :	9	801	8	25	0	INB	CORD	VFW
UNMATCHED :	7	701	8	10	0	INB	CORD	VFX
UNMATCHED :	2	402	8	5	0	OUTB	CORD	VG7

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	9	801	8	10	0	INB	CORD	VGJ
UNMATCHED :	9	801	8	30	0	INB	CORD	VGP
UNMATCHED :	18	1502	7	55	0	OUTB	CORD	VHA
UNMATCHED :	6	602	8	40	0	OUTB	CORD	VHC
UNMATCHED :	15	1401	8	20	0	INB	CORD	VHF
UNMATCHED :	15	1401	8	20	0	INB	CORD	VHN
UNMATCHED :	18	1502	8	30	0	OUTB	CORD	VK6
UNMATCHED :	11	901	7	50	0	INB	CORD	VKA
UNMATCHED :	15	1401	8	20	0	INB	CORD	VKC
UNMATCHED :	9	801	7	45	0	INB	CORD	VKL
UNMATCHED :	6	602	8	10	0	OUTB	CORD	VKT

UNMATCHED :	15	1401	8	35	0	INB	CORD	VKW
UNMATCHED :	9	801	8	0	0	INB	CORD	VME
UNMATCHED :	6	602	8	40	0	OUTB	CORD	VMF
UNMATCHED :	15	1401	7	55	0	INB	CORD	VN7
UNMATCHED :	18	1502	7	55	0	OUTB	CORD	VN7
UNMATCHED :	18	1502	7	55	0	OUTB	CORD	VN7
UNMATCHED :	18	1502	8	25	0	OUTB	CORD	VNS
UNMATCHED :	18	1502	7	45	0	OUTB	CORD	VNW
UNMATCHED :	18	1502	7	45	0	OUTB	CORD	VNW
UNMATCHED :	15	1401	8	0	0	INB	CORD	VP3
UNMATCHED :	15	1401	7	45	0	INB	CORD	VRC
UNMATCHED :	15	1401	8	0	0	INB	CORD	VRR
UNMATCHED :	11	901	8	5	0	INB	CORD	VRR
UNMATCHED :	18	1502	8	5	0	OUTB	CORD	VRS
UNMATCHED :	18	1502	8	10	0	OUTB	CORD	VRS
UNMATCHED :	15	1401	8	10	0	INB	CORD	VS3
UNMATCHED :	15	1401	8	30	0	INB	CORD	VSB
UNMATCHED :	15	1401	7	55	0	INB	CORD	VSL
UNMATCHED :	18	1502	8	5	0	OUTB	CORD	VSM
UNMATCHED :	9	801	8	15	0	INB	CORD	VST
UNMATCHED :	9	801	8	30	0	INB	CORD	VSU
UNMATCHED :	15	1401	8	40	0	INB	CORD	VSW
UNMATCHED :	18	1502	8	10	0	OUTB	CORD	VTA
UNMATCHED :	18	1502	8	10	0	OUTB	CORD	VTE
UNMATCHED :	18	1502	8	25	0	OUTB	CORD	VTE
UNMATCHED :	9	801	8	0	0	INB	CORD	VTG
UNMATCHED :	15	1401	8	25	0	INB	CORD	VTJ
UNMATCHED :	11	901	8	35	0	INB	CORD	VTM
UNMATCHED :	15	1401	7	45	0	INB	CORD	VTS
UNMATCHED :	15	1401	8	20	0	INB	CORD	VTS
UNMATCHED :	15	1401	8	25	0	INB	CORD	VTS
UNMATCHED :	9	801	7	55	0	INB	CORD	VUL
UNMATCHED :	18	1502	7	55	0	OUTB	CORD	VVC
UNMATCHED :	15	1401	7	45	0	INB	CORD	VWP

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	15	1401	8	15	0	INB	CORD	VYH
UNMATCHED :	18	1502	8	25	0	OUTB	CORD	VYN
UNMATCHED :	15	1401	8	30	0	INB	CORD	VYS
UNMATCHED :	4	502	8	10	0	OUTB	CORD	VYU
UNMATCHED :	15	1401	8	15	0	INB	CORD	VYV
UNMATCHED :	9	801	7	45	0	INB	CORD	VZH
UNMATCHED :	18	1502	8	25	0	OUTB	CORD	VZK
UNMATCHED :	9	801	8	30	0	INB	CORD	VZP
UNMATCHED :	18	1502	8	40	0	OUTB	CORD	W2W
UNMATCHED :	15	1401	8	5	0	INB	CORD	WBB
UNMATCHED :	15	1401	7	50	0	INB	CORD	WBY
UNMATCHED :	15	1401	8	30	0	INB	CORD	WCZ
UNMATCHED :	11	901	7	45	0	INB	CORD	WED
UNMATCHED :	4	502	8	25	0	OUTB	CORD	WGR
UNMATCHED :	15	1401	8	5	0	INB	CORD	WHE
UNMATCHED :	18	1502	8	35	0	OUTB	CORD	WHI
UNMATCHED :	7	701	7	50	0	INB	CORD	WHN
UNMATCHED :	18	1502	7	55	0	OUTB	CORD	WHY
UNMATCHED :	18	1502	8	20	0	OUTB	CORD	WKW
UNMATCHED :	15	1401	7	55	0	INB	CORD	WLM
UNMATCHED :	18	1502	7	50	0	OUTB	CORD	WLX
UNMATCHED :	18	1502	8	30	0	OUTB	CORD	WLX
UNMATCHED :	15	1401	8	20	0	INB	CORD	WMB

UNMATCHED :	9	801	8	15	0	INB	CORD	WRE
UNMATCHED :	4	502	7	55	0	OUTB	CORD	WSR
UNMATCHED :	11	901	8	5	0	INB	CORD	WTG
UNMATCHED :	15	1401	8	0	0	INB	CORD	WTU
UNMATCHED :	7	701	8	0	0	INB	CORD	WXS
UNMATCHED :	18	1502	8	25	0	OUTB	CORD	X1T
UNMATCHED :	6	602	7	45	0	OUTB	CORD	X2U
UNMATCHED :	7	701	8	15	0	INB	CORD	XAA
UNMATCHED :	18	1502	7	45	0	OUTB	CORD	XAF
UNMATCHED :	2	402	8	25	0	OUTB	CORD	XAF
UNMATCHED :	15	1401	8	35	0	INB	CORD	XAJ
UNMATCHED :	6	602	8	35	0	OUTB	CORD	XAS
UNMATCHED :	11	901	8	0	0	INB	CORD	XB7
UNMATCHED :	18	1502	7	45	0	OUTB	CORD	XCE
UNMATCHED :	15	1401	8	5	0	INB	CORD	XCZ
UNMATCHED :	9	801	8	40	0	INB	CORD	XD2
UNMATCHED :	9	801	8	0	0	INB	CORD	XDA
UNMATCHED :	7	701	7	55	0	INB	CORD	XDE
UNMATCHED :	15	1401	8	30	0	INB	CORD	XDF
UNMATCHED :	18	1502	8	25	0	OUTB	CORD	XDJ
UNMATCHED :	15	1401	8	0	0	INB	CORD	XDN
UNMATCHED :	9	801	8	30	0	INB	CORD	XDR

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	18	1502	8	35	0	OUTB	CORD	XDV
UNMATCHED :	15	1401	8	10	0	INB	CORD	XDW
UNMATCHED :	18	1502	8	10	0	OUTB	CORD	XDX
UNMATCHED :	6	602	8	35	0	OUTB	CORD	XDX
UNMATCHED :	11	901	8	5	0	INB	CORD	XDY
UNMATCHED :	18	1502	8	40	0	OUTB	CORD	XDY
UNMATCHED :	7	701	8	30	0	INB	CORD	XEM
UNMATCHED :	18	1502	8	25	0	OUTB	CORD	XEN
UNMATCHED :	15	1401	8	25	0	INB	CORD	XEV
UNMATCHED :	7	701	8	5	0	INB	CORD	XFB
UNMATCHED :	15	1401	8	30	0	INB	CORD	XFC
UNMATCHED :	9	801	8	10	0	INB	CORD	XFD
UNMATCHED :	18	1502	8	25	0	OUTB	CORD	XFK
UNMATCHED :	7	701	8	20	0	INB	CORD	XFM
UNMATCHED :	18	1502	8	10	0	OUTB	CORD	XFP
UNMATCHED :	9	801	7	55	0	INB	CORD	XFS
UNMATCHED :	9	801	8	20	0	INB	CORD	XFU
UNMATCHED :	15	1401	8	30	0	INB	CORD	XFU
UNMATCHED :	6	602	8	30	0	OUTB	CORD	XFU
UNMATCHED :	9	801	8	35	0	INB	CORD	XFU
UNMATCHED :	9	801	7	45	0	INB	CORD	XFX
UNMATCHED :	9	801	8	15	0	INB	CORD	XFX
UNMATCHED :	6	602	8	0	0	OUTB	CORD	XGA
UNMATCHED :	15	1401	7	55	0	INB	CORD	XGD
UNMATCHED :	9	801	8	5	0	INB	CORD	XGD
UNMATCHED :	18	1502	8	5	0	OUTB	CORD	XGD
UNMATCHED :	9	801	8	20	0	INB	CORD	XGF
UNMATCHED :	4	502	8	20	0	OUTB	CORD	XGH
UNMATCHED :	6	602	8	15	0	OUTB	CORD	XGU
UNMATCHED :	6	602	8	0	0	OUTB	CORD	XGV
UNMATCHED :	15	1401	8	20	0	INB	CORD	XGW
UNMATCHED :	18	1502	8	10	0	OUTB	CORD	XGY
UNMATCHED :	6	602	7	50	0	OUTB	CORD	XHC
UNMATCHED :	18	1502	7	55	0	OUTB	CORD	XHC
UNMATCHED :	15	1401	8	20	0	INB	CORD	XHD

UNMATCHED :	6	602	8	0	0	OUTB	CORD	XHN
UNMATCHED :	6	602	8	15	0	OUTB	CORD	XJG
UNMATCHED :	9	801	7	50	0	INB	CORD	XJS
UNMATCHED :	7	701	7	45	0	INB	CORD	XJU
UNMATCHED :	9	801	8	5	0	INB	CORD	XJX
UNMATCHED :	9	801	7	45	0	INB	CORD	XKC
UNMATCHED :	18	1502	8	20	0	OUTB	CORD	XKC
UNMATCHED :	6	602	8	5	0	OUTB	CORD	XKG
UNMATCHED :	18	1502	8	40	0	OUTB	CORD	XKK
UNMATCHED :	6	602	7	45	0	OUTB	CORD	XKM

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	4	502	8	40	0	OUTB	CORD	XKX
UNMATCHED :	6	602	8	5	0	OUTB	CORD	XL2
UNMATCHED :	4	502	8	0	0	OUTB	CORD	XLD
UNMATCHED :	15	1401	7	55	0	INB	CORD	XLN
UNMATCHED :	6	602	7	55	0	OUTB	CORD	XLS
UNMATCHED :	9	801	8	15	0	INB	CORD	XLU
UNMATCHED :	6	602	8	30	0	OUTB	CORD	XM3
UNMATCHED :	9	801	8	30	0	INB	CORD	XMG
UNMATCHED :	9	801	8	35	0	INB	CORD	XMG
UNMATCHED :	6	602	8	25	0	OUTB	CORD	XMZ
UNMATCHED :	15	1401	8	30	0	INB	CORD	XNY
UNMATCHED :	7	701	8	25	0	INB	CORD	XPC
UNMATCHED :	9	801	8	10	0	INB	CORD	XPE
UNMATCHED :	18	1502	8	35	0	OUTB	CORD	XPE
UNMATCHED :	11	901	8	15	0	INB	CORD	XPH
UNMATCHED :	18	1502	8	15	0	OUTB	CORD	XPS
UNMATCHED :	11	901	8	20	0	INB	CORD	XPT
UNMATCHED :	18	1502	7	50	0	OUTB	CORD	XPX
UNMATCHED :	9	801	8	30	0	INB	CORD	XR7
UNMATCHED :	11	901	8	25	0	INB	CORD	XRS
UNMATCHED :	6	602	8	25	0	OUTB	CORD	XRU
UNMATCHED :	15	1401	8	25	0	INB	CORD	XS5
UNMATCHED :	9	801	7	50	0	INB	CORD	XSH
UNMATCHED :	9	801	8	5	0	INB	CORD	XSX
UNMATCHED :	6	602	7	50	0	OUTB	CORD	XTJ
UNMATCHED :	9	801	8	25	0	INB	CORD	XUN
UNMATCHED :	7	701	8	5	0	INB	CORD	XUU
UNMATCHED :	9	801	8	15	0	INB	CORD	XUX
UNMATCHED :	18	1502	8	15	0	OUTB	CORD	XVX
UNMATCHED :	15	1401	8	25	0	INB	CORD	XWZ
UNMATCHED :	9	801	8	0	0	INB	CORD	XX2
UNMATCHED :	11	901	8	15	0	INB	CORD	XXB
UNMATCHED :	7	701	8	10	0	INB	CORD	XXH
UNMATCHED :	6	602	8	15	0	OUTB	CORD	XYV
UNMATCHED :	2	402	8	0	0	OUTB	CORD	XZA
UNMATCHED :	7	701	8	35	0	INB	CORD	XZC
UNMATCHED :	15	1401	8	10	0	INB	CORD	XZN
UNMATCHED :	18	1502	8	35	0	OUTB	CORD	XZV
UNMATCHED :	7	701	8	25	0	INB	CORD	YAF
UNMATCHED :	15	1401	8	15	0	INB	CORD	YAK
UNMATCHED :	9	801	8	25	0	INB	CORD	YBK
UNMATCHED :	15	1401	7	50	0	INB	CORD	YBR
UNMATCHED :	9	801	7	45	0	INB	CORD	YCD
UNMATCHED :	11	901	7	45	0	INB	CORD	YCF
UNMATCHED :	9	801	8	35	0	INB	CORD	YCM

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER	ETC
UNMATCHED :	18	1502	8	15	0	OUTB	CORD	YCU	
UNMATCHED :	18	1502	8	35	0	OUTB	CORD	YCV	
UNMATCHED :	18	1502	8	30	0	OUTB	CORD	YCX	
UNMATCHED :	15	1401	7	50	0	INB	CORD	YDS	
UNMATCHED :	18	1502	8	40	0	OUTB	CORD	YDZ	
UNMATCHED :	18	1502	7	55	0	OUTB	CORD	YED	
UNMATCHED :	15	1401	7	50	0	INB	CORD	YEL	
UNMATCHED :	6	602	8	20	0	OUTB	CORD	YER	
UNMATCHED :	15	1401	8	40	0	INB	CORD	YEY	
UNMATCHED :	15	1401	7	45	0	INB	CORD	YEZ	
UNMATCHED :	15	1401	8	15	0	INB	CORD	YFA	
UNMATCHED :	7	701	8	5	0	INB	CORD	YFG	
UNMATCHED :	6	602	7	45	0	OUTB	CORD	YFX	
UNMATCHED :	6	602	8	30	0	OUTB	CORD	YFY	
UNMATCHED :	15	1401	8	5	0	INB	CORD	YG7	
UNMATCHED :	15	1401	8	25	0	INB	CORD	YGF	
UNMATCHED :	15	1401	8	30	0	INB	CORD	YGF	
UNMATCHED :	18	1502	8	40	0	OUTB	CORD	YGF	
UNMATCHED :	6	602	8	0	0	OUTB	CORD	YGJ	
UNMATCHED :	18	1502	8	40	0	OUTB	CORD	YGN	
UNMATCHED :	15	1401	8	15	0	INB	CORD	YHC	
UNMATCHED :	6	602	8	20	0	OUTB	CORD	YHL	
UNMATCHED :	15	1401	8	30	0	INB	CORD	YHM	
UNMATCHED :	15	1401	8	40	0	INB	CORD	YHM	
UNMATCHED :	2	402	8	30	0	OUTB	CORD	YHW	
UNMATCHED :	6	602	8	20	0	OUTB	CORD	YHX	
UNMATCHED :	15	1401	8	15	0	INB	CORD	YJP	
UNMATCHED :	18	1502	8	30	0	OUTB	CORD	YJS	
UNMATCHED :	15	1401	7	55	0	INB	CORD	YLB	
UNMATCHED :	9	801	7	50	0	INB	CORD	YMD	
UNMATCHED :	9	801	7	50	0	INB	CORD	YNN	
UNMATCHED :	18	1502	8	5	0	OUTB	CORD	YRA	
UNMATCHED :	15	1401	8	30	0	INB	CORD	YRG	
UNMATCHED :	9	801	7	45	0	INB	CORD	YRK	
UNMATCHED :	4	502	8	15	0	OUTB	CORD	YRS	
UNMATCHED :	7	701	8	20	0	INB	CORD	YRS	
UNMATCHED :	9	801	8	25	0	INB	CORD	YRU	
UNMATCHED :	18	1502	8	40	0	OUTB	CORD	YSY	
UNMATCHED :	9	801	8	10	0	INB	CORD	YTK	
UNMATCHED :	15	1401	8	25	0	INB	CORD	YTV	
UNMATCHED :	15	1401	8	20	0	INB	CORD	YTX	
UNMATCHED :	9	801	8	25	0	INB	CORD	YTY	
UNMATCHED :	9	801	8	20	0	INB	CORD	YUG	
UNMATCHED :	15	1401	7	45	0	INB	CORD	YUU	
UNMATCHED :	4	502	7	45	0	OUTB	CORD	YUU	

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER	ETC
UNMATCHED :	18	1502	7	50	0	OUTB	CORD	YUU	
UNMATCHED :	2	402	7	50	0	OUTB	CORD	YUW	
UNMATCHED :	9	801	8	15	0	INB	CORD	YVB	
UNMATCHED :	11	901	7	45	0	INB	CORD	YWW	
UNMATCHED :	11	901	8	10	0	INB	CORD	YYB	

```
UNMATCHED :     9     801     8   40    0   INB   CORD   YYU
UNMATCHED :     9     801     8   30    0   INB   CORD   YZA
UNMATCHED :    18    1502     8   25    0   OUTB  CORD   YZC
UNMATCHED :    18    1502     8   30    0   OUTB  CORD   YZD
UNMATCHED :    18    1502     7   45    0   OUTB  CORD   YZH
UNMATCHED :     9     801     7   50    0   INB   CORD   YZH
UNMATCHED :     9     801     8   10    0   INB   CORD   YZK
UNMATCHED :     6     602     8   20    0   OUTB  CORD   YZP
UNMATCHED :     9     801     7   45    0   INB   CORD   YZR
UNMATCHED :    18    1502     7   55    0   OUTB  CORD   YZS
UNMATCHED :    18    1502     7   45    0   OUTB  CORD   YZV
UNMATCHED :    18    1502     8   35    0   OUTB  CORD   YZZ
UNMATCHED :     9     801     8    0    0   INB   CORD   ZAU
UNMATCHED :     7     701     8   40    0   INB   CORD   ZCP
UNMATCHED :     9     801     8   35    0   INB   CORD   ZDD
UNMATCHED :    15    1401     8   25    0   INB   CORD   ZGW
UNMATCHED :     7     701     8   35    0   INB   CORD   ZJK
UNMATCHED :    15    1401     8   40    0   INB   CORD   ZJN
UNMATCHED :     9     801     8   30    0   INB   CORD   ZJP
UNMATCHED :     6     602     7   45    0   OUTB  CORD   ZKB
UNMATCHED :    15    1401     8   30    0   INB   CORD   ZKT
UNMATCHED :     7     701     8   10    0   INB   CORD   ZMU
UNMATCHED :     9     801     8   10    0   INB   CORD   ZPU
UNMATCHED :     7     701     7   55    0   INB   CORD   ZRH
UNMATCHED :     7     701     8   15    0   INB   CORD   ZUR
UNMATCHED :     9     801     8   25    0   INB   CORD   ZVL
UNMATCHED :    18    1502     7   45    0   OUTB  CORD   ZYD

THIS MATCH CYCLE COMPLETE. FOR THIS CYCLE :-
NUMBER OF REGISTRATIONS READ IN                          :     1292
NUMBER OF UNMATCHED REGISTRATIONS                        :     1292
NUMBER OF REGISTRATIONS MATCHED                          :        0
NUMBER OF O/D RECORDS WRITTEN TO GOOD MATCH FILE         :        0
```


MATCHING DATA

STATION MATCH SUMMARY

STATION ORDER	STATION NUMBER	STATION TYPE	STATION DIRECTION	REGISTRATIONS INPUT	REGISTRATIONS MATCHED	REGISTRATIONS UNMATCHED
2	402	CORDON	OUTBOUND	28	6	22
4	502	CORDON	OUTBOUND	48	8	40
6	602	CORDON	OUTBOUND	215	43	172
7	701	CORDON	IN BOUND	93	3	90
9	801	CORDON	IN BOUND	368	52	316
11	901	CORDON	IN BOUND	86	13	73
15	1401	CORDON	IN BOUND	315	52	263
18	1502	CORDON	OUTBOUND	379	63	316
	TOTAL			1532	240	1292

ALL MATCHING CYCLES COMPLETE

PROGRAM MVMACH FINISHED WITH RETURN CODE OF 0 AT TIME 9H 6M

C) A.M. Peak Hour Tabulation File

```
**********************************************************************
*                                                                    *
*    M I C R O T R I P S   /   T R I P S     (C) COPYRIGHT  MVA SYSTEMATICA  *
*                                                                    *
**********************************************************************

PROGRAM NAME - MVMACH
VERSION      -  5
MODIFICATION -  3
LICENSED TO  - EBASCO SERVICES INC (RENTAL SOFTWARE)
RUN TITLE    -       Origin-Destination Matched Data Tabulation
SOFTWARE DISTRIBUTED BY MVA SYSTEMATICA
RUN DATE     -  2/ 7/90          RUN TIME     -  9H 54M
```

Origin-Destination Matched Data Tabulation

C O N T R O L C A R D I M A G E S

```
        1    1    2    2    3    3    4    4    5    5    6    6    7    7   7
---5----0----5----0----5----0----5----0----5----0----5----0----5----0----5---9
     Origin-Destination Matched Data Tabulation
&PARAM REGLEN=3,NSTAT=30 &END
&OPTION TABULT=T &END
---5----0----5----0----5----0----5----0----5----0----5----0----5----0----5---9
        1    1    2    2    3    3    4    4    5    5    6    6    7    7   7
```

Origin-Destination Matched Data Tabulation

Origin-Destination Matched Data Tabulation

FILENAMES

MVMACH3A.CTL = INPUT CONTROL DATA FILE
MSFAMRR6.DAT = INPUT MATCHES FOR TABULATION

PARAMETERS

NSTAT	=	30	NUMBER OF STATIONS
REGLEN	=	3	NUMBER OF CHARACTERS IN THE REGISTRATION
DURCAP	=	2000	MAXIMUM USAGE TO BE EXPECTED IN ANY PARKING STATION
RECORD	=	0	PROCESS WHOLE SURVEY DATA FILE

OPTIONS

TABULT	=	T	=T TO TABULATE MATCHES FROM AN MVMACH FILE
PRESRT	=	F	=T INPUT MATCHES ARE PRESORTED
ORDEST	=	T	=T FOR ORIGIN DESTINATION MATCH TABULATION =F FOR PARKING DURATION MATCH TABULATION
MINUTS	=	T	=T IF OBSERVATION TIME IS IN MINUTES =F IF OBSERVATION TIME IS IN SECONDS
BIDIR	=	F	=T IF ORIGIN DESTINATION STATIONS AS NUMBERED ARE TO BE CONSIDERED TWO-WAY =F IF ORIGIN DESTINATION STATIONS AS NUMBERED ARE 1-WAY

MATCHP (I): THIS RUN TABULATES MATCHES FROM MVMACH

CORE

WORDS REQUESTED = 105152.
WORDS AVAILABLE = 105152
FSORT (I): ROOM IN CORE FOR 35050 RECORDS
FSORT (I) : SORT COMPLETE THERE ARE 120 RECORDS IN THE SORTED FILE

Origin-Destination Matched Data Tabulation

ORIGIN DESTINATION SUMMARY FOR ORIGIN STATION 701

ORIGIN STATION	DEST STATION	NO. OF MATCHED TRIPS	NO SCREENLINE CROSSINGS	TRAVEL TIME MINIMUM	TRAVEL TIME MEAN	TRAVEL TIME MAXIMUM	TRAVEL TIME STANDARD DEVIATION	TOTAL TRAVEL TIME
701	502	1	0	5	5.00	5	0.000	5.
701	1502	2	0	0	2.50	5	2.500	5.
701	TOTAL	3	0	0	3.33	5	2.357	10.

Origin-Destination Matched Data Tabulation

ORIGIN DESTINATION SUMMARY FOR ORIGIN STATION 801

ORIG STATION	DEST STATION	NO. OF MATCHED TRIPS	NO SCREENLINE CROSSINGS	TRAVEL TIME MINIMUM	TRAVEL TIME MEAN	TRAVEL TIME MAXIMUM	TRAVEL TIME STANDARD DEVIATION	TOTAL TRAVEL TIME
801	402	1	0	10	10.00	10	0.000	10.
801	502	2	0	5	5.00	5	0.000	10.
801	602	4	0	0	5.00	10	3.536	20.
801	1502	45	0	0	1.78	10	3.359	80.
801	TOTAL	52	0	0	2.31	10	3.598	120.

Origin-Destination Matched Data Tabulation

ORIGIN DESTINATION SUMMARY FOR ORIGIN STATION 901

ORIG STATION	DEST STATION	NO. OF MATCHED TRIPS	NO SCREENLINE CROSSINGS	TRAVEL TIME MINIMUM	TRAVEL TIME MEAN	TRAVEL TIME MAXIMUM	TRAVEL TIME STANDARD DEVIATION	TOTAL TRAVEL TIME
901	602	1	0	0	0.00	0	0.000	0.
901	1502	12	0	0	1.25	10	2.976	15.
901	TOTAL	13	0	0	1.15	10	2.878	15.

Origin-Destination Matched Data Tabulation

ORIGIN DESTINATION SUMMARY FOR ORIGIN STATION 1401

ORIG STATION	DEST STATION	NO. OF MATCHED TRIPS	NO SCREENLINE CROSSINGS	TRAVEL TIME MINIMUM	TRAVEL TIME MEAN	TRAVEL TIME MAXIMUM	TRAVEL TIME STANDARD DEVIATION	TOTAL TRAVEL TIME
1401	402	5	0	0	1.00	5	2.000	5.
1401	502	5	0	0	1.00	5	2.000	5.
1401	602	38	0	0	0.92	5	1.938	35.
1401	1502	4	0	0	3.75	10	4.146	15.
1401	TOTAL	52	0	0	1.15	10	2.324	60.

MATCH7 (I) : THE SECONDS FIELDS WITHIN THE START AND END TIMES HAVE NO VALUES IN THEM : TIMES ARE THEREFORE IN MINUTES

NUMBER OF RECORDS READ = 120
NUMBER OF RECORDS TABULATED = 120

PROGRAM MVMACH FINISHED WITH RETURN CODE OF 0 AT TIME 9H 55M

D) P.M. Peak Hour Reformat File

Pm Peak Hour (O.C.Rd. Only)

```
**************************************************************************
*                                                                        *
*    M I C R O T R I P S   /   T R I P S    (C) COPYRIGHT  MVA SYSTEMATICA  *
*                                                                        *
**************************************************************************

 PROGRAM NAME - MVMACH

 VERSION      -  5

 MODIFICATION -  3

 LICENSED TO  - EBASCO SERVICES INC (RENTAL SOFTWARE)

 RUN TITLE    -     REFORMATING SURVEY DATA INTO MVMACH FORMAT

 SOFTWARE DISTRIBUTED BY MVA SYSTEMATICA

 RUN DATE     -  2/ 7/90          RUN TIME     - 12H 31M
1PROGRAM - MVMACH                                              PAGE     1

         REFORMATING SURVEY DATA INTO MVMACH FORMAT

                        C O N T R O L  C A R D  I M A G E S
          1    1    2    2    3    3    4    4    5    5    6    6    7    7   7
----5----0----5----0----5----0----5----0----5----0----5----0----5----0----5----0---9
    REFORMATING SURVEY DATA INTO MVMACH FORMAT
  &PARAM NSTAT=30,REGLEN=3,RECORD=0,STATON=1,NVARS=22,
         CORDON=0701,0901,0801,1201,1401,1502,
         0402,0502,0602,
         PARK=0 &END
  &OPTION DIRECT=T,PRESRT=F,LANE=F,MATCH=F,TABULT=F,
         ORDEST=T &END

----5----0----5----0----5----0----5----0----5----0----5----0----5----0----5----0---9
          1    1    2    2    3    3    4    4    5    5    6    6    7    7   7
1PROGRAM - MVMACH                                              PAGE     2

         REFORMATING SURVEY DATA INTO MVMACH FORMAT
1PROGRAM - MVMACH                                              PAGE     3

         REFORMATING SURVEY DATA INTO MVMACH FORMAT

 ECHO PRINT OF VARIABLE SPECIFICATION FILE
 ----------------------------------------

 VN1,SC1,EC4 /
 VN2,SC5,EC8 /
 VN3,SC9,EC10/
 VN4,SC11,EC11/
 VN5,SC12,EC13/
```

```
VN6,SC14,EC14/
VN7,SC15,EC16/
VN8,SC17,EC17/
VN9,SC18,EC19/
VN10,SC20,EC20/
VN11,SC21,EC22/
VN12,SC23,EC23/
VN13,SC24,EC25/
VN14,SC26,EC26/
VN15,SC27,EC28/
VN16,SC29,EC29/
VN17,SC30,EC31/
VN18,SC32,EC32/
VN19,SC33,EC34/
VN20,SC35,EC35/
VN21,SC36,EC37/
VN22,SC38,EC38/
1PROGRAM - MVMACH                                                    PAGE     4

         REFORMATING SURVEY DATA INTO MVMACH FORMAT
  FILENAMES
  ---------
            CONTRLR1.CTL =  INPUT CONTROL DATA FILE
            MFPMRR2 .DAT =  INPUT SURVEY RECORDS FILE
            DATAVAR .DAT =  INPUT VARIABLE DEFINITION FILE
            MFPMRR4 .DAT =  OUTPUT REFORMATTED REGISTRATIONS FILE
 PARAMETERS
 ----------
  NSTAT    =       30    NUMBER OF STATIONS
  STATON   =        1    VARIABLE NUMBER OF THE STATION NUMBER ON THE SURVEY FORM
  TIME     =        2    VARIABLE NUMBER OF THE TIME  ON THE SURVEY FORM
  REGLEN   =        3    NUMBER OF CHARACTERS IN THE REGISTRATION
  NVARS    =       22    NUMBER OF VARIABLES ON THE VARIABLE DEFINITION FILE
  RECORD   =        0    PROCESS WHOLE SURVEY DATA FILE
1PROGRAM - MVMACH                                                    PAGE     5

         REFORMATING SURVEY DATA INTO MVMACH FORMAT
 LISTING OF STATION NUMBERS INPUT FOR MATCHING

  CORDON LINE STATIONS     701    901    801   1201   1401   1502    402    502
                           602
1PROGRAM - MVMACH                                                    PAGE     6

         REFORMATING SURVEY DATA INTO MVMACH FORMAT

 OPTIONS
 -------
  MATCH  =     F          =F TO PUT SURVEY DATA INTO MVMACH REGISTRATIONS FORMAT
  ORDEST =     T          =T FOR ORIGIN-DESTINATION SURVEY DATA
                          =F FOR PARKING DURATION SURVEY DATA
  LANE   =     F          =T LANE DIGIT IS ON THE STATION NAME
  DIRECT =     T          =T DIRECTION DIGIT IS ON THE STATION NAME
  MINUTS =     T          =T IF OBSERVATION TIME IS IN MINUTES
                          =F IF OBSERVATION TIME IS IN SECONDS
```

MATCHP (I): THIS RUN WILL PUT SURVEY DATA INTO MVMACH REGISTRATIONS FORMAT
1PROGRAM - MVMACH

REFORMATING SURVEY DATA INTO MVMACH FORMAT

VARIABLE DESCRIPTIONS

VARIABLE NUMBER	START COLUMN	END COLUMN
1	1	4
2	5	8
3	9	10
4	11	11
5	12	13
6	14	14
7	15	16
8	17	17
9	18	19
10	20	20
11	21	22
12	23	23
13	24	25
14	26	26
15	27	28
16	29	29
17	30	31
18	32	32
19	33	34
20	35	35
21	36	37
22	38	38

CORE

WORDS REQUESTED = 246.
WORDS AVAILABLE = 81348

MATCH1 (I): NUMBER OF STATIONS (NSTAT) RESET TO 18
1PROGRAM - MVMACH

REFORMATING SURVEY DATA INTO MVMACH FORMAT

STATION DETAILS

STATION ORDER	STATION NUMBER	STATION TYPE	STATION DIRECTION
1	401	CORDON	IN BOUND
2	402	CORDON	OUTBOUND
3	501	CORDON	IN BOUND
4	502	CORDON	OUTBOUND
5	601	CORDON	IN BOUND
6	602	CORDON	OUTBOUND

7	701	CORDON	IN BOUND
8	702	CORDON	OUTBOUND
9	801	CORDON	IN BOUND
10	802	CORDON	OUTBOUND
11	901	CORDON	IN BOUND
12	902	CORDON	OUTBOUND
13	1201	CORDON	IN BOUND
14	1202	CORDON	OUTBOUND
15	1401	CORDON	IN BOUND
16	1402	CORDON	OUTBOUND
17	1501	CORDON	IN BOUND
18	1502	CORDON	OUTBOUND

REFORMATING SURVEY DATA INTO MVMACH FORMAT

REFORMATING SURVEY DATA INTO MVMACH FORMAT

RECORDS NOW REFORMATTED TO 1 REGISTRATION PER RECORD

NUMBER OF SURVEY RECORDS READ IN . . . . . : 485
NUMBER OF SURVEY RECORDS WITH READ ERRORS . . . : 0
NUMBER OF SURVEY RECORDS REJECTED (UNKNOWN STATION): 0
NUMBER OF VEHICLE REGISTRATIONS FOR MATCHING . . : 3644

REFORMATING SURVEY DATA INTO MVMACH FORMAT

STATION SUMMARY OF REGISTRATION RECORDS

STATION ORDER	STATION NUMBER	STATION TYPE	STATION DIRECTION	REGISTRATIONS INPUT
2	402	CORDON	OUTBOUND	193
4	502	CORDON	OUTBOUND	212
6	602	CORDON	OUTBOUND	829
7	701	CORDON	IN BOUND	185
9	801	CORDON	IN BOUND	471
11	901	CORDON	IN BOUND	173
15	1401	CORDON	IN BOUND	1020
18	1502	CORDON	OUTBOUND	561

PROGRAM MVMACH FINISHED WITH RETURN CODE OF 0 AT TIME 12H 32M

E) P.M. Peak Hour Matching File

```
**************************************************************************
*                                                                        *
*    M I C R O T R I P S   /   T R I P S    (C) COPYRIGHT  MVA SYSTEMATICA  *
*                                                                        *
**************************************************************************

 PROGRAM NAME - MVMACH

 VERSION      -  5

 MODIFICATION -  3

 LICENSED TO  - EBASCO SERVICES INC (RENTAL SOFTWARE)

 RUN TITLE    -     MATCHING DATA

 SOFTWARE DISTRIBUTED BY MVA SYSTEMATICA

 RUN DATE     -  5/ 7/90          RUN TIME     - 14H 58M
1PROGRAM - MVMACH                                              PAGE     1

         MATCHING DATA

                        C O N T R O L  C A R D  I M A G E S
          1    1    2    2    3    3    4    4    5    5    6    6    7    7   7
----5----0----5----0----5----0----5----0----5----0----5----0----5----0----5---9
     MATCHING DATA
  &PARAM NSTAT=30,REGLEN=3,RECORD=0,STATON=1,NVARS=22,
         CORDON=0701,0901,0801,1502,1401,
         0402,0502,0602,
         MAXOBS=5,TIMDIF=0,10,NCYCLE=9,PARK=0 &END
  &OPTION DIRECT=T,PRESRT=F,LANE=F,MATCH=T,TABULT=F,
         ORDEST=T,UNMAT=T,MINMAX=F,SEETIM=T,&END

----5----0----5----0----5----0----5----0----5----0----5----0----5----0----5---9
          1    1    2    2    3    3    4    4    5    5    6    6    7    7   7
1PROGRAM - MVMACH                                              PAGE     2

         MATCHING DATA
1PROGRAM - MVMACH                                              PAGE     3

         MATCHING DATA

 FILENAMES
 ---------
           CONTRLR2.CTL =  INPUT CONTROL DATA FILE
           MFPMRRR4.DAT =  INPUT MVMACH FORMAT REGISTRATIONS FILE
                        =  INPUT MVMACH SORTED REGISTRATIONS FILE
                        =  INPUT MINMAX TIME DIFFERENCE PAIRS FILE
           MFPMRRR6.DAT =  OUTPUT MATCHES FILE
           MFPMRRR7.DAT =  OUTPUT ANALYSIS FILE
           MFPMRRR8.DAT =  OUTPUT UNMATCHED REGISTRATIONS FILE

 PARAMETERS
 ----------
 NSTAT     =       30    NUMBER OF STATIONS
 REGLEN    =        3    NUMBER OF CHARACTERS IN THE REGISTRATION
 TIMDIF(1)=        0    MINIMUM TIME DIFFERENCE ALLOWED FOR A MATCH
 TIMDIF(2)=       10    MAXIMUM TIME DIFFERENCE ALLOWED FOR A MATCH
 MAXOBS    =        5    MAXIMUM NUMBER OF OBSERVATIONS FOR A MATCH
 NCYCLE    =        9    NUMBER OF MATCHING CYCLES FOR THIS RUN
 RECORD    =        0    PROCESS WHOLE SURVEY DATA FILE
```

OPTIONS

MATCH	=	T	=T TO MATCH AN MVMACH REGISTRATIONS FILE
MINUTS	=	T	=T TIMES ARE CALCULATED IN MINUTES
			=F TIMES ARE CALCULATED IN SECONDS
NOCORD	=	F	=T TO OMIT CORDON STATIONS FROM THE MATCHING
NOPARK	=	F	=T TO OMIT PARKING STATIONS FROM THE MATCHING
INTRAZ	=	F	=T TO MATCH ONLY INTRAZONAL TRIPS
ORDEST	=	T	=T FOR O-D MATCHING
			=F FOR PARKING DURATION MATCHING
PERF	=	T	=T TO PRINT MATCHES FROM 1ST MATCH CYCLE
PART	=	T	=T TO PRINT MATCHES FROM 2ND ETC MATCHING CYCLES
UNMAT	=	T	=T TO PRINT UNMATCHED REGISTRATIONS
PRESRT	=	F	=T INPUT REGISTRATIONS ARE PRESORTED
MINMAX	=	F	=T MIN/MAX TIME PAIRS IN USE
SEETIM	=	F	=T LIST MIN/MAX TIME PAIRS FOR 1ST CYCLE
ERRCOL			=F TO OMIT A COLUMN FROM REGISTRATION MATCHING

		REGISTRATION COLUMN NUMBERS 1 2 3
CYCLE NUMBER 1	ERRCOL =	T T T
CYCLE NUMBER 2	ERRCOL =	T T T
CYCLE NUMBER 3	ERRCOL =	T T T
CYCLE NUMBER 4	ERRCOL =	T T T
CYCLE NUMBER 5	ERRCOL =	T T T
CYCLE NUMBER 6	ERRCOL =	T T T
CYCLE NUMBER 7	ERRCOL =	T T T
CYCLE NUMBER 8	ERRCOL =	T T T
CYCLE NUMBER 9	ERRCOL =	T T T

MATCHING DATA

MATCHP (I): THIS RUN WILL MATCH AN MVMACH REGISTRATIONS FILE

CORE

WORDS REQUESTED = 105152.
WORDS AVAILABLE = 105152
FSORT (I): ROOM IN CORE FOR 15009 RECORDS
FSORT (I) : SORT COMPLETE THERE ARE 1459 RECORDS IN THE SORTED FILE

MATCHING DATA

MATCH CYCLE 1

		STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
MATCHED	=	9	801	17	25	0	ORIG	CORD	112
WITH	+	18	1502	17	30	0	DEST	CORD	112
MATCHED	=	15	1401	17	5	0	ORIG	CORD	3XD
WITH	+	6	602	17	5	0	DEST	CORD	3XD
MATCHED	=	15	1401	17	20	0	ORIG	CORD	3XS
WITH	+	6	602	17	20	0	DEST	CORD	3XS
MATCHED	=	15	1401	16	55	0	ORIG	CORD	5RF
WITH	+	6	602	16	55	0	DEST	CORD	5RF
MATCHED	=	15	1401	17	0	0	ORIG	CORD	5XM
WITH	+	6	602	17	5	0	DEST	CORD	5XM
MATCHED	=	15	1401	17	0	0	ORIG	CORD	5YW
WITH	+	6	602	17	5	0	DEST	CORD	5YW
MATCHED	=	15	1401	17	30	0	ORIG	CORD	6YY
WITH	+	6	602	17	30	0	DEST	CORD	6YY

MATCHED	=	11	901	17	0	0	ORIG CORD	7JA
WITH	+	18	1502	17	0	0	DEST CORD	7JA
MATCHED	=	15	1401	17	0	0	ORIG CORD	7XH
WITH	+	6	602	17	0	0	DEST CORD	7XH
MATCHED	=	11	901	17	25	0	ORIG CORD	7XV
WITH	+	18	1502	17	35	0	DEST CORD	7XV
MATCHED	=	15	1401	17	10	0	ORIG CORD	8FG
WITH	+	2	402	17	15	0	DEST CORD	8FG
MATCHED	=	15	1401	17	30	0	ORIG CORD	8FG
WITH	+	6	602	17	30	0	DEST CORD	8FG
MATCHED	=	11	901	16	45	0	ORIG CORD	8NA
WITH	+	18	1502	16	45	0	DEST CORD	8NA
MATCHED	=	15	1401	16	55	0	ORIG CORD	8YH
WITH	+	6	602	17	0	0	DEST CORD	8YH
MATCHED	=	9	801	16	50	0	ORIG CORD	9JS
WITH	+	18	1502	16	50	0	DEST CORD	9JS
MATCHED	=	9	801	17	0	0	ORIG CORD	9JY
WITH	+	18	1502	17	0	0	DEST CORD	9JY
MATCHED	=	15	1401	17	10	0	ORIG CORD	9LD
WITH	+	2	402	17	20	0	DEST CORD	9LD
MATCHED	=	9	801	17	15	0	ORIG CORD	9NA
WITH	+	18	1502	17	15	0	DEST CORD	9NA
MATCHED	=	15	1401	17	10	0	ORIG CORD	9XK
WITH	+	2	402	17	10	0	DEST CORD	9XK
MATCHED	=	15	1401	17	15	0	ORIG CORD	AFT
WITH	+	6	602	17	15	0	DEST CORD	AFT
MATCHED	=	15	1401	16	45	0	ORIG CORD	ANM
WITH	+	6	602	16	45	0	DEST CORD	ANM
MATCHED	=	15	1401	17	5	0	ORIG CORD	ASY
WITH	+	6	602	17	5	0	DEST CORD	ASY
MATCHED	=	9	801	17	10	0	ORIG CORD	AY2

MATCHING DATA

MATCH CYCLE 1

		STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
WITH	+	18	1502	17	10	0	DEST	CORD	AY2
MATCHED	=	15	1401	17	35	0	ORIG	CORD	AZC
WITH	+	6	602	17	35	0	DEST	CORD	AZC
MATCHED	=	9	801	16	55	0	ORIG	CORD	BXJ
WITH	+	18	1502	16	55	0	DEST	CORD	BXJ
MATCHED	=	9	801	17	20	0	ORIG	CORD	CRE
WITH	+	18	1502	17	20	0	DEST	CORD	CRE
MATCHED	=	15	1401	17	25	0	ORIG	CORD	CZG
WITH	+	6	602	17	30	0	DEST	CORD	CZG
MATCHED	=	9	801	17	10	0	ORIG	CORD	DDF
WITH	+	18	1502	17	10	0	DEST	CORD	DDF
MATCHED	=	15	1401	17	30	0	ORIG	CORD	DKM
WITH	+	2	402	17	35	0	DEST	CORD	DKM
MATCHED	=	11	901	17	25	0	ORIG	CORD	DL5
WITH	+	18	1502	17	30	0	DEST	CORD	DL5
MATCHED	=	15	1401	17	30	0	ORIG	CORD	EIT
WITH	+	6	602	17	30	0	DEST	CORD	EIT
MATCHED	=	15	1401	16	45	0	ORIG	CORD	ET3
WITH	+	6	602	16	45	0	DEST	CORD	ET3
MATCHED	=	15	1401	17	10	0	ORIG	CORD	EWG
WITH	+	2	402	17	15	0	DEST	CORD	EWG
MATCHED	=	15	1401	17	0	0	ORIG	CORD	EWK
WITH	+	2	402	17	0	0	DEST	CORD	EWK
MATCHED	=	15	1401	17	15	0	ORIG	CORD	FAE
WITH	+	6	602	17	20	0	DEST	CORD	FAE
MATCHED	=	15	1401	17	40	0	ORIG	CORD	FAR

WITH	+	6	602	17	40	0	DEST CORD	FAR
MATCHED	=	15	1401	16	45	0	ORIG CORD	FGL
WITH	+	6	602	16	50	0	DEST CORD	FGL
MATCHED	=	9	801	17	20	0	ORIG CORD	FHA
WITH	+	18	1502	17	20	0	DEST CORD	FHA
MATCHED	=	9	801	17	10	0	ORIG CORD	FHM
WITH	+	18	1502	17	10	0	DEST CORD	FHM
MATCHED	=	15	1401	17	25	0	ORIG CORD	FJG
WITH	+	6	602	17	25	0	DEST CORD	FJG
MATCHED	=	15	1401	16	50	0	ORIG CORD	FXX
WITH	+	6	602	16	50	0	DEST CORD	FXX
MATCHED	=	15	1401	17	25	0	ORIG CORD	GE5
WITH	+	6	602	17	30	0	DEST CORD	GE5
MATCHED	=	7	701	16	45	0	ORIG CORD	GF1
WITH	+	18	1502	16	45	0	DEST CORD	GF1
MATCHED	=	15	1401	17	10	0	ORIG CORD	GHR
WITH	+	6	602	17	20	0	DEST CORD	GHR
MATCHED	=	15	1401	16	45	0	ORIG CORD	GJX
WITH	+	4	502	16	45	0	DEST CORD	GJX

MATCHING DATA

MATCH CYCLE 1

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
MATCHED	= 11	901	17	30	0	ORIG	CORD	GJY
WITH	+ 6	602	17	40	0	DEST	CORD	GJY
MATCHED	= 7	701	17	20	0	ORIG	CORD	GPM
WITH	+ 6	602	17	20	0	DEST	CORD	GPM
MATCHED	= 9	801	17	20	0	ORIG	CORD	GPS
WITH	+ 18	1502	17	20	0	DEST	CORD	GPS
MATCHED	= 9	801	16	45	0	ORIG	CORD	GUR
WITH	+ 18	1502	16	45	0	DEST	CORD	GUR
MATCHED	= 7	701	17	20	0	ORIG	CORD	GUS
WITH	+ 6	602	17	25	0	DEST	CORD	GUS
MATCHED	= 9	801	17	35	0	ORIG	CORD	GUS
WITH	+ 18	1502	17	40	0	DEST	CORD	GUS
MATCHED	= 15	1401	16	50	0	ORIG	CORD	GUY
WITH	+ 6	602	16	50	0	DEST	CORD	GUY
MATCHED	= 15	1401	17	30	0	ORIG	CORD	GYY
WITH	+ 6	602	17	35	0	DEST	CORD	GYY
MATCHED	= 9	801	17	35	0	ORIG	CORD	HLP
WITH	+ 18	1502	17	40	0	DEST	CORD	HLP
MATCHED	= 15	1401	17	30	0	ORIG	CORD	HST
WITH	+ 2	402	17	30	0	DEST	CORD	HST
MATCHED	= 15	1401	17	40	0	ORIG	CORD	HTA
WITH	+ 4	502	17	40	0	DEST	CORD	HTA
MATCHED	= 15	1401	17	25	0	ORIG	CORD	HUM
WITH	+ 6	602	17	25	0	DEST	CORD	HUM
MATCHED	= 9	801	16	55	0	ORIG	CORD	HUR
WITH	+ 18	1502	16	55	0	DEST	CORD	HUR
MATCHED	= 9	801	17	20	0	ORIG	CORD	HUS
WITH	+ 18	1502	17	20	0	DEST	CORD	HUS
MATCHED	= 15	1401	17	30	0	ORIG	CORD	JAD
WITH	+ 6	602	17	35	0	DEST	CORD	JAD
MATCHED	= 15	1401	17	20	0	ORIG	CORD	JAN
WITH	+ 6	602	17	30	0	DEST	CORD	JAN
MATCHED	= 9	801	17	0	0	ORIG	CORD	JAX
WITH	+ 4	502	17	5	0	DEST	CORD	JAX
MATCHED	= 15	1401	17	5	0	ORIG	CORD	JBL
WITH	+ 4	502	17	5	0	DEST	CORD	JBL
MATCHED	= 9	801	17	20	0	ORIG	CORD	JBV
WITH	+ 18	1502	17	20	0	DEST	CORD	JBV

MATCHED	=	9	801	17	25	0	ORIG CORD	JBY
WITH	+	18	1502	17	30	0	DEST CORD	JBY
MATCHED	=	15	1401	17	0	0	ORIG CORD	JKM
WITH	+	6	602	17	0	0	DEST CORD	JKM
MATCHED	=	15	1401	17	10	0	ORIG CORD	JKP
WITH	+	6	602	17	10	0	DEST CORD	JKP
MATCHED	=	7	701	17	20	0	ORIG CORD	JNJ

MATCHING DATA

MATCH CYCLE 1

		STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
WITH	+	18	1502	17	20	0	DEST	CORD	JNJ
MATCHED	=	15	1401	16	50	0	ORIG	CORD	JPH
WITH	+	6	602	16	55	0	DEST	CORD	JPH
MATCHED	=	9	801	17	25	0	ORIG	CORD	JPV
WITH	+	18	1502	17	30	0	DEST	CORD	JPV
MATCHED	=	15	1401	16	55	0	ORIG	CORD	JPX
WITH	+	6	602	17	0	0	DEST	CORD	JPX
MATCHED	=	15	1401	17	15	0	ORIG	CORD	JRZ
WITH	+	6	602	17	15	0	DEST	CORD	JRZ
MATCHED	=	15	1401	17	0	0	ORIG	CORD	JSM
WITH	+	6	602	17	0	0	DEST	CORD	JSM
MATCHED	=	15	1401	17	5	0	ORIG	CORD	JSU
WITH	+	6	602	17	15	0	DEST	CORD	JSU
MATCHED	=	15	1401	17	20	0	ORIG	CORD	JSW
WITH	+	6	602	17	25	0	DEST	CORD	JSW
MATCHED	=	15	1401	17	0	0	ORIG	CORD	JZF
WITH	+	6	602	17	5	0	DEST	CORD	JZF
MATCHED	=	9	801	17	0	0	ORIG	CORD	JZR
WITH	+	18	1502	17	0	0	DEST	CORD	JZR
MATCHED	=	9	801	17	20	0	ORIG	CORD	LJP
WITH	+	18	1502	17	25	0	DEST	CORD	LJP
MATCHED	=	9	801	17	10	0	ORIG	CORD	LKD
WITH	+	18	1502	17	10	0	DEST	CORD	LKD
MATCHED	=	9	801	17	30	0	ORIG	CORD	LPA
WITH	+	18	1502	17	40	0	DEST	CORD	LPA
MATCHED	=	15	1401	17	5	0	ORIG	CORD	LRZ
WITH	+	6	602	17	5	0	DEST	CORD	LRZ
MATCHED	=	7	701	16	45	0	ORIG	CORD	LSX
WITH	+	6	602	16	50	0	DEST	CORD	LSX
MATCHED	=	9	801	16	50	0	ORIG	CORD	LX9
WITH	+	18	1502	16	50	0	DEST	CORD	LX9
MATCHED	=	11	901	17	25	0	ORIG	CORD	MA9
WITH	+	18	1502	17	35	0	DEST	CORD	MA9
MATCHED	=	15	1401	16	50	0	ORIG	CORD	NDT
WITH	+	2	402	16	50	0	DEST	CORD	NDT
MATCHED	=	15	1401	17	20	0	ORIG	CORD	NEY
WITH	+	6	602	17	25	0	DEST	CORD	NEY
MATCHED	=	11	901	17	30	0	ORIG	CORD	NKP
WITH	+	18	1502	17	40	0	DEST	CORD	NKP
MATCHED	=	15	1401	17	20	0	ORIG	CORD	NRX
WITH	+	6	602	17	20	0	DEST	CORD	NRX
MATCHED	=	15	1401	17	25	0	ORIG	CORD	NTA
WITH	+	6	602	17	30	0	DEST	CORD	NTA
MATCHED	=	15	1401	17	25	0	ORIG	CORD	NTG
WITH	+	2	402	17	30	0	DEST	CORD	NTG

MATCHING DATA

MATCH CYCLE 1

		STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER	ETC
MATCHED	=	9	801	17	5	0	ORIG	CORD	PJU	
WITH	+	18	1502	17	5	0	DEST	CORD	PJU	
MATCHED	=	15	1401	17	0	0	ORIG	CORD	PTS	
WITH	+	6	602	17	5	0	DEST	CORD	PTS	
MATCHED	=	15	1401	17	40	0	ORIG	CORD	PTY	
WITH	+	2	402	17	40	0	DEST	CORD	PTY	
MATCHED	=	7	701	17	20	0	ORIG	CORD	QPU	
WITH	+	18	1502	17	20	0	DEST	CORD	QPU	
MATCHED	=	15	1401	16	45	0	ORIG	CORD	QTF	
WITH	+	6	602	16	50	0	DEST	CORD	QTF	
MATCHED	=	15	1401	16	45	0	ORIG	CORD	QTM	
WITH	+	6	602	16	45	0	DEST	CORD	QTM	
MATCHED	=	15	1401	16	45	0	ORIG	CORD	RFC	
WITH	+	6	602	16	50	0	DEST	CORD	RFC	
MATCHED	=	15	1401	17	25	0	ORIG	CORD	RHX	
WITH	+	6	602	17	30	0	DEST	CORD	RHX	
MATCHED	=	15	1401	16	50	0	ORIG	CORD	RON	
WITH	+	2	402	16	50	0	DEST	CORD	RON	
MATCHED	=	9	801	17	30	0	ORIG	CORD	SXT	
WITH	+	6	602	17	30	0	DEST	CORD	SXT	
MATCHED	=	7	701	16	50	0	ORIG	CORD	SXU	
WITH	+	18	1502	16	50	0	DEST	CORD	SXU	
MATCHED	=	15	1401	17	35	0	ORIG	CORD	SYB	
WITH	+	6	602	17	35	0	DEST	CORD	SYB	
MATCHED	=	15	1401	17	10	0	ORIG	CORD	SYN	
WITH	+	6	602	17	15	0	DEST	CORD	SYN	
MATCHED	=	9	801	17	30	0	ORIG	CORD	SYY	
WITH	+	18	1502	17	35	0	DEST	CORD	SYY	
MATCHED	=	15	1401	17	5	0	ORIG	CORD	SZU	
WITH	+	6	602	17	5	0	DEST	CORD	SZU	
MATCHED	=	15	1401	17	35	0	ORIG	CORD	TDV	
WITH	+	6	602	17	35	0	DEST	CORD	TDV	
MATCHED	=	15	1401	17	25	0	ORIG	CORD	TDZ	
WITH	+	2	402	17	25	0	DEST	CORD	TDZ	
MATCHED	=	15	1401	17	10	0	ORIG	CORD	THP	
WITH	+	6	602	17	15	0	DEST	CORD	THP	
MATCHED	=	15	1401	17	0	0	ORIG	CORD	TKA	
WITH	+	6	602	17	5	0	DEST	CORD	TKA	
MATCHED	=	15	1401	17	30	0	ORIG	CORD	TWP	
WITH	+	6	602	17	30	0	DEST	CORD	TWP	
MATCHED	=	15	1401	17	25	0	ORIG	CORD	TYM	
WITH	+	6	602	17	25	0	DEST	CORD	TYM	
MATCHED	=	15	1401	16	45	0	ORIG	CORD	TYY	
WITH	+	6	602	16	45	0	DEST	CORD	TYY	
MATCHED	=	15	1401	17	40	0	ORIG	CORD	TZL	

MATCHING DATA

MATCH CYCLE 1

		STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER	ETC
WITH	+	6	602	17	40	0	DEST	CORD	TZL	
MATCHED	=	7	701	17	10	0	ORIG	CORD	UJC	
WITH	+	18	1502	17	10	0	DEST	CORD	UJC	
MATCHED	=	9	801	17	10	0	ORIG	CORD	UJS	
WITH	+	18	1502	17	15	0	DEST	CORD	UJS	
MATCHED	=	9	801	17	20	0	ORIG	CORD	UKG	
WITH	+	18	1502	17	25	0	DEST	CORD	UKG	
MATCHED	=	11	901	17	20	0	ORIG	CORD	UNT	

WITH	+	18	1502	17	20	0	DEST	CORD	UNT
MATCHED	=	9	801	17	15	0	ORIG	CORD	UPG
WITH	+	18	1502	17	15	0	DEST	CORD	UPG
MATCHED	=	15	1401	17	20	0	ORIG	CORD	UPS
WITH	+	6	602	17	25	0	DEST	CORD	UPS
MATCHED	=	9	801	17	20	0	ORIG	CORD	VAA
WITH	+	18	1502	17	20	0	DEST	CORD	VAA
MATCHED	=	9	801	16	55	0	ORIG	CORD	VDR
WITH	+	18	1502	16	55	0	DEST	CORD	VDR
MATCHED	=	15	1401	16	50	0	ORIG	CORD	VEY
WITH	+	6	602	16	55	0	DEST	CORD	VEY
MATCHED	=	15	1401	16	55	0	ORIG	CORD	VGV
WITH	+	6	602	17	0	0	DEST	CORD	VGV
MATCHED	=	15	1401	16	45	0	ORIG	CORD	VJ5
WITH	+	6	602	16	45	0	DEST	CORD	VJ5
MATCHED	=	9	801	17	25	0	ORIG	CORD	VJF
WITH	+	18	1502	17	25	0	DEST	CORD	VJF
MATCHED	=	9	801	17	25	0	ORIG	CORD	VML
WITH	+	18	1502	17	30	0	DEST	CORD	VML
MATCHED	=	15	1401	17	40	0	ORIG	CORD	VRT
WITH	+	6	602	17	40	0	DEST	CORD	VRT
MATCHED	=	9	801	17	5	0	ORIG	CORD	WTU
WITH	+	18	1502	17	5	0	DEST	CORD	WTU
MATCHED	=	15	1401	17	0	0	ORIG	CORD	WWB
WITH	+	6	602	17	5	0	DEST	CORD	WWB
MATCHED	=	9	801	17	0	0	ORIG	CORD	XBD
WITH	+	18	1502	17	0	0	DEST	CORD	XBD
MATCHED	=	9	801	17	15	0	ORIG	CORD	XCS
WITH	+	18	1502	17	15	0	DEST	CORD	XCS
MATCHED	=	15	1401	16	45	0	ORIG	CORD	XCY
WITH	+	6	602	16	45	0	DEST	CORD	XCY
MATCHED	=	15	1401	16	50	0	ORIG	CORD	XDJ
WITH	+	4	502	16	50	0	DEST	CORD	XDJ
MATCHED	=	15	1401	17	25	0	ORIG	CORD	XDK
WITH	+	6	602	17	30	0	DEST	CORD	XDK
MATCHED	=	15	1401	16	55	0	ORIG	CORD	XEF
WITH	+	6	602	17	0	0	DEST	CORD	XEF

MATCHING DATA

MATCH CYCLE 1

		STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
MATCHED	=	9	801	17	30	0	ORIG	CORD	XFC
WITH	+	18	1502	17	35	0	DEST	CORD	XFC
MATCHED	=	15	1401	17	20	0	ORIG	CORD	XFK
WITH	+	2	402	17	20	0	DEST	CORD	XFK
MATCHED	=	15	1401	16	50	0	ORIG	CORD	XFR
WITH	+	18	1502	16	55	0	DEST	CORD	XFR
MATCHED	=	15	1401	17	10	0	ORIG	CORD	XFR
WITH	+	4	502	17	15	0	DEST	CORD	XFR
MATCHED	=	11	901	17	10	0	ORIG	CORD	XFU
WITH	+	6	602	17	10	0	DEST	CORD	XFU
MATCHED	=	15	1401	17	10	0	ORIG	CORD	XHU
WITH	+	6	602	17	15	0	DEST	CORD	XHU
MATCHED	=	9	801	17	25	0	ORIG	CORD	XKE
WITH	+	18	1502	17	25	0	DEST	CORD	XKE
MATCHED	=	15	1401	16	45	0	ORIG	CORD	XKH
WITH	+	18	1502	16	50	0	DEST	CORD	XKH
MATCHED	=	11	901	16	50	0	ORIG	CORD	XKT
WITH	+	18	1502	16	55	0	DEST	CORD	XKT
MATCHED	=	15	1401	17	30	0	ORIG	CORD	XKT
WITH	+	6	602	17	35	0	DEST	CORD	XKT

```
MATCHED   =   15   1401   17   15    0  ORIG CORD  XPY
   WITH   +    6    602   17   15    0  DEST CORD  XPY
MATCHED   =   11    901   17   20    0  ORIG CORD  XUE
   WITH   +    2    402   17   30    0  DEST CORD  XUE
MATCHED   =   15   1401   16   50    0  ORIG CORD  XWT
   WITH   +    6    602   16   50    0  DEST CORD  XWT
MATCHED   =    9    801   17   25    0  ORIG CORD  YAL
   WITH   +   18   1502   17   30    0  DEST CORD  YAL
MATCHED   =   15   1401   17    5    0  ORIG CORD  YCB
   WITH   +    6    602   17   10    0  DEST CORD  YCB
MATCHED   =   15   1401   17    5    0  ORIG CORD  YCU
   WITH   +    6    602   17    5    0  DEST CORD  YCU
MATCHED   =    7    701   17   10    0  ORIG CORD  YCU
   WITH   +   18   1502   17   15    0  DEST CORD  YCU
MATCHED   =   15   1401   17   25    0  ORIG CORD  YCU
   WITH   +    6    602   17   25    0  DEST CORD  YCU
MATCHED   =   15   1401   17   35    0  ORIG CORD  YCV
   WITH   +    6    602   17   35    0  DEST CORD  YCV
MATCHED   =    9    801   17   10    0  ORIG CORD  YER
   WITH   +   18   1502   17   20    0  DEST CORD  YER
MATCHED   =    9    801   16   50    0  ORIG CORD  YFF
   WITH   +   18   1502   16   50    0  DEST CORD  YFF
MATCHED   =   11    901   17    5    0  ORIG CORD  YLT
   WITH   +   18   1502   17   10    0  DEST CORD  YLT
MATCHED   =    9    801   17   25    0  ORIG CORD  YRH
1PROGRAM - MVMACH                                        PAGE   12

        MATCHING DATA

 MATCH CYCLE     1
 ----------------
             S T A T I O N   T  I  M  E    STATION   REGISTRATION
             ORDER  NUMBER   HR MIN SEC   DIR  TYPE  NUMBER    ETC
             -----  ------   -- --- ---   ---- ----  ----------
   WITH   +   18   1502   17   25    0  DEST CORD  YRH
MATCHED   =    9    801   17   10    0  ORIG CORD  YRK
   WITH   +   18   1502   17   10    0  DEST CORD  YRK
MATCHED   =   15   1401   17   20    0  ORIG CORD  YRP
   WITH   +    4    502   17   20    0  DEST CORD  YRP
MATCHED   =    9    801   17   30    0  ORIG CORD  YRU
   WITH   +    2    402   17   35    0  DEST CORD  YRU
MATCHED   =   15   1401   17   10    0  ORIG CORD  YZN
   WITH   +    6    602   17   10    0  DEST CORD  YZN


 THIS MATCH CYCLE COMPLETE. FOR THIS CYCLE :-
 NUMBER OF REGISTRATIONS READ IN                    :     1459
 NUMBER OF UNMATCHED REGISTRATIONS                  :     1135
 NUMBER OF REGISTRATIONS MATCHED                    :      324
 NUMBER OF O/D RECORDS WRITTEN TO GOOD MATCH FILE   :      162
1PROGRAM - MVMACH                                        PAGE   13

        MATCHING DATA
 FSORT (I): ROOM IN CORE FOR   15009 RECORDS
 FSORT  (I) : SORT COMPLETE THERE ARE      1135 RECORDS IN THE SORTED FILE
1PROGRAM - MVMACH                                        PAGE   14

        MATCHING DATA


 THIS MATCH CYCLE COMPLETE. FOR THIS CYCLE :-
 NUMBER OF REGISTRATIONS READ IN                    :     1135
 NUMBER OF UNMATCHED REGISTRATIONS                  :     1135
 NUMBER OF REGISTRATIONS MATCHED                    :        0
 NUMBER OF O/D RECORDS WRITTEN TO GOOD MATCH FILE   :        0
1PROGRAM - MVMACH                                        PAGE   15
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MATCHING DATA
FSORT (I): ROOM IN CORE FOR 15009 RECORDS
FSORT (I) : SORT COMPLETE THERE ARE 1135 RECORDS IN THE SORTED FILE
1PROGRAM - MVMACH PAGE 16

MATCHING DATA

THIS MATCH CYCLE COMPLETE. FOR THIS CYCLE :-
NUMBER OF REGISTRATIONS READ IN : 1135
NUMBER OF UNMATCHED REGISTRATIONS : 1135
NUMBER OF REGISTRATIONS MATCHED : 0
NUMBER OF O/D RECORDS WRITTEN TO GOOD MATCH FILE : 0
1PROGRAM - MVMACH PAGE 17

MATCHING DATA
FSORT (I): ROOM IN CORE FOR 15009 RECORDS
FSORT (I) : SORT COMPLETE THERE ARE 1135 RECORDS IN THE SORTED FILE
1PROGRAM - MVMACH PAGE 18

MATCHING DATA

THIS MATCH CYCLE COMPLETE. FOR THIS CYCLE :-
NUMBER OF REGISTRATIONS READ IN : 1135
NUMBER OF UNMATCHED REGISTRATIONS : 1135
NUMBER OF REGISTRATIONS MATCHED : 0
NUMBER OF O/D RECORDS WRITTEN TO GOOD MATCH FILE : 0
1PROGRAM - MVMACH PAGE 19

MATCHING DATA
FSORT (I): ROOM IN CORE FOR 15009 RECORDS
FSORT (I) : SORT COMPLETE THERE ARE 1135 RECORDS IN THE SORTED FILE
1PROGRAM - MVMACH PAGE 20

MATCHING DATA

THIS MATCH CYCLE COMPLETE. FOR THIS CYCLE :-
NUMBER OF REGISTRATIONS READ IN : 1135
NUMBER OF UNMATCHED REGISTRATIONS : 1135
NUMBER OF REGISTRATIONS MATCHED : 0
NUMBER OF O/D RECORDS WRITTEN TO GOOD MATCH FILE : 0
1PROGRAM - MVMACH PAGE 21

MATCHING DATA
FSORT (I): ROOM IN CORE FOR 15009 RECORDS
FSORT (I) : SORT COMPLETE THERE ARE 1135 RECORDS IN THE SORTED FILE
1PROGRAM - MVMACH PAGE 22

MATCHING DATA

THIS MATCH CYCLE COMPLETE. FOR THIS CYCLE :-
NUMBER OF REGISTRATIONS READ IN : 1135
NUMBER OF UNMATCHED REGISTRATIONS : 1135
NUMBER OF REGISTRATIONS MATCHED : 0
NUMBER OF O/D RECORDS WRITTEN TO GOOD MATCH FILE : 0
1PROGRAM - MVMACH PAGE 23

MATCHING DATA
FSORT (I): ROOM IN CORE FOR 15009 RECORDS
FSORT (I) : SORT COMPLETE THERE ARE 1135 RECORDS IN THE SORTED FILE
1PROGRAM - MVMACH PAGE 24

MATCHING DATA

THIS MATCH CYCLE COMPLETE. FOR THIS CYCLE :-
NUMBER OF REGISTRATIONS READ IN : 1135
NUMBER OF UNMATCHED REGISTRATIONS : 1135
NUMBER OF REGISTRATIONS MATCHED : 0
NUMBER OF O/D RECORDS WRITTEN TO GOOD MATCH FILE : 0

MATCHING DATA

FSORT (I): ROOM IN CORE FOR 15009 RECORDS
FSORT (I) : SORT COMPLETE THERE ARE 1135 RECORDS IN THE SORTED FILE

MATCHING DATA

THIS MATCH CYCLE COMPLETE. FOR THIS CYCLE :-
NUMBER OF REGISTRATIONS READ IN : 1135
NUMBER OF UNMATCHED REGISTRATIONS : 1135
NUMBER OF REGISTRATIONS MATCHED : 0
NUMBER OF O/D RECORDS WRITTEN TO GOOD MATCH FILE : 0

MATCHING DATA

FSORT (I): ROOM IN CORE FOR 15009 RECORDS
FSORT (I) : SORT COMPLETE THERE ARE 1135 RECORDS IN THE SORTED FILE

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	6	602	16	50	0	OUTB	CORD	111
UNMATCHED :	11	901	16	50	0	INB	CORD	12D
UNMATCHED :	9	801	17	25	0	INB	CORD	12F
UNMATCHED :	15	1401	17	35	0	INB	CORD	12P
UNMATCHED :	15	1401	17	0	0	INB	CORD	12Y
UNMATCHED :	9	801	16	55	0	INB	CORD	182
UNMATCHED :	11	901	16	45	0	INB	CORD	1A4
UNMATCHED :	11	901	17	0	0	INB	CORD	1ES
UNMATCHED :	9	801	17	15	0	INB	CORD	1GG
UNMATCHED :	7	701	17	35	0	INB	CORD	1JA
UNMATCHED :	9	801	17	35	0	INB	CORD	1JS
UNMATCHED :	15	1401	17	0	0	INB	CORD	1K1
UNMATCHED :	6	602	17	0	0	OUTB	CORD	1LM
UNMATCHED :	15	1401	17	35	0	INB	CORD	1RD
UNMATCHED :	9	801	17	5	0	INB	CORD	1RE
UNMATCHED :	11	901	16	50	0	INB	CORD	1RP
UNMATCHED :	7	701	16	50	0	INB	CORD	1RU
UNMATCHED :	7	701	17	30	0	INB	CORD	1U2
UNMATCHED :	18	1502	17	40	0	OUTB	CORD	1UZ
UNMATCHED :	6	602	17	10	0	OUTB	CORD	215
UNMATCHED :	15	1401	17	30	0	INB	CORD	21E
UNMATCHED :	6	602	16	50	0	OUTB	CORD	223
UNMATCHED :	9	801	16	55	0	INB	CORD	223
UNMATCHED :	6	602	17	10	0	OUTB	CORD	225
UNMATCHED :	6	602	16	50	0	OUTB	CORD	2AK
UNMATCHED :	2	402	17	35	0	OUTB	CORD	2DA
UNMATCHED :	15	1401	16	50	0	INB	CORD	2DP
UNMATCHED :	9	801	17	25	0	INB	CORD	2DY
UNMATCHED :	9	801	17	10	0	INB	CORD	2ER

UNMATCHED :	2	402	17	0	0	OUTB	CORD	2GM
UNMATCHED :	7	701	17	25	0	INB	CORD	2HC
UNMATCHED :	4	502	16	55	0	OUTB	CORD	2JH
UNMATCHED :	15	1401	17	30	0	INB	CORD	2JP
UNMATCHED :	15	1401	17	15	0	INB	CORD	2KE
UNMATCHED :	7	701	17	10	0	INB	CORD	2RH
UNMATCHED :	7	701	17	20	0	INB	CORD	2T3
UNMATCHED :	11	901	17	35	0	INB	CORD	2U2
UNMATCHED :	6	602	17	15	0	OUTB	CORD	2UE
UNMATCHED :	15	1401	17	40	0	INB	CORD	2VN
UNMATCHED :	4	502	16	45	0	OUTB	CORD	2VX
UNMATCHED :	6	602	17	10	0	OUTB	CORD	2XK
UNMATCHED :	15	1401	17	25	0	INB	CORD	2XR
UNMATCHED :	6	602	17	25	0	OUTB	CORD	2XS
UNMATCHED :	7	701	17	0	0	INB	CORD	2YH
UNMATCHED :	15	1401	17	25	0	INB	CORD	2Z8

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	15	1401	17	0	0	INB	CORD	305
UNMATCHED :	2	402	16	50	0	OUTB	CORD	3AE
UNMATCHED :	9	801	17	5	0	INB	CORD	3JP
UNMATCHED :	15	1401	17	25	0	INB	CORD	3JP
UNMATCHED :	15	1401	17	25	0	INB	CORD	3JP
UNMATCHED :	15	1401	17	40	0	INB	CORD	3VJ
UNMATCHED :	15	1401	17	0	0	INB	CORD	3VV
UNMATCHED :	11	901	17	15	0	INB	CORD	3WK
UNMATCHED :	6	602	17	40	0	OUTB	CORD	3XP
UNMATCHED :	11	901	17	15	0	INB	CORD	3Y6
UNMATCHED :	6	602	17	40	0	OUTB	CORD	3YF
UNMATCHED :	15	1401	16	50	0	INB	CORD	3YM
UNMATCHED :	15	1401	17	40	0	INB	CORD	3YP
UNMATCHED :	2	402	17	30	0	OUTB	CORD	44B
UNMATCHED :	15	1401	17	5	0	INB	CORD	482
UNMATCHED :	4	502	17	15	0	OUTB	CORD	4BG
UNMATCHED :	15	1401	17	0	0	INB	CORD	4FG
UNMATCHED :	4	502	17	0	0	OUTB	CORD	4JG
UNMATCHED :	9	801	17	0	0	INB	CORD	4JN
UNMATCHED :	15	1401	17	25	0	INB	CORD	4JP
UNMATCHED :	15	1401	16	50	0	INB	CORD	4JR
UNMATCHED :	6	602	16	50	0	OUTB	CORD	4JR
UNMATCHED :	18	1502	16	50	0	OUTB	CORD	4JR
UNMATCHED :	6	602	16	55	0	OUTB	CORD	4LB
UNMATCHED :	9	801	17	15	0	INB	CORD	4LB
UNMATCHED :	15	1401	17	25	0	INB	CORD	4NM
UNMATCHED :	15	1401	16	55	0	INB	CORD	4RF
UNMATCHED :	9	801	17	0	0	INB	CORD	4RX
UNMATCHED :	9	801	17	20	0	INB	CORD	4UK
UNMATCHED :	6	602	17	20	0	OUTB	CORD	4UM
UNMATCHED :	9	801	16	55	0	INB	CORD	4UR
UNMATCHED :	7	701	16	55	0	INB	CORD	4XK
UNMATCHED :	9	801	16	55	0	INB	CORD	4XM
UNMATCHED :	9	801	17	25	0	INB	CORD	4YA
UNMATCHED :	15	1401	17	20	0	INB	CORD	4YP
UNMATCHED :	15	1401	17	30	0	INB	CORD	4YP
UNMATCHED :	15	1401	17	5	0	INB	CORD	534
UNMATCHED :	15	1401	16	55	0	INB	CORD	5CE
UNMATCHED :	18	1502	17	10	0	OUTB	CORD	5EL
UNMATCHED :	15	1401	17	0	0	INB	CORD	5ER
UNMATCHED :	18	1502	17	20	0	OUTB	CORD	5EU

UNMATCHED :	18	1502	17	10	0	OUTB	CORD	5FX
UNMATCHED :	7	701	17	25	0	INB	CORD	5FX
UNMATCHED :	4	502	16	50	0	OUTB	CORD	5JG
UNMATCHED :	11	901	17	10	0	INB	CORD	5JR

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER	ETC
UNMATCHED :	2	402	17	40	0	OUTB	CORD	5JR	
UNMATCHED :	15	1401	17	10	0	INB	CORD	5RF	
UNMATCHED :	4	502	17	20	0	OUTB	CORD	5UJ	
UNMATCHED :	6	602	17	25	0	OUTB	CORD	5UP	
UNMATCHED :	15	1401	17	10	0	INB	CORD	5VM	
UNMATCHED :	15	1401	17	15	0	INB	CORD	5VP	
UNMATCHED :	4	502	17	5	0	OUTB	CORD	5X2	
UNMATCHED :	6	602	16	55	0	OUTB	CORD	5XC	
UNMATCHED :	7	701	16	55	0	INB	CORD	5XG	
UNMATCHED :	15	1401	17	15	0	INB	CORD	5XJ	
UNMATCHED :	4	502	16	55	0	OUTB	CORD	5XV	
UNMATCHED :	7	701	16	45	0	INB	CORD	5XX	
UNMATCHED :	18	1502	17	10	0	OUTB	CORD	5YR	
UNMATCHED :	15	1401	16	45	0	INB	CORD	5YW	
UNMATCHED :	15	1401	16	45	0	INB	CORD	5YX	
UNMATCHED :	6	602	17	0	0	OUTB	CORD	62V	
UNMATCHED :	18	1502	16	45	0	OUTB	CORD	634	
UNMATCHED :	2	402	17	15	0	OUTB	CORD	6AY	
UNMATCHED :	4	502	17	0	0	OUTB	CORD	6EL	
UNMATCHED :	7	701	16	45	0	INB	CORD	6JA	
UNMATCHED :	9	801	17	20	0	INB	CORD	6JA	
UNMATCHED :	6	602	16	45	0	OUTB	CORD	6SZ	
UNMATCHED :	15	1401	17	10	0	INB	CORD	6VJ	
UNMATCHED :	7	701	17	15	0	INB	CORD	6VW	
UNMATCHED :	6	602	16	45	0	OUTB	CORD	6XW	
UNMATCHED :	6	602	17	5	0	OUTB	CORD	6YN	
UNMATCHED :	4	502	17	5	0	OUTB	CORD	6YN	
UNMATCHED :	15	1401	16	45	0	INB	CORD	6YP	
UNMATCHED :	9	801	16	55	0	INB	CORD	6YW	
UNMATCHED :	4	502	17	30	0	OUTB	CORD	765	
UNMATCHED :	15	1401	17	40	0	INB	CORD	792	
UNMATCHED :	18	1502	16	55	0	OUTB	CORD	7EU	
UNMATCHED :	15	1401	16	45	0	INB	CORD	7EV	
UNMATCHED :	9	801	16	50	0	INB	CORD	7FG	
UNMATCHED :	18	1502	17	30	0	OUTB	CORD	7FV	
UNMATCHED :	15	1401	16	50	0	INB	CORD	7FX	
UNMATCHED :	11	901	17	25	0	INB	CORD	7HS	
UNMATCHED :	6	602	16	50	0	OUTB	CORD	7KU	
UNMATCHED :	6	602	17	40	0	OUTB	CORD	7RF	
UNMATCHED :	6	602	17	15	0	OUTB	CORD	7UD	
UNMATCHED :	15	1401	17	15	0	INB	CORD	7UL	
UNMATCHED :	6	602	17	30	0	OUTB	CORD	7UL	
UNMATCHED :	7	701	17	25	0	INB	CORD	7UY	
UNMATCHED :	6	602	17	15	0	OUTB	CORD	7UZ	
UNMATCHED :	6	602	16	55	0	OUTB	CORD	7XB	

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER	ETC

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	2	402	17	35	0	OUTB	CORD	7XC
UNMATCHED :	2	402	17	40	0	OUTB	CORD	7XD
UNMATCHED :	2	402	17	20	0	OUTB	CORD	7XJ
UNMATCHED :	15	1401	17	30	0	INB	CORD	7XL
UNMATCHED :	11	901	16	50	0	INB	CORD	7XM
UNMATCHED :	2	402	16	50	0	OUTB	CORD	7XP
UNMATCHED :	15	1401	16	50	0	INB	CORD	7XU
UNMATCHED :	15	1401	16	55	0	INB	CORD	7XW
UNMATCHED :	15	1401	17	30	0	INB	CORD	7YC
UNMATCHED :	15	1401	16	55	0	INB	CORD	7YG
UNMATCHED :	15	1401	17	30	0	INB	CORD	7YV
UNMATCHED :	15	1401	16	55	0	INB	CORD	7YW
UNMATCHED :	4	502	17	0	0	OUTB	CORD	822
UNMATCHED :	18	1502	17	35	0	OUTB	CORD	844
UNMATCHED :	18	1502	16	50	0	OUTB	CORD	85C
UNMATCHED :	15	1401	16	50	0	INB	CORD	8FG
UNMATCHED :	2	402	17	5	0	OUTB	CORD	8FG
UNMATCHED :	6	602	16	45	0	OUTB	CORD	8FH
UNMATCHED :	4	502	16	50	0	OUTB	CORD	8FH
UNMATCHED :	11	901	17	0	0	INB	CORD	8FH
UNMATCHED :	18	1502	16	50	0	OUTB	CORD	8JT
UNMATCHED :	18	1502	16	55	0	OUTB	CORD	8JY
UNMATCHED :	6	602	16	50	0	OUTB	CORD	8LD
UNMATCHED :	15	1401	17	5	0	INB	CORD	8NA
UNMATCHED :	15	1401	17	0	0	INB	CORD	8PR
UNMATCHED :	15	1401	17	10	0	INB	CORD	8UK
UNMATCHED :	9	801	17	35	0	INB	CORD	8UK
UNMATCHED :	6	602	17	25	0	OUTB	CORD	8UW
UNMATCHED :	18	1502	17	40	0	OUTB	CORD	8VK
UNMATCHED :	15	1401	17	25	0	INB	CORD	8VW
UNMATCHED :	6	602	16	45	0	OUTB	CORD	8WK
UNMATCHED :	15	1401	17	30	0	INB	CORD	8XA
UNMATCHED :	15	1401	17	10	0	INB	CORD	8XC
UNMATCHED :	15	1401	17	40	0	INB	CORD	8XM
UNMATCHED :	18	1502	17	0	0	OUTB	CORD	8XU
UNMATCHED :	6	602	17	30	0	OUTB	CORD	8XU
UNMATCHED :	15	1401	17	15	0	INB	CORD	8YT
UNMATCHED :	6	602	17	20	0	OUTB	CORD	8YX
UNMATCHED :	15	1401	17	10	0	INB	CORD	934
UNMATCHED :	6	602	17	0	0	OUTB	CORD	94K
UNMATCHED :	18	1502	17	35	0	OUTB	CORD	954
UNMATCHED :	18	1502	17	30	0	OUTB	CORD	993
UNMATCHED :	15	1401	17	30	0	INB	CORD	9BY
UNMATCHED :	6	602	17	30	0	OUTB	CORD	9BY
UNMATCHED :	18	1502	17	35	0	OUTB	CORD	9BY

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	15	1401	17	30	0	INB	CORD	9CV
UNMATCHED :	15	1401	17	10	0	INB	CORD	9FH
UNMATCHED :	15	1401	17	15	0	INB	CORD	9FH
UNMATCHED :	6	602	17	15	0	OUTB	CORD	9FH
UNMATCHED :	6	602	17	40	0	OUTB	CORD	9FH
UNMATCHED :	18	1502	17	20	0	OUTB	CORD	9FP
UNMATCHED :	18	1502	16	50	0	OUTB	CORD	9JK
UNMATCHED :	15	1401	17	0	0	INB	CORD	9JP
UNMATCHED :	9	801	17	35	0	INB	CORD	9JS
UNMATCHED :	7	701	17	25	0	INB	CORD	9JY
UNMATCHED :	18	1502	17	35	0	OUTB	CORD	9KP

UNMATCHED :	15	1401	17	20	0	INB	CORD	9NA
UNMATCHED :	6	602	17	25	0	OUTB	CORD	9UB
UNMATCHED :	9	801	17	0	0	INB	CORD	9UC
UNMATCHED :	6	602	17	10	0	OUTB	CORD	9UK
UNMATCHED :	2	402	17	0	0	OUTB	CORD	9UN
UNMATCHED :	6	602	17	20	0	OUTB	CORD	9VA
UNMATCHED :	15	1401	17	5	0	INB	CORD	9VK
UNMATCHED :	15	1401	17	15	0	INB	CORD	9WA
UNMATCHED :	2	402	17	0	0	OUTB	CORD	9X2
UNMATCHED :	15	1401	17	10	0	INB	CORD	9XU
UNMATCHED :	15	1401	17	0	0	INB	CORD	9XZ
UNMATCHED :	15	1401	17	0	0	INB	CORD	9YE
UNMATCHED :	6	602	17	35	0	OUTB	CORD	9YM
UNMATCHED :	15	1401	16	55	0	INB	CORD	9YX
UNMATCHED :	6	602	17	15	0	OUTB	CORD	A2P
UNMATCHED :	2	402	16	45	0	OUTB	CORD	A2Y
UNMATCHED :	2	402	17	30	0	OUTB	CORD	ADC
UNMATCHED :	9	801	17	0	0	INB	CORD	AF2
UNMATCHED :	9	801	16	55	0	INB	CORD	AFF
UNMATCHED :	15	1401	17	40	0	INB	CORD	AFG
UNMATCHED :	18	1502	17	30	0	OUTB	CORD	AFL
UNMATCHED :	6	602	17	25	0	OUTB	CORD	AFP
UNMATCHED :	4	502	16	55	0	OUTB	CORD	AFR
UNMATCHED :	6	602	16	45	0	OUTB	CORD	AFT
UNMATCHED :	9	801	17	35	0	INB	CORD	AFT
UNMATCHED :	4	502	17	15	0	OUTB	CORD	AFX
UNMATCHED :	15	1401	16	50	0	INB	CORD	AK1
UNMATCHED :	18	1502	17	30	0	OUTB	CORD	AMK
UNMATCHED :	18	1502	16	55	0	OUTB	CORD	AN2
UNMATCHED :	9	801	17	25	0	INB	CORD	AP2
UNMATCHED :	18	1502	17	30	0	OUTB	CORD	APZ
UNMATCHED :	4	502	16	55	0	OUTB	CORD	ASB
UNMATCHED :	4	502	17	30	0	OUTB	CORD	AT2
UNMATCHED :	15	1401	16	50	0	INB	CORD	AT9

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	18	1502	17	10	0	OUTB	CORD	AT9
UNMATCHED :	6	602	17	10	0	OUTB	CORD	ATP
UNMATCHED :	2	402	16	55	0	OUTB	CORD	AU1
UNMATCHED :	6	602	17	5	0	OUTB	CORD	AUW
UNMATCHED :	7	701	17	15	0	INB	CORD	AUX
UNMATCHED :	15	1401	16	55	0	INB	CORD	AV1
UNMATCHED :	15	1401	17	15	0	INB	CORD	AVE
UNMATCHED :	15	1401	17	0	0	INB	CORD	AVW
UNMATCHED :	7	701	16	55	0	INB	CORD	AYY
UNMATCHED :	15	1401	17	10	0	INB	CORD	AYZ
UNMATCHED :	18	1502	17	40	0	OUTB	CORD	AZ3
UNMATCHED :	15	1401	17	10	0	INB	CORD	AZM
UNMATCHED :	15	1401	16	55	0	INB	CORD	AZN
UNMATCHED :	18	1502	16	55	0	OUTB	CORD	AZS
UNMATCHED :	15	1401	17	30	0	INB	CORD	AZS
UNMATCHED :	18	1502	17	10	0	OUTB	CORD	B1L
UNMATCHED :	9	801	17	30	0	INB	CORD	BA3
UNMATCHED :	6	602	16	45	0	OUTB	CORD	BA6
UNMATCHED :	9	801	17	30	0	INB	CORD	BA6
UNMATCHED :	9	801	17	25	0	INB	CORD	BA7
UNMATCHED :	2	402	17	30	0	OUTB	CORD	BAY
UNMATCHED :	9	801	17	25	0	INB	CORD	BB4
UNMATCHED :	9	801	17	30	0	INB	CORD	BB4

UNMATCHED :	18	1502	17	30	0	OUTB	CORD	BB4
UNMATCHED :	18	1502	17	35	0	OUTB	CORD	BB4
UNMATCHED :	15	1401	17	15	0	INB	CORD	BBY
UNMATCHED :	4	502	17	35	0	OUTB	CORD	BDP
UNMATCHED :	9	801	17	30	0	INB	CORD	BKA
UNMATCHED :	15	1401	17	25	0	INB	CORD	BTS
UNMATCHED :	6	602	17	20	0	OUTB	CORD	BVR
UNMATCHED :	15	1401	17	0	0	INB	CORD	BXX
UNMATCHED :	9	801	17	30	0	INB	CORD	BYJ
UNMATCHED :	18	1502	16	45	0	OUTB	CORD	BYP
UNMATCHED :	15	1401	17	40	0	INB	CORD	BYV
UNMATCHED :	9	801	17	0	0	INB	CORD	C2L
UNMATCHED :	11	901	16	55	0	INB	CORD	C2R
UNMATCHED :	4	502	17	30	0	OUTB	CORD	CAN
UNMATCHED :	7	701	16	45	0	INB	CORD	CAU
UNMATCHED :	6	602	17	40	0	OUTB	CORD	CAU
UNMATCHED :	6	602	17	25	0	OUTB	CORD	CNJ
UNMATCHED :	7	701	16	50	0	INB	CORD	COT
UNMATCHED :	9	801	17	15	0	INB	CORD	CP7
UNMATCHED :	15	1401	17	25	0	INB	CORD	CTN
UNMATCHED :	6	602	17	20	0	OUTB	CORD	CUH
UNMATCHED :	9	801	17	35	0	INB	CORD	CUH

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	18	1502	16	55	0	OUTB	CORD	CUT
UNMATCHED :	9	801	17	15	0	INB	CORD	CUU
UNMATCHED :	18	1502	17	40	0	OUTB	CORD	CVH
UNMATCHED :	15	1401	16	50	0	INB	CORD	CVL
UNMATCHED :	15	1401	17	30	0	INB	CORD	CVZ
UNMATCHED :	18	1502	17	5	0	OUTB	CORD	CZL
UNMATCHED :	18	1502	16	55	0	OUTB	CORD	CZR
UNMATCHED :	7	701	17	10	0	INB	CORD	D2B
UNMATCHED :	6	602	17	5	0	OUTB	CORD	DAD
UNMATCHED :	4	502	17	30	0	OUTB	CORD	DAR
UNMATCHED :	15	1401	17	20	0	INB	CORD	DDF
UNMATCHED :	4	502	17	25	0	OUTB	CORD	DEL
UNMATCHED :	18	1502	17	30	0	OUTB	CORD	DK9
UNMATCHED :	18	1502	17	35	0	OUTB	CORD	DKA
UNMATCHED :	15	1401	17	10	0	INB	CORD	DKC
UNMATCHED :	4	502	17	30	0	OUTB	CORD	DKC
UNMATCHED :	11	901	17	35	0	INB	CORD	DKC
UNMATCHED :	2	402	16	45	0	OUTB	CORD	DKH
UNMATCHED :	2	402	17	15	0	OUTB	CORD	DL5
UNMATCHED :	6	602	17	10	0	OUTB	CORD	DUW
UNMATCHED :	15	1401	17	15	0	INB	CORD	DV5
UNMATCHED :	11	901	17	30	0	INB	CORD	E2T
UNMATCHED :	18	1502	17	30	0	OUTB	CORD	EAM
UNMATCHED :	6	602	17	40	0	OUTB	CORD	EAR
UNMATCHED :	18	1502	17	15	0	OUTB	CORD	EAS
UNMATCHED :	2	402	16	45	0	OUTB	CORD	EG9
UNMATCHED :	18	1502	16	50	0	OUTB	CORD	EG9
UNMATCHED :	18	1502	17	25	0	OUTB	CORD	EG9
UNMATCHED :	2	402	16	50	0	OUTB	CORD	EGP
UNMATCHED :	6	602	17	0	0	OUTB	CORD	EH7
UNMATCHED :	6	602	17	30	0	OUTB	CORD	EJY
UNMATCHED :	6	602	17	0	0	OUTB	CORD	EMK
UNMATCHED :	9	801	17	10	0	INB	CORD	EN1
UNMATCHED :	15	1401	17	40	0	INB	CORD	ETH
UNMATCHED :	18	1502	16	50	0	OUTB	CORD	ETZ

UNMATCHED :	6	602	16	45	0	OUTB	CORD	EWD
UNMATCHED :	6	602	17	35	0	OUTB	CORD	EWD
UNMATCHED :	2	402	16	45	0	OUTB	CORD	EWK
UNMATCHED :	4	502	16	55	0	OUTB	CORD	EWK
UNMATCHED :	11	901	17	10	0	INB	CORD	EWK
UNMATCHED :	15	1401	17	15	0	INB	CORD	EWK
UNMATCHED :	15	1401	17	0	0	INB	CORD	EWT
UNMATCHED :	15	1401	17	25	0	INB	CORD	EWT
UNMATCHED :	15	1401	17	20	0	INB	CORD	EWV
UNMATCHED :	6	602	17	20	0	OUTB	CORD	F2D

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	11	901	16	45	0	INB	CORD	FAN
UNMATCHED :	6	602	17	30	0	OUTB	CORD	FAN
UNMATCHED :	15	1401	16	55	0	INB	CORD	FAV
UNMATCHED :	15	1401	17	25	0	INB	CORD	FD2
UNMATCHED :	9	801	16	55	0	INB	CORD	FDB
UNMATCHED :	15	1401	17	5	0	INB	CORD	FDE
UNMATCHED :	4	502	16	45	0	OUTB	CORD	FDH
UNMATCHED :	15	1401	16	55	0	INB	CORD	FDM
UNMATCHED :	15	1401	17	25	0	INB	CORD	FDN
UNMATCHED :	6	602	17	30	0	OUTB	CORD	FDT
UNMATCHED :	4	502	17	15	0	OUTB	CORD	FDU
UNMATCHED :	9	801	17	25	0	INB	CORD	FFH
UNMATCHED :	9	801	16	50	0	INB	CORD	FGD
UNMATCHED :	6	602	17	30	0	OUTB	CORD	FGE
UNMATCHED :	15	1401	17	30	0	INB	CORD	FGU
UNMATCHED :	9	801	17	0	0	INB	CORD	FHA
UNMATCHED :	7	701	17	25	0	INB	CORD	FHA
UNMATCHED :	15	1401	16	50	0	INB	CORD	FHL
UNMATCHED :	11	901	16	55	0	INB	CORD	FHS
UNMATCHED :	11	901	16	45	0	INB	CORD	FJO
UNMATCHED :	2	402	16	45	0	OUTB	CORD	FJR
UNMATCHED :	9	801	17	15	0	INB	CORD	FJS
UNMATCHED :	15	1401	17	40	0	INB	CORD	FJS
UNMATCHED :	18	1502	16	45	0	OUTB	CORD	FJU
UNMATCHED :	6	602	17	40	0	OUTB	CORD	FLY
UNMATCHED :	9	801	16	55	0	INB	CORD	FOR
UNMATCHED :	6	602	17	40	0	OUTB	CORD	FTU
UNMATCHED :	2	402	17	30	0	OUTB	CORD	FVV
UNMATCHED :	4	502	17	35	0	OUTB	CORD	FXE
UNMATCHED :	15	1401	17	25	0	INB	CORD	FXL
UNMATCHED :	15	1401	16	50	0	INB	CORD	FXR
UNMATCHED :	18	1502	17	40	0	OUTB	CORD	FXS
UNMATCHED :	9	801	17	25	0	INB	CORD	FXU
UNMATCHED :	4	502	17	25	0	OUTB	CORD	FZF
UNMATCHED :	11	901	17	0	0	INB	CORD	FZN
UNMATCHED :	18	1502	17	40	0	OUTB	CORD	FZW
UNMATCHED :	15	1401	17	10	0	INB	CORD	FZX
UNMATCHED :	7	701	16	45	0	INB	CORD	G25
UNMATCHED :	4	502	17	25	0	OUTB	CORD	G29
UNMATCHED :	4	502	17	15	0	OUTB	CORD	G2B
UNMATCHED :	15	1401	17	0	0	INB	CORD	GAP
UNMATCHED :	4	502	17	15	0	OUTB	CORD	GBM
UNMATCHED :	9	801	17	0	0	INB	CORD	GBN
UNMATCHED :	18	1502	16	50	0	OUTB	CORD	GBP
UNMATCHED :	6	602	17	25	0	OUTB	CORD	GBY

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER	ETC
UNMATCHED :	15	1401	17	0	0	INB	CORD	GCW	
UNMATCHED :	9	801	16	50	0	INB	CORD	GDP	
UNMATCHED :	18	1502	16	50	0	OUTB	CORD	GEB	
UNMATCHED :	4	502	17	15	0	OUTB	CORD	GEK	
UNMATCHED :	6	602	17	15	0	OUTB	CORD	GEL	
UNMATCHED :	6	602	16	45	0	OUTB	CORD	GFV	
UNMATCHED :	15	1401	17	40	0	INB	CORD	GFW	
UNMATCHED :	6	602	16	45	0	OUTB	CORD	GJA	
UNMATCHED :	15	1401	17	30	0	INB	CORD	GKB	
UNMATCHED :	7	701	17	35	0	INB	CORD	GLO	
UNMATCHED :	4	502	17	30	0	OUTB	CORD	GMB	
UNMATCHED :	9	801	17	35	0	INB	CORD	GMD	
UNMATCHED :	18	1502	16	45	0	OUTB	CORD	GMG	
UNMATCHED :	15	1401	17	25	0	INB	CORD	GMG	
UNMATCHED :	15	1401	17	25	0	INB	CORD	GPM	
UNMATCHED :	6	602	16	50	0	OUTB	CORD	GRX	
UNMATCHED :	15	1401	17	40	0	INB	CORD	GSR	
UNMATCHED :	6	602	16	45	0	OUTB	CORD	GSU	
UNMATCHED :	6	602	17	10	0	OUTB	CORD	GSU	
UNMATCHED :	18	1502	17	10	0	OUTB	CORD	GSV	
UNMATCHED :	6	602	17	35	0	OUTB	CORD	GSY	
UNMATCHED :	18	1502	17	20	0	OUTB	CORD	GUN	
UNMATCHED :	4	502	17	5	0	OUTB	CORD	GUR	
UNMATCHED :	6	602	17	15	0	OUTB	CORD	GUS	
UNMATCHED :	15	1401	16	50	0	INB	CORD	GUX	
UNMATCHED :	7	701	17	35	0	INB	CORD	GUY	
UNMATCHED :	6	602	17	35	0	OUTB	CORD	GVS	
UNMATCHED :	15	1401	17	40	0	INB	CORD	GXS	
UNMATCHED :	9	801	17	0	0	INB	CORD	GYL	
UNMATCHED :	15	1401	17	5	0	INB	CORD	GYM	
UNMATCHED :	6	602	17	25	0	OUTB	CORD	GYM	
UNMATCHED :	6	602	16	50	0	OUTB	CORD	GYN	
UNMATCHED :	15	1401	17	35	0	INB	CORD	GYS	
UNMATCHED :	15	1401	17	15	0	INB	CORD	GYT	
UNMATCHED :	6	602	17	15	0	OUTB	CORD	GYT	
UNMATCHED :	6	602	17	15	0	OUTB	CORD	GYT	
UNMATCHED :	7	701	17	20	0	INB	CORD	GYT	
UNMATCHED :	15	1401	17	25	0	INB	CORD	GYT	
UNMATCHED :	6	602	17	30	0	OUTB	CORD	GYT	
UNMATCHED :	6	602	17	5	0	OUTB	CORD	GYW	
UNMATCHED :	15	1401	16	50	0	INB	CORD	GYX	
UNMATCHED :	6	602	17	10	0	OUTB	CORD	GYY	
UNMATCHED :	15	1401	17	10	0	INB	CORD	GZP	
UNMATCHED :	9	801	17	20	0	INB	CORD	H2K	
UNMATCHED :	15	1401	17	0	0	INB	CORD	H2O	

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER	ETC
UNMATCHED :	2	402	16	50	0	OUTB	CORD	H2T	
UNMATCHED :	4	502	17	35	0	OUTB	CORD	HAP	
UNMATCHED :	15	1401	17	30	0	INB	CORD	HBW	
UNMATCHED :	15	1401	17	25	0	INB	CORD	HFZ	
UNMATCHED :	7	701	17	20	0	INB	CORD	HL3	

UNMATCHED :	15	1401	16	50	0	INB	CORD	HMB
UNMATCHED :	9	801	17	5	0	INB	CORD	HMM
UNMATCHED :	15	1401	17	15	0	INB	CORD	HQL
UNMATCHED :	9	801	16	45	0	INB	CORD	HRA
UNMATCHED :	6	602	16	55	0	OUTB	CORD	HS2
UNMATCHED :	9	801	17	5	0	INB	CORD	HS2
UNMATCHED :	18	1502	17	20	0	OUTB	CORD	HSD
UNMATCHED :	15	1401	17	30	0	INB	CORD	HSD
UNMATCHED :	18	1502	17	0	0	OUTB	CORD	HSV
UNMATCHED :	15	1401	17	0	0	INB	CORD	HTA
UNMATCHED :	9	801	16	55	0	INB	CORD	HTB
UNMATCHED :	18	1502	16	55	0	OUTB	CORD	HTB
UNMATCHED :	18	1502	16	55	0	OUTB	CORD	HTB
UNMATCHED :	6	602	17	30	0	OUTB	CORD	HTB
UNMATCHED :	6	602	17	40	0	OUTB	CORD	HTB
UNMATCHED :	15	1401	17	20	0	INB	CORD	HTD
UNMATCHED :	6	602	16	50	0	OUTB	CORD	HTM
UNMATCHED :	11	901	17	5	0	INB	CORD	HTM
UNMATCHED :	15	1401	17	25	0	INB	CORD	HTO
UNMATCHED :	15	1401	17	30	0	INB	CORD	HTP
UNMATCHED :	15	1401	17	25	0	INB	CORD	HTX
UNMATCHED :	6	602	17	15	0	OUTB	CORD	HUE
UNMATCHED :	11	901	17	35	0	INB	CORD	HUM
UNMATCHED :	4	502	17	0	0	OUTB	CORD	HUU
UNMATCHED :	15	1401	17	20	0	INB	CORD	HUX
UNMATCHED :	11	901	16	45	0	INB	CORD	HUY
UNMATCHED :	9	801	17	5	0	INB	CORD	HYC
UNMATCHED :	9	801	17	35	0	INB	CORD	HZD
UNMATCHED :	18	1502	17	20	0	OUTB	CORD	HZK
UNMATCHED :	15	1401	16	50	0	INB	CORD	HZY
UNMATCHED :	18	1502	16	55	0	OUTB	CORD	IB2
UNMATCHED :	6	602	16	50	0	OUTB	CORD	ICG
UNMATCHED :	2	402	17	40	0	OUTB	CORD	ICH
UNMATCHED :	2	402	17	0	0	OUTB	CORD	ICJ
UNMATCHED :	15	1401	17	0	0	INB	CORD	ICM
UNMATCHED :	18	1502	17	40	0	OUTB	CORD	IJS
UNMATCHED :	18	1502	17	35	0	OUTB	CORD	ISF
UNMATCHED :	15	1401	17	30	0	INB	CORD	ISS
UNMATCHED :	18	1502	17	25	0	OUTB	CORD	ISU
UNMATCHED :	6	602	17	40	0	OUTB	CORD	IUV

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	18	1502	17	40	0	OUTB	CORD	IUX
UNMATCHED :	6	602	17	0	0	OUTB	CORD	IUZ
UNMATCHED :	6	602	17	20	0	OUTB	CORD	IXG
UNMATCHED :	18	1502	17	35	0	OUTB	CORD	IXG
UNMATCHED :	15	1401	17	40	0	INB	CORD	IXG
UNMATCHED :	4	502	17	10	0	OUTB	CORD	IYW
UNMATCHED :	6	602	17	35	0	OUTB	CORD	IZB
UNMATCHED :	6	602	17	25	0	OUTB	CORD	IZG
UNMATCHED :	9	801	17	35	0	INB	CORD	J2F
UNMATCHED :	7	701	17	10	0	INB	CORD	J2Y
UNMATCHED :	15	1401	16	50	0	INB	CORD	J9J
UNMATCHED :	15	1401	16	50	0	INB	CORD	JAE
UNMATCHED :	15	1401	16	55	0	INB	CORD	JAE
UNMATCHED :	6	602	17	0	0	OUTB	CORD	JAE
UNMATCHED :	15	1401	17	0	0	INB	CORD	JAK
UNMATCHED :	15	1401	17	20	0	INB	CORD	JAK
UNMATCHED :	6	602	17	30	0	OUTB	CORD	JAL

UNMATCHED :	15	1401	17	25	0	INB	CORD	JAM
UNMATCHED :	15	1401	17	35	0	INB	CORD	JAM
UNMATCHED :	6	602	16	50	0	OUTB	CORD	JAN
UNMATCHED :	4	502	17	15	0	OUTB	CORD	JAN
UNMATCHED :	15	1401	17	40	0	INB	CORD	JAN
UNMATCHED :	2	402	17	10	0	OUTB	CORD	JAS
UNMATCHED :	11	901	17	30	0	INB	CORD	JAV
UNMATCHED :	18	1502	17	25	0	OUTB	CORD	JAW
UNMATCHED :	11	901	17	30	0	INB	CORD	JBC
UNMATCHED :	6	602	16	50	0	OUTB	CORD	JBD
UNMATCHED :	18	1502	17	35	0	OUTB	CORD	JBL
UNMATCHED :	18	1502	17	35	0	OUTB	CORD	JBV
UNMATCHED :	2	402	17	5	0	OUTB	CORD	JBW
UNMATCHED :	15	1401	17	25	0	INB	CORD	JBZ
UNMATCHED :	6	602	16	50	0	OUTB	CORD	JCK
UNMATCHED :	6	602	17	20	0	OUTB	CORD	JFC
UNMATCHED :	2	402	17	40	0	OUTB	CORD	JFL
UNMATCHED :	2	402	17	0	0	OUTB	CORD	JGH
UNMATCHED :	15	1401	17	10	0	INB	CORD	JHP
UNMATCHED :	15	1401	17	5	0	INB	CORD	JJD
UNMATCHED :	9	801	17	15	0	INB	CORD	JJF
UNMATCHED :	6	602	17	25	0	OUTB	CORD	JJP
UNMATCHED :	15	1401	16	55	0	INB	CORD	JKF
UNMATCHED :	9	801	17	25	0	INB	CORD	JKK
UNMATCHED :	18	1502	16	45	0	OUTB	CORD	JKN
UNMATCHED :	15	1401	16	45	0	INB	CORD	JLB
UNMATCHED :	6	602	17	25	0	OUTB	CORD	JNL
UNMATCHED :	15	1401	16	45	0	INB	CORD	JOE

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	15	1401	17	20	0	INB	CORD	JPE
UNMATCHED :	18	1502	16	50	0	OUTB	CORD	JPG
UNMATCHED :	15	1401	17	40	0	INB	CORD	JPG
UNMATCHED :	6	602	17	40	0	OUTB	CORD	JPH
UNMATCHED :	6	602	16	50	0	OUTB	CORD	JPL
UNMATCHED :	6	602	16	45	0	OUTB	CORD	JPM
UNMATCHED :	4	502	17	15	0	OUTB	CORD	JPM
UNMATCHED :	15	1401	17	30	0	INB	CORD	JPM
UNMATCHED :	9	801	17	35	0	INB	CORD	JPM
UNMATCHED :	18	1502	17	40	0	OUTB	CORD	JPM
UNMATCHED :	15	1401	17	15	0	INB	CORD	JPR
UNMATCHED :	7	701	17	35	0	INB	CORD	JPR
UNMATCHED :	15	1401	17	0	0	INB	CORD	JPU
UNMATCHED :	11	901	16	50	0	INB	CORD	JPW
UNMATCHED :	15	1401	17	5	0	INB	CORD	JPW
UNMATCHED :	2	402	17	5	0	OUTB	CORD	JPW
UNMATCHED :	6	602	17	15	0	OUTB	CORD	JPW
UNMATCHED :	9	801	17	35	0	INB	CORD	JPX
UNMATCHED :	15	1401	17	40	0	INB	CORD	JPX
UNMATCHED :	15	1401	17	20	0	INB	CORD	JPY
UNMATCHED :	15	1401	16	45	0	INB	CORD	JRD
UNMATCHED :	7	701	17	20	0	INB	CORD	JRJ
UNMATCHED :	6	602	17	5	0	OUTB	CORD	JRU
UNMATCHED :	2	402	17	0	0	OUTB	CORD	JRV
UNMATCHED :	6	602	17	10	0	OUTB	CORD	JRW
UNMATCHED :	9	801	17	25	0	INB	CORD	JRW
UNMATCHED :	4	502	17	40	0	OUTB	CORD	JRW
UNMATCHED :	15	1401	16	55	0	INB	CORD	JRZ
UNMATCHED :	11	901	17	35	0	INB	CORD	JSA

UNMATCHED :	15	1401	16	45	0	INB	CORD	JSH
UNMATCHED :	18	1502	17	40	0	OUTB	CORD	JSH
UNMATCHED :	15	1401	17	10	0	INB	CORD	JSL
UNMATCHED :	2	402	16	45	0	OUTB	CORD	JSM
UNMATCHED :	18	1502	16	45	0	OUTB	CORD	JST
UNMATCHED :	18	1502	17	35	0	OUTB	CORD	JSU
UNMATCHED :	15	1401	17	0	0	INB	CORD	JSW
UNMATCHED :	15	1401	17	0	0	INB	CORD	JUF
UNMATCHED :	6	602	17	0	0	OUTB	CORD	JUF
UNMATCHED :	4	502	17	5	0	OUTB	CORD	JUF
UNMATCHED :	15	1401	17	30	0	INB	CORD	JUF
UNMATCHED :	6	602	17	15	0	OUTB	CORD	JUK
UNMATCHED :	18	1502	17	30	0	OUTB	CORD	JYK
UNMATCHED :	15	1401	17	30	0	INB	CORD	JYV
UNMATCHED :	18	1502	17	15	0	OUTB	CORD	JZF
UNMATCHED :	4	502	17	35	0	OUTB	CORD	JZF

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	15	1401	17	25	0	INB	CORD	JZJ
UNMATCHED :	15	1401	17	15	0	INB	CORD	JZK
UNMATCHED :	15	1401	17	35	0	INB	CORD	JZS
UNMATCHED :	9	801	17	35	0	INB	CORD	JZT
UNMATCHED :	15	1401	17	5	0	INB	CORD	JZX
UNMATCHED :	6	602	17	40	0	OUTB	CORD	JZX
UNMATCHED :	11	901	16	55	0	INB	CORD	JZY
UNMATCHED :	9	801	17	5	0	INB	CORD	JZY
UNMATCHED :	18	1502	17	5	0	OUTB	CORD	JZY
UNMATCHED :	7	701	17	5	0	INB	CORD	KKY
UNMATCHED :	15	1401	17	15	0	INB	CORD	KRI
UNMATCHED :	6	602	16	50	0	OUTB	CORD	KTL
UNMATCHED :	6	602	17	25	0	OUTB	CORD	KTS
UNMATCHED :	11	901	17	0	0	INB	CORD	KYK
UNMATCHED :	6	602	17	35	0	OUTB	CORD	L1T
UNMATCHED :	6	602	17	20	0	OUTB	CORD	L2L
UNMATCHED :	4	502	17	25	0	OUTB	CORD	LAU
UNMATCHED :	18	1502	17	20	0	OUTB	CORD	LBD
UNMATCHED :	9	801	17	30	0	INB	CORD	LBJ
UNMATCHED :	6	602	17	10	0	OUTB	CORD	LBT
UNMATCHED :	2	402	17	5	0	OUTB	CORD	LBU
UNMATCHED :	9	801	17	5	0	INB	CORD	LDC
UNMATCHED :	15	1401	17	15	0	INB	CORD	LDK
UNMATCHED :	7	701	17	0	0	INB	CORD	LH8
UNMATCHED :	15	1401	17	5	0	INB	CORD	LIS
UNMATCHED :	9	801	17	35	0	INB	CORD	LKK
UNMATCHED :	11	901	17	10	0	INB	CORD	LKN
UNMATCHED :	6	602	17	0	0	OUTB	CORD	LKV
UNMATCHED :	15	1401	16	55	0	INB	CORD	LLA
UNMATCHED :	18	1502	17	40	0	OUTB	CORD	LLH
UNMATCHED :	15	1401	17	15	0	INB	CORD	LNJ
UNMATCHED :	15	1401	17	20	0	INB	CORD	LPH
UNMATCHED :	6	602	17	30	0	OUTB	CORD	LPN
UNMATCHED :	4	502	17	25	0	OUTB	CORD	LPX
UNMATCHED :	6	602	17	35	0	OUTB	CORD	LSZ
UNMATCHED :	7	701	16	45	0	INB	CORD	LT4
UNMATCHED :	11	901	16	50	0	INB	CORD	LTU
UNMATCHED :	15	1401	17	10	0	INB	CORD	LUM
UNMATCHED :	6	602	17	20	0	OUTB	CORD	LUR
UNMATCHED :	6	602	17	10	0	OUTB	CORD	LXB
UNMATCHED :	2	402	17	0	0	OUTB	CORD	LXU

UNMATCHED :	4	502	17	5	0	OUTB	CORD	LXU
UNMATCHED :	15	1401	16	55	0	INB	CORD	MAR
UNMATCHED :	9	801	16	45	0	INB	CORD	ME3
UNMATCHED :	11	901	17	25	0	INB	CORD	MFK

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER	ETC
UNMATCHED :	9	801	16	50	0	INB	CORD	MG2	
UNMATCHED :	6	602	17	5	0	OUTB	CORD	MG8	
UNMATCHED :	9	801	17	30	0	INB	CORD	MGA	
UNMATCHED :	15	1401	17	5	0	INB	CORD	MGK	
UNMATCHED :	11	901	17	20	0	INB	CORD	MGK	
UNMATCHED :	6	602	17	5	0	OUTB	CORD	MGX	
UNMATCHED :	18	1502	16	50	0	OUTB	CORD	MGZ	
UNMATCHED :	18	1502	17	30	0	OUTB	CORD	MGZ	
UNMATCHED :	2	402	17	20	0	OUTB	CORD	MLU	
UNMATCHED :	11	901	17	25	0	INB	CORD	MN6	
UNMATCHED :	6	602	17	25	0	OUTB	CORD	MSD	
UNMATCHED :	9	801	17	15	0	INB	CORD	MSW	
UNMATCHED :	6	602	17	40	0	OUTB	CORD	MUD	
UNMATCHED :	6	602	17	20	0	OUTB	CORD	MUG	
UNMATCHED :	2	402	17	35	0	OUTB	CORD	MUG	
UNMATCHED :	15	1401	17	40	0	INB	CORD	MUG	
UNMATCHED :	15	1401	17	15	0	INB	CORD	MV6	
UNMATCHED :	9	801	17	5	0	INB	CORD	MXR	
UNMATCHED :	6	602	17	0	0	OUTB	CORD	NAC	
UNMATCHED :	9	801	17	10	0	INB	CORD	NAC	
UNMATCHED :	15	1401	17	40	0	INB	CORD	NAN	
UNMATCHED :	18	1502	17	35	0	OUTB	CORD	NBX	
UNMATCHED :	15	1401	17	15	0	INB	CORD	NDT	
UNMATCHED :	9	801	17	25	0	INB	CORD	NDT	
UNMATCHED :	18	1502	17	25	0	OUTB	CORD	NDT	
UNMATCHED :	15	1401	16	50	0	INB	CORD	NDW	
UNMATCHED :	6	602	17	15	0	OUTB	CORD	NDX	
UNMATCHED :	18	1502	16	50	0	OUTB	CORD	NEK	
UNMATCHED :	15	1401	17	30	0	INB	CORD	NEM	
UNMATCHED :	9	801	17	35	0	INB	CORD	NEP	
UNMATCHED :	9	801	16	50	0	INB	CORD	NER	
UNMATCHED :	11	901	17	5	0	INB	CORD	NEW	
UNMATCHED :	11	901	17	30	0	INB	CORD	NEX	
UNMATCHED :	6	602	17	5	0	OUTB	CORD	NEZ	
UNMATCHED :	9	801	17	15	0	INB	CORD	NG9	
UNMATCHED :	6	602	17	5	0	OUTB	CORD	NGA	
UNMATCHED :	11	901	16	45	0	INB	CORD	NK4	
UNMATCHED :	7	701	16	50	0	INB	CORD	NKJ	
UNMATCHED :	18	1502	17	35	0	OUTB	CORD	NKK	
UNMATCHED :	2	402	16	55	0	OUTB	CORD	NKV	
UNMATCHED :	9	801	17	5	0	INB	CORD	NMC	
UNMATCHED :	11	901	17	35	0	INB	CORD	NMC	
UNMATCHED :	18	1502	17	25	0	OUTB	CORD	NPX	
UNMATCHED :	6	602	16	50	0	OUTB	CORD	NR3	
UNMATCHED :	6	602	17	35	0	OUTB	CORD	NRT	

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER	ETC

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	9	801	16	45	0	INB	CORD	NRX
UNMATCHED :	15	1401	16	55	0	INB	CORD	NRX
UNMATCHED :	18	1502	17	5	0	OUTB	CORD	NRX
UNMATCHED :	15	1401	17	35	0	INB	CORD	NRX
UNMATCHED :	15	1401	17	40	0	INB	CORD	NRX
UNMATCHED :	6	602	17	40	0	OUTB	CORD	NRX
UNMATCHED :	9	801	17	15	0	INB	CORD	NRY
UNMATCHED :	15	1401	17	25	0	INB	CORD	NSK
UNMATCHED :	6	602	17	25	0	OUTB	CORD	NT9
UNMATCHED :	15	1401	17	25	0	INB	CORD	NTB
UNMATCHED :	4	502	17	30	0	OUTB	CORD	NTD
UNMATCHED :	2	402	17	25	0	OUTB	CORD	NU7
UNMATCHED :	18	1502	17	40	0	OUTB	CORD	NWC
UNMATCHED :	18	1502	17	20	0	OUTB	CORD	NY3
UNMATCHED :	9	801	17	15	0	INB	CORD	NY4
UNMATCHED :	15	1401	16	45	0	INB	CORD	NY5
UNMATCHED :	15	1401	17	35	0	INB	CORD	NY7
UNMATCHED :	15	1401	17	30	0	INB	CORD	NYA
UNMATCHED :	15	1401	17	30	0	INB	CORD	NZ2
UNMATCHED :	15	1401	17	5	0	INB	CORD	OHY
UNMATCHED :	9	801	16	45	0	INB	CORD	ONE
UNMATCHED :	11	901	16	45	0	INB	CORD	ONG
UNMATCHED :	18	1502	17	10	0	OUTB	CORD	OUV
UNMATCHED :	15	1401	17	10	0	INB	CORD	PAG
UNMATCHED :	11	901	17	30	0	INB	CORD	PHE
UNMATCHED :	18	1502	17	35	0	OUTB	CORD	PHH
UNMATCHED :	15	1401	16	55	0	INB	CORD	PJV
UNMATCHED :	11	901	17	35	0	INB	CORD	PM5
UNMATCHED :	15	1401	17	40	0	INB	CORD	PPD
UNMATCHED :	18	1502	17	40	0	OUTB	CORD	PPS
UNMATCHED :	2	402	17	40	0	OUTB	CORD	PPV
UNMATCHED :	11	901	16	55	0	INB	CORD	PRV
UNMATCHED :	18	1502	16	45	0	OUTB	CORD	PRW
UNMATCHED :	18	1502	16	55	0	OUTB	CORD	PRW
UNMATCHED :	15	1401	17	5	0	INB	CORD	PTP
UNMATCHED :	15	1401	16	55	0	INB	CORD	QA3
UNMATCHED :	15	1401	17	25	0	INB	CORD	QAE
UNMATCHED :	15	1401	17	30	0	INB	CORD	QDA
UNMATCHED :	15	1401	17	20	0	INB	CORD	QEL
UNMATCHED :	9	801	17	25	0	INB	CORD	QHS
UNMATCHED :	4	502	17	5	0	OUTB	CORD	QK2
UNMATCHED :	6	602	17	35	0	OUTB	CORD	QKU
UNMATCHED :	9	801	17	20	0	INB	CORD	QKY
UNMATCHED :	18	1502	16	50	0	OUTB	CORD	QXW
UNMATCHED :	9	801	16	50	0	INB	CORD	QZA

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	15	1401	16	55	0	INB	CORD	RAA
UNMATCHED :	4	502	17	40	0	OUTB	CORD	RCN
UNMATCHED :	4	502	17	0	0	OUTB	CORD	REA
UNMATCHED :	6	602	17	35	0	OUTB	CORD	REN
UNMATCHED :	6	602	17	15	0	OUTB	CORD	RFA
UNMATCHED :	6	602	17	35	0	OUTB	CORD	RFB
UNMATCHED :	6	602	17	35	0	OUTB	CORD	RFB
UNMATCHED :	9	801	16	50	0	INB	CORD	RFD
UNMATCHED :	15	1401	17	10	0	INB	CORD	RFD
UNMATCHED :	15	1401	17	40	0	INB	CORD	RFD
UNMATCHED :	6	602	16	50	0	OUTB	CORD	RFK

UNMATCHED :	7	701	17	20	0	INB	CORD	RFK
UNMATCHED :	15	1401	17	5	0	INB	CORD	RFL
UNMATCHED :	6	602	17	25	0	OUTB	CORD	RFL
UNMATCHED :	11	901	17	0	0	INB	CORD	RFW
UNMATCHED :	2	402	17	30	0	OUTB	CORD	RFX
UNMATCHED :	15	1401	17	15	0	INB	CORD	RHA
UNMATCHED :	15	1401	16	50	0	INB	CORD	RHF
UNMATCHED :	18	1502	17	15	0	OUTB	CORD	RHJ
UNMATCHED :	9	801	17	25	0	INB	CORD	RHJ
UNMATCHED :	6	602	16	50	0	OUTB	CORD	RHV
UNMATCHED :	9	801	17	20	0	INB	CORD	RHV
UNMATCHED :	15	1401	16	55	0	INB	CORD	RHX
UNMATCHED :	6	602	17	40	0	OUTB	CORD	RJN
UNMATCHED :	15	1401	17	20	0	INB	CORD	RJO
UNMATCHED :	4	502	17	15	0	OUTB	CORD	RMX
UNMATCHED :	6	602	17	0	0	OUTB	CORD	RRV
UNMATCHED :	6	602	17	20	0	OUTB	CORD	RT3
UNMATCHED :	6	602	17	20	0	OUTB	CORD	RUE
UNMATCHED :	9	801	17	15	0	INB	CORD	RUH
UNMATCHED :	9	801	17	30	0	INB	CORD	RUN
UNMATCHED :	6	602	16	45	0	OUTB	CORD	RUX
UNMATCHED :	18	1502	17	15	0	OUTB	CORD	RVH
UNMATCHED :	15	1401	17	5	0	INB	CORD	RVJ
UNMATCHED :	15	1401	16	45	0	INB	CORD	RVX
UNMATCHED :	7	701	17	15	0	INB	CORD	SAF
UNMATCHED :	15	1401	17	35	0	INB	CORD	SAM
UNMATCHED :	9	801	17	5	0	INB	CORD	SEE
UNMATCHED :	9	801	17	15	0	INB	CORD	SEE
UNMATCHED :	18	1502	17	15	0	OUTB	CORD	SEE
UNMATCHED :	7	701	17	30	0	INB	CORD	SEE
UNMATCHED :	7	701	17	35	0	INB	CORD	SEE
UNMATCHED :	15	1401	17	40	0	INB	CORD	SEE
UNMATCHED :	18	1502	17	40	0	OUTB	CORD	SEE
UNMATCHED :	2	402	17	0	0	OUTB	CORD	SER

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	6	602	17	15	0	OUTB	CORD	SFU
UNMATCHED :	15	1401	17	5	0	INB	CORD	SH7
UNMATCHED :	9	801	17	30	0	INB	CORD	SJU
UNMATCHED :	6	602	17	20	0	OUTB	CORD	SKR
UNMATCHED :	11	901	16	45	0	INB	CORD	SKU
UNMATCHED :	18	1502	17	35	0	OUTB	CORD	SKU
UNMATCHED :	9	801	17	25	0	INB	CORD	SKV
UNMATCHED :	9	801	17	30	0	INB	CORD	SKV
UNMATCHED :	15	1401	17	40	0	INB	CORD	SKV
UNMATCHED :	6	602	17	15	0	OUTB	CORD	SKY
UNMATCHED :	6	602	16	50	0	OUTB	CORD	SMT
UNMATCHED :	6	602	17	0	0	OUTB	CORD	SMU
UNMATCHED :	11	901	17	35	0	INB	CORD	SMU
UNMATCHED :	18	1502	17	40	0	OUTB	CORD	SUB
UNMATCHED :	15	1401	16	45	0	INB	CORD	SWH
UNMATCHED :	15	1401	16	45	0	INB	CORD	SWT
UNMATCHED :	18	1502	17	40	0	OUTB	CORD	SWU
UNMATCHED :	6	602	17	15	0	OUTB	CORD	SWV
UNMATCHED :	15	1401	17	15	0	INB	CORD	SWW
UNMATCHED :	4	502	17	30	0	OUTB	CORD	SX4
UNMATCHED :	6	602	16	50	0	OUTB	CORD	SXB
UNMATCHED :	15	1401	17	20	0	INB	CORD	SXB
UNMATCHED :	15	1401	16	55	0	INB	CORD	SXF

UNMATCHED :	7	701	16	45	0	INB	CORD	SXL
UNMATCHED :	6	602	17	25	0	OUTB	CORD	SXL
UNMATCHED :	2	402	17	5	0	OUTB	CORD	SXT
UNMATCHED :	15	1401	17	40	0	INB	CORD	SXT
UNMATCHED :	9	801	17	20	0	INB	CORD	SXU
UNMATCHED :	6	602	17	35	0	OUTB	CORD	SXU
UNMATCHED :	6	602	17	5	0	OUTB	CORD	SXX
UNMATCHED :	15	1401	17	10	0	INB	CORD	SXY
UNMATCHED :	9	801	17	5	0	INB	CORD	SY3
UNMATCHED :	6	602	17	0	0	OUTB	CORD	SYA
UNMATCHED :	15	1401	17	15	0	INB	CORD	SYA
UNMATCHED :	4	502	17	20	0	OUTB	CORD	SYA
UNMATCHED :	6	602	17	20	0	OUTB	CORD	SYA
UNMATCHED :	18	1502	16	55	0	OUTB	CORD	SYF
UNMATCHED :	15	1401	17	5	0	INB	CORD	SYL
UNMATCHED :	15	1401	17	40	0	INB	CORD	SYL
UNMATCHED :	15	1401	17	40	0	INB	CORD	SZ6
UNMATCHED :	6	602	17	40	0	OUTB	CORD	SZG
UNMATCHED :	18	1502	17	40	0	OUTB	CORD	SZU
UNMATCHED :	15	1401	17	40	0	INB	CORD	SZV
UNMATCHED :	9	801	16	45	0	INB	CORD	TAK
UNMATCHED :	6	602	17	25	0	OUTB	CORD	TAU

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	6	602	17	5	0	OUTB	CORD	TB2
UNMATCHED :	15	1401	16	45	0	INB	CORD	TBC
UNMATCHED :	6	602	17	10	0	OUTB	CORD	TBD
UNMATCHED :	15	1401	17	20	0	INB	CORD	TBD
UNMATCHED :	6	602	16	55	0	OUTB	CORD	TDJ
UNMATCHED :	15	1401	17	40	0	INB	CORD	TDJ
UNMATCHED :	15	1401	17	10	0	INB	CORD	TDL
UNMATCHED :	9	801	16	50	0	INB	CORD	TDP
UNMATCHED :	4	502	17	5	0	OUTB	CORD	TDU
UNMATCHED :	15	1401	17	20	0	INB	CORD	TDV
UNMATCHED :	9	801	17	20	0	INB	CORD	TDX
UNMATCHED :	6	602	17	25	0	OUTB	CORD	TDY
UNMATCHED :	15	1401	17	5	0	INB	CORD	TDZ
UNMATCHED :	15	1401	17	40	0	INB	CORD	TET
UNMATCHED :	15	1401	17	15	0	INB	CORD	TFH
UNMATCHED :	15	1401	16	50	0	INB	CORD	THR
UNMATCHED :	6	602	17	5	0	OUTB	CORD	THR
UNMATCHED :	15	1401	17	40	0	INB	CORD	THS
UNMATCHED :	6	602	17	5	0	OUTB	CORD	TJD
UNMATCHED :	18	1502	16	50	0	OUTB	CORD	TKA
UNMATCHED :	2	402	17	20	0	OUTB	CORD	TMU
UNMATCHED :	15	1401	17	20	0	INB	CORD	TMV
UNMATCHED :	6	602	16	55	0	OUTB	CORD	TNU
UNMATCHED :	18	1502	17	40	0	OUTB	CORD	TR1
UNMATCHED :	6	602	16	45	0	OUTB	CORD	TTY
UNMATCHED :	6	602	17	25	0	OUTB	CORD	TUO
UNMATCHED :	9	801	17	25	0	INB	CORD	TUR
UNMATCHED :	15	1401	17	25	0	INB	CORD	TUV
UNMATCHED :	15	1401	16	45	0	INB	CORD	TVV
UNMATCHED :	15	1401	17	0	0	INB	CORD	TWK
UNMATCHED :	6	602	17	0	0	OUTB	CORD	TWP
UNMATCHED :	15	1401	16	55	0	INB	CORD	TWR
UNMATCHED :	6	602	17	5	0	OUTB	CORD	TWZ
UNMATCHED :	11	901	16	55	0	INB	CORD	TXF
UNMATCHED :	18	1502	17	5	0	OUTB	CORD	TXG

UNMATCHED :	15	1401	17	0	0	INB	CORD	TXS
UNMATCHED :	15	1401	17	5	0	INB	CORD	TYN
UNMATCHED :	15	1401	17	20	0	INB	CORD	TYR
UNMATCHED :	18	1502	17	35	0	OUTB	CORD	TYR
UNMATCHED :	9	801	16	55	0	INB	CORD	TYX
UNMATCHED :	6	602	17	30	0	OUTB	CORD	TYY
UNMATCHED :	15	1401	17	40	0	INB	CORD	TZB
UNMATCHED :	6	602	16	50	0	OUTB	CORD	TZF
UNMATCHED :	15	1401	17	40	0	INB	CORD	TZF
UNMATCHED :	15	1401	16	50	0	INB	CORD	TZM

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	18	1502	17	5	0	OUTB	CORD	TZY
UNMATCHED :	7	701	17	0	0	INB	CORD	U2J
UNMATCHED :	2	402	17	5	0	OUTB	CORD	U2P
UNMATCHED :	2	402	17	35	0	OUTB	CORD	UAA
UNMATCHED :	4	502	17	30	0	OUTB	CORD	UBC
UNMATCHED :	4	502	16	45	0	OUTB	CORD	UBR
UNMATCHED :	6	602	17	35	0	OUTB	CORD	UDU
UNMATCHED :	9	801	17	10	0	INB	CORD	UE8
UNMATCHED :	6	602	17	35	0	OUTB	CORD	UEA
UNMATCHED :	9	801	16	50	0	INB	CORD	UEE
UNMATCHED :	11	901	16	55	0	INB	CORD	UEE
UNMATCHED :	7	701	16	55	0	INB	CORD	UEE
UNMATCHED :	4	502	16	55	0	OUTB	CORD	UEE
UNMATCHED :	7	701	16	55	0	INB	CORD	UEP
UNMATCHED :	18	1502	17	10	0	OUTB	CORD	UEX
UNMATCHED :	18	1502	17	30	0	OUTB	CORD	UEX
UNMATCHED :	6	602	17	30	0	OUTB	CORD	UFE
UNMATCHED :	6	602	16	50	0	OUTB	CORD	UFX
UNMATCHED :	6	602	17	0	0	OUTB	CORD	UGF
UNMATCHED :	4	502	17	40	0	OUTB	CORD	UGF
UNMATCHED :	2	402	17	40	0	OUTB	CORD	UGH
UNMATCHED :	6	602	17	10	0	OUTB	CORD	UGW
UNMATCHED :	6	602	16	45	0	OUTB	CORD	UHN
UNMATCHED :	7	701	17	35	0	INB	CORD	UHP
UNMATCHED :	7	701	17	25	0	INB	CORD	UHS
UNMATCHED :	18	1502	17	35	0	OUTB	CORD	UJE
UNMATCHED :	6	602	16	45	0	OUTB	CORD	UJP
UNMATCHED :	4	502	17	40	0	OUTB	CORD	UJP
UNMATCHED :	15	1401	17	25	0	INB	CORD	UJR
UNMATCHED :	11	901	17	25	0	INB	CORD	UJS
UNMATCHED :	15	1401	16	50	0	INB	CORD	UJW
UNMATCHED :	6	602	17	15	0	OUTB	CORD	UK5
UNMATCHED :	6	602	17	20	0	OUTB	CORD	UK9
UNMATCHED :	4	502	17	5	0	OUTB	CORD	UKC
UNMATCHED :	9	801	17	10	0	INB	CORD	UKD
UNMATCHED :	15	1401	17	5	0	INB	CORD	UKL
UNMATCHED :	9	801	17	35	0	INB	CORD	UKL
UNMATCHED :	18	1502	16	50	0	OUTB	CORD	UKV
UNMATCHED :	6	602	17	5	0	OUTB	CORD	UKV
UNMATCHED :	6	602	17	5	0	OUTB	CORD	ULP
UNMATCHED :	6	602	17	25	0	OUTB	CORD	ULR
UNMATCHED :	6	602	17	0	0	OUTB	CORD	UMC
UNMATCHED :	9	801	17	25	0	INB	CORD	UMG
UNMATCHED :	7	701	16	55	0	INB	CORD	UMH
UNMATCHED :	6	602	17	25	0	OUTB	CORD	UMM

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER	REGISTRATION ETC
UNMATCHED :	6	602	17	30	0	OUTB	CORD	UMZ	
UNMATCHED :	15	1401	17	35	0	INB	CORD	UN7	
UNMATCHED :	15	1401	17	15	0	INB	CORD	UN9	
UNMATCHED :	6	602	16	55	0	OUTB	CORD	UNG	
UNMATCHED :	4	502	17	5	0	OUTB	CORD	UNG	
UNMATCHED :	9	801	17	20	0	INB	CORD	UNJ	
UNMATCHED :	6	602	17	10	0	OUTB	CORD	UNM	
UNMATCHED :	4	502	16	45	0	OUTB	CORD	UNW	
UNMATCHED :	6	602	17	30	0	OUTB	CORD	UPJ	
UNMATCHED :	6	602	17	25	0	OUTB	CORD	URA	
UNMATCHED :	9	801	16	50	0	INB	CORD	URC	
UNMATCHED :	6	602	16	45	0	OUTB	CORD	URS	
UNMATCHED :	9	801	17	15	0	INB	CORD	URX	
UNMATCHED :	9	801	17	25	0	INB	CORD	URX	
UNMATCHED :	6	602	17	40	0	OUTB	CORD	USP	
UNMATCHED :	6	602	17	35	0	OUTB	CORD	USV	
UNMATCHED :	6	602	16	55	0	OUTB	CORD	UTG	
UNMATCHED :	11	901	17	35	0	INB	CORD	UU4	
UNMATCHED :	9	801	16	45	0	INB	CORD	UUN	
UNMATCHED :	9	801	17	0	0	INB	CORD	UUR	
UNMATCHED :	6	602	17	40	0	OUTB	CORD	UUS	
UNMATCHED :	2	402	17	0	0	OUTB	CORD	UVC	
UNMATCHED :	4	502	17	40	0	OUTB	CORD	UVT	
UNMATCHED :	18	1502	17	30	0	OUTB	CORD	UWG	
UNMATCHED :	4	502	17	25	0	OUTB	CORD	UWK	
UNMATCHED :	18	1502	17	30	0	OUTB	CORD	UWR	
UNMATCHED :	4	502	17	35	0	OUTB	CORD	UWT	
UNMATCHED :	6	602	16	50	0	OUTB	CORD	UXK	
UNMATCHED :	6	602	16	50	0	OUTB	CORD	UXP	
UNMATCHED :	4	502	17	0	0	OUTB	CORD	UZB	
UNMATCHED :	6	602	16	55	0	OUTB	CORD	V22	
UNMATCHED :	2	402	17	25	0	OUTB	CORD	V2M	
UNMATCHED :	11	901	17	30	0	INB	CORD	V2Y	
UNMATCHED :	15	1401	17	35	0	INB	CORD	VAA	
UNMATCHED :	9	801	16	50	0	INB	CORD	VAK	
UNMATCHED :	6	602	17	0	0	OUTB	CORD	VAL	
UNMATCHED :	6	602	17	0	0	OUTB	CORD	VAW	
UNMATCHED :	6	602	16	45	0	OUTB	CORD	VAZ	
UNMATCHED :	15	1401	17	10	0	INB	CORD	VBD	
UNMATCHED :	15	1401	17	20	0	INB	CORD	VBM	
UNMATCHED :	15	1401	17	40	0	INB	CORD	VBT	
UNMATCHED :	15	1401	17	25	0	INB	CORD	VBV	
UNMATCHED :	6	602	17	10	0	OUTB	CORD	VC7	
UNMATCHED :	15	1401	17	40	0	INB	CORD	VC7	
UNMATCHED :	18	1502	16	50	0	OUTB	CORD	VC8	

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER	REGISTRATION ETC
UNMATCHED :	15	1401	17	20	0	INB	CORD	VCD	
UNMATCHED :	7	701	17	25	0	INB	CORD	VCR	
UNMATCHED :	6	602	17	5	0	OUTB	CORD	VCV	
UNMATCHED :	9	801	16	50	0	INB	CORD	VDL	
UNMATCHED :	15	1401	17	0	0	INB	CORD	VDR	

UNMATCHED :	18	1502	17	35	0	OUTB	CORD	VDS
UNMATCHED :	15	1401	17	40	0	INB	CORD	VDS
UNMATCHED :	15	1401	17	0	0	INB	CORD	VDW
UNMATCHED :	18	1502	17	10	0	OUTB	CORD	VE8
UNMATCHED :	11	901	17	20	0	INB	CORD	VER
UNMATCHED :	4	502	17	5	0	OUTB	CORD	VEW
UNMATCHED :	15	1401	17	10	0	INB	CORD	VEW
UNMATCHED :	15	1401	17	5	0	INB	CORD	VEZ
UNMATCHED :	9	801	17	20	0	INB	CORD	VFG
UNMATCHED :	9	801	17	15	0	INB	CORD	VFV
UNMATCHED :	15	1401	17	20	0	INB	CORD	VG3
UNMATCHED :	4	502	17	30	0	OUTB	CORD	VGU
UNMATCHED :	15	1401	17	20	0	INB	CORD	VHA
UNMATCHED :	18	1502	17	20	0	OUTB	CORD	VHH
UNMATCHED :	15	1401	17	15	0	INB	CORD	VHZ
UNMATCHED :	9	801	17	35	0	INB	CORD	VJ8
UNMATCHED :	18	1502	17	0	0	OUTB	CORD	VJB
UNMATCHED :	15	1401	16	45	0	INB	CORD	VJD
UNMATCHED :	15	1401	17	10	0	INB	CORD	VJS
UNMATCHED :	18	1502	17	25	0	OUTB	CORD	VJS
UNMATCHED :	15	1401	17	5	0	INB	CORD	VJW
UNMATCHED :	15	1401	17	10	0	INB	CORD	VKA
UNMATCHED :	9	801	17	30	0	INB	CORD	VKB
UNMATCHED :	18	1502	17	35	0	OUTB	CORD	VKD
UNMATCHED :	15	1401	16	55	0	INB	CORD	VKM
UNMATCHED :	6	602	17	10	0	OUTB	CORD	VLV
UNMATCHED :	11	901	17	5	0	INB	CORD	VMC
UNMATCHED :	18	1502	17	40	0	OUTB	CORD	VMZ
UNMATCHED :	9	801	17	35	0	INB	CORD	VN2
UNMATCHED :	15	1401	17	20	0	INB	CORD	VNA
UNMATCHED :	15	1401	17	40	0	INB	CORD	VNU
UNMATCHED :	6	602	16	45	0	OUTB	CORD	VPL
UNMATCHED :	11	901	17	30	0	INB	CORD	VR2
UNMATCHED :	18	1502	16	55	0	OUTB	CORD	VRC
UNMATCHED :	2	402	16	50	0	OUTB	CORD	VRS
UNMATCHED :	9	801	17	15	0	INB	CORD	VRX
UNMATCHED :	15	1401	17	30	0	INB	CORD	VS5
UNMATCHED :	15	1401	17	15	0	INB	CORD	VSF
UNMATCHED :	15	1401	17	5	0	INB	CORD	VTH
UNMATCHED :	6	602	17	35	0	OUTB	CORD	VTK

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	18	1502	16	45	0	OUTB	CORD	VTM
UNMATCHED :	18	1502	17	10	0	OUTB	CORD	VTR
UNMATCHED :	18	1502	17	35	0	OUTB	CORD	VU5
UNMATCHED :	15	1401	17	10	0	INB	CORD	VU6
UNMATCHED :	9	801	17	5	0	INB	CORD	VVA
UNMATCHED :	9	801	17	35	0	INB	CORD	VVB
UNMATCHED :	18	1502	17	5	0	OUTB	CORD	VWC
UNMATCHED :	15	1401	17	40	0	INB	CORD	VXJ
UNMATCHED :	15	1401	16	50	0	INB	CORD	VXP
UNMATCHED :	6	602	16	45	0	OUTB	CORD	VYB
UNMATCHED :	15	1401	17	20	0	INB	CORD	VYB
UNMATCHED :	6	602	17	25	0	OUTB	CORD	VYV
UNMATCHED :	15	1401	17	25	0	INB	CORD	VZH
UNMATCHED :	15	1401	17	0	0	INB	CORD	VZP
UNMATCHED :	15	1401	16	55	0	INB	CORD	WCG
UNMATCHED :	2	402	17	15	0	OUTB	CORD	WCG
UNMATCHED :	6	602	16	45	0	OUTB	CORD	WGM

UNMATCHED :	6	602	17	5	0	OUTB	CORD	WGV
UNMATCHED :	6	602	17	30	0	OUTB	CORD	WHE
UNMATCHED :	11	901	17	25	0	INB	CORD	WHL
UNMATCHED :	4	502	16	55	0	OUTB	CORD	WHY
UNMATCHED :	18	1502	17	10	0	OUTB	CORD	WKB
UNMATCHED :	15	1401	17	25	0	INB	CORD	WKT
UNMATCHED :	9	801	17	0	0	INB	CORD	WLU
UNMATCHED :	15	1401	17	10	0	INB	CORD	WLV
UNMATCHED :	15	1401	17	20	0	INB	CORD	WLV
UNMATCHED :	11	901	17	25	0	INB	CORD	WMD
UNMATCHED :	9	801	17	20	0	INB	CORD	WRE
UNMATCHED :	2	402	16	45	0	OUTB	CORD	WRJ
UNMATCHED :	18	1502	17	35	0	OUTB	CORD	WTT
UNMATCHED :	7	701	17	30	0	INB	CORD	X2A
UNMATCHED :	9	801	17	25	0	INB	CORD	X2L
UNMATCHED :	15	1401	17	0	0	INB	CORD	X4J
UNMATCHED :	15	1401	17	40	0	INB	CORD	XAU
UNMATCHED :	6	602	17	35	0	OUTB	CORD	XAX
UNMATCHED :	6	602	17	20	0	OUTB	CORD	XBV
UNMATCHED :	9	801	16	45	0	INB	CORD	XCA
UNMATCHED :	9	801	16	45	0	INB	CORD	XCD
UNMATCHED :	2	402	17	5	0	OUTB	CORD	XCE
UNMATCHED :	6	602	17	15	0	OUTB	CORD	XCG
UNMATCHED :	15	1401	16	50	0	INB	CORD	XCH
UNMATCHED :	15	1401	17	15	0	INB	CORD	XCH
UNMATCHED :	15	1401	17	30	0	INB	CORD	XCH
UNMATCHED :	6	602	17	5	0	OUTB	CORD	XCJ
UNMATCHED :	15	1401	17	15	0	INB	CORD	XCK

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	9	801	17	0	0	INB	CORD	XCP
UNMATCHED :	18	1502	16	55	0	OUTB	CORD	XCS
UNMATCHED :	9	801	17	15	0	INB	CORD	XCU
UNMATCHED :	2	402	16	50	0	OUTB	CORD	XCX
UNMATCHED :	6	602	16	50	0	OUTB	CORD	XD2
UNMATCHED :	4	502	17	0	0	OUTB	CORD	XDA
UNMATCHED :	15	1401	17	40	0	INB	CORD	XDA
UNMATCHED :	15	1401	17	25	0	INB	CORD	XDC
UNMATCHED :	18	1502	17	35	0	OUTB	CORD	XDH
UNMATCHED :	18	1502	17	40	0	OUTB	CORD	XDH
UNMATCHED :	4	502	17	5	0	OUTB	CORD	XDJ
UNMATCHED :	7	701	17	25	0	INB	CORD	XDJ
UNMATCHED :	15	1401	16	55	0	INB	CORD	XDL
UNMATCHED :	15	1401	17	10	0	INB	CORD	XDP
UNMATCHED :	9	801	17	30	0	INB	CORD	XDU
UNMATCHED :	15	1401	17	25	0	INB	CORD	XDW
UNMATCHED :	15	1401	17	25	0	INB	CORD	XDX
UNMATCHED :	15	1401	17	35	0	INB	CORD	XDX
UNMATCHED :	15	1401	17	25	0	INB	CORD	XDY
UNMATCHED :	18	1502	16	50	0	OUTB	CORD	XEC
UNMATCHED :	18	1502	16	55	0	OUTB	CORD	XEP
UNMATCHED :	18	1502	17	0	0	OUTB	CORD	XEP
UNMATCHED :	15	1401	17	5	0	INB	CORD	XEP
UNMATCHED :	15	1401	17	5	0	INB	CORD	XER
UNMATCHED :	4	502	16	45	0	OUTB	CORD	XFA
UNMATCHED :	4	502	17	10	0	OUTB	CORD	XFB
UNMATCHED :	7	701	17	15	0	INB	CORD	XFB
UNMATCHED :	6	602	16	45	0	OUTB	CORD	XFD
UNMATCHED :	15	1401	17	35	0	INB	CORD	XFK

UNMATCHED :	15	1401	17	40	0	INB	CORD	XFS
UNMATCHED :	15	1401	17	35	0	INB	CORD	XFU
UNMATCHED :	18	1502	17	15	0	OUTB	CORD	XFV
UNMATCHED :	6	602	17	5	0	OUTB	CORD	XFZ
UNMATCHED :	6	602	17	15	0	OUTB	CORD	XFZ
UNMATCHED :	18	1502	17	40	0	OUTB	CORD	XFZ
UNMATCHED :	15	1401	17	15	0	INB	CORD	XGE
UNMATCHED :	15	1401	17	25	0	INB	CORD	XGR
UNMATCHED :	7	701	17	25	0	INB	CORD	XGS
UNMATCHED :	15	1401	17	40	0	INB	CORD	XGY
UNMATCHED :	18	1502	17	10	0	OUTB	CORD	XHD
UNMATCHED :	15	1401	17	20	0	INB	CORD	XHE
UNMATCHED :	9	801	16	50	0	INB	CORD	XHH
UNMATCHED :	6	602	16	50	0	OUTB	CORD	XHL
UNMATCHED :	15	1401	17	20	0	INB	CORD	XHU
UNMATCHED :	15	1401	17	40	0	INB	CORD	XHU

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER ETC
UNMATCHED :	15	1401	17	5	0	INB	CORD	XHX
UNMATCHED :	7	701	17	25	0	INB	CORD	XHY
UNMATCHED :	2	402	17	0	0	OUTB	CORD	XJB
UNMATCHED :	6	602	17	25	0	OUTB	CORD	XJM
UNMATCHED :	15	1401	17	10	0	INB	CORD	XKT
UNMATCHED :	18	1502	17	5	0	OUTB	CORD	XKY
UNMATCHED :	6	602	17	15	0	OUTB	CORD	XL5
UNMATCHED :	2	402	17	0	0	OUTB	CORD	XLA
UNMATCHED :	6	602	16	50	0	OUTB	CORD	XLM
UNMATCHED :	15	1401	16	50	0	INB	CORD	XLS
UNMATCHED :	6	602	17	0	0	OUTB	CORD	XMC
UNMATCHED :	9	801	17	0	0	INB	CORD	XMF
UNMATCHED :	6	602	17	20	0	OUTB	CORD	XMI
UNMATCHED :	4	502	17	40	0	OUTB	CORD	XMU
UNMATCHED :	18	1502	16	45	0	OUTB	CORD	XNA
UNMATCHED :	18	1502	17	25	0	OUTB	CORD	XNA
UNMATCHED :	7	701	16	50	0	INB	CORD	XNG
UNMATCHED :	18	1502	16	50	0	OUTB	CORD	XNP
UNMATCHED :	6	602	17	5	0	OUTB	CORD	XNY
UNMATCHED :	7	701	17	30	0	INB	CORD	XPC
UNMATCHED :	9	801	17	20	0	INB	CORD	XPJ
UNMATCHED :	15	1401	17	20	0	INB	CORD	XPJ
UNMATCHED :	18	1502	17	20	0	OUTB	CORD	XPJ
UNMATCHED :	6	602	17	40	0	OUTB	CORD	XPR
UNMATCHED :	6	602	16	55	0	OUTB	CORD	XPZ
UNMATCHED :	9	801	17	20	0	INB	CORD	XRJ
UNMATCHED :	9	801	17	20	0	INB	CORD	XRY
UNMATCHED :	2	402	17	40	0	OUTB	CORD	XUL
UNMATCHED :	4	502	17	40	0	OUTB	CORD	XUM
UNMATCHED :	7	701	17	25	0	INB	CORD	XV2
UNMATCHED :	15	1401	17	0	0	INB	CORD	XVX
UNMATCHED :	9	801	16	45	0	INB	CORD	XWA
UNMATCHED :	7	701	16	55	0	INB	CORD	XXA
UNMATCHED :	6	602	16	45	0	OUTB	CORD	XYP
UNMATCHED :	4	502	16	50	0	OUTB	CORD	XYP
UNMATCHED :	6	602	17	30	0	OUTB	CORD	XYU
UNMATCHED :	15	1401	17	30	0	INB	CORD	XYV
UNMATCHED :	15	1401	16	50	0	INB	CORD	XYX
UNMATCHED :	15	1401	16	55	0	INB	CORD	XYY
UNMATCHED :	15	1401	17	15	0	INB	CORD	XZF
UNMATCHED :	4	502	17	20	0	OUTB	CORD	XZJ

UNMATCHED :	18	1502	17	30	0	OUTB	CORD	XZJ
UNMATCHED :	15	1401	16	45	0	INB	CORD	XZP
UNMATCHED :	15	1401	16	45	0	INB	CORD	YBB
UNMATCHED :	6	602	17	30	0	OUTB	CORD	YBB

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER	ETC
UNMATCHED :	2	402	17	0	0	OUTB	CORD	YBN	
UNMATCHED :	9	801	17	15	0	INB	CORD	YBN	
UNMATCHED :	18	1502	17	15	0	OUTB	CORD	YBV	
UNMATCHED :	2	402	17	35	0	OUTB	CORD	YCM	
UNMATCHED :	15	1401	16	50	0	INB	CORD	YCP	
UNMATCHED :	6	602	17	30	0	OUTB	CORD	YCP	
UNMATCHED :	15	1401	17	35	0	INB	CORD	YCP	
UNMATCHED :	4	502	17	40	0	OUTB	CORD	YCR	
UNMATCHED :	15	1401	17	0	0	INB	CORD	YCW	
UNMATCHED :	15	1401	17	5	0	INB	CORD	YCW	
UNMATCHED :	6	602	17	5	0	OUTB	CORD	YCW	
UNMATCHED :	9	801	17	5	0	INB	CORD	YCX	
UNMATCHED :	15	1401	17	5	0	INB	CORD	YCX	
UNMATCHED :	18	1502	17	5	0	OUTB	CORD	YCX	
UNMATCHED :	15	1401	17	20	0	INB	CORD	YCX	
UNMATCHED :	7	701	17	20	0	INB	CORD	YCX	
UNMATCHED :	6	602	17	25	0	OUTB	CORD	YCX	
UNMATCHED :	7	701	17	5	0	INB	CORD	YDR	
UNMATCHED :	15	1401	17	10	0	INB	CORD	YEK	
UNMATCHED :	9	801	17	15	0	INB	CORD	YEN	
UNMATCHED :	2	402	17	10	0	OUTB	CORD	YEX	
UNMATCHED :	15	1401	17	15	0	INB	CORD	YEY	
UNMATCHED :	7	701	16	50	0	INB	CORD	YFB	
UNMATCHED :	6	602	16	50	0	OUTB	CORD	YFX	
UNMATCHED :	15	1401	17	10	0	INB	CORD	YGM	
UNMATCHED :	9	801	17	0	0	INB	CORD	YJ8	
UNMATCHED :	6	602	17	5	0	OUTB	CORD	YJG	
UNMATCHED :	18	1502	17	25	0	OUTB	CORD	YJG	
UNMATCHED :	15	1401	17	25	0	INB	CORD	YJM	
UNMATCHED :	7	701	16	50	0	INB	CORD	YLU	
UNMATCHED :	6	602	17	15	0	OUTB	CORD	YLU	
UNMATCHED :	9	801	17	25	0	INB	CORD	YNN	
UNMATCHED :	6	602	17	0	0	OUTB	CORD	YRG	
UNMATCHED :	4	502	17	35	0	OUTB	CORD	YRG	
UNMATCHED :	6	602	17	15	0	OUTB	CORD	YRJ	
UNMATCHED :	18	1502	16	50	0	OUTB	CORD	YRK	
UNMATCHED :	7	701	16	55	0	INB	CORD	YRK	
UNMATCHED :	9	801	17	20	0	INB	CORD	YRK	
UNMATCHED :	11	901	17	25	0	INB	CORD	YRK	
UNMATCHED :	4	502	16	55	0	OUTB	CORD	YTJ	
UNMATCHED :	9	801	17	15	0	INB	CORD	YTJ	
UNMATCHED :	6	602	17	15	0	OUTB	CORD	YTK	
UNMATCHED :	11	901	17	35	0	INB	CORD	YTU	
UNMATCHED :	18	1502	17	5	0	OUTB	CORD	YTV	
UNMATCHED :	18	1502	17	5	0	OUTB	CORD	YUA	

MATCHING DATA

MATCH CYCLE 9

	STATION ORDER	STATION NUMBER	TIME HR	TIME MIN	TIME SEC	STATION DIR	STATION TYPE	REGISTRATION NUMBER	ETC

UNMATCHED :	15	1401	17	5	0	INB	CORD	YUX
UNMATCHED :	9	801	17	10	0	INB	CORD	YYB
UNMATCHED :	15	1401	17	35	0	INB	CORD	YZF
UNMATCHED :	15	1401	17	10	0	INB	CORD	YZU
UNMATCHED :	15	1401	17	35	0	INB	CORD	ZDA
UNMATCHED :	6	602	16	50	0	OUTB	CORD	ZDY
UNMATCHED :	15	1401	16	55	0	INB	CORD	ZJH
UNMATCHED :	4	502	17	15	0	OUTB	CORD	ZJH
UNMATCHED :	6	602	17	20	0	OUTB	CORD	ZKE
UNMATCHED :	15	1401	16	45	0	INB	CORD	ZXR

THIS MATCH CYCLE COMPLETE. FOR THIS CYCLE :-

NUMBER OF REGISTRATIONS READ IN	:	1135
NUMBER OF UNMATCHED REGISTRATIONS	:	1135
NUMBER OF REGISTRATIONS MATCHED	:	0
NUMBER OF O/D RECORDS WRITTEN TO GOOD MATCH FILE	:	0

MATCHING DATA

STATION MATCH SUMMARY

STATION ORDER	STATION NUMBER	STATION TYPE	STATION DIRECTION	REGISTRATIONS INPUT	REGISTRATIONS MATCHED	REGISTRATIONS UNMATCHED
2	402	CORDON	OUTBOUND	76	15	61
4	502	CORDON	OUTBOUND	86	7	79
6	602	CORDON	OUTBOUND	324	80	244
7	701	CORDON	IN BOUND	68	9	59
9	801	CORDON	IN BOUND	191	46	145
11	901	CORDON	IN BOUND	68	12	56
15	1401	CORDON	IN BOUND	438	95	343
18	1502	CORDON	OUTBOUND	208	60	148
	TOTAL			1459	324	1135

ALL MATCHING CYCLES COMPLETE

PROGRAM MVMACH FINISHED WITH RETURN CODE OF 0 AT TIME 15H 15M

F) P.M. Peak Hour Tabulation File

```
*****************************************************************************
*                                                                           *
*    M I C R O T R I P S   /   T R I P S    (C) COPYRIGHT  MVA SYSTEMATICA   *
*                                                                           *
*****************************************************************************

PROGRAM NAME - MVMACH
VERSION      -  5
MODIFICATION -  3
LICENSED TO  - EBASCO SERVICES INC (RENTAL SOFTWARE)
RUN TITLE    -       Origin-Destination Matched Data Tabulation
SOFTWARE DISTRIBUTED BY MVA SYSTEMATICA
RUN DATE     -  5/ 7/90           RUN TIME     - 15H 17M
```

Origin-Destination Matched Data Tabulation

C O N T R O L C A R D I M A G E S

```
         1    1    2    2    3    3    4    4    5    5    6    6    7    7   7
----5----0----5----0----5----0----5----0----5----0----5----0----5----0----5---9
      Origin-Destination Matched Data Tabulation
&PARAM REGLEN=3,NSTAT=30 &END
&OPTION TABULT=T &END
----5----0----5----0----5----0----5----0----5----0----5----0----5----0----5---9
         1    1    2    2    3    3    4    4    5    5    6    6    7    7   7
```

Origin-Destination Matched Data Tabulation

Origin-Destination Matched Data Tabulation

FILENAMES

```
          MVMACH3A.CTL =  INPUT CONTROL DATA FILE
          MFPMRRR6.DAT =  INPUT MATCHES FOR TABULATION
```

PARAMETERS

```
JSTAT    =       30    NUMBER OF STATIONS
REGLEN   =        3    NUMBER OF CHARACTERS IN THE REGISTRATION
DURCAP   =     2000    MAXIMUM USAGE TO BE EXPECTED IN ANY PARKING STATION
RECORD   =        0    PROCESS WHOLE SURVEY DATA FILE
```

OPTIONS

```
TABULT =      T          =T TO TABULATE MATCHES FROM AN MVMACH FILE
PRESRT =      F          =T INPUT MATCHES ARE PRESORTED
ORDEST =      T          =T FOR ORIGIN DESTINATION MATCH TABULATION
                         =F FOR PARKING DURATION MATCH TABULATION
MINUTS =      T          =T IF OBSERVATION TIME IS IN MINUTES
                         =F IF OBSERVATION TIME IS IN SECONDS
BIDIR  =      F          =T IF ORIGIN DESTINATION STATIONS AS NUMBERED ARE TO BE
                            CONSIDERED TWO-WAY
                         =F IF ORIGIN DESTINATION STATIONS AS NUMBERED ARE 1-WAY
```

MATCHP (I): THIS RUN TABULATES MATCHES FROM MVMACH

CORE

```
WORDS REQUESTED  =    105152.
WORDS AVAILABLE  =     105152
FSORT (I): ROOM IN CORE FOR   35050 RECORDS
FSORT  (I) : SORT COMPLETE THERE ARE       162 RECORDS IN THE SORTED FILE
```

Origin-Destination Matched Data Tabulation

ORIGIN DESTINATION SUMMARY FOR ORIGIN STATION 701

ORIG STATION	DEST STATION	NO. OF MATCHED TRIPS	NO SCREENLINE CROSSINGS	TRAVEL TIME MINIMUM	TRAVEL TIME MEAN	TRAVEL TIME MAXIMUM	TRAVEL TIME STANDARD DEVIATION	TOTAL TRAVEL TIME
701	602	3	0	0	3.33	5	2.357	10.
701	1502	6	0	0	0.83	5	1.863	5.
701	TOTAL	9	0	0	1.67	5	2.357	15.

Origin-Destination Matched Data Tabulation

ORIGIN DESTINATION SUMMARY FOR ORIGIN STATION 801

ORIG STATION	DEST STATION	NO. OF MATCHED TRIPS	NO SCREENLINE CROSSINGS	TRAVEL TIME MINIMUM	TRAVEL TIME MEAN	TRAVEL TIME MAXIMUM	TRAVEL TIME STANDARD DEVIATION	TOTAL TRAVEL TIME
801	402	1	0	5	5.00	5	0.000	5.
801	502	1	0	5	5.00	5	0.000	5.
801	602	1	0	0	0.00	0	0.000	0.
801	1502	43	0	0	1.86	10	2.858	80.
801	TOTAL	46	0	0	1.96	10	2.851	90.

Origin-Destination Matched Data Tabulation

ORIGIN DESTINATION SUMMARY FOR ORIGIN STATION 901

ORIG STATION	DEST STATION	NO. OF MATCHED TRIPS	NO SCREENLINE CROSSINGS	TRAVEL TIME MINIMUM	TRAVEL TIME MEAN	TRAVEL TIME MAXIMUM	TRAVEL TIME STANDARD DEVIATION	TOTAL TRAVEL TIME
901	402	1	0	10	10.00	10	0.000	10.
901	602	2	0	0	5.00	10	5.000	10.
901	1502	9	0	0	5.00	10	4.082	45.
901	TOTAL	12	0	0	5.42	10	4.310	65.

Origin-Destination Matched Data Tabulation

RIGIN DESTINATION SUMMARY FOR ORIGIN STATION 1401

RIG TAT ION	DEST STAT ION	NO. OF MATCHED TRIPS	NO SCR- EENLINE CROSSINGS	T R A V E L -- T I M E MINI MUM	MEAN	MAXI MUM	STANDARD DEVIATION	TOTAL TRAVEL TIME
1401	402	13	0	0	2.31	10	3.172	30.
1401	502	6	0	0	0.83	5	1.863	5.
1401	602	74	0	0	2.50	10	2.877	185.
1401	1502	2	0	5	5.00	5	0.000	10.
1401	TOTAL	95	0	0	2.42	10	2.889	230.

ATCH7 (I) : THE SECONDS FIELDS WITHIN THE START AND END TIMES HAVE NO VALUES IN THEM : TIMES ARE THEREFORE IN MINUTES

NUMBER OF RECORDS READ = 162
NUMBER OF RECORDS TABULATED = 162

PROGRAM MVMACH FINISHED WITH RETURN CODE OF 0 AT TIME 15H 18M

III. PINELAWN ROAD/ROUTE 110 CORDON ONLY

A) A.M. Peak Hour Tabulation File

B) P.M. Peak Hour Tabulation File

III. PINELAWN ROAD/ROUTE 110 CORDON ONLY

A) A.M. Peak Hour Tabulation File

```
**************************************************************************
*                                                                        *
*    M I C R O T R I P S   /  T R I P S    (C) COPYRIGHT  MVA SYSTEMATICA  *
*                                                                        *
**************************************************************************

PROGRAM NAME - MVMACH
VERSION      -  5
MODIFICATION -  3
LICENSED TO  - EBASCO SERVICES INC (RENTAL SOFTWARE)
RUN TITLE    -       Origin-Destination Matched Data Tabulation
SOFTWARE DISTRIBUTED BY MVA SYSTEMATICA
RUN DATE     -  5/ 7/90          RUN TIME     - 12H 35M
```

Origin-Destination Matched Data Tabulation

C O N T R O L C A R D I M A G E S

```
        1    1    2    2    3    3    4    4    5    5    6    6    7    7   7
---5----0----5----0----5----0----5----0----5----0----5----0----5----0----5---9
     Origin-Destination Matched Data Tabulation
&PARAM REGLEN=3,NSTAT=30 &END
&OPTION TABULT=T &END
---5----0----5----0----5----0----5----0----5----0----5----0----5----0----5---9
        1    1    2    2    3    3    4    4    5    5    6    6    7    7   7
```

Origin-Destination Matched Data Tabulation

Origin-Destination Matched Data Tabulation

ILENAMES

MVMACH3A.CTL = INPUT CONTROL DATA FILE
MSFAMRB4.DAT = INPUT MATCHES FOR TABULATION

PARAMETERS

STAT	=	30	NUMBER OF STATIONS
REGLEN	=	3	NUMBER OF CHARACTERS IN THE REGISTRATION
URCAP	=	2000	MAXIMUM USAGE TO BE EXPECTED IN ANY PARKING STATION
ECORD	=	0	PROCESS WHOLE SURVEY DATA FILE

OPTIONS

ABULT =	T	=T TO TABULATE MATCHES FROM AN MVMACH FILE
RESRT =	F	=T INPUT MATCHES ARE PRESORTED
ORDEST =	T	=T FOR ORIGIN DESTINATION MATCH TABULATION =F FOR PARKING DURATION MATCH TABULATION
INUTS =	T	=T IF OBSERVATION TIME IS IN MINUTES =F IF OBSERVATION TIME IS IN SECONDS
BIDIR =	F	=T IF ORIGIN DESTINATION STATIONS AS NUMBERED ARE TO BE CONSIDERED TWO-WAY =F IF ORIGIN DESTINATION STATIONS AS NUMBERED ARE 1-WAY

MATCHP (I): THIS RUN TABULATES MATCHES FROM MVMACH

ORE

ORDS REQUESTED = 105152.
ORDS AVAILABLE = 105152
SORT (I): ROOM IN CORE FOR 35050 RECORDS
FSORT (I) : SORT COMPLETE THERE ARE 24 RECORDS IN THE SORTED FILE

Origin-Destination Matched Data Tabulation

RIGIN DESTINATION SUMMARY FOR ORIGIN STATION 1201

RIG TAT ION	DEST STAT ION	NO. OF MATCHED TRIPS	NO SCR- EENLINE CROSSINGS	T R A V E L -- T I M E MINI MUM	MEAN	MAXI MUM	STANDARD DEVIATION	TOTAL TRAVEL TIME
1201	1402	24	18	0	5.42	10	1.998	130.
1201	TOTAL	24	18	0	5.42	10	1.998	130.

MATCH7 (I) : THE SECONDS FIELDS WITHIN THE START AND END TIMES HAVE NO VALUES IN THEM : TIMES ARE THEREFORE IN MINUTES

NUMBER OF RECORDS READ = 24
NUMBER OF RECORDS TABULATED = 24

PROGRAM MVMACH FINISHED WITH RETURN CODE OF 0 AT TIME 12H 36M

B) P.M. Peak Hour Tabulation File

```
**********************************************************************
*                                                                    *
*    M I C R O T R I P S   /   T R I P S    (C) COPYRIGHT  MVA SYSTEMATICA  *
*                                                                    *
**********************************************************************

 ROGRAM NAME - MVMACH
VERSION      -  5
 ODIFICATION -  3
LICENSED TO  - EBASCO SERVICES INC (RENTAL SOFTWARE)
 UN TITLE    -       Origin-Destination Matched Data Tabulation
SOFTWARE DISTRIBUTED BY MVA SYSTEMATICA
 UN DATE     -  5/ 7/90           RUN TIME     - 14H  5M
```

Origin-Destination Matched Data Tabulation

C O N T R O L C A R D I M A G E S

```
         1    1    2    2    3    3    4    4    5    5    6    6    7    7   7
---5----0----5----0----5----0----5----0----5----0----5----0----5----0----5---9
     Origin-Destination Matched Data Tabulation
&PARAM REGLEN=3,NSTAT=30 &END
&OPTION TABULT=T &END
---5----0----5----0----5----0----5----0----5----0----5----0----5----0----5---9
         1    1    2    2    3    3    4    4    5    5    6    6    7    7   7
```

Origin-Destination Matched Data Tabulation

Origin-Destination Matched Data Tabulation

ILENAMES

MVMACH3A.CTL = INPUT CONTROL DATA FILE
MSFPMRB4.DAT = INPUT MATCHES FOR TABULATION

PARAMETERS

STAT	=	30	NUMBER OF STATIONS
REGLEN	=	3	NUMBER OF CHARACTERS IN THE REGISTRATION
DURCAP	=	2000	MAXIMUM USAGE TO BE EXPECTED IN ANY PARKING STATION
ECORD	=	0	PROCESS WHOLE SURVEY DATA FILE

OPTIONS

ABULT =	T	=T TO TABULATE MATCHES FROM AN MVMACH FILE
RESRT =	F	=T INPUT MATCHES ARE PRESORTED
ORDEST =	T	=T FOR ORIGIN DESTINATION MATCH TABULATION =F FOR PARKING DURATION MATCH TABULATION
INUTS =	T	=T IF OBSERVATION TIME IS IN MINUTES =F IF OBSERVATION TIME IS IN SECONDS
BIDIR =	F	=T IF ORIGIN DESTINATION STATIONS AS NUMBERED ARE TO BE CONSIDERED TWO-WAY =F IF ORIGIN DESTINATION STATIONS AS NUMBERED ARE 1-WAY

MATCHP (I): THIS RUN TABULATES MATCHES FROM MVMACH

ORE

ORDS REQUESTED = 105152.
ORDS AVAILABLE = 105152
SORT (I): ROOM IN CORE FOR 35050 RECORDS
FSORT (I) : SORT COMPLETE THERE ARE 15 RECORDS IN THE SORTED FILE

Origin-Destination Matched Data Tabulation

RIGIN DESTINATION SUMMARY FOR ORIGIN STATION 1201

RIG IAT ION	DEST STAT ION	NO. OF MATCHED TRIPS	NO SCR- EENLINE CROSSINGS	T R A V E L -- T I M E MINI MUM	MEAN	MAXI MUM	STANDARD DEVIATION	TOTAL TRAVEL TIME
1201	1402	15	8	0	5.33	10	3.859	80.
1201	TOTAL	15	8	0	5.33	10	3.859	80.

ATCH7 (I) : THE SECONDS FIELDS WITHIN THE START AND END TIMES HAVE NO VALUES IN THEM : TIMES ARE THEREFORE IN MINUTES

NUMBER OF RECORDS READ = 15
NUMBER OF RECORDS TABULATED = 15

PROGRAM MVMACH FINISHED WITH RETURN CODE OF 0 AT TIME 14H 12M

IV. PINELAWN ROAD CORDON ONLY

A) A.M. Peak Hour Tabulation File

B) P.M. Peak Hour Tabulation File

IV. PINELAWN ROAD CORDON ONLY

A) A.M. Peak Hour Tabulation File

```
**********************************************************************
*                                                                    *
*    M I C R O T R I P S   /   T R I P S     (C) COPYRIGHT  MVA SYSTEMATICA  *
*                                                                    *
**********************************************************************

 ROGRAM NAME - MVMACH

VERSION      -  5

 ODIFICATION -  3

LICENSED TO  - EBASCO SERVICES INC (RENTAL SOFTWARE)

 UN TITLE    -       Origin-Destination Matched Data Tabulation

SOFTWARE DISTRIBUTED BY MVA SYSTEMATICA

 UN DATE     -  5/ 7/90           RUN TIME     - 12H  1M
```

Origin-Destination Matched Data Tabulation

C O N T R O L C A R D I M A G E S

```
         1    1    2    2    3    3    4    4    5    5    6    6    7    7   7
---5----0----5----0----5----0----5----0----5----0----5----0----5----0----5----0----5---9
     Origin-Destination Matched Data Tabulation
&PARAM REGLEN=3,NSTAT=30 &END
 &OPTION TABULT=T &END
---5----0----5----0----5----0----5----0----5----0----5----0----5----0----5----0----5---9
         1    1    2    2    3    3    4    4    5    5    6    6    7    7   7
```

Origin-Destination Matched Data Tabulation

Origin-Destination Matched Data Tabulation

FILENAMES

MVMACH3A.CTL = INPUT CONTROL DATA FILE
MSFAMRA4.DAT = INPUT MATCHES FOR TABULATION

PARAMETERS

STAT	=	30	NUMBER OF STATIONS
REGLEN	=	3	NUMBER OF CHARACTERS IN THE REGISTRATION
DURCAP	=	2000	MAXIMUM USAGE TO BE EXPECTED IN ANY PARKING STATION
ECORD	=	0	PROCESS WHOLE SURVEY DATA FILE

OPTIONS

ABULT =	T	=T TO TABULATE MATCHES FROM AN MVMACH FILE
PRESRT =	F	=T INPUT MATCHES ARE PRESORTED
ORDEST =	T	=T FOR ORIGIN DESTINATION MATCH TABULATION =F FOR PARKING DURATION MATCH TABULATION
INUTS =	T	=T IF OBSERVATION TIME IS IN MINUTES =F IF OBSERVATION TIME IS IN SECONDS
BIDIR =	F	=T IF ORIGIN DESTINATION STATIONS AS NUMBERED ARE TO BE CONSIDERED TWO-WAY =F IF ORIGIN DESTINATION STATIONS AS NUMBERED ARE 1-WAY

MATCHP (I): THIS RUN TABULATES MATCHES FROM MVMACH

CORE

WORDS REQUESTED = 105152.
WORDS AVAILABLE = 105152
FSORT (I): ROOM IN CORE FOR 35050 RECORDS
FSORT (I) : SORT COMPLETE THERE ARE 82 RECORDS IN THE SORTED FILE

Origin-Destination Matched Data Tabulation

RIGIN DESTINATION SUMMARY FOR ORIGIN STATION 1201

RIG TAT ION	DEST STAT ION	NO. OF MATCHED TRIPS	NO SCR- EENLINE CROSSINGS	T R A V E L -- T I M E MINI MUM	MEAN	MAXI MUM	STANDARD DEVIATION	TOTAL TRAVEL TIME
1201	1302	82	0	0	4.57	10	1.945	375.
1201	TOTAL	82	0	0	4.57	10	1.945	375.

ATCH7 (I) : THE SECONDS FIELDS WITHIN THE START AND END TIMES HAVE
NO VALUES IN THEM : TIMES ARE THEREFORE IN MINUTES

NUMBER OF RECORDS READ = 82
NUMBER OF RECORDS TABULATED = 82

PROGRAM MVMACH FINISHED WITH RETURN CODE OF 0 AT TIME 12H 1M

B) P.M. Peak Hour Tabulation File

```
**********************************************************************
*                                                                    *
*    M I C R O T R I P S   /   T R I P S    (C) COPYRIGHT  MVA SYSTEMATICA  *
*                                                                    *
**********************************************************************

 ROGRAM NAME - MVMACH
VERSION      -  5
 ODIFICATION -  3
LICENSED TO  - EBASCO SERVICES INC (RENTAL SOFTWARE)
 UN TITLE    -       Origin-Destination Matched Data Tabulation
SOFTWARE DISTRIBUTED BY MVA SYSTEMATICA
 UN DATE     -  5/ 7/90           RUN TIME     - 13H 38M
```

Origin-Destination Matched Data Tabulation

C O N T R O L C A R D I M A G E S

```
        1    1    2    2    3    3    4    4    5    5    6    6    7    7    7
---5----0----5----0----5----0----5----0----5----0----5----0----5----0----5----0----5---9
     Origin-Destination Matched Data Tabulation
&PARAM REGLEN=3,NSTAT=30 &END
&OPTION TABULT=T &END
---5----0----5----0----5----0----5----0----5----0----5----0----5----0----5----0----5---9
        1    1    2    2    3    3    4    4    5    5    6    6    7    7    7
```

Origin-Destination Matched Data Tabulation

Origin-Destination Matched Data Tabulation

FILENAMES

MVMACH3A.CTL = INPUT CONTROL DATA FILE
MSFPMRA4.DAT = INPUT MATCHES FOR TABULATION

PARAMETERS

STAT	=	30	NUMBER OF STATIONS
REGLEN	=	3	NUMBER OF CHARACTERS IN THE REGISTRATION
URCAP	=	2000	MAXIMUM USAGE TO BE EXPECTED IN ANY PARKING STATION
ECORD	=	0	PROCESS WHOLE SURVEY DATA FILE

OPTIONS

ABULT	=	T	=T TO TABULATE MATCHES FROM AN MVMACH FILE
PRESRT	=	F	=T INPUT MATCHES ARE PRESORTED
ORDEST	=	T	=T FOR ORIGIN DESTINATION MATCH TABULATION =F FOR PARKING DURATION MATCH TABULATION
INUTS	=	T	=T IF OBSERVATION TIME IS IN MINUTES =F IF OBSERVATION TIME IS IN SECONDS
RIDIR	=	F	=T IF ORIGIN DESTINATION STATIONS AS NUMBERED ARE TO BE CONSIDERED TWO-WAY =F IF ORIGIN DESTINATION STATIONS AS NUMBERED ARE 1-WAY

ATCHP (I): THIS RUN TABULATES MATCHES FROM MVMACH

CORE

ORDS REQUESTED = 105152.
ORDS AVAILABLE = 105152
FSORT (I): ROOM IN CORE FOR 35050 RECORDS
FSORT (I) : SORT COMPLETE THERE ARE 66 RECORDS IN THE SORTED FILE

PROGRAM - MVMACH

Origin-Destination Matched Data Tabulation

ORIGIN DESTINATION SUMMARY FOR ORIGIN STATION 1201

ORIG STATION	DEST STATION	NO. OF MATCHED TRIPS	NO SCREENLINE CROSSINGS	TRAVEL MINIMUM	TRAVEL MEAN	TIME MAXIMUM	TIME STANDARD DEVIATION	TOTAL TRAVEL TIME
1201	1302	66	0	0	4.92	10	2.218	325.
1201 TOTAL		66	0	0	4.92	10	2.218	325.

MATCH7 (I) : THE SECONDS FIELDS WITHIN THE START AND END TIMES HAVE NO VALUES IN THEM : TIMES ARE THEREFORE IN MINUTES

NUMBER OF RECORDS READ = 66
NUMBER OF RECORDS TABULATED = 66

PROGRAM MVMACH FINISHED WITH RETURN CODE OF 0 AT TIME 13H 39M

SUPPLEMENT TO THE MELVILLE - ROUTE 110 GENERIC ENVIRONMENTAL IMPACT STATEMENT

McGOVERN - BARBASH ASSOCIATES
MELVILLE, TOWN OF HUNTINGTON
SUFFOLK COUNTY, NEW YORK

JULY, 1980

NELSON & POPE
Consulting Engineers and Land Surveyors
572 Walt Whitman Road, Melville, N.Y. 11747
(516) 427-5665 Fax (516) 427-5620

SUPPLEMENT TO THE GENERIC ENVIRONMENTAL IMPACT STATEMENT FOR THE MELVILLE-ROUTE 110 AREA

PREPARED BY:

NELSON & POPE
572 WALT WHITMAN ROAD
MELVILLE, NEW YORK 11747

PEDNEAULT ASSOCIATES, INC.
1615 NINTH AVENUE
P.O. BOX 205
BOHEMIA, NEW YORK 11716

THE CLOVER CORPORATION
P.O. BOX C
HALESITE, NEW YORK 11743

PREPARED FOR:

MCGOVERN-BARBASH ASSOCIATES
265 WEST MAIN STREET
BABYLON, NEW YORK 11702

COVER SHEET

The following represents a Supplement to the Generic Environmental Impact Statement (GEIS) for the Melville-Route 110 Area, which had been prepared for the Town of Huntington in April, 1988.

The project Applicant, McGovern-Barbash Associates, has submitted an application for a change of zone, from R-40 to R-5, R-10, and R-20 known as McGovern-Barbash Associates.

The project Applicants envisions the development of the 155.47 acre McGovern Sod Farm with 607 condominium units and an on-site sewage treatment plant. (A conceptual plan for this project can be found in the folder at the rear of this document.)

The project site is located at the northeast corner of the Long Island Expressway North Service Road and Pinelawn Road interchange. The site extends northward to Old Country Road and to Bedell Place to the east. The site is located in the hamlet of Melville, Township of Huntington, Suffolk County, New York. Figure 1 presents a location map of the project site.

The Planning Board, as an involved reviewing agency for this proposed action, has determined that the McGovern-Barbash proposal is a Type 1 action that is compatible with the adopted Final GEIS for the Melville-Route 110 Area, and has determined that there are specific issues and concerns that were not addressed or were inadequately addressed in the GEIS.

The Town Board, as Lead Agency for this proposal, has required the Applicants to prepare this supplement to the final GEIS addressing those specific concerns identified in the staff memorandum dated March 26, 1990, located in Appendix A.

This document has been prepared for the:

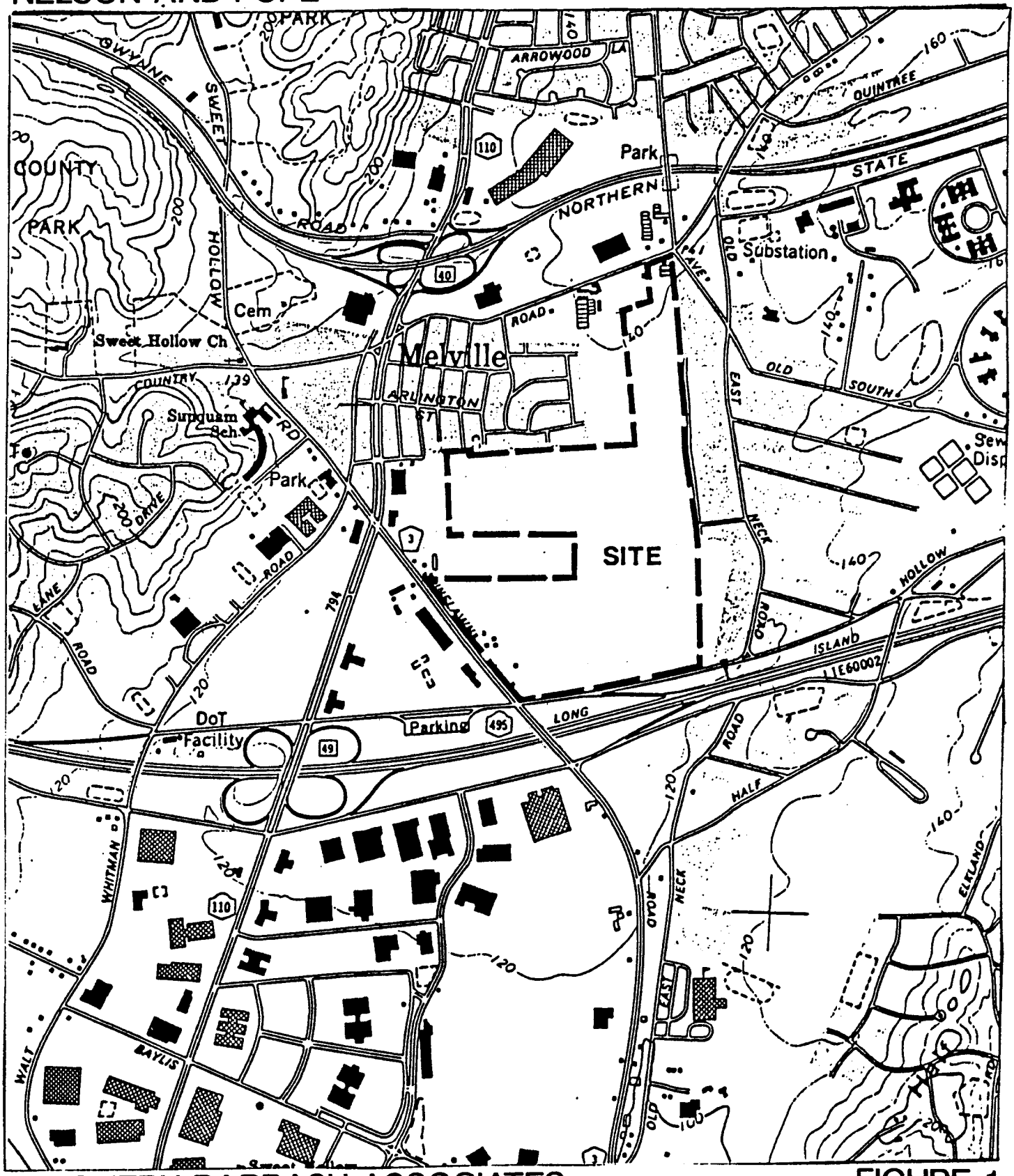
Town of Huntington
Town Board
100 Main Street
Huntington, New York 11743

For further information regarding this document, contact:

Richard Machtay, Director
Planning Department
100 Main Street
Huntington, New York 11743
(516) 351-3196

NELSON AND POPE

PROJECT LOCATION MAP



McGOVERN-BARBASH ASSOCIATES

FIGURE 1

Responsible for the preparation of this document are:

Nelson & Pope
572 Walt Whitman Road
Melville, New York 11747
Contact: Eric R. Mintz, Environmental Analyst

Pedneault Associates, Inc.
1615 North Avenue
P.O. Box 205
Bohemia, New York 11716
Contact: John Pedneault, Lab Director

The Clover Corporation
P.O. Box C
Halesite, New York 11743
Contact: Richard Jackson, President

This supplement to the Melville-Route 110 GEIS was prepared for:

McGovern-Barbash Associates
265 West Main Street
Babylon, New York 11702

Date of Completion:

Comments Must be Submitted by:

Special Groundwater Protection Area

COMMENTS - The subject property lies within the proposed West Hills-Melville Special Groundwater Protection Area (SGPA) near the groundwater divide and upgradient of a public water supply well. At the density proposed (EAF Part I notes anticipated daily wastewater generation of 183,200 gallons) a sewage treatment plant will likely be required pursuant to Article 6 of the County Sanitary Code absent available connection to a sewer district. Coupled with a loss in natural recharge area, the introduction of a new point source of possible contamination via placement of a sewage treatment plant in this portion of the proposed SGPA poses the potential to degrade the quality of the underlying aquifer. There is enough concern regarding this matter that legislation has been proposed seeking to prevent any new sewage treatment plant from receiving a SPDES permit until the Long Island Regional Planning Board's Comprehensive Management Study is completed and recommendations therein may be implemented. In as much as this review will be coordinated with the SCDHS, the ramifications of the proposed rezoning and new sewage treatment plant discharge within the SGPA in consideration of the intent of Article 55 and the LIRPB study underway (relative to sole source aquifer protection) must be addressed in order that suitable mitigation is forthcoming.

RESPONSES - The subject site lies within the proposed West Hills-Melville Special Groundwater Protection Area (SGPA). The site is located within Hydrogeologic Zone I, an area that contributes groundwater recharge to the middle and lower portions of the Magothy Aquifer.

The McGovern Sod Farm has been in operation for more than 54 years. The continued use of fertilizers and pesticides has significantly contributed to the degradation of groundwater quality in the Upper Glacial, Magothy and Lloyd aquifers both on the site and downgradient of the site, in the direction of groundwater flow.

Hydrogeologic Zone I contains the primary source of drinking water for Long Island. Zone I, therefore, requires the most management. The following is a listing of Zone I recommendations pertinent to the proposed project. These recommendations were provided in the Long Island Regional Planning Board's Nassau-Suffolk 208 Study Waste Management Program.

RECOMMENDATIONS

- As currently vacant land is developed, provide collection and treatment at a density of approximately 6 persons or two dwelling units per gross acre.
- Minimize population density by encouraging large lot development (one dwelling unit/one or more acres), where possible, to protect the groundwater from future pollutant loadings.
- Control stormwater runoff to minimize the transport of sediments, nutrients, metals, organic chemicals and bacteria to surface and groundwaters.

- o Provide for routine maintenance of on-site disposal systems.

- o Reduce the use of fertilizers on turf. Promote the use of low-maintenance lawns.

The proposed project generally conforms to all above recommendations.

The proposed action will have a design water consumption in excess of 180,000 gpd. This will necessitate the use of a sewage treatment plant (STP) for wastewater treatment. The project Applicants intend to construct an on-site STP at the southeast corner of the site, along the North Service Road of the Long Island Expressway. This facility will be a tertiary treatment plant, designed by Nelson & Pope Engineers and operated and/or maintained by the SCDPW, a transportation corporation or other private utility. The plant will conform to all specifications of these agencies.

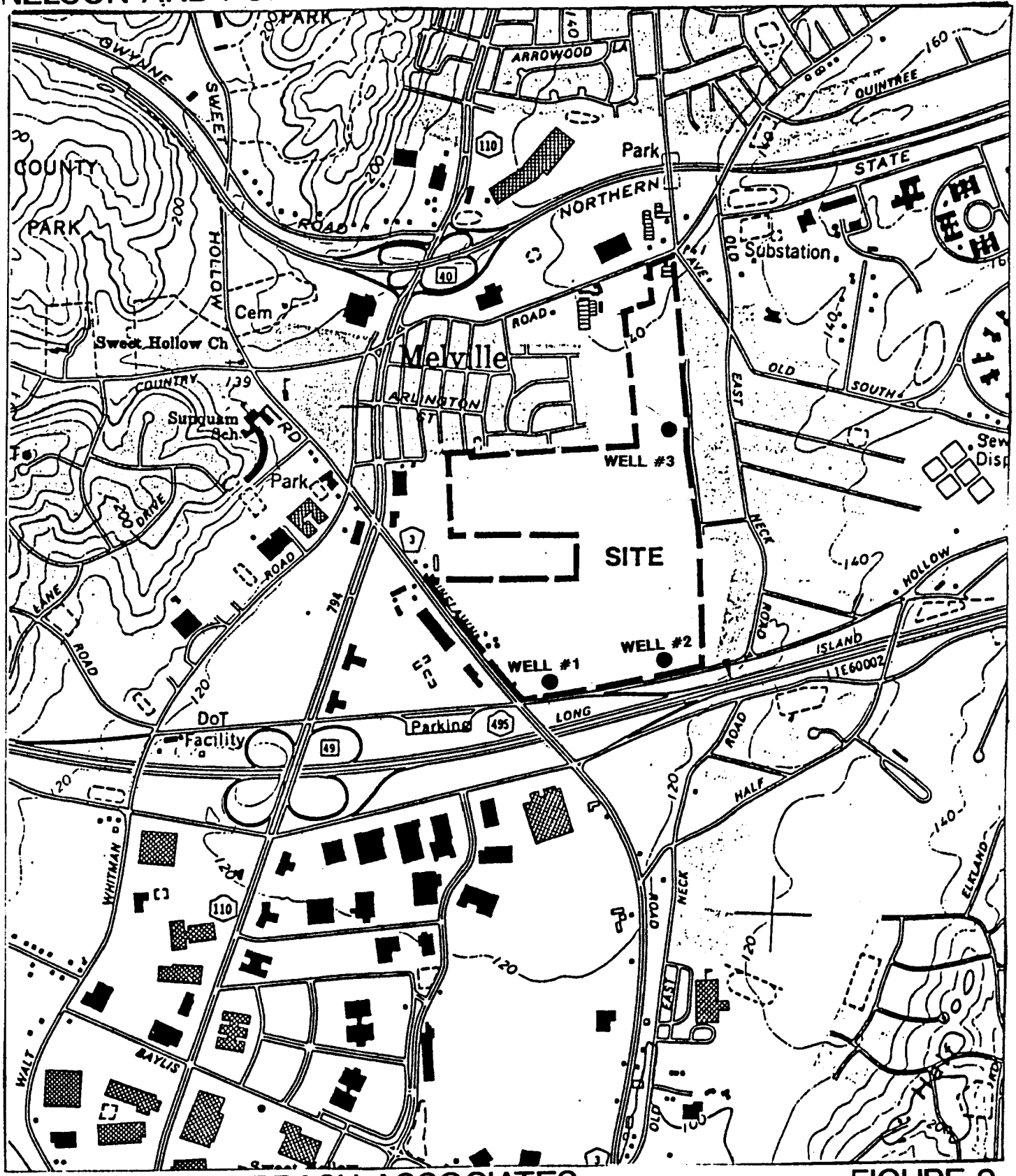
A recent bill has been introduced to a committee of various members of the State Assembly (see Appendix B). The purpose of this bill is to protect Special Groundwater Protection Areas (SGPA's) from development which threatens our sources of high quality drinking water. This bill would prohibit the issuance of State Pollution Discharge Elimination Systems (SPDES) permits in SGPA's. This moratorium would last for two (2) years, or until protection plans for all SGPA's have been implemented. Since the proposal requires a SPDES permit, and is within the West Hills-Melville SGPA, it would be affected by enactment of such a bill. As of this time, no time frame (according to sources at Huntington Assemblyman Jim Conte's office) for acceptance or denial of this bill is known.

One (1) upgradient and two (2) downgradient on-site wells were dug to groundwater in March 1990. Figure 2 shows the location of each well. The wells were dug in accordance with SCDHS specifications. The wells were developed and sampled for a number of organic and inorganic constituents that were recommended to be analyzed by Pedneault Testing Laboratories. The data for this testing are included in Appendix C.

The most notable contaminant of Long Island groundwater supplies are nitrates. The test results indicate that on-site nitrate concentrations in groundwater now range between 8.0 mg/l and 9.8 mg/l. The SCDHS limit for drinking water is 10 mg/l. For sites within an SGPA, a concentration of 6 mg/l or less is recommended. The high nitrate concentration in groundwater beneath the site is primarily a result of the continued farming activities on the site. BURBS analyses prepared for this site (Appendix D) indicates that nitrate concentrations in groundwater recharged beneath the site will decrease from approximately 21.3 mg/l to 4.7 mg/l following development. This concentration is below the State standard for nitrates in drinking water as well as the recommended concentration for sites within an SGPA. This significant reduction will result from the reduction of turf area, the reduction of turf fertilization loading and the use of an on-site STP with tertiary treatment capabilities. This calculation assumes the use of fertilizers for one half of all proposed landscaped surfaces. The remaining landscaped areas will contain a non-fertilizer-dependent vegetation type.

NELSON AND POPE

ON-SITE WELL LOCATIONS



McGOVERN-BARBASH ASSOCIATES

FIGURE 2

All other constituents analyzed were found to be below the current groundwater standard or guideline that exists.

A Groundwater Impact Analysis was prepared for this project (see Appendix E). A flow net was prepared for the analysis and is included in a folder at the rear of this document. A flow net consists of a series of intersecting flow lines and potential lines (lines of equal energy). The flow net was used to estimate the path and quality of groundwater in the downgradient direction of groundwater flow. The flow net indicates that, at present, contaminated water recharged beneath the McGovern Sod Farm will flow in the potential path of two (2) downgradient public water supply wellfields, the Gordon Avenue and Albin Avenue fields, owned and operated by the Suffolk County Water Authority (SCWA).

The nearest downgradient well field, the Gordon Avenue well field in Babylon, is located approximately 4.0 miles in the downgradient direction of flow (Figure 3). A calculation reveals that groundwater recharged beneath the subject site will take approximately 95 years to reach this wellfield. As the sod farm has only been in operation for 54 years, the Gordon Avenue wellfield will not show the impact of the upgradient degradation of water quality beneath the sod farm for approximately 41 years. The Albin Avenue wellfield is located further downgradient of the site. A further calculation reveals that it will take approximately 135 years for groundwater recharge originating on the McGovern Sod Farm to reach the Albin Avenue wellfield site. Thus, in approximately 81 years, the first groundwater flow associated with the sod farm will reach this wellfield.

Appendix F provides a history of water quality test results for both downgradient wellfields. The water in these wellfields is and has been of excellent quality. Also included in this appendix are test results of the nearest upgradient wellfield, wellfield #4, owned and operated by the South Huntington Water District (see Figure 3). Water quality in the wellfield is of excellent quality.

Natural recharge area will decrease as a result of the project development. However, the site will contain an on-site drainage system consisting of catch basins connected to recharge ponds. The increase in impervious surfaces coupled with an on-site drainage system will increase on-site groundwater recharge. In addition, the domestic water consumed on the site will be treated by the proposed on-site sewage treatment plant. This treated wastewater will be recharged on the site. The use of these systems will increase on-site groundwater recharge from approximately 104 MG/yr to 179.4 MG/yr following development. This represents an increase in on-site recharge water volume of 73%.

Future Well Sites

COMMENTS - The South Huntington Water District has requested consideration of two well sites on the McGovern-Barbash property (see attached letter). The water district's consultant has informed the Town Planning Board that such well sites could be situated in and are compatible with the proposed recreational use area. It is questionable whether an area set aside for parks pur-

NELSON & POPE UPGRADIENT AND DOWNGRADIENT WELLS

McGOVERN-BARBASH ASSOCIATES FIGURE 3

poses can be used for such purpose. The Suffolk County Comprehensive Water Resources Management Plan (January 1987) notes that South Huntington Water District's Melville well #S8251 had been contaminated by tetrachloroethylene and 1,1,1-trichloroethane, but now such contamination is either not detected or treatment has been provided. The recent history of quality data for the wells both upgradient and downgradient of the site, as well as information on any extraordinary treatment measures implemented, should be provided. Whether the South Huntington Water District has an immediate need to install new public supply or monitoring wells on the site or whether they are seeking to maintain their future options should be ascertained by the Applicant.

RESPONSES - Correspondence with the South Huntington Water District's consultant (Appendix A) indicates that the water district is interested in locating two (2) water supply wells on the project site. These wells can be located within any proposed park area. The wells, however, would require a 100 foot setback in a sanitary easement area. Hence, no sanitary of drainage facilities may be located within a 100 foot radius of the wells. The wells and surrounding area required would occupy approximately 2 acres, and as stated above, may be located within a recreational use area. The Applicants are willing to allow the South Huntington Water District to locate these wells on the project site.

The South Huntington Water District well #S8251, located in wellfield #3 (Figure 3) had been contaminated by tetrachloroethylene, 1,1,1-trichloroethane and dis-dichloroethylene. Wellfield #3 was closed in July, 1982 and re-opened in June, 1983 on reserve status after aerated water was recharged to the wellfield during the fall of 1982. The plume of contamination at plant #3 was removed by spray aeration and the wellfield was put back into normal operation shortly thereafter.

More recently, carbon filters were installed and this has further reduced the contaminant concentration in plant #3. The wellfield meets all drinking water standards and guidelines.

The project site is not located in the downgradient direction of groundwater flow from the wellfield (see Figure 3). Wellfield #3 is located to the north of the groundwater divide, and as such, groundwater pumped within this wellfield originates as recharge north of the divide.

A recent history of water quality in wells upgradient and downgradient of the site is provided in Appendix F of this report.

Demographics/School Population Analysis

COMMENTS - Although this issue was addressed in the Melville GEIS, a site-specific analysis of the number of anticipated school age children and the schools that they are likely to attend, and the surplus capacity of these particular schools must be known. It is likely that the school district that will serve the proposed development will be concerned with the magnitude of the proposed action and its potential ramifications. The Half Hollow Hills Central School District has, in the past, requested that a site be provided for a school at the subject location. The Applicant should approach the Dis-

trict to establish whether a new school or library site is needed in this area of Melville and whether the subject site still provides a suitable location thereof.

RESPONSES - According to the U.S. Census of Population and Housing (Public Use Sample), 1980, the proposed project will increase school age population by approximately 233 children (0.383 children/unit).

The project site lies within the Half Hollow Hills Central School District which contains two (2) high schools, three (3) junior high schools and seven (7) elementary schools.

Kevin J. McGuire, Superintendent of the school district was contacted for his input on the potential impact of the project upon the school district (Appendix A). Mr. McGuire estimates that the increase in school district enrollment may be on the order of between 170 to 182 children (0.28-0.3 children/unit) based upon his analysis of similar developments in the area.

According to Mr. McGuire, the impact of the increase in school enrollment upon district schools is too difficult to determine at this time. District schools, with the exception of one (1) elementary school, are not overcrowded.

Affordable Housing Quota

COMMENTS - The proposed action does not include an affordable component. All of the units are identified in the EAF Part I as having a footprint of 1200 SF. The Applicant should indicate a component of the project that mixes units of varied scale/size thereby adding an affordable element to the proposed project. For the purpose of discussing school age children as well as total population, the Applicant should address how varying the dwelling size will affect demographics and what possible impacts clustering poses to character of the surrounding community and property values. Additionally, unit price and target income group/household size for affordable units should be addressed.

RESPONSES - At this time, affordable housing has not been proposed by the Applicants. The Project Applicant is willing to discuss the issue of affordable housing with the appropriate Town, County and/or State personnel.

As the proposed action is a rezoning application, no site plan or architectural renderings have yet been prepared. Therefore, no specific mix of units or varied scale or size have yet been determined.

The Applicant realizes that there is a shortage of affordable units in the Town and are sensitive to the issue. The Applicant is willing to discuss more fully these matters with the appropriate authorities.

Open Space/Recreation Area Evaluation

COMMENTS - The subject site contains 155.47 acres and is included on the Huntington Open Space Index. However, no public amenities (e.g. parkland) are specified. The yield study depicts a 10% park setaside and the plan presented shows 16 acres of recreational area at an interior site location (likely to

serve only the homeowners association residing on the property). Discussion should be included regarding parks and recreation needs in the immediate area. Said evaluation will be reviewed by personnel in the Parks and Planning Departments. If a public park is necessary in the neighborhood, it should be suitably located on the site.

RESPONSES - Letters to the various parks and recreation departments were sent in order to assess the need for a facility in the area. Town of Huntington Director of Parks and Recreation has recommended that the 10% park area depicted on the proposed project plan be used for development of a Fireman's Memorial Park. The Project Applicants have proposed a 16 acre (10%) recreation area for those homeowners on the site.

The Applicant is willing to discuss the idea of locating a public park on the McGovern-Barbash project site. This issue can be more fully discussed at a later date with the proper authorities.

Stormwater Recharge Management

COMMENTS - Although the yield study submitted depicts recharge basins, the plan shows open ponding areas. The EAF Part I indicates that 23.1 acres of water surface area are to be created on the site. While this has the potential to greatly enhance wildlife habitat, none of these areas is designated to specifically accept stormwater flow. Recharge basins in any of the proposed ponds are not acceptable to the Town Subdivision and Site Improvement Specifications. The Applicant should substantiate the adequacy of these areas for stormwater management relative to total watershed area. Individual storage capacity of any proposed impounding/drainage areas should be appropriate to the site's natural recharge segments. Additionally, two very large artificial ponding areas are depicted within the proposed 16-acre recreation area. If the parks assessment determines that active use facilities are required, the two features may be mutually exclusive.

RESPONSES - The proposed action is the rezoning of the 155.47 acre site to various residential districts. The proposed action is not in the subdivision or site plan stages. The Applicant's traffic study has provided recommendations for roadway improvements for the site and the neighboring roadway network. Among those recommendations will be a collector road traversing the site from north to south. During the site plan phase, this roadway will be shown on the proposed site plan and will necessitate a new project design and layout.

Stormwater recharge areas will be designed in accordance with the Town Subdivision and Site Improvement Specifications. The proposed recharge ponds are merely for aesthetic purposes. Landscaping surrounding the ponds will be non-fertilizer-dependent wetland species. There will be no road salting of roadways. Each pond will be properly aerated to prevent eutrophication and will be suitably maintained. Individual storage capacities etc., will be depicted on the site plan during this project phase.

Archaeological Assessment

COMMENTS - A cultural resources assessment is needed to determine archaeological sensitivity of the McGovern-Barbash property. The proposed action is located across Pinelawn Road from a historic site identified in the Melville GEIS and included on the Town Historic Sites Inventory (see attached building-structure form), the Jarvis House at 25 Pinelawn Road, dated circa pre-1858 and previously used as the first Melville polling place. The subject site also appears on the New York Station Preservation Office's Archaeological Sensitivity Map which indicates that there are State Preservation Office and State Museum archaeological site files for areas within a one mile radius of the subject site. Although the land has been cultivated extensively, there is sufficient pretense to conduct an archival search and preliminary site investigation. The two sites of significance containing prehistoric Indian artifacts noted in the Melville GEIS are both presently in agricultural use. A cultural resource inventory (Stage IA and possibly IB), followed by a preservation/management and/or recovery plan, should significant evidence by identified, is necessary to guide planned development of the site.

RESPONSES - An Archaeological Assessment of the project site is currently being prepared by The Clover Corporation. This extensive archaeological study includes the excavation of approximately 800 test holes. This work is proceeding and will be submitted under separate cover shortly hereafter.

Soils Testing

COMMENTS - Past use of the site for varied agricultural purposes requires special investigation. Soil analyses are recommended to evaluate the persistence of residual pesticides and other agrochemicals in the upper soil strata. Rather than conduct an overall grid analysis; it is recommended that no more than six borings to a depth of 4 to 6 feet be taken at locations determined by the Environmental Review Division staff in cooperation with the Suffolk County Department of Health Services and the consulting archaeologist. Should testing of the soil samples identify any potentially significant health threat, mitigation measures must be considered to best avoid human contact. No disturbance of the site to take borings is recommended until the preliminary archaeological.

RESPONSES - A detailed analysis of on-site was undertaken in July of 1986, by Pedneault Associates, Inc. Forty (40) soil samples were taken with a 4 inch wide by 36 inch deep auger. The whole column of soil from 0 inches to 36 inches was analyzed for average pesticide content. The soil samples were analyzed according to EPA protocol using gas chromatography.

According to John Pedneault, Lab Director of Pedneault Associates, Inc., a number of elevated levels of pesticides were detected however he did not feel that they presented any particular problem.

Appendix G contains the results of the soil testing.

Traffic Study

COMMENTS - A traffic report should be submitted detailing anticipated peak hour loading of the project proposed and potential effect to level of service at important local intersections as specified by the Director of Traffic Safety. The attached memorandum from Tom Mazzola indicates that the plan submitted is incompatible with the Town Master Plan relative to the provision of a connector roadway. It is also inconsistent with the Abeles Schwartz report included in the Melville GEIS which recommends new collector streets "in furtherance of the superblock/planned community concept". Any planned study should evaluate the direct advantages and/or disadvantages of the connector.

RESPONSES - A complete and detailed traffic report has been completed for this project and is included under separate cover.

APPENDIX A

CORRESPONDENCE

HUNTINGTON TOWN PLANNING BOARD

MEETING OF MARCH 28, 1990

The following resolution was offered by R. Hennessey and seconded by S. Levin:

WHEREAS, McGovern-Barbash Associates, 265 West Main Street, Babylon, NY 11702, have submitted an application for change of zone from R-40 to R-5, R-10, and R-20 known as **MCGOVERN-BARBASH ASSOCIATES** (#90-ZM-258), prepared by Nelson and Pope, for property located on the north side of the long Island Expressway east of Pinelawn Road in Melville and indicated as parcels 0400-255-01-015.2 and 16, 0400-257-01-050.3, 0400-257-03-009.1, 0400-259-01-001, 021, 040, and 041 on the Suffolk County Tax Map, and

WHEREAS, the Town Board was duly established as lead agency in accordance with the SEQRA regulations [6 NYCRR 617.6];

WHEREAS, the Planning Board, as an involved agency pursuant to SEQRA, has conducted a preliminary review of the proposed action and has determined that the McGovern-Barbash proposal is a Type I action [SEQRA §617.12(3), (5)(ii), and 10] that triggers several of the criteria for determining significance [SEQRA §617.11(1), (5), (6), and (8)]; and

WHEREAS, the Planning Board has assessed the compatibility of the proposed action with the adopted Final Generic Environmental Impact Statement for the Melville Area and has determined that there are specific issues that were not addressed or were inadequately addressed in the GEIS, that new information has arisen about significant adverse effects not previously addressed, and that the action involves one or more significant effects; and

WHEREAS, pursuant to SEQRA §617.15(c)(3) and §617.8(g)(1), it has been determined that additional information is required to complete a SEQRA review of the proposed change of zone; now therefore be it

RESOLVED, that the Planning Board recommends that the Town Board, as lead agency, require the applicant to prepare a supplement to the final generic EIS addressing those specific concerns identified in the staff memorandum dated March 26, 1990, attached hereto and made a part hereof, and in accordance with SEQRA §617.8(g)(3), any such submission by the applicant be subject to the full SEQRA procedures.

VOTE: 6 AYES: 6 NOES: 0

The resolution was thereupon declared to be duly adopted.

TOWN OF HUNTINGTON, N. Y.
PLANNING DEPARTMENT

Intra-Office Memorandum

Date: March 26, 1990

To: Richard Machtay, Director

From: Margo Myles, Senior Environmental Analyst

Re: McGovern-Barbash Associates - Change of Zone #90-ZM-258: Melville-Route 110 Area GEIS Supplement

The Final Generic Environmental Impact Statement for the Melville Area was adopted by the Town Board in April of 1989 in accordance with the SEQRA regulations. The purpose of the GEIS was to provide a framework for land planning decisions within the Melville area, to direct development best suited to the existing infrastructure and environmental conditions. The Comprehensive Plan Update (in preparation) is likely to embrace the findings of the Town Board relative to the Melville GEIS. The preferred plan for the McGovern-Barbash site, substantiated by the data in the GEIS, is for medium density residential use (2-4 units per acre, at least 0.25 acres of land for each dwelling unit). While the current proposal appears compatible with the GEIS threshold, there are specific elements of the subject action that require additional assessment.

In accordance with SEQRA §617.15(c)(3), "When a final generic EIS has been filed under this part: A supplement to the final generic EIS must be prepared if the subsequent proposed action was not addressed or was not adequately addressed in the generic EIS and the subsequent action involves one or more significant effects." SEQRA §617.8(g)(1) also states that "Prior to the filing of a findings statement, the lead agency may require a supplemental EIS, limited to specific issues not addressed or inadequately addressed in the EIS, in the following circumstances:..(ii) newly discovered information arises about significant adverse effects which was not previously addressed."

The McGovern-Barbash proposal is a Type I action [SEQRA §617.12(3), (5)(ii), and 10] that triggers several of the criteria for determining significance [SEQRA §617.11(1), (5), (6), and (8)]. At the time the Melville GEIS was scoped, the Special Groundwater Protection Area Comprehensive Management Study was not yet underway and therefore, this issue was not addressed. Although an EAF Part I has been submitted, additional information is required to complete a SEQRA review on the proposed change of zone from R-40

to R-20, R-10, and R-5 to enable construction of 607 townhouse units. It is recommended that a supplement to the GEIS be submitted by the applicant to address the concerns noted below. Several items require the assistance of other Town departments.

In accordance with SEQRA §617.8(g)(3), "If a supplement is required, it will be subject to the full procedures of this Part." As a consequence, full coordination will take place. Thus, the lead agency should be encouraged to request a supplement to the GEIS relative to the proposed change of zone. Any supplemental EIS submitted in response thereto will be treated as a DEIS and the full review process will commence.

Special Groundwater Protection Area

The subject property lies within the proposed West Hills-Melville Special Groundwater Protection Area (SGPA) near the groundwater divide and upgradient of a public water supply well. At the density proposed (EAF Part I notes anticipated daily wastewater generation of 183,200 gallons) a sewage treatment plant will likely be required pursuant to Article 6 of the County Sanitary Code absent available connection to a sewer district. Coupled with a loss in natural recharge area, the introduction of a new point source of possible contamination via placement of a sewage treatment plant in this portion of the proposed SGPA poses the potential to degrade the quality of the underlying aquifer. There is enough concern regarding this matter that legislation has been proposed seeking to prevent any new sewage treatment plant from receiving a SPDES permit until the Long Island Regional Planning Board's Comprehensive Management Study is completed and recommendations therein may be implemented. In as much as this review will be coordinated with the SCDHS, the ramifications of the proposed rezoning and new sewage treatment plant discharge within the SGPA in consideration of the intent of Article 55 and the LIRPB study underway (relative to sole source aquifer protection) must be addressed in order that suitable mitigation is forthcoming.

Future Well Sites

The South Huntington Water District has requested consideration of two well sites on the McGovern-Barbash property (see attached letter). The water district's consultant has informed the Town Planning Board that such well sites could be situated in and are compatible with the proposed recreational use area. It is questionable whether an area set aside for parks purposes can be used for such purpose. The Suffolk County Comprehensive Water Resources Management Plan (January 1987) notes that South

Huntington Water District's Melville well #S8251 had been contaminated by tetrachloroethylene and 1,1,1-trichloroethane, but now such contamination is either not detected or treatment has been provided. The recent history of quality data for the wells both upgradient and downgradient of the site, as well as information on any extraordinary treatment measures implemented, should be provided. Whether the South Huntington Water District has an immediate need to install new public supply or monitoring wells on the site or whether they are seeking to maintain their future options should be ascertained by the applicant.

Archaeological Assessment

A cultural resources assessment is needed to determine archaeological sensitivity of the McGovern-Barbash property. The proposed action is located across Pinelawn Road from a historic site identified in the Melville GEIS and included on the Town Historic Sites Inventory (see attached building-structure form), the Jarvis House at 25 Pinelawn Road, dated circa pre-1858 and previously used as the first Melville polling place. The subject site also appears on the New York State Preservation Office's Archaeological Sensitivity Map which indicates that there are State Preservation Office and State Museum archaeological site files for areas within a one mile radius of the subject site. Although the land has been cultivated extensively, there is sufficient pretense to conduct an archival search and preliminary site investigation. The two sites of significance containing prehistoric Indian artifacts noted in the Melville GEIS are both presently in agricultural use. A cultural resource inventory (stage IA and possibly IB), followed by a preservation/management and/or recovery plan, should significant evidence be identified, is necessary to guide planned development of the site.

Soils Testing

Past use of the site for varied agricultural purposes requires special investigation. Soil analyses are recommended to evaluate the persistence of residual pesticides and other agrichemicals in the upper soil strata. Rather than conduct an overall grid analysis; it is recommended that no more than six borings to a depth of 4 to 6 feet be taken at locations determined by the Environmental Review Division staff in cooperation with the Suffolk County Department of Health Services and the consulting archaeologist. Should testing of the soil samples identify any potentially significant health threat, mitigation measures must be considered to best avoid human contact. No disturbance of the site to take borings is recommended until the preliminary archaeological

report is complete.

Traffic Study

A traffic report should be submitted detailing anticipated peak hour loading of the project proposed and potential effect to level of service at important local intersections as specified by the Director of Traffic Safety. The attached memorandum from Tom Mazzola indicates that the plan submitted is incompatible with the Town master plan relative to the provision of a connector roadway. It is also inconsistent with the Abeles Schwartz report included in the Melville GEIS which recommends new collector streets "in furtherance of the superblock/planned community concept." Any planned study should evaluate the direct advantages and/or disadvantages of the connector.

Demographics/School Population Analysis

Although this issue was addressed in the Melville GEIS, a site-specific analysis of the number of anticipated school age children, the schools that they are likely to attend, and the surplus capacity of these particular schools must be known. It is likely that the school district that will serve the proposed development will be concerned with the magnitude of the proposed action and its potential ramifications. The Half Hollow Hills Central School District has, in the past, requested that a site be provided for a school at the subject location. The applicant should approach the District to establish whether a new school or library site is needed in this area of Melville and whether the subject site still provides a suitable location therefor.

Affordable Housing Quota

The proposed action does not include an affordable component. All of the units are identified in the EAF Part I as having a footprint of 1,200 sf. The applicant should indicate a component of the project that mixes units of varied scale/size thereby adding an affordable element to the proposed project. For the purpose of discussing school age children as well as total population, the applicant should address how varying the dwelling size will affect demographics and what possible impacts clustering poses to character of the surrounding community and property values. Additionally, unit price and target income group/household size for affordable units should be addressed.

Open Space/Recreation Area Evaluation

The subject site contains 155.39 acres and is included on the Huntington Open Space Index. However, no public amenities (e.g. parkland) are specified. The yield study depicts a 10% park setaside and the plan presented shows 16 acres of recreational area at an interior site location (likely to serve only the homeowners association residing on the property). Discussion should be included regarding parks and recreation needs in the immediate area. Said evaluation will be reviewed by personnel in the Parks and Planning Departments. If a public park is necessary in the neighborhood it should be suitably located on the site.

Stormwater Recharge Management

Although the yield study submitted depicts recharge basins, the plan shows open ponding areas. The EAF Part I indicates that 23.1 acres of water surface area are to be created on the site. While this has the potential to greatly enhance wildlife habitat, none of these areas is designated to specifically accept stormwater flow. Recharge basins in any of the proposed ponds are not acceptable to the Town Subdivision and Site Improvement Specifications. The applicant should substantiate the adequacy of these areas for stormwater management relative to total watershed area. Individual storage capacity of any proposed impounding/ drainage areas should be appropriate to the site's natural recharge segments. Additionally, two very large artificial ponding areas are depicted within the proposed 16-acre recreation area. If the parks assessment determines that active use facilities are required, the two features may be mutually exclusive.

MSM/

10

COUNTY OF SUFFOLK

PATRICK G. HALPIN
SUFFOLK COUNTY EXECUTIVE

DEPARTMENT OF HEALTH SERVICES

DAVID HARRIS, M.D., M.P.H.
COMMISSIONER

RECEIVED
MAR 16 1990

March 7, 1990

Mr. Richard Machtay
Town of Huntington Planning Department
100 Main Street
Huntington, N.Y. 11743-6990

RE: McGovern-Barbash Associates
SCTM#: 0400-255-1-15.2 & 15.6, etc.

Dear Mr. Machtay:

The Suffolk County Department of Health Services (SCDHS) has received your letter dated February 13, 1990, concerning the above-referenced project and offers the following comments.

This Department has no objection to your designation as lead agency.

Because of the size of the subject project and the magnitude of the potential adverse impacts to natural resources, open space, and groundwater which are associated with the proposed development, we recommend that a positive declaration be issued to this project. Our concerns are summarized as follows:

SANITARY CODE / GROUNDWATER

Impacts of the proposed project on groundwater should be carefully examined. In general, we find downzonings to allow for more intensive development objectionable from the standpoint of aquifer protection. The proposed re-zoning of the property from R-40 to R-5, R-10, and R-20 represents such a proposed intensification of land use. Therefore, we recommend that alternative development scenarios be examined in the Draft Environmental Impact Statement (DEIS) to facilitate a comparative analysis of project impacts. Fertilizer, sanitary waste, and

COUNTY CENTER
RIVERHEAD, N.Y. 11901

stormwater runoff pollution contribution should be elements of the comparative evaluation of the groundwater component of project impacts. Water supply should also be included in the scope of the DEIS.

This project exceeds allowable Suffolk County Sanitary Code Article 6 subdivision density for conventional subsurface sewage disposal systems. Article 6 stipulates a minimum equivalent lot yield of 20,000 square feet per lot in Hydrogeologic Zone I. Equivalent lot yield refers to gross land area minus area of roads, recharge basins, and other appurtenances which would be necessary to develop the site. Because the project exceeds Article 6 density, a sewage treatment plant would be required. Details regarding the specifications and location of the sewage conveyance and disposal system are crucial in reviewing this project and should be provided in the DEIS, along with a comparative impact analysis of alternate sewage disposal systems which would result from alternative development scenarios.

The applicant must comply with the requirements of the Suffolk County Sanitary Code and relevant construction standards for water supply and sewage disposal. Design and flow specifications, subsurface soil conditions, and complete site plan details are essential to the review of this project. These considerations are reviewed completely at the time of SCDHS application. SCDHS maintains jurisdiction over the final location of sewage disposal and water supply systems. The applicant, therefore, should not undertake the construction of either system without Health Department approval.

NATURAL RESOURCES

The property represents a potentially viable wildlife habitat as well as a major expanse of open space in an increasingly developed area. We, therefore, recommend the evaluation of an alternative development scenario at the current zoning as well as a cluster alternative whereby a substantial portion of the property would be left in its natural state. We would subsequently encourage the town to provide for dedication of such an area as protected open space. The formulation of a cluster plan should be based upon a detailed natural resources inventory and evaluation and should, if possible, incorporate the objective of maintaining contiguous wildlife habitat corridors on a regional basis.

We recommend that landscape configurations be designed to expand any existing contiguous vegetated areas on the site while minimizing the use of non-native ornamental plantings. We further recommend that indigenous vegetation should be used wherever possible in the landscaping of this project. Such vegetation is well suited to the on-site soils and can provide valuable mitigation in reclaiming disturbed portions of the site. The concept of clustered indigenous plantings are important to wildlife and limit nitrogen infiltration and maintenance costs.

TRAFFIC

The impact of this project on local traffic patterns should be evaluated. To facilitate a comprehensive analysis of the effects of this project in relation to the development currently underweigh in the area, this evaluation should extend beyond the assessment of impacts from this individual project to a incorporate a cumulative assessment of existing and projected traffic in the area of the subject property.

Thank you for the opportunity to review this application. If you have any questions, please feel free to contact the Office of Ecology at 548-3060.

Sincerely yours,

Walter Dawydiak

Walter Dawydiak
Assistant Public Health Engineer
Office of Ecology

cc: Vito Minei, P.E.
Louise Harrison
Stephen Costa, P.E.
Charles Lind, SC Planning

DIRECTOR	
ASST. DIRECTOR	
CHAIRMAN	
Tom Bond & Clerk	
Charla	
MARGO	
Applicant	
Nelson & Pope	
AGENDA	
FILE	

RECEIVED
MAR 12 1990
HUNTINGTON TOWN
PLANNING DEPT.

NELSON & POPE

CONSULTING ENGINEERS
LAND SURVEYORS

Robert G. Nelson, P.E., L.S.
Victor Bert, P.E.
Vincent Donnelly, P.E.
Robert G. Nelson, Jr., P.E.
Arthur Koerber, P.E.
John Schnurr, L.S.

Henry P. Pope, P.E., L.S., Ret.

572 WALT WHITMAN RD.
MELVILLE, N.Y. 11747

(516) 427-5665
FAX (516) 427-5620

January 12, 1990

South Huntington Water District
5th Avenue
South Huntington, New York 11746

Attention: Laboratory

Re: McGovern Sod Farm

Dear Sir:

I am writing to you in request of water quality data for the well field(s) which will serve the 607 unit proposal planned for the McGovern Sod Farm site, near the Pinelawn Road/Long Island Expressway North Service Road interchange. In particular, I am looking for organic and inorganic test results.

If there is a charge for this information please let me know.

Thank you very much.

Very truly yours,

NELSON AND POPE

Eric R. Mintz

ERM/mg

NELSON & POPE

CONSULTING ENGINEERS
LAND SURVEYORS

Robert G. Nelson, P.E., L.S.
Victor Bert, P.E.
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Henry P. Pope, P.E., L.S., Ret.

572 WALT WHITMAN RD.
MELVILLE, N.Y. 11747

(516) 427-5665
FAX (516) 427-5620

January 24, 1990

Pedneault Associates, Inc.
1615 North Avenue
P.O. Box 205
Bohemia, New York 11716

Attention: Mr. John Pedneault

Re: McGovern Sod Farm

Dear Mr. Pedneault:

As per our conversation on January 24, 1990, please proceed with groundwater analysis for the two (2) on-site wells as discussed.

If I can be of further assistance please do not hesitate to contact me.

Very truly yours,

NELSON & POPE

Eric Mintz

EM/mg

NELSON & POPE

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572 WALT WHITMAN RD.
MELVILLE, N.Y. 11747

(516) 427-5665
FAX (516) 427-5620

April 17, 1990

Mr. Robert J. Kalin
Archaeological Services, Inc.
Box 1522
Rocky Point, New York 11778

Re: McGovern Sod Farm

Dear Mr. Kalin:

Nelson & Pope is currently preparing a Supplement to the Generic Environmental Impact Statement for a proposed 607 unit condominium development on the McGovern Sod Farm. The project location is bounded by the Long Island Expressway north service road to the south, Pinelawn Road to the west and Old Country Road to the north.

The attached excerpt from the Town of Huntington Planning Board indicates the archaeological work necessary.

If, interested, please review and provide me with a cost estimate fee for this project.

If I can be of further assistance, please feel free to contact me.

Very truly yours,

NELSON & POPE

Eric R. Mintz

ERM/mg
att.

NELSON & POPE

CONSULTING ENGINEERS
LAND SURVEYORS

Robert G. Nelson, P.E., L.S.
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Henry P. Pope, P.E., L.S., Ret.

572 WALT WHITMAN RD.
MELVILLE, N.Y. 11747

(516) 427-5665
FAX (516) 427-5620

April 19, 1990

Half Hollow Hills Central School District
Administrative Office
525 Half Hollow Road
Dix Hills, New York 11746

Attention: Kevin N. McGuire
Superintendent of Schools

Re: McGovern Sod Farm

Dear Mr. McGuire:

Enclosed please find a location map for a proposed 607 unit condominium development in Melville, New York.

The intent of this letter is to solicit your input regarding this project and its potential impact upon the Half Hollow Hills School District.

I am currently preparing a Supplement to the Generic Environmental Impact Statement (GEIS) for the Melville - Route 110 area. The following is essential for inclusion in this document:

Is the proposed project site located within the Half Hollow Hills School District? What is your anticipated estimate of school age children that will attend your schools following development of the site? My estimate of approximately 235 school age children (.38 children/ condominium unit) is based upon a rate provided in the Fiscal Impact Analysis Handbook prepared by Listokin and Burchell. Is this an accurate estimate? Also, what school will these children likely attend and what is the surplus capacity of these particular schools? I understand that the Half Hollow Hills Central School District has, in the past, requested that a site be provided for a school at the subject location. Are you of the opinion that a new school or library site is needed in this area of Melville?

Your responses will be greatly appreciated. This information will be presented in the Supplement to the GEIS and will help the particular agencies involved with this proposed action to properly assess the existing and projected status of your school district.

If I can be of further assistance, please feel free to contact me.

Thank you very much.

Very truly yours,

NELSON & POPE

Eric R. Mintz
Environmental Analyst

ERM/mg
encl.

HALF HOLLOW HILLS CENTRAL SCHOOL DISTRICT

OF HUNTINGTON AND BABYLON

KEVIN N. MC GUIRE
Superintendent of Schools

JUN 25 1990

June 19, 1990

Mr. Eric Mintz
Nelson & Pope
574 Walt Whitman Road
Melville, NY 11747

Dear Mr. Mintz:

After reviewing the projected students emanating from the McGovern Sod Farm construction project, it is our determination that the figures presently being used are slightly higher than what would be anticipated.

The .38 figure probably should be modified to be slightly below .30. It's premature to project the effect on grade level populations. Presently, our elementary, junior highs, and senior high schools are not overcrowded, thus allowing us to implement a wide range of instructional programs. We want to remain in contact with you, so there is no significant change to accommodate, due to the anticipated construction at the McGovern Sod Farm.

Best wishes.

Sincerely,

Kevin N. McGuire

/ms

Copy -
R. Ford.
4/23/90

NELSON & POPE

CONSULTING ENGINEERS
LAND SURVEYORS

1990 APR 23 A 10:56

572 WALT WHITMAN RD.
MELVILLE, N.Y. 11747

(516) 427-5665
FAX (516) 427-5620

Robert G. Nelson, P.E., L.S.
Victor Bert, P.E.
Vincent Donnelly, P.E.
Robert G. Nelson, Jr., P.E.
Arthur Koerber, P.E.
John Schnurr, L.S.

Henry P. Pope, P.E., L.S., Ret.

April 19, 1990

Town of Huntington
Department of Parks and Recreation
100 Main Street
Huntington, New York 11743

Re: McGovern Sod Farm

Dear Sir:

Enclosed please find a location map for a proposed 607 unit condominium development on the 155 acre McGovern Sod Farm located in Melville.

I am trying to gather information on the need for a public park in the project vicinity. If there is, is the subject site a suitable location for this park? If so, how large should this park be?

Your responses will be included in the supplement to the GEIS which I am working on. Any information you can provide will be greatly appreciated.

Thank you very much.

Very truly yours,

NELSON & POPE

Eric R. Mintz
Environmental Analyst

ERM/mg
enc.

TOWN OF HUNTINGTON

STEPHEN C. FERRARO, *Supervisor*

EMERSON BOOZER
Director of Parks & Recreation

May 9, 1990

Mr. Eric R. Mintz
Environmental Analyst
Nelson & Pope
572 Walt Whitman Road
Melville, NY 11747

Dear Mr. Mintz:

The Department of Parks & Recreation recommends that a minimum of 16 acres be set-a-side in the McGovern-Barbash Associates' development and designated as parkland.

The acreage should be located adjacent to the north service road and Pinelawn Road to provide access. The property owner should also provide a buffer of tree, shrubs, and fence between the parkland and the homes.

The McGovern-Barbash property is perfectly located for new recreational facilities - central, accessible to a major roadway, and is a flat/open area which could be buffered from residential development. We feel this is an ideal location for an active recreation area.

Sincerely,

Emerson Boozer
Director

EB:dec

DEPARTMENT OF PARKS & RECREATION • 100 MAIN STREET • HUNTINGTON, N.Y. 11743-6990 • (516) 351-3089 TELEFAX (516) 424-7856

Town of Huntington, N.Y.

Inter-Office Memorandum

Date: APRIL 9. 1990

To: RICHARD MACHTAY, DIRECTOR, PLANNING DEPARTMENT

From: EMERSON BOOZER, DIRECTOR, PARKS & RECREATION EB

Re: McGOVERN-BARBASH ASSOCIATES PROPERTY

The Department of Parks & Recreation recommends that the 10% park set-a-side of approximately 16 acres be accepted from McGovern-Barbash Associates development, and designated as parkland. The 16 acres should be located adjacent to the north service road, so as to be accessible. The property owner should provide a buffer of trees/shrubs and fence between the parkland and the homes.

We are presently looking at plans for the development of a Firemen's Memorial Park at this location.

Your consideration of this would be greatly appreciated.

EB

EB:RF:dec
cc: Stephen C. Ferraro, Supervisor
William Rebolini, Councilman
Kenneth Christensen, Councilman
Stephen Hackeling, Councilman
Quentin Sammis, Councilman
Richard Ford, Deputy Director

CB + MM. Send to N+1 and applic Pm

DIRECTOR	
ASST. DIRECTOR	
CHAIRMAN	
Charles	
AGENDA	
FILE	

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APR 12 1990
HUNTINGTON TOWN
PLANNING DEPT.

NELSON & POPE

CONSULTING ENGINEERS
LAND SURVEYORS

Robert G. Nelson, P.E., L.S.
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Arthur Koerber, P.E.
John Schnurr, L.S.

Henry P. Pope, P.E., L.S., Ret.

572 WALT WHITMAN RD.
MELVILLE, N.Y. 11747

(516) 427-5665
FAX (516) 427-5620

April 19, 1990

Suffolk County Department of Parks and Recreation
P.O. Box 144
West Sayville, New York 11706

Attention: Commissioner

Re: McGovern Sod Farm

Dear Commissioner:

Enclosed please find a location map for a proposed 607 unit condominium development to be located on the 155 acre McGovern Sod Farm site in Melville, New York.

The purpose of this letter is to determine whether there is a need for a public park in the project area. If there is a need for such a facility, will our project site be suitable? If so, what size will this facility warrant?

Your responses will be included in the supplement to the Generic Environmental Impact Statement which I am preparing.

Thank you very much.

Very truly yours,

NELSON & POPE

Eric R. Mintz
Environmental Analyst

ERM/mg
enc.

NELSON & POPE

CONSULTING ENGINEERS
LAND SURVEYORS

Robert G. Nelson, P.E., L.S.
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572 WALT WHITMAN RD.
MELVILLE, N.Y. 11747

(516) 427-5665
FAX (516) 427-5620

April 19, 1990

L.I. State Parks and Recreation Commission
Parks and Recreation Office
Belmont Lake State Park
Babylon, New York 11702

Re: McGovern Sod Farm

Dear Sir:

Enclosed please find a location map for a proposed 607 unit condominium development to be located on the 155 acre McGovern Sod Farm site in Melville, New York.

The purpose of this letter is to solicit your input regarding this project and its potential impact upon your department.

I am currently preparing a Supplement to the Generic Environmental Impact Statement (GEIS) for the Melville - Route 110 area. I am trying to determine whether there is a need for a public park and recreational facility in the project area. If there is a need, will the project site be suitable for such a facility? What is your size recommendation for this park?

Your responses will be included in the GEIS. This information will be presented to the various agencies involved in the decision making of this project. This information will be used to assess the need for a public park and recreational facility in the area.

If I can be of further assistance, please feel free to contact me.

Thank you very much.

Very truly yours,

NELSON & POPE

Eric R. Mintz
Environmental Analyst

ERM/mg
encl.

NELSON & POPE

CONSULTING ENGINEERS
LAND SURVEYORS

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Henry P. Pope, P.E., L.S., Ret.

572 WALT WHITMAN RD.
MELVILLE, N.Y. 11747

(516) 427-5665
FAX (516) 427-5620

April 27, 1990

Long Island Regional Planning Board
H. Lee Dennison Building
Veterans Memorial Highway
Hauppauge, New York 11788

Attention: Mr. Arthur Kunz

Re: McGovern Sod Farm

Dear Mr. Kunz:

I am currently preparing a Supplement to the Generic Environmental Impact Statement (GEIS) for the proposed development of 607 condominium units (and on site-site STP) on the 155± acre McGovern Sod Farm in Melville.

The subject site is located within the West Hills-Melville Special Groundwater Protection Area (SGPA) as designated in the 205J Study.

The LIRPB's follow up study, I understand that the Long Island Comprehensive Management Study is forthcoming. The letter is to confirm, in the absence of this study, whether those recommendations for the Oyster Bay SGPA Pilot Area are consistent with those recommendations to be made on the West Hills-Melville SGPA.

Any additional information pertaining to the above matter will be greatly appreciated.

Thank you again for your time and consideration.

Very truly yours,

NELSON & POPE

Eric R. Mintz
Environmental Analyst

ERM/mg

COUNTY OF SUFFOLK

PATRICK G. HALPIN
SUFFOLK COUNTY EXECUTIVE

DEPARTMENT OF PLANNING

ARTHUR H. KUNZ
DIRECTOR OF PLANNING

May 4, 1990

Mr. Eric R. Mintz
Environmental Analyst
Nelson & Pope
572 Walt Whitman Road
Melville, N. Y. 11747

RE: McGovern Sod Farm

Dear Mr. Mintz:

This office is in process of finalizing the special groundwater area plans which are part of a Long Island Regional Planning Board study.

The West Hills/Melville SGPA calls for a range of residential uses on the above property with higher densities in the western portion of the property and lower density further east.

This information will be presented to the advisory committee during this month.

Yours truly,

Arthur H. Kunz
Director

AHK:pd

RECEIVED
MAY - 9 1990

VETERANS MEMORIAL HIGHWAY
HAUPPAUGE, L.I., NEW YORK 11788
(516) 360-5192

NELSON & POPE

CONSULTING ENGINEERS
LAND SURVEYORS

Robert G. Nelson, P.E., L.S.
Victor Bert, P.E.
Vincent Donnelly, P.E.
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Arthur Koerber, P.E.
John Schnurr, L.S.

Henry P. Pope, P.E., L.S., Ret.

572 WALT WHITMAN RD.
MELVILLE, N.Y. 11747

(516) 427-5665
FAX (516) 427-5620

April 27, 1990

Suffolk County Water Authority
Sunrise Highway and Pond Road
Oakdale, New York 11769

Attention: Laboratory

Re: McGovern Sod Farm

Dear Sirs:

I am presently preparing a groundwater analysis for a project site located in Melville.

I am in need of groundwater quality data (inorganic and organic) for two (2) downgradient SCWA well fields, located at Albin Avenue and Gordon Avenue, in the Town of Babylon. Water quality data from these wellfields for 1990, 1988 and 1987 are necessary.

Please contact me with your fee for this information.

Thank you very much.

Very truly yours,

NELSON & POPE

Eric R. Mintz
Environmental Analyst

ERM/mg

NELSON & POPE

CONSULTING ENGINEERS
LAND SURVEYORS

Robert G. Nelson, P.E., L.S.
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572 WALT WHITMAN RD.
MELVILLE, N.Y. 11747

(516) 427-5665
FAX (516) 427-5620

April 27, 1990

South Huntington Water District
5th Avenue
South Huntington Station, NY 11746

Attention: Mr. Vinnie Crimaudo

Re: McGovern Sod Farm

Dear Vinnie:

As you know by now, there is a proposal to develop 607 condominium units on the 155± acre McGovern Sod Farm site in Melville.

I am presently writing a Supplement to the Generic Environmental Impact Statement (GEIS) for the Melville - Route 110 area, of which the project site lies.

This letter is just to confirm whether or not the South Huntington Water District is still interested in utilizing a part of the site for a new well field location. If so, can this well field be located within a proposed park area? What size area will the well field cover? Any other pertinent information that you wish to provide will be greatly appreciated.

Thank you very much.

Very truly yours,

NELSON & POPE

Eric R. Mintz
Environmental Analyst

ERM/mg

H2MGROUP

Holzmacher, McLendon and Murrell, P.C. • Holzmacher, McLendon and Murrell, Inc. • H2M Labs, Inc.
Engineers, Architects, Scientists, Planners, Surveyors

575 Broad Hollow Road, Melville, N.Y. 11747-5076
(516) 756-8000 • (201) 575-5400
FAX: 516-694-4122

February 27, 1990

Mr. Stanley D. Levin
Town of Huntington
100 Main Street
Huntington, New York 11743-6990

Re: Change Zone #90-ZM-258
R-40 Res. Dist. to R-5, R-10 and R-20 Res. Dist.
SHWD 90-50 OC

Dear Mr. Levin:

Regarding your letter dated February 9, 1990 on the above referenced zone change, it is acceptable to the South Huntington Water District for the Town Board to be lead agency.

In keeping with the Water District's policy of looking to obtain well sites in large developments, the District requests consideration of two well sites in this development. They could be situated in and are compatible with the 16 acre recreational use area.

Please call if you wish to discuss this matter further.

Very truly yours,

HOLZMACHER, McLENDON & MURRELL, P.C.

Paul W. Grosser, Ph.D., P.E.

PWG/lc

cc: Board of Commissioners
Supervisor Stephen C. Ferraro
Joseph F. Camellerie, P.E., Director of Engineering
Benjamin J. Bletsch, P.E.
Richard Wurtz, General Administrator
Vincent Crimaudo, Plant Manager

MEMBER
AMERICAN CONSULTING
ENGINEERS COUNCIL

APPENDIX B

SPDES BILL

State Considering Possible Ban On Sewer Plant Permits

By Ellen Sonosky

A possible two-year state moratorium on permits for sewage treatment plants could affect the development of two parcels of former farmland in Huntington Town.

The bill, which is co-sponsored by Huntington Assemblyman James Conte (R,C-Huntington Station), would prohibit the issuance of sewer plant permits for properties that have been designated special groundwater protection areas (SGPA). The ban would last two years or until the Long Island Regional Planning Board (LIRPB) completes a plan that would set forth criteria for the development of those areas.

The bill was approved by the Assembly at the end of last month and is now being reviewed by the Senate's environmental conservation committee, according to Mr. Conte.

Two areas that could be affected are the Froehlich farm in Huntington Station and McGovern sod farm in Melville. The owners of both sites want to build housing developments.

"In 1987 the state empowered the LIRPB to come up with a strategy or plan regarding special groundwater protection area that would include the development of those properties," Mr. Conte said.

"And right now they are still in the process of devising a management plan that if development does occur, it doesn't harm the groundwater," he continued.

"The planning board has not come up with a plan, so the moratorium will last until they get a plan together or two years, whichever happens first," he added.

According to a Long Island Regional Planning Board official, it could be another two years before a protection plan is approved by the state.

"We should be able to finish it this year — hopefully well before the end of the year. But until the state approves it and it becomes part of the state's groundwater protection plan, that could take a little longer," said Edith Tanenbaum, bi-county planning coordinator for the board.

She was concerned, however, that the proposed sewer permit moratorium was too broad.

"It's a bummer. We have real problems with the bill as it's presently written. In my view, this is not the way to go about protecting specific properties. It would impact some affordable housing projects and some remedial efforts. When we saw it, we felt it needed some fine tuning," Ms. Tanenbaum said.

"Developers have some rights, and the SGPA does not require the total cessation of development on the property. The only way to do that would be to acquire all of it," she continued.

"The idea [of groundwater protection areas] was to limit developers to those uses and those developments that are going to be compatible with groundwater protection and maintenance of a clean recharge," she added.

Ms. Tanenbaum also said if the bill is passed by the state Senate, it would affect more than just areas where the water needs to be protected.

"This bill is really aimed at specific situations, but it will affect a whole lot more than those properties. In some cases the results could be counterproductive," she said.

The attorney for the owners of hlich farm agrees. "That sounds like d make a good Supreme Court case. It looks like one that should be clearly challenged," said Arthur Goldstein. "It's the same old nonsense. The agricultural use is the thing that really polluted the water."

Mr. Conte said both parcels were used as farmland and because of fertilizers may already be high in nitrates. In January the final environmental impact statement, which was paid for by the developers of the Froehlich property, said contaminants from fertilizers such as nitrates were present in the groundwater.

Froehlich farm, a 208-acre site in Huntington Station, and McGovern sod farms, a 155-acre site in Melville, are former farms that are now included in the West Hills-Melville special groundwater protection area. Property owners have requested a change of zone on the property in order to build housing developments.

R & V Company, the owners of Froehlich farm, want to downzone the property to build more than 400 single family homes, according to Mr. Goldstein.

The owners of the former sod farm, McGovern-Barbash Associates, plan to build 607 town houses if the change of zone is approved by the town board.

Two weeks ago the town board approved further examination of some issues that had not been fully addressed in the original environmental study for the McGovern-Barbash property. That process could take several months.

A principal of the company had no comment regarding the moratorium.

"Life is a series of moratoriums. I know nothing about the bill so I have no comment," said Maurice Barbash. ■

HUNTINGTON RECORD
4/25/90

STATE OF NEW YORK

8280--B R. R. 148

1989-1990 Regular Sessions

IN ASSEMBLY

May 15, 1989

Introduced by COMMITTEE ON RULES -- (at request of M. of A. DiNapoli, Yevoli, Sweeney, Madison, Harenberg, Hill, Weisenberg, Healey, Behan, Conte, Gaffney) -- read once and referred to the Committee on Environmental Conservation -- reported and referred to the Committee on Rules -- amended on the special order of third reading, ordered reprinted as amended, retaining its place on the special order of third reading -- recommitted to the Committee on Rules in accordance with Assembly Rule 3, sec. 2 -- amended on the special order of third reading, ordered reprinted as amended, retaining its place on the special order of third reading

AN ACT to amend the environmental conservation law, in relation to a moratorium on issuance of certain permits within special groundwater protection areas on Long Island

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

Section 1. Section 17-0703 of the environmental conservation law is amended by adding a new subdivision 3 to read as follows:

3. Notwithstanding any other provision of law, no new permit shall be issued pursuant to subdivision one of this section in any special groundwater protection area designated pursuant to section 55-0113 of this chapter after the effective date of this subdivision.

§ 2. Section 55-0113 of the environmental conservation law is amended by adding a new subdivision 3-a to read as follows:

3-a. Notwithstanding the provisions of subdivision three of this section, the preliminary boundaries of the special groundwater protection areas designated in paragraphs (c), (d), (e), (f), (g), (h) and (i) of subdivision one of this section shall be those determined by the special groundwater protection area advisory council established pursuant to

EXPLANATION--Matter in italics (underscored) is new; matter in brackets [ ] is old law to be omitted.

LBD08052-07-0

subdivision six of this section to be such boundaries as of the effective date of this subdivision; provided, however, that the final boundaries of such areas shall be determined pursuant to section 55-0115 of this chapter.

§ 3. Section 55-0113 of the environmental conservation law is amended by adding a new subdivision 8 to read as follows:

8. Within areas designated as special groundwater protection areas pursuant to subdivision one of this section, upon the effective date of this subdivision there shall be a moratorium on the issuance of new permits provided in section 17-0701 and in title eight of article seventeen of this chapter.

§ 4. This act shall take effect immediately and shall remain in full force and effect until a determination by the commissioner of environmental conservation, pursuant to public hearing, that special groundwater protection plans for all designated groundwater protection areas located on Long Island have been implemented or until 2 years following the effective date of this act, whichever occurs first, provided, however, that the commissioner of environmental conservation shall promulgate rules and regulations necessary to effectuate the provisions of this act within 120 days of such effective date.

NEW YORK STATE ASSEMBLY
MEMORANDUM IN SUPPORT OF LEGISLATION
submitted in accordance with Assembly Rule III, § 1(e)

__Memo on original draft bill
__Memo on amended bill

Bill Number: Assembly 8280 Senate_____

Sponsors: Members of Assembly: DiNAPOLI (Grande multi)

Senators:_____

Introduced at the request of_____

Title of Bill: AN ACT to amend the Environmental Conservation Law, in relation to a moratorium on issuance of certain permits within special groundwater protection areas on Long Island.

Purpose or General Idea of Bill: To protect Special Groundwater Protection Areas from detrimental development for two years or until special groundwater protection plans have been implemented for these areas.

Summary of Specific Provisions: Would prohibit the issuance of State Pollutant Discharge Elimination System (SPDES) permits in Special Groundwater Protection Areas. The SPDES permit moratorium would last for two years, or until groundwater protection plans for all Special Groundwater Protection Areas have been implemented. The Commissioner of Environmental Conservation shall determine, after a public hearing, whether groundwater protection plans have been implemented.

Effects of Present Law which This Bill would Alter: Would amend Subdivision 1 of Section 17-0703 of the Environmental Conservation Law. It would also add a new Subdivision 8 to Section 55-0113 of the Environmental Conservation Law.

Justification: Section 55-0107 of the Environmental Conservation Law designates nine Special Groundwater Protection Areas (SPGAs) represent the last remaining large undeveloped areas above which deep, high-quality groundwater recharge occurs.

Poorly planned, large scale development within these areas represent the greatest threat to the preservation of SGPAS as sources of high quality drinking water. Since large scale developments that discharge more than 30,000 gallons of sewage per day require a SPDES permit, this legislation would prevent poorly planned projects from being constructed until the Long Island Regional Planning Board completes its study of SPGAS and the state has an opportunity to implement management plans.

A SPDES permit moratorium would, in effect, prevent widescale overdevelopment and degradation of the SGPAs, and encourage developers and municipalities to take a common sense approach to planning in these critical areas.

Prior Legislative History: This is new legislation.

Fiscal Implications for State and Local Government: None.

Effective Date: This act would take effect immediately.

APPENDIX C

ON-SITE WATER QUALITY

PEDNEAULT ASSOCIATES, INC.

PEDNEAULT ASSOCIATES, INC. TESTING LABORATORIES
1615 NINTH AVENUE · P.O. BOX 205 · BOHEMIA, N.Y. 11716 · (516) 467-8477
AFTER 5 P.M. (516) 567-5579

May 31, 1990

TO: Nelson and Pope
572 Walt Whitman Road
Melville, New York 11747

Date: Collected ... 5/8/90 ..... **Analyzed** ... 5/8-5/31/90 .... **Report** .... 5/31/90 .....

Sampling Point

1. McGovern Sod Farm, LIE SSR & Pinelawn Road, Melville, New York - Well #1 - Liquid
2. McGovern Sod Farm, LIE SSR & Pinelawn Road, Melville, New York - Well #2 - Liquid
3. McGovern Sod Farm, LIE SSR & Pinelawn Road, Melville, New York - Well #3 - Liquid
4. .....
5. .....

Parameters		1	2	3	4	5
Chlorides	mg/l	25.01	22.91	6.93		
Sulfates	mg/l	24.51	83.54	39.05		
Alkalinity	mg/l	10.5	9.0	12.0		
Conductivity	mg/l	235	338	200		
Total Dissolved Solids	mg/l	144	184	108		
Nitrates	mg/l	9.80	8.98	8.00		

JOHN PEDNEAULT
Lab Director

Lab Number 62735
mja

PEDNEAULT ASSOCIATES, INC. TESTING LABORATORIES
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Sampling Point

1. McGovern Sod Farm, LIE SSR & Pinelawn Road, Melville, New York - Well #1 - Liquid
2. McGovern Sod Farm, LIE SSR & Pinelawn Road, Melville, New York - Well #2 - Liquid
3. McGovern Sod Farm, LIE SSR 7 Pinelawn Road, Melville, New York - Well #3 - Liquid
4. .....
5. .....

Parameters		1	2	3	4	5
Potassium	mg/ℓ	7.9	5.47	2.85		
Calcium	mg/ℓ	0.709	4.19	3.22		

JOHN PEDNEAULT
Lab Director

Lab Number 62735
mja

PEDNEAULT ASSOCIATES, INC. TESTING LABORATORIES
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Sampling Point

1. McGovern Sod Farm, LIE SSR & Pinelawn Road, Melville, New York - Well #1 - Liquid
2. McGovern Sod Farm, LIE SSR & Pinelawn Road, Melville, New York - Well #2 - Liquid
3. McGovern Sod Farm, LIE SSR & Pinelawn Road, Melville, New York - Well #3 - Liquid
4. .....
5. .....

Parameters		1	2	3	4	5
2-Chloronaphthalene	ppb	<1.0	<1.0	<1.0		
1,2-Dichlorobenzene	ppb	<1.0	<1.0	<1.0		
1,3-Dichlorobenzene	ppb	<1.0	<1.0	<1.0		
1,4-Dichlorobenzene	ppb	<1.0	<1.0	<1.0		
Hexachlorobenzene	ppb	<1.0	<1.0	<1.0		
Hexachlorobutadiene	ppb	<1.0	<1.0	<1.0		
Hexachlorocyclopentadiene	ppb	<1.0	<1.0	<1.0		
Hexachloroethane	ppb	<1.0	<1.0	<1.0		
1,2,4-Trichlorobenzene	ppb	<1.0	<1.0	<1.0		

JOHN PEDNEAULT
Lab Director

Lab Number 62735
mja

Method 612

PEDNEAULT ASSOCIATES, INC. TESTING LABORATORIES
1615 NINTH AVENUE · P.O. BOX 205 · BOHEMIA, N.Y. 11716 · (516) 467-8477
AFTER 5 P.M. (516) 567-5579

May 31, 1990

TO: Nelson and Pope
572 Walt Whitman Road
Melville, New York 11747

Date: Collected ... 5/8/90 ... **Analyzed** ... 5/8-5/31/90 ... **Report** ... 5/31/90 ...

Sampling Point

1. McGovern Sod Farm, LIE SSR & Pinelawn Road, Melville, New York - Well #1 - Liquid
2. McGovern Sod Farm, LIE SSR & Pinelawn Road, Melville, New York - Well #2 - Liquid
3. McGovern Sod Farm, LIE SSR 7 Pinelawn Road, Melville, New York - Well #3 - Liquid
4. .....
5. .....

Parameters		1	2	3	4	5
Endrin	ug/l	<0.05	<0.05	<0.05		
Methoxychlor	ug/l	<0.05	<0.05	<0.05		
Lindane	ug/l	<0.05	<0.05	<0.05		
Toxaphene	ug/l	<1.0	<1.0	<1.0		
2,4-D	ug/l	<0.05	<0.05	<0.05		
2,4,5-TP (Silvex)	ug/l	<0.05	<0.05	<0.05		
Aldrin	ug/l	<0.05	<0.05	<0.05		
Chlordane	ug/l	<1.0	<1.0	<1.0		
DDT	ug/l	<0.05	<0.05	<0.05		
Dieldrin	ug/l	<0.05	<0.05	<0.05		
Heptachlor	ug/l	<0.05	<0.05	<0.05		
Heptachlor Epoxide	ug/l	<0.05	<0.05	<0.05		

JOHN PEDNEAULT
Lab Director

Lab Number 62735
mja

APPENDIX D

BURBS ANALYSIS

McGOVERN SOD FARM– NO ACTION

DATA – Enter a value for each parameter:

Area of site	*155.47*	*acres*
1. Fraction of land in turf	*0.98*	*fraction*
2. Fraction of land which is impervious	*0.02*	*fraction*
3. Average persons per building	*15.00*	*people*
4. Building density	*0.01*	*buildings/acre*
5. Precipitation rate	*44.00*	*inches/year*
6. Water recharged from turf	*19.80*	*inches/year*
7. Water recharged from natural land	*19.80*	*inches/year*
8. Evaporation from impervious surface	*0.10*	*fraction*
9. Runoff from impervious recharged	*1.00*	*fraction*
10. Water use per person	*18.26*	*gallons/day*
11. Nitrogen concentration in precip.	*1.00*	*mg/l*
12. Nitrogen concentration in water used	*0.30*	*mg/l*
13. Turf fertilization rate	*4.63*	*lbs/1000 sq ft*
14. Fraction of nitrogen leached from turf	*0.57*	*fraction*
15. Fraction of wastewater N lost as gas	*0.55*	*fraction*
16. Wastewater fraction removed by Sewer	*0.00*	*fraction*
17. Nitrogen per person in wastewater	*2.17*	*lbs/year*
18. Nitrogen removal rate of natural land	*0.95*	*fraction*
19. Irrigation recharged from turf	*4.50*	*inches/year*

RESULTS:

	WATER RECHARGED		*NITROGEN LEACHED*	
	inches/yr	*MG/yr*	*lbs/acre/yr*	*mg/l*
Turf	*23.8*	*100.5*	*118.5*	*21.9*
Natural Land	*0.0*	*0.0*	*0.0*	*0.1*
Wastewater	*0.0*	*0.2*	*0.1*	*17.7*
Impervious Runoff	*0.8*	*3.3*	*0.2*	*1.1*
TOTAL	*24.6*	*104.0*	*118.8*	*21.3*

Nitrogen concentration in recharge ***21.3 mg/l***

Water recharged ***104.0 MG/yr***

McGOVERN SOD FARM– PROPOSED ACTION

DATA – Enter a value for each parameter:		
Area of site	*155.47*	*acres*
1. Fraction of land in turf	*0.49*	*fraction*
2. Fraction of land which is impervious	*0.51*	*fraction*
3. Average persons per building	*2.36*	*people*
4. Building density	*3.90*	*buildings/acre*
5. Precipitation rate	*44.00*	*inches/year*
6. Water recharged from turf	*19.80*	*inches/year*
7. Water recharged from natural land	*19.80*	*inches/year*
8. Evaporation from impervious surface	*0.10*	*fraction*
9. Runoff from impervious recharged	*1.00*	*fraction*
10. Water use per person	*84.00*	*gallons/day*
11. Nitrogen concentration in precip.	*1.00*	*mg/l*
12. Nitrogen concentration in water used	*0.30*	*mg/l*
13. Turf fertilization rate	*1.15*	*lbs/1000 sq ft*
14. Fraction of nitrogen leached from turf	*0.57*	*fraction*
15. Fraction of wastewater N lost as gas	*0.75*	*fraction*
16. Wastewater fraction removed by Sewer	*0.00*	*fraction*
17. Nitrogen per person in wastewater	*10.00*	*lbs/year*
18. Nitrogen removal rate of natural land	*0.95*	*fraction*
19. Irrigation recharged from turf	*4.50*	*inches/year*

RESULTS:

	WATER RECHARGED		*NITROGEN LEACHED*	
	inches/yr	*MG/yr*	*lbs/acre/yr*	*mg/l*
Turf	*11.9*	*50.3*	*16.9*	*6.3*
Natural Land	*0.0*	*0.0*	*0.0*	*0.0*
Wastewater	*10.4*	*43.9*	*23.2*	*9.8*
Impervious Runoff	*20.2*	*85.3*	*5.1*	*1.1*
TOTAL	*42.5*	*179.4*	*45.2*	*4.7*

Nitrogen concentration in recharge ***4.7 mg/l***

Water recharged ***179.4 MG/yr***

ASSUMES 50% OF LANDSCAPING WILL BE NON-FERTILIZER DEPENDENT

APPENDIX E

GROUNDWATER IMPACT ANALYSIS

MCGOVERN SOD FARM
MELVILLE, TOWN OF HUNTINGTON
SUFFOLK COUNTY, NEW YORK

MARCH, 1990

NELSON & POPE
CONSULTING ENGINEERS
MELVILLE, NEW YORK

Groundwater

Existing Hydrogeologic Setting

The McGovern Sod Farm, located at the northeast quadrant of the Long Island Expressway North Service Road/Pinelawn Road interchange, lies on the glacial fluvial outwash plain, an area of relatively flat, stratified glacial outwash deposits. Surface soils are mainly of the Haven series, a well drained soil derived from glacial deposits.

The water table in the project area is approximately 75 feet above mean sea level (Source: SCDHS). The water table represents the upper surface of the Upper Glacial aquifer. Site elevations range from 128 to 143 feet above sea level which places groundwater at approximately 53 to 68 feet below surface grade for the 155± acre site.

The project site is situated just to the south of the main groundwater drainage divide of Long Island. Groundwater recharge beneath the site flows in a southerly direction, ultimately discharging into the Great South Bay. BURBS computer analysis of the site (Appendix A), estimates that, of the 185.2± MG/yr of precipitation which falls on the 155.0± acre site and the 25.1 MG/yr of water currently used on the site, approximately 104 MG/yr of water is recharged to groundwater.

Groundwater recharge in the project area contributes to the Lloyd aquifer, the deepest of Long Island's three (3) major water bearing aquifers. Most of the recharge to the Lloyd occurs in areas where the water table is highest, such as in the project site vicinity. Where the water table is highest, the potentiometric surfaces in the Lloyd and Magothy are also high. The Lloyd aquifer is confined by the Raritan Clay layer above and bedrock below. Water in the Lloyd aquifer is considered to be of high quality. It is therefore, especially important to prevent contamination near the groundwater divide in order to assure that the Lloyd remains as a pristine water source for Long Island. The Magothy and Upper Glacial aquifer have already been impacted. In future generations, the Lloyd may become the major source of drinking water for Long Island.

The project site lies within Hydrogeologic Zone I, a deep aquifer recharge area, as designated by The Long Island Comprehensive Waste Treatment Management Plan (Koppleman, 1978). The site is also designated as a "Special Groundwater Protection Area" (SGPA). SGPA's were created in order to provide management attention to deep aquifer recharge areas to insure the quality of existing and future water supplies.

Existing Water Quality

The McGovern Sod Farm, as are other farms in the immediate vicinity, utilizes a combination of insecticides pesticides, fungicides, herbicides and fertilizers in their daily operations, the use of which has predictably impacted groundwater quality beneath the site.

Groundwater quality concerns became a major discussion topic in the 1980's. Agriculture is coming to the forefront as a prominent non point source of groundwater contamination. The major increase in usage of agricultural chemicals over the last 20 years is believed to have had large effects on the increasing levels of nitrates forced in groundwater (Porter, 1977). The increased use of irrigation, pesticides, fertilizers, and changes in vegetative cover have all affected the quality of groundwater.

Nitrates and pesticides are the two major categories of agricultural contaminants of groundwater. Nitrates, which naturally occur in some areas, also result from animal manure disposal by agricultural produces, wastewater disposal from septic systems and nitrogen fertilizer use. The greatest pollution exists with the latter of the three (Olson, 1985).

Nitrates are the most common contaminant found in aquifer systems. Recent studies show that agricultural activities are the largest source of increased nitrate levels in groundwater (Hallberg, 1986). Testing for nitrates is comparatively inexpensive, thus there has been much data available for this constituents.

Nitrates are of particular concern because they are soluble, mobile, percolate to the groundwater, and are a known health risk.

Information on pesticide contamination has been somewhat limited due to the fact that there has been very little monitoring of groundwater for pesticides. Pesticide contamination has been widely documented in New York.

The extent and magnitude of groundwater contamination from agricultural sources in the U.S. has the potential to significantly impact the U.S. population. Nielson and Lee (1987) have found that agricultural operations in the U.S. which pose potential groundwater contamination represent approximately 46 % of the U.S. mainland.

Two (2) downgradient and one (1) upgradient wells were drilled to groundwater on the site. Figure 1 shows the location of each well. These wells were developed and sampled by Pedneault Associates, Inc. to determine the existing concentrations of various constituents in the Upper Glacial aquifer.

On-site water quality data (Appendix C) has shown elevated concentrations of nitrates, ranging from 8.0 mg/l to 9.8 mg/l. These levels are presumably associated with the heavy fertilizer usage on the site. The NYS Department of Health limits nitrate concentrations in drinking water to 10 mg/l. At higher concentrations, nitrates have proven to be harmful. (A nitrate limit of 6 mg/l has been recommended for sites within SCPA's.) Pesticides and various volatile organics were tested. These constituents, however, were well within the standards or guidelines set by the NYS Department of Health.

Appendix D contains the results of BURBS analyses for the site. The analysis indicates that present nitrate concentrations in groundwater recharge is estimated at 21.3 mg/l. It is this nitrate concentration which has significantly impacted groundwater supplies, both beneath the site, and in the downgradient direction of groundwater flow.

The extent to which the project site can impact groundwater supplies is not just limited to on-site. Groundwater recharge, once entering the saturated zone (water table), primarily flows laterally southward though in this region of Long Island there is a significant vertical component which contributes groundwater recharge to the deeper Lloyd aquifer. Estimates of groundwater flow on Long Island are on the order of approximately 1 foot/day laterally and 5 feet/year vertically.

There are two (2) public water supply well fields downgradient of the project site in the general path of groundwater flow. These are the Gordon Avenue and Albin Avenue well fields located in the Town of Babylon and operated by the Suffolk County Water Authority (SCWA). An analysis was prepared in order to determine whether contaminated groundwater recharge originating on the project site will contaminate downgradient public water supply wells.

The analysis included the construction of a Hydrogeologic Cross Section drawn in the direction of groundwater flow (see folder). Groundwater flows from areas of high water table elevation to areas of low water table elevations. Thus, groundwater flows in a southerly direction from the project site. Superimposed on the cross section is a flow net. A flow net represents a set of equipotential lines and flow lines. An equipotential line in an unconfined aquifer such as the Upper Glacial aquifer and Magothy aquifers (the Magothy more closely resembles a leaky aquifer) represents a line of equal water table elevation above a datum (in this case, mean sea level). Flow lines cross equipotential lines at right angles. The resulting set of flow lines and equipotential lines is known as a flow net. This flow net can be found in a folder at the rear of this document.

The flow net was used to estimate the path of groundwater flow from the project site. Wells in the two downgradient well fields at Gordon Avenue and Albin Avenue were mapped on the cross section.

According to the flow net, both well fields contain wells screened in the flow plume areas where groundwater recharge from the sod farm will flow. When pumping at the well field occurs, it appears likely that contaminated water once recharged beneath the project site will enter this public water supply system.

A simple calculation reveals that it takes approximately 95 years for groundwater recharge to travel in the zone of saturation to the Gordon Avenue well field. The McGovern Sod Farm has been in operation since 1936. This means that in approximately 41 years, contaminated groundwater previously recharged from the site will begin to be pumped by the Gordon Avenue well field. Groundwater originating as on-site recharge will take approximately 135 years to travel from the water table beneath the site to the Albin Avenue well field. Thus in approximately 81 years this contaminated groundwater will reach this well field.

Current water quality data (Appendix F) for the Gordon Avenue well field indicates that groundwater is now of excellent quality. Within 41 years groundwater in the well field area can be expected to show the effects of farming activities in the upgradient direction of groundwater flow. Water quality for the Albin Avenue well field is also of excellent quality but would be expected to show traces of contamination within 81 years from the present time.

Potential Impacts to Groundwater

Groundwater quality in the vicinity of the project site has already been significantly impacted by past agricultural activities on the site.

Potential impacts to groundwater created by the proposed project would primarily arise from; the continued use of fertilizer on landscaped areas; effluent recharge from the proposed sewage treatment plant and the use of road-salt for wintertime roadway deicing. The magnitude of potential contamination from the proposed project is expected to be far less than the existing contamination from present sod farm activities.

Contamination of groundwater near the groundwater divide (i.e., project site) may reside in Long Island's aquifers in excess of 3000 years. Thus, in order to protect groundwater for future generations, wise development is essential.

The proposed project intends to develop the project site with 607 residential units on 155.0± acres (medium-density residential).

The U.S.G.S. publication "Relation Between Land Use and Groundwater Quality in the Upper Glacial Aquifer in Nassau and Suffolk Counties, Long Island, New York" was referred to in order to predict the impact of this development on groundwater quality. The report sampled wells within ten (10) different land use categories.

Briefly, the study indicates that, compared with the site's current usage (agricultural), the medium-density development will likely show reduced concentrations of inorganics in groundwater.

However, as a mitigating measure, the proposed action intends to utilize an on-site sewage treatment plant for wastewater treatment. Coupled with the reduction in the use of agricultural fertilizers (et. al) this project will significantly improve groundwater recharge quality beneath the project site.

Appendix D contains a BURBS analysis for the proposed action. The BURBS model indicates that nitrate concentration in groundwater recharged beneath the project site will be reduced from approximately 21.3 mg/l to approximately 4.7 mg/l following full development of the site. The BURBS model also estimates that on-site groundwater recharge will increase from approximately 104 MG/yr to 179.4 MG/yr, a 73% increase. This increase will result from the increase in impervious surfaces coupled with the use of an on-site drainage system. Also, the use of an on-site sewage treatment plant will recharge the domestic water treated on the site.

The project site, as it operates currently, utilizes approximately 25.1 MG/yr of water. This is comprised of about 25.0 MG/yr for irrigation and 0.1 MG/yr for domestic consumption.

Following development of the site as planned, water use on the site will increase significantly. Domestic consumption will increase to approximately 66.5 MG/yr while irrigation water required for the site's 76.3 acres of turf area will decrease to approximately 20.7 MG/yr. The result is a net overall increase in water

usage of 62.1 MG/yr. This water will be supplied by the South Huntington Water District which maintains water lines along each of the roadways bordering the site (LIE South Service Road, Old Country Road, Pinelawn Road and Bedell Avenue).

Conclusions

The proposed action will significantly improve groundwater quality in the project area and eventually downgradient of the project site. The reduction in fertilized turf coupled with the use of an on-site sewage treatment plant will improve groundwater recharge beneath the site.

Of the two (2) downgradient public water supply well fields in the path of groundwater flow from the site, it appears that the Gordon Avenue and Albin Avenue well fields will pump groundwater previously recharged beneath the project site. However, a calculation reveals that it will take approximately 95 years for groundwater recharge to flow from the zone of saturation beneath the site to the Gordon Avenue well field. Since the sod farm has been in operation for 54 years, it will take approximately 41 years for this well field to show the impact of the upgradient contaminant loading. A further calculation indicates it will take approximately 135 years for water recharged beneath the site to flow to the Albin Avenue well field.

As mentioned above, the use of an on-site STP and the reduction of fertilized turf area will improve groundwater quality recharged beneath the site and in the downgradient path of groundwater flow.

APPENDIX F

WATER QUALITY OF UPGRADIENT AND DOWNGRADIENT WELLS

UPGRADIENT WATER QUALITY
(SOUTH HUNTINGTON WATER DISTRICT WELLFIELD #4)

SOUTH HUNTINGTON WATER DISTRICT
WATER QUALITY DATA

PARAMETERS	MAX. CONT. LEVEL	DETECTION LIMIT	1989 MAX. RESULT	1989 AVG. RESULT	1988 MAX. RESULT	1988 AVG. RESULT	1989 MAX. RESULT	1989 AVG. RESULT	1988 MAX. RESULT	1988 AVG. RESULT
INORGANIC			WELL #4 N-12079		WELL #4 N-12079		WELL #9 N-22015		WELL #9 N-22015	
ARSENIC	0.05 mg/L	0.01 mg/L	ND	ND	ND	ND	ND	ND	ND	ND
BARIUM	1.0 mg/L	0.2 mg/L	ND	ND	ND	ND	ND	ND	ND	ND
CADMIUM	0.010 mg/L	0.005 mg/L	ND	ND	ND	ND	ND	ND	ND	ND
CHROMIUM	0.05 mg/L	0.01 mg/L	ND	ND	ND	ND	ND	ND	ND	ND
COPPER	1.0 mg/L	0.02 mg/L	0.07	0.07	0.11	0.11	0.04	0.04	0.03	0.03
FLUORIDE	2.2 mg/L	0.1 mg/L	ND	ND	ND	ND	ND	ND	ND	ND
LEAD	0.05 mg/L	0.005 mg/L	ND	ND	ND	ND	ND	ND	ND	ND
MERCURY	0.002 mg/L	0.0002 mg/L	ND	ND	ND	ND	ND	ND	ND	ND
SELENIUM	0.01 mg/L	0.005 mg/L	ND	ND	ND	ND	ND	ND	ND	ND
SILVER	0.05 mg/L	0.01 mg/L	ND	ND	ND	ND	ND	ND	ND	ND
ZINC	5.0 mg/L	0.02 mg/L	ND	ND	0.02	0.02	ND	ND	0.02	0.02
COLOR	15 units	5 units	ND	ND	ND	ND	ND	ND	ND	ND
TURBIDITY	5 units	1 unit	ND	ND	ND	ND	ND	ND	ND	ND
ODOR	3 units	0 units	ND	ND	ND	ND	ND	ND	ND	ND
IRON	0.3 mg/L	0.02 mg/L	ND	ND	ND	ND	0.05	0.05	ND	ND
MANGANESE	0.3 mg/L	0.02 mg/L	ND	ND	ND	ND	ND	ND	ND	ND
FREE CARBON DIOXIDE	none	0	17	17	9	9	5	5	16	16
AMMONIA	2.0 mg/L	0.02 mg/L	ND	ND	0.03	0.03	0.03	0.03	0.06	0.06
NITRITES	1.0 mg/L	0.1 mg/L	ND	ND	ND	ND	ND	ND	ND	ND
NITRATES	10.0 mg/L	0.1 mg/L	5.4	5.4	4.2	4.2	0.2	0.2	ND	ND
CHLORIDES	250 mg/L	2.0 mg/L	10	10	6	6	4	4	3	3
TOTAL HARDNESS	none	1.3 mg/L	28	28	25	25	ND	ND	3	3
TOTAL ALKALINITY	none	0	7	7	6	6	3	3	2	2
pH (Before Treatment)	>6.5 units									
	<8.5 units	none	6.2	6.2	6.0	6.0	6.2	6.2	5.7	5.7
TOTAL DISSOLVED SOLIDS	500 mg/L	5.0 mg/L	130	130	100	100	23	23	30	30
DETERGENTS	0.5 mg/L	0.04 mg/L	ND	ND	ND	ND	ND	ND	ND	ND
SULFATE	250 mg/L	5.0 mg/L	ND	ND	ND	ND	ND	ND	ND	ND
ORGANICS										
PESTICIDES										
LINDANE	4.0 ug/L	0.05 ug/L	ND	ND	ND	ND	ND	ND	ND	ND
HEPTACHLOR	50.0 ug/L	0.05 ug/L	ND	ND	ND	ND	ND	ND	ND	ND
ALDRIN	50.0 ug/L	0.05 ug/L	ND	ND	ND	ND	ND	ND	ND	ND
HEPTACHLOR EPOXIDE	50.0 ug/L	0.05 ug/L	ND	ND	ND	ND	ND	ND	ND	ND
DIELDRIN	50.0 ug/L	0.1 ug/L	ND	ND	ND	ND	ND	ND	ND	ND
ENDRIN	0.2 ug/L	0.1 ug/L	ND	ND	ND	ND	ND	ND	ND	ND
p,p'-DDT	50.0 ug/L	0.1 ug/L	ND	ND	ND	ND	ND	ND	ND	ND
METHOXYCHLOR	50.0 ug/L	0.5 ug/L	ND	ND	ND	ND	ND	ND	ND	ND
TOXAPHENE	5.0 ug/L	1.0 ug/L	ND	ND	ND	ND	ND	ND	ND	ND
CHLORDANE	50.0 ug/L	0.5 ug/L	ND	ND	ND	ND	ND	ND	ND	ND

ND - Not Detectable

SOUTH HUNTINGTON WATER DISTRICT
WATER QUALITY DATA

PARAMETERS	MAX. CONT. LEVEL	DETECTION LIMIT	1989 MAX. RESULT	1989 AVG. RESULT	1988 MAX. RESULT	1988 AVG. RESULT	1989 MAX. RESULT	1989 AVG. RESULT	1988 MAX. RESULT	1988 AVG. RESULT
			WELL #4 N-12079		WELL #4 N-12079		WELL #9 N-22015		WELL #9 N-22015	
HERBICIDES										
2,4-D	50.0 ug/L	0.2 ug/L	ND	ND	ND	ND	ND	ND	ND	ND
2,4,5-TP	10.0 ug/L	0.05 ug/L	ND	ND	ND	ND	ND	ND	ND	ND
VOLATILE ORGANICS										
DICHLORODIFLUOROMETHANE	5 ug/L	0.5 ug/L	ND	ND	ND	ND	ND	ND	ND	ND
CHLOROMETHANE	5 ug/L	0.5 ug/L	ND	ND	ND	ND	ND	ND	ND	ND
VINYL CHLORIDE	2 ug/L	0.5 ug/L	ND	ND	ND	ND	ND	ND	ND	ND
BROMOMETHANE	5 ug/L	0.5 ug/L	ND	ND	ND	ND	ND	ND	ND	ND
CHLOROETHANE	5 ug/L	0.5 ug/L	ND	ND	ND	ND	ND	ND	ND	ND
1,1-DICHLOROETHYLENE	5 ug/L	0.5 ug/L	ND	ND	ND	ND	ND	ND	ND	ND
METHYLENE CHLORIDE	5 ug/L	0.5 ug/L	ND	ND	ND	ND	ND	ND	ND	ND
TRANS-1,2-DICHLOROETHYLENE	5 ug/L	0.5 ug/L	ND	ND	ND	ND	ND	ND	ND	ND
1,1-DICHLOROETHANE	5 ug/L	0.5 ug/L	ND	ND	ND	ND	ND	ND	ND	ND
CIS-1,2-DICHLOROETHYLENE	5 ug/L	0.5 ug/L	ND	ND	ND	ND	ND	ND	ND	ND
CHLOROFORM	100 ug/L	0.5 ug/L	ND	ND	0.7	ND	ND	ND	ND	ND
1,1,1-TRICHLOROETHANE	5 ug/L	0.5 ug/L	1.0	0.5	1.3	ND	ND	ND	ND	ND
CARBON TETRACHLORIDE	5 ug/L	0.5 ug/L	ND	ND	ND	ND	ND	ND	ND	ND
1,2-DICHLOROETHANE	5 ug/L	0.5 ug/L	ND	ND	ND	ND	ND	ND	ND	ND
1,1,2-TRICHLOROETHYLENE	5 ug/L	0.5 ug/L	ND	ND	ND	ND	ND	ND	ND	ND
1,2-DICHLOROPROPANE	5 ug/L	0.5 ug/L	ND	ND	ND	ND	ND	ND	ND	ND
BROMODICHLOROMETHANE	100 ug/L	0.5 ug/L	ND	ND	ND	ND	ND	ND	ND	ND
TRANS-1,3-DICHLOROPROPENE	5 ug/L	0.5 ug/L	ND	ND	ND	ND	ND	ND	ND	ND
CIS-1,3-DICHLOROPROPENE	5 ug/L	0.5 ug/L	ND	ND	ND	ND	ND	ND	ND	ND
1,1,2-TRICHLOROETHANE	5 ug/L	0.5 ug/L	ND	ND	ND	ND	ND	ND	ND	ND
CHLORODIBROMOMETHANE	100 ug/L	0.5 ug/L	ND	ND	ND	ND	ND	ND	ND	ND
CHLOROBENZENE	5 ug/L	0.5 ug/L	ND	ND	ND	ND	ND	ND	ND	ND
1,1,1,2-TETRACHLOROETHANE	5 ug/L	0.5 ug/L	ND	ND	ND	ND	ND	ND	ND	ND
BROMOFORM	100 ug/L	0.5 ug/L	ND	ND	ND	ND	ND	ND	ND	ND
1,1,2,2-TETRACHLOROETHYLENE	5 ug/L	0.5 ug/L	ND	ND	ND	ND	ND	ND	ND	ND
1,3-DICHLOROBENZENE	5 ug/L	0.5 ug/L	ND	ND	ND	ND	ND	ND	ND	ND
1,4-DICHLOROBENZENE	5 ug/L	0.5 ug/L	ND	ND	ND	ND	ND	ND	ND	ND
1,2-DICHLOROBENZENE	5 ug/L	0.5 ug/L	ND	ND	ND	ND	ND	ND	ND	ND
BENZENE	5 ug/L	0.5 ug/L	ND	ND	ND	ND	ND	ND	ND	ND
TOLUENE	5 ug/L	0.5 ug/L	ND	ND	ND	ND	ND	ND	ND	ND
ETHYLBENZENE	5 ug/L	0.5 ug/L	ND	ND	ND	ND	ND	ND	ND	ND
1,3-XYLENE	5 ug/L	0.5 ug/L	ND	ND	ND	ND	ND	ND	ND	ND
1,4-XYLENE	5 ug/L	0.5 ug/L	ND	ND	ND	ND	ND	ND	ND	ND
1,2-XYLENE	5 ug/L	0.5 ug/L	ND	ND	ND	ND	ND	ND	ND	ND
TOTAL TRIHALOMETHANES	100 ug/L	0.5 ug/L	ND	ND	ND	ND	ND	ND	ND	ND

ND - Not Detectable

SOUTH HUNTINGTON WATER DISTRICT
WATER QUALITY DATA

PARAMETERS	MAX. CONT. LEVEL	DETECTION LIMIT	1989 MAX. RESULT	1989 AVG. RESULT	1988 MAX. RESULT	1988 AVG. RESULT	1989 MAX. RESULT	1989 AVG. RESULT	1988 MAX. RESULT	1988 AVG. RESULT
VOLATILE ORGANICS (CONT'D)			WELL #4 N-12079		WELL #4 N-12079		WELL #9 N-22015		WELL #9 N-22015	
FLUOROTRICHLOROMETHANE	5 ug/L	0.5 ug/L	ND	ND	ND	ND	ND	ND	ND	ND
2,2-DICHLOROPROPANE	5 ug/L	0.5 ug/L	ND	ND	ND	ND	ND	ND	ND	ND
BROMOCHLOROMETHANE	5 ug/L	0.5 ug/L	ND	ND	ND	ND	ND	ND	ND	ND
1,1-DICHLOROPROPENE	5 ug/L	0.5 ug/L	ND	ND	ND	ND	ND	ND	ND	ND
DIBROMOMETHANE	5 ug/L	0.5 ug/L	ND	ND	ND	ND	ND	ND	ND	ND
1,1,2,2-TETRACHLOROETHANE	5 ug/L	0.5 ug/L	ND	ND	ND	ND	ND	ND	ND	ND
1,3-DICHLOROPROPANE	5 ug/L	0.5 ug/L	ND	ND	ND	ND	ND	ND	ND	ND
BROMOBENZENE	5 ug/L	0.5 ug/L	ND	ND	ND	ND	ND	ND	ND	ND
1,2,3-TRICHLOROPROPANE	5 ug/L	0.5 ug/L	ND	ND	ND	ND	ND	ND	ND	ND
O-CHLOROTOLUENE	5 ug/L	0.5 ug/L	ND	ND	ND	ND	ND	ND	ND	ND
P-CHLOROTOLUENE	5 ug/L	0.5 ug/L	ND	ND	ND	ND	ND	ND	ND	ND
1,2,4-TRICHLOROBENZENE	5 ug/L	0.5 ug/L	ND	ND	ND	ND	ND	ND	ND	ND
HEXACHLOROBUTADIENE	5 ug/L	0.5 ug/L	ND	ND	ND	ND	ND	ND	ND	ND
1,2,3-TRICHLOROBENZENE	5 ug/L	0.5 ug/L	ND	ND	ND	ND	ND	ND	ND	ND
STYRENE	5 ug/L	0.5 ug/L	ND	ND	ND	ND	ND	ND	ND	ND
ISOPROPYLBENZENE (CUMENE)	5 ug/L	0.5 ug/L	ND	ND	ND	ND	ND	ND	ND	ND
N-PROPYLBENZENE	5 ug/L	0.5 ug/L	ND	ND	ND	ND	ND	ND	ND	ND
1,3,5-TRIMETHYLBENZENE	5 ug/L	0.5 ug/L	ND	ND	ND	ND	ND	ND	ND	ND
TERT.-BUTYLBENZENE	5 ug/L	0.5 ug/L	ND	ND	ND	ND	ND	ND	ND	ND
1,2,4-TRIMETHYLBENZENE	5 ug/L	0.5 ug/L	ND	ND	ND	ND	ND	ND	ND	ND
SEC-BUTYLBENZENE	5 ug/L	0.5 ug/L	ND	ND	ND	ND	ND	ND	ND	ND
P-ISOPROPYLTOLUENT (P-CUMENE	5 ug/L	0.5 ug/L	ND	ND	ND	ND	ND	ND	ND	ND
N-BUTYLBENZENE	5 ug/L	0.5 ug/L	ND	ND	ND	ND	ND	ND	ND	ND
NAPHTHALENE	5 ug/L	0.5 ug/L	ND	ND	ND	ND	ND	ND	ND	ND
ETHYLENE DIBROMIDE	5 ug/L	0.1 ug/L	ND	ND	ND	ND	ND	ND	ND	ND
DIBROMOCHLOROPROPANE	5 ug/L	0.1 ug/L	ND	ND	ND	ND	ND	ND	ND	ND

ND - Not Detectable

H2M LABS, INC.

Environmental Testing Laboratories
575 Broad Hollow Road, Melville, New York 11747-5076 • (516) 694-3040

LAB. NO. 11320.
FIELD NO.

Water/Waste Water Laboratory • Hazardous Waste Laboratory • Air Testing Laboratory
Pilot Plant Studies and Other Analytical Services

TIME
COL. BY CL 99

CLIENT'S NAME AND ADDRESS	DATES: COLLECTED	RECEIVED	ANALYSIS
SOUTH HUNTINGTON WATER DIST. P O BOX 370 HUNTINGTON STATION NY 11746	07/14/89	07/14/89	

PREMISES OF SAMPLING POINT: WELL 4

POINT OF COLLECTION:

DISTRIBUTION	WELL	OTHER (SPECIFY)	ROUTINE	RE-SAMPLE	SPECIAL	COMPLAINT
☐	☒	☐	☒	☐	☐	☐

POINT OR WELL NO.	REC. CODE	DATE	WELL ONLY	RAW (1)	TREATED (2)	OTHER (3)	LAB. I.D.
012079		071489	☐	☐	☐	☐	03

TEST	RESULT	TEST	RESULT	TEST	RESULT
Bacteria APC/ml (<1)		Nitrates (mg/l N) (10.0)	5.40	Phenol Alkalinity (mg/l $CaCO_3$)	
Coliform Bacteria MPN/100ml (<2.2)		Chemical Oxygen Demand (mg/l)		Total Phosphate (mg/l P)	
Color (units) (15)	< 5	Chlorides (mg/l) (250)	100	Ortho Phosphate (mg/l P)	
Turbidity (units) (5)	< 1	Total Hardness (mg/l as $CaCO_3$)	28	**MISCELLANEOUS**	
Odor: Cold (3)	0	Total Alkalinity (mg/l as $CaCO_3$)	7	Test / Code / Result	
Odor: Hot (3)		pH	6.2	Copper (mg/l) (1.0) 01	0.07
Total Iron (mg/l) (0.3)	< 0.02	Total Solids (mg/l)	130	Sulfate (mg/l SO_4) (250) 05	< 5
Manganese (mg/l) (0.3)	< 0.02	Specific Cond. (µmhos)	116	Acidity (mg/l $CaCO_3$) 06	19.3
Free CO_2 (mg/l) Nomograph — Titration	17	Detergents (mg/l as MBAS)	< 0.04	Sodium (mg/l) 10	7.4
Fluoride (mg/l) (2.0)		Dissolved Oxygen (mg/l)		Magnesium (mg/l) 15	2.7
Free Ammonia (mg/l N)	< 0.020	Hexavalent Chromium (mg/l Cr +6)		POTASSIUM mg/l 13	0.80
Alb. Ammonia (mg/l N)		Calcium Hardness (mg/l as $CaCO_3$)	17		
Nitrites (mg/l N)	< 0.100	Temp. (Field) °F			

COPIES TO: _____

REMARKS:

SATISFACTORY: RESULTS REPORTED MEET N.Y.S. + U.S. DRINKING WATER STANDARDS.

LANGLIER SATURATION INDEX=-3.85

SIGNATURE	TITLE	DATE REPORTED
	LABORATORY DIRECTOR	7/31/89

( ) - Maximum Containment Level (MCL) N.Y. State Sanitary Code

H2M LABS, INC.

575 Broad Hollow Road, Melville, N.Y. 11747
(516) 694-3040 FAX: (516) 694-4122

ENVIRONMENTAL and INDUSTRIAL ANALYTICAL LABORATORY

So. Huntington Water District
PO Box 370
Huntington Sta., NY 11746

Sample Lab No. 968530
Date Collected: 10-19-89
Date Received: 10-19-89
Type: Potable Water
Point: Well #4 (S#12079)
Collected: CL 99

VOLATILE ORGANIC COMPOUNDS METHOD 502.2

Halogenated Organics

Compound	ug/l
Dichlorodifluoromethane	< 0.5
Chloromethane	< 0.5
Vinyl Chloride	< 0.5
Bromomethane	< 0.5
Chloroethane	< 0.5
Fluorotrichloromethane	< 0.5
1,1-Dichloroethylene	< 0.5
Methylene Chloride (Dichloromethane)	< 0.5
trans-1,2-Dichloroethylene	< 0.5
1,1-Dichloroethane	< 0.5
cis-1,2-Dichloroethylene	< 0.5
2,2-Dichloropropane	< 0.5
Bromochloromethane	< 0.5
Chloroform	< 0.5
1,1,1-Trichloroethane	< 0.5
Carbon Tetrachloride	< 0.5
1,1-Dichloropropene	< 0.5
1,2-Dichloroethane	< 0.5
1,1,2-Trichloroethylene	< 0.5
1,2-Dichloropropane	< 0.5
Dibromomethane	< 0.5
Bromodichloromethane	< 0.5
trans-1,3-Dichloropropene	< 0.5
cis-1,3-Dichloropropene	< 0.5
1,1,2-Trichloroethane	< 0.5
1,1,2,2-Tetrachloroethylene	< 0.5
1,3-Dichloropropane	< 0.5
Chlorodibromomethane	< 0.5
Chlorobenzene	< 0.5
1,1,1,2-Tetrachloroethane	< 0.5
Bromoform	< 0.5

Cont. Halogenated Organics

Compound	ug/l
Bromobenzene	< 0.5
1,1,2,2-Tetrachloroethane	< 0.5
1,2,3-Trichloropropane	< 0.5
o-Chlorotoluene	< 0.5
p-Chlorotoluene	< 0.5
m-Dichlorobenzene	< 0.5
p-Dichlorobenzene	< 0.5
o-Dichlorobenzene	< 0.5
1,2,4-Trichlorobenzene	< 0.5
Hexachlorobutadiene	< 0.5
1,2,3-Trichlorobenzene	< 0.5

Non Halogenated Organics

Benzene	< 0.5
Toluene	< 0.5
Ethylbenzene	< 0.5
m-Xylene	< 0.5
p-Xylene	< 0.5
o-Xylene	< 0.5
Styrene	< 0.5
Isopropylbenzene (Cumeme)	< 0.5
n-Propylbenzene	< 0.5
1,3,5-Trimethylbenzene	< 0.5
tert. Butylbenzene	< 0.5
1,2,4-Trimethylbenzene	< 0.5
sec-Butylbenzene	< 0.5
p-Isopropylbenzene (p-Cymene)	< 0.5
n-Butylbenzene	< 0.5
Naphthalene	< 0.5

Results reported meet
New York State Drinking Water Limits.

Date Analyzed: 10-20-89
Date Reported: 10-27-89

John J. Molloy, P.E.
Laboratory Director

DOWNGRADIENT WATER QUALITY
(SUFFOLK COUNTY WATER AUTHORITY WELLFIELDS AT
GORDON AVENUE AND ALBIN AVENUE)

SUFOLK COUNTY PUBLIC SUPPLY WELL CHEMICAL DATA TO DATE
05/05/88

* PURVEYOR - WELL NO	DEPTH	SAMP DATE TCOL CD PB WELL LOCATION	PH	SPCN	NH3	NO3	CL	MBAS	SO4	FE	MN	CU	ZN	NA
***														
* SCWA - S-45839	726.00	03/10/81 -1. FORTY FIRST ST, WELL #4	5.6	22.	<.04	1.90	4.0	<.10	<4.0	.21	<.05	<.10	<.40	2.4
* SCWA - S-45839	726.00	01/12/82 -1. FORTY FIRST ST, WELL #4	5.5	22.	<.04	<.40	2.0	<.10	<4.0	.38	<.05	<.10	<.40	1.7
* SCWA - S-45839	726.00	01/27/83 -1. <2.0 <10.00 FORTY FIRST ST, WELL #4	5.5	21.	<.04	<.40	<4.0	<.10	<4.0	.37	<.05	<.10	<.40	2.9
* SCWA - S-45839	726.00	08/16/83 -1. <2.0 <10.00 FORTY FIRST ST, WELL #4	5.4	22.	<.04	<.40	4.0		<4.0	.15	<.05	<.10	<.40	3.0
* SCWA - S-45839	726.00	05/24/84 -1. <2.0 <10.00 FORTY FIRST ST, WELL #4	5.3	25.	<.04	<.40	<4.0		<4.0	.36	<.05	<.10	<.40	2.9
* SCWA - S-45839	726.00	01/24/85 -1. <2.0 <10.00 FORTY FIRST ST, WELL #4	5.5	20.	<.02	<.20	5.0		<4.0	.24	<.05	<.05	<.40	3.1
* SCWA - S-45839	726.00	10/15/85 -1.00 <2.0 11.00 FORTY FIRST ST, WELL #4	5.3	24.	<.02	<.20	5.0		<4.0	.21	<.05	<.10	<.40	2.4
* SCWA - S-45839	726.00	05/15/86 FORTY FIRST ST, WELL #4	5.5	27.	<.02	<.20 <2.2	5.0		4.0	.19	<.05	<.10	<.40	2.4
* SCWA - S-45839	726.00	01/29/87 -1.00 <2.0 <10.00 FORTY FIRST ST, WELL #4	5.5	21.	<.02	<.20	2.0		<4.0	.28	<.05	<.10	<.40	2.4
* SCWA - S-45839	726.00	06/02/87 -1.00 <2.0 <10.00 FORTY FIRST ST, WELL #4	5.4	20.	<.02	<.20	4.0		4.0	.23	<.05	<.10	<.40	.7
* SCWA - S-45839	726.00	12/17/87 <2.0 <10.00 FORTY FIRST ST, WELL #4	5.5	25.	.02	<.20 <2.2	4.0		<4.0	.35	<.05	<.10	<.40	2.1
* SCWA - S-45839	726.00	01/25/88 <2.0 13.00 FORTY FIRST ST, WELL #4	5.6	25.	<.02	<.20 <2.2	4.0		<4.0	.18	<.05	<.10	<.40	2.4
* SCWA - S-65505	660.00	02/17/81 <2.0 <10.00 GORDON AVE WELL #2	5.2	25.	<.02	<.20 <2.2	5.0		10.0	.51	<.05	<.10	<.40	3.0
* SCWA - S-65505	660.00	04/06/82 -1. <2.0 <10.00 GORDON AVE WELL #2	5.4	21.	<.04	<.40	2.0	<.10	<4.0	.48	<.05	<.10	<.40	1.0
* SCWA - S-65505	660.00	10/26/82 -1. <2.0 <10.00 GORDON AVE WELL #2	5.5	24.	<.04	<.40	<4.0	<.10	12.0	.34	<.05	.12	<.40	1.7

COMPILED BY M TRENT & R GREEN > SUFFOLK COUNTY DEPT OF HEALTH SERVICES <

SUFOLK COUNTY PUBLIC SUPPLY WELL CHEMICAL DATA TO DATE
05/05/88

* PURVEYOR - WELL NO	DEPTH	SAMP DATE WELL LOCATION	TCOL	CD	PB	PH	SPCN	NH3	NO3	CL	MBAS	SO4	FE	MN	CU	ZN	NA
***																	
* SCWA - S-65505	660.00	02/01/83 GORDON AVE WELL #2				5.3	23.	<.04	<.40 <2.2	<4.0	<.10	5.0	.63	<.05	<.10	<.40	2.4
* SCWA - S-65505	660.00	12/13/83 GORDON AVE WELL #2				5.4	24.	<.04	<.40 <2.2	<4.0		6.0	.74	<.05	<.10	<.40	4.3
* SCWA - S-65505	660.00	07/10/84 GORDON AVE WELL #2		<2.0	<10.00	5.4	24.	<.02	<.20 <2.2	3.0		6.0	.63	<.05	<.10	.40	4.5
* SCWA - S-65505	660.00	01/15/85 GORDON AVE WELL #2		<2.0	<10.00	5.5	23.	<.02	<.20 <2.2	3.0		6.0	.58	<.05	<.10	<.40	<5.0
* SCWA - S-65505	660.00	08/13/85 GORDON AVE WELL #2		<2.0	<10.00	5.3	28.	<.02	<.20 <2.2	3.0		5.0	<.10	<.05	<.10	.70	2.6
* SCWA - S-65505	660.00	04/01/86 GORDON AVE WELL #2		<2.0	<10.00	5.3	29.	<.02	<.20 <2.2	5.0		15.0	.38	<.05	<.10	<.40	3.1
* SCWA - S-65505	660.00	08/26/86 GORDON AVE WELL #2		<2.0	19.00	5.4	27.	<.02	<.20 <2.2	3.0		9.0	.75	<.05	<.10	.90	.8
* SCWA - S-65505	660.00	07/14/87 GORDON AVE WELL #2		<2.0	<10.00	5.3	20.	<.02	<.20 <2.2	4.0		<4.0	.61	<.05	<.10	<.40	4.7
* SCWA - S-51298	652.00	07/10/79 -1 GORDON AVE, WELL #1				5.4	25.		<.40	3.0	<.10	4.0	.42	<.05	<.10	<.40	2.8
* SCWA - S-51298	652.00	07/12/79 -1 GORDON AVE, WELL #1				5.9	65.		<.40	12.0	<.10	6.0	.93	<.05	<.10	<.40	4.6
* SCWA - S-51298	652.00	02/28/80 -1 GORDON AVE, WELL #1				5.2	2.	<.04	<.40	3.0	<.10	5.0	.49	<.05	<.10	<.40	3.1
* SCWA - S-51298	652.00	06/26/80 GORDON AVE, WELL #1				5.3	22.	<.04	<.40	4.0	<.10	<4.0	.58	<.05	<.10	<.40	3.4
* SCWA - S-51298	652.00	06/26/80 GORDON AVE, WELL #1				6.9	63.	<.04	<.40	5.0	<.10	4.0	<.54	<.05	<.10	.40	3.0
* SCWA - S-51298	652.00	02/28/82 GORDON AVE, WELL #1				6.5	62.	<.04	<.04	4.0	<.10	4.0	.51	<.05	<.10	<.40	4.0
* SCWA - S-51298	652.00	02/28/82 GORDON AVE, WELL #1				6.5	62.	<.04	<.40	4.0	<.10	4.0	.51	<.05	<.10	<.40	4.0

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SUFOLK COUNTY PUBLIC SUPPLY WELL CHEMICAL DATA TO DATE
05/05/88

* PURVEYOR - WELL NO	DEPTH	SAMP DATE TCOL WELL LOCATION	CD	PB	PH	SPCN	NH3	NO3	CL	MBAS	SO4	FE	MN	CU	ZN	NA
***																
* SCWA - S-51298	652.00	04/06/82 GORDON AVE, WELL #1	<2.0	<10.00	5.7	35.	<.04	<.40 <2.2	4.0	<.10	5.0	.45	<.05	<.10	.40	4.3
* SCWA - S-51298	652.00	10/26/82 GORDON AVE, WELL #1	<2.0	<10.00	5.5	27.	<.04	<.40 <2.2	<4.0	<.10	12.0	.33	<.05	.17	<.40	3.2
* SCWA - S-51298	652.00	12/13/83 GORDON AVE, WELL #1			6.1	40.	<.04	<.40 <2.2	<4.0		5.0	.46	<.05	<.10	.40	4.5
* SCWA - S-51298	652.00	07/10/84 -1. GORDON AVE, WELL #1	<2.0	<10.00	6.3	40.	<.02	<.20 <2.2	4.0		<4.0	.86	<.05	<.10	<.40	3.4
* SCWA - S-51298	652.00	01/15/85 GORDON AVE, WELL #1	<2.0	<10.00	5.7	24.	<.02	<.20 <2.2	4.0		<4.0	.24	<.05	<.10	<.40	5.1
* SCWA - S-51298	652.00	08/13/85 GORDON AVE, WELL #1	<2.0	<10.00	5.2	29.	<.02	<.20 <2.2	3.0		6.0	.43	<.05	<.10	<.40	4.3
* SCWA - S-51298	652.00	04/01/86 GORDON AVE, WELL #1	<2.0	<10.00	5.7	69.	<.02	<.20 <2.2	5.0		15.0	.18	<.05	<.10	<.40	3.0
* SCWA - S-51298	652.00	02/17/87 GORDON AVE, WELL #1	<2.0	<10.00	5.2	25.	<.02	<.20 <2.2	4.0		9.0	.78	<.05	<.10	<.40	3.0
* SCWA - S-51298	652.00	07/14/87 GORDON AVE, WELL #1	<2.0	<10.00	5.2	25.	<.02	<.20 <2.2	5.0		<4.0	.53	<.05	<.10	<.40	3.7
* SCWA - S-51298	652.00	12/29/87 GORDON AVE, WELL #1	<2.0	<10.00	5.3	24.	<.02	<.20 <2.2	4.0		<4.0	.49	<.05	<.10	<.40	2.2
* SCWA - S-51298	652.00	01/27/88 GORDON AVE, WELL #1	<2.0	<10.00	5.2	24.	<.02	<.20 <2.2	4.0		<4.0	.48	<.05	<.10	<.40	2.3
* SCWA - S-51214	395.00	07/12/79 -1 GREAT NECK RD, WELL #1			4.9	55.		<.40	12.0	<.10	4.0	.63	<.05	<.10	.50	4.5
* SCWA - S-51214	395.00	12/04/79 GREAT NECK RD, WELL #1			5.0	62.	<.04	<.40 <2.2	12.0	<.10	5.0	.62	<.05	<.10	<.40	5.7
* SCWA - S-51214	395.00	12/04/79 GREAT NECK RD, WELL #1			5.6	70.	<.04	<.40	14.0	<.10	5.0	.64	<.05	<.31	<.40	6.7
* SCWA - S-51214	395.00	09/16/80 GREAT NECK RD, WELL #1			4.7	66.	<.04	<.40 <2.2	13.0	<.10	7.0	.78	.13	<.13	<.40	56.8

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SUFOLK COUNTY PUBLIC SUPPLY WELL CHEMICAL DATA TO DATE
05/05/88

* PURVEYOR - WELL NO	DEPTH	SAMP DATE WELL LOCATION	TCOL	CD	PB	PH	SPCN	NH3	NO3	CL	MBAS	SO4	FE	MN	CU	ZN	NA
***																	
* SCWA - S-47886	507.00	09/28/82 ALBANY AVE, WELL #5				4.9	25.	<.04	<.40 <2.2	4.0	<.10	5.0	.43	<.05	.10	<.40	3.6
* SCWA - S-47886	507.00	01/18/83 ALBANY AVE, WELL #5		<2.0	<10.00	5.2	25.	<.04	<.40 <2.2	<4.0	<.10	6.0	.85	<.05	.16	<.40	3.9
* SCWA - S-47886	507.00	08/21/84 ALBANY AVE, WELL #5		<2.0	<10.00	5.1	33.	<.02	<.20 <2.2	4.0		5.0	.33	<.05	<.10	<.40	3.0
* SCWA - S-47886	507.00	02/26/85 ALBANY AVE, WELL #5		<2.0	<10.00	5.1	24.	<.02	<.20 <2.2	5.0		<4.0	.55	<.05	<.10	<.40	2.3
* SCWA - S-47886	507.00	09/03/85 ALBANY AVE, WELL #5		<2.0	<10.00	5.0	32.	<.02	<.20 <2.2	7.0		<4.0	.46	<.05	<.10	<.40	3.0
* SCWA - S-47886	507.00	02/25/86 ALBANY AVE, WELL #5		<2.0	<10.00	5.0	28.	<.02	<.20 <2.2	5.0		7.0	.43	<.05	<.10	<.40	2.0
* SCWA - S-47886	507.00	09/30/86 ALBANY AVE, WELL #5		<2.0	<10.00		32.	<.02	<.20 <2.2	5.0		8.0	.50	<.05	<.10	<.40	2.2
* SCWA - S-47886	507.00	02/24/87 ALBANY AVE, WELL #5		<2.0	<10.00	5.0	5.	<.02	<.20 <2.2	.0		4.0	.47	<.05	<.10	3.30	<.4
* SCWA - S-47886	507.00	07/28/87 ALBANY AVE, WELL #5		<2.0	<10.00	5.0	26.	<.02	<.20 <2.2	4.0		<4.0	.44	<.05	<.10	<.40	3.4
* SCWA - S-47886	507.00	03/22/88 ALBANY AVE, WELL #5		<2.0	<10.00	5.5	25.	<.02	<.20 <2.2	4.0		<4.0	.48	<.05	<.10	<.40	2.7
* SCWA - S-66657	551.00	07/07/81 ALBIN AVE #11		<2.0	20.00	5.3	45.	<.04	<.40 <2.2	6.0	<.10	9.0	.53	<.05	<.10	.00	7.6
* SCWA - S-66657	551.00	04/27/82 ALBIN AVE #11		<2.0		5.2	26.	<.04	<.40 <2.2	4.0	<.10	<4.0	.50	<.05	<.10	<.40	2.4
* SCWA - S-66657	551.00	09/28/82 ALBIN AVE #11				5.1	25.	<.04	<.40 <2.2	<4.0	<.10	<4.0	.46	<.05	<.10	<.40	2.8
* SCWA - S-66657	551.00	03/08/83 ALBIN AVE #11		<2.0	<10.00	5.3	24.	<.04	.40 <2.2	4.0		7.0	.48	<.05	<.10	<.90	4.4
* SCWA - S-66657	551.00	09/20/83 ALBIN AVE #11		<2.0	<10.00	5.2	27.	<.04	<.40 <22	<4.0		<4.0	.43	<.05	<.10	<.40	2.5

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SUFOLK COUNTY PUBLIC SUPPLY WELL CHEMICAL DATA TO DATE
05/05/88

* PURVEYOR - WELL NO	DEPTH	SAMP DATE WELL LOCATION	TCOL	CD	PB	PH	SPCN	NH3	NO3	CL	MBAS	SO4	FE	MN	CU	ZN	NA
***																	
* SCWA - S-66657	551.00	07/10/84 ALBIN AVE #11		<2.0	<10.00	5.2	21.	<.02	<.20 <2.2	4.0		<4.0	.53	<.05	<.10	<.40	3.2
* SCWA - S-66657	551.00	08/26/86 ALBIN AVE #11		<2.0	39.00	5.4	29.	<.02	<.20 <2.2	4.0		6.0	.53	<.05	<.10	.40	<.5
* SCWA - S-66657	551.00	02/17/87 ALBIN AVE #11		<2.0	<10.00	5.9	35.	<.02	<.20 <2.2	4.0		8.0	.47	<.05	<.10	<.40	4.4
* SCWA - S-66657	551.00	07/14/87 ALBIN AVE #11		<2.0	<10.00	5.3	23.	<.02	<.20 <2.2	5.0		<4.0	.45	<.05	<.10	<.40	3.6
* SCWA - S-66657	551.00	03/22/88 ALBIN AVE #11		<2.0	<10.00	5.4	28.	.02	<.20 <2.2	4.0		8.0	.47	<.05	<.10	<.40	5.0
* SCWA - S-31038	529.00	09/09/80 ALBIN AVE, WELL #10				5.1	25.	<.04	<.40 <2.2	4.0	<.10	5.0	.69	<.05	<.10	.40	2.8
* SCWA - S-31038	529.00	06/09/81 ALBIN AVE, WELL #10				5.4	27.	<.04	<.40 <2.2	4.0	<.10	4.0	<.05	<.10	<.04		3.5
* SCWA - S-31038	529.00	04/27/82 ALBIN AVE, WELL #10		<2.0		5.3	28.	<.04	<.40 <2.2	<4.0	<.10	5.0	.68	<.05	<.10	<.40	2.7
* SCWA - S-31038	529.00	09/28/82 ALBIN AVE, WELL #10				5.2	26.	<.04	<.40 <2.2	<4.0	<.10	4.0	.59	<.05	<.10	<.40	3.0
* SCWA - S-31038	529.00	09/20/83 ALBIN AVE, WELL #10		<2.0	<10.00	5.2	28.	<.04	<.40 <2.2	<4.0		<4.0	.48	<.05	<.10	<.40	3.6
* SCWA - S-31038	529.00	07/10/84 ALBIN AVE, WELL #10		<2.0	<10 00	5.2	21.	<.02	<.20 <2.2	4.0		<4.0	.55	<.05	<.10	<.40	3.3
* SCWA - S-31038	529.00	06/18/85 ALBIN AVE, WELL #10		<2.0	<10.00	5.2	28.	<.02	<.20 <2.2	5.0		4.0	.40	<.05	<.10	<.40	3.1
* SCWA - S-31038	529.00	03/18/86 ALBIN AVE, WELL #10		<2.0	<10.00	5.3	27.	.02	<.20 <2.2	3.0		5.0	.32	<.05	<.10	<.40	3.1
* SCWA - S-31038	529.00	09/30/86 ALBIN AVE, WELL #10		<2.0	21.00		31.	.01	<.20 <2.2	4.0		6.0	.36	<.05	<.10	.40	2.3
* SCWA - S-31038	529.00	02/17/87 ALBIN AVE, WELL #10		<2.0	<10.00	5.9	38.	<.02	<.20 <2.2	5.0		6.0	.13	<.05	<.10	<.40	2.8

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SUFOLK COUNTY PUBLIC SUPPLY WELL CHEMICAL DATA TO DATE
05/05/88

* PURVEYOR - WELL NO	DEPTH	SAMP DATE WELL LOCATION	TCOL	CD	PB	PH	SPCN	NH3	NO3	CL	MBAS	SO4	FE	MN	CU	ZN	NA
***																	
* SCWA - S-31038	529.00	07/14/87 ALBIN AVE, WELL #10		<2.0	<10.00	5.4	25.	<.02	<.20 <2.2	4.0		<4.0	.36	<.05	<.10	<.40	5.8
* SCWA - S-31038	529.00	03/22/88 ALBIN AVE, WELL #10		<2.0	<10.00	5.7	27.	<.02	<.20 <2.2	4.0		5.0	.21	<.05	<.10	<.40	2.8
* SCWA - S-20955	628.00	07/10/79 -1 ALBIN AVE, WELL #9				5.4	27.		<.40	3.0	<.10	4.0	.58	<.05	<.10	<.40	3.1
* SCWA - S-20955	628.00	09/09/80 ALBIN AVE, WELL #9				4.0	25.	<.04	<.40 <2.2	4.0	<.10	6.0	.90	<.05	<.10	<.40	3.4
* SCWA - S-20955	628.00	02/10/81 -1. ALBIN AVE, WELL #9		<2.0	<10.00	6.5	61.	<.04	<.40	7.0	<.10		.47	<.05	<.10	.50	2.2
* SCWA - S-20955	628.00	06/09/81 ALBIN AVE, WELL #9				5.0	25.	<.04	<.40 <2.2	4.0	<.10	4.0	.51	.05	<.10	.40	3.5
* SCWA - S-20955	628.00	04/27/82 ALBIN AVE, WELL #9		<2.0		5.1	26.	<.04	<.40 <2.2	4.0	<.10	6.0	.69	<.05	<.10	<.40	3.7
* SCWA - S-20955	628.00	09/28/82 ALBIN AVE, WELL #9				4.9	25.	<.04	<.40 <2.2	<4.0	<.10	5.0	.50	<.05	<.10		4.4
* SCWA - S-20955	628.00	03/08/83 ALBIN AVE, WELL #9		<2.0	<10.00	5.1	22.	<.04	<.40 <2.2	<4.0		6.0	.44	<.05	<.10	<.40	3.5
* SCWA - S-20955	628.00	09/20/83 -1. ALBIN AVE, WELL #9		<2.0	<10.00	5.1	29.	<.04	<.40	<4.0		<4.0	.47	<.04	<.10	<.40	4.1
* SCWA - S-20955	628.00	07/10/84 ALBIN AVE, WELL #9		<2.0	<10.00	5.2	21.	<.02	<.20 <2.2	3.0		6.0	.62	<.05	<.10	<.40	5.3
* SCWA - S-20955	628.00	01/15/85 ALBIN AVE, WELL #9		<2.0	<10.00	5.6	25.	<.02	<.20 <2.2	3.0		10.0	1.55	<.05	<.10	<.40	7.1
* SCWA - S-20955	628.00	06/18/85 ALBIN AVE, WELL #9				5.3	30.	<.02	<.20 <2.2	4.0		9.0	.58	<.05	.16	<.40	4.7
* SCWA - S-20955	628.00	07/14/87 ALBIN AVE, WELL #9		<2.0	<10.00	5.2	25.	<.02	<.20 <2.2	4.0		8.0	.45	<.05	<.10	<.40	5.9
* SCWA - S-20955	628.00	03/22/88 ALBIN AVE, WELL #9		<2.0	<10.00	5.1	23.	.02	<.20 <2.2	4.0		6.0	.49	<.05	<.10	<.40	3.6

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LOCATION: GORDON AVE #1 NYS WELL NO: 8-51298
DATE : 04/04/88 TIME: 0930 RUNTIME (HRS): 24.0 SOURCE: RAW
COLLECTION PT.: TREATMENT :

TOTAL COLIFORM MF/100ML	<1.
TURBIDITY NT UNITS	0.46
PH	5.0
IRON MG/L	0.49
MANGANESE MG/L	<0.01
CHLORIDE MG/L	2.7
TOTAL HARDNESS MG/L	12.
TOTAL ALKALINITY MG/L	4.
FREE AMMONIA MG/L	<0.01
NITRITE MG/L	<0.10
NITRATE MG/L	<0.10
SODIUM MG/L	2.6
POTASSIUM MG/L	0.27
CALCIUM MG/L	0.7
MAGNESIUM MG/L	0.38
SPECIFIC CONDUCTANCE UMHO/CM	25.
SULFATES MG/L	4.1
COPPER MG/L	0.03
ZINC MG/L	0.02
TOTAL PHOSPHATE MG/L	0.2
ORTHO PHOSPHATE MG/L	0.17
TOTAL DISSOLVED SOLIDS MG/L	22.
CATION SUM ME/L	0.19
ANION SUM ME/L	0.24
FLUORIDE MG/L	<0.2
LEAD UG/L	<5.0
MERCURY UG/L	<0.2
PH SATURATION	11.1
LANGELIER SATURATION INDEX	-6.1
AGGRESSIVENESS INDEX	5.8
METHYLENE CHLORIDE UG/L	<0.5
1,1-DICHLOROETHYLENE UG/L	<0.5
1,1-DICHLOROETHANE UG/L	<0.5
TRANS-1,2-DICHLOROETHELEN UG/L	<0.5
CIS-1,2-DICHLOROETHELENE UG/L	<0.5
CHLOROFORM UG/L	<0.5
1,2-DICHLOROETHANE UG/L	<0.5
1,1,1-TRICHLOROETHANE UG/L	<0.5
CARBON TETRACHLORIDE UG/L	<0.5
BROMODICHLOROMETHANE UG/L	<0.5
1,2-DICHLOROPROPANE UG/L	<0.5
CIS-1,3-DICHLOROPROPENE UG/L	<0.5
TRICHLOROETHYLENE UG/L	<0.5
1,1,2-TRICHLOROETHANE UG/L	<0.5
CHLORODIBROMOMETHANE UG/L	<0.5
TRANS-1,3-DICHLOROPROPENE UG/L	<0.5
BROMOFORM UG/L	<0.5
TETRACHLOROETHYLENE UG/L	<0.5
1,1,2,2-TETRACHLOROETHANE UG/L	<0.5
CHLOROBENZENE UG/L	<0.5
VINYL CHLORIDE UG/L	<0.5
BROMOMETHANE UG/L	<0.5
BROMOCHLOROMETHANE UG/L	<0.5
BROMOMETHANE UG/L	<0.5
CHLOROETHANE UG/L	<0.5
CHLOROMETHANE UG/L	<0.5
DICHLORODIFLUOROMETHANE UG/L	<0.5
1,2-DICHLOROPROPANE UG/L	<0.5

2,2-DICHLOROPROPANE UG/L	<0.5
1 1-DICHLOROPROPENE UG/L	<0.5
1 1,1,2-TETRACHLORCETHANE UG/L	<0.5
TRICHLOROFLUOROMETHANE UG/L	<0.5
1,2,3-TRICHLOROPROPANE UG/L	<0.5
BENZENE UG/L	<0.5
TOLUENE UG/L	<0.5
ETHYLBENZENE UG/L	<0.5
P-XYLENE UG/L	<0.5
M-XYLENE UG/L	<0.5
O-XYLENE UG/L	<0.5
TOTAL XYLENE UG/L	<0.5
PARA-DICHLOROBENZENE UG/L	<0.5
META-DICHLOROBENZENE UG/L	<0.5
ORTHO-DICHLOROBENZENE UG/L	<0.5
BROMOBENZENE UG/L	<0.5
N-BUTYLBENZENE UG/L	<0.5
SEC-BUTYLBENZENE UG/L	<0.5
TERT-BUTYLBENZENE UG/L	<0.5
2-CHLOROTOLUENE UG/L	<0.5
4-CHLOROTOLUENE UG/L	<0.5
HEXACHLOROBUTADIENE UG/L	<0.5
ISOPROPYLBENZENE UG/L	<0.5
P-ISOPROPYLTOLUENE UG/L	<0.5
NAPHTHALENE UG/L	<0.5
N-PROPYLBENZENE UG/L	<0.5
STYRENE UG/L	<0.5
1,2,3-TRICHLOROBENZENE UG/L	<0.5
1,2,4-TRICHLOROBENZENE UG/L	<0.5
1,2,4-TRIMETHYLBENZENE UG/L	<0.5
1,3,5-TRIMETHYLBENZENE UG/L	<0.5

NOTE: "<" SYMBOL MEANS 'LESS THAN' INDICATING NO DETECTION.

LOCATION: GORDON AVE #1 NYS WELL NO: 5-51298
DATE : 04/20/89 TIME: 1530 RUNTIME (HRS): 1.0 SOURCE: RAW
COLLECTION PT.: TREATMENT :

ALDICARB SULFOXIDE UG/L	<1.
ALDICARB SULFONE UG/L	<1.
OXAMYL UG/L	<1.
METHOMYL UG/L	<1.
3-HYDROXYCABROFURAN UG/L	<1.
ALDICARB UG/L	<1.
CARBOFURAN UG/L	<1.
CARBARYL UG/L	<1.
1-NAPHTHOL UG/L	<1.

LOCATION: GORDON AVE #1 NYS WELL NO: S-51298
DATE : 04/20/89 TIME: 0330 RUNTIME (HRS): 1.0 SOURCE: RAW
COLLECTION PT.: TREATMENT :

1,2-DIBROMOETHANE	UG/L	<0.02
1,2DIBROMO-3CHLOROPROPANE	UG/L	<0.02

LOCATION: GORDON AVE #1 NYS WELL NO: S-51298
DATE : 04/20/89 TIME: 1530 RUNTIME (HRS): 1.0 SOURCE: RAW
COLLECTION PT.: TREATMENT :

METHYLENE CHLORIDE UG/L	<0.5
1,1-DICHLOROETHYLENE UG/L	<0.5
1,1-DICHLOROETHANE UG/L	<0.5
TRANS-1,2-DICHLOROETHELEN UG/L	<0.5
CIS-1,2-DICHLOROETHELENE UG/L	<0.5
CHLOROFORM UG/L	<0.5
1,2-DICHLOROETHANE UG/L	<0.5
1,1,1-TRICHLOROETHANE UG/L	<0.5
CARBON TETRACHLORIDE UG/L	<0.5
BROMODICHLOROMETHANE UG/L	<0.5
1,2-DICHLOROPROPANE UG/L	<0.5
CIS-1,3-DICHLOROPROPENE UG/L	<0.5
TRICHLOROETHYLENE UG/L	<0.5
1,1,2-TRICHLOROETHANE UG/L	<0.5
CHLORODIBROMOMETHANE UG/L	<0.5
TRANS-1,3-DICHLOROPROPENE UG/L	<0.5
BROMOFORM UG/L	<0.5
TETRACHLOROETHYLENE UG/L	<0.5
1,1,2,2-TETRACHLOROETHANE UG/L	<0.5
CHLOROBENZENE UG/L	<0.5
VINYL CHLORIDE UG/L	<0.5
DIBROMOMETHANE UG/L	<0.5
BROMOCHLOROMETHANE UG/L	<0.5
BROMOMETHANE UG/L	<0.5
CHLOROETHANE UG/L	<0.5
CHLOROMETHANE UG/L	<0.5
DICHLORODIFLUOROMETHANE UG/L	<0.5
1,3-DICHLOROPROPANE UG/L	<0.5
2.2-DICHLOROPROPANE UG/L	<0.5
1,1-DICHLOROPROPENE UG/L	<0.5
1,1,1,2-TETRACHLOROETHANE UG/L	<0.5
TRICHLOROFLUOROMETHANE UG/L	<0.5
1,2,3-TRICHLOROPROPANE UG/L	<0.5
1,1,2TRICHLOROTRIFLUOROMETHANE	<0.5
BENZENE UG/L	<0.5
TOLUENE UG/L	<0.5
ETHYLBENZENE UG/L	<0.5
P-XYLENE UG/L	<0.5
M-XYLENE UG/L	<0.5
O-XYLENE UG/L	<0.5
TOTAL XYLENE UG/L	<0.5
PARA-DICHLOROBENZENE UG/L	<0.5
META-DICHLOROBENZENE UG/L	<0.5
ORTHO-DICHLOROBENZENE UG/L	<0.5
BROMOBENZENE UG/L	<0.5
N-BUTYLBENZENE UG/L	<0.5
SEC-BUTYLBENZENE UG/L	<0.5
TERT-BUTYLBENZENE UG/L	<0.5
O-CHLOROTOLUENE UG/L	<0.5
P-CHLOROTOLUENE UG/L	<0.5
HEXACHLOROBUTADIENE UG/L	<0.5
ISOPROPYLBENZENE UG/L	<0.5
P-ISOPROPYLTOLUENE UG/L	<0.5
NAPHTHALENE UG/L	<0.5
N-PROPYLBENZENE UG/L	<0.5
STYRENE UG/L	<0.5
1,2,3-TRICHLOROBENZENE UG/L	<0.5
1,2,4-TRICHLOROBENZENE UG/L	<0.5

1,2,4-TRIMETHYLBENZENE UG/L	<0.5
1,3,5-TRIMETHYLBENZENE UG/L	<0.5
TERT BUTYL METHYL ETHER UG/L	<0.5

L CATION: GORDON AVE #1 NYS WELL NO: S-51298
D TE : 04/21/89 TIME: 0330 RUNTIME (HRS): 1.0 SOURCE: RAW
COLLECTION PT.: TREATMENT :

T TAL COLIFORM MF/100ML <1.

LOCATION: GORDON AVE #1 NYS WELL NO: S-51298
DATE : 04/28/89 TIME: 0330 RUNTIME (HRS): 1.0 SOURCE: RAW
COLLECTION PT.: TREATMENT :

TURBIDITY NT UNITS	3.0
PH	4.7
IRON MG/L	0.45
MANGANESE MG/L	0.01
CHLORIDE MG/L	2.8
TOTAL HARDNESS MG/L	2.
TOTAL ALKALINITY MG/L	2.
FREE AMMONIA MG/L	<0.01
NITRITE MG/L	<0.10
NITRATE MG/L	<0.10
SURFACTANTS MG/L	<0.02
SODIUM MG/L	2.9
POTASSIUM MG/L	0.29
CALCIUM MG/L	0.6
MAGNESIUM MG/L	0.30
SPECIFIC CONDUCTANCE UMHO/CM	24.
SULFATES MG/L	3.6
COPPER MG/L	<0.02
ZINC MG/L	0.04
TOTAL PHOSPHATE MG/L	<0.1
ORTHO PHOSPHATE MG/L	<0.01
TOTAL DISSOLVED SOLIDS MG/L	21.
CATION SUM ME/L	0.19
ANION SUM ME/L	0.19
FLUORIDE MG/L	<0.20
TOTAL CHROMIUM UG/L	<5.0
ARSENIC UG/L	<5.0
BARIUM UG/L	<100.
CADMIUM UG/L	<0.5
LEAD UG/L	<5.0
MERCURY UG/L	<0.2
SELENIUM UG/L	<2.0
SILVER UG/L	<2.5
RI SATURATION	11.5
LANGELIER SATURATION INDEX	-6.8
AGGRESSIVENESS INDEX	5.2

NOTE: "<" SYMBOL MEANS 'LESS THAN' INDICATING NO DETECTION.

LOCATION: GORDON AVE #1 NYS WELL NO: 6-51293
DATE : 04/01/90 TIME: 0300 RUNTIME (HRS): 23. SOURCE: RAW
COLLECTION PT.: TREATMENT :

TOTAL COLIFORM MF/100ML	<1.
METHYLENE CHLORIDE UG/L	<0.5
1,1-DICHLOROETHYLENE UG/L	<0.5
1,1-DICHLOROETHANE UG/L	<0.5
TRANS-1,2-DICHLOROETHELEN UG/L	<0.5
CIS-1,2-DICHLOROETHELENE UG/L	<0.5
CHLOROFORM UG/L	<0.5
1,2-DICHLOROETHANE UG/L	<0.5
1,1,1-TRICHLOROETHANE UG/L	<0.5
CARBON TETRACHLORIDE UG/L	<0.5
BROMODICHLOROMETHANE UG/L	<0.5
1,2-DICHLOROPROPANE UG/L	<0.5
CIS-1,3-DICHLOROPROPENE UG/L	<0.5
TRICHLOROETHYLENE UG/L	<0.5
1,1,2-TRICHLOROETHANE UG/L	<0.5
CHLORODIBROMOMETHANE UG/L	<0.5
TRANS-1,3-DICHLOROPROPENE UG/L	<0.5
BROMOFORM UG/L	<0.5
TETRACHLOROETHYLENE UG/L	<0.5
1,1,2,2-TETRACHLOROETHANE UG/L	<0.5
CHLOROBENZENE UG/L	<0.5
VINYL CHLORIDE UG/L	<0.5
DIBROMOMETHANE UG/L	<0.5
BROMOCHLOROMETHANE UG/L	<0.5
BROMOMETHANE UG/L	<0.5
CHLOROETHANE UG/L	<0.5
CHLOROMETHANE UG/L	<0.5
DICHLORODIFLUOROMETHANE UG/L	<0.5
1,3-DICHLOROPROPANE UG/L	<0.5
2,2-DICHLOROPROPANE UG/L	<0.5
1,1-DICHLOROPROPENE UG/L	<0.5
1,1,1,2-TETRACHLOROETHANE UG/L	<0.5
TRICHLOROFLUOROMETHANE UG/L	<0.5
1,2,3-TRICHLOROPROPANE UG/L	<0.5
1,2TRICHLOROTRIFLUOROMETHANE	<0.5
BENZENE UG/L	<0.5
TOLUENE UG/L	<0.5
ETHYLBENZENE UG/L	<0.5
P-XYLENE UG/L	<0.5
M-XYLENE UG/L	<0.5
O-XYLENE UG/L	<0.5
TOTAL XYLENE UG/L	<0.5
PARA-DICHLOROBENZENE UG/L	<0.5
META-DICHLOROBENZENE UG/L	<0.5
ORTHO-DICHLOROBENZENE UG/L	<0.5
BROMOBENZENE UG/L	<0.5
N-BUTYLBENZENE UG/L	<0.5
SEC-BUTYLBENZENE UG/L	<0.5
TERT-BUTYLBENZENE UG/L	<0.5
2-CHLOROTOLUENE UG/L	<0.5
4-CHLOROTOLUENE UG/L	<0.5
HEXACHLOROBUTADIENE UG/L	<0.5
ISOPROPYLBENZENE UG/L	<0.5
P-ISOPROPYLTOLUENE UG/L	<0.5
NAPHTHALENE UG/L	<0.5
N-PROPYLBENZENE UG/L	<0.5
STYRENE UG/L	<0.5

1,2,3-TRICHLOROBENZENE UG/L	<0.5
1,2,4-TRICHLOROBENZENE UG/L	<0.5
1,2,4-TRIMETHYLBENZENE UG/L	<0.5
1,3,5-TRIMETHYLBENZENE UG/L	<0.5
TERT BUTYL METHYL ETHER UG/L	<0.5

NOTE: "<" SYMBOL MEANS 'LESS THAN' INDICATING NO DETECTION.

L CATION: GORDON AVE #2 NYS WELL NO: 3-65505
D TE : 01/05/89 TIME: 1000 RUNTIME (HRS): 24.0 SOURCE: RAW
COLLECTION PT.: TREATMENT :

M THYLENE CHLORIDE UG/L	<0.5
1,1-DICHLOROETHYLENE UG/L	<0.5
1 1-DICHLOROETHANE UG/L	<0.5
T ANS-1,2-DICHLOROETHELEN UG/L	<0.5
CIS-1,2-DICHLOROETHELENE UG/L	<0.5
CHLOROFORM UG/L	<0.5
1 2-DICHLOROETHANE UG/L	<0.5
1 1,1-TRICHLOROETHANE UG/L	<0.5
CARBON TETRACHLORIDE UG/L	<0.5
BROMODICHLOROMETHANE UG/L	<0.5
1 2-DICHLOROPROPANE UG/L	<0.5
CIS-1,3-DICHLOROPROPENE UG/L	<0.5
TRICHLOROETHYLENE UG/L	<0.5
1 1,2-TRICHLOROETHANE UG/L	<0.5
CHLORODIBROMOMETHANE UG/L	<0.5
TRANS-1,3-DICHLOROPROPENE UG/L	<0.5
B OMOFORM UG/L	<0.5
T TRACHLOROETHYLENE UG/L	<0.5
1,1,2,2-TETRACHLOROETHANE UG/L	<0.5
CHLOROBENZENE UG/L	<0.5
V NYL CHLORIDE UG/L	<0.5
DIBROMOMETHANE UG/L	<0.5
BROMOCHLOROMETHANE UG/L	<0.5
B OMOMETHANE UG/L	<0.5
CHLOROETHANE UG/L	<0.5
CHLOROMETHANE UG/L	<0.5
D CHLORODIFLUOROMETHANE UG/L	<0.5
1 3-DICHLOROPROPANE UG/L	<0.5
2,2-DICHLOROPROPANE UG/L	<0.5
1 1-DICHLOROPROPENE UG/L	<0.5
1 1,1,2-TETRACHLOROETHANE UG/L	<0.5
TRICHLOROFLUOROMETHANE UG/L	<0.5
1,2,3-TRICHLOROPROPANE UG/L	<0.5
B NZENE UG/L	<0.5
TOLUENE UG/L	<0.5
ETHYLBENZENE UG/L	<0.5
P XYLENE UG/L	<0.5
M-XYLENE UG/L	<0.5
O-XYLENE UG/L	<0.5
T TAL XYLENE UG/L	<0.5
PARA-DICHLOROBENZENE UG/L	<0.5
META-DICHLOROBENZENE UG/L	<0.5
O RTHO-DICHLOROBENZENE UG/L	<0.5
B ROMOBENZENE UG/L	<0.5
N-BUTYLBENZENE UG/L	<0.5
SEC-BUTYLBENZENE UG/L	<0.5
T ERT-BUTYLBENZENE UG/L	<0.5
2-CHLOROTOLUENE UG/L	<0.5
4-CHLOROTOLUENE UG/L	<0.5
H EXACHLOROBUTADIENE UG/L	<0.5
I SOPROPYLBENZENE UG/L	<0.5
P-ISOPROPYLTOLUENE UG/L	<0.5
N APHTHALENE UG/L	<0.5
N-PROPYLBENZENE UG/L	<0.5
STYRENE UG/L	<0.5
1,2,3-TRICHLOROBENZENE UG/L	<0.5
1,2,4-TRICHLOROBENZENE UG/L	<0.5
1,2,4-TRIMETHYLBENZENE UG/L	<0.5
1,3,5-TRIMETHYLBENZENE UG/L	<0.5

L(:ATION: GORDON AVE #2 NYS WELL NO: 3-65505
D[redacted]E : 01/05/89 TIME: 1000 RUNTIME (HRS): 24.0 SOURCE: RAW
COLLECTION PT.: TREATMENT :

1	!-DIBROMOETHANE UG/L	<0.02
1,[redacted]2DIBROMO-3CHLOROPROPANE UG/L		<0.02

LOCATION: GORDON AVE #2 NYS WELL NO: S-65505
DATE : 01/06/89 TIME: 1000 RUNTIME (HRS): 24. SOURCE: RAW
COLLECTION PT.: TREATMENT :

TOTAL COLIFORM MF/100ML	<1.
TURBIDITY NT UNITS	1.5
PH	5.2
IRON MG/L	0.60
MANGANESE MG/L	0.01
CHLORIDE MG/L	2.7
TOTAL HARDNESS MG/L	7.
TOTAL ALKALINITY MG/L	6.
FREE AMMONIA MG/L	<0.01
NITRITE MG/L	<0.10
NITRATE MG/L	<0.10
SODIUM MG/L	2.6
POTASSIUM MG/L	0.25
CALCIUM MG/L	0.9
MAGNESIUM MG/L	0.89
SPECIFIC CONDUCTANCE UMHO/CM	25.
SULFATES MG/L	4.0
COPPER MG/L	<0.02
ZINC MG/L	0.14
TOTAL PHOSPHATE MG/L	<0.1
ORTHO PHOSPHATE MG/L	<0.01
TOTAL DISSOLVED SOLIDS MG/L	24.
CATION SUM ME/L	0.24
ANION SUM ME/L	0.26
FLUORIDE MG/L	<0.2
TOTAL CHROMIUM UG/L	<5.0
ARSENIC UG/L	<5.0
BARIUM UG/L	<50.0
CADMIUM UG/L	<0.5
LEAD UG/L	<5.0
MERCURY UG/L	<0.2
SELENIUM UG/L	<2.0
SILVER UG/L	<2.5
PH SATURATION	10.8
LANGELIER SATURATION INDEX	-5.6
AGGRESSIVENESS INDEX	6.3

NOTE: "<" SYMBOL MEANS 'LESS THAN' INDICATING NO DETECTION.

LOCATION: GORDON AVE #2 NYS WELL NO: 9-65505
DATE : 07/02/89 TIME: 1700 RUNTIME (HRS): SOURCE: RAW
COLLECTION PT.: TREATMENT :

TOTAL COLIFORM MF/100ML	<1.
TURBIDITY NT UNITS	1.3
PH	4.6
IRON MG/L	0.68
MANGANESE MG/L	0.01
CHLORIDE MG/L	2.7
TOTAL HARDNESS MG/L	12.
TOTAL ALKALINITY MG/L	5.
FREE AMMONIA MG/L	<0.01
NITRITE MG/L	<0.10
NITRATE MG/L	<0.10
SODIUM MG/L	2.2
POTASSIUM MG/L	0.26
CALCIUM MG/L	0.7
MAGNESIUM MG/L	0.30
SPECIFIC CONDUCTANCE UMHO/CM	23.
SULFATES MG/L	3.4
COPPER MG/L	0.05
ZINC MG/L	0.06
TOTAL PHOSPHATE MG/L	<0.1
ORTHO PHOSPHATE MG/L	<0.01
TOTAL DISSOLVED SOLIDS MG/L	22.
CATION SUM ME/L	0.16
ANION SUM ME/L	0.25
FLUORIDE MG/L	<0.20
TOTAL CHROMIUM UG/L	<5.0
ARSENIC UG/L	<5.0
BARIUM UG/L	<100.
CADMIUM UG/L	<0.5
LEAD UG/L	<5.0
MERCURY UG/L	<0.2
SELENIUM UG/L	<2.0
SILVER UG/L	<2.5
PH SATURATION	11.0
LANGELIER SATURATION INDEX	-6.4
AGGRESSIVENESS INDEX	5.3

Gordon Ave #2 has been out of service since 9/89 for pump problems

LOCATION: GORDON AVE #2 NYS WELL NO: S-65503
DATE : 07/02/89 TIME: 1700 RUNTIME (HRS): 31.0 SOURCE: RAW
COLLECTION PT.: TREATMENT :

METHYLENE CHLORIDE UG/L	<0.5
1,1-DICHLOROETHYLENE UG/L	<0.5
1,1-DICHLOROETHANE UG/L	<0.5
TRANS-1,2-DICHLOROETHELEN UG/L	<0.5
CIS-1,2-DICHLOROETHELENE UG/L	<0.5
CHLOROFORM UG/L	<0.5
1,2-DICHLOROETHANE UG/L	<0.5
1,1,1-TRICHLOROETHANE UG/L	<0.5
CARBON TETRACHLORIDE UG/L	<0.5
BROMODICHLOROMETHANE UG/L	<0.5
1,2-DICHLOROPROPANE UG/L	<0.5
CIS-1,3-DICHLOROPROPENE UG/L	<0.5
TRICHLOROETHYLENE UG/L	<0.5
1,1,2-TRICHLOROETHANE UG/L	<0.5
CHLORODIBROMOMETHANE UG/L	<0.5
TRANS-1,3-DICHLOROPROPENE UG/L	<0.5
BROMOFORM UG/L	<0.5
TETRACHLOROETHYLENE UG/L	<0.5
1,1,2,2-TETRACHLOROETHANE UG/L	<0.5
CHLOROBENZENE UG/L	<0.5
VINYL CHLORIDE UG/L	<0.5
DIBROMOMETHANE UG/L	<0.5
BROMOCHLOROMETHANE UG/L	<0.5
BROMOMETHANE UG/L	<0.5
CHLOROETHANE UG/L	<0.5
CHLOROMETHANE UG/L	<0.5
DICHLORODIFLUOROMETHANE UG/L	<0.5
1,3-DICHLOROPROPANE UG/L	<0.5
2,2-DICHLOROPROPANE UG/L	<0.5
1,1-DICHLOROPROPENE UG/L	<0.5
1,1,1,2-TETRACHLOROETHANE UG/L	<0.5
DICHLOROFLUOROMETHANE UG/L	<0.5
1,2,3-TRICHLOROPROPANE UG/L	<0.5
1,1,2TRICHLOROTRIFLUOROMETHANE	<0.5
BENZENE UG/L	<0.5
TOLUENE UG/L	<0.5
ETHYLBENZENE UG/L	<0.5
O-XYLENE UG/L	<0.5
M-XYLENE UG/L	<0.5
P-XYLENE UG/L	<0.5
TOTAL XYLENE UG/L	<0.5
PARA-DICHLOROBENZENE UG/L	<0.5
META-DICHLOROBENZENE UG/L	<0.5
ORTHO-DICHLOROBENZENE UG/L	<0.5
BROMOBENZENE UG/L	<0.5
N-BUTYLBENZENE UG/L	<0.5
SEC-BUTYLBENZENE UG/L	<0.5
TERT-BUTYLBENZENE UG/L	<0.5
2-CHLOROTOLUENE UG/L	<0.5
4-CHLOROTOLUENE UG/L	<0.5
HEXACHLOROBUTADIENE UG/L	<0.5
ISOPROPYLBENZENE UG/L	<0.5
P-ISOPROPYLTOLUENE UG/L	<0.5
NAPHTHALENE UG/L	<0.5
N-PROPYLBENZENE UG/L	<0.5
STYRENE UG/L	<0.5
1,2,3-TRICHLOROBENZENE UG/L	<0.5

1,2,4-TRICHLOROBENZENE UG/L	<0.5
1,2,4-TRIMETHYLBENZENE UG/L	<0.5
1,3,5-TRIMETHYLBENZENE UG/L	<0.5
TERT BUTYL METHYL ETHER UG/L	<0.5

LOCATION: GORDON AVE #2 NYS WELL NO: 8-65505
DATE : 07/02/89 TIME: 1700 RUNTIME (HRS): 31.0 SOURCE: RAW
COLLECTION PT.: TREATMENT :

IRON MG/L	0.46
TOTAL PHOSPHATE MG/L	<0.1
ORTHO PHOSPHATE MG/L	<0.01

NOTE: "<" SYMBOL MEANS 'LESS THAN' INDICATING NO DETECTION.

L CATION: ALBIN AVE # 9 NYS WELL NO: 8-30955
D TE : 05/30/88 TIME: 0445 RUNTIME (HRS): 10.0 SOURCE: RAW
COLLECTION PT.: TREATMENT :

M THYLENE CHLORIDE UG/L	<0.5
1,1-DICHLOROETHYLENE UG/L	<0.5
1 1-DICHLOROETHANE UG/L	<0.5
T ANS-1,2-DICHLOROETHELEN UG/L	<0.5
CIS-1,2-DICHLOROETHELENE UG/L	<0.5
CHLOROFORM UG/L	<0.5
1 2-DICHLOROETHANE UG/L	<0.5
1,1,1-TRICHLOROETHANE UG/L	<0.5
CARBON TETRACHLORIDE UG/L	<0.5
B OMODICHLOROMETHANE UG/L	<0.5
1,2-DICHLOROPROPANE UG/L	<0.5
CIS-1,3-DICHLOROPROPENE UG/L	<0.5
TRICHLOROETHYLENE UG/L	<0.5
1 1,2-TRICHLOROETHANE UG/L	<0.5
CHLORODIBROMOMETHANE UG/L	<0.5
TRANS-1,3-DICHLOROPROPENE UG/L	<0.5
B OMOFORM UG/L	<0.5
TETRACHLOROETHYLENE UG/L	<0.5
1,1,2,2-TETRACHLOROETHANE UG/L	<0.5
CHLOROBENZENE UG/L	<0.5
V NYL CHLORIDE UG/L	<0.5
DIBROMOMETHANE UG/L	<0.5
BROMOCHLOROMETHANE UG/L	<0.5
B OMOMETHANE UG/L	<0.5
CHLOROETHANE UG/L	<0.5
CHLOROMETHANE UG/L	<0.5
D CHLORODIFLUOROMETHANE UG/L	<0.5
1,3-DICHLOROPROPANE UG/L	<0.5
2,2-DICHLOROPROPANE UG/L	<0.5
1,1-DICHLOROPROPENE UG/L	<0.5
1,1,2,2-TETRACHLOROETHANE UG/L	<0.5
TRICHLOROFLUOROMETHANE UG/L	<0.5
1,2,3-TRICHLOROPROPANE UG/L	<0.5
BENZENE UG/L	<0.5
TOLUENE UG/L	<0.5
ETHYLBENZENE UG/L	<0.5
O-XYLENE UG/L	<0.5
M-XYLENE UG/L	<0.5
O-XYLENE UG/L	<0.5
TOTAL XYLENE UG/L	<0.5
PARA-DICHLOROBENZENE UG/L	<0.5
META-DICHLOROBENZENE UG/L	<0.5
ORTHO-DICHLOROBENZENE UG/L	<0.5
BROMOBENZENE UG/L	<0.5
N-BUTYLBENZENE UG/L	<0.5
SEC-BUTYLBENZENE UG/L	<0.5
TERT-BUTYLBENZENE UG/L	<0.5
2-CHLOROTOLUENE UG/L	<0.5
4-CHLOROTOLUENE UG/L	<0.5
HEXACHLOROBUTADIENE UG/L	<0.5
ISOPROPYLBENZENE UG/L	<0.5
P-ISOPROPYLTOLUENE UG/L	<0.5
NAPHTHALENE UG/L	<0.5
N-PROPYLBENZENE UG/L	<0.5
STYRENE UG/L	<0.5
1,2,3-TRICHLOROBENZENE UG/L	<0.5
1,2,4-TRICHLOROBENZENE UG/L	<0.5
1,2,4-TRIMETHYLBENZENE UG/L	<0.5
1,3.5-TRIMETHYLBENZENE UG/L	<0.5

MAY 10 1988

NOTE: "<" SYMBOL MEANS 'LESS THAN' INDICATING NO DETECTION.

L CATION: ALBIN AVE # 9 NYS WELL NO: 3-20955
D TE : 01/07/89 TIME: 1450 RUNTIME (HRS): 13.0 SOURCE: RAW
COLLECTION PT.: TREATMENT :

M THYLENE CHLORIDE UG/L	<0.5	
1,1-DICHLOROETHYLENE UG/L	<0.5	
1 1-DICHLOROETHANE UG/L	<0.5	
T ANS-1,2-DICHLOROETHELEN UG/L	<0.5	
CIS-1,2-DICHLOROETHELENE UG/L	<0.5	
CHLOROFORM UG/L	<0.5	
1 2-DICHLOROETHANE UG/L	<0.5	
1 1,1-TRICHLOROETHANE UG/L	<0.5	
CARBON TETRACHLORIDE UG/L	<0.5	
E OMODICHLOROMETHANE UG/L	<0.5	
1 2-DICHLOROPROPANE UG/L	<0.5	
CIS-1,3-DICHLOROPROPENE UG/L	<0.5	
TRICHLOROETHYLENE UG/L	<0.5	
1 1,2-TRICHLOROETHANE UG/L	<0.5	
CHLORODIBROMOMETHANE UG/L	<0.5	
TRANS-1,3-DICHLOROPROPENE UG/L	<0.5	
E OMOFORM UG/L	<0.5	
T TRACHLOROETHYLENE UG/L	<0.5	
1,1,2,2-TETRACHLOROETHANE UG/L	<0.5	
C ILOROBENZENE UG/L	<0.5	
V NYL CHLORIDE UG/L	<0.5	
DIBROMOMETHANE UG/L	<0.5	
BROMOCHLOROMETHANE UG/L	<0.5	
B OMOMETHANE UG/L	<0.5	
CHLOROETHANE UG/L	<0.5	
CHLOROMETHANE UG/L	<0.5	
I CHLORODIFLUOROMETHANE UG/L	<0.5	
1 3-DICHLOROPROPANE UG/L	<0.5	
2,2-DICHLOROPROPANE UG/L	<0.5	
1 1-DICHLOROPROPENE UG/L	<0.5	
1 1,1,2-TETRACHLOROETHANE UG/L	<0.5	
TRICHLOROFLUOROMETHANE UG/L	<0.5	
1.2,3-TRICHLOROPROPANE UG/L	<0.5	
B NZENE UG/L	<0.5	
TOLUENE UG/L	<0.5	
E THYLBENZENE UG/L	<0.5	
P -XYLENE UG/L	<0.5	
M-XYLENE UG/L	<0.5	
O -XYLENE UG/L	<0.5	
T OTAL XYLENE UG/L	<0.5	
PARA-DICHLOROBENZENE UG/L	<0.5	
META-DICHLOROBENZENE UG/L	<0.5	
O RTHO-DICHLOROBENZENE UG/L	<0.5	
B ROMOBENZENE UG/L	<0.5	
N-BUTYLBENZENE UG/L	<0.5	
S EC-BUTYLBENZENE UG/L	<0.5	
T ERT-BUTYLBENZENE UG/L	<0.5	
2-CHLOROTOLUENE UG/L	<0.5	
4-CHLOROTOLUENE UG/L	<0.5	
H EXACHLOROBUTADIENE UG/L	<0.5	
I SOPROPYLBENZENE UG/L	<0.5	
P-ISOPROPYLTOLUENE UG/L	<0.5	
N APHTHALENE UG/L	<0.5	
N -PROPYLBENZENE UG/L	<0.5	
STYRENE UG/L	<0.5	
1,2,3-TRICHLOROBENZENE UG/L	<0.5	F-33
1,2,4-TRICHLOROBENZENE UG/L	<0.5	
T ,2,4-TRIMETHYLBENZENE UG/L	<0.5	
1,3,5-TRIMETHYLBENZENE UG/L	<0.5	

LOCATION: ALBIN AVE # 9 NYS WELL NO: S-20955
DATE : 01/07/89 TIME: 1050 RUNTIME (HRS): 13.0 SOURCE: RAW
COLLECTION PT.: TREATMENT :

1,2-DIBROMOETHANE UG/L	<0.02
1,2DIBROMO-3CHLOROPROPANE UG/L	<0.02

LOCATION: ALBIN AVE # 9 NYS WELL NO: 3-20955
DATE : 01/08/89 TIME: 1700 RUNTIME (HRS): 13.0 SOURCE: RAW
COLLECTION PT.: TREATMENT :

TOTAL COLIFORM MF/100ML	<1.
TURBIDITY NT UNITS	0.21
PH	4.5
IRON MG/L	0.36
MANGANESE MG/L	0.01
CHLORIDE MG/L	2.9
TOTAL HARDNESS MG/L	2.
TOTAL ALKALINITY MG/L	6.
FREE AMMONIA MG/L	<0.01
NITRITE MG/L	<0.10
NITRATE MG/L	<0.10
SODIUM MG/L	3.1
POTASSIUM MG/L	0.30
CALCIUM MG/L	0.7
MAGNESIUM MG/L	0.27
SPECIFIC CONDUCTANCE UMHO/CM	79.
SULFATES MG/L	2.9
COPPER MG/L	0.02
ZINC MG/L	0.06
TOTAL PHOSPHATE MG/L	0.6
ORTHO PHOSPHATE MG/L	0.11
TOTAL DISSOLVED SOLIDS MG/L	23.
CATION SUM ME/L	0.20
ANION SUM ME/L	0.26
FLUORIDE MG/L	<0.2
TOTAL CHROMIUM UG/L	<5.0
ARSENIC UG/L	<5.0
BARIUM UG/L	<50.0
CADMIUM UG/L	<0.5
LEAD UG/L	<5.0
MERCURY UG/L	<0.2
SELENIUM UG/L	<2.0
SILVER UG/L	<2.5
PH SATURATION	10.9
LANGELIER SATURATION INDEX	-6.4
AGGRESSIVENESS INDEX	5.5

NOTE: "<" SYMBOL MEANS 'LESS THAN' INDICATING NO DETECTION.

LOCATION: ALBIN AVE # 9 NYS WELL NO: 8-20955
DATE : 04/01/90 TIME: 0530 RUNTIME (HRS): 16. SOURCE: RAW
COLLECTION PT.: TREATMENT :

METHYLENE CHLORIDE UG/L	<0.5
1,1-DICHLOROETHYLENE UG/L	<0.5
1,1-DICHLOROETHANE UG/L	<0.5
TRANS-1,2-DICHLOROETHELEN UG/L	<0.5
CIS-1,2-DICHLOROETHELENE UG/L	<0.5
CHLOROFORM UG/L	<0.5
1,2-DICHLOROETHANE UG/L	<0.5
1,1,1-TRICHLOROETHANE UG/L	<0.5
CARBON TETRACHLORIDE UG/L	<0.5
BROMODICHLOROMETHANE UG/L	<0.5
1,2-DICHLOROPROPANE UG/L	<0.5
CIS-1,3-DICHLOROPROPENE UG/L	<0.5
TRICHLOROETHYLENE UG/L	<0.5
1,1,2-TRICHLOROETHANE UG/L	<0.5
DIBROMOCHLOROMETHANE UG/L	<0.5
TRANS-1,3-DICHLOROPROPENE UG/L	<0.5
BROMOFORM UG/L	<0.5
TETRACHLOROETHYLENE UG/L	0.5
1,1,2,2-TETRACHLOROETHANE UG/L	<0.5
CHLOROBENZENE UG/L	<0.5
VINYL CHLORIDE UG/L	<0.5
DIBROMOMETHANE UG/L	<0.5
BROMOCHLOROMETHANE UG/L	<0.5
BROMOMETHANE UG/L	<0.5
CHLOROETHANE UG/L	<0.5
CHLOROMETHANE UG/L	<0.5
DICHLORODIFLUOROMETHANE UG/L	<0.5
1,3-DICHLOROPROPANE UG/L	<0.5
2,2-DICHLOROPROPANE UG/L	<0.5
1,1-DICHLOROPROPENE UG/L	<0.5
1,1,1,2-TETRACHLOROETHANE UG/L	<0.5
TRICHLOROFLUOROMETHANE UG/L	<0.5
1,2,3-TRICHLOROPROPANE UG/L	<0.5
1,1,2TRICHLOROTRIFLUOROMETHANE	<0.5
BENZENE UG/L	<0.5
TOLUENE UG/L	<0.5
ETHYLBENZENE UG/L	<0.5
P-XYLENE UG/L	<0.5
M-XYLENE UG/L	<0.5
O-XYLENE UG/L	<0.5
TOTAL XYLENE UG/L	<0.5
PARA-DICHLOROBENZENE UG/L	<0.5
META-DICHLOROBENZENE UG/L	<0.5
ORTHO-DICHLOROBENZENE UG/L	<0.5
BROMOBENZENE UG/L	<0.5
N-BUTYLBENZENE UG/L	<0.5
SEC-BUTYLBENZENE UG/L	<0.5
TERT-BUTYLBENZENE UG/L	<0.5
2-CHLOROTOLUENE UG/L	<0.5
4-CHLOROTOLUENE UG/L	<0.5
HEXACHLOROBUTADIENE UG/L	<0.5
ISOPROPYLBENZENE UG/L	<0.5
P-ISOPROPYLTOLUENE UG/L	<0.5
NAPHTHALENE UG/L	<0.5
N-PROPYLBENZENE UG/L	<0.5
STYRENE UG/L	<0.5
1,2,3-TRICHLOROBENZENE UG/L	<0.5

1,2,4-TRICHLOROBENZENE UG/L	<0.5
1,2,4-TRIMETHYLBENZENE UG/L	<0.5
1,3,5-TRIMETHYLBENZENE UG/L	<0.5
TERT BUTYL METHYL ETHER UG/L	<0.5

L CATION: ALBIN AVE # 9 -NYS WELL NO: S-20955
DATE : 04/01/90 TIME: 1705 RUNTIME (HRS): 16. SOURCE: RAW
COLLECTION PT.: TREATMENT :

TOTAL COLIFORM MF/100ML <1.

NOTE: "<" SYMBOL MEANS 'LESS THAN' INDICATING NO DETECTION.

L CATION: ALBIN AVE #10 NYS WELL NO: S-31038
D TE : 06/01/88 TIME: 0435 RUNTIME (HRS): 0.5 SOURCE: RAW
COLLECTION PT.: TREATMENT :

M THYLENE CHLORIDE UG/L	<0.5
1,1-DICHLOROETHYLENE UG/L	<0.5
1.1-DICHLOROETHANE UG/L	<0.5
T ANS-1,2-DICHLORCETHELEN UG/L	<0.5
C S-1,2-DICHLOROETHELENE UG/L	<0.5
CHLOROFORM UG/L	<0.5
1 2-DICHLOROETHANE UG/L	<0.5
1 1,1-TRICHLORCETHANE UG/L	<0.5
CARBON TETRACHLORIDE UG/L	<0.5
B OMODICHLOROMETHANE UG/L	<0.5
1 2-DICHLOROPROPANE UG/L	<0.5
C S-1,3-DICHLOROPROPENE UG/L	<0.5
TRICHLOROETHYLENE UG/L	<0.5
1 1,2-TRICHLORCETHANE UG/L	<0.5
C LORODIBROMOMETHANE UG/L	<0.5
TRANS-1,3-DICHLOROPROPENE UG/L	<0.5
B OMOFORM UG/L	<0.5
T TRACHLOROETHYLENE UG/L	<0.5
1,1,2,2-TETRACHLOROETHANE UG/L	<0.5
CHLOROBENZENE UG/L	<0.5
V NYL CHLORIDE UG/L	<0.5
D BROMOMETHANE UG/L	<0.5
BROMOCHLOROMETHANE UG/L	<0.5
B OMOMETHANE UG/L	<0.5
C LOROETHANE UG/L	<0.5
CHLOROMETHANE UG/L	<0.5
D CHLORODIFLUOROMETHANE UG/L	<0.5
1 3-DICHLOROPROPANE UG/L	<0.5
2,2-DICHLOROPROPANE UG/L	<0.5
1.1-DICHLOROPROPENE UG/L	<0.5
1 1,1,2-TETRACHLOROETHANE UG/L	<0.5
T ICHLOROFLUOROMETHANE UG/L	<0.5
1,2,3-TRICHLOROPROPANE UG/L	<0.5
B NZENE UG/L	<0.5
TOLUENE UG/L	<0.5
E THYLBENZENE UG/L	<0.5
P XYLENE UG/L	<0.5
M XYLENE UG/L	<0.5
O-XYLENE UG/L	<0.5
T TAL XYLENE UG/L	<0.5
P RA-DICHLOROBENZENE UG/L	<0.5
META-DICHLOROBENZENE UG/L	<0.5
O THO-DICHLOROBENZENE UG/L	<0.5
B OMOBENZENE UG/L	<0.5
N-BUTYLBENZENE UG/L	<0.5
SEC-BUTYLBENZENE UG/L	<0.5
T RT-BUTYLBENZENE UG/L	<0.5
2 CHLOROTOLUENE UG/L	<0.5
4-CHLOROTOLUENE UG/L	<0.5
H XACHLOROBUTADIENE UG/L	<0.5
I OPROPYLBENZENE UG/L	<0.5
P-ISOPROPYLTOLUENE UG/L	<0.5
N PHTHALENE UG/L	<0.5
N-PROPYLBENZENE UG/L	<0.5
S YRENE UG/L	<0.5
1,2,3-TRICHLOROBENZENE UG/L	<0.5
1,2,4-TRICHLOROBENZENE UG/L	<0.5
1,2,4-TRIMETHYLBENZENE UG/L	<0.5
1,3,5-TRIMETHYLBENZENE UG/L	<0.5

NOTE: "<" SYMBOL MEANS 'LESS THAN' INDICATING NO DETECTION.

LOCATION: ALBIN AVE #10 NYS WELL NO: S-31038
DATE : 01/06/89 TIME: 2000 RUNTIME (HRS): 13.0 SOURCE: RAW
COLLECTION PT.: TREATMENT :

METHYLENE CHLORIDE UG/L	<0.5	
1,1-DICHLOROETHYLENE UG/L	<0.5	
1,1-DICHLOROETHANE UG/L	<0.5	
TRANS-1,2-DICHLOROETHELEN UG/L	<0.5	
CIS-1,2-DICHLOROETHELENE UG/L	<0.5	
CHLOROFORM UG/L	<0.5	
1,2-DICHLOROETHANE UG/L	<0.5	
1,1,1-TRICHLOROETHANE UG/L	<0.5	
CARBON TETRACHLORIDE UG/L	<0.5	
BROMODICHLOROMETHANE UG/L	<0.5	
1,2-DICHLOROPROPANE UG/L	<0.5	
CIS-1,3-DICHLOROPROPENE UG/L	<0.5	
TRICHLOROETHYLENE UG/L	<0.5	
1,1,2-TRICHLOROETHANE UG/L	<0.5	
CHLORODIBROMOMETHANE UG/L	<0.5	
TRANS-1,3-DICHLOROPROPENE UG/L	<0.5	
BROMOFORM UG/L	<0.5	
TETRACHLOROETHYLENE UG/L	<0.5	
1,1,2,2-TETRACHLOROETHANE UG/L	<0.5	
CHLOROBENZENE UG/L	<0.5	
VINYL CHLORIDE UG/L	<0.5	
DIBROMOMETHANE UG/L	<0.5	
BROMOCHLOROMETHANE UG/L	<0.5	
BROMOMETHANE UG/L	<0.5	
CHLOROETHANE UG/L	<0.5	
CHLOROMETHANE UG/L	<0.5	
DICHLORODIFLUOROMETHANE UG/L	<0.5	
1,3-DICHLOROPROPANE UG/L	<0.5	
2,2-DICHLOROPROPANE UG/L	<0.5	
1,1-DICHLOROPROPENE UG/L	<0.5	
1,1,1,2-TETRACHLOROETHANE UG/L	<0.5	
TRICHLOROFLUOROMETHANE UG/L	<0.5	
1,2,3-TRICHLOROPROPANE UG/L	<0.5	
BENZENE UG/L	<0.5	
TOLUENE UG/L	<0.5	
ETHYLBENZENE UG/L	<0.5	
P XYLENE UG/L	<0.5	
M-XYLENE UG/L	<0.5	
O-XYLENE UG/L	<0.5	
TOTAL XYLENE UG/L	<0.5	
PARA-DICHLOROBENZENE UG/L	<0.5	
META-DICHLOROBENZENE UG/L	<0.5	
ORTHO-DICHLOROBENZENE UG/L	<0.5	
BROMOBENZENE UG/L	<0.5	
N-BUTYLBENZENE UG/L	<0.5	
SEC-BUTYLBENZENE UG/L	<0.5	
TERT-BUTYLBENZENE UG/L	<0.5	
2-CHLOROTOLUENE UG/L	<0.5	
4-CHLOROTOLUENE UG/L	<0.5	
HEXACHLOROBUTADIENE UG/L	<0.5	
ISOPROPYLBENZENE UG/L	<0.5	
P-ISOPROPYLTOLUENE UG/L	<0.5	
NAPHTHALENE UG/L	<0.5	
N-PROPYLBENZENE UG/L	<0.5	
STYRENE UG/L	<0.5	
1,2,3-TRICHLOROBENZENE UG/L	<0.5	F-41
1,2,4-TRICHLOROBENZENE UG/L	<0.5	
1,2,4-TRIMETHYLBENZENE UG/L	<0.5	
1,3,5-TRIMETHYLBENZENE UG/L	<0.5	

LOCATION: ALBIN AVE #10 NYS WELL NO: S-31038
DATE : 01/06/89 TIME: 2000 RUNTIME (HRS): 1.0 SOURCE: RAW
COLLECTION PT.: TREATMENT :

1,2-DIBROMOETHANE	UG/L	<0.02
1,2DIBROMO-3CHLOROPROPANE	UG/L	<0.02

LOCATION: ALBIN AVE #10 NYS WELL NO: S-31038
DATE : 01/09/89 TIME: 2000 RUNTIME (HRS): 14. SOURCE: RAW
COLLECTION PT.: TREATMENT :

TOTAL COLIFORM MF/100ML	<1.
TURBIDITY NT UNITS	0.24
PH	4.9
IRON MG/L	0.41
MANGANESE MG/L	0.02
CHLORIDE MG/L	3.2
TOTAL HARDNESS MG/L	7.
TOTAL ALKALINITY MG/L	6.
FREE AMMONIA MG/L	<0.01
NITRITE MG/L	<0.10
NITRATE MG/L	<0.10
SODIUM MG/L	3.0
POTASSIUM MG/L	0.38
CALCIUM MG/L	1.1
MAGNESIUM MG/L	0.55
SPECIFIC CONDUCTANCE UMHO/CM	26.
SULFATES MG/L	4.2
COPPER MG/L	<0.02
ZINC MG/L	0.03
TOTAL PHOSPHATE MG/L	0.5
ORTHO PHOSPHATE MG/L	0.04
TOTAL DISSOLVED SOLIDS MG/L	25.
CATION SUM ME/L	0.24
ANION SUM ME/L	0.30
FLUORIDE MG/L	<0.2
TOTAL CHROMIUM UG/L	<5.0
ARSENIC UG/L	<5.0
BARIUM UG/L	<50.0
CADMIUM UG/L	<0.5
LEAD UG/L	<5.0
MERCURY UG/L	<0.2
SELENIUM UG/L	<2.0
SILVER UG/L	<2.5
PH SATURATION	10.7
LANGELIER SATURATION INDEX	-5.8
AGGRESSIVENESS INDEX	6.1

NOTE: "<" SYMBOL MEANS 'LESS THAN' INDICATING NO DETECTION.

LOCATION: ALBIN AVE #10 NYS WELL NO: 9-31038
DATE : 04/03/90 TIME: 1615 RUNTIME (HRS): 5. SOURCE: RAW
COLLECTION PT.: TREATMENT :

METHYLENE CHLORIDE UG/L	<0.5
1 1-DICHLOROETHYLENE UG/L	<0.5
1 1-DICHLOROETHANE UG/L	<0.5
TRANS-1,2-DICHLOROETHELEN UG/L	<0.5
CIS-1,2-DICHLOROETHELENE UG/L	<0.5
CHLOROFORM UG/L	<0.5
1,2-DICHLOROETHANE UG/L	<0.5
1,1,1-TRICHLOROETHANE UG/L	<0.5
CARBON TETRACHLORIDE UG/L	<0.5
BROMODICHLOROMETHANE UG/L	<0.5
1,2-DICHLOROPROPANE UG/L	<0.5
CIS-1,3-DICHLOROPROPENE UG/L	<0.5
TRICHLOROETHYLENE UG/L	<0.5
1,1,2-TRICHLOROETHANE UG/L	<0.5
CHLORODIBROMOMETHANE UG/L	<0.5
TRANS-1,3-DICHLOROPROPENE UG/L	<0.5
BROMOFORM UG/L	<0.5
TETRACHLOROETHYLENE UG/L	<0.5
1 1,2,2-TETRACHLOROETHANE UG/L	<0.5
CHLOROBENZENE UG/L	<0.5
VINYL CHLORIDE UG/L	<0.5
DIBROMOMETHANE UG/L	<0.5
BROMOCHLOROMETHANE UG/L	<0.5
BROMOMETHANE UG/L	<0.5
CHLOROETHANE UG/L	<0.5
CHLOROMETHANE UG/L	<0.5
DICHLORODIFLUOROMETHANE UG/L	<0.5
1,3-DICHLOROPROPANE UG/L	<0.5
2 2-DICHLOROPROPANE UG/L	<0.5
1 1-DICHLOROPROPENE UG/L	<0.5
1,1,1,2-TETRACHLOROETHANE UG/L	<0.5
TRICHLOROFLUOROMETHANE UG/L	<0.5
1 2,3-TRICHLOROPROPANE UG/L	<0.5
1,1,2TRICHLOROTRIFLUOROMETHANE	<0.5
BENZENE UG/L	<0.5
TOLUENE UG/L	<0.5
ETHYLBENZENE UG/L	<0.5
P XYLENE UG/L	<0.5
M XYLENE UG/L	<0.5
O-XYLENE UG/L	<0.5
TOTAL XYLENE UG/L	<0.5
PARA-DICHLOROBENZENE UG/L	<0.5
META-DICHLOROBENZENE UG/L	<0.5
ORTHO-DICHLOROBENZENE UG/L	<0.5
BROMOBENZENE UG/L	<0.5
N-BUTYLBENZENE UG/L	<0.5
SEC-BUTYLBENZENE UG/L	<0.5
TERT-BUTYLBENZENE UG/L	<0.5
O-CHLOROTOLUENE UG/L	<0.5
P-CHLOROTOLUENE UG/L	<0.5
HEXACHLOROBUTADIENE UG/L	<0.5
ISOPROPYLBENZENE UG/L	<0.5
P-ISOPROPYLTOLUENE UG/L	<0.5
NAPHTHALENE UG/L	<0.5
N-PROPYLBENZENE UG/L	<0.5
STYRENE UG/L	<0.5
1,2,3-TRICHLOROBENZENE UG/L	<0.5
1,2,4-TRICHLOROBENZENE UG/L	<0.5

1,2,4-TRIMETHYLBENZENE UG/L	<0.5
1,3,5-TRIMETHYLBENZENE UG/L	<0.5
TERT BUTYL METHYL ETHER UG/L	<0.5

NOTE: "<" SYMBOL MEANS 'LESS THAN' INDICATING NO DETECTION.

LOCATION: ALBIN AVE #11 NYS WELL NO: 8-66657
DATE : 05/30/88 TIME: 0440 RUNTIME (HRS): 7.0 SOURCE: RAW
COLLECTION PT.: TREATMENT :

METHYLENE CHLORIDE UG/L	<0.5
1,1-DICHLOROETHYLENE UG/L	<0.5
1,1-DICHLOROETHANE UG/L	<0.5
TRANS-1,2-DICHLOROETHELEN UG/L	<0.5
CIS-1,2-DICHLOROETHELENE UG/L	<0.5
CHLOROFORM UG/L	<0.5
1,2-DICHLOROETHANE UG/L	<0.5
1,1,1-TRICHLOROETHANE UG/L	<0.5
CARBON TETRACHLORIDE UG/L	<0.5
BROMODICHLOROMETHANE UG/L	<0.5
1,2-DICHLOROPROPANE UG/L	<0.5
CIS-1,3-DICHLOROPROPENE UG/L	<0.5
TRICHLOROETHYLENE UG/L	<0.5
1,1,2-TRICHLOROETHANE UG/L	<0.5
CHLORODIBROMOMETHANE UG/L	<0.5
TRANS-1,3-DICHLOROPROPENE UG/L	<0.5
BROMOFORM UG/L	<0.5
TETRACHLOROETHYLENE UG/L	<0.5
1,1,2,2-TETRACHLOROETHANE UG/L	<0.5
CHLOROBENZENE UG/L	<0.5
VINYL CHLORIDE UG/L	<0.5
DIBROMOMETHANE UG/L	<0.5
BROMOCHLOROMETHANE UG/L	<0.5
BROMOMETHANE UG/L	<0.5
CHLOROETHANE UG/L	<0.5
CHLOROMETHANE UG/L	<0.5
DICHLORODIFLUOROMETHANE UG/L	<0.5
1,3-DICHLOROPROPANE UG/L	<0.5
2,2-DICHLOROPROPANE UG/L	<0.5
1,1-DICHLOROPROPENE UG/L	<0.5
1,1,1,2-TETRACHLOROETHANE UG/L	<0.5
TRICHLOROFLUOROMETHANE UG/L	<0.5
1,2,3-TRICHLOROPROPANE UG/L	<0.5
BENZENE UG/L	<0.5
TOLUENE UG/L	<0.5
ETHYLBENZENE UG/L	<0.5
P-XYLENE UG/L	<0.5
M-XYLENE UG/L	<0.5
O-XYLENE UG/L	<0.5
TOTAL XYLENE UG/L	<0.5
PARA-DICHLOROBENZENE UG/L	<0.5
META-DICHLOROBENZENE UG/L	<0.5
ORTHO-DICHLOROBENZENE UG/L	<0.5
BROMOBENZENE UG/L	<0.5
N-BUTYLBENZENE UG/L	<0.5
SEC-BUTYLBENZENE UG/L	<0.5
TERT-BUTYLBENZENE UG/L	<0.5
2-CHLOROTOLUENE UG/L	<0.5
4-CHLOROTOLUENE UG/L	<0.5
HEXACHLOROBUTADIENE UG/L	<0.5
ISOPROPYLBENZENE UG/L	<0.5
P-ISOPROPYLTOLUENE UG/L	<0.5
NAPHTHALENE UG/L	<0.5
N-PROPYLBENZENE UG/L	<0.5
STYRENE UG/L	<0.5
1,2,3-TRICHLOROBENZENE UG/L	<0.5
1,2,4-TRICHLOROBENZENE UG/L	<0.5
1,2,4-TRIMETHYLBENZENE UG/L	<0.5
1,3,5-TRIMETHYLBENZENE UG/L	<0.5

NOTE: "<" SYMBOL MEANS 'LESS THAN' INDICATING NO DETECTION.

LOCATION: ALBIN AVE #11 NYS WELL NO: 3-66657
DATE : 01/05/89 TIME: 1200 RUNTIME (HRS): 5.0 SOURCE: RAW
COLLECTION PT.: TREATMENT :

METHYLENE CHLORIDE UG/L	<0.5
1,1-DICHLOROETHYLENE UG/L	<0.5
1.1-DICHLOROETHANE UG/L	<0.5
TRANS-1,2-DICHLOROETHELEN UG/L	<0.5
CIS-1,2-DICHLOROETHELENE UG/L	<0.5
CHLOROFORM UG/L	<0.5
1 2-DICHLOROETHANE UG/L	<0.5
1,1,1-TRICHLOROETHANE UG/L	<0.5
CARBON TETRACHLORIDE UG/L	<0.5
BROMODICHLOROMETHANE UG/L	<0.5
1 2-DICHLOROPROPANE UG/L	<0.5
CIS-1,3-DICHLOROPROPENE UG/L	<0.5
TRICHLOROETHYLENE UG/L	<0.5
1 1,2-TRICHLOROETHANE UG/L	<0.5
CHLORODIBROMOMETHANE UG/L	<0.5
TRANS-1,3-DICHLOROPROPENE UG/L	<0.5
BROMOFORM UG/L	<0.5
TETRACHLOROETHYLENE UG/L	<0.5
1,1,2,2-TETRACHLOROETHANE UG/L	<0.5
CHLOROBENZENE UG/L	<0.5
VINYL CHLORIDE UG/L	<0.5
DIBROMOMETHANE UG/L	<0.5
BROMOCHLOROMETHANE UG/L	<0.5
BROMOMETHANE UG/L	<0.5
CHLOROETHANE UG/L	<0.5
CHLOROMETHANE UG/L	<0.5
DICHLORODIFLUOROMETHANE UG/L	<0.5
1,3-DICHLOROPROPANE UG/L	<0.5
2,2-DICHLOROPROPANE UG/L	<0.5
1.1-DICHLOROPROPENE UG/L	<0.5
1 1,1,2-TETRACHLOROETHANE UG/L	<0.5
TRICHLOROFLUOROMETHANE UG/L	<0.5
1,2,3-TRICHLOROPROPANE UG/L	<0.5
BENZENE UG/L	<0.5
TOLUENE UG/L	<0.5
ETHYLBENZENE UG/L	<0.5
P-XYLENE UG/L	<0.5
M-XYLENE UG/L	<0.5
O-XYLENE UG/L	<0.5
TOTAL XYLENE UG/L	<0.5
PARA-DICHLOROBENZENE UG/L	<0.5
META-DICHLOROBENZENE UG/L	<0.5
ORTHO-DICHLOROBENZENE UG/L	<0.5
BROMOBENZENE UG/L	<0.5
N-BUTYLBENZENE UG/L	<0.5
SEC-BUTYLBENZENE UG/L	<0.5
TERT-BUTYLBENZENE UG/L	<0.5
2-CHLOROTOLUENE UG/L	<0.5
4-CHLOROTOLUENE UG/L	<0.5
HEXACHLOROBUTADIENE UG/L	<0.5
ISOPROPYLBENZENE UG/L	<0.5
P-ISOPROPYLTOLUENE UG/L	<0.5
NAPHTHALENE UG/L	<0.5
N-PROPYLBENZENE UG/L	<0.5
STYRENE UG/L	<0.5
1,2,3-TRICHLOROBENZENE UG/L	<0.5
1,2,4-TRICHLOROBENZENE UG/L	<0.5
1,2,4-TRIMETHYLBENZENE UG/L	<0.5
1.3.5-TRIMETHYLBENZENE UG/L	<0.5

LOCATION: ALBIN AVE #11 NYS WELL NO: S-66657
DATE : 01/05/89 TIME: 1200 RUNTIME (HRS): 5.0 SOURCE: RAW
COLLECTION PT.: TREATMENT :

1,2-DIBROMOETHANE	UG/L	<0.02
1,2DIBROMO-3CHLOROPROPANE	UG/L	<0.02

LOCATION: ALBIN AVE #11 NYS WELL NO: S-66657
DATE : 01/06/89 TIME: 1200 RUNTIME (HRS): 5.0 SOURCE: RAW
COLLECTION PT.: TREATMENT :

TOTAL COLIFORM MF/100ML	<1.
TURBIDITY NT UNITS	0.20
PH	5.0
IRON MG/L	0.42
MANGANESE MG/L	0.02
CHLORIDE MG/L	3.1
TOTAL HARDNESS MG/L	6.
TOTAL ALKALINITY MG/L	7.
FREE AMMONIA MG/L	<0.01
NITRITE MG/L	<0.10
NITRATE MG/L	<0.10
SODIUM MG/L	3.1
POTASSIUM MG/L	0.38
CALCIUM MG/L	1.0
MAGNESIUM MG/L	0.45
SPECIFIC CONDUCTANCE UMHO/CM	28.
SULFATES MG/L	3.7
COPPER MG/L	0.02
ZINC MG/L	0.18
TOTAL PHOSPHATE MG/L	0.6
ORTHO PHOSPHATE MG/L	0.10
TOTAL DISSOLVED SOLIDS MG/L	25.
CATION SUM ME/L	0.23
ANION SUM ME/L	0.30
FLUORIDE MG/L	<0.2
TOTAL CHROMIUM UG/L	<5.0
ARSENIC UG/L	<5.0
BARIUM UG/L	<50.0
CADMIUM UG/L	<0.5
LEAD UG/L	<5.0
MERCURY UG/L	<0.2
SELENIUM UG/L	<2.0
SILVER UG/L	<2.5
FE SATURATION	10.7
LANGELIER SATURATION INDEX	-5.7
AGGRESSIVENESS INDEX	6.2

NOTE: "<" SYMBOL MEANS 'LESS THAN' INDICATING NO DETECTION.

LOCATION: ALBIN AVE #11 NYS WELL NO: 5-66637
DATE : 01/03/90 TIME: 0900 RUNTIME (HRS): 0.5 SOURCE: RAW
COLLECTION PT.: TREATMENT :

TOTAL COLIFORM MF/100ML	<1.
TURBIDITY NT UNITS	10.
PH	5.3
MANGANESE MG/L	0.05
CHLORIDE MG/L	3.5
TOTAL HARDNESS MG/L	10.
TOTAL ALKALINITY MG/L	5.
FREE AMMONIA MG/L	<0.01
NITRITE MG/L	<0.10
NITRATE MG/L	<0.10
SODIUM MG/L	2.6
POTASSIUM MG/L	0.33
CALCIUM MG/L	0.6
MAGNESIUM MG/L	0.40
SPECIFIC CONDUCTANCE UMHO/CM	24.
SULFATES MG/L	2.6
COPPER MG/L	<0.02
ZINC MG/L	0.02
TOTAL PHOSPHATE MG/L	<0.1
ORTHO PHOSPHATE MG/L	<0.01
TOTAL DISSOLVED SOLIDS MG/L	22.
CATION SUM ME/L	0.18
ANION SUM ME/L	0.25
FLUORIDE MG/L	<0.20
TOTAL CHROMIUM UG/L	<5.0
ARSENIC UG/L	<5.0
BARIUM UG/L	<100.
CADMIUM UG/L	<0.5
LEAD UG/L	<5.0
MERCURY UG/L	<0.2
SELENIUM UG/L	<2.0
SILVER UG/L	<2.5
PH SATURATION	11.1
LANGELIER SATURATION INDEX	-5.8
AGGRESSIVENESS INDEX	6.2
METHYLENE CHLORIDE UG/L	<0.5
1,1-DICHLOROETHYLENE UG/L	<0.5
1,1-DICHLOROETHANE UG/L	<0.5
TRANS-1,2-DICHLOROETHELEN UG/L	<0.5
CIS-1,2-DICHLOROETHELENE UG/L	<0.5
CHLOROFORM UG/L	<0.5
1,2-DICHLOROETHANE UG/L	<0.5
1,1,1-TRICHLOROETHANE UG/L	<0.5
CARBON TETRACHLORIDE UG/L	<0.5
BROMODICHLOROMETHANE UG/L	<0.5
1,2-DICHLOROPROPANE UG/L	<0.5
CIS-1,3-DICHLOROPROPENE UG/L	<0.5
TRICHLOROETHYLENE UG/L	<0.5
1,1,2-TRICHLOROETHANE UG/L	<0.5
CHLORODIBROMOMETHANE UG/L	<0.5
TRANS-1,3-DICHLOROPROPENE UG/L	<0.5
BROMOFORM UG/L	<0.5
TETRACHLOROETHYLENE UG/L	<0.5
1,1,2,2-TETRACHLOROETHANE UG/L	<0.5
CHLOROBENZENE UG/L	<0.5
VINYL CHLORIDE UG/L	<0.5
DIBROMOMETHANE UG/L	<0.5
BROMOCHLOROMETHANE UG/L	<0.5

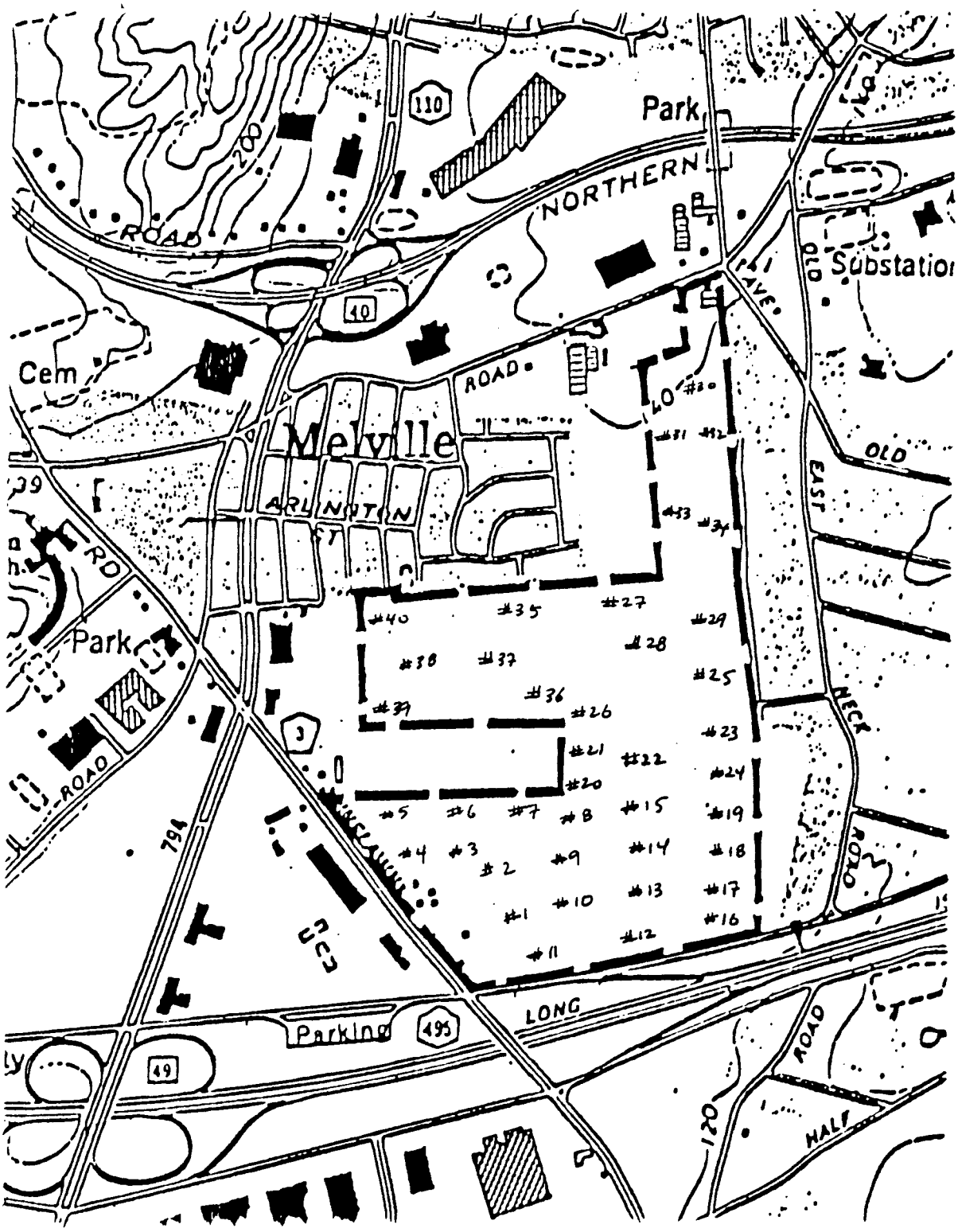
BENZENE UG/L	<0.5
TOLUENE UG/L	<0.5
ETHYLBENZENE UG/L	<0.5
O-XYLENE UG/L	<0.5
M-XYLENE UG/L	<0.5
P-XYLENE UG/L	<0.5
TOTAL XYLENES UG/L	<0.5
1,4-DICHLOROBENZENE UG/L	<0.5
1,3-DICHLOROBENZENE UG/L	<0.5
1,2-DICHLOROBENZENE UG/L	<0.5
N-BUTYLBENZENE UG/L	<0.5
SEC-BUTYLBENZENE UG/L	<0.5
TERT-BUTYLBENZENE UG/L	<0.5
O-CHLOROTOLUENE UG/L	<0.5
P-CHLOROTOLUENE UG/L	<0.5
HEXACHLOROBUTADIENE UG/L	<0.5
ISOPROPYLBENZENE UG/L	<0.5
P-ISOPROPYLTOLUENE UG/L	<0.5
NAPHTHALENE UG/L	<0.5
N-PROPYLBENZENE UG/L	<0.5
STYRENE UG/L	<0.5
1,2,3-TRICHLOROBENZENE UG/L	<0.5
1,2,4-TRICHLOROBENZENE UG/L	<0.5
1,2,4-TRIMETHYLBENZENE UG/L	<0.5
1,3,5-TRIMETHYLBENZENE UG/L	<0.5
TERT BUTYL METHYL ETHER UG/L	<0.5

APPENDIX G

ON-SITE SOIL TESTING

PEDNEAULT ASSOCIATES, INC.

LOCATIONS OF ON-SITE SOIL TESTING



PEDNEAULT ASSOCIATES, INC. TESTING LABORATORIES
1615 NINTH AVENUE P.O. BOX 205 · BOHEMIA, N.Y. 11716 · (516) 467-8477
AFTER 5 P.M. (516) 567-5579

July 25, 1986

TO: McGovern - Barbash Associates
265 West Main Street
P.O. Box 0
Babylon, NY 11702

Date: Collected 7/3 - 7/7/86 Analyzed 7/3 - 7/23 Report 7/25/86

Sampling Point

1. Map Reference # 1
2. Map Reference # 2
3. Map Reference # 3
4. Map Reference # 4
5. Map Reference # 5

Parameters		1	2	3	4	5
∝ BHC	ug/kg	ND	ND	ND	ND	ND
β BHC	ug/kg	ND	ND	ND	ND	ND
Lindane	ug/kg	ND	ND	ND	35.7	19.1
Heptachlor	ug/kg	ND	ND	ND	ND	ND
Aldrin	ug/kg	ND	ND	ND	ND	ND
Heptachlor Epoxide	ug/kg	ND	ND	ND	ND	ND
Endosulfan I	ug/kg	ND	65.1	31.3	60.2	157
Dieldrin	ug/kg	ND	15.0	11.5	25.1	27.2
PPDDE	ug/kg	ND	ND	ND	ND	ND
Endrin	ug/kg	ND	ND	ND	ND	ND
Endosulfan II	ug/kg	ND	ND	ND	27.4	ND
pp DDD	ug/kg	ND	ND	ND	ND	ND
Endrin Aldehyde	ug/kg	ND	ND	ND	ND	ND
Endosulfan Sulfate	ug/kg	ND	ND	ND	ND	ND
Methoxychlor	ug/kg	ND	ND	ND	ND	ND
pp DDT	ug/kg	ND	ND	ND	ND	ND

*ND - Not Detectable

Lab Number 36089

JOHN PEDNEAULT
Lab Director

PEDNEAULT ASSOCIATES, INC. TESTING LABORATORIES
1615 NINTH AVENUE · P O BOX 205 · BOHEMIA, N.Y. 11716 · (516) 467-8477
AFTER 5 P.M. (516) 567-5579

July 25, 1986

TO: McGovern - Barbash Associates
265 West Main Street
P.O. Box 0
Babylon, NY 11702

Date: Collected 7/3 - 7/7/86 **Analyzed** 7/3 - 7/23 **Report** 7/25/86

Sampling Point

1. Map Reference # 11
2. Map Reference # 12
3. Map Reference # 13
4. Map Reference # 14
5. Map Reference # 15

Parameters		1	2	3	4	5
∝ BHC	ug/kg	ND	ND	ND	ND	ND
β BHC	ug/kg	ND	ND	ND	ND	ND
Lindane	ug/kg	ND	ND	ND	ND	8.5
Heptachlor	ug/kg	ND	ND	ND	ND	ND
Aldrin	ug/kg	ND	ND	ND	ND	ND
Heptachlor Epoxide	ug/kg	ND	ND	ND	ND	ND
Endosulfan I	ug/kg	ND	ND	ND	ND	ND
Dieldrin	ug/kg	1.5	8.3	9.7	8.4	14.5
PPDDE	ug/kg	ND	ND	ND	ND	ND
Endrin	ug/kg	ND	ND	ND	ND	ND
Endosulfan II	ug/kg	ND	ND	ND	ND	ND
pp DDD	ug/kg	ND	ND	ND	ND	ND
Endrin Aldehyde	ug/kg	ND	ND	ND	ND	ND
Endosulfan Sulfate	ug/kg	ND	ND	ND	ND	ND
Methoxychlor	ug/kg	ND	ND	ND	ND	ND
pp DDT	ug/kg	ND	ND	ND	ND	ND

*ND - Not Detectable

JOHN PEDNEAULT
Lab Director

Lab Number 36089

PEDNEAULT ASSOCIATES, INC. TESTING LABORATORIES
1615 NINTH AVENUE P.O. BOX 205 · BOHEMIA, N.Y. 11716 · (516)467-8477
AFTER 5 P.M. (516)567-5579

July 25, 1986

TO: McGovern - Barbash Associates
265 West Main Street
P.O. Box 0
Babylon, NY 11702

Date: Collected 7/3 - 7/7/86 Analyzed 7/3 - 7/23 Report 7/25/86

Sampling Point

1. Map Reference # 16
2. Map Reference # 17
3. Map Reference # 18
4. Map Reference # 19
5. Map Reference # 20

Parameters		1	2	3	4	5
∝ BHC	ug/kg	ND	ND	ND	ND	ND
β BHC	ug/kg	ND	ND	ND	ND	ND
Lindane	ug/kg	ND	ND	ND	ND	ND
Heptachlor	ug/kg	ND	ND	ND	ND	ND
Aldrin	ug/kg	ND	ND	ND	ND	ND
Heptachlor Epoxide	ug/kg	ND	ND	ND	ND	ND
Endosulfan I	ug/kg	ND	ND	ND	ND	ND
Dieldrin	ug/kg	7.7	5.9	10.7	6.8	ND
PPDDE	ug/kg	ND	ND	ND	ND	ND
Endrin	ug/kg	ND	ND	ND	ND	ND
Endosulfan II	ug/kg	ND	ND	ND	ND	ND
pp DDD	ug/kg	ND	ND	ND	ND	ND
Endrin Aldehyde	ug/kg	ND	ND	ND	ND	ND
Endosulfan Sulfate	ug/kg	ND	ND	ND	ND	ND
Methoxychlor	ug/kg	ND	ND	ND	ND	ND
pp DDT	ug/kg	ND	ND	ND	ND	ND

*ND - Not Detectable

JOHN PEDNEAULT
Lab Director

Lab Number 36089

PEDNEAULT ASSOCIATES, INC. TESTING LABORATORIES
1815 NINTH AVENUE P O BOX 205 · BOHEMIA, N.Y. 11716 · (516) 467-8477
AFTER 5 P.M. (516) 567-5579

July 25, 1986

TO: McGovern - Barbash Associates
265 West Main Street
P.O. Box 0
Babylon, NY 11702

Date: Collected 7/3 - 7/7/86 Analyzed 7/3 - 7/23 Report 7/25/86

Sampling Point

1. Map Reference # 21
2. Map Reference # 22
3. Map Reference # 23
4. Map Reference # 24
5. Map Reference # 25

Parameters		1	2	3	4	5
∝ BHC	ug/kg	ND	ND	ND	ND	ND
β BHC	ug/kg	ND	ND	ND	ND	ND
Lindane	ug/kg	ND	ND	ND	ND	ND
Heptachlor	ug/kg	ND	ND	ND	ND	ND
Aldrin	ug/kg	ND	ND	ND	ND	ND
Heptachlor Epoxide	ug/kg	ND	ND	ND	ND	ND
Endosulfan I	ug/kg	ND	ND	ND	ND	ND
Dieldrin	ug/kg	4.9	5.6	ND	2.2	4.3
PPDDE	ug/kg	ND	ND	ND	ND	ND
Endrin	ug/kg	ND	ND	ND	ND	ND
Endosulfan II	ug/kg	ND	ND	ND	ND	ND
pp DDD	ug/kg	ND	ND	ND	ND	ND
Endrin Aldehyde	ug/kg	ND	ND	ND	ND	ND
Endosulfan Sulfate	ug/kg	ND	ND	ND	ND	ND
Methoxychlor	ug/kg	ND	ND	ND	ND	ND
pp DDT	ug/kg	ND	ND	ND	ND	ND

*ND - Not Detectable

Lab Number 36089

JOHN PEDNEAULT
Lab Director

PEDNEAULT ASSOCIATES, INC. TESTING LABORATORIES
1615 NINTH AVENUE · P.O. BOX 205 · BOHEMIA, N.Y. 11716 · (516) 467-8477
AFTER 5 P.M. (516) 567-5579

July 25, 1986

TO: McGovern - Barbash Associates
265 West Main Street
P.O. Box 0
Babylon, NY 11702

Date: Collected 7/3 - 7/7/86 Analyzed 7/3 - 7/23 Report 7/25/86

Sampling Point

1. Map Reference # 26
2. Map Reference # 27
3. Map Reference # 28
4. Map Reference # 29
5. Map Reference # 30

Parameters		1	2	3	4	5
∝ BHC	ug/kg	ND	ND	ND	ND	0.85
β BHC	ug/kg	ND	ND	ND	ND	ND
Lindane	ug/kg	ND	ND	ND	ND	2096
Heptachlor	ug/kg	ND	ND	ND	ND	ND
Aldrin	ug/kg	ND	ND	ND	ND	ND
Heptachlor Epoxide	ug/kg	ND	ND	ND	ND	ND
Endosulfan I	ug/kg	ND	ND	ND	ND	ND
Dieldrin	ug/kg	ND	7.4	6.8	9.0	38.3
PPDDE	ug/kg	ND	ND	ND	ND	ND
Endrin	ug/kg	ND	ND	ND	ND	91.3
Endosulfan II	ug/kg	ND	ND	ND	ND	84.7
pp DDD	ug/kg	ND	ND	ND	ND	1982
Endrin Aldehyde	ug/kg	ND	ND	ND	ND	138
Endosulfan Sulfate	ug/kg	ND	ND	ND	ND	ND
Methoxychlor	ug/kg	ND	ND	ND	ND	ND
pp DDT	ug/kg	ND	ND	ND	ND	8.1

*ND - Not Detectable

JOHN PEDNEAULT
Lab Director

Lab Number 36089

PEDNEAULT ASSOCIATES, INC. TESTING LABORATORIES
1615 NINTH AVENUE P O BOX 205 · BOHEMIA, N.Y. 11716 · (516) 467-8477
AFTER 5 P.M. (516) 567-5579

July 25, 1986

TO: McGovern - Barbash Associates
265 West Main Street
P.O. Box 0
Babylon, NY 11702

Date: Collected 7/3 - 7/7/86 Analyzed 7/3 - 7/23 Report 7/25/86

Sampling Point

1. Map Reference # 31
2. Map Reference # 32
3. Map Reference # 33
4. Map Reference # 34
5. Map Reference # 35

Parameters		1	2	3	4	5
∝ BHC	ug/kg	ND	9.3	ND	10.9	ND
β BHC	ug/kg	ND	ND	ND	ND	ND
Lindane	ug/kg	ND	60.0	24.3	43.5	ND
Heptachlor	ug/kg	ND	ND	ND	ND	ND
Aldrin	ug/kg	ND	ND	ND	ND	ND
Heptachlor Epoxide	ug/kg	ND	24.8	ND	ND	ND
Endosulfan I	ug/kg	13.5	ND	2.9	81.9	41.0
Dieldrin	ug/kg	ND	51.1	12.6	30.1	6.3
PPDDE	ug/kg	ND	ND	ND	ND	ND
Endrin	ug/kg	34.9	24.7	26.8	64.9	ND
Endosulfan II	ug/kg	ND	83.9	21.0	123	ND
pp DDD	ug/kg	101	1500	ND	643	ND
Endrin Aldehyde	ug/kg	55.0	47.5	ND	ND	ND
Endosulfan Sulfate	ug/kg	438	4385	ND	ND	ND
Methoxychlor	ug/kg	ND	ND	ND	ND	ND
pp DDT	ug/kg	4.1	8.1	ND	ND	ND

*ND - Not Detectable

Lab Number 36089

JOHN PEDNEAULT
Lab Director

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July 25, 1986

TO: McGovern - Barbash Associates
265 West Main Street
P.O. Box 0
Babylon, NY 11702

Date: Collected 7/3 - 7/7/86 Analyzed 7/3 - 7/23 Report 7/25/86

Sampling Point

1. Map Reference # 36
2. Map Reference # 37
3. Map Reference # 38
4. Map Reference # 39
5. Map Reference # 40

Parameters		1	2	3	4	5
∝ BHC	ug/kg	ND	ND	ND	ND	ND
β BHC	ug/kg	ND	ND	ND	ND	ND
Lindane	ug/kg	ND	ND	ND	ND	ND
Heptachlor	ug/kg	ND	ND	ND	ND	ND
Aldrin	ug/kg	ND	ND	ND	ND	ND
Heptachlor Epoxide	ug/kg	ND	ND	ND	ND	ND
Endosulfan I	ug/kg	ND	ND	ND	ND	ND
Dieldrin	ug/kg	2.8	ND	6.7	7.2	21.3
PPDDE	ug/kg	ND	ND	ND	ND	ND
Endrin	ug/kg	ND	ND	ND	ND	ND
Endosulfan II	ug/kg	ND	ND	ND	ND	ND
pp DDD	ug/kg	ND	ND	ND	ND	ND
Endrin Aldehyde	ug/kg	ND	ND	ND	ND	ND
Endosulfan Sulfate	ug/kg	ND	ND	ND	ND	ND
Methoxychlor	ug/kg	ND	ND	ND	ND	ND
pp DDT	ug/kg	68.8	ND	ND	ND	ND

*ND - Not Detectable

JOHN PEDNEAULT
Lab Director

Lab Number 36089

APPENDIX H

SOURCES

SOURCES

Persons Contacted

Kevin J. McGuire, Superintendent of the Half Hollow Hills School District

Vinnie Crimaudo, Superintendent of the South Huntington Water District

Bob Dassler, Engineering Department, Suffolk County Water Authority

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