



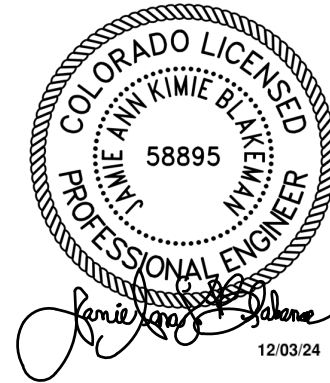
**To:** Samantha Villegas  
Atwell

**Date:** December 3, 2024

**From:** Jamie Ann K. Blakeman, PE, PTOE

**Job Number:** 24.5742

**RE:** Black Rock Coffee – 5560 Barnes Road  
Traffic Impact Statement



## INTRODUCTION

Lōkahi, LLC (Lōkahi) has prepared a Traffic Impact Statement for the proposed Black Rock Coffee located at 5560 Barnes Road, on the northwest (NWC) of Barnes Road and Chaparral Road in Colorado Springs, Colorado. See **Figure 1** for the vicinity map.

The proposed Black Rock Coffee is a 645 square-foot (SF) drive-through coffee shop with approximately 260 feet for vehicle queuing. See **Attachment A** and **Figure 2** for the site plan.



**Figure 1 - Vicinity Map**

The objective of this Traffic Impact Statement is to analyze the proposed development’s traffic-related impacts on the adjacent roadway network and evaluate the on-site circulation and vehicle stacking.





## EXISTING CONDITIONS

The proposed development is located on a part of assessor parcel number (APN) 632-510-6040 occupying a 0.91 acre area. According to the El Paso County Assessor, this parcel is currently zoned as a Commercial District/Commercial Regional (C6/CR). The site is currently undeveloped. See **Attachment B** for the El Paso County Assessor’s information.

**BARNES ROAD** is an east-west roadway that generally provides two (2) lanes in each direction of travel. According to the Colorado Department of Transportation (CDOT) *Traffic Counts* map, Barnes Road has a 2023 average annual daily traffic (AADT) of 10,253 and 9,830 vehicles per day (vpd) in the eastbound and westbound direction, respectively, east of Chaparral Road. Per Colorado Springs Traffic and Transportation Engineering (CSTTE), Barnes Road is classified as a primary arterial. There is a posted speed limit of 35 miles per hour (mph).

**CHAPARRAL ROAD** is an east-west and north-south roadway that provides one (1) through lane in each direction of travel. According to CSTTE, Chapparral Road is classified as a collector with a 2018 AADT of 618 and 831 vpd in the eastbound and westbound direction, respectively. There is a posted speed limit of 25 mph.

## PROPOSED DEVELOPMENT

The proposed development is located along Barnes Road, approximately 155 feet west of Chapparral Road (curb to property line) at 5560 Barnes Road in Colorado Springs, Colorado. It includes a 645 SF coffee shop with a drive-through aisle. The drive-through aisle has two (2) lanes that merge into one (1) prior to the menu board. Approximately 260 feet of vehicle stacking will be provided on-site, which, assuming approximately 25 feet of on-site storage per vehicle, is anticipated to accommodate eleven (11) vehicles in the queue. See **Figure 2** for the site plan.

There will be two (2) access points to the proposed development. The first access point is located along Barnes Road, approximately 250 feet west of Chapparral Road (center to center). This access point will be limited to right-in and right-out only movements.

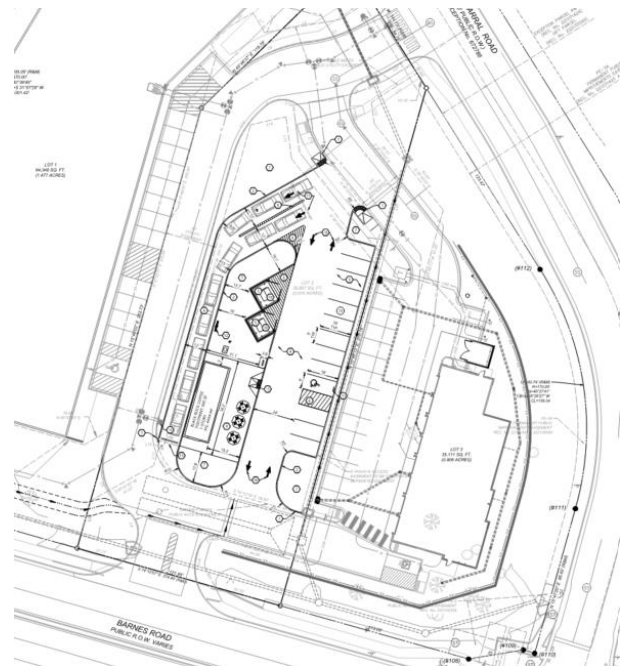


Figure 2 – Site Plan



The second access point is located along Chaparral Road, approximately 365 feet north of Barnes Road (center to center). This access point will be a full-access driveway, allowing all movements into the site.

## TRIP GENERATION

The trip generation for the proposed development was calculated utilizing the Institute of Transportation Engineers (ITE) publication entitled *Trip Generation, 11<sup>th</sup> Edition*. The ITE rates are based on studies that measured the trip generation characteristics for various types of land uses. The rates are expressed in terms of trips per unit of land use type. This publication is the standard for the transportation engineering profession.

ITE Code 937—Coffee/Donut Shop with Drive-Through Window was used to calculate the trip generation for the proposed Black Rock Coffee development.

### PASS-BY TRIPS

Pass-by trips are intermediate stops on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from the existing traffic passing the site on an adjacent street or roadway that offers direct access to the generator. These trips are not considered to add new traffic to the adjacent street network and may be reduced from the total external trips generated by the proposed development. Pass-by rates are based on the Trip Generation Manual, 11th Edition data. For the purposes of this Traffic Impact Statement, daily pass-by rates were determined based on an average of the AM and PM peak hour rates.

The total trip generation calculations are shown in **Table 1**. See **Attachment C** for detailed trip generation calculations.

**Table 1 – Trip Generation (Proposed Black Rock Coffee)**

| Land Use                                    | ITE Code | Qty   | Unit        | Weekday   | AM Peak Hour |          |          | PM Peak Hour |          |          |
|---|----------|-------|-------------|-----------|--------------|----------|----------|--------------|----------|----------|
|   |          |       |             | Total     | Total        | In       | Out      | Total        | In       | Out      |
| Coffee/Donut Shop with Drive-Through Window | 937      | 0.645 | 1000 SF GFA | 344       | 55           | 28       | 27       | 25           | 12       | 13       |
| Pass-By Trips                               |          |       |             | 323       | 49           | 25       | 24       | 23           | 11       | 12       |
| <b>Total New Trips</b>                      |          |       |             | <b>21</b> | <b>6</b>     | <b>3</b> | <b>3</b> | <b>2</b>     | <b>1</b> | <b>1</b> |

The proposed development is expected to generate 344 weekday trips, with 55 vehicles per hour (vph) occurring during the AM peak hour and 25 vph during the PM peak hour. Based on data provided by ITE, over 90% of these trips are pass-by trips. Thus, the proposed Black Rock Coffee Bar is anticipated to add 21 new daily trips, with 6 vph occurring during the AM peak hour and 2 vph during the PM peak hour to the surrounding roadways.





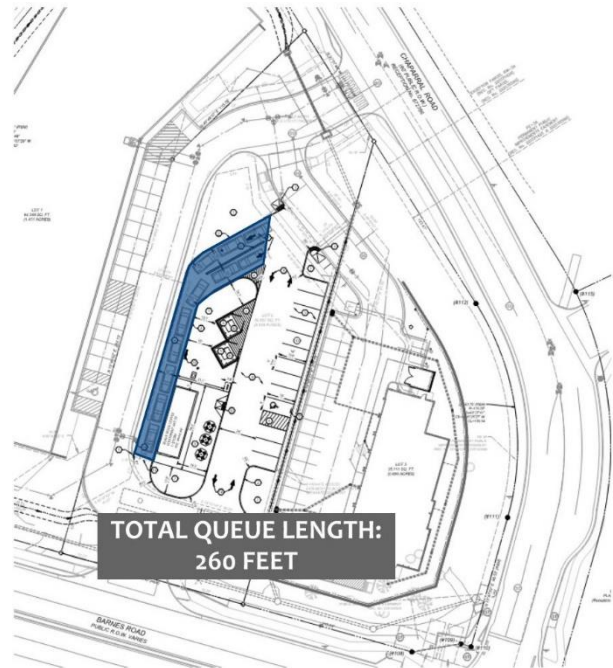


## ON-SITE CIRCULATION AND QUEUE ANALYSIS

Vehicles will enter the site and circulate in a counterclockwise direction. The drive-through will provide two (2) lanes that merge into one (1) lane prior to the menu board. Approximately 260 feet will be provided for vehicle queuing, which is anticipated to accommodate eleven (11) vehicles in the queue. See **Figure 3**.

### QUEUE DATA

On-site queue data was collected at an existing Black Rock Coffee Bar located at 7451 W Glendale Avenue in Glendale, Arizona, on Wednesday, July 10, 2024, and Saturday, July 13, 2024, in one-minute intervals during the peak times in an effort to capture the maximum queue demand. The peak time on Wednesday was from 7:00 to 9:00 am and the peak time on Saturday was from 9:00 to 11:00 am. The data is provided in **Attachment D**.



**Figure 3 – On Site Queuing**

The average number of vehicles in queue was six (6) vehicles, and the maximum number was 15 vehicles, which occurred for a three-minute period during the six (6) hours of recorded data. Based on the collected queue data, the proposed on-site storage provides sufficient capacity to accommodate queued vehicles 99% of the time.

## TURN LANES

According to the City of Colorado Springs Engineering Criteria Manual, right turn lanes are required on principal arterials, when a peak hour right ingress turning volume is 25 vph or greater.

The site generates 28 vph and 12 vph entering during the AM and PM peak, respectively. Assuming the site traffic is somewhat equally split between the two site driveways, the right turning criteria for principal arterials does not warrant the westbound deceleration lane on Barnes Road.



## SUMMARY

The proposed Black Rock Coffee is a 645 SF drive-through coffee shop with approximately 260 feet of vehicle queuing space, accommodating 11 vehicles.

The proposed development is anticipated to generate 21 new daily trips, with 6 vph occurring during the AM peak hour and 2 vph during the PM peak hour.

Based on the collected queue data, the proposed on-site storage provides sufficient capacity to accommodate queued vehicles.

**The proposed Black Rock Coffee Bar development is anticipated to result in minimal traffic impacts to the existing roadway network, and the drive-through provides sufficient vehicle queuing space.**

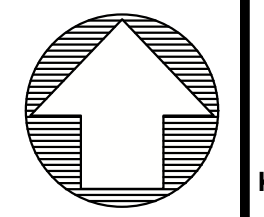


## ATTACHMENT A – PROPOSED SITE PLAN



A





**Know what's below. Call before you dig.**  
 THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE MANNER AND HAVE NOT BEEN REPRESENTATIVE. THE CONTRACTOR SHALL INDEPENDENTLY VERIFY BY THE OWNER OR ITS REPRESENTATIVE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK AND ACCEPTS FULL RESPONSIBILITY FOR ANY AND ALL DAMAGES WHICH MAY BE OCCURRED BY THE CONTRACTOR'S FAILURE TO LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.

**NOTICE:**  
 CONSTRUCTION SITE SAFETY IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR. NEITHER THE OWNER NOR THE ENGINEER SHALL BE HELD RESPONSIBLE FOR ANY INJURY OR DAMAGE TO PERSONS OR PROPERTY OF ANY KIND ARISING FROM THE WORK OF ANY NEARBY STRUCTURES, OR OF ANY OTHER PERSONS.

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**24 HOUR EMERGENCY CONTACT**  
 ---

**ATWELL**  
 866.850.4200 www.atwell-group.com  
 9001 AIRPORT FREEWAY, SUITE 660  
 NORTH RICHLAND HILLS, TX 76180  
 972.995.9960

S25-T135-R66W  
 5560 BARNES ROAD  
 COLORADO SPRINGS  
 EL PASO COUNTY, CO

**BRC COLORADO SPRINGS**  
 BLACK ROCK DEVELOPMENT COMPANY, LLC  
 CONSTRUCTION DRAWINGS  
 SITE PLAN

DATE: 2024-11-25

REVISIONS

SCALE: 1"=20'

DRAWN BY: A.M. & R.S.  
 CHECKED BY: N. SALAZAR  
 PROJECT MANAGER: N. SALAZAR  
 JOB #: 24005174  
 FILE CODE: #  
 SHEET NO: **C200**

CAD FILE: C08SITEPLAN

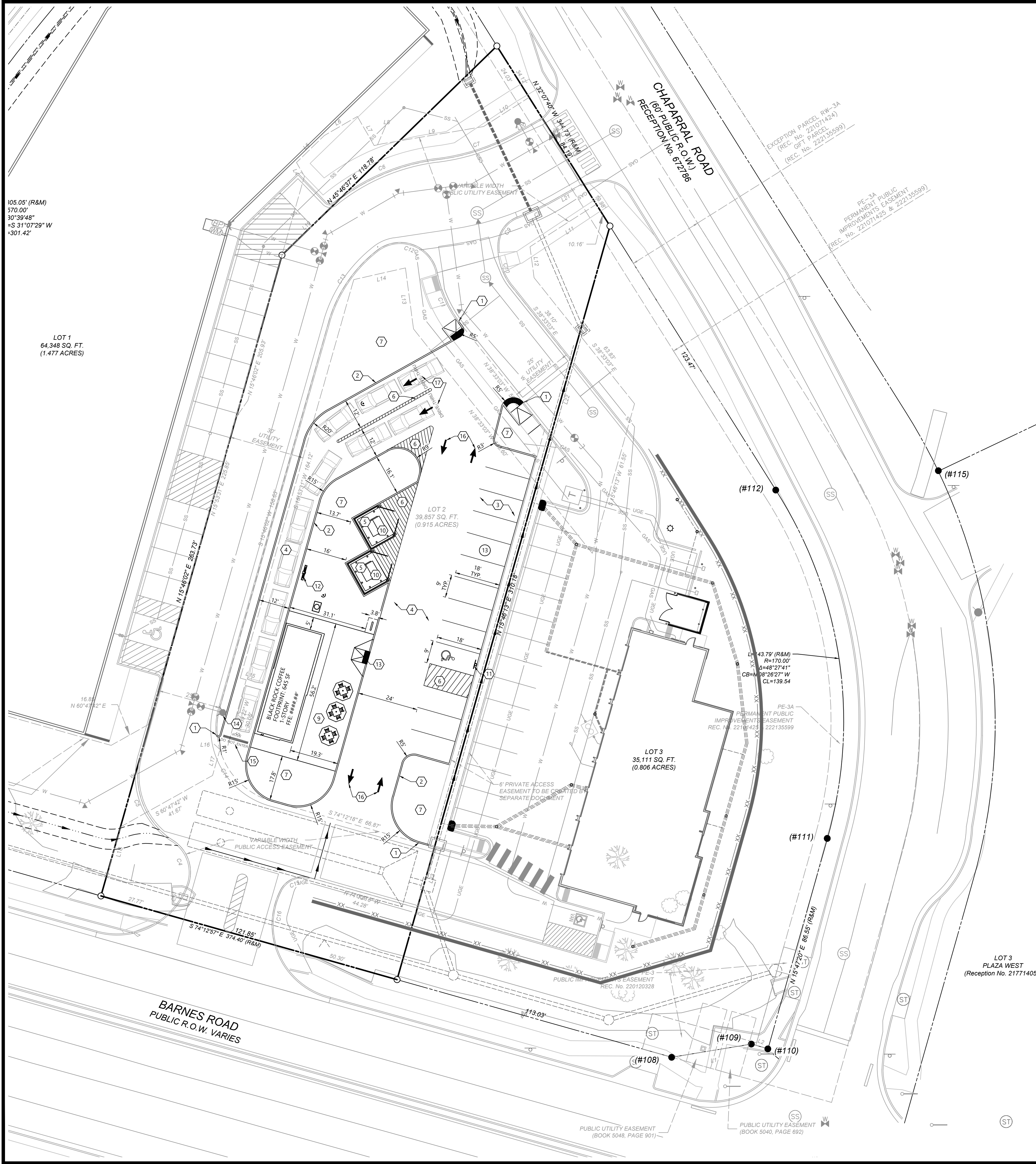
| SITE AREA               |   |
|-------------------------|---|
| TOTAL PROPERTY AREA:    | 0.91 AC ± AC (39,857 ± S.F.)  |
| DISTURBED AREA:         | --- ± AC (### ± S.F.)   |
| IMPERVIOUS AREA:        | --- ± AC (### ± S.F.)   |
| PERVIOUS AREA:          | --- ± AC (### ± S.F.)   |
| ZONING CLASSIFICATION   |   |
| JURISDICTION:           | CITY OF COLORADO SPRINGS  |
| ZONING:                 | MX-L, MIXED USE LARGE SCALE   |
| ADJACENT ZONING:        | MX-M (NORTH, EAST, SOUTH), PDZ (WEST)   |
| BUILDING SETBACKS       |   |
| FRONT:                  | NONE  |
| SIDE:                   | NONE  |
| REAR:                   | NONE  |
| BUILDING SUMMARY        |   |
| PROPOSED BUILDING AREA: | 645 SF  |
| BUILDING HEIGHT LIMIT:  | 65'   |
| PARKING SUMMARY         |   |
| PARKING REQUIREMENTS    | 1 SPACE/300 GFA OF BUILDING<br>1 SPACE/350 SF OF OUTDOOR SEATING<br>TOTAL PARKING REQUIRED 4 SPACES |
| PARKING PROVIDED        | 12 SPACES, 1 ADA SPACE  |

| SITE LEGEND |                                       |
|-------------|---------------------------------------|
|             | EXISTING PROPERTY LINE                |
|             | EXISTING RIGHT-OF-WAY                 |
|             | TRAFFIC FLOW ARROW (PAVEMENT MARKING) |
|             | HANDICAP STALL                        |
|             | PARKING SPACE COUNT                   |
|             | STOP BAR (PAVEMENT MARKING)           |

| NOTE NUMBER | CORRESPONDING DETAIL NUMBER (SEE DETAIL SHEETS)               |
|-------------|---|
| 1           | TIE IN CURB/DRIVE TO MATCH EXISTING CURB/STREET               |
| 2           | NEW CONCRETE CURB - SEE DETAILS                               |
| 3           | PROPOSED LIGHT DUTY ASPHALT PAVEMENT                          |
| 4           | PROPOSED HEAVY DUTY ASPHALT PAVEMENT                          |
| 5           | PROPOSED HEAVY DUTY CONCRETE PAVEMENT                         |
| 6           | 4" WIDE PAINTED STRIPING @ 2' O.C. AND 45°                    |
| 7           | LANDSCAPE AREA  |
| 8           | 4" WIDE PAINTED WHITE TRAFFIC STRIPE (SEE LENGTH THIS SHEET)  |
| 9           | CONCRETE SIDEWALK (SEE WIDTH THIS SHEET)                      |
| 10          | DUMPSTER ENCLOSURE  |
| 11          | H/C PARKING SIGNAGE   |
| 12          | PROPOSED MENU BOARD & ORDER/SPEAKER BOX                       |
| 13          | PROPOSED ADA CURB RAMP  |
| 14          | EXISTING FIRE HYDRANT   |
| 15          | DO NOT ENTER / STOP STRIPING                                  |
| 16          | TRAFFIC FLOW ARROW STRIPING                                   |
| 17          | DRIVE-THRU STRIPING   |
| 18          | PROPOSED CONCRETE WHEEL STOP                                  |
| 19          | PROPOSED LIGHT POLE   |
| 20          | 4" WIDE PAINTED YELLOW TRAFFIC STRIPE (SEE LENGTH THIS SHEET) |

**SITE GENERAL NOTES:**

- DIMENSIONS SHOWN ARE TO THE FACE OF CURB, UNLESS OTHERWISE INDICATED.
- USE 3' RADII, UNLESS SHOWN OTHERWISE.
- THE INFORMATION PERTAINING TO EXISTING CONDITIONS WAS TAKEN FROM A SURVEY PROVIDED BY: DIAMONDBACK LAND SURVEYING THE LOCATION OF ALL EXISTING UTILITIES WERE OBTAINED FROM AVAILABLE INFORMATION. THE CONTRACTOR SHALL VERIFY EXACT LOCATION AND DEPTH OF UTILITY PRIOR TO BEGINNING CONSTRUCTION. CONTRACTOR SHALL NOTIFY THE ENGINEER OF ANY DISCREPANCIES.
- ALL ACCESSIBLE PARKING SPACES AND TRAVEL ROUTES SHALL BE CONSTRUCTED IN ACCORDANCE WITH A.D.A. AND/OR STATE REQUIREMENTS.
- ANY DISCREPANCIES IN THIS PLAN AND ACTUAL FIELD CONDITIONS SHALL BE REPORTED TO THE OWNER AND ENGINEER PRIOR TO THE START OF CONSTRUCTION.
- PRIOR TO STARTING CONSTRUCTION, THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE TO VERIFY THAT ALL REQUIRED PERMITS AND APPROVALS HAVE BEEN OBTAINED. NO CONSTRUCTION SHALL BEGIN UNTIL ALL PERMITS HAVE BEEN RECEIVED.
- CONTRACTOR SHALL MAINTAIN THE SITE IN A MANNER SO THAT WORKERS AND PUBLIC SHALL BE PROTECTED FROM INJURY, AND ADJOINING PROPERTY PROTECTED FROM DAMAGE. CONTRACTOR SHALL REPAIR ANY DAMAGE DONE TO PRIVATE OR PUBLIC PROPERTY.
- ACCESS TO UTILITIES, FIRE HYDRANTS, ETC. SHALL REMAIN UNDISTURBED AT ALL TIMES, UNLESS COORDINATED OTHERWISE.
- THE GENERAL CONTRACTOR SHALL REMOVE ALL TRASH AND DEBRIS FROM THE SITE UPON COMPLETION OF THE PROJECT.
- ALL SUBGRADE PREPARATION, PAVING, AND UTILITY TRENCHING MUST BE IN ACCORDANCE WITH THE RECOMMENDATIONS OF THE SOILS INVESTIGATION. IF THERE IS A CONFLICT BETWEEN THE SOILS REPORT AND THE PLANS, THE MORE PROHIBITIVE OF THE TWO SHALL TAKE PRECEDENCE.
- CONTRACTOR TO ENSURE COMPLIANCE WITH ANY AND ALL LAND DISTURBANCE NOTIFICATIONS REQUIREMENTS, AND THAT ALL REQUIRED EROSION CONTROL MEASURES ARE INSTALLED AND MAINTAINED IN ACCORDANCE WITH LOCAL, STATE, AND FEDERAL REQUIREMENTS.
- FOR WORK IN, OR ADJACENT TO, STREET RIGHT OF WAYS, CONTRACTOR SHALL ENSURE APPROPRIATE PERMITS ARE OBTAINED PRIOR TO CONSTRUCTION. CONTRACTOR TO ERECT AND MAINTAIN TRAFFIC CONTROL SIGNS AND DEVICES IN CONFORMANCE WITH THE REQUIREMENTS OF THE AUTHORITY HAVING JURISDICTION.
- ALL PARKING LOT LIGHTING MUST BE INSTALLED AND OPERATE SO AS NOT TO PRODUCE GLARE OR CAST DIRECT ILLUMINATION ACROSS THE BOUNDING PROPERTY LINE. LOW PRESSURE SODIUM LIGHTING IS PROHIBITED. ALL LIGHTING FIXTURES MUST BE RESTRICTED TO DOWN-LIGHT OR CUT-OFF TYPES.



FILE NAME: \\TDR\A\CA\2025174 - BRC - Barnes & Salazar - Colorado Springs - C08 SITE PRODUCTION\CAD SITE PLAN.dwg LAST DATE: 11/21/2024 BY: amsalazar 11/21/2024 11:27:02 AM PLOTTED BY: MICHIGAN SERVICE HAS TO REFLECT PLAN STATE ATWELL278





## ATTACHMENT B – EL PASO COUNTY ASSESSOR’S INFORMATION





**EL PASO COUNTY - COLORADO**6325106040  
5560 BARNES RDTotal Market Value  
\$252,474**OVERVIEW**

|                    |   |
|--------------------|---|
| Owner:             | ADVANCED STORAGE BARNES LLC   |
| Mailing Address:   | 5001 S WINDERMERE ST # 100 LITTLETON CO, 80120-1022   |
| Location:          | 5560 BARNES RD  |
| Tax Status:        | Taxable   |
| Zoning:            | C6/CR AO  |
| Plat No:           | R03002  |
| Legal Description: | TRACT 5 SADDLEBACK ESTATES EX PT PLATTED TO CHAPARRAL RIDGE FIL NO 1 EX THAT PT CONV TO ROW BY REC #220120327 & 221071424 |

**MARKET & ASSESSMENT DETAILS**

|             | Market Value | Assessed Value |
|-------------|--------------|----------------|
| Land        | \$252,474    | \$70,440       |
| Improvement | \$0          | \$0            |
| Total       | \$252,474    | \$70,440       |

No buildings to show.

**LAND DETAILS**

| Sequence Number | Land Use               | Assessment Rate | Area      | Market Value |
|-----------------|------------------------|-----------------|-----------|--------------|
| 1               | VACANT COMMERCIAL LOTS | 27.900          | 3.6 Acres | \$252,474    |

**SALES HISTORY**

|   | Sale Date  | Sale Price  | Sale Type          | Reception |
|---|------------|-------------|--------------------|-----------|
| + | 09/12/2023 | \$2,150,000 | Vacant Land; Other | 223083570 |

**TAX ENTITY AND LEVY INFORMATION**

County Treasurer Tax Information

Tax Area Code: **FBY** Levy Year: **2023** Mill Levy: **54.789**

| Taxing Entity                                | Levy   | Contact Name/Organization | Contact Phone |
|--|--------|---------------------------|---------------|
| EL PASO COUNTY                               | 6.862  | FINANCIAL SERVICES        | (719)520-6400 |
| EPC ROAD & BRIDGE SHARE                      | 0.165  | -                         | (719)520-6498 |
| CITY OF COLORADO SPRINGS                     | 3.579  | CITY OF CS-CFO            | (719)385-5224 |
| EPC-COLORADO SPGS ROAD & BRIDGE SHARE        | 0.165  | -                         | (719)520-6498 |
| COLO SPGS SCHOOL DISTRICT #11                | 40.069 | LAURA HRONIK              | (719)520-2010 |
| PIKES PEAK LIBRARY DISTRICT                  | 3.061  | RANDALL A GREEN           | (719)531-6333 |
| SOUTHEASTERN COLO WATER CONSERVANCY DISTRICT | 0.888  | JAMES BRODERICK           | (719)948-2400 |
| EL PASO COUNTY CONSERVATION DISTRICT         | 0.000  | MARIAH HUDSON             | (719)600-4706 |



## ATTACHMENT C – TRIP GENERATION



**Black Rock Coffee Bar - 5560 Barnes Road, Colorado Springs**

**Trip Generation Calculations**

| Land Use                                    | ITE Code | Qty   | Unit        | Weekday   | AM Peak Hour |          |          | PM Peak Hour |          |          |
|---|----------|-------|-------------|-----------|--------------|----------|----------|--------------|----------|----------|
|   |          |       |             | Total     | Total        | In       | Out      | Total        | In       | Out      |
| Coffee/Donut Shop with Drive-Through Window | 937      | 0.645 | 1000 SF GFA | 344       | 55           | 28       | 27       | 25           | 12       | 13       |
| Pass-By Trips                               |          |       |             | 323       | 49           | 25       | 24       | 23           | 11       | 12       |
| <b>Total New Trips</b>                      |          |       |             | <b>21</b> | <b>6</b>     | <b>3</b> | <b>3</b> | <b>2</b>     | <b>1</b> | <b>1</b> |





## ATTACHMENT D – QUEUE DATA



D

# On-Site Queue Data

Black Rock Coffee Bar at 7451 W Glendale Avenue, Glendale, AZ

| Time    | Queue<br>7/10/2024 | Time    | Queue<br>7/10/2024 | Time    | Queue<br>7/10/2024 | Time    | Queue<br>7/13/2024 | Time     | Queue<br>7/13/2024 | Time     | Queue<br>7/13/2024 |
|---------|--------------------|---------|--------------------|---------|--------------------|---------|--------------------|----------|--------------------|----------|--------------------|
| 6:00 AM | 4                  | 7:00 AM | 4                  | 8:00 AM | 3                  | 9:00 AM | 7                  | 10:00 AM | 12                 | 11:00 AM | 11                 |
| 6:01 AM | 5                  | 7:01 AM | 4                  | 8:01 AM | 3                  | 9:01 AM | 8                  | 10:01 AM | 12                 | 11:01 AM | 11                 |
| 6:02 AM | 4                  | 7:02 AM | 3                  | 8:02 AM | 4                  | 9:02 AM | 8                  | 10:02 AM | 12                 | 11:02 AM | 12                 |
| 6:03 AM | 3                  | 7:03 AM | 2                  | 8:03 AM | 3                  | 9:03 AM | 7                  | 10:03 AM | 10                 | 11:03 AM | 13                 |
| 6:04 AM | 2                  | 7:04 AM | 1                  | 8:04 AM | 4                  | 9:04 AM | 6                  | 10:04 AM | 9                  | 11:04 AM | 13                 |
| 6:05 AM | 1                  | 7:05 AM | 0                  | 8:05 AM | 3                  | 9:05 AM | 6                  | 10:05 AM | 9                  | 11:05 AM | 12                 |
| 6:06 AM | 1                  | 7:06 AM | 2                  | 8:06 AM | 2                  | 9:06 AM | 6                  | 10:06 AM | 9                  | 11:06 AM | 12                 |
| 6:07 AM | 1                  | 7:07 AM | 3                  | 8:07 AM | 2                  | 9:07 AM | 7                  | 10:07 AM | 10                 | 11:07 AM | 12                 |
| 6:08 AM | 1                  | 7:08 AM | 3                  | 8:08 AM | 1                  | 9:08 AM | 6                  | 10:08 AM | 9                  | 11:08 AM | 12                 |
| 6:09 AM | 1                  | 7:09 AM | 2                  | 8:09 AM | 1                  | 9:09 AM | 14                 | 10:09 AM | 9                  | 11:09 AM | 12                 |
| 6:10 AM | 1                  | 7:10 AM | 2                  | 8:10 AM | 1                  | 9:10 AM | 7                  | 10:10 AM | 8                  | 11:10 AM | 12                 |
| 6:11 AM | 1                  | 7:11 AM | 2                  | 8:11 AM | 1                  | 9:11 AM | 8                  | 10:11 AM | 8                  | 11:11 AM | 12                 |
| 6:12 AM | 1                  | 7:12 AM | 1                  | 8:12 AM | 1                  | 9:12 AM | 7                  | 10:12 AM | 9                  | 11:12 AM | 12                 |
| 6:13 AM | 1                  | 7:13 AM | 0                  | 8:13 AM | 0                  | 9:13 AM | 7                  | 10:13 AM | 9                  | 11:13 AM | 12                 |
| 6:14 AM | 2                  | 7:14 AM | 0                  | 8:14 AM | 2                  | 9:14 AM | 7                  | 10:14 AM | 9                  | 11:14 AM | 13                 |
| 6:15 AM | 1                  | 7:15 AM | 3                  | 8:15 AM | 2                  | 9:15 AM | 7                  | 10:15 AM | 9                  | 11:15 AM | 13                 |
| 6:16 AM | 0                  | 7:16 AM | 2                  | 8:16 AM | 1                  | 9:16 AM | 6                  | 10:16 AM | 9                  | 11:16 AM | 13                 |
| 6:17 AM | 1                  | 7:17 AM | 4                  | 8:17 AM | 2                  | 9:17 AM | 6                  | 10:17 AM | 10                 | 11:17 AM | 13                 |
| 6:18 AM | 1                  | 7:18 AM | 4                  | 8:18 AM | 4                  | 9:18 AM | 7                  | 10:18 AM | 11                 | 11:18 AM | 13                 |
| 6:19 AM | 0                  | 7:19 AM | 4                  | 8:19 AM | 4                  | 9:19 AM | 6                  | 10:19 AM | 10                 | 11:19 AM | 13                 |
| 6:20 AM | 0                  | 7:20 AM | 4                  | 8:20 AM | 4                  | 9:20 AM | 6                  | 10:20 AM | 9                  | 11:20 AM | 15                 |
| 6:21 AM | 2                  | 7:21 AM | 4                  | 8:21 AM | 3                  | 9:21 AM | 5                  | 10:21 AM | 9                  | 11:21 AM | 15                 |
| 6:22 AM | 2                  | 7:22 AM | 3                  | 8:22 AM | 2                  | 9:22 AM | 5                  | 10:22 AM | 9                  | 11:22 AM | 15                 |
| 6:23 AM | 2                  | 7:23 AM | 2                  | 8:23 AM | 2                  | 9:23 AM | 5                  | 10:23 AM | 11                 | 11:23 AM | 13                 |
| 6:24 AM | 3                  | 7:24 AM | 2                  | 8:24 AM | 2                  | 9:24 AM | 8                  | 10:24 AM | 10                 | 11:24 AM | 13                 |
| 6:25 AM | 4                  | 7:25 AM | 1                  | 8:25 AM | 1                  | 9:25 AM | 9                  | 10:25 AM | 10                 | 11:25 AM | 13                 |
| 6:26 AM | 5                  | 7:26 AM | 2                  | 8:26 AM | 0                  | 9:26 AM | 11                 | 10:26 AM | 10                 | 11:26 AM | 11                 |
| 6:27 AM | 4                  | 7:27 AM | 2                  | 8:27 AM | 1                  | 9:27 AM | 8                  | 10:27 AM | 11                 | 11:27 AM | 13                 |
| 6:28 AM | 4                  | 7:28 AM | 2                  | 8:28 AM | 1                  | 9:28 AM | 8                  | 10:28 AM | 11                 | 11:28 AM | 12                 |
| 6:29 AM | 4                  | 7:29 AM | 2                  | 8:29 AM | 1                  | 9:29 AM | 7                  | 10:29 AM | 11                 | 11:29 AM | 12                 |
| 6:30 AM | 4                  | 7:30 AM | 1                  | 8:30 AM | 1                  | 9:30 AM | 9                  | 10:30 AM | 11                 | 11:30 AM | 12                 |
| 6:31 AM | 4                  | 7:31 AM | 3                  | 8:31 AM | 1                  | 9:31 AM | 9                  | 10:31 AM | 11                 | 11:31 AM | 12                 |
| 6:32 AM | 3                  | 7:32 AM | 3                  | 8:32 AM | 3                  | 9:32 AM | 8                  | 10:32 AM | 11                 | 11:32 AM | 10                 |
| 6:33 AM | 5                  | 7:33 AM | 3                  | 8:33 AM | 2                  | 9:33 AM | 10                 | 10:33 AM | 11                 | 11:33 AM | 10                 |
| 6:34 AM | 3                  | 7:34 AM | 4                  | 8:34 AM | 4                  | 9:34 AM | 10                 | 10:34 AM | 11                 | 11:34 AM | 10                 |
| 6:35 AM | 3                  | 7:35 AM | 4                  | 8:35 AM | 3                  | 9:35 AM | 9                  | 10:35 AM | 11                 | 11:35 AM | 10                 |
| 6:36 AM | 3                  | 7:36 AM | 2                  | 8:36 AM | 2                  | 9:36 AM | 10                 | 10:36 AM | 12                 | 11:36 AM | 10                 |
| 6:37 AM | 4                  | 7:37 AM | 2                  | 8:37 AM | 2                  | 9:37 AM | 12                 | 10:37 AM | 12                 | 11:37 AM | 10                 |
| 6:38 AM | 5                  | 7:38 AM | 1                  | 8:38 AM | 4                  | 9:38 AM | 11                 | 10:38 AM | 11                 | 11:38 AM | 9                  |
| 6:39 AM | 3                  | 7:39 AM | 1                  | 8:39 AM | 5                  | 9:39 AM | 11                 | 10:39 AM | 11                 | 11:39 AM | 9                  |
| 6:40 AM | 4                  | 7:40 AM | 0                  | 8:40 AM | 6                  | 9:40 AM | 9                  | 10:40 AM | 14                 | 11:40 AM | 8                  |
| 6:41 AM | 4                  | 7:41 AM | 0                  | 8:41 AM | 5                  | 9:41 AM | 9                  | 10:41 AM | 14                 | 11:41 AM | 8                  |
| 6:42 AM | 3                  | 7:42 AM | 2                  | 8:42 AM | 5                  | 9:42 AM | 8                  | 10:42 AM | 14                 | 11:42 AM | 7                  |
| 6:43 AM | 4                  | 7:43 AM | 3                  | 8:43 AM | 5                  | 9:43 AM | 10                 | 10:43 AM | 13                 | 11:43 AM | 7                  |
| 6:44 AM | 5                  | 7:44 AM | 4                  | 8:44 AM | 4                  | 9:44 AM | 11                 | 10:44 AM | 12                 | 11:44 AM | 7                  |
| 6:45 AM | 5                  | 7:45 AM | 2                  | 8:45 AM | 3                  | 9:45 AM | 11                 | 10:45 AM | 11                 | 11:45 AM | 7                  |
| 6:46 AM | 4                  | 7:46 AM | 1                  | 8:46 AM | 1                  | 9:46 AM | 11                 | 10:46 AM | 10                 | 11:46 AM | 9                  |
| 6:47 AM | 3                  | 7:47 AM | 4                  | 8:47 AM | 1                  | 9:47 AM | 11                 | 10:47 AM | 10                 | 11:47 AM | 9                  |
| 6:48 AM | 3                  | 7:48 AM | 4                  | 8:48 AM | 2                  | 9:48 AM | 13                 | 10:48 AM | 10                 | 11:48 AM | 8                  |
| 6:49 AM | 3                  | 7:49 AM | 5                  | 8:49 AM | 3                  | 9:49 AM | 13                 | 10:49 AM | 9                  | 11:49 AM | 7                  |
| 6:50 AM | 3                  | 7:50 AM | 4                  | 8:50 AM | 3                  | 9:50 AM | 13                 | 10:50 AM | 9                  | 11:50 AM | 6                  |
| 6:51 AM | 6                  | 7:51 AM | 3                  | 8:51 AM | 3                  | 9:51 AM | 10                 | 10:51 AM | 10                 | 11:51 AM | 8                  |
| 6:52 AM | 7                  | 7:52 AM | 2                  | 8:52 AM | 3                  | 9:52 AM | 10                 | 10:52 AM | 11                 | 11:52 AM | 7                  |
| 6:53 AM | 6                  | 7:53 AM | 3                  | 8:53 AM | 4                  | 9:53 AM | 11                 | 10:53 AM | 11                 | 11:53 AM | 7                  |
| 6:54 AM | 6                  | 7:54 AM | 3                  | 8:54 AM | 3                  | 9:54 AM | 10                 | 10:54 AM | 11                 | 11:54 AM | 8                  |
| 6:55 AM | 5                  | 7:55 AM | 3                  | 8:55 AM | 4                  | 9:55 AM | 10                 | 10:55 AM | 11                 | 11:55 AM | 8                  |
| 6:56 AM | 4                  | 7:56 AM | 2                  | 8:56 AM | 5                  | 9:56 AM | 11                 | 10:56 AM | 11                 | 11:56 AM | 8                  |
| 6:57 AM | 3                  | 7:57 AM | 2                  | 8:57 AM | 5                  | 9:57 AM | 11                 | 10:57 AM | 10                 | 11:57 AM | 8                  |
| 6:58 AM | 2                  | 7:58 AM | 4                  | 8:58 AM | 5                  | 9:58 AM | 11                 | 10:58 AM | 10                 | 11:58 AM | 7                  |
| 6:59 AM | 2                  | 7:59 AM | 4                  | 8:59 AM | 5                  | 9:59 AM | 11                 | 10:59 AM | 10                 | 11:59 AM | 6                  |

|         |    |
|---------|----|
| MAX     | 15 |
| Average | 6  |