| SCED Timestamp | Repeated Hour Flag | Electrical Bus | LMP |
|---|---|---|---|
| 11/30/2010 23:58 | N | DC_ROAD_L_B | 25.06 |
| 11/30/2010 23:58 | N | DC_EGPS_L_A | 25.04 |
| 11/30/2010 23:58 | N | H_HOLLOW_E_1 | 25.03 |
| 11/30/2010 23:58 | N | HHOLLOW4_E_1 | 25.03 |
| 11/30/2010 23:58 | N | R_LH2SES_1 | 25.06 |
| 11/30/2010 23:58 | N | R_PB2SES_1 | 24.91 |
| 11/30/2010 23:58 | N | R_PB2SES_2 | 24.91 |
| 11/30/2010 23:58 | N | R_PB2SES_3 | 24.91 |
| 11/30/2010 23:58 | N | R_PB2SES_4 | 24.91 |
| 11/30/2010 23:58 | N | R_PB2SES_5 | 24.91 |
| 11/30/2010 23:58 | N | R_PBSES_2 | 24.91 |
| 11/30/2010 23:58 | N | AUTO_EPS_390 | 25.06 |
| 12/1/2010 0:00 | N | DC_ROAD_L_B | 24.45 |
| 12/1/2010 0:00 | N | DC_EGPS_L_A | 24.43 |
| 12/1/2010 0:00 | N | H_HOLLOW_E_1 | 24.42 |
| 12/1/2010 0:00 | N | HHOLLOW4_E_1 | 24.42 |
| 12/1/2010 0:00 | N | R_LH2SES_1 | 24.45 |
| 12/1/2010 0:00 | N | R_PB2SES_1 | 24.3 |
| 12/1/2010 0:00 | N | R_PB2SES_2 | 24.3 |
| 12/1/2010 0:00 | N | R_PB2SES_3 | 24.3 |
| 12/1/2010 0:00 | N | R_PB2SES_4 | 24.3 |
| 12/1/2010 0:00 | N | R_PB2SES_5 | 24.3 |
| 12/1/2010 0:00 | N | R_PBSES_2 | 24.3 |
| 12/1/2010 0:00 | N | AUTO_EPS_390 | 24.45 |
| 12/1/2010 0:03 | N | DC_ROAD_L_B | 25.56 |
| 12/1/2010 0:03 | N | DC_EGPS_L_A | 25.54 |
| 12/1/2010 0:03 | N | H_HOLLOW_E_1 | 25.53 |
| 12/1/2010 0:03 | N | HHOLLOW4_E_1 | 25.53 |
| 12/1/2010 0:03 | N | R_LH2SES_1 | 25.56 |
| 12/1/2010 0:03 | N | R_PB2SES_1 | 25.4 |
| 12/1/2010 0:03 | N | R_PB2SES_2 | 25.4 |
| 12/1/2010 0:03 | N | R_PB2SES_3 | 25.4 |
| 12/1/2010 0:03 | N | R_PB2SES_4 | 25.4 |
| 12/1/2010 0:03 | N | R_PB2SES_5 | 25.4 |
| 12/1/2010 0:03 | N | R_PBSES_2 | 25.4 |
| 12/1/2010 0:03 | N | AUTO_EPS_390 | 25.56 |
| 12/1/2010 0:04 | N | DC_ROAD_L_B | 26.58 |
| 12/1/2010 0:04 | N | DC_EGPS_L_A | 26.56 |
| 12/1/2010 0:04 | N | H_HOLLOW_E_1 | 26.55 |
| 12/1/2010 0:04 | N | HHOLLOW4_E_1 | 26.55 |
| 12/1/2010 0:04 | N | R_LH2SES_1 | 26.58 |
| 12/1/2010 0:04 | N | R_PB2SES_1 | 26.42 |
| 12/1/2010 0:04 | N | R_PB2SES_2 | 26.42 |
| 12/1/2010 0:04 | N | R_PB2SES_3 | 26.42 |
| 12/1/2010 0:04 | N | R_PB2SES_4 | 26.42 |

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|---|---|---|---|
| 12/1/2010 0:04 | N | R_PB2SES_5 | 26.42 |
| 12/1/2010 0:04 | N | R_PBSES_2 | 26.42 |
| 12/1/2010 0:04 | N | AUTO_EPS_390 | 26.58 |
| 12/1/2010 0:06 | N | DC_ROAD_L_B | 26.56 |
| 12/1/2010 0:06 | N | DC_EGPS_L_A | 26.54 |
| 12/1/2010 0:06 | N | H_HOLLOW_E_1 | 26.54 |
| 12/1/2010 0:06 | N | HHOLLOW4_E_1 | 26.54 |
| 12/1/2010 0:06 | N | R_LH2SES_1 | 26.57 |
| 12/1/2010 0:06 | N | R_PB2SES_1 | 26.4 |
| 12/1/2010 0:06 | N | R_PB2SES_2 | 26.4 |
| 12/1/2010 0:06 | N | R_PB2SES_3 | 26.4 |
| 12/1/2010 0:06 | N | R_PB2SES_4 | 26.4 |
| 12/1/2010 0:06 | N | R_PB2SES_5 | 26.4 |
| 12/1/2010 0:06 | N | R_PBSES_2 | 26.4 |
| 12/1/2010 0:06 | N | AUTO_EPS_390 | 26.57 |
| 12/1/2010 0:07 | N | DC_ROAD_L_B | 25.18 |
| 12/1/2010 0:07 | N | DC_EGPS_L_A | 25.16 |
| 12/1/2010 0:07 | N | H_HOLLOW_E_1 | 25.16 |
| 12/1/2010 0:07 | N | HHOLLOW4_E_1 | 25.16 |
| 12/1/2010 0:07 | N | R_LH2SES_1 | 25.18 |
| 12/1/2010 0:07 | N | R_PB2SES_1 | 25.03 |
| 12/1/2010 0:07 | N | R_PB2SES_2 | 25.03 |
| 12/1/2010 0:07 | N | R_PB2SES_3 | 25.03 |
| 12/1/2010 0:07 | N | R_PB2SES_4 | 25.03 |
| 12/1/2010 0:07 | N | R_PB2SES_5 | 25.03 |
| 12/1/2010 0:07 | N | R_PBSES_2 | 25.03 |
| 12/1/2010 0:07 | N | AUTO_EPS_390 | 25.18 |
| 12/1/2010 0:10 | N | DC_ROAD_L_B | 24.56 |
| 12/1/2010 0:10 | N | DC_EGPS_L_A | 24.54 |
| 12/1/2010 0:10 | N | R_LH2SES_1 | 24.56 |
| 12/1/2010 0:10 | N | R_PB2SES_1 | 24.41 |
| 12/1/2010 0:10 | N | R_PB2SES_2 | 24.41 |
| 12/1/2010 0:10 | N | R_PB2SES_3 | 24.41 |
| 12/1/2010 0:10 | N | R_PB2SES_4 | 24.41 |
| 12/1/2010 0:10 | N | R_PB2SES_5 | 24.41 |
| 12/1/2010 0:10 | N | R_PBSES_2 | 24.41 |
| 12/1/2010 0:10 | N | AUTO_EPS_390 | 24.56 |
| 12/1/2010 0:15 | N | DC_ROAD_L_B | 23.46 |
| 12/1/2010 0:15 | N | DC_EGPS_L_A | 23.45 |
| 12/1/2010 0:15 | N | R_LH2SES_1 | 23.47 |
| 12/1/2010 0:15 | N | R_PB2SES_1 | 23.32 |
| 12/1/2010 0:15 | N | R_PB2SES_2 | 23.32 |
| 12/1/2010 0:15 | N | R_PB2SES_3 | 23.32 |
| 12/1/2010 0:15 | N | R_PB2SES_4 | 23.32 |
| 12/1/2010 0:15 | N | R_PB2SES_5 | 23.32 |
| 12/1/2010 0:15 | N | R_PBSES_2 | 23.32 |
| 12/1/2010 0:15 | N | AUTO_EPS_390 | 23.47 |

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|---|---|---|---|
| 12/1/2010 0:20 | N | DC_ROAD_L_B | 22.65 |
| 12/1/2010 0:20 | N | DC_EGPS_L_A | 22.63 |
| 12/1/2010 0:20 | N | H_HOLLOW_E_1 | 22.63 |
| 12/1/2010 0:20 | N | HHOLLOW4_E_1 | 22.63 |
| 12/1/2010 0:20 | N | R_LH2SES_1 | 22.65 |
| 12/1/2010 0:20 | N | R_PB2SES_1 | 22.51 |
| 12/1/2010 0:20 | N | R_PB2SES_2 | 22.51 |
| 12/1/2010 0:20 | N | R_PB2SES_3 | 22.51 |
| 12/1/2010 0:20 | N | R_PB2SES_4 | 22.51 |
| 12/1/2010 0:20 | N | R_PB2SES_5 | 22.51 |
| 12/1/2010 0:20 | N | R_PBSES_2 | 22.51 |
| 12/1/2010 0:20 | N | AUTO_EPS_390 | 22.65 |
| 12/1/2010 0:25 | N | DC_ROAD_L_B | 23.38 |
| 12/1/2010 0:25 | N | DC_EGPS_L_A | 23.36 |
| 12/1/2010 0:25 | N | H_HOLLOW_E_1 | 23.36 |
| 12/1/2010 0:25 | N | HHOLLOW4_E_1 | 23.36 |
| 12/1/2010 0:25 | N | R_LH2SES_1 | 23.38 |
| 12/1/2010 0:25 | N | R_PB2SES_1 | 23.24 |
| 12/1/2010 0:25 | N | R_PB2SES_2 | 23.24 |
| 12/1/2010 0:25 | N | R_PB2SES_3 | 23.24 |
| 12/1/2010 0:25 | N | R_PB2SES_4 | 23.24 |
| 12/1/2010 0:25 | N | R_PB2SES_5 | 23.24 |
| 12/1/2010 0:25 | N | R_PBSES_2 | 23.24 |
| 12/1/2010 0:25 | N | AUTO_EPS_390 | 23.38 |
| 12/1/2010 0:30 | N | DC_ROAD_L_B | 23.76 |
| 12/1/2010 0:30 | N | DC_EGPS_L_A | 23.87 |
| 12/1/2010 0:30 | N | H_HOLLOW_E_1 | 23.64 |
| 12/1/2010 0:30 | N | HHOLLOW4_E_1 | 23.64 |
| 12/1/2010 0:30 | N | R_LH2SES_1 | 23.75 |
| 12/1/2010 0:30 | N | R_PB2SES_1 | 25.73 |
| 12/1/2010 0:30 | N | R_PB2SES_2 | 25.73 |
| 12/1/2010 0:30 | N | R_PB2SES_3 | 25.73 |
| 12/1/2010 0:30 | N | R_PB2SES_4 | 25.73 |
| 12/1/2010 0:30 | N | R_PB2SES_5 | 25.73 |
| 12/1/2010 0:30 | N | R_PBSES_2 | 25.73 |
| 12/1/2010 0:30 | N | AUTO_EPS_390 | 23.75 |
| 12/1/2010 0:35 | N | DC_ROAD_L_B | 23.58 |
| 12/1/2010 0:35 | N | DC_EGPS_L_A | 23.95 |
| 12/1/2010 0:35 | N | H_HOLLOW_E_1 | 23.24 |
| 12/1/2010 0:35 | N | HHOLLOW4_E_1 | 23.24 |
| 12/1/2010 0:35 | N | R_LH2SES_1 | 23.52 |
| 12/1/2010 0:35 | N | R_PB2SES_1 | 30.16 |
| 12/1/2010 0:35 | N | R_PB2SES_2 | 30.16 |
| 12/1/2010 0:35 | N | R_PB2SES_3 | 30.16 |
| 12/1/2010 0:35 | N | R_PB2SES_4 | 30.16 |
| 12/1/2010 0:35 | N | R_PB2SES_5 | 30.16 |
| 12/1/2010 0:35 | N | R_PBSES_2 | 30.16 |

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|---|---|---|---|
| 12/1/2010 0:35 | N | AUTO_EPS_390 | 23.52 |
| 12/1/2010 0:40 | N | DC_ROAD_L_B | 23.06 |
| 12/1/2010 0:40 | N | DC_EGPS_L_A | 23.43 |
| 12/1/2010 0:40 | N | H_HOLLOW_E_1 | 22.73 |
| 12/1/2010 0:40 | N | HHOLLOW4_E_1 | 22.73 |
| 12/1/2010 0:40 | N | R_LH2SES_1 | 23 |
| 12/1/2010 0:40 | N | R_PB2SES_1 | 29.58 |
| 12/1/2010 0:40 | N | R_PB2SES_2 | 29.58 |
| 12/1/2010 0:40 | N | R_PB2SES_3 | 29.58 |
| 12/1/2010 0:40 | N | R_PB2SES_4 | 29.58 |
| 12/1/2010 0:40 | N | R_PB2SES_5 | 29.58 |
| 12/1/2010 0:40 | N | R_PBSES_2 | 29.58 |
| 12/1/2010 0:40 | N | AUTO_EPS_390 | 23 |
| 12/1/2010 0:45 | N | DC_ROAD_L_B | 21.76 |
| 12/1/2010 0:45 | N | DC_EGPS_L_A | 22.14 |
| 12/1/2010 0:45 | N | H_HOLLOW_E_1 | 21.45 |
| 12/1/2010 0:45 | N | HHOLLOW4_E_1 | 21.45 |
| 12/1/2010 0:45 | N | R_LH2SES_1 | 21.7 |
| 12/1/2010 0:45 | N | R_PB2SES_1 | 28.28 |
| 12/1/2010 0:45 | N | R_PB2SES_2 | 28.28 |
| 12/1/2010 0:45 | N | R_PB2SES_3 | 28.28 |
| 12/1/2010 0:45 | N | R_PB2SES_4 | 28.28 |
| 12/1/2010 0:45 | N | R_PB2SES_5 | 28.28 |
| 12/1/2010 0:45 | N | R_PBSES_2 | 28.28 |
| 12/1/2010 0:45 | N | AUTO_EPS_390 | 21.7 |
| 12/1/2010 0:51 | N | DC_ROAD_L_B | 22.23 |
| 12/1/2010 0:51 | N | DC_EGPS_L_A | 22.21 |
| 12/1/2010 0:51 | N | H_HOLLOW_E_1 | 22.21 |
| 12/1/2010 0:51 | N | HHOLLOW4_E_1 | 22.21 |
| 12/1/2010 0:51 | N | R_LH2SES_1 | 22.24 |
| 12/1/2010 0:51 | N | R_PB2SES_1 | 22.09 |
| 12/1/2010 0:51 | N | R_PB2SES_2 | 22.09 |
| 12/1/2010 0:51 | N | R_PB2SES_3 | 22.09 |
| 12/1/2010 0:51 | N | R_PB2SES_4 | 22.09 |
| 12/1/2010 0:51 | N | R_PB2SES_5 | 22.09 |
| 12/1/2010 0:51 | N | R_PBSES_2 | 22.09 |
| 12/1/2010 0:51 | N | AUTO_EPS_390 | 22.24 |
| 12/1/2010 0:55 | N | DC_ROAD_L_B | 22.44 |
| 12/1/2010 0:55 | N | DC_EGPS_L_A | 22.43 |
| 12/1/2010 0:55 | N | H_HOLLOW_E_1 | 22.42 |
| 12/1/2010 0:55 | N | HHOLLOW4_E_1 | 22.42 |
| 12/1/2010 0:55 | N | R_LH2SES_1 | 22.45 |
| 12/1/2010 0:55 | N | R_PB2SES_1 | 22.3 |
| 12/1/2010 0:55 | N | R_PB2SES_2 | 22.3 |
| 12/1/2010 0:55 | N | R_PB2SES_3 | 22.3 |
| 12/1/2010 0:55 | N | R_PB2SES_4 | 22.3 |
| 12/1/2010 0:55 | N | R_PB2SES_5 | 22.3 |

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| 12/1/2010 0:55 | N | R_PBSES_2 | 22.3 |
| 12/1/2010 0:55 | N | AUTO_EPS_390 | 22.45 |
| 12/1/2010 1:00 | N | DC_ROAD_L_B | 22.31 |
| 12/1/2010 1:00 | N | DC_EGPS_L_A | 22.67 |
| 12/1/2010 1:00 | N | H_HOLLOW_E_1 | 21.98 |
| 12/1/2010 1:00 | N | HHOLLOW4_E_1 | 21.98 |
| 12/1/2010 1:00 | N | R_LH2SES_1 | 22.25 |
| 12/1/2010 1:00 | N | R_PB2SES_1 | 28.75 |
| 12/1/2010 1:00 | N | R_PB2SES_2 | 28.75 |
| 12/1/2010 1:00 | N | R_PB2SES_3 | 28.75 |
| 12/1/2010 1:00 | N | R_PB2SES_4 | 28.75 |
| 12/1/2010 1:00 | N | R_PB2SES_5 | 28.75 |
| 12/1/2010 1:00 | N | R_PBSES_2 | 28.75 |
| 12/1/2010 1:00 | N | AUTO_EPS_390 | 22.25 |
| 12/1/2010 1:05 | N | DC_ROAD_L_B | 21.9 |
| 12/1/2010 1:05 | N | DC_EGPS_L_A | 22.27 |
| 12/1/2010 1:05 | N | H_HOLLOW_E_1 | 21.59 |
| 12/1/2010 1:05 | N | HHOLLOW4_E_1 | 21.59 |
| 12/1/2010 1:05 | N | R_LH2SES_1 | 21.83 |
| 12/1/2010 1:05 | N | R_PB2SES_1 | 28.43 |
| 12/1/2010 1:05 | N | R_PB2SES_2 | 28.43 |
| 12/1/2010 1:05 | N | R_PB2SES_3 | 28.43 |
| 12/1/2010 1:05 | N | R_PB2SES_4 | 28.43 |
| 12/1/2010 1:05 | N | R_PB2SES_5 | 28.43 |
| 12/1/2010 1:05 | N | R_PBSES_2 | 28.43 |
| 12/1/2010 1:05 | N | AUTO_EPS_390 | 21.84 |
| 12/1/2010 1:10 | N | DC_ROAD_L_B | 21.7 |
| 12/1/2010 1:10 | N | DC_EGPS_L_A | 22.08 |
| 12/1/2010 1:10 | N | H_HOLLOW_E_1 | 21.39 |
| 12/1/2010 1:10 | N | HHOLLOW4_E_1 | 21.39 |
| 12/1/2010 1:10 | N | R_LH2SES_1 | 21.64 |
| 12/1/2010 1:10 | N | R_PB2SES_1 | 28.21 |
| 12/1/2010 1:10 | N | R_PB2SES_2 | 28.21 |
| 12/1/2010 1:10 | N | R_PB2SES_3 | 28.21 |
| 12/1/2010 1:10 | N | R_PB2SES_4 | 28.21 |
| 12/1/2010 1:10 | N | R_PB2SES_5 | 28.21 |
| 12/1/2010 1:10 | N | R_PBSES_2 | 28.21 |
| 12/1/2010 1:10 | N | AUTO_EPS_390 | 21.64 |
| 12/1/2010 1:15 | N | DC_ROAD_L_B | 21.62 |
| 12/1/2010 1:15 | N | DC_EGPS_L_A | 22 |
| 12/1/2010 1:15 | N | H_HOLLOW_E_1 | 21.31 |
| 12/1/2010 1:15 | N | HHOLLOW4_E_1 | 21.31 |
| 12/1/2010 1:15 | N | R_LH2SES_1 | 21.56 |
| 12/1/2010 1:15 | N | R_PB2SES_1 | 28.12 |
| 12/1/2010 1:15 | N | R_PB2SES_2 | 28.12 |
| 12/1/2010 1:15 | N | R_PB2SES_3 | 28.12 |
| 12/1/2010 1:15 | N | R_PB2SES_4 | 28.12 |

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| 12/1/2010 1:15 | N | R_PB2SES_5 | 28.12 |
| 12/1/2010 1:15 | N | R_PBSES_2 | 28.12 |
| 12/1/2010 1:15 | N | AUTO_EPS_390 | 21.56 |
| 12/1/2010 1:20 | N | DC_ROAD_L_B | 21.63 |
| 12/1/2010 1:20 | N | DC_EGPS_L_A | 22.01 |
| 12/1/2010 1:20 | N | H_HOLLOW_E_1 | 21.32 |
| 12/1/2010 1:20 | N | HHOLLOW4_E_1 | 21.32 |
| 12/1/2010 1:20 | N | R_LH2SES_1 | 21.57 |
| 12/1/2010 1:20 | N | R_PB2SES_1 | 28.14 |
| 12/1/2010 1:20 | N | R_PB2SES_2 | 28.14 |
| 12/1/2010 1:20 | N | R_PB2SES_3 | 28.14 |
| 12/1/2010 1:20 | N | R_PB2SES_4 | 28.14 |
| 12/1/2010 1:20 | N | R_PB2SES_5 | 28.14 |
| 12/1/2010 1:20 | N | R_PBSES_2 | 28.14 |
| 12/1/2010 1:20 | N | AUTO_EPS_390 | 21.57 |
| 12/1/2010 1:50 | N | DC_ROAD_L_B | 20.95 |
| 12/1/2010 1:50 | N | DC_EGPS_L_A | 21.32 |
| 12/1/2010 1:50 | N | H_HOLLOW_E_1 | 20.64 |
| 12/1/2010 1:50 | N | HHOLLOW4_E_1 | 20.64 |
| 12/1/2010 1:50 | N | R_LH2SES_1 | 20.88 |
| 12/1/2010 1:50 | N | R_PB2SES_1 | 27.37 |
| 12/1/2010 1:50 | N | R_PB2SES_2 | 27.37 |
| 12/1/2010 1:50 | N | R_PB2SES_3 | 27.37 |
| 12/1/2010 1:50 | N | R_PB2SES_4 | 27.37 |
| 12/1/2010 1:50 | N | R_PB2SES_5 | 27.37 |
| 12/1/2010 1:50 | N | R_PBSES_2 | 27.37 |
| 12/1/2010 1:50 | N | AUTO_EPS_390 | 20.89 |
| 12/1/2010 1:55 | N | DC_ROAD_L_B | 21.08 |
| 12/1/2010 1:55 | N | DC_EGPS_L_A | 21.46 |
| 12/1/2010 1:55 | N | H_HOLLOW_E_1 | 20.78 |
| 12/1/2010 1:55 | N | HHOLLOW4_E_1 | 20.78 |
| 12/1/2010 1:55 | N | R_LH2SES_1 | 21.02 |
| 12/1/2010 1:55 | N | R_PB2SES_1 | 27.52 |
| 12/1/2010 1:55 | N | R_PB2SES_2 | 27.52 |
| 12/1/2010 1:55 | N | R_PB2SES_3 | 27.52 |
| 12/1/2010 1:55 | N | R_PB2SES_4 | 27.52 |
| 12/1/2010 1:55 | N | R_PB2SES_5 | 27.52 |
| 12/1/2010 1:55 | N | R_PBSES_2 | 27.52 |
| 12/1/2010 1:55 | N | AUTO_EPS_390 | 21.02 |
| 12/1/2010 2:00 | N | DC_ROAD_L_B | 20.97 |
| 12/1/2010 2:00 | N | DC_EGPS_L_A | 21.34 |
| 12/1/2010 2:00 | N | H_HOLLOW_E_1 | 20.66 |
| 12/1/2010 2:00 | N | HHOLLOW4_E_1 | 20.66 |
| 12/1/2010 2:00 | N | R_LH2SES_1 | 20.91 |
| 12/1/2010 2:00 | N | R_PB2SES_1 | 27.4 |
| 12/1/2010 2:00 | N | R_PB2SES_2 | 27.4 |
| 12/1/2010 2:00 | N | R_PB2SES_3 | 27.4 |

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| 12/1/2010 2:00 | N | R_PB2SES_4 | 27.4 |
| 12/1/2010 2:00 | N | R_PB2SES_5 | 27.4 |
| 12/1/2010 2:00 | N | R_PBSES_2 | 27.4 |
| 12/1/2010 2:00 | N | AUTO_EPS_390 | 20.91 |
| 12/1/2010 2:30 | N | DC_ROAD_L_B | 21.35 |
| 12/1/2010 2:30 | N | DC_EGPS_L_A | 21.08 |
| 12/1/2010 2:30 | N | H_HOLLOW_E_1 | 20.04 |
| 12/1/2010 2:30 | N | HHOLLOW4_E_1 | 20.04 |
| 12/1/2010 2:30 | N | R_LH2SES_1 | 21.44 |
| 12/1/2010 2:30 | N | R_PB2SES_1 | 20.02 |
| 12/1/2010 2:30 | N | R_PB2SES_2 | 20.02 |
| 12/1/2010 2:30 | N | R_PB2SES_3 | 20.02 |
| 12/1/2010 2:30 | N | R_PB2SES_4 | 20.02 |
| 12/1/2010 2:30 | N | R_PB2SES_5 | 20.02 |
| 12/1/2010 2:30 | N | R_PBSES_2 | 20.02 |
| 12/1/2010 2:30 | N | AUTO_EPS_390 | 21.43 |
| 12/1/2010 2:35 | N | DC_ROAD_L_B | 20.42 |
| 12/1/2010 2:35 | N | DC_EGPS_L_A | 16.59 |
| 12/1/2010 2:35 | N | H_HOLLOW_E_1 | 1.53 |
| 12/1/2010 2:35 | N | HHOLLOW4_E_1 | 1.53 |
| 12/1/2010 2:35 | N | R_LH2SES_1 | 21.73 |
| 12/1/2010 2:35 | N | R_PB2SES_1 | 1.33 |
| 12/1/2010 2:35 | N | R_PB2SES_2 | 1.33 |
| 12/1/2010 2:35 | N | R_PB2SES_3 | 1.33 |
| 12/1/2010 2:35 | N | R_PB2SES_4 | 1.33 |
| 12/1/2010 2:35 | N | R_PB2SES_5 | 1.33 |
| 12/1/2010 2:35 | N | R_PBSES_2 | 1.33 |
| 12/1/2010 2:35 | N | AUTO_EPS_390 | 21.64 |
| 12/1/2010 2:40 | N | DC_ROAD_L_B | 20.5 |
| 12/1/2010 2:40 | N | DC_EGPS_L_A | 16.6 |
| 12/1/2010 2:40 | N | H_HOLLOW_E_1 | 1.29 |
| 12/1/2010 2:40 | N | HHOLLOW4_E_1 | 1.29 |
| 12/1/2010 2:40 | N | R_LH2SES_1 | 21.83 |
| 12/1/2010 2:40 | N | R_PB2SES_1 | 1.09 |
| 12/1/2010 2:40 | N | R_PB2SES_2 | 1.09 |
| 12/1/2010 2:40 | N | R_PB2SES_3 | 1.09 |
| 12/1/2010 2:40 | N | R_PB2SES_4 | 1.09 |
| 12/1/2010 2:40 | N | R_PB2SES_5 | 1.09 |
| 12/1/2010 2:40 | N | R_PBSES_2 | 1.09 |
| 12/1/2010 2:40 | N | AUTO_EPS_390 | 21.74 |
| 12/1/2010 2:45 | N | DC_ROAD_L_B | 20.4 |
| 12/1/2010 2:45 | N | DC_EGPS_L_A | 16.57 |
| 12/1/2010 2:45 | N | H_HOLLOW_E_1 | 1.53 |
| 12/1/2010 2:45 | N | HHOLLOW4_E_1 | 1.53 |
| 12/1/2010 2:45 | N | R_LH2SES_1 | 21.71 |
| 12/1/2010 2:45 | N | R_PB2SES_1 | 1.33 |
| 12/1/2010 2:45 | N | R_PB2SES_2 | 1.33 |

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| 12/1/2010 2:45 | N | R_PB2SES_3 | 1.33 |
| 12/1/2010 2:45 | N | R_PB2SES_4 | 1.33 |
| 12/1/2010 2:45 | N | R_PB2SES_5 | 1.33 |
| 12/1/2010 2:45 | N | R_PBSES_2 | 1.33 |
| 12/1/2010 2:45 | N | AUTO_EPS_390 | 21.62 |
| 12/1/2010 2:50 | N | DC_ROAD_L_B | 21.47 |
| 12/1/2010 2:50 | N | DC_EGPS_L_A | 21.84 |
| 12/1/2010 2:50 | N | H_HOLLOW_E_1 | 21.16 |
| 12/1/2010 2:50 | N | HHOLLOW4_E_1 | 21.16 |
| 12/1/2010 2:50 | N | R_LH2SES_1 | 21.4 |
| 12/1/2010 2:50 | N | R_PB2SES_1 | 27.95 |
| 12/1/2010 2:50 | N | R_PB2SES_2 | 27.95 |
| 12/1/2010 2:50 | N | R_PB2SES_3 | 27.95 |
| 12/1/2010 2:50 | N | R_PB2SES_4 | 27.95 |
| 12/1/2010 2:50 | N | R_PB2SES_5 | 27.95 |
| 12/1/2010 2:50 | N | R_PBSES_2 | 27.95 |
| 12/1/2010 2:50 | N | AUTO_EPS_390 | 21.41 |
| 12/1/2010 2:55 | N | DC_ROAD_L_B | 21.38 |
| 12/1/2010 2:55 | N | DC_EGPS_L_A | 21.76 |
| 12/1/2010 2:55 | N | H_HOLLOW_E_1 | 21.07 |
| 12/1/2010 2:55 | N | HHOLLOW4_E_1 | 21.07 |
| 12/1/2010 2:55 | N | R_LH2SES_1 | 21.32 |
| 12/1/2010 2:55 | N | R_PB2SES_1 | 27.85 |
| 12/1/2010 2:55 | N | R_PB2SES_2 | 27.85 |
| 12/1/2010 2:55 | N | R_PB2SES_3 | 27.85 |
| 12/1/2010 2:55 | N | R_PB2SES_4 | 27.85 |
| 12/1/2010 2:55 | N | R_PB2SES_5 | 27.85 |
| 12/1/2010 2:55 | N | R_PBSES_2 | 27.85 |
| 12/1/2010 2:55 | N | AUTO_EPS_390 | 21.32 |
| 12/1/2010 4:40 | N | DC_ROAD_L_B | 25.77 |
| 12/1/2010 4:40 | N | DC_EGPS_L_A | 25.8 |
| 12/1/2010 4:40 | N | H_HOLLOW_E_1 | 25.75 |
| 12/1/2010 4:40 | N | HHOLLOW4_E_1 | 25.75 |
| 12/1/2010 4:40 | N | R_LH2SES_1 | 25.76 |
| 12/1/2010 4:40 | N | R_PB2SES_1 | 26.25 |
| 12/1/2010 4:40 | N | R_PB2SES_2 | 26.25 |
| 12/1/2010 4:40 | N | R_PB2SES_3 | 26.25 |
| 12/1/2010 4:40 | N | R_PB2SES_4 | 26.25 |
| 12/1/2010 4:40 | N | R_PB2SES_5 | 26.25 |
| 12/1/2010 4:40 | N | R_PBSES_2 | 26.25 |
| 12/1/2010 4:40 | N | AUTO_EPS_390 | 25.76 |
| 12/1/2010 4:45 | N | DC_ROAD_L_B | 25.77 |
| 12/1/2010 4:45 | N | DC_EGPS_L_A | 26.17 |
| 12/1/2010 4:45 | N | H_HOLLOW_E_1 | 25.43 |
| 12/1/2010 4:45 | N | HHOLLOW4_E_1 | 25.43 |
| 12/1/2010 4:45 | N | R_LH2SES_1 | 25.7 |
| 12/1/2010 4:45 | N | R_PB2SES_1 | 32.74 |

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| 12/1/2010 4:45 | N | R_PB2SES_2 | 32.74 |
| 12/1/2010 4:45 | N | R_PB2SES_3 | 32.74 |
| 12/1/2010 4:45 | N | R_PB2SES_4 | 32.74 |
| 12/1/2010 4:45 | N | R_PB2SES_5 | 32.74 |
| 12/1/2010 4:45 | N | R_PBSES_2 | 32.74 |
| 12/1/2010 4:45 | N | AUTO_EPS_390 | 25.7 |
| 12/1/2010 4:50 | N | DC_ROAD_L_B | 24.79 |
| 12/1/2010 4:50 | N | DC_EGPS_L_A | 25.19 |
| 12/1/2010 4:50 | N | H_HOLLOW_E_1 | 24.46 |
| 12/1/2010 4:50 | N | HHOLLOW4_E_1 | 24.46 |
| 12/1/2010 4:50 | N | R_LH2SES_1 | 24.72 |
| 12/1/2010 4:50 | N | R_PB2SES_1 | 31.65 |
| 12/1/2010 4:50 | N | R_PB2SES_2 | 31.65 |
| 12/1/2010 4:50 | N | R_PB2SES_3 | 31.65 |
| 12/1/2010 4:50 | N | R_PB2SES_4 | 31.65 |
| 12/1/2010 4:50 | N | R_PB2SES_5 | 31.65 |
| 12/1/2010 4:50 | N | R_PBSES_2 | 31.65 |
| 12/1/2010 4:50 | N | AUTO_EPS_390 | 24.72 |
| 12/1/2010 4:55 | N | DC_ROAD_L_B | 23.26 |
| 12/1/2010 4:55 | N | DC_EGPS_L_A | 23.65 |
| 12/1/2010 4:55 | N | H_HOLLOW_E_1 | 22.95 |
| 12/1/2010 4:55 | N | HHOLLOW4_E_1 | 22.95 |
| 12/1/2010 4:55 | N | R_LH2SES_1 | 23.2 |
| 12/1/2010 4:55 | N | R_PB2SES_1 | 29.95 |
| 12/1/2010 4:55 | N | R_PB2SES_2 | 29.95 |
| 12/1/2010 4:55 | N | R_PB2SES_3 | 29.95 |
| 12/1/2010 4:55 | N | R_PB2SES_4 | 29.95 |
| 12/1/2010 4:55 | N | R_PB2SES_5 | 29.95 |
| 12/1/2010 4:55 | N | R_PBSES_2 | 29.95 |
| 12/1/2010 4:55 | N | AUTO_EPS_390 | 23.2 |
| 12/1/2010 4:58 | N | DC_ROAD_L_B | 22.12 |
| 12/1/2010 4:58 | N | DC_EGPS_L_A | 22.5 |
| 12/1/2010 4:58 | N | H_HOLLOW_E_1 | 21.81 |
| 12/1/2010 4:58 | N | HHOLLOW4_E_1 | 21.81 |
| 12/1/2010 4:58 | N | R_LH2SES_1 | 22.05 |
| 12/1/2010 4:58 | N | R_PB2SES_1 | 28.67 |
| 12/1/2010 4:58 | N | R_PB2SES_2 | 28.67 |
| 12/1/2010 4:58 | N | R_PB2SES_3 | 28.67 |
| 12/1/2010 4:58 | N | R_PB2SES_4 | 28.67 |
| 12/1/2010 4:58 | N | R_PB2SES_5 | 28.67 |
| 12/1/2010 4:58 | N | R_PBSES_2 | 28.67 |
| 12/1/2010 4:58 | N | AUTO_EPS_390 | 22.06 |
| 12/1/2010 6:56 | N | DC_ROAD_L_B | 47.88 |
| 12/1/2010 6:56 | N | DC_EGPS_L_A | 48.19 |
| 12/1/2010 6:56 | N | H_HOLLOW_E_1 | 42.59 |
| 12/1/2010 6:56 | N | HHOLLOW4_E_1 | 42.59 |
| 12/1/2010 6:56 | N | R_LH2SES_1 | 36.96 |

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| 12/1/2010 6:56 | N | R_PBSES_2 | 42.34 |
| 12/1/2010 6:56 | N | AUTO_EPS_390 | 34.44 |
| 12/1/2010 6:57 | N | DC_ROAD_L_B | 47.41 |
| 12/1/2010 6:57 | N | DC_EGPS_L_A | 47.72 |
| 12/1/2010 6:57 | N | H_HOLLOW_E_1 | 42.12 |
| 12/1/2010 6:57 | N | HHOLLOW4_E_1 | 42.12 |
| 12/1/2010 6:57 | N | R_LH2SES_1 | 36.49 |
| 12/1/2010 6:57 | N | R_PBSES_2 | 41.86 |
| 12/1/2010 6:57 | N | AUTO_EPS_390 | 33.97 |
| 12/1/2010 7:00 | N | DC_ROAD_L_B | 44.04 |
| 12/1/2010 7:00 | N | DC_EGPS_L_A | 44.34 |
| 12/1/2010 7:00 | N | H_HOLLOW_E_1 | 38.74 |
| 12/1/2010 7:00 | N | HHOLLOW4_E_1 | 38.74 |
| 12/1/2010 7:00 | N | R_LH2SES_1 | 33.12 |
| 12/1/2010 7:00 | N | R_PBSES_2 | 38.49 |
| 12/1/2010 7:00 | N | AUTO_EPS_390 | 30.6 |
| 12/1/2010 10:19 | N | DC_ROAD_L_B | 26.5 |
| 12/1/2010 10:19 | N | DC_EGPS_L_A | 26.63 |
| 12/1/2010 10:19 | N | H_HOLLOW_E_1 | 26.5 |
| 12/1/2010 10:19 | N | HHOLLOW4_E_1 | 26.5 |
| 12/1/2010 10:19 | N | R_LH2SES_1 | 26.47 |
| 12/1/2010 10:19 | N | R_PBSES_2 | 43.84 |
| 12/1/2010 10:19 | N | AUTO_EPS_390 | 26.47 |
| 12/1/2010 10:20 | N | DC_ROAD_L_B | 26.39 |
| 12/1/2010 10:20 | N | DC_EGPS_L_A | 26.52 |
| 12/1/2010 10:20 | N | H_HOLLOW_E_1 | 26.38 |
| 12/1/2010 10:20 | N | HHOLLOW4_E_1 | 26.38 |
| 12/1/2010 10:20 | N | R_LH2SES_1 | 26.36 |
| 12/1/2010 10:20 | N | R_PBSES_2 | 43.84 |
| 12/1/2010 10:20 | N | AUTO_EPS_390 | 26.36 |
| 12/1/2010 10:21 | N | DC_ROAD_L_B | 26.47 |
| 12/1/2010 10:21 | N | DC_EGPS_L_A | 26.6 |
| 12/1/2010 10:21 | N | H_HOLLOW_E_1 | 26.46 |
| 12/1/2010 10:21 | N | HHOLLOW4_E_1 | 26.46 |
| 12/1/2010 10:21 | N | R_LH2SES_1 | 26.44 |
| 12/1/2010 10:21 | N | R_PBSES_2 | 43.84 |
| 12/1/2010 10:21 | N | AUTO_EPS_390 | 26.44 |
| 12/1/2010 10:25 | N | DC_ROAD_L_B | 26.35 |
| 12/1/2010 10:25 | N | DC_EGPS_L_A | 26.48 |
| 12/1/2010 10:25 | N | H_HOLLOW_E_1 | 26.35 |
| 12/1/2010 10:25 | N | HHOLLOW4_E_1 | 26.35 |
| 12/1/2010 10:25 | N | R_LH2SES_1 | 26.32 |
| 12/1/2010 10:25 | N | R_PBSES_2 | 43.84 |
| 12/1/2010 10:25 | N | AUTO_EPS_390 | 26.33 |
| 12/1/2010 10:30 | N | DC_ROAD_L_B | 26.42 |
| 12/1/2010 10:30 | N | DC_EGPS_L_A | 26.55 |
| 12/1/2010 10:30 | N | H_HOLLOW_E_1 | 26.41 |

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| 12/1/2010 10:30 | N | HHOLLOW4_E_1 | 26.41 |
| 12/1/2010 10:30 | N | R_LH2SES_1 | 26.39 |
| 12/1/2010 10:30 | N | R_PBSES_2 | 43.84 |
| 12/1/2010 10:30 | N | AUTO_EPS_390 | 26.39 |
| 12/1/2010 10:31 | N | DC_ROAD_L_B | 26.28 |
| 12/1/2010 10:31 | N | DC_EGPS_L_A | 26.41 |
| 12/1/2010 10:31 | N | H_HOLLOW_E_1 | 26.28 |
| 12/1/2010 10:31 | N | HHOLLOW4_E_1 | 26.28 |
| 12/1/2010 10:31 | N | R_LH2SES_1 | 26.25 |
| 12/1/2010 10:31 | N | R_PBSES_2 | 43.84 |
| 12/1/2010 10:31 | N | AUTO_EPS_390 | 26.25 |
| 12/1/2010 10:35 | N | DC_ROAD_L_B | 26.54 |
| 12/1/2010 10:35 | N | DC_EGPS_L_A | 28 |
| 12/1/2010 10:35 | N | H_HOLLOW_E_1 | 26.43 |
| 12/1/2010 10:35 | N | HHOLLOW4_E_1 | 26.43 |
| 12/1/2010 10:35 | N | R_LH2SES_1 | 26.26 |
| 12/1/2010 10:35 | N | R_PBSES_2 | 190.79 |
| 12/1/2010 10:35 | N | AUTO_EPS_390 | 26.29 |
| 12/1/2010 10:36 | N | DC_ROAD_L_B | 26.45 |
| 12/1/2010 10:36 | N | DC_EGPS_L_A | 27.91 |
| 12/1/2010 10:36 | N | H_HOLLOW_E_1 | 26.34 |
| 12/1/2010 10:36 | N | HHOLLOW4_E_1 | 26.34 |
| 12/1/2010 10:36 | N | R_LH2SES_1 | 26.17 |
| 12/1/2010 10:36 | N | R_PBSES_2 | 190.7 |
| 12/1/2010 10:36 | N | AUTO_EPS_390 | 26.2 |
| 12/1/2010 10:40 | N | DC_ROAD_L_B | 26.47 |
| 12/1/2010 10:40 | N | DC_EGPS_L_A | 27.93 |
| 12/1/2010 10:40 | N | H_HOLLOW_E_1 | 26.36 |
| 12/1/2010 10:40 | N | HHOLLOW4_E_1 | 26.36 |
| 12/1/2010 10:40 | N | R_LH2SES_1 | 26.19 |
| 12/1/2010 10:40 | N | R_PBSES_2 | 190.69 |
| 12/1/2010 10:40 | N | AUTO_EPS_390 | 26.19 |
| 12/1/2010 10:43 | N | DC_ROAD_L_B | 26.34 |
| 12/1/2010 10:43 | N | DC_EGPS_L_A | 27.79 |
| 12/1/2010 10:43 | N | H_HOLLOW_E_1 | 26.22 |
| 12/1/2010 10:43 | N | HHOLLOW4_E_1 | 26.22 |
| 12/1/2010 10:43 | N | R_LH2SES_1 | 26.06 |
| 12/1/2010 10:43 | N | R_PBSES_2 | 190.58 |
| 12/1/2010 10:43 | N | AUTO_EPS_390 | 26.06 |
| 12/1/2010 10:45 | N | DC_ROAD_L_B | 26.3 |
| 12/1/2010 10:45 | N | DC_EGPS_L_A | 27.75 |
| 12/1/2010 10:45 | N | H_HOLLOW_E_1 | 26.18 |
| 12/1/2010 10:45 | N | HHOLLOW4_E_1 | 26.18 |
| 12/1/2010 10:45 | N | R_LH2SES_1 | 26.02 |
| 12/1/2010 10:45 | N | R_PBSES_2 | 190.54 |
| 12/1/2010 10:45 | N | AUTO_EPS_390 | 26.02 |
| 12/1/2010 10:50 | N | DC_ROAD_L_B | 26.23 |

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| 12/1/2010 10:50 | N | DC_EGPS_L_A | 27.68 |
| 12/1/2010 10:50 | N | H_HOLLOW_E_1 | 26.11 |
| 12/1/2010 10:50 | N | HHOLLOW4_E_1 | 26.11 |
| 12/1/2010 10:50 | N | R_LH2SES_1 | 25.95 |
| 12/1/2010 10:50 | N | R_PBSES_2 | 190.47 |
| 12/1/2010 10:50 | N | AUTO_EPS_390 | 25.97 |
| 12/1/2010 10:54 | N | DC_ROAD_L_B | 25.17 |
| 12/1/2010 10:54 | N | DC_EGPS_L_A | 26.63 |
| 12/1/2010 10:54 | N | H_HOLLOW_E_1 | 25.06 |
| 12/1/2010 10:54 | N | HHOLLOW4_E_1 | 25.06 |
| 12/1/2010 10:54 | N | R_LH2SES_1 | 24.89 |
| 12/1/2010 10:54 | N | R_PBSES_2 | 189.39 |
| 12/1/2010 10:54 | N | AUTO_EPS_390 | 24.89 |
| 12/1/2010 10:55 | N | DC_ROAD_L_B | 24.26 |
| 12/1/2010 10:55 | N | DC_EGPS_L_A | 25.72 |
| 12/1/2010 10:55 | N | H_HOLLOW_E_1 | 24.15 |
| 12/1/2010 10:55 | N | HHOLLOW4_E_1 | 24.15 |
| 12/1/2010 10:55 | N | R_LH2SES_1 | 23.98 |
| 12/1/2010 10:55 | N | R_PBSES_2 | 188.48 |
| 12/1/2010 10:55 | N | AUTO_EPS_390 | 23.98 |
| 12/1/2010 11:00 | N | DC_ROAD_L_B | 22.31 |
| 12/1/2010 11:00 | N | DC_EGPS_L_A | 23.76 |
| 12/1/2010 11:00 | N | H_HOLLOW_E_1 | 22.19 |
| 12/1/2010 11:00 | N | HHOLLOW4_E_1 | 22.19 |
| 12/1/2010 11:00 | N | R_LH2SES_1 | 22.03 |
| 12/1/2010 11:00 | N | R_PBSES_2 | 186.55 |
| 12/1/2010 11:00 | N | AUTO_EPS_390 | 22.03 |
| 12/1/2010 11:05 | N | DC_ROAD_L_B | 23.85 |
| 12/1/2010 11:05 | N | DC_EGPS_L_A | 25.31 |
| 12/1/2010 11:05 | N | H_HOLLOW_E_1 | 23.74 |
| 12/1/2010 11:05 | N | HHOLLOW4_E_1 | 23.74 |
| 12/1/2010 11:05 | N | R_LH2SES_1 | 23.57 |
| 12/1/2010 11:05 | N | R_PBSES_2 | 188.1 |
| 12/1/2010 11:05 | N | AUTO_EPS_390 | 23.57 |
| 12/1/2010 11:06 | N | DC_ROAD_L_B | 23.71 |
| 12/1/2010 11:06 | N | DC_EGPS_L_A | 25.17 |
| 12/1/2010 11:06 | N | H_HOLLOW_E_1 | 23.6 |
| 12/1/2010 11:06 | N | HHOLLOW4_E_1 | 23.6 |
| 12/1/2010 11:06 | N | R_LH2SES_1 | 23.43 |
| 12/1/2010 11:06 | N | R_PBSES_2 | 187.96 |
| 12/1/2010 11:06 | N | AUTO_EPS_390 | 23.43 |
| 12/1/2010 11:07 | N | DC_ROAD_L_B | 24.24 |
| 12/1/2010 11:07 | N | DC_EGPS_L_A | 25.69 |
| 12/1/2010 11:07 | N | H_HOLLOW_E_1 | 24.12 |
| 12/1/2010 11:07 | N | HHOLLOW4_E_1 | 24.12 |
| 12/1/2010 11:07 | N | R_LH2SES_1 | 23.96 |
| 12/1/2010 11:07 | N | R_PBSES_2 | 188.48 |

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| 12/1/2010 11:07 | N | AUTO_EPS_390 | 23.96 |
| 12/1/2010 11:10 | N | DC_ROAD_L_B | 24.27 |
| 12/1/2010 11:10 | N | DC_EGPS_L_A | 24.45 |
| 12/1/2010 11:10 | N | H_HOLLOW_E_1 | 24.26 |
| 12/1/2010 11:10 | N | HHOLLOW4_E_1 | 24.26 |
| 12/1/2010 11:10 | N | R_LH2SES_1 | 24.24 |
| 12/1/2010 11:10 | N | R_PBSES_2 | 43.84 |
| 12/1/2010 11:10 | N | AUTO_EPS_390 | 24.24 |
| 12/1/2010 11:13 | N | DC_ROAD_L_B | 24.92 |
| 12/1/2010 11:13 | N | DC_EGPS_L_A | 25.09 |
| 12/1/2010 11:13 | N | H_HOLLOW_E_1 | 24.91 |
| 12/1/2010 11:13 | N | HHOLLOW4_E_1 | 24.91 |
| 12/1/2010 11:13 | N | R_LH2SES_1 | 24.89 |
| 12/1/2010 11:13 | N | R_PBSES_2 | 43.84 |
| 12/1/2010 11:13 | N | AUTO_EPS_390 | 24.89 |
| 12/1/2010 11:15 | N | DC_ROAD_L_B | 24.25 |
| 12/1/2010 11:15 | N | DC_EGPS_L_A | 24.43 |
| 12/1/2010 11:15 | N | H_HOLLOW_E_1 | 24.24 |
| 12/1/2010 11:15 | N | HHOLLOW4_E_1 | 24.24 |
| 12/1/2010 11:15 | N | R_LH2SES_1 | 24.22 |
| 12/1/2010 11:15 | N | R_PBSES_2 | 43.84 |
| 12/1/2010 11:15 | N | AUTO_EPS_390 | 24.22 |
| 12/1/2010 11:20 | N | DC_ROAD_L_B | 24.59 |
| 12/1/2010 11:20 | N | DC_EGPS_L_A | 26.04 |
| 12/1/2010 11:20 | N | H_HOLLOW_E_1 | 24.48 |
| 12/1/2010 11:20 | N | HHOLLOW4_E_1 | 24.48 |
| 12/1/2010 11:20 | N | R_LH2SES_1 | 24.31 |
| 12/1/2010 11:20 | N | R_PBSES_2 | 188.84 |
| 12/1/2010 11:20 | N | AUTO_EPS_390 | 24.34 |
| 12/1/2010 11:25 | N | DC_ROAD_L_B | 23.74 |
| 12/1/2010 11:25 | N | DC_EGPS_L_A | 23.92 |
| 12/1/2010 11:25 | N | H_HOLLOW_E_1 | 23.73 |
| 12/1/2010 11:25 | N | HHOLLOW4_E_1 | 23.73 |
| 12/1/2010 11:25 | N | R_LH2SES_1 | 23.71 |
| 12/1/2010 11:25 | N | R_PBSES_2 | 43.84 |
| 12/1/2010 11:25 | N | AUTO_EPS_390 | 23.71 |
| 12/1/2010 11:30 | N | DC_ROAD_L_B | 23.64 |
| 12/1/2010 11:30 | N | DC_EGPS_L_A | 23.82 |
| 12/1/2010 11:30 | N | H_HOLLOW_E_1 | 23.63 |
| 12/1/2010 11:30 | N | HHOLLOW4_E_1 | 23.63 |
| 12/1/2010 11:30 | N | R_LH2SES_1 | 23.61 |
| 12/1/2010 11:30 | N | R_PBSES_2 | 43.84 |
| 12/1/2010 11:30 | N | AUTO_EPS_390 | 23.61 |
| 12/1/2010 11:35 | N | DC_ROAD_L_B | 23.58 |
| 12/1/2010 11:35 | N | DC_EGPS_L_A | 23.76 |
| 12/1/2010 11:35 | N | H_HOLLOW_E_1 | 23.57 |
| 12/1/2010 11:35 | N | HHOLLOW4_E_1 | 23.57 |

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| 12/1/2010 11:35 | N | R_LH2SES_1 | 23.55 |
| 12/1/2010 11:35 | N | R_PBSES_2 | 43.84 |
| 12/1/2010 11:35 | N | AUTO_EPS_390 | 23.55 |
| 12/1/2010 11:40 | N | DC_ROAD_L_B | 22.46 |
| 12/1/2010 11:40 | N | DC_EGPS_L_A | 22.65 |
| 12/1/2010 11:40 | N | H_HOLLOW_E_1 | 22.44 |
| 12/1/2010 11:40 | N | HHOLLOW4_E_1 | 22.44 |
| 12/1/2010 11:40 | N | R_LH2SES_1 | 22.42 |
| 12/1/2010 11:40 | N | R_PBSES_2 | 43.84 |
| 12/1/2010 11:40 | N | AUTO_EPS_390 | 22.42 |
| 12/1/2010 11:45 | N | DC_ROAD_L_B | 23.45 |
| 12/1/2010 11:45 | N | DC_EGPS_L_A | 23.63 |
| 12/1/2010 11:45 | N | H_HOLLOW_E_1 | 23.43 |
| 12/1/2010 11:45 | N | HHOLLOW4_E_1 | 23.43 |
| 12/1/2010 11:45 | N | R_LH2SES_1 | 23.41 |
| 12/1/2010 11:45 | N | R_PBSES_2 | 43.84 |
| 12/1/2010 11:45 | N | AUTO_EPS_390 | 23.42 |
| 12/1/2010 11:50 | N | DC_ROAD_L_B | 22.13 |
| 12/1/2010 11:50 | N | DC_EGPS_L_A | 22.32 |
| 12/1/2010 11:50 | N | H_HOLLOW_E_1 | 22.11 |
| 12/1/2010 11:50 | N | HHOLLOW4_E_1 | 22.11 |
| 12/1/2010 11:50 | N | R_LH2SES_1 | 22.09 |
| 12/1/2010 11:50 | N | R_PBSES_2 | 43.84 |
| 12/1/2010 11:50 | N | AUTO_EPS_390 | 22.1 |
| 12/1/2010 11:55 | N | DC_ROAD_L_B | 21.66 |
| 12/1/2010 11:55 | N | DC_EGPS_L_A | 21.85 |
| 12/1/2010 11:55 | N | H_HOLLOW_E_1 | 21.64 |
| 12/1/2010 11:55 | N | HHOLLOW4_E_1 | 21.64 |
| 12/1/2010 11:55 | N | R_LH2SES_1 | 21.62 |
| 12/1/2010 11:55 | N | R_PBSES_2 | 43.84 |
| 12/1/2010 11:55 | N | AUTO_EPS_390 | 21.62 |
| 12/1/2010 12:00 | N | DC_ROAD_L_B | 21.62 |
| 12/1/2010 12:00 | N | DC_EGPS_L_A | 21.81 |
| 12/1/2010 12:00 | N | H_HOLLOW_E_1 | 21.6 |
| 12/1/2010 12:00 | N | HHOLLOW4_E_1 | 21.6 |
| 12/1/2010 12:00 | N | R_LH2SES_1 | 21.58 |
| 12/1/2010 12:00 | N | R_PBSES_2 | 43.84 |
| 12/1/2010 12:00 | N | AUTO_EPS_390 | 21.58 |
| 12/1/2010 12:10 | N | DC_ROAD_L_B | 22.05 |
| 12/1/2010 12:10 | N | DC_EGPS_L_A | 22.24 |
| 12/1/2010 12:10 | N | H_HOLLOW_E_1 | 22.04 |
| 12/1/2010 12:10 | N | HHOLLOW4_E_1 | 22.04 |
| 12/1/2010 12:10 | N | R_LH2SES_1 | 22.01 |
| 12/1/2010 12:10 | N | R_PBSES_2 | 43.84 |
| 12/1/2010 12:10 | N | AUTO_EPS_390 | 22.02 |
| 12/1/2010 12:15 | N | DC_ROAD_L_B | 21.79 |
| 12/1/2010 12:15 | N | DC_EGPS_L_A | 21.99 |

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| 12/1/2010 12:15 | N | H_HOLLOW_E_1 | 21.78 |
| 12/1/2010 12:15 | N | HHOLLOW4_E_1 | 21.78 |
| 12/1/2010 12:15 | N | R_LH2SES_1 | 21.76 |
| 12/1/2010 12:15 | N | R_PBSES_2 | 43.84 |
| 12/1/2010 12:15 | N | AUTO_EPS_390 | 21.76 |
| 12/1/2010 12:30 | N | DC_ROAD_L_B | 21.6 |
| 12/1/2010 12:30 | N | DC_EGPS_L_A | 21.8 |
| 12/1/2010 12:30 | N | H_HOLLOW_E_1 | 21.59 |
| 12/1/2010 12:30 | N | HHOLLOW4_E_1 | 21.59 |
| 12/1/2010 12:30 | N | R_LH2SES_1 | 21.56 |
| 12/1/2010 12:30 | N | R_PBSES_2 | 43.84 |
| 12/1/2010 12:30 | N | AUTO_EPS_390 | 21.56 |
| 12/1/2010 12:35 | N | DC_ROAD_L_B | 21.62 |
| 12/1/2010 12:35 | N | DC_EGPS_L_A | 21.82 |
| 12/1/2010 12:35 | N | H_HOLLOW_E_1 | 21.61 |
| 12/1/2010 12:35 | N | HHOLLOW4_E_1 | 21.61 |
| 12/1/2010 12:35 | N | R_LH2SES_1 | 21.58 |
| 12/1/2010 12:35 | N | R_PBSES_2 | 43.84 |
| 12/1/2010 12:35 | N | AUTO_EPS_390 | 21.58 |
| 12/1/2010 12:40 | N | DC_ROAD_L_B | 21.61 |
| 12/1/2010 12:40 | N | DC_EGPS_L_A | 21.8 |
| 12/1/2010 12:40 | N | H_HOLLOW_E_1 | 21.59 |
| 12/1/2010 12:40 | N | HHOLLOW4_E_1 | 21.59 |
| 12/1/2010 12:40 | N | R_LH2SES_1 | 21.57 |
| 12/1/2010 12:40 | N | R_PBSES_2 | 43.84 |
| 12/1/2010 12:40 | N | AUTO_EPS_390 | 21.57 |
| 12/1/2010 14:35 | N | DC_ROAD_L_B | 21.63 |
| 12/1/2010 14:35 | N | DC_EGPS_L_A | 21.96 |
| 12/1/2010 14:35 | N | H_HOLLOW_E_1 | 21.53 |
| 12/1/2010 14:35 | N | HHOLLOW4_E_1 | 21.53 |
| 12/1/2010 14:35 | N | R_LH2SES_1 | 21.56 |
| 12/1/2010 14:35 | N | R_PBSES_2 | 43.84 |
| 12/1/2010 14:35 | N | AUTO_EPS_390 | 21.56 |
| 12/1/2010 20:33 | N | DC_ROAD_L_B | 23.79 |
| 12/1/2010 20:33 | N | DC_EGPS_L_A | 19.24 |
| 12/1/2010 20:33 | N | H_HOLLOW_E_1 | 0.46 |
| 12/1/2010 20:33 | N | HHOLLOW4_E_1 | 0.46 |
| 12/1/2010 20:33 | N | R_LH2SES_1 | 25.35 |
| 12/1/2010 20:33 | N | R_PB2SES_1 | 0.24 |
| 12/1/2010 20:33 | N | R_PB2SES_2 | 0.24 |
| 12/1/2010 20:33 | N | R_PB2SES_3 | 0.24 |
| 12/1/2010 20:33 | N | R_PB2SES_4 | 0.24 |
| 12/1/2010 20:33 | N | R_PB2SES_5 | 0.24 |
| 12/1/2010 20:33 | N | R_PBSES_2 | 0.24 |
| 12/1/2010 20:33 | N | AUTO_EPS_390 | 25.25 |
| 12/1/2010 20:35 | N | DC_ROAD_L_B | 22.97 |
| 12/1/2010 20:35 | N | DC_EGPS_L_A | 18.51 |

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| 12/1/2010 20:35 | N | H_HOLLOW_E_1 | 0.08 |
| 12/1/2010 20:35 | N | HHOLLOW4_E_1 | 0.08 |
| 12/1/2010 20:35 | N | R_LH2SES_1 | 24.5 |
| 12/1/2010 20:35 | N | R_PB2SES_1 | -0.14 |
| 12/1/2010 20:35 | N | R_PB2SES_2 | -0.14 |
| 12/1/2010 20:35 | N | R_PB2SES_3 | -0.14 |
| 12/1/2010 20:35 | N | R_PB2SES_4 | -0.14 |
| 12/1/2010 20:35 | N | R_PB2SES_5 | -0.14 |
| 12/1/2010 20:35 | N | R_PBSES_2 | -0.14 |
| 12/1/2010 20:35 | N | AUTO_EPS_390 | 24.4 |
| 12/1/2010 20:40 | N | DC_ROAD_L_B | 22.77 |
| 12/1/2010 20:40 | N | DC_EGPS_L_A | 18.35 |
| 12/1/2010 20:40 | N | H_HOLLOW_E_1 | 0.14 |
| 12/1/2010 20:40 | N | HHOLLOW4_E_1 | 0.14 |
| 12/1/2010 20:40 | N | R_LH2SES_1 | 24.28 |
| 12/1/2010 20:40 | N | R_PB2SES_1 | -0.07 |
| 12/1/2010 20:40 | N | R_PB2SES_2 | -0.07 |
| 12/1/2010 20:40 | N | R_PB2SES_3 | -0.07 |
| 12/1/2010 20:40 | N | R_PB2SES_4 | -0.07 |
| 12/1/2010 20:40 | N | R_PB2SES_5 | -0.07 |
| 12/1/2010 20:40 | N | R_PBSES_2 | -0.07 |
| 12/1/2010 20:40 | N | AUTO_EPS_390 | 24.18 |
| 12/1/2010 20:45 | N | DC_ROAD_L_B | 23.81 |
| 12/1/2010 20:45 | N | DC_EGPS_L_A | 19.09 |
| 12/1/2010 20:45 | N | H_HOLLOW_E_1 | -0.35 |
| 12/1/2010 20:45 | N | HHOLLOW4_E_1 | -0.35 |
| 12/1/2010 20:45 | N | R_LH2SES_1 | 25.42 |
| 12/1/2010 20:45 | N | R_PB2SES_1 | -0.58 |
| 12/1/2010 20:45 | N | R_PB2SES_2 | -0.58 |
| 12/1/2010 20:45 | N | R_PB2SES_3 | -0.58 |
| 12/1/2010 20:45 | N | R_PB2SES_4 | -0.58 |
| 12/1/2010 20:45 | N | R_PB2SES_5 | -0.58 |
| 12/1/2010 20:45 | N | R_PBSES_2 | -0.58 |
| 12/1/2010 20:45 | N | AUTO_EPS_390 | 25.32 |
| 12/1/2010 20:50 | N | DC_ROAD_L_B | 23.58 |
| 12/1/2010 20:50 | N | DC_EGPS_L_A | 18.91 |
| 12/1/2010 20:50 | N | H_HOLLOW_E_1 | -0.35 |
| 12/1/2010 20:50 | N | HHOLLOW4_E_1 | -0.35 |
| 12/1/2010 20:50 | N | R_LH2SES_1 | 25.18 |
| 12/1/2010 20:50 | N | R_PB2SES_1 | -0.58 |
| 12/1/2010 20:50 | N | R_PB2SES_2 | -0.58 |
| 12/1/2010 20:50 | N | R_PB2SES_3 | -0.58 |
| 12/1/2010 20:50 | N | R_PB2SES_4 | -0.58 |
| 12/1/2010 20:50 | N | R_PB2SES_5 | -0.58 |
| 12/1/2010 20:50 | N | R_PBSES_2 | -0.58 |
| 12/1/2010 20:50 | N | AUTO_EPS_390 | 25.08 |
| 12/1/2010 20:55 | N | DC_ROAD_L_B | 23.4 |

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| 12/1/2010 20:55 | N | DC_EGPS_L_A | 18.75 |
| 12/1/2010 20:55 | N | H_HOLLOW_E_1 | -0.41 |
| 12/1/2010 20:55 | N | HHOLLOW4_E_1 | -0.41 |
| 12/1/2010 20:55 | N | R_LH2SES_1 | 24.99 |
| 12/1/2010 20:55 | N | R_PB2SES_1 | -0.63 |
| 12/1/2010 20:55 | N | R_PB2SES_2 | -0.63 |
| 12/1/2010 20:55 | N | R_PB2SES_3 | -0.63 |
| 12/1/2010 20:55 | N | R_PB2SES_4 | -0.63 |
| 12/1/2010 20:55 | N | R_PB2SES_5 | -0.63 |
| 12/1/2010 20:55 | N | R_PBSES_2 | -0.63 |
| 12/1/2010 20:55 | N | AUTO_EPS_390 | 24.89 |
| 12/1/2010 21:00 | N | DC_ROAD_L_B | 23.54 |
| 12/1/2010 21:00 | N | DC_EGPS_L_A | 18.87 |
| 12/1/2010 21:00 | N | H_HOLLOW_E_1 | -0.41 |
| 12/1/2010 21:00 | N | HHOLLOW4_E_1 | -0.41 |
| 12/1/2010 21:00 | N | R_LH2SES_1 | 25.14 |
| 12/1/2010 21:00 | N | R_PB2SES_1 | -0.63 |
| 12/1/2010 21:00 | N | R_PB2SES_2 | -0.63 |
| 12/1/2010 21:00 | N | R_PB2SES_3 | -0.63 |
| 12/1/2010 21:00 | N | R_PB2SES_4 | -0.63 |
| 12/1/2010 21:00 | N | R_PB2SES_5 | -0.63 |
| 12/1/2010 21:00 | N | R_PBSES_2 | -0.63 |
| 12/1/2010 21:00 | N | AUTO_EPS_390 | 25.04 |
| 12/1/2010 21:05 | N | DC_ROAD_L_B | 21.32 |
| 12/1/2010 21:05 | N | DC_EGPS_L_A | 17.08 |
| 12/1/2010 21:05 | N | H_HOLLOW_E_1 | -0.41 |
| 12/1/2010 21:05 | N | HHOLLOW4_E_1 | -0.41 |
| 12/1/2010 21:05 | N | R_LH2SES_1 | 22.76 |
| 12/1/2010 21:05 | N | R_PB2SES_1 | -0.61 |
| 12/1/2010 21:05 | N | R_PB2SES_2 | -0.61 |
| 12/1/2010 21:05 | N | R_PB2SES_3 | -0.61 |
| 12/1/2010 21:05 | N | R_PB2SES_4 | -0.61 |
| 12/1/2010 21:05 | N | R_PB2SES_5 | -0.61 |
| 12/1/2010 21:05 | N | R_PBSES_2 | -0.61 |
| 12/1/2010 21:05 | N | AUTO_EPS_390 | 22.67 |
| 12/1/2010 21:10 | N | DC_ROAD_L_B | 21.59 |
| 12/1/2010 21:10 | N | DC_EGPS_L_A | 17.37 |
| 12/1/2010 21:10 | N | H_HOLLOW_E_1 | -0.02 |
| 12/1/2010 21:10 | N | HHOLLOW4_E_1 | -0.02 |
| 12/1/2010 21:10 | N | R_LH2SES_1 | 23.03 |
| 12/1/2010 21:10 | N | R_PB2SES_1 | -0.22 |
| 12/1/2010 21:10 | N | R_PB2SES_2 | -0.22 |
| 12/1/2010 21:10 | N | R_PB2SES_3 | -0.22 |
| 12/1/2010 21:10 | N | R_PB2SES_4 | -0.22 |
| 12/1/2010 21:10 | N | R_PB2SES_5 | -0.22 |
| 12/1/2010 21:10 | N | R_PBSES_2 | -0.22 |
| 12/1/2010 21:10 | N | AUTO_EPS_390 | 22.94 |

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| 12/1/2010 21:15 | N | DC_ROAD_L_B | 21.13 |
| 12/1/2010 21:15 | N | DC_EGPS_L_A | 17.02 |
| 12/1/2010 21:15 | N | H_HOLLOW_E_1 | 0.06 |
| 12/1/2010 21:15 | N | HHOLLOW4_E_1 | 0.06 |
| 12/1/2010 21:15 | N | R_LH2SES_1 | 22.54 |
| 12/1/2010 21:15 | N | R_PB2SES_1 | -0.14 |
| 12/1/2010 21:15 | N | R_PB2SES_2 | -0.14 |
| 12/1/2010 21:15 | N | R_PB2SES_3 | -0.14 |
| 12/1/2010 21:15 | N | R_PB2SES_4 | -0.14 |
| 12/1/2010 21:15 | N | R_PB2SES_5 | -0.14 |
| 12/1/2010 21:15 | N | R_PBSES_2 | -0.14 |
| 12/1/2010 21:15 | N | AUTO_EPS_390 | 22.45 |
| 12/1/2010 21:20 | N | DC_ROAD_L_B | 20.66 |
| 12/1/2010 21:20 | N | DC_EGPS_L_A | 16.62 |
| 12/1/2010 21:20 | N | H_HOLLOW_E_1 | -0.02 |
| 12/1/2010 21:20 | N | HHOLLOW4_E_1 | -0.02 |
| 12/1/2010 21:20 | N | R_LH2SES_1 | 22.04 |
| 12/1/2010 21:20 | N | R_PB2SES_1 | -0.21 |
| 12/1/2010 21:20 | N | R_PB2SES_2 | -0.21 |
| 12/1/2010 21:20 | N | R_PB2SES_3 | -0.21 |
| 12/1/2010 21:20 | N | R_PB2SES_4 | -0.21 |
| 12/1/2010 21:20 | N | R_PB2SES_5 | -0.21 |
| 12/1/2010 21:20 | N | R_PBSES_2 | -0.21 |
| 12/1/2010 21:20 | N | AUTO_EPS_390 | 21.95 |
| 12/1/2010 21:25 | N | DC_ROAD_L_B | 20.61 |
| 12/1/2010 21:25 | N | DC_EGPS_L_A | 16.59 |
| 12/1/2010 21:25 | N | H_HOLLOW_E_1 | 0.01 |
| 12/1/2010 21:25 | N | HHOLLOW4_E_1 | 0.01 |
| 12/1/2010 21:25 | N | R_LH2SES_1 | 21.98 |
| 12/1/2010 21:25 | N | R_PB2SES_1 | -0.18 |
| 12/1/2010 21:25 | N | R_PB2SES_2 | -0.18 |
| 12/1/2010 21:25 | N | R_PB2SES_3 | -0.18 |
| 12/1/2010 21:25 | N | R_PB2SES_4 | -0.18 |
| 12/1/2010 21:25 | N | R_PB2SES_5 | -0.18 |
| 12/1/2010 21:25 | N | R_PBSES_2 | -0.18 |
| 12/1/2010 21:25 | N | AUTO_EPS_390 | 21.89 |
| 12/1/2010 21:30 | N | DC_ROAD_L_B | 20.71 |
| 12/1/2010 21:30 | N | DC_EGPS_L_A | 16.59 |
| 12/1/2010 21:30 | N | H_HOLLOW_E_1 | -0.42 |
| 12/1/2010 21:30 | N | HHOLLOW4_E_1 | -0.42 |
| 12/1/2010 21:30 | N | R_LH2SES_1 | 22.12 |
| 12/1/2010 21:30 | N | R_PB2SES_1 | -0.62 |
| 12/1/2010 21:30 | N | R_PB2SES_2 | -0.62 |
| 12/1/2010 21:30 | N | R_PB2SES_3 | -0.62 |
| 12/1/2010 21:30 | N | R_PB2SES_4 | -0.62 |
| 12/1/2010 21:30 | N | R_PB2SES_5 | -0.62 |
| 12/1/2010 21:30 | N | R_PBSES_2 | -0.62 |

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| 12/1/2010 21:30 | N | AUTO_EPS_390 | 22.03 |
| 12/1/2010 21:35 | N | DC_ROAD_L_B | 20.21 |
| 12/1/2010 21:35 | N | DC_EGPS_L_A | 16.18 |
| 12/1/2010 21:35 | N | H_HOLLOW_E_1 | -0.44 |
| 12/1/2010 21:35 | N | HHOLLOW4_E_1 | -0.44 |
| 12/1/2010 21:35 | N | R_LH2SES_1 | 21.59 |
| 12/1/2010 21:35 | N | R_PB2SES_1 | -0.63 |
| 12/1/2010 21:35 | N | R_PB2SES_2 | -0.63 |
| 12/1/2010 21:35 | N | R_PB2SES_3 | -0.63 |
| 12/1/2010 21:35 | N | R_PB2SES_4 | -0.63 |
| 12/1/2010 21:35 | N | R_PB2SES_5 | -0.63 |
| 12/1/2010 21:35 | N | R_PBSES_2 | -0.63 |
| 12/1/2010 21:35 | N | AUTO_EPS_390 | 21.5 |
| 12/1/2010 21:40 | N | DC_ROAD_L_B | 20.23 |
| 12/1/2010 21:40 | N | DC_EGPS_L_A | 16.19 |
| 12/1/2010 21:40 | N | H_HOLLOW_E_1 | -0.43 |
| 12/1/2010 21:40 | N | HHOLLOW4_E_1 | -0.43 |
| 12/1/2010 21:40 | N | R_LH2SES_1 | 21.6 |
| 12/1/2010 21:40 | N | R_PB2SES_1 | -0.63 |
| 12/1/2010 21:40 | N | R_PB2SES_2 | -0.63 |
| 12/1/2010 21:40 | N | R_PB2SES_3 | -0.63 |
| 12/1/2010 21:40 | N | R_PB2SES_4 | -0.63 |
| 12/1/2010 21:40 | N | R_PB2SES_5 | -0.63 |
| 12/1/2010 21:40 | N | R_PBSES_2 | -0.63 |
| 12/1/2010 21:40 | N | AUTO_EPS_390 | 21.52 |
| 12/1/2010 21:45 | N | DC_ROAD_L_B | 20.27 |
| 12/1/2010 21:45 | N | DC_EGPS_L_A | 16.23 |
| 12/1/2010 21:45 | N | H_HOLLOW_E_1 | -0.43 |
| 12/1/2010 21:45 | N | HHOLLOW4_E_1 | -0.43 |
| 12/1/2010 21:45 | N | R_LH2SES_1 | 21.65 |
| 12/1/2010 21:45 | N | R_PB2SES_1 | -0.62 |
| 12/1/2010 21:45 | N | R_PB2SES_2 | -0.62 |
| 12/1/2010 21:45 | N | R_PB2SES_3 | -0.62 |
| 12/1/2010 21:45 | N | R_PB2SES_4 | -0.62 |
| 12/1/2010 21:45 | N | R_PB2SES_5 | -0.62 |
| 12/1/2010 21:45 | N | R_PBSES_2 | -0.62 |
| 12/1/2010 21:45 | N | AUTO_EPS_390 | 21.56 |
| 12/1/2010 21:50 | N | DC_ROAD_L_B | 19.84 |
| 12/1/2010 21:50 | N | DC_EGPS_L_A | 15.89 |
| 12/1/2010 21:50 | N | H_HOLLOW_E_1 | -0.44 |
| 12/1/2010 21:50 | N | HHOLLOW4_E_1 | -0.44 |
| 12/1/2010 21:50 | N | R_LH2SES_1 | 21.2 |
| 12/1/2010 21:50 | N | R_PB2SES_1 | -0.63 |
| 12/1/2010 21:50 | N | R_PB2SES_2 | -0.63 |
| 12/1/2010 21:50 | N | R_PB2SES_3 | -0.63 |
| 12/1/2010 21:50 | N | R_PB2SES_4 | -0.63 |
| 12/1/2010 21:50 | N | R_PB2SES_5 | -0.63 |

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| 12/1/2010 21:50 | N | R_PBSES_2 | -0.63 |
| 12/1/2010 21:50 | N | AUTO_EPS_390 | 21.11 |
| 12/1/2010 21:55 | N | DC_ROAD_L_B | 19.7 |
| 12/1/2010 21:55 | N | DC_EGPS_L_A | 15.77 |
| 12/1/2010 21:55 | N | H_HOLLOW_E_1 | -0.44 |
| 12/1/2010 21:55 | N | HHOLLOW4_E_1 | -0.44 |
| 12/1/2010 21:55 | N | R_LH2SES_1 | 21.04 |
| 12/1/2010 21:55 | N | R_PB2SES_1 | -0.63 |
| 12/1/2010 21:55 | N | R_PB2SES_2 | -0.63 |
| 12/1/2010 21:55 | N | R_PB2SES_3 | -0.63 |
| 12/1/2010 21:55 | N | R_PB2SES_4 | -0.63 |
| 12/1/2010 21:55 | N | R_PB2SES_5 | -0.63 |
| 12/1/2010 21:55 | N | R_PBSES_2 | -0.63 |
| 12/1/2010 21:55 | N | AUTO_EPS_390 | 20.95 |
| 12/1/2010 22:00 | N | DC_ROAD_L_B | 19.25 |
| 12/1/2010 22:00 | N | DC_EGPS_L_A | 15.4 |
| 12/1/2010 22:00 | N | H_HOLLOW_E_1 | -0.45 |
| 12/1/2010 22:00 | N | HHOLLOW4_E_1 | -0.45 |
| 12/1/2010 22:00 | N | R_LH2SES_1 | 20.56 |
| 12/1/2010 22:00 | N | R_PB2SES_1 | -0.64 |
| 12/1/2010 22:00 | N | R_PB2SES_2 | -0.64 |
| 12/1/2010 22:00 | N | R_PB2SES_3 | -0.64 |
| 12/1/2010 22:00 | N | R_PB2SES_4 | -0.64 |
| 12/1/2010 22:00 | N | R_PB2SES_5 | -0.64 |
| 12/1/2010 22:00 | N | R_PBSES_2 | -0.64 |
| 12/1/2010 22:00 | N | AUTO_EPS_390 | 20.47 |
| 12/1/2010 22:05 | N | DC_ROAD_L_B | 19.09 |
| 12/1/2010 22:05 | N | DC_EGPS_L_A | 15.27 |
| 12/1/2010 22:05 | N | H_HOLLOW_E_1 | -0.46 |
| 12/1/2010 22:05 | N | HHOLLOW4_E_1 | -0.46 |
| 12/1/2010 22:05 | N | R_LH2SES_1 | 20.39 |
| 12/1/2010 22:05 | N | R_PB2SES_1 | -0.64 |
| 12/1/2010 22:05 | N | R_PB2SES_2 | -0.64 |
| 12/1/2010 22:05 | N | R_PB2SES_3 | -0.64 |
| 12/1/2010 22:05 | N | R_PB2SES_4 | -0.64 |
| 12/1/2010 22:05 | N | R_PB2SES_5 | -0.64 |
| 12/1/2010 22:05 | N | R_PBSES_2 | -0.64 |
| 12/1/2010 22:05 | N | AUTO_EPS_390 | 20.31 |
| 12/1/2010 22:10 | N | DC_ROAD_L_B | 19.47 |
| 12/1/2010 22:10 | N | DC_EGPS_L_A | 15.58 |
| 12/1/2010 22:10 | N | H_HOLLOW_E_1 | -0.45 |
| 12/1/2010 22:10 | N | HHOLLOW4_E_1 | -0.45 |
| 12/1/2010 22:10 | N | R_LH2SES_1 | 20.79 |
| 12/1/2010 22:10 | N | R_PB2SES_1 | -0.63 |
| 12/1/2010 22:10 | N | R_PB2SES_2 | -0.63 |
| 12/1/2010 22:10 | N | R_PB2SES_3 | -0.63 |
| 12/1/2010 22:10 | N | R_PB2SES_4 | -0.63 |

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| 12/1/2010 22:10 | N | R_PB2SES_5 | -0.63 |
| 12/1/2010 22:10 | N | R_PBSES_2 | -0.63 |
| 12/1/2010 22:10 | N | AUTO_EPS_390 | 20.71 |
| 12/1/2010 22:15 | N | DC_ROAD_L_B | 19.11 |
| 12/1/2010 22:15 | N | DC_EGPS_L_A | 15.29 |
| 12/1/2010 22:15 | N | H_HOLLOW_E_1 | -0.45 |
| 12/1/2010 22:15 | N | HHOLLOW4_E_1 | -0.45 |
| 12/1/2010 22:15 | N | R_LH2SES_1 | 20.41 |
| 12/1/2010 22:15 | N | R_PB2SES_1 | -0.63 |
| 12/1/2010 22:15 | N | R_PB2SES_2 | -0.63 |
| 12/1/2010 22:15 | N | R_PB2SES_3 | -0.63 |
| 12/1/2010 22:15 | N | R_PB2SES_4 | -0.63 |
| 12/1/2010 22:15 | N | R_PB2SES_5 | -0.63 |
| 12/1/2010 22:15 | N | R_PBSES_2 | -0.63 |
| 12/1/2010 22:15 | N | AUTO_EPS_390 | 20.33 |
| 12/1/2010 22:20 | N | DC_ROAD_L_B | 18.68 |
| 12/1/2010 22:20 | N | DC_EGPS_L_A | 14.93 |
| 12/1/2010 22:20 | N | H_HOLLOW_E_1 | -0.45 |
| 12/1/2010 22:20 | N | HHOLLOW4_E_1 | -0.45 |
| 12/1/2010 22:20 | N | R_LH2SES_1 | 19.96 |
| 12/1/2010 22:20 | N | R_PB2SES_1 | -0.63 |
| 12/1/2010 22:20 | N | R_PB2SES_2 | -0.63 |
| 12/1/2010 22:20 | N | R_PB2SES_3 | -0.63 |
| 12/1/2010 22:20 | N | R_PB2SES_4 | -0.63 |
| 12/1/2010 22:20 | N | R_PB2SES_5 | -0.63 |
| 12/1/2010 22:20 | N | R_PBSES_2 | -0.63 |
| 12/1/2010 22:20 | N | AUTO_EPS_390 | 19.88 |
| 12/1/2010 22:25 | N | DC_ROAD_L_B | 18.75 |
| 12/1/2010 22:25 | N | DC_EGPS_L_A | 15 |
| 12/1/2010 22:25 | N | H_HOLLOW_E_1 | -0.46 |
| 12/1/2010 22:25 | N | HHOLLOW4_E_1 | -0.46 |
| 12/1/2010 22:25 | N | R_LH2SES_1 | 20.03 |
| 12/1/2010 22:25 | N | R_PB2SES_1 | -0.64 |
| 12/1/2010 22:25 | N | R_PB2SES_2 | -0.64 |
| 12/1/2010 22:25 | N | R_PB2SES_3 | -0.64 |
| 12/1/2010 22:25 | N | R_PB2SES_4 | -0.64 |
| 12/1/2010 22:25 | N | R_PB2SES_5 | -0.64 |
| 12/1/2010 22:25 | N | R_PBSES_2 | -0.64 |
| 12/1/2010 22:25 | N | AUTO_EPS_390 | 19.95 |
| 12/1/2010 22:30 | N | DC_ROAD_L_B | 18.55 |
| 12/1/2010 22:30 | N | DC_EGPS_L_A | 14.83 |
| 12/1/2010 22:30 | N | H_HOLLOW_E_1 | -0.47 |
| 12/1/2010 22:30 | N | HHOLLOW4_E_1 | -0.47 |
| 12/1/2010 22:30 | N | R_LH2SES_1 | 19.81 |
| 12/1/2010 22:30 | N | R_PB2SES_1 | -0.64 |
| 12/1/2010 22:30 | N | R_PB2SES_2 | -0.64 |
| 12/1/2010 22:30 | N | R_PB2SES_3 | -0.64 |

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| 12/1/2010 22:30 | N | R_PB2SES_4 | -0.64 |
| 12/1/2010 22:30 | N | R_PB2SES_5 | -0.64 |
| 12/1/2010 22:30 | N | R_PBSES_2 | -0.64 |
| 12/1/2010 22:30 | N | AUTO_EPS_390 | 19.73 |
| 12/1/2010 22:35 | N | DC_ROAD_L_B | 18.23 |
| 12/1/2010 22:35 | N | DC_EGPS_L_A | 14.57 |
| 12/1/2010 22:35 | N | H_HOLLOW_E_1 | -0.52 |
| 12/1/2010 22:35 | N | HHOLLOW4_E_1 | -0.52 |
| 12/1/2010 22:35 | N | R_LH2SES_1 | 19.48 |
| 12/1/2010 22:35 | N | R_PB2SES_1 | -0.7 |
| 12/1/2010 22:35 | N | R_PB2SES_2 | -0.7 |
| 12/1/2010 22:35 | N | R_PB2SES_3 | -0.7 |
| 12/1/2010 22:35 | N | R_PB2SES_4 | -0.7 |
| 12/1/2010 22:35 | N | R_PB2SES_5 | -0.7 |
| 12/1/2010 22:35 | N | R_PBSES_2 | -0.7 |
| 12/1/2010 22:35 | N | AUTO_EPS_390 | 19.4 |
| 12/1/2010 22:40 | N | DC_ROAD_L_B | 17.75 |
| 12/1/2010 22:40 | N | DC_EGPS_L_A | 14.12 |
| 12/1/2010 22:40 | N | H_HOLLOW_E_1 | -0.86 |
| 12/1/2010 22:40 | N | HHOLLOW4_E_1 | -0.86 |
| 12/1/2010 22:40 | N | R_LH2SES_1 | 18.99 |
| 12/1/2010 22:40 | N | R_PB2SES_1 | -1.03 |
| 12/1/2010 22:40 | N | R_PB2SES_2 | -1.03 |
| 12/1/2010 22:40 | N | R_PB2SES_3 | -1.03 |
| 12/1/2010 22:40 | N | R_PB2SES_4 | -1.03 |
| 12/1/2010 22:40 | N | R_PB2SES_5 | -1.03 |
| 12/1/2010 22:40 | N | R_PBSES_2 | -1.03 |
| 12/1/2010 22:40 | N | AUTO_EPS_390 | 18.91 |
| 12/1/2010 22:45 | N | DC_ROAD_L_B | 17.85 |
| 12/1/2010 22:45 | N | DC_EGPS_L_A | 14.22 |
| 12/1/2010 22:45 | N | H_HOLLOW_E_1 | -0.75 |
| 12/1/2010 22:45 | N | HHOLLOW4_E_1 | -0.75 |
| 12/1/2010 22:45 | N | R_LH2SES_1 | 19.09 |
| 12/1/2010 22:45 | N | R_PB2SES_1 | -0.92 |
| 12/1/2010 22:45 | N | R_PB2SES_2 | -0.92 |
| 12/1/2010 22:45 | N | R_PB2SES_3 | -0.92 |
| 12/1/2010 22:45 | N | R_PB2SES_4 | -0.92 |
| 12/1/2010 22:45 | N | R_PB2SES_5 | -0.92 |
| 12/1/2010 22:45 | N | R_PBSES_2 | -0.92 |
| 12/1/2010 22:45 | N | AUTO_EPS_390 | 19.01 |
| 12/1/2010 22:50 | N | DC_ROAD_L_B | 17.69 |
| 12/1/2010 22:50 | N | DC_EGPS_L_A | 14.04 |
| 12/1/2010 22:50 | N | H_HOLLOW_E_1 | -0.86 |
| 12/1/2010 22:50 | N | HHOLLOW4_E_1 | -0.86 |
| 12/1/2010 22:50 | N | R_LH2SES_1 | 18.94 |
| 12/1/2010 22:50 | N | R_PB2SES_1 | -1.03 |
| 12/1/2010 22:50 | N | R_PB2SES_2 | -1.03 |

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| 12/1/2010 22:50 | N | R_PB2SES_3 | -1.03 |
| 12/1/2010 22:50 | N | R_PB2SES_4 | -1.03 |
| 12/1/2010 22:50 | N | R_PB2SES_5 | -1.03 |
| 12/1/2010 22:50 | N | R_PBSES_2 | -1.03 |
| 12/1/2010 22:50 | N | AUTO_EPS_390 | 18.86 |
| 12/1/2010 22:55 | N | DC_ROAD_L_B | 16.75 |
| 12/1/2010 22:55 | N | DC_EGPS_L_A | 13.34 |
| 12/1/2010 22:55 | N | H_HOLLOW_E_1 | -0.51 |
| 12/1/2010 22:55 | N | HHOLLOW4_E_1 | -0.51 |
| 12/1/2010 22:55 | N | R_LH2SES_1 | 17.9 |
| 12/1/2010 22:55 | N | R_PB2SES_1 | -0.67 |
| 12/1/2010 22:55 | N | R_PB2SES_2 | -0.67 |
| 12/1/2010 22:55 | N | R_PB2SES_3 | -0.67 |
| 12/1/2010 22:55 | N | R_PB2SES_4 | -0.67 |
| 12/1/2010 22:55 | N | R_PB2SES_5 | -0.67 |
| 12/1/2010 22:55 | N | R_PBSES_2 | -0.67 |
| 12/1/2010 22:55 | N | AUTO_EPS_390 | 17.83 |
| 12/1/2010 23:00 | N | DC_ROAD_L_B | 16.87 |
| 12/1/2010 23:00 | N | DC_EGPS_L_A | 13.44 |
| 12/1/2010 23:00 | N | H_HOLLOW_E_1 | -0.5 |
| 12/1/2010 23:00 | N | HHOLLOW4_E_1 | -0.5 |
| 12/1/2010 23:00 | N | R_LH2SES_1 | 18.04 |
| 12/1/2010 23:00 | N | R_PB2SES_1 | -0.66 |
| 12/1/2010 23:00 | N | R_PB2SES_2 | -0.66 |
| 12/1/2010 23:00 | N | R_PB2SES_3 | -0.66 |
| 12/1/2010 23:00 | N | R_PB2SES_4 | -0.66 |
| 12/1/2010 23:00 | N | R_PB2SES_5 | -0.66 |
| 12/1/2010 23:00 | N | R_PBSES_2 | -0.66 |
| 12/1/2010 23:00 | N | AUTO_EPS_390 | 17.97 |
| 12/1/2010 23:05 | N | DC_ROAD_L_B | 17.82 |
| 12/1/2010 23:05 | N | DC_EGPS_L_A | 14.2 |
| 12/1/2010 23:05 | N | H_HOLLOW_E_1 | -0.52 |
| 12/1/2010 23:05 | N | HHOLLOW4_E_1 | -0.52 |
| 12/1/2010 23:05 | N | R_LH2SES_1 | 19.05 |
| 12/1/2010 23:05 | N | R_PB2SES_1 | -0.69 |
| 12/1/2010 23:05 | N | R_PB2SES_2 | -0.69 |
| 12/1/2010 23:05 | N | R_PB2SES_3 | -0.69 |
| 12/1/2010 23:05 | N | R_PB2SES_4 | -0.69 |
| 12/1/2010 23:05 | N | R_PB2SES_5 | -0.69 |
| 12/1/2010 23:05 | N | R_PBSES_2 | -0.69 |
| 12/1/2010 23:05 | N | AUTO_EPS_390 | 18.97 |
| 12/1/2010 23:10 | N | DC_ROAD_L_B | 18.34 |
| 12/1/2010 23:10 | N | DC_EGPS_L_A | 14.61 |
| 12/1/2010 23:10 | N | H_HOLLOW_E_1 | -0.54 |
| 12/1/2010 23:10 | N | HHOLLOW4_E_1 | -0.54 |
| 12/1/2010 23:10 | N | R_LH2SES_1 | 19.61 |
| 12/1/2010 23:10 | N | R_PB2SES_1 | -0.71 |

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| 12/1/2010 23:10 | N | R_PB2SES_2 | -0.71 |
| 12/1/2010 23:10 | N | R_PB2SES_3 | -0.71 |
| 12/1/2010 23:10 | N | R_PB2SES_4 | -0.71 |
| 12/1/2010 23:10 | N | R_PB2SES_5 | -0.71 |
| 12/1/2010 23:10 | N | R_PBSES_2 | -0.71 |
| 12/1/2010 23:10 | N | AUTO_EPS_390 | 19.53 |
| 12/1/2010 23:15 | N | DC_ROAD_L_B | 17.9 |
| 12/1/2010 23:15 | N | DC_EGPS_L_A | 14.25 |
| 12/1/2010 23:15 | N | H_HOLLOW_E_1 | -0.48 |
| 12/1/2010 23:15 | N | HHOLLOW4_E_1 | -0.48 |
| 12/1/2010 23:15 | N | R_LH2SES_1 | 19.14 |
| 12/1/2010 23:15 | N | R_PB2SES_1 | -0.65 |
| 12/1/2010 23:15 | N | R_PB2SES_2 | -0.65 |
| 12/1/2010 23:15 | N | R_PB2SES_3 | -0.65 |
| 12/1/2010 23:15 | N | R_PB2SES_4 | -0.65 |
| 12/1/2010 23:15 | N | R_PB2SES_5 | -0.65 |
| 12/1/2010 23:15 | N | R_PBSES_2 | -0.65 |
| 12/1/2010 23:15 | N | AUTO_EPS_390 | 19.06 |
| 12/1/2010 23:20 | N | DC_ROAD_L_B | 16.95 |
| 12/1/2010 23:20 | N | DC_EGPS_L_A | 13.49 |
| 12/1/2010 23:20 | N | H_HOLLOW_E_1 | -0.46 |
| 12/1/2010 23:20 | N | HHOLLOW4_E_1 | -0.46 |
| 12/1/2010 23:20 | N | R_LH2SES_1 | 18.12 |
| 12/1/2010 23:20 | N | R_PB2SES_1 | -0.62 |
| 12/1/2010 23:20 | N | R_PB2SES_2 | -0.62 |
| 12/1/2010 23:20 | N | R_PB2SES_3 | -0.62 |
| 12/1/2010 23:20 | N | R_PB2SES_4 | -0.62 |
| 12/1/2010 23:20 | N | R_PB2SES_5 | -0.62 |
| 12/1/2010 23:20 | N | R_PBSES_2 | -0.62 |
| 12/1/2010 23:20 | N | AUTO_EPS_390 | 18.05 |
| 12/1/2010 23:25 | N | DC_ROAD_L_B | 16.76 |
| 12/1/2010 23:25 | N | DC_EGPS_L_A | 13.34 |
| 12/1/2010 23:25 | N | H_HOLLOW_E_1 | -0.47 |
| 12/1/2010 23:25 | N | HHOLLOW4_E_1 | -0.47 |
| 12/1/2010 23:25 | N | R_LH2SES_1 | 17.92 |
| 12/1/2010 23:25 | N | R_PB2SES_1 | -0.63 |
| 12/1/2010 23:25 | N | R_PB2SES_2 | -0.63 |
| 12/1/2010 23:25 | N | R_PB2SES_3 | -0.63 |
| 12/1/2010 23:25 | N | R_PB2SES_4 | -0.63 |
| 12/1/2010 23:25 | N | R_PB2SES_5 | -0.63 |
| 12/1/2010 23:25 | N | R_PBSES_2 | -0.63 |
| 12/1/2010 23:25 | N | AUTO_EPS_390 | 17.85 |
| 12/1/2010 23:30 | N | DC_ROAD_L_B | 16.26 |
| 12/1/2010 23:30 | N | DC_EGPS_L_A | 12.94 |
| 12/1/2010 23:30 | N | H_HOLLOW_E_1 | -0.51 |
| 12/1/2010 23:30 | N | HHOLLOW4_E_1 | -0.51 |
| 12/1/2010 23:30 | N | R_LH2SES_1 | 17.39 |

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| 12/1/2010 23:30 | N | R_PB2SES_1 | -0.67 |
| 12/1/2010 23:30 | N | R_PB2SES_2 | -0.67 |
| 12/1/2010 23:30 | N | R_PB2SES_3 | -0.67 |
| 12/1/2010 23:30 | N | R_PB2SES_4 | -0.67 |
| 12/1/2010 23:30 | N | R_PB2SES_5 | -0.67 |
| 12/1/2010 23:30 | N | R_PBSES_2 | -0.67 |
| 12/1/2010 23:30 | N | AUTO_EPS_390 | 17.32 |
| 12/1/2010 23:35 | N | DC_ROAD_L_B | 13.72 |
| 12/1/2010 23:35 | N | DC_EGPS_L_A | 10.89 |
| 12/1/2010 23:35 | N | H_HOLLOW_E_1 | -0.57 |
| 12/1/2010 23:35 | N | HHOLLOW4_E_1 | -0.57 |
| 12/1/2010 23:35 | N | R_LH2SES_1 | 14.68 |
| 12/1/2010 23:35 | N | R_PB2SES_1 | -0.7 |
| 12/1/2010 23:35 | N | R_PB2SES_2 | -0.7 |
| 12/1/2010 23:35 | N | R_PB2SES_3 | -0.7 |
| 12/1/2010 23:35 | N | R_PB2SES_4 | -0.7 |
| 12/1/2010 23:35 | N | R_PB2SES_5 | -0.7 |
| 12/1/2010 23:35 | N | R_PBSES_2 | -0.7 |
| 12/1/2010 23:35 | N | AUTO_EPS_390 | 14.62 |
| 12/1/2010 23:40 | N | DC_ROAD_L_B | 14.45 |
| 12/1/2010 23:40 | N | DC_EGPS_L_A | 11.48 |
| 12/1/2010 23:40 | N | H_HOLLOW_E_1 | -0.56 |
| 12/1/2010 23:40 | N | HHOLLOW4_E_1 | -0.56 |
| 12/1/2010 23:40 | N | R_LH2SES_1 | 15.45 |
| 12/1/2010 23:40 | N | R_PB2SES_1 | -0.7 |
| 12/1/2010 23:40 | N | R_PB2SES_2 | -0.7 |
| 12/1/2010 23:40 | N | R_PB2SES_3 | -0.7 |
| 12/1/2010 23:40 | N | R_PB2SES_4 | -0.7 |
| 12/1/2010 23:40 | N | R_PB2SES_5 | -0.7 |
| 12/1/2010 23:40 | N | R_PBSES_2 | -0.7 |
| 12/1/2010 23:40 | N | AUTO_EPS_390 | 15.39 |
| 12/1/2010 23:45 | N | DC_ROAD_L_B | 14 |
| 12/1/2010 23:45 | N | DC_EGPS_L_A | 11.12 |
| 12/1/2010 23:45 | N | H_HOLLOW_E_1 | -0.57 |
| 12/1/2010 23:45 | N | HHOLLOW4_E_1 | -0.57 |
| 12/1/2010 23:45 | N | R_LH2SES_1 | 14.98 |
| 12/1/2010 23:45 | N | R_PB2SES_1 | -0.7 |
| 12/1/2010 23:45 | N | R_PB2SES_2 | -0.7 |
| 12/1/2010 23:45 | N | R_PB2SES_3 | -0.7 |
| 12/1/2010 23:45 | N | R_PB2SES_4 | -0.7 |
| 12/1/2010 23:45 | N | R_PB2SES_5 | -0.7 |
| 12/1/2010 23:45 | N | R_PBSES_2 | -0.7 |
| 12/1/2010 23:45 | N | AUTO_EPS_390 | 14.92 |
| 12/1/2010 23:50 | N | DC_ROAD_L_B | 13.95 |
| 12/1/2010 23:50 | N | DC_EGPS_L_A | 11.09 |
| 12/1/2010 23:50 | N | H_HOLLOW_E_1 | -0.57 |
| 12/1/2010 23:50 | N | HHOLLOW4_E_1 | -0.57 |

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| 12/1/2010 23:50 | N | R_LH2SES_1 | 14.93 |
| 12/1/2010 23:50 | N | R_PB2SES_1 | -0.7 |
| 12/1/2010 23:50 | N | R_PB2SES_2 | -0.7 |
| 12/1/2010 23:50 | N | R_PB2SES_3 | -0.7 |
| 12/1/2010 23:50 | N | R_PB2SES_4 | -0.7 |
| 12/1/2010 23:50 | N | R_PB2SES_5 | -0.7 |
| 12/1/2010 23:50 | N | R_PBSES_2 | -0.7 |
| 12/1/2010 23:50 | N | AUTO_EPS_390 | 14.87 |
| 12/1/2010 23:55 | N | DC_ROAD_L_B | 14.5 |
| 12/1/2010 23:55 | N | DC_EGPS_L_A | 11.53 |
| 12/1/2010 23:55 | N | H_HOLLOW_E_1 | -0.56 |
| 12/1/2010 23:55 | N | HHOLLOW4_E_1 | -0.56 |
| 12/1/2010 23:55 | N | R_LH2SES_1 | 15.51 |
| 12/1/2010 23:55 | N | R_PB2SES_1 | -0.7 |
| 12/1/2010 23:55 | N | R_PB2SES_2 | -0.7 |
| 12/1/2010 23:55 | N | R_PB2SES_3 | -0.7 |
| 12/1/2010 23:55 | N | R_PB2SES_4 | -0.7 |
| 12/1/2010 23:55 | N | R_PB2SES_5 | -0.7 |
| 12/1/2010 23:55 | N | R_PBSES_2 | -0.7 |
| 12/1/2010 23:55 | N | AUTO_EPS_390 | 15.45 |
| 12/1/2010 23:55 | N | DC_ROAD_L_B | 14.5 |
| 12/1/2010 23:55 | N | DC_EGPS_L_A | 11.53 |
| 12/1/2010 23:55 | N | H_HOLLOW_E_1 | -0.56 |
| 12/1/2010 23:55 | N | HHOLLOW4_E_1 | -0.56 |
| 12/1/2010 23:55 | N | R_LH2SES_1 | 15.51 |
| 12/1/2010 23:55 | N | R_PB2SES_1 | -0.7 |
| 12/1/2010 23:55 | N | R_PB2SES_2 | -0.7 |
| 12/1/2010 23:55 | N | R_PB2SES_3 | -0.7 |
| 12/1/2010 23:55 | N | R_PB2SES_4 | -0.7 |
| 12/1/2010 23:55 | N | R_PB2SES_5 | -0.7 |
| 12/1/2010 23:55 | N | R_PBSES_2 | -0.7 |
| 12/1/2010 23:55 | N | AUTO_EPS_390 | 15.45 |
| 12/2/2010 0:00 | N | DC_ROAD_L_B | 14.28 |
| 12/2/2010 0:00 | N | DC_EGPS_L_A | 11.35 |
| 12/2/2010 0:00 | N | H_HOLLOW_E_1 | -0.56 |
| 12/2/2010 0:00 | N | HHOLLOW4_E_1 | -0.56 |
| 12/2/2010 0:00 | N | R_LH2SES_1 | 15.28 |
| 12/2/2010 0:00 | N | R_PB2SES_1 | -0.7 |
| 12/2/2010 0:00 | N | R_PB2SES_2 | -0.7 |
| 12/2/2010 0:00 | N | R_PB2SES_3 | -0.7 |
| 12/2/2010 0:00 | N | R_PB2SES_4 | -0.7 |
| 12/2/2010 0:00 | N | R_PB2SES_5 | -0.7 |
| 12/2/2010 0:00 | N | R_PBSES_2 | -0.7 |
| 12/2/2010 0:00 | N | AUTO_EPS_390 | 15.21 |
| 12/2/2010 0:04 | N | DC_ROAD_L_B | 17.77 |
| 12/2/2010 0:04 | N | DC_EGPS_L_A | 14.16 |
| 12/2/2010 0:04 | N | H_HOLLOW_E_1 | -0.52 |

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| 12/2/2010 0:04 | N | HHOLLOW4_E_1 | -0.52 |
| 12/2/2010 0:04 | N | R_LH2SES_1 | 19 |
| 12/2/2010 0:04 | N | R_PB2SES_1 | -0.69 |
| 12/2/2010 0:04 | N | R_PB2SES_2 | -0.69 |
| 12/2/2010 0:04 | N | R_PB2SES_3 | -0.69 |
| 12/2/2010 0:04 | N | R_PB2SES_4 | -0.69 |
| 12/2/2010 0:04 | N | R_PB2SES_5 | -0.69 |
| 12/2/2010 0:04 | N | R_PBSES_2 | -0.69 |
| 12/2/2010 0:04 | N | AUTO_EPS_390 | 18.92 |
| 12/2/2010 0:05 | N | DC_ROAD_L_B | 20.25 |
| 12/2/2010 0:05 | N | DC_EGPS_L_A | 16.17 |
| 12/2/2010 0:05 | N | H_HOLLOW_E_1 | -0.44 |
| 12/2/2010 0:05 | N | HHOLLOW4_E_1 | -0.44 |
| 12/2/2010 0:05 | N | R_LH2SES_1 | 21.64 |
| 12/2/2010 0:05 | N | R_PB2SES_1 | -0.63 |
| 12/2/2010 0:05 | N | R_PB2SES_2 | -0.63 |
| 12/2/2010 0:05 | N | R_PB2SES_3 | -0.63 |
| 12/2/2010 0:05 | N | R_PB2SES_4 | -0.63 |
| 12/2/2010 0:05 | N | R_PB2SES_5 | -0.63 |
| 12/2/2010 0:05 | N | R_PBSES_2 | -0.63 |
| 12/2/2010 0:05 | N | AUTO_EPS_390 | 21.55 |
| 12/2/2010 0:06 | N | DC_ROAD_L_B | 21.14 |
| 12/2/2010 0:06 | N | DC_EGPS_L_A | 16.88 |
| 12/2/2010 0:06 | N | H_HOLLOW_E_1 | -0.43 |
| 12/2/2010 0:06 | N | HHOLLOW4_E_1 | -0.43 |
| 12/2/2010 0:06 | N | R_LH2SES_1 | 22.58 |
| 12/2/2010 0:06 | N | R_PB2SES_1 | -0.63 |
| 12/2/2010 0:06 | N | R_PB2SES_2 | -0.63 |
| 12/2/2010 0:06 | N | R_PB2SES_3 | -0.63 |
| 12/2/2010 0:06 | N | R_PB2SES_4 | -0.63 |
| 12/2/2010 0:06 | N | R_PB2SES_5 | -0.63 |
| 12/2/2010 0:06 | N | R_PBSES_2 | -0.63 |
| 12/2/2010 0:06 | N | AUTO_EPS_390 | 22.49 |
| 12/2/2010 0:07 | N | DC_ROAD_L_B | 21.14 |
| 12/2/2010 0:07 | N | DC_EGPS_L_A | 16.88 |
| 12/2/2010 0:07 | N | H_HOLLOW_E_1 | -0.43 |
| 12/2/2010 0:07 | N | HHOLLOW4_E_1 | -0.43 |
| 12/2/2010 0:07 | N | R_LH2SES_1 | 22.58 |
| 12/2/2010 0:07 | N | R_PB2SES_1 | -0.63 |
| 12/2/2010 0:07 | N | R_PB2SES_2 | -0.63 |
| 12/2/2010 0:07 | N | R_PB2SES_3 | -0.63 |
| 12/2/2010 0:07 | N | R_PB2SES_4 | -0.63 |
| 12/2/2010 0:07 | N | R_PB2SES_5 | -0.63 |
| 12/2/2010 0:07 | N | R_PBSES_2 | -0.63 |
| 12/2/2010 0:07 | N | AUTO_EPS_390 | 22.49 |
| 12/2/2010 0:09 | N | DC_ROAD_L_B | 20.02 |
| 12/2/2010 0:09 | N | DC_EGPS_L_A | 15.99 |

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| 12/2/2010 0:09 | N | H_HOLLOW_E_1 | -0.43 |
| 12/2/2010 0:09 | N | HHOLLOW4_E_1 | -0.43 |
| 12/2/2010 0:09 | N | R_LH2SES_1 | 21.4 |
| 12/2/2010 0:09 | N | R_PB2SES_1 | -0.62 |
| 12/2/2010 0:09 | N | R_PB2SES_2 | -0.62 |
| 12/2/2010 0:09 | N | R_PB2SES_3 | -0.62 |
| 12/2/2010 0:09 | N | R_PB2SES_4 | -0.62 |
| 12/2/2010 0:09 | N | R_PB2SES_5 | -0.62 |
| 12/2/2010 0:09 | N | R_PBSES_2 | -0.62 |
| 12/2/2010 0:09 | N | AUTO_EPS_390 | 21.31 |
| 12/2/2010 0:10 | N | DC_ROAD_L_B | 18.89 |
| 12/2/2010 0:10 | N | DC_EGPS_L_A | 15.07 |
| 12/2/2010 0:10 | N | H_HOLLOW_E_1 | -0.45 |
| 12/2/2010 0:10 | N | HHOLLOW4_E_1 | -0.45 |
| 12/2/2010 0:10 | N | R_LH2SES_1 | 20.19 |
| 12/2/2010 0:10 | N | R_PB2SES_1 | -0.63 |
| 12/2/2010 0:10 | N | R_PB2SES_2 | -0.63 |
| 12/2/2010 0:10 | N | R_PB2SES_3 | -0.63 |
| 12/2/2010 0:10 | N | R_PB2SES_4 | -0.63 |
| 12/2/2010 0:10 | N | R_PB2SES_5 | -0.63 |
| 12/2/2010 0:10 | N | R_PBSES_2 | -0.63 |
| 12/2/2010 0:10 | N | AUTO_EPS_390 | 20.11 |
| 12/2/2010 0:15 | N | DC_ROAD_L_B | 16.51 |
| 12/2/2010 0:15 | N | DC_EGPS_L_A | 13.15 |
| 12/2/2010 0:15 | N | H_HOLLOW_E_1 | -0.51 |
| 12/2/2010 0:15 | N | HHOLLOW4_E_1 | -0.51 |
| 12/2/2010 0:15 | N | R_LH2SES_1 | 17.65 |
| 12/2/2010 0:15 | N | R_PB2SES_1 | -0.67 |
| 12/2/2010 0:15 | N | R_PB2SES_2 | -0.67 |
| 12/2/2010 0:15 | N | R_PB2SES_3 | -0.67 |
| 12/2/2010 0:15 | N | R_PB2SES_4 | -0.67 |
| 12/2/2010 0:15 | N | R_PB2SES_5 | -0.67 |
| 12/2/2010 0:15 | N | R_PBSES_2 | -0.67 |
| 12/2/2010 0:15 | N | AUTO_EPS_390 | 17.58 |
| 12/2/2010 0:20 | N | DC_ROAD_L_B | 15.99 |
| 12/2/2010 0:20 | N | DC_EGPS_L_A | 12.74 |
| 12/2/2010 0:20 | N | H_HOLLOW_E_1 | -0.47 |
| 12/2/2010 0:20 | N | HHOLLOW4_E_1 | -0.47 |
| 12/2/2010 0:20 | N | R_LH2SES_1 | 17.09 |
| 12/2/2010 0:20 | N | R_PB2SES_1 | -0.62 |
| 12/2/2010 0:20 | N | R_PB2SES_2 | -0.62 |
| 12/2/2010 0:20 | N | R_PB2SES_3 | -0.62 |
| 12/2/2010 0:20 | N | R_PB2SES_4 | -0.62 |
| 12/2/2010 0:20 | N | R_PB2SES_5 | -0.62 |
| 12/2/2010 0:20 | N | R_PBSES_2 | -0.62 |
| 12/2/2010 0:20 | N | AUTO_EPS_390 | 17.02 |
| 12/2/2010 0:25 | N | DC_ROAD_L_B | 16.36 |

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| 12/2/2010 0:25 | N | DC_EGPS_L_A | 13.04 |
| 12/2/2010 0:25 | N | H_HOLLOW_E_1 | -0.47 |
| 12/2/2010 0:25 | N | HHOLLOW4_E_1 | -0.47 |
| 12/2/2010 0:25 | N | R_LH2SES_1 | 17.49 |
| 12/2/2010 0:25 | N | R_PB2SES_1 | -0.62 |
| 12/2/2010 0:25 | N | R_PB2SES_2 | -0.62 |
| 12/2/2010 0:25 | N | R_PB2SES_3 | -0.62 |
| 12/2/2010 0:25 | N | R_PB2SES_4 | -0.62 |
| 12/2/2010 0:25 | N | R_PB2SES_5 | -0.62 |
| 12/2/2010 0:25 | N | R_PBSES_2 | -0.62 |
| 12/2/2010 0:25 | N | AUTO_EPS_390 | 17.42 |
| 12/2/2010 0:30 | N | DC_ROAD_L_B | 15.95 |
| 12/2/2010 0:30 | N | DC_EGPS_L_A | 12.92 |
| 12/2/2010 0:30 | N | H_HOLLOW_E_1 | -0.23 |
| 12/2/2010 0:30 | N | HHOLLOW4_E_1 | -0.23 |
| 12/2/2010 0:30 | N | R_LH2SES_1 | 14.44 |
| 12/2/2010 0:30 | N | R_PB2SES_1 | -0.34 |
| 12/2/2010 0:30 | N | R_PB2SES_2 | -0.34 |
| 12/2/2010 0:30 | N | R_PB2SES_3 | -0.34 |
| 12/2/2010 0:30 | N | R_PB2SES_4 | -0.34 |
| 12/2/2010 0:30 | N | R_PB2SES_5 | -0.34 |
| 12/2/2010 0:30 | N | R_PBSES_2 | -0.34 |
| 12/2/2010 0:30 | N | AUTO_EPS_390 | 14.43 |
| 12/2/2010 0:35 | N | DC_ROAD_L_B | 20.07 |
| 12/2/2010 0:35 | N | DC_EGPS_L_A | 16.47 |
| 12/2/2010 0:35 | N | H_HOLLOW_E_1 | -0.49 |
| 12/2/2010 0:35 | N | HHOLLOW4_E_1 | -0.49 |
| 12/2/2010 0:35 | N | R_LH2SES_1 | 13.93 |
| 12/2/2010 0:35 | N | R_PB2SES_1 | -0.55 |
| 12/2/2010 0:35 | N | R_PB2SES_2 | -0.55 |
| 12/2/2010 0:35 | N | R_PB2SES_3 | -0.55 |
| 12/2/2010 0:35 | N | R_PB2SES_4 | -0.55 |
| 12/2/2010 0:35 | N | R_PB2SES_5 | -0.55 |
| 12/2/2010 0:35 | N | R_PBSES_2 | -0.55 |
| 12/2/2010 0:35 | N | AUTO_EPS_390 | 14.01 |
| 12/2/2010 0:40 | N | DC_ROAD_L_B | 19.36 |
| 12/2/2010 0:40 | N | DC_EGPS_L_A | 15.93 |
| 12/2/2010 0:40 | N | H_HOLLOW_E_1 | -0.5 |
| 12/2/2010 0:40 | N | HHOLLOW4_E_1 | -0.5 |
| 12/2/2010 0:40 | N | R_LH2SES_1 | 12.48 |
| 12/2/2010 0:40 | N | R_PB2SES_1 | -0.54 |
| 12/2/2010 0:40 | N | R_PB2SES_2 | -0.54 |
| 12/2/2010 0:40 | N | R_PB2SES_3 | -0.54 |
| 12/2/2010 0:40 | N | R_PB2SES_4 | -0.54 |
| 12/2/2010 0:40 | N | R_PB2SES_5 | -0.54 |
| 12/2/2010 0:40 | N | R_PBSES_2 | -0.54 |
| 12/2/2010 0:40 | N | AUTO_EPS_390 | 12.58 |

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| 12/2/2010 0:45 | N | DC_ROAD_L_B | 18.96 |
| 12/2/2010 0:45 | N | DC_EGPS_L_A | 15.9 |
| 12/2/2010 0:45 | N | H_HOLLOW_E_1 | -0.45 |
| 12/2/2010 0:45 | N | HHOLLOW4_E_1 | -0.45 |
| 12/2/2010 0:45 | N | R_LH2SES_1 | 7.29 |
| 12/2/2010 0:45 | N | R_PB2SES_1 | -0.4 |
| 12/2/2010 0:45 | N | R_PB2SES_2 | -0.4 |
| 12/2/2010 0:45 | N | R_PB2SES_3 | -0.4 |
| 12/2/2010 0:45 | N | R_PB2SES_4 | -0.4 |
| 12/2/2010 0:45 | N | R_PB2SES_5 | -0.4 |
| 12/2/2010 0:45 | N | R_PBSES_2 | -0.4 |
| 12/2/2010 0:45 | N | AUTO_EPS_390 | 7.5 |
| 12/2/2010 0:50 | N | DC_ROAD_L_B | 19.62 |
| 12/2/2010 0:50 | N | DC_EGPS_L_A | 16.6 |
| 12/2/2010 0:50 | N | H_HOLLOW_E_1 | -0.08 |
| 12/2/2010 0:50 | N | HHOLLOW4_E_1 | -0.08 |
| 12/2/2010 0:50 | N | R_LH2SES_1 | 6.13 |
| 12/2/2010 0:50 | N | R_PB2SES_1 | 0 |
| 12/2/2010 0:50 | N | R_PB2SES_2 | 0 |
| 12/2/2010 0:50 | N | R_PB2SES_3 | 0 |
| 12/2/2010 0:50 | N | R_PB2SES_4 | 0 |
| 12/2/2010 0:50 | N | R_PB2SES_5 | 0 |
| 12/2/2010 0:50 | N | R_PBSES_2 | 0 |
| 12/2/2010 0:50 | N | AUTO_EPS_390 | 6.38 |
| 12/2/2010 0:55 | N | DC_ROAD_L_B | 19.31 |
| 12/2/2010 0:55 | N | DC_EGPS_L_A | 15.9 |
| 12/2/2010 0:55 | N | H_HOLLOW_E_1 | -0.38 |
| 12/2/2010 0:55 | N | HHOLLOW4_E_1 | -0.38 |
| 12/2/2010 0:55 | N | R_LH2SES_1 | 12.7 |
| 12/2/2010 0:55 | N | R_PB2SES_1 | -0.42 |
| 12/2/2010 0:55 | N | R_PB2SES_2 | -0.42 |
| 12/2/2010 0:55 | N | R_PB2SES_3 | -0.42 |
| 12/2/2010 0:55 | N | R_PB2SES_4 | -0.42 |
| 12/2/2010 0:55 | N | R_PB2SES_5 | -0.42 |
| 12/2/2010 0:55 | N | R_PBSES_2 | -0.42 |
| 12/2/2010 0:55 | N | AUTO_EPS_390 | 12.79 |
| 12/2/2010 1:00 | N | DC_ROAD_L_B | 17.58 |
| 12/2/2010 1:00 | N | DC_EGPS_L_A | 14.34 |
| 12/2/2010 1:00 | N | H_HOLLOW_E_1 | -0.28 |
| 12/2/2010 1:00 | N | HHOLLOW4_E_1 | -0.28 |
| 12/2/2010 1:00 | N | R_LH2SES_1 | 14.08 |
| 12/2/2010 1:00 | N | R_PB2SES_1 | -0.36 |
| 12/2/2010 1:00 | N | R_PB2SES_2 | -0.36 |
| 12/2/2010 1:00 | N | R_PB2SES_3 | -0.36 |
| 12/2/2010 1:00 | N | R_PB2SES_4 | -0.36 |
| 12/2/2010 1:00 | N | R_PB2SES_5 | -0.36 |
| 12/2/2010 1:00 | N | R_PBSES_2 | -0.36 |

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| 12/2/2010 1:00 | N | AUTO_EPS_390 | 14.11 |
| 12/2/2010 1:05 | N | DC_ROAD_L_B | 17.44 |
| 12/2/2010 1:05 | N | DC_EGPS_L_A | 13.97 |
| 12/2/2010 1:05 | N | H_HOLLOW_E_1 | -0.12 |
| 12/2/2010 1:05 | N | HHOLLOW4_E_1 | -0.12 |
| 12/2/2010 1:05 | N | R_LH2SES_1 | 18.62 |
| 12/2/2010 1:05 | N | R_PB2SES_1 | -0.29 |
| 12/2/2010 1:05 | N | R_PB2SES_2 | -0.29 |
| 12/2/2010 1:05 | N | R_PB2SES_3 | -0.29 |
| 12/2/2010 1:05 | N | R_PB2SES_4 | -0.29 |
| 12/2/2010 1:05 | N | R_PB2SES_5 | -0.29 |
| 12/2/2010 1:05 | N | R_PBSES_2 | -0.29 |
| 12/2/2010 1:05 | N | AUTO_EPS_390 | 18.54 |
| 12/2/2010 1:10 | N | DC_ROAD_L_B | 16.87 |
| 12/2/2010 1:10 | N | DC_EGPS_L_A | 13.55 |
| 12/2/2010 1:10 | N | H_HOLLOW_E_1 | 0.06 |
| 12/2/2010 1:10 | N | HHOLLOW4_E_1 | 0.06 |
| 12/2/2010 1:10 | N | R_LH2SES_1 | 18 |
| 12/2/2010 1:10 | N | R_PB2SES_1 | -0.1 |
| 12/2/2010 1:10 | N | R_PB2SES_2 | -0.1 |
| 12/2/2010 1:10 | N | R_PB2SES_3 | -0.1 |
| 12/2/2010 1:10 | N | R_PB2SES_4 | -0.1 |
| 12/2/2010 1:10 | N | R_PB2SES_5 | -0.1 |
| 12/2/2010 1:10 | N | R_PBSES_2 | -0.1 |
| 12/2/2010 1:10 | N | AUTO_EPS_390 | 17.93 |
| 12/2/2010 1:15 | N | DC_ROAD_L_B | 16.02 |
| 12/2/2010 1:15 | N | DC_EGPS_L_A | 12.84 |
| 12/2/2010 1:15 | N | H_HOLLOW_E_1 | -0.1 |
| 12/2/2010 1:15 | N | HHOLLOW4_E_1 | -0.1 |
| 12/2/2010 1:15 | N | R_LH2SES_1 | 17.1 |
| 12/2/2010 1:15 | N | R_PB2SES_1 | -0.25 |
| 12/2/2010 1:15 | N | R_PB2SES_2 | -0.25 |
| 12/2/2010 1:15 | N | R_PB2SES_3 | -0.25 |
| 12/2/2010 1:15 | N | R_PB2SES_4 | -0.25 |
| 12/2/2010 1:15 | N | R_PB2SES_5 | -0.25 |
| 12/2/2010 1:15 | N | R_PBSES_2 | -0.25 |
| 12/2/2010 1:15 | N | AUTO_EPS_390 | 17.04 |
| 12/2/2010 1:20 | N | DC_ROAD_L_B | 16.83 |
| 12/2/2010 1:20 | N | DC_EGPS_L_A | 13.55 |
| 12/2/2010 1:20 | N | H_HOLLOW_E_1 | -0.12 |
| 12/2/2010 1:20 | N | HHOLLOW4_E_1 | -0.12 |
| 12/2/2010 1:20 | N | R_LH2SES_1 | 16.78 |
| 12/2/2010 1:20 | N | R_PB2SES_1 | -0.26 |
| 12/2/2010 1:20 | N | R_PB2SES_2 | -0.26 |
| 12/2/2010 1:20 | N | R_PB2SES_3 | -0.26 |
| 12/2/2010 1:20 | N | R_PB2SES_4 | -0.26 |
| 12/2/2010 1:20 | N | R_PB2SES_5 | -0.26 |

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| 12/2/2010 1:20 | N | R_PBSES_2 | -0.26 |
| 12/2/2010 1:20 | N | AUTO_EPS_390 | 16.74 |
| 12/2/2010 1:25 | N | DC_ROAD_L_B | 16.88 |
| 12/2/2010 1:25 | N | DC_EGPS_L_A | 13.53 |
| 12/2/2010 1:25 | N | H_HOLLOW_E_1 | -0.47 |
| 12/2/2010 1:25 | N | HHOLLOW4_E_1 | -0.47 |
| 12/2/2010 1:25 | N | R_LH2SES_1 | 16.74 |
| 12/2/2010 1:25 | N | R_PB2SES_1 | -0.61 |
| 12/2/2010 1:25 | N | R_PB2SES_2 | -0.61 |
| 12/2/2010 1:25 | N | R_PB2SES_3 | -0.61 |
| 12/2/2010 1:25 | N | R_PB2SES_4 | -0.61 |
| 12/2/2010 1:25 | N | R_PB2SES_5 | -0.61 |
| 12/2/2010 1:25 | N | R_PBSES_2 | -0.61 |
| 12/2/2010 1:25 | N | AUTO_EPS_390 | 16.7 |
| 12/2/2010 1:30 | N | DC_ROAD_L_B | 16.68 |
| 12/2/2010 1:30 | N | DC_EGPS_L_A | 13.3 |
| 12/2/2010 1:30 | N | H_HOLLOW_E_1 | -0.46 |
| 12/2/2010 1:30 | N | HHOLLOW4_E_1 | -0.46 |
| 12/2/2010 1:30 | N | R_LH2SES_1 | 17.83 |
| 12/2/2010 1:30 | N | R_PB2SES_1 | -0.62 |
| 12/2/2010 1:30 | N | R_PB2SES_2 | -0.62 |
| 12/2/2010 1:30 | N | R_PB2SES_3 | -0.62 |
| 12/2/2010 1:30 | N | R_PB2SES_4 | -0.62 |
| 12/2/2010 1:30 | N | R_PB2SES_5 | -0.62 |
| 12/2/2010 1:30 | N | R_PBSES_2 | -0.62 |
| 12/2/2010 1:30 | N | AUTO_EPS_390 | 17.76 |
| 12/2/2010 1:35 | N | DC_ROAD_L_B | 16.85 |
| 12/2/2010 1:35 | N | DC_EGPS_L_A | 13.47 |
| 12/2/2010 1:35 | N | H_HOLLOW_E_1 | -0.47 |
| 12/2/2010 1:35 | N | HHOLLOW4_E_1 | -0.47 |
| 12/2/2010 1:35 | N | R_LH2SES_1 | 17.32 |
| 12/2/2010 1:35 | N | R_PB2SES_1 | -0.62 |
| 12/2/2010 1:35 | N | R_PB2SES_2 | -0.62 |
| 12/2/2010 1:35 | N | R_PB2SES_3 | -0.62 |
| 12/2/2010 1:35 | N | R_PB2SES_4 | -0.62 |
| 12/2/2010 1:35 | N | R_PB2SES_5 | -0.62 |
| 12/2/2010 1:35 | N | R_PBSES_2 | -0.62 |
| 12/2/2010 1:35 | N | AUTO_EPS_390 | 17.26 |
| 12/2/2010 1:40 | N | DC_ROAD_L_B | 15.71 |
| 12/2/2010 1:40 | N | DC_EGPS_L_A | 12.69 |
| 12/2/2010 1:40 | N | H_HOLLOW_E_1 | 0.01 |
| 12/2/2010 1:40 | N | HHOLLOW4_E_1 | 0.01 |
| 12/2/2010 1:40 | N | R_LH2SES_1 | 15.16 |
| 12/2/2010 1:40 | N | R_PB2SES_1 | -0.1 |
| 12/2/2010 1:40 | N | R_PB2SES_2 | -0.1 |
| 12/2/2010 1:40 | N | R_PB2SES_3 | -0.1 |
| 12/2/2010 1:40 | N | R_PB2SES_4 | -0.1 |

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| 12/2/2010 1:40 | N | R_PB2SES_5 | -0.1 |
| 12/2/2010 1:40 | N | R_PBSES_2 | -0.1 |
| 12/2/2010 1:40 | N | AUTO_EPS_390 | 15.13 |
| 12/2/2010 1:45 | N | DC_ROAD_L_B | 16.74 |
| 12/2/2010 1:45 | N | DC_EGPS_L_A | 13.41 |
| 12/2/2010 1:45 | N | H_HOLLOW_E_1 | -0.02 |
| 12/2/2010 1:45 | N | HHOLLOW4_E_1 | -0.02 |
| 12/2/2010 1:45 | N | R_LH2SES_1 | 17.86 |
| 12/2/2010 1:45 | N | R_PB2SES_1 | -0.18 |
| 12/2/2010 1:45 | N | R_PB2SES_2 | -0.18 |
| 12/2/2010 1:45 | N | R_PB2SES_3 | -0.18 |
| 12/2/2010 1:45 | N | R_PB2SES_4 | -0.18 |
| 12/2/2010 1:45 | N | R_PB2SES_5 | -0.18 |
| 12/2/2010 1:45 | N | R_PBSES_2 | -0.18 |
| 12/2/2010 1:45 | N | AUTO_EPS_390 | 17.79 |
| 12/2/2010 1:50 | N | DC_ROAD_L_B | 16.54 |
| 12/2/2010 1:50 | N | DC_EGPS_L_A | 13.3 |
| 12/2/2010 1:50 | N | H_HOLLOW_E_1 | 0.21 |
| 12/2/2010 1:50 | N | HHOLLOW4_E_1 | 0.21 |
| 12/2/2010 1:50 | N | R_LH2SES_1 | 17.64 |
| 12/2/2010 1:50 | N | R_PB2SES_1 | 0.05 |
| 12/2/2010 1:50 | N | R_PB2SES_2 | 0.05 |
| 12/2/2010 1:50 | N | R_PB2SES_3 | 0.05 |
| 12/2/2010 1:50 | N | R_PB2SES_4 | 0.05 |
| 12/2/2010 1:50 | N | R_PB2SES_5 | 0.05 |
| 12/2/2010 1:50 | N | R_PBSES_2 | 0.05 |
| 12/2/2010 1:50 | N | AUTO_EPS_390 | 17.57 |
| 12/2/2010 1:55 | N | DC_ROAD_L_B | 17.15 |
| 12/2/2010 1:55 | N | DC_EGPS_L_A | 13.79 |
| 12/2/2010 1:55 | N | H_HOLLOW_E_1 | 0.21 |
| 12/2/2010 1:55 | N | HHOLLOW4_E_1 | 0.21 |
| 12/2/2010 1:55 | N | R_LH2SES_1 | 18.29 |
| 12/2/2010 1:55 | N | R_PB2SES_1 | 0.05 |
| 12/2/2010 1:55 | N | R_PB2SES_2 | 0.05 |
| 12/2/2010 1:55 | N | R_PB2SES_3 | 0.05 |
| 12/2/2010 1:55 | N | R_PB2SES_4 | 0.05 |
| 12/2/2010 1:55 | N | R_PB2SES_5 | 0.05 |
| 12/2/2010 1:55 | N | R_PBSES_2 | 0.05 |
| 12/2/2010 1:55 | N | AUTO_EPS_390 | 18.22 |
| 12/2/2010 2:00 | N | DC_ROAD_L_B | 17.14 |
| 12/2/2010 2:00 | N | DC_EGPS_L_A | 13.74 |
| 12/2/2010 2:00 | N | H_HOLLOW_E_1 | -0.09 |
| 12/2/2010 2:00 | N | HHOLLOW4_E_1 | -0.09 |
| 12/2/2010 2:00 | N | R_LH2SES_1 | 18.3 |
| 12/2/2010 2:00 | N | R_PB2SES_1 | -0.25 |
| 12/2/2010 2:00 | N | R_PB2SES_2 | -0.25 |
| 12/2/2010 2:00 | N | R_PB2SES_3 | -0.25 |

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| 12/2/2010 2:00 | N | R_PB2SES_4 | -0.25 |
| 12/2/2010 2:00 | N | R_PB2SES_5 | -0.25 |
| 12/2/2010 2:00 | N | R_PBSES_2 | -0.25 |
| 12/2/2010 2:00 | N | AUTO_EPS_390 | 18.23 |
| 12/2/2010 2:05 | N | DC_ROAD_L_B | 17.76 |
| 12/2/2010 2:05 | N | DC_EGPS_L_A | 14.22 |
| 12/2/2010 2:05 | N | H_HOLLOW_E_1 | -0.18 |
| 12/2/2010 2:05 | N | HHOLLOW4_E_1 | -0.18 |
| 12/2/2010 2:05 | N | R_LH2SES_1 | 18.96 |
| 12/2/2010 2:05 | N | R_PB2SES_1 | -0.34 |
| 12/2/2010 2:05 | N | R_PB2SES_2 | -0.34 |
| 12/2/2010 2:05 | N | R_PB2SES_3 | -0.34 |
| 12/2/2010 2:05 | N | R_PB2SES_4 | -0.34 |
| 12/2/2010 2:05 | N | R_PB2SES_5 | -0.34 |
| 12/2/2010 2:05 | N | R_PBSES_2 | -0.34 |
| 12/2/2010 2:05 | N | AUTO_EPS_390 | 18.89 |
| 12/2/2010 2:10 | N | DC_ROAD_L_B | 17.78 |
| 12/2/2010 2:10 | N | DC_EGPS_L_A | 14.26 |
| 12/2/2010 2:10 | N | H_HOLLOW_E_1 | -0.03 |
| 12/2/2010 2:10 | N | HHOLLOW4_E_1 | -0.03 |
| 12/2/2010 2:10 | N | R_LH2SES_1 | 18.98 |
| 12/2/2010 2:10 | N | R_PB2SES_1 | -0.19 |
| 12/2/2010 2:10 | N | R_PB2SES_2 | -0.19 |
| 12/2/2010 2:10 | N | R_PB2SES_3 | -0.19 |
| 12/2/2010 2:10 | N | R_PB2SES_4 | -0.19 |
| 12/2/2010 2:10 | N | R_PB2SES_5 | -0.19 |
| 12/2/2010 2:10 | N | R_PBSES_2 | -0.19 |
| 12/2/2010 2:10 | N | AUTO_EPS_390 | 18.9 |
| 12/2/2010 2:15 | N | DC_ROAD_L_B | 17.65 |
| 12/2/2010 2:15 | N | DC_EGPS_L_A | 14.19 |
| 12/2/2010 2:15 | N | H_HOLLOW_E_1 | 0.19 |
| 12/2/2010 2:15 | N | HHOLLOW4_E_1 | 0.19 |
| 12/2/2010 2:15 | N | R_LH2SES_1 | 18.82 |
| 12/2/2010 2:15 | N | R_PB2SES_1 | 0.03 |
| 12/2/2010 2:15 | N | R_PB2SES_2 | 0.03 |
| 12/2/2010 2:15 | N | R_PB2SES_3 | 0.03 |
| 12/2/2010 2:15 | N | R_PB2SES_4 | 0.03 |
| 12/2/2010 2:15 | N | R_PB2SES_5 | 0.03 |
| 12/2/2010 2:15 | N | R_PBSES_2 | 0.03 |
| 12/2/2010 2:15 | N | AUTO_EPS_390 | 18.75 |
| 12/2/2010 2:20 | N | DC_ROAD_L_B | 17.41 |
| 12/2/2010 2:20 | N | DC_EGPS_L_A | 14.02 |
| 12/2/2010 2:20 | N | H_HOLLOW_E_1 | 0.31 |
| 12/2/2010 2:20 | N | HHOLLOW4_E_1 | 0.31 |
| 12/2/2010 2:20 | N | R_LH2SES_1 | 18.56 |
| 12/2/2010 2:20 | N | R_PB2SES_1 | 0.16 |
| 12/2/2010 2:20 | N | R_PB2SES_2 | 0.16 |

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| 12/2/2010 2:20 | N | R_PB2SES_3 | 0.16 |
| 12/2/2010 2:20 | N | R_PB2SES_4 | 0.16 |
| 12/2/2010 2:20 | N | R_PB2SES_5 | 0.16 |
| 12/2/2010 2:20 | N | R_PBSES_2 | 0.16 |
| 12/2/2010 2:20 | N | AUTO_EPS_390 | 18.49 |
| 12/2/2010 2:25 | N | DC_ROAD_L_B | 17 |
| 12/2/2010 2:25 | N | DC_EGPS_L_A | 13.67 |
| 12/2/2010 2:25 | N | H_HOLLOW_E_1 | 0.2 |
| 12/2/2010 2:25 | N | HHOLLOW4_E_1 | 0.2 |
| 12/2/2010 2:25 | N | R_LH2SES_1 | 18.12 |
| 12/2/2010 2:25 | N | R_PB2SES_1 | 0.05 |
| 12/2/2010 2:25 | N | R_PB2SES_2 | 0.05 |
| 12/2/2010 2:25 | N | R_PB2SES_3 | 0.05 |
| 12/2/2010 2:25 | N | R_PB2SES_4 | 0.05 |
| 12/2/2010 2:25 | N | R_PB2SES_5 | 0.05 |
| 12/2/2010 2:25 | N | R_PBSES_2 | 0.05 |
| 12/2/2010 2:25 | N | AUTO_EPS_390 | 18.05 |
| 12/2/2010 2:30 | N | DC_ROAD_L_B | 17.16 |
| 12/2/2010 2:30 | N | DC_EGPS_L_A | 13.76 |
| 12/2/2010 2:30 | N | H_HOLLOW_E_1 | -0.06 |
| 12/2/2010 2:30 | N | HHOLLOW4_E_1 | -0.06 |
| 12/2/2010 2:30 | N | R_LH2SES_1 | 18.31 |
| 12/2/2010 2:30 | N | R_PB2SES_1 | -0.22 |
| 12/2/2010 2:30 | N | R_PB2SES_2 | -0.22 |
| 12/2/2010 2:30 | N | R_PB2SES_3 | -0.22 |
| 12/2/2010 2:30 | N | R_PB2SES_4 | -0.22 |
| 12/2/2010 2:30 | N | R_PB2SES_5 | -0.22 |
| 12/2/2010 2:30 | N | R_PBSES_2 | -0.22 |
| 12/2/2010 2:30 | N | AUTO_EPS_390 | 18.24 |
| 12/2/2010 2:35 | N | DC_ROAD_L_B | 17.54 |
| 12/2/2010 2:35 | N | DC_EGPS_L_A | 13.99 |
| 12/2/2010 2:35 | N | H_HOLLOW_E_1 | -0.46 |
| 12/2/2010 2:35 | N | HHOLLOW4_E_1 | -0.46 |
| 12/2/2010 2:35 | N | R_LH2SES_1 | 18.75 |
| 12/2/2010 2:35 | N | R_PB2SES_1 | -0.62 |
| 12/2/2010 2:35 | N | R_PB2SES_2 | -0.62 |
| 12/2/2010 2:35 | N | R_PB2SES_3 | -0.62 |
| 12/2/2010 2:35 | N | R_PB2SES_4 | -0.62 |
| 12/2/2010 2:35 | N | R_PB2SES_5 | -0.62 |
| 12/2/2010 2:35 | N | R_PBSES_2 | -0.62 |
| 12/2/2010 2:35 | N | AUTO_EPS_390 | 18.67 |
| 12/2/2010 2:40 | N | DC_ROAD_L_B | 17.68 |
| 12/2/2010 2:40 | N | DC_EGPS_L_A | 14.14 |
| 12/2/2010 2:40 | N | H_HOLLOW_E_1 | -0.23 |
| 12/2/2010 2:40 | N | HHOLLOW4_E_1 | -0.23 |
| 12/2/2010 2:40 | N | R_LH2SES_1 | 18.88 |
| 12/2/2010 2:40 | N | R_PB2SES_1 | -0.4 |

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| 12/2/2010 2:40 | N | R_PB2SES_2 | -0.4 |
| 12/2/2010 2:40 | N | R_PB2SES_3 | -0.4 |
| 12/2/2010 2:40 | N | R_PB2SES_4 | -0.4 |
| 12/2/2010 2:40 | N | R_PB2SES_5 | -0.4 |
| 12/2/2010 2:40 | N | R_PBSES_2 | -0.4 |
| 12/2/2010 2:40 | N | AUTO_EPS_390 | 18.8 |
| 12/2/2010 2:45 | N | DC_ROAD_L_B | 17.63 |
| 12/2/2010 2:45 | N | DC_EGPS_L_A | 14.1 |
| 12/2/2010 2:45 | N | H_HOLLOW_E_1 | -0.2 |
| 12/2/2010 2:45 | N | HHOLLOW4_E_1 | -0.2 |
| 12/2/2010 2:45 | N | R_LH2SES_1 | 18.83 |
| 12/2/2010 2:45 | N | R_PB2SES_1 | -0.36 |
| 12/2/2010 2:45 | N | R_PB2SES_2 | -0.36 |
| 12/2/2010 2:45 | N | R_PB2SES_3 | -0.36 |
| 12/2/2010 2:45 | N | R_PB2SES_4 | -0.36 |
| 12/2/2010 2:45 | N | R_PB2SES_5 | -0.36 |
| 12/2/2010 2:45 | N | R_PBSES_2 | -0.36 |
| 12/2/2010 2:45 | N | AUTO_EPS_390 | 18.76 |
| 12/2/2010 2:50 | N | DC_ROAD_L_B | 17.6 |
| 12/2/2010 2:50 | N | DC_EGPS_L_A | 14.12 |
| 12/2/2010 2:50 | N | H_HOLLOW_E_1 | 0.05 |
| 12/2/2010 2:50 | N | HHOLLOW4_E_1 | 0.05 |
| 12/2/2010 2:50 | N | R_LH2SES_1 | 18.78 |
| 12/2/2010 2:50 | N | R_PB2SES_1 | -0.11 |
| 12/2/2010 2:50 | N | R_PB2SES_2 | -0.11 |
| 12/2/2010 2:50 | N | R_PB2SES_3 | -0.11 |
| 12/2/2010 2:50 | N | R_PB2SES_4 | -0.11 |
| 12/2/2010 2:50 | N | R_PB2SES_5 | -0.11 |
| 12/2/2010 2:50 | N | R_PBSES_2 | -0.11 |
| 12/2/2010 2:50 | N | AUTO_EPS_390 | 18.71 |
| 12/2/2010 2:55 | N | DC_ROAD_L_B | 17.27 |
| 12/2/2010 2:55 | N | DC_EGPS_L_A | 13.89 |
| 12/2/2010 2:55 | N | H_HOLLOW_E_1 | 0.21 |
| 12/2/2010 2:55 | N | HHOLLOW4_E_1 | 0.21 |
| 12/2/2010 2:55 | N | R_LH2SES_1 | 18.42 |
| 12/2/2010 2:55 | N | R_PB2SES_1 | 0.05 |
| 12/2/2010 2:55 | N | R_PB2SES_2 | 0.05 |
| 12/2/2010 2:55 | N | R_PB2SES_3 | 0.05 |
| 12/2/2010 2:55 | N | R_PB2SES_4 | 0.05 |
| 12/2/2010 2:55 | N | R_PB2SES_5 | 0.05 |
| 12/2/2010 2:55 | N | R_PBSES_2 | 0.05 |
| 12/2/2010 2:55 | N | AUTO_EPS_390 | 18.35 |
| 12/2/2010 3:00 | N | DC_ROAD_L_B | 16.89 |
| 12/2/2010 3:00 | N | DC_EGPS_L_A | 13.59 |
| 12/2/2010 3:00 | N | H_HOLLOW_E_1 | 0.24 |
| 12/2/2010 3:00 | N | HHOLLOW4_E_1 | 0.24 |
| 12/2/2010 3:00 | N | R_LH2SES_1 | 18.01 |

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| 12/2/2010 3:00 | N | R_PB2SES_1 | 0.09 |
| 12/2/2010 3:00 | N | R_PB2SES_2 | 0.09 |
| 12/2/2010 3:00 | N | R_PB2SES_3 | 0.09 |
| 12/2/2010 3:00 | N | R_PB2SES_4 | 0.09 |
| 12/2/2010 3:00 | N | R_PB2SES_5 | 0.09 |
| 12/2/2010 3:00 | N | R_PBSES_2 | 0.09 |
| 12/2/2010 3:00 | N | AUTO_EPS_390 | 17.94 |
| 12/2/2010 3:05 | N | DC_ROAD_L_B | 17.08 |
| 12/2/2010 3:05 | N | DC_EGPS_L_A | 13.76 |
| 12/2/2010 3:05 | N | H_HOLLOW_E_1 | 0.31 |
| 12/2/2010 3:05 | N | HHOLLOW4_E_1 | 0.31 |
| 12/2/2010 3:05 | N | R_LH2SES_1 | 18.2 |
| 12/2/2010 3:05 | N | R_PBSES_2 | 0.16 |
| 12/2/2010 3:05 | N | AUTO_EPS_390 | 18.13 |
| 12/2/2010 3:09 | N | DC_ROAD_L_B | 17.06 |
| 12/2/2010 3:09 | N | DC_EGPS_L_A | 13.72 |
| 12/2/2010 3:09 | N | H_HOLLOW_E_1 | 0.21 |
| 12/2/2010 3:09 | N | HHOLLOW4_E_1 | 0.21 |
| 12/2/2010 3:09 | N | R_LH2SES_1 | 18.19 |
| 12/2/2010 3:09 | N | R_PBSES_2 | 0.06 |
| 12/2/2010 3:09 | N | AUTO_EPS_390 | 18.12 |
| 12/2/2010 3:10 | N | DC_ROAD_L_B | 17.12 |
| 12/2/2010 3:10 | N | DC_EGPS_L_A | 13.77 |
| 12/2/2010 3:10 | N | H_HOLLOW_E_1 | 0.21 |
| 12/2/2010 3:10 | N | HHOLLOW4_E_1 | 0.21 |
| 12/2/2010 3:10 | N | R_LH2SES_1 | 18.26 |
| 12/2/2010 3:10 | N | R_PBSES_2 | 0.05 |
| 12/2/2010 3:10 | N | AUTO_EPS_390 | 18.19 |
| 12/2/2010 3:15 | N | DC_ROAD_L_B | 17.66 |
| 12/2/2010 3:15 | N | DC_EGPS_L_A | 14.18 |
| 12/2/2010 3:15 | N | H_HOLLOW_E_1 | 0.04 |
| 12/2/2010 3:15 | N | HHOLLOW4_E_1 | 0.04 |
| 12/2/2010 3:15 | N | R_LH2SES_1 | 18.84 |
| 12/2/2010 3:15 | N | R_PBSES_2 | -0.12 |
| 12/2/2010 3:15 | N | AUTO_EPS_390 | 18.77 |
| 12/2/2010 3:20 | N | DC_ROAD_L_B | 17.73 |
| 12/2/2010 3:20 | N | DC_EGPS_L_A | 14.37 |
| 12/2/2010 3:20 | N | H_HOLLOW_E_1 | 0.12 |
| 12/2/2010 3:20 | N | HHOLLOW4_E_1 | 0.12 |
| 12/2/2010 3:20 | N | R_LH2SES_1 | 17.01 |
| 12/2/2010 3:20 | N | R_PBSES_2 | 0 |
| 12/2/2010 3:20 | N | AUTO_EPS_390 | 16.98 |
| 12/2/2010 3:25 | N | DC_ROAD_L_B | 17.35 |
| 12/2/2010 3:25 | N | DC_EGPS_L_A | 17.32 |
| 12/2/2010 3:25 | N | H_HOLLOW_E_1 | 17.16 |
| 12/2/2010 3:25 | N | HHOLLOW4_E_1 | 17.16 |
| 12/2/2010 3:25 | N | R_LH2SES_1 | 17.15 |

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| 12/2/2010 3:25 | N | R_PBSES_2 | 17.16 |
| 12/2/2010 3:25 | N | AUTO_EPS_390 | 17.16 |
| 12/2/2010 3:30 | N | DC_ROAD_L_B | 16.79 |
| 12/2/2010 3:30 | N | DC_EGPS_L_A | 16.43 |
| 12/2/2010 3:30 | N | H_HOLLOW_E_1 | 14.05 |
| 12/2/2010 3:30 | N | HHOLLOW4_E_1 | 14.05 |
| 12/2/2010 3:30 | N | R_LH2SES_1 | 13.9 |
| 12/2/2010 3:30 | N | R_PBSES_2 | 14.08 |
| 12/2/2010 3:30 | N | AUTO_EPS_390 | 13.96 |
| 12/2/2010 3:35 | N | DC_ROAD_L_B | 17.25 |
| 12/2/2010 3:35 | N | DC_EGPS_L_A | 17.19 |
| 12/2/2010 3:35 | N | H_HOLLOW_E_1 | 16.8 |
| 12/2/2010 3:35 | N | HHOLLOW4_E_1 | 16.8 |
| 12/2/2010 3:35 | N | R_LH2SES_1 | 16.78 |
| 12/2/2010 3:35 | N | R_PBSES_2 | 16.81 |
| 12/2/2010 3:35 | N | AUTO_EPS_390 | 16.79 |
| 12/2/2010 3:40 | N | DC_ROAD_L_B | 17.4 |
| 12/2/2010 3:40 | N | DC_EGPS_L_A | 17.07 |
| 12/2/2010 3:40 | N | H_HOLLOW_E_1 | 14.96 |
| 12/2/2010 3:40 | N | HHOLLOW4_E_1 | 14.96 |
| 12/2/2010 3:40 | N | R_LH2SES_1 | 14.83 |
| 12/2/2010 3:40 | N | R_PBSES_2 | 14.99 |
| 12/2/2010 3:40 | N | AUTO_EPS_390 | 14.88 |
| 12/2/2010 3:45 | N | DC_ROAD_L_B | 18.01 |
| 12/2/2010 3:45 | N | DC_EGPS_L_A | 14.73 |
| 12/2/2010 3:45 | N | H_HOLLOW_E_1 | 1.45 |
| 12/2/2010 3:45 | N | HHOLLOW4_E_1 | 1.45 |
| 12/2/2010 3:45 | N | R_LH2SES_1 | 19.12 |
| 12/2/2010 3:45 | N | R_PBSES_2 | 1.3 |
| 12/2/2010 3:45 | N | AUTO_EPS_390 | 19.05 |
| 12/2/2010 6:51 | N | DC_ROAD_L_B | 52.65 |
| 12/2/2010 6:51 | N | DC_EGPS_L_A | 31.69 |
| 12/2/2010 6:51 | N | H_HOLLOW_E_1 | 29.06 |
| 12/2/2010 6:51 | N | HHOLLOW4_E_1 | 29.06 |
| 12/2/2010 6:51 | N | R_LH2SES_1 | 28.96 |
| 12/2/2010 6:51 | N | R_PBSES_2 | 29.1 |
| 12/2/2010 6:51 | N | AUTO_EPS_390 | 28.92 |
| 12/2/2010 6:54 | N | DC_ROAD_L_B | 52.57 |
| 12/2/2010 6:54 | N | DC_EGPS_L_A | 31.57 |
| 12/2/2010 6:54 | N | H_HOLLOW_E_1 | 28.94 |
| 12/2/2010 6:54 | N | HHOLLOW4_E_1 | 28.94 |
| 12/2/2010 6:54 | N | R_LH2SES_1 | 28.84 |
| 12/2/2010 6:54 | N | R_PBSES_2 | 28.98 |
| 12/2/2010 6:54 | N | AUTO_EPS_390 | 28.8 |
| 12/2/2010 6:55 | N | DC_ROAD_L_B | 52.63 |
| 12/2/2010 6:55 | N | DC_EGPS_L_A | 31.63 |
| 12/2/2010 6:55 | N | H_HOLLOW_E_1 | 29 |

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| 12/2/2010 6:55 | N | HHOLLOW4_E_1 | 29 |
| 12/2/2010 6:55 | N | R_LH2SES_1 | 28.9 |
| 12/2/2010 6:55 | N | R_PBSES_2 | 29.04 |
| 12/2/2010 6:55 | N | AUTO_EPS_390 | 28.86 |
| 12/2/2010 7:00 | N | DC_ROAD_L_B | 52.57 |
| 12/2/2010 7:00 | N | DC_EGPS_L_A | 31.57 |
| 12/2/2010 7:00 | N | H_HOLLOW_E_1 | 28.98 |
| 12/2/2010 7:00 | N | HHOLLOW4_E_1 | 28.98 |
| 12/2/2010 7:00 | N | R_LH2SES_1 | 28.84 |
| 12/2/2010 7:00 | N | R_PBSES_2 | 29.01 |
| 12/2/2010 7:00 | N | AUTO_EPS_390 | 28.8 |
| 12/2/2010 7:05 | N | DC_ROAD_L_B | 52 |
| 12/2/2010 7:05 | N | DC_EGPS_L_A | 31 |
| 12/2/2010 7:05 | N | H_HOLLOW_E_1 | 28.41 |
| 12/2/2010 7:05 | N | HHOLLOW4_E_1 | 28.41 |
| 12/2/2010 7:05 | N | R_LH2SES_1 | 28.27 |
| 12/2/2010 7:05 | N | R_PBSES_2 | 28.44 |
| 12/2/2010 7:05 | N | AUTO_EPS_390 | 28.23 |
| 12/2/2010 7:07 | N | DC_ROAD_L_B | 52.38 |
| 12/2/2010 7:07 | N | DC_EGPS_L_A | 31.38 |
| 12/2/2010 7:07 | N | H_HOLLOW_E_1 | 28.79 |
| 12/2/2010 7:07 | N | HHOLLOW4_E_1 | 28.79 |
| 12/2/2010 7:07 | N | R_LH2SES_1 | 28.65 |
| 12/2/2010 7:07 | N | R_PBSES_2 | 28.82 |
| 12/2/2010 7:07 | N | AUTO_EPS_390 | 28.61 |
| 12/2/2010 7:07 | N | DC_ROAD_L_B | 52.58 |
| 12/2/2010 7:07 | N | DC_EGPS_L_A | 31.58 |
| 12/2/2010 7:07 | N | H_HOLLOW_E_1 | 28.99 |
| 12/2/2010 7:07 | N | HHOLLOW4_E_1 | 28.99 |
| 12/2/2010 7:07 | N | R_LH2SES_1 | 28.85 |
| 12/2/2010 7:07 | N | R_PBSES_2 | 29.03 |
| 12/2/2010 7:07 | N | AUTO_EPS_390 | 28.82 |
| 12/2/2010 7:10 | N | DC_ROAD_L_B | 52.75 |
| 12/2/2010 7:10 | N | DC_EGPS_L_A | 31.75 |
| 12/2/2010 7:10 | N | H_HOLLOW_E_1 | 29.12 |
| 12/2/2010 7:10 | N | HHOLLOW4_E_1 | 29.12 |
| 12/2/2010 7:10 | N | R_LH2SES_1 | 29.02 |
| 12/2/2010 7:10 | N | R_PBSES_2 | 29.16 |
| 12/2/2010 7:10 | N | AUTO_EPS_390 | 28.98 |
| 12/2/2010 7:11 | N | DC_ROAD_L_B | 53.09 |
| 12/2/2010 7:11 | N | DC_EGPS_L_A | 32.09 |
| 12/2/2010 7:11 | N | H_HOLLOW_E_1 | 29.47 |
| 12/2/2010 7:11 | N | HHOLLOW4_E_1 | 29.47 |
| 12/2/2010 7:11 | N | R_LH2SES_1 | 29.36 |
| 12/2/2010 7:11 | N | R_PBSES_2 | 29.5 |
| 12/2/2010 7:11 | N | AUTO_EPS_390 | 29.33 |
| 12/2/2010 7:13 | N | DC_ROAD_L_B | 53.01 |

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|---|---|---|---|
| 12/2/2010 7:13 | N | DC_EGPS_L_A | 32.01 |
| 12/2/2010 7:13 | N | H_HOLLOW_E_1 | 29.38 |
| 12/2/2010 7:13 | N | HHOLLOW4_E_1 | 29.38 |
| 12/2/2010 7:13 | N | R_LH2SES_1 | 29.28 |
| 12/2/2010 7:13 | N | R_PBSES_2 | 29.42 |
| 12/2/2010 7:13 | N | AUTO_EPS_390 | 29.24 |
| 12/2/2010 7:15 | N | DC_ROAD_L_B | 52.81 |
| 12/2/2010 7:15 | N | DC_EGPS_L_A | 31.78 |
| 12/2/2010 7:15 | N | H_HOLLOW_E_1 | 29.19 |
| 12/2/2010 7:15 | N | HHOLLOW4_E_1 | 29.19 |
| 12/2/2010 7:15 | N | R_LH2SES_1 | 29.05 |
| 12/2/2010 7:15 | N | R_PBSES_2 | 29.22 |
| 12/2/2010 7:15 | N | AUTO_EPS_390 | 29.01 |
| 12/2/2010 7:35 | N | DC_ROAD_L_B | 28.17 |
| 12/2/2010 7:35 | N | DC_EGPS_L_A | 28.17 |
| 12/2/2010 7:35 | N | H_HOLLOW_E_1 | 28.17 |
| 12/2/2010 7:35 | N | HHOLLOW4_E_1 | 28.17 |
| 12/2/2010 7:35 | N | R_LH2SES_1 | 28.17 |
| 12/2/2010 7:35 | N | R_PBSES_2 | 28.17 |
| 12/2/2010 7:35 | N | AUTO_EPS_390 | 28.17 |
| 12/2/2010 8:21 | N | DC_ROAD_L_B | 27.22 |
| 12/2/2010 8:21 | N | DC_EGPS_L_A | 27.21 |
| 12/2/2010 8:21 | N | H_HOLLOW_E_1 | 27.21 |
| 12/2/2010 8:21 | N | HHOLLOW4_E_1 | 27.21 |
| 12/2/2010 8:21 | N | R_LH2SES_1 | 27.21 |
| 12/2/2010 8:21 | N | R_PBSES_2 | 27.21 |
| 12/2/2010 8:21 | N | PENA_KZ | 27.22 |
| 12/2/2010 8:21 | N | EB_PENA_UN3 | 27.22 |
| 12/2/2010 8:21 | N | AUTO_EPS_390 | 27.21 |
| 12/2/2010 8:25 | N | DC_ROAD_L_B | 27.51 |
| 12/2/2010 8:25 | N | DC_EGPS_L_A | 27.5 |
| 12/2/2010 8:25 | N | H_HOLLOW_E_1 | 27.49 |
| 12/2/2010 8:25 | N | HHOLLOW4_E_1 | 27.49 |
| 12/2/2010 8:25 | N | R_LH2SES_1 | 27.49 |
| 12/2/2010 8:25 | N | R_PBSES_2 | 27.49 |
| 12/2/2010 8:25 | N | PENA_KZ | 27.51 |
| 12/2/2010 8:25 | N | EB_PENA_UN3 | 27.51 |
| 12/2/2010 8:25 | N | AUTO_EPS_390 | 27.49 |
| 12/2/2010 8:30 | N | DC_ROAD_L_B | 27.25 |
| 12/2/2010 8:30 | N | DC_EGPS_L_A | 27.24 |
| 12/2/2010 8:30 | N | H_HOLLOW_E_1 | 27.24 |
| 12/2/2010 8:30 | N | HHOLLOW4_E_1 | 27.24 |
| 12/2/2010 8:30 | N | R_LH2SES_1 | 27.24 |
| 12/2/2010 8:30 | N | R_PBSES_2 | 27.24 |
| 12/2/2010 8:30 | N | PENA_KZ | 27.25 |
| 12/2/2010 8:30 | N | EB_PENA_UN3 | 27.25 |
| 12/2/2010 8:30 | N | AUTO_EPS_390 | 27.24 |

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|---|---|---|---|
| 12/2/2010 8:35 | N | DC_ROAD_L_B | 27.14 |
| 12/2/2010 8:35 | N | DC_EGPS_L_A | 27.13 |
| 12/2/2010 8:35 | N | H_HOLLOW_E_1 | 27.13 |
| 12/2/2010 8:35 | N | HHOLLOW4_E_1 | 27.13 |
| 12/2/2010 8:35 | N | R_LH2SES_1 | 27.13 |
| 12/2/2010 8:35 | N | R_PBSES_2 | 27.13 |
| 12/2/2010 8:35 | N | PENA_KZ | 27.14 |
| 12/2/2010 8:35 | N | EB_PENA_UN3 | 27.14 |
| 12/2/2010 8:35 | N | AUTO_EPS_390 | 27.13 |
| 12/2/2010 8:37 | N | DC_ROAD_L_B | 27.62 |
| 12/2/2010 8:37 | N | DC_EGPS_L_A | 27.61 |
| 12/2/2010 8:37 | N | H_HOLLOW_E_1 | 27.61 |
| 12/2/2010 8:37 | N | HHOLLOW4_E_1 | 27.61 |
| 12/2/2010 8:37 | N | R_LH2SES_1 | 27.61 |
| 12/2/2010 8:37 | N | R_PBSES_2 | 27.61 |
| 12/2/2010 8:37 | N | PENA_KZ | 27.63 |
| 12/2/2010 8:37 | N | EB_PENA_UN3 | 27.63 |
| 12/2/2010 8:37 | N | AUTO_EPS_390 | 27.61 |
| 12/2/2010 8:38 | N | DC_ROAD_L_B | 28.12 |
| 12/2/2010 8:38 | N | DC_EGPS_L_A | 28.11 |
| 12/2/2010 8:38 | N | H_HOLLOW_E_1 | 28.11 |
| 12/2/2010 8:38 | N | HHOLLOW4_E_1 | 28.11 |
| 12/2/2010 8:38 | N | R_LH2SES_1 | 28.11 |
| 12/2/2010 8:38 | N | R_PBSES_2 | 28.11 |
| 12/2/2010 8:38 | N | PENA_KZ | 28.13 |
| 12/2/2010 8:38 | N | EB_PENA_UN3 | 28.13 |
| 12/2/2010 8:38 | N | AUTO_EPS_390 | 28.11 |
| 12/2/2010 8:40 | N | DC_ROAD_L_B | 27.92 |
| 12/2/2010 8:40 | N | DC_EGPS_L_A | 27.9 |
| 12/2/2010 8:40 | N | H_HOLLOW_E_1 | 27.9 |
| 12/2/2010 8:40 | N | HHOLLOW4_E_1 | 27.9 |
| 12/2/2010 8:40 | N | R_LH2SES_1 | 27.9 |
| 12/2/2010 8:40 | N | R_PBSES_2 | 27.9 |
| 12/2/2010 8:40 | N | PENA_KZ | 27.92 |
| 12/2/2010 8:40 | N | EB_PENA_UN3 | 27.92 |
| 12/2/2010 8:40 | N | AUTO_EPS_390 | 27.9 |
| 12/2/2010 8:41 | N | DC_ROAD_L_B | 27.76 |
| 12/2/2010 8:41 | N | DC_EGPS_L_A | 27.74 |
| 12/2/2010 8:41 | N | H_HOLLOW_E_1 | 27.74 |
| 12/2/2010 8:41 | N | HHOLLOW4_E_1 | 27.74 |
| 12/2/2010 8:41 | N | R_LH2SES_1 | 27.74 |
| 12/2/2010 8:41 | N | R_PBSES_2 | 27.74 |
| 12/2/2010 8:41 | N | PENA_KZ | 27.76 |
| 12/2/2010 8:41 | N | EB_PENA_UN3 | 27.76 |
| 12/2/2010 8:41 | N | AUTO_EPS_390 | 27.74 |
| 12/2/2010 8:45 | N | DC_ROAD_L_B | 27.73 |
| 12/2/2010 8:45 | N | DC_EGPS_L_A | 27.72 |

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|---|---|---|---|
| 12/2/2010 8:45 | N | H_HOLLOW_E_1 | 27.71 |
| 12/2/2010 8:45 | N | HHOLLOW4_E_1 | 27.71 |
| 12/2/2010 8:45 | N | R_LH2SES_1 | 27.71 |
| 12/2/2010 8:45 | N | R_PBSES_2 | 27.71 |
| 12/2/2010 8:45 | N | PENA_KZ | 27.73 |
| 12/2/2010 8:45 | N | EB_PENA_UN3 | 27.73 |
| 12/2/2010 8:45 | N | AUTO_EPS_390 | 27.71 |
| 12/2/2010 8:50 | N | DC_ROAD_L_B | 27.65 |
| 12/2/2010 8:50 | N | DC_EGPS_L_A | 27.64 |
| 12/2/2010 8:50 | N | H_HOLLOW_E_1 | 27.63 |
| 12/2/2010 8:50 | N | HHOLLOW4_E_1 | 27.63 |
| 12/2/2010 8:50 | N | R_LH2SES_1 | 27.63 |
| 12/2/2010 8:50 | N | R_PBSES_2 | 27.63 |
| 12/2/2010 8:50 | N | PENA_KZ | 27.65 |
| 12/2/2010 8:50 | N | EB_PENA_UN3 | 27.65 |
| 12/2/2010 8:50 | N | AUTO_EPS_390 | 27.63 |
| 12/2/2010 8:55 | N | DC_ROAD_L_B | 27.47 |
| 12/2/2010 8:55 | N | DC_EGPS_L_A | 27.46 |
| 12/2/2010 8:55 | N | H_HOLLOW_E_1 | 27.46 |
| 12/2/2010 8:55 | N | HHOLLOW4_E_1 | 27.46 |
| 12/2/2010 8:55 | N | R_LH2SES_1 | 27.46 |
| 12/2/2010 8:55 | N | R_PBSES_2 | 27.46 |
| 12/2/2010 8:55 | N | PENA_KZ | 27.47 |
| 12/2/2010 8:55 | N | EB_PENA_UN3 | 27.47 |
| 12/2/2010 8:55 | N | AUTO_EPS_390 | 27.46 |
| 12/2/2010 9:40 | N | DC_ROAD_L_B | 28.55 |
| 12/2/2010 9:40 | N | DC_EGPS_L_A | 30.54 |
| 12/2/2010 9:40 | N | H_HOLLOW_E_1 | 28.41 |
| 12/2/2010 9:40 | N | HHOLLOW4_E_1 | 28.41 |
| 12/2/2010 9:40 | N | R_LH2SES_1 | 28.13 |
| 12/2/2010 9:40 | N | R_PBSES_2 | 268.65 |
| 12/2/2010 9:40 | N | PENA_KZ | 28.54 |
| 12/2/2010 9:40 | N | EB_PENA_UN3 | 28.54 |
| 12/2/2010 9:40 | N | AUTO_EPS_390 | 28.16 |
| 12/2/2010 9:45 | N | DC_ROAD_L_B | 28.63 |
| 12/2/2010 9:45 | N | DC_EGPS_L_A | 30.64 |
| 12/2/2010 9:45 | N | H_HOLLOW_E_1 | 28.49 |
| 12/2/2010 9:45 | N | HHOLLOW4_E_1 | 28.49 |
| 12/2/2010 9:45 | N | R_LH2SES_1 | 28.21 |
| 12/2/2010 9:45 | N | R_PBSES_2 | 268.75 |
| 12/2/2010 9:45 | N | PENA_KZ | 28.63 |
| 12/2/2010 9:45 | N | EB_PENA_UN3 | 28.63 |
| 12/2/2010 9:45 | N | AUTO_EPS_390 | 28.23 |
| 12/2/2010 9:46 | N | DC_ROAD_L_B | 28.63 |
| 12/2/2010 9:46 | N | DC_EGPS_L_A | 30.65 |
| 12/2/2010 9:46 | N | H_HOLLOW_E_1 | 28.49 |
| 12/2/2010 9:46 | N | HHOLLOW4_E_1 | 28.49 |

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| 12/2/2010 9:46 | N | R_LH2SES_1 | 28.21 |
| 12/2/2010 9:46 | N | R_PBSES_2 | 268.76 |
| 12/2/2010 9:46 | N | PENA_KZ | 28.63 |
| 12/2/2010 9:46 | N | EB_PENA_UN3 | 28.63 |
| 12/2/2010 9:46 | N | AUTO_EPS_390 | 28.24 |
| 12/2/2010 9:50 | N | DC_ROAD_L_B | 28.6 |
| 12/2/2010 9:50 | N | DC_EGPS_L_A | 30.59 |
| 12/2/2010 9:50 | N | H_HOLLOW_E_1 | 28.49 |
| 12/2/2010 9:50 | N | HHOLLOW4_E_1 | 28.49 |
| 12/2/2010 9:50 | N | R_LH2SES_1 | 28.18 |
| 12/2/2010 9:50 | N | R_PBSES_2 | 268.73 |
| 12/2/2010 9:50 | N | PENA_KZ | 28.6 |
| 12/2/2010 9:50 | N | EB_PENA_UN3 | 28.6 |
| 12/2/2010 9:50 | N | AUTO_EPS_390 | 28.21 |
| 12/2/2010 9:52 | N | DC_ROAD_L_B | 28.66 |
| 12/2/2010 9:52 | N | DC_EGPS_L_A | 30.65 |
| 12/2/2010 9:52 | N | H_HOLLOW_E_1 | 28.55 |
| 12/2/2010 9:52 | N | HHOLLOW4_E_1 | 28.55 |
| 12/2/2010 9:52 | N | R_LH2SES_1 | 28.24 |
| 12/2/2010 9:52 | N | R_PBSES_2 | 268.79 |
| 12/2/2010 9:52 | N | PENA_KZ | 28.66 |
| 12/2/2010 9:52 | N | EB_PENA_UN3 | 28.66 |
| 12/2/2010 9:52 | N | AUTO_EPS_390 | 28.27 |
| 12/2/2010 9:55 | N | DC_ROAD_L_B | 28.71 |
| 12/2/2010 9:55 | N | DC_EGPS_L_A | 30.7 |
| 12/2/2010 9:55 | N | H_HOLLOW_E_1 | 28.57 |
| 12/2/2010 9:55 | N | HHOLLOW4_E_1 | 28.57 |
| 12/2/2010 9:55 | N | R_LH2SES_1 | 28.26 |
| 12/2/2010 9:55 | N | R_PBSES_2 | 268.81 |
| 12/2/2010 9:55 | N | PENA_KZ | 28.68 |
| 12/2/2010 9:55 | N | EB_PENA_UN3 | 28.68 |
| 12/2/2010 9:55 | N | AUTO_EPS_390 | 28.29 |
| 12/2/2010 10:00 | N | DC_ROAD_L_B | 10.03 |
| 12/2/2010 10:00 | N | DC_EGPS_L_A | 28.31 |
| 12/2/2010 10:00 | N | H_HOLLOW_E_1 | 28.2 |
| 12/2/2010 10:00 | N | HHOLLOW4_E_1 | 28.2 |
| 12/2/2010 10:00 | N | R_LH2SES_1 | 28.03 |
| 12/2/2010 10:00 | N | R_PBSES_2 | 268.41 |
| 12/2/2010 10:00 | N | PENA_KZ | 3.28 |
| 12/2/2010 10:00 | N | EB_PENA_UN3 | 3.28 |
| 12/2/2010 10:00 | N | AUTO_EPS_390 | 28.09 |
| 12/2/2010 10:05 | N | DC_ROAD_L_B | 10.01 |
| 12/2/2010 10:05 | N | DC_EGPS_L_A | 28.32 |
| 12/2/2010 10:05 | N | H_HOLLOW_E_1 | 28.21 |
| 12/2/2010 10:05 | N | HHOLLOW4_E_1 | 28.21 |
| 12/2/2010 10:05 | N | R_LH2SES_1 | 28.01 |
| 12/2/2010 10:05 | N | R_PBSES_2 | 268.45 |

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| 12/2/2010 10:05 | N | PENA_KZ | 3.29 |
| 12/2/2010 10:05 | N | EB_PENA_UN3 | 3.29 |
| 12/2/2010 10:05 | N | AUTO_EPS_390 | 28.07 |
| 12/2/2010 10:10 | N | DC_ROAD_L_B | 28.8 |
| 12/2/2010 10:10 | N | DC_EGPS_L_A | 30.79 |
| 12/2/2010 10:10 | N | H_HOLLOW_E_1 | 28.66 |
| 12/2/2010 10:10 | N | HHOLLOW4_E_1 | 28.66 |
| 12/2/2010 10:10 | N | R_LH2SES_1 | 28.35 |
| 12/2/2010 10:10 | N | R_PBSES_2 | 268.9 |
| 12/2/2010 10:10 | N | PENA_KZ | 28.77 |
| 12/2/2010 10:10 | N | EB_PENA_UN3 | 28.77 |
| 12/2/2010 10:10 | N | AUTO_EPS_390 | 28.38 |
| 12/2/2010 10:15 | N | DC_ROAD_L_B | 28.6 |
| 12/2/2010 10:15 | N | DC_EGPS_L_A | 30.59 |
| 12/2/2010 10:15 | N | H_HOLLOW_E_1 | 28.46 |
| 12/2/2010 10:15 | N | HHOLLOW4_E_1 | 28.46 |
| 12/2/2010 10:15 | N | R_LH2SES_1 | 28.16 |
| 12/2/2010 10:15 | N | R_PBSES_2 | 268.7 |
| 12/2/2010 10:15 | N | PENA_KZ | 28.58 |
| 12/2/2010 10:15 | N | EB_PENA_UN3 | 28.58 |
| 12/2/2010 10:15 | N | AUTO_EPS_390 | 28.18 |
| 12/2/2010 10:20 | N | DC_ROAD_L_B | 28.7 |
| 12/2/2010 10:20 | N | DC_EGPS_L_A | 30.69 |
| 12/2/2010 10:20 | N | H_HOLLOW_E_1 | 28.56 |
| 12/2/2010 10:20 | N | HHOLLOW4_E_1 | 28.56 |
| 12/2/2010 10:20 | N | R_LH2SES_1 | 28.28 |
| 12/2/2010 10:20 | N | R_PBSES_2 | 268.8 |
| 12/2/2010 10:20 | N | PENA_KZ | 28.67 |
| 12/2/2010 10:20 | N | EB_PENA_UN3 | 28.67 |
| 12/2/2010 10:20 | N | AUTO_EPS_390 | 28.28 |
| 12/2/2010 10:25 | N | DC_ROAD_L_B | 9.89 |
| 12/2/2010 10:25 | N | DC_EGPS_L_A | 28.17 |
| 12/2/2010 10:25 | N | H_HOLLOW_E_1 | 28.06 |
| 12/2/2010 10:25 | N | HHOLLOW4_E_1 | 28.06 |
| 12/2/2010 10:25 | N | R_LH2SES_1 | 27.86 |
| 12/2/2010 10:25 | N | R_PBSES_2 | 268.27 |
| 12/2/2010 10:25 | N | PENA_KZ | 3.13 |
| 12/2/2010 10:25 | N | EB_PENA_UN3 | 3.13 |
| 12/2/2010 10:25 | N | AUTO_EPS_390 | 27.92 |
| 12/2/2010 10:30 | N | DC_ROAD_L_B | 28.51 |
| 12/2/2010 10:30 | N | DC_EGPS_L_A | 30.56 |
| 12/2/2010 10:30 | N | H_HOLLOW_E_1 | 28.46 |
| 12/2/2010 10:30 | N | HHOLLOW4_E_1 | 28.46 |
| 12/2/2010 10:30 | N | R_LH2SES_1 | 28.06 |
| 12/2/2010 10:30 | N | R_PBSES_2 | 269.7 |
| 12/2/2010 10:30 | N | PENA_KZ | 28.51 |
| 12/2/2010 10:30 | N | EB_PENA_UN3 | 28.51 |

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| 12/2/2010 10:30 | N | AUTO_EPS_390 | 28.09 |
| 12/2/2010 10:32 | N | DC_ROAD_L_B | 28.44 |
| 12/2/2010 10:32 | N | DC_EGPS_L_A | 30.48 |
| 12/2/2010 10:32 | N | H_HOLLOW_E_1 | 28.38 |
| 12/2/2010 10:32 | N | HHOLLOW4_E_1 | 28.38 |
| 12/2/2010 10:32 | N | R_LH2SES_1 | 27.99 |
| 12/2/2010 10:32 | N | R_PBSES_2 | 269.63 |
| 12/2/2010 10:32 | N | PENA_KZ | 28.44 |
| 12/2/2010 10:32 | N | EB_PENA_UN3 | 28.44 |
| 12/2/2010 10:32 | N | AUTO_EPS_390 | 28.02 |
| 12/2/2010 10:35 | N | DC_ROAD_L_B | 28.48 |
| 12/2/2010 10:35 | N | DC_EGPS_L_A | 30.47 |
| 12/2/2010 10:35 | N | H_HOLLOW_E_1 | 28.34 |
| 12/2/2010 10:35 | N | HHOLLOW4_E_1 | 28.34 |
| 12/2/2010 10:35 | N | R_LH2SES_1 | 28.06 |
| 12/2/2010 10:35 | N | R_PBSES_2 | 268.58 |
| 12/2/2010 10:35 | N | PENA_KZ | 28.46 |
| 12/2/2010 10:35 | N | EB_PENA_UN3 | 28.46 |
| 12/2/2010 10:35 | N | AUTO_EPS_390 | 28.06 |
| 12/2/2010 10:40 | N | DC_ROAD_L_B | 9.64 |
| 12/2/2010 10:40 | N | DC_EGPS_L_A | 27.92 |
| 12/2/2010 10:40 | N | H_HOLLOW_E_1 | 27.84 |
| 12/2/2010 10:40 | N | HHOLLOW4_E_1 | 27.84 |
| 12/2/2010 10:40 | N | R_LH2SES_1 | 27.64 |
| 12/2/2010 10:40 | N | R_PBSES_2 | 268.05 |
| 12/2/2010 10:40 | N | PENA_KZ | 2.91 |
| 12/2/2010 10:40 | N | EB_PENA_UN3 | 2.91 |
| 12/2/2010 10:40 | N | AUTO_EPS_390 | 27.7 |
| 12/2/2010 10:45 | N | DC_ROAD_L_B | 9.57 |
| 12/2/2010 10:45 | N | DC_EGPS_L_A | 27.85 |
| 12/2/2010 10:45 | N | H_HOLLOW_E_1 | 27.74 |
| 12/2/2010 10:45 | N | HHOLLOW4_E_1 | 27.74 |
| 12/2/2010 10:45 | N | R_LH2SES_1 | 27.54 |
| 12/2/2010 10:45 | N | R_PBSES_2 | 267.95 |
| 12/2/2010 10:45 | N | PENA_KZ | 2.8 |
| 12/2/2010 10:45 | N | EB_PENA_UN3 | 2.8 |
| 12/2/2010 10:45 | N | AUTO_EPS_390 | 27.6 |
| 12/2/2010 10:50 | N | DC_ROAD_L_B | 27.79 |
| 12/2/2010 10:50 | N | DC_EGPS_L_A | 29.78 |
| 12/2/2010 10:50 | N | H_HOLLOW_E_1 | 27.65 |
| 12/2/2010 10:50 | N | HHOLLOW4_E_1 | 27.65 |
| 12/2/2010 10:50 | N | R_LH2SES_1 | 27.37 |
| 12/2/2010 10:50 | N | R_PBSES_2 | 267.89 |
| 12/2/2010 10:50 | N | PENA_KZ | 27.79 |
| 12/2/2010 10:50 | N | EB_PENA_UN3 | 27.79 |
| 12/2/2010 10:50 | N | AUTO_EPS_390 | 27.4 |
| 12/2/2010 10:55 | N | DC_ROAD_L_B | 27.31 |

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| 12/2/2010 10:55 | N | DC_EGPS_L_A | 27.45 |
| 12/2/2010 10:55 | N | H_HOLLOW_E_1 | 27.3 |
| 12/2/2010 10:55 | N | HHOLLOW4_E_1 | 27.3 |
| 12/2/2010 10:55 | N | R_LH2SES_1 | 27.28 |
| 12/2/2010 10:55 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 10:55 | N | PENA_KZ | 27.31 |
| 12/2/2010 10:55 | N | EB_PENA_UN3 | 27.31 |
| 12/2/2010 10:55 | N | AUTO_EPS_390 | 27.28 |
| 12/2/2010 11:00 | N | DC_ROAD_L_B | 9.46 |
| 12/2/2010 11:00 | N | DC_EGPS_L_A | 27.75 |
| 12/2/2010 11:00 | N | H_HOLLOW_E_1 | 27.63 |
| 12/2/2010 11:00 | N | HHOLLOW4_E_1 | 27.63 |
| 12/2/2010 11:00 | N | R_LH2SES_1 | 27.44 |
| 12/2/2010 11:00 | N | R_PBSES_2 | 267.85 |
| 12/2/2010 11:00 | N | PENA_KZ | 2.7 |
| 12/2/2010 11:00 | N | EB_PENA_UN3 | 2.7 |
| 12/2/2010 11:00 | N | AUTO_EPS_390 | 27.49 |
| 12/2/2010 11:05 | N | DC_ROAD_L_B | 27.64 |
| 12/2/2010 11:05 | N | DC_EGPS_L_A | 29.63 |
| 12/2/2010 11:05 | N | H_HOLLOW_E_1 | 27.5 |
| 12/2/2010 11:05 | N | HHOLLOW4_E_1 | 27.5 |
| 12/2/2010 11:05 | N | R_LH2SES_1 | 27.22 |
| 12/2/2010 11:05 | N | R_PBSES_2 | 267.74 |
| 12/2/2010 11:05 | N | PENA_KZ | 27.61 |
| 12/2/2010 11:05 | N | EB_PENA_UN3 | 27.61 |
| 12/2/2010 11:05 | N | AUTO_EPS_390 | 27.22 |
| 12/2/2010 11:10 | N | DC_ROAD_L_B | 27.05 |
| 12/2/2010 11:10 | N | DC_EGPS_L_A | 29.04 |
| 12/2/2010 11:10 | N | H_HOLLOW_E_1 | 26.91 |
| 12/2/2010 11:10 | N | HHOLLOW4_E_1 | 26.91 |
| 12/2/2010 11:10 | N | R_LH2SES_1 | 26.63 |
| 12/2/2010 11:10 | N | R_PBSES_2 | 267.15 |
| 12/2/2010 11:10 | N | PENA_KZ | 27.05 |
| 12/2/2010 11:10 | N | EB_PENA_UN3 | 27.05 |
| 12/2/2010 11:10 | N | AUTO_EPS_390 | 26.66 |
| 12/2/2010 11:15 | N | DC_ROAD_L_B | 27.18 |
| 12/2/2010 11:15 | N | DC_EGPS_L_A | 29.16 |
| 12/2/2010 11:15 | N | H_HOLLOW_E_1 | 27.04 |
| 12/2/2010 11:15 | N | HHOLLOW4_E_1 | 27.04 |
| 12/2/2010 11:15 | N | R_LH2SES_1 | 26.76 |
| 12/2/2010 11:15 | N | R_PBSES_2 | 267.28 |
| 12/2/2010 11:15 | N | PENA_KZ | 27.18 |
| 12/2/2010 11:15 | N | EB_PENA_UN3 | 27.18 |
| 12/2/2010 11:15 | N | AUTO_EPS_390 | 26.78 |
| 12/2/2010 11:17 | N | DC_ROAD_L_B | 26.48 |
| 12/2/2010 11:17 | N | DC_EGPS_L_A | 26.62 |
| 12/2/2010 11:17 | N | H_HOLLOW_E_1 | 26.47 |

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| 12/2/2010 11:17 | N | HHOLLOW4_E_1 | 26.47 |
| 12/2/2010 11:17 | N | R_LH2SES_1 | 26.45 |
| 12/2/2010 11:17 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 11:17 | N | PENA_KZ | 26.48 |
| 12/2/2010 11:17 | N | EB_PENA_UN3 | 26.48 |
| 12/2/2010 11:17 | N | AUTO_EPS_390 | 26.45 |
| 12/2/2010 11:17 | N | DC_ROAD_L_B | 26.46 |
| 12/2/2010 11:17 | N | DC_EGPS_L_A | 26.61 |
| 12/2/2010 11:17 | N | H_HOLLOW_E_1 | 26.45 |
| 12/2/2010 11:17 | N | HHOLLOW4_E_1 | 26.45 |
| 12/2/2010 11:17 | N | R_LH2SES_1 | 26.43 |
| 12/2/2010 11:17 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 11:17 | N | PENA_KZ | 26.46 |
| 12/2/2010 11:17 | N | EB_PENA_UN3 | 26.46 |
| 12/2/2010 11:17 | N | AUTO_EPS_390 | 26.44 |
| 12/2/2010 11:20 | N | DC_ROAD_L_B | 26.39 |
| 12/2/2010 11:20 | N | DC_EGPS_L_A | 26.53 |
| 12/2/2010 11:20 | N | H_HOLLOW_E_1 | 26.38 |
| 12/2/2010 11:20 | N | HHOLLOW4_E_1 | 26.38 |
| 12/2/2010 11:20 | N | R_LH2SES_1 | 26.36 |
| 12/2/2010 11:20 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 11:20 | N | PENA_KZ | 26.39 |
| 12/2/2010 11:20 | N | EB_PENA_UN3 | 26.39 |
| 12/2/2010 11:20 | N | AUTO_EPS_390 | 26.36 |
| 12/2/2010 11:25 | N | DC_ROAD_L_B | 26.39 |
| 12/2/2010 11:25 | N | DC_EGPS_L_A | 26.53 |
| 12/2/2010 11:25 | N | H_HOLLOW_E_1 | 26.38 |
| 12/2/2010 11:25 | N | HHOLLOW4_E_1 | 26.38 |
| 12/2/2010 11:25 | N | R_LH2SES_1 | 26.36 |
| 12/2/2010 11:25 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 11:25 | N | PENA_KZ | 26.39 |
| 12/2/2010 11:25 | N | EB_PENA_UN3 | 26.39 |
| 12/2/2010 11:25 | N | AUTO_EPS_390 | 26.36 |
| 12/2/2010 11:30 | N | DC_ROAD_L_B | 26.34 |
| 12/2/2010 11:30 | N | DC_EGPS_L_A | 26.48 |
| 12/2/2010 11:30 | N | H_HOLLOW_E_1 | 26.33 |
| 12/2/2010 11:30 | N | HHOLLOW4_E_1 | 26.33 |
| 12/2/2010 11:30 | N | R_LH2SES_1 | 26.31 |
| 12/2/2010 11:30 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 11:30 | N | PENA_KZ | 26.34 |
| 12/2/2010 11:30 | N | EB_PENA_UN3 | 26.34 |
| 12/2/2010 11:30 | N | AUTO_EPS_390 | 26.31 |
| 12/2/2010 11:35 | N | DC_ROAD_L_B | 26.36 |
| 12/2/2010 11:35 | N | DC_EGPS_L_A | 26.51 |
| 12/2/2010 11:35 | N | H_HOLLOW_E_1 | 26.35 |
| 12/2/2010 11:35 | N | HHOLLOW4_E_1 | 26.35 |
| 12/2/2010 11:35 | N | R_LH2SES_1 | 26.33 |

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| 12/2/2010 11:35 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 11:35 | N | PENA_KZ | 26.36 |
| 12/2/2010 11:35 | N | EB_PENA_UN3 | 26.36 |
| 12/2/2010 11:35 | N | AUTO_EPS_390 | 26.34 |
| 12/2/2010 11:40 | N | DC_ROAD_L_B | 26.37 |
| 12/2/2010 11:40 | N | DC_EGPS_L_A | 26.52 |
| 12/2/2010 11:40 | N | H_HOLLOW_E_1 | 26.36 |
| 12/2/2010 11:40 | N | HHOLLOW4_E_1 | 26.36 |
| 12/2/2010 11:40 | N | R_LH2SES_1 | 26.34 |
| 12/2/2010 11:40 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 11:40 | N | PENA_KZ | 26.37 |
| 12/2/2010 11:40 | N | EB_PENA_UN3 | 26.37 |
| 12/2/2010 11:40 | N | AUTO_EPS_390 | 26.34 |
| 12/2/2010 11:45 | N | DC_ROAD_L_B | 26.25 |
| 12/2/2010 11:45 | N | DC_EGPS_L_A | 26.39 |
| 12/2/2010 11:45 | N | H_HOLLOW_E_1 | 26.24 |
| 12/2/2010 11:45 | N | HHOLLOW4_E_1 | 26.24 |
| 12/2/2010 11:45 | N | R_LH2SES_1 | 26.22 |
| 12/2/2010 11:45 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 11:45 | N | PENA_KZ | 26.25 |
| 12/2/2010 11:45 | N | EB_PENA_UN3 | 26.25 |
| 12/2/2010 11:45 | N | AUTO_EPS_390 | 26.22 |
| 12/2/2010 11:50 | N | DC_ROAD_L_B | 26.13 |
| 12/2/2010 11:50 | N | DC_EGPS_L_A | 26.28 |
| 12/2/2010 11:50 | N | H_HOLLOW_E_1 | 26.12 |
| 12/2/2010 11:50 | N | HHOLLOW4_E_1 | 26.12 |
| 12/2/2010 11:50 | N | R_LH2SES_1 | 26.1 |
| 12/2/2010 11:50 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 11:50 | N | PENA_KZ | 26.13 |
| 12/2/2010 11:50 | N | EB_PENA_UN3 | 26.13 |
| 12/2/2010 11:50 | N | AUTO_EPS_390 | 26.1 |
| 12/2/2010 11:55 | N | DC_ROAD_L_B | 26.2 |
| 12/2/2010 11:55 | N | DC_EGPS_L_A | 26.34 |
| 12/2/2010 11:55 | N | H_HOLLOW_E_1 | 26.19 |
| 12/2/2010 11:55 | N | HHOLLOW4_E_1 | 26.19 |
| 12/2/2010 11:55 | N | R_LH2SES_1 | 26.17 |
| 12/2/2010 11:55 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 11:55 | N | PENA_KZ | 26.2 |
| 12/2/2010 11:55 | N | EB_PENA_UN3 | 26.2 |
| 12/2/2010 11:55 | N | AUTO_EPS_390 | 26.17 |
| 12/2/2010 12:00 | N | DC_ROAD_L_B | 26.07 |
| 12/2/2010 12:00 | N | DC_EGPS_L_A | 26.21 |
| 12/2/2010 12:00 | N | H_HOLLOW_E_1 | 26.06 |
| 12/2/2010 12:00 | N | HHOLLOW4_E_1 | 26.06 |
| 12/2/2010 12:00 | N | R_LH2SES_1 | 26.04 |
| 12/2/2010 12:00 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 12:00 | N | PENA_KZ | 26.07 |

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| 12/2/2010 12:00 | N | EB_PENA_UN3 | 26.07 |
| 12/2/2010 12:00 | N | AUTO_EPS_390 | 26.04 |
| 12/2/2010 12:05 | N | DC_ROAD_L_B | 26.17 |
| 12/2/2010 12:05 | N | DC_EGPS_L_A | 26.31 |
| 12/2/2010 12:05 | N | H_HOLLOW_E_1 | 26.16 |
| 12/2/2010 12:05 | N | HHOLLOW4_E_1 | 26.16 |
| 12/2/2010 12:05 | N | R_LH2SES_1 | 26.14 |
| 12/2/2010 12:05 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 12:05 | N | PENA_KZ | 26.17 |
| 12/2/2010 12:05 | N | EB_PENA_UN3 | 26.17 |
| 12/2/2010 12:05 | N | AUTO_EPS_390 | 26.14 |
| 12/2/2010 12:10 | N | DC_ROAD_L_B | 26.22 |
| 12/2/2010 12:10 | N | DC_EGPS_L_A | 26.37 |
| 12/2/2010 12:10 | N | H_HOLLOW_E_1 | 26.21 |
| 12/2/2010 12:10 | N | HHOLLOW4_E_1 | 26.21 |
| 12/2/2010 12:10 | N | R_LH2SES_1 | 26.19 |
| 12/2/2010 12:10 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 12:10 | N | PENA_KZ | 26.22 |
| 12/2/2010 12:10 | N | EB_PENA_UN3 | 26.22 |
| 12/2/2010 12:10 | N | AUTO_EPS_390 | 26.19 |
| 12/2/2010 12:15 | N | DC_ROAD_L_B | 26.29 |
| 12/2/2010 12:15 | N | DC_EGPS_L_A | 26.44 |
| 12/2/2010 12:15 | N | H_HOLLOW_E_1 | 26.28 |
| 12/2/2010 12:15 | N | HHOLLOW4_E_1 | 26.28 |
| 12/2/2010 12:15 | N | R_LH2SES_1 | 26.26 |
| 12/2/2010 12:15 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 12:15 | N | PENA_KZ | 26.29 |
| 12/2/2010 12:15 | N | EB_PENA_UN3 | 26.29 |
| 12/2/2010 12:15 | N | AUTO_EPS_390 | 26.26 |
| 12/2/2010 12:20 | N | DC_ROAD_L_B | 26.28 |
| 12/2/2010 12:20 | N | DC_EGPS_L_A | 26.43 |
| 12/2/2010 12:20 | N | H_HOLLOW_E_1 | 26.27 |
| 12/2/2010 12:20 | N | HHOLLOW4_E_1 | 26.27 |
| 12/2/2010 12:20 | N | R_LH2SES_1 | 26.25 |
| 12/2/2010 12:20 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 12:20 | N | PENA_KZ | 26.28 |
| 12/2/2010 12:20 | N | EB_PENA_UN3 | 26.28 |
| 12/2/2010 12:20 | N | AUTO_EPS_390 | 26.25 |
| 12/2/2010 12:25 | N | DC_ROAD_L_B | 26.17 |
| 12/2/2010 12:25 | N | DC_EGPS_L_A | 26.32 |
| 12/2/2010 12:25 | N | H_HOLLOW_E_1 | 26.16 |
| 12/2/2010 12:25 | N | HHOLLOW4_E_1 | 26.16 |
| 12/2/2010 12:25 | N | R_LH2SES_1 | 26.14 |
| 12/2/2010 12:25 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 12:25 | N | PENA_KZ | 26.17 |
| 12/2/2010 12:25 | N | EB_PENA_UN3 | 26.17 |
| 12/2/2010 12:25 | N | AUTO_EPS_390 | 26.14 |

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| 12/2/2010 12:30 | N | DC_ROAD_L_B | 26.05 |
| 12/2/2010 12:30 | N | DC_EGPS_L_A | 26.2 |
| 12/2/2010 12:30 | N | H_HOLLOW_E_1 | 26.04 |
| 12/2/2010 12:30 | N | HHOLLOW4_E_1 | 26.04 |
| 12/2/2010 12:30 | N | R_LH2SES_1 | 26.02 |
| 12/2/2010 12:30 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 12:30 | N | PENA_KZ | 26.05 |
| 12/2/2010 12:30 | N | EB_PENA_UN3 | 26.05 |
| 12/2/2010 12:30 | N | AUTO_EPS_390 | 26.02 |
| 12/2/2010 12:35 | N | DC_ROAD_L_B | 26.02 |
| 12/2/2010 12:35 | N | DC_EGPS_L_A | 26.16 |
| 12/2/2010 12:35 | N | H_HOLLOW_E_1 | 26.01 |
| 12/2/2010 12:35 | N | HHOLLOW4_E_1 | 26.01 |
| 12/2/2010 12:35 | N | R_LH2SES_1 | 25.99 |
| 12/2/2010 12:35 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 12:35 | N | PENA_KZ | 26.02 |
| 12/2/2010 12:35 | N | EB_PENA_UN3 | 26.02 |
| 12/2/2010 12:35 | N | AUTO_EPS_390 | 25.99 |
| 12/2/2010 12:45 | N | DC_ROAD_L_B | 26.08 |
| 12/2/2010 12:45 | N | DC_EGPS_L_A | 26.23 |
| 12/2/2010 12:45 | N | H_HOLLOW_E_1 | 26.07 |
| 12/2/2010 12:45 | N | HHOLLOW4_E_1 | 26.07 |
| 12/2/2010 12:45 | N | R_LH2SES_1 | 26.05 |
| 12/2/2010 12:45 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 12:45 | N | PENA_KZ | 26.08 |
| 12/2/2010 12:45 | N | EB_PENA_UN3 | 26.08 |
| 12/2/2010 12:45 | N | AUTO_EPS_390 | 26.05 |
| 12/2/2010 12:50 | N | DC_ROAD_L_B | 26.03 |
| 12/2/2010 12:50 | N | DC_EGPS_L_A | 26.18 |
| 12/2/2010 12:50 | N | H_HOLLOW_E_1 | 26.02 |
| 12/2/2010 12:50 | N | HHOLLOW4_E_1 | 26.02 |
| 12/2/2010 12:50 | N | R_LH2SES_1 | 26 |
| 12/2/2010 12:50 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 12:50 | N | PENA_KZ | 26.03 |
| 12/2/2010 12:50 | N | EB_PENA_UN3 | 26.03 |
| 12/2/2010 12:50 | N | AUTO_EPS_390 | 26 |
| 12/2/2010 12:55 | N | DC_ROAD_L_B | 26.04 |
| 12/2/2010 12:55 | N | DC_EGPS_L_A | 26.18 |
| 12/2/2010 12:55 | N | H_HOLLOW_E_1 | 26.03 |
| 12/2/2010 12:55 | N | HHOLLOW4_E_1 | 26.03 |
| 12/2/2010 12:55 | N | R_LH2SES_1 | 26.01 |
| 12/2/2010 12:55 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 12:55 | N | PENA_KZ | 26.04 |
| 12/2/2010 12:55 | N | EB_PENA_UN3 | 26.04 |
| 12/2/2010 12:55 | N | AUTO_EPS_390 | 26.01 |
| 12/2/2010 13:00 | N | DC_ROAD_L_B | 25.88 |
| 12/2/2010 13:00 | N | DC_EGPS_L_A | 26.03 |

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| 12/2/2010 13:00 | N | H_HOLLOW_E_1 | 25.87 |
| 12/2/2010 13:00 | N | HHOLLOW4_E_1 | 25.87 |
| 12/2/2010 13:00 | N | R_LH2SES_1 | 25.85 |
| 12/2/2010 13:00 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 13:00 | N | PENA_KZ | 25.88 |
| 12/2/2010 13:00 | N | EB_PENA_UN3 | 25.88 |
| 12/2/2010 13:00 | N | AUTO_EPS_390 | 25.85 |
| 12/2/2010 13:05 | N | DC_ROAD_L_B | 25.88 |
| 12/2/2010 13:05 | N | DC_EGPS_L_A | 26.03 |
| 12/2/2010 13:05 | N | H_HOLLOW_E_1 | 25.87 |
| 12/2/2010 13:05 | N | HHOLLOW4_E_1 | 25.87 |
| 12/2/2010 13:05 | N | R_LH2SES_1 | 25.85 |
| 12/2/2010 13:05 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 13:05 | N | PENA_KZ | 25.87 |
| 12/2/2010 13:05 | N | EB_PENA_UN3 | 25.87 |
| 12/2/2010 13:05 | N | AUTO_EPS_390 | 25.85 |
| 12/2/2010 13:10 | N | DC_ROAD_L_B | 25.6 |
| 12/2/2010 13:10 | N | DC_EGPS_L_A | 25.75 |
| 12/2/2010 13:10 | N | H_HOLLOW_E_1 | 25.59 |
| 12/2/2010 13:10 | N | HHOLLOW4_E_1 | 25.59 |
| 12/2/2010 13:10 | N | R_LH2SES_1 | 25.56 |
| 12/2/2010 13:10 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 13:10 | N | PENA_KZ | 25.6 |
| 12/2/2010 13:10 | N | EB_PENA_UN3 | 25.6 |
| 12/2/2010 13:10 | N | AUTO_EPS_390 | 25.57 |
| 12/2/2010 13:15 | N | DC_ROAD_L_B | 25.55 |
| 12/2/2010 13:15 | N | DC_EGPS_L_A | 25.7 |
| 12/2/2010 13:15 | N | H_HOLLOW_E_1 | 25.54 |
| 12/2/2010 13:15 | N | HHOLLOW4_E_1 | 25.54 |
| 12/2/2010 13:15 | N | R_LH2SES_1 | 25.52 |
| 12/2/2010 13:15 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 13:15 | N | PENA_KZ | 25.55 |
| 12/2/2010 13:15 | N | EB_PENA_UN3 | 25.55 |
| 12/2/2010 13:15 | N | AUTO_EPS_390 | 25.52 |
| 12/2/2010 13:20 | N | DC_ROAD_L_B | 25.51 |
| 12/2/2010 13:20 | N | DC_EGPS_L_A | 25.66 |
| 12/2/2010 13:20 | N | H_HOLLOW_E_1 | 25.5 |
| 12/2/2010 13:20 | N | HHOLLOW4_E_1 | 25.5 |
| 12/2/2010 13:20 | N | R_LH2SES_1 | 25.47 |
| 12/2/2010 13:20 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 13:20 | N | PENA_KZ | 25.51 |
| 12/2/2010 13:20 | N | EB_PENA_UN3 | 25.51 |
| 12/2/2010 13:20 | N | AUTO_EPS_390 | 25.48 |
| 12/2/2010 13:25 | N | DC_ROAD_L_B | 25.63 |
| 12/2/2010 13:25 | N | DC_EGPS_L_A | 25.78 |
| 12/2/2010 13:25 | N | H_HOLLOW_E_1 | 25.62 |
| 12/2/2010 13:25 | N | HHOLLOW4_E_1 | 25.62 |

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| 12/2/2010 13:25 | N | R_LH2SES_1 | 25.6 |
| 12/2/2010 13:25 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 13:25 | N | PENA_KZ | 25.63 |
| 12/2/2010 13:25 | N | EB_PENA_UN3 | 25.63 |
| 12/2/2010 13:25 | N | AUTO_EPS_390 | 25.6 |
| 12/2/2010 13:30 | N | DC_ROAD_L_B | 25.6 |
| 12/2/2010 13:30 | N | DC_EGPS_L_A | 25.75 |
| 12/2/2010 13:30 | N | H_HOLLOW_E_1 | 25.59 |
| 12/2/2010 13:30 | N | HHOLLOW4_E_1 | 25.59 |
| 12/2/2010 13:30 | N | R_LH2SES_1 | 25.57 |
| 12/2/2010 13:30 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 13:30 | N | PENA_KZ | 25.6 |
| 12/2/2010 13:30 | N | EB_PENA_UN3 | 25.6 |
| 12/2/2010 13:30 | N | AUTO_EPS_390 | 25.57 |
| 12/2/2010 13:35 | N | DC_ROAD_L_B | 25.46 |
| 12/2/2010 13:35 | N | DC_EGPS_L_A | 25.61 |
| 12/2/2010 13:35 | N | H_HOLLOW_E_1 | 25.45 |
| 12/2/2010 13:35 | N | HHOLLOW4_E_1 | 25.45 |
| 12/2/2010 13:35 | N | R_LH2SES_1 | 25.43 |
| 12/2/2010 13:35 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 13:35 | N | PENA_KZ | 25.46 |
| 12/2/2010 13:35 | N | EB_PENA_UN3 | 25.46 |
| 12/2/2010 13:35 | N | AUTO_EPS_390 | 25.43 |
| 12/2/2010 13:40 | N | DC_ROAD_L_B | 25.59 |
| 12/2/2010 13:40 | N | DC_EGPS_L_A | 25.74 |
| 12/2/2010 13:40 | N | H_HOLLOW_E_1 | 25.57 |
| 12/2/2010 13:40 | N | HHOLLOW4_E_1 | 25.57 |
| 12/2/2010 13:40 | N | R_LH2SES_1 | 25.55 |
| 12/2/2010 13:40 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 13:40 | N | PENA_KZ | 25.59 |
| 12/2/2010 13:40 | N | EB_PENA_UN3 | 25.59 |
| 12/2/2010 13:40 | N | AUTO_EPS_390 | 25.56 |
| 12/2/2010 13:45 | N | DC_ROAD_L_B | 25.65 |
| 12/2/2010 13:45 | N | DC_EGPS_L_A | 25.8 |
| 12/2/2010 13:45 | N | H_HOLLOW_E_1 | 25.64 |
| 12/2/2010 13:45 | N | HHOLLOW4_E_1 | 25.64 |
| 12/2/2010 13:45 | N | R_LH2SES_1 | 25.62 |
| 12/2/2010 13:45 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 13:45 | N | PENA_KZ | 25.65 |
| 12/2/2010 13:45 | N | EB_PENA_UN3 | 25.65 |
| 12/2/2010 13:45 | N | AUTO_EPS_390 | 25.62 |
| 12/2/2010 13:50 | N | DC_ROAD_L_B | 25.34 |
| 12/2/2010 13:50 | N | DC_EGPS_L_A | 25.49 |
| 12/2/2010 13:50 | N | H_HOLLOW_E_1 | 25.33 |
| 12/2/2010 13:50 | N | HHOLLOW4_E_1 | 25.33 |
| 12/2/2010 13:50 | N | R_LH2SES_1 | 25.3 |
| 12/2/2010 13:50 | N | R_PBSES_2 | 43.79 |

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| 12/2/2010 13:50 | N | PENA_KZ | 25.33 |
| 12/2/2010 13:50 | N | EB_PENA_UN3 | 25.33 |
| 12/2/2010 13:50 | N | AUTO_EPS_390 | 25.3 |
| 12/2/2010 13:55 | N | DC_ROAD_L_B | 25.51 |
| 12/2/2010 13:55 | N | DC_EGPS_L_A | 25.66 |
| 12/2/2010 13:55 | N | H_HOLLOW_E_1 | 25.5 |
| 12/2/2010 13:55 | N | HHOLLOW4_E_1 | 25.5 |
| 12/2/2010 13:55 | N | R_LH2SES_1 | 25.47 |
| 12/2/2010 13:55 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 13:55 | N | PENA_KZ | 25.51 |
| 12/2/2010 13:55 | N | EB_PENA_UN3 | 25.51 |
| 12/2/2010 13:55 | N | AUTO_EPS_390 | 25.48 |
| 12/2/2010 13:59 | N | DC_ROAD_L_B | 25.08 |
| 12/2/2010 13:59 | N | DC_EGPS_L_A | 26.55 |
| 12/2/2010 13:59 | N | H_HOLLOW_E_1 | 39.36 |
| 12/2/2010 13:59 | N | HHOLLOW4_E_1 | 39.36 |
| 12/2/2010 13:59 | N | R_LH2SES_1 | 24.87 |
| 12/2/2010 13:59 | N | R_PBSES_2 | 136.52 |
| 12/2/2010 13:59 | N | PENA_KZ | 25.08 |
| 12/2/2010 13:59 | N | EB_PENA_UN3 | 25.08 |
| 12/2/2010 13:59 | N | AUTO_EPS_390 | 24.83 |
| 12/2/2010 14:00 | N | DC_ROAD_L_B | 25.28 |
| 12/2/2010 14:00 | N | DC_EGPS_L_A | 26.75 |
| 12/2/2010 14:00 | N | H_HOLLOW_E_1 | 39.56 |
| 12/2/2010 14:00 | N | HHOLLOW4_E_1 | 39.56 |
| 12/2/2010 14:00 | N | R_LH2SES_1 | 25.07 |
| 12/2/2010 14:00 | N | R_PBSES_2 | 136.72 |
| 12/2/2010 14:00 | N | PENA_KZ | 25.28 |
| 12/2/2010 14:00 | N | EB_PENA_UN3 | 25.28 |
| 12/2/2010 14:00 | N | AUTO_EPS_390 | 25.04 |
| 12/2/2010 14:03 | N | DC_ROAD_L_B | 25.76 |
| 12/2/2010 14:03 | N | DC_EGPS_L_A | 27.23 |
| 12/2/2010 14:03 | N | H_HOLLOW_E_1 | 40.04 |
| 12/2/2010 14:03 | N | HHOLLOW4_E_1 | 40.04 |
| 12/2/2010 14:03 | N | R_LH2SES_1 | 25.55 |
| 12/2/2010 14:03 | N | R_PBSES_2 | 137.2 |
| 12/2/2010 14:03 | N | PENA_KZ | 25.76 |
| 12/2/2010 14:03 | N | EB_PENA_UN3 | 25.76 |
| 12/2/2010 14:03 | N | AUTO_EPS_390 | 25.51 |
| 12/2/2010 14:05 | N | DC_ROAD_L_B | 25.86 |
| 12/2/2010 14:05 | N | DC_EGPS_L_A | 27.29 |
| 12/2/2010 14:05 | N | H_HOLLOW_E_1 | 40.1 |
| 12/2/2010 14:05 | N | HHOLLOW4_E_1 | 40.1 |
| 12/2/2010 14:05 | N | R_LH2SES_1 | 25.61 |
| 12/2/2010 14:05 | N | R_PBSES_2 | 137.26 |
| 12/2/2010 14:05 | N | PENA_KZ | 25.82 |
| 12/2/2010 14:05 | N | EB_PENA_UN3 | 25.82 |

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| 12/2/2010 14:05 | N | AUTO_EPS_390 | 25.61 |
| 12/2/2010 14:10 | N | DC_ROAD_L_B | 25.87 |
| 12/2/2010 14:10 | N | DC_EGPS_L_A | 26.02 |
| 12/2/2010 14:10 | N | H_HOLLOW_E_1 | 25.86 |
| 12/2/2010 14:10 | N | HHOLLOW4_E_1 | 25.86 |
| 12/2/2010 14:10 | N | R_LH2SES_1 | 25.84 |
| 12/2/2010 14:10 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 14:10 | N | PENA_KZ | 25.87 |
| 12/2/2010 14:10 | N | EB_PENA_UN3 | 25.87 |
| 12/2/2010 14:10 | N | AUTO_EPS_390 | 25.84 |
| 12/2/2010 14:15 | N | DC_ROAD_L_B | 25.79 |
| 12/2/2010 14:15 | N | DC_EGPS_L_A | 25.93 |
| 12/2/2010 14:15 | N | H_HOLLOW_E_1 | 25.77 |
| 12/2/2010 14:15 | N | HHOLLOW4_E_1 | 25.77 |
| 12/2/2010 14:15 | N | R_LH2SES_1 | 25.75 |
| 12/2/2010 14:15 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 14:15 | N | PENA_KZ | 25.78 |
| 12/2/2010 14:15 | N | EB_PENA_UN3 | 25.78 |
| 12/2/2010 14:15 | N | AUTO_EPS_390 | 25.75 |
| 12/2/2010 14:20 | N | DC_ROAD_L_B | 25.91 |
| 12/2/2010 14:20 | N | DC_EGPS_L_A | 26.06 |
| 12/2/2010 14:20 | N | H_HOLLOW_E_1 | 25.9 |
| 12/2/2010 14:20 | N | HHOLLOW4_E_1 | 25.9 |
| 12/2/2010 14:20 | N | R_LH2SES_1 | 25.88 |
| 12/2/2010 14:20 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 14:20 | N | PENA_KZ | 25.91 |
| 12/2/2010 14:20 | N | EB_PENA_UN3 | 25.91 |
| 12/2/2010 14:20 | N | AUTO_EPS_390 | 25.88 |
| 12/2/2010 14:30 | N | DC_ROAD_L_B | 26.06 |
| 12/2/2010 14:30 | N | DC_EGPS_L_A | 26.21 |
| 12/2/2010 14:30 | N | H_HOLLOW_E_1 | 26.05 |
| 12/2/2010 14:30 | N | HHOLLOW4_E_1 | 26.05 |
| 12/2/2010 14:30 | N | R_LH2SES_1 | 26.03 |
| 12/2/2010 14:30 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 14:30 | N | PENA_KZ | 26.06 |
| 12/2/2010 14:30 | N | EB_PENA_UN3 | 26.06 |
| 12/2/2010 14:30 | N | AUTO_EPS_390 | 26.03 |
| 12/2/2010 14:35 | N | DC_ROAD_L_B | 25.98 |
| 12/2/2010 14:35 | N | DC_EGPS_L_A | 26.13 |
| 12/2/2010 14:35 | N | H_HOLLOW_E_1 | 25.97 |
| 12/2/2010 14:35 | N | HHOLLOW4_E_1 | 25.97 |
| 12/2/2010 14:35 | N | R_LH2SES_1 | 25.95 |
| 12/2/2010 14:35 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 14:35 | N | PENA_KZ | 25.98 |
| 12/2/2010 14:35 | N | EB_PENA_UN3 | 25.98 |
| 12/2/2010 14:35 | N | AUTO_EPS_390 | 25.95 |
| 12/2/2010 14:40 | N | DC_ROAD_L_B | 26.01 |

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| 12/2/2010 14:40 | N | DC_EGPS_L_A | 26.16 |
| 12/2/2010 14:40 | N | H_HOLLOW_E_1 | 26 |
| 12/2/2010 14:40 | N | HHOLLOW4_E_1 | 26 |
| 12/2/2010 14:40 | N | R_LH2SES_1 | 25.98 |
| 12/2/2010 14:40 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 14:40 | N | PENA_KZ | 26.01 |
| 12/2/2010 14:40 | N | EB_PENA_UN3 | 26.01 |
| 12/2/2010 14:40 | N | AUTO_EPS_390 | 25.98 |
| 12/2/2010 14:45 | N | DC_ROAD_L_B | 25.98 |
| 12/2/2010 14:45 | N | DC_EGPS_L_A | 26.13 |
| 12/2/2010 14:45 | N | H_HOLLOW_E_1 | 25.97 |
| 12/2/2010 14:45 | N | HHOLLOW4_E_1 | 25.97 |
| 12/2/2010 14:45 | N | R_LH2SES_1 | 25.95 |
| 12/2/2010 14:45 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 14:45 | N | PENA_KZ | 25.98 |
| 12/2/2010 14:45 | N | EB_PENA_UN3 | 25.98 |
| 12/2/2010 14:45 | N | AUTO_EPS_390 | 25.95 |
| 12/2/2010 14:50 | N | DC_ROAD_L_B | 25.92 |
| 12/2/2010 14:50 | N | DC_EGPS_L_A | 26.07 |
| 12/2/2010 14:50 | N | H_HOLLOW_E_1 | 25.91 |
| 12/2/2010 14:50 | N | HHOLLOW4_E_1 | 25.91 |
| 12/2/2010 14:50 | N | R_LH2SES_1 | 25.88 |
| 12/2/2010 14:50 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 14:50 | N | PENA_KZ | 25.92 |
| 12/2/2010 14:50 | N | EB_PENA_UN3 | 25.92 |
| 12/2/2010 14:50 | N | AUTO_EPS_390 | 25.89 |
| 12/2/2010 14:55 | N | DC_ROAD_L_B | 25.89 |
| 12/2/2010 14:55 | N | DC_EGPS_L_A | 26.04 |
| 12/2/2010 14:55 | N | H_HOLLOW_E_1 | 25.88 |
| 12/2/2010 14:55 | N | HHOLLOW4_E_1 | 25.88 |
| 12/2/2010 14:55 | N | R_LH2SES_1 | 25.86 |
| 12/2/2010 14:55 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 14:55 | N | PENA_KZ | 25.89 |
| 12/2/2010 14:55 | N | EB_PENA_UN3 | 25.89 |
| 12/2/2010 14:55 | N | AUTO_EPS_390 | 25.86 |
| 12/2/2010 15:00 | N | DC_ROAD_L_B | 25.93 |
| 12/2/2010 15:00 | N | DC_EGPS_L_A | 26.07 |
| 12/2/2010 15:00 | N | H_HOLLOW_E_1 | 25.92 |
| 12/2/2010 15:00 | N | HHOLLOW4_E_1 | 25.92 |
| 12/2/2010 15:00 | N | R_LH2SES_1 | 25.89 |
| 12/2/2010 15:00 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 15:00 | N | PENA_KZ | 25.92 |
| 12/2/2010 15:00 | N | EB_PENA_UN3 | 25.92 |
| 12/2/2010 15:00 | N | AUTO_EPS_390 | 25.89 |
| 12/2/2010 15:05 | N | DC_ROAD_L_B | 25.96 |
| 12/2/2010 15:05 | N | DC_EGPS_L_A | 26.1 |
| 12/2/2010 15:05 | N | H_HOLLOW_E_1 | 25.95 |

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| 12/2/2010 15:05 | N | HHOLLOW4_E_1 | 25.95 |
| 12/2/2010 15:05 | N | R_LH2SES_1 | 25.92 |
| 12/2/2010 15:05 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 15:05 | N | PENA_KZ | 25.96 |
| 12/2/2010 15:05 | N | EB_PENA_UN3 | 25.96 |
| 12/2/2010 15:05 | N | AUTO_EPS_390 | 25.93 |
| 12/2/2010 15:10 | N | DC_ROAD_L_B | 26.01 |
| 12/2/2010 15:10 | N | DC_EGPS_L_A | 26.16 |
| 12/2/2010 15:10 | N | H_HOLLOW_E_1 | 26 |
| 12/2/2010 15:10 | N | HHOLLOW4_E_1 | 26 |
| 12/2/2010 15:10 | N | R_LH2SES_1 | 25.98 |
| 12/2/2010 15:10 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 15:10 | N | PENA_KZ | 26.01 |
| 12/2/2010 15:10 | N | EB_PENA_UN3 | 26.01 |
| 12/2/2010 15:10 | N | AUTO_EPS_390 | 25.98 |
| 12/2/2010 15:15 | N | DC_ROAD_L_B | 26.05 |
| 12/2/2010 15:15 | N | DC_EGPS_L_A | 26.2 |
| 12/2/2010 15:15 | N | H_HOLLOW_E_1 | 26.04 |
| 12/2/2010 15:15 | N | HHOLLOW4_E_1 | 26.04 |
| 12/2/2010 15:15 | N | R_LH2SES_1 | 26.02 |
| 12/2/2010 15:15 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 15:15 | N | PENA_KZ | 26.05 |
| 12/2/2010 15:15 | N | EB_PENA_UN3 | 26.05 |
| 12/2/2010 15:15 | N | AUTO_EPS_390 | 26.02 |
| 12/2/2010 15:20 | N | DC_ROAD_L_B | 26.12 |
| 12/2/2010 15:20 | N | DC_EGPS_L_A | 26.26 |
| 12/2/2010 15:20 | N | H_HOLLOW_E_1 | 26.1 |
| 12/2/2010 15:20 | N | HHOLLOW4_E_1 | 26.1 |
| 12/2/2010 15:20 | N | R_LH2SES_1 | 26.08 |
| 12/2/2010 15:20 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 15:20 | N | PENA_KZ | 26.11 |
| 12/2/2010 15:20 | N | EB_PENA_UN3 | 26.11 |
| 12/2/2010 15:20 | N | AUTO_EPS_390 | 26.08 |
| 12/2/2010 15:25 | N | DC_ROAD_L_B | 26.1 |
| 12/2/2010 15:25 | N | DC_EGPS_L_A | 26.25 |
| 12/2/2010 15:25 | N | H_HOLLOW_E_1 | 26.09 |
| 12/2/2010 15:25 | N | HHOLLOW4_E_1 | 26.09 |
| 12/2/2010 15:25 | N | R_LH2SES_1 | 26.07 |
| 12/2/2010 15:25 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 15:25 | N | PENA_KZ | 26.1 |
| 12/2/2010 15:25 | N | EB_PENA_UN3 | 26.1 |
| 12/2/2010 15:25 | N | AUTO_EPS_390 | 26.07 |
| 12/2/2010 15:30 | N | DC_ROAD_L_B | 26.24 |
| 12/2/2010 15:30 | N | DC_EGPS_L_A | 26.38 |
| 12/2/2010 15:30 | N | H_HOLLOW_E_1 | 26.23 |
| 12/2/2010 15:30 | N | HHOLLOW4_E_1 | 26.23 |
| 12/2/2010 15:30 | N | R_LH2SES_1 | 26.21 |

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| 12/2/2010 15:30 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 15:30 | N | PENA_KZ | 26.24 |
| 12/2/2010 15:30 | N | EB_PENA_UN3 | 26.24 |
| 12/2/2010 15:30 | N | AUTO_EPS_390 | 26.21 |
| 12/2/2010 15:35 | N | DC_ROAD_L_B | 25.98 |
| 12/2/2010 15:35 | N | DC_EGPS_L_A | 26.13 |
| 12/2/2010 15:35 | N | H_HOLLOW_E_1 | 25.97 |
| 12/2/2010 15:35 | N | HHOLLOW4_E_1 | 25.97 |
| 12/2/2010 15:35 | N | R_LH2SES_1 | 25.95 |
| 12/2/2010 15:35 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 15:35 | N | PENA_KZ | 25.98 |
| 12/2/2010 15:35 | N | EB_PENA_UN3 | 25.98 |
| 12/2/2010 15:35 | N | AUTO_EPS_390 | 25.95 |
| 12/2/2010 15:40 | N | DC_ROAD_L_B | 26.05 |
| 12/2/2010 15:40 | N | DC_EGPS_L_A | 26.2 |
| 12/2/2010 15:40 | N | H_HOLLOW_E_1 | 26.04 |
| 12/2/2010 15:40 | N | HHOLLOW4_E_1 | 26.04 |
| 12/2/2010 15:40 | N | R_LH2SES_1 | 26.02 |
| 12/2/2010 15:40 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 15:40 | N | PENA_KZ | 26.05 |
| 12/2/2010 15:40 | N | EB_PENA_UN3 | 26.05 |
| 12/2/2010 15:40 | N | AUTO_EPS_390 | 26.02 |
| 12/2/2010 15:45 | N | DC_ROAD_L_B | 26.11 |
| 12/2/2010 15:45 | N | DC_EGPS_L_A | 26.26 |
| 12/2/2010 15:45 | N | H_HOLLOW_E_1 | 26.1 |
| 12/2/2010 15:45 | N | HHOLLOW4_E_1 | 26.1 |
| 12/2/2010 15:45 | N | R_LH2SES_1 | 26.08 |
| 12/2/2010 15:45 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 15:45 | N | PENA_KZ | 26.11 |
| 12/2/2010 15:45 | N | EB_PENA_UN3 | 26.11 |
| 12/2/2010 15:45 | N | AUTO_EPS_390 | 26.08 |
| 12/2/2010 15:50 | N | DC_ROAD_L_B | 26.1 |
| 12/2/2010 15:50 | N | DC_EGPS_L_A | 26.25 |
| 12/2/2010 15:50 | N | H_HOLLOW_E_1 | 26.09 |
| 12/2/2010 15:50 | N | HHOLLOW4_E_1 | 26.09 |
| 12/2/2010 15:50 | N | R_LH2SES_1 | 26.07 |
| 12/2/2010 15:50 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 15:50 | N | PENA_KZ | 26.1 |
| 12/2/2010 15:50 | N | EB_PENA_UN3 | 26.1 |
| 12/2/2010 15:50 | N | AUTO_EPS_390 | 26.08 |
| 12/2/2010 15:55 | N | DC_ROAD_L_B | 26.17 |
| 12/2/2010 15:55 | N | DC_EGPS_L_A | 26.32 |
| 12/2/2010 15:55 | N | H_HOLLOW_E_1 | 26.16 |
| 12/2/2010 15:55 | N | HHOLLOW4_E_1 | 26.16 |
| 12/2/2010 15:55 | N | R_LH2SES_1 | 26.14 |
| 12/2/2010 15:55 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 15:55 | N | PENA_KZ | 26.17 |

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| 12/2/2010 15:55 | N | EB_PENA_UN3 | 26.17 |
| 12/2/2010 15:55 | N | AUTO_EPS_390 | 26.14 |
| 12/2/2010 16:00 | N | DC_ROAD_L_B | 26.2 |
| 12/2/2010 16:00 | N | DC_EGPS_L_A | 26.35 |
| 12/2/2010 16:00 | N | H_HOLLOW_E_1 | 26.19 |
| 12/2/2010 16:00 | N | HHOLLOW4_E_1 | 26.19 |
| 12/2/2010 16:00 | N | R_LH2SES_1 | 26.17 |
| 12/2/2010 16:00 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 16:00 | N | PENA_KZ | 26.2 |
| 12/2/2010 16:00 | N | EB_PENA_UN3 | 26.2 |
| 12/2/2010 16:00 | N | AUTO_EPS_390 | 26.17 |
| 12/2/2010 16:05 | N | DC_ROAD_L_B | 26.15 |
| 12/2/2010 16:05 | N | DC_EGPS_L_A | 26.29 |
| 12/2/2010 16:05 | N | H_HOLLOW_E_1 | 26.14 |
| 12/2/2010 16:05 | N | HHOLLOW4_E_1 | 26.14 |
| 12/2/2010 16:05 | N | R_LH2SES_1 | 26.12 |
| 12/2/2010 16:05 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 16:05 | N | PENA_KZ | 26.15 |
| 12/2/2010 16:05 | N | EB_PENA_UN3 | 26.15 |
| 12/2/2010 16:05 | N | AUTO_EPS_390 | 26.12 |
| 12/2/2010 16:10 | N | DC_ROAD_L_B | 26.13 |
| 12/2/2010 16:10 | N | DC_EGPS_L_A | 26.28 |
| 12/2/2010 16:10 | N | H_HOLLOW_E_1 | 26.12 |
| 12/2/2010 16:10 | N | HHOLLOW4_E_1 | 26.12 |
| 12/2/2010 16:10 | N | R_LH2SES_1 | 26.1 |
| 12/2/2010 16:10 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 16:10 | N | PENA_KZ | 26.13 |
| 12/2/2010 16:10 | N | EB_PENA_UN3 | 26.13 |
| 12/2/2010 16:10 | N | AUTO_EPS_390 | 26.1 |
| 12/2/2010 16:15 | N | DC_ROAD_L_B | 26.05 |
| 12/2/2010 16:15 | N | DC_EGPS_L_A | 26.2 |
| 12/2/2010 16:15 | N | H_HOLLOW_E_1 | 26.04 |
| 12/2/2010 16:15 | N | HHOLLOW4_E_1 | 26.04 |
| 12/2/2010 16:15 | N | R_LH2SES_1 | 26.02 |
| 12/2/2010 16:15 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 16:15 | N | PENA_KZ | 26.05 |
| 12/2/2010 16:15 | N | EB_PENA_UN3 | 26.05 |
| 12/2/2010 16:15 | N | AUTO_EPS_390 | 26.02 |
| 12/2/2010 16:20 | N | DC_ROAD_L_B | 26.01 |
| 12/2/2010 16:20 | N | DC_EGPS_L_A | 26.16 |
| 12/2/2010 16:20 | N | H_HOLLOW_E_1 | 26 |
| 12/2/2010 16:20 | N | HHOLLOW4_E_1 | 26 |
| 12/2/2010 16:20 | N | R_LH2SES_1 | 25.98 |
| 12/2/2010 16:20 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 16:20 | N | PENA_KZ | 26.01 |
| 12/2/2010 16:20 | N | EB_PENA_UN3 | 26.01 |
| 12/2/2010 16:20 | N | AUTO_EPS_390 | 25.98 |

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| 12/2/2010 16:25 | N | DC_ROAD_L_B | 26.03 |
| 12/2/2010 16:25 | N | DC_EGPS_L_A | 26.18 |
| 12/2/2010 16:25 | N | H_HOLLOW_E_1 | 26.02 |
| 12/2/2010 16:25 | N | HHOLLOW4_E_1 | 26.02 |
| 12/2/2010 16:25 | N | R_LH2SES_1 | 26 |
| 12/2/2010 16:25 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 16:25 | N | PENA_KZ | 26.03 |
| 12/2/2010 16:25 | N | EB_PENA_UN3 | 26.03 |
| 12/2/2010 16:25 | N | AUTO_EPS_390 | 26 |
| 12/2/2010 16:30 | N | DC_ROAD_L_B | 26.17 |
| 12/2/2010 16:30 | N | DC_EGPS_L_A | 26.31 |
| 12/2/2010 16:30 | N | H_HOLLOW_E_1 | 26.15 |
| 12/2/2010 16:30 | N | HHOLLOW4_E_1 | 26.15 |
| 12/2/2010 16:30 | N | R_LH2SES_1 | 26.13 |
| 12/2/2010 16:30 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 16:30 | N | PENA_KZ | 26.16 |
| 12/2/2010 16:30 | N | EB_PENA_UN3 | 26.16 |
| 12/2/2010 16:30 | N | AUTO_EPS_390 | 26.13 |
| 12/2/2010 16:35 | N | DC_ROAD_L_B | 26.23 |
| 12/2/2010 16:35 | N | DC_EGPS_L_A | 26.37 |
| 12/2/2010 16:35 | N | H_HOLLOW_E_1 | 26.22 |
| 12/2/2010 16:35 | N | HHOLLOW4_E_1 | 26.22 |
| 12/2/2010 16:35 | N | R_LH2SES_1 | 26.2 |
| 12/2/2010 16:35 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 16:35 | N | PENA_KZ | 26.23 |
| 12/2/2010 16:35 | N | EB_PENA_UN3 | 26.23 |
| 12/2/2010 16:35 | N | AUTO_EPS_390 | 26.2 |
| 12/2/2010 16:40 | N | DC_ROAD_L_B | 26.2 |
| 12/2/2010 16:40 | N | DC_EGPS_L_A | 26.34 |
| 12/2/2010 16:40 | N | H_HOLLOW_E_1 | 26.19 |
| 12/2/2010 16:40 | N | HHOLLOW4_E_1 | 26.19 |
| 12/2/2010 16:40 | N | R_LH2SES_1 | 26.17 |
| 12/2/2010 16:40 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 16:40 | N | PENA_KZ | 26.2 |
| 12/2/2010 16:40 | N | EB_PENA_UN3 | 26.2 |
| 12/2/2010 16:40 | N | AUTO_EPS_390 | 26.17 |
| 12/2/2010 16:45 | N | DC_ROAD_L_B | 26.27 |
| 12/2/2010 16:45 | N | DC_EGPS_L_A | 26.41 |
| 12/2/2010 16:45 | N | H_HOLLOW_E_1 | 26.26 |
| 12/2/2010 16:45 | N | HHOLLOW4_E_1 | 26.26 |
| 12/2/2010 16:45 | N | R_LH2SES_1 | 26.24 |
| 12/2/2010 16:45 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 16:45 | N | PENA_KZ | 26.27 |
| 12/2/2010 16:45 | N | EB_PENA_UN3 | 26.27 |
| 12/2/2010 16:45 | N | AUTO_EPS_390 | 26.24 |
| 12/2/2010 16:50 | N | DC_ROAD_L_B | 26.28 |
| 12/2/2010 16:50 | N | DC_EGPS_L_A | 26.43 |

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| 12/2/2010 16:50 | N | H_HOLLOW_E_1 | 26.27 |
| 12/2/2010 16:50 | N | HHOLLOW4_E_1 | 26.27 |
| 12/2/2010 16:50 | N | R_LH2SES_1 | 26.25 |
| 12/2/2010 16:50 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 16:50 | N | PENA_KZ | 26.28 |
| 12/2/2010 16:50 | N | EB_PENA_UN3 | 26.28 |
| 12/2/2010 16:50 | N | AUTO_EPS_390 | 26.25 |
| 12/2/2010 16:55 | N | DC_ROAD_L_B | 26.45 |
| 12/2/2010 16:55 | N | DC_EGPS_L_A | 26.6 |
| 12/2/2010 16:55 | N | H_HOLLOW_E_1 | 26.44 |
| 12/2/2010 16:55 | N | HHOLLOW4_E_1 | 26.44 |
| 12/2/2010 16:55 | N | R_LH2SES_1 | 26.42 |
| 12/2/2010 16:55 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 16:55 | N | PENA_KZ | 26.45 |
| 12/2/2010 16:55 | N | EB_PENA_UN3 | 26.45 |
| 12/2/2010 16:55 | N | AUTO_EPS_390 | 26.42 |
| 12/2/2010 17:00 | N | DC_ROAD_L_B | 26.53 |
| 12/2/2010 17:00 | N | DC_EGPS_L_A | 26.67 |
| 12/2/2010 17:00 | N | H_HOLLOW_E_1 | 26.52 |
| 12/2/2010 17:00 | N | HHOLLOW4_E_1 | 26.52 |
| 12/2/2010 17:00 | N | R_LH2SES_1 | 26.5 |
| 12/2/2010 17:00 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 17:00 | N | PENA_KZ | 26.53 |
| 12/2/2010 17:00 | N | EB_PENA_UN3 | 26.53 |
| 12/2/2010 17:00 | N | AUTO_EPS_390 | 26.5 |
| 12/2/2010 17:05 | N | DC_ROAD_L_B | 26.72 |
| 12/2/2010 17:05 | N | DC_EGPS_L_A | 26.86 |
| 12/2/2010 17:05 | N | H_HOLLOW_E_1 | 26.71 |
| 12/2/2010 17:05 | N | HHOLLOW4_E_1 | 26.71 |
| 12/2/2010 17:05 | N | R_LH2SES_1 | 26.69 |
| 12/2/2010 17:05 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 17:05 | N | PENA_KZ | 26.72 |
| 12/2/2010 17:05 | N | EB_PENA_UN3 | 26.72 |
| 12/2/2010 17:05 | N | AUTO_EPS_390 | 26.69 |
| 12/2/2010 17:10 | N | DC_ROAD_L_B | 26.49 |
| 12/2/2010 17:10 | N | DC_EGPS_L_A | 26.63 |
| 12/2/2010 17:10 | N | H_HOLLOW_E_1 | 26.48 |
| 12/2/2010 17:10 | N | HHOLLOW4_E_1 | 26.48 |
| 12/2/2010 17:10 | N | R_LH2SES_1 | 26.46 |
| 12/2/2010 17:10 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 17:10 | N | PENA_KZ | 26.49 |
| 12/2/2010 17:10 | N | EB_PENA_UN3 | 26.49 |
| 12/2/2010 17:10 | N | AUTO_EPS_390 | 26.46 |
| 12/2/2010 17:12 | N | DC_ROAD_L_B | 26.87 |
| 12/2/2010 17:12 | N | DC_EGPS_L_A | 27.01 |
| 12/2/2010 17:12 | N | H_HOLLOW_E_1 | 26.86 |
| 12/2/2010 17:12 | N | HHOLLOW4_E_1 | 26.86 |

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| 12/2/2010 17:12 | N | R_LH2SES_1 | 26.84 |
| 12/2/2010 17:12 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 17:12 | N | PENA_KZ | 26.87 |
| 12/2/2010 17:12 | N | EB_PENA_UN3 | 26.87 |
| 12/2/2010 17:12 | N | AUTO_EPS_390 | 26.84 |
| 12/2/2010 17:15 | N | DC_ROAD_L_B | 26.88 |
| 12/2/2010 17:15 | N | DC_EGPS_L_A | 27.02 |
| 12/2/2010 17:15 | N | H_HOLLOW_E_1 | 26.87 |
| 12/2/2010 17:15 | N | HHOLLOW4_E_1 | 26.87 |
| 12/2/2010 17:15 | N | R_LH2SES_1 | 26.85 |
| 12/2/2010 17:15 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 17:15 | N | PENA_KZ | 26.88 |
| 12/2/2010 17:15 | N | EB_PENA_UN3 | 26.88 |
| 12/2/2010 17:15 | N | AUTO_EPS_390 | 26.85 |
| 12/2/2010 17:20 | N | DC_ROAD_L_B | 27.96 |
| 12/2/2010 17:20 | N | DC_EGPS_L_A | 28.09 |
| 12/2/2010 17:20 | N | H_HOLLOW_E_1 | 27.95 |
| 12/2/2010 17:20 | N | HHOLLOW4_E_1 | 27.95 |
| 12/2/2010 17:20 | N | R_LH2SES_1 | 27.93 |
| 12/2/2010 17:20 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 17:20 | N | PENA_KZ | 27.96 |
| 12/2/2010 17:20 | N | EB_PENA_UN3 | 27.96 |
| 12/2/2010 17:20 | N | AUTO_EPS_390 | 27.93 |
| 12/2/2010 17:25 | N | DC_ROAD_L_B | 28.62 |
| 12/2/2010 17:25 | N | DC_EGPS_L_A | 28.75 |
| 12/2/2010 17:25 | N | H_HOLLOW_E_1 | 28.61 |
| 12/2/2010 17:25 | N | HHOLLOW4_E_1 | 28.61 |
| 12/2/2010 17:25 | N | R_LH2SES_1 | 28.59 |
| 12/2/2010 17:25 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 17:25 | N | PENA_KZ | 28.62 |
| 12/2/2010 17:25 | N | EB_PENA_UN3 | 28.62 |
| 12/2/2010 17:25 | N | AUTO_EPS_390 | 28.6 |
| 12/2/2010 17:30 | N | DC_ROAD_L_B | 29.05 |
| 12/2/2010 17:30 | N | DC_EGPS_L_A | 29.17 |
| 12/2/2010 17:30 | N | H_HOLLOW_E_1 | 29.05 |
| 12/2/2010 17:30 | N | HHOLLOW4_E_1 | 29.05 |
| 12/2/2010 17:30 | N | R_LH2SES_1 | 29.03 |
| 12/2/2010 17:30 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 17:30 | N | PENA_KZ | 29.05 |
| 12/2/2010 17:30 | N | EB_PENA_UN3 | 29.05 |
| 12/2/2010 17:30 | N | AUTO_EPS_390 | 29.03 |
| 12/2/2010 17:35 | N | DC_ROAD_L_B | 30.27 |
| 12/2/2010 17:35 | N | DC_EGPS_L_A | 30.38 |
| 12/2/2010 17:35 | N | H_HOLLOW_E_1 | 30.26 |
| 12/2/2010 17:35 | N | HHOLLOW4_E_1 | 30.26 |
| 12/2/2010 17:35 | N | R_LH2SES_1 | 30.25 |
| 12/2/2010 17:35 | N | R_PBSES_2 | 43.79 |

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| 12/2/2010 17:35 | N | PENA_KZ | 30.27 |
| 12/2/2010 17:35 | N | EB_PENA_UN3 | 30.27 |
| 12/2/2010 17:35 | N | AUTO_EPS_390 | 30.25 |
| 12/2/2010 17:40 | N | DC_ROAD_L_B | 30.99 |
| 12/2/2010 17:40 | N | DC_EGPS_L_A | 31.1 |
| 12/2/2010 17:40 | N | H_HOLLOW_E_1 | 30.98 |
| 12/2/2010 17:40 | N | HHOLLOW4_E_1 | 30.98 |
| 12/2/2010 17:40 | N | R_LH2SES_1 | 30.97 |
| 12/2/2010 17:40 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 17:40 | N | PENA_KZ | 30.99 |
| 12/2/2010 17:40 | N | EB_PENA_UN3 | 30.99 |
| 12/2/2010 17:40 | N | AUTO_EPS_390 | 30.97 |
| 12/2/2010 17:45 | N | DC_ROAD_L_B | 32.85 |
| 12/2/2010 17:45 | N | DC_EGPS_L_A | 32.95 |
| 12/2/2010 17:45 | N | H_HOLLOW_E_1 | 32.85 |
| 12/2/2010 17:45 | N | HHOLLOW4_E_1 | 32.85 |
| 12/2/2010 17:45 | N | R_LH2SES_1 | 32.84 |
| 12/2/2010 17:45 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 17:45 | N | PENA_KZ | 32.85 |
| 12/2/2010 17:45 | N | EB_PENA_UN3 | 32.85 |
| 12/2/2010 17:45 | N | AUTO_EPS_390 | 32.84 |
| 12/2/2010 17:50 | N | DC_ROAD_L_B | 37.93 |
| 12/2/2010 17:50 | N | DC_EGPS_L_A | 37.98 |
| 12/2/2010 17:50 | N | H_HOLLOW_E_1 | 37.93 |
| 12/2/2010 17:50 | N | HHOLLOW4_E_1 | 37.93 |
| 12/2/2010 17:50 | N | R_LH2SES_1 | 37.92 |
| 12/2/2010 17:50 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 17:50 | N | PENA_KZ | 37.93 |
| 12/2/2010 17:50 | N | EB_PENA_UN3 | 37.93 |
| 12/2/2010 17:50 | N | AUTO_EPS_390 | 37.92 |
| 12/2/2010 17:51 | N | DC_ROAD_L_B | 39.82 |
| 12/2/2010 17:51 | N | DC_EGPS_L_A | 39.85 |
| 12/2/2010 17:51 | N | H_HOLLOW_E_1 | 39.82 |
| 12/2/2010 17:51 | N | HHOLLOW4_E_1 | 39.82 |
| 12/2/2010 17:51 | N | R_LH2SES_1 | 39.81 |
| 12/2/2010 17:51 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 17:51 | N | PENA_KZ | 39.82 |
| 12/2/2010 17:51 | N | EB_PENA_UN3 | 39.82 |
| 12/2/2010 17:51 | N | AUTO_EPS_390 | 39.81 |
| 12/2/2010 17:55 | N | DC_ROAD_L_B | 37.8 |
| 12/2/2010 17:55 | N | DC_EGPS_L_A | 37.85 |
| 12/2/2010 17:55 | N | H_HOLLOW_E_1 | 37.8 |
| 12/2/2010 17:55 | N | HHOLLOW4_E_1 | 37.8 |
| 12/2/2010 17:55 | N | R_LH2SES_1 | 37.79 |
| 12/2/2010 17:55 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 17:55 | N | PENA_KZ | 37.8 |
| 12/2/2010 17:55 | N | EB_PENA_UN3 | 37.8 |

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| 12/2/2010 17:55 | N | AUTO_EPS_390 | 37.79 |
| 12/2/2010 18:05 | N | DC_ROAD_L_B | 32.55 |
| 12/2/2010 18:05 | N | DC_EGPS_L_A | 32.64 |
| 12/2/2010 18:05 | N | H_HOLLOW_E_1 | 32.54 |
| 12/2/2010 18:05 | N | HHOLLOW4_E_1 | 32.54 |
| 12/2/2010 18:05 | N | R_LH2SES_1 | 32.53 |
| 12/2/2010 18:05 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 18:05 | N | PENA_KZ | 32.55 |
| 12/2/2010 18:05 | N | EB_PENA_UN3 | 32.55 |
| 12/2/2010 18:05 | N | AUTO_EPS_390 | 32.53 |
| 12/2/2010 18:10 | N | DC_ROAD_L_B | 33.14 |
| 12/2/2010 18:10 | N | DC_EGPS_L_A | 33.22 |
| 12/2/2010 18:10 | N | H_HOLLOW_E_1 | 33.13 |
| 12/2/2010 18:10 | N | HHOLLOW4_E_1 | 33.13 |
| 12/2/2010 18:10 | N | R_LH2SES_1 | 33.12 |
| 12/2/2010 18:10 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 18:10 | N | PENA_KZ | 33.13 |
| 12/2/2010 18:10 | N | EB_PENA_UN3 | 33.13 |
| 12/2/2010 18:10 | N | AUTO_EPS_390 | 33.12 |
| 12/2/2010 18:15 | N | DC_ROAD_L_B | 33.03 |
| 12/2/2010 18:15 | N | DC_EGPS_L_A | 33.12 |
| 12/2/2010 18:15 | N | H_HOLLOW_E_1 | 33.02 |
| 12/2/2010 18:15 | N | HHOLLOW4_E_1 | 33.02 |
| 12/2/2010 18:15 | N | R_LH2SES_1 | 33.01 |
| 12/2/2010 18:15 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 18:15 | N | PENA_KZ | 33.03 |
| 12/2/2010 18:15 | N | EB_PENA_UN3 | 33.03 |
| 12/2/2010 18:15 | N | AUTO_EPS_390 | 33.01 |
| 12/2/2010 18:20 | N | DC_ROAD_L_B | 33.3 |
| 12/2/2010 18:20 | N | DC_EGPS_L_A | 33.39 |
| 12/2/2010 18:20 | N | H_HOLLOW_E_1 | 33.3 |
| 12/2/2010 18:20 | N | HHOLLOW4_E_1 | 33.3 |
| 12/2/2010 18:20 | N | R_LH2SES_1 | 33.29 |
| 12/2/2010 18:20 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 18:20 | N | PENA_KZ | 33.3 |
| 12/2/2010 18:20 | N | EB_PENA_UN3 | 33.3 |
| 12/2/2010 18:20 | N | AUTO_EPS_390 | 33.29 |
| 12/2/2010 18:25 | N | DC_ROAD_L_B | 34.85 |
| 12/2/2010 18:25 | N | DC_EGPS_L_A | 34.93 |
| 12/2/2010 18:25 | N | H_HOLLOW_E_1 | 34.85 |
| 12/2/2010 18:25 | N | HHOLLOW4_E_1 | 34.85 |
| 12/2/2010 18:25 | N | R_LH2SES_1 | 34.84 |
| 12/2/2010 18:25 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 18:25 | N | PENA_KZ | 34.85 |
| 12/2/2010 18:25 | N | EB_PENA_UN3 | 34.85 |
| 12/2/2010 18:25 | N | AUTO_EPS_390 | 34.84 |
| 12/2/2010 18:30 | N | DC_ROAD_L_B | 35.53 |

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| 12/2/2010 18:30 | N | DC_EGPS_L_A | 35.6 |
| 12/2/2010 18:30 | N | H_HOLLOW_E_1 | 35.52 |
| 12/2/2010 18:30 | N | HHOLLOW4_E_1 | 35.52 |
| 12/2/2010 18:30 | N | R_LH2SES_1 | 35.51 |
| 12/2/2010 18:30 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 18:30 | N | PENA_KZ | 35.53 |
| 12/2/2010 18:30 | N | EB_PENA_UN3 | 35.53 |
| 12/2/2010 18:30 | N | AUTO_EPS_390 | 35.51 |
| 12/2/2010 18:35 | N | DC_ROAD_L_B | 36.76 |
| 12/2/2010 18:35 | N | DC_EGPS_L_A | 36.82 |
| 12/2/2010 18:35 | N | H_HOLLOW_E_1 | 36.76 |
| 12/2/2010 18:35 | N | HHOLLOW4_E_1 | 36.76 |
| 12/2/2010 18:35 | N | R_LH2SES_1 | 36.75 |
| 12/2/2010 18:35 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 18:35 | N | PENA_KZ | 36.76 |
| 12/2/2010 18:35 | N | EB_PENA_UN3 | 36.76 |
| 12/2/2010 18:35 | N | AUTO_EPS_390 | 36.75 |
| 12/2/2010 18:40 | N | DC_ROAD_L_B | 37.98 |
| 12/2/2010 18:40 | N | DC_EGPS_L_A | 38.03 |
| 12/2/2010 18:40 | N | H_HOLLOW_E_1 | 37.98 |
| 12/2/2010 18:40 | N | HHOLLOW4_E_1 | 37.98 |
| 12/2/2010 18:40 | N | R_LH2SES_1 | 37.97 |
| 12/2/2010 18:40 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 18:40 | N | PENA_KZ | 37.98 |
| 12/2/2010 18:40 | N | EB_PENA_UN3 | 37.98 |
| 12/2/2010 18:40 | N | AUTO_EPS_390 | 37.97 |
| 12/2/2010 18:45 | N | DC_ROAD_L_B | 37.87 |
| 12/2/2010 18:45 | N | DC_EGPS_L_A | 37.92 |
| 12/2/2010 18:45 | N | H_HOLLOW_E_1 | 37.86 |
| 12/2/2010 18:45 | N | HHOLLOW4_E_1 | 37.86 |
| 12/2/2010 18:45 | N | R_LH2SES_1 | 37.86 |
| 12/2/2010 18:45 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 18:45 | N | PENA_KZ | 37.87 |
| 12/2/2010 18:45 | N | EB_PENA_UN3 | 37.87 |
| 12/2/2010 18:45 | N | AUTO_EPS_390 | 37.86 |
| 12/2/2010 18:50 | N | DC_ROAD_L_B | 38.43 |
| 12/2/2010 18:50 | N | DC_EGPS_L_A | 38.47 |
| 12/2/2010 18:50 | N | H_HOLLOW_E_1 | 38.42 |
| 12/2/2010 18:50 | N | HHOLLOW4_E_1 | 38.42 |
| 12/2/2010 18:50 | N | R_LH2SES_1 | 38.42 |
| 12/2/2010 18:50 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 18:50 | N | PENA_KZ | 38.43 |
| 12/2/2010 18:50 | N | EB_PENA_UN3 | 38.43 |
| 12/2/2010 18:50 | N | AUTO_EPS_390 | 38.42 |
| 12/2/2010 18:55 | N | DC_ROAD_L_B | 36.64 |
| 12/2/2010 18:55 | N | DC_EGPS_L_A | 36.7 |
| 12/2/2010 18:55 | N | H_HOLLOW_E_1 | 36.63 |

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| 12/2/2010 18:55 | N | HHOLLOW4_E_1 | 36.63 |
| 12/2/2010 18:55 | N | R_LH2SES_1 | 36.62 |
| 12/2/2010 18:55 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 18:55 | N | PENA_KZ | 36.64 |
| 12/2/2010 18:55 | N | EB_PENA_UN3 | 36.64 |
| 12/2/2010 18:55 | N | AUTO_EPS_390 | 36.62 |
| 12/2/2010 19:00 | N | DC_ROAD_L_B | 38.88 |
| 12/2/2010 19:00 | N | DC_EGPS_L_A | 38.92 |
| 12/2/2010 19:00 | N | H_HOLLOW_E_1 | 38.88 |
| 12/2/2010 19:00 | N | HHOLLOW4_E_1 | 38.88 |
| 12/2/2010 19:00 | N | R_LH2SES_1 | 38.87 |
| 12/2/2010 19:00 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 19:00 | N | PENA_KZ | 38.88 |
| 12/2/2010 19:00 | N | EB_PENA_UN3 | 38.88 |
| 12/2/2010 19:00 | N | AUTO_EPS_390 | 38.87 |
| 12/2/2010 19:10 | N | DC_ROAD_L_B | 32.66 |
| 12/2/2010 19:10 | N | DC_EGPS_L_A | 32.75 |
| 12/2/2010 19:10 | N | H_HOLLOW_E_1 | 32.65 |
| 12/2/2010 19:10 | N | HHOLLOW4_E_1 | 32.65 |
| 12/2/2010 19:10 | N | R_LH2SES_1 | 32.64 |
| 12/2/2010 19:10 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 19:10 | N | PENA_KZ | 32.66 |
| 12/2/2010 19:10 | N | EB_PENA_UN3 | 32.66 |
| 12/2/2010 19:10 | N | AUTO_EPS_390 | 32.64 |
| 12/2/2010 19:15 | N | DC_ROAD_L_B | 31.94 |
| 12/2/2010 19:15 | N | DC_EGPS_L_A | 32.04 |
| 12/2/2010 19:15 | N | H_HOLLOW_E_1 | 31.94 |
| 12/2/2010 19:15 | N | HHOLLOW4_E_1 | 31.94 |
| 12/2/2010 19:15 | N | R_LH2SES_1 | 31.92 |
| 12/2/2010 19:15 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 19:15 | N | PENA_KZ | 31.94 |
| 12/2/2010 19:15 | N | EB_PENA_UN3 | 31.94 |
| 12/2/2010 19:15 | N | AUTO_EPS_390 | 31.92 |
| 12/2/2010 19:20 | N | DC_ROAD_L_B | 32.43 |
| 12/2/2010 19:20 | N | DC_EGPS_L_A | 32.53 |
| 12/2/2010 19:20 | N | H_HOLLOW_E_1 | 32.43 |
| 12/2/2010 19:20 | N | HHOLLOW4_E_1 | 32.43 |
| 12/2/2010 19:20 | N | R_LH2SES_1 | 32.41 |
| 12/2/2010 19:20 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 19:20 | N | PENA_KZ | 32.43 |
| 12/2/2010 19:20 | N | EB_PENA_UN3 | 32.43 |
| 12/2/2010 19:20 | N | AUTO_EPS_390 | 32.41 |
| 12/2/2010 19:25 | N | DC_ROAD_L_B | 31.36 |
| 12/2/2010 19:25 | N | DC_EGPS_L_A | 31.46 |
| 12/2/2010 19:25 | N | H_HOLLOW_E_1 | 31.35 |
| 12/2/2010 19:25 | N | HHOLLOW4_E_1 | 31.35 |
| 12/2/2010 19:25 | N | R_LH2SES_1 | 31.34 |

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| 12/2/2010 19:25 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 19:25 | N | PENA_KZ | 31.36 |
| 12/2/2010 19:25 | N | EB_PENA_UN3 | 31.36 |
| 12/2/2010 19:25 | N | AUTO_EPS_390 | 31.34 |
| 12/2/2010 19:30 | N | DC_ROAD_L_B | 31.2 |
| 12/2/2010 19:30 | N | DC_EGPS_L_A | 31.31 |
| 12/2/2010 19:30 | N | H_HOLLOW_E_1 | 31.2 |
| 12/2/2010 19:30 | N | HHOLLOW4_E_1 | 31.2 |
| 12/2/2010 19:30 | N | R_LH2SES_1 | 31.18 |
| 12/2/2010 19:30 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 19:30 | N | PENA_KZ | 31.2 |
| 12/2/2010 19:30 | N | EB_PENA_UN3 | 31.2 |
| 12/2/2010 19:30 | N | AUTO_EPS_390 | 31.18 |
| 12/2/2010 19:35 | N | DC_ROAD_L_B | 31.45 |
| 12/2/2010 19:35 | N | DC_EGPS_L_A | 31.55 |
| 12/2/2010 19:35 | N | H_HOLLOW_E_1 | 31.44 |
| 12/2/2010 19:35 | N | HHOLLOW4_E_1 | 31.44 |
| 12/2/2010 19:35 | N | R_LH2SES_1 | 31.43 |
| 12/2/2010 19:35 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 19:35 | N | PENA_KZ | 31.45 |
| 12/2/2010 19:35 | N | EB_PENA_UN3 | 31.45 |
| 12/2/2010 19:35 | N | AUTO_EPS_390 | 31.43 |
| 12/2/2010 19:40 | N | DC_ROAD_L_B | 31.21 |
| 12/2/2010 19:40 | N | DC_EGPS_L_A | 31.32 |
| 12/2/2010 19:40 | N | H_HOLLOW_E_1 | 31.2 |
| 12/2/2010 19:40 | N | HHOLLOW4_E_1 | 31.2 |
| 12/2/2010 19:40 | N | R_LH2SES_1 | 31.19 |
| 12/2/2010 19:40 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 19:40 | N | PENA_KZ | 31.21 |
| 12/2/2010 19:40 | N | EB_PENA_UN3 | 31.21 |
| 12/2/2010 19:40 | N | AUTO_EPS_390 | 31.19 |
| 12/2/2010 19:45 | N | DC_ROAD_L_B | 30.99 |
| 12/2/2010 19:45 | N | DC_EGPS_L_A | 31.1 |
| 12/2/2010 19:45 | N | H_HOLLOW_E_1 | 30.99 |
| 12/2/2010 19:45 | N | HHOLLOW4_E_1 | 30.99 |
| 12/2/2010 19:45 | N | R_LH2SES_1 | 30.97 |
| 12/2/2010 19:45 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 19:45 | N | PENA_KZ | 30.99 |
| 12/2/2010 19:45 | N | EB_PENA_UN3 | 30.99 |
| 12/2/2010 19:45 | N | AUTO_EPS_390 | 30.97 |
| 12/2/2010 19:50 | N | DC_ROAD_L_B | 30.91 |
| 12/2/2010 19:50 | N | DC_EGPS_L_A | 31.02 |
| 12/2/2010 19:50 | N | H_HOLLOW_E_1 | 30.91 |
| 12/2/2010 19:50 | N | HHOLLOW4_E_1 | 30.91 |
| 12/2/2010 19:50 | N | R_LH2SES_1 | 30.89 |
| 12/2/2010 19:50 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 19:50 | N | PENA_KZ | 30.91 |

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| 12/2/2010 19:50 | N | EB_PENA_UN3 | 30.91 |
| 12/2/2010 19:50 | N | AUTO_EPS_390 | 30.89 |
| 12/2/2010 19:55 | N | DC_ROAD_L_B | 31.27 |
| 12/2/2010 19:55 | N | DC_EGPS_L_A | 31.38 |
| 12/2/2010 19:55 | N | H_HOLLOW_E_1 | 31.27 |
| 12/2/2010 19:55 | N | HHOLLOW4_E_1 | 31.27 |
| 12/2/2010 19:55 | N | R_LH2SES_1 | 31.25 |
| 12/2/2010 19:55 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 19:55 | N | PENA_KZ | 31.27 |
| 12/2/2010 19:55 | N | EB_PENA_UN3 | 31.27 |
| 12/2/2010 19:55 | N | AUTO_EPS_390 | 31.25 |
| 12/2/2010 20:00 | N | DC_ROAD_L_B | 30.55 |
| 12/2/2010 20:00 | N | DC_EGPS_L_A | 30.66 |
| 12/2/2010 20:00 | N | H_HOLLOW_E_1 | 30.54 |
| 12/2/2010 20:00 | N | HHOLLOW4_E_1 | 30.54 |
| 12/2/2010 20:00 | N | R_LH2SES_1 | 30.53 |
| 12/2/2010 20:00 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 20:00 | N | PENA_KZ | 30.55 |
| 12/2/2010 20:00 | N | EB_PENA_UN3 | 30.55 |
| 12/2/2010 20:00 | N | AUTO_EPS_390 | 30.53 |
| 12/2/2010 20:05 | N | DC_ROAD_L_B | 30.77 |
| 12/2/2010 20:05 | N | DC_EGPS_L_A | 30.88 |
| 12/2/2010 20:05 | N | H_HOLLOW_E_1 | 30.76 |
| 12/2/2010 20:05 | N | HHOLLOW4_E_1 | 30.76 |
| 12/2/2010 20:05 | N | R_LH2SES_1 | 30.74 |
| 12/2/2010 20:05 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 20:05 | N | PENA_KZ | 30.76 |
| 12/2/2010 20:05 | N | EB_PENA_UN3 | 30.76 |
| 12/2/2010 20:05 | N | AUTO_EPS_390 | 30.74 |
| 12/2/2010 20:10 | N | DC_ROAD_L_B | 31.02 |
| 12/2/2010 20:10 | N | DC_EGPS_L_A | 31.13 |
| 12/2/2010 20:10 | N | H_HOLLOW_E_1 | 31.01 |
| 12/2/2010 20:10 | N | HHOLLOW4_E_1 | 31.01 |
| 12/2/2010 20:10 | N | R_LH2SES_1 | 31 |
| 12/2/2010 20:10 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 20:10 | N | PENA_KZ | 31.02 |
| 12/2/2010 20:10 | N | EB_PENA_UN3 | 31.02 |
| 12/2/2010 20:10 | N | AUTO_EPS_390 | 31 |
| 12/2/2010 20:15 | N | DC_ROAD_L_B | 31.64 |
| 12/2/2010 20:15 | N | DC_EGPS_L_A | 33.68 |
| 12/2/2010 20:15 | N | H_HOLLOW_E_1 | 31.5 |
| 12/2/2010 20:15 | N | HHOLLOW4_E_1 | 31.5 |
| 12/2/2010 20:15 | N | R_LH2SES_1 | 31.22 |
| 12/2/2010 20:15 | N | R_PBSES_2 | 271.74 |
| 12/2/2010 20:15 | N | PENA_KZ | 31.64 |
| 12/2/2010 20:15 | N | EB_PENA_UN3 | 31.64 |
| 12/2/2010 20:15 | N | AUTO_EPS_390 | 31.25 |

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| 12/2/2010 20:20 | N | DC_ROAD_L_B | 32.01 |
| 12/2/2010 20:20 | N | DC_EGPS_L_A | 34.03 |
| 12/2/2010 20:20 | N | H_HOLLOW_E_1 | 31.87 |
| 12/2/2010 20:20 | N | HHOLLOW4_E_1 | 31.87 |
| 12/2/2010 20:20 | N | R_LH2SES_1 | 31.59 |
| 12/2/2010 20:20 | N | R_PBSES_2 | 272.11 |
| 12/2/2010 20:20 | N | PENA_KZ | 32.01 |
| 12/2/2010 20:20 | N | EB_PENA_UN3 | 32.01 |
| 12/2/2010 20:20 | N | AUTO_EPS_390 | 31.62 |
| 12/2/2010 20:25 | N | DC_ROAD_L_B | 31.66 |
| 12/2/2010 20:25 | N | DC_EGPS_L_A | 33.68 |
| 12/2/2010 20:25 | N | H_HOLLOW_E_1 | 31.52 |
| 12/2/2010 20:25 | N | HHOLLOW4_E_1 | 31.52 |
| 12/2/2010 20:25 | N | R_LH2SES_1 | 31.24 |
| 12/2/2010 20:25 | N | R_PBSES_2 | 271.76 |
| 12/2/2010 20:25 | N | PENA_KZ | 31.63 |
| 12/2/2010 20:25 | N | EB_PENA_UN3 | 31.63 |
| 12/2/2010 20:25 | N | AUTO_EPS_390 | 31.24 |
| 12/2/2010 20:28 | N | DC_ROAD_L_B | 30.72 |
| 12/2/2010 20:28 | N | DC_EGPS_L_A | 32.73 |
| 12/2/2010 20:28 | N | H_HOLLOW_E_1 | 30.58 |
| 12/2/2010 20:28 | N | HHOLLOW4_E_1 | 30.58 |
| 12/2/2010 20:28 | N | R_LH2SES_1 | 30.3 |
| 12/2/2010 20:28 | N | R_PBSES_2 | 270.82 |
| 12/2/2010 20:28 | N | PENA_KZ | 30.69 |
| 12/2/2010 20:28 | N | EB_PENA_UN3 | 30.69 |
| 12/2/2010 20:28 | N | AUTO_EPS_390 | 30.33 |
| 12/2/2010 20:30 | N | DC_ROAD_L_B | 30.51 |
| 12/2/2010 20:30 | N | DC_EGPS_L_A | 32.53 |
| 12/2/2010 20:30 | N | H_HOLLOW_E_1 | 30.37 |
| 12/2/2010 20:30 | N | HHOLLOW4_E_1 | 30.37 |
| 12/2/2010 20:30 | N | R_LH2SES_1 | 30.09 |
| 12/2/2010 20:30 | N | R_PBSES_2 | 270.61 |
| 12/2/2010 20:30 | N | PENA_KZ | 30.48 |
| 12/2/2010 20:30 | N | EB_PENA_UN3 | 30.48 |
| 12/2/2010 20:30 | N | AUTO_EPS_390 | 30.12 |
| 12/2/2010 20:45 | N | DC_ROAD_L_B | 30.01 |
| 12/2/2010 20:45 | N | DC_EGPS_L_A | 30.12 |
| 12/2/2010 20:45 | N | H_HOLLOW_E_1 | 30 |
| 12/2/2010 20:45 | N | HHOLLOW4_E_1 | 30 |
| 12/2/2010 20:45 | N | R_LH2SES_1 | 29.98 |
| 12/2/2010 20:45 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 20:45 | N | PENA_KZ | 30.01 |
| 12/2/2010 20:45 | N | EB_PENA_UN3 | 30.01 |
| 12/2/2010 20:45 | N | AUTO_EPS_390 | 29.98 |
| 12/2/2010 20:50 | N | DC_ROAD_L_B | 29.6 |
| 12/2/2010 20:50 | N | DC_EGPS_L_A | 29.72 |

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| 12/2/2010 20:50 | N | H_HOLLOW_E_1 | 29.59 |
| 12/2/2010 20:50 | N | HHOLLOW4_E_1 | 29.59 |
| 12/2/2010 20:50 | N | R_LH2SES_1 | 29.58 |
| 12/2/2010 20:50 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 20:50 | N | PENA_KZ | 29.6 |
| 12/2/2010 20:50 | N | EB_PENA_UN3 | 29.6 |
| 12/2/2010 20:50 | N | AUTO_EPS_390 | 29.58 |
| 12/2/2010 20:55 | N | DC_ROAD_L_B | 29.07 |
| 12/2/2010 20:55 | N | DC_EGPS_L_A | 29.2 |
| 12/2/2010 20:55 | N | H_HOLLOW_E_1 | 29.06 |
| 12/2/2010 20:55 | N | HHOLLOW4_E_1 | 29.06 |
| 12/2/2010 20:55 | N | R_LH2SES_1 | 29.05 |
| 12/2/2010 20:55 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 20:55 | N | PENA_KZ | 29.07 |
| 12/2/2010 20:55 | N | EB_PENA_UN3 | 29.07 |
| 12/2/2010 20:55 | N | AUTO_EPS_390 | 29.05 |
| 12/2/2010 21:00 | N | DC_ROAD_L_B | 28.68 |
| 12/2/2010 21:00 | N | DC_EGPS_L_A | 28.81 |
| 12/2/2010 21:00 | N | H_HOLLOW_E_1 | 28.67 |
| 12/2/2010 21:00 | N | HHOLLOW4_E_1 | 28.67 |
| 12/2/2010 21:00 | N | R_LH2SES_1 | 28.66 |
| 12/2/2010 21:00 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 21:00 | N | PENA_KZ | 28.68 |
| 12/2/2010 21:00 | N | EB_PENA_UN3 | 28.68 |
| 12/2/2010 21:00 | N | AUTO_EPS_390 | 28.66 |
| 12/2/2010 21:05 | N | DC_ROAD_L_B | 28.36 |
| 12/2/2010 21:05 | N | DC_EGPS_L_A | 28.49 |
| 12/2/2010 21:05 | N | H_HOLLOW_E_1 | 28.35 |
| 12/2/2010 21:05 | N | HHOLLOW4_E_1 | 28.35 |
| 12/2/2010 21:05 | N | R_LH2SES_1 | 28.33 |
| 12/2/2010 21:05 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 21:05 | N | PENA_KZ | 28.35 |
| 12/2/2010 21:05 | N | EB_PENA_UN3 | 28.35 |
| 12/2/2010 21:05 | N | AUTO_EPS_390 | 28.33 |
| 12/2/2010 21:10 | N | DC_ROAD_L_B | 28.45 |
| 12/2/2010 21:10 | N | DC_EGPS_L_A | 28.58 |
| 12/2/2010 21:10 | N | H_HOLLOW_E_1 | 28.45 |
| 12/2/2010 21:10 | N | HHOLLOW4_E_1 | 28.45 |
| 12/2/2010 21:10 | N | R_LH2SES_1 | 28.43 |
| 12/2/2010 21:10 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 21:10 | N | PENA_KZ | 28.45 |
| 12/2/2010 21:10 | N | EB_PENA_UN3 | 28.45 |
| 12/2/2010 21:10 | N | AUTO_EPS_390 | 28.43 |
| 12/2/2010 21:15 | N | DC_ROAD_L_B | 28.18 |
| 12/2/2010 21:15 | N | DC_EGPS_L_A | 28.31 |
| 12/2/2010 21:15 | N | H_HOLLOW_E_1 | 28.17 |
| 12/2/2010 21:15 | N | HHOLLOW4_E_1 | 28.17 |

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| 12/2/2010 21:15 | N | R_LH2SES_1 | 28.15 |
| 12/2/2010 21:15 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 21:15 | N | PENA_KZ | 28.18 |
| 12/2/2010 21:15 | N | EB_PENA_UN3 | 28.18 |
| 12/2/2010 21:15 | N | AUTO_EPS_390 | 28.15 |
| 12/2/2010 21:20 | N | DC_ROAD_L_B | 27.65 |
| 12/2/2010 21:20 | N | DC_EGPS_L_A | 27.79 |
| 12/2/2010 21:20 | N | H_HOLLOW_E_1 | 27.64 |
| 12/2/2010 21:20 | N | HHOLLOW4_E_1 | 27.64 |
| 12/2/2010 21:20 | N | R_LH2SES_1 | 27.62 |
| 12/2/2010 21:20 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 21:20 | N | PENA_KZ | 27.65 |
| 12/2/2010 21:20 | N | EB_PENA_UN3 | 27.65 |
| 12/2/2010 21:20 | N | AUTO_EPS_390 | 27.62 |
| 12/2/2010 21:25 | N | DC_ROAD_L_B | 27.96 |
| 12/2/2010 21:25 | N | DC_EGPS_L_A | 28.09 |
| 12/2/2010 21:25 | N | H_HOLLOW_E_1 | 27.95 |
| 12/2/2010 21:25 | N | HHOLLOW4_E_1 | 27.95 |
| 12/2/2010 21:25 | N | R_LH2SES_1 | 27.93 |
| 12/2/2010 21:25 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 21:25 | N | PENA_KZ | 27.96 |
| 12/2/2010 21:25 | N | EB_PENA_UN3 | 27.96 |
| 12/2/2010 21:25 | N | AUTO_EPS_390 | 27.93 |
| 12/2/2010 21:30 | N | DC_ROAD_L_B | 27.14 |
| 12/2/2010 21:30 | N | DC_EGPS_L_A | 27.28 |
| 12/2/2010 21:30 | N | H_HOLLOW_E_1 | 27.13 |
| 12/2/2010 21:30 | N | HHOLLOW4_E_1 | 27.13 |
| 12/2/2010 21:30 | N | R_LH2SES_1 | 27.11 |
| 12/2/2010 21:30 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 21:30 | N | PENA_KZ | 27.14 |
| 12/2/2010 21:30 | N | EB_PENA_UN3 | 27.14 |
| 12/2/2010 21:30 | N | AUTO_EPS_390 | 27.11 |
| 12/2/2010 21:35 | N | DC_ROAD_L_B | 26.82 |
| 12/2/2010 21:35 | N | DC_EGPS_L_A | 26.96 |
| 12/2/2010 21:35 | N | H_HOLLOW_E_1 | 26.81 |
| 12/2/2010 21:35 | N | HHOLLOW4_E_1 | 26.81 |
| 12/2/2010 21:35 | N | R_LH2SES_1 | 26.79 |
| 12/2/2010 21:35 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 21:35 | N | PENA_KZ | 26.82 |
| 12/2/2010 21:35 | N | EB_PENA_UN3 | 26.82 |
| 12/2/2010 21:35 | N | AUTO_EPS_390 | 26.79 |
| 12/2/2010 21:40 | N | DC_ROAD_L_B | 26.76 |
| 12/2/2010 21:40 | N | DC_EGPS_L_A | 26.91 |
| 12/2/2010 21:40 | N | H_HOLLOW_E_1 | 26.75 |
| 12/2/2010 21:40 | N | HHOLLOW4_E_1 | 26.75 |
| 12/2/2010 21:40 | N | R_LH2SES_1 | 26.73 |
| 12/2/2010 21:40 | N | R_PBSES_2 | 43.79 |

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| 12/2/2010 21:40 | N | PENA_KZ | 26.76 |
| 12/2/2010 21:40 | N | EB_PENA_UN3 | 26.76 |
| 12/2/2010 21:40 | N | AUTO_EPS_390 | 26.73 |
| 12/2/2010 21:45 | N | DC_ROAD_L_B | 26.47 |
| 12/2/2010 21:45 | N | DC_EGPS_L_A | 26.62 |
| 12/2/2010 21:45 | N | H_HOLLOW_E_1 | 26.46 |
| 12/2/2010 21:45 | N | HHOLLOW4_E_1 | 26.46 |
| 12/2/2010 21:45 | N | R_LH2SES_1 | 26.44 |
| 12/2/2010 21:45 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 21:45 | N | PENA_KZ | 26.47 |
| 12/2/2010 21:45 | N | EB_PENA_UN3 | 26.47 |
| 12/2/2010 21:45 | N | AUTO_EPS_390 | 26.44 |
| 12/2/2010 21:50 | N | DC_ROAD_L_B | 26.43 |
| 12/2/2010 21:50 | N | DC_EGPS_L_A | 26.58 |
| 12/2/2010 21:50 | N | H_HOLLOW_E_1 | 26.42 |
| 12/2/2010 21:50 | N | HHOLLOW4_E_1 | 26.42 |
| 12/2/2010 21:50 | N | R_LH2SES_1 | 26.4 |
| 12/2/2010 21:50 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 21:50 | N | PENA_KZ | 26.43 |
| 12/2/2010 21:50 | N | EB_PENA_UN3 | 26.43 |
| 12/2/2010 21:50 | N | AUTO_EPS_390 | 26.4 |
| 12/2/2010 21:55 | N | DC_ROAD_L_B | 26.36 |
| 12/2/2010 21:55 | N | DC_EGPS_L_A | 26.51 |
| 12/2/2010 21:55 | N | H_HOLLOW_E_1 | 26.35 |
| 12/2/2010 21:55 | N | HHOLLOW4_E_1 | 26.35 |
| 12/2/2010 21:55 | N | R_LH2SES_1 | 26.33 |
| 12/2/2010 21:55 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 21:55 | N | PENA_KZ | 26.36 |
| 12/2/2010 21:55 | N | EB_PENA_UN3 | 26.36 |
| 12/2/2010 21:55 | N | AUTO_EPS_390 | 26.33 |
| 12/2/2010 22:00 | N | DC_ROAD_L_B | 26.04 |
| 12/2/2010 22:00 | N | DC_EGPS_L_A | 26.19 |
| 12/2/2010 22:00 | N | H_HOLLOW_E_1 | 26.03 |
| 12/2/2010 22:00 | N | HHOLLOW4_E_1 | 26.03 |
| 12/2/2010 22:00 | N | R_LH2SES_1 | 26.01 |
| 12/2/2010 22:00 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 22:00 | N | PENA_KZ | 26.04 |
| 12/2/2010 22:00 | N | EB_PENA_UN3 | 26.04 |
| 12/2/2010 22:00 | N | AUTO_EPS_390 | 26.01 |
| 12/2/2010 22:05 | N | DC_ROAD_L_B | 26.17 |
| 12/2/2010 22:05 | N | DC_EGPS_L_A | 26.32 |
| 12/2/2010 22:05 | N | H_HOLLOW_E_1 | 26.16 |
| 12/2/2010 22:05 | N | HHOLLOW4_E_1 | 26.16 |
| 12/2/2010 22:05 | N | R_LH2SES_1 | 26.14 |
| 12/2/2010 22:05 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 22:05 | N | PENA_KZ | 26.17 |
| 12/2/2010 22:05 | N | EB_PENA_UN3 | 26.17 |

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| 12/2/2010 22:05 | N | AUTO_EPS_390 | 26.14 |
| 12/2/2010 22:10 | N | DC_ROAD_L_B | 26.23 |
| 12/2/2010 22:10 | N | DC_EGPS_L_A | 26.38 |
| 12/2/2010 22:10 | N | H_HOLLOW_E_1 | 26.22 |
| 12/2/2010 22:10 | N | HHOLLOW4_E_1 | 26.22 |
| 12/2/2010 22:10 | N | R_LH2SES_1 | 26.19 |
| 12/2/2010 22:10 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 22:10 | N | PENA_KZ | 26.23 |
| 12/2/2010 22:10 | N | EB_PENA_UN3 | 26.23 |
| 12/2/2010 22:10 | N | AUTO_EPS_390 | 26.2 |
| 12/2/2010 22:15 | N | DC_ROAD_L_B | 26.15 |
| 12/2/2010 22:15 | N | DC_EGPS_L_A | 26.3 |
| 12/2/2010 22:15 | N | H_HOLLOW_E_1 | 26.14 |
| 12/2/2010 22:15 | N | HHOLLOW4_E_1 | 26.14 |
| 12/2/2010 22:15 | N | R_LH2SES_1 | 26.12 |
| 12/2/2010 22:15 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 22:15 | N | PENA_KZ | 26.15 |
| 12/2/2010 22:15 | N | EB_PENA_UN3 | 26.15 |
| 12/2/2010 22:15 | N | AUTO_EPS_390 | 26.12 |
| 12/2/2010 22:20 | N | DC_ROAD_L_B | 25.63 |
| 12/2/2010 22:20 | N | DC_EGPS_L_A | 25.78 |
| 12/2/2010 22:20 | N | H_HOLLOW_E_1 | 25.62 |
| 12/2/2010 22:20 | N | HHOLLOW4_E_1 | 25.62 |
| 12/2/2010 22:20 | N | R_LH2SES_1 | 25.6 |
| 12/2/2010 22:20 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 22:20 | N | PENA_KZ | 25.63 |
| 12/2/2010 22:20 | N | EB_PENA_UN3 | 25.63 |
| 12/2/2010 22:20 | N | AUTO_EPS_390 | 25.6 |
| 12/2/2010 22:25 | N | DC_ROAD_L_B | 24.97 |
| 12/2/2010 22:25 | N | DC_EGPS_L_A | 25.13 |
| 12/2/2010 22:25 | N | H_HOLLOW_E_1 | 24.96 |
| 12/2/2010 22:25 | N | HHOLLOW4_E_1 | 24.96 |
| 12/2/2010 22:25 | N | R_LH2SES_1 | 24.93 |
| 12/2/2010 22:25 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 22:25 | N | PENA_KZ | 24.97 |
| 12/2/2010 22:25 | N | EB_PENA_UN3 | 24.97 |
| 12/2/2010 22:25 | N | AUTO_EPS_390 | 24.94 |
| 12/2/2010 22:30 | N | DC_ROAD_L_B | 24.8 |
| 12/2/2010 22:30 | N | DC_EGPS_L_A | 24.97 |
| 12/2/2010 22:30 | N | H_HOLLOW_E_1 | 24.79 |
| 12/2/2010 22:30 | N | HHOLLOW4_E_1 | 24.79 |
| 12/2/2010 22:30 | N | R_LH2SES_1 | 24.77 |
| 12/2/2010 22:30 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 22:30 | N | PENA_KZ | 24.8 |
| 12/2/2010 22:30 | N | EB_PENA_UN3 | 24.8 |
| 12/2/2010 22:30 | N | AUTO_EPS_390 | 24.77 |
| 12/2/2010 22:35 | N | DC_ROAD_L_B | 24.3 |

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| 12/2/2010 22:35 | N | DC_EGPS_L_A | 24.46 |
| 12/2/2010 22:35 | N | H_HOLLOW_E_1 | 24.29 |
| 12/2/2010 22:35 | N | HHOLLOW4_E_1 | 24.29 |
| 12/2/2010 22:35 | N | R_LH2SES_1 | 24.26 |
| 12/2/2010 22:35 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 22:35 | N | PENA_KZ | 24.3 |
| 12/2/2010 22:35 | N | EB_PENA_UN3 | 24.3 |
| 12/2/2010 22:35 | N | AUTO_EPS_390 | 24.27 |
| 12/2/2010 22:40 | N | DC_ROAD_L_B | 24.01 |
| 12/2/2010 22:40 | N | DC_EGPS_L_A | 24.18 |
| 12/2/2010 22:40 | N | H_HOLLOW_E_1 | 24 |
| 12/2/2010 22:40 | N | HHOLLOW4_E_1 | 24 |
| 12/2/2010 22:40 | N | R_LH2SES_1 | 23.97 |
| 12/2/2010 22:40 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 22:40 | N | PENA_KZ | 24.01 |
| 12/2/2010 22:40 | N | EB_PENA_UN3 | 24.01 |
| 12/2/2010 22:40 | N | AUTO_EPS_390 | 23.98 |
| 12/2/2010 22:45 | N | DC_ROAD_L_B | 23.6 |
| 12/2/2010 22:45 | N | DC_EGPS_L_A | 23.77 |
| 12/2/2010 22:45 | N | H_HOLLOW_E_1 | 23.59 |
| 12/2/2010 22:45 | N | HHOLLOW4_E_1 | 23.59 |
| 12/2/2010 22:45 | N | R_LH2SES_1 | 23.57 |
| 12/2/2010 22:45 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 22:45 | N | PENA_KZ | 23.6 |
| 12/2/2010 22:45 | N | EB_PENA_UN3 | 23.6 |
| 12/2/2010 22:45 | N | AUTO_EPS_390 | 23.57 |
| 12/2/2010 22:50 | N | DC_ROAD_L_B | 21.83 |
| 12/2/2010 22:50 | N | DC_EGPS_L_A | 22.02 |
| 12/2/2010 22:50 | N | H_HOLLOW_E_1 | 21.82 |
| 12/2/2010 22:50 | N | HHOLLOW4_E_1 | 21.82 |
| 12/2/2010 22:50 | N | R_LH2SES_1 | 21.79 |
| 12/2/2010 22:50 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 22:50 | N | PENA_KZ | 21.83 |
| 12/2/2010 22:50 | N | EB_PENA_UN3 | 21.83 |
| 12/2/2010 22:50 | N | AUTO_EPS_390 | 21.8 |
| 12/2/2010 22:55 | N | DC_ROAD_L_B | 21.79 |
| 12/2/2010 22:55 | N | DC_EGPS_L_A | 21.98 |
| 12/2/2010 22:55 | N | H_HOLLOW_E_1 | 21.78 |
| 12/2/2010 22:55 | N | HHOLLOW4_E_1 | 21.78 |
| 12/2/2010 22:55 | N | R_LH2SES_1 | 21.75 |
| 12/2/2010 22:55 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 22:55 | N | PENA_KZ | 21.79 |
| 12/2/2010 22:55 | N | EB_PENA_UN3 | 21.79 |
| 12/2/2010 22:55 | N | AUTO_EPS_390 | 21.75 |
| 12/2/2010 22:58 | N | DC_ROAD_L_B | 22.15 |
| 12/2/2010 22:58 | N | DC_EGPS_L_A | 22.33 |
| 12/2/2010 22:58 | N | H_HOLLOW_E_1 | 22.13 |

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| 12/2/2010 22:58 | N | HHOLLOW4_E_1 | 22.13 |
| 12/2/2010 22:58 | N | R_LH2SES_1 | 22.11 |
| 12/2/2010 22:58 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 22:58 | N | PENA_KZ | 22.15 |
| 12/2/2010 22:58 | N | EB_PENA_UN3 | 22.15 |
| 12/2/2010 22:58 | N | AUTO_EPS_390 | 22.11 |
| 12/2/2010 23:00 | N | DC_ROAD_L_B | 24.11 |
| 12/2/2010 23:00 | N | DC_EGPS_L_A | 24.27 |
| 12/2/2010 23:00 | N | H_HOLLOW_E_1 | 24.09 |
| 12/2/2010 23:00 | N | HHOLLOW4_E_1 | 24.09 |
| 12/2/2010 23:00 | N | R_LH2SES_1 | 24.07 |
| 12/2/2010 23:00 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 23:00 | N | PENA_KZ | 24.11 |
| 12/2/2010 23:00 | N | EB_PENA_UN3 | 24.11 |
| 12/2/2010 23:00 | N | AUTO_EPS_390 | 24.07 |
| 12/2/2010 23:01 | N | DC_ROAD_L_B | 25.17 |
| 12/2/2010 23:01 | N | DC_EGPS_L_A | 27.21 |
| 12/2/2010 23:01 | N | H_HOLLOW_E_1 | 25.03 |
| 12/2/2010 23:01 | N | HHOLLOW4_E_1 | 25.03 |
| 12/2/2010 23:01 | N | R_LH2SES_1 | 24.75 |
| 12/2/2010 23:01 | N | R_PBSES_2 | 265.27 |
| 12/2/2010 23:01 | N | PENA_KZ | 25.17 |
| 12/2/2010 23:01 | N | EB_PENA_UN3 | 25.17 |
| 12/2/2010 23:01 | N | AUTO_EPS_390 | 24.78 |
| 12/2/2010 23:02 | N | DC_ROAD_L_B | 26.05 |
| 12/2/2010 23:02 | N | DC_EGPS_L_A | 28.09 |
| 12/2/2010 23:02 | N | H_HOLLOW_E_1 | 25.91 |
| 12/2/2010 23:02 | N | HHOLLOW4_E_1 | 25.91 |
| 12/2/2010 23:02 | N | R_LH2SES_1 | 25.63 |
| 12/2/2010 23:02 | N | R_PBSES_2 | 266.15 |
| 12/2/2010 23:02 | N | PENA_KZ | 26.05 |
| 12/2/2010 23:02 | N | EB_PENA_UN3 | 26.05 |
| 12/2/2010 23:02 | N | AUTO_EPS_390 | 25.65 |
| 12/2/2010 23:02 | N | DC_ROAD_L_B | 26.01 |
| 12/2/2010 23:02 | N | DC_EGPS_L_A | 28.05 |
| 12/2/2010 23:02 | N | H_HOLLOW_E_1 | 25.87 |
| 12/2/2010 23:02 | N | HHOLLOW4_E_1 | 25.87 |
| 12/2/2010 23:02 | N | R_LH2SES_1 | 25.59 |
| 12/2/2010 23:02 | N | R_PBSES_2 | 266.11 |
| 12/2/2010 23:02 | N | PENA_KZ | 26.01 |
| 12/2/2010 23:02 | N | EB_PENA_UN3 | 26.01 |
| 12/2/2010 23:02 | N | AUTO_EPS_390 | 25.62 |
| 12/2/2010 23:03 | N | DC_ROAD_L_B | 26.07 |
| 12/2/2010 23:03 | N | DC_EGPS_L_A | 28.11 |
| 12/2/2010 23:03 | N | H_HOLLOW_E_1 | 25.93 |
| 12/2/2010 23:03 | N | HHOLLOW4_E_1 | 25.93 |
| 12/2/2010 23:03 | N | R_LH2SES_1 | 25.65 |

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| 12/2/2010 23:03 | N | R_PBSES_2 | 266.17 |
| 12/2/2010 23:03 | N | PENA_KZ | 26.07 |
| 12/2/2010 23:03 | N | EB_PENA_UN3 | 26.07 |
| 12/2/2010 23:03 | N | AUTO_EPS_390 | 25.68 |
| 12/2/2010 23:04 | N | DC_ROAD_L_B | 25.94 |
| 12/2/2010 23:04 | N | DC_EGPS_L_A | 26.09 |
| 12/2/2010 23:04 | N | H_HOLLOW_E_1 | 25.93 |
| 12/2/2010 23:04 | N | HHOLLOW4_E_1 | 25.93 |
| 12/2/2010 23:04 | N | R_LH2SES_1 | 25.91 |
| 12/2/2010 23:04 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 23:04 | N | PENA_KZ | 25.94 |
| 12/2/2010 23:04 | N | EB_PENA_UN3 | 25.94 |
| 12/2/2010 23:04 | N | AUTO_EPS_390 | 25.91 |
| 12/2/2010 23:05 | N | DC_ROAD_L_B | 25.91 |
| 12/2/2010 23:05 | N | DC_EGPS_L_A | 26.06 |
| 12/2/2010 23:05 | N | H_HOLLOW_E_1 | 25.9 |
| 12/2/2010 23:05 | N | HHOLLOW4_E_1 | 25.9 |
| 12/2/2010 23:05 | N | R_LH2SES_1 | 25.88 |
| 12/2/2010 23:05 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 23:05 | N | PENA_KZ | 25.91 |
| 12/2/2010 23:05 | N | EB_PENA_UN3 | 25.91 |
| 12/2/2010 23:05 | N | AUTO_EPS_390 | 25.88 |
| 12/2/2010 23:06 | N | DC_ROAD_L_B | 25.66 |
| 12/2/2010 23:06 | N | DC_EGPS_L_A | 25.82 |
| 12/2/2010 23:06 | N | H_HOLLOW_E_1 | 25.65 |
| 12/2/2010 23:06 | N | HHOLLOW4_E_1 | 25.65 |
| 12/2/2010 23:06 | N | R_LH2SES_1 | 25.63 |
| 12/2/2010 23:06 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 23:06 | N | PENA_KZ | 25.66 |
| 12/2/2010 23:06 | N | EB_PENA_UN3 | 25.66 |
| 12/2/2010 23:06 | N | AUTO_EPS_390 | 25.63 |
| 12/2/2010 23:07 | N | DC_ROAD_L_B | 24.8 |
| 12/2/2010 23:07 | N | DC_EGPS_L_A | 24.97 |
| 12/2/2010 23:07 | N | H_HOLLOW_E_1 | 24.79 |
| 12/2/2010 23:07 | N | HHOLLOW4_E_1 | 24.79 |
| 12/2/2010 23:07 | N | R_LH2SES_1 | 24.77 |
| 12/2/2010 23:07 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 23:07 | N | PENA_KZ | 24.8 |
| 12/2/2010 23:07 | N | EB_PENA_UN3 | 24.8 |
| 12/2/2010 23:07 | N | AUTO_EPS_390 | 24.77 |
| 12/2/2010 23:10 | N | DC_ROAD_L_B | 24.63 |
| 12/2/2010 23:10 | N | DC_EGPS_L_A | 24.8 |
| 12/2/2010 23:10 | N | H_HOLLOW_E_1 | 24.62 |
| 12/2/2010 23:10 | N | HHOLLOW4_E_1 | 24.62 |
| 12/2/2010 23:10 | N | R_LH2SES_1 | 24.6 |
| 12/2/2010 23:10 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 23:10 | N | PENA_KZ | 24.63 |

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| 12/2/2010 23:10 | N | EB_PENA_UN3 | 24.63 |
| 12/2/2010 23:10 | N | AUTO_EPS_390 | 24.6 |
| 12/2/2010 23:11 | N | DC_ROAD_L_B | 24.21 |
| 12/2/2010 23:11 | N | DC_EGPS_L_A | 24.38 |
| 12/2/2010 23:11 | N | H_HOLLOW_E_1 | 24.2 |
| 12/2/2010 23:11 | N | HHOLLOW4_E_1 | 24.2 |
| 12/2/2010 23:11 | N | R_LH2SES_1 | 24.18 |
| 12/2/2010 23:11 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 23:11 | N | PENA_KZ | 24.21 |
| 12/2/2010 23:11 | N | EB_PENA_UN3 | 24.21 |
| 12/2/2010 23:11 | N | AUTO_EPS_390 | 24.18 |
| 12/2/2010 23:12 | N | DC_ROAD_L_B | 24.58 |
| 12/2/2010 23:12 | N | DC_EGPS_L_A | 24.74 |
| 12/2/2010 23:12 | N | H_HOLLOW_E_1 | 24.57 |
| 12/2/2010 23:12 | N | HHOLLOW4_E_1 | 24.57 |
| 12/2/2010 23:12 | N | R_LH2SES_1 | 24.54 |
| 12/2/2010 23:12 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 23:12 | N | PENA_KZ | 24.58 |
| 12/2/2010 23:12 | N | EB_PENA_UN3 | 24.58 |
| 12/2/2010 23:12 | N | AUTO_EPS_390 | 24.55 |
| 12/2/2010 23:15 | N | DC_ROAD_L_B | 24.76 |
| 12/2/2010 23:15 | N | DC_EGPS_L_A | 24.92 |
| 12/2/2010 23:15 | N | H_HOLLOW_E_1 | 24.75 |
| 12/2/2010 23:15 | N | HHOLLOW4_E_1 | 24.75 |
| 12/2/2010 23:15 | N | R_LH2SES_1 | 24.73 |
| 12/2/2010 23:15 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 23:15 | N | PENA_KZ | 24.76 |
| 12/2/2010 23:15 | N | EB_PENA_UN3 | 24.76 |
| 12/2/2010 23:15 | N | AUTO_EPS_390 | 24.73 |
| 12/2/2010 23:20 | N | DC_ROAD_L_B | 24.11 |
| 12/2/2010 23:20 | N | DC_EGPS_L_A | 24.27 |
| 12/2/2010 23:20 | N | H_HOLLOW_E_1 | 24.09 |
| 12/2/2010 23:20 | N | HHOLLOW4_E_1 | 24.09 |
| 12/2/2010 23:20 | N | R_LH2SES_1 | 24.07 |
| 12/2/2010 23:20 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 23:20 | N | PENA_KZ | 24.11 |
| 12/2/2010 23:20 | N | EB_PENA_UN3 | 24.11 |
| 12/2/2010 23:20 | N | AUTO_EPS_390 | 24.07 |
| 12/2/2010 23:25 | N | DC_ROAD_L_B | 23.88 |
| 12/2/2010 23:25 | N | DC_EGPS_L_A | 24.05 |
| 12/2/2010 23:25 | N | H_HOLLOW_E_1 | 23.87 |
| 12/2/2010 23:25 | N | HHOLLOW4_E_1 | 23.87 |
| 12/2/2010 23:25 | N | R_LH2SES_1 | 23.85 |
| 12/2/2010 23:25 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 23:25 | N | PENA_KZ | 23.88 |
| 12/2/2010 23:25 | N | EB_PENA_UN3 | 23.88 |
| 12/2/2010 23:25 | N | AUTO_EPS_390 | 23.85 |

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| 12/2/2010 23:30 | N | DC_ROAD_L_B | 23.68 |
| 12/2/2010 23:30 | N | DC_EGPS_L_A | 23.85 |
| 12/2/2010 23:30 | N | H_HOLLOW_E_1 | 23.67 |
| 12/2/2010 23:30 | N | HHOLLOW4_E_1 | 23.67 |
| 12/2/2010 23:30 | N | R_LH2SES_1 | 23.65 |
| 12/2/2010 23:30 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 23:30 | N | PENA_KZ | 23.68 |
| 12/2/2010 23:30 | N | EB_PENA_UN3 | 23.68 |
| 12/2/2010 23:30 | N | AUTO_EPS_390 | 23.65 |
| 12/2/2010 23:50 | N | DC_ROAD_L_B | 20.61 |
| 12/2/2010 23:50 | N | DC_EGPS_L_A | 20.81 |
| 12/2/2010 23:50 | N | H_HOLLOW_E_1 | 20.6 |
| 12/2/2010 23:50 | N | HHOLLOW4_E_1 | 20.6 |
| 12/2/2010 23:50 | N | R_LH2SES_1 | 20.57 |
| 12/2/2010 23:50 | N | R_PBSES_2 | 43.79 |
| 12/2/2010 23:50 | N | PENA_KZ | 20.61 |
| 12/2/2010 23:50 | N | EB_PENA_UN3 | 20.61 |
| 12/2/2010 23:50 | N | AUTO_EPS_390 | 20.57 |
| 12/3/2010 0:04 | N | DC_ROAD_L_B | 32.06 |
| 12/3/2010 0:04 | N | DC_EGPS_L_A | 32.16 |
| 12/3/2010 0:04 | N | H_HOLLOW_E_1 | 32.05 |
| 12/3/2010 0:04 | N | HHOLLOW4_E_1 | 32.05 |
| 12/3/2010 0:04 | N | R_LH2SES_1 | 32.03 |
| 12/3/2010 0:04 | N | R_PBSES_2 | 44.21 |
| 12/3/2010 0:04 | N | PENA_KZ | 32.06 |
| 12/3/2010 0:04 | N | EB_PENA_UN3 | 32.06 |
| 12/3/2010 0:04 | N | AUTO_EPS_390 | 32.04 |
| 12/3/2010 0:05 | N | DC_ROAD_L_B | 32.24 |
| 12/3/2010 0:05 | N | DC_EGPS_L_A | 32.34 |
| 12/3/2010 0:05 | N | H_HOLLOW_E_1 | 32.24 |
| 12/3/2010 0:05 | N | HHOLLOW4_E_1 | 32.24 |
| 12/3/2010 0:05 | N | R_LH2SES_1 | 32.22 |
| 12/3/2010 0:05 | N | R_PBSES_2 | 44.21 |
| 12/3/2010 0:05 | N | PENA_KZ | 32.24 |
| 12/3/2010 0:05 | N | EB_PENA_UN3 | 32.24 |
| 12/3/2010 0:05 | N | AUTO_EPS_390 | 32.22 |
| 12/3/2010 6:30 | N | DC_ROAD_L_B | 30.01 |
| 12/3/2010 6:30 | N | DC_EGPS_L_A | 29.99 |
| 12/3/2010 6:30 | N | H_HOLLOW_E_1 | 29.98 |
| 12/3/2010 6:30 | N | HHOLLOW4_E_1 | 29.98 |
| 12/3/2010 6:30 | N | R_LH2SES_1 | 30.02 |
| 12/3/2010 6:30 | N | R_PBSES_2 | 29.81 |
| 12/3/2010 6:30 | N | PENA_KZ | 30.01 |
| 12/3/2010 6:30 | N | EB_PENA_UN3 | 30.01 |
| 12/3/2010 6:30 | N | AUTO_EPS_390 | 30.02 |
| 12/3/2010 6:35 | N | DC_ROAD_L_B | 30.19 |
| 12/3/2010 6:35 | N | DC_EGPS_L_A | 30.17 |

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| 12/3/2010 6:35 | N | H_HOLLOW_E_1 | 30.16 |
| 12/3/2010 6:35 | N | HHOLLOW4_E_1 | 30.16 |
| 12/3/2010 6:35 | N | R_LH2SES_1 | 30.2 |
| 12/3/2010 6:35 | N | R_PBSES_2 | 29.99 |
| 12/3/2010 6:35 | N | PENA_KZ | 30.19 |
| 12/3/2010 6:35 | N | EB_PENA_UN3 | 30.19 |
| 12/3/2010 6:35 | N | AUTO_EPS_390 | 30.2 |
| 12/3/2010 6:40 | N | DC_ROAD_L_B | 30.59 |
| 12/3/2010 6:40 | N | DC_EGPS_L_A | 30.57 |
| 12/3/2010 6:40 | N | H_HOLLOW_E_1 | 30.56 |
| 12/3/2010 6:40 | N | HHOLLOW4_E_1 | 30.56 |
| 12/3/2010 6:40 | N | R_LH2SES_1 | 30.59 |
| 12/3/2010 6:40 | N | R_PBSES_2 | 30.39 |
| 12/3/2010 6:40 | N | PENA_KZ | 30.59 |
| 12/3/2010 6:40 | N | EB_PENA_UN3 | 30.59 |
| 12/3/2010 6:40 | N | AUTO_EPS_390 | 30.59 |
| 12/3/2010 6:41 | N | DC_ROAD_L_B | 30.83 |
| 12/3/2010 6:41 | N | DC_EGPS_L_A | 30.81 |
| 12/3/2010 6:41 | N | H_HOLLOW_E_1 | 30.8 |
| 12/3/2010 6:41 | N | HHOLLOW4_E_1 | 30.8 |
| 12/3/2010 6:41 | N | R_LH2SES_1 | 30.84 |
| 12/3/2010 6:41 | N | R_PBSES_2 | 30.63 |
| 12/3/2010 6:41 | N | PENA_KZ | 30.83 |
| 12/3/2010 6:41 | N | EB_PENA_UN3 | 30.83 |
| 12/3/2010 6:41 | N | AUTO_EPS_390 | 30.83 |
| 12/3/2010 6:46 | N | DC_ROAD_L_B | 13.3 |
| 12/3/2010 6:46 | N | DC_EGPS_L_A | 29.49 |
| 12/3/2010 6:46 | N | H_HOLLOW_E_1 | 31.33 |
| 12/3/2010 6:46 | N | HHOLLOW4_E_1 | 31.33 |
| 12/3/2010 6:46 | N | R_LH2SES_1 | 31.45 |
| 12/3/2010 6:46 | N | R_PBSES_2 | 31.13 |
| 12/3/2010 6:46 | N | PENA_KZ | 6.56 |
| 12/3/2010 6:46 | N | EB_PENA_UN3 | 6.56 |
| 12/3/2010 6:46 | N | AUTO_EPS_390 | 31.48 |
| 12/3/2010 6:47 | N | DC_ROAD_L_B | 13.57 |
| 12/3/2010 6:47 | N | DC_EGPS_L_A | 29.76 |
| 12/3/2010 6:47 | N | H_HOLLOW_E_1 | 31.61 |
| 12/3/2010 6:47 | N | HHOLLOW4_E_1 | 31.61 |
| 12/3/2010 6:47 | N | R_LH2SES_1 | 31.73 |
| 12/3/2010 6:47 | N | R_PBSES_2 | 31.4 |
| 12/3/2010 6:47 | N | PENA_KZ | 6.84 |
| 12/3/2010 6:47 | N | EB_PENA_UN3 | 6.84 |
| 12/3/2010 6:47 | N | AUTO_EPS_390 | 31.75 |
| 12/3/2010 6:49 | N | DC_ROAD_L_B | 14.14 |
| 12/3/2010 6:49 | N | DC_EGPS_L_A | 30.33 |
| 12/3/2010 6:49 | N | H_HOLLOW_E_1 | 32.18 |
| 12/3/2010 6:49 | N | HHOLLOW4_E_1 | 32.18 |

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| 12/3/2010 6:49 | N | R_LH2SES_1 | 32.29 |
| 12/3/2010 6:49 | N | R_PBSES_2 | 31.96 |
| 12/3/2010 6:49 | N | PENA_KZ | 7.41 |
| 12/3/2010 6:49 | N | EB_PENA_UN3 | 7.41 |
| 12/3/2010 6:49 | N | AUTO_EPS_390 | 32.32 |
| 12/3/2010 6:50 | N | DC_ROAD_L_B | 13.87 |
| 12/3/2010 6:50 | N | DC_EGPS_L_A | 30.05 |
| 12/3/2010 6:50 | N | H_HOLLOW_E_1 | 31.9 |
| 12/3/2010 6:50 | N | HHOLLOW4_E_1 | 31.9 |
| 12/3/2010 6:50 | N | R_LH2SES_1 | 32.02 |
| 12/3/2010 6:50 | N | R_PBSES_2 | 31.69 |
| 12/3/2010 6:50 | N | PENA_KZ | 7.13 |
| 12/3/2010 6:50 | N | EB_PENA_UN3 | 7.13 |
| 12/3/2010 6:50 | N | AUTO_EPS_390 | 32.04 |
| 12/3/2010 6:52 | N | DC_ROAD_L_B | 15.12 |
| 12/3/2010 6:52 | N | DC_EGPS_L_A | 31.31 |
| 12/3/2010 6:52 | N | H_HOLLOW_E_1 | 33.15 |
| 12/3/2010 6:52 | N | HHOLLOW4_E_1 | 33.15 |
| 12/3/2010 6:52 | N | R_LH2SES_1 | 33.27 |
| 12/3/2010 6:52 | N | R_PBSES_2 | 32.93 |
| 12/3/2010 6:52 | N | PENA_KZ | 8.4 |
| 12/3/2010 6:52 | N | EB_PENA_UN3 | 8.4 |
| 12/3/2010 6:52 | N | AUTO_EPS_390 | 33.3 |
| 12/3/2010 6:55 | N | DC_ROAD_L_B | 13.79 |
| 12/3/2010 6:55 | N | DC_EGPS_L_A | 29.98 |
| 12/3/2010 6:55 | N | H_HOLLOW_E_1 | 31.82 |
| 12/3/2010 6:55 | N | HHOLLOW4_E_1 | 31.82 |
| 12/3/2010 6:55 | N | R_LH2SES_1 | 31.94 |
| 12/3/2010 6:55 | N | R_PBSES_2 | 31.62 |
| 12/3/2010 6:55 | N | PENA_KZ | 7.07 |
| 12/3/2010 6:55 | N | EB_PENA_UN3 | 7.07 |
| 12/3/2010 6:55 | N | AUTO_EPS_390 | 31.97 |
| 12/3/2010 6:56 | N | DC_ROAD_L_B | 13.8 |
| 12/3/2010 6:56 | N | DC_EGPS_L_A | 29.98 |
| 12/3/2010 6:56 | N | H_HOLLOW_E_1 | 31.83 |
| 12/3/2010 6:56 | N | HHOLLOW4_E_1 | 31.83 |
| 12/3/2010 6:56 | N | R_LH2SES_1 | 31.95 |
| 12/3/2010 6:56 | N | R_PBSES_2 | 31.62 |
| 12/3/2010 6:56 | N | PENA_KZ | 7.08 |
| 12/3/2010 6:56 | N | EB_PENA_UN3 | 7.08 |
| 12/3/2010 6:56 | N | AUTO_EPS_390 | 31.97 |
| 12/3/2010 6:58 | N | DC_ROAD_L_B | 32.05 |
| 12/3/2010 6:58 | N | DC_EGPS_L_A | 32.03 |
| 12/3/2010 6:58 | N | R_LH2SES_1 | 32.06 |
| 12/3/2010 6:58 | N | R_PBSES_2 | 31.84 |
| 12/3/2010 6:58 | N | PENA_KZ | 32.05 |
| 12/3/2010 6:58 | N | EB_PENA_UN3 | 32.05 |

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| 12/3/2010 6:58 | N | AUTO_EPS_390 | 32.06 |
| 12/3/2010 7:00 | N | DC_ROAD_L_B | 31.79 |
| 12/3/2010 7:00 | N | R_LH2SES_1 | 31.79 |
| 12/3/2010 7:00 | N | R_PBSES_2 | 31.58 |
| 12/3/2010 7:00 | N | PENA_KZ | 31.79 |
| 12/3/2010 7:00 | N | EB_PENA_UN3 | 31.79 |
| 12/3/2010 7:00 | N | AUTO_EPS_390 | 31.79 |
| 12/3/2010 7:05 | N | DC_ROAD_L_B | 30.89 |
| 12/3/2010 7:05 | N | DC_EGPS_L_A | 30.87 |
| 12/3/2010 7:05 | N | H_HOLLOW_E_1 | 30.87 |
| 12/3/2010 7:05 | N | HHOLLOW4_E_1 | 30.87 |
| 12/3/2010 7:05 | N | R_LH2SES_1 | 30.9 |
| 12/3/2010 7:05 | N | R_PBSES_2 | 30.69 |
| 12/3/2010 7:05 | N | PENA_KZ | 30.89 |
| 12/3/2010 7:05 | N | EB_PENA_UN3 | 30.89 |
| 12/3/2010 7:05 | N | AUTO_EPS_390 | 30.9 |
| 12/3/2010 7:06 | N | DC_ROAD_L_B | 27.39 |
| 12/3/2010 7:06 | N | DC_EGPS_L_A | 30.69 |
| 12/3/2010 7:06 | N | H_HOLLOW_E_1 | 31.07 |
| 12/3/2010 7:06 | N | HHOLLOW4_E_1 | 31.07 |
| 12/3/2010 7:06 | N | R_LH2SES_1 | 31.09 |
| 12/3/2010 7:06 | N | R_PBSES_2 | 31.06 |
| 12/3/2010 7:06 | N | PENA_KZ | 26.02 |
| 12/3/2010 7:06 | N | EB_PENA_UN3 | 26.02 |
| 12/3/2010 7:06 | N | AUTO_EPS_390 | 31.09 |
| 12/3/2010 7:07 | N | DC_ROAD_L_B | 27.77 |
| 12/3/2010 7:07 | N | DC_EGPS_L_A | 31 |
| 12/3/2010 7:07 | N | H_HOLLOW_E_1 | 31.37 |
| 12/3/2010 7:07 | N | HHOLLOW4_E_1 | 31.37 |
| 12/3/2010 7:07 | N | R_LH2SES_1 | 31.39 |
| 12/3/2010 7:07 | N | R_PBSES_2 | 31.36 |
| 12/3/2010 7:07 | N | PENA_KZ | 26.43 |
| 12/3/2010 7:07 | N | EB_PENA_UN3 | 26.43 |
| 12/3/2010 7:07 | N | AUTO_EPS_390 | 31.39 |
| 12/3/2010 7:09 | N | DC_ROAD_L_B | 12.96 |
| 12/3/2010 7:09 | N | DC_EGPS_L_A | 29.17 |
| 12/3/2010 7:09 | N | H_HOLLOW_E_1 | 31.02 |
| 12/3/2010 7:09 | N | HHOLLOW4_E_1 | 31.02 |
| 12/3/2010 7:09 | N | R_LH2SES_1 | 31.1 |
| 12/3/2010 7:09 | N | R_PBSES_2 | 30.99 |
| 12/3/2010 7:09 | N | PENA_KZ | 6.24 |
| 12/3/2010 7:09 | N | EB_PENA_UN3 | 6.24 |
| 12/3/2010 7:09 | N | AUTO_EPS_390 | 31.13 |
| 12/3/2010 7:10 | N | DC_ROAD_L_B | 12.57 |
| 12/3/2010 7:10 | N | DC_EGPS_L_A | 28.78 |
| 12/3/2010 7:10 | N | H_HOLLOW_E_1 | 30.63 |
| 12/3/2010 7:10 | N | HHOLLOW4_E_1 | 30.63 |

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| 12/3/2010 7:10 | N | R_LH2SES_1 | 30.71 |
| 12/3/2010 7:10 | N | R_PBSES_2 | 30.6 |
| 12/3/2010 7:10 | N | PENA_KZ | 5.85 |
| 12/3/2010 7:10 | N | EB_PENA_UN3 | 5.85 |
| 12/3/2010 7:10 | N | AUTO_EPS_390 | 30.74 |
| 12/3/2010 7:10 | N | DC_ROAD_L_B | 12.39 |
| 12/3/2010 7:10 | N | DC_EGPS_L_A | 28.6 |
| 12/3/2010 7:10 | N | H_HOLLOW_E_1 | 30.45 |
| 12/3/2010 7:10 | N | HHOLLOW4_E_1 | 30.45 |
| 12/3/2010 7:10 | N | R_LH2SES_1 | 30.53 |
| 12/3/2010 7:10 | N | R_PBSES_2 | 30.42 |
| 12/3/2010 7:10 | N | PENA_KZ | 5.67 |
| 12/3/2010 7:10 | N | EB_PENA_UN3 | 5.67 |
| 12/3/2010 7:10 | N | AUTO_EPS_390 | 30.56 |
| 12/3/2010 7:15 | N | DC_ROAD_L_B | 11.46 |
| 12/3/2010 7:15 | N | DC_EGPS_L_A | 27.76 |
| 12/3/2010 7:15 | N | H_HOLLOW_E_1 | 29.61 |
| 12/3/2010 7:15 | N | HHOLLOW4_E_1 | 29.61 |
| 12/3/2010 7:15 | N | R_LH2SES_1 | 29.69 |
| 12/3/2010 7:15 | N | R_PBSES_2 | 29.58 |
| 12/3/2010 7:15 | N | PENA_KZ | 4.71 |
| 12/3/2010 7:15 | N | EB_PENA_UN3 | 4.71 |
| 12/3/2010 7:15 | N | AUTO_EPS_390 | 29.72 |
| 12/3/2010 7:31 | N | DC_ROAD_L_B | 28.2 |
| 12/3/2010 7:31 | N | DC_EGPS_L_A | 28.18 |
| 12/3/2010 7:31 | N | R_LH2SES_1 | 28.21 |
| 12/3/2010 7:31 | N | R_PBSES_2 | 28.01 |
| 12/3/2010 7:31 | N | PENA_KZ | 28.2 |
| 12/3/2010 7:31 | N | EB_PENA_UN3 | 28.2 |
| 12/3/2010 7:31 | N | AUTO_EPS_390 | 28.2 |
| 12/3/2010 7:36 | N | DC_ROAD_L_B | 28.22 |
| 12/3/2010 7:36 | N | DC_EGPS_L_A | 28.2 |
| 12/3/2010 7:36 | N | H_HOLLOW_E_1 | 28.19 |
| 12/3/2010 7:36 | N | HHOLLOW4_E_1 | 28.19 |
| 12/3/2010 7:36 | N | R_LH2SES_1 | 28.22 |
| 12/3/2010 7:36 | N | R_PBSES_2 | 28.03 |
| 12/3/2010 7:36 | N | PENA_KZ | 28.22 |
| 12/3/2010 7:36 | N | EB_PENA_UN3 | 28.22 |
| 12/3/2010 7:36 | N | AUTO_EPS_390 | 28.22 |
| 12/3/2010 7:40 | N | DC_ROAD_L_B | 28.19 |
| 12/3/2010 7:40 | N | DC_EGPS_L_A | 28.17 |
| 12/3/2010 7:40 | N | H_HOLLOW_E_1 | 28.17 |
| 12/3/2010 7:40 | N | HHOLLOW4_E_1 | 28.17 |
| 12/3/2010 7:40 | N | R_LH2SES_1 | 28.2 |
| 12/3/2010 7:40 | N | R_PBSES_2 | 28.01 |
| 12/3/2010 7:40 | N | PENA_KZ | 28.19 |
| 12/3/2010 7:40 | N | EB_PENA_UN3 | 28.19 |

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| 12/3/2010 7:40 | N | AUTO_EPS_390 | 28.2 |
| 12/3/2010 7:45 | N | DC_ROAD_L_B | 27.66 |
| 12/3/2010 7:45 | N | R_LH2SES_1 | 27.67 |
| 12/3/2010 7:45 | N | R_PBSES_2 | 27.48 |
| 12/3/2010 7:45 | N | PENA_KZ | 27.66 |
| 12/3/2010 7:45 | N | EB_PENA_UN3 | 27.66 |
| 12/3/2010 7:45 | N | AUTO_EPS_390 | 27.66 |
| 12/3/2010 7:47 | N | DC_ROAD_L_B | 26.59 |
| 12/3/2010 7:47 | N | DC_EGPS_L_A | 26.57 |
| 12/3/2010 7:47 | N | R_LH2SES_1 | 26.59 |
| 12/3/2010 7:47 | N | R_PBSES_2 | 26.41 |
| 12/3/2010 7:47 | N | PENA_KZ | 26.59 |
| 12/3/2010 7:47 | N | EB_PENA_UN3 | 26.59 |
| 12/3/2010 7:47 | N | AUTO_EPS_390 | 26.59 |
| 12/3/2010 7:48 | N | DC_ROAD_L_B | 26.94 |
| 12/3/2010 7:48 | N | DC_EGPS_L_A | 27.01 |
| 12/3/2010 7:48 | N | H_HOLLOW_E_1 | 27.01 |
| 12/3/2010 7:48 | N | HHOLLOW4_E_1 | 27.01 |
| 12/3/2010 7:48 | N | R_LH2SES_1 | 27.04 |
| 12/3/2010 7:48 | N | R_PBSES_2 | 26.86 |
| 12/3/2010 7:48 | N | PENA_KZ | 26.91 |
| 12/3/2010 7:48 | N | EB_PENA_UN3 | 26.91 |
| 12/3/2010 7:48 | N | AUTO_EPS_390 | 27.04 |
| 12/3/2010 7:49 | N | DC_ROAD_L_B | 6.58 |
| 12/3/2010 7:49 | N | DC_EGPS_L_A | 22.89 |
| 12/3/2010 7:49 | N | H_HOLLOW_E_1 | 24.76 |
| 12/3/2010 7:49 | N | HHOLLOW4_E_1 | 24.76 |
| 12/3/2010 7:49 | N | R_LH2SES_1 | 24.87 |
| 12/3/2010 7:49 | N | R_PBSES_2 | 24.59 |
| 12/3/2010 7:49 | N | PENA_KZ | -0.2 |
| 12/3/2010 7:49 | N | EB_PENA_UN3 | -0.2 |
| 12/3/2010 7:49 | N | AUTO_EPS_390 | 24.9 |
| 12/3/2010 7:50 | N | DC_ROAD_L_B | 6.88 |
| 12/3/2010 7:50 | N | DC_EGPS_L_A | 23.19 |
| 12/3/2010 7:50 | N | H_HOLLOW_E_1 | 25.05 |
| 12/3/2010 7:50 | N | HHOLLOW4_E_1 | 25.05 |
| 12/3/2010 7:50 | N | R_LH2SES_1 | 25.17 |
| 12/3/2010 7:50 | N | R_PBSES_2 | 24.89 |
| 12/3/2010 7:50 | N | PENA_KZ | 0.1 |
| 12/3/2010 7:50 | N | EB_PENA_UN3 | 0.1 |
| 12/3/2010 7:50 | N | AUTO_EPS_390 | 25.2 |
| 12/3/2010 7:52 | N | DC_ROAD_L_B | 26.38 |
| 12/3/2010 7:52 | N | R_LH2SES_1 | 26.39 |
| 12/3/2010 7:52 | N | R_PBSES_2 | 26.21 |
| 12/3/2010 7:52 | N | PENA_KZ | 26.38 |
| 12/3/2010 7:52 | N | EB_PENA_UN3 | 26.38 |
| 12/3/2010 7:52 | N | AUTO_EPS_390 | 26.39 |

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| 12/3/2010 7:55 | N | DC_ROAD_L_B | 25.74 |
| 12/3/2010 7:55 | N | R_LH2SES_1 | 25.75 |
| 12/3/2010 7:55 | N | R_PBSES_2 | 25.57 |
| 12/3/2010 7:55 | N | PENA_KZ | 25.74 |
| 12/3/2010 7:55 | N | EB_PENA_UN3 | 25.74 |
| 12/3/2010 7:55 | N | AUTO_EPS_390 | 25.74 |
| 12/3/2010 7:58 | N | DC_ROAD_L_B | 26.29 |
| 12/3/2010 7:58 | N | R_LH2SES_1 | 26.29 |
| 12/3/2010 7:58 | N | R_PBSES_2 | 26.12 |
| 12/3/2010 7:58 | N | PENA_KZ | 26.29 |
| 12/3/2010 7:58 | N | EB_PENA_UN3 | 26.29 |
| 12/3/2010 7:58 | N | AUTO_EPS_390 | 26.29 |
| 12/3/2010 8:00 | N | DC_ROAD_L_B | 26.26 |
| 12/3/2010 8:00 | N | R_LH2SES_1 | 26.27 |
| 12/3/2010 8:00 | N | R_PBSES_2 | 26.09 |
| 12/3/2010 8:00 | N | PENA_KZ | 26.26 |
| 12/3/2010 8:00 | N | EB_PENA_UN3 | 26.26 |
| 12/3/2010 8:00 | N | AUTO_EPS_390 | 26.27 |
| 12/3/2010 8:02 | N | DC_ROAD_L_B | 26.26 |
| 12/3/2010 8:02 | N | R_LH2SES_1 | 26.26 |
| 12/3/2010 8:02 | N | R_PBSES_2 | 26.09 |
| 12/3/2010 8:02 | N | PENA_KZ | 26.26 |
| 12/3/2010 8:02 | N | EB_PENA_UN3 | 26.26 |
| 12/3/2010 8:02 | N | AUTO_EPS_390 | 26.26 |
| 12/3/2010 8:05 | N | DC_ROAD_L_B | 27.35 |
| 12/3/2010 8:05 | N | R_LH2SES_1 | 27.36 |
| 12/3/2010 8:05 | N | R_PBSES_2 | 27.17 |
| 12/3/2010 8:05 | N | PENA_KZ | 27.35 |
| 12/3/2010 8:05 | N | EB_PENA_UN3 | 27.35 |
| 12/3/2010 8:05 | N | AUTO_EPS_390 | 27.36 |
| 12/3/2010 8:46 | N | DC_ROAD_L_B | 25.75 |
| 12/3/2010 8:46 | N | DC_EGPS_L_A | 25.84 |
| 12/3/2010 8:46 | N | H_HOLLOW_E_1 | 25.68 |
| 12/3/2010 8:46 | N | HHOLLOW4_E_1 | 25.68 |
| 12/3/2010 8:46 | N | R_LH2SES_1 | 25.73 |
| 12/3/2010 8:46 | N | R_PBSES_2 | 27.29 |
| 12/3/2010 8:46 | N | PENA_KZ | 25.75 |
| 12/3/2010 8:46 | N | EB_PENA_UN3 | 25.75 |
| 12/3/2010 8:46 | N | AUTO_EPS_390 | 25.73 |
| 12/3/2010 8:50 | N | DC_ROAD_L_B | 25.23 |
| 12/3/2010 8:50 | N | DC_EGPS_L_A | 25.32 |
| 12/3/2010 8:50 | N | H_HOLLOW_E_1 | 25.16 |
| 12/3/2010 8:50 | N | HHOLLOW4_E_1 | 25.16 |
| 12/3/2010 8:50 | N | R_LH2SES_1 | 25.21 |
| 12/3/2010 8:50 | N | R_PBSES_2 | 26.74 |
| 12/3/2010 8:50 | N | PENA_KZ | 25.23 |
| 12/3/2010 8:50 | N | EB_PENA_UN3 | 25.23 |

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| 12/3/2010 8:50 | N | AUTO_EPS_390 | 25.21 |
| 12/3/2010 8:51 | N | DC_ROAD_L_B | 25.24 |
| 12/3/2010 8:51 | N | DC_EGPS_L_A | 25.33 |
| 12/3/2010 8:51 | N | H_HOLLOW_E_1 | 25.17 |
| 12/3/2010 8:51 | N | HHOLLOW4_E_1 | 25.17 |
| 12/3/2010 8:51 | N | R_LH2SES_1 | 25.22 |
| 12/3/2010 8:51 | N | R_PBSES_2 | 26.76 |
| 12/3/2010 8:51 | N | PENA_KZ | 25.24 |
| 12/3/2010 8:51 | N | EB_PENA_UN3 | 25.24 |
| 12/3/2010 8:51 | N | AUTO_EPS_390 | 25.22 |
| 12/3/2010 8:53 | N | DC_ROAD_L_B | 25.46 |
| 12/3/2010 8:53 | N | DC_EGPS_L_A | 25.55 |
| 12/3/2010 8:53 | N | H_HOLLOW_E_1 | 25.39 |
| 12/3/2010 8:53 | N | HHOLLOW4_E_1 | 25.39 |
| 12/3/2010 8:53 | N | R_LH2SES_1 | 25.44 |
| 12/3/2010 8:53 | N | R_PBSES_2 | 26.99 |
| 12/3/2010 8:53 | N | PENA_KZ | 25.46 |
| 12/3/2010 8:53 | N | EB_PENA_UN3 | 25.46 |
| 12/3/2010 8:53 | N | AUTO_EPS_390 | 25.44 |
| 12/3/2010 8:55 | N | DC_ROAD_L_B | 25.76 |
| 12/3/2010 8:55 | N | DC_EGPS_L_A | 25.85 |
| 12/3/2010 8:55 | N | H_HOLLOW_E_1 | 25.69 |
| 12/3/2010 8:55 | N | HHOLLOW4_E_1 | 25.69 |
| 12/3/2010 8:55 | N | R_LH2SES_1 | 25.74 |
| 12/3/2010 8:55 | N | R_PBSES_2 | 27.3 |
| 12/3/2010 8:55 | N | PENA_KZ | 25.76 |
| 12/3/2010 8:55 | N | EB_PENA_UN3 | 25.76 |
| 12/3/2010 8:55 | N | AUTO_EPS_390 | 25.74 |
| 12/3/2010 8:57 | N | DC_ROAD_L_B | 25.84 |
| 12/3/2010 8:57 | N | DC_EGPS_L_A | 25.93 |
| 12/3/2010 8:57 | N | H_HOLLOW_E_1 | 25.77 |
| 12/3/2010 8:57 | N | HHOLLOW4_E_1 | 25.77 |
| 12/3/2010 8:57 | N | R_LH2SES_1 | 25.82 |
| 12/3/2010 8:57 | N | R_PBSES_2 | 27.38 |
| 12/3/2010 8:57 | N | PENA_KZ | 25.84 |
| 12/3/2010 8:57 | N | EB_PENA_UN3 | 25.84 |
| 12/3/2010 8:57 | N | AUTO_EPS_390 | 25.82 |
| 12/3/2010 8:59 | N | DC_ROAD_L_B | 26.49 |
| 12/3/2010 8:59 | N | DC_EGPS_L_A | 26.58 |
| 12/3/2010 8:59 | N | H_HOLLOW_E_1 | 26.42 |
| 12/3/2010 8:59 | N | HHOLLOW4_E_1 | 26.42 |
| 12/3/2010 8:59 | N | R_LH2SES_1 | 26.47 |
| 12/3/2010 8:59 | N | R_PBSES_2 | 28.07 |
| 12/3/2010 8:59 | N | PENA_KZ | 26.49 |
| 12/3/2010 8:59 | N | EB_PENA_UN3 | 26.49 |
| 12/3/2010 8:59 | N | AUTO_EPS_390 | 26.47 |
| 12/3/2010 9:00 | N | DC_ROAD_L_B | 26.24 |

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| 12/3/2010 9:00 | N | DC_EGPS_L_A | 26.33 |
| 12/3/2010 9:00 | N | H_HOLLOW_E_1 | 26.16 |
| 12/3/2010 9:00 | N | HHOLLOW4_E_1 | 26.16 |
| 12/3/2010 9:00 | N | R_LH2SES_1 | 26.21 |
| 12/3/2010 9:00 | N | R_PBSES_2 | 27.8 |
| 12/3/2010 9:00 | N | PENA_KZ | 26.23 |
| 12/3/2010 9:00 | N | EB_PENA_UN3 | 26.23 |
| 12/3/2010 9:00 | N | AUTO_EPS_390 | 26.22 |
| 12/3/2010 9:01 | N | DC_ROAD_L_B | 26.77 |
| 12/3/2010 9:01 | N | DC_EGPS_L_A | 26.86 |
| 12/3/2010 9:01 | N | H_HOLLOW_E_1 | 26.69 |
| 12/3/2010 9:01 | N | HHOLLOW4_E_1 | 26.69 |
| 12/3/2010 9:01 | N | R_LH2SES_1 | 26.74 |
| 12/3/2010 9:01 | N | R_PBSES_2 | 28.36 |
| 12/3/2010 9:01 | N | PENA_KZ | 26.77 |
| 12/3/2010 9:01 | N | EB_PENA_UN3 | 26.77 |
| 12/3/2010 9:01 | N | AUTO_EPS_390 | 26.75 |
| 12/3/2010 9:03 | N | DC_ROAD_L_B | 26.69 |
| 12/3/2010 9:03 | N | DC_EGPS_L_A | 26.78 |
| 12/3/2010 9:03 | N | H_HOLLOW_E_1 | 26.61 |
| 12/3/2010 9:03 | N | HHOLLOW4_E_1 | 26.61 |
| 12/3/2010 9:03 | N | R_LH2SES_1 | 26.66 |
| 12/3/2010 9:03 | N | R_PBSES_2 | 28.27 |
| 12/3/2010 9:03 | N | PENA_KZ | 26.68 |
| 12/3/2010 9:03 | N | EB_PENA_UN3 | 26.68 |
| 12/3/2010 9:03 | N | AUTO_EPS_390 | 26.66 |
| 12/3/2010 9:05 | N | DC_ROAD_L_B | 26.43 |
| 12/3/2010 9:05 | N | DC_EGPS_L_A | 26.52 |
| 12/3/2010 9:05 | N | H_HOLLOW_E_1 | 26.35 |
| 12/3/2010 9:05 | N | HHOLLOW4_E_1 | 26.35 |
| 12/3/2010 9:05 | N | R_LH2SES_1 | 26.4 |
| 12/3/2010 9:05 | N | R_PBSES_2 | 28 |
| 12/3/2010 9:05 | N | PENA_KZ | 26.42 |
| 12/3/2010 9:05 | N | EB_PENA_UN3 | 26.42 |
| 12/3/2010 9:05 | N | AUTO_EPS_390 | 26.4 |
| 12/3/2010 9:10 | N | DC_ROAD_L_B | 26.14 |
| 12/3/2010 9:10 | N | DC_EGPS_L_A | 26.23 |
| 12/3/2010 9:10 | N | H_HOLLOW_E_1 | 26.07 |
| 12/3/2010 9:10 | N | HHOLLOW4_E_1 | 26.07 |
| 12/3/2010 9:10 | N | R_LH2SES_1 | 26.12 |
| 12/3/2010 9:10 | N | R_PBSES_2 | 27.7 |
| 12/3/2010 9:10 | N | PENA_KZ | 26.14 |
| 12/3/2010 9:10 | N | EB_PENA_UN3 | 26.14 |
| 12/3/2010 9:10 | N | AUTO_EPS_390 | 26.12 |
| 12/3/2010 9:12 | N | DC_ROAD_L_B | 26.61 |
| 12/3/2010 9:12 | N | DC_EGPS_L_A | 26.7 |
| 12/3/2010 9:12 | N | H_HOLLOW_E_1 | 26.54 |

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| 12/3/2010 9:12 | N | HHOLLOW4_E_1 | 26.54 |
| 12/3/2010 9:12 | N | R_LH2SES_1 | 26.59 |
| 12/3/2010 9:12 | N | R_PBSES_2 | 28.2 |
| 12/3/2010 9:12 | N | PENA_KZ | 26.61 |
| 12/3/2010 9:12 | N | EB_PENA_UN3 | 26.61 |
| 12/3/2010 9:12 | N | AUTO_EPS_390 | 26.59 |
| 12/3/2010 9:13 | N | DC_ROAD_L_B | 28.19 |
| 12/3/2010 9:13 | N | DC_EGPS_L_A | 28.29 |
| 12/3/2010 9:13 | N | H_HOLLOW_E_1 | 28.12 |
| 12/3/2010 9:13 | N | HHOLLOW4_E_1 | 28.12 |
| 12/3/2010 9:13 | N | R_LH2SES_1 | 28.17 |
| 12/3/2010 9:13 | N | R_PBSES_2 | 29.86 |
| 12/3/2010 9:13 | N | PENA_KZ | 28.19 |
| 12/3/2010 9:13 | N | EB_PENA_UN3 | 28.19 |
| 12/3/2010 9:13 | N | AUTO_EPS_390 | 28.17 |
| 12/3/2010 9:14 | N | DC_ROAD_L_B | 28.19 |
| 12/3/2010 9:14 | N | DC_EGPS_L_A | 28.28 |
| 12/3/2010 9:14 | N | H_HOLLOW_E_1 | 28.11 |
| 12/3/2010 9:14 | N | HHOLLOW4_E_1 | 28.11 |
| 12/3/2010 9:14 | N | R_LH2SES_1 | 28.16 |
| 12/3/2010 9:14 | N | R_PBSES_2 | 29.86 |
| 12/3/2010 9:14 | N | PENA_KZ | 28.18 |
| 12/3/2010 9:14 | N | EB_PENA_UN3 | 28.18 |
| 12/3/2010 9:14 | N | AUTO_EPS_390 | 28.16 |
| 12/3/2010 9:15 | N | DC_ROAD_L_B | 28.19 |
| 12/3/2010 9:15 | N | DC_EGPS_L_A | 28.28 |
| 12/3/2010 9:15 | N | H_HOLLOW_E_1 | 28.11 |
| 12/3/2010 9:15 | N | HHOLLOW4_E_1 | 28.11 |
| 12/3/2010 9:15 | N | R_LH2SES_1 | 28.16 |
| 12/3/2010 9:15 | N | R_PBSES_2 | 29.85 |
| 12/3/2010 9:15 | N | PENA_KZ | 28.18 |
| 12/3/2010 9:15 | N | EB_PENA_UN3 | 28.18 |
| 12/3/2010 9:15 | N | AUTO_EPS_390 | 28.16 |
| 12/3/2010 13:25 | N | DC_ROAD_L_B | 28.99 |
| 12/3/2010 13:25 | N | DC_EGPS_L_A | 28.28 |
| 12/3/2010 13:25 | N | H_HOLLOW_E_1 | 23.9 |
| 12/3/2010 13:25 | N | HHOLLOW4_E_1 | 23.9 |
| 12/3/2010 13:25 | N | R_LH2SES_1 | 23.59 |
| 12/3/2010 13:25 | N | R_PBSES_2 | 23.97 |
| 12/3/2010 13:25 | N | PENA_KZ | 28.98 |
| 12/3/2010 13:25 | N | EB_PENA_UN3 | 28.98 |
| 12/3/2010 13:25 | N | AUTO_EPS_390 | 23.7 |
| 12/3/2010 13:30 | N | DC_ROAD_L_B | 29.06 |
| 12/3/2010 13:30 | N | DC_EGPS_L_A | 27.9 |
| 12/3/2010 13:30 | N | H_HOLLOW_E_1 | 20.72 |
| 12/3/2010 13:30 | N | HHOLLOW4_E_1 | 20.72 |
| 12/3/2010 13:30 | N | R_LH2SES_1 | 20.2 |

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| 12/3/2010 13:30 | N | R_PBSES_2 | 20.84 |
| 12/3/2010 13:30 | N | PENA_KZ | 29.04 |
| 12/3/2010 13:30 | N | EB_PENA_UN3 | 29.04 |
| 12/3/2010 13:30 | N | AUTO_EPS_390 | 20.38 |
| 12/3/2010 13:35 | N | DC_ROAD_L_B | 29 |
| 12/3/2010 13:35 | N | DC_EGPS_L_A | 27.99 |
| 12/3/2010 13:35 | N | H_HOLLOW_E_1 | 21.74 |
| 12/3/2010 13:35 | N | HHOLLOW4_E_1 | 21.74 |
| 12/3/2010 13:35 | N | R_LH2SES_1 | 21.29 |
| 12/3/2010 13:35 | N | R_PBSES_2 | 21.84 |
| 12/3/2010 13:35 | N | PENA_KZ | 28.98 |
| 12/3/2010 13:35 | N | EB_PENA_UN3 | 28.98 |
| 12/3/2010 13:35 | N | AUTO_EPS_390 | 21.44 |
| 12/3/2010 13:40 | N | DC_ROAD_L_B | 25.07 |
| 12/3/2010 13:40 | N | DC_EGPS_L_A | 25.05 |
| 12/3/2010 13:40 | N | H_HOLLOW_E_1 | 24.93 |
| 12/3/2010 13:40 | N | HHOLLOW4_E_1 | 24.93 |
| 12/3/2010 13:40 | N | R_LH2SES_1 | 24.92 |
| 12/3/2010 13:40 | N | R_PBSES_2 | 24.93 |
| 12/3/2010 13:40 | N | PENA_KZ | 25.07 |
| 12/3/2010 13:40 | N | EB_PENA_UN3 | 25.07 |
| 12/3/2010 13:40 | N | AUTO_EPS_390 | 24.92 |
| 12/3/2010 13:45 | N | DC_ROAD_L_B | 25.39 |
| 12/3/2010 13:45 | N | DC_EGPS_L_A | 25.34 |
| 12/3/2010 13:45 | N | H_HOLLOW_E_1 | 25.01 |
| 12/3/2010 13:45 | N | HHOLLOW4_E_1 | 25.01 |
| 12/3/2010 13:45 | N | R_LH2SES_1 | 24.99 |
| 12/3/2010 13:45 | N | R_PBSES_2 | 25.02 |
| 12/3/2010 13:45 | N | PENA_KZ | 25.39 |
| 12/3/2010 13:45 | N | EB_PENA_UN3 | 25.39 |
| 12/3/2010 13:45 | N | AUTO_EPS_390 | 25 |
| 12/3/2010 13:50 | N | DC_ROAD_L_B | 28.99 |
| 12/3/2010 13:50 | N | DC_EGPS_L_A | 28.28 |
| 12/3/2010 13:50 | N | H_HOLLOW_E_1 | 23.85 |
| 12/3/2010 13:50 | N | HHOLLOW4_E_1 | 23.85 |
| 12/3/2010 13:50 | N | R_LH2SES_1 | 23.54 |
| 12/3/2010 13:50 | N | R_PBSES_2 | 23.93 |
| 12/3/2010 13:50 | N | PENA_KZ | 28.98 |
| 12/3/2010 13:50 | N | EB_PENA_UN3 | 28.98 |
| 12/3/2010 13:50 | N | AUTO_EPS_390 | 23.65 |
| 12/3/2010 13:55 | N | DC_ROAD_L_B | 28.98 |
| 12/3/2010 13:55 | N | DC_EGPS_L_A | 27.89 |
| 12/3/2010 13:55 | N | H_HOLLOW_E_1 | 21.16 |
| 12/3/2010 13:55 | N | HHOLLOW4_E_1 | 21.16 |
| 12/3/2010 13:55 | N | R_LH2SES_1 | 20.67 |
| 12/3/2010 13:55 | N | R_PBSES_2 | 21.27 |
| 12/3/2010 13:55 | N | PENA_KZ | 28.96 |

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| 12/3/2010 13:55 | N | EB_PENA_UN3 | 28.96 |
| 12/3/2010 13:55 | N | AUTO_EPS_390 | 20.84 |
| 12/3/2010 14:00 | N | DC_ROAD_L_B | 25.58 |
| 12/3/2010 14:00 | N | DC_EGPS_L_A | 25.45 |
| 12/3/2010 14:00 | N | H_HOLLOW_E_1 | 24.64 |
| 12/3/2010 14:00 | N | HHOLLOW4_E_1 | 24.64 |
| 12/3/2010 14:00 | N | R_LH2SES_1 | 24.58 |
| 12/3/2010 14:00 | N | R_PBSES_2 | 24.65 |
| 12/3/2010 14:00 | N | PENA_KZ | 25.58 |
| 12/3/2010 14:00 | N | EB_PENA_UN3 | 25.58 |
| 12/3/2010 14:00 | N | AUTO_EPS_390 | 24.6 |
| 12/3/2010 14:05 | N | DC_ROAD_L_B | 25.13 |
| 12/3/2010 14:05 | N | DC_EGPS_L_A | 25.07 |
| 12/3/2010 14:05 | N | H_HOLLOW_E_1 | 24.75 |
| 12/3/2010 14:05 | N | HHOLLOW4_E_1 | 24.75 |
| 12/3/2010 14:05 | N | R_LH2SES_1 | 24.72 |
| 12/3/2010 14:05 | N | R_PBSES_2 | 24.75 |
| 12/3/2010 14:05 | N | PENA_KZ | 25.13 |
| 12/3/2010 14:05 | N | EB_PENA_UN3 | 25.13 |
| 12/3/2010 14:05 | N | AUTO_EPS_390 | 24.73 |
| 12/3/2010 14:10 | N | DC_ROAD_L_B | 26.94 |
| 12/3/2010 14:10 | N | DC_EGPS_L_A | 26.46 |
| 12/3/2010 14:10 | N | H_HOLLOW_E_1 | 23.46 |
| 12/3/2010 14:10 | N | HHOLLOW4_E_1 | 23.46 |
| 12/3/2010 14:10 | N | R_LH2SES_1 | 23.25 |
| 12/3/2010 14:10 | N | R_PBSES_2 | 23.51 |
| 12/3/2010 14:10 | N | PENA_KZ | 26.93 |
| 12/3/2010 14:10 | N | EB_PENA_UN3 | 26.93 |
| 12/3/2010 14:10 | N | AUTO_EPS_390 | 23.32 |
| 12/3/2010 14:15 | N | DC_ROAD_L_B | 28.96 |
| 12/3/2010 14:15 | N | DC_EGPS_L_A | 27.87 |
| 12/3/2010 14:15 | N | H_HOLLOW_E_1 | 21.03 |
| 12/3/2010 14:15 | N | HHOLLOW4_E_1 | 21.03 |
| 12/3/2010 14:15 | N | R_LH2SES_1 | 20.54 |
| 12/3/2010 14:15 | N | R_PBSES_2 | 21.14 |
| 12/3/2010 14:15 | N | PENA_KZ | 28.95 |
| 12/3/2010 14:15 | N | EB_PENA_UN3 | 28.95 |
| 12/3/2010 14:15 | N | AUTO_EPS_390 | 20.71 |
| 12/3/2010 14:20 | N | DC_ROAD_L_B | 25.98 |
| 12/3/2010 14:20 | N | DC_EGPS_L_A | 25.62 |
| 12/3/2010 14:20 | N | H_HOLLOW_E_1 | 23.35 |
| 12/3/2010 14:20 | N | HHOLLOW4_E_1 | 23.35 |
| 12/3/2010 14:20 | N | R_LH2SES_1 | 23.19 |
| 12/3/2010 14:20 | N | R_PBSES_2 | 23.39 |
| 12/3/2010 14:20 | N | PENA_KZ | 25.97 |
| 12/3/2010 14:20 | N | EB_PENA_UN3 | 25.97 |
| 12/3/2010 14:20 | N | AUTO_EPS_390 | 23.25 |

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| 12/3/2010 14:40 | N | DC_ROAD_L_B | 25.14 |
| 12/3/2010 14:40 | N | DC_EGPS_L_A | 24.72 |
| 12/3/2010 14:40 | N | H_HOLLOW_E_1 | 22.09 |
| 12/3/2010 14:40 | N | HHOLLOW4_E_1 | 22.09 |
| 12/3/2010 14:40 | N | R_LH2SES_1 | 21.91 |
| 12/3/2010 14:40 | N | R_PBSES_2 | 22.14 |
| 12/3/2010 14:40 | N | PENA_KZ | 25.13 |
| 12/3/2010 14:40 | N | EB_PENA_UN3 | 25.13 |
| 12/3/2010 14:40 | N | AUTO_EPS_390 | 21.97 |
| 12/3/2010 14:43 | N | DC_ROAD_L_B | 25.33 |
| 12/3/2010 14:43 | N | DC_EGPS_L_A | 24.91 |
| 12/3/2010 14:43 | N | H_HOLLOW_E_1 | 22.28 |
| 12/3/2010 14:43 | N | HHOLLOW4_E_1 | 22.28 |
| 12/3/2010 14:43 | N | R_LH2SES_1 | 22.09 |
| 12/3/2010 14:43 | N | R_PBSES_2 | 22.32 |
| 12/3/2010 14:43 | N | PENA_KZ | 25.32 |
| 12/3/2010 14:43 | N | EB_PENA_UN3 | 25.32 |
| 12/3/2010 14:43 | N | AUTO_EPS_390 | 22.16 |
| 12/3/2010 14:45 | N | DC_ROAD_L_B | 24.94 |
| 12/3/2010 14:45 | N | DC_EGPS_L_A | 24.66 |
| 12/3/2010 14:45 | N | H_HOLLOW_E_1 | 22.84 |
| 12/3/2010 14:45 | N | HHOLLOW4_E_1 | 22.84 |
| 12/3/2010 14:45 | N | R_LH2SES_1 | 22.71 |
| 12/3/2010 14:45 | N | R_PBSES_2 | 22.87 |
| 12/3/2010 14:45 | N | PENA_KZ | 24.94 |
| 12/3/2010 14:45 | N | EB_PENA_UN3 | 24.94 |
| 12/3/2010 14:45 | N | AUTO_EPS_390 | 22.75 |
| 12/3/2010 14:50 | N | DC_ROAD_L_B | 24.85 |
| 12/3/2010 14:50 | N | DC_EGPS_L_A | 24.48 |
| 12/3/2010 14:50 | N | H_HOLLOW_E_1 | 22.14 |
| 12/3/2010 14:50 | N | HHOLLOW4_E_1 | 22.14 |
| 12/3/2010 14:50 | N | R_LH2SES_1 | 21.98 |
| 12/3/2010 14:50 | N | R_PBSES_2 | 22.18 |
| 12/3/2010 14:50 | N | PENA_KZ | 24.84 |
| 12/3/2010 14:50 | N | EB_PENA_UN3 | 24.84 |
| 12/3/2010 14:50 | N | AUTO_EPS_390 | 22.04 |
| 12/3/2010 14:55 | N | DC_ROAD_L_B | 24.21 |
| 12/3/2010 14:55 | N | DC_EGPS_L_A | 24.16 |
| 12/3/2010 14:55 | N | H_HOLLOW_E_1 | 23.81 |
| 12/3/2010 14:55 | N | HHOLLOW4_E_1 | 23.81 |
| 12/3/2010 14:55 | N | R_LH2SES_1 | 23.79 |
| 12/3/2010 14:55 | N | R_PBSES_2 | 23.82 |
| 12/3/2010 14:55 | N | PENA_KZ | 24.21 |
| 12/3/2010 14:55 | N | EB_PENA_UN3 | 24.21 |
| 12/3/2010 14:55 | N | AUTO_EPS_390 | 23.8 |
| 12/3/2010 15:00 | N | DC_ROAD_L_B | 24.55 |
| 12/3/2010 15:00 | N | DC_EGPS_L_A | 24.31 |

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| 12/3/2010 15:00 | N | H_HOLLOW_E_1 | 22.74 |
| 12/3/2010 15:00 | N | HHOLLOW4_E_1 | 22.74 |
| 12/3/2010 15:00 | N | R_LH2SES_1 | 22.63 |
| 12/3/2010 15:00 | N | R_PBSES_2 | 22.76 |
| 12/3/2010 15:00 | N | PENA_KZ | 24.55 |
| 12/3/2010 15:00 | N | EB_PENA_UN3 | 24.55 |
| 12/3/2010 15:00 | N | AUTO_EPS_390 | 22.67 |
| 12/3/2010 15:05 | N | DC_ROAD_L_B | 25.63 |
| 12/3/2010 15:05 | N | DC_EGPS_L_A | 24.99 |
| 12/3/2010 15:05 | N | H_HOLLOW_E_1 | 20.92 |
| 12/3/2010 15:05 | N | HHOLLOW4_E_1 | 20.92 |
| 12/3/2010 15:05 | N | R_LH2SES_1 | 20.65 |
| 12/3/2010 15:05 | N | R_PBSES_2 | 20.97 |
| 12/3/2010 15:05 | N | PENA_KZ | 25.61 |
| 12/3/2010 15:05 | N | EB_PENA_UN3 | 25.61 |
| 12/3/2010 15:05 | N | AUTO_EPS_390 | 20.75 |
| 12/3/2010 15:10 | N | DC_ROAD_L_B | 24.19 |
| 12/3/2010 15:10 | N | DC_EGPS_L_A | 23.81 |
| 12/3/2010 15:10 | N | H_HOLLOW_E_1 | 21.36 |
| 12/3/2010 15:10 | N | HHOLLOW4_E_1 | 21.36 |
| 12/3/2010 15:10 | N | R_LH2SES_1 | 21.2 |
| 12/3/2010 15:10 | N | R_PBSES_2 | 21.4 |
| 12/3/2010 15:10 | N | PENA_KZ | 24.18 |
| 12/3/2010 15:10 | N | EB_PENA_UN3 | 24.18 |
| 12/3/2010 15:10 | N | AUTO_EPS_390 | 21.26 |
| 12/3/2010 15:15 | N | DC_ROAD_L_B | 28.36 |
| 12/3/2010 15:15 | N | DC_EGPS_L_A | 26.82 |
| 12/3/2010 15:15 | N | H_HOLLOW_E_1 | 16.94 |
| 12/3/2010 15:15 | N | HHOLLOW4_E_1 | 16.94 |
| 12/3/2010 15:15 | N | R_LH2SES_1 | 16.29 |
| 12/3/2010 15:15 | N | R_PBSES_2 | 17.07 |
| 12/3/2010 15:15 | N | PENA_KZ | 28.33 |
| 12/3/2010 15:15 | N | EB_PENA_UN3 | 28.33 |
| 12/3/2010 15:15 | N | AUTO_EPS_390 | 16.53 |
| 12/3/2010 15:20 | N | DC_ROAD_L_B | 25.56 |
| 12/3/2010 15:20 | N | DC_EGPS_L_A | 25.1 |
| 12/3/2010 15:20 | N | H_HOLLOW_E_1 | 22.21 |
| 12/3/2010 15:20 | N | HHOLLOW4_E_1 | 22.21 |
| 12/3/2010 15:20 | N | R_LH2SES_1 | 22.02 |
| 12/3/2010 15:20 | N | R_PBSES_2 | 22.25 |
| 12/3/2010 15:20 | N | PENA_KZ | 25.55 |
| 12/3/2010 15:20 | N | EB_PENA_UN3 | 25.55 |
| 12/3/2010 15:20 | N | AUTO_EPS_390 | 22.1 |
| 12/3/2010 15:45 | N | DC_ROAD_L_B | 24.82 |
| 12/3/2010 15:45 | N | DC_EGPS_L_A | 24.24 |
| 12/3/2010 15:45 | N | H_HOLLOW_E_1 | 20.52 |
| 12/3/2010 15:45 | N | HHOLLOW4_E_1 | 20.52 |

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| 12/3/2010 15:45 | N | R_LH2SES_1 | 20.27 |
| 12/3/2010 15:45 | N | R_PBSES_2 | 20.57 |
| 12/3/2010 15:45 | N | PENA_KZ | 24.81 |
| 12/3/2010 15:45 | N | EB_PENA_UN3 | 24.81 |
| 12/3/2010 15:45 | N | AUTO_EPS_390 | 20.37 |
| 12/3/2010 15:50 | N | DC_ROAD_L_B | 24.6 |
| 12/3/2010 15:50 | N | DC_EGPS_L_A | 24.35 |
| 12/3/2010 15:50 | N | H_HOLLOW_E_1 | 22.75 |
| 12/3/2010 15:50 | N | HHOLLOW4_E_1 | 22.75 |
| 12/3/2010 15:50 | N | R_LH2SES_1 | 22.65 |
| 12/3/2010 15:50 | N | R_PBSES_2 | 22.77 |
| 12/3/2010 15:50 | N | PENA_KZ | 24.59 |
| 12/3/2010 15:50 | N | EB_PENA_UN3 | 24.59 |
| 12/3/2010 15:50 | N | AUTO_EPS_390 | 22.69 |
| 12/3/2010 15:51 | N | DC_ROAD_L_B | 25.58 |
| 12/3/2010 15:51 | N | DC_EGPS_L_A | 25.11 |
| 12/3/2010 15:51 | N | H_HOLLOW_E_1 | 22.08 |
| 12/3/2010 15:51 | N | HHOLLOW4_E_1 | 22.08 |
| 12/3/2010 15:51 | N | R_LH2SES_1 | 21.88 |
| 12/3/2010 15:51 | N | R_PBSES_2 | 22.12 |
| 12/3/2010 15:51 | N | PENA_KZ | 25.57 |
| 12/3/2010 15:51 | N | EB_PENA_UN3 | 25.57 |
| 12/3/2010 15:51 | N | AUTO_EPS_390 | 21.96 |
| 12/3/2010 15:54 | N | DC_ROAD_L_B | 27.97 |
| 12/3/2010 15:54 | N | DC_EGPS_L_A | 27.31 |
| 12/3/2010 15:54 | N | H_HOLLOW_E_1 | 23.08 |
| 12/3/2010 15:54 | N | HHOLLOW4_E_1 | 23.08 |
| 12/3/2010 15:54 | N | R_LH2SES_1 | 22.81 |
| 12/3/2010 15:54 | N | R_PBSES_2 | 23.14 |
| 12/3/2010 15:54 | N | PENA_KZ | 27.96 |
| 12/3/2010 15:54 | N | EB_PENA_UN3 | 27.96 |
| 12/3/2010 15:54 | N | AUTO_EPS_390 | 22.91 |
| 12/3/2010 15:55 | N | DC_ROAD_L_B | 25.69 |
| 12/3/2010 15:55 | N | DC_EGPS_L_A | 25.41 |
| 12/3/2010 15:55 | N | H_HOLLOW_E_1 | 23.65 |
| 12/3/2010 15:55 | N | HHOLLOW4_E_1 | 23.65 |
| 12/3/2010 15:55 | N | R_LH2SES_1 | 23.54 |
| 12/3/2010 15:55 | N | R_PBSES_2 | 23.68 |
| 12/3/2010 15:55 | N | PENA_KZ | 25.68 |
| 12/3/2010 15:55 | N | EB_PENA_UN3 | 25.68 |
| 12/3/2010 15:55 | N | AUTO_EPS_390 | 23.58 |
| 12/3/2010 17:55 | N | DC_ROAD_L_B | 26.54 |
| 12/3/2010 17:55 | N | DC_EGPS_L_A | 21.38 |
| 12/3/2010 17:55 | N | H_HOLLOW_E_1 | 0.29 |
| 12/3/2010 17:55 | N | HHOLLOW4_E_1 | 0.29 |
| 12/3/2010 17:55 | N | R_LH2SES_1 | 28.26 |
| 12/3/2010 17:55 | N | R_PBSES_2 | -0.03 |

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| 12/3/2010 17:55 | N | PENA_KZ | 26.58 |
| 12/3/2010 17:55 | N | EB_PENA_UN3 | 26.58 |
| 12/3/2010 17:55 | N | AUTO_EPS_390 | 28.16 |
| 12/3/2010 18:00 | N | DC_ROAD_L_B | 27.52 |
| 12/3/2010 18:00 | N | DC_EGPS_L_A | 22.05 |
| 12/3/2010 18:00 | N | H_HOLLOW_E_1 | -0.46 |
| 12/3/2010 18:00 | N | HHOLLOW4_E_1 | -0.46 |
| 12/3/2010 18:00 | N | R_LH2SES_1 | 29.36 |
| 12/3/2010 18:00 | N | R_PBSES_2 | -0.79 |
| 12/3/2010 18:00 | N | PENA_KZ | 27.57 |
| 12/3/2010 18:00 | N | EB_PENA_UN3 | 27.57 |
| 12/3/2010 18:00 | N | AUTO_EPS_390 | 29.24 |
| 12/3/2010 18:05 | N | DC_ROAD_L_B | 26.37 |
| 12/3/2010 18:05 | N | DC_EGPS_L_A | 21.12 |
| 12/3/2010 18:05 | N | H_HOLLOW_E_1 | -0.5 |
| 12/3/2010 18:05 | N | HHOLLOW4_E_1 | -0.5 |
| 12/3/2010 18:05 | N | R_LH2SES_1 | 28.14 |
| 12/3/2010 18:05 | N | R_PBSES_2 | -0.82 |
| 12/3/2010 18:05 | N | PENA_KZ | 26.42 |
| 12/3/2010 18:05 | N | EB_PENA_UN3 | 26.42 |
| 12/3/2010 18:05 | N | AUTO_EPS_390 | 28.03 |
| 12/3/2010 18:10 | N | DC_ROAD_L_B | 26.35 |
| 12/3/2010 18:10 | N | DC_EGPS_L_A | 21.1 |
| 12/3/2010 18:10 | N | H_HOLLOW_E_1 | -0.5 |
| 12/3/2010 18:10 | N | HHOLLOW4_E_1 | -0.5 |
| 12/3/2010 18:10 | N | R_LH2SES_1 | 28.12 |
| 12/3/2010 18:10 | N | R_PBSES_2 | -0.82 |
| 12/3/2010 18:10 | N | PENA_KZ | 26.4 |
| 12/3/2010 18:10 | N | EB_PENA_UN3 | 26.4 |
| 12/3/2010 18:10 | N | AUTO_EPS_390 | 28 |
| 12/3/2010 18:15 | N | DC_ROAD_L_B | 26.24 |
| 12/3/2010 18:15 | N | DC_EGPS_L_A | 20.87 |
| 12/3/2010 18:15 | N | H_HOLLOW_E_1 | -1.23 |
| 12/3/2010 18:15 | N | HHOLLOW4_E_1 | -1.23 |
| 12/3/2010 18:15 | N | R_LH2SES_1 | 28.04 |
| 12/3/2010 18:15 | N | R_PBSES_2 | -1.45 |
| 12/3/2010 18:15 | N | PENA_KZ | 26.28 |
| 12/3/2010 18:15 | N | EB_PENA_UN3 | 26.28 |
| 12/3/2010 18:15 | N | AUTO_EPS_390 | 27.92 |
| 12/3/2010 18:20 | N | DC_ROAD_L_B | 26.22 |
| 12/3/2010 18:20 | N | DC_EGPS_L_A | 20.57 |
| 12/3/2010 18:20 | N | H_HOLLOW_E_1 | -2.72 |
| 12/3/2010 18:20 | N | HHOLLOW4_E_1 | -2.72 |
| 12/3/2010 18:20 | N | R_LH2SES_1 | 28.12 |
| 12/3/2010 18:20 | N | R_PBSES_2 | -3.05 |
| 12/3/2010 18:20 | N | PENA_KZ | 26.27 |
| 12/3/2010 18:20 | N | EB_PENA_UN3 | 26.27 |

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| 12/3/2010 18:20 | N | AUTO_EPS_390 | 28 |
| 12/3/2010 18:25 | N | DC_ROAD_L_B | 25.4 |
| 12/3/2010 18:25 | N | DC_EGPS_L_A | 19.85 |
| 12/3/2010 18:25 | N | H_HOLLOW_E_1 | -2.96 |
| 12/3/2010 18:25 | N | HHOLLOW4_E_1 | -2.96 |
| 12/3/2010 18:25 | N | R_LH2SES_1 | 27.26 |
| 12/3/2010 18:25 | N | R_PBSES_2 | -3.3 |
| 12/3/2010 18:25 | N | PENA_KZ | 25.44 |
| 12/3/2010 18:25 | N | EB_PENA_UN3 | 25.44 |
| 12/3/2010 18:25 | N | AUTO_EPS_390 | 27.14 |
| 12/3/2010 18:30 | N | DC_ROAD_L_B | 25.99 |
| 12/3/2010 18:30 | N | DC_EGPS_L_A | 20.33 |
| 12/3/2010 18:30 | N | H_HOLLOW_E_1 | -2.96 |
| 12/3/2010 18:30 | N | HHOLLOW4_E_1 | -2.96 |
| 12/3/2010 18:30 | N | R_LH2SES_1 | 27.88 |
| 12/3/2010 18:30 | N | R_PBSES_2 | -3.3 |
| 12/3/2010 18:30 | N | PENA_KZ | 26.03 |
| 12/3/2010 18:30 | N | EB_PENA_UN3 | 26.03 |
| 12/3/2010 18:30 | N | AUTO_EPS_390 | 27.77 |
| 12/3/2010 18:35 | N | DC_ROAD_L_B | 25.67 |
| 12/3/2010 18:35 | N | DC_EGPS_L_A | 20.07 |
| 12/3/2010 18:35 | N | H_HOLLOW_E_1 | -2.96 |
| 12/3/2010 18:35 | N | HHOLLOW4_E_1 | -2.96 |
| 12/3/2010 18:35 | N | R_LH2SES_1 | 27.54 |
| 12/3/2010 18:35 | N | R_PBSES_2 | -3.3 |
| 12/3/2010 18:35 | N | PENA_KZ | 25.71 |
| 12/3/2010 18:35 | N | EB_PENA_UN3 | 25.71 |
| 12/3/2010 18:35 | N | AUTO_EPS_390 | 27.43 |
| 12/3/2010 18:40 | N | DC_ROAD_L_B | 25.43 |
| 12/3/2010 18:40 | N | DC_EGPS_L_A | 19.88 |
| 12/3/2010 18:40 | N | H_HOLLOW_E_1 | -2.96 |
| 12/3/2010 18:40 | N | HHOLLOW4_E_1 | -2.96 |
| 12/3/2010 18:40 | N | R_LH2SES_1 | 27.29 |
| 12/3/2010 18:40 | N | R_PBSES_2 | -3.3 |
| 12/3/2010 18:40 | N | PENA_KZ | 25.48 |
| 12/3/2010 18:40 | N | EB_PENA_UN3 | 25.48 |
| 12/3/2010 18:40 | N | AUTO_EPS_390 | 27.17 |
| 12/3/2010 18:45 | N | DC_ROAD_L_B | 24.88 |
| 12/3/2010 18:45 | N | DC_EGPS_L_A | 19.43 |
| 12/3/2010 18:45 | N | H_HOLLOW_E_1 | -2.96 |
| 12/3/2010 18:45 | N | HHOLLOW4_E_1 | -2.96 |
| 12/3/2010 18:45 | N | R_LH2SES_1 | 26.7 |
| 12/3/2010 18:45 | N | R_PBSES_2 | -3.29 |
| 12/3/2010 18:45 | N | PENA_KZ | 24.92 |
| 12/3/2010 18:45 | N | EB_PENA_UN3 | 24.92 |
| 12/3/2010 18:45 | N | AUTO_EPS_390 | 26.58 |
| 12/3/2010 18:50 | N | DC_ROAD_L_B | 24.59 |

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| 12/3/2010 18:50 | N | DC_EGPS_L_A | 19.2 |
| 12/3/2010 18:50 | N | H_HOLLOW_E_1 | -2.96 |
| 12/3/2010 18:50 | N | HHOLLOW4_E_1 | -2.96 |
| 12/3/2010 18:50 | N | R_LH2SES_1 | 26.39 |
| 12/3/2010 18:50 | N | R_PBSES_2 | -3.29 |
| 12/3/2010 18:50 | N | PENA_KZ | 24.63 |
| 12/3/2010 18:50 | N | EB_PENA_UN3 | 24.63 |
| 12/3/2010 18:50 | N | AUTO_EPS_390 | 26.28 |
| 12/3/2010 18:55 | N | DC_ROAD_L_B | 24.2 |
| 12/3/2010 18:55 | N | DC_EGPS_L_A | 18.89 |
| 12/3/2010 18:55 | N | H_HOLLOW_E_1 | -2.96 |
| 12/3/2010 18:55 | N | HHOLLOW4_E_1 | -2.96 |
| 12/3/2010 18:55 | N | R_LH2SES_1 | 25.98 |
| 12/3/2010 18:55 | N | R_PBSES_2 | -3.28 |
| 12/3/2010 18:55 | N | PENA_KZ | 24.25 |
| 12/3/2010 18:55 | N | EB_PENA_UN3 | 24.25 |
| 12/3/2010 18:55 | N | AUTO_EPS_390 | 25.87 |
| 12/3/2010 19:01 | N | DC_ROAD_L_B | 23.81 |
| 12/3/2010 19:01 | N | DC_EGPS_L_A | 18.4 |
| 12/3/2010 19:01 | N | H_HOLLOW_E_1 | -3.83 |
| 12/3/2010 19:01 | N | HHOLLOW4_E_1 | -3.83 |
| 12/3/2010 19:01 | N | R_LH2SES_1 | 25.62 |
| 12/3/2010 19:01 | N | R_PBSES_2 | -4.16 |
| 12/3/2010 19:01 | N | PENA_KZ | 23.85 |
| 12/3/2010 19:01 | N | EB_PENA_UN3 | 23.85 |
| 12/3/2010 19:01 | N | AUTO_EPS_390 | 25.51 |
| 12/3/2010 19:05 | N | DC_ROAD_L_B | 23.87 |
| 12/3/2010 19:05 | N | DC_EGPS_L_A | 18.45 |
| 12/3/2010 19:05 | N | H_HOLLOW_E_1 | -3.84 |
| 12/3/2010 19:05 | N | HHOLLOW4_E_1 | -3.84 |
| 12/3/2010 19:05 | N | R_LH2SES_1 | 25.68 |
| 12/3/2010 19:05 | N | R_PBSES_2 | -4.16 |
| 12/3/2010 19:05 | N | PENA_KZ | 23.91 |
| 12/3/2010 19:05 | N | EB_PENA_UN3 | 23.91 |
| 12/3/2010 19:05 | N | AUTO_EPS_390 | 25.57 |
| 12/3/2010 19:10 | N | DC_ROAD_L_B | 23.43 |
| 12/3/2010 19:10 | N | DC_EGPS_L_A | 18.1 |
| 12/3/2010 19:10 | N | H_HOLLOW_E_1 | -3.82 |
| 12/3/2010 19:10 | N | HHOLLOW4_E_1 | -3.82 |
| 12/3/2010 19:10 | N | R_LH2SES_1 | 25.22 |
| 12/3/2010 19:10 | N | R_PBSES_2 | -4.14 |
| 12/3/2010 19:10 | N | PENA_KZ | 23.48 |
| 12/3/2010 19:10 | N | EB_PENA_UN3 | 23.48 |
| 12/3/2010 19:10 | N | AUTO_EPS_390 | 25.1 |
| 12/3/2010 19:15 | N | DC_ROAD_L_B | 22.9 |
| 12/3/2010 19:15 | N | DC_EGPS_L_A | 17.68 |
| 12/3/2010 19:15 | N | H_HOLLOW_E_1 | -3.81 |

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| 12/3/2010 19:15 | N | HHOLLOW4_E_1 | -3.81 |
| 12/3/2010 19:15 | N | R_LH2SES_1 | 24.65 |
| 12/3/2010 19:15 | N | R_PBSES_2 | -4.12 |
| 12/3/2010 19:15 | N | PENA_KZ | 22.94 |
| 12/3/2010 19:15 | N | EB_PENA_UN3 | 22.94 |
| 12/3/2010 19:15 | N | AUTO_EPS_390 | 24.54 |
| 12/3/2010 19:20 | N | DC_ROAD_L_B | 22.7 |
| 12/3/2010 19:20 | N | DC_EGPS_L_A | 17.66 |
| 12/3/2010 19:20 | N | H_HOLLOW_E_1 | -2.97 |
| 12/3/2010 19:20 | N | HHOLLOW4_E_1 | -2.97 |
| 12/3/2010 19:20 | N | R_LH2SES_1 | 24.38 |
| 12/3/2010 19:20 | N | R_PB2SES_1 | -3.27 |
| 12/3/2010 19:20 | N | R_PB2SES_2 | -3.27 |
| 12/3/2010 19:20 | N | R_PB2SES_3 | -3.27 |
| 12/3/2010 19:20 | N | R_PB2SES_4 | -3.27 |
| 12/3/2010 19:20 | N | R_PB2SES_5 | -3.27 |
| 12/3/2010 19:20 | N | R_PBSES_2 | -3.27 |
| 12/3/2010 19:20 | N | PENA_KZ | 22.74 |
| 12/3/2010 19:20 | N | EB_PENA_UN3 | 22.74 |
| 12/3/2010 19:20 | N | AUTO_EPS_390 | 24.28 |
| 12/3/2010 19:25 | N | DC_ROAD_L_B | 21.72 |
| 12/3/2010 19:25 | N | DC_EGPS_L_A | 16.88 |
| 12/3/2010 19:25 | N | H_HOLLOW_E_1 | -2.97 |
| 12/3/2010 19:25 | N | HHOLLOW4_E_1 | -2.97 |
| 12/3/2010 19:25 | N | R_LH2SES_1 | 23.35 |
| 12/3/2010 19:25 | N | R_PB2SES_1 | -3.26 |
| 12/3/2010 19:25 | N | R_PB2SES_2 | -3.26 |
| 12/3/2010 19:25 | N | R_PB2SES_3 | -3.26 |
| 12/3/2010 19:25 | N | R_PB2SES_4 | -3.26 |
| 12/3/2010 19:25 | N | R_PB2SES_5 | -3.26 |
| 12/3/2010 19:25 | N | R_PBSES_2 | -3.26 |
| 12/3/2010 19:25 | N | PENA_KZ | 21.77 |
| 12/3/2010 19:25 | N | EB_PENA_UN3 | 21.77 |
| 12/3/2010 19:25 | N | AUTO_EPS_390 | 23.24 |
| 12/3/2010 19:30 | N | DC_ROAD_L_B | 21.63 |
| 12/3/2010 19:30 | N | DC_EGPS_L_A | 16.84 |
| 12/3/2010 19:30 | N | H_HOLLOW_E_1 | -2.76 |
| 12/3/2010 19:30 | N | HHOLLOW4_E_1 | -2.76 |
| 12/3/2010 19:30 | N | R_LH2SES_1 | 23.23 |
| 12/3/2010 19:30 | N | R_PB2SES_1 | -3.04 |
| 12/3/2010 19:30 | N | R_PB2SES_2 | -3.04 |
| 12/3/2010 19:30 | N | R_PB2SES_3 | -3.04 |
| 12/3/2010 19:30 | N | R_PB2SES_4 | -3.04 |
| 12/3/2010 19:30 | N | R_PB2SES_5 | -3.04 |
| 12/3/2010 19:30 | N | R_PBSES_2 | -3.04 |
| 12/3/2010 19:30 | N | PENA_KZ | 21.67 |
| 12/3/2010 19:30 | N | EB_PENA_UN3 | 21.67 |

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| 12/3/2010 19:30 | N | AUTO_EPS_390 | 23.13 |
| 12/3/2010 19:35 | N | DC_ROAD_L_B | 21.02 |
| 12/3/2010 19:35 | N | DC_EGPS_L_A | 16.35 |
| 12/3/2010 19:35 | N | H_HOLLOW_E_1 | -2.76 |
| 12/3/2010 19:35 | N | HHOLLOW4_E_1 | -2.76 |
| 12/3/2010 19:35 | N | R_LH2SES_1 | 22.58 |
| 12/3/2010 19:35 | N | R_PB2SES_1 | -3.04 |
| 12/3/2010 19:35 | N | R_PB2SES_2 | -3.04 |
| 12/3/2010 19:35 | N | R_PB2SES_3 | -3.04 |
| 12/3/2010 19:35 | N | R_PB2SES_4 | -3.04 |
| 12/3/2010 19:35 | N | R_PB2SES_5 | -3.04 |
| 12/3/2010 19:35 | N | R_PBSES_2 | -3.04 |
| 12/3/2010 19:35 | N | PENA_KZ | 21.05 |
| 12/3/2010 19:35 | N | EB_PENA_UN3 | 21.05 |
| 12/3/2010 19:35 | N | AUTO_EPS_390 | 22.48 |
| 12/3/2010 19:40 | N | DC_ROAD_L_B | 20.69 |
| 12/3/2010 19:40 | N | DC_EGPS_L_A | 16.46 |
| 12/3/2010 19:40 | N | H_HOLLOW_E_1 | -0.94 |
| 12/3/2010 19:40 | N | HHOLLOW4_E_1 | -0.94 |
| 12/3/2010 19:40 | N | R_LH2SES_1 | 22.1 |
| 12/3/2010 19:40 | N | R_PB2SES_1 | -1.2 |
| 12/3/2010 19:40 | N | R_PB2SES_2 | -1.2 |
| 12/3/2010 19:40 | N | R_PB2SES_3 | -1.2 |
| 12/3/2010 19:40 | N | R_PB2SES_4 | -1.2 |
| 12/3/2010 19:40 | N | R_PB2SES_5 | -1.2 |
| 12/3/2010 19:40 | N | R_PBSES_2 | -1.2 |
| 12/3/2010 19:40 | N | PENA_KZ | 20.72 |
| 12/3/2010 19:40 | N | EB_PENA_UN3 | 20.72 |
| 12/3/2010 19:40 | N | AUTO_EPS_390 | 22.02 |
| 12/3/2010 19:45 | N | DC_ROAD_L_B | 20.82 |
| 12/3/2010 19:45 | N | DC_EGPS_L_A | 16.56 |
| 12/3/2010 19:45 | N | H_HOLLOW_E_1 | -0.95 |
| 12/3/2010 19:45 | N | HHOLLOW4_E_1 | -0.95 |
| 12/3/2010 19:45 | N | R_LH2SES_1 | 22.25 |
| 12/3/2010 19:45 | N | R_PB2SES_1 | -1.2 |
| 12/3/2010 19:45 | N | R_PB2SES_2 | -1.2 |
| 12/3/2010 19:45 | N | R_PB2SES_3 | -1.2 |
| 12/3/2010 19:45 | N | R_PB2SES_4 | -1.2 |
| 12/3/2010 19:45 | N | R_PB2SES_5 | -1.2 |
| 12/3/2010 19:45 | N | R_PBSES_2 | -1.2 |
| 12/3/2010 19:45 | N | PENA_KZ | 20.86 |
| 12/3/2010 19:45 | N | EB_PENA_UN3 | 20.86 |
| 12/3/2010 19:45 | N | AUTO_EPS_390 | 22.16 |
| 12/3/2010 19:50 | N | DC_ROAD_L_B | 21.44 |
| 12/3/2010 19:50 | N | DC_EGPS_L_A | 16.67 |
| 12/3/2010 19:50 | N | H_HOLLOW_E_1 | -2.97 |
| 12/3/2010 19:50 | N | HHOLLOW4_E_1 | -2.97 |

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| 12/3/2010 19:50 | N | R_LH2SES_1 | 23.04 |
| 12/3/2010 19:50 | N | R_PB2SES_1 | -3.26 |
| 12/3/2010 19:50 | N | R_PB2SES_2 | -3.26 |
| 12/3/2010 19:50 | N | R_PB2SES_3 | -3.26 |
| 12/3/2010 19:50 | N | R_PB2SES_4 | -3.26 |
| 12/3/2010 19:50 | N | R_PB2SES_5 | -3.26 |
| 12/3/2010 19:50 | N | R_PBSES_2 | -3.26 |
| 12/3/2010 19:50 | N | PENA_KZ | 21.48 |
| 12/3/2010 19:50 | N | EB_PENA_UN3 | 21.48 |
| 12/3/2010 19:50 | N | AUTO_EPS_390 | 22.94 |
| 12/3/2010 19:55 | N | DC_ROAD_L_B | 21.71 |
| 12/3/2010 19:55 | N | DC_EGPS_L_A | 16.89 |
| 12/3/2010 19:55 | N | H_HOLLOW_E_1 | -2.97 |
| 12/3/2010 19:55 | N | HHOLLOW4_E_1 | -2.97 |
| 12/3/2010 19:55 | N | R_LH2SES_1 | 23.33 |
| 12/3/2010 19:55 | N | R_PB2SES_1 | -3.26 |
| 12/3/2010 19:55 | N | R_PB2SES_2 | -3.26 |
| 12/3/2010 19:55 | N | R_PB2SES_3 | -3.26 |
| 12/3/2010 19:55 | N | R_PB2SES_4 | -3.26 |
| 12/3/2010 19:55 | N | R_PB2SES_5 | -3.26 |
| 12/3/2010 19:55 | N | R_PBSES_2 | -3.26 |
| 12/3/2010 19:55 | N | PENA_KZ | 21.75 |
| 12/3/2010 19:55 | N | EB_PENA_UN3 | 21.75 |
| 12/3/2010 19:55 | N | AUTO_EPS_390 | 23.23 |
| 12/3/2010 20:00 | N | DC_ROAD_L_B | 21.09 |
| 12/3/2010 20:00 | N | DC_EGPS_L_A | 16.38 |
| 12/3/2010 20:00 | N | H_HOLLOW_E_1 | -2.97 |
| 12/3/2010 20:00 | N | HHOLLOW4_E_1 | -2.97 |
| 12/3/2010 20:00 | N | R_LH2SES_1 | 22.66 |
| 12/3/2010 20:00 | N | R_PB2SES_1 | -3.25 |
| 12/3/2010 20:00 | N | R_PB2SES_2 | -3.25 |
| 12/3/2010 20:00 | N | R_PB2SES_3 | -3.25 |
| 12/3/2010 20:00 | N | R_PB2SES_4 | -3.25 |
| 12/3/2010 20:00 | N | R_PB2SES_5 | -3.25 |
| 12/3/2010 20:00 | N | R_PBSES_2 | -3.25 |
| 12/3/2010 20:00 | N | PENA_KZ | 21.13 |
| 12/3/2010 20:00 | N | EB_PENA_UN3 | 21.13 |
| 12/3/2010 20:00 | N | AUTO_EPS_390 | 22.56 |
| 12/3/2010 20:05 | N | DC_ROAD_L_B | 20.6 |
| 12/3/2010 20:05 | N | DC_EGPS_L_A | 15.99 |
| 12/3/2010 20:05 | N | H_HOLLOW_E_1 | -2.97 |
| 12/3/2010 20:05 | N | HHOLLOW4_E_1 | -2.97 |
| 12/3/2010 20:05 | N | R_LH2SES_1 | 22.14 |
| 12/3/2010 20:05 | N | R_PB2SES_1 | -3.25 |
| 12/3/2010 20:05 | N | R_PB2SES_2 | -3.25 |
| 12/3/2010 20:05 | N | R_PB2SES_3 | -3.25 |
| 12/3/2010 20:05 | N | R_PB2SES_4 | -3.25 |

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| 12/3/2010 20:05 | N | R_PB2SES_5 | -3.25 |
| 12/3/2010 20:05 | N | R_PBSES_2 | -3.25 |
| 12/3/2010 20:05 | N | PENA_KZ | 20.64 |
| 12/3/2010 20:05 | N | EB_PENA_UN3 | 20.64 |
| 12/3/2010 20:05 | N | AUTO_EPS_390 | 22.04 |
| 12/3/2010 20:10 | N | DC_ROAD_L_B | 20.63 |
| 12/3/2010 20:10 | N | DC_EGPS_L_A | 16.05 |
| 12/3/2010 20:10 | N | H_HOLLOW_E_1 | -2.76 |
| 12/3/2010 20:10 | N | HHOLLOW4_E_1 | -2.76 |
| 12/3/2010 20:10 | N | R_LH2SES_1 | 22.16 |
| 12/3/2010 20:10 | N | R_PB2SES_1 | -3.04 |
| 12/3/2010 20:10 | N | R_PB2SES_2 | -3.04 |
| 12/3/2010 20:10 | N | R_PB2SES_3 | -3.04 |
| 12/3/2010 20:10 | N | R_PB2SES_4 | -3.04 |
| 12/3/2010 20:10 | N | R_PB2SES_5 | -3.04 |
| 12/3/2010 20:10 | N | R_PBSES_2 | -3.04 |
| 12/3/2010 20:10 | N | PENA_KZ | 20.67 |
| 12/3/2010 20:10 | N | EB_PENA_UN3 | 20.67 |
| 12/3/2010 20:10 | N | AUTO_EPS_390 | 22.06 |
| 12/3/2010 20:15 | N | DC_ROAD_L_B | 19.88 |
| 12/3/2010 20:15 | N | DC_EGPS_L_A | 15.41 |
| 12/3/2010 20:15 | N | H_HOLLOW_E_1 | -2.97 |
| 12/3/2010 20:15 | N | HHOLLOW4_E_1 | -2.97 |
| 12/3/2010 20:15 | N | R_LH2SES_1 | 21.38 |
| 12/3/2010 20:15 | N | R_PB2SES_1 | -3.24 |
| 12/3/2010 20:15 | N | R_PB2SES_2 | -3.24 |
| 12/3/2010 20:15 | N | R_PB2SES_3 | -3.24 |
| 12/3/2010 20:15 | N | R_PB2SES_4 | -3.24 |
| 12/3/2010 20:15 | N | R_PB2SES_5 | -3.24 |
| 12/3/2010 20:15 | N | R_PBSES_2 | -3.24 |
| 12/3/2010 20:15 | N | PENA_KZ | 19.92 |
| 12/3/2010 20:15 | N | EB_PENA_UN3 | 19.92 |
| 12/3/2010 20:15 | N | AUTO_EPS_390 | 21.28 |
| 12/3/2010 20:20 | N | DC_ROAD_L_B | 20.12 |
| 12/3/2010 20:20 | N | DC_EGPS_L_A | 15.65 |
| 12/3/2010 20:20 | N | H_HOLLOW_E_1 | -2.77 |
| 12/3/2010 20:20 | N | HHOLLOW4_E_1 | -2.77 |
| 12/3/2010 20:20 | N | R_LH2SES_1 | 21.63 |
| 12/3/2010 20:20 | N | R_PB2SES_1 | -3.04 |
| 12/3/2010 20:20 | N | R_PB2SES_2 | -3.04 |
| 12/3/2010 20:20 | N | R_PB2SES_3 | -3.04 |
| 12/3/2010 20:20 | N | R_PB2SES_4 | -3.04 |
| 12/3/2010 20:20 | N | R_PB2SES_5 | -3.04 |
| 12/3/2010 20:20 | N | R_PBSES_2 | -3.04 |
| 12/3/2010 20:20 | N | PENA_KZ | 20.16 |
| 12/3/2010 20:20 | N | EB_PENA_UN3 | 20.16 |
| 12/3/2010 20:20 | N | AUTO_EPS_390 | 21.53 |

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| 12/3/2010 20:25 | N | DC_ROAD_L_B | 20.12 |
| 12/3/2010 20:25 | N | DC_EGPS_L_A | 15.65 |
| 12/3/2010 20:25 | N | H_HOLLOW_E_1 | -2.77 |
| 12/3/2010 20:25 | N | HHOLLOW4_E_1 | -2.77 |
| 12/3/2010 20:25 | N | R_LH2SES_1 | 21.62 |
| 12/3/2010 20:25 | N | R_PB2SES_1 | -3.04 |
| 12/3/2010 20:25 | N | R_PB2SES_2 | -3.04 |
| 12/3/2010 20:25 | N | R_PB2SES_3 | -3.04 |
| 12/3/2010 20:25 | N | R_PB2SES_4 | -3.04 |
| 12/3/2010 20:25 | N | R_PB2SES_5 | -3.04 |
| 12/3/2010 20:25 | N | R_PBSES_2 | -3.04 |
| 12/3/2010 20:25 | N | PENA_KZ | 20.16 |
| 12/3/2010 20:25 | N | EB_PENA_UN3 | 20.16 |
| 12/3/2010 20:25 | N | AUTO_EPS_390 | 21.53 |
| 12/3/2010 20:30 | N | DC_ROAD_L_B | 20.24 |
| 12/3/2010 20:30 | N | DC_EGPS_L_A | 15.74 |
| 12/3/2010 20:30 | N | H_HOLLOW_E_1 | -2.78 |
| 12/3/2010 20:30 | N | HHOLLOW4_E_1 | -2.78 |
| 12/3/2010 20:30 | N | R_LH2SES_1 | 21.75 |
| 12/3/2010 20:30 | N | R_PB2SES_1 | -3.04 |
| 12/3/2010 20:30 | N | R_PB2SES_2 | -3.04 |
| 12/3/2010 20:30 | N | R_PB2SES_3 | -3.04 |
| 12/3/2010 20:30 | N | R_PB2SES_4 | -3.04 |
| 12/3/2010 20:30 | N | R_PB2SES_5 | -3.04 |
| 12/3/2010 20:30 | N | R_PBSES_2 | -3.04 |
| 12/3/2010 20:30 | N | PENA_KZ | 20.28 |
| 12/3/2010 20:30 | N | EB_PENA_UN3 | 20.28 |
| 12/3/2010 20:30 | N | AUTO_EPS_390 | 21.65 |
| 12/3/2010 20:35 | N | DC_ROAD_L_B | 20.39 |
| 12/3/2010 20:35 | N | DC_EGPS_L_A | 15.82 |
| 12/3/2010 20:35 | N | H_HOLLOW_E_1 | -2.97 |
| 12/3/2010 20:35 | N | HHOLLOW4_E_1 | -2.97 |
| 12/3/2010 20:35 | N | R_LH2SES_1 | 21.92 |
| 12/3/2010 20:35 | N | R_PB2SES_1 | -3.24 |
| 12/3/2010 20:35 | N | R_PB2SES_2 | -3.24 |
| 12/3/2010 20:35 | N | R_PB2SES_3 | -3.24 |
| 12/3/2010 20:35 | N | R_PB2SES_4 | -3.24 |
| 12/3/2010 20:35 | N | R_PB2SES_5 | -3.24 |
| 12/3/2010 20:35 | N | R_PBSES_2 | -3.24 |
| 12/3/2010 20:35 | N | PENA_KZ | 20.43 |
| 12/3/2010 20:35 | N | EB_PENA_UN3 | 20.43 |
| 12/3/2010 20:35 | N | AUTO_EPS_390 | 21.82 |
| 12/3/2010 20:40 | N | DC_ROAD_L_B | 19.86 |
| 12/3/2010 20:40 | N | DC_EGPS_L_A | 15.4 |
| 12/3/2010 20:40 | N | H_HOLLOW_E_1 | -2.97 |
| 12/3/2010 20:40 | N | HHOLLOW4_E_1 | -2.97 |
| 12/3/2010 20:40 | N | R_LH2SES_1 | 21.36 |

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| 12/3/2010 20:40 | N | R_PB2SES_1 | -3.24 |
| 12/3/2010 20:40 | N | R_PB2SES_2 | -3.24 |
| 12/3/2010 20:40 | N | R_PB2SES_3 | -3.24 |
| 12/3/2010 20:40 | N | R_PB2SES_4 | -3.24 |
| 12/3/2010 20:40 | N | R_PB2SES_5 | -3.24 |
| 12/3/2010 20:40 | N | R_PBSES_2 | -3.24 |
| 12/3/2010 20:40 | N | PENA_KZ | 19.9 |
| 12/3/2010 20:40 | N | EB_PENA_UN3 | 19.9 |
| 12/3/2010 20:40 | N | AUTO_EPS_390 | 21.27 |
| 12/3/2010 20:45 | N | DC_ROAD_L_B | 19.34 |
| 12/3/2010 20:45 | N | DC_EGPS_L_A | 15.02 |
| 12/3/2010 20:45 | N | H_HOLLOW_E_1 | -2.79 |
| 12/3/2010 20:45 | N | HHOLLOW4_E_1 | -2.79 |
| 12/3/2010 20:45 | N | R_LH2SES_1 | 20.79 |
| 12/3/2010 20:45 | N | R_PB2SES_1 | -3.04 |
| 12/3/2010 20:45 | N | R_PB2SES_2 | -3.04 |
| 12/3/2010 20:45 | N | R_PB2SES_3 | -3.04 |
| 12/3/2010 20:45 | N | R_PB2SES_4 | -3.04 |
| 12/3/2010 20:45 | N | R_PB2SES_5 | -3.04 |
| 12/3/2010 20:45 | N | R_PBSES_2 | -3.04 |
| 12/3/2010 20:45 | N | PENA_KZ | 19.38 |
| 12/3/2010 20:45 | N | EB_PENA_UN3 | 19.38 |
| 12/3/2010 20:45 | N | AUTO_EPS_390 | 20.7 |
| 12/3/2010 20:50 | N | DC_ROAD_L_B | 19.3 |
| 12/3/2010 20:50 | N | DC_EGPS_L_A | 14.98 |
| 12/3/2010 20:50 | N | H_HOLLOW_E_1 | -2.79 |
| 12/3/2010 20:50 | N | HHOLLOW4_E_1 | -2.79 |
| 12/3/2010 20:50 | N | R_LH2SES_1 | 20.74 |
| 12/3/2010 20:50 | N | R_PB2SES_1 | -3.04 |
| 12/3/2010 20:50 | N | R_PB2SES_2 | -3.04 |
| 12/3/2010 20:50 | N | R_PB2SES_3 | -3.04 |
| 12/3/2010 20:50 | N | R_PB2SES_4 | -3.04 |
| 12/3/2010 20:50 | N | R_PB2SES_5 | -3.04 |
| 12/3/2010 20:50 | N | R_PBSES_2 | -3.04 |
| 12/3/2010 20:50 | N | PENA_KZ | 19.33 |
| 12/3/2010 20:50 | N | EB_PENA_UN3 | 19.33 |
| 12/3/2010 20:50 | N | AUTO_EPS_390 | 20.65 |
| 12/3/2010 20:55 | N | DC_ROAD_L_B | 19.14 |
| 12/3/2010 20:55 | N | DC_EGPS_L_A | 14.85 |
| 12/3/2010 20:55 | N | H_HOLLOW_E_1 | -2.79 |
| 12/3/2010 20:55 | N | HHOLLOW4_E_1 | -2.79 |
| 12/3/2010 20:55 | N | R_LH2SES_1 | 20.58 |
| 12/3/2010 20:55 | N | R_PB2SES_1 | -3.03 |
| 12/3/2010 20:55 | N | R_PB2SES_2 | -3.03 |
| 12/3/2010 20:55 | N | R_PB2SES_3 | -3.03 |
| 12/3/2010 20:55 | N | R_PB2SES_4 | -3.03 |
| 12/3/2010 20:55 | N | R_PB2SES_5 | -3.03 |

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| 12/3/2010 20:55 | N | R_PBSES_2 | -3.03 |
| 12/3/2010 20:55 | N | PENA_KZ | 19.18 |
| 12/3/2010 20:55 | N | EB_PENA_UN3 | 19.18 |
| 12/3/2010 20:55 | N | AUTO_EPS_390 | 20.49 |
| 12/3/2010 21:00 | N | DC_ROAD_L_B | 19.57 |
| 12/3/2010 21:00 | N | DC_EGPS_L_A | 15.51 |
| 12/3/2010 21:00 | N | H_HOLLOW_E_1 | -1.27 |
| 12/3/2010 21:00 | N | HHOLLOW4_E_1 | -1.27 |
| 12/3/2010 21:00 | N | R_LH2SES_1 | 20.94 |
| 12/3/2010 21:00 | N | R_PB2SES_1 | -1.42 |
| 12/3/2010 21:00 | N | R_PB2SES_2 | -1.42 |
| 12/3/2010 21:00 | N | R_PB2SES_3 | -1.42 |
| 12/3/2010 21:00 | N | R_PB2SES_4 | -1.42 |
| 12/3/2010 21:00 | N | R_PB2SES_5 | -1.42 |
| 12/3/2010 21:00 | N | R_PBSES_2 | -1.42 |
| 12/3/2010 21:00 | N | PENA_KZ | 19.61 |
| 12/3/2010 21:00 | N | EB_PENA_UN3 | 19.61 |
| 12/3/2010 21:00 | N | AUTO_EPS_390 | 20.85 |
| 12/3/2010 21:01 | N | DC_ROAD_L_B | 19.53 |
| 12/3/2010 21:01 | N | DC_EGPS_L_A | 15.47 |
| 12/3/2010 21:01 | N | H_HOLLOW_E_1 | -1.27 |
| 12/3/2010 21:01 | N | HHOLLOW4_E_1 | -1.27 |
| 12/3/2010 21:01 | N | R_LH2SES_1 | 20.89 |
| 12/3/2010 21:01 | N | R_PB2SES_1 | -1.42 |
| 12/3/2010 21:01 | N | R_PB2SES_2 | -1.42 |
| 12/3/2010 21:01 | N | R_PB2SES_3 | -1.42 |
| 12/3/2010 21:01 | N | R_PB2SES_4 | -1.42 |
| 12/3/2010 21:01 | N | R_PB2SES_5 | -1.42 |
| 12/3/2010 21:01 | N | R_PBSES_2 | -1.42 |
| 12/3/2010 21:01 | N | PENA_KZ | 19.56 |
| 12/3/2010 21:01 | N | EB_PENA_UN3 | 19.56 |
| 12/3/2010 21:01 | N | AUTO_EPS_390 | 20.81 |
| 12/3/2010 21:02 | N | DC_ROAD_L_B | 20.16 |
| 12/3/2010 21:02 | N | DC_EGPS_L_A | 15.98 |
| 12/3/2010 21:02 | N | H_HOLLOW_E_1 | -1.26 |
| 12/3/2010 21:02 | N | HHOLLOW4_E_1 | -1.26 |
| 12/3/2010 21:02 | N | R_LH2SES_1 | 21.57 |
| 12/3/2010 21:02 | N | R_PB2SES_1 | -1.42 |
| 12/3/2010 21:02 | N | R_PB2SES_2 | -1.42 |
| 12/3/2010 21:02 | N | R_PB2SES_3 | -1.42 |
| 12/3/2010 21:02 | N | R_PB2SES_4 | -1.42 |
| 12/3/2010 21:02 | N | R_PB2SES_5 | -1.42 |
| 12/3/2010 21:02 | N | R_PBSES_2 | -1.42 |
| 12/3/2010 21:02 | N | PENA_KZ | 20.2 |
| 12/3/2010 21:02 | N | EB_PENA_UN3 | 20.2 |
| 12/3/2010 21:02 | N | AUTO_EPS_390 | 21.48 |
| 12/3/2010 21:05 | N | DC_ROAD_L_B | 21.57 |

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| 12/3/2010 21:05 | N | DC_EGPS_L_A | 16.49 |
| 12/3/2010 21:05 | N | H_HOLLOW_E_1 | -4.18 |
| 12/3/2010 21:05 | N | HHOLLOW4_E_1 | -4.18 |
| 12/3/2010 21:05 | N | R_LH2SES_1 | 23.27 |
| 12/3/2010 21:05 | N | R_PB2SES_1 | -4.49 |
| 12/3/2010 21:05 | N | R_PB2SES_2 | -4.49 |
| 12/3/2010 21:05 | N | R_PB2SES_3 | -4.49 |
| 12/3/2010 21:05 | N | R_PB2SES_4 | -4.49 |
| 12/3/2010 21:05 | N | R_PB2SES_5 | -4.49 |
| 12/3/2010 21:05 | N | R_PBSES_2 | -4.49 |
| 12/3/2010 21:05 | N | PENA_KZ | 21.61 |
| 12/3/2010 21:05 | N | EB_PENA_UN3 | 21.61 |
| 12/3/2010 21:05 | N | AUTO_EPS_390 | 23.16 |
| 12/3/2010 21:10 | N | DC_ROAD_L_B | 20.11 |
| 12/3/2010 21:10 | N | DC_EGPS_L_A | 15.4 |
| 12/3/2010 21:10 | N | H_HOLLOW_E_1 | -3.72 |
| 12/3/2010 21:10 | N | HHOLLOW4_E_1 | -3.72 |
| 12/3/2010 21:10 | N | R_LH2SES_1 | 21.68 |
| 12/3/2010 21:10 | N | R_PB2SES_1 | -4 |
| 12/3/2010 21:10 | N | R_PB2SES_2 | -4 |
| 12/3/2010 21:10 | N | R_PB2SES_3 | -4 |
| 12/3/2010 21:10 | N | R_PB2SES_4 | -4 |
| 12/3/2010 21:10 | N | R_PB2SES_5 | -4 |
| 12/3/2010 21:10 | N | R_PBSES_2 | -4 |
| 12/3/2010 21:10 | N | PENA_KZ | 20.15 |
| 12/3/2010 21:10 | N | EB_PENA_UN3 | 20.15 |
| 12/3/2010 21:10 | N | AUTO_EPS_390 | 21.59 |
| 12/3/2010 21:15 | N | DC_ROAD_L_B | 19.75 |
| 12/3/2010 21:15 | N | DC_EGPS_L_A | 15.11 |
| 12/3/2010 21:15 | N | H_HOLLOW_E_1 | -3.71 |
| 12/3/2010 21:15 | N | HHOLLOW4_E_1 | -3.71 |
| 12/3/2010 21:15 | N | R_LH2SES_1 | 21.3 |
| 12/3/2010 21:15 | N | R_PB2SES_1 | -3.98 |
| 12/3/2010 21:15 | N | R_PB2SES_2 | -3.98 |
| 12/3/2010 21:15 | N | R_PB2SES_3 | -3.98 |
| 12/3/2010 21:15 | N | R_PB2SES_4 | -3.98 |
| 12/3/2010 21:15 | N | R_PB2SES_5 | -3.98 |
| 12/3/2010 21:15 | N | R_PBSES_2 | -3.98 |
| 12/3/2010 21:15 | N | PENA_KZ | 19.79 |
| 12/3/2010 21:15 | N | EB_PENA_UN3 | 19.79 |
| 12/3/2010 21:15 | N | AUTO_EPS_390 | 21.2 |
| 12/3/2010 21:20 | N | DC_ROAD_L_B | 19.73 |
| 12/3/2010 21:20 | N | DC_EGPS_L_A | 15.08 |
| 12/3/2010 21:20 | N | H_HOLLOW_E_1 | -3.7 |
| 12/3/2010 21:20 | N | HHOLLOW4_E_1 | -3.7 |
| 12/3/2010 21:20 | N | R_LH2SES_1 | 21.28 |
| 12/3/2010 21:20 | N | R_PB2SES_1 | -3.98 |

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| 12/3/2010 21:20 | N | R_PB2SES_2 | -3.98 |
| 12/3/2010 21:20 | N | R_PB2SES_3 | -3.98 |
| 12/3/2010 21:20 | N | R_PB2SES_4 | -3.98 |
| 12/3/2010 21:20 | N | R_PB2SES_5 | -3.98 |
| 12/3/2010 21:20 | N | R_PBSES_2 | -3.98 |
| 12/3/2010 21:20 | N | PENA_KZ | 19.77 |
| 12/3/2010 21:20 | N | EB_PENA_UN3 | 19.77 |
| 12/3/2010 21:20 | N | AUTO_EPS_390 | 21.18 |
| 12/3/2010 21:25 | N | DC_ROAD_L_B | 19.14 |
| 12/3/2010 21:25 | N | DC_EGPS_L_A | 14.74 |
| 12/3/2010 21:25 | N | H_HOLLOW_E_1 | -2.97 |
| 12/3/2010 21:25 | N | HHOLLOW4_E_1 | -2.97 |
| 12/3/2010 21:25 | N | R_LH2SES_1 | 20.61 |
| 12/3/2010 21:25 | N | R_PB2SES_1 | -3.23 |
| 12/3/2010 21:25 | N | R_PB2SES_2 | -3.23 |
| 12/3/2010 21:25 | N | R_PB2SES_3 | -3.23 |
| 12/3/2010 21:25 | N | R_PB2SES_4 | -3.23 |
| 12/3/2010 21:25 | N | R_PB2SES_5 | -3.23 |
| 12/3/2010 21:25 | N | R_PBSES_2 | -3.23 |
| 12/3/2010 21:25 | N | PENA_KZ | 19.18 |
| 12/3/2010 21:25 | N | EB_PENA_UN3 | 19.18 |
| 12/3/2010 21:25 | N | AUTO_EPS_390 | 20.52 |
| 12/3/2010 21:30 | N | DC_ROAD_L_B | 19.14 |
| 12/3/2010 21:30 | N | DC_EGPS_L_A | 14.74 |
| 12/3/2010 21:30 | N | H_HOLLOW_E_1 | -2.97 |
| 12/3/2010 21:30 | N | HHOLLOW4_E_1 | -2.97 |
| 12/3/2010 21:30 | N | R_LH2SES_1 | 20.61 |
| 12/3/2010 21:30 | N | R_PB2SES_1 | -3.23 |
| 12/3/2010 21:30 | N | R_PB2SES_2 | -3.23 |
| 12/3/2010 21:30 | N | R_PB2SES_3 | -3.23 |
| 12/3/2010 21:30 | N | R_PB2SES_4 | -3.23 |
| 12/3/2010 21:30 | N | R_PB2SES_5 | -3.23 |
| 12/3/2010 21:30 | N | R_PBSES_2 | -3.23 |
| 12/3/2010 21:30 | N | PENA_KZ | 19.18 |
| 12/3/2010 21:30 | N | EB_PENA_UN3 | 19.18 |
| 12/3/2010 21:30 | N | AUTO_EPS_390 | 20.52 |
| 12/3/2010 21:35 | N | DC_ROAD_L_B | 18.41 |
| 12/3/2010 21:35 | N | DC_EGPS_L_A | 14.16 |
| 12/3/2010 21:35 | N | H_HOLLOW_E_1 | -2.97 |
| 12/3/2010 21:35 | N | HHOLLOW4_E_1 | -2.97 |
| 12/3/2010 21:35 | N | R_LH2SES_1 | 19.83 |
| 12/3/2010 21:35 | N | R_PB2SES_1 | -3.22 |
| 12/3/2010 21:35 | N | R_PB2SES_2 | -3.22 |
| 12/3/2010 21:35 | N | R_PB2SES_3 | -3.22 |
| 12/3/2010 21:35 | N | R_PB2SES_4 | -3.22 |
| 12/3/2010 21:35 | N | R_PB2SES_5 | -3.22 |
| 12/3/2010 21:35 | N | R_PBSES_2 | -3.22 |

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| 12/3/2010 21:35 | N | PENA_KZ | 18.45 |
| 12/3/2010 21:35 | N | EB_PENA_UN3 | 18.45 |
| 12/3/2010 21:35 | N | AUTO_EPS_390 | 19.74 |
| 12/3/2010 21:40 | N | DC_ROAD_L_B | 18.2 |
| 12/3/2010 21:40 | N | DC_EGPS_L_A | 14.03 |
| 12/3/2010 21:40 | N | H_HOLLOW_E_1 | -2.79 |
| 12/3/2010 21:40 | N | HHOLLOW4_E_1 | -2.79 |
| 12/3/2010 21:40 | N | R_LH2SES_1 | 19.6 |
| 12/3/2010 21:40 | N | R_PB2SES_1 | -3.03 |
| 12/3/2010 21:40 | N | R_PB2SES_2 | -3.03 |
| 12/3/2010 21:40 | N | R_PB2SES_3 | -3.03 |
| 12/3/2010 21:40 | N | R_PB2SES_4 | -3.03 |
| 12/3/2010 21:40 | N | R_PB2SES_5 | -3.03 |
| 12/3/2010 21:40 | N | R_PBSES_2 | -3.03 |
| 12/3/2010 21:40 | N | PENA_KZ | 18.24 |
| 12/3/2010 21:40 | N | EB_PENA_UN3 | 18.24 |
| 12/3/2010 21:40 | N | AUTO_EPS_390 | 19.51 |
| 12/3/2010 21:45 | N | DC_ROAD_L_B | 18 |
| 12/3/2010 21:45 | N | DC_EGPS_L_A | 13.86 |
| 12/3/2010 21:45 | N | H_HOLLOW_E_1 | -2.79 |
| 12/3/2010 21:45 | N | HHOLLOW4_E_1 | -2.79 |
| 12/3/2010 21:45 | N | R_LH2SES_1 | 19.39 |
| 12/3/2010 21:45 | N | R_PB2SES_1 | -3.03 |
| 12/3/2010 21:45 | N | R_PB2SES_2 | -3.03 |
| 12/3/2010 21:45 | N | R_PB2SES_3 | -3.03 |
| 12/3/2010 21:45 | N | R_PB2SES_4 | -3.03 |
| 12/3/2010 21:45 | N | R_PB2SES_5 | -3.03 |
| 12/3/2010 21:45 | N | R_PBSES_2 | -3.03 |
| 12/3/2010 21:45 | N | PENA_KZ | 18.04 |
| 12/3/2010 21:45 | N | EB_PENA_UN3 | 18.04 |
| 12/3/2010 21:45 | N | AUTO_EPS_390 | 19.3 |
| 12/3/2010 21:50 | N | DC_ROAD_L_B | 17.69 |
| 12/3/2010 21:50 | N | DC_EGPS_L_A | 13.92 |
| 12/3/2010 21:50 | N | H_HOLLOW_E_1 | -1.27 |
| 12/3/2010 21:50 | N | HHOLLOW4_E_1 | -1.27 |
| 12/3/2010 21:50 | N | R_LH2SES_1 | 18.95 |
| 12/3/2010 21:50 | N | R_PB2SES_1 | -1.4 |
| 12/3/2010 21:50 | N | R_PB2SES_2 | -1.4 |
| 12/3/2010 21:50 | N | R_PB2SES_3 | -1.4 |
| 12/3/2010 21:50 | N | R_PB2SES_4 | -1.4 |
| 12/3/2010 21:50 | N | R_PB2SES_5 | -1.4 |
| 12/3/2010 21:50 | N | R_PBSES_2 | -1.4 |
| 12/3/2010 21:50 | N | PENA_KZ | 17.72 |
| 12/3/2010 21:50 | N | EB_PENA_UN3 | 17.72 |
| 12/3/2010 21:50 | N | AUTO_EPS_390 | 18.87 |
| 12/3/2010 21:55 | N | DC_ROAD_L_B | 17.39 |
| 12/3/2010 21:55 | N | DC_EGPS_L_A | 13.68 |

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| 12/3/2010 21:55 | N | H_HOLLOW_E_1 | -1.28 |
| 12/3/2010 21:55 | N | HHOLLOW4_E_1 | -1.28 |
| 12/3/2010 21:55 | N | R_LH2SES_1 | 18.63 |
| 12/3/2010 21:55 | N | R_PB2SES_1 | -1.4 |
| 12/3/2010 21:55 | N | R_PB2SES_2 | -1.4 |
| 12/3/2010 21:55 | N | R_PB2SES_3 | -1.4 |
| 12/3/2010 21:55 | N | R_PB2SES_4 | -1.4 |
| 12/3/2010 21:55 | N | R_PB2SES_5 | -1.4 |
| 12/3/2010 21:55 | N | R_PBSES_2 | -1.4 |
| 12/3/2010 21:55 | N | PENA_KZ | 17.42 |
| 12/3/2010 21:55 | N | EB_PENA_UN3 | 17.42 |
| 12/3/2010 21:55 | N | AUTO_EPS_390 | 18.55 |
| 12/3/2010 21:59 | N | DC_ROAD_L_B | 18.28 |
| 12/3/2010 21:59 | N | DC_EGPS_L_A | 14.4 |
| 12/3/2010 21:59 | N | H_HOLLOW_E_1 | -1.27 |
| 12/3/2010 21:59 | N | HHOLLOW4_E_1 | -1.27 |
| 12/3/2010 21:59 | N | R_LH2SES_1 | 19.58 |
| 12/3/2010 21:59 | N | R_PB2SES_1 | -1.4 |
| 12/3/2010 21:59 | N | R_PB2SES_2 | -1.4 |
| 12/3/2010 21:59 | N | R_PB2SES_3 | -1.4 |
| 12/3/2010 21:59 | N | R_PB2SES_4 | -1.4 |
| 12/3/2010 21:59 | N | R_PB2SES_5 | -1.4 |
| 12/3/2010 21:59 | N | R_PBSES_2 | -1.4 |
| 12/3/2010 21:59 | N | PENA_KZ | 18.31 |
| 12/3/2010 21:59 | N | EB_PENA_UN3 | 18.31 |
| 12/3/2010 21:59 | N | AUTO_EPS_390 | 19.5 |
| 12/3/2010 22:00 | N | DC_ROAD_L_B | 18.6 |
| 12/3/2010 22:00 | N | DC_EGPS_L_A | 14.65 |
| 12/3/2010 22:00 | N | H_HOLLOW_E_1 | -1.27 |
| 12/3/2010 22:00 | N | HHOLLOW4_E_1 | -1.27 |
| 12/3/2010 22:00 | N | R_LH2SES_1 | 19.92 |
| 12/3/2010 22:00 | N | R_PB2SES_1 | -1.41 |
| 12/3/2010 22:00 | N | R_PB2SES_2 | -1.41 |
| 12/3/2010 22:00 | N | R_PB2SES_3 | -1.41 |
| 12/3/2010 22:00 | N | R_PB2SES_4 | -1.41 |
| 12/3/2010 22:00 | N | R_PB2SES_5 | -1.41 |
| 12/3/2010 22:00 | N | R_PBSES_2 | -1.41 |
| 12/3/2010 22:00 | N | PENA_KZ | 18.63 |
| 12/3/2010 22:00 | N | EB_PENA_UN3 | 18.63 |
| 12/3/2010 22:00 | N | AUTO_EPS_390 | 19.83 |
| 12/3/2010 22:04 | N | DC_ROAD_L_B | 20.48 |
| 12/3/2010 22:04 | N | DC_EGPS_L_A | 16.17 |
| 12/3/2010 22:04 | N | H_HOLLOW_E_1 | -1.25 |
| 12/3/2010 22:04 | N | HHOLLOW4_E_1 | -1.25 |
| 12/3/2010 22:04 | N | R_LH2SES_1 | 21.92 |
| 12/3/2010 22:04 | N | R_PB2SES_1 | -1.42 |
| 12/3/2010 22:04 | N | R_PB2SES_2 | -1.42 |

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| 12/3/2010 22:04 | N | R_PB2SES_3 | -1.42 |
| 12/3/2010 22:04 | N | R_PB2SES_4 | -1.42 |
| 12/3/2010 22:04 | N | R_PB2SES_5 | -1.42 |
| 12/3/2010 22:04 | N | R_PBSES_2 | -1.42 |
| 12/3/2010 22:04 | N | PENA_KZ | 20.51 |
| 12/3/2010 22:04 | N | EB_PENA_UN3 | 20.51 |
| 12/3/2010 22:04 | N | AUTO_EPS_390 | 21.83 |
| 12/3/2010 22:05 | N | DC_ROAD_L_B | 19.66 |
| 12/3/2010 22:05 | N | DC_EGPS_L_A | 15.51 |
| 12/3/2010 22:05 | N | H_HOLLOW_E_1 | -1.26 |
| 12/3/2010 22:05 | N | HHOLLOW4_E_1 | -1.26 |
| 12/3/2010 22:05 | N | R_LH2SES_1 | 21.04 |
| 12/3/2010 22:05 | N | R_PB2SES_1 | -1.41 |
| 12/3/2010 22:05 | N | R_PB2SES_2 | -1.41 |
| 12/3/2010 22:05 | N | R_PB2SES_3 | -1.41 |
| 12/3/2010 22:05 | N | R_PB2SES_4 | -1.41 |
| 12/3/2010 22:05 | N | R_PB2SES_5 | -1.41 |
| 12/3/2010 22:05 | N | R_PBSES_2 | -1.41 |
| 12/3/2010 22:05 | N | PENA_KZ | 19.69 |
| 12/3/2010 22:05 | N | EB_PENA_UN3 | 19.69 |
| 12/3/2010 22:05 | N | AUTO_EPS_390 | 20.95 |
| 12/3/2010 22:10 | N | DC_ROAD_L_B | 19.77 |
| 12/3/2010 22:10 | N | DC_EGPS_L_A | 15.63 |
| 12/3/2010 22:10 | N | H_HOLLOW_E_1 | -1.26 |
| 12/3/2010 22:10 | N | HHOLLOW4_E_1 | -1.26 |
| 12/3/2010 22:10 | N | R_LH2SES_1 | 21.15 |
| 12/3/2010 22:10 | N | R_PB2SES_1 | -1.42 |
| 12/3/2010 22:10 | N | R_PB2SES_2 | -1.42 |
| 12/3/2010 22:10 | N | R_PB2SES_3 | -1.42 |
| 12/3/2010 22:10 | N | R_PB2SES_4 | -1.42 |
| 12/3/2010 22:10 | N | R_PB2SES_5 | -1.42 |
| 12/3/2010 22:10 | N | R_PBSES_2 | -1.42 |
| 12/3/2010 22:10 | N | PENA_KZ | 19.8 |
| 12/3/2010 22:10 | N | EB_PENA_UN3 | 19.8 |
| 12/3/2010 22:10 | N | AUTO_EPS_390 | 21.07 |
| 12/3/2010 22:15 | N | DC_ROAD_L_B | 19.44 |
| 12/3/2010 22:15 | N | DC_EGPS_L_A | 15.02 |
| 12/3/2010 22:15 | N | H_HOLLOW_E_1 | -2.97 |
| 12/3/2010 22:15 | N | HHOLLOW4_E_1 | -2.97 |
| 12/3/2010 22:15 | N | R_LH2SES_1 | 20.91 |
| 12/3/2010 22:15 | N | R_PB2SES_1 | -3.23 |
| 12/3/2010 22:15 | N | R_PB2SES_2 | -3.23 |
| 12/3/2010 22:15 | N | R_PB2SES_3 | -3.23 |
| 12/3/2010 22:15 | N | R_PB2SES_4 | -3.23 |
| 12/3/2010 22:15 | N | R_PB2SES_5 | -3.23 |
| 12/3/2010 22:15 | N | R_PBSES_2 | -3.23 |
| 12/3/2010 22:15 | N | PENA_KZ | 19.47 |

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| 12/3/2010 22:15 | N | EB_PENA_UN3 | 19.47 |
| 12/3/2010 22:15 | N | AUTO_EPS_390 | 20.82 |
| 12/3/2010 22:20 | N | DC_ROAD_L_B | 19.19 |
| 12/3/2010 22:20 | N | DC_EGPS_L_A | 14.81 |
| 12/3/2010 22:20 | N | H_HOLLOW_E_1 | -2.97 |
| 12/3/2010 22:20 | N | HHOLLOW4_E_1 | -2.97 |
| 12/3/2010 22:20 | N | R_LH2SES_1 | 20.66 |
| 12/3/2010 22:20 | N | R_PB2SES_1 | -3.23 |
| 12/3/2010 22:20 | N | R_PB2SES_2 | -3.23 |
| 12/3/2010 22:20 | N | R_PB2SES_3 | -3.23 |
| 12/3/2010 22:20 | N | R_PB2SES_4 | -3.23 |
| 12/3/2010 22:20 | N | R_PB2SES_5 | -3.23 |
| 12/3/2010 22:20 | N | R_PBSES_2 | -3.23 |
| 12/3/2010 22:20 | N | PENA_KZ | 19.23 |
| 12/3/2010 22:20 | N | EB_PENA_UN3 | 19.23 |
| 12/3/2010 22:20 | N | AUTO_EPS_390 | 20.57 |
| 12/3/2010 22:25 | N | DC_ROAD_L_B | 18.91 |
| 12/3/2010 22:25 | N | DC_EGPS_L_A | 14.61 |
| 12/3/2010 22:25 | N | H_HOLLOW_E_1 | -2.79 |
| 12/3/2010 22:25 | N | HHOLLOW4_E_1 | -2.79 |
| 12/3/2010 22:25 | N | R_LH2SES_1 | 20.35 |
| 12/3/2010 22:25 | N | R_PB2SES_1 | -3.03 |
| 12/3/2010 22:25 | N | R_PB2SES_2 | -3.03 |
| 12/3/2010 22:25 | N | R_PB2SES_3 | -3.03 |
| 12/3/2010 22:25 | N | R_PB2SES_4 | -3.03 |
| 12/3/2010 22:25 | N | R_PB2SES_5 | -3.03 |
| 12/3/2010 22:25 | N | R_PBSES_2 | -3.03 |
| 12/3/2010 22:25 | N | PENA_KZ | 18.95 |
| 12/3/2010 22:25 | N | EB_PENA_UN3 | 18.95 |
| 12/3/2010 22:25 | N | AUTO_EPS_390 | 20.26 |
| 12/3/2010 22:30 | N | DC_ROAD_L_B | 18.76 |
| 12/3/2010 22:30 | N | DC_EGPS_L_A | 14.48 |
| 12/3/2010 22:30 | N | H_HOLLOW_E_1 | -2.79 |
| 12/3/2010 22:30 | N | HHOLLOW4_E_1 | -2.79 |
| 12/3/2010 22:30 | N | R_LH2SES_1 | 20.18 |
| 12/3/2010 22:30 | N | R_PB2SES_1 | -3.03 |
| 12/3/2010 22:30 | N | R_PB2SES_2 | -3.03 |
| 12/3/2010 22:30 | N | R_PB2SES_3 | -3.03 |
| 12/3/2010 22:30 | N | R_PB2SES_4 | -3.03 |
| 12/3/2010 22:30 | N | R_PB2SES_5 | -3.03 |
| 12/3/2010 22:30 | N | R_PBSES_2 | -3.03 |
| 12/3/2010 22:30 | N | PENA_KZ | 18.79 |
| 12/3/2010 22:30 | N | EB_PENA_UN3 | 18.79 |
| 12/3/2010 22:30 | N | AUTO_EPS_390 | 20.09 |
| 12/3/2010 22:35 | N | DC_ROAD_L_B | 17.79 |
| 12/3/2010 22:35 | N | DC_EGPS_L_A | 13.67 |
| 12/3/2010 22:35 | N | H_HOLLOW_E_1 | -2.97 |

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| 12/3/2010 22:35 | N | HHOLLOW4_E_1 | -2.97 |
| 12/3/2010 22:35 | N | R_LH2SES_1 | 19.16 |
| 12/3/2010 22:35 | N | R_PB2SES_1 | -3.21 |
| 12/3/2010 22:35 | N | R_PB2SES_2 | -3.21 |
| 12/3/2010 22:35 | N | R_PB2SES_3 | -3.21 |
| 12/3/2010 22:35 | N | R_PB2SES_4 | -3.21 |
| 12/3/2010 22:35 | N | R_PB2SES_5 | -3.21 |
| 12/3/2010 22:35 | N | R_PBSES_2 | -3.21 |
| 12/3/2010 22:35 | N | PENA_KZ | 17.82 |
| 12/3/2010 22:35 | N | EB_PENA_UN3 | 17.82 |
| 12/3/2010 22:35 | N | AUTO_EPS_390 | 19.08 |
| 12/3/2010 22:40 | N | DC_ROAD_L_B | 17.99 |
| 12/3/2010 22:40 | N | DC_EGPS_L_A | 13.83 |
| 12/3/2010 22:40 | N | H_HOLLOW_E_1 | -2.97 |
| 12/3/2010 22:40 | N | HHOLLOW4_E_1 | -2.97 |
| 12/3/2010 22:40 | N | R_LH2SES_1 | 19.38 |
| 12/3/2010 22:40 | N | R_PB2SES_1 | -3.22 |
| 12/3/2010 22:40 | N | R_PB2SES_2 | -3.22 |
| 12/3/2010 22:40 | N | R_PB2SES_3 | -3.22 |
| 12/3/2010 22:40 | N | R_PB2SES_4 | -3.22 |
| 12/3/2010 22:40 | N | R_PB2SES_5 | -3.22 |
| 12/3/2010 22:40 | N | R_PBSES_2 | -3.22 |
| 12/3/2010 22:40 | N | PENA_KZ | 18.03 |
| 12/3/2010 22:40 | N | EB_PENA_UN3 | 18.03 |
| 12/3/2010 22:40 | N | AUTO_EPS_390 | 19.29 |
| 12/3/2010 22:45 | N | DC_ROAD_L_B | 17.53 |
| 12/3/2010 22:45 | N | DC_EGPS_L_A | 13.46 |
| 12/3/2010 22:45 | N | H_HOLLOW_E_1 | -2.97 |
| 12/3/2010 22:45 | N | HHOLLOW4_E_1 | -2.97 |
| 12/3/2010 22:45 | N | R_LH2SES_1 | 18.89 |
| 12/3/2010 22:45 | N | R_PB2SES_1 | -3.21 |
| 12/3/2010 22:45 | N | R_PB2SES_2 | -3.21 |
| 12/3/2010 22:45 | N | R_PB2SES_3 | -3.21 |
| 12/3/2010 22:45 | N | R_PB2SES_4 | -3.21 |
| 12/3/2010 22:45 | N | R_PB2SES_5 | -3.21 |
| 12/3/2010 22:45 | N | R_PBSES_2 | -3.21 |
| 12/3/2010 22:45 | N | PENA_KZ | 17.56 |
| 12/3/2010 22:45 | N | EB_PENA_UN3 | 17.56 |
| 12/3/2010 22:45 | N | AUTO_EPS_390 | 18.8 |
| 12/3/2010 22:50 | N | DC_ROAD_L_B | 17.18 |
| 12/3/2010 22:50 | N | DC_EGPS_L_A | 13.18 |
| 12/3/2010 22:50 | N | H_HOLLOW_E_1 | -2.97 |
| 12/3/2010 22:50 | N | HHOLLOW4_E_1 | -2.97 |
| 12/3/2010 22:50 | N | R_LH2SES_1 | 18.51 |
| 12/3/2010 22:50 | N | R_PB2SES_1 | -3.21 |
| 12/3/2010 22:50 | N | R_PB2SES_2 | -3.21 |
| 12/3/2010 22:50 | N | R_PB2SES_3 | -3.21 |

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| 12/3/2010 22:50 | N | R_PB2SES_4 | -3.21 |
| 12/3/2010 22:50 | N | R_PB2SES_5 | -3.21 |
| 12/3/2010 22:50 | N | R_PBSES_2 | -3.21 |
| 12/3/2010 22:50 | N | PENA_KZ | 17.21 |
| 12/3/2010 22:50 | N | EB_PENA_UN3 | 17.21 |
| 12/3/2010 22:50 | N | AUTO_EPS_390 | 18.43 |
| 12/3/2010 22:55 | N | DC_ROAD_L_B | 16.33 |
| 12/3/2010 22:55 | N | DC_EGPS_L_A | 12.5 |
| 12/3/2010 22:55 | N | H_HOLLOW_E_1 | -2.97 |
| 12/3/2010 22:55 | N | HHOLLOW4_E_1 | -2.97 |
| 12/3/2010 22:55 | N | R_LH2SES_1 | 17.61 |
| 12/3/2010 22:55 | N | R_PB2SES_1 | -3.2 |
| 12/3/2010 22:55 | N | R_PB2SES_2 | -3.2 |
| 12/3/2010 22:55 | N | R_PB2SES_3 | -3.2 |
| 12/3/2010 22:55 | N | R_PB2SES_4 | -3.2 |
| 12/3/2010 22:55 | N | R_PB2SES_5 | -3.2 |
| 12/3/2010 22:55 | N | R_PBSES_2 | -3.2 |
| 12/3/2010 22:55 | N | PENA_KZ | 16.36 |
| 12/3/2010 22:55 | N | EB_PENA_UN3 | 16.36 |
| 12/3/2010 22:55 | N | AUTO_EPS_390 | 17.53 |
| 12/3/2010 23:00 | N | DC_ROAD_L_B | 17.41 |
| 12/3/2010 23:00 | N | DC_EGPS_L_A | 13.36 |
| 12/3/2010 23:00 | N | H_HOLLOW_E_1 | -2.97 |
| 12/3/2010 23:00 | N | HHOLLOW4_E_1 | -2.97 |
| 12/3/2010 23:00 | N | R_LH2SES_1 | 18.75 |
| 12/3/2010 23:00 | N | R_PB2SES_1 | -3.21 |
| 12/3/2010 23:00 | N | R_PB2SES_2 | -3.21 |
| 12/3/2010 23:00 | N | R_PB2SES_3 | -3.21 |
| 12/3/2010 23:00 | N | R_PB2SES_4 | -3.21 |
| 12/3/2010 23:00 | N | R_PB2SES_5 | -3.21 |
| 12/3/2010 23:00 | N | R_PBSES_2 | -3.21 |
| 12/3/2010 23:00 | N | PENA_KZ | 17.44 |
| 12/3/2010 23:00 | N | EB_PENA_UN3 | 17.44 |
| 12/3/2010 23:00 | N | AUTO_EPS_390 | 18.67 |
| 12/3/2010 23:04 | N | DC_ROAD_L_B | 18.93 |
| 12/3/2010 23:04 | N | DC_EGPS_L_A | 14.59 |
| 12/3/2010 23:04 | N | H_HOLLOW_E_1 | -2.97 |
| 12/3/2010 23:04 | N | HHOLLOW4_E_1 | -2.97 |
| 12/3/2010 23:04 | N | R_LH2SES_1 | 20.38 |
| 12/3/2010 23:04 | N | R_PB2SES_1 | -3.23 |
| 12/3/2010 23:04 | N | R_PB2SES_2 | -3.23 |
| 12/3/2010 23:04 | N | R_PB2SES_3 | -3.23 |
| 12/3/2010 23:04 | N | R_PB2SES_4 | -3.23 |
| 12/3/2010 23:04 | N | R_PB2SES_5 | -3.23 |
| 12/3/2010 23:04 | N | R_PBSES_2 | -3.23 |
| 12/3/2010 23:04 | N | PENA_KZ | 18.97 |
| 12/3/2010 23:04 | N | EB_PENA_UN3 | 18.97 |

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| 12/3/2010 23:04 | N | AUTO_EPS_390 | 20.29 |
| 12/3/2010 23:05 | N | DC_ROAD_L_B | 19.09 |
| 12/3/2010 23:05 | N | DC_EGPS_L_A | 14.71 |
| 12/3/2010 23:05 | N | H_HOLLOW_E_1 | -2.97 |
| 12/3/2010 23:05 | N | HHOLLOW4_E_1 | -2.97 |
| 12/3/2010 23:05 | N | R_LH2SES_1 | 20.55 |
| 12/3/2010 23:05 | N | R_PB2SES_1 | -3.23 |
| 12/3/2010 23:05 | N | R_PB2SES_2 | -3.23 |
| 12/3/2010 23:05 | N | R_PB2SES_3 | -3.23 |
| 12/3/2010 23:05 | N | R_PB2SES_4 | -3.23 |
| 12/3/2010 23:05 | N | R_PB2SES_5 | -3.23 |
| 12/3/2010 23:05 | N | R_PBSES_2 | -3.23 |
| 12/3/2010 23:05 | N | PENA_KZ | 19.13 |
| 12/3/2010 23:05 | N | EB_PENA_UN3 | 19.13 |
| 12/3/2010 23:05 | N | AUTO_EPS_390 | 20.46 |
| 12/3/2010 23:06 | N | DC_ROAD_L_B | 19.88 |
| 12/3/2010 23:06 | N | DC_EGPS_L_A | 15.38 |
| 12/3/2010 23:06 | N | H_HOLLOW_E_1 | -2.77 |
| 12/3/2010 23:06 | N | HHOLLOW4_E_1 | -2.77 |
| 12/3/2010 23:06 | N | R_LH2SES_1 | 21.38 |
| 12/3/2010 23:06 | N | R_PB2SES_1 | -3.04 |
| 12/3/2010 23:06 | N | R_PB2SES_2 | -3.04 |
| 12/3/2010 23:06 | N | R_PB2SES_3 | -3.04 |
| 12/3/2010 23:06 | N | R_PB2SES_4 | -3.04 |
| 12/3/2010 23:06 | N | R_PB2SES_5 | -3.04 |
| 12/3/2010 23:06 | N | R_PBSES_2 | -3.04 |
| 12/3/2010 23:06 | N | PENA_KZ | 19.92 |
| 12/3/2010 23:06 | N | EB_PENA_UN3 | 19.92 |
| 12/3/2010 23:06 | N | AUTO_EPS_390 | 21.28 |
| 12/3/2010 23:10 | N | DC_ROAD_L_B | 19.58 |
| 12/3/2010 23:10 | N | DC_EGPS_L_A | 15.13 |
| 12/3/2010 23:10 | N | H_HOLLOW_E_1 | -2.84 |
| 12/3/2010 23:10 | N | HHOLLOW4_E_1 | -2.84 |
| 12/3/2010 23:10 | N | R_LH2SES_1 | 21.07 |
| 12/3/2010 23:10 | N | R_PB2SES_1 | -3.1 |
| 12/3/2010 23:10 | N | R_PB2SES_2 | -3.1 |
| 12/3/2010 23:10 | N | R_PB2SES_3 | -3.1 |
| 12/3/2010 23:10 | N | R_PB2SES_4 | -3.1 |
| 12/3/2010 23:10 | N | R_PB2SES_5 | -3.1 |
| 12/3/2010 23:10 | N | R_PBSES_2 | -3.1 |
| 12/3/2010 23:10 | N | PENA_KZ | 19.62 |
| 12/3/2010 23:10 | N | EB_PENA_UN3 | 19.62 |
| 12/3/2010 23:10 | N | AUTO_EPS_390 | 20.97 |
| 12/3/2010 23:15 | N | DC_ROAD_L_B | 18.45 |
| 12/3/2010 23:15 | N | DC_EGPS_L_A | 14.22 |
| 12/3/2010 23:15 | N | H_HOLLOW_E_1 | -2.85 |
| 12/3/2010 23:15 | N | HHOLLOW4_E_1 | -2.85 |

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| 12/3/2010 23:15 | N | R_LH2SES_1 | 19.86 |
| 12/3/2010 23:15 | N | R_PB2SES_1 | -3.1 |
| 12/3/2010 23:15 | N | R_PB2SES_2 | -3.1 |
| 12/3/2010 23:15 | N | R_PB2SES_3 | -3.1 |
| 12/3/2010 23:15 | N | R_PB2SES_4 | -3.1 |
| 12/3/2010 23:15 | N | R_PB2SES_5 | -3.1 |
| 12/3/2010 23:15 | N | R_PBSES_2 | -3.1 |
| 12/3/2010 23:15 | N | PENA_KZ | 18.49 |
| 12/3/2010 23:15 | N | EB_PENA_UN3 | 18.49 |
| 12/3/2010 23:15 | N | AUTO_EPS_390 | 19.77 |
| 12/3/2010 23:20 | N | DC_ROAD_L_B | 18.16 |
| 12/3/2010 23:20 | N | DC_EGPS_L_A | 13.98 |
| 12/3/2010 23:20 | N | H_HOLLOW_E_1 | -2.92 |
| 12/3/2010 23:20 | N | HHOLLOW4_E_1 | -2.92 |
| 12/3/2010 23:20 | N | R_LH2SES_1 | 19.55 |
| 12/3/2010 23:20 | N | R_PB2SES_1 | -3.12 |
| 12/3/2010 23:20 | N | R_PB2SES_2 | -3.12 |
| 12/3/2010 23:20 | N | R_PB2SES_3 | -3.12 |
| 12/3/2010 23:20 | N | R_PB2SES_4 | -3.12 |
| 12/3/2010 23:20 | N | R_PB2SES_5 | -3.12 |
| 12/3/2010 23:20 | N | R_PBSES_2 | -3.12 |
| 12/3/2010 23:20 | N | PENA_KZ | 18.2 |
| 12/3/2010 23:20 | N | EB_PENA_UN3 | 18.2 |
| 12/3/2010 23:20 | N | AUTO_EPS_390 | 19.47 |
| 12/3/2010 23:25 | N | DC_ROAD_L_B | 12.97 |
| 12/3/2010 23:25 | N | DC_EGPS_L_A | 9.72 |
| 12/3/2010 23:25 | N | H_HOLLOW_E_1 | -3.45 |
| 12/3/2010 23:25 | N | HHOLLOW4_E_1 | -3.45 |
| 12/3/2010 23:25 | N | R_LH2SES_1 | 14.06 |
| 12/3/2010 23:25 | N | R_PB2SES_1 | -3.6 |
| 12/3/2010 23:25 | N | R_PB2SES_2 | -3.6 |
| 12/3/2010 23:25 | N | R_PB2SES_3 | -3.6 |
| 12/3/2010 23:25 | N | R_PB2SES_4 | -3.6 |
| 12/3/2010 23:25 | N | R_PB2SES_5 | -3.6 |
| 12/3/2010 23:25 | N | R_PBSES_2 | -3.6 |
| 12/3/2010 23:25 | N | PENA_KZ | 13 |
| 12/3/2010 23:25 | N | EB_PENA_UN3 | 13 |
| 12/3/2010 23:25 | N | AUTO_EPS_390 | 13.99 |
| 12/3/2010 23:30 | N | DC_ROAD_L_B | 16.1 |
| 12/3/2010 23:30 | N | DC_EGPS_L_A | 12.33 |
| 12/3/2010 23:30 | N | H_HOLLOW_E_1 | -2.93 |
| 12/3/2010 23:30 | N | HHOLLOW4_E_1 | -2.93 |
| 12/3/2010 23:30 | N | R_LH2SES_1 | 17.35 |
| 12/3/2010 23:30 | N | R_PB2SES_1 | -3.11 |
| 12/3/2010 23:30 | N | R_PB2SES_2 | -3.11 |
| 12/3/2010 23:30 | N | R_PB2SES_3 | -3.11 |
| 12/3/2010 23:30 | N | R_PB2SES_4 | -3.11 |

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| 12/3/2010 23:30 | N | R_PB2SES_5 | -3.11 |
| 12/3/2010 23:30 | N | R_PBSES_2 | -3.11 |
| 12/3/2010 23:30 | N | PENA_KZ | 16.13 |
| 12/3/2010 23:30 | N | EB_PENA_UN3 | 16.13 |
| 12/3/2010 23:30 | N | AUTO_EPS_390 | 17.27 |
| 12/3/2010 23:35 | N | DC_ROAD_L_B | 14.21 |
| 12/3/2010 23:35 | N | DC_EGPS_L_A | 10.81 |
| 12/3/2010 23:35 | N | H_HOLLOW_E_1 | -2.94 |
| 12/3/2010 23:35 | N | HHOLLOW4_E_1 | -2.94 |
| 12/3/2010 23:35 | N | R_LH2SES_1 | 15.34 |
| 12/3/2010 23:35 | N | R_PB2SES_1 | -3.1 |
| 12/3/2010 23:35 | N | R_PB2SES_2 | -3.1 |
| 12/3/2010 23:35 | N | R_PB2SES_3 | -3.1 |
| 12/3/2010 23:35 | N | R_PB2SES_4 | -3.1 |
| 12/3/2010 23:35 | N | R_PB2SES_5 | -3.1 |
| 12/3/2010 23:35 | N | R_PBSES_2 | -3.1 |
| 12/3/2010 23:35 | N | PENA_KZ | 14.24 |
| 12/3/2010 23:35 | N | EB_PENA_UN3 | 14.24 |
| 12/3/2010 23:35 | N | AUTO_EPS_390 | 15.27 |
| 12/3/2010 23:40 | N | DC_ROAD_L_B | 15.29 |
| 12/3/2010 23:40 | N | DC_EGPS_L_A | 11.69 |
| 12/3/2010 23:40 | N | H_HOLLOW_E_1 | -2.93 |
| 12/3/2010 23:40 | N | HHOLLOW4_E_1 | -2.93 |
| 12/3/2010 23:40 | N | R_LH2SES_1 | 16.5 |
| 12/3/2010 23:40 | N | R_PB2SES_1 | -3.11 |
| 12/3/2010 23:40 | N | R_PB2SES_2 | -3.11 |
| 12/3/2010 23:40 | N | R_PB2SES_3 | -3.11 |
| 12/3/2010 23:40 | N | R_PB2SES_4 | -3.11 |
| 12/3/2010 23:40 | N | R_PB2SES_5 | -3.11 |
| 12/3/2010 23:40 | N | R_PBSES_2 | -3.11 |
| 12/3/2010 23:40 | N | PENA_KZ | 15.32 |
| 12/3/2010 23:40 | N | EB_PENA_UN3 | 15.32 |
| 12/3/2010 23:40 | N | AUTO_EPS_390 | 16.42 |
| 12/3/2010 23:45 | N | DC_ROAD_L_B | 13.63 |
| 12/3/2010 23:45 | N | DC_EGPS_L_A | 10.36 |
| 12/3/2010 23:45 | N | H_HOLLOW_E_1 | -2.94 |
| 12/3/2010 23:45 | N | HHOLLOW4_E_1 | -2.94 |
| 12/3/2010 23:45 | N | R_LH2SES_1 | 14.72 |
| 12/3/2010 23:45 | N | R_PB2SES_1 | -3.1 |
| 12/3/2010 23:45 | N | R_PB2SES_2 | -3.1 |
| 12/3/2010 23:45 | N | R_PB2SES_3 | -3.1 |
| 12/3/2010 23:45 | N | R_PB2SES_4 | -3.1 |
| 12/3/2010 23:45 | N | R_PB2SES_5 | -3.1 |
| 12/3/2010 23:45 | N | R_PBSES_2 | -3.1 |
| 12/3/2010 23:45 | N | PENA_KZ | 13.66 |
| 12/3/2010 23:45 | N | EB_PENA_UN3 | 13.66 |
| 12/3/2010 23:45 | N | AUTO_EPS_390 | 14.65 |

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| 12/3/2010 23:50 | N | DC_ROAD_L_B | 13.66 |
| 12/3/2010 23:50 | N | DC_EGPS_L_A | 10.38 |
| 12/3/2010 23:50 | N | H_HOLLOW_E_1 | -2.94 |
| 12/3/2010 23:50 | N | HHOLLOW4_E_1 | -2.94 |
| 12/3/2010 23:50 | N | R_LH2SES_1 | 14.75 |
| 12/3/2010 23:50 | N | R_PB2SES_1 | -3.1 |
| 12/3/2010 23:50 | N | R_PB2SES_2 | -3.1 |
| 12/3/2010 23:50 | N | R_PB2SES_3 | -3.1 |
| 12/3/2010 23:50 | N | R_PB2SES_4 | -3.1 |
| 12/3/2010 23:50 | N | R_PB2SES_5 | -3.1 |
| 12/3/2010 23:50 | N | R_PBSES_2 | -3.1 |
| 12/3/2010 23:50 | N | PENA_KZ | 13.68 |
| 12/3/2010 23:50 | N | EB_PENA_UN3 | 13.68 |
| 12/3/2010 23:50 | N | AUTO_EPS_390 | 14.68 |
| 12/3/2010 23:55 | N | DC_ROAD_L_B | 11.67 |
| 12/3/2010 23:55 | N | DC_EGPS_L_A | 8.78 |
| 12/3/2010 23:55 | N | H_HOLLOW_E_1 | -2.95 |
| 12/3/2010 23:55 | N | HHOLLOW4_E_1 | -2.95 |
| 12/3/2010 23:55 | N | R_LH2SES_1 | 12.64 |
| 12/3/2010 23:55 | N | R_PB2SES_1 | -3.08 |
| 12/3/2010 23:55 | N | R_PB2SES_2 | -3.08 |
| 12/3/2010 23:55 | N | R_PB2SES_3 | -3.08 |
| 12/3/2010 23:55 | N | R_PB2SES_4 | -3.08 |
| 12/3/2010 23:55 | N | R_PB2SES_5 | -3.08 |
| 12/3/2010 23:55 | N | R_PBSES_2 | -3.08 |
| 12/3/2010 23:55 | N | PENA_KZ | 11.69 |
| 12/3/2010 23:55 | N | EB_PENA_UN3 | 11.69 |
| 12/3/2010 23:55 | N | AUTO_EPS_390 | 12.57 |
| 12/3/2010 23:55 | N | DC_ROAD_L_B | 11.67 |
| 12/3/2010 23:55 | N | DC_EGPS_L_A | 8.78 |
| 12/3/2010 23:55 | N | H_HOLLOW_E_1 | -2.95 |
| 12/3/2010 23:55 | N | HHOLLOW4_E_1 | -2.95 |
| 12/3/2010 23:55 | N | R_LH2SES_1 | 12.64 |
| 12/3/2010 23:55 | N | R_PB2SES_1 | -3.08 |
| 12/3/2010 23:55 | N | R_PB2SES_2 | -3.08 |
| 12/3/2010 23:55 | N | R_PB2SES_3 | -3.08 |
| 12/3/2010 23:55 | N | R_PB2SES_4 | -3.08 |
| 12/3/2010 23:55 | N | R_PB2SES_5 | -3.08 |
| 12/3/2010 23:55 | N | R_PBSES_2 | -3.08 |
| 12/3/2010 23:55 | N | PENA_KZ | 11.69 |
| 12/3/2010 23:55 | N | EB_PENA_UN3 | 11.69 |
| 12/3/2010 23:55 | N | AUTO_EPS_390 | 12.57 |
| 12/4/2010 0:00 | N | DC_ROAD_L_B | 7.53 |
| 12/4/2010 0:00 | N | DC_EGPS_L_A | 5.39 |
| 12/4/2010 0:00 | N | H_HOLLOW_E_1 | -3.3 |
| 12/4/2010 0:00 | N | HHOLLOW4_E_1 | -3.3 |
| 12/4/2010 0:00 | N | R_LH2SES_1 | 8.24 |

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| 12/4/2010 0:00 | N | R_PB2SES_1 | -3.4 |
| 12/4/2010 0:00 | N | R_PB2SES_2 | -3.4 |
| 12/4/2010 0:00 | N | R_PB2SES_3 | -3.4 |
| 12/4/2010 0:00 | N | R_PB2SES_4 | -3.4 |
| 12/4/2010 0:00 | N | R_PB2SES_5 | -3.4 |
| 12/4/2010 0:00 | N | R_PBSES_2 | -3.4 |
| 12/4/2010 0:00 | N | PENA_KZ | 7.55 |
| 12/4/2010 0:00 | N | EB_PENA_UN3 | 7.55 |
| 12/4/2010 0:00 | N | AUTO_EPS_390 | 8.2 |
| 12/4/2010 0:05 | N | DC_ROAD_L_B | 15.43 |
| 12/4/2010 0:05 | N | DC_EGPS_L_A | 11.8 |
| 12/4/2010 0:05 | N | H_HOLLOW_E_1 | -2.93 |
| 12/4/2010 0:05 | N | HHOLLOW4_E_1 | -2.93 |
| 12/4/2010 0:05 | N | R_LH2SES_1 | 16.64 |
| 12/4/2010 0:05 | N | R_PB2SES_1 | -3.11 |
| 12/4/2010 0:05 | N | R_PB2SES_2 | -3.11 |
| 12/4/2010 0:05 | N | R_PB2SES_3 | -3.11 |
| 12/4/2010 0:05 | N | R_PB2SES_4 | -3.11 |
| 12/4/2010 0:05 | N | R_PB2SES_5 | -3.11 |
| 12/4/2010 0:05 | N | R_PBSES_2 | -3.11 |
| 12/4/2010 0:05 | N | PENA_KZ | 15.46 |
| 12/4/2010 0:05 | N | EB_PENA_UN3 | 15.46 |
| 12/4/2010 0:05 | N | AUTO_EPS_390 | 16.57 |
| 12/4/2010 0:10 | N | DC_ROAD_L_B | 15.32 |
| 12/4/2010 0:10 | N | DC_EGPS_L_A | 11.71 |
| 12/4/2010 0:10 | N | H_HOLLOW_E_1 | -2.93 |
| 12/4/2010 0:10 | N | HHOLLOW4_E_1 | -2.93 |
| 12/4/2010 0:10 | N | R_LH2SES_1 | 16.52 |
| 12/4/2010 0:10 | N | R_PB2SES_1 | -3.11 |
| 12/4/2010 0:10 | N | R_PB2SES_2 | -3.11 |
| 12/4/2010 0:10 | N | R_PB2SES_3 | -3.11 |
| 12/4/2010 0:10 | N | R_PB2SES_4 | -3.11 |
| 12/4/2010 0:10 | N | R_PB2SES_5 | -3.11 |
| 12/4/2010 0:10 | N | R_PBSES_2 | -3.11 |
| 12/4/2010 0:10 | N | PENA_KZ | 15.35 |
| 12/4/2010 0:10 | N | EB_PENA_UN3 | 15.35 |
| 12/4/2010 0:10 | N | AUTO_EPS_390 | 16.45 |
| 12/4/2010 0:15 | N | DC_ROAD_L_B | 13.52 |
| 12/4/2010 0:15 | N | DC_EGPS_L_A | 10.27 |
| 12/4/2010 0:15 | N | H_HOLLOW_E_1 | -2.94 |
| 12/4/2010 0:15 | N | HHOLLOW4_E_1 | -2.94 |
| 12/4/2010 0:15 | N | R_LH2SES_1 | 14.61 |
| 12/4/2010 0:15 | N | R_PB2SES_1 | -3.09 |
| 12/4/2010 0:15 | N | R_PB2SES_2 | -3.09 |
| 12/4/2010 0:15 | N | R_PB2SES_3 | -3.09 |
| 12/4/2010 0:15 | N | R_PB2SES_4 | -3.09 |
| 12/4/2010 0:15 | N | R_PB2SES_5 | -3.09 |

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| 12/4/2010 0:15 | N | R_PBSES_2 | -3.09 |
| 12/4/2010 0:15 | N | PENA_KZ | 13.55 |
| 12/4/2010 0:15 | N | EB_PENA_UN3 | 13.55 |
| 12/4/2010 0:15 | N | AUTO_EPS_390 | 14.54 |
| 12/4/2010 0:18 | N | DC_ROAD_L_B | 15 |
| 12/4/2010 0:18 | N | DC_EGPS_L_A | 10.91 |
| 12/4/2010 0:18 | N | H_HOLLOW_E_1 | -5.79 |
| 12/4/2010 0:18 | N | HHOLLOW4_E_1 | -5.79 |
| 12/4/2010 0:18 | N | R_LH2SES_1 | 16.37 |
| 12/4/2010 0:18 | N | R_PB2SES_1 | -5.99 |
| 12/4/2010 0:18 | N | R_PB2SES_2 | -5.99 |
| 12/4/2010 0:18 | N | R_PB2SES_3 | -5.99 |
| 12/4/2010 0:18 | N | R_PB2SES_4 | -5.99 |
| 12/4/2010 0:18 | N | R_PB2SES_5 | -5.99 |
| 12/4/2010 0:18 | N | R_PBSES_2 | -5.99 |
| 12/4/2010 0:18 | N | PENA_KZ | 15.03 |
| 12/4/2010 0:18 | N | EB_PENA_UN3 | 15.03 |
| 12/4/2010 0:18 | N | AUTO_EPS_390 | 16.28 |
| 12/4/2010 0:20 | N | DC_ROAD_L_B | 15.24 |
| 12/4/2010 0:20 | N | DC_EGPS_L_A | 11.1 |
| 12/4/2010 0:20 | N | H_HOLLOW_E_1 | -5.79 |
| 12/4/2010 0:20 | N | HHOLLOW4_E_1 | -5.79 |
| 12/4/2010 0:20 | N | R_LH2SES_1 | 16.62 |
| 12/4/2010 0:20 | N | R_PB2SES_1 | -5.99 |
| 12/4/2010 0:20 | N | R_PB2SES_2 | -5.99 |
| 12/4/2010 0:20 | N | R_PB2SES_3 | -5.99 |
| 12/4/2010 0:20 | N | R_PB2SES_4 | -5.99 |
| 12/4/2010 0:20 | N | R_PB2SES_5 | -5.99 |
| 12/4/2010 0:20 | N | R_PBSES_2 | -5.99 |
| 12/4/2010 0:20 | N | PENA_KZ | 15.27 |
| 12/4/2010 0:20 | N | EB_PENA_UN3 | 15.27 |
| 12/4/2010 0:20 | N | AUTO_EPS_390 | 16.53 |
| 12/4/2010 0:25 | N | DC_ROAD_L_B | 16.79 |
| 12/4/2010 0:25 | N | DC_EGPS_L_A | 9.89 |
| 12/4/2010 0:25 | N | H_HOLLOW_E_1 | -18.24 |
| 12/4/2010 0:25 | N | HHOLLOW4_E_1 | -18.24 |
| 12/4/2010 0:25 | N | R_LH2SES_1 | 19.09 |
| 12/4/2010 0:25 | N | R_PB2SES_1 | -18.57 |
| 12/4/2010 0:25 | N | R_PB2SES_2 | -18.57 |
| 12/4/2010 0:25 | N | R_PB2SES_3 | -18.57 |
| 12/4/2010 0:25 | N | R_PB2SES_4 | -18.57 |
| 12/4/2010 0:25 | N | R_PB2SES_5 | -18.57 |
| 12/4/2010 0:25 | N | R_PBSES_2 | -18.57 |
| 12/4/2010 0:25 | N | PENA_KZ | 16.85 |
| 12/4/2010 0:25 | N | EB_PENA_UN3 | 16.85 |
| 12/4/2010 0:25 | N | AUTO_EPS_390 | 18.95 |
| 12/4/2010 0:30 | N | DC_ROAD_L_B | 15.35 |

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| 12/4/2010 0:30 | N | DC_EGPS_L_A | 8.82 |
| 12/4/2010 0:30 | N | H_HOLLOW_E_1 | -17.83 |
| 12/4/2010 0:30 | N | HHOLLOW4_E_1 | -17.83 |
| 12/4/2010 0:30 | N | R_LH2SES_1 | 17.53 |
| 12/4/2010 0:30 | N | R_PB2SES_1 | -18.14 |
| 12/4/2010 0:30 | N | R_PB2SES_2 | -18.14 |
| 12/4/2010 0:30 | N | R_PB2SES_3 | -18.14 |
| 12/4/2010 0:30 | N | R_PB2SES_4 | -18.14 |
| 12/4/2010 0:30 | N | R_PB2SES_5 | -18.14 |
| 12/4/2010 0:30 | N | R_PBSES_2 | -18.14 |
| 12/4/2010 0:30 | N | PENA_KZ | 15.4 |
| 12/4/2010 0:30 | N | EB_PENA_UN3 | 15.4 |
| 12/4/2010 0:30 | N | AUTO_EPS_390 | 17.4 |
| 12/4/2010 0:35 | N | DC_ROAD_L_B | 14.15 |
| 12/4/2010 0:35 | N | DC_EGPS_L_A | 10.59 |
| 12/4/2010 0:35 | N | H_HOLLOW_E_1 | -3.83 |
| 12/4/2010 0:35 | N | HHOLLOW4_E_1 | -3.83 |
| 12/4/2010 0:35 | N | R_LH2SES_1 | 15.34 |
| 12/4/2010 0:35 | N | R_PB2SES_1 | -4 |
| 12/4/2010 0:35 | N | R_PB2SES_2 | -4 |
| 12/4/2010 0:35 | N | R_PB2SES_3 | -4 |
| 12/4/2010 0:35 | N | R_PB2SES_4 | -4 |
| 12/4/2010 0:35 | N | R_PB2SES_5 | -4 |
| 12/4/2010 0:35 | N | R_PBSES_2 | -4 |
| 12/4/2010 0:35 | N | PENA_KZ | 14.18 |
| 12/4/2010 0:35 | N | EB_PENA_UN3 | 14.18 |
| 12/4/2010 0:35 | N | AUTO_EPS_390 | 15.26 |
| 12/4/2010 0:40 | N | DC_ROAD_L_B | -0.98 |
| 12/4/2010 0:40 | N | DC_EGPS_L_A | -1.38 |
| 12/4/2010 0:40 | N | H_HOLLOW_E_1 | -2.98 |
| 12/4/2010 0:40 | N | HHOLLOW4_E_1 | -2.98 |
| 12/4/2010 0:40 | N | R_LH2SES_1 | -0.85 |
| 12/4/2010 0:40 | N | R_PB2SES_1 | -3 |
| 12/4/2010 0:40 | N | R_PB2SES_2 | -3 |
| 12/4/2010 0:40 | N | R_PB2SES_3 | -3 |
| 12/4/2010 0:40 | N | R_PB2SES_4 | -3 |
| 12/4/2010 0:40 | N | R_PB2SES_5 | -3 |
| 12/4/2010 0:40 | N | R_PBSES_2 | -3 |
| 12/4/2010 0:40 | N | PENA_KZ | -0.98 |
| 12/4/2010 0:40 | N | EB_PENA_UN3 | -0.98 |
| 12/4/2010 0:40 | N | AUTO_EPS_390 | -0.86 |
| 12/4/2010 0:45 | N | DC_ROAD_L_B | 13.43 |
| 12/4/2010 0:45 | N | DC_EGPS_L_A | 10.18 |
| 12/4/2010 0:45 | N | H_HOLLOW_E_1 | -2.85 |
| 12/4/2010 0:45 | N | HHOLLOW4_E_1 | -2.85 |
| 12/4/2010 0:45 | N | R_LH2SES_1 | 14.51 |
| 12/4/2010 0:45 | N | R_PB2SES_1 | -3 |

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| 12/4/2010 0:45 | N | R_PB2SES_2 | -3 |
| 12/4/2010 0:45 | N | R_PB2SES_3 | -3 |
| 12/4/2010 0:45 | N | R_PB2SES_4 | -3 |
| 12/4/2010 0:45 | N | R_PB2SES_5 | -3 |
| 12/4/2010 0:45 | N | R_PBSES_2 | -3 |
| 12/4/2010 0:45 | N | PENA_KZ | 13.46 |
| 12/4/2010 0:45 | N | EB_PENA_UN3 | 13.46 |
| 12/4/2010 0:45 | N | AUTO_EPS_390 | 14.44 |
| 12/4/2010 0:50 | N | DC_ROAD_L_B | -0.98 |
| 12/4/2010 0:50 | N | DC_EGPS_L_A | -1.21 |
| 12/4/2010 0:50 | N | H_HOLLOW_E_1 | -2.13 |
| 12/4/2010 0:50 | N | HHOLLOW4_E_1 | -2.13 |
| 12/4/2010 0:50 | N | R_LH2SES_1 | -0.9 |
| 12/4/2010 0:50 | N | R_PB2SES_1 | -2.14 |
| 12/4/2010 0:50 | N | R_PB2SES_2 | -2.14 |
| 12/4/2010 0:50 | N | R_PB2SES_3 | -2.14 |
| 12/4/2010 0:50 | N | R_PB2SES_4 | -2.14 |
| 12/4/2010 0:50 | N | R_PB2SES_5 | -2.14 |
| 12/4/2010 0:50 | N | R_PBSES_2 | -2.14 |
| 12/4/2010 0:50 | N | PENA_KZ | -0.97 |
| 12/4/2010 0:50 | N | EB_PENA_UN3 | -0.97 |
| 12/4/2010 0:50 | N | AUTO_EPS_390 | -0.9 |
| 12/4/2010 0:55 | N | DC_ROAD_L_B | 4.34 |
| 12/4/2010 0:55 | N | DC_EGPS_L_A | 2.91 |
| 12/4/2010 0:55 | N | H_HOLLOW_E_1 | -2.81 |
| 12/4/2010 0:55 | N | HHOLLOW4_E_1 | -2.81 |
| 12/4/2010 0:55 | N | R_LH2SES_1 | 4.81 |
| 12/4/2010 0:55 | N | R_PB2SES_1 | -2.87 |
| 12/4/2010 0:55 | N | R_PB2SES_2 | -2.87 |
| 12/4/2010 0:55 | N | R_PB2SES_3 | -2.87 |
| 12/4/2010 0:55 | N | R_PB2SES_4 | -2.87 |
| 12/4/2010 0:55 | N | R_PB2SES_5 | -2.87 |
| 12/4/2010 0:55 | N | R_PBSES_2 | -2.87 |
| 12/4/2010 0:55 | N | PENA_KZ | 4.35 |
| 12/4/2010 0:55 | N | EB_PENA_UN3 | 4.35 |
| 12/4/2010 0:55 | N | AUTO_EPS_390 | 4.78 |
| 12/4/2010 1:00 | N | DC_ROAD_L_B | -1.01 |
| 12/4/2010 1:00 | N | DC_EGPS_L_A | -1.23 |
| 12/4/2010 1:00 | N | H_HOLLOW_E_1 | -2.13 |
| 12/4/2010 1:00 | N | HHOLLOW4_E_1 | -2.13 |
| 12/4/2010 1:00 | N | R_LH2SES_1 | -0.93 |
| 12/4/2010 1:00 | N | R_PB2SES_1 | -2.14 |
| 12/4/2010 1:00 | N | R_PB2SES_2 | -2.14 |
| 12/4/2010 1:00 | N | R_PB2SES_3 | -2.14 |
| 12/4/2010 1:00 | N | R_PB2SES_4 | -2.14 |
| 12/4/2010 1:00 | N | R_PB2SES_5 | -2.14 |
| 12/4/2010 1:00 | N | R_PBSES_2 | -2.14 |

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|---|---|---|---|
| 12/4/2010 1:00 | N | PENA_KZ | -1.01 |
| 12/4/2010 1:00 | N | EB_PENA_UN3 | -1.01 |
| 12/4/2010 1:00 | N | AUTO_EPS_390 | -0.94 |
| 12/4/2010 1:05 | N | DC_ROAD_L_B | 4.76 |
| 12/4/2010 1:05 | N | DC_EGPS_L_A | 3.18 |
| 12/4/2010 1:05 | N | H_HOLLOW_E_1 | -3.22 |
| 12/4/2010 1:05 | N | HHOLLOW4_E_1 | -3.22 |
| 12/4/2010 1:05 | N | R_LH2SES_1 | 5.29 |
| 12/4/2010 1:05 | N | R_PB2SES_1 | -3.29 |
| 12/4/2010 1:05 | N | R_PB2SES_2 | -3.29 |
| 12/4/2010 1:05 | N | R_PB2SES_3 | -3.29 |
| 12/4/2010 1:05 | N | R_PB2SES_4 | -3.29 |
| 12/4/2010 1:05 | N | R_PB2SES_5 | -3.29 |
| 12/4/2010 1:05 | N | R_PBSES_2 | -3.29 |
| 12/4/2010 1:05 | N | PENA_KZ | 4.77 |
| 12/4/2010 1:05 | N | EB_PENA_UN3 | 4.77 |
| 12/4/2010 1:05 | N | AUTO_EPS_390 | 5.26 |
| 12/4/2010 1:10 | N | DC_ROAD_L_B | 4.33 |
| 12/4/2010 1:10 | N | DC_EGPS_L_A | 2.89 |
| 12/4/2010 1:10 | N | H_HOLLOW_E_1 | -2.97 |
| 12/4/2010 1:10 | N | HHOLLOW4_E_1 | -2.97 |
| 12/4/2010 1:10 | N | R_LH2SES_1 | 4.82 |
| 12/4/2010 1:10 | N | R_PB2SES_1 | -3.04 |
| 12/4/2010 1:10 | N | R_PB2SES_2 | -3.04 |
| 12/4/2010 1:10 | N | R_PB2SES_3 | -3.04 |
| 12/4/2010 1:10 | N | R_PB2SES_4 | -3.04 |
| 12/4/2010 1:10 | N | R_PB2SES_5 | -3.04 |
| 12/4/2010 1:10 | N | R_PBSES_2 | -3.04 |
| 12/4/2010 1:10 | N | PENA_KZ | 4.35 |
| 12/4/2010 1:10 | N | EB_PENA_UN3 | 4.35 |
| 12/4/2010 1:10 | N | AUTO_EPS_390 | 4.79 |
| 12/4/2010 1:15 | N | DC_ROAD_L_B | 12.19 |
| 12/4/2010 1:15 | N | DC_EGPS_L_A | 9.1 |
| 12/4/2010 1:15 | N | H_HOLLOW_E_1 | -3.43 |
| 12/4/2010 1:15 | N | HHOLLOW4_E_1 | -3.43 |
| 12/4/2010 1:15 | N | R_LH2SES_1 | 13.22 |
| 12/4/2010 1:15 | N | R_PB2SES_1 | -3.57 |
| 12/4/2010 1:15 | N | R_PB2SES_2 | -3.57 |
| 12/4/2010 1:15 | N | R_PB2SES_3 | -3.57 |
| 12/4/2010 1:15 | N | R_PB2SES_4 | -3.57 |
| 12/4/2010 1:15 | N | R_PB2SES_5 | -3.57 |
| 12/4/2010 1:15 | N | R_PBSES_2 | -3.57 |
| 12/4/2010 1:15 | N | PENA_KZ | 12.22 |
| 12/4/2010 1:15 | N | EB_PENA_UN3 | 12.22 |
| 12/4/2010 1:15 | N | AUTO_EPS_390 | 13.16 |
| 12/4/2010 1:20 | N | DC_ROAD_L_B | 6.25 |
| 12/4/2010 1:20 | N | DC_EGPS_L_A | 4.4 |

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| 12/4/2010 1:20 | N | H_HOLLOW_E_1 | -3.05 |
| 12/4/2010 1:20 | N | HHOLLOW4_E_1 | -3.05 |
| 12/4/2010 1:20 | N | R_LH2SES_1 | 6.87 |
| 12/4/2010 1:20 | N | R_PB2SES_1 | -3.13 |
| 12/4/2010 1:20 | N | R_PB2SES_2 | -3.13 |
| 12/4/2010 1:20 | N | R_PB2SES_3 | -3.13 |
| 12/4/2010 1:20 | N | R_PB2SES_4 | -3.13 |
| 12/4/2010 1:20 | N | R_PB2SES_5 | -3.13 |
| 12/4/2010 1:20 | N | R_PBSES_2 | -3.13 |
| 12/4/2010 1:20 | N | PENA_KZ | 6.27 |
| 12/4/2010 1:20 | N | EB_PENA_UN3 | 6.27 |
| 12/4/2010 1:20 | N | AUTO_EPS_390 | 6.83 |
| 12/4/2010 1:25 | N | DC_ROAD_L_B | -0.34 |
| 12/4/2010 1:25 | N | DC_EGPS_L_A | -0.87 |
| 12/4/2010 1:25 | N | H_HOLLOW_E_1 | -2.99 |
| 12/4/2010 1:25 | N | HHOLLOW4_E_1 | -2.99 |
| 12/4/2010 1:25 | N | R_LH2SES_1 | -0.17 |
| 12/4/2010 1:25 | N | R_PB2SES_1 | -3.02 |
| 12/4/2010 1:25 | N | R_PB2SES_2 | -3.02 |
| 12/4/2010 1:25 | N | R_PB2SES_3 | -3.02 |
| 12/4/2010 1:25 | N | R_PB2SES_4 | -3.02 |
| 12/4/2010 1:25 | N | R_PB2SES_5 | -3.02 |
| 12/4/2010 1:25 | N | R_PBSES_2 | -3.02 |
| 12/4/2010 1:25 | N | PENA_KZ | -0.34 |
| 12/4/2010 1:25 | N | EB_PENA_UN3 | -0.34 |
| 12/4/2010 1:25 | N | AUTO_EPS_390 | -0.18 |
| 12/4/2010 1:30 | N | DC_ROAD_L_B | -0.98 |
| 12/4/2010 1:30 | N | DC_EGPS_L_A | -1.38 |
| 12/4/2010 1:30 | N | H_HOLLOW_E_1 | -2.98 |
| 12/4/2010 1:30 | N | HHOLLOW4_E_1 | -2.98 |
| 12/4/2010 1:30 | N | R_LH2SES_1 | -0.85 |
| 12/4/2010 1:30 | N | R_PB2SES_1 | -3 |
| 12/4/2010 1:30 | N | R_PB2SES_2 | -3 |
| 12/4/2010 1:30 | N | R_PB2SES_3 | -3 |
| 12/4/2010 1:30 | N | R_PB2SES_4 | -3 |
| 12/4/2010 1:30 | N | R_PB2SES_5 | -3 |
| 12/4/2010 1:30 | N | R_PBSES_2 | -3 |
| 12/4/2010 1:30 | N | PENA_KZ | -0.98 |
| 12/4/2010 1:30 | N | EB_PENA_UN3 | -0.98 |
| 12/4/2010 1:30 | N | AUTO_EPS_390 | -0.86 |
| 12/4/2010 1:35 | N | DC_ROAD_L_B | -0.98 |
| 12/4/2010 1:35 | N | DC_EGPS_L_A | -1.21 |
| 12/4/2010 1:35 | N | H_HOLLOW_E_1 | -2.14 |
| 12/4/2010 1:35 | N | HHOLLOW4_E_1 | -2.14 |
| 12/4/2010 1:35 | N | R_LH2SES_1 | -0.9 |
| 12/4/2010 1:35 | N | R_PB2SES_1 | -2.15 |
| 12/4/2010 1:35 | N | R_PB2SES_2 | -2.15 |

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| 12/4/2010 1:35 | N | R_PB2SES_3 | -2.15 |
| 12/4/2010 1:35 | N | R_PB2SES_4 | -2.15 |
| 12/4/2010 1:35 | N | R_PB2SES_5 | -2.15 |
| 12/4/2010 1:35 | N | R_PBSES_2 | -2.15 |
| 12/4/2010 1:35 | N | PENA_KZ | -0.98 |
| 12/4/2010 1:35 | N | EB_PENA_UN3 | -0.98 |
| 12/4/2010 1:35 | N | AUTO_EPS_390 | -0.91 |
| 12/4/2010 1:40 | N | DC_ROAD_L_B | -0.99 |
| 12/4/2010 1:40 | N | DC_EGPS_L_A | -1.09 |
| 12/4/2010 1:40 | N | H_HOLLOW_E_1 | -1.48 |
| 12/4/2010 1:40 | N | HHOLLOW4_E_1 | -1.48 |
| 12/4/2010 1:40 | N | R_LH2SES_1 | -0.96 |
| 12/4/2010 1:40 | N | R_PB2SES_1 | -1.49 |
| 12/4/2010 1:40 | N | R_PB2SES_2 | -1.49 |
| 12/4/2010 1:40 | N | R_PB2SES_3 | -1.49 |
| 12/4/2010 1:40 | N | R_PB2SES_4 | -1.49 |
| 12/4/2010 1:40 | N | R_PB2SES_5 | -1.49 |
| 12/4/2010 1:40 | N | R_PBSES_2 | -1.49 |
| 12/4/2010 1:40 | N | PENA_KZ | -0.99 |
| 12/4/2010 1:40 | N | EB_PENA_UN3 | -0.99 |
| 12/4/2010 1:40 | N | AUTO_EPS_390 | -0.96 |
| 12/4/2010 2:00 | N | DC_ROAD_L_B | -1.01 |
| 12/4/2010 2:00 | N | DC_EGPS_L_A | -1.1 |
| 12/4/2010 2:00 | N | H_HOLLOW_E_1 | -1.48 |
| 12/4/2010 2:00 | N | HHOLLOW4_E_1 | -1.48 |
| 12/4/2010 2:00 | N | R_LH2SES_1 | -0.98 |
| 12/4/2010 2:00 | N | R_PB2SES_1 | -1.49 |
| 12/4/2010 2:00 | N | R_PB2SES_2 | -1.49 |
| 12/4/2010 2:00 | N | R_PB2SES_3 | -1.49 |
| 12/4/2010 2:00 | N | R_PB2SES_4 | -1.49 |
| 12/4/2010 2:00 | N | R_PB2SES_5 | -1.49 |
| 12/4/2010 2:00 | N | R_PBSES_2 | -1.49 |
| 12/4/2010 2:00 | N | PENA_KZ | -1.01 |
| 12/4/2010 2:00 | N | EB_PENA_UN3 | -1.01 |
| 12/4/2010 2:00 | N | AUTO_EPS_390 | -0.98 |
| 12/4/2010 2:05 | N | DC_ROAD_L_B | -1.01 |
| 12/4/2010 2:05 | N | DC_EGPS_L_A | -1.23 |
| 12/4/2010 2:05 | N | H_HOLLOW_E_1 | -2.13 |
| 12/4/2010 2:05 | N | HHOLLOW4_E_1 | -2.13 |
| 12/4/2010 2:05 | N | R_LH2SES_1 | -0.94 |
| 12/4/2010 2:05 | N | R_PB2SES_1 | -2.14 |
| 12/4/2010 2:05 | N | R_PB2SES_2 | -2.14 |
| 12/4/2010 2:05 | N | R_PB2SES_3 | -2.14 |
| 12/4/2010 2:05 | N | R_PB2SES_4 | -2.14 |
| 12/4/2010 2:05 | N | R_PB2SES_5 | -2.14 |
| 12/4/2010 2:05 | N | R_PBSES_2 | -2.14 |
| 12/4/2010 2:05 | N | PENA_KZ | -1.01 |

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| 12/4/2010 2:05 | N | EB_PENA_UN3 | -1.01 |
| 12/4/2010 2:05 | N | AUTO_EPS_390 | -0.94 |
| 12/4/2010 2:10 | N | DC_ROAD_L_B | -0.98 |
| 12/4/2010 2:10 | N | DC_EGPS_L_A | -1.38 |
| 12/4/2010 2:10 | N | H_HOLLOW_E_1 | -2.99 |
| 12/4/2010 2:10 | N | HHOLLOW4_E_1 | -2.99 |
| 12/4/2010 2:10 | N | R_LH2SES_1 | -0.85 |
| 12/4/2010 2:10 | N | R_PB2SES_1 | -3.01 |
| 12/4/2010 2:10 | N | R_PB2SES_2 | -3.01 |
| 12/4/2010 2:10 | N | R_PB2SES_3 | -3.01 |
| 12/4/2010 2:10 | N | R_PB2SES_4 | -3.01 |
| 12/4/2010 2:10 | N | R_PB2SES_5 | -3.01 |
| 12/4/2010 2:10 | N | R_PBSES_2 | -3.01 |
| 12/4/2010 2:10 | N | PENA_KZ | -0.98 |
| 12/4/2010 2:10 | N | EB_PENA_UN3 | -0.98 |
| 12/4/2010 2:10 | N | AUTO_EPS_390 | -0.85 |
| 12/4/2010 2:15 | N | DC_ROAD_L_B | -1.01 |
| 12/4/2010 2:15 | N | DC_EGPS_L_A | -1.23 |
| 12/4/2010 2:15 | N | H_HOLLOW_E_1 | -2.13 |
| 12/4/2010 2:15 | N | HHOLLOW4_E_1 | -2.13 |
| 12/4/2010 2:15 | N | R_LH2SES_1 | -0.93 |
| 12/4/2010 2:15 | N | R_PB2SES_1 | -2.14 |
| 12/4/2010 2:15 | N | R_PB2SES_2 | -2.14 |
| 12/4/2010 2:15 | N | R_PB2SES_3 | -2.14 |
| 12/4/2010 2:15 | N | R_PB2SES_4 | -2.14 |
| 12/4/2010 2:15 | N | R_PB2SES_5 | -2.14 |
| 12/4/2010 2:15 | N | R_PBSES_2 | -2.14 |
| 12/4/2010 2:15 | N | PENA_KZ | -1.01 |
| 12/4/2010 2:15 | N | EB_PENA_UN3 | -1.01 |
| 12/4/2010 2:15 | N | AUTO_EPS_390 | -0.94 |
| 12/4/2010 3:25 | N | DC_ROAD_L_B | -1.01 |
| 12/4/2010 3:25 | N | DC_EGPS_L_A | -1.1 |
| 12/4/2010 3:25 | N | H_HOLLOW_E_1 | -1.48 |
| 12/4/2010 3:25 | N | HHOLLOW4_E_1 | -1.48 |
| 12/4/2010 3:25 | N | R_LH2SES_1 | -0.98 |
| 12/4/2010 3:25 | N | R_PB2SES_1 | -1.49 |
| 12/4/2010 3:25 | N | R_PB2SES_2 | -1.49 |
| 12/4/2010 3:25 | N | R_PB2SES_3 | -1.49 |
| 12/4/2010 3:25 | N | R_PB2SES_4 | -1.49 |
| 12/4/2010 3:25 | N | R_PB2SES_5 | -1.49 |
| 12/4/2010 3:25 | N | R_PBSES_2 | -1.49 |
| 12/4/2010 3:25 | N | PENA_KZ | -1.01 |
| 12/4/2010 3:25 | N | EB_PENA_UN3 | -1.01 |
| 12/4/2010 3:25 | N | AUTO_EPS_390 | -0.98 |
| 12/4/2010 4:05 | N | DC_ROAD_L_B | 0.73 |
| 12/4/2010 4:05 | N | DC_EGPS_L_A | 0.47 |
| 12/4/2010 4:05 | N | H_HOLLOW_E_1 | -0.61 |

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| 12/4/2010 4:05 | N | HHOLLOW4_E_1 | -0.61 |
| 12/4/2010 4:05 | N | R_LH2SES_1 | 0.82 |
| 12/4/2010 4:05 | N | R_PB2SES_1 | -0.62 |
| 12/4/2010 4:05 | N | R_PB2SES_2 | -0.62 |
| 12/4/2010 4:05 | N | R_PB2SES_3 | -0.62 |
| 12/4/2010 4:05 | N | R_PB2SES_4 | -0.62 |
| 12/4/2010 4:05 | N | R_PB2SES_5 | -0.62 |
| 12/4/2010 4:05 | N | R_PBSES_2 | -0.62 |
| 12/4/2010 4:05 | N | PENA_KZ | 0.74 |
| 12/4/2010 4:05 | N | EB_PENA_UN3 | 0.74 |
| 12/4/2010 4:05 | N | AUTO_EPS_390 | 0.82 |
| 12/4/2010 4:10 | N | DC_ROAD_L_B | 1.14 |
| 12/4/2010 4:10 | N | DC_EGPS_L_A | 0.79 |
| 12/4/2010 4:10 | N | H_HOLLOW_E_1 | -0.6 |
| 12/4/2010 4:10 | N | HHOLLOW4_E_1 | -0.6 |
| 12/4/2010 4:10 | N | R_LH2SES_1 | 1.26 |
| 12/4/2010 4:10 | N | R_PB2SES_1 | -0.62 |
| 12/4/2010 4:10 | N | R_PB2SES_2 | -0.62 |
| 12/4/2010 4:10 | N | R_PB2SES_3 | -0.62 |
| 12/4/2010 4:10 | N | R_PB2SES_4 | -0.62 |
| 12/4/2010 4:10 | N | R_PB2SES_5 | -0.62 |
| 12/4/2010 4:10 | N | R_PBSES_2 | -0.62 |
| 12/4/2010 4:10 | N | PENA_KZ | 1.15 |
| 12/4/2010 4:10 | N | EB_PENA_UN3 | 1.15 |
| 12/4/2010 4:10 | N | AUTO_EPS_390 | 1.25 |
| 12/4/2010 4:20 | N | DC_ROAD_L_B | -0.19 |
| 12/4/2010 4:20 | N | DC_EGPS_L_A | -0.28 |
| 12/4/2010 4:20 | N | H_HOLLOW_E_1 | -0.61 |
| 12/4/2010 4:20 | N | HHOLLOW4_E_1 | -0.61 |
| 12/4/2010 4:20 | N | R_LH2SES_1 | -0.16 |
| 12/4/2010 4:20 | N | R_PB2SES_1 | -0.61 |
| 12/4/2010 4:20 | N | R_PB2SES_2 | -0.61 |
| 12/4/2010 4:20 | N | R_PB2SES_3 | -0.61 |
| 12/4/2010 4:20 | N | R_PB2SES_4 | -0.61 |
| 12/4/2010 4:20 | N | R_PB2SES_5 | -0.61 |
| 12/4/2010 4:20 | N | R_PBSES_2 | -0.61 |
| 12/4/2010 4:20 | N | PENA_KZ | -0.19 |
| 12/4/2010 4:20 | N | EB_PENA_UN3 | -0.19 |
| 12/4/2010 4:20 | N | AUTO_EPS_390 | -0.17 |
| 12/4/2010 4:25 | N | DC_ROAD_L_B | 0.54 |
| 12/4/2010 4:25 | N | DC_EGPS_L_A | 0.31 |
| 12/4/2010 4:25 | N | H_HOLLOW_E_1 | -0.6 |
| 12/4/2010 4:25 | N | HHOLLOW4_E_1 | -0.6 |
| 12/4/2010 4:25 | N | R_LH2SES_1 | 0.61 |
| 12/4/2010 4:25 | N | R_PB2SES_1 | -0.62 |
| 12/4/2010 4:25 | N | R_PB2SES_2 | -0.62 |
| 12/4/2010 4:25 | N | R_PB2SES_3 | -0.62 |

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| 12/4/2010 4:25 | N | R_PB2SES_4 | -0.62 |
| 12/4/2010 4:25 | N | R_PB2SES_5 | -0.62 |
| 12/4/2010 4:25 | N | R_PBSES_2 | -0.62 |
| 12/4/2010 4:25 | N | PENA_KZ | 0.54 |
| 12/4/2010 4:25 | N | EB_PENA_UN3 | 0.54 |
| 12/4/2010 4:25 | N | AUTO_EPS_390 | 0.61 |
| 12/4/2010 4:30 | N | DC_ROAD_L_B | 4.35 |
| 12/4/2010 4:30 | N | DC_EGPS_L_A | 3.37 |
| 12/4/2010 4:30 | N | H_HOLLOW_E_1 | -0.58 |
| 12/4/2010 4:30 | N | HHOLLOW4_E_1 | -0.58 |
| 12/4/2010 4:30 | N | R_LH2SES_1 | 4.68 |
| 12/4/2010 4:30 | N | R_PB2SES_1 | -0.63 |
| 12/4/2010 4:30 | N | R_PB2SES_2 | -0.63 |
| 12/4/2010 4:30 | N | R_PB2SES_3 | -0.63 |
| 12/4/2010 4:30 | N | R_PB2SES_4 | -0.63 |
| 12/4/2010 4:30 | N | R_PB2SES_5 | -0.63 |
| 12/4/2010 4:30 | N | R_PBSES_2 | -0.63 |
| 12/4/2010 4:30 | N | PENA_KZ | 4.36 |
| 12/4/2010 4:30 | N | EB_PENA_UN3 | 4.36 |
| 12/4/2010 4:30 | N | AUTO_EPS_390 | 4.66 |
| 12/4/2010 4:35 | N | DC_ROAD_L_B | 5.4 |
| 12/4/2010 4:35 | N | DC_EGPS_L_A | 4.23 |
| 12/4/2010 4:35 | N | H_HOLLOW_E_1 | -0.44 |
| 12/4/2010 4:35 | N | HHOLLOW4_E_1 | -0.44 |
| 12/4/2010 4:35 | N | R_LH2SES_1 | 5.79 |
| 12/4/2010 4:35 | N | R_PB2SES_1 | -0.5 |
| 12/4/2010 4:35 | N | R_PB2SES_2 | -0.5 |
| 12/4/2010 4:35 | N | R_PB2SES_3 | -0.5 |
| 12/4/2010 4:35 | N | R_PB2SES_4 | -0.5 |
| 12/4/2010 4:35 | N | R_PB2SES_5 | -0.5 |
| 12/4/2010 4:35 | N | R_PBSES_2 | -0.5 |
| 12/4/2010 4:35 | N | PENA_KZ | 5.41 |
| 12/4/2010 4:35 | N | EB_PENA_UN3 | 5.41 |
| 12/4/2010 4:35 | N | AUTO_EPS_390 | 5.76 |
| 12/4/2010 4:40 | N | DC_ROAD_L_B | 4.36 |
| 12/4/2010 4:40 | N | DC_EGPS_L_A | 3.46 |
| 12/4/2010 4:40 | N | H_HOLLOW_E_1 | -0.14 |
| 12/4/2010 4:40 | N | HHOLLOW4_E_1 | -0.14 |
| 12/4/2010 4:40 | N | R_LH2SES_1 | 4.66 |
| 12/4/2010 4:40 | N | R_PB2SES_1 | -0.18 |
| 12/4/2010 4:40 | N | R_PB2SES_2 | -0.18 |
| 12/4/2010 4:40 | N | R_PB2SES_3 | -0.18 |
| 12/4/2010 4:40 | N | R_PB2SES_4 | -0.18 |
| 12/4/2010 4:40 | N | R_PB2SES_5 | -0.18 |
| 12/4/2010 4:40 | N | R_PBSES_2 | -0.18 |
| 12/4/2010 4:40 | N | PENA_KZ | 4.37 |
| 12/4/2010 4:40 | N | EB_PENA_UN3 | 4.37 |

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| 12/4/2010 4:40 | N | AUTO_EPS_390 | 4.64 |
| 12/4/2010 6:35 | N | DC_ROAD_L_B | 20.4 |
| 12/4/2010 6:35 | N | DC_EGPS_L_A | 20.32 |
| 12/4/2010 6:35 | N | H_HOLLOW_E_1 | 20.01 |
| 12/4/2010 6:35 | N | HHOLLOW4_E_1 | 20.01 |
| 12/4/2010 6:35 | N | R_LH2SES_1 | 20.42 |
| 12/4/2010 6:35 | N | R_PB2SES_1 | 20.01 |
| 12/4/2010 6:35 | N | R_PB2SES_2 | 20.01 |
| 12/4/2010 6:35 | N | R_PB2SES_3 | 20.01 |
| 12/4/2010 6:35 | N | R_PB2SES_4 | 20.01 |
| 12/4/2010 6:35 | N | R_PB2SES_5 | 20.01 |
| 12/4/2010 6:35 | N | R_PBSES_2 | 20.01 |
| 12/4/2010 6:35 | N | PENA_KZ | 20.4 |
| 12/4/2010 6:35 | N | EB_PENA_UN3 | 20.4 |
| 12/4/2010 6:35 | N | AUTO_EPS_390 | 20.42 |
| 12/4/2010 6:37 | N | DC_ROAD_L_B | 19.33 |
| 12/4/2010 6:37 | N | DC_EGPS_L_A | 15.78 |
| 12/4/2010 6:37 | N | H_HOLLOW_E_1 | 1.5 |
| 12/4/2010 6:37 | N | HHOLLOW4_E_1 | 1.5 |
| 12/4/2010 6:37 | N | R_LH2SES_1 | 20.51 |
| 12/4/2010 6:37 | N | R_PB2SES_1 | 1.33 |
| 12/4/2010 6:37 | N | R_PB2SES_2 | 1.33 |
| 12/4/2010 6:37 | N | R_PB2SES_3 | 1.33 |
| 12/4/2010 6:37 | N | R_PB2SES_4 | 1.33 |
| 12/4/2010 6:37 | N | R_PB2SES_5 | 1.33 |
| 12/4/2010 6:37 | N | R_PBSES_2 | 1.33 |
| 12/4/2010 6:37 | N | PENA_KZ | 19.36 |
| 12/4/2010 6:37 | N | EB_PENA_UN3 | 19.36 |
| 12/4/2010 6:37 | N | AUTO_EPS_390 | 20.44 |
| 12/4/2010 6:37 | N | DC_ROAD_L_B | 19.71 |
| 12/4/2010 6:37 | N | DC_EGPS_L_A | 15.86 |
| 12/4/2010 6:37 | N | H_HOLLOW_E_1 | 0.34 |
| 12/4/2010 6:37 | N | HHOLLOW4_E_1 | 0.34 |
| 12/4/2010 6:37 | N | R_LH2SES_1 | 20.99 |
| 12/4/2010 6:37 | N | R_PB2SES_1 | 0.15 |
| 12/4/2010 6:37 | N | R_PB2SES_2 | 0.15 |
| 12/4/2010 6:37 | N | R_PB2SES_3 | 0.15 |
| 12/4/2010 6:37 | N | R_PB2SES_4 | 0.15 |
| 12/4/2010 6:37 | N | R_PB2SES_5 | 0.15 |
| 12/4/2010 6:37 | N | R_PBSES_2 | 0.15 |
| 12/4/2010 6:37 | N | PENA_KZ | 19.74 |
| 12/4/2010 6:37 | N | EB_PENA_UN3 | 19.74 |
| 12/4/2010 6:37 | N | AUTO_EPS_390 | 20.91 |
| 12/4/2010 6:40 | N | DC_ROAD_L_B | 19.86 |
| 12/4/2010 6:40 | N | DC_EGPS_L_A | 15.97 |
| 12/4/2010 6:40 | N | H_HOLLOW_E_1 | 0.2 |
| 12/4/2010 6:40 | N | HHOLLOW4_E_1 | 0.2 |

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| 12/4/2010 6:40 | N | R_LH2SES_1 | 21.17 |
| 12/4/2010 6:40 | N | R_PB2SES_1 | 0.02 |
| 12/4/2010 6:40 | N | R_PB2SES_2 | 0.02 |
| 12/4/2010 6:40 | N | R_PB2SES_3 | 0.02 |
| 12/4/2010 6:40 | N | R_PB2SES_4 | 0.02 |
| 12/4/2010 6:40 | N | R_PB2SES_5 | 0.02 |
| 12/4/2010 6:40 | N | R_PBSES_2 | 0.02 |
| 12/4/2010 6:40 | N | PENA_KZ | 19.9 |
| 12/4/2010 6:40 | N | EB_PENA_UN3 | 19.9 |
| 12/4/2010 6:40 | N | AUTO_EPS_390 | 21.08 |
| 12/4/2010 6:45 | N | DC_ROAD_L_B | 19.86 |
| 12/4/2010 6:45 | N | DC_EGPS_L_A | 15.96 |
| 12/4/2010 6:45 | N | H_HOLLOW_E_1 | 0.2 |
| 12/4/2010 6:45 | N | HHOLLOW4_E_1 | 0.2 |
| 12/4/2010 6:45 | N | R_LH2SES_1 | 21.16 |
| 12/4/2010 6:45 | N | R_PB2SES_1 | 0.01 |
| 12/4/2010 6:45 | N | R_PB2SES_2 | 0.01 |
| 12/4/2010 6:45 | N | R_PB2SES_3 | 0.01 |
| 12/4/2010 6:45 | N | R_PB2SES_4 | 0.01 |
| 12/4/2010 6:45 | N | R_PB2SES_5 | 0.01 |
| 12/4/2010 6:45 | N | R_PBSES_2 | 0.01 |
| 12/4/2010 6:45 | N | PENA_KZ | 19.89 |
| 12/4/2010 6:45 | N | EB_PENA_UN3 | 19.89 |
| 12/4/2010 6:45 | N | AUTO_EPS_390 | 21.08 |
| 12/4/2010 6:48 | N | DC_ROAD_L_B | 20.1 |
| 12/4/2010 6:48 | N | DC_EGPS_L_A | 16.14 |
| 12/4/2010 6:48 | N | H_HOLLOW_E_1 | 0.1 |
| 12/4/2010 6:48 | N | HHOLLOW4_E_1 | 0.1 |
| 12/4/2010 6:48 | N | R_LH2SES_1 | 21.42 |
| 12/4/2010 6:48 | N | R_PB2SES_1 | -0.09 |
| 12/4/2010 6:48 | N | R_PB2SES_2 | -0.09 |
| 12/4/2010 6:48 | N | R_PB2SES_3 | -0.09 |
| 12/4/2010 6:48 | N | R_PB2SES_4 | -0.09 |
| 12/4/2010 6:48 | N | R_PB2SES_5 | -0.09 |
| 12/4/2010 6:48 | N | R_PBSES_2 | -0.09 |
| 12/4/2010 6:48 | N | PENA_KZ | 20.13 |
| 12/4/2010 6:48 | N | EB_PENA_UN3 | 20.13 |
| 12/4/2010 6:48 | N | AUTO_EPS_390 | 21.34 |
| 12/4/2010 6:50 | N | DC_ROAD_L_B | 21.71 |
| 12/4/2010 6:50 | N | DC_EGPS_L_A | 17.33 |
| 12/4/2010 6:50 | N | H_HOLLOW_E_1 | -0.47 |
| 12/4/2010 6:50 | N | HHOLLOW4_E_1 | -0.47 |
| 12/4/2010 6:50 | N | R_LH2SES_1 | 23.17 |
| 12/4/2010 6:50 | N | R_PB2SES_1 | -0.67 |
| 12/4/2010 6:50 | N | R_PB2SES_2 | -0.67 |
| 12/4/2010 6:50 | N | R_PB2SES_3 | -0.67 |
| 12/4/2010 6:50 | N | R_PB2SES_4 | -0.67 |

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| 12/4/2010 6:50 | N | R_PB2SES_5 | -0.67 |
| 12/4/2010 6:50 | N | R_PBSES_2 | -0.67 |
| 12/4/2010 6:50 | N | PENA_KZ | 21.74 |
| 12/4/2010 6:50 | N | EB_PENA_UN3 | 21.74 |
| 12/4/2010 6:50 | N | AUTO_EPS_390 | 23.08 |
| 12/4/2010 6:53 | N | DC_ROAD_L_B | 26.9 |
| 12/4/2010 6:53 | N | DC_EGPS_L_A | 21.5 |
| 12/4/2010 6:53 | N | H_HOLLOW_E_1 | -0.44 |
| 12/4/2010 6:53 | N | HHOLLOW4_E_1 | -0.44 |
| 12/4/2010 6:53 | N | R_LH2SES_1 | 28.7 |
| 12/4/2010 6:53 | N | R_PB2SES_1 | -0.69 |
| 12/4/2010 6:53 | N | R_PB2SES_2 | -0.69 |
| 12/4/2010 6:53 | N | R_PB2SES_3 | -0.69 |
| 12/4/2010 6:53 | N | R_PB2SES_4 | -0.69 |
| 12/4/2010 6:53 | N | R_PB2SES_5 | -0.69 |
| 12/4/2010 6:53 | N | R_PBSES_2 | -0.69 |
| 12/4/2010 6:53 | N | PENA_KZ | 26.95 |
| 12/4/2010 6:53 | N | EB_PENA_UN3 | 26.95 |
| 12/4/2010 6:53 | N | AUTO_EPS_390 | 28.59 |
| 12/4/2010 6:55 | N | DC_ROAD_L_B | 26.21 |
| 12/4/2010 6:55 | N | DC_EGPS_L_A | 20.46 |
| 12/4/2010 6:55 | N | H_HOLLOW_E_1 | -2.9 |
| 12/4/2010 6:55 | N | HHOLLOW4_E_1 | -2.9 |
| 12/4/2010 6:55 | N | R_LH2SES_1 | 28.13 |
| 12/4/2010 6:55 | N | R_PB2SES_1 | -3.17 |
| 12/4/2010 6:55 | N | R_PB2SES_2 | -3.17 |
| 12/4/2010 6:55 | N | R_PB2SES_3 | -3.17 |
| 12/4/2010 6:55 | N | R_PB2SES_4 | -3.17 |
| 12/4/2010 6:55 | N | R_PB2SES_5 | -3.17 |
| 12/4/2010 6:55 | N | R_PBSES_2 | -3.17 |
| 12/4/2010 6:55 | N | PENA_KZ | 26.26 |
| 12/4/2010 6:55 | N | EB_PENA_UN3 | 26.26 |
| 12/4/2010 6:55 | N | AUTO_EPS_390 | 28.01 |
| 12/4/2010 6:57 | N | DC_ROAD_L_B | 19.98 |
| 12/4/2010 6:57 | N | DC_EGPS_L_A | 15.32 |
| 12/4/2010 6:57 | N | H_HOLLOW_E_1 | -3.65 |
| 12/4/2010 6:57 | N | HHOLLOW4_E_1 | -3.65 |
| 12/4/2010 6:57 | N | R_LH2SES_1 | 21.54 |
| 12/4/2010 6:57 | N | R_PB2SES_1 | -3.87 |
| 12/4/2010 6:57 | N | R_PB2SES_2 | -3.87 |
| 12/4/2010 6:57 | N | R_PB2SES_3 | -3.87 |
| 12/4/2010 6:57 | N | R_PB2SES_4 | -3.87 |
| 12/4/2010 6:57 | N | R_PB2SES_5 | -3.87 |
| 12/4/2010 6:57 | N | R_PBSES_2 | -3.87 |
| 12/4/2010 6:57 | N | PENA_KZ | 20.02 |
| 12/4/2010 6:57 | N | EB_PENA_UN3 | 20.02 |
| 12/4/2010 6:57 | N | AUTO_EPS_390 | 21.44 |

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| 12/4/2010 6:58 | N | DC_ROAD_L_B | 19.65 |
| 12/4/2010 6:58 | N | DC_EGPS_L_A | 15.02 |
| 12/4/2010 6:58 | N | H_HOLLOW_E_1 | -3.64 |
| 12/4/2010 6:58 | N | HHOLLOW4_E_1 | -3.64 |
| 12/4/2010 6:58 | N | R_LH2SES_1 | 21.19 |
| 12/4/2010 6:58 | N | R_PB2SES_1 | -3.86 |
| 12/4/2010 6:58 | N | R_PB2SES_2 | -3.86 |
| 12/4/2010 6:58 | N | R_PB2SES_3 | -3.86 |
| 12/4/2010 6:58 | N | R_PB2SES_4 | -3.86 |
| 12/4/2010 6:58 | N | R_PB2SES_5 | -3.86 |
| 12/4/2010 6:58 | N | R_PBSES_2 | -3.86 |
| 12/4/2010 6:58 | N | PENA_KZ | 19.69 |
| 12/4/2010 6:58 | N | EB_PENA_UN3 | 19.69 |
| 12/4/2010 6:58 | N | AUTO_EPS_390 | 21.1 |
| 12/4/2010 7:01 | N | DC_ROAD_L_B | 19.17 |
| 12/4/2010 7:01 | N | DC_EGPS_L_A | 14.55 |
| 12/4/2010 7:01 | N | H_HOLLOW_E_1 | -4.07 |
| 12/4/2010 7:01 | N | HHOLLOW4_E_1 | -4.07 |
| 12/4/2010 7:01 | N | R_LH2SES_1 | 20.71 |
| 12/4/2010 7:01 | N | R_PB2SES_1 | -4.29 |
| 12/4/2010 7:01 | N | R_PB2SES_2 | -4.29 |
| 12/4/2010 7:01 | N | R_PB2SES_3 | -4.29 |
| 12/4/2010 7:01 | N | R_PB2SES_4 | -4.29 |
| 12/4/2010 7:01 | N | R_PB2SES_5 | -4.29 |
| 12/4/2010 7:01 | N | R_PBSES_2 | -4.29 |
| 12/4/2010 7:01 | N | PENA_KZ | 19.21 |
| 12/4/2010 7:01 | N | EB_PENA_UN3 | 19.21 |
| 12/4/2010 7:01 | N | AUTO_EPS_390 | 20.61 |
| 12/4/2010 7:03 | N | DC_ROAD_L_B | 19.9 |
| 12/4/2010 7:03 | N | DC_EGPS_L_A | 15.37 |
| 12/4/2010 7:03 | N | H_HOLLOW_E_1 | -2.92 |
| 12/4/2010 7:03 | N | HHOLLOW4_E_1 | -2.92 |
| 12/4/2010 7:03 | N | R_LH2SES_1 | 21.42 |
| 12/4/2010 7:03 | N | R_PB2SES_1 | -3.13 |
| 12/4/2010 7:03 | N | R_PB2SES_2 | -3.13 |
| 12/4/2010 7:03 | N | R_PB2SES_3 | -3.13 |
| 12/4/2010 7:03 | N | R_PB2SES_4 | -3.13 |
| 12/4/2010 7:03 | N | R_PB2SES_5 | -3.13 |
| 12/4/2010 7:03 | N | R_PBSES_2 | -3.13 |
| 12/4/2010 7:03 | N | PENA_KZ | 19.94 |
| 12/4/2010 7:03 | N | EB_PENA_UN3 | 19.94 |
| 12/4/2010 7:03 | N | AUTO_EPS_390 | 21.32 |
| 12/4/2010 7:05 | N | DC_ROAD_L_B | 21.02 |
| 12/4/2010 7:05 | N | DC_EGPS_L_A | 16.11 |
| 12/4/2010 7:05 | N | H_HOLLOW_E_1 | -3.68 |
| 12/4/2010 7:05 | N | HHOLLOW4_E_1 | -3.68 |
| 12/4/2010 7:05 | N | R_LH2SES_1 | 22.66 |

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| 12/4/2010 7:05 | N | R_PB2SES_1 | -3.91 |
| 12/4/2010 7:05 | N | R_PB2SES_2 | -3.91 |
| 12/4/2010 7:05 | N | R_PB2SES_3 | -3.91 |
| 12/4/2010 7:05 | N | R_PB2SES_4 | -3.91 |
| 12/4/2010 7:05 | N | R_PB2SES_5 | -3.91 |
| 12/4/2010 7:05 | N | R_PBSES_2 | -3.91 |
| 12/4/2010 7:05 | N | PENA_KZ | 21.06 |
| 12/4/2010 7:05 | N | EB_PENA_UN3 | 21.06 |
| 12/4/2010 7:05 | N | AUTO_EPS_390 | 22.56 |
| 12/4/2010 7:10 | N | DC_ROAD_L_B | 19.9 |
| 12/4/2010 7:10 | N | DC_EGPS_L_A | 15.37 |
| 12/4/2010 7:10 | N | H_HOLLOW_E_1 | -2.92 |
| 12/4/2010 7:10 | N | HHOLLOW4_E_1 | -2.92 |
| 12/4/2010 7:10 | N | R_LH2SES_1 | 21.42 |
| 12/4/2010 7:10 | N | R_PB2SES_1 | -3.13 |
| 12/4/2010 7:10 | N | R_PB2SES_2 | -3.13 |
| 12/4/2010 7:10 | N | R_PB2SES_3 | -3.13 |
| 12/4/2010 7:10 | N | R_PB2SES_4 | -3.13 |
| 12/4/2010 7:10 | N | R_PB2SES_5 | -3.13 |
| 12/4/2010 7:10 | N | R_PBSES_2 | -3.13 |
| 12/4/2010 7:10 | N | PENA_KZ | 19.94 |
| 12/4/2010 7:10 | N | EB_PENA_UN3 | 19.94 |
| 12/4/2010 7:10 | N | AUTO_EPS_390 | 21.32 |
| 12/4/2010 7:15 | N | DC_ROAD_L_B | 20.01 |
| 12/4/2010 7:15 | N | DC_EGPS_L_A | 15.31 |
| 12/4/2010 7:15 | N | H_HOLLOW_E_1 | -3.65 |
| 12/4/2010 7:15 | N | HHOLLOW4_E_1 | -3.65 |
| 12/4/2010 7:15 | N | R_LH2SES_1 | 21.58 |
| 12/4/2010 7:15 | N | R_PB2SES_1 | -3.87 |
| 12/4/2010 7:15 | N | R_PB2SES_2 | -3.87 |
| 12/4/2010 7:15 | N | R_PB2SES_3 | -3.87 |
| 12/4/2010 7:15 | N | R_PB2SES_4 | -3.87 |
| 12/4/2010 7:15 | N | R_PB2SES_5 | -3.87 |
| 12/4/2010 7:15 | N | R_PBSES_2 | -3.87 |
| 12/4/2010 7:15 | N | PENA_KZ | 20.05 |
| 12/4/2010 7:15 | N | EB_PENA_UN3 | 20.05 |
| 12/4/2010 7:15 | N | AUTO_EPS_390 | 21.48 |
| 12/4/2010 7:20 | N | DC_ROAD_L_B | 19.64 |
| 12/4/2010 7:20 | N | DC_EGPS_L_A | 15.15 |
| 12/4/2010 7:20 | N | H_HOLLOW_E_1 | -2.92 |
| 12/4/2010 7:20 | N | HHOLLOW4_E_1 | -2.92 |
| 12/4/2010 7:20 | N | R_LH2SES_1 | 21.15 |
| 12/4/2010 7:20 | N | R_PB2SES_1 | -3.13 |
| 12/4/2010 7:20 | N | R_PB2SES_2 | -3.13 |
| 12/4/2010 7:20 | N | R_PB2SES_3 | -3.13 |
| 12/4/2010 7:20 | N | R_PB2SES_4 | -3.13 |
| 12/4/2010 7:20 | N | R_PB2SES_5 | -3.13 |

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| 12/4/2010 7:20 | N | R_PBSES_2 | -3.13 |
| 12/4/2010 7:20 | N | PENA_KZ | 19.68 |
| 12/4/2010 7:20 | N | EB_PENA_UN3 | 19.68 |
| 12/4/2010 7:20 | N | AUTO_EPS_390 | 21.05 |
| 12/4/2010 7:25 | N | DC_ROAD_L_B | 19.44 |
| 12/4/2010 7:25 | N | DC_EGPS_L_A | 14.98 |
| 12/4/2010 7:25 | N | H_HOLLOW_E_1 | -2.92 |
| 12/4/2010 7:25 | N | HHOLLOW4_E_1 | -2.92 |
| 12/4/2010 7:25 | N | R_LH2SES_1 | 20.93 |
| 12/4/2010 7:25 | N | R_PB2SES_1 | -3.13 |
| 12/4/2010 7:25 | N | R_PB2SES_2 | -3.13 |
| 12/4/2010 7:25 | N | R_PB2SES_3 | -3.13 |
| 12/4/2010 7:25 | N | R_PB2SES_4 | -3.13 |
| 12/4/2010 7:25 | N | R_PB2SES_5 | -3.13 |
| 12/4/2010 7:25 | N | R_PBSES_2 | -3.13 |
| 12/4/2010 7:25 | N | PENA_KZ | 19.48 |
| 12/4/2010 7:25 | N | EB_PENA_UN3 | 19.48 |
| 12/4/2010 7:25 | N | AUTO_EPS_390 | 20.83 |
| 12/4/2010 7:28 | N | DC_ROAD_L_B | 19.59 |
| 12/4/2010 7:28 | N | DC_EGPS_L_A | 14.89 |
| 12/4/2010 7:28 | N | H_HOLLOW_E_1 | -4.1 |
| 12/4/2010 7:28 | N | HHOLLOW4_E_1 | -4.1 |
| 12/4/2010 7:28 | N | R_LH2SES_1 | 21.17 |
| 12/4/2010 7:28 | N | R_PB2SES_1 | -4.32 |
| 12/4/2010 7:28 | N | R_PB2SES_2 | -4.32 |
| 12/4/2010 7:28 | N | R_PB2SES_3 | -4.32 |
| 12/4/2010 7:28 | N | R_PB2SES_4 | -4.32 |
| 12/4/2010 7:28 | N | R_PB2SES_5 | -4.32 |
| 12/4/2010 7:28 | N | R_PBSES_2 | -4.32 |
| 12/4/2010 7:28 | N | PENA_KZ | 19.63 |
| 12/4/2010 7:28 | N | EB_PENA_UN3 | 19.63 |
| 12/4/2010 7:28 | N | AUTO_EPS_390 | 21.07 |
| 12/4/2010 7:30 | N | DC_ROAD_L_B | 19.8 |
| 12/4/2010 7:30 | N | DC_EGPS_L_A | 15.05 |
| 12/4/2010 7:30 | N | H_HOLLOW_E_1 | -4.11 |
| 12/4/2010 7:30 | N | HHOLLOW4_E_1 | -4.11 |
| 12/4/2010 7:30 | N | R_LH2SES_1 | 21.39 |
| 12/4/2010 7:30 | N | R_PB2SES_1 | -4.34 |
| 12/4/2010 7:30 | N | R_PB2SES_2 | -4.34 |
| 12/4/2010 7:30 | N | R_PB2SES_3 | -4.34 |
| 12/4/2010 7:30 | N | R_PB2SES_4 | -4.34 |
| 12/4/2010 7:30 | N | R_PB2SES_5 | -4.34 |
| 12/4/2010 7:30 | N | R_PBSES_2 | -4.34 |
| 12/4/2010 7:30 | N | PENA_KZ | 19.84 |
| 12/4/2010 7:30 | N | EB_PENA_UN3 | 19.84 |
| 12/4/2010 7:30 | N | AUTO_EPS_390 | 21.29 |
| 12/4/2010 7:35 | N | DC_ROAD_L_B | 19.7 |

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| 12/4/2010 7:35 | N | DC_EGPS_L_A | 14.99 |
| 12/4/2010 7:35 | N | H_HOLLOW_E_1 | -4.11 |
| 12/4/2010 7:35 | N | HHOLLOW4_E_1 | -4.11 |
| 12/4/2010 7:35 | N | R_LH2SES_1 | 21.28 |
| 12/4/2010 7:35 | N | R_PB2SES_1 | -4.33 |
| 12/4/2010 7:35 | N | R_PB2SES_2 | -4.33 |
| 12/4/2010 7:35 | N | R_PB2SES_3 | -4.33 |
| 12/4/2010 7:35 | N | R_PB2SES_4 | -4.33 |
| 12/4/2010 7:35 | N | R_PB2SES_5 | -4.33 |
| 12/4/2010 7:35 | N | R_PBSES_2 | -4.33 |
| 12/4/2010 7:35 | N | PENA_KZ | 19.74 |
| 12/4/2010 7:35 | N | EB_PENA_UN3 | 19.74 |
| 12/4/2010 7:35 | N | AUTO_EPS_390 | 21.18 |
| 12/4/2010 7:37 | N | DC_ROAD_L_B | 19.93 |
| 12/4/2010 7:37 | N | DC_EGPS_L_A | 15.89 |
| 12/4/2010 7:37 | N | H_HOLLOW_E_1 | -0.48 |
| 12/4/2010 7:37 | N | HHOLLOW4_E_1 | -0.48 |
| 12/4/2010 7:37 | N | R_LH2SES_1 | 21.29 |
| 12/4/2010 7:37 | N | R_PB2SES_1 | -0.67 |
| 12/4/2010 7:37 | N | R_PB2SES_2 | -0.67 |
| 12/4/2010 7:37 | N | R_PB2SES_3 | -0.67 |
| 12/4/2010 7:37 | N | R_PB2SES_4 | -0.67 |
| 12/4/2010 7:37 | N | R_PB2SES_5 | -0.67 |
| 12/4/2010 7:37 | N | R_PBSES_2 | -0.67 |
| 12/4/2010 7:37 | N | PENA_KZ | 19.97 |
| 12/4/2010 7:37 | N | EB_PENA_UN3 | 19.97 |
| 12/4/2010 7:37 | N | AUTO_EPS_390 | 21.2 |
| 12/4/2010 7:40 | N | DC_ROAD_L_B | 19.99 |
| 12/4/2010 7:40 | N | DC_EGPS_L_A | 15.93 |
| 12/4/2010 7:40 | N | H_HOLLOW_E_1 | -0.48 |
| 12/4/2010 7:40 | N | HHOLLOW4_E_1 | -0.48 |
| 12/4/2010 7:40 | N | R_LH2SES_1 | 21.34 |
| 12/4/2010 7:40 | N | R_PB2SES_1 | -0.67 |
| 12/4/2010 7:40 | N | R_PB2SES_2 | -0.67 |
| 12/4/2010 7:40 | N | R_PB2SES_3 | -0.67 |
| 12/4/2010 7:40 | N | R_PB2SES_4 | -0.67 |
| 12/4/2010 7:40 | N | R_PB2SES_5 | -0.67 |
| 12/4/2010 7:40 | N | R_PBSES_2 | -0.67 |
| 12/4/2010 7:40 | N | PENA_KZ | 20.02 |
| 12/4/2010 7:40 | N | EB_PENA_UN3 | 20.02 |
| 12/4/2010 7:40 | N | AUTO_EPS_390 | 21.25 |
| 12/4/2010 7:45 | N | DC_ROAD_L_B | 22.26 |
| 12/4/2010 7:45 | N | DC_EGPS_L_A | 17.27 |
| 12/4/2010 7:45 | N | H_HOLLOW_E_1 | -2.91 |
| 12/4/2010 7:45 | N | HHOLLOW4_E_1 | -2.91 |
| 12/4/2010 7:45 | N | R_LH2SES_1 | 23.92 |
| 12/4/2010 7:45 | N | R_PB2SES_1 | -3.15 |

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| 12/4/2010 7:45 | N | R_PB2SES_2 | -3.15 |
| 12/4/2010 7:45 | N | R_PB2SES_3 | -3.15 |
| 12/4/2010 7:45 | N | R_PB2SES_4 | -3.15 |
| 12/4/2010 7:45 | N | R_PB2SES_5 | -3.15 |
| 12/4/2010 7:45 | N | R_PBSES_2 | -3.15 |
| 12/4/2010 7:45 | N | PENA_KZ | 22.3 |
| 12/4/2010 7:45 | N | EB_PENA_UN3 | 22.3 |
| 12/4/2010 7:45 | N | AUTO_EPS_390 | 23.82 |
| 12/4/2010 7:50 | N | DC_ROAD_L_B | 20.14 |
| 12/4/2010 7:50 | N | DC_EGPS_L_A | 15.57 |
| 12/4/2010 7:50 | N | H_HOLLOW_E_1 | -2.92 |
| 12/4/2010 7:50 | N | HHOLLOW4_E_1 | -2.92 |
| 12/4/2010 7:50 | N | R_LH2SES_1 | 21.66 |
| 12/4/2010 7:50 | N | R_PB2SES_1 | -3.13 |
| 12/4/2010 7:50 | N | R_PB2SES_2 | -3.13 |
| 12/4/2010 7:50 | N | R_PB2SES_3 | -3.13 |
| 12/4/2010 7:50 | N | R_PB2SES_4 | -3.13 |
| 12/4/2010 7:50 | N | R_PB2SES_5 | -3.13 |
| 12/4/2010 7:50 | N | R_PBSES_2 | -3.13 |
| 12/4/2010 7:50 | N | PENA_KZ | 20.17 |
| 12/4/2010 7:50 | N | EB_PENA_UN3 | 20.17 |
| 12/4/2010 7:50 | N | AUTO_EPS_390 | 21.57 |
| 12/4/2010 7:55 | N | DC_ROAD_L_B | 20.08 |
| 12/4/2010 7:55 | N | DC_EGPS_L_A | 15.52 |
| 12/4/2010 7:55 | N | H_HOLLOW_E_1 | -2.92 |
| 12/4/2010 7:55 | N | HHOLLOW4_E_1 | -2.92 |
| 12/4/2010 7:55 | N | R_LH2SES_1 | 21.61 |
| 12/4/2010 7:55 | N | R_PB2SES_1 | -3.13 |
| 12/4/2010 7:55 | N | R_PB2SES_2 | -3.13 |
| 12/4/2010 7:55 | N | R_PB2SES_3 | -3.13 |
| 12/4/2010 7:55 | N | R_PB2SES_4 | -3.13 |
| 12/4/2010 7:55 | N | R_PB2SES_5 | -3.13 |
| 12/4/2010 7:55 | N | R_PBSES_2 | -3.13 |
| 12/4/2010 7:55 | N | PENA_KZ | 20.12 |
| 12/4/2010 7:55 | N | EB_PENA_UN3 | 20.12 |
| 12/4/2010 7:55 | N | AUTO_EPS_390 | 21.52 |
| 12/4/2010 8:00 | N | DC_ROAD_L_B | 21.56 |
| 12/4/2010 8:00 | N | DC_EGPS_L_A | 16.69 |
| 12/4/2010 8:00 | N | H_HOLLOW_E_1 | -2.91 |
| 12/4/2010 8:00 | N | HHOLLOW4_E_1 | -2.91 |
| 12/4/2010 8:00 | N | R_LH2SES_1 | 23.2 |
| 12/4/2010 8:00 | N | R_PB2SES_1 | -3.14 |
| 12/4/2010 8:00 | N | R_PB2SES_2 | -3.14 |
| 12/4/2010 8:00 | N | R_PB2SES_3 | -3.14 |
| 12/4/2010 8:00 | N | R_PB2SES_4 | -3.14 |
| 12/4/2010 8:00 | N | R_PB2SES_5 | -3.14 |
| 12/4/2010 8:00 | N | R_PBSES_2 | -3.14 |

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| 12/4/2010 8:00 | N | PENA_KZ | 21.61 |
| 12/4/2010 8:00 | N | EB_PENA_UN3 | 21.61 |
| 12/4/2010 8:00 | N | AUTO_EPS_390 | 23.09 |
| 12/4/2010 8:05 | N | DC_ROAD_L_B | 20.69 |
| 12/4/2010 8:05 | N | DC_EGPS_L_A | 16.42 |
| 12/4/2010 8:05 | N | H_HOLLOW_E_1 | -0.75 |
| 12/4/2010 8:05 | N | HHOLLOW4_E_1 | -0.75 |
| 12/4/2010 8:05 | N | R_LH2SES_1 | 22.12 |
| 12/4/2010 8:05 | N | R_PB2SES_1 | -0.95 |
| 12/4/2010 8:05 | N | R_PB2SES_2 | -0.95 |
| 12/4/2010 8:05 | N | R_PB2SES_3 | -0.95 |
| 12/4/2010 8:05 | N | R_PB2SES_4 | -0.95 |
| 12/4/2010 8:05 | N | R_PB2SES_5 | -0.95 |
| 12/4/2010 8:05 | N | R_PBSES_2 | -0.95 |
| 12/4/2010 8:05 | N | PENA_KZ | 20.73 |
| 12/4/2010 8:05 | N | EB_PENA_UN3 | 20.73 |
| 12/4/2010 8:05 | N | AUTO_EPS_390 | 22.03 |
| 12/4/2010 8:08 | N | DC_ROAD_L_B | 21.32 |
| 12/4/2010 8:08 | N | DC_EGPS_L_A | 16.98 |
| 12/4/2010 8:08 | N | H_HOLLOW_E_1 | -0.47 |
| 12/4/2010 8:08 | N | HHOLLOW4_E_1 | -0.47 |
| 12/4/2010 8:08 | N | R_LH2SES_1 | 22.77 |
| 12/4/2010 8:08 | N | R_PB2SES_1 | -0.68 |
| 12/4/2010 8:08 | N | R_PB2SES_2 | -0.68 |
| 12/4/2010 8:08 | N | R_PB2SES_3 | -0.68 |
| 12/4/2010 8:08 | N | R_PB2SES_4 | -0.68 |
| 12/4/2010 8:08 | N | R_PB2SES_5 | -0.68 |
| 12/4/2010 8:08 | N | R_PBSES_2 | -0.68 |
| 12/4/2010 8:08 | N | PENA_KZ | 21.36 |
| 12/4/2010 8:08 | N | EB_PENA_UN3 | 21.36 |
| 12/4/2010 8:08 | N | AUTO_EPS_390 | 22.68 |
| 12/4/2010 8:10 | N | DC_ROAD_L_B | 20.57 |
| 12/4/2010 8:10 | N | DC_EGPS_L_A | 16.38 |
| 12/4/2010 8:10 | N | H_HOLLOW_E_1 | -0.47 |
| 12/4/2010 8:10 | N | HHOLLOW4_E_1 | -0.47 |
| 12/4/2010 8:10 | N | R_LH2SES_1 | 21.97 |
| 12/4/2010 8:10 | N | R_PB2SES_1 | -0.67 |
| 12/4/2010 8:10 | N | R_PB2SES_2 | -0.67 |
| 12/4/2010 8:10 | N | R_PB2SES_3 | -0.67 |
| 12/4/2010 8:10 | N | R_PB2SES_4 | -0.67 |
| 12/4/2010 8:10 | N | R_PB2SES_5 | -0.67 |
| 12/4/2010 8:10 | N | R_PBSES_2 | -0.67 |
| 12/4/2010 8:10 | N | PENA_KZ | 20.6 |
| 12/4/2010 8:10 | N | EB_PENA_UN3 | 20.6 |
| 12/4/2010 8:10 | N | AUTO_EPS_390 | 21.88 |
| 12/4/2010 8:15 | N | DC_ROAD_L_B | 20.84 |
| 12/4/2010 8:15 | N | DC_EGPS_L_A | 16.59 |

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| 12/4/2010 8:15 | N | H_HOLLOW_E_1 | -0.47 |
| 12/4/2010 8:15 | N | HHOLLOW4_E_1 | -0.47 |
| 12/4/2010 8:15 | N | R_LH2SES_1 | 22.27 |
| 12/4/2010 8:15 | N | R_PB2SES_1 | -0.67 |
| 12/4/2010 8:15 | N | R_PB2SES_2 | -0.67 |
| 12/4/2010 8:15 | N | R_PB2SES_3 | -0.67 |
| 12/4/2010 8:15 | N | R_PB2SES_4 | -0.67 |
| 12/4/2010 8:15 | N | R_PB2SES_5 | -0.67 |
| 12/4/2010 8:15 | N | R_PBSES_2 | -0.67 |
| 12/4/2010 8:15 | N | PENA_KZ | 20.88 |
| 12/4/2010 8:15 | N | EB_PENA_UN3 | 20.88 |
| 12/4/2010 8:15 | N | AUTO_EPS_390 | 22.18 |
| 12/4/2010 8:20 | N | DC_ROAD_L_B | 21.16 |
| 12/4/2010 8:20 | N | DC_EGPS_L_A | 16.82 |
| 12/4/2010 8:20 | N | H_HOLLOW_E_1 | -0.62 |
| 12/4/2010 8:20 | N | HHOLLOW4_E_1 | -0.62 |
| 12/4/2010 8:20 | N | R_LH2SES_1 | 22.61 |
| 12/4/2010 8:20 | N | R_PB2SES_1 | -0.83 |
| 12/4/2010 8:20 | N | R_PB2SES_2 | -0.83 |
| 12/4/2010 8:20 | N | R_PB2SES_3 | -0.83 |
| 12/4/2010 8:20 | N | R_PB2SES_4 | -0.83 |
| 12/4/2010 8:20 | N | R_PB2SES_5 | -0.83 |
| 12/4/2010 8:20 | N | R_PBSES_2 | -0.83 |
| 12/4/2010 8:20 | N | PENA_KZ | 21.2 |
| 12/4/2010 8:20 | N | EB_PENA_UN3 | 21.2 |
| 12/4/2010 8:20 | N | AUTO_EPS_390 | 22.52 |
| 12/4/2010 8:25 | N | DC_ROAD_L_B | 24.77 |
| 12/4/2010 8:25 | N | DC_EGPS_L_A | 19.73 |
| 12/4/2010 8:25 | N | H_HOLLOW_E_1 | -0.61 |
| 12/4/2010 8:25 | N | HHOLLOW4_E_1 | -0.61 |
| 12/4/2010 8:25 | N | R_LH2SES_1 | 26.46 |
| 12/4/2010 8:25 | N | R_PB2SES_1 | -0.85 |
| 12/4/2010 8:25 | N | R_PB2SES_2 | -0.85 |
| 12/4/2010 8:25 | N | R_PB2SES_3 | -0.85 |
| 12/4/2010 8:25 | N | R_PB2SES_4 | -0.85 |
| 12/4/2010 8:25 | N | R_PB2SES_5 | -0.85 |
| 12/4/2010 8:25 | N | R_PBSES_2 | -0.85 |
| 12/4/2010 8:25 | N | PENA_KZ | 24.81 |
| 12/4/2010 8:25 | N | EB_PENA_UN3 | 24.81 |
| 12/4/2010 8:25 | N | AUTO_EPS_390 | 26.35 |
| 12/4/2010 8:30 | N | DC_ROAD_L_B | 21.84 |
| 12/4/2010 8:30 | N | DC_EGPS_L_A | 17.36 |
| 12/4/2010 8:30 | N | H_HOLLOW_E_1 | -0.71 |
| 12/4/2010 8:30 | N | HHOLLOW4_E_1 | -0.71 |
| 12/4/2010 8:30 | N | R_LH2SES_1 | 23.34 |
| 12/4/2010 8:30 | N | R_PB2SES_1 | -0.92 |
| 12/4/2010 8:30 | N | R_PB2SES_2 | -0.92 |

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| 12/4/2010 8:30 | N | R_PB2SES_3 | -0.92 |
| 12/4/2010 8:30 | N | R_PB2SES_4 | -0.92 |
| 12/4/2010 8:30 | N | R_PB2SES_5 | -0.92 |
| 12/4/2010 8:30 | N | R_PBSES_2 | -0.92 |
| 12/4/2010 8:30 | N | PENA_KZ | 21.88 |
| 12/4/2010 8:30 | N | EB_PENA_UN3 | 21.88 |
| 12/4/2010 8:30 | N | AUTO_EPS_390 | 23.25 |
| 12/4/2010 8:35 | N | DC_ROAD_L_B | 21.9 |
| 12/4/2010 8:35 | N | DC_EGPS_L_A | 17.41 |
| 12/4/2010 8:35 | N | H_HOLLOW_E_1 | -0.71 |
| 12/4/2010 8:35 | N | HHOLLOW4_E_1 | -0.71 |
| 12/4/2010 8:35 | N | R_LH2SES_1 | 23.4 |
| 12/4/2010 8:35 | N | R_PB2SES_1 | -0.92 |
| 12/4/2010 8:35 | N | R_PB2SES_2 | -0.92 |
| 12/4/2010 8:35 | N | R_PB2SES_3 | -0.92 |
| 12/4/2010 8:35 | N | R_PB2SES_4 | -0.92 |
| 12/4/2010 8:35 | N | R_PB2SES_5 | -0.92 |
| 12/4/2010 8:35 | N | R_PBSES_2 | -0.92 |
| 12/4/2010 8:35 | N | PENA_KZ | 21.93 |
| 12/4/2010 8:35 | N | EB_PENA_UN3 | 21.93 |
| 12/4/2010 8:35 | N | AUTO_EPS_390 | 23.3 |
| 12/4/2010 8:40 | N | DC_ROAD_L_B | 25.63 |
| 12/4/2010 8:40 | N | DC_EGPS_L_A | 20.41 |
| 12/4/2010 8:40 | N | H_HOLLOW_E_1 | -0.74 |
| 12/4/2010 8:40 | N | HHOLLOW4_E_1 | -0.74 |
| 12/4/2010 8:40 | N | R_LH2SES_1 | 27.39 |
| 12/4/2010 8:40 | N | R_PB2SES_1 | -0.99 |
| 12/4/2010 8:40 | N | R_PB2SES_2 | -0.99 |
| 12/4/2010 8:40 | N | R_PB2SES_3 | -0.99 |
| 12/4/2010 8:40 | N | R_PB2SES_4 | -0.99 |
| 12/4/2010 8:40 | N | R_PB2SES_5 | -0.99 |
| 12/4/2010 8:40 | N | R_PBSES_2 | -0.99 |
| 12/4/2010 8:40 | N | PENA_KZ | 25.68 |
| 12/4/2010 8:40 | N | EB_PENA_UN3 | 25.68 |
| 12/4/2010 8:40 | N | AUTO_EPS_390 | 27.27 |
| 12/4/2010 8:45 | N | DC_ROAD_L_B | 26.09 |
| 12/4/2010 8:45 | N | DC_EGPS_L_A | 20.81 |
| 12/4/2010 8:45 | N | H_HOLLOW_E_1 | -0.56 |
| 12/4/2010 8:45 | N | HHOLLOW4_E_1 | -0.56 |
| 12/4/2010 8:45 | N | R_LH2SES_1 | 27.86 |
| 12/4/2010 8:45 | N | R_PB2SES_1 | -0.82 |
| 12/4/2010 8:45 | N | R_PB2SES_2 | -0.82 |
| 12/4/2010 8:45 | N | R_PB2SES_3 | -0.82 |
| 12/4/2010 8:45 | N | R_PB2SES_4 | -0.82 |
| 12/4/2010 8:45 | N | R_PB2SES_5 | -0.82 |
| 12/4/2010 8:45 | N | R_PBSES_2 | -0.82 |
| 12/4/2010 8:45 | N | PENA_KZ | 26.14 |

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|---|---|---|---|
| 12/4/2010 8:45 | N | EB_PENA_UN3 | 26.14 |
| 12/4/2010 8:45 | N | AUTO_EPS_390 | 27.75 |
| 12/4/2010 8:50 | N | DC_ROAD_L_B | 25.13 |
| 12/4/2010 8:50 | N | DC_EGPS_L_A | 20.03 |
| 12/4/2010 8:50 | N | H_HOLLOW_E_1 | -0.6 |
| 12/4/2010 8:50 | N | HHOLLOW4_E_1 | -0.6 |
| 12/4/2010 8:50 | N | R_LH2SES_1 | 26.83 |
| 12/4/2010 8:50 | N | R_PB2SES_1 | -0.84 |
| 12/4/2010 8:50 | N | R_PB2SES_2 | -0.84 |
| 12/4/2010 8:50 | N | R_PB2SES_3 | -0.84 |
| 12/4/2010 8:50 | N | R_PB2SES_4 | -0.84 |
| 12/4/2010 8:50 | N | R_PB2SES_5 | -0.84 |
| 12/4/2010 8:50 | N | R_PBSES_2 | -0.84 |
| 12/4/2010 8:50 | N | PENA_KZ | 25.17 |
| 12/4/2010 8:50 | N | EB_PENA_UN3 | 25.17 |
| 12/4/2010 8:50 | N | AUTO_EPS_390 | 26.73 |
| 12/4/2010 8:55 | N | DC_ROAD_L_B | 26.34 |
| 12/4/2010 8:55 | N | DC_EGPS_L_A | 21.03 |
| 12/4/2010 8:55 | N | H_HOLLOW_E_1 | -0.56 |
| 12/4/2010 8:55 | N | HHOLLOW4_E_1 | -0.56 |
| 12/4/2010 8:55 | N | R_LH2SES_1 | 28.12 |
| 12/4/2010 8:55 | N | R_PB2SES_1 | -0.81 |
| 12/4/2010 8:55 | N | R_PB2SES_2 | -0.81 |
| 12/4/2010 8:55 | N | R_PB2SES_3 | -0.81 |
| 12/4/2010 8:55 | N | R_PB2SES_4 | -0.81 |
| 12/4/2010 8:55 | N | R_PB2SES_5 | -0.81 |
| 12/4/2010 8:55 | N | R_PBSES_2 | -0.81 |
| 12/4/2010 8:55 | N | PENA_KZ | 26.39 |
| 12/4/2010 8:55 | N | EB_PENA_UN3 | 26.39 |
| 12/4/2010 8:55 | N | AUTO_EPS_390 | 28.01 |
| 12/4/2010 9:00 | N | DC_ROAD_L_B | 24.58 |
| 12/4/2010 9:00 | N | DC_EGPS_L_A | 19.21 |
| 12/4/2010 9:00 | N | H_HOLLOW_E_1 | -2.75 |
| 12/4/2010 9:00 | N | HHOLLOW4_E_1 | -2.75 |
| 12/4/2010 9:00 | N | R_LH2SES_1 | 26.39 |
| 12/4/2010 9:00 | N | R_PB2SES_1 | -3.01 |
| 12/4/2010 9:00 | N | R_PB2SES_2 | -3.01 |
| 12/4/2010 9:00 | N | R_PB2SES_3 | -3.01 |
| 12/4/2010 9:00 | N | R_PB2SES_4 | -3.01 |
| 12/4/2010 9:00 | N | R_PB2SES_5 | -3.01 |
| 12/4/2010 9:00 | N | R_PBSES_2 | -3.01 |
| 12/4/2010 9:00 | N | PENA_KZ | 24.63 |
| 12/4/2010 9:00 | N | EB_PENA_UN3 | 24.63 |
| 12/4/2010 9:00 | N | AUTO_EPS_390 | 26.27 |
| 12/4/2010 9:05 | N | DC_ROAD_L_B | 24.67 |
| 12/4/2010 9:05 | N | DC_EGPS_L_A | 19.28 |
| 12/4/2010 9:05 | N | H_HOLLOW_E_1 | -2.75 |

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| 12/4/2010 9:05 | N | HHOLLOW4_E_1 | -2.75 |
| 12/4/2010 9:05 | N | R_LH2SES_1 | 26.48 |
| 12/4/2010 9:05 | N | R_PB2SES_1 | -3.01 |
| 12/4/2010 9:05 | N | R_PB2SES_2 | -3.01 |
| 12/4/2010 9:05 | N | R_PB2SES_3 | -3.01 |
| 12/4/2010 9:05 | N | R_PB2SES_4 | -3.01 |
| 12/4/2010 9:05 | N | R_PB2SES_5 | -3.01 |
| 12/4/2010 9:05 | N | R_PBSES_2 | -3.01 |
| 12/4/2010 9:05 | N | PENA_KZ | 24.72 |
| 12/4/2010 9:05 | N | EB_PENA_UN3 | 24.72 |
| 12/4/2010 9:05 | N | AUTO_EPS_390 | 26.37 |
| 12/4/2010 9:10 | N | DC_ROAD_L_B | 25.23 |
| 12/4/2010 9:10 | N | DC_EGPS_L_A | 19.68 |
| 12/4/2010 9:10 | N | H_HOLLOW_E_1 | -2.9 |
| 12/4/2010 9:10 | N | HHOLLOW4_E_1 | -2.9 |
| 12/4/2010 9:10 | N | R_LH2SES_1 | 27.09 |
| 12/4/2010 9:10 | N | R_PB2SES_1 | -3.16 |
| 12/4/2010 9:10 | N | R_PB2SES_2 | -3.16 |
| 12/4/2010 9:10 | N | R_PB2SES_3 | -3.16 |
| 12/4/2010 9:10 | N | R_PB2SES_4 | -3.16 |
| 12/4/2010 9:10 | N | R_PB2SES_5 | -3.16 |
| 12/4/2010 9:10 | N | R_PBSES_2 | -3.16 |
| 12/4/2010 9:10 | N | PENA_KZ | 25.28 |
| 12/4/2010 9:10 | N | EB_PENA_UN3 | 25.28 |
| 12/4/2010 9:10 | N | AUTO_EPS_390 | 26.98 |
| 12/4/2010 9:15 | N | DC_ROAD_L_B | 24.57 |
| 12/4/2010 9:15 | N | DC_EGPS_L_A | 19.18 |
| 12/4/2010 9:15 | N | H_HOLLOW_E_1 | -2.75 |
| 12/4/2010 9:15 | N | HHOLLOW4_E_1 | -2.75 |
| 12/4/2010 9:15 | N | R_LH2SES_1 | 26.38 |
| 12/4/2010 9:15 | N | R_PB2SES_1 | -3.01 |
| 12/4/2010 9:15 | N | R_PB2SES_2 | -3.01 |
| 12/4/2010 9:15 | N | R_PB2SES_3 | -3.01 |
| 12/4/2010 9:15 | N | R_PB2SES_4 | -3.01 |
| 12/4/2010 9:15 | N | R_PB2SES_5 | -3.01 |
| 12/4/2010 9:15 | N | R_PBSES_2 | -3.01 |
| 12/4/2010 9:15 | N | PENA_KZ | 24.62 |
| 12/4/2010 9:15 | N | EB_PENA_UN3 | 24.62 |
| 12/4/2010 9:15 | N | AUTO_EPS_390 | 26.27 |
| 12/4/2010 9:20 | N | DC_ROAD_L_B | 21.88 |
| 12/4/2010 9:20 | N | DC_EGPS_L_A | 16.99 |
| 12/4/2010 9:20 | N | H_HOLLOW_E_1 | -2.91 |
| 12/4/2010 9:20 | N | HHOLLOW4_E_1 | -2.91 |
| 12/4/2010 9:20 | N | R_LH2SES_1 | 23.52 |
| 12/4/2010 9:20 | N | R_PB2SES_1 | -3.14 |
| 12/4/2010 9:20 | N | R_PB2SES_2 | -3.14 |
| 12/4/2010 9:20 | N | R_PB2SES_3 | -3.14 |

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| 12/4/2010 9:20 | N | R_PB2SES_4 | -3.14 |
| 12/4/2010 9:20 | N | R_PB2SES_5 | -3.14 |
| 12/4/2010 9:20 | N | R_PBSES_2 | -3.14 |
| 12/4/2010 9:20 | N | PENA_KZ | 21.92 |
| 12/4/2010 9:20 | N | EB_PENA_UN3 | 21.92 |
| 12/4/2010 9:20 | N | AUTO_EPS_390 | 23.42 |
| 12/4/2010 9:25 | N | DC_ROAD_L_B | 24.53 |
| 12/4/2010 9:25 | N | DC_EGPS_L_A | 19.12 |
| 12/4/2010 9:25 | N | H_HOLLOW_E_1 | -2.9 |
| 12/4/2010 9:25 | N | HHOLLOW4_E_1 | -2.9 |
| 12/4/2010 9:25 | N | R_LH2SES_1 | 26.35 |
| 12/4/2010 9:25 | N | R_PB2SES_1 | -3.16 |
| 12/4/2010 9:25 | N | R_PB2SES_2 | -3.16 |
| 12/4/2010 9:25 | N | R_PB2SES_3 | -3.16 |
| 12/4/2010 9:25 | N | R_PB2SES_4 | -3.16 |
| 12/4/2010 9:25 | N | R_PB2SES_5 | -3.16 |
| 12/4/2010 9:25 | N | R_PBSES_2 | -3.16 |
| 12/4/2010 9:25 | N | PENA_KZ | 24.58 |
| 12/4/2010 9:25 | N | EB_PENA_UN3 | 24.58 |
| 12/4/2010 9:25 | N | AUTO_EPS_390 | 26.24 |
| 12/4/2010 9:30 | N | DC_ROAD_L_B | 24.53 |
| 12/4/2010 9:30 | N | DC_EGPS_L_A | 19.12 |
| 12/4/2010 9:30 | N | H_HOLLOW_E_1 | -2.9 |
| 12/4/2010 9:30 | N | HHOLLOW4_E_1 | -2.9 |
| 12/4/2010 9:30 | N | R_LH2SES_1 | 26.35 |
| 12/4/2010 9:30 | N | R_PB2SES_1 | -3.16 |
| 12/4/2010 9:30 | N | R_PB2SES_2 | -3.16 |
| 12/4/2010 9:30 | N | R_PB2SES_3 | -3.16 |
| 12/4/2010 9:30 | N | R_PB2SES_4 | -3.16 |
| 12/4/2010 9:30 | N | R_PB2SES_5 | -3.16 |
| 12/4/2010 9:30 | N | R_PBSES_2 | -3.16 |
| 12/4/2010 9:30 | N | PENA_KZ | 24.58 |
| 12/4/2010 9:30 | N | EB_PENA_UN3 | 24.58 |
| 12/4/2010 9:30 | N | AUTO_EPS_390 | 26.23 |
| 12/4/2010 9:35 | N | DC_ROAD_L_B | 26.19 |
| 12/4/2010 9:35 | N | DC_EGPS_L_A | 20.45 |
| 12/4/2010 9:35 | N | H_HOLLOW_E_1 | -2.89 |
| 12/4/2010 9:35 | N | HHOLLOW4_E_1 | -2.89 |
| 12/4/2010 9:35 | N | R_LH2SES_1 | 28.12 |
| 12/4/2010 9:35 | N | R_PB2SES_1 | -3.17 |
| 12/4/2010 9:35 | N | R_PB2SES_2 | -3.17 |
| 12/4/2010 9:35 | N | R_PB2SES_3 | -3.17 |
| 12/4/2010 9:35 | N | R_PB2SES_4 | -3.17 |
| 12/4/2010 9:35 | N | R_PB2SES_5 | -3.17 |
| 12/4/2010 9:35 | N | R_PBSES_2 | -3.17 |
| 12/4/2010 9:35 | N | PENA_KZ | 26.24 |
| 12/4/2010 9:35 | N | EB_PENA_UN3 | 26.24 |

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| 12/4/2010 9:35 | N | AUTO_EPS_390 | 28 |
| 12/4/2010 9:36 | N | DC_ROAD_L_B | 27.21 |
| 12/4/2010 9:36 | N | DC_EGPS_L_A | 21.27 |
| 12/4/2010 9:36 | N | H_HOLLOW_E_1 | -2.89 |
| 12/4/2010 9:36 | N | HHOLLOW4_E_1 | -2.89 |
| 12/4/2010 9:36 | N | R_LH2SES_1 | 29.2 |
| 12/4/2010 9:36 | N | R_PB2SES_1 | -3.17 |
| 12/4/2010 9:36 | N | R_PB2SES_2 | -3.17 |
| 12/4/2010 9:36 | N | R_PB2SES_3 | -3.17 |
| 12/4/2010 9:36 | N | R_PB2SES_4 | -3.17 |
| 12/4/2010 9:36 | N | R_PB2SES_5 | -3.17 |
| 12/4/2010 9:36 | N | R_PBSES_2 | -3.17 |
| 12/4/2010 9:36 | N | PENA_KZ | 27.26 |
| 12/4/2010 9:36 | N | EB_PENA_UN3 | 27.26 |
| 12/4/2010 9:36 | N | AUTO_EPS_390 | 29.07 |
| 12/4/2010 9:40 | N | DC_ROAD_L_B | 26.82 |
| 12/4/2010 9:40 | N | DC_EGPS_L_A | 20.94 |
| 12/4/2010 9:40 | N | H_HOLLOW_E_1 | -2.89 |
| 12/4/2010 9:40 | N | HHOLLOW4_E_1 | -2.89 |
| 12/4/2010 9:40 | N | R_LH2SES_1 | 28.79 |
| 12/4/2010 9:40 | N | R_PB2SES_1 | -3.17 |
| 12/4/2010 9:40 | N | R_PB2SES_2 | -3.17 |
| 12/4/2010 9:40 | N | R_PB2SES_3 | -3.17 |
| 12/4/2010 9:40 | N | R_PB2SES_4 | -3.17 |
| 12/4/2010 9:40 | N | R_PB2SES_5 | -3.17 |
| 12/4/2010 9:40 | N | R_PBSES_2 | -3.17 |
| 12/4/2010 9:40 | N | PENA_KZ | 26.87 |
| 12/4/2010 9:40 | N | EB_PENA_UN3 | 26.87 |
| 12/4/2010 9:40 | N | AUTO_EPS_390 | 28.67 |
| 12/4/2010 9:45 | N | DC_ROAD_L_B | 26.22 |
| 12/4/2010 9:45 | N | DC_EGPS_L_A | 20.45 |
| 12/4/2010 9:45 | N | H_HOLLOW_E_1 | -2.89 |
| 12/4/2010 9:45 | N | HHOLLOW4_E_1 | -2.89 |
| 12/4/2010 9:45 | N | R_LH2SES_1 | 28.15 |
| 12/4/2010 9:45 | N | R_PB2SES_1 | -3.17 |
| 12/4/2010 9:45 | N | R_PB2SES_2 | -3.17 |
| 12/4/2010 9:45 | N | R_PB2SES_3 | -3.17 |
| 12/4/2010 9:45 | N | R_PB2SES_4 | -3.17 |
| 12/4/2010 9:45 | N | R_PB2SES_5 | -3.17 |
| 12/4/2010 9:45 | N | R_PBSES_2 | -3.17 |
| 12/4/2010 9:45 | N | PENA_KZ | 26.27 |
| 12/4/2010 9:45 | N | EB_PENA_UN3 | 26.27 |
| 12/4/2010 9:45 | N | AUTO_EPS_390 | 28.03 |
| 12/4/2010 9:50 | N | DC_ROAD_L_B | 24.56 |
| 12/4/2010 9:50 | N | DC_EGPS_L_A | 19.12 |
| 12/4/2010 9:50 | N | H_HOLLOW_E_1 | -2.9 |
| 12/4/2010 9:50 | N | HHOLLOW4_E_1 | -2.9 |

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| 12/4/2010 9:50 | N | R_LH2SES_1 | 26.38 |
| 12/4/2010 9:50 | N | R_PB2SES_1 | -3.16 |
| 12/4/2010 9:50 | N | R_PB2SES_2 | -3.16 |
| 12/4/2010 9:50 | N | R_PB2SES_3 | -3.16 |
| 12/4/2010 9:50 | N | R_PB2SES_4 | -3.16 |
| 12/4/2010 9:50 | N | R_PB2SES_5 | -3.16 |
| 12/4/2010 9:50 | N | R_PBSES_2 | -3.16 |
| 12/4/2010 9:50 | N | PENA_KZ | 24.6 |
| 12/4/2010 9:50 | N | EB_PENA_UN3 | 24.6 |
| 12/4/2010 9:50 | N | AUTO_EPS_390 | 26.26 |
| 12/4/2010 9:55 | N | DC_ROAD_L_B | 24.73 |
| 12/4/2010 9:55 | N | DC_EGPS_L_A | 19.3 |
| 12/4/2010 9:55 | N | H_HOLLOW_E_1 | -2.9 |
| 12/4/2010 9:55 | N | HHOLLOW4_E_1 | -2.9 |
| 12/4/2010 9:55 | N | R_LH2SES_1 | 26.56 |
| 12/4/2010 9:55 | N | R_PB2SES_1 | -3.16 |
| 12/4/2010 9:55 | N | R_PB2SES_2 | -3.16 |
| 12/4/2010 9:55 | N | R_PB2SES_3 | -3.16 |
| 12/4/2010 9:55 | N | R_PB2SES_4 | -3.16 |
| 12/4/2010 9:55 | N | R_PB2SES_5 | -3.16 |
| 12/4/2010 9:55 | N | R_PBSES_2 | -3.16 |
| 12/4/2010 9:55 | N | PENA_KZ | 24.78 |
| 12/4/2010 9:55 | N | EB_PENA_UN3 | 24.78 |
| 12/4/2010 9:55 | N | AUTO_EPS_390 | 26.44 |
| 12/4/2010 10:00 | N | DC_ROAD_L_B | 24.87 |
| 12/4/2010 10:00 | N | DC_EGPS_L_A | 19.43 |
| 12/4/2010 10:00 | N | H_HOLLOW_E_1 | -2.9 |
| 12/4/2010 10:00 | N | HHOLLOW4_E_1 | -2.9 |
| 12/4/2010 10:00 | N | R_LH2SES_1 | 26.7 |
| 12/4/2010 10:00 | N | R_PB2SES_1 | -3.16 |
| 12/4/2010 10:00 | N | R_PB2SES_2 | -3.16 |
| 12/4/2010 10:00 | N | R_PB2SES_3 | -3.16 |
| 12/4/2010 10:00 | N | R_PB2SES_4 | -3.16 |
| 12/4/2010 10:00 | N | R_PB2SES_5 | -3.16 |
| 12/4/2010 10:00 | N | R_PBSES_2 | -3.16 |
| 12/4/2010 10:00 | N | PENA_KZ | 24.92 |
| 12/4/2010 10:00 | N | EB_PENA_UN3 | 24.92 |
| 12/4/2010 10:00 | N | AUTO_EPS_390 | 26.59 |
| 12/4/2010 10:05 | N | DC_ROAD_L_B | 25.75 |
| 12/4/2010 10:05 | N | DC_EGPS_L_A | 20.13 |
| 12/4/2010 10:05 | N | H_HOLLOW_E_1 | -2.9 |
| 12/4/2010 10:05 | N | HHOLLOW4_E_1 | -2.9 |
| 12/4/2010 10:05 | N | R_LH2SES_1 | 27.63 |
| 12/4/2010 10:05 | N | R_PB2SES_1 | -3.17 |
| 12/4/2010 10:05 | N | R_PB2SES_2 | -3.17 |
| 12/4/2010 10:05 | N | R_PB2SES_3 | -3.17 |
| 12/4/2010 10:05 | N | R_PB2SES_4 | -3.17 |

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| 12/4/2010 10:05 | N | R_PB2SES_5 | -3.17 |
| 12/4/2010 10:05 | N | R_PBSES_2 | -3.17 |
| 12/4/2010 10:05 | N | PENA_KZ | 25.8 |
| 12/4/2010 10:05 | N | EB_PENA_UN3 | 25.8 |
| 12/4/2010 10:05 | N | AUTO_EPS_390 | 27.51 |
| 12/4/2010 10:10 | N | DC_ROAD_L_B | 26.91 |
| 12/4/2010 10:10 | N | DC_EGPS_L_A | 21.07 |
| 12/4/2010 10:10 | N | H_HOLLOW_E_1 | -2.89 |
| 12/4/2010 10:10 | N | HHOLLOW4_E_1 | -2.89 |
| 12/4/2010 10:10 | N | R_LH2SES_1 | 28.87 |
| 12/4/2010 10:10 | N | R_PB2SES_1 | -3.17 |
| 12/4/2010 10:10 | N | R_PB2SES_2 | -3.17 |
| 12/4/2010 10:10 | N | R_PB2SES_3 | -3.17 |
| 12/4/2010 10:10 | N | R_PB2SES_4 | -3.17 |
| 12/4/2010 10:10 | N | R_PB2SES_5 | -3.17 |
| 12/4/2010 10:10 | N | R_PBSES_2 | -3.17 |
| 12/4/2010 10:10 | N | PENA_KZ | 26.96 |
| 12/4/2010 10:10 | N | EB_PENA_UN3 | 26.96 |
| 12/4/2010 10:10 | N | AUTO_EPS_390 | 28.75 |
| 12/4/2010 10:15 | N | DC_ROAD_L_B | 26.83 |
| 12/4/2010 10:15 | N | DC_EGPS_L_A | 21 |
| 12/4/2010 10:15 | N | H_HOLLOW_E_1 | -2.89 |
| 12/4/2010 10:15 | N | HHOLLOW4_E_1 | -2.89 |
| 12/4/2010 10:15 | N | R_LH2SES_1 | 28.78 |
| 12/4/2010 10:15 | N | R_PB2SES_1 | -3.17 |
| 12/4/2010 10:15 | N | R_PB2SES_2 | -3.17 |
| 12/4/2010 10:15 | N | R_PB2SES_3 | -3.17 |
| 12/4/2010 10:15 | N | R_PB2SES_4 | -3.17 |
| 12/4/2010 10:15 | N | R_PB2SES_5 | -3.17 |
| 12/4/2010 10:15 | N | R_PBSES_2 | -3.17 |
| 12/4/2010 10:15 | N | PENA_KZ | 26.88 |
| 12/4/2010 10:15 | N | EB_PENA_UN3 | 26.88 |
| 12/4/2010 10:15 | N | AUTO_EPS_390 | 28.66 |
| 12/4/2010 10:20 | N | DC_ROAD_L_B | 26.25 |
| 12/4/2010 10:20 | N | DC_EGPS_L_A | 20.53 |
| 12/4/2010 10:20 | N | H_HOLLOW_E_1 | -2.89 |
| 12/4/2010 10:20 | N | HHOLLOW4_E_1 | -2.89 |
| 12/4/2010 10:20 | N | R_LH2SES_1 | 28.16 |
| 12/4/2010 10:20 | N | R_PB2SES_1 | -3.17 |
| 12/4/2010 10:20 | N | R_PB2SES_2 | -3.17 |
| 12/4/2010 10:20 | N | R_PB2SES_3 | -3.17 |
| 12/4/2010 10:20 | N | R_PB2SES_4 | -3.17 |
| 12/4/2010 10:20 | N | R_PB2SES_5 | -3.17 |
| 12/4/2010 10:20 | N | R_PBSES_2 | -3.17 |
| 12/4/2010 10:20 | N | PENA_KZ | 26.29 |
| 12/4/2010 10:20 | N | EB_PENA_UN3 | 26.29 |
| 12/4/2010 10:20 | N | AUTO_EPS_390 | 28.04 |

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| 12/4/2010 10:25 | N | DC_ROAD_L_B | 26.24 |
| 12/4/2010 10:25 | N | DC_EGPS_L_A | 20.53 |
| 12/4/2010 10:25 | N | H_HOLLOW_E_1 | -2.89 |
| 12/4/2010 10:25 | N | HHOLLOW4_E_1 | -2.89 |
| 12/4/2010 10:25 | N | R_LH2SES_1 | 28.15 |
| 12/4/2010 10:25 | N | R_PB2SES_1 | -3.17 |
| 12/4/2010 10:25 | N | R_PB2SES_2 | -3.17 |
| 12/4/2010 10:25 | N | R_PB2SES_3 | -3.17 |
| 12/4/2010 10:25 | N | R_PB2SES_4 | -3.17 |
| 12/4/2010 10:25 | N | R_PB2SES_5 | -3.17 |
| 12/4/2010 10:25 | N | R_PBSES_2 | -3.17 |
| 12/4/2010 10:25 | N | PENA_KZ | 26.29 |
| 12/4/2010 10:25 | N | EB_PENA_UN3 | 26.29 |
| 12/4/2010 10:25 | N | AUTO_EPS_390 | 28.03 |
| 12/4/2010 10:30 | N | DC_ROAD_L_B | 26.59 |
| 12/4/2010 10:30 | N | DC_EGPS_L_A | 20.84 |
| 12/4/2010 10:30 | N | H_HOLLOW_E_1 | -2.89 |
| 12/4/2010 10:30 | N | HHOLLOW4_E_1 | -2.89 |
| 12/4/2010 10:30 | N | R_LH2SES_1 | 28.53 |
| 12/4/2010 10:30 | N | R_PB2SES_1 | -3.17 |
| 12/4/2010 10:30 | N | R_PB2SES_2 | -3.17 |
| 12/4/2010 10:30 | N | R_PB2SES_3 | -3.17 |
| 12/4/2010 10:30 | N | R_PB2SES_4 | -3.17 |
| 12/4/2010 10:30 | N | R_PB2SES_5 | -3.17 |
| 12/4/2010 10:30 | N | R_PBSES_2 | -3.17 |
| 12/4/2010 10:30 | N | PENA_KZ | 26.64 |
| 12/4/2010 10:30 | N | EB_PENA_UN3 | 26.64 |
| 12/4/2010 10:30 | N | AUTO_EPS_390 | 28.4 |
| 12/4/2010 10:35 | N | DC_ROAD_L_B | 27.25 |
| 12/4/2010 10:35 | N | DC_EGPS_L_A | 21.37 |
| 12/4/2010 10:35 | N | H_HOLLOW_E_1 | -2.89 |
| 12/4/2010 10:35 | N | HHOLLOW4_E_1 | -2.89 |
| 12/4/2010 10:35 | N | R_LH2SES_1 | 29.23 |
| 12/4/2010 10:35 | N | R_PB2SES_1 | -3.18 |
| 12/4/2010 10:35 | N | R_PB2SES_2 | -3.18 |
| 12/4/2010 10:35 | N | R_PB2SES_3 | -3.18 |
| 12/4/2010 10:35 | N | R_PB2SES_4 | -3.18 |
| 12/4/2010 10:35 | N | R_PB2SES_5 | -3.18 |
| 12/4/2010 10:35 | N | R_PBSES_2 | -3.18 |
| 12/4/2010 10:35 | N | PENA_KZ | 27.3 |
| 12/4/2010 10:35 | N | EB_PENA_UN3 | 27.3 |
| 12/4/2010 10:35 | N | AUTO_EPS_390 | 29.1 |
| 12/4/2010 10:40 | N | DC_ROAD_L_B | 27.28 |
| 12/4/2010 10:40 | N | DC_EGPS_L_A | 21.21 |
| 12/4/2010 10:40 | N | H_HOLLOW_E_1 | -3.85 |
| 12/4/2010 10:40 | N | HHOLLOW4_E_1 | -3.85 |
| 12/4/2010 10:40 | N | R_LH2SES_1 | 29.33 |

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| 12/4/2010 10:40 | N | R_PB2SES_1 | -4.15 |
| 12/4/2010 10:40 | N | R_PB2SES_2 | -4.15 |
| 12/4/2010 10:40 | N | R_PB2SES_3 | -4.15 |
| 12/4/2010 10:40 | N | R_PB2SES_4 | -4.15 |
| 12/4/2010 10:40 | N | R_PB2SES_5 | -4.15 |
| 12/4/2010 10:40 | N | R_PBSES_2 | -4.15 |
| 12/4/2010 10:40 | N | PENA_KZ | 27.34 |
| 12/4/2010 10:40 | N | EB_PENA_UN3 | 27.34 |
| 12/4/2010 10:40 | N | AUTO_EPS_390 | 29.2 |
| 12/4/2010 10:45 | N | DC_ROAD_L_B | 26.82 |
| 12/4/2010 10:45 | N | DC_EGPS_L_A | 21.02 |
| 12/4/2010 10:45 | N | H_HOLLOW_E_1 | -2.89 |
| 12/4/2010 10:45 | N | HHOLLOW4_E_1 | -2.89 |
| 12/4/2010 10:45 | N | R_LH2SES_1 | 28.77 |
| 12/4/2010 10:45 | N | R_PB2SES_1 | -3.18 |
| 12/4/2010 10:45 | N | R_PB2SES_2 | -3.18 |
| 12/4/2010 10:45 | N | R_PB2SES_3 | -3.18 |
| 12/4/2010 10:45 | N | R_PB2SES_4 | -3.18 |
| 12/4/2010 10:45 | N | R_PB2SES_5 | -3.18 |
| 12/4/2010 10:45 | N | R_PBSES_2 | -3.18 |
| 12/4/2010 10:45 | N | PENA_KZ | 26.87 |
| 12/4/2010 10:45 | N | EB_PENA_UN3 | 26.87 |
| 12/4/2010 10:45 | N | AUTO_EPS_390 | 28.65 |
| 12/4/2010 10:50 | N | DC_ROAD_L_B | 26.89 |
| 12/4/2010 10:50 | N | DC_EGPS_L_A | 21.08 |
| 12/4/2010 10:50 | N | H_HOLLOW_E_1 | -2.89 |
| 12/4/2010 10:50 | N | HHOLLOW4_E_1 | -2.89 |
| 12/4/2010 10:50 | N | R_LH2SES_1 | 28.85 |
| 12/4/2010 10:50 | N | R_PB2SES_1 | -3.18 |
| 12/4/2010 10:50 | N | R_PB2SES_2 | -3.18 |
| 12/4/2010 10:50 | N | R_PB2SES_3 | -3.18 |
| 12/4/2010 10:50 | N | R_PB2SES_4 | -3.18 |
| 12/4/2010 10:50 | N | R_PB2SES_5 | -3.18 |
| 12/4/2010 10:50 | N | R_PBSES_2 | -3.18 |
| 12/4/2010 10:50 | N | PENA_KZ | 26.94 |
| 12/4/2010 10:50 | N | EB_PENA_UN3 | 26.94 |
| 12/4/2010 10:50 | N | AUTO_EPS_390 | 28.73 |
| 12/4/2010 10:55 | N | DC_ROAD_L_B | 26.42 |
| 12/4/2010 10:55 | N | DC_EGPS_L_A | 20.67 |
| 12/4/2010 10:55 | N | H_HOLLOW_E_1 | -2.89 |
| 12/4/2010 10:55 | N | HHOLLOW4_E_1 | -2.89 |
| 12/4/2010 10:55 | N | R_LH2SES_1 | 28.35 |
| 12/4/2010 10:55 | N | R_PB2SES_1 | -3.17 |
| 12/4/2010 10:55 | N | R_PB2SES_2 | -3.17 |
| 12/4/2010 10:55 | N | R_PB2SES_3 | -3.17 |
| 12/4/2010 10:55 | N | R_PB2SES_4 | -3.17 |
| 12/4/2010 10:55 | N | R_PB2SES_5 | -3.17 |

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| 12/4/2010 10:55 | N | R_PBSES_2 | -3.17 |
| 12/4/2010 10:55 | N | PENA_KZ | 26.47 |
| 12/4/2010 10:55 | N | EB_PENA_UN3 | 26.47 |
| 12/4/2010 10:55 | N | AUTO_EPS_390 | 28.23 |
| 12/4/2010 11:00 | N | DC_ROAD_L_B | 26.23 |
| 12/4/2010 11:00 | N | DC_EGPS_L_A | 20.52 |
| 12/4/2010 11:00 | N | H_HOLLOW_E_1 | -2.9 |
| 12/4/2010 11:00 | N | HHOLLOW4_E_1 | -2.9 |
| 12/4/2010 11:00 | N | R_LH2SES_1 | 28.15 |
| 12/4/2010 11:00 | N | R_PB2SES_1 | -3.17 |
| 12/4/2010 11:00 | N | R_PB2SES_2 | -3.17 |
| 12/4/2010 11:00 | N | R_PB2SES_3 | -3.17 |
| 12/4/2010 11:00 | N | R_PB2SES_4 | -3.17 |
| 12/4/2010 11:00 | N | R_PB2SES_5 | -3.17 |
| 12/4/2010 11:00 | N | R_PBSES_2 | -3.17 |
| 12/4/2010 11:00 | N | PENA_KZ | 26.28 |
| 12/4/2010 11:00 | N | EB_PENA_UN3 | 26.28 |
| 12/4/2010 11:00 | N | AUTO_EPS_390 | 28.03 |
| 12/4/2010 11:05 | N | DC_ROAD_L_B | 26.22 |
| 12/4/2010 11:05 | N | DC_EGPS_L_A | 20.52 |
| 12/4/2010 11:05 | N | H_HOLLOW_E_1 | -2.89 |
| 12/4/2010 11:05 | N | HHOLLOW4_E_1 | -2.89 |
| 12/4/2010 11:05 | N | R_LH2SES_1 | 28.14 |
| 12/4/2010 11:05 | N | R_PB2SES_1 | -3.17 |
| 12/4/2010 11:05 | N | R_PB2SES_2 | -3.17 |
| 12/4/2010 11:05 | N | R_PB2SES_3 | -3.17 |
| 12/4/2010 11:05 | N | R_PB2SES_4 | -3.17 |
| 12/4/2010 11:05 | N | R_PB2SES_5 | -3.17 |
| 12/4/2010 11:05 | N | R_PBSES_2 | -3.17 |
| 12/4/2010 11:05 | N | PENA_KZ | 26.27 |
| 12/4/2010 11:05 | N | EB_PENA_UN3 | 26.27 |
| 12/4/2010 11:05 | N | AUTO_EPS_390 | 28.02 |
| 12/4/2010 11:10 | N | DC_ROAD_L_B | 26.73 |
| 12/4/2010 11:10 | N | DC_EGPS_L_A | 20.92 |
| 12/4/2010 11:10 | N | H_HOLLOW_E_1 | -2.89 |
| 12/4/2010 11:10 | N | HHOLLOW4_E_1 | -2.89 |
| 12/4/2010 11:10 | N | R_LH2SES_1 | 28.68 |
| 12/4/2010 11:10 | N | R_PB2SES_1 | -3.17 |
| 12/4/2010 11:10 | N | R_PB2SES_2 | -3.17 |
| 12/4/2010 11:10 | N | R_PB2SES_3 | -3.17 |
| 12/4/2010 11:10 | N | R_PB2SES_4 | -3.17 |
| 12/4/2010 11:10 | N | R_PB2SES_5 | -3.17 |
| 12/4/2010 11:10 | N | R_PBSES_2 | -3.17 |
| 12/4/2010 11:10 | N | PENA_KZ | 26.78 |
| 12/4/2010 11:10 | N | EB_PENA_UN3 | 26.78 |
| 12/4/2010 11:10 | N | AUTO_EPS_390 | 28.56 |
| 12/4/2010 11:15 | N | DC_ROAD_L_B | 27 |

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|---|---|---|---|
| 12/4/2010 11:15 | N | DC_EGPS_L_A | 20.98 |
| 12/4/2010 11:15 | N | H_HOLLOW_E_1 | -3.85 |
| 12/4/2010 11:15 | N | HHOLLOW4_E_1 | -3.85 |
| 12/4/2010 11:15 | N | R_LH2SES_1 | 29.03 |
| 12/4/2010 11:15 | N | R_PB2SES_1 | -4.14 |
| 12/4/2010 11:15 | N | R_PB2SES_2 | -4.14 |
| 12/4/2010 11:15 | N | R_PB2SES_3 | -4.14 |
| 12/4/2010 11:15 | N | R_PB2SES_4 | -4.14 |
| 12/4/2010 11:15 | N | R_PB2SES_5 | -4.14 |
| 12/4/2010 11:15 | N | R_PBSES_2 | -4.14 |
| 12/4/2010 11:15 | N | PENA_KZ | 27.06 |
| 12/4/2010 11:15 | N | EB_PENA_UN3 | 27.06 |
| 12/4/2010 11:15 | N | AUTO_EPS_390 | 28.9 |
| 12/4/2010 11:17 | N | DC_ROAD_L_B | 27.28 |
| 12/4/2010 11:17 | N | DC_EGPS_L_A | 21.21 |
| 12/4/2010 11:17 | N | H_HOLLOW_E_1 | -3.85 |
| 12/4/2010 11:17 | N | HHOLLOW4_E_1 | -3.85 |
| 12/4/2010 11:17 | N | R_LH2SES_1 | 29.33 |
| 12/4/2010 11:17 | N | R_PB2SES_1 | -4.15 |
| 12/4/2010 11:17 | N | R_PB2SES_2 | -4.15 |
| 12/4/2010 11:17 | N | R_PB2SES_3 | -4.15 |
| 12/4/2010 11:17 | N | R_PB2SES_4 | -4.15 |
| 12/4/2010 11:17 | N | R_PB2SES_5 | -4.15 |
| 12/4/2010 11:17 | N | R_PBSES_2 | -4.15 |
| 12/4/2010 11:17 | N | PENA_KZ | 27.33 |
| 12/4/2010 11:17 | N | EB_PENA_UN3 | 27.33 |
| 12/4/2010 11:17 | N | AUTO_EPS_390 | 29.2 |
| 12/4/2010 11:20 | N | DC_ROAD_L_B | 27.27 |
| 12/4/2010 11:20 | N | DC_EGPS_L_A | 21.2 |
| 12/4/2010 11:20 | N | H_HOLLOW_E_1 | -3.85 |
| 12/4/2010 11:20 | N | HHOLLOW4_E_1 | -3.85 |
| 12/4/2010 11:20 | N | R_LH2SES_1 | 29.32 |
| 12/4/2010 11:20 | N | R_PB2SES_1 | -4.15 |
| 12/4/2010 11:20 | N | R_PB2SES_2 | -4.15 |
| 12/4/2010 11:20 | N | R_PB2SES_3 | -4.15 |
| 12/4/2010 11:20 | N | R_PB2SES_4 | -4.15 |
| 12/4/2010 11:20 | N | R_PB2SES_5 | -4.15 |
| 12/4/2010 11:20 | N | R_PBSES_2 | -4.15 |
| 12/4/2010 11:20 | N | PENA_KZ | 27.33 |
| 12/4/2010 11:20 | N | EB_PENA_UN3 | 27.33 |
| 12/4/2010 11:20 | N | AUTO_EPS_390 | 29.19 |
| 12/4/2010 11:20 | N | DC_ROAD_L_B | 27.3 |
| 12/4/2010 11:20 | N | DC_EGPS_L_A | 21.1 |
| 12/4/2010 11:20 | N | H_HOLLOW_E_1 | -4.46 |
| 12/4/2010 11:20 | N | HHOLLOW4_E_1 | -4.46 |
| 12/4/2010 11:20 | N | R_LH2SES_1 | 29.38 |
| 12/4/2010 11:20 | N | R_PB2SES_1 | -4.77 |

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| 12/4/2010 11:20 | N | R_PB2SES_2 | -4.77 |
| 12/4/2010 11:20 | N | R_PB2SES_3 | -4.77 |
| 12/4/2010 11:20 | N | R_PB2SES_4 | -4.77 |
| 12/4/2010 11:20 | N | R_PB2SES_5 | -4.77 |
| 12/4/2010 11:20 | N | R_PBSES_2 | -4.77 |
| 12/4/2010 11:20 | N | PENA_KZ | 27.35 |
| 12/4/2010 11:20 | N | EB_PENA_UN3 | 27.35 |
| 12/4/2010 11:20 | N | AUTO_EPS_390 | 29.25 |
| 12/4/2010 11:25 | N | DC_ROAD_L_B | 27.35 |
| 12/4/2010 11:25 | N | DC_EGPS_L_A | 21.26 |
| 12/4/2010 11:25 | N | H_HOLLOW_E_1 | -3.86 |
| 12/4/2010 11:25 | N | HHOLLOW4_E_1 | -3.86 |
| 12/4/2010 11:25 | N | R_LH2SES_1 | 29.39 |
| 12/4/2010 11:25 | N | R_PB2SES_1 | -4.15 |
| 12/4/2010 11:25 | N | R_PB2SES_2 | -4.15 |
| 12/4/2010 11:25 | N | R_PB2SES_3 | -4.15 |
| 12/4/2010 11:25 | N | R_PB2SES_4 | -4.15 |
| 12/4/2010 11:25 | N | R_PB2SES_5 | -4.15 |
| 12/4/2010 11:25 | N | R_PBSES_2 | -4.15 |
| 12/4/2010 11:25 | N | PENA_KZ | 27.4 |
| 12/4/2010 11:25 | N | EB_PENA_UN3 | 27.4 |
| 12/4/2010 11:25 | N | AUTO_EPS_390 | 29.27 |
| 12/4/2010 11:30 | N | DC_ROAD_L_B | 27.23 |
| 12/4/2010 11:30 | N | DC_EGPS_L_A | 21.16 |
| 12/4/2010 11:30 | N | H_HOLLOW_E_1 | -3.85 |
| 12/4/2010 11:30 | N | HHOLLOW4_E_1 | -3.85 |
| 12/4/2010 11:30 | N | R_LH2SES_1 | 29.27 |
| 12/4/2010 11:30 | N | R_PB2SES_1 | -4.15 |
| 12/4/2010 11:30 | N | R_PB2SES_2 | -4.15 |
| 12/4/2010 11:30 | N | R_PB2SES_3 | -4.15 |
| 12/4/2010 11:30 | N | R_PB2SES_4 | -4.15 |
| 12/4/2010 11:30 | N | R_PB2SES_5 | -4.15 |
| 12/4/2010 11:30 | N | R_PBSES_2 | -4.15 |
| 12/4/2010 11:30 | N | PENA_KZ | 27.28 |
| 12/4/2010 11:30 | N | EB_PENA_UN3 | 27.28 |
| 12/4/2010 11:30 | N | AUTO_EPS_390 | 29.14 |
| 12/4/2010 11:35 | N | DC_ROAD_L_B | 27.21 |
| 12/4/2010 11:35 | N | DC_EGPS_L_A | 21.31 |
| 12/4/2010 11:35 | N | H_HOLLOW_E_1 | -2.89 |
| 12/4/2010 11:35 | N | HHOLLOW4_E_1 | -2.89 |
| 12/4/2010 11:35 | N | R_LH2SES_1 | 29.19 |
| 12/4/2010 11:35 | N | R_PB2SES_1 | -3.18 |
| 12/4/2010 11:35 | N | R_PB2SES_2 | -3.18 |
| 12/4/2010 11:35 | N | R_PB2SES_3 | -3.18 |
| 12/4/2010 11:35 | N | R_PB2SES_4 | -3.18 |
| 12/4/2010 11:35 | N | R_PB2SES_5 | -3.18 |
| 12/4/2010 11:35 | N | R_PBSES_2 | -3.18 |

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| 12/4/2010 11:35 | N | PENA_KZ | 27.26 |
| 12/4/2010 11:35 | N | EB_PENA_UN3 | 27.26 |
| 12/4/2010 11:35 | N | AUTO_EPS_390 | 29.07 |
| 12/4/2010 11:40 | N | DC_ROAD_L_B | 27.22 |
| 12/4/2010 11:40 | N | DC_EGPS_L_A | 21.13 |
| 12/4/2010 11:40 | N | H_HOLLOW_E_1 | -3.85 |
| 12/4/2010 11:40 | N | HHOLLOW4_E_1 | -3.85 |
| 12/4/2010 11:40 | N | R_LH2SES_1 | 29.26 |
| 12/4/2010 11:40 | N | R_PB2SES_1 | -4.15 |
| 12/4/2010 11:40 | N | R_PB2SES_2 | -4.15 |
| 12/4/2010 11:40 | N | R_PB2SES_3 | -4.15 |
| 12/4/2010 11:40 | N | R_PB2SES_4 | -4.15 |
| 12/4/2010 11:40 | N | R_PB2SES_5 | -4.15 |
| 12/4/2010 11:40 | N | R_PBSES_2 | -4.15 |
| 12/4/2010 11:40 | N | PENA_KZ | 27.27 |
| 12/4/2010 11:40 | N | EB_PENA_UN3 | 27.27 |
| 12/4/2010 11:40 | N | AUTO_EPS_390 | 29.14 |
| 12/4/2010 11:45 | N | DC_ROAD_L_B | 26.49 |
| 12/4/2010 11:45 | N | DC_EGPS_L_A | 20.73 |
| 12/4/2010 11:45 | N | H_HOLLOW_E_1 | -2.89 |
| 12/4/2010 11:45 | N | HHOLLOW4_E_1 | -2.89 |
| 12/4/2010 11:45 | N | R_LH2SES_1 | 28.43 |
| 12/4/2010 11:45 | N | R_PB2SES_1 | -3.17 |
| 12/4/2010 11:45 | N | R_PB2SES_2 | -3.17 |
| 12/4/2010 11:45 | N | R_PB2SES_3 | -3.17 |
| 12/4/2010 11:45 | N | R_PB2SES_4 | -3.17 |
| 12/4/2010 11:45 | N | R_PB2SES_5 | -3.17 |
| 12/4/2010 11:45 | N | R_PBSES_2 | -3.17 |
| 12/4/2010 11:45 | N | PENA_KZ | 26.54 |
| 12/4/2010 11:45 | N | EB_PENA_UN3 | 26.54 |
| 12/4/2010 11:45 | N | AUTO_EPS_390 | 28.31 |
| 12/4/2010 11:50 | N | DC_ROAD_L_B | 26.42 |
| 12/4/2010 11:50 | N | DC_EGPS_L_A | 20.49 |
| 12/4/2010 11:50 | N | H_HOLLOW_E_1 | -3.83 |
| 12/4/2010 11:50 | N | HHOLLOW4_E_1 | -3.83 |
| 12/4/2010 11:50 | N | R_LH2SES_1 | 28.41 |
| 12/4/2010 11:50 | N | R_PB2SES_1 | -4.12 |
| 12/4/2010 11:50 | N | R_PB2SES_2 | -4.12 |
| 12/4/2010 11:50 | N | R_PB2SES_3 | -4.12 |
| 12/4/2010 11:50 | N | R_PB2SES_4 | -4.12 |
| 12/4/2010 11:50 | N | R_PB2SES_5 | -4.12 |
| 12/4/2010 11:50 | N | R_PBSES_2 | -4.12 |
| 12/4/2010 11:50 | N | PENA_KZ | 26.47 |
| 12/4/2010 11:50 | N | EB_PENA_UN3 | 26.47 |
| 12/4/2010 11:50 | N | AUTO_EPS_390 | 28.28 |
| 12/4/2010 11:55 | N | DC_ROAD_L_B | 26.45 |
| 12/4/2010 11:55 | N | DC_EGPS_L_A | 20.7 |

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| 12/4/2010 11:55 | N | H_HOLLOW_E_1 | -2.89 |
| 12/4/2010 11:55 | N | HHOLLOW4_E_1 | -2.89 |
| 12/4/2010 11:55 | N | R_LH2SES_1 | 28.39 |
| 12/4/2010 11:55 | N | R_PB2SES_1 | -3.17 |
| 12/4/2010 11:55 | N | R_PB2SES_2 | -3.17 |
| 12/4/2010 11:55 | N | R_PB2SES_3 | -3.17 |
| 12/4/2010 11:55 | N | R_PB2SES_4 | -3.17 |
| 12/4/2010 11:55 | N | R_PB2SES_5 | -3.17 |
| 12/4/2010 11:55 | N | R_PBSES_2 | -3.17 |
| 12/4/2010 11:55 | N | PENA_KZ | 26.5 |
| 12/4/2010 11:55 | N | EB_PENA_UN3 | 26.5 |
| 12/4/2010 11:55 | N | AUTO_EPS_390 | 28.26 |
| 12/4/2010 12:00 | N | DC_ROAD_L_B | 26.23 |
| 12/4/2010 12:00 | N | DC_EGPS_L_A | 20.52 |
| 12/4/2010 12:00 | N | H_HOLLOW_E_1 | -2.89 |
| 12/4/2010 12:00 | N | HHOLLOW4_E_1 | -2.89 |
| 12/4/2010 12:00 | N | R_LH2SES_1 | 28.15 |
| 12/4/2010 12:00 | N | R_PB2SES_1 | -3.17 |
| 12/4/2010 12:00 | N | R_PB2SES_2 | -3.17 |
| 12/4/2010 12:00 | N | R_PB2SES_3 | -3.17 |
| 12/4/2010 12:00 | N | R_PB2SES_4 | -3.17 |
| 12/4/2010 12:00 | N | R_PB2SES_5 | -3.17 |
| 12/4/2010 12:00 | N | R_PBSES_2 | -3.17 |
| 12/4/2010 12:00 | N | PENA_KZ | 26.28 |
| 12/4/2010 12:00 | N | EB_PENA_UN3 | 26.28 |
| 12/4/2010 12:00 | N | AUTO_EPS_390 | 28.03 |
| 12/4/2010 12:05 | N | DC_ROAD_L_B | 26.52 |
| 12/4/2010 12:05 | N | DC_EGPS_L_A | 20.75 |
| 12/4/2010 12:05 | N | H_HOLLOW_E_1 | -2.89 |
| 12/4/2010 12:05 | N | HHOLLOW4_E_1 | -2.89 |
| 12/4/2010 12:05 | N | R_LH2SES_1 | 28.46 |
| 12/4/2010 12:05 | N | R_PB2SES_1 | -3.17 |
| 12/4/2010 12:05 | N | R_PB2SES_2 | -3.17 |
| 12/4/2010 12:05 | N | R_PB2SES_3 | -3.17 |
| 12/4/2010 12:05 | N | R_PB2SES_4 | -3.17 |
| 12/4/2010 12:05 | N | R_PB2SES_5 | -3.17 |
| 12/4/2010 12:05 | N | R_PBSES_2 | -3.17 |
| 12/4/2010 12:05 | N | PENA_KZ | 26.57 |
| 12/4/2010 12:05 | N | EB_PENA_UN3 | 26.57 |
| 12/4/2010 12:05 | N | AUTO_EPS_390 | 28.34 |
| 12/4/2010 12:08 | N | DC_ROAD_L_B | 26.82 |
| 12/4/2010 12:08 | N | DC_EGPS_L_A | 21 |
| 12/4/2010 12:08 | N | H_HOLLOW_E_1 | -2.89 |
| 12/4/2010 12:08 | N | HHOLLOW4_E_1 | -2.89 |
| 12/4/2010 12:08 | N | R_LH2SES_1 | 28.78 |
| 12/4/2010 12:08 | N | R_PB2SES_1 | -3.17 |
| 12/4/2010 12:08 | N | R_PB2SES_2 | -3.17 |

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| 12/4/2010 12:08 | N | R_PB2SES_3 | -3.17 |
| 12/4/2010 12:08 | N | R_PB2SES_4 | -3.17 |
| 12/4/2010 12:08 | N | R_PB2SES_5 | -3.17 |
| 12/4/2010 12:08 | N | R_PBSES_2 | -3.17 |
| 12/4/2010 12:08 | N | PENA_KZ | 26.87 |
| 12/4/2010 12:08 | N | EB_PENA_UN3 | 26.87 |
| 12/4/2010 12:08 | N | AUTO_EPS_390 | 28.66 |
| 12/4/2010 12:10 | N | DC_ROAD_L_B | 26.83 |
| 12/4/2010 12:10 | N | DC_EGPS_L_A | 21.04 |
| 12/4/2010 12:10 | N | H_HOLLOW_E_1 | -2.73 |
| 12/4/2010 12:10 | N | HHOLLOW4_E_1 | -2.73 |
| 12/4/2010 12:10 | N | R_LH2SES_1 | 28.78 |
| 12/4/2010 12:10 | N | R_PB2SES_1 | -3.01 |
| 12/4/2010 12:10 | N | R_PB2SES_2 | -3.01 |
| 12/4/2010 12:10 | N | R_PB2SES_3 | -3.01 |
| 12/4/2010 12:10 | N | R_PB2SES_4 | -3.01 |
| 12/4/2010 12:10 | N | R_PB2SES_5 | -3.01 |
| 12/4/2010 12:10 | N | R_PBSES_2 | -3.01 |
| 12/4/2010 12:10 | N | PENA_KZ | 26.88 |
| 12/4/2010 12:10 | N | EB_PENA_UN3 | 26.88 |
| 12/4/2010 12:10 | N | AUTO_EPS_390 | 28.66 |
| 12/4/2010 12:15 | N | DC_ROAD_L_B | 26.85 |
| 12/4/2010 12:15 | N | DC_EGPS_L_A | 21.02 |
| 12/4/2010 12:15 | N | H_HOLLOW_E_1 | -2.89 |
| 12/4/2010 12:15 | N | HHOLLOW4_E_1 | -2.89 |
| 12/4/2010 12:15 | N | R_LH2SES_1 | 28.8 |
| 12/4/2010 12:15 | N | R_PB2SES_1 | -3.17 |
| 12/4/2010 12:15 | N | R_PB2SES_2 | -3.17 |
| 12/4/2010 12:15 | N | R_PB2SES_3 | -3.17 |
| 12/4/2010 12:15 | N | R_PB2SES_4 | -3.17 |
| 12/4/2010 12:15 | N | R_PB2SES_5 | -3.17 |
| 12/4/2010 12:15 | N | R_PBSES_2 | -3.17 |
| 12/4/2010 12:15 | N | PENA_KZ | 26.9 |
| 12/4/2010 12:15 | N | EB_PENA_UN3 | 26.9 |
| 12/4/2010 12:15 | N | AUTO_EPS_390 | 28.68 |
| 12/4/2010 12:20 | N | DC_ROAD_L_B | 27.67 |
| 12/4/2010 12:20 | N | DC_EGPS_L_A | 22.04 |
| 12/4/2010 12:20 | N | H_HOLLOW_E_1 | -1.18 |
| 12/4/2010 12:20 | N | HHOLLOW4_E_1 | -1.18 |
| 12/4/2010 12:20 | N | R_LH2SES_1 | 29.57 |
| 12/4/2010 12:20 | N | R_PB2SES_1 | -1.46 |
| 12/4/2010 12:20 | N | R_PB2SES_2 | -1.46 |
| 12/4/2010 12:20 | N | R_PB2SES_3 | -1.46 |
| 12/4/2010 12:20 | N | R_PB2SES_4 | -1.46 |
| 12/4/2010 12:20 | N | R_PB2SES_5 | -1.46 |
| 12/4/2010 12:20 | N | R_PBSES_2 | -1.46 |
| 12/4/2010 12:20 | N | PENA_KZ | 27.72 |

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| 12/4/2010 12:20 | N | EB_PENA_UN3 | 27.72 |
| 12/4/2010 12:20 | N | AUTO_EPS_390 | 29.45 |
| 12/4/2010 12:25 | N | DC_ROAD_L_B | 27.53 |
| 12/4/2010 12:25 | N | DC_EGPS_L_A | 22.03 |
| 12/4/2010 12:25 | N | H_HOLLOW_E_1 | -0.52 |
| 12/4/2010 12:25 | N | HHOLLOW4_E_1 | -0.52 |
| 12/4/2010 12:25 | N | R_LH2SES_1 | 29.37 |
| 12/4/2010 12:25 | N | R_PB2SES_1 | -0.79 |
| 12/4/2010 12:25 | N | R_PB2SES_2 | -0.79 |
| 12/4/2010 12:25 | N | R_PB2SES_3 | -0.79 |
| 12/4/2010 12:25 | N | R_PB2SES_4 | -0.79 |
| 12/4/2010 12:25 | N | R_PB2SES_5 | -0.79 |
| 12/4/2010 12:25 | N | R_PBSES_2 | -0.79 |
| 12/4/2010 12:25 | N | PENA_KZ | 27.57 |
| 12/4/2010 12:25 | N | EB_PENA_UN3 | 27.57 |
| 12/4/2010 12:25 | N | AUTO_EPS_390 | 29.25 |
| 12/4/2010 12:30 | N | DC_ROAD_L_B | 27.15 |
| 12/4/2010 12:30 | N | DC_EGPS_L_A | 21.73 |
| 12/4/2010 12:30 | N | H_HOLLOW_E_1 | -0.54 |
| 12/4/2010 12:30 | N | HHOLLOW4_E_1 | -0.54 |
| 12/4/2010 12:30 | N | R_LH2SES_1 | 28.98 |
| 12/4/2010 12:30 | N | R_PB2SES_1 | -0.79 |
| 12/4/2010 12:30 | N | R_PB2SES_2 | -0.79 |
| 12/4/2010 12:30 | N | R_PB2SES_3 | -0.79 |
| 12/4/2010 12:30 | N | R_PB2SES_4 | -0.79 |
| 12/4/2010 12:30 | N | R_PB2SES_5 | -0.79 |
| 12/4/2010 12:30 | N | R_PBSES_2 | -0.79 |
| 12/4/2010 12:30 | N | PENA_KZ | 27.2 |
| 12/4/2010 12:30 | N | EB_PENA_UN3 | 27.2 |
| 12/4/2010 12:30 | N | AUTO_EPS_390 | 28.86 |
| 12/4/2010 12:35 | N | DC_ROAD_L_B | 27.28 |
| 12/4/2010 12:35 | N | DC_EGPS_L_A | 21.85 |
| 12/4/2010 12:35 | N | H_HOLLOW_E_1 | -0.53 |
| 12/4/2010 12:35 | N | HHOLLOW4_E_1 | -0.53 |
| 12/4/2010 12:35 | N | R_LH2SES_1 | 29.11 |
| 12/4/2010 12:35 | N | R_PB2SES_1 | -0.79 |
| 12/4/2010 12:35 | N | R_PB2SES_2 | -0.79 |
| 12/4/2010 12:35 | N | R_PB2SES_3 | -0.79 |
| 12/4/2010 12:35 | N | R_PB2SES_4 | -0.79 |
| 12/4/2010 12:35 | N | R_PB2SES_5 | -0.79 |
| 12/4/2010 12:35 | N | R_PBSES_2 | -0.79 |
| 12/4/2010 12:35 | N | PENA_KZ | 27.33 |
| 12/4/2010 12:35 | N | EB_PENA_UN3 | 27.33 |
| 12/4/2010 12:35 | N | AUTO_EPS_390 | 28.99 |
| 12/4/2010 12:40 | N | DC_ROAD_L_B | 27.45 |
| 12/4/2010 12:40 | N | DC_EGPS_L_A | 21.56 |
| 12/4/2010 12:40 | N | H_HOLLOW_E_1 | -2.73 |

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| 12/4/2010 12:40 | N | HHOLLOW4_E_1 | -2.73 |
| 12/4/2010 12:40 | N | R_LH2SES_1 | 29.43 |
| 12/4/2010 12:40 | N | R_PB2SES_1 | -3.01 |
| 12/4/2010 12:40 | N | R_PB2SES_2 | -3.01 |
| 12/4/2010 12:40 | N | R_PB2SES_3 | -3.01 |
| 12/4/2010 12:40 | N | R_PB2SES_4 | -3.01 |
| 12/4/2010 12:40 | N | R_PB2SES_5 | -3.01 |
| 12/4/2010 12:40 | N | R_PBSES_2 | -3.01 |
| 12/4/2010 12:40 | N | PENA_KZ | 27.5 |
| 12/4/2010 12:40 | N | EB_PENA_UN3 | 27.5 |
| 12/4/2010 12:40 | N | AUTO_EPS_390 | 29.3 |
| 12/4/2010 12:45 | N | DC_ROAD_L_B | 27.61 |
| 12/4/2010 12:45 | N | DC_EGPS_L_A | 21.66 |
| 12/4/2010 12:45 | N | H_HOLLOW_E_1 | -2.89 |
| 12/4/2010 12:45 | N | HHOLLOW4_E_1 | -2.89 |
| 12/4/2010 12:45 | N | R_LH2SES_1 | 29.61 |
| 12/4/2010 12:45 | N | R_PB2SES_1 | -3.18 |
| 12/4/2010 12:45 | N | R_PB2SES_2 | -3.18 |
| 12/4/2010 12:45 | N | R_PB2SES_3 | -3.18 |
| 12/4/2010 12:45 | N | R_PB2SES_4 | -3.18 |
| 12/4/2010 12:45 | N | R_PB2SES_5 | -3.18 |
| 12/4/2010 12:45 | N | R_PBSES_2 | -3.18 |
| 12/4/2010 12:45 | N | PENA_KZ | 27.66 |
| 12/4/2010 12:45 | N | EB_PENA_UN3 | 27.66 |
| 12/4/2010 12:45 | N | AUTO_EPS_390 | 29.49 |
| 12/4/2010 12:50 | N | DC_ROAD_L_B | 27.66 |
| 12/4/2010 12:50 | N | DC_EGPS_L_A | 21.98 |
| 12/4/2010 12:50 | N | H_HOLLOW_E_1 | -1.51 |
| 12/4/2010 12:50 | N | HHOLLOW4_E_1 | -1.51 |
| 12/4/2010 12:50 | N | R_LH2SES_1 | 29.58 |
| 12/4/2010 12:50 | N | R_PB2SES_1 | -1.68 |
| 12/4/2010 12:50 | N | R_PB2SES_2 | -1.68 |
| 12/4/2010 12:50 | N | R_PB2SES_3 | -1.68 |
| 12/4/2010 12:50 | N | R_PB2SES_4 | -1.68 |
| 12/4/2010 12:50 | N | R_PB2SES_5 | -1.68 |
| 12/4/2010 12:50 | N | R_PBSES_2 | -1.68 |
| 12/4/2010 12:50 | N | PENA_KZ | 27.71 |
| 12/4/2010 12:50 | N | EB_PENA_UN3 | 27.71 |
| 12/4/2010 12:50 | N | AUTO_EPS_390 | 29.46 |
| 12/4/2010 12:55 | N | DC_ROAD_L_B | 27.4 |
| 12/4/2010 12:55 | N | DC_EGPS_L_A | 21.92 |
| 12/4/2010 12:55 | N | H_HOLLOW_E_1 | -0.53 |
| 12/4/2010 12:55 | N | HHOLLOW4_E_1 | -0.53 |
| 12/4/2010 12:55 | N | R_LH2SES_1 | 29.24 |
| 12/4/2010 12:55 | N | R_PB2SES_1 | -0.78 |
| 12/4/2010 12:55 | N | R_PB2SES_2 | -0.78 |
| 12/4/2010 12:55 | N | R_PB2SES_3 | -0.78 |

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| 12/4/2010 12:55 | N | R_PB2SES_4 | -0.78 |
| 12/4/2010 12:55 | N | R_PB2SES_5 | -0.78 |
| 12/4/2010 12:55 | N | R_PBSES_2 | -0.78 |
| 12/4/2010 12:55 | N | PENA_KZ | 27.45 |
| 12/4/2010 12:55 | N | EB_PENA_UN3 | 27.45 |
| 12/4/2010 12:55 | N | AUTO_EPS_390 | 29.12 |
| 12/4/2010 13:00 | N | DC_ROAD_L_B | 27.14 |
| 12/4/2010 13:00 | N | DC_EGPS_L_A | 21.74 |
| 12/4/2010 13:00 | N | H_HOLLOW_E_1 | -0.43 |
| 12/4/2010 13:00 | N | HHOLLOW4_E_1 | -0.43 |
| 12/4/2010 13:00 | N | R_LH2SES_1 | 28.96 |
| 12/4/2010 13:00 | N | R_PB2SES_1 | -0.69 |
| 12/4/2010 13:00 | N | R_PB2SES_2 | -0.69 |
| 12/4/2010 13:00 | N | R_PB2SES_3 | -0.69 |
| 12/4/2010 13:00 | N | R_PB2SES_4 | -0.69 |
| 12/4/2010 13:00 | N | R_PB2SES_5 | -0.69 |
| 12/4/2010 13:00 | N | R_PBSES_2 | -0.69 |
| 12/4/2010 13:00 | N | PENA_KZ | 27.19 |
| 12/4/2010 13:00 | N | EB_PENA_UN3 | 27.19 |
| 12/4/2010 13:00 | N | AUTO_EPS_390 | 28.84 |
| 12/4/2010 13:05 | N | DC_ROAD_L_B | 26.38 |
| 12/4/2010 13:05 | N | DC_EGPS_L_A | 21.1 |
| 12/4/2010 13:05 | N | H_HOLLOW_E_1 | -0.56 |
| 12/4/2010 13:05 | N | HHOLLOW4_E_1 | -0.56 |
| 12/4/2010 13:05 | N | R_LH2SES_1 | 28.15 |
| 12/4/2010 13:05 | N | R_PB2SES_1 | -0.81 |
| 12/4/2010 13:05 | N | R_PB2SES_2 | -0.81 |
| 12/4/2010 13:05 | N | R_PB2SES_3 | -0.81 |
| 12/4/2010 13:05 | N | R_PB2SES_4 | -0.81 |
| 12/4/2010 13:05 | N | R_PB2SES_5 | -0.81 |
| 12/4/2010 13:05 | N | R_PBSES_2 | -0.81 |
| 12/4/2010 13:05 | N | PENA_KZ | 26.43 |
| 12/4/2010 13:05 | N | EB_PENA_UN3 | 26.43 |
| 12/4/2010 13:05 | N | AUTO_EPS_390 | 28.04 |
| 12/4/2010 13:07 | N | DC_ROAD_L_B | 27.38 |
| 12/4/2010 13:07 | N | DC_EGPS_L_A | 21.92 |
| 12/4/2010 13:07 | N | H_HOLLOW_E_1 | -0.43 |
| 12/4/2010 13:07 | N | HHOLLOW4_E_1 | -0.43 |
| 12/4/2010 13:07 | N | R_LH2SES_1 | 29.21 |
| 12/4/2010 13:07 | N | R_PB2SES_1 | -0.69 |
| 12/4/2010 13:07 | N | R_PB2SES_2 | -0.69 |
| 12/4/2010 13:07 | N | R_PB2SES_3 | -0.69 |
| 12/4/2010 13:07 | N | R_PB2SES_4 | -0.69 |
| 12/4/2010 13:07 | N | R_PB2SES_5 | -0.69 |
| 12/4/2010 13:07 | N | R_PBSES_2 | -0.69 |
| 12/4/2010 13:07 | N | PENA_KZ | 27.42 |
| 12/4/2010 13:07 | N | EB_PENA_UN3 | 27.42 |

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| 12/4/2010 13:07 | N | AUTO_EPS_390 | 29.09 |
| 12/4/2010 13:10 | N | DC_ROAD_L_B | 27.32 |
| 12/4/2010 13:10 | N | DC_EGPS_L_A | 21.89 |
| 12/4/2010 13:10 | N | H_HOLLOW_E_1 | -0.53 |
| 12/4/2010 13:10 | N | HHOLLOW4_E_1 | -0.53 |
| 12/4/2010 13:10 | N | R_LH2SES_1 | 29.15 |
| 12/4/2010 13:10 | N | R_PB2SES_1 | -0.79 |
| 12/4/2010 13:10 | N | R_PB2SES_2 | -0.79 |
| 12/4/2010 13:10 | N | R_PB2SES_3 | -0.79 |
| 12/4/2010 13:10 | N | R_PB2SES_4 | -0.79 |
| 12/4/2010 13:10 | N | R_PB2SES_5 | -0.79 |
| 12/4/2010 13:10 | N | R_PBSES_2 | -0.79 |
| 12/4/2010 13:10 | N | PENA_KZ | 27.37 |
| 12/4/2010 13:10 | N | EB_PENA_UN3 | 27.37 |
| 12/4/2010 13:10 | N | AUTO_EPS_390 | 29.03 |
| 12/4/2010 13:15 | N | DC_ROAD_L_B | 25.95 |
| 12/4/2010 13:15 | N | DC_EGPS_L_A | 20.78 |
| 12/4/2010 13:15 | N | H_HOLLOW_E_1 | -0.58 |
| 12/4/2010 13:15 | N | HHOLLOW4_E_1 | -0.58 |
| 12/4/2010 13:15 | N | R_LH2SES_1 | 27.7 |
| 12/4/2010 13:15 | N | R_PB2SES_1 | -0.82 |
| 12/4/2010 13:15 | N | R_PB2SES_2 | -0.82 |
| 12/4/2010 13:15 | N | R_PB2SES_3 | -0.82 |
| 12/4/2010 13:15 | N | R_PB2SES_4 | -0.82 |
| 12/4/2010 13:15 | N | R_PB2SES_5 | -0.82 |
| 12/4/2010 13:15 | N | R_PBSES_2 | -0.82 |
| 12/4/2010 13:15 | N | PENA_KZ | 26 |
| 12/4/2010 13:15 | N | EB_PENA_UN3 | 26 |
| 12/4/2010 13:15 | N | AUTO_EPS_390 | 27.59 |
| 12/4/2010 13:19 | N | DC_ROAD_L_B | 27.46 |
| 12/4/2010 13:19 | N | DC_EGPS_L_A | 22 |
| 12/4/2010 13:19 | N | H_HOLLOW_E_1 | -0.53 |
| 12/4/2010 13:19 | N | HHOLLOW4_E_1 | -0.53 |
| 12/4/2010 13:19 | N | R_LH2SES_1 | 29.29 |
| 12/4/2010 13:19 | N | R_PB2SES_1 | -0.78 |
| 12/4/2010 13:19 | N | R_PB2SES_2 | -0.78 |
| 12/4/2010 13:19 | N | R_PB2SES_3 | -0.78 |
| 12/4/2010 13:19 | N | R_PB2SES_4 | -0.78 |
| 12/4/2010 13:19 | N | R_PB2SES_5 | -0.78 |
| 12/4/2010 13:19 | N | R_PBSES_2 | -0.78 |
| 12/4/2010 13:19 | N | PENA_KZ | 27.5 |
| 12/4/2010 13:19 | N | EB_PENA_UN3 | 27.5 |
| 12/4/2010 13:19 | N | AUTO_EPS_390 | 29.18 |
| 12/4/2010 13:20 | N | DC_ROAD_L_B | 26.75 |
| 12/4/2010 13:20 | N | DC_EGPS_L_A | 21.42 |
| 12/4/2010 13:20 | N | H_HOLLOW_E_1 | -0.55 |
| 12/4/2010 13:20 | N | HHOLLOW4_E_1 | -0.55 |

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| 12/4/2010 13:20 | N | R_LH2SES_1 | 28.54 |
| 12/4/2010 13:20 | N | R_PB2SES_1 | -0.8 |
| 12/4/2010 13:20 | N | R_PB2SES_2 | -0.8 |
| 12/4/2010 13:20 | N | R_PB2SES_3 | -0.8 |
| 12/4/2010 13:20 | N | R_PB2SES_4 | -0.8 |
| 12/4/2010 13:20 | N | R_PB2SES_5 | -0.8 |
| 12/4/2010 13:20 | N | R_PBSES_2 | -0.8 |
| 12/4/2010 13:20 | N | PENA_KZ | 26.79 |
| 12/4/2010 13:20 | N | EB_PENA_UN3 | 26.79 |
| 12/4/2010 13:20 | N | AUTO_EPS_390 | 28.42 |
| 12/4/2010 13:23 | N | DC_ROAD_L_B | 28.62 |
| 12/4/2010 13:23 | N | DC_EGPS_L_A | 22.94 |
| 12/4/2010 13:23 | N | H_HOLLOW_E_1 | -0.49 |
| 12/4/2010 13:23 | N | HHOLLOW4_E_1 | -0.49 |
| 12/4/2010 13:23 | N | R_LH2SES_1 | 30.54 |
| 12/4/2010 13:23 | N | R_PB2SES_1 | -0.76 |
| 12/4/2010 13:23 | N | R_PB2SES_2 | -0.76 |
| 12/4/2010 13:23 | N | R_PB2SES_3 | -0.76 |
| 12/4/2010 13:23 | N | R_PB2SES_4 | -0.76 |
| 12/4/2010 13:23 | N | R_PB2SES_5 | -0.76 |
| 12/4/2010 13:23 | N | R_PBSES_2 | -0.76 |
| 12/4/2010 13:23 | N | PENA_KZ | 28.67 |
| 12/4/2010 13:23 | N | EB_PENA_UN3 | 28.67 |
| 12/4/2010 13:23 | N | AUTO_EPS_390 | 30.42 |
| 12/4/2010 13:25 | N | DC_ROAD_L_B | 27.73 |
| 12/4/2010 13:25 | N | DC_EGPS_L_A | 22.23 |
| 12/4/2010 13:25 | N | H_HOLLOW_E_1 | -0.43 |
| 12/4/2010 13:25 | N | HHOLLOW4_E_1 | -0.43 |
| 12/4/2010 13:25 | N | R_LH2SES_1 | 29.57 |
| 12/4/2010 13:25 | N | R_PB2SES_1 | -0.69 |
| 12/4/2010 13:25 | N | R_PB2SES_2 | -0.69 |
| 12/4/2010 13:25 | N | R_PB2SES_3 | -0.69 |
| 12/4/2010 13:25 | N | R_PB2SES_4 | -0.69 |
| 12/4/2010 13:25 | N | R_PB2SES_5 | -0.69 |
| 12/4/2010 13:25 | N | R_PBSES_2 | -0.69 |
| 12/4/2010 13:25 | N | PENA_KZ | 27.77 |
| 12/4/2010 13:25 | N | EB_PENA_UN3 | 27.77 |
| 12/4/2010 13:25 | N | AUTO_EPS_390 | 29.46 |
| 12/4/2010 13:30 | N | DC_ROAD_L_B | 27.43 |
| 12/4/2010 13:30 | N | DC_EGPS_L_A | 22.03 |
| 12/4/2010 13:30 | N | H_HOLLOW_E_1 | -0.26 |
| 12/4/2010 13:30 | N | HHOLLOW4_E_1 | -0.26 |
| 12/4/2010 13:30 | N | R_LH2SES_1 | 29.25 |
| 12/4/2010 13:30 | N | R_PB2SES_1 | -0.52 |
| 12/4/2010 13:30 | N | R_PB2SES_2 | -0.52 |
| 12/4/2010 13:30 | N | R_PB2SES_3 | -0.52 |
| 12/4/2010 13:30 | N | R_PB2SES_4 | -0.52 |

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| 12/4/2010 13:30 | N | R_PB2SES_5 | -0.52 |
| 12/4/2010 13:30 | N | R_PBSES_2 | -0.52 |
| 12/4/2010 13:30 | N | PENA_KZ | 27.47 |
| 12/4/2010 13:30 | N | EB_PENA_UN3 | 27.47 |
| 12/4/2010 13:30 | N | AUTO_EPS_390 | 29.13 |
| 12/4/2010 13:35 | N | DC_ROAD_L_B | 26.65 |
| 12/4/2010 13:35 | N | DC_EGPS_L_A | 21.49 |
| 12/4/2010 13:35 | N | H_HOLLOW_E_1 | 0.18 |
| 12/4/2010 13:35 | N | HHOLLOW4_E_1 | 0.18 |
| 12/4/2010 13:35 | N | R_LH2SES_1 | 28.39 |
| 12/4/2010 13:35 | N | R_PB2SES_1 | -0.07 |
| 12/4/2010 13:35 | N | R_PB2SES_2 | -0.07 |
| 12/4/2010 13:35 | N | R_PB2SES_3 | -0.07 |
| 12/4/2010 13:35 | N | R_PB2SES_4 | -0.07 |
| 12/4/2010 13:35 | N | R_PB2SES_5 | -0.07 |
| 12/4/2010 13:35 | N | R_PBSES_2 | -0.07 |
| 12/4/2010 13:35 | N | PENA_KZ | 26.7 |
| 12/4/2010 13:35 | N | EB_PENA_UN3 | 26.7 |
| 12/4/2010 13:35 | N | AUTO_EPS_390 | 28.28 |
| 12/4/2010 13:37 | N | DC_ROAD_L_B | 27.42 |
| 12/4/2010 13:37 | N | DC_EGPS_L_A | 22.14 |
| 12/4/2010 13:37 | N | H_HOLLOW_E_1 | 0.39 |
| 12/4/2010 13:37 | N | HHOLLOW4_E_1 | 0.39 |
| 12/4/2010 13:37 | N | R_LH2SES_1 | 29.19 |
| 12/4/2010 13:37 | N | R_PB2SES_1 | 0.13 |
| 12/4/2010 13:37 | N | R_PB2SES_2 | 0.13 |
| 12/4/2010 13:37 | N | R_PB2SES_3 | 0.13 |
| 12/4/2010 13:37 | N | R_PB2SES_4 | 0.13 |
| 12/4/2010 13:37 | N | R_PB2SES_5 | 0.13 |
| 12/4/2010 13:37 | N | R_PBSES_2 | 0.13 |
| 12/4/2010 13:37 | N | PENA_KZ | 27.46 |
| 12/4/2010 13:37 | N | EB_PENA_UN3 | 27.46 |
| 12/4/2010 13:37 | N | AUTO_EPS_390 | 29.08 |
| 12/4/2010 13:40 | N | DC_ROAD_L_B | 27.55 |
| 12/4/2010 13:40 | N | DC_EGPS_L_A | 22.24 |
| 12/4/2010 13:40 | N | H_HOLLOW_E_1 | 0.35 |
| 12/4/2010 13:40 | N | HHOLLOW4_E_1 | 0.35 |
| 12/4/2010 13:40 | N | R_LH2SES_1 | 29.34 |
| 12/4/2010 13:40 | N | R_PB2SES_1 | 0.09 |
| 12/4/2010 13:40 | N | R_PB2SES_2 | 0.09 |
| 12/4/2010 13:40 | N | R_PB2SES_3 | 0.09 |
| 12/4/2010 13:40 | N | R_PB2SES_4 | 0.09 |
| 12/4/2010 13:40 | N | R_PB2SES_5 | 0.09 |
| 12/4/2010 13:40 | N | R_PBSES_2 | 0.09 |
| 12/4/2010 13:40 | N | PENA_KZ | 27.6 |
| 12/4/2010 13:40 | N | EB_PENA_UN3 | 27.6 |
| 12/4/2010 13:40 | N | AUTO_EPS_390 | 29.22 |

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| 12/4/2010 13:45 | N | DC_ROAD_L_B | 27.6 |
| 12/4/2010 13:45 | N | DC_EGPS_L_A | 22.33 |
| 12/4/2010 13:45 | N | H_HOLLOW_E_1 | 0.59 |
| 12/4/2010 13:45 | N | HHOLLOW4_E_1 | 0.59 |
| 12/4/2010 13:45 | N | R_LH2SES_1 | 29.37 |
| 12/4/2010 13:45 | N | R_PB2SES_1 | 0.33 |
| 12/4/2010 13:45 | N | R_PB2SES_2 | 0.33 |
| 12/4/2010 13:45 | N | R_PB2SES_3 | 0.33 |
| 12/4/2010 13:45 | N | R_PB2SES_4 | 0.33 |
| 12/4/2010 13:45 | N | R_PB2SES_5 | 0.33 |
| 12/4/2010 13:45 | N | R_PBSES_2 | 0.33 |
| 12/4/2010 13:45 | N | PENA_KZ | 27.64 |
| 12/4/2010 13:45 | N | EB_PENA_UN3 | 27.64 |
| 12/4/2010 13:45 | N | AUTO_EPS_390 | 29.26 |
| 12/4/2010 13:46 | N | DC_ROAD_L_B | 26.41 |
| 12/4/2010 13:46 | N | DC_EGPS_L_A | 21.32 |
| 12/4/2010 13:46 | N | H_HOLLOW_E_1 | 0.33 |
| 12/4/2010 13:46 | N | HHOLLOW4_E_1 | 0.33 |
| 12/4/2010 13:46 | N | R_LH2SES_1 | 28.12 |
| 12/4/2010 13:46 | N | R_PB2SES_1 | 0.08 |
| 12/4/2010 13:46 | N | R_PB2SES_2 | 0.08 |
| 12/4/2010 13:46 | N | R_PB2SES_3 | 0.08 |
| 12/4/2010 13:46 | N | R_PB2SES_4 | 0.08 |
| 12/4/2010 13:46 | N | R_PB2SES_5 | 0.08 |
| 12/4/2010 13:46 | N | R_PBSES_2 | 0.08 |
| 12/4/2010 13:46 | N | PENA_KZ | 26.46 |
| 12/4/2010 13:46 | N | EB_PENA_UN3 | 26.46 |
| 12/4/2010 13:46 | N | AUTO_EPS_390 | 28.02 |
| 12/4/2010 13:50 | N | DC_ROAD_L_B | 27.56 |
| 12/4/2010 13:50 | N | DC_EGPS_L_A | 22.28 |
| 12/4/2010 13:50 | N | H_HOLLOW_E_1 | 0.5 |
| 12/4/2010 13:50 | N | HHOLLOW4_E_1 | 0.5 |
| 12/4/2010 13:50 | N | R_LH2SES_1 | 29.33 |
| 12/4/2010 13:50 | N | R_PB2SES_1 | 0.24 |
| 12/4/2010 13:50 | N | R_PB2SES_2 | 0.24 |
| 12/4/2010 13:50 | N | R_PB2SES_3 | 0.24 |
| 12/4/2010 13:50 | N | R_PB2SES_4 | 0.24 |
| 12/4/2010 13:50 | N | R_PB2SES_5 | 0.24 |
| 12/4/2010 13:50 | N | R_PBSES_2 | 0.24 |
| 12/4/2010 13:50 | N | PENA_KZ | 27.6 |
| 12/4/2010 13:50 | N | EB_PENA_UN3 | 27.6 |
| 12/4/2010 13:50 | N | AUTO_EPS_390 | 29.22 |
| 12/4/2010 13:52 | N | DC_ROAD_L_B | 24.95 |
| 12/4/2010 13:52 | N | DC_EGPS_L_A | 20.13 |
| 12/4/2010 13:52 | N | H_HOLLOW_E_1 | 0.26 |
| 12/4/2010 13:52 | N | HHOLLOW4_E_1 | 0.26 |
| 12/4/2010 13:52 | N | R_LH2SES_1 | 26.57 |

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| 12/4/2010 13:52 | N | R_PB2SES_1 | 0.03 |
| 12/4/2010 13:52 | N | R_PB2SES_2 | 0.03 |
| 12/4/2010 13:52 | N | R_PB2SES_3 | 0.03 |
| 12/4/2010 13:52 | N | R_PB2SES_4 | 0.03 |
| 12/4/2010 13:52 | N | R_PB2SES_5 | 0.03 |
| 12/4/2010 13:52 | N | R_PBSES_2 | 0.03 |
| 12/4/2010 13:52 | N | PENA_KZ | 24.99 |
| 12/4/2010 13:52 | N | EB_PENA_UN3 | 24.99 |
| 12/4/2010 13:52 | N | AUTO_EPS_390 | 26.47 |
| 12/4/2010 13:55 | N | DC_ROAD_L_B | 26.52 |
| 12/4/2010 13:55 | N | DC_EGPS_L_A | 21.45 |
| 12/4/2010 13:55 | N | H_HOLLOW_E_1 | 0.51 |
| 12/4/2010 13:55 | N | HHOLLOW4_E_1 | 0.51 |
| 12/4/2010 13:55 | N | R_LH2SES_1 | 28.23 |
| 12/4/2010 13:55 | N | R_PB2SES_1 | 0.26 |
| 12/4/2010 13:55 | N | R_PB2SES_2 | 0.26 |
| 12/4/2010 13:55 | N | R_PB2SES_3 | 0.26 |
| 12/4/2010 13:55 | N | R_PB2SES_4 | 0.26 |
| 12/4/2010 13:55 | N | R_PB2SES_5 | 0.26 |
| 12/4/2010 13:55 | N | R_PBSES_2 | 0.26 |
| 12/4/2010 13:55 | N | PENA_KZ | 26.57 |
| 12/4/2010 13:55 | N | EB_PENA_UN3 | 26.57 |
| 12/4/2010 13:55 | N | AUTO_EPS_390 | 28.12 |
| 12/4/2010 14:00 | N | DC_ROAD_L_B | 26.36 |
| 12/4/2010 14:00 | N | DC_EGPS_L_A | 21.53 |
| 12/4/2010 14:00 | N | H_HOLLOW_E_1 | 1.63 |
| 12/4/2010 14:00 | N | HHOLLOW4_E_1 | 1.63 |
| 12/4/2010 14:00 | N | R_LH2SES_1 | 27.98 |
| 12/4/2010 14:00 | N | R_PB2SES_1 | 1.39 |
| 12/4/2010 14:00 | N | R_PB2SES_2 | 1.39 |
| 12/4/2010 14:00 | N | R_PB2SES_3 | 1.39 |
| 12/4/2010 14:00 | N | R_PB2SES_4 | 1.39 |
| 12/4/2010 14:00 | N | R_PB2SES_5 | 1.39 |
| 12/4/2010 14:00 | N | R_PBSES_2 | 1.39 |
| 12/4/2010 14:00 | N | PENA_KZ | 26.4 |
| 12/4/2010 14:00 | N | EB_PENA_UN3 | 26.4 |
| 12/4/2010 14:00 | N | AUTO_EPS_390 | 27.88 |
| 12/4/2010 14:05 | N | DC_ROAD_L_B | 25.15 |
| 12/4/2010 14:05 | N | DC_EGPS_L_A | 20.54 |
| 12/4/2010 14:05 | N | H_HOLLOW_E_1 | 1.56 |
| 12/4/2010 14:05 | N | HHOLLOW4_E_1 | 1.56 |
| 12/4/2010 14:05 | N | R_LH2SES_1 | 26.7 |
| 12/4/2010 14:05 | N | R_PB2SES_1 | 1.33 |
| 12/4/2010 14:05 | N | R_PB2SES_2 | 1.33 |
| 12/4/2010 14:05 | N | R_PB2SES_3 | 1.33 |
| 12/4/2010 14:05 | N | R_PB2SES_4 | 1.33 |
| 12/4/2010 14:05 | N | R_PB2SES_5 | 1.33 |

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| 12/4/2010 14:05 | N | R_PBSES_2 | 1.33 |
| 12/4/2010 14:05 | N | PENA_KZ | 25.19 |
| 12/4/2010 14:05 | N | EB_PENA_UN3 | 25.19 |
| 12/4/2010 14:05 | N | AUTO_EPS_390 | 26.6 |
| 12/4/2010 14:10 | N | DC_ROAD_L_B | 25.74 |
| 12/4/2010 14:10 | N | DC_EGPS_L_A | 21.02 |
| 12/4/2010 14:10 | N | H_HOLLOW_E_1 | 1.59 |
| 12/4/2010 14:10 | N | HHOLLOW4_E_1 | 1.59 |
| 12/4/2010 14:10 | N | R_LH2SES_1 | 27.32 |
| 12/4/2010 14:10 | N | R_PB2SES_1 | 1.36 |
| 12/4/2010 14:10 | N | R_PB2SES_2 | 1.36 |
| 12/4/2010 14:10 | N | R_PB2SES_3 | 1.36 |
| 12/4/2010 14:10 | N | R_PB2SES_4 | 1.36 |
| 12/4/2010 14:10 | N | R_PB2SES_5 | 1.36 |
| 12/4/2010 14:10 | N | R_PBSES_2 | 1.36 |
| 12/4/2010 14:10 | N | PENA_KZ | 25.78 |
| 12/4/2010 14:10 | N | EB_PENA_UN3 | 25.78 |
| 12/4/2010 14:10 | N | AUTO_EPS_390 | 27.22 |
| 12/4/2010 14:15 | N | DC_ROAD_L_B | 25.81 |
| 12/4/2010 14:15 | N | DC_EGPS_L_A | 21.1 |
| 12/4/2010 14:15 | N | H_HOLLOW_E_1 | 1.67 |
| 12/4/2010 14:15 | N | HHOLLOW4_E_1 | 1.67 |
| 12/4/2010 14:15 | N | R_LH2SES_1 | 27.39 |
| 12/4/2010 14:15 | N | R_PB2SES_1 | 1.44 |
| 12/4/2010 14:15 | N | R_PB2SES_2 | 1.44 |
| 12/4/2010 14:15 | N | R_PB2SES_3 | 1.44 |
| 12/4/2010 14:15 | N | R_PB2SES_4 | 1.44 |
| 12/4/2010 14:15 | N | R_PB2SES_5 | 1.44 |
| 12/4/2010 14:15 | N | R_PBSES_2 | 1.44 |
| 12/4/2010 14:15 | N | PENA_KZ | 25.85 |
| 12/4/2010 14:15 | N | EB_PENA_UN3 | 25.85 |
| 12/4/2010 14:15 | N | AUTO_EPS_390 | 27.29 |
| 12/4/2010 14:20 | N | DC_ROAD_L_B | 29.45 |
| 12/4/2010 14:20 | N | DC_EGPS_L_A | 27.81 |
| 12/4/2010 14:20 | N | H_HOLLOW_E_1 | 26.31 |
| 12/4/2010 14:20 | N | HHOLLOW4_E_1 | 26.31 |
| 12/4/2010 14:20 | N | R_LH2SES_1 | 26.22 |
| 12/4/2010 14:20 | N | R_PB2SES_1 | 26.33 |
| 12/4/2010 14:20 | N | R_PB2SES_2 | 26.33 |
| 12/4/2010 14:20 | N | R_PB2SES_3 | 26.33 |
| 12/4/2010 14:20 | N | R_PB2SES_4 | 26.33 |
| 12/4/2010 14:20 | N | R_PB2SES_5 | 26.33 |
| 12/4/2010 14:20 | N | R_PBSES_2 | 26.33 |
| 12/4/2010 14:20 | N | PENA_KZ | 29.53 |
| 12/4/2010 14:20 | N | EB_PENA_UN3 | 29.53 |
| 12/4/2010 14:20 | N | AUTO_EPS_390 | 26.19 |
| 12/4/2010 14:25 | N | DC_ROAD_L_B | 39.12 |

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| 12/4/2010 14:25 | N | DC_EGPS_L_A | 31.81 |
| 12/4/2010 14:25 | N | H_HOLLOW_E_1 | 25.16 |
| 12/4/2010 14:25 | N | HHOLLOW4_E_1 | 25.16 |
| 12/4/2010 14:25 | N | R_LH2SES_1 | 24.72 |
| 12/4/2010 14:25 | N | R_PB2SES_1 | 25.25 |
| 12/4/2010 14:25 | N | R_PB2SES_2 | 25.25 |
| 12/4/2010 14:25 | N | R_PB2SES_3 | 25.25 |
| 12/4/2010 14:25 | N | R_PB2SES_4 | 25.25 |
| 12/4/2010 14:25 | N | R_PB2SES_5 | 25.25 |
| 12/4/2010 14:25 | N | R_PBSES_2 | 25.25 |
| 12/4/2010 14:25 | N | PENA_KZ | 39.5 |
| 12/4/2010 14:25 | N | EB_PENA_UN3 | 39.5 |
| 12/4/2010 14:25 | N | AUTO_EPS_390 | 24.58 |
| 12/4/2010 14:30 | N | DC_ROAD_L_B | 30.77 |
| 12/4/2010 14:30 | N | DC_EGPS_L_A | 25.72 |
| 12/4/2010 14:30 | N | H_HOLLOW_E_1 | 13.28 |
| 12/4/2010 14:30 | N | HHOLLOW4_E_1 | 13.28 |
| 12/4/2010 14:30 | N | R_LH2SES_1 | 26.45 |
| 12/4/2010 14:30 | N | R_PB2SES_1 | 13.19 |
| 12/4/2010 14:30 | N | R_PB2SES_2 | 13.19 |
| 12/4/2010 14:30 | N | R_PB2SES_3 | 13.19 |
| 12/4/2010 14:30 | N | R_PB2SES_4 | 13.19 |
| 12/4/2010 14:30 | N | R_PB2SES_5 | 13.19 |
| 12/4/2010 14:30 | N | R_PBSES_2 | 13.19 |
| 12/4/2010 14:30 | N | PENA_KZ | 30.93 |
| 12/4/2010 14:30 | N | EB_PENA_UN3 | 30.93 |
| 12/4/2010 14:30 | N | AUTO_EPS_390 | 26.35 |
| 12/4/2010 14:35 | N | DC_ROAD_L_B | 26.91 |
| 12/4/2010 14:35 | N | DC_EGPS_L_A | 25.59 |
| 12/4/2010 14:35 | N | H_HOLLOW_E_1 | 20.14 |
| 12/4/2010 14:35 | N | HHOLLOW4_E_1 | 20.14 |
| 12/4/2010 14:35 | N | R_LH2SES_1 | 27.36 |
| 12/4/2010 14:35 | N | R_PB2SES_1 | 20.08 |
| 12/4/2010 14:35 | N | R_PB2SES_2 | 20.08 |
| 12/4/2010 14:35 | N | R_PB2SES_3 | 20.08 |
| 12/4/2010 14:35 | N | R_PB2SES_4 | 20.08 |
| 12/4/2010 14:35 | N | R_PB2SES_5 | 20.08 |
| 12/4/2010 14:35 | N | R_PBSES_2 | 20.08 |
| 12/4/2010 14:35 | N | PENA_KZ | 26.92 |
| 12/4/2010 14:35 | N | EB_PENA_UN3 | 26.92 |
| 12/4/2010 14:35 | N | AUTO_EPS_390 | 27.33 |
| 12/4/2010 14:40 | N | DC_ROAD_L_B | 27.26 |
| 12/4/2010 14:40 | N | DC_EGPS_L_A | 25.87 |
| 12/4/2010 14:40 | N | H_HOLLOW_E_1 | 20.15 |
| 12/4/2010 14:40 | N | HHOLLOW4_E_1 | 20.15 |
| 12/4/2010 14:40 | N | R_LH2SES_1 | 27.73 |
| 12/4/2010 14:40 | N | R_PB2SES_1 | 20.08 |

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| 12/4/2010 14:40 | N | R_PB2SES_2 | 20.08 |
| 12/4/2010 14:40 | N | R_PB2SES_3 | 20.08 |
| 12/4/2010 14:40 | N | R_PB2SES_4 | 20.08 |
| 12/4/2010 14:40 | N | R_PB2SES_5 | 20.08 |
| 12/4/2010 14:40 | N | R_PBSES_2 | 20.08 |
| 12/4/2010 14:40 | N | PENA_KZ | 27.27 |
| 12/4/2010 14:40 | N | EB_PENA_UN3 | 27.27 |
| 12/4/2010 14:40 | N | AUTO_EPS_390 | 27.7 |
| 12/4/2010 14:50 | N | DC_ROAD_L_B | 30.35 |
| 12/4/2010 14:50 | N | DC_EGPS_L_A | 26.61 |
| 12/4/2010 14:50 | N | H_HOLLOW_E_1 | 18.71 |
| 12/4/2010 14:50 | N | HHOLLOW4_E_1 | 18.71 |
| 12/4/2010 14:50 | N | R_LH2SES_1 | 26.21 |
| 12/4/2010 14:50 | N | R_PB2SES_1 | 18.67 |
| 12/4/2010 14:50 | N | R_PB2SES_2 | 18.67 |
| 12/4/2010 14:50 | N | R_PB2SES_3 | 18.67 |
| 12/4/2010 14:50 | N | R_PB2SES_4 | 18.67 |
| 12/4/2010 14:50 | N | R_PB2SES_5 | 18.67 |
| 12/4/2010 14:50 | N | R_PBSES_2 | 18.67 |
| 12/4/2010 14:50 | N | PENA_KZ | 30.48 |
| 12/4/2010 14:50 | N | EB_PENA_UN3 | 30.48 |
| 12/4/2010 14:50 | N | AUTO_EPS_390 | 26.14 |
| 12/4/2010 14:53 | N | DC_ROAD_L_B | 28.81 |
| 12/4/2010 14:53 | N | DC_EGPS_L_A | 27.6 |
| 12/4/2010 14:53 | N | H_HOLLOW_E_1 | 26.51 |
| 12/4/2010 14:53 | N | HHOLLOW4_E_1 | 26.51 |
| 12/4/2010 14:53 | N | R_LH2SES_1 | 26.44 |
| 12/4/2010 14:53 | N | R_PB2SES_1 | 26.52 |
| 12/4/2010 14:53 | N | R_PB2SES_2 | 26.52 |
| 12/4/2010 14:53 | N | R_PB2SES_3 | 26.52 |
| 12/4/2010 14:53 | N | R_PB2SES_4 | 26.52 |
| 12/4/2010 14:53 | N | R_PB2SES_5 | 26.52 |
| 12/4/2010 14:53 | N | R_PBSES_2 | 26.52 |
| 12/4/2010 14:53 | N | PENA_KZ | 28.87 |
| 12/4/2010 14:53 | N | EB_PENA_UN3 | 28.87 |
| 12/4/2010 14:53 | N | AUTO_EPS_390 | 26.41 |
| 12/4/2010 14:55 | N | DC_ROAD_L_B | 29.42 |
| 12/4/2010 14:55 | N | DC_EGPS_L_A | 26.44 |
| 12/4/2010 14:55 | N | H_HOLLOW_E_1 | 20.16 |
| 12/4/2010 14:55 | N | HHOLLOW4_E_1 | 20.16 |
| 12/4/2010 14:55 | N | R_LH2SES_1 | 26.09 |
| 12/4/2010 14:55 | N | R_PB2SES_1 | 20.12 |
| 12/4/2010 14:55 | N | R_PB2SES_2 | 20.12 |
| 12/4/2010 14:55 | N | R_PB2SES_3 | 20.12 |
| 12/4/2010 14:55 | N | R_PB2SES_4 | 20.12 |
| 12/4/2010 14:55 | N | R_PB2SES_5 | 20.12 |
| 12/4/2010 14:55 | N | R_PBSES_2 | 20.12 |

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| 12/4/2010 14:55 | N | PENA_KZ | 29.53 |
| 12/4/2010 14:55 | N | EB_PENA_UN3 | 29.53 |
| 12/4/2010 14:55 | N | AUTO_EPS_390 | 26.03 |
| 12/4/2010 15:00 | N | DC_ROAD_L_B | 28.41 |
| 12/4/2010 15:00 | N | DC_EGPS_L_A | 27.49 |
| 12/4/2010 15:00 | N | H_HOLLOW_E_1 | 26.65 |
| 12/4/2010 15:00 | N | HHOLLOW4_E_1 | 26.65 |
| 12/4/2010 15:00 | N | R_LH2SES_1 | 26.59 |
| 12/4/2010 15:00 | N | R_PB2SES_1 | 26.66 |
| 12/4/2010 15:00 | N | R_PB2SES_2 | 26.66 |
| 12/4/2010 15:00 | N | R_PB2SES_3 | 26.66 |
| 12/4/2010 15:00 | N | R_PB2SES_4 | 26.66 |
| 12/4/2010 15:00 | N | R_PB2SES_5 | 26.66 |
| 12/4/2010 15:00 | N | R_PBSES_2 | 26.66 |
| 12/4/2010 15:00 | N | PENA_KZ | 28.46 |
| 12/4/2010 15:00 | N | EB_PENA_UN3 | 28.46 |
| 12/4/2010 15:00 | N | AUTO_EPS_390 | 26.58 |
| 12/4/2010 15:05 | N | DC_ROAD_L_B | 26.6 |
| 12/4/2010 15:05 | N | DC_EGPS_L_A | 25.05 |
| 12/4/2010 15:05 | N | H_HOLLOW_E_1 | 18.67 |
| 12/4/2010 15:05 | N | HHOLLOW4_E_1 | 18.67 |
| 12/4/2010 15:05 | N | R_LH2SES_1 | 27.12 |
| 12/4/2010 15:05 | N | R_PB2SES_1 | 18.6 |
| 12/4/2010 15:05 | N | R_PB2SES_2 | 18.6 |
| 12/4/2010 15:05 | N | R_PB2SES_3 | 18.6 |
| 12/4/2010 15:05 | N | R_PB2SES_4 | 18.6 |
| 12/4/2010 15:05 | N | R_PB2SES_5 | 18.6 |
| 12/4/2010 15:05 | N | R_PBSES_2 | 18.6 |
| 12/4/2010 15:05 | N | PENA_KZ | 26.61 |
| 12/4/2010 15:05 | N | EB_PENA_UN3 | 26.61 |
| 12/4/2010 15:05 | N | AUTO_EPS_390 | 27.09 |
| 12/4/2010 15:10 | N | DC_ROAD_L_B | 27.24 |
| 12/4/2010 15:10 | N | DC_EGPS_L_A | 25.6 |
| 12/4/2010 15:10 | N | H_HOLLOW_E_1 | 20.14 |
| 12/4/2010 15:10 | N | HHOLLOW4_E_1 | 20.14 |
| 12/4/2010 15:10 | N | R_LH2SES_1 | 26.86 |
| 12/4/2010 15:10 | N | R_PB2SES_1 | 20.08 |
| 12/4/2010 15:10 | N | R_PB2SES_2 | 20.08 |
| 12/4/2010 15:10 | N | R_PB2SES_3 | 20.08 |
| 12/4/2010 15:10 | N | R_PB2SES_4 | 20.08 |
| 12/4/2010 15:10 | N | R_PB2SES_5 | 20.08 |
| 12/4/2010 15:10 | N | R_PBSES_2 | 20.08 |
| 12/4/2010 15:10 | N | PENA_KZ | 27.28 |
| 12/4/2010 15:10 | N | EB_PENA_UN3 | 27.28 |
| 12/4/2010 15:10 | N | AUTO_EPS_390 | 26.82 |
| 12/4/2010 15:15 | N | DC_ROAD_L_B | 27.13 |
| 12/4/2010 15:15 | N | DC_EGPS_L_A | 25.25 |

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| 12/4/2010 15:15 | N | H_HOLLOW_E_1 | 18.68 |
| 12/4/2010 15:15 | N | HHOLLOW4_E_1 | 18.68 |
| 12/4/2010 15:15 | N | R_LH2SES_1 | 26.92 |
| 12/4/2010 15:15 | N | R_PB2SES_1 | 18.61 |
| 12/4/2010 15:15 | N | R_PB2SES_2 | 18.61 |
| 12/4/2010 15:15 | N | R_PB2SES_3 | 18.61 |
| 12/4/2010 15:15 | N | R_PB2SES_4 | 18.61 |
| 12/4/2010 15:15 | N | R_PB2SES_5 | 18.61 |
| 12/4/2010 15:15 | N | R_PBSES_2 | 18.61 |
| 12/4/2010 15:15 | N | PENA_KZ | 27.16 |
| 12/4/2010 15:15 | N | EB_PENA_UN3 | 27.16 |
| 12/4/2010 15:15 | N | AUTO_EPS_390 | 26.89 |
| 12/4/2010 15:20 | N | DC_ROAD_L_B | 27.35 |
| 12/4/2010 15:20 | N | DC_EGPS_L_A | 27.07 |
| 12/4/2010 15:20 | N | H_HOLLOW_E_1 | 26.81 |
| 12/4/2010 15:20 | N | HHOLLOW4_E_1 | 26.81 |
| 12/4/2010 15:20 | N | R_LH2SES_1 | 26.79 |
| 12/4/2010 15:20 | N | R_PB2SES_1 | 26.81 |
| 12/4/2010 15:20 | N | R_PB2SES_2 | 26.81 |
| 12/4/2010 15:20 | N | R_PB2SES_3 | 26.81 |
| 12/4/2010 15:20 | N | R_PB2SES_4 | 26.81 |
| 12/4/2010 15:20 | N | R_PB2SES_5 | 26.81 |
| 12/4/2010 15:20 | N | R_PBSES_2 | 26.81 |
| 12/4/2010 15:20 | N | PENA_KZ | 27.36 |
| 12/4/2010 15:20 | N | EB_PENA_UN3 | 27.36 |
| 12/4/2010 15:20 | N | AUTO_EPS_390 | 26.79 |
| 12/4/2010 15:30 | N | DC_ROAD_L_B | 28.4 |
| 12/4/2010 15:30 | N | DC_EGPS_L_A | 28.02 |
| 12/4/2010 15:30 | N | H_HOLLOW_E_1 | 27.68 |
| 12/4/2010 15:30 | N | HHOLLOW4_E_1 | 27.68 |
| 12/4/2010 15:30 | N | R_LH2SES_1 | 27.66 |
| 12/4/2010 15:30 | N | R_PB2SES_1 | 27.68 |
| 12/4/2010 15:30 | N | R_PB2SES_2 | 27.68 |
| 12/4/2010 15:30 | N | R_PB2SES_3 | 27.68 |
| 12/4/2010 15:30 | N | R_PB2SES_4 | 27.68 |
| 12/4/2010 15:30 | N | R_PB2SES_5 | 27.68 |
| 12/4/2010 15:30 | N | R_PBSES_2 | 27.68 |
| 12/4/2010 15:30 | N | PENA_KZ | 28.42 |
| 12/4/2010 15:30 | N | EB_PENA_UN3 | 28.42 |
| 12/4/2010 15:30 | N | AUTO_EPS_390 | 27.65 |
| 12/4/2010 15:35 | N | DC_ROAD_L_B | 28.83 |
| 12/4/2010 15:35 | N | DC_EGPS_L_A | 28.37 |
| 12/4/2010 15:35 | N | H_HOLLOW_E_1 | 27.96 |
| 12/4/2010 15:35 | N | HHOLLOW4_E_1 | 27.96 |
| 12/4/2010 15:35 | N | R_LH2SES_1 | 27.93 |
| 12/4/2010 15:35 | N | R_PB2SES_1 | 27.96 |
| 12/4/2010 15:35 | N | R_PB2SES_2 | 27.96 |

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| 12/4/2010 15:35 | N | R_PB2SES_3 | 27.96 |
| 12/4/2010 15:35 | N | R_PB2SES_4 | 27.96 |
| 12/4/2010 15:35 | N | R_PB2SES_5 | 27.96 |
| 12/4/2010 15:35 | N | R_PBSES_2 | 27.96 |
| 12/4/2010 15:35 | N | PENA_KZ | 28.85 |
| 12/4/2010 15:35 | N | EB_PENA_UN3 | 28.85 |
| 12/4/2010 15:35 | N | AUTO_EPS_390 | 27.92 |
| 12/4/2010 15:45 | N | DC_ROAD_L_B | 27.82 |
| 12/4/2010 15:45 | N | DC_EGPS_L_A | 26.13 |
| 12/4/2010 15:45 | N | H_HOLLOW_E_1 | 20.15 |
| 12/4/2010 15:45 | N | HHOLLOW4_E_1 | 20.15 |
| 12/4/2010 15:45 | N | R_LH2SES_1 | 27.69 |
| 12/4/2010 15:45 | N | R_PB2SES_1 | 20.09 |
| 12/4/2010 15:45 | N | R_PB2SES_2 | 20.09 |
| 12/4/2010 15:45 | N | R_PB2SES_3 | 20.09 |
| 12/4/2010 15:45 | N | R_PB2SES_4 | 20.09 |
| 12/4/2010 15:45 | N | R_PB2SES_5 | 20.09 |
| 12/4/2010 15:45 | N | R_PBSES_2 | 20.09 |
| 12/4/2010 15:45 | N | PENA_KZ | 27.84 |
| 12/4/2010 15:45 | N | EB_PENA_UN3 | 27.84 |
| 12/4/2010 15:45 | N | AUTO_EPS_390 | 27.66 |
| 12/4/2010 15:50 | N | DC_ROAD_L_B | 28.17 |
| 12/4/2010 15:50 | N | DC_EGPS_L_A | 27.99 |
| 12/4/2010 15:50 | N | H_HOLLOW_E_1 | 27.83 |
| 12/4/2010 15:50 | N | HHOLLOW4_E_1 | 27.83 |
| 12/4/2010 15:50 | N | R_LH2SES_1 | 27.82 |
| 12/4/2010 15:50 | N | R_PB2SES_1 | 27.84 |
| 12/4/2010 15:50 | N | R_PB2SES_2 | 27.84 |
| 12/4/2010 15:50 | N | R_PB2SES_3 | 27.84 |
| 12/4/2010 15:50 | N | R_PB2SES_4 | 27.84 |
| 12/4/2010 15:50 | N | R_PB2SES_5 | 27.84 |
| 12/4/2010 15:50 | N | R_PBSES_2 | 27.84 |
| 12/4/2010 15:50 | N | PENA_KZ | 28.18 |
| 12/4/2010 15:50 | N | EB_PENA_UN3 | 28.18 |
| 12/4/2010 15:50 | N | AUTO_EPS_390 | 27.82 |
| 12/4/2010 16:00 | N | DC_ROAD_L_B | 24.91 |
| 12/4/2010 16:00 | N | DC_EGPS_L_A | 20.11 |
| 12/4/2010 16:00 | N | H_HOLLOW_E_1 | 0.32 |
| 12/4/2010 16:00 | N | HHOLLOW4_E_1 | 0.32 |
| 12/4/2010 16:00 | N | R_LH2SES_1 | 26.52 |
| 12/4/2010 16:00 | N | R_PB2SES_1 | 0.09 |
| 12/4/2010 16:00 | N | R_PB2SES_2 | 0.09 |
| 12/4/2010 16:00 | N | R_PB2SES_3 | 0.09 |
| 12/4/2010 16:00 | N | R_PB2SES_4 | 0.09 |
| 12/4/2010 16:00 | N | R_PB2SES_5 | 0.09 |
| 12/4/2010 16:00 | N | R_PBSES_2 | 0.09 |
| 12/4/2010 16:00 | N | PENA_KZ | 24.95 |

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| 12/4/2010 16:00 | N | EB_PENA_UN3 | 24.95 |
| 12/4/2010 16:00 | N | AUTO_EPS_390 | 26.42 |
| 12/4/2010 16:20 | N | DC_ROAD_L_B | 25.26 |
| 12/4/2010 16:20 | N | DC_EGPS_L_A | 25 |
| 12/4/2010 16:20 | N | H_HOLLOW_E_1 | 24.76 |
| 12/4/2010 16:20 | N | HHOLLOW4_E_1 | 24.76 |
| 12/4/2010 16:20 | N | R_LH2SES_1 | 24.75 |
| 12/4/2010 16:20 | N | R_PB2SES_1 | 24.77 |
| 12/4/2010 16:20 | N | R_PB2SES_2 | 24.77 |
| 12/4/2010 16:20 | N | R_PB2SES_3 | 24.77 |
| 12/4/2010 16:20 | N | R_PB2SES_4 | 24.77 |
| 12/4/2010 16:20 | N | R_PB2SES_5 | 24.77 |
| 12/4/2010 16:20 | N | R_PBSES_2 | 24.77 |
| 12/4/2010 16:20 | N | PENA_KZ | 25.27 |
| 12/4/2010 16:20 | N | EB_PENA_UN3 | 25.27 |
| 12/4/2010 16:20 | N | AUTO_EPS_390 | 24.74 |
| 12/4/2010 16:25 | N | DC_ROAD_L_B | 26.18 |
| 12/4/2010 16:25 | N | DC_EGPS_L_A | 25.68 |
| 12/4/2010 16:25 | N | H_HOLLOW_E_1 | 25.23 |
| 12/4/2010 16:25 | N | HHOLLOW4_E_1 | 25.23 |
| 12/4/2010 16:25 | N | R_LH2SES_1 | 25.2 |
| 12/4/2010 16:25 | N | R_PB2SES_1 | 25.23 |
| 12/4/2010 16:25 | N | R_PB2SES_2 | 25.23 |
| 12/4/2010 16:25 | N | R_PB2SES_3 | 25.23 |
| 12/4/2010 16:25 | N | R_PB2SES_4 | 25.23 |
| 12/4/2010 16:25 | N | R_PB2SES_5 | 25.23 |
| 12/4/2010 16:25 | N | R_PBSES_2 | 25.23 |
| 12/4/2010 16:25 | N | PENA_KZ | 26.2 |
| 12/4/2010 16:25 | N | EB_PENA_UN3 | 26.2 |
| 12/4/2010 16:25 | N | AUTO_EPS_390 | 25.19 |
| 12/4/2010 23:50 | N | DC_ROAD_L_B | 18.76 |
| 12/4/2010 23:50 | N | DC_EGPS_L_A | 15.12 |
| 12/4/2010 23:50 | N | H_HOLLOW_E_1 | 0.34 |
| 12/4/2010 23:50 | N | HHOLLOW4_E_1 | 0.34 |
| 12/4/2010 23:50 | N | R_LH2SES_1 | 19.98 |
| 12/4/2010 23:50 | N | R_PB2SES_1 | 0.16 |
| 12/4/2010 23:50 | N | R_PB2SES_2 | 0.16 |
| 12/4/2010 23:50 | N | R_PB2SES_3 | 0.16 |
| 12/4/2010 23:50 | N | R_PB2SES_4 | 0.16 |
| 12/4/2010 23:50 | N | R_PB2SES_5 | 0.16 |
| 12/4/2010 23:50 | N | R_PBSES_2 | 0.16 |
| 12/4/2010 23:50 | N | PENA_KZ | 18.79 |
| 12/4/2010 23:50 | N | EB_PENA_UN3 | 18.79 |
| 12/4/2010 23:50 | N | AUTO_EPS_390 | 19.9 |
| 12/4/2010 23:55 | N | DC_ROAD_L_B | 21.23 |
| 12/4/2010 23:55 | N | DC_EGPS_L_A | 15.91 |
| 12/4/2010 23:55 | N | H_HOLLOW_E_1 | -5.73 |

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| 12/4/2010 23:55 | N | HHOLLOW4_E_1 | -5.73 |
| 12/4/2010 23:55 | N | R_LH2SES_1 | 23.01 |
| 12/4/2010 23:55 | N | R_PB2SES_1 | -5.98 |
| 12/4/2010 23:55 | N | R_PB2SES_2 | -5.98 |
| 12/4/2010 23:55 | N | R_PB2SES_3 | -5.98 |
| 12/4/2010 23:55 | N | R_PB2SES_4 | -5.98 |
| 12/4/2010 23:55 | N | R_PB2SES_5 | -5.98 |
| 12/4/2010 23:55 | N | R_PBSES_2 | -5.98 |
| 12/4/2010 23:55 | N | PENA_KZ | 21.28 |
| 12/4/2010 23:55 | N | EB_PENA_UN3 | 21.28 |
| 12/4/2010 23:55 | N | AUTO_EPS_390 | 22.9 |
| 12/4/2010 23:55 | N | DC_ROAD_L_B | 21.23 |
| 12/4/2010 23:55 | N | DC_EGPS_L_A | 15.91 |
| 12/4/2010 23:55 | N | H_HOLLOW_E_1 | -5.73 |
| 12/4/2010 23:55 | N | HHOLLOW4_E_1 | -5.73 |
| 12/4/2010 23:55 | N | R_LH2SES_1 | 23.01 |
| 12/4/2010 23:55 | N | R_PB2SES_1 | -5.98 |
| 12/4/2010 23:55 | N | R_PB2SES_2 | -5.98 |
| 12/4/2010 23:55 | N | R_PB2SES_3 | -5.98 |
| 12/4/2010 23:55 | N | R_PB2SES_4 | -5.98 |
| 12/4/2010 23:55 | N | R_PB2SES_5 | -5.98 |
| 12/4/2010 23:55 | N | R_PBSES_2 | -5.98 |
| 12/4/2010 23:55 | N | PENA_KZ | 21.28 |
| 12/4/2010 23:55 | N | EB_PENA_UN3 | 21.28 |
| 12/4/2010 23:55 | N | AUTO_EPS_390 | 22.9 |
| 12/5/2010 0:00 | N | DC_ROAD_L_B | 26.84 |
| 12/5/2010 0:00 | N | DC_EGPS_L_A | 20.43 |
| 12/5/2010 0:00 | N | H_HOLLOW_E_1 | -5.63 |
| 12/5/2010 0:00 | N | HHOLLOW4_E_1 | -5.63 |
| 12/5/2010 0:00 | N | R_LH2SES_1 | 28.97 |
| 12/5/2010 0:00 | N | R_PB2SES_1 | -5.93 |
| 12/5/2010 0:00 | N | R_PB2SES_2 | -5.93 |
| 12/5/2010 0:00 | N | R_PB2SES_3 | -5.93 |
| 12/5/2010 0:00 | N | R_PB2SES_4 | -5.93 |
| 12/5/2010 0:00 | N | R_PB2SES_5 | -5.93 |
| 12/5/2010 0:00 | N | R_PBSES_2 | -5.93 |
| 12/5/2010 0:00 | N | PENA_KZ | 26.89 |
| 12/5/2010 0:00 | N | EB_PENA_UN3 | 26.89 |
| 12/5/2010 0:00 | N | AUTO_EPS_390 | 28.84 |
| 12/5/2010 0:01 | N | DC_ROAD_L_B | 31 |
| 12/5/2010 0:01 | N | DC_EGPS_L_A | 21.22 |
| 12/5/2010 0:01 | N | H_HOLLOW_E_1 | -18.48 |
| 12/5/2010 0:01 | N | HHOLLOW4_E_1 | -18.48 |
| 12/5/2010 0:01 | N | R_LH2SES_1 | 34.26 |
| 12/5/2010 0:01 | N | R_PB2SES_1 | -18.95 |
| 12/5/2010 0:01 | N | R_PB2SES_2 | -18.95 |
| 12/5/2010 0:01 | N | R_PB2SES_3 | -18.95 |

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| 12/5/2010 0:01 | N | R_PB2SES_4 | -18.95 |
| 12/5/2010 0:01 | N | R_PB2SES_5 | -18.95 |
| 12/5/2010 0:01 | N | R_PBSES_2 | -18.95 |
| 12/5/2010 0:01 | N | PENA_KZ | 31.08 |
| 12/5/2010 0:01 | N | EB_PENA_UN3 | 31.08 |
| 12/5/2010 0:01 | N | AUTO_EPS_390 | 34.05 |
| 12/5/2010 0:01 | N | DC_ROAD_L_B | 31 |
| 12/5/2010 0:01 | N | DC_EGPS_L_A | 21.22 |
| 12/5/2010 0:01 | N | H_HOLLOW_E_1 | -18.48 |
| 12/5/2010 0:01 | N | HHOLLOW4_E_1 | -18.48 |
| 12/5/2010 0:01 | N | R_LH2SES_1 | 34.26 |
| 12/5/2010 0:01 | N | R_PB2SES_1 | -18.95 |
| 12/5/2010 0:01 | N | R_PB2SES_2 | -18.95 |
| 12/5/2010 0:01 | N | R_PB2SES_3 | -18.95 |
| 12/5/2010 0:01 | N | R_PB2SES_4 | -18.95 |
| 12/5/2010 0:01 | N | R_PB2SES_5 | -18.95 |
| 12/5/2010 0:01 | N | R_PBSES_2 | -18.95 |
| 12/5/2010 0:01 | N | PENA_KZ | 31.08 |
| 12/5/2010 0:01 | N | EB_PENA_UN3 | 31.08 |
| 12/5/2010 0:01 | N | AUTO_EPS_390 | 34.05 |
| 12/5/2010 0:02 | N | DC_ROAD_L_B | 41.97 |
| 12/5/2010 0:02 | N | DC_EGPS_L_A | 32.59 |
| 12/5/2010 0:02 | N | H_HOLLOW_E_1 | -5.53 |
| 12/5/2010 0:02 | N | HHOLLOW4_E_1 | -5.53 |
| 12/5/2010 0:02 | N | R_LH2SES_1 | 45.1 |
| 12/5/2010 0:02 | N | R_PB2SES_1 | -5.97 |
| 12/5/2010 0:02 | N | R_PB2SES_2 | -5.97 |
| 12/5/2010 0:02 | N | R_PB2SES_3 | -5.97 |
| 12/5/2010 0:02 | N | R_PB2SES_4 | -5.97 |
| 12/5/2010 0:02 | N | R_PB2SES_5 | -5.97 |
| 12/5/2010 0:02 | N | R_PBSES_2 | -5.97 |
| 12/5/2010 0:02 | N | PENA_KZ | 42.05 |
| 12/5/2010 0:02 | N | EB_PENA_UN3 | 42.05 |
| 12/5/2010 0:02 | N | AUTO_EPS_390 | 44.9 |
| 12/5/2010 0:04 | N | DC_ROAD_L_B | 24.9 |
| 12/5/2010 0:04 | N | DC_EGPS_L_A | 19.89 |
| 12/5/2010 0:04 | N | H_HOLLOW_E_1 | -0.04 |
| 12/5/2010 0:04 | N | HHOLLOW4_E_1 | -0.04 |
| 12/5/2010 0:04 | N | R_LH2SES_1 | 26.58 |
| 12/5/2010 0:04 | N | R_PB2SES_1 | -0.27 |
| 12/5/2010 0:04 | N | R_PB2SES_2 | -0.27 |
| 12/5/2010 0:04 | N | R_PB2SES_3 | -0.27 |
| 12/5/2010 0:04 | N | R_PB2SES_4 | -0.27 |
| 12/5/2010 0:04 | N | R_PB2SES_5 | -0.27 |
| 12/5/2010 0:04 | N | R_PBSES_2 | -0.27 |
| 12/5/2010 0:04 | N | PENA_KZ | 24.95 |
| 12/5/2010 0:04 | N | EB_PENA_UN3 | 24.95 |

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| 12/5/2010 0:04 | N | AUTO_EPS_390 | 26.47 |
| 12/5/2010 0:05 | N | DC_ROAD_L_B | 25.12 |
| 12/5/2010 0:05 | N | DC_EGPS_L_A | 20.01 |
| 12/5/2010 0:05 | N | H_HOLLOW_E_1 | -0.3 |
| 12/5/2010 0:05 | N | HHOLLOW4_E_1 | -0.3 |
| 12/5/2010 0:05 | N | R_LH2SES_1 | 26.83 |
| 12/5/2010 0:05 | N | R_PB2SES_1 | -0.54 |
| 12/5/2010 0:05 | N | R_PB2SES_2 | -0.54 |
| 12/5/2010 0:05 | N | R_PB2SES_3 | -0.54 |
| 12/5/2010 0:05 | N | R_PB2SES_4 | -0.54 |
| 12/5/2010 0:05 | N | R_PB2SES_5 | -0.54 |
| 12/5/2010 0:05 | N | R_PBSES_2 | -0.54 |
| 12/5/2010 0:05 | N | PENA_KZ | 25.16 |
| 12/5/2010 0:05 | N | EB_PENA_UN3 | 25.16 |
| 12/5/2010 0:05 | N | AUTO_EPS_390 | 26.72 |
| 12/5/2010 0:10 | N | DC_ROAD_L_B | 19.39 |
| 12/5/2010 0:10 | N | DC_EGPS_L_A | 15.51 |
| 12/5/2010 0:10 | N | H_HOLLOW_E_1 | 0.17 |
| 12/5/2010 0:10 | N | HHOLLOW4_E_1 | 0.17 |
| 12/5/2010 0:10 | N | R_LH2SES_1 | 20.69 |
| 12/5/2010 0:10 | N | R_PB2SES_1 | -0.01 |
| 12/5/2010 0:10 | N | R_PB2SES_2 | -0.01 |
| 12/5/2010 0:10 | N | R_PB2SES_3 | -0.01 |
| 12/5/2010 0:10 | N | R_PB2SES_4 | -0.01 |
| 12/5/2010 0:10 | N | R_PB2SES_5 | -0.01 |
| 12/5/2010 0:10 | N | R_PBSES_2 | -0.01 |
| 12/5/2010 0:10 | N | PENA_KZ | 19.42 |
| 12/5/2010 0:10 | N | EB_PENA_UN3 | 19.42 |
| 12/5/2010 0:10 | N | AUTO_EPS_390 | 20.61 |
| 12/5/2010 0:20 | N | DC_ROAD_L_B | 19.22 |
| 12/5/2010 0:20 | N | DC_EGPS_L_A | 15.41 |
| 12/5/2010 0:20 | N | H_HOLLOW_E_1 | 0.21 |
| 12/5/2010 0:20 | N | HHOLLOW4_E_1 | 0.21 |
| 12/5/2010 0:20 | N | R_LH2SES_1 | 20.5 |
| 12/5/2010 0:20 | N | R_PB2SES_1 | 0.03 |
| 12/5/2010 0:20 | N | R_PB2SES_2 | 0.03 |
| 12/5/2010 0:20 | N | R_PB2SES_3 | 0.03 |
| 12/5/2010 0:20 | N | R_PB2SES_4 | 0.03 |
| 12/5/2010 0:20 | N | R_PB2SES_5 | 0.03 |
| 12/5/2010 0:20 | N | R_PBSES_2 | 0.03 |
| 12/5/2010 0:20 | N | PENA_KZ | 19.26 |
| 12/5/2010 0:20 | N | EB_PENA_UN3 | 19.26 |
| 12/5/2010 0:20 | N | AUTO_EPS_390 | 20.42 |
| 12/5/2010 0:20 | N | DC_ROAD_L_B | 19.27 |
| 12/5/2010 0:20 | N | DC_EGPS_L_A | 15.46 |
| 12/5/2010 0:20 | N | H_HOLLOW_E_1 | 0.31 |
| 12/5/2010 0:20 | N | HHOLLOW4_E_1 | 0.31 |

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|---|---|---|---|
| 12/5/2010 0:20 | N | R_LH2SES_1 | 20.54 |
| 12/5/2010 0:20 | N | R_PB2SES_1 | 0.13 |
| 12/5/2010 0:20 | N | R_PB2SES_2 | 0.13 |
| 12/5/2010 0:20 | N | R_PB2SES_3 | 0.13 |
| 12/5/2010 0:20 | N | R_PB2SES_4 | 0.13 |
| 12/5/2010 0:20 | N | R_PB2SES_5 | 0.13 |
| 12/5/2010 0:20 | N | R_PBSES_2 | 0.13 |
| 12/5/2010 0:20 | N | PENA_KZ | 19.3 |
| 12/5/2010 0:20 | N | EB_PENA_UN3 | 19.3 |
| 12/5/2010 0:20 | N | AUTO_EPS_390 | 20.46 |
| 12/5/2010 0:25 | N | DC_ROAD_L_B | 19.97 |
| 12/5/2010 0:25 | N | DC_EGPS_L_A | 15.9 |
| 12/5/2010 0:25 | N | H_HOLLOW_E_1 | -0.42 |
| 12/5/2010 0:25 | N | HHOLLOW4_E_1 | -0.42 |
| 12/5/2010 0:25 | N | R_LH2SES_1 | 21.33 |
| 12/5/2010 0:25 | N | R_PB2SES_1 | -0.61 |
| 12/5/2010 0:25 | N | R_PB2SES_2 | -0.61 |
| 12/5/2010 0:25 | N | R_PB2SES_3 | -0.61 |
| 12/5/2010 0:25 | N | R_PB2SES_4 | -0.61 |
| 12/5/2010 0:25 | N | R_PB2SES_5 | -0.61 |
| 12/5/2010 0:25 | N | R_PBSES_2 | -0.61 |
| 12/5/2010 0:25 | N | PENA_KZ | 20.01 |
| 12/5/2010 0:25 | N | EB_PENA_UN3 | 20.01 |
| 12/5/2010 0:25 | N | AUTO_EPS_390 | 21.25 |
| 12/5/2010 0:30 | N | DC_ROAD_L_B | 19.86 |
| 12/5/2010 0:30 | N | DC_EGPS_L_A | 15.8 |
| 12/5/2010 0:30 | N | H_HOLLOW_E_1 | -0.48 |
| 12/5/2010 0:30 | N | HHOLLOW4_E_1 | -0.48 |
| 12/5/2010 0:30 | N | R_LH2SES_1 | 21.22 |
| 12/5/2010 0:30 | N | R_PB2SES_1 | -0.67 |
| 12/5/2010 0:30 | N | R_PB2SES_2 | -0.67 |
| 12/5/2010 0:30 | N | R_PB2SES_3 | -0.67 |
| 12/5/2010 0:30 | N | R_PB2SES_4 | -0.67 |
| 12/5/2010 0:30 | N | R_PB2SES_5 | -0.67 |
| 12/5/2010 0:30 | N | R_PBSES_2 | -0.67 |
| 12/5/2010 0:30 | N | PENA_KZ | 19.9 |
| 12/5/2010 0:30 | N | EB_PENA_UN3 | 19.9 |
| 12/5/2010 0:30 | N | AUTO_EPS_390 | 21.14 |
| 12/5/2010 0:35 | N | DC_ROAD_L_B | 19.56 |
| 12/5/2010 0:35 | N | DC_EGPS_L_A | 15.53 |
| 12/5/2010 0:35 | N | H_HOLLOW_E_1 | -0.48 |
| 12/5/2010 0:35 | N | HHOLLOW4_E_1 | -0.48 |
| 12/5/2010 0:35 | N | R_LH2SES_1 | 20.9 |
| 12/5/2010 0:35 | N | R_PB2SES_1 | -0.67 |
| 12/5/2010 0:35 | N | R_PB2SES_2 | -0.67 |
| 12/5/2010 0:35 | N | R_PB2SES_3 | -0.67 |
| 12/5/2010 0:35 | N | R_PB2SES_4 | -0.67 |

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|---|---|---|---|
| 12/5/2010 0:35 | N | R_PB2SES_5 | -0.67 |
| 12/5/2010 0:35 | N | R_PBSES_2 | -0.67 |
| 12/5/2010 0:35 | N | PENA_KZ | 19.59 |
| 12/5/2010 0:35 | N | EB_PENA_UN3 | 19.59 |
| 12/5/2010 0:35 | N | AUTO_EPS_390 | 20.82 |
| 12/5/2010 0:40 | N | DC_ROAD_L_B | 18.01 |
| 12/5/2010 0:40 | N | DC_EGPS_L_A | 14.41 |
| 12/5/2010 0:40 | N | H_HOLLOW_E_1 | 0.18 |
| 12/5/2010 0:40 | N | HHOLLOW4_E_1 | 0.18 |
| 12/5/2010 0:40 | N | R_LH2SES_1 | 19.21 |
| 12/5/2010 0:40 | N | R_PB2SES_1 | 0.01 |
| 12/5/2010 0:40 | N | R_PB2SES_2 | 0.01 |
| 12/5/2010 0:40 | N | R_PB2SES_3 | 0.01 |
| 12/5/2010 0:40 | N | R_PB2SES_4 | 0.01 |
| 12/5/2010 0:40 | N | R_PB2SES_5 | 0.01 |
| 12/5/2010 0:40 | N | R_PBSES_2 | 0.01 |
| 12/5/2010 0:40 | N | PENA_KZ | 18.04 |
| 12/5/2010 0:40 | N | EB_PENA_UN3 | 18.04 |
| 12/5/2010 0:40 | N | AUTO_EPS_390 | 19.13 |
| 12/5/2010 0:45 | N | DC_ROAD_L_B | 13.87 |
| 12/5/2010 0:45 | N | DC_EGPS_L_A | 11.25 |
| 12/5/2010 0:45 | N | H_HOLLOW_E_1 | 0.87 |
| 12/5/2010 0:45 | N | HHOLLOW4_E_1 | 0.87 |
| 12/5/2010 0:45 | N | R_LH2SES_1 | 14.75 |
| 12/5/2010 0:45 | N | R_PB2SES_1 | 0.75 |
| 12/5/2010 0:45 | N | R_PB2SES_2 | 0.75 |
| 12/5/2010 0:45 | N | R_PB2SES_3 | 0.75 |
| 12/5/2010 0:45 | N | R_PB2SES_4 | 0.75 |
| 12/5/2010 0:45 | N | R_PB2SES_5 | 0.75 |
| 12/5/2010 0:45 | N | R_PBSES_2 | 0.75 |
| 12/5/2010 0:45 | N | PENA_KZ | 13.89 |
| 12/5/2010 0:45 | N | EB_PENA_UN3 | 13.89 |
| 12/5/2010 0:45 | N | AUTO_EPS_390 | 14.69 |
| 12/5/2010 0:50 | N | DC_ROAD_L_B | 17.74 |
| 12/5/2010 0:50 | N | DC_EGPS_L_A | 14.26 |
| 12/5/2010 0:50 | N | H_HOLLOW_E_1 | 0.49 |
| 12/5/2010 0:50 | N | HHOLLOW4_E_1 | 0.49 |
| 12/5/2010 0:50 | N | R_LH2SES_1 | 18.9 |
| 12/5/2010 0:50 | N | R_PB2SES_1 | 0.33 |
| 12/5/2010 0:50 | N | R_PB2SES_2 | 0.33 |
| 12/5/2010 0:50 | N | R_PB2SES_3 | 0.33 |
| 12/5/2010 0:50 | N | R_PB2SES_4 | 0.33 |
| 12/5/2010 0:50 | N | R_PB2SES_5 | 0.33 |
| 12/5/2010 0:50 | N | R_PBSES_2 | 0.33 |
| 12/5/2010 0:50 | N | PENA_KZ | 17.77 |
| 12/5/2010 0:50 | N | EB_PENA_UN3 | 17.77 |
| 12/5/2010 0:50 | N | AUTO_EPS_390 | 18.83 |

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| 12/5/2010 0:55 | N | DC_ROAD_L_B | 18.63 |
| 12/5/2010 0:55 | N | DC_EGPS_L_A | 14.93 |
| 12/5/2010 0:55 | N | H_HOLLOW_E_1 | 0.19 |
| 12/5/2010 0:55 | N | HHOLLOW4_E_1 | 0.19 |
| 12/5/2010 0:55 | N | R_LH2SES_1 | 19.87 |
| 12/5/2010 0:55 | N | R_PB2SES_1 | 0.02 |
| 12/5/2010 0:55 | N | R_PB2SES_2 | 0.02 |
| 12/5/2010 0:55 | N | R_PB2SES_3 | 0.02 |
| 12/5/2010 0:55 | N | R_PB2SES_4 | 0.02 |
| 12/5/2010 0:55 | N | R_PB2SES_5 | 0.02 |
| 12/5/2010 0:55 | N | R_PBSES_2 | 0.02 |
| 12/5/2010 0:55 | N | PENA_KZ | 18.66 |
| 12/5/2010 0:55 | N | EB_PENA_UN3 | 18.66 |
| 12/5/2010 0:55 | N | AUTO_EPS_390 | 19.79 |
| 12/5/2010 1:00 | N | DC_ROAD_L_B | 19.07 |
| 12/5/2010 1:00 | N | DC_EGPS_L_A | 15.27 |
| 12/5/2010 1:00 | N | H_HOLLOW_E_1 | 0.14 |
| 12/5/2010 1:00 | N | HHOLLOW4_E_1 | 0.14 |
| 12/5/2010 1:00 | N | R_LH2SES_1 | 20.34 |
| 12/5/2010 1:00 | N | R_PB2SES_1 | -0.03 |
| 12/5/2010 1:00 | N | R_PB2SES_2 | -0.03 |
| 12/5/2010 1:00 | N | R_PB2SES_3 | -0.03 |
| 12/5/2010 1:00 | N | R_PB2SES_4 | -0.03 |
| 12/5/2010 1:00 | N | R_PB2SES_5 | -0.03 |
| 12/5/2010 1:00 | N | R_PBSES_2 | -0.03 |
| 12/5/2010 1:00 | N | PENA_KZ | 19.1 |
| 12/5/2010 1:00 | N | EB_PENA_UN3 | 19.1 |
| 12/5/2010 1:00 | N | AUTO_EPS_390 | 20.26 |
| 12/5/2010 1:01 | N | DC_ROAD_L_B | 19.35 |
| 12/5/2010 1:01 | N | DC_EGPS_L_A | 15.47 |
| 12/5/2010 1:01 | N | H_HOLLOW_E_1 | 0.04 |
| 12/5/2010 1:01 | N | HHOLLOW4_E_1 | 0.04 |
| 12/5/2010 1:01 | N | R_LH2SES_1 | 20.64 |
| 12/5/2010 1:01 | N | R_PB2SES_1 | -0.14 |
| 12/5/2010 1:01 | N | R_PB2SES_2 | -0.14 |
| 12/5/2010 1:01 | N | R_PB2SES_3 | -0.14 |
| 12/5/2010 1:01 | N | R_PB2SES_4 | -0.14 |
| 12/5/2010 1:01 | N | R_PB2SES_5 | -0.14 |
| 12/5/2010 1:01 | N | R_PBSES_2 | -0.14 |
| 12/5/2010 1:01 | N | PENA_KZ | 19.38 |
| 12/5/2010 1:01 | N | EB_PENA_UN3 | 19.38 |
| 12/5/2010 1:01 | N | AUTO_EPS_390 | 20.56 |
| 12/5/2010 1:05 | N | DC_ROAD_L_B | 19.52 |
| 12/5/2010 1:05 | N | DC_EGPS_L_A | 15.63 |
| 12/5/2010 1:05 | N | H_HOLLOW_E_1 | 0.2 |
| 12/5/2010 1:05 | N | HHOLLOW4_E_1 | 0.2 |
| 12/5/2010 1:05 | N | R_LH2SES_1 | 20.82 |

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|---|---|---|---|
| 12/5/2010 1:05 | N | R_PB2SES_1 | 0.02 |
| 12/5/2010 1:05 | N | R_PB2SES_2 | 0.02 |
| 12/5/2010 1:05 | N | R_PB2SES_3 | 0.02 |
| 12/5/2010 1:05 | N | R_PB2SES_4 | 0.02 |
| 12/5/2010 1:05 | N | R_PB2SES_5 | 0.02 |
| 12/5/2010 1:05 | N | R_PBSES_2 | 0.02 |
| 12/5/2010 1:05 | N | PENA_KZ | 19.56 |
| 12/5/2010 1:05 | N | EB_PENA_UN3 | 19.56 |
| 12/5/2010 1:05 | N | AUTO_EPS_390 | 20.74 |
| 12/5/2010 1:10 | N | DC_ROAD_L_B | 19.09 |
| 12/5/2010 1:10 | N | DC_EGPS_L_A | 15.47 |
| 12/5/2010 1:10 | N | H_HOLLOW_E_1 | 1.2 |
| 12/5/2010 1:10 | N | HHOLLOW4_E_1 | 1.2 |
| 12/5/2010 1:10 | N | R_LH2SES_1 | 20.3 |
| 12/5/2010 1:10 | N | R_PB2SES_1 | 1.03 |
| 12/5/2010 1:10 | N | R_PB2SES_2 | 1.03 |
| 12/5/2010 1:10 | N | R_PB2SES_3 | 1.03 |
| 12/5/2010 1:10 | N | R_PB2SES_4 | 1.03 |
| 12/5/2010 1:10 | N | R_PB2SES_5 | 1.03 |
| 12/5/2010 1:10 | N | R_PBSES_2 | 1.03 |
| 12/5/2010 1:10 | N | PENA_KZ | 19.12 |
| 12/5/2010 1:10 | N | EB_PENA_UN3 | 19.12 |
| 12/5/2010 1:10 | N | AUTO_EPS_390 | 20.22 |
| 12/5/2010 11:40 | N | DC_ROAD_L_B | 42.02 |
| 12/5/2010 11:40 | N | DC_EGPS_L_A | 43.89 |
| 12/5/2010 11:40 | N | H_HOLLOW_E_1 | 42.1 |
| 12/5/2010 11:40 | N | HHOLLOW4_E_1 | 42.1 |
| 12/5/2010 11:40 | N | R_LH2SES_1 | 41.65 |
| 12/5/2010 11:40 | N | R_PBSES_2 | 280.46 |
| 12/5/2010 11:40 | N | PENA_KZ | 41.99 |
| 12/5/2010 11:40 | N | EB_PENA_UN3 | 41.99 |
| 12/5/2010 11:40 | N | AUTO_EPS_390 | 41.68 |
| 12/5/2010 11:45 | N | DC_ROAD_L_B | 37.76 |
| 12/5/2010 11:45 | N | DC_EGPS_L_A | 37.81 |
| 12/5/2010 11:45 | N | H_HOLLOW_E_1 | 37.77 |
| 12/5/2010 11:45 | N | HHOLLOW4_E_1 | 37.77 |
| 12/5/2010 11:45 | N | R_LH2SES_1 | 37.76 |
| 12/5/2010 11:45 | N | R_PBSES_2 | 43.31 |
| 12/5/2010 11:45 | N | PENA_KZ | 37.76 |
| 12/5/2010 11:45 | N | EB_PENA_UN3 | 37.76 |
| 12/5/2010 11:45 | N | AUTO_EPS_390 | 37.76 |
| 12/5/2010 13:34 | N | DC_ROAD_L_B | 30.54 |
| 12/5/2010 13:34 | N | DC_EGPS_L_A | 32.44 |
| 12/5/2010 13:34 | N | H_HOLLOW_E_1 | 30.65 |
| 12/5/2010 13:34 | N | HHOLLOW4_E_1 | 30.65 |
| 12/5/2010 13:34 | N | R_LH2SES_1 | 30.18 |
| 12/5/2010 13:34 | N | R_PBSES_2 | 269.02 |

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| 12/5/2010 13:34 | N | PENA_KZ | 30.54 |
| 12/5/2010 13:34 | N | EB_PENA_UN3 | 30.54 |
| 12/5/2010 13:34 | N | AUTO_EPS_390 | 30.2 |
| 12/5/2010 13:35 | N | DC_ROAD_L_B | 30.38 |
| 12/5/2010 13:35 | N | DC_EGPS_L_A | 32.29 |
| 12/5/2010 13:35 | N | H_HOLLOW_E_1 | 30.5 |
| 12/5/2010 13:35 | N | HHOLLOW4_E_1 | 30.5 |
| 12/5/2010 13:35 | N | R_LH2SES_1 | 30.02 |
| 12/5/2010 13:35 | N | R_PBSES_2 | 268.86 |
| 12/5/2010 13:35 | N | PENA_KZ | 30.38 |
| 12/5/2010 13:35 | N | EB_PENA_UN3 | 30.38 |
| 12/5/2010 13:35 | N | AUTO_EPS_390 | 30.05 |
| 12/5/2010 13:40 | N | DC_ROAD_L_B | 28.08 |
| 12/5/2010 13:40 | N | DC_EGPS_L_A | 29.95 |
| 12/5/2010 13:40 | N | H_HOLLOW_E_1 | 28.19 |
| 12/5/2010 13:40 | N | HHOLLOW4_E_1 | 28.19 |
| 12/5/2010 13:40 | N | R_LH2SES_1 | 27.71 |
| 12/5/2010 13:40 | N | R_PBSES_2 | 266.55 |
| 12/5/2010 13:40 | N | PENA_KZ | 28.08 |
| 12/5/2010 13:40 | N | EB_PENA_UN3 | 28.08 |
| 12/5/2010 13:40 | N | AUTO_EPS_390 | 27.74 |
| 12/5/2010 13:45 | N | DC_ROAD_L_B | 28.61 |
| 12/5/2010 13:45 | N | DC_EGPS_L_A | 30.48 |
| 12/5/2010 13:45 | N | H_HOLLOW_E_1 | 28.69 |
| 12/5/2010 13:45 | N | HHOLLOW4_E_1 | 28.69 |
| 12/5/2010 13:45 | N | R_LH2SES_1 | 28.24 |
| 12/5/2010 13:45 | N | R_PBSES_2 | 267.05 |
| 12/5/2010 13:45 | N | PENA_KZ | 28.58 |
| 12/5/2010 13:45 | N | EB_PENA_UN3 | 28.58 |
| 12/5/2010 13:45 | N | AUTO_EPS_390 | 28.24 |
| 12/5/2010 13:50 | N | DC_ROAD_L_B | 28.6 |
| 12/5/2010 13:50 | N | DC_EGPS_L_A | 30.47 |
| 12/5/2010 13:50 | N | H_HOLLOW_E_1 | 28.68 |
| 12/5/2010 13:50 | N | HHOLLOW4_E_1 | 28.68 |
| 12/5/2010 13:50 | N | R_LH2SES_1 | 28.23 |
| 12/5/2010 13:50 | N | R_PBSES_2 | 267.05 |
| 12/5/2010 13:50 | N | PENA_KZ | 28.57 |
| 12/5/2010 13:50 | N | EB_PENA_UN3 | 28.57 |
| 12/5/2010 13:50 | N | AUTO_EPS_390 | 28.26 |
| 12/5/2010 13:51 | N | DC_ROAD_L_B | 28.61 |
| 12/5/2010 13:51 | N | DC_EGPS_L_A | 30.49 |
| 12/5/2010 13:51 | N | H_HOLLOW_E_1 | 28.69 |
| 12/5/2010 13:51 | N | HHOLLOW4_E_1 | 28.69 |
| 12/5/2010 13:51 | N | R_LH2SES_1 | 28.25 |
| 12/5/2010 13:51 | N | R_PBSES_2 | 267.06 |
| 12/5/2010 13:51 | N | PENA_KZ | 28.58 |
| 12/5/2010 13:51 | N | EB_PENA_UN3 | 28.58 |

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| 12/5/2010 13:51 | N | AUTO_EPS_390 | 28.27 |
| 12/5/2010 13:55 | N | DC_ROAD_L_B | 28.73 |
| 12/5/2010 13:55 | N | DC_EGPS_L_A | 30.6 |
| 12/5/2010 13:55 | N | H_HOLLOW_E_1 | 28.81 |
| 12/5/2010 13:55 | N | HHOLLOW4_E_1 | 28.81 |
| 12/5/2010 13:55 | N | R_LH2SES_1 | 28.36 |
| 12/5/2010 13:55 | N | R_PBSES_2 | 267.18 |
| 12/5/2010 13:55 | N | PENA_KZ | 28.7 |
| 12/5/2010 13:55 | N | EB_PENA_UN3 | 28.7 |
| 12/5/2010 13:55 | N | AUTO_EPS_390 | 28.36 |
| 12/5/2010 13:56 | N | DC_ROAD_L_B | 30.17 |
| 12/5/2010 13:56 | N | DC_EGPS_L_A | 32.05 |
| 12/5/2010 13:56 | N | H_HOLLOW_E_1 | 30.26 |
| 12/5/2010 13:56 | N | HHOLLOW4_E_1 | 30.26 |
| 12/5/2010 13:56 | N | R_LH2SES_1 | 29.81 |
| 12/5/2010 13:56 | N | R_PBSES_2 | 268.62 |
| 12/5/2010 13:56 | N | PENA_KZ | 30.14 |
| 12/5/2010 13:56 | N | EB_PENA_UN3 | 30.14 |
| 12/5/2010 13:56 | N | AUTO_EPS_390 | 29.81 |
| 12/5/2010 14:00 | N | DC_ROAD_L_B | 30.38 |
| 12/5/2010 14:00 | N | DC_EGPS_L_A | 32.26 |
| 12/5/2010 14:00 | N | H_HOLLOW_E_1 | 30.5 |
| 12/5/2010 14:00 | N | HHOLLOW4_E_1 | 30.5 |
| 12/5/2010 14:00 | N | R_LH2SES_1 | 30.02 |
| 12/5/2010 14:00 | N | R_PBSES_2 | 268.86 |
| 12/5/2010 14:00 | N | PENA_KZ | 30.38 |
| 12/5/2010 14:00 | N | EB_PENA_UN3 | 30.38 |
| 12/5/2010 14:00 | N | AUTO_EPS_390 | 30.05 |
| 12/5/2010 18:03 | N | DC_ROAD_L_B | 33.7 |
| 12/5/2010 18:03 | N | DC_EGPS_L_A | 49.94 |
| 12/5/2010 18:03 | N | H_HOLLOW_E_1 | 51.82 |
| 12/5/2010 18:03 | N | HHOLLOW4_E_1 | 51.82 |
| 12/5/2010 18:03 | N | R_LH2SES_1 | 51.9 |
| 12/5/2010 18:03 | N | R_PBSES_2 | 51.79 |
| 12/5/2010 18:03 | N | PENA_KZ | 27.01 |
| 12/5/2010 18:03 | N | EB_PENA_UN3 | 27.01 |
| 12/5/2010 18:03 | N | AUTO_EPS_390 | 51.93 |
| 12/5/2010 18:05 | N | DC_ROAD_L_B | 28.02 |
| 12/5/2010 18:05 | N | DC_EGPS_L_A | 44.26 |
| 12/5/2010 18:05 | N | H_HOLLOW_E_1 | 46.14 |
| 12/5/2010 18:05 | N | HHOLLOW4_E_1 | 46.14 |
| 12/5/2010 18:05 | N | R_LH2SES_1 | 46.22 |
| 12/5/2010 18:05 | N | R_PBSES_2 | 46.11 |
| 12/5/2010 18:05 | N | PENA_KZ | 21.33 |
| 12/5/2010 18:05 | N | EB_PENA_UN3 | 21.33 |
| 12/5/2010 18:05 | N | AUTO_EPS_390 | 46.25 |
| 12/5/2010 18:10 | N | DC_ROAD_L_B | 21.94 |

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| 12/5/2010 18:10 | N | DC_EGPS_L_A | 38.18 |
| 12/5/2010 18:10 | N | H_HOLLOW_E_1 | 40.02 |
| 12/5/2010 18:10 | N | HHOLLOW4_E_1 | 40.02 |
| 12/5/2010 18:10 | N | R_LH2SES_1 | 40.14 |
| 12/5/2010 18:10 | N | R_PBSES_2 | 40 |
| 12/5/2010 18:10 | N | PENA_KZ | 15.23 |
| 12/5/2010 18:10 | N | EB_PENA_UN3 | 15.23 |
| 12/5/2010 18:10 | N | AUTO_EPS_390 | 40.16 |
| 12/5/2010 18:15 | N | DC_ROAD_L_B | 25.14 |
| 12/5/2010 18:15 | N | DC_EGPS_L_A | 41.35 |
| 12/5/2010 18:15 | N | H_HOLLOW_E_1 | 43.23 |
| 12/5/2010 18:15 | N | HHOLLOW4_E_1 | 43.23 |
| 12/5/2010 18:15 | N | R_LH2SES_1 | 43.31 |
| 12/5/2010 18:15 | N | R_PBSES_2 | 43.2 |
| 12/5/2010 18:15 | N | PENA_KZ | 18.42 |
| 12/5/2010 18:15 | N | EB_PENA_UN3 | 18.42 |
| 12/5/2010 18:15 | N | AUTO_EPS_390 | 43.34 |
| 12/5/2010 18:16 | N | DC_ROAD_L_B | 25.14 |
| 12/5/2010 18:16 | N | DC_EGPS_L_A | 41.35 |
| 12/5/2010 18:16 | N | H_HOLLOW_E_1 | 43.23 |
| 12/5/2010 18:16 | N | HHOLLOW4_E_1 | 43.23 |
| 12/5/2010 18:16 | N | R_LH2SES_1 | 43.31 |
| 12/5/2010 18:16 | N | R_PBSES_2 | 43.2 |
| 12/5/2010 18:16 | N | PENA_KZ | 18.42 |
| 12/5/2010 18:16 | N | EB_PENA_UN3 | 18.42 |
| 12/5/2010 18:16 | N | AUTO_EPS_390 | 43.34 |
| 12/5/2010 18:17 | N | DC_ROAD_L_B | 25.14 |
| 12/5/2010 18:17 | N | DC_EGPS_L_A | 41.35 |
| 12/5/2010 18:17 | N | H_HOLLOW_E_1 | 43.23 |
| 12/5/2010 18:17 | N | HHOLLOW4_E_1 | 43.23 |
| 12/5/2010 18:17 | N | R_LH2SES_1 | 43.31 |
| 12/5/2010 18:17 | N | R_PBSES_2 | 43.2 |
| 12/5/2010 18:17 | N | PENA_KZ | 18.42 |
| 12/5/2010 18:17 | N | EB_PENA_UN3 | 18.42 |
| 12/5/2010 18:17 | N | AUTO_EPS_390 | 43.34 |
| 12/5/2010 18:20 | N | DC_ROAD_L_B | 25.11 |
| 12/5/2010 18:20 | N | DC_EGPS_L_A | 41.35 |
| 12/5/2010 18:20 | N | H_HOLLOW_E_1 | 43.23 |
| 12/5/2010 18:20 | N | HHOLLOW4_E_1 | 43.23 |
| 12/5/2010 18:20 | N | R_LH2SES_1 | 43.31 |
| 12/5/2010 18:20 | N | R_PBSES_2 | 43.2 |
| 12/5/2010 18:20 | N | PENA_KZ | 18.42 |
| 12/5/2010 18:20 | N | EB_PENA_UN3 | 18.42 |
| 12/5/2010 18:20 | N | AUTO_EPS_390 | 43.34 |
| 12/5/2010 18:25 | N | DC_ROAD_L_B | 25.11 |
| 12/5/2010 18:25 | N | DC_EGPS_L_A | 41.35 |
| 12/5/2010 18:25 | N | H_HOLLOW_E_1 | 43.2 |

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| 12/5/2010 18:25 | N | HHOLLOW4_E_1 | 43.2 |
| 12/5/2010 18:25 | N | R_LH2SES_1 | 43.31 |
| 12/5/2010 18:25 | N | R_PBSES_2 | 43.17 |
| 12/5/2010 18:25 | N | PENA_KZ | 18.4 |
| 12/5/2010 18:25 | N | EB_PENA_UN3 | 18.4 |
| 12/5/2010 18:25 | N | AUTO_EPS_390 | 43.31 |
| 12/5/2010 18:30 | N | DC_ROAD_L_B | 42.23 |
| 12/5/2010 18:30 | N | DC_EGPS_L_A | 42.99 |
| 12/5/2010 18:30 | N | H_HOLLOW_E_1 | 43.07 |
| 12/5/2010 18:30 | N | HHOLLOW4_E_1 | 43.07 |
| 12/5/2010 18:30 | N | R_LH2SES_1 | 43.08 |
| 12/5/2010 18:30 | N | R_PBSES_2 | 43.07 |
| 12/5/2010 18:30 | N | PENA_KZ | 41.92 |
| 12/5/2010 18:30 | N | EB_PENA_UN3 | 41.92 |
| 12/5/2010 18:30 | N | AUTO_EPS_390 | 43.08 |
| 12/5/2010 18:40 | N | DC_ROAD_L_B | 41.34 |
| 12/5/2010 18:40 | N | DC_EGPS_L_A | 41.86 |
| 12/5/2010 18:40 | N | H_HOLLOW_E_1 | 41.92 |
| 12/5/2010 18:40 | N | HHOLLOW4_E_1 | 41.92 |
| 12/5/2010 18:40 | N | R_LH2SES_1 | 41.93 |
| 12/5/2010 18:40 | N | R_PBSES_2 | 41.92 |
| 12/5/2010 18:40 | N | PENA_KZ | 41.13 |
| 12/5/2010 18:40 | N | EB_PENA_UN3 | 41.13 |
| 12/5/2010 18:40 | N | AUTO_EPS_390 | 41.93 |
| 12/5/2010 18:44 | N | DC_ROAD_L_B | 25.14 |
| 12/5/2010 18:44 | N | DC_EGPS_L_A | 41.38 |
| 12/5/2010 18:44 | N | H_HOLLOW_E_1 | 43.23 |
| 12/5/2010 18:44 | N | HHOLLOW4_E_1 | 43.23 |
| 12/5/2010 18:44 | N | R_LH2SES_1 | 43.31 |
| 12/5/2010 18:44 | N | R_PBSES_2 | 43.2 |
| 12/5/2010 18:44 | N | PENA_KZ | 18.42 |
| 12/5/2010 18:44 | N | EB_PENA_UN3 | 18.42 |
| 12/5/2010 18:44 | N | AUTO_EPS_390 | 43.34 |
| 12/5/2010 18:45 | N | DC_ROAD_L_B | 25.14 |
| 12/5/2010 18:45 | N | DC_EGPS_L_A | 41.38 |
| 12/5/2010 18:45 | N | H_HOLLOW_E_1 | 43.23 |
| 12/5/2010 18:45 | N | HHOLLOW4_E_1 | 43.23 |
| 12/5/2010 18:45 | N | R_LH2SES_1 | 43.31 |
| 12/5/2010 18:45 | N | R_PBSES_2 | 43.2 |
| 12/5/2010 18:45 | N | PENA_KZ | 18.42 |
| 12/5/2010 18:45 | N | EB_PENA_UN3 | 18.42 |
| 12/5/2010 18:45 | N | AUTO_EPS_390 | 43.34 |
| 12/5/2010 18:50 | N | DC_ROAD_L_B | 25.11 |
| 12/5/2010 18:50 | N | DC_EGPS_L_A | 41.35 |
| 12/5/2010 18:50 | N | H_HOLLOW_E_1 | 43.2 |
| 12/5/2010 18:50 | N | HHOLLOW4_E_1 | 43.2 |
| 12/5/2010 18:50 | N | R_LH2SES_1 | 43.31 |

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| 12/5/2010 18:50 | N | R_PBSES_2 | 43.2 |
| 12/5/2010 18:50 | N | PENA_KZ | 18.4 |
| 12/5/2010 18:50 | N | EB_PENA_UN3 | 18.4 |
| 12/5/2010 18:50 | N | AUTO_EPS_390 | 43.34 |
| 12/5/2010 18:55 | N | DC_ROAD_L_B | 53.82 |
| 12/5/2010 18:55 | N | DC_EGPS_L_A | 70.06 |
| 12/5/2010 18:55 | N | H_HOLLOW_E_1 | 71.94 |
| 12/5/2010 18:55 | N | HHOLLOW4_E_1 | 71.94 |
| 12/5/2010 18:55 | N | R_LH2SES_1 | 72.02 |
| 12/5/2010 18:55 | N | R_PBSES_2 | 71.91 |
| 12/5/2010 18:55 | N | PENA_KZ | 47.13 |
| 12/5/2010 18:55 | N | EB_PENA_UN3 | 47.13 |
| 12/5/2010 18:55 | N | AUTO_EPS_390 | 72.05 |
| 12/5/2010 19:00 | N | DC_ROAD_L_B | 42.33 |
| 12/5/2010 19:00 | N | DC_EGPS_L_A | 43.14 |
| 12/5/2010 19:00 | N | H_HOLLOW_E_1 | 43.23 |
| 12/5/2010 19:00 | N | HHOLLOW4_E_1 | 43.23 |
| 12/5/2010 19:00 | N | R_LH2SES_1 | 43.24 |
| 12/5/2010 19:00 | N | R_PBSES_2 | 43.23 |
| 12/5/2010 19:00 | N | PENA_KZ | 42 |
| 12/5/2010 19:00 | N | EB_PENA_UN3 | 42 |
| 12/5/2010 19:00 | N | AUTO_EPS_390 | 43.24 |
| 12/5/2010 19:30 | N | DC_ROAD_L_B | 41.3 |
| 12/5/2010 19:30 | N | DC_EGPS_L_A | 41.97 |
| 12/5/2010 19:30 | N | H_HOLLOW_E_1 | 42.05 |
| 12/5/2010 19:30 | N | HHOLLOW4_E_1 | 42.05 |
| 12/5/2010 19:30 | N | R_LH2SES_1 | 42.05 |
| 12/5/2010 19:30 | N | R_PBSES_2 | 42.05 |
| 12/5/2010 19:30 | N | PENA_KZ | 41.03 |
| 12/5/2010 19:30 | N | EB_PENA_UN3 | 41.03 |
| 12/5/2010 19:30 | N | AUTO_EPS_390 | 42.06 |
| 12/5/2010 19:40 | N | DC_ROAD_L_B | 41.49 |
| 12/5/2010 19:40 | N | DC_EGPS_L_A | 42.25 |
| 12/5/2010 19:40 | N | H_HOLLOW_E_1 | 42.34 |
| 12/5/2010 19:40 | N | HHOLLOW4_E_1 | 42.34 |
| 12/5/2010 19:40 | N | R_LH2SES_1 | 42.34 |
| 12/5/2010 19:40 | N | R_PBSES_2 | 42.34 |
| 12/5/2010 19:40 | N | PENA_KZ | 41.18 |
| 12/5/2010 19:40 | N | EB_PENA_UN3 | 41.18 |
| 12/5/2010 19:40 | N | AUTO_EPS_390 | 42.35 |
| 12/5/2010 19:45 | N | DC_ROAD_L_B | 24.94 |
| 12/5/2010 19:45 | N | DC_EGPS_L_A | 41.35 |
| 12/5/2010 19:45 | N | H_HOLLOW_E_1 | 43.23 |
| 12/5/2010 19:45 | N | HHOLLOW4_E_1 | 43.23 |
| 12/5/2010 19:45 | N | R_LH2SES_1 | 43.31 |
| 12/5/2010 19:45 | N | R_PBSES_2 | 43.2 |
| 12/5/2010 19:45 | N | PENA_KZ | 18.16 |

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| 12/5/2010 19:45 | N | EB_PENA_UN3 | 18.16 |
| 12/5/2010 19:45 | N | AUTO_EPS_390 | 43.34 |
| 12/5/2010 19:58 | N | DC_ROAD_L_B | 43.11 |
| 12/5/2010 19:58 | N | DC_EGPS_L_A | 43.9 |
| 12/5/2010 19:58 | N | H_HOLLOW_E_1 | 43.99 |
| 12/5/2010 19:58 | N | HHOLLOW4_E_1 | 43.99 |
| 12/5/2010 19:58 | N | R_LH2SES_1 | 44 |
| 12/5/2010 19:58 | N | R_PBSES_2 | 43.99 |
| 12/5/2010 19:58 | N | PENA_KZ | 42.78 |
| 12/5/2010 19:58 | N | EB_PENA_UN3 | 42.78 |
| 12/5/2010 19:58 | N | AUTO_EPS_390 | 44 |
| 12/5/2010 20:00 | N | DC_ROAD_L_B | 42.25 |
| 12/5/2010 20:00 | N | DC_EGPS_L_A | 43.03 |
| 12/5/2010 20:00 | N | H_HOLLOW_E_1 | 43.12 |
| 12/5/2010 20:00 | N | HHOLLOW4_E_1 | 43.12 |
| 12/5/2010 20:00 | N | R_LH2SES_1 | 43.12 |
| 12/5/2010 20:00 | N | R_PBSES_2 | 43.12 |
| 12/5/2010 20:00 | N | PENA_KZ | 41.93 |
| 12/5/2010 20:00 | N | EB_PENA_UN3 | 41.93 |
| 12/5/2010 20:00 | N | AUTO_EPS_390 | 43.13 |
| 12/5/2010 20:05 | N | DC_ROAD_L_B | 41.86 |
| 12/5/2010 20:05 | N | DC_EGPS_L_A | 42.55 |
| 12/5/2010 20:05 | N | H_HOLLOW_E_1 | 42.63 |
| 12/5/2010 20:05 | N | HHOLLOW4_E_1 | 42.63 |
| 12/5/2010 20:05 | N | R_LH2SES_1 | 42.63 |
| 12/5/2010 20:05 | N | R_PBSES_2 | 42.63 |
| 12/5/2010 20:05 | N | PENA_KZ | 41.58 |
| 12/5/2010 20:05 | N | EB_PENA_UN3 | 41.58 |
| 12/5/2010 20:05 | N | AUTO_EPS_390 | 42.63 |
| 12/5/2010 20:15 | N | DC_ROAD_L_B | 25.3 |
| 12/5/2010 20:15 | N | DC_EGPS_L_A | 41.54 |
| 12/5/2010 20:15 | N | H_HOLLOW_E_1 | 43.38 |
| 12/5/2010 20:15 | N | HHOLLOW4_E_1 | 43.38 |
| 12/5/2010 20:15 | N | R_LH2SES_1 | 43.5 |
| 12/5/2010 20:15 | N | R_PBSES_2 | 43.38 |
| 12/5/2010 20:15 | N | PENA_KZ | 18.59 |
| 12/5/2010 20:15 | N | EB_PENA_UN3 | 18.59 |
| 12/5/2010 20:15 | N | AUTO_EPS_390 | 43.52 |
| 12/5/2010 20:16 | N | DC_ROAD_L_B | 25.64 |
| 12/5/2010 20:16 | N | DC_EGPS_L_A | 41.88 |
| 12/5/2010 20:16 | N | H_HOLLOW_E_1 | 43.73 |
| 12/5/2010 20:16 | N | HHOLLOW4_E_1 | 43.73 |
| 12/5/2010 20:16 | N | R_LH2SES_1 | 43.84 |
| 12/5/2010 20:16 | N | R_PBSES_2 | 43.73 |
| 12/5/2010 20:16 | N | PENA_KZ | 18.94 |
| 12/5/2010 20:16 | N | EB_PENA_UN3 | 18.94 |
| 12/5/2010 20:16 | N | AUTO_EPS_390 | 43.87 |

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| 12/5/2010 20:20 | N | DC_ROAD_L_B | 25.72 |
| 12/5/2010 20:20 | N | DC_EGPS_L_A | 41.96 |
| 12/5/2010 20:20 | N | H_HOLLOW_E_1 | 43.83 |
| 12/5/2010 20:20 | N | HHOLLOW4_E_1 | 43.83 |
| 12/5/2010 20:20 | N | R_LH2SES_1 | 43.92 |
| 12/5/2010 20:20 | N | R_PBSES_2 | 43.81 |
| 12/5/2010 20:20 | N | PENA_KZ | 19.03 |
| 12/5/2010 20:20 | N | EB_PENA_UN3 | 19.03 |
| 12/5/2010 20:20 | N | AUTO_EPS_390 | 43.95 |
| 12/5/2010 20:25 | N | DC_ROAD_L_B | 26.29 |
| 12/5/2010 20:25 | N | DC_EGPS_L_A | 42.53 |
| 12/5/2010 20:25 | N | H_HOLLOW_E_1 | 44.37 |
| 12/5/2010 20:25 | N | HHOLLOW4_E_1 | 44.37 |
| 12/5/2010 20:25 | N | R_LH2SES_1 | 44.49 |
| 12/5/2010 20:25 | N | R_PBSES_2 | 44.35 |
| 12/5/2010 20:25 | N | PENA_KZ | 19.58 |
| 12/5/2010 20:25 | N | EB_PENA_UN3 | 19.58 |
| 12/5/2010 20:25 | N | AUTO_EPS_390 | 44.49 |
| 12/5/2010 20:30 | N | DC_ROAD_L_B | 26.09 |
| 12/5/2010 20:30 | N | DC_EGPS_L_A | 42.55 |
| 12/5/2010 20:30 | N | H_HOLLOW_E_1 | 44.43 |
| 12/5/2010 20:30 | N | HHOLLOW4_E_1 | 44.43 |
| 12/5/2010 20:30 | N | R_LH2SES_1 | 44.54 |
| 12/5/2010 20:30 | N | R_PBSES_2 | 44.4 |
| 12/5/2010 20:30 | N | PENA_KZ | 19.3 |
| 12/5/2010 20:30 | N | EB_PENA_UN3 | 19.3 |
| 12/5/2010 20:30 | N | AUTO_EPS_390 | 44.54 |
| 12/5/2010 20:45 | N | DC_ROAD_L_B | 26.3 |
| 12/5/2010 20:45 | N | DC_EGPS_L_A | 42.54 |
| 12/5/2010 20:45 | N | H_HOLLOW_E_1 | 44.39 |
| 12/5/2010 20:45 | N | HHOLLOW4_E_1 | 44.39 |
| 12/5/2010 20:45 | N | R_LH2SES_1 | 44.5 |
| 12/5/2010 20:45 | N | R_PBSES_2 | 44.39 |
| 12/5/2010 20:45 | N | PENA_KZ | 19.6 |
| 12/5/2010 20:45 | N | EB_PENA_UN3 | 19.6 |
| 12/5/2010 20:45 | N | AUTO_EPS_390 | 44.53 |
| 12/5/2010 20:50 | N | DC_ROAD_L_B | 25.9 |
| 12/5/2010 20:50 | N | DC_EGPS_L_A | 42.14 |
| 12/5/2010 20:50 | N | H_HOLLOW_E_1 | 44.02 |
| 12/5/2010 20:50 | N | HHOLLOW4_E_1 | 44.02 |
| 12/5/2010 20:50 | N | R_LH2SES_1 | 44.1 |
| 12/5/2010 20:50 | N | R_PBSES_2 | 43.99 |
| 12/5/2010 20:50 | N | PENA_KZ | 19.21 |
| 12/5/2010 20:50 | N | EB_PENA_UN3 | 19.21 |
| 12/5/2010 20:50 | N | AUTO_EPS_390 | 44.13 |
| 12/5/2010 20:55 | N | DC_ROAD_L_B | 26.1 |
| 12/5/2010 20:55 | N | DC_EGPS_L_A | 42.51 |

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| 12/5/2010 20:55 | N | H_HOLLOW_E_1 | 44.39 |
| 12/5/2010 20:55 | N | HHOLLOW4_E_1 | 44.39 |
| 12/5/2010 20:55 | N | R_LH2SES_1 | 44.47 |
| 12/5/2010 20:55 | N | R_PBSES_2 | 44.36 |
| 12/5/2010 20:55 | N | PENA_KZ | 19.32 |
| 12/5/2010 20:55 | N | EB_PENA_UN3 | 19.32 |
| 12/5/2010 20:55 | N | AUTO_EPS_390 | 44.5 |
| 12/5/2010 20:57 | N | DC_ROAD_L_B | 26.01 |
| 12/5/2010 20:57 | N | DC_EGPS_L_A | 42.42 |
| 12/5/2010 20:57 | N | H_HOLLOW_E_1 | 44.29 |
| 12/5/2010 20:57 | N | HHOLLOW4_E_1 | 44.29 |
| 12/5/2010 20:57 | N | R_LH2SES_1 | 44.38 |
| 12/5/2010 20:57 | N | R_PBSES_2 | 44.27 |
| 12/5/2010 20:57 | N | PENA_KZ | 19.23 |
| 12/5/2010 20:57 | N | EB_PENA_UN3 | 19.23 |
| 12/5/2010 20:57 | N | AUTO_EPS_390 | 44.41 |
| 12/6/2010 9:20 | N | DC_ROAD_L_B | 35.46 |
| 12/6/2010 9:20 | N | DC_EGPS_L_A | 35.52 |
| 12/6/2010 9:20 | N | H_HOLLOW_E_1 | 35.46 |
| 12/6/2010 9:20 | N | HHOLLOW4_E_1 | 35.46 |
| 12/6/2010 9:20 | N | R_LH2SES_1 | 35.45 |
| 12/6/2010 9:20 | N | R_PBSES_2 | 43.02 |
| 12/6/2010 9:20 | N | PENA_KZ | 35.46 |
| 12/6/2010 9:20 | N | EB_PENA_UN3 | 35.46 |
| 12/6/2010 9:20 | N | AUTO_EPS_390 | 35.45 |
| 12/6/2010 9:25 | N | DC_ROAD_L_B | 35.19 |
| 12/6/2010 9:25 | N | DC_EGPS_L_A | 35.25 |
| 12/6/2010 9:25 | N | H_HOLLOW_E_1 | 35.19 |
| 12/6/2010 9:25 | N | HHOLLOW4_E_1 | 35.19 |
| 12/6/2010 9:25 | N | R_LH2SES_1 | 35.17 |
| 12/6/2010 9:25 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 9:25 | N | PENA_KZ | 35.19 |
| 12/6/2010 9:25 | N | EB_PENA_UN3 | 35.19 |
| 12/6/2010 9:25 | N | AUTO_EPS_390 | 35.18 |
| 12/6/2010 9:30 | N | DC_ROAD_L_B | 35.09 |
| 12/6/2010 9:30 | N | DC_EGPS_L_A | 35.16 |
| 12/6/2010 9:30 | N | H_HOLLOW_E_1 | 35.1 |
| 12/6/2010 9:30 | N | HHOLLOW4_E_1 | 35.1 |
| 12/6/2010 9:30 | N | R_LH2SES_1 | 35.08 |
| 12/6/2010 9:30 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 9:30 | N | PENA_KZ | 35.09 |
| 12/6/2010 9:30 | N | EB_PENA_UN3 | 35.09 |
| 12/6/2010 9:30 | N | AUTO_EPS_390 | 35.08 |
| 12/6/2010 9:35 | N | DC_ROAD_L_B | 34.44 |
| 12/6/2010 9:35 | N | DC_EGPS_L_A | 34.51 |
| 12/6/2010 9:35 | N | H_HOLLOW_E_1 | 34.44 |
| 12/6/2010 9:35 | N | HHOLLOW4_E_1 | 34.44 |

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| 12/6/2010 9:35 | N | R_LH2SES_1 | 34.43 |
| 12/6/2010 9:35 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 9:35 | N | PENA_KZ | 34.44 |
| 12/6/2010 9:35 | N | EB_PENA_UN3 | 34.44 |
| 12/6/2010 9:35 | N | AUTO_EPS_390 | 34.43 |
| 12/6/2010 9:40 | N | DC_ROAD_L_B | 33.33 |
| 12/6/2010 9:40 | N | DC_EGPS_L_A | 33.4 |
| 12/6/2010 9:40 | N | H_HOLLOW_E_1 | 33.33 |
| 12/6/2010 9:40 | N | HHOLLOW4_E_1 | 33.33 |
| 12/6/2010 9:40 | N | R_LH2SES_1 | 33.31 |
| 12/6/2010 9:40 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 9:40 | N | PENA_KZ | 33.33 |
| 12/6/2010 9:40 | N | EB_PENA_UN3 | 33.33 |
| 12/6/2010 9:40 | N | AUTO_EPS_390 | 33.31 |
| 12/6/2010 9:45 | N | DC_ROAD_L_B | 32.9 |
| 12/6/2010 9:45 | N | DC_EGPS_L_A | 32.98 |
| 12/6/2010 9:45 | N | H_HOLLOW_E_1 | 32.9 |
| 12/6/2010 9:45 | N | HHOLLOW4_E_1 | 32.9 |
| 12/6/2010 9:45 | N | R_LH2SES_1 | 32.88 |
| 12/6/2010 9:45 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 9:45 | N | PENA_KZ | 32.9 |
| 12/6/2010 9:45 | N | EB_PENA_UN3 | 32.9 |
| 12/6/2010 9:45 | N | AUTO_EPS_390 | 32.88 |
| 12/6/2010 9:50 | N | DC_ROAD_L_B | 32.81 |
| 12/6/2010 9:50 | N | DC_EGPS_L_A | 32.89 |
| 12/6/2010 9:50 | N | H_HOLLOW_E_1 | 32.81 |
| 12/6/2010 9:50 | N | HHOLLOW4_E_1 | 32.81 |
| 12/6/2010 9:50 | N | R_LH2SES_1 | 32.79 |
| 12/6/2010 9:50 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 9:50 | N | PENA_KZ | 32.81 |
| 12/6/2010 9:50 | N | EB_PENA_UN3 | 32.81 |
| 12/6/2010 9:50 | N | AUTO_EPS_390 | 32.79 |
| 12/6/2010 9:55 | N | DC_ROAD_L_B | 32.89 |
| 12/6/2010 9:55 | N | DC_EGPS_L_A | 32.97 |
| 12/6/2010 9:55 | N | H_HOLLOW_E_1 | 32.89 |
| 12/6/2010 9:55 | N | HHOLLOW4_E_1 | 32.89 |
| 12/6/2010 9:55 | N | R_LH2SES_1 | 32.87 |
| 12/6/2010 9:55 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 9:55 | N | PENA_KZ | 32.89 |
| 12/6/2010 9:55 | N | EB_PENA_UN3 | 32.89 |
| 12/6/2010 9:55 | N | AUTO_EPS_390 | 32.87 |
| 12/6/2010 10:00 | N | DC_ROAD_L_B | 33.12 |
| 12/6/2010 10:00 | N | DC_EGPS_L_A | 33.2 |
| 12/6/2010 10:00 | N | H_HOLLOW_E_1 | 33.13 |
| 12/6/2010 10:00 | N | HHOLLOW4_E_1 | 33.13 |
| 12/6/2010 10:00 | N | R_LH2SES_1 | 33.11 |
| 12/6/2010 10:00 | N | R_PBSES_2 | 43.31 |

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| 12/6/2010 10:00 | N | PENA_KZ | 33.12 |
| 12/6/2010 10:00 | N | EB_PENA_UN3 | 33.12 |
| 12/6/2010 10:00 | N | AUTO_EPS_390 | 33.11 |
| 12/6/2010 10:10 | N | DC_ROAD_L_B | 32.89 |
| 12/6/2010 10:10 | N | DC_EGPS_L_A | 32.98 |
| 12/6/2010 10:10 | N | H_HOLLOW_E_1 | 32.9 |
| 12/6/2010 10:10 | N | HHOLLOW4_E_1 | 32.9 |
| 12/6/2010 10:10 | N | R_LH2SES_1 | 32.88 |
| 12/6/2010 10:10 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 10:10 | N | PENA_KZ | 32.89 |
| 12/6/2010 10:10 | N | EB_PENA_UN3 | 32.89 |
| 12/6/2010 10:10 | N | AUTO_EPS_390 | 32.88 |
| 12/6/2010 10:15 | N | DC_ROAD_L_B | 32.42 |
| 12/6/2010 10:15 | N | DC_EGPS_L_A | 32.51 |
| 12/6/2010 10:15 | N | H_HOLLOW_E_1 | 32.43 |
| 12/6/2010 10:15 | N | HHOLLOW4_E_1 | 32.43 |
| 12/6/2010 10:15 | N | R_LH2SES_1 | 32.4 |
| 12/6/2010 10:15 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 10:15 | N | PENA_KZ | 32.42 |
| 12/6/2010 10:15 | N | EB_PENA_UN3 | 32.42 |
| 12/6/2010 10:15 | N | AUTO_EPS_390 | 32.4 |
| 12/6/2010 10:20 | N | DC_ROAD_L_B | 32.49 |
| 12/6/2010 10:20 | N | DC_EGPS_L_A | 32.15 |
| 12/6/2010 10:20 | N | H_HOLLOW_E_1 | 32.04 |
| 12/6/2010 10:20 | N | HHOLLOW4_E_1 | 32.04 |
| 12/6/2010 10:20 | N | R_LH2SES_1 | 32.02 |
| 12/6/2010 10:20 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 10:20 | N | PENA_KZ | 32.7 |
| 12/6/2010 10:20 | N | EB_PENA_UN3 | 32.7 |
| 12/6/2010 10:20 | N | AUTO_EPS_390 | 32.02 |
| 12/6/2010 10:25 | N | DC_ROAD_L_B | 32.22 |
| 12/6/2010 10:25 | N | DC_EGPS_L_A | 31.89 |
| 12/6/2010 10:25 | N | H_HOLLOW_E_1 | 31.78 |
| 12/6/2010 10:25 | N | HHOLLOW4_E_1 | 31.78 |
| 12/6/2010 10:25 | N | R_LH2SES_1 | 31.76 |
| 12/6/2010 10:25 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 10:25 | N | PENA_KZ | 32.42 |
| 12/6/2010 10:25 | N | EB_PENA_UN3 | 32.42 |
| 12/6/2010 10:25 | N | AUTO_EPS_390 | 31.76 |
| 12/6/2010 10:30 | N | DC_ROAD_L_B | 32.32 |
| 12/6/2010 10:30 | N | DC_EGPS_L_A | 31.98 |
| 12/6/2010 10:30 | N | H_HOLLOW_E_1 | 31.86 |
| 12/6/2010 10:30 | N | HHOLLOW4_E_1 | 31.86 |
| 12/6/2010 10:30 | N | R_LH2SES_1 | 31.84 |
| 12/6/2010 10:30 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 10:30 | N | PENA_KZ | 32.5 |
| 12/6/2010 10:30 | N | EB_PENA_UN3 | 32.5 |

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| 12/6/2010 10:30 | N | AUTO_EPS_390 | 31.84 |
| 12/6/2010 10:35 | N | DC_ROAD_L_B | 11.73 |
| 12/6/2010 10:35 | N | DC_EGPS_L_A | 28.8 |
| 12/6/2010 10:35 | N | H_HOLLOW_E_1 | 30.95 |
| 12/6/2010 10:35 | N | HHOLLOW4_E_1 | 30.95 |
| 12/6/2010 10:35 | N | R_LH2SES_1 | 31.03 |
| 12/6/2010 10:35 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 10:35 | N | PENA_KZ | 4.99 |
| 12/6/2010 10:35 | N | EB_PENA_UN3 | 4.99 |
| 12/6/2010 10:35 | N | AUTO_EPS_390 | 31.06 |
| 12/6/2010 10:40 | N | DC_ROAD_L_B | 12.52 |
| 12/6/2010 10:40 | N | DC_EGPS_L_A | 29.58 |
| 12/6/2010 10:40 | N | H_HOLLOW_E_1 | 31.7 |
| 12/6/2010 10:40 | N | HHOLLOW4_E_1 | 31.7 |
| 12/6/2010 10:40 | N | R_LH2SES_1 | 31.79 |
| 12/6/2010 10:40 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 10:40 | N | PENA_KZ | 5.75 |
| 12/6/2010 10:40 | N | EB_PENA_UN3 | 5.75 |
| 12/6/2010 10:40 | N | AUTO_EPS_390 | 31.82 |
| 12/6/2010 10:42 | N | DC_ROAD_L_B | 31.42 |
| 12/6/2010 10:42 | N | DC_EGPS_L_A | 31.83 |
| 12/6/2010 10:42 | N | H_HOLLOW_E_1 | 31.78 |
| 12/6/2010 10:42 | N | HHOLLOW4_E_1 | 31.78 |
| 12/6/2010 10:42 | N | R_LH2SES_1 | 31.76 |
| 12/6/2010 10:42 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 10:42 | N | PENA_KZ | 31.3 |
| 12/6/2010 10:42 | N | EB_PENA_UN3 | 31.3 |
| 12/6/2010 10:42 | N | AUTO_EPS_390 | 31.76 |
| 12/6/2010 10:45 | N | DC_ROAD_L_B | 32.35 |
| 12/6/2010 10:45 | N | DC_EGPS_L_A | 31.87 |
| 12/6/2010 10:45 | N | H_HOLLOW_E_1 | 31.76 |
| 12/6/2010 10:45 | N | HHOLLOW4_E_1 | 31.76 |
| 12/6/2010 10:45 | N | R_LH2SES_1 | 31.73 |
| 12/6/2010 10:45 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 10:45 | N | PENA_KZ | 32.62 |
| 12/6/2010 10:45 | N | EB_PENA_UN3 | 32.62 |
| 12/6/2010 10:45 | N | AUTO_EPS_390 | 31.73 |
| 12/6/2010 10:50 | N | DC_ROAD_L_B | 32.18 |
| 12/6/2010 10:50 | N | DC_EGPS_L_A | 31.79 |
| 12/6/2010 10:50 | N | H_HOLLOW_E_1 | 31.68 |
| 12/6/2010 10:50 | N | HHOLLOW4_E_1 | 31.68 |
| 12/6/2010 10:50 | N | R_LH2SES_1 | 31.66 |
| 12/6/2010 10:50 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 10:50 | N | PENA_KZ | 32.41 |
| 12/6/2010 10:50 | N | EB_PENA_UN3 | 32.41 |
| 12/6/2010 10:50 | N | AUTO_EPS_390 | 31.66 |
| 12/6/2010 10:55 | N | DC_ROAD_L_B | 30.88 |

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| 12/6/2010 10:55 | N | DC_EGPS_L_A | 31.21 |
| 12/6/2010 10:55 | N | H_HOLLOW_E_1 | 31.15 |
| 12/6/2010 10:55 | N | HHOLLOW4_E_1 | 31.15 |
| 12/6/2010 10:55 | N | R_LH2SES_1 | 31.13 |
| 12/6/2010 10:55 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 10:55 | N | PENA_KZ | 30.79 |
| 12/6/2010 10:55 | N | EB_PENA_UN3 | 30.79 |
| 12/6/2010 10:55 | N | AUTO_EPS_390 | 31.13 |
| 12/6/2010 11:00 | N | DC_ROAD_L_B | 31.34 |
| 12/6/2010 11:00 | N | DC_EGPS_L_A | 31.81 |
| 12/6/2010 11:00 | N | H_HOLLOW_E_1 | 31.77 |
| 12/6/2010 11:00 | N | HHOLLOW4_E_1 | 31.77 |
| 12/6/2010 11:00 | N | R_LH2SES_1 | 31.75 |
| 12/6/2010 11:00 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 11:00 | N | PENA_KZ | 31.19 |
| 12/6/2010 11:00 | N | EB_PENA_UN3 | 31.19 |
| 12/6/2010 11:00 | N | AUTO_EPS_390 | 31.75 |
| 12/6/2010 11:05 | N | DC_ROAD_L_B | 17.4 |
| 12/6/2010 11:05 | N | DC_EGPS_L_A | 28.57 |
| 12/6/2010 11:05 | N | H_HOLLOW_E_1 | 30.45 |
| 12/6/2010 11:05 | N | HHOLLOW4_E_1 | 30.45 |
| 12/6/2010 11:05 | N | R_LH2SES_1 | 30.52 |
| 12/6/2010 11:05 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 11:05 | N | PENA_KZ | 13.51 |
| 12/6/2010 11:05 | N | EB_PENA_UN3 | 13.51 |
| 12/6/2010 11:05 | N | AUTO_EPS_390 | 30.55 |
| 12/6/2010 11:10 | N | DC_ROAD_L_B | 32.03 |
| 12/6/2010 11:10 | N | DC_EGPS_L_A | 31.44 |
| 12/6/2010 11:10 | N | H_HOLLOW_E_1 | 31.32 |
| 12/6/2010 11:10 | N | HHOLLOW4_E_1 | 31.32 |
| 12/6/2010 11:10 | N | R_LH2SES_1 | 31.29 |
| 12/6/2010 11:10 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 11:10 | N | PENA_KZ | 32.36 |
| 12/6/2010 11:10 | N | EB_PENA_UN3 | 32.36 |
| 12/6/2010 11:10 | N | AUTO_EPS_390 | 31.3 |
| 12/6/2010 11:15 | N | DC_ROAD_L_B | 31.11 |
| 12/6/2010 11:15 | N | DC_EGPS_L_A | 30.72 |
| 12/6/2010 11:15 | N | H_HOLLOW_E_1 | 30.6 |
| 12/6/2010 11:15 | N | HHOLLOW4_E_1 | 30.6 |
| 12/6/2010 11:15 | N | R_LH2SES_1 | 30.58 |
| 12/6/2010 11:15 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 11:15 | N | PENA_KZ | 31.35 |
| 12/6/2010 11:15 | N | EB_PENA_UN3 | 31.35 |
| 12/6/2010 11:15 | N | AUTO_EPS_390 | 30.58 |
| 12/6/2010 11:20 | N | DC_ROAD_L_B | 31.03 |
| 12/6/2010 11:20 | N | DC_EGPS_L_A | 30.66 |
| 12/6/2010 11:20 | N | H_HOLLOW_E_1 | 30.54 |

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| 12/6/2010 11:20 | N | HHOLLOW4_E_1 | 30.54 |
| 12/6/2010 11:20 | N | R_LH2SES_1 | 30.52 |
| 12/6/2010 11:20 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 11:20 | N | PENA_KZ | 31.26 |
| 12/6/2010 11:20 | N | EB_PENA_UN3 | 31.26 |
| 12/6/2010 11:20 | N | AUTO_EPS_390 | 30.52 |
| 12/6/2010 11:25 | N | DC_ROAD_L_B | 30.99 |
| 12/6/2010 11:25 | N | DC_EGPS_L_A | 30.66 |
| 12/6/2010 11:25 | N | H_HOLLOW_E_1 | 30.55 |
| 12/6/2010 11:25 | N | HHOLLOW4_E_1 | 30.55 |
| 12/6/2010 11:25 | N | R_LH2SES_1 | 30.52 |
| 12/6/2010 11:25 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 11:25 | N | PENA_KZ | 31.2 |
| 12/6/2010 11:25 | N | EB_PENA_UN3 | 31.2 |
| 12/6/2010 11:25 | N | AUTO_EPS_390 | 30.52 |
| 12/6/2010 11:26 | N | DC_ROAD_L_B | 33.16 |
| 12/6/2010 11:26 | N | DC_EGPS_L_A | 32.67 |
| 12/6/2010 11:26 | N | H_HOLLOW_E_1 | 32.56 |
| 12/6/2010 11:26 | N | HHOLLOW4_E_1 | 32.56 |
| 12/6/2010 11:26 | N | R_LH2SES_1 | 32.54 |
| 12/6/2010 11:26 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 11:26 | N | PENA_KZ | 33.45 |
| 12/6/2010 11:26 | N | EB_PENA_UN3 | 33.45 |
| 12/6/2010 11:26 | N | AUTO_EPS_390 | 32.54 |
| 12/6/2010 11:27 | N | DC_EGPS_L_A | 34.54 |
| 12/6/2010 11:27 | N | H_HOLLOW_E_1 | 34.44 |
| 12/6/2010 11:27 | N | HHOLLOW4_E_1 | 34.44 |
| 12/6/2010 11:27 | N | R_LH2SES_1 | 34.42 |
| 12/6/2010 11:27 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 11:27 | N | PENA_KZ | 35.56 |
| 12/6/2010 11:27 | N | EB_PENA_UN3 | 35.56 |
| 12/6/2010 11:27 | N | AUTO_EPS_390 | 34.43 |
| 12/6/2010 11:28 | N | DC_ROAD_L_B | 35.12 |
| 12/6/2010 11:28 | N | DC_EGPS_L_A | 34.48 |
| 12/6/2010 11:28 | N | H_HOLLOW_E_1 | 34.39 |
| 12/6/2010 11:28 | N | HHOLLOW4_E_1 | 34.39 |
| 12/6/2010 11:28 | N | R_LH2SES_1 | 34.37 |
| 12/6/2010 11:28 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 11:28 | N | PENA_KZ | 35.46 |
| 12/6/2010 11:28 | N | EB_PENA_UN3 | 35.46 |
| 12/6/2010 11:28 | N | AUTO_EPS_390 | 34.37 |
| 12/6/2010 11:30 | N | DC_ROAD_L_B | 32.5 |
| 12/6/2010 11:30 | N | DC_EGPS_L_A | 32.89 |
| 12/6/2010 11:30 | N | H_HOLLOW_E_1 | 32.86 |
| 12/6/2010 11:30 | N | HHOLLOW4_E_1 | 32.86 |
| 12/6/2010 11:30 | N | R_LH2SES_1 | 32.84 |
| 12/6/2010 11:30 | N | R_PBSES_2 | 43.31 |

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| 12/6/2010 11:30 | N | PENA_KZ | 32.38 |
| 12/6/2010 11:30 | N | EB_PENA_UN3 | 32.38 |
| 12/6/2010 11:30 | N | AUTO_EPS_390 | 32.84 |
| 12/6/2010 11:35 | N | DC_ROAD_L_B | 33.01 |
| 12/6/2010 11:35 | N | DC_EGPS_L_A | 32.46 |
| 12/6/2010 11:35 | N | H_HOLLOW_E_1 | 32.35 |
| 12/6/2010 11:35 | N | HHOLLOW4_E_1 | 32.35 |
| 12/6/2010 11:35 | N | R_LH2SES_1 | 32.32 |
| 12/6/2010 11:35 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 11:35 | N | PENA_KZ | 33.32 |
| 12/6/2010 11:35 | N | EB_PENA_UN3 | 33.32 |
| 12/6/2010 11:35 | N | AUTO_EPS_390 | 32.33 |
| 12/6/2010 11:40 | N | DC_ROAD_L_B | 31.96 |
| 12/6/2010 11:40 | N | DC_EGPS_L_A | 32.38 |
| 12/6/2010 11:40 | N | H_HOLLOW_E_1 | 32.34 |
| 12/6/2010 11:40 | N | HHOLLOW4_E_1 | 32.34 |
| 12/6/2010 11:40 | N | R_LH2SES_1 | 32.33 |
| 12/6/2010 11:40 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 11:40 | N | PENA_KZ | 31.82 |
| 12/6/2010 11:40 | N | EB_PENA_UN3 | 31.82 |
| 12/6/2010 11:40 | N | AUTO_EPS_390 | 32.33 |
| 12/6/2010 11:45 | N | DC_ROAD_L_B | 32.92 |
| 12/6/2010 11:45 | N | DC_EGPS_L_A | 32.4 |
| 12/6/2010 11:45 | N | H_HOLLOW_E_1 | 32.29 |
| 12/6/2010 11:45 | N | HHOLLOW4_E_1 | 32.29 |
| 12/6/2010 11:45 | N | R_LH2SES_1 | 32.27 |
| 12/6/2010 11:45 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 11:45 | N | PENA_KZ | 33.22 |
| 12/6/2010 11:45 | N | EB_PENA_UN3 | 33.22 |
| 12/6/2010 11:45 | N | AUTO_EPS_390 | 32.27 |
| 12/6/2010 11:50 | N | DC_ROAD_L_B | 32.4 |
| 12/6/2010 11:50 | N | DC_EGPS_L_A | 32.48 |
| 12/6/2010 11:50 | N | H_HOLLOW_E_1 | 32.4 |
| 12/6/2010 11:50 | N | HHOLLOW4_E_1 | 32.4 |
| 12/6/2010 11:50 | N | R_LH2SES_1 | 32.38 |
| 12/6/2010 11:50 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 11:50 | N | PENA_KZ | 32.4 |
| 12/6/2010 11:50 | N | EB_PENA_UN3 | 32.4 |
| 12/6/2010 11:50 | N | AUTO_EPS_390 | 32.38 |
| 12/6/2010 11:55 | N | DC_ROAD_L_B | 32.34 |
| 12/6/2010 11:55 | N | DC_EGPS_L_A | 32.43 |
| 12/6/2010 11:55 | N | H_HOLLOW_E_1 | 32.35 |
| 12/6/2010 11:55 | N | HHOLLOW4_E_1 | 32.35 |
| 12/6/2010 11:55 | N | R_LH2SES_1 | 32.33 |
| 12/6/2010 11:55 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 11:55 | N | PENA_KZ | 32.34 |
| 12/6/2010 11:55 | N | EB_PENA_UN3 | 32.34 |

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| 12/6/2010 11:55 | N | AUTO_EPS_390 | 32.33 |
| 12/6/2010 12:00 | N | DC_ROAD_L_B | 31.75 |
| 12/6/2010 12:00 | N | DC_EGPS_L_A | 31.84 |
| 12/6/2010 12:00 | N | H_HOLLOW_E_1 | 31.76 |
| 12/6/2010 12:00 | N | HHOLLOW4_E_1 | 31.76 |
| 12/6/2010 12:00 | N | R_LH2SES_1 | 31.73 |
| 12/6/2010 12:00 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 12:00 | N | PENA_KZ | 31.75 |
| 12/6/2010 12:00 | N | EB_PENA_UN3 | 31.75 |
| 12/6/2010 12:00 | N | AUTO_EPS_390 | 31.74 |
| 12/6/2010 12:05 | N | DC_ROAD_L_B | 31.75 |
| 12/6/2010 12:05 | N | DC_EGPS_L_A | 31.84 |
| 12/6/2010 12:05 | N | H_HOLLOW_E_1 | 31.75 |
| 12/6/2010 12:05 | N | HHOLLOW4_E_1 | 31.75 |
| 12/6/2010 12:05 | N | R_LH2SES_1 | 31.73 |
| 12/6/2010 12:05 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 12:05 | N | PENA_KZ | 31.75 |
| 12/6/2010 12:05 | N | EB_PENA_UN3 | 31.75 |
| 12/6/2010 12:05 | N | AUTO_EPS_390 | 31.73 |
| 12/6/2010 12:10 | N | DC_ROAD_L_B | 30.67 |
| 12/6/2010 12:10 | N | DC_EGPS_L_A | 30.77 |
| 12/6/2010 12:10 | N | H_HOLLOW_E_1 | 30.67 |
| 12/6/2010 12:10 | N | HHOLLOW4_E_1 | 30.67 |
| 12/6/2010 12:10 | N | R_LH2SES_1 | 30.65 |
| 12/6/2010 12:10 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 12:10 | N | PENA_KZ | 30.67 |
| 12/6/2010 12:10 | N | EB_PENA_UN3 | 30.67 |
| 12/6/2010 12:10 | N | AUTO_EPS_390 | 30.65 |
| 12/6/2010 12:15 | N | DC_ROAD_L_B | 31.03 |
| 12/6/2010 12:15 | N | DC_EGPS_L_A | 31.13 |
| 12/6/2010 12:15 | N | H_HOLLOW_E_1 | 31.04 |
| 12/6/2010 12:15 | N | HHOLLOW4_E_1 | 31.04 |
| 12/6/2010 12:15 | N | R_LH2SES_1 | 31.01 |
| 12/6/2010 12:15 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 12:15 | N | PENA_KZ | 31.03 |
| 12/6/2010 12:15 | N | EB_PENA_UN3 | 31.03 |
| 12/6/2010 12:15 | N | AUTO_EPS_390 | 31.01 |
| 12/6/2010 12:20 | N | DC_ROAD_L_B | 30.91 |
| 12/6/2010 12:20 | N | DC_EGPS_L_A | 31.01 |
| 12/6/2010 12:20 | N | H_HOLLOW_E_1 | 30.92 |
| 12/6/2010 12:20 | N | HHOLLOW4_E_1 | 30.92 |
| 12/6/2010 12:20 | N | R_LH2SES_1 | 30.89 |
| 12/6/2010 12:20 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 12:20 | N | PENA_KZ | 30.91 |
| 12/6/2010 12:20 | N | EB_PENA_UN3 | 30.91 |
| 12/6/2010 12:20 | N | AUTO_EPS_390 | 30.9 |
| 12/6/2010 12:25 | N | DC_ROAD_L_B | 29.19 |

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| 12/6/2010 12:25 | N | DC_EGPS_L_A | 29.3 |
| 12/6/2010 12:25 | N | H_HOLLOW_E_1 | 29.2 |
| 12/6/2010 12:25 | N | HHOLLOW4_E_1 | 29.2 |
| 12/6/2010 12:25 | N | R_LH2SES_1 | 29.17 |
| 12/6/2010 12:25 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 12:25 | N | PENA_KZ | 29.19 |
| 12/6/2010 12:25 | N | EB_PENA_UN3 | 29.19 |
| 12/6/2010 12:25 | N | AUTO_EPS_390 | 29.17 |
| 12/6/2010 12:30 | N | DC_ROAD_L_B | 29.6 |
| 12/6/2010 12:30 | N | DC_EGPS_L_A | 29.7 |
| 12/6/2010 12:30 | N | H_HOLLOW_E_1 | 29.6 |
| 12/6/2010 12:30 | N | HHOLLOW4_E_1 | 29.6 |
| 12/6/2010 12:30 | N | R_LH2SES_1 | 29.57 |
| 12/6/2010 12:30 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 12:30 | N | PENA_KZ | 29.59 |
| 12/6/2010 12:30 | N | EB_PENA_UN3 | 29.59 |
| 12/6/2010 12:30 | N | AUTO_EPS_390 | 29.57 |
| 12/6/2010 12:35 | N | DC_ROAD_L_B | 29.21 |
| 12/6/2010 12:35 | N | DC_EGPS_L_A | 29.32 |
| 12/6/2010 12:35 | N | H_HOLLOW_E_1 | 29.22 |
| 12/6/2010 12:35 | N | HHOLLOW4_E_1 | 29.22 |
| 12/6/2010 12:35 | N | R_LH2SES_1 | 29.19 |
| 12/6/2010 12:35 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 12:35 | N | PENA_KZ | 29.21 |
| 12/6/2010 12:35 | N | EB_PENA_UN3 | 29.21 |
| 12/6/2010 12:35 | N | AUTO_EPS_390 | 29.19 |
| 12/6/2010 12:40 | N | DC_ROAD_L_B | 28.28 |
| 12/6/2010 12:40 | N | DC_EGPS_L_A | 28.4 |
| 12/6/2010 12:40 | N | H_HOLLOW_E_1 | 28.28 |
| 12/6/2010 12:40 | N | HHOLLOW4_E_1 | 28.28 |
| 12/6/2010 12:40 | N | R_LH2SES_1 | 28.25 |
| 12/6/2010 12:40 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 12:40 | N | PENA_KZ | 28.28 |
| 12/6/2010 12:40 | N | EB_PENA_UN3 | 28.28 |
| 12/6/2010 12:40 | N | AUTO_EPS_390 | 28.25 |
| 12/6/2010 12:45 | N | DC_ROAD_L_B | 28.33 |
| 12/6/2010 12:45 | N | DC_EGPS_L_A | 28.45 |
| 12/6/2010 12:45 | N | H_HOLLOW_E_1 | 28.34 |
| 12/6/2010 12:45 | N | HHOLLOW4_E_1 | 28.34 |
| 12/6/2010 12:45 | N | R_LH2SES_1 | 28.31 |
| 12/6/2010 12:45 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 12:45 | N | PENA_KZ | 28.33 |
| 12/6/2010 12:45 | N | EB_PENA_UN3 | 28.33 |
| 12/6/2010 12:45 | N | AUTO_EPS_390 | 28.31 |
| 12/6/2010 12:50 | N | DC_ROAD_L_B | 8.47 |
| 12/6/2010 12:50 | N | DC_EGPS_L_A | 25.7 |
| 12/6/2010 12:50 | N | H_HOLLOW_E_1 | 28.16 |

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| 12/6/2010 12:50 | N | HHOLLOW4_E_1 | 28.16 |
| 12/6/2010 12:50 | N | R_LH2SES_1 | 28.24 |
| 12/6/2010 12:50 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 12:50 | N | PENA_KZ | 2.11 |
| 12/6/2010 12:50 | N | EB_PENA_UN3 | 2.11 |
| 12/6/2010 12:50 | N | AUTO_EPS_390 | 28.27 |
| 12/6/2010 12:55 | N | DC_ROAD_L_B | 8.48 |
| 12/6/2010 12:55 | N | DC_EGPS_L_A | 25.71 |
| 12/6/2010 12:55 | N | H_HOLLOW_E_1 | 28.17 |
| 12/6/2010 12:55 | N | HHOLLOW4_E_1 | 28.17 |
| 12/6/2010 12:55 | N | R_LH2SES_1 | 28.25 |
| 12/6/2010 12:55 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 12:55 | N | PENA_KZ | 2.12 |
| 12/6/2010 12:55 | N | EB_PENA_UN3 | 2.12 |
| 12/6/2010 12:55 | N | AUTO_EPS_390 | 28.28 |
| 12/6/2010 13:00 | N | DC_ROAD_L_B | 28.53 |
| 12/6/2010 13:00 | N | DC_EGPS_L_A | 28.33 |
| 12/6/2010 13:00 | N | H_HOLLOW_E_1 | 28.19 |
| 12/6/2010 13:00 | N | HHOLLOW4_E_1 | 28.19 |
| 12/6/2010 13:00 | N | R_LH2SES_1 | 28.16 |
| 12/6/2010 13:00 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 13:00 | N | PENA_KZ | 28.67 |
| 12/6/2010 13:00 | N | EB_PENA_UN3 | 28.67 |
| 12/6/2010 13:00 | N | AUTO_EPS_390 | 28.16 |
| 12/6/2010 13:05 | N | DC_ROAD_L_B | 28.51 |
| 12/6/2010 13:05 | N | DC_EGPS_L_A | 28.4 |
| 12/6/2010 13:05 | N | H_HOLLOW_E_1 | 28.27 |
| 12/6/2010 13:05 | N | HHOLLOW4_E_1 | 28.27 |
| 12/6/2010 13:05 | N | R_LH2SES_1 | 28.24 |
| 12/6/2010 13:05 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 13:05 | N | PENA_KZ | 28.6 |
| 12/6/2010 13:05 | N | EB_PENA_UN3 | 28.6 |
| 12/6/2010 13:05 | N | AUTO_EPS_390 | 28.24 |
| 12/6/2010 13:10 | N | DC_ROAD_L_B | 28.22 |
| 12/6/2010 13:10 | N | DC_EGPS_L_A | 28.19 |
| 12/6/2010 13:10 | N | H_HOLLOW_E_1 | 28.07 |
| 12/6/2010 13:10 | N | HHOLLOW4_E_1 | 28.07 |
| 12/6/2010 13:10 | N | R_LH2SES_1 | 28.04 |
| 12/6/2010 13:10 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 13:10 | N | PENA_KZ | 28.28 |
| 12/6/2010 13:10 | N | EB_PENA_UN3 | 28.28 |
| 12/6/2010 13:10 | N | AUTO_EPS_390 | 28.04 |
| 12/6/2010 13:15 | N | DC_ROAD_L_B | 8.22 |
| 12/6/2010 13:15 | N | DC_EGPS_L_A | 25.53 |
| 12/6/2010 13:15 | N | H_HOLLOW_E_1 | 27.99 |
| 12/6/2010 13:15 | N | HHOLLOW4_E_1 | 27.99 |
| 12/6/2010 13:15 | N | R_LH2SES_1 | 28.1 |

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| 12/6/2010 13:15 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 13:15 | N | PENA_KZ | 1.84 |
| 12/6/2010 13:15 | N | EB_PENA_UN3 | 1.84 |
| 12/6/2010 13:15 | N | AUTO_EPS_390 | 28.13 |
| 12/6/2010 13:20 | N | DC_ROAD_L_B | 13.7 |
| 12/6/2010 13:20 | N | DC_EGPS_L_A | 25.95 |
| 12/6/2010 13:20 | N | H_HOLLOW_E_1 | 28.01 |
| 12/6/2010 13:20 | N | HHOLLOW4_E_1 | 28.01 |
| 12/6/2010 13:20 | N | R_LH2SES_1 | 28.1 |
| 12/6/2010 13:20 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 13:20 | N | PENA_KZ | 9.48 |
| 12/6/2010 13:20 | N | EB_PENA_UN3 | 9.48 |
| 12/6/2010 13:20 | N | AUTO_EPS_390 | 28.13 |
| 12/6/2010 13:25 | N | DC_ROAD_L_B | 28.54 |
| 12/6/2010 13:25 | N | DC_EGPS_L_A | 28.31 |
| 12/6/2010 13:25 | N | H_HOLLOW_E_1 | 28.17 |
| 12/6/2010 13:25 | N | HHOLLOW4_E_1 | 28.17 |
| 12/6/2010 13:25 | N | R_LH2SES_1 | 28.14 |
| 12/6/2010 13:25 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 13:25 | N | PENA_KZ | 28.69 |
| 12/6/2010 13:25 | N | EB_PENA_UN3 | 28.69 |
| 12/6/2010 13:25 | N | AUTO_EPS_390 | 28.14 |
| 12/6/2010 13:30 | N | DC_ROAD_L_B | 28.42 |
| 12/6/2010 13:30 | N | DC_EGPS_L_A | 28.23 |
| 12/6/2010 13:30 | N | H_HOLLOW_E_1 | 28.1 |
| 12/6/2010 13:30 | N | HHOLLOW4_E_1 | 28.1 |
| 12/6/2010 13:30 | N | R_LH2SES_1 | 28.06 |
| 12/6/2010 13:30 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 13:30 | N | PENA_KZ | 28.56 |
| 12/6/2010 13:30 | N | EB_PENA_UN3 | 28.56 |
| 12/6/2010 13:30 | N | AUTO_EPS_390 | 28.06 |
| 12/6/2010 13:35 | N | DC_ROAD_L_B | 28.48 |
| 12/6/2010 13:35 | N | DC_EGPS_L_A | 28.21 |
| 12/6/2010 13:35 | N | H_HOLLOW_E_1 | 28.07 |
| 12/6/2010 13:35 | N | HHOLLOW4_E_1 | 28.07 |
| 12/6/2010 13:35 | N | R_LH2SES_1 | 28.04 |
| 12/6/2010 13:35 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 13:35 | N | PENA_KZ | 28.64 |
| 12/6/2010 13:35 | N | EB_PENA_UN3 | 28.64 |
| 12/6/2010 13:35 | N | AUTO_EPS_390 | 28.04 |
| 12/6/2010 13:40 | N | DC_ROAD_L_B | 28.5 |
| 12/6/2010 13:40 | N | DC_EGPS_L_A | 28.15 |
| 12/6/2010 13:40 | N | H_HOLLOW_E_1 | 27.99 |
| 12/6/2010 13:40 | N | HHOLLOW4_E_1 | 27.99 |
| 12/6/2010 13:40 | N | R_LH2SES_1 | 27.96 |
| 12/6/2010 13:40 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 13:40 | N | PENA_KZ | 28.71 |

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| 12/6/2010 13:40 | N | EB_PENA_UN3 | 28.71 |
| 12/6/2010 13:40 | N | AUTO_EPS_390 | 27.96 |
| 12/6/2010 13:45 | N | DC_ROAD_L_B | 28.44 |
| 12/6/2010 13:45 | N | DC_EGPS_L_A | 28.1 |
| 12/6/2010 13:45 | N | H_HOLLOW_E_1 | 27.94 |
| 12/6/2010 13:45 | N | HHOLLOW4_E_1 | 27.94 |
| 12/6/2010 13:45 | N | R_LH2SES_1 | 27.91 |
| 12/6/2010 13:45 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 13:45 | N | PENA_KZ | 28.64 |
| 12/6/2010 13:45 | N | EB_PENA_UN3 | 28.64 |
| 12/6/2010 13:45 | N | AUTO_EPS_390 | 27.91 |
| 12/6/2010 13:50 | N | DC_ROAD_L_B | 28.27 |
| 12/6/2010 13:50 | N | DC_EGPS_L_A | 28.02 |
| 12/6/2010 13:50 | N | H_HOLLOW_E_1 | 27.87 |
| 12/6/2010 13:50 | N | HHOLLOW4_E_1 | 27.87 |
| 12/6/2010 13:50 | N | R_LH2SES_1 | 27.84 |
| 12/6/2010 13:50 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 13:50 | N | PENA_KZ | 28.44 |
| 12/6/2010 13:50 | N | EB_PENA_UN3 | 28.44 |
| 12/6/2010 13:50 | N | AUTO_EPS_390 | 27.84 |
| 12/6/2010 13:55 | N | DC_ROAD_L_B | 28.04 |
| 12/6/2010 13:55 | N | DC_EGPS_L_A | 27.85 |
| 12/6/2010 13:55 | N | H_HOLLOW_E_1 | 27.7 |
| 12/6/2010 13:55 | N | HHOLLOW4_E_1 | 27.7 |
| 12/6/2010 13:55 | N | R_LH2SES_1 | 27.67 |
| 12/6/2010 13:55 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 13:55 | N | PENA_KZ | 28.18 |
| 12/6/2010 13:55 | N | EB_PENA_UN3 | 28.18 |
| 12/6/2010 13:55 | N | AUTO_EPS_390 | 27.67 |
| 12/6/2010 14:00 | N | DC_ROAD_L_B | 28.09 |
| 12/6/2010 14:00 | N | DC_EGPS_L_A | 27.91 |
| 12/6/2010 14:00 | N | H_HOLLOW_E_1 | 27.77 |
| 12/6/2010 14:00 | N | HHOLLOW4_E_1 | 27.77 |
| 12/6/2010 14:00 | N | R_LH2SES_1 | 27.74 |
| 12/6/2010 14:00 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 14:00 | N | PENA_KZ | 28.23 |
| 12/6/2010 14:00 | N | EB_PENA_UN3 | 28.23 |
| 12/6/2010 14:00 | N | AUTO_EPS_390 | 27.74 |
| 12/6/2010 14:05 | N | DC_ROAD_L_B | 28.15 |
| 12/6/2010 14:05 | N | DC_EGPS_L_A | 27.89 |
| 12/6/2010 14:05 | N | H_HOLLOW_E_1 | 27.75 |
| 12/6/2010 14:05 | N | HHOLLOW4_E_1 | 27.75 |
| 12/6/2010 14:05 | N | R_LH2SES_1 | 27.71 |
| 12/6/2010 14:05 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 14:05 | N | PENA_KZ | 28.31 |
| 12/6/2010 14:05 | N | EB_PENA_UN3 | 28.31 |
| 12/6/2010 14:05 | N | AUTO_EPS_390 | 27.72 |

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| 12/6/2010 14:10 | N | DC_ROAD_L_B | 28.5 |
| 12/6/2010 14:10 | N | DC_EGPS_L_A | 29.95 |
| 12/6/2010 14:10 | N | H_HOLLOW_E_1 | 28.12 |
| 12/6/2010 14:10 | N | HHOLLOW4_E_1 | 28.12 |
| 12/6/2010 14:10 | N | R_LH2SES_1 | 27.64 |
| 12/6/2010 14:10 | N | R_PBSES_2 | 266.35 |
| 12/6/2010 14:10 | N | PENA_KZ | 28.69 |
| 12/6/2010 14:10 | N | EB_PENA_UN3 | 28.69 |
| 12/6/2010 14:10 | N | AUTO_EPS_390 | 27.67 |
| 12/6/2010 14:13 | N | DC_ROAD_L_B | 28.16 |
| 12/6/2010 14:13 | N | DC_EGPS_L_A | 27.9 |
| 12/6/2010 14:13 | N | H_HOLLOW_E_1 | 27.75 |
| 12/6/2010 14:13 | N | HHOLLOW4_E_1 | 27.75 |
| 12/6/2010 14:13 | N | R_LH2SES_1 | 27.72 |
| 12/6/2010 14:13 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 14:13 | N | PENA_KZ | 28.33 |
| 12/6/2010 14:13 | N | EB_PENA_UN3 | 28.33 |
| 12/6/2010 14:13 | N | AUTO_EPS_390 | 27.72 |
| 12/6/2010 14:14 | N | DC_ROAD_L_B | 28.12 |
| 12/6/2010 14:14 | N | DC_EGPS_L_A | 27.85 |
| 12/6/2010 14:14 | N | H_HOLLOW_E_1 | 27.7 |
| 12/6/2010 14:14 | N | HHOLLOW4_E_1 | 27.7 |
| 12/6/2010 14:14 | N | R_LH2SES_1 | 27.67 |
| 12/6/2010 14:14 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 14:14 | N | PENA_KZ | 28.3 |
| 12/6/2010 14:14 | N | EB_PENA_UN3 | 28.3 |
| 12/6/2010 14:14 | N | AUTO_EPS_390 | 27.67 |
| 12/6/2010 14:15 | N | DC_ROAD_L_B | 28.12 |
| 12/6/2010 14:15 | N | DC_EGPS_L_A | 27.83 |
| 12/6/2010 14:15 | N | H_HOLLOW_E_1 | 27.68 |
| 12/6/2010 14:15 | N | HHOLLOW4_E_1 | 27.68 |
| 12/6/2010 14:15 | N | R_LH2SES_1 | 27.65 |
| 12/6/2010 14:15 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 14:15 | N | PENA_KZ | 28.3 |
| 12/6/2010 14:15 | N | EB_PENA_UN3 | 28.3 |
| 12/6/2010 14:15 | N | AUTO_EPS_390 | 27.65 |
| 12/6/2010 14:20 | N | DC_ROAD_L_B | 27.96 |
| 12/6/2010 14:20 | N | DC_EGPS_L_A | 27.73 |
| 12/6/2010 14:20 | N | H_HOLLOW_E_1 | 27.59 |
| 12/6/2010 14:20 | N | HHOLLOW4_E_1 | 27.59 |
| 12/6/2010 14:20 | N | R_LH2SES_1 | 27.55 |
| 12/6/2010 14:20 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 14:20 | N | PENA_KZ | 28.11 |
| 12/6/2010 14:20 | N | EB_PENA_UN3 | 28.11 |
| 12/6/2010 14:20 | N | AUTO_EPS_390 | 27.55 |
| 12/6/2010 14:25 | N | DC_ROAD_L_B | 27.96 |
| 12/6/2010 14:25 | N | DC_EGPS_L_A | 27.79 |

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| 12/6/2010 14:25 | N | H_HOLLOW_E_1 | 27.65 |
| 12/6/2010 14:25 | N | HHOLLOW4_E_1 | 27.65 |
| 12/6/2010 14:25 | N | R_LH2SES_1 | 27.61 |
| 12/6/2010 14:25 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 14:25 | N | PENA_KZ | 28.09 |
| 12/6/2010 14:25 | N | EB_PENA_UN3 | 28.09 |
| 12/6/2010 14:25 | N | AUTO_EPS_390 | 27.62 |
| 12/6/2010 14:30 | N | DC_ROAD_L_B | 27.99 |
| 12/6/2010 14:30 | N | DC_EGPS_L_A | 27.78 |
| 12/6/2010 14:30 | N | H_HOLLOW_E_1 | 27.64 |
| 12/6/2010 14:30 | N | HHOLLOW4_E_1 | 27.64 |
| 12/6/2010 14:30 | N | R_LH2SES_1 | 27.61 |
| 12/6/2010 14:30 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 14:30 | N | PENA_KZ | 28.14 |
| 12/6/2010 14:30 | N | EB_PENA_UN3 | 28.14 |
| 12/6/2010 14:30 | N | AUTO_EPS_390 | 27.61 |
| 12/6/2010 14:35 | N | DC_ROAD_L_B | 28.05 |
| 12/6/2010 14:35 | N | DC_EGPS_L_A | 27.76 |
| 12/6/2010 14:35 | N | H_HOLLOW_E_1 | 27.61 |
| 12/6/2010 14:35 | N | HHOLLOW4_E_1 | 27.61 |
| 12/6/2010 14:35 | N | R_LH2SES_1 | 27.58 |
| 12/6/2010 14:35 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 14:35 | N | PENA_KZ | 28.23 |
| 12/6/2010 14:35 | N | EB_PENA_UN3 | 28.23 |
| 12/6/2010 14:35 | N | AUTO_EPS_390 | 27.58 |
| 12/6/2010 14:40 | N | DC_ROAD_L_B | 28.04 |
| 12/6/2010 14:40 | N | DC_EGPS_L_A | 27.73 |
| 12/6/2010 14:40 | N | H_HOLLOW_E_1 | 27.58 |
| 12/6/2010 14:40 | N | HHOLLOW4_E_1 | 27.58 |
| 12/6/2010 14:40 | N | R_LH2SES_1 | 27.55 |
| 12/6/2010 14:40 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 14:40 | N | PENA_KZ | 28.23 |
| 12/6/2010 14:40 | N | EB_PENA_UN3 | 28.23 |
| 12/6/2010 14:40 | N | AUTO_EPS_390 | 27.55 |
| 12/6/2010 14:45 | N | DC_ROAD_L_B | 27.84 |
| 12/6/2010 14:45 | N | DC_EGPS_L_A | 27.58 |
| 12/6/2010 14:45 | N | H_HOLLOW_E_1 | 27.43 |
| 12/6/2010 14:45 | N | HHOLLOW4_E_1 | 27.43 |
| 12/6/2010 14:45 | N | R_LH2SES_1 | 27.39 |
| 12/6/2010 14:45 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 14:45 | N | PENA_KZ | 28.01 |
| 12/6/2010 14:45 | N | EB_PENA_UN3 | 28.01 |
| 12/6/2010 14:45 | N | AUTO_EPS_390 | 27.4 |
| 12/6/2010 14:50 | N | DC_ROAD_L_B | 27.34 |
| 12/6/2010 14:50 | N | DC_EGPS_L_A | 27.18 |
| 12/6/2010 14:50 | N | H_HOLLOW_E_1 | 27.04 |
| 12/6/2010 14:50 | N | HHOLLOW4_E_1 | 27.04 |

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| 12/6/2010 14:50 | N | R_LH2SES_1 | 27 |
| 12/6/2010 14:50 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 14:50 | N | PENA_KZ | 27.47 |
| 12/6/2010 14:50 | N | EB_PENA_UN3 | 27.47 |
| 12/6/2010 14:50 | N | AUTO_EPS_390 | 27 |
| 12/6/2010 14:55 | N | DC_ROAD_L_B | 27.28 |
| 12/6/2010 14:55 | N | DC_EGPS_L_A | 27.17 |
| 12/6/2010 14:55 | N | H_HOLLOW_E_1 | 27.03 |
| 12/6/2010 14:55 | N | HHOLLOW4_E_1 | 27.03 |
| 12/6/2010 14:55 | N | R_LH2SES_1 | 26.99 |
| 12/6/2010 14:55 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 14:55 | N | PENA_KZ | 27.38 |
| 12/6/2010 14:55 | N | EB_PENA_UN3 | 27.38 |
| 12/6/2010 14:55 | N | AUTO_EPS_390 | 27 |
| 12/6/2010 15:00 | N | DC_ROAD_L_B | 27.22 |
| 12/6/2010 15:00 | N | DC_EGPS_L_A | 27.11 |
| 12/6/2010 15:00 | N | H_HOLLOW_E_1 | 26.98 |
| 12/6/2010 15:00 | N | HHOLLOW4_E_1 | 26.98 |
| 12/6/2010 15:00 | N | R_LH2SES_1 | 26.94 |
| 12/6/2010 15:00 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 15:00 | N | PENA_KZ | 27.33 |
| 12/6/2010 15:00 | N | EB_PENA_UN3 | 27.33 |
| 12/6/2010 15:00 | N | AUTO_EPS_390 | 26.95 |
| 12/6/2010 15:05 | N | DC_ROAD_L_B | 27.68 |
| 12/6/2010 15:05 | N | DC_EGPS_L_A | 29.26 |
| 12/6/2010 15:05 | N | H_HOLLOW_E_1 | 27.46 |
| 12/6/2010 15:05 | N | HHOLLOW4_E_1 | 27.46 |
| 12/6/2010 15:05 | N | R_LH2SES_1 | 26.98 |
| 12/6/2010 15:05 | N | R_PBSES_2 | 265.68 |
| 12/6/2010 15:05 | N | PENA_KZ | 27.83 |
| 12/6/2010 15:05 | N | EB_PENA_UN3 | 27.83 |
| 12/6/2010 15:05 | N | AUTO_EPS_390 | 27.01 |
| 12/6/2010 15:10 | N | DC_ROAD_L_B | 27.63 |
| 12/6/2010 15:10 | N | DC_EGPS_L_A | 27.4 |
| 12/6/2010 15:10 | N | H_HOLLOW_E_1 | 27.26 |
| 12/6/2010 15:10 | N | HHOLLOW4_E_1 | 27.26 |
| 12/6/2010 15:10 | N | R_LH2SES_1 | 27.23 |
| 12/6/2010 15:10 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 15:10 | N | PENA_KZ | 27.81 |
| 12/6/2010 15:10 | N | EB_PENA_UN3 | 27.81 |
| 12/6/2010 15:10 | N | AUTO_EPS_390 | 27.23 |
| 12/6/2010 15:15 | N | DC_ROAD_L_B | 27.89 |
| 12/6/2010 15:15 | N | DC_EGPS_L_A | 29.42 |
| 12/6/2010 15:15 | N | H_HOLLOW_E_1 | 27.61 |
| 12/6/2010 15:15 | N | HHOLLOW4_E_1 | 27.61 |
| 12/6/2010 15:15 | N | R_LH2SES_1 | 27.13 |
| 12/6/2010 15:15 | N | R_PBSES_2 | 265.83 |

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| 12/6/2010 15:15 | N | PENA_KZ | 28.07 |
| 12/6/2010 15:15 | N | EB_PENA_UN3 | 28.07 |
| 12/6/2010 15:15 | N | AUTO_EPS_390 | 27.16 |
| 12/6/2010 15:18 | N | DC_ROAD_L_B | 27.66 |
| 12/6/2010 15:18 | N | DC_EGPS_L_A | 27.47 |
| 12/6/2010 15:18 | N | H_HOLLOW_E_1 | 27.33 |
| 12/6/2010 15:18 | N | HHOLLOW4_E_1 | 27.33 |
| 12/6/2010 15:18 | N | R_LH2SES_1 | 27.3 |
| 12/6/2010 15:18 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 15:18 | N | PENA_KZ | 27.81 |
| 12/6/2010 15:18 | N | EB_PENA_UN3 | 27.81 |
| 12/6/2010 15:18 | N | AUTO_EPS_390 | 27.3 |
| 12/6/2010 15:20 | N | DC_ROAD_L_B | 27.7 |
| 12/6/2010 15:20 | N | DC_EGPS_L_A | 27.53 |
| 12/6/2010 15:20 | N | H_HOLLOW_E_1 | 27.4 |
| 12/6/2010 15:20 | N | HHOLLOW4_E_1 | 27.4 |
| 12/6/2010 15:20 | N | R_LH2SES_1 | 27.37 |
| 12/6/2010 15:20 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 15:20 | N | PENA_KZ | 27.84 |
| 12/6/2010 15:20 | N | EB_PENA_UN3 | 27.84 |
| 12/6/2010 15:20 | N | AUTO_EPS_390 | 27.37 |
| 12/6/2010 15:25 | N | DC_ROAD_L_B | 27.78 |
| 12/6/2010 15:25 | N | DC_EGPS_L_A | 27.63 |
| 12/6/2010 15:25 | N | H_HOLLOW_E_1 | 27.5 |
| 12/6/2010 15:25 | N | HHOLLOW4_E_1 | 27.5 |
| 12/6/2010 15:25 | N | R_LH2SES_1 | 27.47 |
| 12/6/2010 15:25 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 15:25 | N | PENA_KZ | 27.91 |
| 12/6/2010 15:25 | N | EB_PENA_UN3 | 27.91 |
| 12/6/2010 15:25 | N | AUTO_EPS_390 | 27.47 |
| 12/6/2010 15:30 | N | DC_ROAD_L_B | 27.89 |
| 12/6/2010 15:30 | N | DC_EGPS_L_A | 27.7 |
| 12/6/2010 15:30 | N | H_HOLLOW_E_1 | 27.57 |
| 12/6/2010 15:30 | N | HHOLLOW4_E_1 | 27.57 |
| 12/6/2010 15:30 | N | R_LH2SES_1 | 27.54 |
| 12/6/2010 15:30 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 15:30 | N | PENA_KZ | 28.05 |
| 12/6/2010 15:30 | N | EB_PENA_UN3 | 28.05 |
| 12/6/2010 15:30 | N | AUTO_EPS_390 | 27.54 |
| 12/6/2010 15:35 | N | DC_ROAD_L_B | 27.98 |
| 12/6/2010 15:35 | N | DC_EGPS_L_A | 27.72 |
| 12/6/2010 15:35 | N | H_HOLLOW_E_1 | 27.58 |
| 12/6/2010 15:35 | N | HHOLLOW4_E_1 | 27.58 |
| 12/6/2010 15:35 | N | R_LH2SES_1 | 27.55 |
| 12/6/2010 15:35 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 15:35 | N | PENA_KZ | 28.17 |
| 12/6/2010 15:35 | N | EB_PENA_UN3 | 28.17 |

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| 12/6/2010 15:35 | N | AUTO_EPS_390 | 27.55 |
| 12/6/2010 15:40 | N | DC_ROAD_L_B | 28.04 |
| 12/6/2010 15:40 | N | DC_EGPS_L_A | 27.75 |
| 12/6/2010 15:40 | N | H_HOLLOW_E_1 | 27.61 |
| 12/6/2010 15:40 | N | HHOLLOW4_E_1 | 27.61 |
| 12/6/2010 15:40 | N | R_LH2SES_1 | 27.58 |
| 12/6/2010 15:40 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 15:40 | N | PENA_KZ | 28.24 |
| 12/6/2010 15:40 | N | EB_PENA_UN3 | 28.24 |
| 12/6/2010 15:40 | N | AUTO_EPS_390 | 27.58 |
| 12/6/2010 15:45 | N | DC_ROAD_L_B | 27.92 |
| 12/6/2010 15:45 | N | DC_EGPS_L_A | 27.55 |
| 12/6/2010 15:45 | N | H_HOLLOW_E_1 | 27.53 |
| 12/6/2010 15:45 | N | HHOLLOW4_E_1 | 27.53 |
| 12/6/2010 15:45 | N | R_LH2SES_1 | 27.53 |
| 12/6/2010 15:45 | N | R_PBSES_2 | 27.54 |
| 12/6/2010 15:45 | N | PENA_KZ | 28.09 |
| 12/6/2010 15:45 | N | EB_PENA_UN3 | 28.09 |
| 12/6/2010 15:45 | N | AUTO_EPS_390 | 27.53 |
| 12/6/2010 15:50 | N | DC_ROAD_L_B | 27.75 |
| 12/6/2010 15:50 | N | DC_EGPS_L_A | 27.59 |
| 12/6/2010 15:50 | N | H_HOLLOW_E_1 | 27.45 |
| 12/6/2010 15:50 | N | HHOLLOW4_E_1 | 27.45 |
| 12/6/2010 15:50 | N | R_LH2SES_1 | 27.42 |
| 12/6/2010 15:50 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 15:50 | N | PENA_KZ | 27.89 |
| 12/6/2010 15:50 | N | EB_PENA_UN3 | 27.89 |
| 12/6/2010 15:50 | N | AUTO_EPS_390 | 27.42 |
| 12/6/2010 15:55 | N | DC_ROAD_L_B | 27.97 |
| 12/6/2010 15:55 | N | DC_EGPS_L_A | 27.82 |
| 12/6/2010 15:55 | N | H_HOLLOW_E_1 | 27.68 |
| 12/6/2010 15:55 | N | HHOLLOW4_E_1 | 27.68 |
| 12/6/2010 15:55 | N | R_LH2SES_1 | 27.65 |
| 12/6/2010 15:55 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 15:55 | N | PENA_KZ | 28.1 |
| 12/6/2010 15:55 | N | EB_PENA_UN3 | 28.1 |
| 12/6/2010 15:55 | N | AUTO_EPS_390 | 27.65 |
| 12/6/2010 16:00 | N | DC_ROAD_L_B | 28.14 |
| 12/6/2010 16:00 | N | DC_EGPS_L_A | 27.91 |
| 12/6/2010 16:00 | N | H_HOLLOW_E_1 | 27.77 |
| 12/6/2010 16:00 | N | HHOLLOW4_E_1 | 27.77 |
| 12/6/2010 16:00 | N | R_LH2SES_1 | 27.74 |
| 12/6/2010 16:00 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 16:00 | N | PENA_KZ | 28.31 |
| 12/6/2010 16:00 | N | EB_PENA_UN3 | 28.31 |
| 12/6/2010 16:00 | N | AUTO_EPS_390 | 27.75 |
| 12/6/2010 16:05 | N | DC_ROAD_L_B | 28.49 |

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| 12/6/2010 16:05 | N | DC_EGPS_L_A | 28.17 |
| 12/6/2010 16:05 | N | H_HOLLOW_E_1 | 28.03 |
| 12/6/2010 16:05 | N | HHOLLOW4_E_1 | 28.03 |
| 12/6/2010 16:05 | N | R_LH2SES_1 | 28 |
| 12/6/2010 16:05 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 16:05 | N | PENA_KZ | 28.7 |
| 12/6/2010 16:05 | N | EB_PENA_UN3 | 28.7 |
| 12/6/2010 16:05 | N | AUTO_EPS_390 | 28 |
| 12/6/2010 16:10 | N | DC_ROAD_L_B | 28.39 |
| 12/6/2010 16:10 | N | DC_EGPS_L_A | 28.16 |
| 12/6/2010 16:10 | N | H_HOLLOW_E_1 | 28.03 |
| 12/6/2010 16:10 | N | HHOLLOW4_E_1 | 28.03 |
| 12/6/2010 16:10 | N | R_LH2SES_1 | 28 |
| 12/6/2010 16:10 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 16:10 | N | PENA_KZ | 28.55 |
| 12/6/2010 16:10 | N | EB_PENA_UN3 | 28.55 |
| 12/6/2010 16:10 | N | AUTO_EPS_390 | 28 |
| 12/6/2010 16:15 | N | DC_ROAD_L_B | 28.35 |
| 12/6/2010 16:15 | N | DC_EGPS_L_A | 28.18 |
| 12/6/2010 16:15 | N | H_HOLLOW_E_1 | 28.04 |
| 12/6/2010 16:15 | N | HHOLLOW4_E_1 | 28.04 |
| 12/6/2010 16:15 | N | R_LH2SES_1 | 28.02 |
| 12/6/2010 16:15 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 16:15 | N | PENA_KZ | 28.49 |
| 12/6/2010 16:15 | N | EB_PENA_UN3 | 28.49 |
| 12/6/2010 16:15 | N | AUTO_EPS_390 | 28.02 |
| 12/6/2010 16:20 | N | DC_ROAD_L_B | 28.35 |
| 12/6/2010 16:20 | N | DC_EGPS_L_A | 28.11 |
| 12/6/2010 16:20 | N | H_HOLLOW_E_1 | 27.98 |
| 12/6/2010 16:20 | N | HHOLLOW4_E_1 | 27.98 |
| 12/6/2010 16:20 | N | R_LH2SES_1 | 27.95 |
| 12/6/2010 16:20 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 16:20 | N | PENA_KZ | 28.51 |
| 12/6/2010 16:20 | N | EB_PENA_UN3 | 28.51 |
| 12/6/2010 16:20 | N | AUTO_EPS_390 | 27.95 |
| 12/6/2010 16:25 | N | DC_ROAD_L_B | 28.53 |
| 12/6/2010 16:25 | N | DC_EGPS_L_A | 28.23 |
| 12/6/2010 16:25 | N | H_HOLLOW_E_1 | 28.1 |
| 12/6/2010 16:25 | N | HHOLLOW4_E_1 | 28.1 |
| 12/6/2010 16:25 | N | R_LH2SES_1 | 28.07 |
| 12/6/2010 16:25 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 16:25 | N | PENA_KZ | 28.73 |
| 12/6/2010 16:25 | N | EB_PENA_UN3 | 28.73 |
| 12/6/2010 16:25 | N | AUTO_EPS_390 | 28.07 |
| 12/6/2010 16:30 | N | DC_ROAD_L_B | 28.58 |
| 12/6/2010 16:30 | N | DC_EGPS_L_A | 28.26 |
| 12/6/2010 16:30 | N | H_HOLLOW_E_1 | 28.12 |

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| 12/6/2010 16:30 | N | HHOLLOW4_E_1 | 28.12 |
| 12/6/2010 16:30 | N | R_LH2SES_1 | 28.1 |
| 12/6/2010 16:30 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 16:30 | N | PENA_KZ | 28.79 |
| 12/6/2010 16:30 | N | EB_PENA_UN3 | 28.79 |
| 12/6/2010 16:30 | N | AUTO_EPS_390 | 28.1 |
| 12/6/2010 16:35 | N | DC_ROAD_L_B | 28.54 |
| 12/6/2010 16:35 | N | DC_EGPS_L_A | 28.23 |
| 12/6/2010 16:35 | N | H_HOLLOW_E_1 | 28.09 |
| 12/6/2010 16:35 | N | HHOLLOW4_E_1 | 28.09 |
| 12/6/2010 16:35 | N | R_LH2SES_1 | 28.06 |
| 12/6/2010 16:35 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 16:35 | N | PENA_KZ | 28.75 |
| 12/6/2010 16:35 | N | EB_PENA_UN3 | 28.75 |
| 12/6/2010 16:35 | N | AUTO_EPS_390 | 28.06 |
| 12/6/2010 16:40 | N | DC_ROAD_L_B | 28.56 |
| 12/6/2010 16:40 | N | DC_EGPS_L_A | 28.29 |
| 12/6/2010 16:40 | N | H_HOLLOW_E_1 | 28.16 |
| 12/6/2010 16:40 | N | HHOLLOW4_E_1 | 28.16 |
| 12/6/2010 16:40 | N | R_LH2SES_1 | 28.13 |
| 12/6/2010 16:40 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 16:40 | N | PENA_KZ | 28.74 |
| 12/6/2010 16:40 | N | EB_PENA_UN3 | 28.74 |
| 12/6/2010 16:40 | N | AUTO_EPS_390 | 28.13 |
| 12/6/2010 16:45 | N | DC_ROAD_L_B | 28.63 |
| 12/6/2010 16:45 | N | DC_EGPS_L_A | 28.39 |
| 12/6/2010 16:45 | N | H_HOLLOW_E_1 | 28.26 |
| 12/6/2010 16:45 | N | HHOLLOW4_E_1 | 28.26 |
| 12/6/2010 16:45 | N | R_LH2SES_1 | 28.23 |
| 12/6/2010 16:45 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 16:45 | N | PENA_KZ | 28.81 |
| 12/6/2010 16:45 | N | EB_PENA_UN3 | 28.81 |
| 12/6/2010 16:45 | N | AUTO_EPS_390 | 28.23 |
| 12/6/2010 16:50 | N | DC_ROAD_L_B | 28.67 |
| 12/6/2010 16:50 | N | DC_EGPS_L_A | 28.41 |
| 12/6/2010 16:50 | N | H_HOLLOW_E_1 | 28.28 |
| 12/6/2010 16:50 | N | HHOLLOW4_E_1 | 28.28 |
| 12/6/2010 16:50 | N | R_LH2SES_1 | 28.25 |
| 12/6/2010 16:50 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 16:50 | N | PENA_KZ | 28.85 |
| 12/6/2010 16:50 | N | EB_PENA_UN3 | 28.85 |
| 12/6/2010 16:50 | N | AUTO_EPS_390 | 28.25 |
| 12/6/2010 16:55 | N | DC_ROAD_L_B | 29.03 |
| 12/6/2010 16:55 | N | DC_EGPS_L_A | 28.71 |
| 12/6/2010 16:55 | N | H_HOLLOW_E_1 | 28.58 |
| 12/6/2010 16:55 | N | HHOLLOW4_E_1 | 28.58 |
| 12/6/2010 16:55 | N | R_LH2SES_1 | 28.55 |

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| 12/6/2010 16:55 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 16:55 | N | PENA_KZ | 29.24 |
| 12/6/2010 16:55 | N | EB_PENA_UN3 | 29.24 |
| 12/6/2010 16:55 | N | AUTO_EPS_390 | 28.55 |
| 12/6/2010 17:00 | N | DC_ROAD_L_B | 28.96 |
| 12/6/2010 17:00 | N | DC_EGPS_L_A | 28.62 |
| 12/6/2010 17:00 | N | H_HOLLOW_E_1 | 28.49 |
| 12/6/2010 17:00 | N | HHOLLOW4_E_1 | 28.49 |
| 12/6/2010 17:00 | N | R_LH2SES_1 | 28.46 |
| 12/6/2010 17:00 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 17:00 | N | PENA_KZ | 29.17 |
| 12/6/2010 17:00 | N | EB_PENA_UN3 | 29.17 |
| 12/6/2010 17:00 | N | AUTO_EPS_390 | 28.46 |
| 12/6/2010 17:05 | N | DC_ROAD_L_B | 29.1 |
| 12/6/2010 17:05 | N | DC_EGPS_L_A | 28.76 |
| 12/6/2010 17:05 | N | H_HOLLOW_E_1 | 28.62 |
| 12/6/2010 17:05 | N | HHOLLOW4_E_1 | 28.62 |
| 12/6/2010 17:05 | N | R_LH2SES_1 | 28.59 |
| 12/6/2010 17:05 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 17:05 | N | PENA_KZ | 29.33 |
| 12/6/2010 17:05 | N | EB_PENA_UN3 | 29.33 |
| 12/6/2010 17:05 | N | AUTO_EPS_390 | 28.59 |
| 12/6/2010 17:10 | N | DC_ROAD_L_B | 30.1 |
| 12/6/2010 17:10 | N | DC_EGPS_L_A | 29.66 |
| 12/6/2010 17:10 | N | H_HOLLOW_E_1 | 29.53 |
| 12/6/2010 17:10 | N | HHOLLOW4_E_1 | 29.53 |
| 12/6/2010 17:10 | N | R_LH2SES_1 | 29.51 |
| 12/6/2010 17:10 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 17:10 | N | PENA_KZ | 30.37 |
| 12/6/2010 17:10 | N | EB_PENA_UN3 | 30.37 |
| 12/6/2010 17:10 | N | AUTO_EPS_390 | 29.51 |
| 12/6/2010 17:15 | N | DC_ROAD_L_B | 30.97 |
| 12/6/2010 17:15 | N | DC_EGPS_L_A | 30.44 |
| 12/6/2010 17:15 | N | H_HOLLOW_E_1 | 30.32 |
| 12/6/2010 17:15 | N | HHOLLOW4_E_1 | 30.32 |
| 12/6/2010 17:15 | N | R_LH2SES_1 | 30.29 |
| 12/6/2010 17:15 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 17:15 | N | PENA_KZ | 31.27 |
| 12/6/2010 17:15 | N | EB_PENA_UN3 | 31.27 |
| 12/6/2010 17:15 | N | AUTO_EPS_390 | 30.29 |
| 12/6/2010 17:20 | N | DC_ROAD_L_B | 32.6 |
| 12/6/2010 17:20 | N | DC_EGPS_L_A | 31.97 |
| 12/6/2010 17:20 | N | H_HOLLOW_E_1 | 31.85 |
| 12/6/2010 17:20 | N | HHOLLOW4_E_1 | 31.85 |
| 12/6/2010 17:20 | N | R_LH2SES_1 | 31.83 |
| 12/6/2010 17:20 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 17:20 | N | PENA_KZ | 32.95 |

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| 12/6/2010 17:20 | N | EB_PENA_UN3 | 32.95 |
| 12/6/2010 17:20 | N | AUTO_EPS_390 | 31.83 |
| 12/6/2010 17:25 | N | DC_ROAD_L_B | 33.7 |
| 12/6/2010 17:25 | N | DC_EGPS_L_A | 33.01 |
| 12/6/2010 17:25 | N | H_HOLLOW_E_1 | 32.89 |
| 12/6/2010 17:25 | N | HHOLLOW4_E_1 | 32.89 |
| 12/6/2010 17:25 | N | R_LH2SES_1 | 32.87 |
| 12/6/2010 17:25 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 17:25 | N | PENA_KZ | 34.08 |
| 12/6/2010 17:25 | N | EB_PENA_UN3 | 34.08 |
| 12/6/2010 17:25 | N | AUTO_EPS_390 | 32.87 |
| 12/6/2010 17:30 | N | DC_ROAD_L_B | 35.42 |
| 12/6/2010 17:30 | N | DC_EGPS_L_A | 34.71 |
| 12/6/2010 17:30 | N | H_HOLLOW_E_1 | 34.6 |
| 12/6/2010 17:30 | N | HHOLLOW4_E_1 | 34.6 |
| 12/6/2010 17:30 | N | R_LH2SES_1 | 34.59 |
| 12/6/2010 17:30 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 17:30 | N | PENA_KZ | 35.8 |
| 12/6/2010 17:30 | N | EB_PENA_UN3 | 35.8 |
| 12/6/2010 17:30 | N | AUTO_EPS_390 | 34.59 |
| 12/6/2010 17:35 | N | DC_ROAD_L_B | 37.64 |
| 12/6/2010 17:35 | N | DC_EGPS_L_A | 36.81 |
| 12/6/2010 17:35 | N | H_HOLLOW_E_1 | 36.72 |
| 12/6/2010 17:35 | N | HHOLLOW4_E_1 | 36.72 |
| 12/6/2010 17:35 | N | R_LH2SES_1 | 36.7 |
| 12/6/2010 17:35 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 17:35 | N | PENA_KZ | 38.07 |
| 12/6/2010 17:35 | N | EB_PENA_UN3 | 38.07 |
| 12/6/2010 17:35 | N | AUTO_EPS_390 | 36.7 |
| 12/6/2010 17:40 | N | DC_ROAD_L_B | 43.34 |
| 12/6/2010 17:40 | N | DC_EGPS_L_A | 42.12 |
| 12/6/2010 17:40 | N | H_HOLLOW_E_1 | 42.05 |
| 12/6/2010 17:40 | N | HHOLLOW4_E_1 | 42.05 |
| 12/6/2010 17:40 | N | R_LH2SES_1 | 42.05 |
| 12/6/2010 17:40 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 17:40 | N | PENA_KZ | 43.94 |
| 12/6/2010 17:40 | N | EB_PENA_UN3 | 43.94 |
| 12/6/2010 17:40 | N | AUTO_EPS_390 | 42.05 |
| 12/6/2010 17:45 | N | DC_ROAD_L_B | 53.26 |
| 12/6/2010 17:45 | N | DC_EGPS_L_A | 51.39 |
| 12/6/2010 17:45 | N | H_HOLLOW_E_1 | 51.31 |
| 12/6/2010 17:45 | N | HHOLLOW4_E_1 | 51.31 |
| 12/6/2010 17:45 | N | R_LH2SES_1 | 51.3 |
| 12/6/2010 17:45 | N | R_PBSES_2 | 51.31 |
| 12/6/2010 17:45 | N | PENA_KZ | 54.16 |
| 12/6/2010 17:45 | N | EB_PENA_UN3 | 54.16 |
| 12/6/2010 17:45 | N | AUTO_EPS_390 | 51.3 |

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| 12/6/2010 17:47 | N | DC_ROAD_L_B | 74.01 |
| 12/6/2010 17:47 | N | DC_EGPS_L_A | 71.81 |
| 12/6/2010 17:47 | N | H_HOLLOW_E_1 | 71.72 |
| 12/6/2010 17:47 | N | HHOLLOW4_E_1 | 71.72 |
| 12/6/2010 17:47 | N | R_LH2SES_1 | 71.71 |
| 12/6/2010 17:47 | N | R_PBSES_2 | 71.72 |
| 12/6/2010 17:47 | N | PENA_KZ | 75.07 |
| 12/6/2010 17:47 | N | EB_PENA_UN3 | 75.07 |
| 12/6/2010 17:47 | N | AUTO_EPS_390 | 71.71 |
| 12/6/2010 18:15 | N | DC_ROAD_L_B | 42.41 |
| 12/6/2010 18:15 | N | DC_EGPS_L_A | 42.41 |
| 12/6/2010 18:15 | N | H_HOLLOW_E_1 | 42.41 |
| 12/6/2010 18:15 | N | HHOLLOW4_E_1 | 42.41 |
| 12/6/2010 18:15 | N | R_LH2SES_1 | 42.41 |
| 12/6/2010 18:15 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 18:15 | N | PENA_KZ | 42.41 |
| 12/6/2010 18:15 | N | EB_PENA_UN3 | 42.41 |
| 12/6/2010 18:15 | N | AUTO_EPS_390 | 42.41 |
| 12/6/2010 18:15 | N | DC_ROAD_L_B | 41.05 |
| 12/6/2010 18:15 | N | DC_EGPS_L_A | 41.07 |
| 12/6/2010 18:15 | N | H_HOLLOW_E_1 | 41.05 |
| 12/6/2010 18:15 | N | HHOLLOW4_E_1 | 41.05 |
| 12/6/2010 18:15 | N | R_LH2SES_1 | 41.05 |
| 12/6/2010 18:15 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 18:15 | N | PENA_KZ | 41.05 |
| 12/6/2010 18:15 | N | EB_PENA_UN3 | 41.05 |
| 12/6/2010 18:15 | N | AUTO_EPS_390 | 41.05 |
| 12/6/2010 18:20 | N | DC_ROAD_L_B | 37.8 |
| 12/6/2010 18:20 | N | DC_EGPS_L_A | 37.84 |
| 12/6/2010 18:20 | N | H_HOLLOW_E_1 | 37.8 |
| 12/6/2010 18:20 | N | HHOLLOW4_E_1 | 37.8 |
| 12/6/2010 18:20 | N | R_LH2SES_1 | 37.79 |
| 12/6/2010 18:20 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 18:20 | N | PENA_KZ | 37.8 |
| 12/6/2010 18:20 | N | EB_PENA_UN3 | 37.8 |
| 12/6/2010 18:20 | N | AUTO_EPS_390 | 37.79 |
| 12/6/2010 18:24 | N | DC_ROAD_L_B | 36.28 |
| 12/6/2010 18:24 | N | DC_EGPS_L_A | 35.43 |
| 12/6/2010 18:24 | N | H_HOLLOW_E_1 | 35.36 |
| 12/6/2010 18:24 | N | HHOLLOW4_E_1 | 35.36 |
| 12/6/2010 18:24 | N | R_LH2SES_1 | 35.35 |
| 12/6/2010 18:24 | N | R_PBSES_2 | 39.02 |
| 12/6/2010 18:24 | N | PENA_KZ | 36.7 |
| 12/6/2010 18:24 | N | EB_PENA_UN3 | 36.7 |
| 12/6/2010 18:24 | N | AUTO_EPS_390 | 35.35 |
| 12/6/2010 18:25 | N | DC_ROAD_L_B | 36.32 |
| 12/6/2010 18:25 | N | DC_EGPS_L_A | 35.43 |

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| 12/6/2010 18:25 | N | H_HOLLOW_E_1 | 35.39 |
| 12/6/2010 18:25 | N | HHOLLOW4_E_1 | 35.39 |
| 12/6/2010 18:25 | N | R_LH2SES_1 | 35.39 |
| 12/6/2010 18:25 | N | R_PBSES_2 | 35.39 |
| 12/6/2010 18:25 | N | PENA_KZ | 36.75 |
| 12/6/2010 18:25 | N | EB_PENA_UN3 | 36.75 |
| 12/6/2010 18:25 | N | AUTO_EPS_390 | 35.39 |
| 12/6/2010 18:27 | N | DC_ROAD_L_B | 36.45 |
| 12/6/2010 18:27 | N | DC_EGPS_L_A | 35.51 |
| 12/6/2010 18:27 | N | H_HOLLOW_E_1 | 35.47 |
| 12/6/2010 18:27 | N | HHOLLOW4_E_1 | 35.47 |
| 12/6/2010 18:27 | N | R_LH2SES_1 | 35.47 |
| 12/6/2010 18:27 | N | R_PBSES_2 | 35.47 |
| 12/6/2010 18:27 | N | PENA_KZ | 36.9 |
| 12/6/2010 18:27 | N | EB_PENA_UN3 | 36.9 |
| 12/6/2010 18:27 | N | AUTO_EPS_390 | 35.47 |
| 12/6/2010 18:30 | N | DC_ROAD_L_B | 38.93 |
| 12/6/2010 18:30 | N | DC_EGPS_L_A | 37.89 |
| 12/6/2010 18:30 | N | H_HOLLOW_E_1 | 37.8 |
| 12/6/2010 18:30 | N | HHOLLOW4_E_1 | 37.8 |
| 12/6/2010 18:30 | N | R_LH2SES_1 | 37.78 |
| 12/6/2010 18:30 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 18:30 | N | PENA_KZ | 39.46 |
| 12/6/2010 18:30 | N | EB_PENA_UN3 | 39.46 |
| 12/6/2010 18:30 | N | AUTO_EPS_390 | 37.78 |
| 12/6/2010 18:35 | N | DC_ROAD_L_B | 38.53 |
| 12/6/2010 18:35 | N | DC_EGPS_L_A | 40.4 |
| 12/6/2010 18:35 | N | H_HOLLOW_E_1 | 38.55 |
| 12/6/2010 18:35 | N | HHOLLOW4_E_1 | 38.55 |
| 12/6/2010 18:35 | N | R_LH2SES_1 | 38.11 |
| 12/6/2010 18:35 | N | R_PBSES_2 | 276.75 |
| 12/6/2010 18:35 | N | PENA_KZ | 38.5 |
| 12/6/2010 18:35 | N | EB_PENA_UN3 | 38.5 |
| 12/6/2010 18:35 | N | AUTO_EPS_390 | 38.13 |
| 12/6/2010 18:40 | N | DC_ROAD_L_B | 38.5 |
| 12/6/2010 18:40 | N | DC_EGPS_L_A | 40.37 |
| 12/6/2010 18:40 | N | H_HOLLOW_E_1 | 38.52 |
| 12/6/2010 18:40 | N | HHOLLOW4_E_1 | 38.52 |
| 12/6/2010 18:40 | N | R_LH2SES_1 | 38.08 |
| 12/6/2010 18:40 | N | R_PBSES_2 | 276.75 |
| 12/6/2010 18:40 | N | PENA_KZ | 38.47 |
| 12/6/2010 18:40 | N | EB_PENA_UN3 | 38.47 |
| 12/6/2010 18:40 | N | AUTO_EPS_390 | 38.1 |
| 12/6/2010 18:45 | N | DC_ROAD_L_B | 37.09 |
| 12/6/2010 18:45 | N | DC_EGPS_L_A | 38.97 |
| 12/6/2010 18:45 | N | H_HOLLOW_E_1 | 37.12 |
| 12/6/2010 18:45 | N | HHOLLOW4_E_1 | 37.12 |

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| 12/6/2010 18:45 | N | R_LH2SES_1 | 36.7 |
| 12/6/2010 18:45 | N | R_PBSES_2 | 275.35 |
| 12/6/2010 18:45 | N | PENA_KZ | 37.09 |
| 12/6/2010 18:45 | N | EB_PENA_UN3 | 37.09 |
| 12/6/2010 18:45 | N | AUTO_EPS_390 | 36.73 |
| 12/6/2010 18:50 | N | DC_ROAD_L_B | 35.98 |
| 12/6/2010 18:50 | N | DC_EGPS_L_A | 36.03 |
| 12/6/2010 18:50 | N | H_HOLLOW_E_1 | 35.98 |
| 12/6/2010 18:50 | N | HHOLLOW4_E_1 | 35.98 |
| 12/6/2010 18:50 | N | R_LH2SES_1 | 35.96 |
| 12/6/2010 18:50 | N | R_PBSES_2 | 43.31 |
| 12/6/2010 18:50 | N | PENA_KZ | 35.98 |
| 12/6/2010 18:50 | N | EB_PENA_UN3 | 35.98 |
| 12/6/2010 18:50 | N | AUTO_EPS_390 | 35.96 |
| 12/6/2010 18:55 | N | DC_ROAD_L_B | 35.84 |
| 12/6/2010 18:55 | N | DC_EGPS_L_A | 35.23 |
| 12/6/2010 18:55 | N | H_HOLLOW_E_1 | 35.2 |
| 12/6/2010 18:55 | N | HHOLLOW4_E_1 | 35.2 |
| 12/6/2010 18:55 | N | R_LH2SES_1 | 35.2 |
| 12/6/2010 18:55 | N | R_PBSES_2 | 35.2 |
| 12/6/2010 18:55 | N | PENA_KZ | 36.13 |
| 12/6/2010 18:55 | N | EB_PENA_UN3 | 36.13 |
| 12/6/2010 18:55 | N | AUTO_EPS_390 | 35.2 |
| 12/6/2010 19:00 | N | DC_ROAD_L_B | 35.52 |
| 12/6/2010 19:00 | N | DC_EGPS_L_A | 35.34 |
| 12/6/2010 19:00 | N | H_HOLLOW_E_1 | 35.33 |
| 12/6/2010 19:00 | N | HHOLLOW4_E_1 | 35.33 |
| 12/6/2010 19:00 | N | R_LH2SES_1 | 35.33 |
| 12/6/2010 19:00 | N | R_PBSES_2 | 35.33 |
| 12/6/2010 19:00 | N | PENA_KZ | 35.61 |
| 12/6/2010 19:00 | N | EB_PENA_UN3 | 35.61 |
| 12/6/2010 19:00 | N | AUTO_EPS_390 | 35.33 |
| 12/6/2010 19:05 | N | DC_ROAD_L_B | 35.44 |
| 12/6/2010 19:05 | N | DC_EGPS_L_A | 35.44 |
| 12/6/2010 19:05 | N | H_HOLLOW_E_1 | 35.38 |
| 12/6/2010 19:05 | N | HHOLLOW4_E_1 | 35.38 |
| 12/6/2010 19:05 | N | R_LH2SES_1 | 35.37 |
| 12/6/2010 19:05 | N | R_PBSES_2 | 42.27 |
| 12/6/2010 19:05 | N | PENA_KZ | 35.47 |
| 12/6/2010 19:05 | N | EB_PENA_UN3 | 35.47 |
| 12/6/2010 19:05 | N | AUTO_EPS_390 | 35.37 |
| 12/6/2010 19:10 | N | DC_ROAD_L_B | 35.48 |
| 12/6/2010 19:10 | N | DC_EGPS_L_A | 35.28 |
| 12/6/2010 19:10 | N | H_HOLLOW_E_1 | 35.21 |
| 12/6/2010 19:10 | N | HHOLLOW4_E_1 | 35.21 |
| 12/6/2010 19:10 | N | R_LH2SES_1 | 35.19 |
| 12/6/2010 19:10 | N | R_PBSES_2 | 43.31 |

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| 12/6/2010 19:10 | N | PENA_KZ | 35.61 |
| 12/6/2010 19:10 | N | EB_PENA_UN3 | 35.61 |
| 12/6/2010 19:10 | N | AUTO_EPS_390 | 35.19 |
| 12/6/2010 19:15 | N | DC_ROAD_L_B | 35.45 |
| 12/6/2010 19:15 | N | DC_EGPS_L_A | 35.4 |
| 12/6/2010 19:15 | N | H_HOLLOW_E_1 | 35.4 |
| 12/6/2010 19:15 | N | HHOLLOW4_E_1 | 35.4 |
| 12/6/2010 19:15 | N | R_LH2SES_1 | 35.4 |
| 12/6/2010 19:15 | N | R_PBSES_2 | 35.4 |
| 12/6/2010 19:15 | N | PENA_KZ | 35.48 |
| 12/6/2010 19:15 | N | EB_PENA_UN3 | 35.48 |
| 12/6/2010 19:15 | N | AUTO_EPS_390 | 35.4 |
| 12/6/2010 19:20 | N | DC_ROAD_L_B | 36.27 |
| 12/6/2010 19:20 | N | DC_EGPS_L_A | 35.39 |
| 12/6/2010 19:20 | N | H_HOLLOW_E_1 | 35.35 |
| 12/6/2010 19:20 | N | HHOLLOW4_E_1 | 35.35 |
| 12/6/2010 19:20 | N | R_LH2SES_1 | 35.35 |
| 12/6/2010 19:20 | N | R_PBSES_2 | 35.35 |
| 12/6/2010 19:20 | N | PENA_KZ | 36.69 |
| 12/6/2010 19:20 | N | EB_PENA_UN3 | 36.69 |
| 12/6/2010 19:20 | N | AUTO_EPS_390 | 35.35 |
| 12/6/2010 19:25 | N | DC_ROAD_L_B | 36.12 |
| 12/6/2010 19:25 | N | DC_EGPS_L_A | 35.31 |
| 12/6/2010 19:25 | N | H_HOLLOW_E_1 | 35.28 |
| 12/6/2010 19:25 | N | HHOLLOW4_E_1 | 35.28 |
| 12/6/2010 19:25 | N | R_LH2SES_1 | 35.28 |
| 12/6/2010 19:25 | N | R_PBSES_2 | 35.28 |
| 12/6/2010 19:25 | N | PENA_KZ | 36.51 |
| 12/6/2010 19:25 | N | EB_PENA_UN3 | 36.51 |
| 12/6/2010 19:25 | N | AUTO_EPS_390 | 35.28 |
| 12/6/2010 21:33 | N | DC_ROAD_L_B | 32.36 |
| 12/6/2010 21:33 | N | DC_EGPS_L_A | 38.38 |
| 12/6/2010 21:33 | N | H_HOLLOW_E_1 | 32.89 |
| 12/6/2010 21:33 | N | HHOLLOW4_E_1 | 32.89 |
| 12/6/2010 21:33 | N | R_LH2SES_1 | 32.43 |
| 12/6/2010 21:33 | N | R_PBSES_2 | 33.03 |
| 12/6/2010 21:33 | N | PC_SOUTH_2 | 32.91 |
| 12/6/2010 21:33 | N | PC_SOUTH_3 | 32.91 |
| 12/6/2010 21:33 | N | PENA_KZ | 32.27 |
| 12/6/2010 21:33 | N | EB_PENA_UN3 | 32.27 |
| 12/6/2010 21:33 | N | AUTO_EPS_390 | 32.39 |
| 12/6/2010 21:35 | N | DC_ROAD_L_B | 31.89 |
| 12/6/2010 21:35 | N | DC_EGPS_L_A | 57.03 |
| 12/6/2010 21:35 | N | H_HOLLOW_E_1 | 34.09 |
| 12/6/2010 21:35 | N | HHOLLOW4_E_1 | 34.09 |
| 12/6/2010 21:35 | N | R_LH2SES_1 | 32.18 |
| 12/6/2010 21:35 | N | R_PBSES_2 | 34.67 |

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| 12/6/2010 21:35 | N | PC_SOUTH_2 | 34.2 |
| 12/6/2010 21:35 | N | PC_SOUTH_3 | 34.2 |
| 12/6/2010 21:35 | N | PENA_KZ | 31.51 |
| 12/6/2010 21:35 | N | EB_PENA_UN3 | 31.51 |
| 12/6/2010 21:35 | N | AUTO_EPS_390 | 32 |
| 12/6/2010 21:40 | N | DC_ROAD_L_B | 31.06 |
| 12/6/2010 21:40 | N | DC_EGPS_L_A | 68.53 |
| 12/6/2010 21:40 | N | H_HOLLOW_E_1 | 34.34 |
| 12/6/2010 21:40 | N | HHOLLOW4_E_1 | 34.34 |
| 12/6/2010 21:40 | N | R_LH2SES_1 | 31.49 |
| 12/6/2010 21:40 | N | R_PBSES_2 | 35.2 |
| 12/6/2010 21:40 | N | PC_SOUTH_2 | 34.49 |
| 12/6/2010 21:40 | N | PC_SOUTH_3 | 34.49 |
| 12/6/2010 21:40 | N | PENA_KZ | 30.48 |
| 12/6/2010 21:40 | N | EB_PENA_UN3 | 30.48 |
| 12/6/2010 21:40 | N | AUTO_EPS_390 | 31.22 |
| 12/6/2010 21:40 | N | DC_ROAD_L_B | 30.91 |
| 12/6/2010 21:40 | N | DC_EGPS_L_A | 68.66 |
| 12/6/2010 21:40 | N | H_HOLLOW_E_1 | 34.22 |
| 12/6/2010 21:40 | N | HHOLLOW4_E_1 | 34.22 |
| 12/6/2010 21:40 | N | R_LH2SES_1 | 31.35 |
| 12/6/2010 21:40 | N | R_PBSES_2 | 35.09 |
| 12/6/2010 21:40 | N | PC_SOUTH_2 | 34.37 |
| 12/6/2010 21:40 | N | PC_SOUTH_3 | 34.37 |
| 12/6/2010 21:40 | N | PENA_KZ | 30.34 |
| 12/6/2010 21:40 | N | EB_PENA_UN3 | 30.34 |
| 12/6/2010 21:40 | N | AUTO_EPS_390 | 31.08 |
| 12/6/2010 21:45 | N | DC_ROAD_L_B | 30.44 |
| 12/6/2010 21:45 | N | DC_EGPS_L_A | 33.19 |
| 12/6/2010 21:45 | N | H_HOLLOW_E_1 | 30.68 |
| 12/6/2010 21:45 | N | HHOLLOW4_E_1 | 30.68 |
| 12/6/2010 21:45 | N | R_LH2SES_1 | 30.47 |
| 12/6/2010 21:45 | N | R_PBSES_2 | 30.74 |
| 12/6/2010 21:45 | N | PC_SOUTH_2 | 30.69 |
| 12/6/2010 21:45 | N | PC_SOUTH_3 | 30.69 |
| 12/6/2010 21:45 | N | PENA_KZ | 30.4 |
| 12/6/2010 21:45 | N | EB_PENA_UN3 | 30.4 |
| 12/6/2010 21:45 | N | AUTO_EPS_390 | 30.45 |
| 12/6/2010 21:50 | N | DC_ROAD_L_B | 29.8 |
| 12/6/2010 21:50 | N | DC_EGPS_L_A | 32.44 |
| 12/6/2010 21:50 | N | H_HOLLOW_E_1 | 30.03 |
| 12/6/2010 21:50 | N | HHOLLOW4_E_1 | 30.03 |
| 12/6/2010 21:50 | N | R_LH2SES_1 | 29.83 |
| 12/6/2010 21:50 | N | R_PBSES_2 | 30.09 |
| 12/6/2010 21:50 | N | PC_SOUTH_2 | 30.04 |
| 12/6/2010 21:50 | N | PC_SOUTH_3 | 30.04 |
| 12/6/2010 21:50 | N | PENA_KZ | 29.76 |

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| 12/6/2010 21:50 | N | EB_PENA_UN3 | 29.76 |
| 12/6/2010 21:50 | N | AUTO_EPS_390 | 29.81 |
| 12/6/2010 21:51 | N | DC_ROAD_L_B | 29.37 |
| 12/6/2010 21:51 | N | DC_EGPS_L_A | 32.18 |
| 12/6/2010 21:51 | N | H_HOLLOW_E_1 | 29.62 |
| 12/6/2010 21:51 | N | HHOLLOW4_E_1 | 29.62 |
| 12/6/2010 21:51 | N | R_LH2SES_1 | 29.4 |
| 12/6/2010 21:51 | N | R_PBSES_2 | 29.68 |
| 12/6/2010 21:51 | N | PENA_KZ | 29.33 |
| 12/6/2010 21:51 | N | EB_PENA_UN3 | 29.33 |
| 12/6/2010 21:51 | N | AUTO_EPS_390 | 29.38 |
| 12/7/2010 4:30 | N | DC_ROAD_L_B | 29.1 |
| 12/7/2010 4:30 | N | DC_EGPS_L_A | 31.03 |
| 12/7/2010 4:30 | N | H_HOLLOW_E_1 | 29.13 |
| 12/7/2010 4:30 | N | HHOLLOW4_E_1 | 29.13 |
| 12/7/2010 4:30 | N | R_LH2SES_1 | 28.71 |
| 12/7/2010 4:30 | N | R_PB2SES_1 | 267.32 |
| 12/7/2010 4:30 | N | R_PB2SES_2 | 267.32 |
| 12/7/2010 4:30 | N | R_PB2SES_3 | 267.32 |
| 12/7/2010 4:30 | N | R_PB2SES_4 | 267.32 |
| 12/7/2010 4:30 | N | R_PB2SES_5 | 267.32 |
| 12/7/2010 4:30 | N | R_PBSES_2 | 267.32 |
| 12/7/2010 4:30 | N | PC_SOUTH_2 | 22.13 |
| 12/7/2010 4:30 | N | PC_SOUTH_3 | 22.13 |
| 12/7/2010 4:30 | N | PENA_KZ | 29.1 |
| 12/7/2010 4:30 | N | EB_PENA_UN3 | 29.1 |
| 12/7/2010 4:35 | N | DC_ROAD_L_B | 29.28 |
| 12/7/2010 4:35 | N | DC_EGPS_L_A | 31.21 |
| 12/7/2010 4:35 | N | H_HOLLOW_E_1 | 29.31 |
| 12/7/2010 4:35 | N | HHOLLOW4_E_1 | 29.31 |
| 12/7/2010 4:35 | N | R_LH2SES_1 | 28.86 |
| 12/7/2010 4:35 | N | R_PB2SES_1 | 267.5 |
| 12/7/2010 4:35 | N | R_PB2SES_2 | 267.5 |
| 12/7/2010 4:35 | N | R_PB2SES_3 | 267.5 |
| 12/7/2010 4:35 | N | R_PB2SES_4 | 267.5 |
| 12/7/2010 4:35 | N | R_PB2SES_5 | 267.5 |
| 12/7/2010 4:35 | N | R_PBSES_2 | 267.5 |
| 12/7/2010 4:35 | N | PC_SOUTH_2 | 22.31 |
| 12/7/2010 4:35 | N | PC_SOUTH_3 | 22.31 |
| 12/7/2010 4:35 | N | PENA_KZ | 29.28 |
| 12/7/2010 4:35 | N | EB_PENA_UN3 | 29.28 |
| 12/7/2010 5:25 | N | DC_ROAD_L_B | 26.97 |
| 12/7/2010 5:25 | N | DC_EGPS_L_A | 28.82 |
| 12/7/2010 5:25 | N | H_HOLLOW_E_1 | 26.91 |
| 12/7/2010 5:25 | N | HHOLLOW4_E_1 | 26.91 |
| 12/7/2010 5:25 | N | R_LH2SES_1 | 26.46 |
| 12/7/2010 5:25 | N | R_PBSES_2 | 265.11 |

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| 12/7/2010 5:25 | N | PENA_KZ | 26.99 |
| 12/7/2010 5:25 | N | EB_PENA_UN3 | 26.99 |
| 12/7/2010 5:30 | N | DC_ROAD_L_B | 27.91 |
| 12/7/2010 5:30 | N | DC_EGPS_L_A | 29.76 |
| 12/7/2010 5:30 | N | H_HOLLOW_E_1 | 27.85 |
| 12/7/2010 5:30 | N | HHOLLOW4_E_1 | 27.85 |
| 12/7/2010 5:30 | N | R_LH2SES_1 | 27.4 |
| 12/7/2010 5:30 | N | R_PBSES_2 | 266.05 |
| 12/7/2010 5:30 | N | PENA_KZ | 27.92 |
| 12/7/2010 5:30 | N | EB_PENA_UN3 | 27.92 |
| 12/7/2010 5:34 | N | DC_ROAD_L_B | 29.12 |
| 12/7/2010 5:34 | N | DC_EGPS_L_A | 28.93 |
| 12/7/2010 5:34 | N | H_HOLLOW_E_1 | 28.92 |
| 12/7/2010 5:34 | N | HHOLLOW4_E_1 | 28.92 |
| 12/7/2010 5:34 | N | R_LH2SES_1 | 28.92 |
| 12/7/2010 5:34 | N | R_PBSES_2 | 28.92 |
| 12/7/2010 5:34 | N | PENA_KZ | 29.22 |
| 12/7/2010 5:34 | N | EB_PENA_UN3 | 29.22 |
| 12/7/2010 5:35 | N | DC_ROAD_L_B | 29.11 |
| 12/7/2010 5:35 | N | DC_EGPS_L_A | 28.93 |
| 12/7/2010 5:35 | N | H_HOLLOW_E_1 | 28.93 |
| 12/7/2010 5:35 | N | HHOLLOW4_E_1 | 28.93 |
| 12/7/2010 5:35 | N | R_LH2SES_1 | 28.93 |
| 12/7/2010 5:35 | N | R_PBSES_2 | 28.93 |
| 12/7/2010 5:35 | N | PENA_KZ | 29.19 |
| 12/7/2010 5:35 | N | EB_PENA_UN3 | 29.19 |
| 12/7/2010 5:38 | N | DC_ROAD_L_B | 29.2 |
| 12/7/2010 5:38 | N | DC_EGPS_L_A | 29.02 |
| 12/7/2010 5:38 | N | H_HOLLOW_E_1 | 29.02 |
| 12/7/2010 5:38 | N | HHOLLOW4_E_1 | 29.02 |
| 12/7/2010 5:38 | N | R_LH2SES_1 | 29.02 |
| 12/7/2010 5:38 | N | R_PBSES_2 | 29.02 |
| 12/7/2010 5:38 | N | PENA_KZ | 29.29 |
| 12/7/2010 5:38 | N | EB_PENA_UN3 | 29.29 |
| 12/7/2010 5:40 | N | DC_ROAD_L_B | 29.33 |
| 12/7/2010 5:40 | N | DC_EGPS_L_A | 29.04 |
| 12/7/2010 5:40 | N | H_HOLLOW_E_1 | 29.03 |
| 12/7/2010 5:40 | N | HHOLLOW4_E_1 | 29.03 |
| 12/7/2010 5:40 | N | R_LH2SES_1 | 29.03 |
| 12/7/2010 5:40 | N | R_PBSES_2 | 29.03 |
| 12/7/2010 5:40 | N | PENA_KZ | 29.47 |
| 12/7/2010 5:40 | N | EB_PENA_UN3 | 29.47 |
| 12/7/2010 5:45 | N | DC_ROAD_L_B | 29.84 |
| 12/7/2010 5:45 | N | DC_EGPS_L_A | 29.59 |
| 12/7/2010 5:45 | N | H_HOLLOW_E_1 | 29.58 |
| 12/7/2010 5:45 | N | HHOLLOW4_E_1 | 29.58 |
| 12/7/2010 5:45 | N | R_LH2SES_1 | 29.58 |

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| 12/7/2010 5:45 | N | R_PBSES_2 | 29.58 |
| 12/7/2010 5:45 | N | PENA_KZ | 29.95 |
| 12/7/2010 5:45 | N | EB_PENA_UN3 | 29.95 |
| 12/7/2010 5:50 | N | DC_ROAD_L_B | 29.56 |
| 12/7/2010 5:50 | N | DC_EGPS_L_A | 29.48 |
| 12/7/2010 5:50 | N | H_HOLLOW_E_1 | 29.48 |
| 12/7/2010 5:50 | N | HHOLLOW4_E_1 | 29.48 |
| 12/7/2010 5:50 | N | R_LH2SES_1 | 29.48 |
| 12/7/2010 5:50 | N | R_PBSES_2 | 29.48 |
| 12/7/2010 5:50 | N | PENA_KZ | 29.61 |
| 12/7/2010 5:50 | N | EB_PENA_UN3 | 29.61 |
| 12/7/2010 5:50 | N | AUTO_EPS_390 | 29.48 |
| 12/7/2010 6:04 | N | DC_ROAD_L_B | 29.56 |
| 12/7/2010 6:04 | N | DC_EGPS_L_A | 29.5 |
| 12/7/2010 6:04 | N | H_HOLLOW_E_1 | 29.49 |
| 12/7/2010 6:04 | N | HHOLLOW4_E_1 | 29.49 |
| 12/7/2010 6:04 | N | R_LH2SES_1 | 29.49 |
| 12/7/2010 6:04 | N | R_PBSES_2 | 29.49 |
| 12/7/2010 6:04 | N | PENA_KZ | 29.58 |
| 12/7/2010 6:04 | N | EB_PENA_UN3 | 29.58 |
| 12/7/2010 6:30 | N | DC_ROAD_L_B | 33.86 |
| 12/7/2010 6:30 | N | DC_EGPS_L_A | 34.07 |
| 12/7/2010 6:30 | N | H_HOLLOW_E_1 | 33.88 |
| 12/7/2010 6:30 | N | HHOLLOW4_E_1 | 33.88 |
| 12/7/2010 6:30 | N | R_LH2SES_1 | 33.87 |
| 12/7/2010 6:30 | N | PENA_KZ | 33.86 |
| 12/7/2010 6:30 | N | EB_PENA_UN3 | 33.86 |
| 12/7/2010 6:35 | N | DC_ROAD_L_B | 34.38 |
| 12/7/2010 6:35 | N | DC_EGPS_L_A | 34.96 |
| 12/7/2010 6:35 | N | H_HOLLOW_E_1 | 34.43 |
| 12/7/2010 6:35 | N | HHOLLOW4_E_1 | 34.43 |
| 12/7/2010 6:35 | N | R_LH2SES_1 | 34.39 |
| 12/7/2010 6:35 | N | PENA_KZ | 34.37 |
| 12/7/2010 6:35 | N | EB_PENA_UN3 | 34.37 |
| 12/7/2010 6:40 | N | DC_ROAD_L_B | 35.18 |
| 12/7/2010 6:40 | N | DC_EGPS_L_A | 35.92 |
| 12/7/2010 6:40 | N | H_HOLLOW_E_1 | 35.24 |
| 12/7/2010 6:40 | N | HHOLLOW4_E_1 | 35.24 |
| 12/7/2010 6:40 | N | R_LH2SES_1 | 35.19 |
| 12/7/2010 6:40 | N | R_PBSES_2 | 35.26 |
| 12/7/2010 6:40 | N | PENA_KZ | 35.17 |
| 12/7/2010 6:40 | N | EB_PENA_UN3 | 35.17 |
| 12/7/2010 6:45 | N | DC_ROAD_L_B | 36.01 |
| 12/7/2010 6:45 | N | DC_EGPS_L_A | 70.46 |
| 12/7/2010 6:45 | N | H_HOLLOW_E_1 | 39 |
| 12/7/2010 6:45 | N | HHOLLOW4_E_1 | 39 |
| 12/7/2010 6:45 | N | R_LH2SES_1 | 36.4 |

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| 12/7/2010 6:45 | N | R_PBSES_2 | 39.79 |
| 12/7/2010 6:45 | N | PENA_KZ | 35.48 |
| 12/7/2010 6:45 | N | EB_PENA_UN3 | 35.48 |
| 12/7/2010 6:50 | N | DC_ROAD_L_B | 35.86 |
| 12/7/2010 6:50 | N | DC_EGPS_L_A | 70.77 |
| 12/7/2010 6:50 | N | H_HOLLOW_E_1 | 38.88 |
| 12/7/2010 6:50 | N | HHOLLOW4_E_1 | 38.88 |
| 12/7/2010 6:50 | N | R_LH2SES_1 | 36.24 |
| 12/7/2010 6:50 | N | R_PBSES_2 | 39.68 |
| 12/7/2010 6:50 | N | PENA_KZ | 35.32 |
| 12/7/2010 6:50 | N | EB_PENA_UN3 | 35.32 |
| 12/7/2010 6:55 | N | DC_ROAD_L_B | 40.26 |
| 12/7/2010 6:55 | N | DC_EGPS_L_A | 220.48 |
| 12/7/2010 6:55 | N | H_HOLLOW_E_1 | 55.8 |
| 12/7/2010 6:55 | N | HHOLLOW4_E_1 | 55.8 |
| 12/7/2010 6:55 | N | R_LH2SES_1 | 42.22 |
| 12/7/2010 6:55 | N | R_PBSES_2 | 59.9 |
| 12/7/2010 6:55 | N | PENA_KZ | 37.5 |
| 12/7/2010 6:55 | N | EB_PENA_UN3 | 37.5 |
| 12/7/2010 7:00 | N | DC_ROAD_L_B | 35.91 |
| 12/7/2010 7:00 | N | DC_EGPS_L_A | 71.01 |
| 12/7/2010 7:00 | N | H_HOLLOW_E_1 | 38.93 |
| 12/7/2010 7:00 | N | HHOLLOW4_E_1 | 38.93 |
| 12/7/2010 7:00 | N | R_LH2SES_1 | 36.3 |
| 12/7/2010 7:00 | N | R_PBSES_2 | 39.74 |
| 12/7/2010 7:00 | N | PENA_KZ | 35.38 |
| 12/7/2010 7:00 | N | EB_PENA_UN3 | 35.38 |
| 12/7/2010 7:00 | N | AUTO_EPS_390 | 36.05 |
| 12/7/2010 7:05 | N | DC_ROAD_L_B | 34.11 |
| 12/7/2010 7:05 | N | DC_EGPS_L_A | 35.03 |
| 12/7/2010 7:05 | N | H_HOLLOW_E_1 | 34.19 |
| 12/7/2010 7:05 | N | HHOLLOW4_E_1 | 34.19 |
| 12/7/2010 7:05 | N | R_LH2SES_1 | 34.12 |
| 12/7/2010 7:05 | N | R_PBSES_2 | 34.21 |
| 12/7/2010 7:05 | N | PENA_KZ | 34.09 |
| 12/7/2010 7:05 | N | EB_PENA_UN3 | 34.09 |
| 12/7/2010 7:05 | N | AUTO_EPS_390 | 34.11 |
| 12/7/2010 10:10 | N | DC_ROAD_L_B | 27.02 |
| 12/7/2010 10:10 | N | DC_EGPS_L_A | 27.13 |
| 12/7/2010 10:10 | N | H_HOLLOW_E_1 | 27.14 |
| 12/7/2010 10:10 | N | HHOLLOW4_E_1 | 27.14 |
| 12/7/2010 10:10 | N | R_LH2SES_1 | 27.14 |
| 12/7/2010 10:10 | N | R_PBSES_2 | 27.14 |
| 12/7/2010 10:10 | N | PENA_KZ | 26.97 |
| 12/7/2010 10:10 | N | EB_PENA_UN3 | 26.97 |
| 12/7/2010 10:10 | N | AUTO_EPS_390 | 27.14 |
| 12/7/2010 10:13 | N | DC_ROAD_L_B | 26.95 |

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| 12/7/2010 10:13 | N | DC_EGPS_L_A | 27.06 |
| 12/7/2010 10:13 | N | H_HOLLOW_E_1 | 27.07 |
| 12/7/2010 10:13 | N | HHOLLOW4_E_1 | 27.07 |
| 12/7/2010 10:13 | N | R_LH2SES_1 | 27.07 |
| 12/7/2010 10:13 | N | R_PBSES_2 | 27.07 |
| 12/7/2010 10:13 | N | PENA_KZ | 26.9 |
| 12/7/2010 10:13 | N | EB_PENA_UN3 | 26.9 |
| 12/7/2010 10:13 | N | AUTO_EPS_390 | 27.07 |
| 12/7/2010 10:15 | N | DC_ROAD_L_B | 27.02 |
| 12/7/2010 10:15 | N | DC_EGPS_L_A | 27.15 |
| 12/7/2010 10:15 | N | H_HOLLOW_E_1 | 27.16 |
| 12/7/2010 10:15 | N | HHOLLOW4_E_1 | 27.16 |
| 12/7/2010 10:15 | N | R_LH2SES_1 | 27.16 |
| 12/7/2010 10:15 | N | R_PBSES_2 | 27.16 |
| 12/7/2010 10:15 | N | PENA_KZ | 26.96 |
| 12/7/2010 10:15 | N | EB_PENA_UN3 | 26.96 |
| 12/7/2010 10:15 | N | AUTO_EPS_390 | 27.16 |
| 12/7/2010 10:20 | N | DC_ROAD_L_B | 26.94 |
| 12/7/2010 10:20 | N | DC_EGPS_L_A | 27.06 |
| 12/7/2010 10:20 | N | H_HOLLOW_E_1 | 27.07 |
| 12/7/2010 10:20 | N | HHOLLOW4_E_1 | 27.07 |
| 12/7/2010 10:20 | N | R_LH2SES_1 | 27.07 |
| 12/7/2010 10:20 | N | R_PBSES_2 | 27.07 |
| 12/7/2010 10:20 | N | PENA_KZ | 26.89 |
| 12/7/2010 10:20 | N | EB_PENA_UN3 | 26.89 |
| 12/7/2010 10:20 | N | AUTO_EPS_390 | 27.07 |
| 12/7/2010 10:35 | N | DC_ROAD_L_B | 26.14 |
| 12/7/2010 10:35 | N | DC_EGPS_L_A | 26.17 |
| 12/7/2010 10:35 | N | H_HOLLOW_E_1 | 26.17 |
| 12/7/2010 10:35 | N | HHOLLOW4_E_1 | 26.17 |
| 12/7/2010 10:35 | N | R_LH2SES_1 | 26.17 |
| 12/7/2010 10:35 | N | R_PBSES_2 | 26.17 |
| 12/7/2010 10:35 | N | PENA_KZ | 26.13 |
| 12/7/2010 10:35 | N | EB_PENA_UN3 | 26.13 |
| 12/7/2010 10:35 | N | AUTO_EPS_390 | 26.17 |
| 12/7/2010 10:45 | N | DC_ROAD_L_B | 26.23 |
| 12/7/2010 10:45 | N | DC_EGPS_L_A | 26.28 |
| 12/7/2010 10:45 | N | H_HOLLOW_E_1 | 26.28 |
| 12/7/2010 10:45 | N | HHOLLOW4_E_1 | 26.28 |
| 12/7/2010 10:45 | N | R_LH2SES_1 | 26.28 |
| 12/7/2010 10:45 | N | R_PBSES_2 | 26.28 |
| 12/7/2010 10:45 | N | PENA_KZ | 26.22 |
| 12/7/2010 10:45 | N | EB_PENA_UN3 | 26.22 |
| 12/7/2010 10:45 | N | AUTO_EPS_390 | 26.28 |
| 12/7/2010 10:50 | N | DC_ROAD_L_B | 25.81 |
| 12/7/2010 10:50 | N | DC_EGPS_L_A | 25.83 |
| 12/7/2010 10:50 | N | PENA_KZ | 25.8 |

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| 12/7/2010 10:50 | N | EB_PENA_UN3 | 25.8 |
| 12/7/2010 10:55 | N | DC_ROAD_L_B | 25.97 |
| 12/7/2010 10:55 | N | DC_EGPS_L_A | 25.99 |
| 12/7/2010 10:55 | N | PENA_KZ | 25.97 |
| 12/7/2010 10:55 | N | EB_PENA_UN3 | 25.97 |
| 12/7/2010 11:00 | N | DC_ROAD_L_B | 26.33 |
| 12/7/2010 11:00 | N | DC_EGPS_L_A | 26.36 |
| 12/7/2010 11:00 | N | H_HOLLOW_E_1 | 26.36 |
| 12/7/2010 11:00 | N | HHOLLOW4_E_1 | 26.36 |
| 12/7/2010 11:00 | N | R_LH2SES_1 | 26.36 |
| 12/7/2010 11:00 | N | R_PBSES_2 | 26.36 |
| 12/7/2010 11:00 | N | PENA_KZ | 26.32 |
| 12/7/2010 11:00 | N | EB_PENA_UN3 | 26.32 |
| 12/7/2010 11:00 | N | AUTO_EPS_390 | 26.36 |
| 12/7/2010 11:05 | N | DC_ROAD_L_B | 26.14 |
| 12/7/2010 11:05 | N | DC_EGPS_L_A | 26.16 |
| 12/7/2010 11:05 | N | H_HOLLOW_E_1 | 26.16 |
| 12/7/2010 11:05 | N | HHOLLOW4_E_1 | 26.16 |
| 12/7/2010 11:05 | N | R_LH2SES_1 | 26.16 |
| 12/7/2010 11:05 | N | R_PBSES_2 | 26.16 |
| 12/7/2010 11:05 | N | PENA_KZ | 26.14 |
| 12/7/2010 11:05 | N | EB_PENA_UN3 | 26.14 |
| 12/7/2010 11:05 | N | AUTO_EPS_390 | 26.16 |
| 12/7/2010 11:10 | N | DC_ROAD_L_B | 26 |
| 12/7/2010 11:10 | N | DC_EGPS_L_A | 26.02 |
| 12/7/2010 11:10 | N | PENA_KZ | 25.99 |
| 12/7/2010 11:10 | N | EB_PENA_UN3 | 25.99 |
| 12/7/2010 11:15 | N | DC_ROAD_L_B | 25.64 |
| 12/7/2010 11:15 | N | DC_EGPS_L_A | 25.66 |
| 12/7/2010 11:15 | N | H_HOLLOW_E_1 | 25.66 |
| 12/7/2010 11:15 | N | HHOLLOW4_E_1 | 25.66 |
| 12/7/2010 11:15 | N | R_LH2SES_1 | 25.66 |
| 12/7/2010 11:15 | N | R_PBSES_2 | 25.66 |
| 12/7/2010 11:15 | N | PENA_KZ | 25.63 |
| 12/7/2010 11:15 | N | EB_PENA_UN3 | 25.63 |
| 12/7/2010 11:15 | N | AUTO_EPS_390 | 25.66 |
| 12/7/2010 11:20 | N | DC_ROAD_L_B | 25.81 |
| 12/7/2010 11:20 | N | DC_EGPS_L_A | 25.85 |
| 12/7/2010 11:20 | N | H_HOLLOW_E_1 | 25.86 |
| 12/7/2010 11:20 | N | HHOLLOW4_E_1 | 25.86 |
| 12/7/2010 11:20 | N | R_LH2SES_1 | 25.86 |
| 12/7/2010 11:20 | N | R_PBSES_2 | 25.86 |
| 12/7/2010 11:20 | N | PENA_KZ | 25.8 |
| 12/7/2010 11:20 | N | EB_PENA_UN3 | 25.8 |
| 12/7/2010 11:20 | N | AUTO_EPS_390 | 25.86 |
| 12/7/2010 11:25 | N | DC_ROAD_L_B | 25.97 |
| 12/7/2010 11:25 | N | DC_EGPS_L_A | 26.01 |

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| 12/7/2010 11:25 | N | H_HOLLOW_E_1 | 26.01 |
| 12/7/2010 11:25 | N | HHOLLOW4_E_1 | 26.01 |
| 12/7/2010 11:25 | N | R_LH2SES_1 | 26.01 |
| 12/7/2010 11:25 | N | R_PBSES_2 | 26.01 |
| 12/7/2010 11:25 | N | PENA_KZ | 25.96 |
| 12/7/2010 11:25 | N | EB_PENA_UN3 | 25.96 |
| 12/7/2010 11:25 | N | AUTO_EPS_390 | 26.01 |
| 12/7/2010 11:30 | N | DC_ROAD_L_B | 26.09 |
| 12/7/2010 11:30 | N | DC_EGPS_L_A | 26.1 |
| 12/7/2010 11:30 | N | H_HOLLOW_E_1 | 26.1 |
| 12/7/2010 11:30 | N | HHOLLOW4_E_1 | 26.1 |
| 12/7/2010 11:30 | N | R_LH2SES_1 | 26.1 |
| 12/7/2010 11:30 | N | R_PBSES_2 | 26.1 |
| 12/7/2010 11:30 | N | PENA_KZ | 26.08 |
| 12/7/2010 11:30 | N | EB_PENA_UN3 | 26.08 |
| 12/7/2010 11:30 | N | AUTO_EPS_390 | 26.1 |
| 12/7/2010 11:35 | N | DC_ROAD_L_B | 26.23 |
| 12/7/2010 11:35 | N | DC_EGPS_L_A | 26.24 |
| 12/7/2010 11:35 | N | H_HOLLOW_E_1 | 26.24 |
| 12/7/2010 11:35 | N | HHOLLOW4_E_1 | 26.24 |
| 12/7/2010 11:35 | N | R_LH2SES_1 | 26.24 |
| 12/7/2010 11:35 | N | R_PBSES_2 | 26.24 |
| 12/7/2010 11:35 | N | PENA_KZ | 26.23 |
| 12/7/2010 11:35 | N | EB_PENA_UN3 | 26.23 |
| 12/7/2010 11:35 | N | AUTO_EPS_390 | 26.24 |
| 12/7/2010 11:40 | N | DC_ROAD_L_B | 26.63 |
| 12/7/2010 11:40 | N | DC_EGPS_L_A | 26.65 |
| 12/7/2010 11:40 | N | H_HOLLOW_E_1 | 26.65 |
| 12/7/2010 11:40 | N | HHOLLOW4_E_1 | 26.65 |
| 12/7/2010 11:40 | N | R_LH2SES_1 | 26.65 |
| 12/7/2010 11:40 | N | R_PBSES_2 | 26.65 |
| 12/7/2010 11:40 | N | PENA_KZ | 26.61 |
| 12/7/2010 11:40 | N | EB_PENA_UN3 | 26.61 |
| 12/7/2010 11:40 | N | AUTO_EPS_390 | 26.65 |
| 12/7/2010 11:45 | N | DC_ROAD_L_B | 26.4 |
| 12/7/2010 11:45 | N | DC_EGPS_L_A | 26.48 |
| 12/7/2010 11:45 | N | H_HOLLOW_E_1 | 26.48 |
| 12/7/2010 11:45 | N | HHOLLOW4_E_1 | 26.48 |
| 12/7/2010 11:45 | N | R_LH2SES_1 | 26.48 |
| 12/7/2010 11:45 | N | R_PBSES_2 | 26.48 |
| 12/7/2010 11:45 | N | PENA_KZ | 26.36 |
| 12/7/2010 11:45 | N | EB_PENA_UN3 | 26.36 |
| 12/7/2010 11:45 | N | AUTO_EPS_390 | 26.48 |
| 12/7/2010 11:50 | N | DC_ROAD_L_B | 26.3 |
| 12/7/2010 11:50 | N | DC_EGPS_L_A | 26.42 |
| 12/7/2010 11:50 | N | H_HOLLOW_E_1 | 26.43 |
| 12/7/2010 11:50 | N | HHOLLOW4_E_1 | 26.43 |

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| 12/7/2010 11:50 | N | R_LH2SES_1 | 26.43 |
| 12/7/2010 11:50 | N | R_PBSES_2 | 26.43 |
| 12/7/2010 11:50 | N | PENA_KZ | 26.24 |
| 12/7/2010 11:50 | N | EB_PENA_UN3 | 26.24 |
| 12/7/2010 11:50 | N | AUTO_EPS_390 | 26.43 |
| 12/7/2010 11:55 | N | DC_ROAD_L_B | 25.85 |
| 12/7/2010 11:55 | N | DC_EGPS_L_A | 25.94 |
| 12/7/2010 11:55 | N | H_HOLLOW_E_1 | 25.95 |
| 12/7/2010 11:55 | N | HHOLLOW4_E_1 | 25.95 |
| 12/7/2010 11:55 | N | R_LH2SES_1 | 25.95 |
| 12/7/2010 11:55 | N | R_PBSES_2 | 25.95 |
| 12/7/2010 11:55 | N | PENA_KZ | 25.81 |
| 12/7/2010 11:55 | N | EB_PENA_UN3 | 25.81 |
| 12/7/2010 11:55 | N | AUTO_EPS_390 | 25.95 |
| 12/7/2010 16:03 | N | DC_ROAD_L_B | 19.18 |
| 12/7/2010 16:03 | N | DC_EGPS_L_A | 15.35 |
| 12/7/2010 16:03 | N | H_HOLLOW_E_1 | 0.34 |
| 12/7/2010 16:03 | N | HHOLLOW4_E_1 | 0.34 |
| 12/7/2010 16:03 | N | R_LH2SES_1 | 20.58 |
| 12/7/2010 16:03 | N | R_PBSES_2 | 0.21 |
| 12/7/2010 16:03 | N | PENA_KZ | 19.22 |
| 12/7/2010 16:03 | N | EB_PENA_UN3 | 19.22 |
| 12/7/2010 16:03 | N | AUTO_EPS_390 | 20.49 |
| 12/7/2010 16:05 | N | DC_ROAD_L_B | 19.6 |
| 12/7/2010 16:05 | N | DC_EGPS_L_A | 15.92 |
| 12/7/2010 16:05 | N | H_HOLLOW_E_1 | 1.49 |
| 12/7/2010 16:05 | N | HHOLLOW4_E_1 | 1.49 |
| 12/7/2010 16:05 | N | R_LH2SES_1 | 20.94 |
| 12/7/2010 16:05 | N | R_PBSES_2 | 1.37 |
| 12/7/2010 16:05 | N | PENA_KZ | 19.63 |
| 12/7/2010 16:05 | N | EB_PENA_UN3 | 19.63 |
| 12/7/2010 16:05 | N | AUTO_EPS_390 | 20.85 |
| 12/7/2010 16:17 | N | DC_ROAD_L_B | 20.46 |
| 12/7/2010 16:17 | N | DC_EGPS_L_A | 19.67 |
| 12/7/2010 16:17 | N | H_HOLLOW_E_1 | 16.58 |
| 12/7/2010 16:17 | N | HHOLLOW4_E_1 | 16.58 |
| 12/7/2010 16:17 | N | R_LH2SES_1 | 20.74 |
| 12/7/2010 16:17 | N | R_PBSES_2 | 16.55 |
| 12/7/2010 16:17 | N | PENA_KZ | 20.46 |
| 12/7/2010 16:17 | N | EB_PENA_UN3 | 20.46 |
| 12/7/2010 16:17 | N | AUTO_EPS_390 | 20.72 |
| 12/7/2010 16:20 | N | DC_ROAD_L_B | 19.93 |
| 12/7/2010 16:20 | N | DC_EGPS_L_A | 15.92 |
| 12/7/2010 16:20 | N | H_HOLLOW_E_1 | 0.18 |
| 12/7/2010 16:20 | N | HHOLLOW4_E_1 | 0.18 |
| 12/7/2010 16:20 | N | R_LH2SES_1 | 21.4 |
| 12/7/2010 16:20 | N | R_PBSES_2 | 0.04 |

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| 12/7/2010 16:20 | N | PENA_KZ | 19.97 |
| 12/7/2010 16:20 | N | EB_PENA_UN3 | 19.97 |
| 12/7/2010 16:20 | N | AUTO_EPS_390 | 21.3 |
| 12/7/2010 16:25 | N | DC_ROAD_L_B | 21.75 |
| 12/7/2010 16:25 | N | DC_EGPS_L_A | 17.2 |
| 12/7/2010 16:25 | N | H_HOLLOW_E_1 | -0.73 |
| 12/7/2010 16:25 | N | HHOLLOW4_E_1 | -0.73 |
| 12/7/2010 16:25 | N | R_LH2SES_1 | 23.41 |
| 12/7/2010 16:25 | N | R_PBSES_2 | -0.88 |
| 12/7/2010 16:25 | N | PENA_KZ | 21.79 |
| 12/7/2010 16:25 | N | EB_PENA_UN3 | 21.79 |
| 12/7/2010 16:25 | N | AUTO_EPS_390 | 23.3 |
| 12/7/2010 16:30 | N | DC_ROAD_L_B | 22.71 |
| 12/7/2010 16:30 | N | DC_EGPS_L_A | 17.52 |
| 12/7/2010 16:30 | N | H_HOLLOW_E_1 | -2.92 |
| 12/7/2010 16:30 | N | HHOLLOW4_E_1 | -2.92 |
| 12/7/2010 16:30 | N | R_LH2SES_1 | 24.6 |
| 12/7/2010 16:30 | N | R_PBSES_2 | -3.1 |
| 12/7/2010 16:30 | N | PENA_KZ | 22.76 |
| 12/7/2010 16:30 | N | EB_PENA_UN3 | 22.76 |
| 12/7/2010 16:30 | N | AUTO_EPS_390 | 24.48 |
| 12/7/2010 16:38 | N | DC_ROAD_L_B | 22.51 |
| 12/7/2010 16:38 | N | DC_EGPS_L_A | 17.37 |
| 12/7/2010 16:38 | N | H_HOLLOW_E_1 | -2.8 |
| 12/7/2010 16:38 | N | HHOLLOW4_E_1 | -2.8 |
| 12/7/2010 16:38 | N | R_LH2SES_1 | 24.38 |
| 12/7/2010 16:38 | N | R_PBSES_2 | -2.97 |
| 12/7/2010 16:38 | N | PENA_KZ | 22.56 |
| 12/7/2010 16:38 | N | EB_PENA_UN3 | 22.56 |
| 12/7/2010 16:38 | N | AUTO_EPS_390 | 24.26 |
| 12/7/2010 16:40 | N | DC_ROAD_L_B | 21.97 |
| 12/7/2010 16:40 | N | DC_EGPS_L_A | 16.94 |
| 12/7/2010 16:40 | N | H_HOLLOW_E_1 | -2.8 |
| 12/7/2010 16:40 | N | HHOLLOW4_E_1 | -2.8 |
| 12/7/2010 16:40 | N | R_LH2SES_1 | 23.79 |
| 12/7/2010 16:40 | N | R_PBSES_2 | -2.97 |
| 12/7/2010 16:40 | N | PENA_KZ | 22.01 |
| 12/7/2010 16:40 | N | EB_PENA_UN3 | 22.01 |
| 12/7/2010 16:40 | N | AUTO_EPS_390 | 23.68 |
| 12/7/2010 16:45 | N | DC_ROAD_L_B | 22.34 |
| 12/7/2010 16:45 | N | DC_EGPS_L_A | 17.23 |
| 12/7/2010 16:45 | N | H_HOLLOW_E_1 | -2.8 |
| 12/7/2010 16:45 | N | HHOLLOW4_E_1 | -2.8 |
| 12/7/2010 16:45 | N | R_LH2SES_1 | 24.2 |
| 12/7/2010 16:45 | N | R_PBSES_2 | -2.97 |
| 12/7/2010 16:45 | N | PENA_KZ | 22.39 |
| 12/7/2010 16:45 | N | EB_PENA_UN3 | 22.39 |

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| 12/7/2010 16:45 | N | AUTO_EPS_390 | 24.08 |
| 12/7/2010 16:50 | N | DC_ROAD_L_B | 21.39 |
| 12/7/2010 16:50 | N | DC_EGPS_L_A | 16.95 |
| 12/7/2010 16:50 | N | H_HOLLOW_E_1 | -0.41 |
| 12/7/2010 16:50 | N | HHOLLOW4_E_1 | -0.41 |
| 12/7/2010 16:50 | N | R_LH2SES_1 | 23.01 |
| 12/7/2010 16:50 | N | R_PBSES_2 | -0.56 |
| 12/7/2010 16:50 | N | PENA_KZ | 21.43 |
| 12/7/2010 16:50 | N | EB_PENA_UN3 | 21.43 |
| 12/7/2010 16:50 | N | AUTO_EPS_390 | 22.9 |
| 12/7/2010 16:55 | N | DC_ROAD_L_B | 21.54 |
| 12/7/2010 16:55 | N | DC_EGPS_L_A | 17.07 |
| 12/7/2010 16:55 | N | H_HOLLOW_E_1 | -0.41 |
| 12/7/2010 16:55 | N | HHOLLOW4_E_1 | -0.41 |
| 12/7/2010 16:55 | N | R_LH2SES_1 | 23.17 |
| 12/7/2010 16:55 | N | R_PBSES_2 | -0.56 |
| 12/7/2010 16:55 | N | PENA_KZ | 21.58 |
| 12/7/2010 16:55 | N | EB_PENA_UN3 | 21.58 |
| 12/7/2010 16:55 | N | AUTO_EPS_390 | 23.07 |
| 12/7/2010 17:03 | N | DC_ROAD_L_B | 21.56 |
| 12/7/2010 17:03 | N | DC_EGPS_L_A | 17.08 |
| 12/7/2010 17:03 | N | H_HOLLOW_E_1 | -0.41 |
| 12/7/2010 17:03 | N | HHOLLOW4_E_1 | -0.41 |
| 12/7/2010 17:03 | N | R_LH2SES_1 | 23.19 |
| 12/7/2010 17:03 | N | R_PBSES_2 | -0.56 |
| 12/7/2010 17:03 | N | PENA_KZ | 21.6 |
| 12/7/2010 17:03 | N | EB_PENA_UN3 | 21.6 |
| 12/7/2010 17:03 | N | AUTO_EPS_390 | 23.08 |
| 12/7/2010 17:06 | N | DC_ROAD_L_B | 23.59 |
| 12/7/2010 17:06 | N | DC_EGPS_L_A | 18.65 |
| 12/7/2010 17:06 | N | H_HOLLOW_E_1 | -0.66 |
| 12/7/2010 17:06 | N | HHOLLOW4_E_1 | -0.66 |
| 12/7/2010 17:06 | N | R_LH2SES_1 | 25.39 |
| 12/7/2010 17:06 | N | R_PBSES_2 | -0.83 |
| 12/7/2010 17:06 | N | PENA_KZ | 23.64 |
| 12/7/2010 17:06 | N | EB_PENA_UN3 | 23.64 |
| 12/7/2010 17:06 | N | AUTO_EPS_390 | 25.27 |
| 12/7/2010 17:10 | N | DC_ROAD_L_B | 24.07 |
| 12/7/2010 17:10 | N | DC_EGPS_L_A | 18.97 |
| 12/7/2010 17:10 | N | H_HOLLOW_E_1 | -1.01 |
| 12/7/2010 17:10 | N | HHOLLOW4_E_1 | -1.01 |
| 12/7/2010 17:10 | N | R_LH2SES_1 | 25.92 |
| 12/7/2010 17:10 | N | R_PBSES_2 | -1.18 |
| 12/7/2010 17:10 | N | PENA_KZ | 24.11 |
| 12/7/2010 17:10 | N | EB_PENA_UN3 | 24.11 |
| 12/7/2010 17:10 | N | AUTO_EPS_390 | 25.81 |
| 12/7/2010 17:15 | N | DC_ROAD_L_B | 24.38 |

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| 12/7/2010 17:15 | N | DC_EGPS_L_A | 19.31 |
| 12/7/2010 17:15 | N | H_HOLLOW_E_1 | -0.64 |
| 12/7/2010 17:15 | N | HHOLLOW4_E_1 | -0.64 |
| 12/7/2010 17:15 | N | R_LH2SES_1 | 26.23 |
| 12/7/2010 17:15 | N | R_PBSES_2 | -0.81 |
| 12/7/2010 17:15 | N | PENA_KZ | 24.43 |
| 12/7/2010 17:15 | N | EB_PENA_UN3 | 24.43 |
| 12/7/2010 17:15 | N | AUTO_EPS_390 | 26.12 |
| 12/7/2010 17:17 | N | DC_ROAD_L_B | 24.78 |
| 12/7/2010 17:17 | N | DC_EGPS_L_A | 19.54 |
| 12/7/2010 17:17 | N | H_HOLLOW_E_1 | -1.03 |
| 12/7/2010 17:17 | N | HHOLLOW4_E_1 | -1.03 |
| 12/7/2010 17:17 | N | R_LH2SES_1 | 26.68 |
| 12/7/2010 17:17 | N | R_PBSES_2 | -1.21 |
| 12/7/2010 17:17 | N | PENA_KZ | 24.82 |
| 12/7/2010 17:17 | N | EB_PENA_UN3 | 24.82 |
| 12/7/2010 17:17 | N | AUTO_EPS_390 | 26.56 |
| 12/7/2010 17:20 | N | DC_ROAD_L_B | 25.09 |
| 12/7/2010 17:20 | N | DC_EGPS_L_A | 19.44 |
| 12/7/2010 17:20 | N | H_HOLLOW_E_1 | -2.77 |
| 12/7/2010 17:20 | N | HHOLLOW4_E_1 | -2.77 |
| 12/7/2010 17:20 | N | R_LH2SES_1 | 27.15 |
| 12/7/2010 17:20 | N | R_PBSES_2 | -2.96 |
| 12/7/2010 17:20 | N | PENA_KZ | 25.15 |
| 12/7/2010 17:20 | N | EB_PENA_UN3 | 25.15 |
| 12/7/2010 17:20 | N | AUTO_EPS_390 | 27.02 |
| 12/7/2010 17:25 | N | DC_ROAD_L_B | 25.66 |
| 12/7/2010 17:25 | N | DC_EGPS_L_A | 20.14 |
| 12/7/2010 17:25 | N | H_HOLLOW_E_1 | -1.53 |
| 12/7/2010 17:25 | N | HHOLLOW4_E_1 | -1.53 |
| 12/7/2010 17:25 | N | R_LH2SES_1 | 27.66 |
| 12/7/2010 17:25 | N | R_PBSES_2 | -1.72 |
| 12/7/2010 17:25 | N | PENA_KZ | 25.71 |
| 12/7/2010 17:25 | N | EB_PENA_UN3 | 25.71 |
| 12/7/2010 17:25 | N | AUTO_EPS_390 | 27.54 |
| 12/7/2010 17:30 | N | DC_ROAD_L_B | 26.34 |
| 12/7/2010 17:30 | N | DC_EGPS_L_A | 20.77 |
| 12/7/2010 17:30 | N | H_HOLLOW_E_1 | -1.1 |
| 12/7/2010 17:30 | N | HHOLLOW4_E_1 | -1.1 |
| 12/7/2010 17:30 | N | R_LH2SES_1 | 28.37 |
| 12/7/2010 17:30 | N | R_PBSES_2 | -1.29 |
| 12/7/2010 17:30 | N | PENA_KZ | 26.39 |
| 12/7/2010 17:30 | N | EB_PENA_UN3 | 26.39 |
| 12/7/2010 17:30 | N | AUTO_EPS_390 | 28.24 |
| 12/7/2010 17:35 | N | DC_ROAD_L_B | 27.02 |
| 12/7/2010 17:35 | N | DC_EGPS_L_A | 20.97 |
| 12/7/2010 17:35 | N | H_HOLLOW_E_1 | -2.76 |

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| 12/7/2010 17:35 | N | HHOLLOW4_E_1 | -2.76 |
| 12/7/2010 17:35 | N | R_LH2SES_1 | 29.21 |
| 12/7/2010 17:35 | N | R_PBSES_2 | -2.96 |
| 12/7/2010 17:35 | N | PENA_KZ | 27.07 |
| 12/7/2010 17:35 | N | EB_PENA_UN3 | 27.07 |
| 12/7/2010 17:35 | N | AUTO_EPS_390 | 29.07 |
| 12/7/2010 17:40 | N | DC_ROAD_L_B | 27.22 |
| 12/7/2010 17:40 | N | DC_EGPS_L_A | 21.1 |
| 12/7/2010 17:40 | N | H_HOLLOW_E_1 | -2.91 |
| 12/7/2010 17:40 | N | HHOLLOW4_E_1 | -2.91 |
| 12/7/2010 17:40 | N | R_LH2SES_1 | 29.44 |
| 12/7/2010 17:40 | N | R_PBSES_2 | -3.11 |
| 12/7/2010 17:40 | N | PENA_KZ | 27.27 |
| 12/7/2010 17:40 | N | EB_PENA_UN3 | 27.27 |
| 12/7/2010 17:40 | N | AUTO_EPS_390 | 29.3 |
| 12/7/2010 17:45 | N | DC_ROAD_L_B | 27.42 |
| 12/7/2010 17:45 | N | DC_EGPS_L_A | 21.26 |
| 12/7/2010 17:45 | N | H_HOLLOW_E_1 | -2.91 |
| 12/7/2010 17:45 | N | HHOLLOW4_E_1 | -2.91 |
| 12/7/2010 17:45 | N | R_LH2SES_1 | 29.66 |
| 12/7/2010 17:45 | N | R_PBSES_2 | -3.11 |
| 12/7/2010 17:45 | N | PENA_KZ | 27.47 |
| 12/7/2010 17:45 | N | EB_PENA_UN3 | 27.47 |
| 12/7/2010 17:45 | N | AUTO_EPS_390 | 29.51 |
| 12/7/2010 17:50 | N | DC_ROAD_L_B | 27.5 |
| 12/7/2010 17:50 | N | DC_EGPS_L_A | 21.33 |
| 12/7/2010 17:50 | N | H_HOLLOW_E_1 | -2.91 |
| 12/7/2010 17:50 | N | HHOLLOW4_E_1 | -2.91 |
| 12/7/2010 17:50 | N | R_LH2SES_1 | 29.75 |
| 12/7/2010 17:50 | N | R_PBSES_2 | -3.11 |
| 12/7/2010 17:50 | N | PENA_KZ | 27.55 |
| 12/7/2010 17:50 | N | EB_PENA_UN3 | 27.55 |
| 12/7/2010 17:50 | N | AUTO_EPS_390 | 29.6 |
| 12/7/2010 17:55 | N | DC_ROAD_L_B | 28 |
| 12/7/2010 17:55 | N | DC_EGPS_L_A | 21.53 |
| 12/7/2010 17:55 | N | H_HOLLOW_E_1 | -3.86 |
| 12/7/2010 17:55 | N | HHOLLOW4_E_1 | -3.86 |
| 12/7/2010 17:55 | N | R_LH2SES_1 | 30.35 |
| 12/7/2010 17:55 | N | R_PBSES_2 | -4.08 |
| 12/7/2010 17:55 | N | PENA_KZ | 28.06 |
| 12/7/2010 17:55 | N | EB_PENA_UN3 | 28.06 |
| 12/7/2010 17:55 | N | AUTO_EPS_390 | 30.2 |
| 12/7/2010 18:00 | N | DC_ROAD_L_B | 27.44 |
| 12/7/2010 18:00 | N | DC_EGPS_L_A | 21.8 |
| 12/7/2010 18:00 | N | H_HOLLOW_E_1 | -1.02 |
| 12/7/2010 18:00 | N | HHOLLOW4_E_1 | -1.02 |
| 12/7/2010 18:00 | N | R_LH2SES_1 | 29.71 |

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| 12/7/2010 18:00 | N | R_PBSES_2 | -1.22 |
| 12/7/2010 18:00 | N | PENA_KZ | 27.42 |
| 12/7/2010 18:00 | N | EB_PENA_UN3 | 27.42 |
| 12/7/2010 18:00 | N | AUTO_EPS_390 | 29.58 |
| 12/7/2010 18:05 | N | DC_ROAD_L_B | 18.55 |
| 12/7/2010 18:05 | N | DC_EGPS_L_A | 20.14 |
| 12/7/2010 18:05 | N | H_HOLLOW_E_1 | 0.03 |
| 12/7/2010 18:05 | N | HHOLLOW4_E_1 | 0.03 |
| 12/7/2010 18:05 | N | R_LH2SES_1 | 27.54 |
| 12/7/2010 18:05 | N | R_PBSES_2 | -0.15 |
| 12/7/2010 18:05 | N | PENA_KZ | 15.34 |
| 12/7/2010 18:05 | N | EB_PENA_UN3 | 15.34 |
| 12/7/2010 18:05 | N | AUTO_EPS_390 | 27.42 |
| 12/7/2010 18:10 | N | DC_ROAD_L_B | 26.73 |
| 12/7/2010 18:10 | N | DC_EGPS_L_A | 21.47 |
| 12/7/2010 18:10 | N | H_HOLLOW_E_1 | 0.24 |
| 12/7/2010 18:10 | N | HHOLLOW4_E_1 | 0.24 |
| 12/7/2010 18:10 | N | R_LH2SES_1 | 28.82 |
| 12/7/2010 18:10 | N | R_PBSES_2 | 0.05 |
| 12/7/2010 18:10 | N | PENA_KZ | 26.72 |
| 12/7/2010 18:10 | N | EB_PENA_UN3 | 26.72 |
| 12/7/2010 18:10 | N | AUTO_EPS_390 | 28.7 |
| 12/7/2010 18:11 | N | DC_ROAD_L_B | 26.4 |
| 12/7/2010 18:11 | N | DC_EGPS_L_A | 21.15 |
| 12/7/2010 18:11 | N | H_HOLLOW_E_1 | 0.18 |
| 12/7/2010 18:11 | N | HHOLLOW4_E_1 | 0.18 |
| 12/7/2010 18:11 | N | R_LH2SES_1 | 28.41 |
| 12/7/2010 18:11 | N | R_PBSES_2 | 0 |
| 12/7/2010 18:11 | N | PENA_KZ | 26.42 |
| 12/7/2010 18:11 | N | EB_PENA_UN3 | 26.42 |
| 12/7/2010 18:11 | N | AUTO_EPS_390 | 28.29 |
| 12/7/2010 18:15 | N | DC_ROAD_L_B | 26.54 |
| 12/7/2010 18:15 | N | DC_EGPS_L_A | 21.23 |
| 12/7/2010 18:15 | N | H_HOLLOW_E_1 | 0.09 |
| 12/7/2010 18:15 | N | HHOLLOW4_E_1 | 0.09 |
| 12/7/2010 18:15 | N | R_LH2SES_1 | 28.53 |
| 12/7/2010 18:15 | N | R_PBSES_2 | -0.09 |
| 12/7/2010 18:15 | N | PENA_KZ | 26.58 |
| 12/7/2010 18:15 | N | EB_PENA_UN3 | 26.58 |
| 12/7/2010 18:15 | N | AUTO_EPS_390 | 28.4 |
| 12/7/2010 18:20 | N | DC_ROAD_L_B | 27.31 |
| 12/7/2010 18:20 | N | DC_EGPS_L_A | 21.68 |
| 12/7/2010 18:20 | N | H_HOLLOW_E_1 | -1.15 |
| 12/7/2010 18:20 | N | HHOLLOW4_E_1 | -1.15 |
| 12/7/2010 18:20 | N | R_LH2SES_1 | 29.48 |
| 12/7/2010 18:20 | N | R_PBSES_2 | -1.34 |
| 12/7/2010 18:20 | N | PENA_KZ | 27.33 |

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| 12/7/2010 18:20 | N | EB_PENA_UN3 | 27.33 |
| 12/7/2010 18:20 | N | AUTO_EPS_390 | 29.35 |
| 12/7/2010 18:25 | N | DC_ROAD_L_B | 27.68 |
| 12/7/2010 18:25 | N | DC_EGPS_L_A | 21.54 |
| 12/7/2010 18:25 | N | H_HOLLOW_E_1 | -3.87 |
| 12/7/2010 18:25 | N | HHOLLOW4_E_1 | -3.87 |
| 12/7/2010 18:25 | N | R_LH2SES_1 | 30.16 |
| 12/7/2010 18:25 | N | R_PBSES_2 | -4.08 |
| 12/7/2010 18:25 | N | PENA_KZ | 27.66 |
| 12/7/2010 18:25 | N | EB_PENA_UN3 | 27.66 |
| 12/7/2010 18:25 | N | AUTO_EPS_390 | 30.02 |
| 12/7/2010 18:29 | N | DC_ROAD_L_B | 28.08 |
| 12/7/2010 18:29 | N | DC_EGPS_L_A | 22.2 |
| 12/7/2010 18:29 | N | H_HOLLOW_E_1 | -2.9 |
| 12/7/2010 18:29 | N | HHOLLOW4_E_1 | -2.9 |
| 12/7/2010 18:29 | N | R_LH2SES_1 | 30.42 |
| 12/7/2010 18:29 | N | R_PBSES_2 | -3.17 |
| 12/7/2010 18:29 | N | AUTO_EPS_390 | 30.29 |
| 12/7/2010 18:30 | N | DC_ROAD_L_B | 28.13 |
| 12/7/2010 18:30 | N | DC_EGPS_L_A | 22.04 |
| 12/7/2010 18:30 | N | H_HOLLOW_E_1 | -3.87 |
| 12/7/2010 18:30 | N | HHOLLOW4_E_1 | -3.87 |
| 12/7/2010 18:30 | N | R_LH2SES_1 | 30.54 |
| 12/7/2010 18:30 | N | R_PBSES_2 | -4.16 |
| 12/7/2010 18:30 | N | AUTO_EPS_390 | 30.4 |
| 12/7/2010 18:35 | N | DC_ROAD_L_B | 27.68 |
| 12/7/2010 18:35 | N | DC_EGPS_L_A | 21.74 |
| 12/7/2010 18:35 | N | H_HOLLOW_E_1 | -2.9 |
| 12/7/2010 18:35 | N | HHOLLOW4_E_1 | -2.9 |
| 12/7/2010 18:35 | N | R_LH2SES_1 | 29.89 |
| 12/7/2010 18:35 | N | R_PBSES_2 | -3.17 |
| 12/7/2010 18:35 | N | AUTO_EPS_390 | 29.76 |
| 12/7/2010 18:40 | N | DC_ROAD_L_B | 27.54 |
| 12/7/2010 18:40 | N | DC_EGPS_L_A | 21.9 |
| 12/7/2010 18:40 | N | H_HOLLOW_E_1 | -1.15 |
| 12/7/2010 18:40 | N | HHOLLOW4_E_1 | -1.15 |
| 12/7/2010 18:40 | N | R_LH2SES_1 | 29.53 |
| 12/7/2010 18:40 | N | R_PBSES_2 | -1.41 |
| 12/7/2010 18:40 | N | AUTO_EPS_390 | 29.4 |
| 12/7/2010 18:45 | N | DC_ROAD_L_B | 27.65 |
| 12/7/2010 18:45 | N | DC_EGPS_L_A | 21.98 |
| 12/7/2010 18:45 | N | H_HOLLOW_E_1 | -1.16 |
| 12/7/2010 18:45 | N | HHOLLOW4_E_1 | -1.16 |
| 12/7/2010 18:45 | N | R_LH2SES_1 | 29.63 |
| 12/7/2010 18:45 | N | R_PBSES_2 | -1.41 |
| 12/7/2010 18:45 | N | AUTO_EPS_390 | 29.51 |
| 12/7/2010 18:47 | N | DC_ROAD_L_B | 27.61 |

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| 12/7/2010 18:47 | N | DC_EGPS_L_A | 22.01 |
| 12/7/2010 18:47 | N | H_HOLLOW_E_1 | -0.81 |
| 12/7/2010 18:47 | N | HHOLLOW4_E_1 | -0.81 |
| 12/7/2010 18:47 | N | R_LH2SES_1 | 29.56 |
| 12/7/2010 18:47 | N | R_PBSES_2 | -1.06 |
| 12/7/2010 18:47 | N | AUTO_EPS_390 | 29.44 |
| 12/7/2010 18:50 | N | DC_ROAD_L_B | 27.65 |
| 12/7/2010 18:50 | N | DC_EGPS_L_A | 22.13 |
| 12/7/2010 18:50 | N | H_HOLLOW_E_1 | -0.82 |
| 12/7/2010 18:50 | N | HHOLLOW4_E_1 | -0.82 |
| 12/7/2010 18:50 | N | R_LH2SES_1 | 29.73 |
| 12/7/2010 18:50 | N | R_PBSES_2 | -1.07 |
| 12/7/2010 18:50 | N | AUTO_EPS_390 | 29.61 |
| 12/7/2010 18:55 | N | DC_ROAD_L_B | -23.78 |
| 12/7/2010 18:55 | N | DC_EGPS_L_A | 19.53 |
| 12/7/2010 18:55 | N | H_HOLLOW_E_1 | -0.69 |
| 12/7/2010 18:55 | N | HHOLLOW4_E_1 | -0.69 |
| 12/7/2010 18:55 | N | R_LH2SES_1 | 29.24 |
| 12/7/2010 18:55 | N | R_PBSES_2 | -0.99 |
| 12/7/2010 18:55 | N | AUTO_EPS_390 | 29.12 |
| 12/7/2010 19:00 | N | DC_ROAD_L_B | 27.21 |
| 12/7/2010 19:00 | N | DC_EGPS_L_A | 21.89 |
| 12/7/2010 19:00 | N | H_HOLLOW_E_1 | -0.55 |
| 12/7/2010 19:00 | N | HHOLLOW4_E_1 | -0.55 |
| 12/7/2010 19:00 | N | R_LH2SES_1 | 29.32 |
| 12/7/2010 19:00 | N | R_PBSES_2 | -0.8 |
| 12/7/2010 19:00 | N | AUTO_EPS_390 | 29.2 |
| 12/7/2010 19:05 | N | DC_ROAD_L_B | 27.23 |
| 12/7/2010 19:05 | N | DC_EGPS_L_A | 21.76 |
| 12/7/2010 19:05 | N | H_HOLLOW_E_1 | -0.56 |
| 12/7/2010 19:05 | N | HHOLLOW4_E_1 | -0.56 |
| 12/7/2010 19:05 | N | R_LH2SES_1 | 29.14 |
| 12/7/2010 19:05 | N | R_PBSES_2 | -0.8 |
| 12/7/2010 19:05 | N | AUTO_EPS_390 | 29.02 |
| 12/7/2010 19:10 | N | DC_ROAD_L_B | 27.01 |
| 12/7/2010 19:10 | N | DC_EGPS_L_A | 21.49 |
| 12/7/2010 19:10 | N | H_HOLLOW_E_1 | -1.14 |
| 12/7/2010 19:10 | N | HHOLLOW4_E_1 | -1.14 |
| 12/7/2010 19:10 | N | R_LH2SES_1 | 28.94 |
| 12/7/2010 19:10 | N | R_PBSES_2 | -1.39 |
| 12/7/2010 19:10 | N | AUTO_EPS_390 | 28.82 |
| 12/7/2010 19:15 | N | DC_ROAD_L_B | 27.28 |
| 12/7/2010 19:15 | N | DC_EGPS_L_A | 21.7 |
| 12/7/2010 19:15 | N | H_HOLLOW_E_1 | -1.15 |
| 12/7/2010 19:15 | N | HHOLLOW4_E_1 | -1.15 |
| 12/7/2010 19:15 | N | R_LH2SES_1 | 29.23 |
| 12/7/2010 19:15 | N | R_PBSES_2 | -1.4 |

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| 12/7/2010 19:15 | N | AUTO_EPS_390 | 29.1 |
| 12/7/2010 19:20 | N | DC_ROAD_L_B | 27.26 |
| 12/7/2010 19:20 | N | DC_EGPS_L_A | 21.76 |
| 12/7/2010 19:20 | N | H_HOLLOW_E_1 | -0.8 |
| 12/7/2010 19:20 | N | HHOLLOW4_E_1 | -0.8 |
| 12/7/2010 19:20 | N | R_LH2SES_1 | 29.19 |
| 12/7/2010 19:20 | N | R_PBSES_2 | -1.05 |
| 12/7/2010 19:20 | N | AUTO_EPS_390 | 29.07 |
| 12/7/2010 19:25 | N | DC_ROAD_L_B | 27.07 |
| 12/7/2010 19:25 | N | DC_EGPS_L_A | 21.6 |
| 12/7/2010 19:25 | N | H_HOLLOW_E_1 | -0.79 |
| 12/7/2010 19:25 | N | HHOLLOW4_E_1 | -0.79 |
| 12/7/2010 19:25 | N | R_LH2SES_1 | 28.98 |
| 12/7/2010 19:25 | N | R_PBSES_2 | -1.03 |
| 12/7/2010 19:25 | N | AUTO_EPS_390 | 28.86 |
| 12/7/2010 19:30 | N | DC_ROAD_L_B | 26.73 |
| 12/7/2010 19:30 | N | DC_EGPS_L_A | 21.33 |
| 12/7/2010 19:30 | N | H_HOLLOW_E_1 | -0.77 |
| 12/7/2010 19:30 | N | HHOLLOW4_E_1 | -0.77 |
| 12/7/2010 19:30 | N | R_LH2SES_1 | 28.62 |
| 12/7/2010 19:30 | N | R_PBSES_2 | -1.02 |
| 12/7/2010 19:30 | N | AUTO_EPS_390 | 28.5 |
| 12/7/2010 19:35 | N | DC_ROAD_L_B | 27.09 |
| 12/7/2010 19:35 | N | DC_EGPS_L_A | 21.62 |
| 12/7/2010 19:35 | N | H_HOLLOW_E_1 | -0.79 |
| 12/7/2010 19:35 | N | HHOLLOW4_E_1 | -0.79 |
| 12/7/2010 19:35 | N | R_LH2SES_1 | 29 |
| 12/7/2010 19:35 | N | R_PBSES_2 | -1.03 |
| 12/7/2010 19:35 | N | AUTO_EPS_390 | 28.88 |
| 12/7/2010 19:38 | N | DC_ROAD_L_B | 26.86 |
| 12/7/2010 19:38 | N | DC_EGPS_L_A | 21.48 |
| 12/7/2010 19:38 | N | H_HOLLOW_E_1 | -0.57 |
| 12/7/2010 19:38 | N | HHOLLOW4_E_1 | -0.57 |
| 12/7/2010 19:38 | N | R_LH2SES_1 | 28.74 |
| 12/7/2010 19:38 | N | R_PBSES_2 | -0.81 |
| 12/7/2010 19:38 | N | AUTO_EPS_390 | 28.62 |
| 12/7/2010 19:40 | N | DC_ROAD_L_B | 27.2 |
| 12/7/2010 19:40 | N | DC_EGPS_L_A | 21.81 |
| 12/7/2010 19:40 | N | H_HOLLOW_E_1 | -0.28 |
| 12/7/2010 19:40 | N | HHOLLOW4_E_1 | -0.28 |
| 12/7/2010 19:40 | N | R_LH2SES_1 | 29.08 |
| 12/7/2010 19:40 | N | R_PBSES_2 | -0.52 |
| 12/7/2010 19:40 | N | AUTO_EPS_390 | 28.96 |
| 12/7/2010 19:45 | N | DC_ROAD_L_B | 27.11 |
| 12/7/2010 19:45 | N | DC_EGPS_L_A | 21.83 |
| 12/7/2010 19:45 | N | H_HOLLOW_E_1 | 0.16 |
| 12/7/2010 19:45 | N | HHOLLOW4_E_1 | 0.16 |

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| 12/7/2010 19:45 | N | R_LH2SES_1 | 28.97 |
| 12/7/2010 19:45 | N | R_PBSES_2 | -0.08 |
| 12/7/2010 19:45 | N | AUTO_EPS_390 | 28.85 |
| 12/7/2010 19:50 | N | DC_ROAD_L_B | 26.63 |
| 12/7/2010 19:50 | N | DC_EGPS_L_A | 21.4 |
| 12/7/2010 19:50 | N | H_HOLLOW_E_1 | 0.08 |
| 12/7/2010 19:50 | N | HHOLLOW4_E_1 | 0.08 |
| 12/7/2010 19:50 | N | R_LH2SES_1 | 28.46 |
| 12/7/2010 19:50 | N | R_PBSES_2 | -0.16 |
| 12/7/2010 19:50 | N | AUTO_EPS_390 | 28.34 |
| 12/7/2010 19:55 | N | DC_ROAD_L_B | 26.77 |
| 12/7/2010 19:55 | N | DC_EGPS_L_A | 21.53 |
| 12/7/2010 19:55 | N | H_HOLLOW_E_1 | 0.15 |
| 12/7/2010 19:55 | N | HHOLLOW4_E_1 | 0.15 |
| 12/7/2010 19:55 | N | R_LH2SES_1 | 28.61 |
| 12/7/2010 19:55 | N | R_PBSES_2 | -0.09 |
| 12/7/2010 19:55 | N | AUTO_EPS_390 | 28.49 |
| 12/7/2010 20:00 | N | DC_ROAD_L_B | 26.72 |
| 12/7/2010 20:00 | N | DC_EGPS_L_A | 21.4 |
| 12/7/2010 20:00 | N | H_HOLLOW_E_1 | -0.29 |
| 12/7/2010 20:00 | N | HHOLLOW4_E_1 | -0.29 |
| 12/7/2010 20:00 | N | R_LH2SES_1 | 28.58 |
| 12/7/2010 20:00 | N | R_PBSES_2 | -0.53 |
| 12/7/2010 20:00 | N | AUTO_EPS_390 | 28.46 |
| 12/7/2010 20:05 | N | DC_ROAD_L_B | 26.37 |
| 12/7/2010 20:05 | N | DC_EGPS_L_A | 21.23 |
| 12/7/2010 20:05 | N | H_HOLLOW_E_1 | 0.26 |
| 12/7/2010 20:05 | N | HHOLLOW4_E_1 | 0.26 |
| 12/7/2010 20:05 | N | R_LH2SES_1 | 28.17 |
| 12/7/2010 20:05 | N | R_PBSES_2 | 0.02 |
| 12/7/2010 20:05 | N | AUTO_EPS_390 | 28.06 |
| 12/7/2010 20:10 | N | DC_ROAD_L_B | 26.67 |
| 12/7/2010 20:10 | N | DC_EGPS_L_A | 21.74 |
| 12/7/2010 20:10 | N | H_HOLLOW_E_1 | 1.62 |
| 12/7/2010 20:10 | N | HHOLLOW4_E_1 | 1.62 |
| 12/7/2010 20:10 | N | R_LH2SES_1 | 28.4 |
| 12/7/2010 20:10 | N | R_PBSES_2 | 1.4 |
| 12/7/2010 20:10 | N | AUTO_EPS_390 | 28.29 |
| 12/7/2010 20:15 | N | DC_ROAD_L_B | 26.87 |
| 12/7/2010 20:15 | N | DC_EGPS_L_A | 21.9 |
| 12/7/2010 20:15 | N | H_HOLLOW_E_1 | 1.68 |
| 12/7/2010 20:15 | N | HHOLLOW4_E_1 | 1.68 |
| 12/7/2010 20:15 | N | R_LH2SES_1 | 28.61 |
| 12/7/2010 20:15 | N | R_PBSES_2 | 1.46 |
| 12/7/2010 20:15 | N | AUTO_EPS_390 | 28.5 |
| 12/7/2010 20:20 | N | DC_ROAD_L_B | 26.32 |
| 12/7/2010 20:20 | N | DC_EGPS_L_A | 21.44 |

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| 12/7/2010 20:20 | N | H_HOLLOW_E_1 | 1.6 |
| 12/7/2010 20:20 | N | HHOLLOW4_E_1 | 1.6 |
| 12/7/2010 20:20 | N | R_LH2SES_1 | 28.02 |
| 12/7/2010 20:20 | N | R_PBSES_2 | 1.38 |
| 12/7/2010 20:20 | N | AUTO_EPS_390 | 27.92 |
| 12/7/2010 20:25 | N | DC_ROAD_L_B | 27.25 |
| 12/7/2010 20:25 | N | DC_EGPS_L_A | 25.85 |
| 12/7/2010 20:25 | N | H_HOLLOW_E_1 | 20.14 |
| 12/7/2010 20:25 | N | HHOLLOW4_E_1 | 20.14 |
| 12/7/2010 20:25 | N | R_LH2SES_1 | 27.74 |
| 12/7/2010 20:25 | N | R_PBSES_2 | 20.08 |
| 12/7/2010 20:25 | N | AUTO_EPS_390 | 27.71 |
| 12/7/2010 20:30 | N | DC_ROAD_L_B | 26.39 |
| 12/7/2010 20:30 | N | DC_EGPS_L_A | 21.26 |
| 12/7/2010 20:30 | N | H_HOLLOW_E_1 | 0.35 |
| 12/7/2010 20:30 | N | HHOLLOW4_E_1 | 0.35 |
| 12/7/2010 20:30 | N | R_LH2SES_1 | 28.18 |
| 12/7/2010 20:30 | N | R_PBSES_2 | 0.12 |
| 12/7/2010 20:30 | N | AUTO_EPS_390 | 28.07 |
| 12/7/2010 20:35 | N | DC_ROAD_L_B | 26.39 |
| 12/7/2010 20:35 | N | DC_EGPS_L_A | 21.25 |
| 12/7/2010 20:35 | N | H_HOLLOW_E_1 | 0.26 |
| 12/7/2010 20:35 | N | HHOLLOW4_E_1 | 0.26 |
| 12/7/2010 20:35 | N | R_LH2SES_1 | 28.19 |
| 12/7/2010 20:35 | N | R_PBSES_2 | 0.02 |
| 12/7/2010 20:35 | N | AUTO_EPS_390 | 28.07 |
| 12/7/2010 20:40 | N | DC_ROAD_L_B | 26.46 |
| 12/7/2010 20:40 | N | DC_EGPS_L_A | 21.34 |
| 12/7/2010 20:40 | N | H_HOLLOW_E_1 | 0.41 |
| 12/7/2010 20:40 | N | HHOLLOW4_E_1 | 0.41 |
| 12/7/2010 20:40 | N | R_LH2SES_1 | 28.26 |
| 12/7/2010 20:40 | N | R_PBSES_2 | 0.18 |
| 12/7/2010 20:40 | N | AUTO_EPS_390 | 28.14 |
| 12/7/2010 20:45 | N | DC_ROAD_L_B | 26.39 |
| 12/7/2010 20:45 | N | DC_EGPS_L_A | 21.26 |
| 12/7/2010 20:45 | N | H_HOLLOW_E_1 | 0.32 |
| 12/7/2010 20:45 | N | HHOLLOW4_E_1 | 0.32 |
| 12/7/2010 20:45 | N | R_LH2SES_1 | 28.18 |
| 12/7/2010 20:45 | N | R_PBSES_2 | 0.09 |
| 12/7/2010 20:45 | N | AUTO_EPS_390 | 28.07 |
| 12/7/2010 20:50 | N | DC_ROAD_L_B | 26.36 |
| 12/7/2010 20:50 | N | DC_EGPS_L_A | 21.23 |
| 12/7/2010 20:50 | N | H_HOLLOW_E_1 | 0.26 |
| 12/7/2010 20:50 | N | HHOLLOW4_E_1 | 0.26 |
| 12/7/2010 20:50 | N | R_LH2SES_1 | 28.16 |
| 12/7/2010 20:50 | N | R_PBSES_2 | 0.03 |
| 12/7/2010 20:50 | N | AUTO_EPS_390 | 28.05 |

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| 12/7/2010 20:55 | N | DC_ROAD_L_B | 26.37 |
| 12/7/2010 20:55 | N | DC_EGPS_L_A | 21.25 |
| 12/7/2010 20:55 | N | H_HOLLOW_E_1 | 0.38 |
| 12/7/2010 20:55 | N | HHOLLOW4_E_1 | 0.38 |
| 12/7/2010 20:55 | N | R_LH2SES_1 | 28.15 |
| 12/7/2010 20:55 | N | R_PBSES_2 | 0.15 |
| 12/7/2010 20:55 | N | AUTO_EPS_390 | 28.04 |
| 12/7/2010 21:01 | N | DC_ROAD_L_B | 25.96 |
| 12/7/2010 21:01 | N | DC_EGPS_L_A | 20.9 |
| 12/7/2010 21:01 | N | H_HOLLOW_E_1 | 0.26 |
| 12/7/2010 21:01 | N | HHOLLOW4_E_1 | 0.26 |
| 12/7/2010 21:01 | N | R_LH2SES_1 | 27.72 |
| 12/7/2010 21:01 | N | R_PBSES_2 | 0.03 |
| 12/7/2010 21:01 | N | AUTO_EPS_390 | 27.61 |
| 12/7/2010 21:05 | N | DC_ROAD_L_B | 25.84 |
| 12/7/2010 21:05 | N | DC_EGPS_L_A | 21.03 |
| 12/7/2010 21:05 | N | H_HOLLOW_E_1 | 1.57 |
| 12/7/2010 21:05 | N | HHOLLOW4_E_1 | 1.57 |
| 12/7/2010 21:05 | N | R_LH2SES_1 | 27.52 |
| 12/7/2010 21:05 | N | R_PBSES_2 | 1.36 |
| 12/7/2010 21:05 | N | AUTO_EPS_390 | 27.41 |
| 12/7/2010 21:07 | N | DC_ROAD_L_B | 26.07 |
| 12/7/2010 21:07 | N | DC_EGPS_L_A | 21.22 |
| 12/7/2010 21:07 | N | H_HOLLOW_E_1 | 1.58 |
| 12/7/2010 21:07 | N | HHOLLOW4_E_1 | 1.58 |
| 12/7/2010 21:07 | N | R_LH2SES_1 | 27.77 |
| 12/7/2010 21:07 | N | R_PBSES_2 | 1.37 |
| 12/7/2010 21:07 | N | AUTO_EPS_390 | 27.66 |
| 12/7/2010 21:10 | N | DC_ROAD_L_B | 25.84 |
| 12/7/2010 21:10 | N | DC_EGPS_L_A | 20.73 |
| 12/7/2010 21:10 | N | H_HOLLOW_E_1 | 0.25 |
| 12/7/2010 21:10 | N | HHOLLOW4_E_1 | 0.25 |
| 12/7/2010 21:10 | N | R_LH2SES_1 | 27.62 |
| 12/7/2010 21:10 | N | R_PBSES_2 | 0.03 |
| 12/7/2010 21:10 | N | AUTO_EPS_390 | 27.51 |
| 12/7/2010 21:15 | N | DC_ROAD_L_B | 25.91 |
| 12/7/2010 21:15 | N | DC_EGPS_L_A | 20.82 |
| 12/7/2010 21:15 | N | H_HOLLOW_E_1 | 0.44 |
| 12/7/2010 21:15 | N | HHOLLOW4_E_1 | 0.44 |
| 12/7/2010 21:15 | N | R_LH2SES_1 | 27.68 |
| 12/7/2010 21:15 | N | R_PBSES_2 | 0.21 |
| 12/7/2010 21:15 | N | AUTO_EPS_390 | 27.57 |
| 12/7/2010 21:20 | N | DC_ROAD_L_B | 25.59 |
| 12/7/2010 21:20 | N | DC_EGPS_L_A | 20.51 |
| 12/7/2010 21:20 | N | H_HOLLOW_E_1 | 0.19 |
| 12/7/2010 21:20 | N | HHOLLOW4_E_1 | 0.19 |
| 12/7/2010 21:20 | N | R_LH2SES_1 | 27.37 |

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| 12/7/2010 21:20 | N | R_PBSES_2 | -0.04 |
| 12/7/2010 21:20 | N | AUTO_EPS_390 | 27.25 |
| 12/7/2010 21:25 | N | DC_ROAD_L_B | 25.01 |
| 12/7/2010 21:25 | N | DC_EGPS_L_A | 20.12 |
| 12/7/2010 21:25 | N | H_HOLLOW_E_1 | 0.52 |
| 12/7/2010 21:25 | N | HHOLLOW4_E_1 | 0.52 |
| 12/7/2010 21:25 | N | R_LH2SES_1 | 26.72 |
| 12/7/2010 21:25 | N | R_PBSES_2 | 0.3 |
| 12/7/2010 21:25 | N | AUTO_EPS_390 | 26.61 |
| 12/7/2010 21:30 | N | DC_ROAD_L_B | 24.95 |
| 12/7/2010 21:30 | N | DC_EGPS_L_A | 19.91 |
| 12/7/2010 21:30 | N | H_HOLLOW_E_1 | -0.32 |
| 12/7/2010 21:30 | N | HHOLLOW4_E_1 | -0.32 |
| 12/7/2010 21:30 | N | R_LH2SES_1 | 26.71 |
| 12/7/2010 21:30 | N | R_PBSES_2 | -0.55 |
| 12/7/2010 21:30 | N | AUTO_EPS_390 | 26.6 |
| 12/7/2010 21:35 | N | DC_ROAD_L_B | 24.92 |
| 12/7/2010 21:35 | N | DC_EGPS_L_A | 19.83 |
| 12/7/2010 21:35 | N | H_HOLLOW_E_1 | -0.63 |
| 12/7/2010 21:35 | N | HHOLLOW4_E_1 | -0.63 |
| 12/7/2010 21:35 | N | R_LH2SES_1 | 26.7 |
| 12/7/2010 21:35 | N | R_PBSES_2 | -0.85 |
| 12/7/2010 21:35 | N | AUTO_EPS_390 | 26.59 |
| 12/7/2010 21:40 | N | DC_ROAD_L_B | 23.81 |
| 12/7/2010 21:40 | N | DC_EGPS_L_A | 18.97 |
| 12/7/2010 21:40 | N | H_HOLLOW_E_1 | -0.35 |
| 12/7/2010 21:40 | N | HHOLLOW4_E_1 | -0.35 |
| 12/7/2010 21:40 | N | R_LH2SES_1 | 25.5 |
| 12/7/2010 21:40 | N | R_PBSES_2 | -0.56 |
| 12/7/2010 21:40 | N | AUTO_EPS_390 | 25.39 |
| 12/7/2010 21:45 | N | DC_ROAD_L_B | 23.28 |
| 12/7/2010 21:45 | N | DC_EGPS_L_A | 18.55 |
| 12/7/2010 21:45 | N | H_HOLLOW_E_1 | -0.36 |
| 12/7/2010 21:45 | N | HHOLLOW4_E_1 | -0.36 |
| 12/7/2010 21:45 | N | R_LH2SES_1 | 24.94 |
| 12/7/2010 21:45 | N | R_PBSES_2 | -0.57 |
| 12/7/2010 21:45 | N | AUTO_EPS_390 | 24.83 |
| 12/7/2010 21:50 | N | DC_ROAD_L_B | 21.5 |
| 12/7/2010 21:50 | N | DC_EGPS_L_A | 17.1 |
| 12/7/2010 21:50 | N | H_HOLLOW_E_1 | -0.4 |
| 12/7/2010 21:50 | N | HHOLLOW4_E_1 | -0.4 |
| 12/7/2010 21:50 | N | R_LH2SES_1 | 23.03 |
| 12/7/2010 21:50 | N | R_PBSES_2 | -0.59 |
| 12/7/2010 21:50 | N | AUTO_EPS_390 | 22.94 |
| 12/7/2010 21:55 | N | DC_ROAD_L_B | 21.51 |
| 12/7/2010 21:55 | N | DC_EGPS_L_A | 17.11 |
| 12/7/2010 21:55 | N | H_HOLLOW_E_1 | -0.4 |

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| 12/7/2010 21:55 | N | HHOLLOW4_E_1 | -0.4 |
| 12/7/2010 21:55 | N | R_LH2SES_1 | 23.05 |
| 12/7/2010 21:55 | N | R_PBSES_2 | -0.59 |
| 12/7/2010 21:55 | N | AUTO_EPS_390 | 22.95 |
| 12/7/2010 22:00 | N | DC_ROAD_L_B | 19.29 |
| 12/7/2010 22:00 | N | DC_EGPS_L_A | 15.32 |
| 12/7/2010 22:00 | N | H_HOLLOW_E_1 | -0.45 |
| 12/7/2010 22:00 | N | HHOLLOW4_E_1 | -0.45 |
| 12/7/2010 22:00 | N | R_LH2SES_1 | 20.67 |
| 12/7/2010 22:00 | N | R_PBSES_2 | -0.62 |
| 12/7/2010 22:00 | N | AUTO_EPS_390 | 20.58 |
| 12/7/2010 22:05 | N | DC_ROAD_L_B | 21.2 |
| 12/7/2010 22:05 | N | DC_EGPS_L_A | 16.82 |
| 12/7/2010 22:05 | N | H_HOLLOW_E_1 | -0.64 |
| 12/7/2010 22:05 | N | HHOLLOW4_E_1 | -0.64 |
| 12/7/2010 22:05 | N | R_LH2SES_1 | 22.72 |
| 12/7/2010 22:05 | N | R_PBSES_2 | -0.83 |
| 12/7/2010 22:05 | N | AUTO_EPS_390 | 22.63 |
| 12/7/2010 22:10 | N | DC_ROAD_L_B | 21.18 |
| 12/7/2010 22:10 | N | DC_EGPS_L_A | 15.77 |
| 12/7/2010 22:10 | N | H_HOLLOW_E_1 | -5.75 |
| 12/7/2010 22:10 | N | HHOLLOW4_E_1 | -5.75 |
| 12/7/2010 22:10 | N | R_LH2SES_1 | 23.05 |
| 12/7/2010 22:10 | N | R_PBSES_2 | -5.98 |
| 12/7/2010 22:10 | N | AUTO_EPS_390 | 22.93 |
| 12/7/2010 22:15 | N | DC_ROAD_L_B | 21.55 |
| 12/7/2010 22:15 | N | DC_EGPS_L_A | 16.9 |
| 12/7/2010 22:15 | N | H_HOLLOW_E_1 | -1.59 |
| 12/7/2010 22:15 | N | HHOLLOW4_E_1 | -1.59 |
| 12/7/2010 22:15 | N | R_LH2SES_1 | 23.16 |
| 12/7/2010 22:15 | N | R_PBSES_2 | -1.79 |
| 12/7/2010 22:15 | N | AUTO_EPS_390 | 23.05 |
| 12/7/2010 22:20 | N | DC_ROAD_L_B | 21.09 |
| 12/7/2010 22:20 | N | DC_EGPS_L_A | 16.53 |
| 12/7/2010 22:20 | N | H_HOLLOW_E_1 | -1.6 |
| 12/7/2010 22:20 | N | HHOLLOW4_E_1 | -1.6 |
| 12/7/2010 22:20 | N | R_LH2SES_1 | 22.67 |
| 12/7/2010 22:20 | N | R_PBSES_2 | -1.8 |
| 12/7/2010 22:20 | N | AUTO_EPS_390 | 22.57 |
| 12/7/2010 22:23 | N | DC_ROAD_L_B | 21 |
| 12/7/2010 22:23 | N | DC_EGPS_L_A | 16.65 |
| 12/7/2010 22:23 | N | H_HOLLOW_E_1 | -0.64 |
| 12/7/2010 22:23 | N | HHOLLOW4_E_1 | -0.64 |
| 12/7/2010 22:23 | N | R_LH2SES_1 | 22.5 |
| 12/7/2010 22:23 | N | R_PBSES_2 | -0.83 |
| 12/7/2010 22:23 | N | AUTO_EPS_390 | 22.41 |
| 12/7/2010 22:25 | N | DC_ROAD_L_B | 20.94 |

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| 12/7/2010 22:25 | N | DC_EGPS_L_A | 16.63 |
| 12/7/2010 22:25 | N | H_HOLLOW_E_1 | -0.48 |
| 12/7/2010 22:25 | N | HHOLLOW4_E_1 | -0.48 |
| 12/7/2010 22:25 | N | R_LH2SES_1 | 22.42 |
| 12/7/2010 22:25 | N | R_PBSES_2 | -0.67 |
| 12/7/2010 22:25 | N | AUTO_EPS_390 | 22.33 |
| 12/7/2010 22:30 | N | DC_ROAD_L_B | 19.09 |
| 12/7/2010 22:30 | N | DC_EGPS_L_A | 14.31 |
| 12/7/2010 22:30 | N | H_HOLLOW_E_1 | -4.72 |
| 12/7/2010 22:30 | N | HHOLLOW4_E_1 | -4.72 |
| 12/7/2010 22:30 | N | R_LH2SES_1 | 20.75 |
| 12/7/2010 22:30 | N | R_PBSES_2 | -4.93 |
| 12/7/2010 22:30 | N | AUTO_EPS_390 | 20.64 |
| 12/7/2010 22:35 | N | DC_ROAD_L_B | 19.54 |
| 12/7/2010 22:35 | N | DC_EGPS_L_A | 15.45 |
| 12/7/2010 22:35 | N | H_HOLLOW_E_1 | -0.81 |
| 12/7/2010 22:35 | N | HHOLLOW4_E_1 | -0.81 |
| 12/7/2010 22:35 | N | R_LH2SES_1 | 20.96 |
| 12/7/2010 22:35 | N | R_PBSES_2 | -0.99 |
| 12/7/2010 22:35 | N | AUTO_EPS_390 | 20.87 |
| 12/7/2010 22:40 | N | DC_ROAD_L_B | 19.74 |
| 12/7/2010 22:40 | N | DC_EGPS_L_A | 15.67 |
| 12/7/2010 22:40 | N | H_HOLLOW_E_1 | -0.49 |
| 12/7/2010 22:40 | N | HHOLLOW4_E_1 | -0.49 |
| 12/7/2010 22:40 | N | R_LH2SES_1 | 21.14 |
| 12/7/2010 22:40 | N | R_PBSES_2 | -0.66 |
| 12/7/2010 22:40 | N | AUTO_EPS_390 | 21.05 |
| 12/7/2010 22:45 | N | DC_ROAD_L_B | 19.2 |
| 12/7/2010 22:45 | N | DC_EGPS_L_A | 15.18 |
| 12/7/2010 22:45 | N | H_HOLLOW_E_1 | -0.8 |
| 12/7/2010 22:45 | N | HHOLLOW4_E_1 | -0.8 |
| 12/7/2010 22:45 | N | R_LH2SES_1 | 20.59 |
| 12/7/2010 22:45 | N | R_PBSES_2 | -0.98 |
| 12/7/2010 22:45 | N | AUTO_EPS_390 | 20.5 |
| 12/7/2010 22:50 | N | DC_ROAD_L_B | 19.19 |
| 12/7/2010 22:50 | N | DC_EGPS_L_A | 15.01 |
| 12/7/2010 22:50 | N | H_HOLLOW_E_1 | -1.63 |
| 12/7/2010 22:50 | N | HHOLLOW4_E_1 | -1.63 |
| 12/7/2010 22:50 | N | R_LH2SES_1 | 20.63 |
| 12/7/2010 22:50 | N | R_PBSES_2 | -1.81 |
| 12/7/2010 22:50 | N | AUTO_EPS_390 | 20.54 |
| 12/7/2010 22:55 | N | DC_ROAD_L_B | 18.95 |
| 12/7/2010 22:55 | N | DC_EGPS_L_A | 14.82 |
| 12/7/2010 22:55 | N | H_HOLLOW_E_1 | -1.64 |
| 12/7/2010 22:55 | N | HHOLLOW4_E_1 | -1.64 |
| 12/7/2010 22:55 | N | R_LH2SES_1 | 20.39 |
| 12/7/2010 22:55 | N | R_PBSES_2 | -1.82 |

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| 12/7/2010 22:55 | N | AUTO_EPS_390 | 20.29 |
| 12/7/2010 23:00 | N | DC_ROAD_L_B | 18.59 |
| 12/7/2010 23:00 | N | DC_EGPS_L_A | 11.18 |
| 12/7/2010 23:00 | N | H_HOLLOW_E_1 | -18.32 |
| 12/7/2010 23:00 | N | HHOLLOW4_E_1 | -18.32 |
| 12/7/2010 23:00 | N | R_LH2SES_1 | 21.16 |
| 12/7/2010 23:00 | N | R_PBSES_2 | -18.64 |
| 12/7/2010 23:00 | N | AUTO_EPS_390 | 20.99 |
| 12/7/2010 23:05 | N | DC_ROAD_L_B | 18.74 |
| 12/7/2010 23:05 | N | DC_EGPS_L_A | 11.13 |
| 12/7/2010 23:05 | N | H_HOLLOW_E_1 | -19.13 |
| 12/7/2010 23:05 | N | HHOLLOW4_E_1 | -19.13 |
| 12/7/2010 23:05 | N | R_LH2SES_1 | 21.37 |
| 12/7/2010 23:05 | N | R_PBSES_2 | -19.46 |
| 12/7/2010 23:05 | N | AUTO_EPS_390 | 21.2 |
| 12/7/2010 23:10 | N | DC_ROAD_L_B | 18.51 |
| 12/7/2010 23:10 | N | DC_EGPS_L_A | 10.94 |
| 12/7/2010 23:10 | N | H_HOLLOW_E_1 | -19.09 |
| 12/7/2010 23:10 | N | HHOLLOW4_E_1 | -19.09 |
| 12/7/2010 23:10 | N | R_LH2SES_1 | 21.13 |
| 12/7/2010 23:10 | N | R_PBSES_2 | -19.43 |
| 12/7/2010 23:10 | N | AUTO_EPS_390 | 20.96 |
| 12/7/2010 23:15 | N | DC_ROAD_L_B | 18.06 |
| 12/7/2010 23:15 | N | DC_EGPS_L_A | 14.31 |
| 12/7/2010 23:15 | N | H_HOLLOW_E_1 | -0.49 |
| 12/7/2010 23:15 | N | HHOLLOW4_E_1 | -0.49 |
| 12/7/2010 23:15 | N | R_LH2SES_1 | 19.36 |
| 12/7/2010 23:15 | N | R_PBSES_2 | -0.65 |
| 12/7/2010 23:15 | N | AUTO_EPS_390 | 19.28 |
| 12/7/2010 23:16 | N | DC_ROAD_L_B | 18.14 |
| 12/7/2010 23:16 | N | DC_EGPS_L_A | 14.38 |
| 12/7/2010 23:16 | N | H_HOLLOW_E_1 | -0.47 |
| 12/7/2010 23:16 | N | HHOLLOW4_E_1 | -0.47 |
| 12/7/2010 23:16 | N | R_LH2SES_1 | 19.44 |
| 12/7/2010 23:16 | N | R_PBSES_2 | -0.64 |
| 12/7/2010 23:16 | N | AUTO_EPS_390 | 19.36 |
| 12/7/2010 23:17 | N | DC_ROAD_L_B | 18.06 |
| 12/7/2010 23:17 | N | DC_EGPS_L_A | 14.31 |
| 12/7/2010 23:17 | N | H_HOLLOW_E_1 | -0.48 |
| 12/7/2010 23:17 | N | HHOLLOW4_E_1 | -0.48 |
| 12/7/2010 23:17 | N | R_LH2SES_1 | 19.35 |
| 12/7/2010 23:17 | N | R_PBSES_2 | -0.64 |
| 12/7/2010 23:17 | N | AUTO_EPS_390 | 19.27 |
| 12/7/2010 23:25 | N | DC_ROAD_L_B | 17.01 |
| 12/7/2010 23:25 | N | DC_EGPS_L_A | 13.6 |
| 12/7/2010 23:25 | N | H_HOLLOW_E_1 | 0.1 |
| 12/7/2010 23:25 | N | HHOLLOW4_E_1 | 0.1 |

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| 12/7/2010 23:25 | N | R_LH2SES_1 | 18.19 |
| 12/7/2010 23:25 | N | R_PBSES_2 | -0.05 |
| 12/7/2010 23:25 | N | AUTO_EPS_390 | 18.12 |
| 12/7/2010 23:30 | N | DC_ROAD_L_B | 17.34 |
| 12/7/2010 23:30 | N | DC_EGPS_L_A | 13.77 |
| 12/7/2010 23:30 | N | H_HOLLOW_E_1 | -0.49 |
| 12/7/2010 23:30 | N | HHOLLOW4_E_1 | -0.49 |
| 12/7/2010 23:30 | N | R_LH2SES_1 | 18.58 |
| 12/7/2010 23:30 | N | R_PBSES_2 | -0.65 |
| 12/7/2010 23:30 | N | AUTO_EPS_390 | 18.5 |
| 12/7/2010 23:35 | N | DC_ROAD_L_B | 17.85 |
| 12/7/2010 23:35 | N | DC_EGPS_L_A | 14.18 |
| 12/7/2010 23:35 | N | H_HOLLOW_E_1 | -0.54 |
| 12/7/2010 23:35 | N | HHOLLOW4_E_1 | -0.54 |
| 12/7/2010 23:35 | N | R_LH2SES_1 | 19.13 |
| 12/7/2010 23:35 | N | R_PBSES_2 | -0.7 |
| 12/7/2010 23:35 | N | AUTO_EPS_390 | 19.05 |
| 12/7/2010 23:40 | N | DC_ROAD_L_B | 17.57 |
| 12/7/2010 23:40 | N | DC_EGPS_L_A | 10.42 |
| 12/7/2010 23:40 | N | H_HOLLOW_E_1 | -18.24 |
| 12/7/2010 23:40 | N | HHOLLOW4_E_1 | -18.24 |
| 12/7/2010 23:40 | N | R_LH2SES_1 | 20.05 |
| 12/7/2010 23:40 | N | R_PBSES_2 | -18.56 |
| 12/7/2010 23:40 | N | AUTO_EPS_390 | 19.89 |
| 12/7/2010 23:45 | N | DC_ROAD_L_B | 16.98 |
| 12/7/2010 23:45 | N | DC_EGPS_L_A | 13.46 |
| 12/7/2010 23:45 | N | H_HOLLOW_E_1 | -0.5 |
| 12/7/2010 23:45 | N | HHOLLOW4_E_1 | -0.5 |
| 12/7/2010 23:45 | N | R_LH2SES_1 | 18.2 |
| 12/7/2010 23:45 | N | R_PBSES_2 | -0.66 |
| 12/7/2010 23:45 | N | AUTO_EPS_390 | 18.13 |
| 12/8/2010 1:01 | N | DC_ROAD_L_B | 20.91 |
| 12/8/2010 1:01 | N | DC_EGPS_L_A | 20.91 |
| 12/8/2010 1:01 | N | H_HOLLOW_E_1 | 20.91 |
| 12/8/2010 1:01 | N | HHOLLOW4_E_1 | 20.91 |
| 12/8/2010 1:01 | N | R_LH2SES_1 | 20.91 |
| 12/8/2010 1:01 | N | R_PB2SES_1 | 20.91 |
| 12/8/2010 1:01 | N | R_PB2SES_2 | 20.91 |
| 12/8/2010 1:01 | N | R_PB2SES_3 | 20.91 |
| 12/8/2010 1:01 | N | R_PB2SES_4 | 20.91 |
| 12/8/2010 1:01 | N | R_PB2SES_5 | 20.91 |
| 12/8/2010 1:01 | N | R_PBSES_2 | 20.91 |
| 12/8/2010 1:01 | N | AUTO_EPS_390 | 20.91 |
| 12/8/2010 6:14 | N | DC_ROAD_L_B | 32.34 |
| 12/8/2010 6:14 | N | DC_EGPS_L_A | 32.45 |
| 12/8/2010 6:14 | N | H_HOLLOW_E_1 | 32.35 |
| 12/8/2010 6:14 | N | HHOLLOW4_E_1 | 32.35 |

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| 12/8/2010 6:14 | N | R_LH2SES_1 | 32.32 |
| 12/8/2010 6:14 | N | R_PBSES_2 | 45.94 |
| 12/8/2010 6:14 | N | AUTO_EPS_390 | 32.32 |
| 12/8/2010 6:15 | N | DC_ROAD_L_B | 32.47 |
| 12/8/2010 6:15 | N | DC_EGPS_L_A | 32.58 |
| 12/8/2010 6:15 | N | H_HOLLOW_E_1 | 32.48 |
| 12/8/2010 6:15 | N | HHOLLOW4_E_1 | 32.48 |
| 12/8/2010 6:15 | N | R_LH2SES_1 | 32.45 |
| 12/8/2010 6:15 | N | R_PBSES_2 | 45.94 |
| 12/8/2010 6:15 | N | AUTO_EPS_390 | 32.45 |
| 12/8/2010 6:20 | N | DC_ROAD_L_B | 33.47 |
| 12/8/2010 6:20 | N | DC_EGPS_L_A | 33.57 |
| 12/8/2010 6:20 | N | H_HOLLOW_E_1 | 33.48 |
| 12/8/2010 6:20 | N | HHOLLOW4_E_1 | 33.48 |
| 12/8/2010 6:20 | N | R_LH2SES_1 | 33.45 |
| 12/8/2010 6:20 | N | R_PBSES_2 | 45.94 |
| 12/8/2010 6:20 | N | AUTO_EPS_390 | 33.45 |
| 12/8/2010 6:25 | N | DC_ROAD_L_B | 34.07 |
| 12/8/2010 6:25 | N | DC_EGPS_L_A | 34.16 |
| 12/8/2010 6:25 | N | H_HOLLOW_E_1 | 34.08 |
| 12/8/2010 6:25 | N | HHOLLOW4_E_1 | 34.08 |
| 12/8/2010 6:25 | N | R_LH2SES_1 | 34.05 |
| 12/8/2010 6:25 | N | R_PBSES_2 | 45.94 |
| 12/8/2010 6:25 | N | AUTO_EPS_390 | 34.05 |
| 12/8/2010 6:26 | N | DC_ROAD_L_B | 34.23 |
| 12/8/2010 6:26 | N | DC_EGPS_L_A | 34.33 |
| 12/8/2010 6:26 | N | H_HOLLOW_E_1 | 34.24 |
| 12/8/2010 6:26 | N | HHOLLOW4_E_1 | 34.24 |
| 12/8/2010 6:26 | N | R_LH2SES_1 | 34.22 |
| 12/8/2010 6:26 | N | R_PBSES_2 | 45.94 |
| 12/8/2010 6:26 | N | AUTO_EPS_390 | 34.22 |
| 12/8/2010 6:30 | N | DC_ROAD_L_B | 34.4 |
| 12/8/2010 6:30 | N | DC_EGPS_L_A | 34.49 |
| 12/8/2010 6:30 | N | H_HOLLOW_E_1 | 34.4 |
| 12/8/2010 6:30 | N | HHOLLOW4_E_1 | 34.4 |
| 12/8/2010 6:30 | N | R_LH2SES_1 | 34.38 |
| 12/8/2010 6:30 | N | R_PBSES_2 | 45.94 |
| 12/8/2010 6:30 | N | AUTO_EPS_390 | 34.38 |
| 12/8/2010 6:35 | N | DC_ROAD_L_B | 34.92 |
| 12/8/2010 6:35 | N | DC_EGPS_L_A | 35.16 |
| 12/8/2010 6:35 | N | H_HOLLOW_E_1 | 34.93 |
| 12/8/2010 6:35 | N | HHOLLOW4_E_1 | 34.93 |
| 12/8/2010 6:35 | N | R_LH2SES_1 | 34.87 |
| 12/8/2010 6:35 | N | R_PBSES_2 | 65.72 |
| 12/8/2010 6:35 | N | AUTO_EPS_390 | 34.87 |
| 12/8/2010 9:40 | N | DC_ROAD_L_B | 32.85 |
| 12/8/2010 9:40 | N | DC_EGPS_L_A | 32.96 |

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| 12/8/2010 9:40 | N | H_HOLLOW_E_1 | 33 |
| 12/8/2010 9:40 | N | HHOLLOW4_E_1 | 33 |
| 12/8/2010 9:40 | N | R_LH2SES_1 | 32.98 |
| 12/8/2010 9:40 | N | R_PBSES_2 | 33 |
| 12/8/2010 9:40 | N | AUTO_EPS_390 | 32.97 |
| 12/8/2010 9:45 | N | DC_ROAD_L_B | 29.98 |
| 12/8/2010 9:45 | N | DC_EGPS_L_A | 77.09 |
| 12/8/2010 9:45 | N | H_HOLLOW_E_1 | 92.08 |
| 12/8/2010 9:45 | N | HHOLLOW4_E_1 | 92.08 |
| 12/8/2010 9:45 | N | R_LH2SES_1 | 84.7 |
| 12/8/2010 9:45 | N | R_PBSES_2 | 91.58 |
| 12/8/2010 9:45 | N | AUTO_EPS_390 | 79.93 |
| 12/8/2010 9:50 | N | DC_ROAD_L_B | 40.31 |
| 12/8/2010 9:50 | N | DC_EGPS_L_A | 87.51 |
| 12/8/2010 9:50 | N | H_HOLLOW_E_1 | 102.77 |
| 12/8/2010 9:50 | N | HHOLLOW4_E_1 | 102.77 |
| 12/8/2010 9:50 | N | R_LH2SES_1 | 95.36 |
| 12/8/2010 9:50 | N | R_PBSES_2 | 102.23 |
| 12/8/2010 9:50 | N | AUTO_EPS_390 | 90.62 |
| 12/8/2010 9:55 | N | DC_ROAD_L_B | 33.35 |
| 12/8/2010 9:55 | N | DC_EGPS_L_A | 38.2 |
| 12/8/2010 9:55 | N | H_HOLLOW_E_1 | 39.78 |
| 12/8/2010 9:55 | N | HHOLLOW4_E_1 | 39.78 |
| 12/8/2010 9:55 | N | R_LH2SES_1 | 39.01 |
| 12/8/2010 9:55 | N | R_PBSES_2 | 39.72 |
| 12/8/2010 9:55 | N | AUTO_EPS_390 | 38.52 |
| 12/8/2010 10:00 | N | DC_ROAD_L_B | 30.85 |
| 12/8/2010 10:00 | N | DC_EGPS_L_A | 34.23 |
| 12/8/2010 10:00 | N | H_HOLLOW_E_1 | 35.32 |
| 12/8/2010 10:00 | N | HHOLLOW4_E_1 | 35.32 |
| 12/8/2010 10:00 | N | R_LH2SES_1 | 34.79 |
| 12/8/2010 10:00 | N | R_PBSES_2 | 35.28 |
| 12/8/2010 10:00 | N | AUTO_EPS_390 | 34.45 |
| 12/8/2010 10:05 | N | DC_ROAD_L_B | 32.46 |
| 12/8/2010 10:05 | N | DC_EGPS_L_A | 32.8 |
| 12/8/2010 10:05 | N | H_HOLLOW_E_1 | 32.91 |
| 12/8/2010 10:05 | N | HHOLLOW4_E_1 | 32.91 |
| 12/8/2010 10:05 | N | R_LH2SES_1 | 32.85 |
| 12/8/2010 10:05 | N | R_PBSES_2 | 32.9 |
| 12/8/2010 10:05 | N | AUTO_EPS_390 | 32.82 |
| 12/8/2010 10:10 | N | DC_ROAD_L_B | 32.25 |
| 12/8/2010 10:10 | N | DC_EGPS_L_A | 32.55 |
| 12/8/2010 10:10 | N | H_HOLLOW_E_1 | 32.65 |
| 12/8/2010 10:10 | N | HHOLLOW4_E_1 | 32.65 |
| 12/8/2010 10:10 | N | R_LH2SES_1 | 32.6 |
| 12/8/2010 10:10 | N | R_PBSES_2 | 32.65 |
| 12/8/2010 10:10 | N | AUTO_EPS_390 | 32.57 |

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| 12/8/2010 10:15 | N | DC_ROAD_L_B | 32.28 |
| 12/8/2010 10:15 | N | DC_EGPS_L_A | 32.58 |
| 12/8/2010 10:15 | N | H_HOLLOW_E_1 | 32.68 |
| 12/8/2010 10:15 | N | HHOLLOW4_E_1 | 32.68 |
| 12/8/2010 10:15 | N | R_LH2SES_1 | 32.63 |
| 12/8/2010 10:15 | N | R_PBSES_2 | 32.68 |
| 12/8/2010 10:15 | N | AUTO_EPS_390 | 32.6 |
| 12/8/2010 10:20 | N | DC_ROAD_L_B | 32.35 |
| 12/8/2010 10:20 | N | DC_EGPS_L_A | 32.65 |
| 12/8/2010 10:20 | N | H_HOLLOW_E_1 | 32.75 |
| 12/8/2010 10:20 | N | HHOLLOW4_E_1 | 32.75 |
| 12/8/2010 10:20 | N | R_LH2SES_1 | 32.7 |
| 12/8/2010 10:20 | N | R_PBSES_2 | 32.74 |
| 12/8/2010 10:20 | N | AUTO_EPS_390 | 32.67 |
| 12/8/2010 10:25 | N | DC_ROAD_L_B | 32.23 |
| 12/8/2010 10:25 | N | DC_EGPS_L_A | 32.53 |
| 12/8/2010 10:25 | N | H_HOLLOW_E_1 | 32.62 |
| 12/8/2010 10:25 | N | HHOLLOW4_E_1 | 32.62 |
| 12/8/2010 10:25 | N | R_LH2SES_1 | 32.58 |
| 12/8/2010 10:25 | N | R_PBSES_2 | 32.62 |
| 12/8/2010 10:25 | N | AUTO_EPS_390 | 32.55 |
| 12/8/2010 10:30 | N | DC_ROAD_L_B | 32.11 |
| 12/8/2010 10:30 | N | DC_EGPS_L_A | 32.4 |
| 12/8/2010 10:30 | N | H_HOLLOW_E_1 | 32.5 |
| 12/8/2010 10:30 | N | HHOLLOW4_E_1 | 32.5 |
| 12/8/2010 10:30 | N | R_LH2SES_1 | 32.45 |
| 12/8/2010 10:30 | N | R_PBSES_2 | 32.5 |
| 12/8/2010 10:30 | N | AUTO_EPS_390 | 32.42 |
| 12/8/2010 10:35 | N | DC_ROAD_L_B | 31.57 |
| 12/8/2010 10:35 | N | DC_EGPS_L_A | 31.85 |
| 12/8/2010 10:35 | N | H_HOLLOW_E_1 | 31.94 |
| 12/8/2010 10:35 | N | HHOLLOW4_E_1 | 31.94 |
| 12/8/2010 10:35 | N | R_LH2SES_1 | 31.9 |
| 12/8/2010 10:35 | N | R_PBSES_2 | 31.94 |
| 12/8/2010 10:35 | N | AUTO_EPS_390 | 31.87 |
| 12/8/2010 10:39 | N | DC_ROAD_L_B | 31.85 |
| 12/8/2010 10:39 | N | DC_EGPS_L_A | 32.13 |
| 12/8/2010 10:39 | N | H_HOLLOW_E_1 | 32.21 |
| 12/8/2010 10:39 | N | HHOLLOW4_E_1 | 32.21 |
| 12/8/2010 10:39 | N | R_LH2SES_1 | 32.17 |
| 12/8/2010 10:39 | N | R_PBSES_2 | 32.21 |
| 12/8/2010 10:39 | N | AUTO_EPS_390 | 32.14 |
| 12/8/2010 10:40 | N | DC_ROAD_L_B | 31.81 |
| 12/8/2010 10:40 | N | DC_EGPS_L_A | 32.08 |
| 12/8/2010 10:40 | N | H_HOLLOW_E_1 | 32.17 |
| 12/8/2010 10:40 | N | HHOLLOW4_E_1 | 32.17 |
| 12/8/2010 10:40 | N | R_LH2SES_1 | 32.12 |

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| 12/8/2010 10:40 | N | R_PBSES_2 | 32.16 |
| 12/8/2010 10:40 | N | AUTO_EPS_390 | 32.1 |
| 12/8/2010 10:45 | N | DC_ROAD_L_B | 31.17 |
| 12/8/2010 10:45 | N | DC_EGPS_L_A | 31.44 |
| 12/8/2010 10:45 | N | H_HOLLOW_E_1 | 31.52 |
| 12/8/2010 10:45 | N | HHOLLOW4_E_1 | 31.52 |
| 12/8/2010 10:45 | N | R_LH2SES_1 | 31.48 |
| 12/8/2010 10:45 | N | R_PBSES_2 | 31.52 |
| 12/8/2010 10:45 | N | AUTO_EPS_390 | 31.45 |
| 12/8/2010 10:49 | N | DC_ROAD_L_B | 31.57 |
| 12/8/2010 10:49 | N | DC_EGPS_L_A | 31.97 |
| 12/8/2010 10:49 | N | H_HOLLOW_E_1 | 31.93 |
| 12/8/2010 10:49 | N | HHOLLOW4_E_1 | 31.93 |
| 12/8/2010 10:49 | N | R_LH2SES_1 | 31.87 |
| 12/8/2010 10:49 | N | R_PBSES_2 | 45.94 |
| 12/8/2010 10:49 | N | AUTO_EPS_390 | 31.84 |
| 12/8/2010 10:50 | N | DC_ROAD_L_B | 31.47 |
| 12/8/2010 10:50 | N | DC_EGPS_L_A | 31.87 |
| 12/8/2010 10:50 | N | H_HOLLOW_E_1 | 31.84 |
| 12/8/2010 10:50 | N | HHOLLOW4_E_1 | 31.84 |
| 12/8/2010 10:50 | N | R_LH2SES_1 | 31.77 |
| 12/8/2010 10:50 | N | R_PBSES_2 | 45.94 |
| 12/8/2010 10:50 | N | AUTO_EPS_390 | 31.74 |
| 12/8/2010 10:53 | N | DC_ROAD_L_B | 31.72 |
| 12/8/2010 10:53 | N | DC_EGPS_L_A | 32.12 |
| 12/8/2010 10:53 | N | H_HOLLOW_E_1 | 32.09 |
| 12/8/2010 10:53 | N | HHOLLOW4_E_1 | 32.09 |
| 12/8/2010 10:53 | N | R_LH2SES_1 | 32.02 |
| 12/8/2010 10:53 | N | R_PBSES_2 | 45.94 |
| 12/8/2010 10:53 | N | AUTO_EPS_390 | 31.99 |
| 12/8/2010 10:55 | N | DC_ROAD_L_B | 31.64 |
| 12/8/2010 10:55 | N | DC_EGPS_L_A | 32.04 |
| 12/8/2010 10:55 | N | H_HOLLOW_E_1 | 32.01 |
| 12/8/2010 10:55 | N | HHOLLOW4_E_1 | 32.01 |
| 12/8/2010 10:55 | N | R_LH2SES_1 | 31.94 |
| 12/8/2010 10:55 | N | R_PBSES_2 | 45.94 |
| 12/8/2010 10:55 | N | AUTO_EPS_390 | 31.92 |
| 12/8/2010 11:00 | N | DC_ROAD_L_B | 31.1 |
| 12/8/2010 11:00 | N | DC_EGPS_L_A | 31.49 |
| 12/8/2010 11:00 | N | H_HOLLOW_E_1 | 31.45 |
| 12/8/2010 11:00 | N | HHOLLOW4_E_1 | 31.45 |
| 12/8/2010 11:00 | N | R_LH2SES_1 | 31.38 |
| 12/8/2010 11:00 | N | R_PBSES_2 | 45.94 |
| 12/8/2010 11:00 | N | AUTO_EPS_390 | 31.36 |
| 12/8/2010 11:05 | N | DC_ROAD_L_B | 31.15 |
| 12/8/2010 11:05 | N | DC_EGPS_L_A | 31.54 |
| 12/8/2010 11:05 | N | H_HOLLOW_E_1 | 31.5 |

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| 12/8/2010 11:05 | N | HHOLLOW4_E_1 | 31.5 |
| 12/8/2010 11:05 | N | R_LH2SES_1 | 31.43 |
| 12/8/2010 11:05 | N | R_PBSES_2 | 45.94 |
| 12/8/2010 11:05 | N | AUTO_EPS_390 | 31.41 |
| 12/8/2010 11:10 | N | DC_ROAD_L_B | 30.99 |
| 12/8/2010 11:10 | N | DC_EGPS_L_A | 31.37 |
| 12/8/2010 11:10 | N | H_HOLLOW_E_1 | 31.33 |
| 12/8/2010 11:10 | N | HHOLLOW4_E_1 | 31.33 |
| 12/8/2010 11:10 | N | R_LH2SES_1 | 31.27 |
| 12/8/2010 11:10 | N | R_PBSES_2 | 45.94 |
| 12/8/2010 11:10 | N | AUTO_EPS_390 | 31.24 |
| 12/8/2010 11:15 | N | DC_ROAD_L_B | 30.88 |
| 12/8/2010 11:15 | N | DC_EGPS_L_A | 31.28 |
| 12/8/2010 11:15 | N | H_HOLLOW_E_1 | 31.23 |
| 12/8/2010 11:15 | N | HHOLLOW4_E_1 | 31.23 |
| 12/8/2010 11:15 | N | R_LH2SES_1 | 31.16 |
| 12/8/2010 11:15 | N | R_PBSES_2 | 45.94 |
| 12/8/2010 11:15 | N | AUTO_EPS_390 | 31.14 |
| 12/8/2010 11:20 | N | DC_ROAD_L_B | 30.21 |
| 12/8/2010 11:20 | N | DC_EGPS_L_A | 30.89 |
| 12/8/2010 11:20 | N | H_HOLLOW_E_1 | 30.93 |
| 12/8/2010 11:20 | N | HHOLLOW4_E_1 | 30.93 |
| 12/8/2010 11:20 | N | R_LH2SES_1 | 30.82 |
| 12/8/2010 11:20 | N | R_PBSES_2 | 45.94 |
| 12/8/2010 11:20 | N | AUTO_EPS_390 | 30.77 |
| 12/8/2010 11:25 | N | DC_ROAD_L_B | 30.05 |
| 12/8/2010 11:25 | N | DC_EGPS_L_A | 30.43 |
| 12/8/2010 11:25 | N | H_HOLLOW_E_1 | 30.37 |
| 12/8/2010 11:25 | N | HHOLLOW4_E_1 | 30.37 |
| 12/8/2010 11:25 | N | R_LH2SES_1 | 30.3 |
| 12/8/2010 11:25 | N | R_PBSES_2 | 45.94 |
| 12/8/2010 11:25 | N | AUTO_EPS_390 | 30.28 |
| 12/8/2010 11:30 | N | DC_ROAD_L_B | 29.82 |
| 12/8/2010 11:30 | N | DC_EGPS_L_A | 30.18 |
| 12/8/2010 11:30 | N | H_HOLLOW_E_1 | 30.12 |
| 12/8/2010 11:30 | N | HHOLLOW4_E_1 | 30.12 |
| 12/8/2010 11:30 | N | R_LH2SES_1 | 30.05 |
| 12/8/2010 11:30 | N | R_PBSES_2 | 45.94 |
| 12/8/2010 11:30 | N | AUTO_EPS_390 | 30.03 |
| 12/8/2010 11:35 | N | DC_ROAD_L_B | 30 |
| 12/8/2010 11:35 | N | DC_EGPS_L_A | 30.37 |
| 12/8/2010 11:35 | N | H_HOLLOW_E_1 | 30.31 |
| 12/8/2010 11:35 | N | HHOLLOW4_E_1 | 30.31 |
| 12/8/2010 11:35 | N | R_LH2SES_1 | 30.25 |
| 12/8/2010 11:35 | N | R_PBSES_2 | 45.94 |
| 12/8/2010 11:35 | N | AUTO_EPS_390 | 30.23 |
| 12/8/2010 11:40 | N | DC_ROAD_L_B | 29.68 |

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| 12/8/2010 11:40 | N | DC_EGPS_L_A | 30.04 |
| 12/8/2010 11:40 | N | H_HOLLOW_E_1 | 29.98 |
| 12/8/2010 11:40 | N | HHOLLOW4_E_1 | 29.98 |
| 12/8/2010 11:40 | N | R_LH2SES_1 | 29.92 |
| 12/8/2010 11:40 | N | R_PBSES_2 | 45.94 |
| 12/8/2010 11:40 | N | AUTO_EPS_390 | 29.89 |
| 12/8/2010 11:45 | N | DC_ROAD_L_B | 29.43 |
| 12/8/2010 11:45 | N | DC_EGPS_L_A | 30.16 |
| 12/8/2010 11:45 | N | H_HOLLOW_E_1 | 30.22 |
| 12/8/2010 11:45 | N | HHOLLOW4_E_1 | 30.22 |
| 12/8/2010 11:45 | N | R_LH2SES_1 | 30.1 |
| 12/8/2010 11:45 | N | R_PBSES_2 | 45.94 |
| 12/8/2010 11:45 | N | AUTO_EPS_390 | 30.04 |
| 12/8/2010 11:50 | N | DC_ROAD_L_B | 29.65 |
| 12/8/2010 11:50 | N | DC_EGPS_L_A | 30.02 |
| 12/8/2010 11:50 | N | H_HOLLOW_E_1 | 29.96 |
| 12/8/2010 11:50 | N | HHOLLOW4_E_1 | 29.96 |
| 12/8/2010 11:50 | N | R_LH2SES_1 | 29.9 |
| 12/8/2010 11:50 | N | R_PBSES_2 | 45.94 |
| 12/8/2010 11:50 | N | AUTO_EPS_390 | 29.88 |
| 12/8/2010 11:55 | N | DC_ROAD_L_B | 29.58 |
| 12/8/2010 11:55 | N | DC_EGPS_L_A | 29.94 |
| 12/8/2010 11:55 | N | H_HOLLOW_E_1 | 29.87 |
| 12/8/2010 11:55 | N | HHOLLOW4_E_1 | 29.87 |
| 12/8/2010 11:55 | N | R_LH2SES_1 | 29.81 |
| 12/8/2010 11:55 | N | R_PBSES_2 | 45.94 |
| 12/8/2010 11:55 | N | AUTO_EPS_390 | 29.79 |
| 12/8/2010 12:00 | N | DC_ROAD_L_B | 29.57 |
| 12/8/2010 12:00 | N | DC_EGPS_L_A | 29.93 |
| 12/8/2010 12:00 | N | H_HOLLOW_E_1 | 29.86 |
| 12/8/2010 12:00 | N | HHOLLOW4_E_1 | 29.86 |
| 12/8/2010 12:00 | N | R_LH2SES_1 | 29.8 |
| 12/8/2010 12:00 | N | R_PBSES_2 | 45.94 |
| 12/8/2010 12:00 | N | AUTO_EPS_390 | 29.78 |
| 12/8/2010 12:05 | N | DC_ROAD_L_B | 29.49 |
| 12/8/2010 12:05 | N | DC_EGPS_L_A | 29.96 |
| 12/8/2010 12:05 | N | H_HOLLOW_E_1 | 29.92 |
| 12/8/2010 12:05 | N | HHOLLOW4_E_1 | 29.92 |
| 12/8/2010 12:05 | N | R_LH2SES_1 | 29.85 |
| 12/8/2010 12:05 | N | R_PBSES_2 | 45.94 |
| 12/8/2010 12:05 | N | AUTO_EPS_390 | 29.81 |
| 12/8/2010 12:10 | N | DC_ROAD_L_B | 29.6 |
| 12/8/2010 12:10 | N | DC_EGPS_L_A | 29.97 |
| 12/8/2010 12:10 | N | H_HOLLOW_E_1 | 29.91 |
| 12/8/2010 12:10 | N | HHOLLOW4_E_1 | 29.91 |
| 12/8/2010 12:10 | N | R_LH2SES_1 | 29.85 |
| 12/8/2010 12:10 | N | R_PBSES_2 | 45.94 |

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| 12/8/2010 12:10 | N | AUTO_EPS_390 | 29.82 |
| 12/8/2010 12:15 | N | DC_ROAD_L_B | 29.44 |
| 12/8/2010 12:15 | N | DC_EGPS_L_A | 29.8 |
| 12/8/2010 12:15 | N | H_HOLLOW_E_1 | 29.73 |
| 12/8/2010 12:15 | N | HHOLLOW4_E_1 | 29.73 |
| 12/8/2010 12:15 | N | R_LH2SES_1 | 29.67 |
| 12/8/2010 12:15 | N | R_PBSES_2 | 45.94 |
| 12/8/2010 12:15 | N | AUTO_EPS_390 | 29.65 |
| 12/8/2010 12:20 | N | DC_ROAD_L_B | 29.39 |
| 12/8/2010 12:20 | N | DC_EGPS_L_A | 29.74 |
| 12/8/2010 12:20 | N | H_HOLLOW_E_1 | 29.67 |
| 12/8/2010 12:20 | N | HHOLLOW4_E_1 | 29.67 |
| 12/8/2010 12:20 | N | R_LH2SES_1 | 29.61 |
| 12/8/2010 12:20 | N | R_PBSES_2 | 45.94 |
| 12/8/2010 12:20 | N | AUTO_EPS_390 | 29.59 |
| 12/8/2010 12:25 | N | DC_ROAD_L_B | 29.37 |
| 12/8/2010 12:25 | N | DC_EGPS_L_A | 29.73 |
| 12/8/2010 12:25 | N | H_HOLLOW_E_1 | 29.65 |
| 12/8/2010 12:25 | N | HHOLLOW4_E_1 | 29.65 |
| 12/8/2010 12:25 | N | R_LH2SES_1 | 29.59 |
| 12/8/2010 12:25 | N | R_PBSES_2 | 45.94 |
| 12/8/2010 12:25 | N | AUTO_EPS_390 | 29.58 |
| 12/8/2010 12:30 | N | DC_ROAD_L_B | 29.37 |
| 12/8/2010 12:30 | N | DC_EGPS_L_A | 29.73 |
| 12/8/2010 12:30 | N | H_HOLLOW_E_1 | 29.65 |
| 12/8/2010 12:30 | N | HHOLLOW4_E_1 | 29.65 |
| 12/8/2010 12:30 | N | R_LH2SES_1 | 29.59 |
| 12/8/2010 12:30 | N | R_PBSES_2 | 45.94 |
| 12/8/2010 12:30 | N | AUTO_EPS_390 | 29.58 |
| 12/8/2010 12:35 | N | DC_ROAD_L_B | 29.3 |
| 12/8/2010 12:35 | N | DC_EGPS_L_A | 29.66 |
| 12/8/2010 12:35 | N | H_HOLLOW_E_1 | 29.58 |
| 12/8/2010 12:35 | N | HHOLLOW4_E_1 | 29.58 |
| 12/8/2010 12:35 | N | R_LH2SES_1 | 29.52 |
| 12/8/2010 12:35 | N | R_PBSES_2 | 45.94 |
| 12/8/2010 12:35 | N | AUTO_EPS_390 | 29.5 |
| 12/8/2010 12:40 | N | DC_ROAD_L_B | 29.17 |
| 12/8/2010 12:40 | N | DC_EGPS_L_A | 29.52 |
| 12/8/2010 12:40 | N | H_HOLLOW_E_1 | 29.44 |
| 12/8/2010 12:40 | N | HHOLLOW4_E_1 | 29.44 |
| 12/8/2010 12:40 | N | R_LH2SES_1 | 29.38 |
| 12/8/2010 12:40 | N | R_PBSES_2 | 45.94 |
| 12/8/2010 12:40 | N | AUTO_EPS_390 | 29.36 |
| 12/8/2010 12:45 | N | DC_ROAD_L_B | 29.27 |
| 12/8/2010 12:45 | N | DC_EGPS_L_A | 29.62 |
| 12/8/2010 12:45 | N | H_HOLLOW_E_1 | 29.54 |
| 12/8/2010 12:45 | N | HHOLLOW4_E_1 | 29.54 |

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| 12/8/2010 12:45 | N | R_LH2SES_1 | 29.48 |
| 12/8/2010 12:45 | N | R_PBSES_2 | 45.94 |
| 12/8/2010 12:45 | N | AUTO_EPS_390 | 29.46 |
| 12/8/2010 12:50 | N | DC_ROAD_L_B | 29.15 |
| 12/8/2010 12:50 | N | DC_EGPS_L_A | 29.51 |
| 12/8/2010 12:50 | N | H_HOLLOW_E_1 | 29.43 |
| 12/8/2010 12:50 | N | HHOLLOW4_E_1 | 29.43 |
| 12/8/2010 12:50 | N | R_LH2SES_1 | 29.37 |
| 12/8/2010 12:50 | N | R_PBSES_2 | 45.94 |
| 12/8/2010 12:50 | N | AUTO_EPS_390 | 29.35 |
| 12/8/2010 12:55 | N | DC_ROAD_L_B | 29.08 |
| 12/8/2010 12:55 | N | DC_EGPS_L_A | 29.43 |
| 12/8/2010 12:55 | N | H_HOLLOW_E_1 | 29.35 |
| 12/8/2010 12:55 | N | HHOLLOW4_E_1 | 29.35 |
| 12/8/2010 12:55 | N | R_LH2SES_1 | 29.29 |
| 12/8/2010 12:55 | N | R_PBSES_2 | 45.94 |
| 12/8/2010 12:55 | N | AUTO_EPS_390 | 29.28 |
| 12/8/2010 13:00 | N | DC_ROAD_L_B | 29.14 |
| 12/8/2010 13:00 | N | DC_EGPS_L_A | 29.5 |
| 12/8/2010 13:00 | N | H_HOLLOW_E_1 | 29.42 |
| 12/8/2010 13:00 | N | HHOLLOW4_E_1 | 29.42 |
| 12/8/2010 13:00 | N | R_LH2SES_1 | 29.36 |
| 12/8/2010 13:00 | N | R_PBSES_2 | 45.94 |
| 12/8/2010 13:00 | N | AUTO_EPS_390 | 29.34 |
| 12/8/2010 13:05 | N | DC_ROAD_L_B | 29.78 |
| 12/8/2010 13:05 | N | DC_EGPS_L_A | 29.95 |
| 12/8/2010 13:05 | N | H_HOLLOW_E_1 | 29.82 |
| 12/8/2010 13:05 | N | HHOLLOW4_E_1 | 29.82 |
| 12/8/2010 13:05 | N | R_LH2SES_1 | 29.79 |
| 12/8/2010 13:05 | N | R_PBSES_2 | 45.94 |
| 12/8/2010 13:05 | N | AUTO_EPS_390 | 29.78 |
| 12/8/2010 13:10 | N | DC_ROAD_L_B | 29.63 |
| 12/8/2010 13:10 | N | DC_EGPS_L_A | 29.95 |
| 12/8/2010 13:10 | N | H_HOLLOW_E_1 | 29.86 |
| 12/8/2010 13:10 | N | HHOLLOW4_E_1 | 29.86 |
| 12/8/2010 13:10 | N | R_LH2SES_1 | 29.8 |
| 12/8/2010 13:10 | N | R_PBSES_2 | 45.94 |
| 12/8/2010 13:10 | N | AUTO_EPS_390 | 29.79 |
| 12/8/2010 13:15 | N | DC_ROAD_L_B | 29.63 |
| 12/8/2010 13:15 | N | DC_EGPS_L_A | 29.96 |
| 12/8/2010 13:15 | N | H_HOLLOW_E_1 | 29.87 |
| 12/8/2010 13:15 | N | HHOLLOW4_E_1 | 29.87 |
| 12/8/2010 13:15 | N | R_LH2SES_1 | 29.81 |
| 12/8/2010 13:15 | N | R_PBSES_2 | 45.94 |
| 12/8/2010 13:15 | N | AUTO_EPS_390 | 29.79 |
| 12/8/2010 13:20 | N | DC_ROAD_L_B | 29.6 |
| 12/8/2010 13:20 | N | DC_EGPS_L_A | 29.94 |

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| 12/8/2010 13:20 | N | H_HOLLOW_E_1 | 29.85 |
| 12/8/2010 13:20 | N | HHOLLOW4_E_1 | 29.85 |
| 12/8/2010 13:20 | N | R_LH2SES_1 | 29.79 |
| 12/8/2010 13:20 | N | R_PBSES_2 | 45.94 |
| 12/8/2010 13:20 | N | AUTO_EPS_390 | 29.77 |
| 12/8/2010 13:25 | N | DC_ROAD_L_B | 29.48 |
| 12/8/2010 13:25 | N | DC_EGPS_L_A | 29.82 |
| 12/8/2010 13:25 | N | H_HOLLOW_E_1 | 29.73 |
| 12/8/2010 13:25 | N | HHOLLOW4_E_1 | 29.73 |
| 12/8/2010 13:25 | N | R_LH2SES_1 | 29.67 |
| 12/8/2010 13:25 | N | R_PBSES_2 | 45.94 |
| 12/8/2010 13:25 | N | AUTO_EPS_390 | 29.65 |
| 12/8/2010 13:30 | N | DC_ROAD_L_B | 29.18 |
| 12/8/2010 13:30 | N | DC_EGPS_L_A | 29.52 |
| 12/8/2010 13:30 | N | H_HOLLOW_E_1 | 29.42 |
| 12/8/2010 13:30 | N | HHOLLOW4_E_1 | 29.42 |
| 12/8/2010 13:30 | N | R_LH2SES_1 | 29.36 |
| 12/8/2010 13:30 | N | R_PBSES_2 | 45.94 |
| 12/8/2010 13:30 | N | AUTO_EPS_390 | 29.34 |
| 12/8/2010 13:35 | N | DC_ROAD_L_B | 29.04 |
| 12/8/2010 13:35 | N | DC_EGPS_L_A | 29.37 |
| 12/8/2010 13:35 | N | H_HOLLOW_E_1 | 29.27 |
| 12/8/2010 13:35 | N | HHOLLOW4_E_1 | 29.27 |
| 12/8/2010 13:35 | N | R_LH2SES_1 | 29.22 |
| 12/8/2010 13:35 | N | R_PBSES_2 | 45.94 |
| 12/8/2010 13:35 | N | AUTO_EPS_390 | 29.2 |
| 12/8/2010 13:40 | N | DC_ROAD_L_B | 29.31 |
| 12/8/2010 13:40 | N | DC_EGPS_L_A | 29.65 |
| 12/8/2010 13:40 | N | H_HOLLOW_E_1 | 29.55 |
| 12/8/2010 13:40 | N | HHOLLOW4_E_1 | 29.55 |
| 12/8/2010 13:40 | N | R_LH2SES_1 | 29.49 |
| 12/8/2010 13:40 | N | R_PBSES_2 | 45.94 |
| 12/8/2010 13:40 | N | AUTO_EPS_390 | 29.47 |
| 12/8/2010 13:45 | N | DC_ROAD_L_B | 29.2 |
| 12/8/2010 13:45 | N | DC_EGPS_L_A | 29.54 |
| 12/8/2010 13:45 | N | H_HOLLOW_E_1 | 29.44 |
| 12/8/2010 13:45 | N | HHOLLOW4_E_1 | 29.44 |
| 12/8/2010 13:45 | N | R_LH2SES_1 | 29.38 |
| 12/8/2010 13:45 | N | R_PBSES_2 | 45.94 |
| 12/8/2010 13:45 | N | AUTO_EPS_390 | 29.36 |
| 12/8/2010 13:50 | N | DC_ROAD_L_B | 29.03 |
| 12/8/2010 13:50 | N | DC_EGPS_L_A | 29.36 |
| 12/8/2010 13:50 | N | H_HOLLOW_E_1 | 29.26 |
| 12/8/2010 13:50 | N | HHOLLOW4_E_1 | 29.26 |
| 12/8/2010 13:50 | N | R_LH2SES_1 | 29.21 |
| 12/8/2010 13:50 | N | R_PBSES_2 | 45.94 |
| 12/8/2010 13:50 | N | AUTO_EPS_390 | 29.19 |

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| 12/8/2010 13:55 | N | DC_ROAD_L_B | 29.1 |
| 12/8/2010 13:55 | N | DC_EGPS_L_A | 29.43 |
| 12/8/2010 13:55 | N | H_HOLLOW_E_1 | 29.33 |
| 12/8/2010 13:55 | N | HHOLLOW4_E_1 | 29.33 |
| 12/8/2010 13:55 | N | R_LH2SES_1 | 29.27 |
| 12/8/2010 13:55 | N | R_PBSES_2 | 45.94 |
| 12/8/2010 13:55 | N | AUTO_EPS_390 | 29.25 |
| 12/8/2010 14:01 | N | DC_ROAD_L_B | 28.84 |
| 12/8/2010 14:01 | N | DC_EGPS_L_A | 29.16 |
| 12/8/2010 14:01 | N | H_HOLLOW_E_1 | 29.06 |
| 12/8/2010 14:01 | N | HHOLLOW4_E_1 | 29.06 |
| 12/8/2010 14:01 | N | R_LH2SES_1 | 29 |
| 12/8/2010 14:01 | N | R_PBSES_2 | 45.94 |
| 12/8/2010 14:01 | N | AUTO_EPS_390 | 28.98 |
| 12/8/2010 14:05 | N | DC_ROAD_L_B | 29.06 |
| 12/8/2010 14:05 | N | DC_EGPS_L_A | 29.21 |
| 12/8/2010 14:05 | N | H_HOLLOW_E_1 | 29.06 |
| 12/8/2010 14:05 | N | HHOLLOW4_E_1 | 29.06 |
| 12/8/2010 14:05 | N | R_LH2SES_1 | 29.04 |
| 12/8/2010 14:05 | N | R_PBSES_2 | 45.94 |
| 12/8/2010 14:05 | N | AUTO_EPS_390 | 29.04 |
| 12/8/2010 14:10 | N | DC_ROAD_L_B | 28.68 |
| 12/8/2010 14:10 | N | DC_EGPS_L_A | 28.84 |
| 12/8/2010 14:10 | N | H_HOLLOW_E_1 | 28.69 |
| 12/8/2010 14:10 | N | HHOLLOW4_E_1 | 28.69 |
| 12/8/2010 14:10 | N | R_LH2SES_1 | 28.66 |
| 12/8/2010 14:10 | N | R_PBSES_2 | 45.94 |
| 12/8/2010 14:10 | N | AUTO_EPS_390 | 28.66 |
| 12/8/2010 14:15 | N | DC_ROAD_L_B | 29.03 |
| 12/8/2010 14:15 | N | DC_EGPS_L_A | 29.18 |
| 12/8/2010 14:15 | N | H_HOLLOW_E_1 | 29.03 |
| 12/8/2010 14:15 | N | HHOLLOW4_E_1 | 29.03 |
| 12/8/2010 14:15 | N | R_LH2SES_1 | 29 |
| 12/8/2010 14:15 | N | R_PBSES_2 | 45.94 |
| 12/8/2010 14:15 | N | AUTO_EPS_390 | 29.01 |
| 12/8/2010 14:20 | N | DC_ROAD_L_B | 29.18 |
| 12/8/2010 14:20 | N | DC_EGPS_L_A | 29.32 |
| 12/8/2010 14:20 | N | H_HOLLOW_E_1 | 29.18 |
| 12/8/2010 14:20 | N | HHOLLOW4_E_1 | 29.18 |
| 12/8/2010 14:20 | N | R_LH2SES_1 | 29.15 |
| 12/8/2010 14:20 | N | R_PBSES_2 | 45.94 |
| 12/8/2010 14:20 | N | AUTO_EPS_390 | 29.15 |
| 12/8/2010 14:25 | N | DC_ROAD_L_B | 28.68 |
| 12/8/2010 14:25 | N | DC_EGPS_L_A | 28.83 |
| 12/8/2010 14:25 | N | H_HOLLOW_E_1 | 28.68 |
| 12/8/2010 14:25 | N | HHOLLOW4_E_1 | 28.68 |
| 12/8/2010 14:25 | N | R_LH2SES_1 | 28.65 |

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| 12/8/2010 14:25 | N | R_PBSES_2 | 45.94 |
| 12/8/2010 14:25 | N | AUTO_EPS_390 | 28.65 |
| 12/8/2010 14:30 | N | DC_ROAD_L_B | 29.07 |
| 12/8/2010 14:30 | N | DC_EGPS_L_A | 29.22 |
| 12/8/2010 14:30 | N | H_HOLLOW_E_1 | 29.08 |
| 12/8/2010 14:30 | N | HHOLLOW4_E_1 | 29.08 |
| 12/8/2010 14:30 | N | R_LH2SES_1 | 29.05 |
| 12/8/2010 14:30 | N | R_PBSES_2 | 45.94 |
| 12/8/2010 14:30 | N | AUTO_EPS_390 | 29.05 |
| 12/8/2010 14:35 | N | DC_ROAD_L_B | 28.92 |
| 12/8/2010 14:35 | N | DC_EGPS_L_A | 29.07 |
| 12/8/2010 14:35 | N | H_HOLLOW_E_1 | 28.92 |
| 12/8/2010 14:35 | N | HHOLLOW4_E_1 | 28.92 |
| 12/8/2010 14:35 | N | R_LH2SES_1 | 28.89 |
| 12/8/2010 14:35 | N | R_PBSES_2 | 45.94 |
| 12/8/2010 14:35 | N | AUTO_EPS_390 | 28.89 |
| 12/8/2010 14:40 | N | DC_ROAD_L_B | 28.71 |
| 12/8/2010 14:40 | N | DC_EGPS_L_A | 28.86 |
| 12/8/2010 14:40 | N | H_HOLLOW_E_1 | 28.71 |
| 12/8/2010 14:40 | N | HHOLLOW4_E_1 | 28.71 |
| 12/8/2010 14:40 | N | R_LH2SES_1 | 28.68 |
| 12/8/2010 14:40 | N | R_PBSES_2 | 45.94 |
| 12/8/2010 14:40 | N | AUTO_EPS_390 | 28.68 |
| 12/8/2010 14:45 | N | DC_ROAD_L_B | 28.7 |
| 12/8/2010 14:45 | N | DC_EGPS_L_A | 29.02 |
| 12/8/2010 14:45 | N | H_HOLLOW_E_1 | 28.9 |
| 12/8/2010 14:45 | N | HHOLLOW4_E_1 | 28.9 |
| 12/8/2010 14:45 | N | R_LH2SES_1 | 28.85 |
| 12/8/2010 14:45 | N | R_PBSES_2 | 45.94 |
| 12/8/2010 14:45 | N | AUTO_EPS_390 | 28.83 |
| 12/8/2010 14:50 | N | DC_ROAD_L_B | 28.47 |
| 12/8/2010 14:50 | N | DC_EGPS_L_A | 28.77 |
| 12/8/2010 14:50 | N | H_HOLLOW_E_1 | 28.65 |
| 12/8/2010 14:50 | N | HHOLLOW4_E_1 | 28.65 |
| 12/8/2010 14:50 | N | R_LH2SES_1 | 28.6 |
| 12/8/2010 14:50 | N | R_PBSES_2 | 45.94 |
| 12/8/2010 14:50 | N | AUTO_EPS_390 | 28.58 |
| 12/8/2010 14:55 | N | DC_ROAD_L_B | 28.44 |
| 12/8/2010 14:55 | N | DC_EGPS_L_A | 28.74 |
| 12/8/2010 14:55 | N | H_HOLLOW_E_1 | 28.61 |
| 12/8/2010 14:55 | N | HHOLLOW4_E_1 | 28.61 |
| 12/8/2010 14:55 | N | R_LH2SES_1 | 28.56 |
| 12/8/2010 14:55 | N | R_PBSES_2 | 45.94 |
| 12/8/2010 14:55 | N | AUTO_EPS_390 | 28.55 |
| 12/8/2010 15:00 | N | DC_ROAD_L_B | 28.46 |
| 12/8/2010 15:00 | N | DC_EGPS_L_A | 28.76 |
| 12/8/2010 15:00 | N | H_HOLLOW_E_1 | 28.64 |

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| 12/8/2010 15:00 | N | HHOLLOW4_E_1 | 28.64 |
| 12/8/2010 15:00 | N | R_LH2SES_1 | 28.59 |
| 12/8/2010 15:00 | N | R_PBSES_2 | 45.94 |
| 12/8/2010 15:00 | N | AUTO_EPS_390 | 28.57 |
| 12/8/2010 15:05 | N | DC_ROAD_L_B | 28.74 |
| 12/8/2010 15:05 | N | DC_EGPS_L_A | 29.05 |
| 12/8/2010 15:05 | N | H_HOLLOW_E_1 | 28.93 |
| 12/8/2010 15:05 | N | HHOLLOW4_E_1 | 28.93 |
| 12/8/2010 15:05 | N | R_LH2SES_1 | 28.88 |
| 12/8/2010 15:05 | N | R_PBSES_2 | 45.94 |
| 12/8/2010 15:05 | N | AUTO_EPS_390 | 28.86 |
| 12/8/2010 15:10 | N | DC_ROAD_L_B | 28.6 |
| 12/8/2010 15:10 | N | DC_EGPS_L_A | 28.75 |
| 12/8/2010 15:10 | N | H_HOLLOW_E_1 | 28.78 |
| 12/8/2010 15:10 | N | HHOLLOW4_E_1 | 28.78 |
| 12/8/2010 15:10 | N | R_LH2SES_1 | 28.76 |
| 12/8/2010 15:10 | N | R_PBSES_2 | 28.78 |
| 12/8/2010 15:10 | N | AUTO_EPS_390 | 28.74 |
| 12/8/2010 15:15 | N | DC_ROAD_L_B | 28.64 |
| 12/8/2010 15:15 | N | DC_EGPS_L_A | 28.95 |
| 12/8/2010 15:15 | N | H_HOLLOW_E_1 | 28.83 |
| 12/8/2010 15:15 | N | HHOLLOW4_E_1 | 28.83 |
| 12/8/2010 15:15 | N | R_LH2SES_1 | 28.78 |
| 12/8/2010 15:15 | N | R_PBSES_2 | 45.94 |
| 12/8/2010 15:15 | N | AUTO_EPS_390 | 28.76 |
| 12/8/2010 15:20 | N | DC_ROAD_L_B | 28.7 |
| 12/8/2010 15:20 | N | DC_EGPS_L_A | 29 |
| 12/8/2010 15:20 | N | H_HOLLOW_E_1 | 28.88 |
| 12/8/2010 15:20 | N | HHOLLOW4_E_1 | 28.88 |
| 12/8/2010 15:20 | N | R_LH2SES_1 | 28.83 |
| 12/8/2010 15:20 | N | R_PBSES_2 | 45.94 |
| 12/8/2010 15:20 | N | AUTO_EPS_390 | 28.82 |
| 12/8/2010 15:25 | N | DC_ROAD_L_B | 28.67 |
| 12/8/2010 15:25 | N | DC_EGPS_L_A | 28.97 |
| 12/8/2010 15:25 | N | H_HOLLOW_E_1 | 28.86 |
| 12/8/2010 15:25 | N | HHOLLOW4_E_1 | 28.86 |
| 12/8/2010 15:25 | N | R_LH2SES_1 | 28.81 |
| 12/8/2010 15:25 | N | R_PBSES_2 | 45.94 |
| 12/8/2010 15:25 | N | AUTO_EPS_390 | 28.79 |
| 12/8/2010 15:30 | N | DC_ROAD_L_B | 28.76 |
| 12/8/2010 15:30 | N | DC_EGPS_L_A | 29.06 |
| 12/8/2010 15:30 | N | H_HOLLOW_E_1 | 28.95 |
| 12/8/2010 15:30 | N | HHOLLOW4_E_1 | 28.95 |
| 12/8/2010 15:30 | N | R_LH2SES_1 | 28.89 |
| 12/8/2010 15:30 | N | R_PBSES_2 | 45.94 |
| 12/8/2010 15:30 | N | AUTO_EPS_390 | 28.88 |
| 12/8/2010 15:35 | N | DC_ROAD_L_B | 28.74 |

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| 12/8/2010 15:35 | N | DC_EGPS_L_A | 29.04 |
| 12/8/2010 15:35 | N | H_HOLLOW_E_1 | 28.93 |
| 12/8/2010 15:35 | N | HHOLLOW4_E_1 | 28.93 |
| 12/8/2010 15:35 | N | R_LH2SES_1 | 28.88 |
| 12/8/2010 15:35 | N | R_PBSES_2 | 45.94 |
| 12/8/2010 15:35 | N | AUTO_EPS_390 | 28.86 |
| 12/8/2010 15:40 | N | DC_ROAD_L_B | 28.75 |
| 12/8/2010 15:40 | N | DC_EGPS_L_A | 29.05 |
| 12/8/2010 15:40 | N | H_HOLLOW_E_1 | 28.94 |
| 12/8/2010 15:40 | N | HHOLLOW4_E_1 | 28.94 |
| 12/8/2010 15:40 | N | R_LH2SES_1 | 28.89 |
| 12/8/2010 15:40 | N | R_PBSES_2 | 45.94 |
| 12/8/2010 15:40 | N | AUTO_EPS_390 | 28.87 |
| 12/8/2010 15:45 | N | DC_ROAD_L_B | 28.59 |
| 12/8/2010 15:45 | N | DC_EGPS_L_A | 28.89 |
| 12/8/2010 15:45 | N | H_HOLLOW_E_1 | 28.78 |
| 12/8/2010 15:45 | N | HHOLLOW4_E_1 | 28.78 |
| 12/8/2010 15:45 | N | R_LH2SES_1 | 28.72 |
| 12/8/2010 15:45 | N | R_PBSES_2 | 45.94 |
| 12/8/2010 15:45 | N | AUTO_EPS_390 | 28.71 |
| 12/8/2010 15:50 | N | DC_ROAD_L_B | 28.49 |
| 12/8/2010 15:50 | N | DC_EGPS_L_A | 28.79 |
| 12/8/2010 15:50 | N | H_HOLLOW_E_1 | 28.67 |
| 12/8/2010 15:50 | N | HHOLLOW4_E_1 | 28.67 |
| 12/8/2010 15:50 | N | R_LH2SES_1 | 28.61 |
| 12/8/2010 15:50 | N | R_PBSES_2 | 45.94 |
| 12/8/2010 15:50 | N | AUTO_EPS_390 | 28.6 |
| 12/8/2010 15:55 | N | DC_ROAD_L_B | 28.51 |
| 12/8/2010 15:55 | N | DC_EGPS_L_A | 28.8 |
| 12/8/2010 15:55 | N | H_HOLLOW_E_1 | 28.68 |
| 12/8/2010 15:55 | N | HHOLLOW4_E_1 | 28.68 |
| 12/8/2010 15:55 | N | R_LH2SES_1 | 28.63 |
| 12/8/2010 15:55 | N | R_PBSES_2 | 45.94 |
| 12/8/2010 15:55 | N | AUTO_EPS_390 | 28.62 |
| 12/8/2010 16:00 | N | DC_ROAD_L_B | 28.01 |
| 12/8/2010 16:00 | N | DC_EGPS_L_A | 28.14 |
| 12/8/2010 16:00 | N | H_HOLLOW_E_1 | 28.17 |
| 12/8/2010 16:00 | N | HHOLLOW4_E_1 | 28.17 |
| 12/8/2010 16:00 | N | R_LH2SES_1 | 28.15 |
| 12/8/2010 16:00 | N | R_PBSES_2 | 28.16 |
| 12/8/2010 16:00 | N | AUTO_EPS_390 | 28.13 |
| 12/8/2010 16:05 | N | DC_ROAD_L_B | 28.49 |
| 12/8/2010 16:05 | N | DC_EGPS_L_A | 28.78 |
| 12/8/2010 16:05 | N | H_HOLLOW_E_1 | 28.66 |
| 12/8/2010 16:05 | N | HHOLLOW4_E_1 | 28.66 |
| 12/8/2010 16:05 | N | R_LH2SES_1 | 28.61 |
| 12/8/2010 16:05 | N | R_PBSES_2 | 45.94 |

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| 12/8/2010 16:05 | N | AUTO_EPS_390 | 28.6 |
| 12/8/2010 16:10 | N | DC_ROAD_L_B | 28.5 |
| 12/8/2010 16:10 | N | DC_EGPS_L_A | 28.81 |
| 12/8/2010 16:10 | N | H_HOLLOW_E_1 | 28.69 |
| 12/8/2010 16:10 | N | HHOLLOW4_E_1 | 28.69 |
| 12/8/2010 16:10 | N | R_LH2SES_1 | 28.64 |
| 12/8/2010 16:10 | N | R_PBSES_2 | 45.94 |
| 12/8/2010 16:10 | N | AUTO_EPS_390 | 28.62 |
| 12/8/2010 16:15 | N | DC_ROAD_L_B | 28.49 |
| 12/8/2010 16:15 | N | DC_EGPS_L_A | 28.79 |
| 12/8/2010 16:15 | N | H_HOLLOW_E_1 | 28.67 |
| 12/8/2010 16:15 | N | HHOLLOW4_E_1 | 28.67 |
| 12/8/2010 16:15 | N | R_LH2SES_1 | 28.62 |
| 12/8/2010 16:15 | N | R_PBSES_2 | 45.94 |
| 12/8/2010 16:15 | N | AUTO_EPS_390 | 28.61 |
| 12/8/2010 16:20 | N | DC_ROAD_L_B | 28.64 |
| 12/8/2010 16:20 | N | DC_EGPS_L_A | 28.95 |
| 12/8/2010 16:20 | N | H_HOLLOW_E_1 | 28.83 |
| 12/8/2010 16:20 | N | HHOLLOW4_E_1 | 28.83 |
| 12/8/2010 16:20 | N | R_LH2SES_1 | 28.78 |
| 12/8/2010 16:20 | N | R_PBSES_2 | 45.94 |
| 12/8/2010 16:20 | N | AUTO_EPS_390 | 28.76 |
| 12/8/2010 16:25 | N | DC_ROAD_L_B | 28.74 |
| 12/8/2010 16:25 | N | DC_EGPS_L_A | 29.05 |
| 12/8/2010 16:25 | N | H_HOLLOW_E_1 | 28.94 |
| 12/8/2010 16:25 | N | HHOLLOW4_E_1 | 28.94 |
| 12/8/2010 16:25 | N | R_LH2SES_1 | 28.88 |
| 12/8/2010 16:25 | N | R_PBSES_2 | 45.94 |
| 12/8/2010 16:25 | N | AUTO_EPS_390 | 28.87 |
| 12/8/2010 16:30 | N | DC_ROAD_L_B | 28.73 |
| 12/8/2010 16:30 | N | DC_EGPS_L_A | 29.04 |
| 12/8/2010 16:30 | N | H_HOLLOW_E_1 | 28.93 |
| 12/8/2010 16:30 | N | HHOLLOW4_E_1 | 28.93 |
| 12/8/2010 16:30 | N | R_LH2SES_1 | 28.88 |
| 12/8/2010 16:30 | N | R_PBSES_2 | 45.94 |
| 12/8/2010 16:30 | N | AUTO_EPS_390 | 28.86 |
| 12/8/2010 16:35 | N | DC_ROAD_L_B | 28.73 |
| 12/8/2010 16:35 | N | DC_EGPS_L_A | 29.04 |
| 12/8/2010 16:35 | N | H_HOLLOW_E_1 | 28.93 |
| 12/8/2010 16:35 | N | HHOLLOW4_E_1 | 28.93 |
| 12/8/2010 16:35 | N | R_LH2SES_1 | 28.87 |
| 12/8/2010 16:35 | N | R_PBSES_2 | 45.94 |
| 12/8/2010 16:35 | N | AUTO_EPS_390 | 28.86 |
| 12/8/2010 16:40 | N | DC_ROAD_L_B | 28.85 |
| 12/8/2010 16:40 | N | DC_EGPS_L_A | 29.16 |
| 12/8/2010 16:40 | N | H_HOLLOW_E_1 | 29.05 |
| 12/8/2010 16:40 | N | HHOLLOW4_E_1 | 29.05 |

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| 12/8/2010 16:40 | N | R_LH2SES_1 | 29 |
| 12/8/2010 16:40 | N | R_PBSES_2 | 45.94 |
| 12/8/2010 16:40 | N | AUTO_EPS_390 | 28.98 |
| 12/8/2010 16:45 | N | DC_ROAD_L_B | 28.8 |
| 12/8/2010 16:45 | N | DC_EGPS_L_A | 28.96 |
| 12/8/2010 16:45 | N | H_HOLLOW_E_1 | 29 |
| 12/8/2010 16:45 | N | HHOLLOW4_E_1 | 29 |
| 12/8/2010 16:45 | N | R_LH2SES_1 | 28.97 |
| 12/8/2010 16:45 | N | R_PBSES_2 | 29 |
| 12/8/2010 16:45 | N | AUTO_EPS_390 | 28.96 |
| 12/8/2010 16:50 | N | DC_ROAD_L_B | 29.06 |
| 12/8/2010 16:50 | N | DC_EGPS_L_A | 29.38 |
| 12/8/2010 16:50 | N | H_HOLLOW_E_1 | 29.27 |
| 12/8/2010 16:50 | N | HHOLLOW4_E_1 | 29.27 |
| 12/8/2010 16:50 | N | R_LH2SES_1 | 29.22 |
| 12/8/2010 16:50 | N | R_PBSES_2 | 45.94 |
| 12/8/2010 16:50 | N | AUTO_EPS_390 | 29.2 |
| 12/8/2010 16:55 | N | DC_ROAD_L_B | 29.15 |
| 12/8/2010 16:55 | N | DC_EGPS_L_A | 29.47 |
| 12/8/2010 16:55 | N | H_HOLLOW_E_1 | 29.37 |
| 12/8/2010 16:55 | N | HHOLLOW4_E_1 | 29.37 |
| 12/8/2010 16:55 | N | R_LH2SES_1 | 29.31 |
| 12/8/2010 16:55 | N | R_PBSES_2 | 45.94 |
| 12/8/2010 16:55 | N | AUTO_EPS_390 | 29.29 |
| 12/8/2010 17:00 | N | DC_ROAD_L_B | 29.18 |
| 12/8/2010 17:00 | N | DC_EGPS_L_A | 29.5 |
| 12/8/2010 17:00 | N | H_HOLLOW_E_1 | 29.4 |
| 12/8/2010 17:00 | N | HHOLLOW4_E_1 | 29.4 |
| 12/8/2010 17:00 | N | R_LH2SES_1 | 29.34 |
| 12/8/2010 17:00 | N | R_PBSES_2 | 45.94 |
| 12/8/2010 17:00 | N | AUTO_EPS_390 | 29.32 |
| 12/8/2010 17:05 | N | DC_ROAD_L_B | 29.5 |
| 12/8/2010 17:05 | N | DC_EGPS_L_A | 30.11 |
| 12/8/2010 17:05 | N | H_HOLLOW_E_1 | 30.08 |
| 12/8/2010 17:05 | N | HHOLLOW4_E_1 | 30.08 |
| 12/8/2010 17:05 | N | R_LH2SES_1 | 29.97 |
| 12/8/2010 17:05 | N | R_PBSES_2 | 45.94 |
| 12/8/2010 17:05 | N | AUTO_EPS_390 | 29.92 |
| 12/8/2010 17:10 | N | DC_ROAD_L_B | 29.55 |
| 12/8/2010 17:10 | N | DC_EGPS_L_A | 30.07 |
| 12/8/2010 17:10 | N | H_HOLLOW_E_1 | 30.02 |
| 12/8/2010 17:10 | N | HHOLLOW4_E_1 | 30.02 |
| 12/8/2010 17:10 | N | R_LH2SES_1 | 29.93 |
| 12/8/2010 17:10 | N | R_PBSES_2 | 45.94 |
| 12/8/2010 17:10 | N | AUTO_EPS_390 | 29.89 |
| 12/8/2010 17:15 | N | DC_ROAD_L_B | 29.85 |
| 12/8/2010 17:15 | N | DC_EGPS_L_A | 29.99 |

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| 12/8/2010 17:15 | N | H_HOLLOW_E_1 | 29.85 |
| 12/8/2010 17:15 | N | HHOLLOW4_E_1 | 29.85 |
| 12/8/2010 17:15 | N | R_LH2SES_1 | 29.83 |
| 12/8/2010 17:15 | N | R_PBSES_2 | 45.94 |
| 12/8/2010 17:15 | N | AUTO_EPS_390 | 29.83 |
| 12/8/2010 17:30 | N | DC_ROAD_L_B | 32.78 |
| 12/8/2010 17:30 | N | DC_EGPS_L_A | 32.89 |
| 12/8/2010 17:30 | N | H_HOLLOW_E_1 | 32.78 |
| 12/8/2010 17:30 | N | HHOLLOW4_E_1 | 32.78 |
| 12/8/2010 17:30 | N | R_LH2SES_1 | 32.76 |
| 12/8/2010 17:30 | N | R_PBSES_2 | 45.94 |
| 12/8/2010 17:30 | N | AUTO_EPS_390 | 32.76 |
| 12/8/2010 17:35 | N | DC_ROAD_L_B | 34.12 |
| 12/8/2010 17:35 | N | DC_EGPS_L_A | 34.22 |
| 12/8/2010 17:35 | N | H_HOLLOW_E_1 | 34.12 |
| 12/8/2010 17:35 | N | HHOLLOW4_E_1 | 34.12 |
| 12/8/2010 17:35 | N | R_LH2SES_1 | 34.1 |
| 12/8/2010 17:35 | N | R_PBSES_2 | 45.94 |
| 12/8/2010 17:35 | N | AUTO_EPS_390 | 34.1 |
| 12/8/2010 17:40 | N | DC_ROAD_L_B | 37.74 |
| 12/8/2010 17:40 | N | DC_EGPS_L_A | 37.81 |
| 12/8/2010 17:40 | N | H_HOLLOW_E_1 | 37.74 |
| 12/8/2010 17:40 | N | HHOLLOW4_E_1 | 37.74 |
| 12/8/2010 17:40 | N | R_LH2SES_1 | 37.72 |
| 12/8/2010 17:40 | N | R_PBSES_2 | 45.94 |
| 12/8/2010 17:40 | N | AUTO_EPS_390 | 37.72 |
| 12/8/2010 17:42 | N | DC_ROAD_L_B | 42 |
| 12/8/2010 17:42 | N | DC_EGPS_L_A | 42.04 |
| 12/8/2010 17:42 | N | H_HOLLOW_E_1 | 42.01 |
| 12/8/2010 17:42 | N | HHOLLOW4_E_1 | 42.01 |
| 12/8/2010 17:42 | N | R_LH2SES_1 | 42 |
| 12/8/2010 17:42 | N | R_PBSES_2 | 45.94 |
| 12/8/2010 17:42 | N | AUTO_EPS_390 | 42 |
| 12/8/2010 17:45 | N | DC_ROAD_L_B | 42.78 |
| 12/8/2010 17:45 | N | DC_EGPS_L_A | 42.81 |
| 12/8/2010 17:45 | N | H_HOLLOW_E_1 | 42.78 |
| 12/8/2010 17:45 | N | HHOLLOW4_E_1 | 42.78 |
| 12/8/2010 17:45 | N | R_LH2SES_1 | 42.78 |
| 12/8/2010 17:45 | N | R_PBSES_2 | 45.94 |
| 12/8/2010 17:45 | N | AUTO_EPS_390 | 42.78 |
| 12/8/2010 21:20 | N | DC_ROAD_L_B | 37.22 |
| 12/8/2010 21:20 | N | DC_EGPS_L_A | 72.45 |
| 12/8/2010 21:20 | N | H_HOLLOW_E_1 | 31.39 |
| 12/8/2010 21:20 | N | HHOLLOW4_E_1 | 31.39 |
| 12/8/2010 21:20 | N | R_LH2SES_1 | 30.05 |
| 12/8/2010 21:20 | N | R_PBSES_2 | 32.1 |
| 12/8/2010 21:20 | N | AUTO_EPS_390 | 29.97 |

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| 12/8/2010 21:25 | N | DC_ROAD_L_B | 37.36 |
| 12/8/2010 21:25 | N | DC_EGPS_L_A | 73.41 |
| 12/8/2010 21:25 | N | H_HOLLOW_E_1 | 31.4 |
| 12/8/2010 21:25 | N | HHOLLOW4_E_1 | 31.4 |
| 12/8/2010 21:25 | N | R_LH2SES_1 | 30.03 |
| 12/8/2010 21:25 | N | R_PBSES_2 | 32.12 |
| 12/8/2010 21:25 | N | AUTO_EPS_390 | 29.94 |
| 12/8/2010 21:30 | N | DC_ROAD_L_B | 31.26 |
| 12/8/2010 21:30 | N | DC_EGPS_L_A | 35.95 |
| 12/8/2010 21:30 | N | H_HOLLOW_E_1 | 30.48 |
| 12/8/2010 21:30 | N | HHOLLOW4_E_1 | 30.48 |
| 12/8/2010 21:30 | N | R_LH2SES_1 | 30.31 |
| 12/8/2010 21:30 | N | R_PBSES_2 | 30.58 |
| 12/8/2010 21:30 | N | AUTO_EPS_390 | 30.29 |
| 12/8/2010 21:35 | N | DC_ROAD_L_B | 30.71 |
| 12/8/2010 21:35 | N | DC_EGPS_L_A | 35.07 |
| 12/8/2010 21:35 | N | H_HOLLOW_E_1 | 29.99 |
| 12/8/2010 21:35 | N | HHOLLOW4_E_1 | 29.99 |
| 12/8/2010 21:35 | N | R_LH2SES_1 | 29.82 |
| 12/8/2010 21:35 | N | R_PBSES_2 | 30.08 |
| 12/8/2010 21:35 | N | AUTO_EPS_390 | 29.81 |
| 12/8/2010 21:40 | N | DC_ROAD_L_B | 30.21 |
| 12/8/2010 21:40 | N | DC_EGPS_L_A | 34.14 |
| 12/8/2010 21:40 | N | H_HOLLOW_E_1 | 29.55 |
| 12/8/2010 21:40 | N | HHOLLOW4_E_1 | 29.55 |
| 12/8/2010 21:40 | N | R_LH2SES_1 | 29.4 |
| 12/8/2010 21:40 | N | R_PBSES_2 | 29.63 |
| 12/8/2010 21:40 | N | AUTO_EPS_390 | 29.4 |
| 12/8/2010 21:45 | N | DC_ROAD_L_B | 29.79 |
| 12/8/2010 21:45 | N | DC_EGPS_L_A | 32.1 |
| 12/8/2010 21:45 | N | H_HOLLOW_E_1 | 23.03 |
| 12/8/2010 21:45 | N | HHOLLOW4_E_1 | 23.03 |
| 12/8/2010 21:45 | N | R_LH2SES_1 | 29.45 |
| 12/8/2010 21:45 | N | R_PBSES_2 | 23.04 |
| 12/8/2010 21:45 | N | AUTO_EPS_390 | 29.42 |
| 12/8/2010 21:50 | N | DC_ROAD_L_B | 28.85 |
| 12/8/2010 21:50 | N | DC_EGPS_L_A | 25.98 |
| 12/8/2010 21:50 | N | H_HOLLOW_E_1 | 0.17 |
| 12/8/2010 21:50 | N | HHOLLOW4_E_1 | 0.17 |
| 12/8/2010 21:50 | N | R_LH2SES_1 | 30.03 |
| 12/8/2010 21:50 | N | R_PBSES_2 | -0.04 |
| 12/8/2010 21:50 | N | AUTO_EPS_390 | 29.9 |
| 12/8/2010 21:55 | N | DC_ROAD_L_B | 28.62 |
| 12/8/2010 21:55 | N | DC_EGPS_L_A | 25.87 |
| 12/8/2010 21:55 | N | H_HOLLOW_E_1 | 0.24 |
| 12/8/2010 21:55 | N | HHOLLOW4_E_1 | 0.24 |
| 12/8/2010 21:55 | N | R_LH2SES_1 | 29.77 |

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| 12/8/2010 21:55 | N | R_PBSES_2 | 0.03 |
| 12/8/2010 21:55 | N | AUTO_EPS_390 | 29.64 |
| 12/8/2010 22:00 | N | DC_ROAD_L_B | 27.89 |
| 12/8/2010 22:00 | N | DC_EGPS_L_A | 25.05 |
| 12/8/2010 22:00 | N | H_HOLLOW_E_1 | 0.21 |
| 12/8/2010 22:00 | N | HHOLLOW4_E_1 | 0.21 |
| 12/8/2010 22:00 | N | R_LH2SES_1 | 29.04 |
| 12/8/2010 22:00 | N | R_PBSES_2 | 0 |
| 12/8/2010 22:00 | N | AUTO_EPS_390 | 28.92 |
| 12/8/2010 22:02 | N | DC_ROAD_L_B | 27.96 |
| 12/8/2010 22:02 | N | DC_EGPS_L_A | 25.14 |
| 12/8/2010 22:02 | N | H_HOLLOW_E_1 | 0.16 |
| 12/8/2010 22:02 | N | HHOLLOW4_E_1 | 0.16 |
| 12/8/2010 22:02 | N | R_LH2SES_1 | 29.1 |
| 12/8/2010 22:02 | N | R_PBSES_2 | -0.04 |
| 12/8/2010 22:02 | N | AUTO_EPS_390 | 28.98 |
| 12/8/2010 22:05 | N | DC_ROAD_L_B | 27.65 |
| 12/8/2010 22:05 | N | DC_EGPS_L_A | 24.79 |
| 12/8/2010 22:05 | N | H_HOLLOW_E_1 | 0.31 |
| 12/8/2010 22:05 | N | HHOLLOW4_E_1 | 0.31 |
| 12/8/2010 22:05 | N | R_LH2SES_1 | 28.79 |
| 12/8/2010 22:05 | N | R_PBSES_2 | 0.1 |
| 12/8/2010 22:05 | N | AUTO_EPS_390 | 28.67 |
| 12/8/2010 22:09 | N | DC_ROAD_L_B | 29.51 |
| 12/8/2010 22:09 | N | DC_EGPS_L_A | 26.82 |
| 12/8/2010 22:09 | N | H_HOLLOW_E_1 | 0.48 |
| 12/8/2010 22:09 | N | HHOLLOW4_E_1 | 0.48 |
| 12/8/2010 22:09 | N | R_LH2SES_1 | 30.66 |
| 12/8/2010 22:09 | N | R_PBSES_2 | 0.27 |
| 12/8/2010 22:09 | N | AUTO_EPS_390 | 30.53 |
| 12/8/2010 22:11 | N | DC_ROAD_L_B | 29.26 |
| 12/8/2010 22:11 | N | DC_EGPS_L_A | 26.51 |
| 12/8/2010 22:11 | N | H_HOLLOW_E_1 | 0.44 |
| 12/8/2010 22:11 | N | HHOLLOW4_E_1 | 0.44 |
| 12/8/2010 22:11 | N | R_LH2SES_1 | 30.41 |
| 12/8/2010 22:11 | N | R_PBSES_2 | 0.23 |
| 12/8/2010 22:11 | N | AUTO_EPS_390 | 30.28 |
| 12/8/2010 22:13 | N | DC_ROAD_L_B | 28.96 |
| 12/8/2010 22:13 | N | DC_EGPS_L_A | 26.15 |
| 12/8/2010 22:13 | N | H_HOLLOW_E_1 | 0.45 |
| 12/8/2010 22:13 | N | HHOLLOW4_E_1 | 0.45 |
| 12/8/2010 22:13 | N | R_LH2SES_1 | 30.11 |
| 12/8/2010 22:13 | N | R_PBSES_2 | 0.24 |
| 12/8/2010 22:13 | N | AUTO_EPS_390 | 29.99 |
| 12/8/2010 22:15 | N | DC_ROAD_L_B | 28.98 |
| 12/8/2010 22:15 | N | DC_EGPS_L_A | 26.18 |
| 12/8/2010 22:15 | N | H_HOLLOW_E_1 | 0.32 |

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| 12/8/2010 22:15 | N | HHOLLOW4_E_1 | 0.32 |
| 12/8/2010 22:15 | N | R_LH2SES_1 | 30.14 |
| 12/8/2010 22:15 | N | R_PBSES_2 | 0.11 |
| 12/8/2010 22:15 | N | AUTO_EPS_390 | 30.01 |
| 12/8/2010 22:20 | N | DC_ROAD_L_B | 28.87 |
| 12/8/2010 22:20 | N | DC_EGPS_L_A | 26.11 |
| 12/8/2010 22:20 | N | H_HOLLOW_E_1 | 0.11 |
| 12/8/2010 22:20 | N | HHOLLOW4_E_1 | 0.11 |
| 12/8/2010 22:20 | N | R_LH2SES_1 | 30.03 |
| 12/8/2010 22:20 | N | R_PB2SES_1 | -0.11 |
| 12/8/2010 22:20 | N | R_PB2SES_2 | -0.11 |
| 12/8/2010 22:20 | N | R_PB2SES_3 | -0.11 |
| 12/8/2010 22:20 | N | R_PB2SES_4 | -0.11 |
| 12/8/2010 22:20 | N | R_PB2SES_5 | -0.11 |
| 12/8/2010 22:20 | N | R_PBSES_2 | -0.11 |
| 12/8/2010 22:20 | N | AUTO_EPS_390 | 29.9 |
| 12/8/2010 22:25 | N | DC_ROAD_L_B | 28.14 |
| 12/8/2010 22:25 | N | DC_EGPS_L_A | 25.2 |
| 12/8/2010 22:25 | N | H_HOLLOW_E_1 | -0.27 |
| 12/8/2010 22:25 | N | HHOLLOW4_E_1 | -0.27 |
| 12/8/2010 22:25 | N | R_LH2SES_1 | 29.32 |
| 12/8/2010 22:25 | N | R_PB2SES_1 | -0.48 |
| 12/8/2010 22:25 | N | R_PB2SES_2 | -0.48 |
| 12/8/2010 22:25 | N | R_PB2SES_3 | -0.48 |
| 12/8/2010 22:25 | N | R_PB2SES_4 | -0.48 |
| 12/8/2010 22:25 | N | R_PB2SES_5 | -0.48 |
| 12/8/2010 22:25 | N | R_PBSES_2 | -0.48 |
| 12/8/2010 22:25 | N | AUTO_EPS_390 | 29.19 |
| 12/8/2010 22:30 | N | DC_ROAD_L_B | 28.22 |
| 12/8/2010 22:30 | N | DC_EGPS_L_A | 25.31 |
| 12/8/2010 22:30 | N | H_HOLLOW_E_1 | 0.08 |
| 12/8/2010 22:30 | N | HHOLLOW4_E_1 | 0.08 |
| 12/8/2010 22:30 | N | R_LH2SES_1 | 29.38 |
| 12/8/2010 22:30 | N | R_PB2SES_1 | -0.14 |
| 12/8/2010 22:30 | N | R_PB2SES_2 | -0.14 |
| 12/8/2010 22:30 | N | R_PB2SES_3 | -0.14 |
| 12/8/2010 22:30 | N | R_PB2SES_4 | -0.14 |
| 12/8/2010 22:30 | N | R_PB2SES_5 | -0.14 |
| 12/8/2010 22:30 | N | R_PBSES_2 | -0.14 |
| 12/8/2010 22:30 | N | AUTO_EPS_390 | 29.26 |
| 12/8/2010 22:35 | N | DC_ROAD_L_B | 27.56 |
| 12/8/2010 22:35 | N | DC_EGPS_L_A | 24.52 |
| 12/8/2010 22:35 | N | H_HOLLOW_E_1 | -0.28 |
| 12/8/2010 22:35 | N | HHOLLOW4_E_1 | -0.28 |
| 12/8/2010 22:35 | N | R_LH2SES_1 | 28.74 |
| 12/8/2010 22:35 | N | R_PB2SES_1 | -0.49 |
| 12/8/2010 22:35 | N | R_PB2SES_2 | -0.49 |

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| 12/8/2010 22:35 | N | R_PB2SES_3 | -0.49 |
| 12/8/2010 22:35 | N | R_PB2SES_4 | -0.49 |
| 12/8/2010 22:35 | N | R_PB2SES_5 | -0.49 |
| 12/8/2010 22:35 | N | R_PBSES_2 | -0.49 |
| 12/8/2010 22:35 | N | AUTO_EPS_390 | 28.62 |
| 12/8/2010 22:40 | N | DC_ROAD_L_B | 27.25 |
| 12/8/2010 22:40 | N | DC_EGPS_L_A | 24.14 |
| 12/8/2010 22:40 | N | H_HOLLOW_E_1 | -0.28 |
| 12/8/2010 22:40 | N | HHOLLOW4_E_1 | -0.28 |
| 12/8/2010 22:40 | N | R_LH2SES_1 | 28.44 |
| 12/8/2010 22:40 | N | R_PB2SES_1 | -0.5 |
| 12/8/2010 22:40 | N | R_PB2SES_2 | -0.5 |
| 12/8/2010 22:40 | N | R_PB2SES_3 | -0.5 |
| 12/8/2010 22:40 | N | R_PB2SES_4 | -0.5 |
| 12/8/2010 22:40 | N | R_PB2SES_5 | -0.5 |
| 12/8/2010 22:40 | N | R_PBSES_2 | -0.5 |
| 12/8/2010 22:40 | N | AUTO_EPS_390 | 28.32 |
| 12/8/2010 22:45 | N | DC_ROAD_L_B | 26.93 |
| 12/8/2010 22:45 | N | DC_EGPS_L_A | 23.71 |
| 12/8/2010 22:45 | N | H_HOLLOW_E_1 | -0.4 |
| 12/8/2010 22:45 | N | HHOLLOW4_E_1 | -0.4 |
| 12/8/2010 22:45 | N | R_LH2SES_1 | 28.14 |
| 12/8/2010 22:45 | N | R_PB2SES_1 | -0.61 |
| 12/8/2010 22:45 | N | R_PB2SES_2 | -0.61 |
| 12/8/2010 22:45 | N | R_PB2SES_3 | -0.61 |
| 12/8/2010 22:45 | N | R_PB2SES_4 | -0.61 |
| 12/8/2010 22:45 | N | R_PB2SES_5 | -0.61 |
| 12/8/2010 22:45 | N | R_PBSES_2 | -0.61 |
| 12/8/2010 22:45 | N | AUTO_EPS_390 | 28.02 |
| 12/8/2010 22:50 | N | DC_ROAD_L_B | 26.85 |
| 12/8/2010 22:50 | N | DC_EGPS_L_A | 23.46 |
| 12/8/2010 22:50 | N | H_HOLLOW_E_1 | -0.91 |
| 12/8/2010 22:50 | N | HHOLLOW4_E_1 | -0.91 |
| 12/8/2010 22:50 | N | R_LH2SES_1 | 28.11 |
| 12/8/2010 22:50 | N | R_PB2SES_1 | -1.13 |
| 12/8/2010 22:50 | N | R_PB2SES_2 | -1.13 |
| 12/8/2010 22:50 | N | R_PB2SES_3 | -1.13 |
| 12/8/2010 22:50 | N | R_PB2SES_4 | -1.13 |
| 12/8/2010 22:50 | N | R_PB2SES_5 | -1.13 |
| 12/8/2010 22:50 | N | R_PBSES_2 | -1.13 |
| 12/8/2010 22:50 | N | AUTO_EPS_390 | 27.99 |
| 12/8/2010 22:55 | N | DC_ROAD_L_B | 25.77 |
| 12/8/2010 22:55 | N | DC_EGPS_L_A | 22.34 |
| 12/8/2010 22:55 | N | H_HOLLOW_E_1 | -0.4 |
| 12/8/2010 22:55 | N | HHOLLOW4_E_1 | -0.4 |
| 12/8/2010 22:55 | N | R_LH2SES_1 | 27 |
| 12/8/2010 22:55 | N | R_PB2SES_1 | -0.62 |

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| 12/8/2010 22:55 | N | R_PB2SES_2 | -0.62 |
| 12/8/2010 22:55 | N | R_PB2SES_3 | -0.62 |
| 12/8/2010 22:55 | N | R_PB2SES_4 | -0.62 |
| 12/8/2010 22:55 | N | R_PB2SES_5 | -0.62 |
| 12/8/2010 22:55 | N | R_PBSES_2 | -0.62 |
| 12/8/2010 22:55 | N | AUTO_EPS_390 | 26.89 |
| 12/8/2010 22:56 | N | DC_ROAD_L_B | 25.82 |
| 12/8/2010 22:56 | N | DC_EGPS_L_A | 22.41 |
| 12/8/2010 22:56 | N | H_HOLLOW_E_1 | -0.4 |
| 12/8/2010 22:56 | N | HHOLLOW4_E_1 | -0.4 |
| 12/8/2010 22:56 | N | R_LH2SES_1 | 27.05 |
| 12/8/2010 22:56 | N | R_PB2SES_1 | -0.62 |
| 12/8/2010 22:56 | N | R_PB2SES_2 | -0.62 |
| 12/8/2010 22:56 | N | R_PB2SES_3 | -0.62 |
| 12/8/2010 22:56 | N | R_PB2SES_4 | -0.62 |
| 12/8/2010 22:56 | N | R_PB2SES_5 | -0.62 |
| 12/8/2010 22:56 | N | R_PBSES_2 | -0.62 |
| 12/8/2010 22:56 | N | AUTO_EPS_390 | 26.94 |
| 12/8/2010 23:01 | N | DC_ROAD_L_B | 25.89 |
| 12/8/2010 23:01 | N | DC_EGPS_L_A | 22.39 |
| 12/8/2010 23:01 | N | H_HOLLOW_E_1 | -0.87 |
| 12/8/2010 23:01 | N | HHOLLOW4_E_1 | -0.87 |
| 12/8/2010 23:01 | N | R_LH2SES_1 | 27.15 |
| 12/8/2010 23:01 | N | R_PB2SES_1 | -1.09 |
| 12/8/2010 23:01 | N | R_PB2SES_2 | -1.09 |
| 12/8/2010 23:01 | N | R_PB2SES_3 | -1.09 |
| 12/8/2010 23:01 | N | R_PB2SES_4 | -1.09 |
| 12/8/2010 23:01 | N | R_PB2SES_5 | -1.09 |
| 12/8/2010 23:01 | N | R_PBSES_2 | -1.09 |
| 12/8/2010 23:01 | N | AUTO_EPS_390 | 27.03 |
| 12/8/2010 23:02 | N | DC_ROAD_L_B | 26.76 |
| 12/8/2010 23:02 | N | DC_EGPS_L_A | 23.37 |
| 12/8/2010 23:02 | N | H_HOLLOW_E_1 | -0.92 |
| 12/8/2010 23:02 | N | HHOLLOW4_E_1 | -0.92 |
| 12/8/2010 23:02 | N | R_LH2SES_1 | 28.03 |
| 12/8/2010 23:02 | N | R_PB2SES_1 | -1.13 |
| 12/8/2010 23:02 | N | R_PB2SES_2 | -1.13 |
| 12/8/2010 23:02 | N | R_PB2SES_3 | -1.13 |
| 12/8/2010 23:02 | N | R_PB2SES_4 | -1.13 |
| 12/8/2010 23:02 | N | R_PB2SES_5 | -1.13 |
| 12/8/2010 23:02 | N | R_PBSES_2 | -1.13 |
| 12/8/2010 23:02 | N | AUTO_EPS_390 | 27.9 |
| 12/8/2010 23:05 | N | DC_ROAD_L_B | 26.78 |
| 12/8/2010 23:05 | N | DC_EGPS_L_A | 23.44 |
| 12/8/2010 23:05 | N | H_HOLLOW_E_1 | -1.08 |
| 12/8/2010 23:05 | N | HHOLLOW4_E_1 | -1.08 |
| 12/8/2010 23:05 | N | R_LH2SES_1 | 28.03 |

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| 12/8/2010 23:05 | N | R_PB2SES_1 | -1.3 |
| 12/8/2010 23:05 | N | R_PB2SES_2 | -1.3 |
| 12/8/2010 23:05 | N | R_PB2SES_3 | -1.3 |
| 12/8/2010 23:05 | N | R_PB2SES_4 | -1.3 |
| 12/8/2010 23:05 | N | R_PB2SES_5 | -1.3 |
| 12/8/2010 23:05 | N | R_PBSES_2 | -1.3 |
| 12/8/2010 23:05 | N | AUTO_EPS_390 | 27.91 |
| 12/8/2010 23:09 | N | DC_ROAD_L_B | 26.71 |
| 12/8/2010 23:09 | N | DC_EGPS_L_A | 22.92 |
| 12/8/2010 23:09 | N | H_HOLLOW_E_1 | -2.84 |
| 12/8/2010 23:09 | N | HHOLLOW4_E_1 | -2.84 |
| 12/8/2010 23:09 | N | R_LH2SES_1 | 28.08 |
| 12/8/2010 23:09 | N | R_PB2SES_1 | -3.07 |
| 12/8/2010 23:09 | N | R_PB2SES_2 | -3.07 |
| 12/8/2010 23:09 | N | R_PB2SES_3 | -3.07 |
| 12/8/2010 23:09 | N | R_PB2SES_4 | -3.07 |
| 12/8/2010 23:09 | N | R_PB2SES_5 | -3.07 |
| 12/8/2010 23:09 | N | R_PBSES_2 | -3.07 |
| 12/8/2010 23:09 | N | AUTO_EPS_390 | 27.95 |
| 12/8/2010 23:10 | N | DC_ROAD_L_B | 26.67 |
| 12/8/2010 23:10 | N | DC_EGPS_L_A | 22.92 |
| 12/8/2010 23:10 | N | H_HOLLOW_E_1 | -2.84 |
| 12/8/2010 23:10 | N | HHOLLOW4_E_1 | -2.84 |
| 12/8/2010 23:10 | N | R_LH2SES_1 | 28.04 |
| 12/8/2010 23:10 | N | R_PB2SES_1 | -3.07 |
| 12/8/2010 23:10 | N | R_PB2SES_2 | -3.07 |
| 12/8/2010 23:10 | N | R_PB2SES_3 | -3.07 |
| 12/8/2010 23:10 | N | R_PB2SES_4 | -3.07 |
| 12/8/2010 23:10 | N | R_PB2SES_5 | -3.07 |
| 12/8/2010 23:10 | N | R_PBSES_2 | -3.07 |
| 12/8/2010 23:10 | N | AUTO_EPS_390 | 27.91 |
| 12/8/2010 23:15 | N | DC_ROAD_L_B | 26.24 |
| 12/8/2010 23:15 | N | DC_EGPS_L_A | 22.39 |
| 12/8/2010 23:15 | N | H_HOLLOW_E_1 | -2.84 |
| 12/8/2010 23:15 | N | HHOLLOW4_E_1 | -2.84 |
| 12/8/2010 23:15 | N | R_LH2SES_1 | 27.62 |
| 12/8/2010 23:15 | N | R_PB2SES_1 | -3.07 |
| 12/8/2010 23:15 | N | R_PB2SES_2 | -3.07 |
| 12/8/2010 23:15 | N | R_PB2SES_3 | -3.07 |
| 12/8/2010 23:15 | N | R_PB2SES_4 | -3.07 |
| 12/8/2010 23:15 | N | R_PB2SES_5 | -3.07 |
| 12/8/2010 23:15 | N | R_PBSES_2 | -3.07 |
| 12/8/2010 23:15 | N | AUTO_EPS_390 | 27.5 |
| 12/8/2010 23:20 | N | DC_ROAD_L_B | 25.86 |
| 12/8/2010 23:20 | N | DC_EGPS_L_A | 22.31 |
| 12/8/2010 23:20 | N | H_HOLLOW_E_1 | -0.88 |
| 12/8/2010 23:20 | N | HHOLLOW4_E_1 | -0.88 |

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| 12/8/2010 23:20 | N | R_LH2SES_1 | 27.14 |
| 12/8/2010 23:20 | N | R_PB2SES_1 | -1.09 |
| 12/8/2010 23:20 | N | R_PB2SES_2 | -1.09 |
| 12/8/2010 23:20 | N | R_PB2SES_3 | -1.09 |
| 12/8/2010 23:20 | N | R_PB2SES_4 | -1.09 |
| 12/8/2010 23:20 | N | R_PB2SES_5 | -1.09 |
| 12/8/2010 23:20 | N | R_PBSES_2 | -1.09 |
| 12/8/2010 23:20 | N | AUTO_EPS_390 | 27.02 |
| 12/8/2010 23:23 | N | DC_ROAD_L_B | 24.69 |
| 12/8/2010 23:23 | N | DC_EGPS_L_A | 21.07 |
| 12/8/2010 23:23 | N | H_HOLLOW_E_1 | -0.41 |
| 12/8/2010 23:23 | N | HHOLLOW4_E_1 | -0.41 |
| 12/8/2010 23:23 | N | R_LH2SES_1 | 25.95 |
| 12/8/2010 23:23 | N | R_PB2SES_1 | -0.62 |
| 12/8/2010 23:23 | N | R_PB2SES_2 | -0.62 |
| 12/8/2010 23:23 | N | R_PB2SES_3 | -0.62 |
| 12/8/2010 23:23 | N | R_PB2SES_4 | -0.62 |
| 12/8/2010 23:23 | N | R_PB2SES_5 | -0.62 |
| 12/8/2010 23:23 | N | R_PBSES_2 | -0.62 |
| 12/8/2010 23:23 | N | AUTO_EPS_390 | 25.84 |
| 12/8/2010 23:25 | N | DC_ROAD_L_B | 23.26 |
| 12/8/2010 23:25 | N | DC_EGPS_L_A | 19.46 |
| 12/8/2010 23:25 | N | H_HOLLOW_E_1 | -0.42 |
| 12/8/2010 23:25 | N | HHOLLOW4_E_1 | -0.42 |
| 12/8/2010 23:25 | N | R_LH2SES_1 | 24.52 |
| 12/8/2010 23:25 | N | R_PB2SES_1 | -0.62 |
| 12/8/2010 23:25 | N | R_PB2SES_2 | -0.62 |
| 12/8/2010 23:25 | N | R_PB2SES_3 | -0.62 |
| 12/8/2010 23:25 | N | R_PB2SES_4 | -0.62 |
| 12/8/2010 23:25 | N | R_PB2SES_5 | -0.62 |
| 12/8/2010 23:25 | N | R_PBSES_2 | -0.62 |
| 12/8/2010 23:25 | N | AUTO_EPS_390 | 24.42 |
| 12/8/2010 23:30 | N | DC_ROAD_L_B | 23.24 |
| 12/8/2010 23:30 | N | DC_EGPS_L_A | 19.48 |
| 12/8/2010 23:30 | N | H_HOLLOW_E_1 | -0.42 |
| 12/8/2010 23:30 | N | HHOLLOW4_E_1 | -0.42 |
| 12/8/2010 23:30 | N | R_LH2SES_1 | 24.5 |
| 12/8/2010 23:30 | N | R_PB2SES_1 | -0.62 |
| 12/8/2010 23:30 | N | R_PB2SES_2 | -0.62 |
| 12/8/2010 23:30 | N | R_PB2SES_3 | -0.62 |
| 12/8/2010 23:30 | N | R_PB2SES_4 | -0.62 |
| 12/8/2010 23:30 | N | R_PB2SES_5 | -0.62 |
| 12/8/2010 23:30 | N | R_PBSES_2 | -0.62 |
| 12/8/2010 23:30 | N | AUTO_EPS_390 | 24.39 |
| 12/8/2010 23:35 | N | DC_ROAD_L_B | 22.22 |
| 12/8/2010 23:35 | N | DC_EGPS_L_A | 17.79 |
| 12/8/2010 23:35 | N | H_HOLLOW_E_1 | -2.86 |

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| 12/8/2010 23:35 | N | HHOLLOW4_E_1 | -2.86 |
| 12/8/2010 23:35 | N | R_LH2SES_1 | 23.64 |
| 12/8/2010 23:35 | N | R_PB2SES_1 | -3.08 |
| 12/8/2010 23:35 | N | R_PB2SES_2 | -3.08 |
| 12/8/2010 23:35 | N | R_PB2SES_3 | -3.08 |
| 12/8/2010 23:35 | N | R_PB2SES_4 | -3.08 |
| 12/8/2010 23:35 | N | R_PB2SES_5 | -3.08 |
| 12/8/2010 23:35 | N | R_PBSES_2 | -3.08 |
| 12/8/2010 23:35 | N | AUTO_EPS_390 | 23.53 |
| 12/8/2010 23:40 | N | DC_ROAD_L_B | 22.28 |
| 12/8/2010 23:40 | N | DC_EGPS_L_A | 14.1 |
| 12/8/2010 23:40 | N | H_HOLLOW_E_1 | -19.57 |
| 12/8/2010 23:40 | N | HHOLLOW4_E_1 | -19.57 |
| 12/8/2010 23:40 | N | R_LH2SES_1 | 24.82 |
| 12/8/2010 23:40 | N | R_PB2SES_1 | -19.96 |
| 12/8/2010 23:40 | N | R_PB2SES_2 | -19.96 |
| 12/8/2010 23:40 | N | R_PB2SES_3 | -19.96 |
| 12/8/2010 23:40 | N | R_PB2SES_4 | -19.96 |
| 12/8/2010 23:40 | N | R_PB2SES_5 | -19.96 |
| 12/8/2010 23:40 | N | R_PBSES_2 | -19.96 |
| 12/8/2010 23:40 | N | AUTO_EPS_390 | 24.64 |
| 12/8/2010 23:45 | N | DC_ROAD_L_B | 22.39 |
| 12/8/2010 23:45 | N | DC_EGPS_L_A | 13.92 |
| 12/8/2010 23:45 | N | H_HOLLOW_E_1 | -20.91 |
| 12/8/2010 23:45 | N | HHOLLOW4_E_1 | -20.91 |
| 12/8/2010 23:45 | N | R_LH2SES_1 | 25.01 |
| 12/8/2010 23:45 | N | R_PB2SES_1 | -21.31 |
| 12/8/2010 23:45 | N | R_PB2SES_2 | -21.31 |
| 12/8/2010 23:45 | N | R_PB2SES_3 | -21.31 |
| 12/8/2010 23:45 | N | R_PB2SES_4 | -21.31 |
| 12/8/2010 23:45 | N | R_PB2SES_5 | -21.31 |
| 12/8/2010 23:45 | N | R_PBSES_2 | -21.31 |
| 12/8/2010 23:45 | N | AUTO_EPS_390 | 24.83 |
| 12/8/2010 23:50 | N | DC_ROAD_L_B | 20.86 |
| 12/8/2010 23:50 | N | DC_EGPS_L_A | 12.05 |
| 12/8/2010 23:50 | N | H_HOLLOW_E_1 | -21.15 |
| 12/8/2010 23:50 | N | HHOLLOW4_E_1 | -21.15 |
| 12/8/2010 23:50 | N | R_LH2SES_1 | 23.54 |
| 12/8/2010 23:50 | N | R_PB2SES_1 | -21.55 |
| 12/8/2010 23:50 | N | R_PB2SES_2 | -21.55 |
| 12/8/2010 23:50 | N | R_PB2SES_3 | -21.55 |
| 12/8/2010 23:50 | N | R_PB2SES_4 | -21.55 |
| 12/8/2010 23:50 | N | R_PB2SES_5 | -21.55 |
| 12/8/2010 23:50 | N | R_PBSES_2 | -21.55 |
| 12/8/2010 23:50 | N | AUTO_EPS_390 | 23.36 |
| 12/8/2010 23:55 | N | DC_ROAD_L_B | 18.83 |
| 12/8/2010 23:55 | N | DC_EGPS_L_A | 14.35 |

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|---|---|---|---|
| 12/8/2010 23:55 | N | H_HOLLOW_E_1 | -0.78 |
| 12/8/2010 23:55 | N | HHOLLOW4_E_1 | -0.78 |
| 12/8/2010 23:55 | N | R_LH2SES_1 | 20.16 |
| 12/8/2010 23:55 | N | R_PB2SES_1 | -0.98 |
| 12/8/2010 23:55 | N | R_PB2SES_2 | -0.98 |
| 12/8/2010 23:55 | N | R_PB2SES_3 | -0.98 |
| 12/8/2010 23:55 | N | R_PB2SES_4 | -0.98 |
| 12/8/2010 23:55 | N | R_PB2SES_5 | -0.98 |
| 12/8/2010 23:55 | N | R_PBSES_2 | -0.98 |
| 12/8/2010 23:55 | N | AUTO_EPS_390 | 20.07 |
| 12/8/2010 23:55 | N | DC_ROAD_L_B | 18.83 |
| 12/8/2010 23:55 | N | DC_EGPS_L_A | 14.35 |
| 12/8/2010 23:55 | N | H_HOLLOW_E_1 | -0.78 |
| 12/8/2010 23:55 | N | HHOLLOW4_E_1 | -0.78 |
| 12/8/2010 23:55 | N | R_LH2SES_1 | 20.16 |
| 12/8/2010 23:55 | N | R_PB2SES_1 | -0.98 |
| 12/8/2010 23:55 | N | R_PB2SES_2 | -0.98 |
| 12/8/2010 23:55 | N | R_PB2SES_3 | -0.98 |
| 12/8/2010 23:55 | N | R_PB2SES_4 | -0.98 |
| 12/8/2010 23:55 | N | R_PB2SES_5 | -0.98 |
| 12/8/2010 23:55 | N | R_PBSES_2 | -0.98 |
| 12/8/2010 23:55 | N | AUTO_EPS_390 | 20.07 |
| 12/9/2010 0:00 | N | DC_ROAD_L_B | 13.7 |
| 12/9/2010 0:00 | N | DC_EGPS_L_A | 10.44 |
| 12/9/2010 0:00 | N | H_HOLLOW_E_1 | -0.49 |
| 12/9/2010 0:00 | N | HHOLLOW4_E_1 | -0.49 |
| 12/9/2010 0:00 | N | R_LH2SES_1 | 14.66 |
| 12/9/2010 0:00 | N | R_PB2SES_1 | -0.63 |
| 12/9/2010 0:00 | N | R_PB2SES_2 | -0.63 |
| 12/9/2010 0:00 | N | R_PB2SES_3 | -0.63 |
| 12/9/2010 0:00 | N | R_PB2SES_4 | -0.63 |
| 12/9/2010 0:00 | N | R_PB2SES_5 | -0.63 |
| 12/9/2010 0:00 | N | R_PBSES_2 | -0.63 |
| 12/9/2010 0:00 | N | AUTO_EPS_390 | 14.6 |
| 12/9/2010 0:04 | N | DC_ROAD_L_B | 22.68 |
| 12/9/2010 0:04 | N | DC_EGPS_L_A | 18.78 |
| 12/9/2010 0:04 | N | H_HOLLOW_E_1 | -0.42 |
| 12/9/2010 0:04 | N | HHOLLOW4_E_1 | -0.42 |
| 12/9/2010 0:04 | N | R_LH2SES_1 | 23.96 |
| 12/9/2010 0:04 | N | R_PB2SES_1 | -0.62 |
| 12/9/2010 0:04 | N | R_PB2SES_2 | -0.62 |
| 12/9/2010 0:04 | N | R_PB2SES_3 | -0.62 |
| 12/9/2010 0:04 | N | R_PB2SES_4 | -0.62 |
| 12/9/2010 0:04 | N | R_PB2SES_5 | -0.62 |
| 12/9/2010 0:04 | N | R_PBSES_2 | -0.62 |
| 12/9/2010 0:04 | N | AUTO_EPS_390 | 23.86 |
| 12/9/2010 0:05 | N | DC_ROAD_L_B | 23.51 |

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|---|---|---|---|
| 12/9/2010 0:05 | N | DC_EGPS_L_A | 19.6 |
| 12/9/2010 0:05 | N | H_HOLLOW_E_1 | -0.76 |
| 12/9/2010 0:05 | N | HHOLLOW4_E_1 | -0.76 |
| 12/9/2010 0:05 | N | R_LH2SES_1 | 24.81 |
| 12/9/2010 0:05 | N | R_PB2SES_1 | -0.97 |
| 12/9/2010 0:05 | N | R_PB2SES_2 | -0.97 |
| 12/9/2010 0:05 | N | R_PB2SES_3 | -0.97 |
| 12/9/2010 0:05 | N | R_PB2SES_4 | -0.97 |
| 12/9/2010 0:05 | N | R_PB2SES_5 | -0.97 |
| 12/9/2010 0:05 | N | R_PBSES_2 | -0.97 |
| 12/9/2010 0:05 | N | AUTO_EPS_390 | 24.7 |
| 12/9/2010 0:06 | N | DC_ROAD_L_B | 24.9 |
| 12/9/2010 0:06 | N | DC_EGPS_L_A | 20.84 |
| 12/9/2010 0:06 | N | H_HOLLOW_E_1 | -2.38 |
| 12/9/2010 0:06 | N | HHOLLOW4_E_1 | -2.38 |
| 12/9/2010 0:06 | N | R_LH2SES_1 | 26.29 |
| 12/9/2010 0:06 | N | R_PB2SES_1 | -2.61 |
| 12/9/2010 0:06 | N | R_PB2SES_2 | -2.61 |
| 12/9/2010 0:06 | N | R_PB2SES_3 | -2.61 |
| 12/9/2010 0:06 | N | R_PB2SES_4 | -2.61 |
| 12/9/2010 0:06 | N | R_PB2SES_5 | -2.61 |
| 12/9/2010 0:06 | N | R_PBSES_2 | -2.61 |
| 12/9/2010 0:06 | N | AUTO_EPS_390 | 26.17 |
| 12/9/2010 0:10 | N | DC_ROAD_L_B | 26.41 |
| 12/9/2010 0:10 | N | DC_EGPS_L_A | 22.41 |
| 12/9/2010 0:10 | N | H_HOLLOW_E_1 | -2.84 |
| 12/9/2010 0:10 | N | HHOLLOW4_E_1 | -2.84 |
| 12/9/2010 0:10 | N | R_LH2SES_1 | 27.82 |
| 12/9/2010 0:10 | N | R_PB2SES_1 | -3.08 |
| 12/9/2010 0:10 | N | R_PB2SES_2 | -3.08 |
| 12/9/2010 0:10 | N | R_PB2SES_3 | -3.08 |
| 12/9/2010 0:10 | N | R_PB2SES_4 | -3.08 |
| 12/9/2010 0:10 | N | R_PB2SES_5 | -3.08 |
| 12/9/2010 0:10 | N | R_PBSES_2 | -3.08 |
| 12/9/2010 0:10 | N | AUTO_EPS_390 | 27.7 |
| 12/9/2010 0:15 | N | DC_ROAD_L_B | 26.41 |
| 12/9/2010 0:15 | N | DC_EGPS_L_A | 22.46 |
| 12/9/2010 0:15 | N | H_HOLLOW_E_1 | -2.69 |
| 12/9/2010 0:15 | N | HHOLLOW4_E_1 | -2.69 |
| 12/9/2010 0:15 | N | R_LH2SES_1 | 27.81 |
| 12/9/2010 0:15 | N | R_PB2SES_1 | -2.93 |
| 12/9/2010 0:15 | N | R_PB2SES_2 | -2.93 |
| 12/9/2010 0:15 | N | R_PB2SES_3 | -2.93 |
| 12/9/2010 0:15 | N | R_PB2SES_4 | -2.93 |
| 12/9/2010 0:15 | N | R_PB2SES_5 | -2.93 |
| 12/9/2010 0:15 | N | R_PBSES_2 | -2.93 |
| 12/9/2010 0:15 | N | AUTO_EPS_390 | 27.68 |

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|---|---|---|---|
| 12/9/2010 0:19 | N | DC_ROAD_L_B | 25.47 |
| 12/9/2010 0:19 | N | DC_EGPS_L_A | 21.48 |
| 12/9/2010 0:19 | N | H_HOLLOW_E_1 | -2.37 |
| 12/9/2010 0:19 | N | HHOLLOW4_E_1 | -2.37 |
| 12/9/2010 0:19 | N | R_LH2SES_1 | 26.86 |
| 12/9/2010 0:19 | N | R_PB2SES_1 | -2.6 |
| 12/9/2010 0:19 | N | R_PB2SES_2 | -2.6 |
| 12/9/2010 0:19 | N | R_PB2SES_3 | -2.6 |
| 12/9/2010 0:19 | N | R_PB2SES_4 | -2.6 |
| 12/9/2010 0:19 | N | R_PB2SES_5 | -2.6 |
| 12/9/2010 0:19 | N | R_PBSES_2 | -2.6 |
| 12/9/2010 0:19 | N | AUTO_EPS_390 | 26.74 |
| 12/9/2010 0:20 | N | DC_ROAD_L_B | 26.12 |
| 12/9/2010 0:20 | N | DC_EGPS_L_A | 22.17 |
| 12/9/2010 0:20 | N | H_HOLLOW_E_1 | -2.7 |
| 12/9/2010 0:20 | N | HHOLLOW4_E_1 | -2.7 |
| 12/9/2010 0:20 | N | R_LH2SES_1 | 27.52 |
| 12/9/2010 0:20 | N | R_PB2SES_1 | -2.93 |
| 12/9/2010 0:20 | N | R_PB2SES_2 | -2.93 |
| 12/9/2010 0:20 | N | R_PB2SES_3 | -2.93 |
| 12/9/2010 0:20 | N | R_PB2SES_4 | -2.93 |
| 12/9/2010 0:20 | N | R_PB2SES_5 | -2.93 |
| 12/9/2010 0:20 | N | R_PBSES_2 | -2.93 |
| 12/9/2010 0:20 | N | AUTO_EPS_390 | 27.39 |
| 12/9/2010 0:25 | N | DC_ROAD_L_B | 26.37 |
| 12/9/2010 0:25 | N | DC_EGPS_L_A | 22.41 |
| 12/9/2010 0:25 | N | H_HOLLOW_E_1 | -2.84 |
| 12/9/2010 0:25 | N | HHOLLOW4_E_1 | -2.84 |
| 12/9/2010 0:25 | N | R_LH2SES_1 | 27.78 |
| 12/9/2010 0:25 | N | R_PB2SES_1 | -3.08 |
| 12/9/2010 0:25 | N | R_PB2SES_2 | -3.08 |
| 12/9/2010 0:25 | N | R_PB2SES_3 | -3.08 |
| 12/9/2010 0:25 | N | R_PB2SES_4 | -3.08 |
| 12/9/2010 0:25 | N | R_PB2SES_5 | -3.08 |
| 12/9/2010 0:25 | N | R_PBSES_2 | -3.08 |
| 12/9/2010 0:25 | N | AUTO_EPS_390 | 27.65 |
| 12/9/2010 0:30 | N | DC_ROAD_L_B | 25.16 |
| 12/9/2010 0:30 | N | DC_EGPS_L_A | 21.1 |
| 12/9/2010 0:30 | N | H_HOLLOW_E_1 | -2.7 |
| 12/9/2010 0:30 | N | HHOLLOW4_E_1 | -2.7 |
| 12/9/2010 0:30 | N | R_LH2SES_1 | 26.55 |
| 12/9/2010 0:30 | N | R_PB2SES_1 | -2.94 |
| 12/9/2010 0:30 | N | R_PB2SES_2 | -2.94 |
| 12/9/2010 0:30 | N | R_PB2SES_3 | -2.94 |
| 12/9/2010 0:30 | N | R_PB2SES_4 | -2.94 |
| 12/9/2010 0:30 | N | R_PB2SES_5 | -2.94 |
| 12/9/2010 0:30 | N | R_PBSES_2 | -2.94 |

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|---|---|---|---|
| 12/9/2010 0:30 | N | AUTO_EPS_390 | 26.43 |
| 12/9/2010 0:35 | N | DC_ROAD_L_B | 25.47 |
| 12/9/2010 0:35 | N | DC_EGPS_L_A | 21.45 |
| 12/9/2010 0:35 | N | H_HOLLOW_E_1 | -2.7 |
| 12/9/2010 0:35 | N | HHOLLOW4_E_1 | -2.7 |
| 12/9/2010 0:35 | N | R_LH2SES_1 | 26.86 |
| 12/9/2010 0:35 | N | R_PB2SES_1 | -2.94 |
| 12/9/2010 0:35 | N | R_PB2SES_2 | -2.94 |
| 12/9/2010 0:35 | N | R_PB2SES_3 | -2.94 |
| 12/9/2010 0:35 | N | R_PB2SES_4 | -2.94 |
| 12/9/2010 0:35 | N | R_PB2SES_5 | -2.94 |
| 12/9/2010 0:35 | N | R_PBSES_2 | -2.94 |
| 12/9/2010 0:35 | N | AUTO_EPS_390 | 26.74 |
| 12/9/2010 0:40 | N | DC_ROAD_L_B | 25.02 |
| 12/9/2010 0:40 | N | DC_EGPS_L_A | 20.9 |
| 12/9/2010 0:40 | N | H_HOLLOW_E_1 | -2.71 |
| 12/9/2010 0:40 | N | HHOLLOW4_E_1 | -2.71 |
| 12/9/2010 0:40 | N | R_LH2SES_1 | 26.42 |
| 12/9/2010 0:40 | N | R_PB2SES_1 | -2.94 |
| 12/9/2010 0:40 | N | R_PB2SES_2 | -2.94 |
| 12/9/2010 0:40 | N | R_PB2SES_3 | -2.94 |
| 12/9/2010 0:40 | N | R_PB2SES_4 | -2.94 |
| 12/9/2010 0:40 | N | R_PB2SES_5 | -2.94 |
| 12/9/2010 0:40 | N | R_PBSES_2 | -2.94 |
| 12/9/2010 0:40 | N | AUTO_EPS_390 | 26.3 |
| 12/9/2010 0:45 | N | DC_ROAD_L_B | 25.01 |
| 12/9/2010 0:45 | N | DC_EGPS_L_A | 20.63 |
| 12/9/2010 0:45 | N | H_HOLLOW_E_1 | -3.74 |
| 12/9/2010 0:45 | N | HHOLLOW4_E_1 | -3.74 |
| 12/9/2010 0:45 | N | R_LH2SES_1 | 26.5 |
| 12/9/2010 0:45 | N | R_PB2SES_1 | -3.98 |
| 12/9/2010 0:45 | N | R_PB2SES_2 | -3.98 |
| 12/9/2010 0:45 | N | R_PB2SES_3 | -3.98 |
| 12/9/2010 0:45 | N | R_PB2SES_4 | -3.98 |
| 12/9/2010 0:45 | N | R_PB2SES_5 | -3.98 |
| 12/9/2010 0:45 | N | R_PBSES_2 | -3.98 |
| 12/9/2010 0:45 | N | AUTO_EPS_390 | 26.37 |
| 12/9/2010 0:50 | N | DC_ROAD_L_B | 25.65 |
| 12/9/2010 0:50 | N | DC_EGPS_L_A | 21.35 |
| 12/9/2010 0:50 | N | H_HOLLOW_E_1 | -3.75 |
| 12/9/2010 0:50 | N | HHOLLOW4_E_1 | -3.75 |
| 12/9/2010 0:50 | N | R_LH2SES_1 | 27.13 |
| 12/9/2010 0:50 | N | R_PB2SES_1 | -4 |
| 12/9/2010 0:50 | N | R_PB2SES_2 | -4 |
| 12/9/2010 0:50 | N | R_PB2SES_3 | -4 |
| 12/9/2010 0:50 | N | R_PB2SES_4 | -4 |
| 12/9/2010 0:50 | N | R_PB2SES_5 | -4 |

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| 12/9/2010 0:50 | N | R_PBSES_2 | -4 |
| 12/9/2010 0:50 | N | AUTO_EPS_390 | 27 |
| 12/9/2010 0:55 | N | DC_ROAD_L_B | 25.42 |
| 12/9/2010 0:55 | N | DC_EGPS_L_A | 21.12 |
| 12/9/2010 0:55 | N | H_HOLLOW_E_1 | -3.75 |
| 12/9/2010 0:55 | N | HHOLLOW4_E_1 | -3.75 |
| 12/9/2010 0:55 | N | R_LH2SES_1 | 26.89 |
| 12/9/2010 0:55 | N | R_PB2SES_1 | -3.99 |
| 12/9/2010 0:55 | N | R_PB2SES_2 | -3.99 |
| 12/9/2010 0:55 | N | R_PB2SES_3 | -3.99 |
| 12/9/2010 0:55 | N | R_PB2SES_4 | -3.99 |
| 12/9/2010 0:55 | N | R_PB2SES_5 | -3.99 |
| 12/9/2010 0:55 | N | R_PBSES_2 | -3.99 |
| 12/9/2010 0:55 | N | AUTO_EPS_390 | 26.76 |
| 12/9/2010 1:00 | N | DC_ROAD_L_B | 25.28 |
| 12/9/2010 1:00 | N | DC_EGPS_L_A | 20.92 |
| 12/9/2010 1:00 | N | H_HOLLOW_E_1 | -3.74 |
| 12/9/2010 1:00 | N | HHOLLOW4_E_1 | -3.74 |
| 12/9/2010 1:00 | N | R_LH2SES_1 | 26.76 |
| 12/9/2010 1:00 | N | R_PB2SES_1 | -3.99 |
| 12/9/2010 1:00 | N | R_PB2SES_2 | -3.99 |
| 12/9/2010 1:00 | N | R_PB2SES_3 | -3.99 |
| 12/9/2010 1:00 | N | R_PB2SES_4 | -3.99 |
| 12/9/2010 1:00 | N | R_PB2SES_5 | -3.99 |
| 12/9/2010 1:00 | N | R_PBSES_2 | -3.99 |
| 12/9/2010 1:00 | N | AUTO_EPS_390 | 26.64 |
| 12/9/2010 1:05 | N | DC_ROAD_L_B | 25.83 |
| 12/9/2010 1:05 | N | DC_EGPS_L_A | 21.52 |
| 12/9/2010 1:05 | N | H_HOLLOW_E_1 | -3.76 |
| 12/9/2010 1:05 | N | HHOLLOW4_E_1 | -3.76 |
| 12/9/2010 1:05 | N | R_LH2SES_1 | 27.31 |
| 12/9/2010 1:05 | N | R_PB2SES_1 | -4 |
| 12/9/2010 1:05 | N | R_PB2SES_2 | -4 |
| 12/9/2010 1:05 | N | R_PB2SES_3 | -4 |
| 12/9/2010 1:05 | N | R_PB2SES_4 | -4 |
| 12/9/2010 1:05 | N | R_PB2SES_5 | -4 |
| 12/9/2010 1:05 | N | R_PBSES_2 | -4 |
| 12/9/2010 1:05 | N | AUTO_EPS_390 | 27.18 |
| 12/9/2010 1:10 | N | DC_ROAD_L_B | 25.75 |
| 12/9/2010 1:10 | N | DC_EGPS_L_A | 21.63 |
| 12/9/2010 1:10 | N | H_HOLLOW_E_1 | -2.84 |
| 12/9/2010 1:10 | N | HHOLLOW4_E_1 | -2.84 |
| 12/9/2010 1:10 | N | R_LH2SES_1 | 27.18 |
| 12/9/2010 1:10 | N | R_PB2SES_1 | -3.08 |
| 12/9/2010 1:10 | N | R_PB2SES_2 | -3.08 |
| 12/9/2010 1:10 | N | R_PB2SES_3 | -3.08 |
| 12/9/2010 1:10 | N | R_PB2SES_4 | -3.08 |

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| 12/9/2010 1:10 | N | R_PB2SES_5 | -3.08 |
| 12/9/2010 1:10 | N | R_PBSES_2 | -3.08 |
| 12/9/2010 1:10 | N | AUTO_EPS_390 | 27.05 |
| 12/9/2010 1:15 | N | DC_ROAD_L_B | 25.81 |
| 12/9/2010 1:15 | N | DC_EGPS_L_A | 21.82 |
| 12/9/2010 1:15 | N | H_HOLLOW_E_1 | -2.37 |
| 12/9/2010 1:15 | N | HHOLLOW4_E_1 | -2.37 |
| 12/9/2010 1:15 | N | R_LH2SES_1 | 27.2 |
| 12/9/2010 1:15 | N | R_PB2SES_1 | -2.6 |
| 12/9/2010 1:15 | N | R_PB2SES_2 | -2.6 |
| 12/9/2010 1:15 | N | R_PB2SES_3 | -2.6 |
| 12/9/2010 1:15 | N | R_PB2SES_4 | -2.6 |
| 12/9/2010 1:15 | N | R_PB2SES_5 | -2.6 |
| 12/9/2010 1:15 | N | R_PBSES_2 | -2.6 |
| 12/9/2010 1:15 | N | AUTO_EPS_390 | 27.08 |
| 12/9/2010 1:20 | N | DC_ROAD_L_B | 25.44 |
| 12/9/2010 1:20 | N | DC_EGPS_L_A | 21.33 |
| 12/9/2010 1:20 | N | H_HOLLOW_E_1 | -2.7 |
| 12/9/2010 1:20 | N | HHOLLOW4_E_1 | -2.7 |
| 12/9/2010 1:20 | N | R_LH2SES_1 | 26.85 |
| 12/9/2010 1:20 | N | R_PB2SES_1 | -2.94 |
| 12/9/2010 1:20 | N | R_PB2SES_2 | -2.94 |
| 12/9/2010 1:20 | N | R_PB2SES_3 | -2.94 |
| 12/9/2010 1:20 | N | R_PB2SES_4 | -2.94 |
| 12/9/2010 1:20 | N | R_PB2SES_5 | -2.94 |
| 12/9/2010 1:20 | N | R_PBSES_2 | -2.94 |
| 12/9/2010 1:20 | N | AUTO_EPS_390 | 26.73 |
| 12/9/2010 1:25 | N | DC_ROAD_L_B | 25.64 |
| 12/9/2010 1:25 | N | DC_EGPS_L_A | 21.29 |
| 12/9/2010 1:25 | N | H_HOLLOW_E_1 | -3.75 |
| 12/9/2010 1:25 | N | HHOLLOW4_E_1 | -3.75 |
| 12/9/2010 1:25 | N | R_LH2SES_1 | 27.13 |
| 12/9/2010 1:25 | N | R_PB2SES_1 | -4 |
| 12/9/2010 1:25 | N | R_PB2SES_2 | -4 |
| 12/9/2010 1:25 | N | R_PB2SES_3 | -4 |
| 12/9/2010 1:25 | N | R_PB2SES_4 | -4 |
| 12/9/2010 1:25 | N | R_PB2SES_5 | -4 |
| 12/9/2010 1:25 | N | R_PBSES_2 | -4 |
| 12/9/2010 1:25 | N | AUTO_EPS_390 | 27 |
| 12/9/2010 1:30 | N | DC_ROAD_L_B | 25.65 |
| 12/9/2010 1:30 | N | DC_EGPS_L_A | 21.19 |
| 12/9/2010 1:30 | N | H_HOLLOW_E_1 | -4.38 |
| 12/9/2010 1:30 | N | HHOLLOW4_E_1 | -4.38 |
| 12/9/2010 1:30 | N | R_LH2SES_1 | 27.18 |
| 12/9/2010 1:30 | N | R_PB2SES_1 | -4.64 |
| 12/9/2010 1:30 | N | R_PB2SES_2 | -4.64 |
| 12/9/2010 1:30 | N | R_PB2SES_3 | -4.64 |

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| 12/9/2010 1:30 | N | R_PB2SES_4 | -4.64 |
| 12/9/2010 1:30 | N | R_PB2SES_5 | -4.64 |
| 12/9/2010 1:30 | N | R_PBSES_2 | -4.64 |
| 12/9/2010 1:30 | N | AUTO_EPS_390 | 27.05 |
| 12/9/2010 1:35 | N | DC_ROAD_L_B | 25.54 |
| 12/9/2010 1:35 | N | DC_EGPS_L_A | 21.24 |
| 12/9/2010 1:35 | N | H_HOLLOW_E_1 | -3.75 |
| 12/9/2010 1:35 | N | HHOLLOW4_E_1 | -3.75 |
| 12/9/2010 1:35 | N | R_LH2SES_1 | 27.02 |
| 12/9/2010 1:35 | N | R_PB2SES_1 | -3.99 |
| 12/9/2010 1:35 | N | R_PB2SES_2 | -3.99 |
| 12/9/2010 1:35 | N | R_PB2SES_3 | -3.99 |
| 12/9/2010 1:35 | N | R_PB2SES_4 | -3.99 |
| 12/9/2010 1:35 | N | R_PB2SES_5 | -3.99 |
| 12/9/2010 1:35 | N | R_PBSES_2 | -3.99 |
| 12/9/2010 1:35 | N | AUTO_EPS_390 | 26.9 |
| 12/9/2010 1:40 | N | DC_ROAD_L_B | 25.56 |
| 12/9/2010 1:40 | N | DC_EGPS_L_A | 21.19 |
| 12/9/2010 1:40 | N | H_HOLLOW_E_1 | -3.75 |
| 12/9/2010 1:40 | N | HHOLLOW4_E_1 | -3.75 |
| 12/9/2010 1:40 | N | R_LH2SES_1 | 27.05 |
| 12/9/2010 1:40 | N | R_PB2SES_1 | -3.99 |
| 12/9/2010 1:40 | N | R_PB2SES_2 | -3.99 |
| 12/9/2010 1:40 | N | R_PB2SES_3 | -3.99 |
| 12/9/2010 1:40 | N | R_PB2SES_4 | -3.99 |
| 12/9/2010 1:40 | N | R_PB2SES_5 | -3.99 |
| 12/9/2010 1:40 | N | R_PBSES_2 | -3.99 |
| 12/9/2010 1:40 | N | AUTO_EPS_390 | 26.93 |
| 12/9/2010 1:45 | N | DC_ROAD_L_B | 25.45 |
| 12/9/2010 1:45 | N | DC_EGPS_L_A | 21.06 |
| 12/9/2010 1:45 | N | H_HOLLOW_E_1 | -3.75 |
| 12/9/2010 1:45 | N | HHOLLOW4_E_1 | -3.75 |
| 12/9/2010 1:45 | N | R_LH2SES_1 | 26.94 |
| 12/9/2010 1:45 | N | R_PB2SES_1 | -3.99 |
| 12/9/2010 1:45 | N | R_PB2SES_2 | -3.99 |
| 12/9/2010 1:45 | N | R_PB2SES_3 | -3.99 |
| 12/9/2010 1:45 | N | R_PB2SES_4 | -3.99 |
| 12/9/2010 1:45 | N | R_PB2SES_5 | -3.99 |
| 12/9/2010 1:45 | N | R_PBSES_2 | -3.99 |
| 12/9/2010 1:45 | N | AUTO_EPS_390 | 26.81 |
| 12/9/2010 1:50 | N | DC_ROAD_L_B | 25.62 |
| 12/9/2010 1:50 | N | DC_EGPS_L_A | 21.25 |
| 12/9/2010 1:50 | N | H_HOLLOW_E_1 | -3.75 |
| 12/9/2010 1:50 | N | HHOLLOW4_E_1 | -3.75 |
| 12/9/2010 1:50 | N | R_LH2SES_1 | 27.11 |
| 12/9/2010 1:50 | N | R_PB2SES_1 | -4 |
| 12/9/2010 1:50 | N | R_PB2SES_2 | -4 |

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|---|---|---|---|
| 12/9/2010 1:50 | N | R_PB2SES_3 | -4 |
| 12/9/2010 1:50 | N | R_PB2SES_4 | -4 |
| 12/9/2010 1:50 | N | R_PB2SES_5 | -4 |
| 12/9/2010 1:50 | N | R_PBSES_2 | -4 |
| 12/9/2010 1:50 | N | AUTO_EPS_390 | 26.98 |
| 12/9/2010 1:55 | N | DC_ROAD_L_B | 25.63 |
| 12/9/2010 1:55 | N | DC_EGPS_L_A | 21.26 |
| 12/9/2010 1:55 | N | H_HOLLOW_E_1 | -3.75 |
| 12/9/2010 1:55 | N | HHOLLOW4_E_1 | -3.75 |
| 12/9/2010 1:55 | N | R_LH2SES_1 | 27.12 |
| 12/9/2010 1:55 | N | R_PB2SES_1 | -4 |
| 12/9/2010 1:55 | N | R_PB2SES_2 | -4 |
| 12/9/2010 1:55 | N | R_PB2SES_3 | -4 |
| 12/9/2010 1:55 | N | R_PB2SES_4 | -4 |
| 12/9/2010 1:55 | N | R_PB2SES_5 | -4 |
| 12/9/2010 1:55 | N | R_PBSES_2 | -4 |
| 12/9/2010 1:55 | N | AUTO_EPS_390 | 26.99 |
| 12/9/2010 2:00 | N | DC_ROAD_L_B | 25.75 |
| 12/9/2010 2:00 | N | DC_EGPS_L_A | 21.25 |
| 12/9/2010 2:00 | N | H_HOLLOW_E_1 | -4.39 |
| 12/9/2010 2:00 | N | HHOLLOW4_E_1 | -4.39 |
| 12/9/2010 2:00 | N | R_LH2SES_1 | 27.28 |
| 12/9/2010 2:00 | N | R_PB2SES_1 | -4.64 |
| 12/9/2010 2:00 | N | R_PB2SES_2 | -4.64 |
| 12/9/2010 2:00 | N | R_PB2SES_3 | -4.64 |
| 12/9/2010 2:00 | N | R_PB2SES_4 | -4.64 |
| 12/9/2010 2:00 | N | R_PB2SES_5 | -4.64 |
| 12/9/2010 2:00 | N | R_PBSES_2 | -4.64 |
| 12/9/2010 2:00 | N | AUTO_EPS_390 | 27.15 |
| 12/9/2010 2:05 | N | DC_ROAD_L_B | 25.62 |
| 12/9/2010 2:05 | N | DC_EGPS_L_A | 21.12 |
| 12/9/2010 2:05 | N | H_HOLLOW_E_1 | -4.38 |
| 12/9/2010 2:05 | N | HHOLLOW4_E_1 | -4.38 |
| 12/9/2010 2:05 | N | R_LH2SES_1 | 27.15 |
| 12/9/2010 2:05 | N | R_PB2SES_1 | -4.63 |
| 12/9/2010 2:05 | N | R_PB2SES_2 | -4.63 |
| 12/9/2010 2:05 | N | R_PB2SES_3 | -4.63 |
| 12/9/2010 2:05 | N | R_PB2SES_4 | -4.63 |
| 12/9/2010 2:05 | N | R_PB2SES_5 | -4.63 |
| 12/9/2010 2:05 | N | R_PBSES_2 | -4.63 |
| 12/9/2010 2:05 | N | AUTO_EPS_390 | 27.03 |
| 12/9/2010 2:09 | N | DC_ROAD_L_B | 26.09 |
| 12/9/2010 2:09 | N | DC_EGPS_L_A | 21.34 |
| 12/9/2010 2:09 | N | H_HOLLOW_E_1 | -5.71 |
| 12/9/2010 2:09 | N | HHOLLOW4_E_1 | -5.71 |
| 12/9/2010 2:09 | N | R_LH2SES_1 | 27.71 |
| 12/9/2010 2:09 | N | R_PB2SES_1 | -5.98 |

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|---|---|---|---|
| 12/9/2010 2:09 | N | R_PB2SES_2 | -5.98 |
| 12/9/2010 2:09 | N | R_PB2SES_3 | -5.98 |
| 12/9/2010 2:09 | N | R_PB2SES_4 | -5.98 |
| 12/9/2010 2:09 | N | R_PB2SES_5 | -5.98 |
| 12/9/2010 2:09 | N | R_PBSES_2 | -5.98 |
| 12/9/2010 2:09 | N | AUTO_EPS_390 | 27.58 |
| 12/9/2010 2:11 | N | DC_ROAD_L_B | 25.81 |
| 12/9/2010 2:11 | N | DC_EGPS_L_A | 21.3 |
| 12/9/2010 2:11 | N | H_HOLLOW_E_1 | -4.39 |
| 12/9/2010 2:11 | N | HHOLLOW4_E_1 | -4.39 |
| 12/9/2010 2:11 | N | R_LH2SES_1 | 27.35 |
| 12/9/2010 2:11 | N | R_PB2SES_1 | -4.64 |
| 12/9/2010 2:11 | N | R_PB2SES_2 | -4.64 |
| 12/9/2010 2:11 | N | R_PB2SES_3 | -4.64 |
| 12/9/2010 2:11 | N | R_PB2SES_4 | -4.64 |
| 12/9/2010 2:11 | N | R_PB2SES_5 | -4.64 |
| 12/9/2010 2:11 | N | R_PBSES_2 | -4.64 |
| 12/9/2010 2:11 | N | AUTO_EPS_390 | 27.22 |
| 12/9/2010 2:15 | N | DC_ROAD_L_B | 25.72 |
| 12/9/2010 2:15 | N | DC_EGPS_L_A | 21.23 |
| 12/9/2010 2:15 | N | H_HOLLOW_E_1 | -4.39 |
| 12/9/2010 2:15 | N | HHOLLOW4_E_1 | -4.39 |
| 12/9/2010 2:15 | N | R_LH2SES_1 | 27.25 |
| 12/9/2010 2:15 | N | R_PB2SES_1 | -4.64 |
| 12/9/2010 2:15 | N | R_PB2SES_2 | -4.64 |
| 12/9/2010 2:15 | N | R_PB2SES_3 | -4.64 |
| 12/9/2010 2:15 | N | R_PB2SES_4 | -4.64 |
| 12/9/2010 2:15 | N | R_PB2SES_5 | -4.64 |
| 12/9/2010 2:15 | N | R_PBSES_2 | -4.64 |
| 12/9/2010 2:15 | N | AUTO_EPS_390 | 27.12 |
| 12/9/2010 2:20 | N | DC_ROAD_L_B | 25.78 |
| 12/9/2010 2:20 | N | DC_EGPS_L_A | 21.32 |
| 12/9/2010 2:20 | N | H_HOLLOW_E_1 | -4.39 |
| 12/9/2010 2:20 | N | HHOLLOW4_E_1 | -4.39 |
| 12/9/2010 2:20 | N | R_LH2SES_1 | 27.3 |
| 12/9/2010 2:20 | N | R_PB2SES_1 | -4.64 |
| 12/9/2010 2:20 | N | R_PB2SES_2 | -4.64 |
| 12/9/2010 2:20 | N | R_PB2SES_3 | -4.64 |
| 12/9/2010 2:20 | N | R_PB2SES_4 | -4.64 |
| 12/9/2010 2:20 | N | R_PB2SES_5 | -4.64 |
| 12/9/2010 2:20 | N | R_PBSES_2 | -4.64 |
| 12/9/2010 2:20 | N | AUTO_EPS_390 | 27.17 |
| 12/9/2010 2:25 | N | DC_ROAD_L_B | 25.78 |
| 12/9/2010 2:25 | N | DC_EGPS_L_A | 21.27 |
| 12/9/2010 2:25 | N | H_HOLLOW_E_1 | -4.39 |
| 12/9/2010 2:25 | N | HHOLLOW4_E_1 | -4.39 |
| 12/9/2010 2:25 | N | R_LH2SES_1 | 27.32 |

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| 12/9/2010 2:25 | N | R_PB2SES_1 | -4.64 |
| 12/9/2010 2:25 | N | R_PB2SES_2 | -4.64 |
| 12/9/2010 2:25 | N | R_PB2SES_3 | -4.64 |
| 12/9/2010 2:25 | N | R_PB2SES_4 | -4.64 |
| 12/9/2010 2:25 | N | R_PB2SES_5 | -4.64 |
| 12/9/2010 2:25 | N | R_PBSES_2 | -4.64 |
| 12/9/2010 2:25 | N | AUTO_EPS_390 | 27.19 |
| 12/9/2010 2:30 | N | DC_ROAD_L_B | 25.62 |
| 12/9/2010 2:30 | N | DC_EGPS_L_A | 21.07 |
| 12/9/2010 2:30 | N | H_HOLLOW_E_1 | -4.38 |
| 12/9/2010 2:30 | N | HHOLLOW4_E_1 | -4.38 |
| 12/9/2010 2:30 | N | R_LH2SES_1 | 27.16 |
| 12/9/2010 2:30 | N | R_PB2SES_1 | -4.63 |
| 12/9/2010 2:30 | N | R_PB2SES_2 | -4.63 |
| 12/9/2010 2:30 | N | R_PB2SES_3 | -4.63 |
| 12/9/2010 2:30 | N | R_PB2SES_4 | -4.63 |
| 12/9/2010 2:30 | N | R_PB2SES_5 | -4.63 |
| 12/9/2010 2:30 | N | R_PBSES_2 | -4.63 |
| 12/9/2010 2:30 | N | AUTO_EPS_390 | 27.03 |
| 12/9/2010 2:35 | N | DC_ROAD_L_B | 25.63 |
| 12/9/2010 2:35 | N | DC_EGPS_L_A | 20.82 |
| 12/9/2010 2:35 | N | H_HOLLOW_E_1 | -5.71 |
| 12/9/2010 2:35 | N | HHOLLOW4_E_1 | -5.71 |
| 12/9/2010 2:35 | N | R_LH2SES_1 | 27.25 |
| 12/9/2010 2:35 | N | R_PB2SES_1 | -5.98 |
| 12/9/2010 2:35 | N | R_PB2SES_2 | -5.98 |
| 12/9/2010 2:35 | N | R_PB2SES_3 | -5.98 |
| 12/9/2010 2:35 | N | R_PB2SES_4 | -5.98 |
| 12/9/2010 2:35 | N | R_PB2SES_5 | -5.98 |
| 12/9/2010 2:35 | N | R_PBSES_2 | -5.98 |
| 12/9/2010 2:35 | N | AUTO_EPS_390 | 27.12 |
| 12/9/2010 2:40 | N | DC_ROAD_L_B | 26.06 |
| 12/9/2010 2:40 | N | DC_EGPS_L_A | 21.61 |
| 12/9/2010 2:40 | N | H_HOLLOW_E_1 | -4.4 |
| 12/9/2010 2:40 | N | HHOLLOW4_E_1 | -4.4 |
| 12/9/2010 2:40 | N | R_LH2SES_1 | 27.59 |
| 12/9/2010 2:40 | N | R_PB2SES_1 | -4.66 |
| 12/9/2010 2:40 | N | R_PB2SES_2 | -4.66 |
| 12/9/2010 2:40 | N | R_PB2SES_3 | -4.66 |
| 12/9/2010 2:40 | N | R_PB2SES_4 | -4.66 |
| 12/9/2010 2:40 | N | R_PB2SES_5 | -4.66 |
| 12/9/2010 2:40 | N | R_PBSES_2 | -4.66 |
| 12/9/2010 2:40 | N | AUTO_EPS_390 | 27.46 |
| 12/9/2010 2:45 | N | DC_ROAD_L_B | 26.14 |
| 12/9/2010 2:45 | N | DC_EGPS_L_A | 21.72 |
| 12/9/2010 2:45 | N | H_HOLLOW_E_1 | -4.41 |
| 12/9/2010 2:45 | N | HHOLLOW4_E_1 | -4.41 |

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| 12/9/2010 2:45 | N | R_LH2SES_1 | 27.67 |
| 12/9/2010 2:45 | N | R_PB2SES_1 | -4.66 |
| 12/9/2010 2:45 | N | R_PB2SES_2 | -4.66 |
| 12/9/2010 2:45 | N | R_PB2SES_3 | -4.66 |
| 12/9/2010 2:45 | N | R_PB2SES_4 | -4.66 |
| 12/9/2010 2:45 | N | R_PB2SES_5 | -4.66 |
| 12/9/2010 2:45 | N | R_PBSES_2 | -4.66 |
| 12/9/2010 2:45 | N | AUTO_EPS_390 | 27.53 |
| 12/9/2010 2:50 | N | DC_ROAD_L_B | 26.16 |
| 12/9/2010 2:50 | N | DC_EGPS_L_A | 21.74 |
| 12/9/2010 2:50 | N | H_HOLLOW_E_1 | -4.41 |
| 12/9/2010 2:50 | N | HHOLLOW4_E_1 | -4.41 |
| 12/9/2010 2:50 | N | R_LH2SES_1 | 27.69 |
| 12/9/2010 2:50 | N | R_PB2SES_1 | -4.66 |
| 12/9/2010 2:50 | N | R_PB2SES_2 | -4.66 |
| 12/9/2010 2:50 | N | R_PB2SES_3 | -4.66 |
| 12/9/2010 2:50 | N | R_PB2SES_4 | -4.66 |
| 12/9/2010 2:50 | N | R_PB2SES_5 | -4.66 |
| 12/9/2010 2:50 | N | R_PBSES_2 | -4.66 |
| 12/9/2010 2:50 | N | AUTO_EPS_390 | 27.55 |
| 12/9/2010 2:55 | N | DC_ROAD_L_B | 26.15 |
| 12/9/2010 2:55 | N | DC_EGPS_L_A | 21.73 |
| 12/9/2010 2:55 | N | H_HOLLOW_E_1 | -4.41 |
| 12/9/2010 2:55 | N | HHOLLOW4_E_1 | -4.41 |
| 12/9/2010 2:55 | N | R_LH2SES_1 | 27.68 |
| 12/9/2010 2:55 | N | R_PB2SES_1 | -4.66 |
| 12/9/2010 2:55 | N | R_PB2SES_2 | -4.66 |
| 12/9/2010 2:55 | N | R_PB2SES_3 | -4.66 |
| 12/9/2010 2:55 | N | R_PB2SES_4 | -4.66 |
| 12/9/2010 2:55 | N | R_PB2SES_5 | -4.66 |
| 12/9/2010 2:55 | N | R_PBSES_2 | -4.66 |
| 12/9/2010 2:55 | N | AUTO_EPS_390 | 27.55 |
| 12/9/2010 3:01 | N | DC_ROAD_L_B | 26.23 |
| 12/9/2010 3:01 | N | DC_EGPS_L_A | 21.94 |
| 12/9/2010 3:01 | N | H_HOLLOW_E_1 | -3.77 |
| 12/9/2010 3:01 | N | HHOLLOW4_E_1 | -3.77 |
| 12/9/2010 3:01 | N | R_LH2SES_1 | 27.72 |
| 12/9/2010 3:01 | N | R_PB2SES_1 | -4.01 |
| 12/9/2010 3:01 | N | R_PB2SES_2 | -4.01 |
| 12/9/2010 3:01 | N | R_PB2SES_3 | -4.01 |
| 12/9/2010 3:01 | N | R_PB2SES_4 | -4.01 |
| 12/9/2010 3:01 | N | R_PB2SES_5 | -4.01 |
| 12/9/2010 3:01 | N | R_PBSES_2 | -4.01 |
| 12/9/2010 3:01 | N | AUTO_EPS_390 | 27.59 |
| 12/9/2010 3:05 | N | DC_ROAD_L_B | 26.33 |
| 12/9/2010 3:05 | N | DC_EGPS_L_A | 22.07 |
| 12/9/2010 3:05 | N | H_HOLLOW_E_1 | -3.77 |

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| 12/9/2010 3:05 | N | HHOLLOW4_E_1 | -3.77 |
| 12/9/2010 3:05 | N | R_LH2SES_1 | 27.82 |
| 12/9/2010 3:05 | N | R_PB2SES_1 | -4.02 |
| 12/9/2010 3:05 | N | R_PB2SES_2 | -4.02 |
| 12/9/2010 3:05 | N | R_PB2SES_3 | -4.02 |
| 12/9/2010 3:05 | N | R_PB2SES_4 | -4.02 |
| 12/9/2010 3:05 | N | R_PB2SES_5 | -4.02 |
| 12/9/2010 3:05 | N | R_PBSES_2 | -4.02 |
| 12/9/2010 3:05 | N | AUTO_EPS_390 | 27.69 |
| 12/9/2010 3:10 | N | DC_ROAD_L_B | 26.34 |
| 12/9/2010 3:10 | N | DC_EGPS_L_A | 22.1 |
| 12/9/2010 3:10 | N | H_HOLLOW_E_1 | -3.77 |
| 12/9/2010 3:10 | N | HHOLLOW4_E_1 | -3.77 |
| 12/9/2010 3:10 | N | R_LH2SES_1 | 27.82 |
| 12/9/2010 3:10 | N | R_PB2SES_1 | -4.02 |
| 12/9/2010 3:10 | N | R_PB2SES_2 | -4.02 |
| 12/9/2010 3:10 | N | R_PB2SES_3 | -4.02 |
| 12/9/2010 3:10 | N | R_PB2SES_4 | -4.02 |
| 12/9/2010 3:10 | N | R_PB2SES_5 | -4.02 |
| 12/9/2010 3:10 | N | R_PBSES_2 | -4.02 |
| 12/9/2010 3:10 | N | AUTO_EPS_390 | 27.69 |
| 12/9/2010 3:15 | N | DC_ROAD_L_B | 26.61 |
| 12/9/2010 3:15 | N | DC_EGPS_L_A | 22.41 |
| 12/9/2010 3:15 | N | H_HOLLOW_E_1 | -3.78 |
| 12/9/2010 3:15 | N | HHOLLOW4_E_1 | -3.78 |
| 12/9/2010 3:15 | N | R_LH2SES_1 | 28.09 |
| 12/9/2010 3:15 | N | R_PB2SES_1 | -4.02 |
| 12/9/2010 3:15 | N | R_PB2SES_2 | -4.02 |
| 12/9/2010 3:15 | N | R_PB2SES_3 | -4.02 |
| 12/9/2010 3:15 | N | R_PB2SES_4 | -4.02 |
| 12/9/2010 3:15 | N | R_PB2SES_5 | -4.02 |
| 12/9/2010 3:15 | N | R_PBSES_2 | -4.02 |
| 12/9/2010 3:15 | N | AUTO_EPS_390 | 27.96 |
| 12/9/2010 3:20 | N | DC_ROAD_L_B | 26.63 |
| 12/9/2010 3:20 | N | DC_EGPS_L_A | 22.45 |
| 12/9/2010 3:20 | N | H_HOLLOW_E_1 | -3.78 |
| 12/9/2010 3:20 | N | HHOLLOW4_E_1 | -3.78 |
| 12/9/2010 3:20 | N | R_LH2SES_1 | 28.1 |
| 12/9/2010 3:20 | N | R_PB2SES_1 | -4.02 |
| 12/9/2010 3:20 | N | R_PB2SES_2 | -4.02 |
| 12/9/2010 3:20 | N | R_PB2SES_3 | -4.02 |
| 12/9/2010 3:20 | N | R_PB2SES_4 | -4.02 |
| 12/9/2010 3:20 | N | R_PB2SES_5 | -4.02 |
| 12/9/2010 3:20 | N | R_PBSES_2 | -4.02 |
| 12/9/2010 3:20 | N | AUTO_EPS_390 | 27.97 |
| 12/9/2010 3:25 | N | DC_ROAD_L_B | 27.18 |
| 12/9/2010 3:25 | N | DC_EGPS_L_A | 22.92 |

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| 12/9/2010 3:25 | N | H_HOLLOW_E_1 | -4.46 |
| 12/9/2010 3:25 | N | HHOLLOW4_E_1 | -4.46 |
| 12/9/2010 3:25 | N | R_LH2SES_1 | 28.7 |
| 12/9/2010 3:25 | N | R_PB2SES_1 | -4.71 |
| 12/9/2010 3:25 | N | R_PB2SES_2 | -4.71 |
| 12/9/2010 3:25 | N | R_PB2SES_3 | -4.71 |
| 12/9/2010 3:25 | N | R_PB2SES_4 | -4.71 |
| 12/9/2010 3:25 | N | R_PB2SES_5 | -4.71 |
| 12/9/2010 3:25 | N | R_PBSES_2 | -4.71 |
| 12/9/2010 3:25 | N | AUTO_EPS_390 | 28.56 |
| 12/9/2010 3:30 | N | DC_ROAD_L_B | 26.94 |
| 12/9/2010 3:30 | N | DC_EGPS_L_A | 22.8 |
| 12/9/2010 3:30 | N | H_HOLLOW_E_1 | -3.79 |
| 12/9/2010 3:30 | N | HHOLLOW4_E_1 | -3.79 |
| 12/9/2010 3:30 | N | R_LH2SES_1 | 28.41 |
| 12/9/2010 3:30 | N | R_PB2SES_1 | -4.03 |
| 12/9/2010 3:30 | N | R_PB2SES_2 | -4.03 |
| 12/9/2010 3:30 | N | R_PB2SES_3 | -4.03 |
| 12/9/2010 3:30 | N | R_PB2SES_4 | -4.03 |
| 12/9/2010 3:30 | N | R_PB2SES_5 | -4.03 |
| 12/9/2010 3:30 | N | R_PBSES_2 | -4.03 |
| 12/9/2010 3:30 | N | AUTO_EPS_390 | 28.28 |
| 12/9/2010 3:35 | N | DC_ROAD_L_B | 26.49 |
| 12/9/2010 3:35 | N | DC_EGPS_L_A | 22.26 |
| 12/9/2010 3:35 | N | H_HOLLOW_E_1 | -3.77 |
| 12/9/2010 3:35 | N | HHOLLOW4_E_1 | -3.77 |
| 12/9/2010 3:35 | N | R_LH2SES_1 | 27.97 |
| 12/9/2010 3:35 | N | R_PB2SES_1 | -4.02 |
| 12/9/2010 3:35 | N | R_PB2SES_2 | -4.02 |
| 12/9/2010 3:35 | N | R_PB2SES_3 | -4.02 |
| 12/9/2010 3:35 | N | R_PB2SES_4 | -4.02 |
| 12/9/2010 3:35 | N | R_PB2SES_5 | -4.02 |
| 12/9/2010 3:35 | N | R_PBSES_2 | -4.02 |
| 12/9/2010 3:35 | N | AUTO_EPS_390 | 27.84 |
| 12/9/2010 3:40 | N | DC_ROAD_L_B | 26.35 |
| 12/9/2010 3:40 | N | DC_EGPS_L_A | 22.1 |
| 12/9/2010 3:40 | N | H_HOLLOW_E_1 | -3.77 |
| 12/9/2010 3:40 | N | HHOLLOW4_E_1 | -3.77 |
| 12/9/2010 3:40 | N | R_LH2SES_1 | 27.83 |
| 12/9/2010 3:40 | N | R_PB2SES_1 | -4.02 |
| 12/9/2010 3:40 | N | R_PB2SES_2 | -4.02 |
| 12/9/2010 3:40 | N | R_PB2SES_3 | -4.02 |
| 12/9/2010 3:40 | N | R_PB2SES_4 | -4.02 |
| 12/9/2010 3:40 | N | R_PB2SES_5 | -4.02 |
| 12/9/2010 3:40 | N | R_PBSES_2 | -4.02 |
| 12/9/2010 3:40 | N | AUTO_EPS_390 | 27.7 |
| 12/9/2010 3:45 | N | DC_ROAD_L_B | 27.11 |

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| 12/9/2010 3:45 | N | DC_EGPS_L_A | 22.96 |
| 12/9/2010 3:45 | N | H_HOLLOW_E_1 | -3.79 |
| 12/9/2010 3:45 | N | HHOLLOW4_E_1 | -3.79 |
| 12/9/2010 3:45 | N | R_LH2SES_1 | 28.59 |
| 12/9/2010 3:45 | N | R_PB2SES_1 | -4.04 |
| 12/9/2010 3:45 | N | R_PB2SES_2 | -4.04 |
| 12/9/2010 3:45 | N | R_PB2SES_3 | -4.04 |
| 12/9/2010 3:45 | N | R_PB2SES_4 | -4.04 |
| 12/9/2010 3:45 | N | R_PB2SES_5 | -4.04 |
| 12/9/2010 3:45 | N | R_PBSES_2 | -4.04 |
| 12/9/2010 3:45 | N | AUTO_EPS_390 | 28.45 |
| 12/9/2010 3:50 | N | DC_ROAD_L_B | 27.41 |
| 12/9/2010 3:50 | N | DC_EGPS_L_A | 23.41 |
| 12/9/2010 3:50 | N | H_HOLLOW_E_1 | -3.8 |
| 12/9/2010 3:50 | N | HHOLLOW4_E_1 | -3.8 |
| 12/9/2010 3:50 | N | R_LH2SES_1 | 28.86 |
| 12/9/2010 3:50 | N | R_PB2SES_1 | -4.04 |
| 12/9/2010 3:50 | N | R_PB2SES_2 | -4.04 |
| 12/9/2010 3:50 | N | R_PB2SES_3 | -4.04 |
| 12/9/2010 3:50 | N | R_PB2SES_4 | -4.04 |
| 12/9/2010 3:50 | N | R_PB2SES_5 | -4.04 |
| 12/9/2010 3:50 | N | R_PBSES_2 | -4.04 |
| 12/9/2010 3:50 | N | AUTO_EPS_390 | 28.72 |
| 12/9/2010 3:55 | N | DC_ROAD_L_B | 27.67 |
| 12/9/2010 3:55 | N | DC_EGPS_L_A | 23.78 |
| 12/9/2010 3:55 | N | H_HOLLOW_E_1 | -3.8 |
| 12/9/2010 3:55 | N | HHOLLOW4_E_1 | -3.8 |
| 12/9/2010 3:55 | N | R_LH2SES_1 | 29.11 |
| 12/9/2010 3:55 | N | R_PB2SES_1 | -4.05 |
| 12/9/2010 3:55 | N | R_PB2SES_2 | -4.05 |
| 12/9/2010 3:55 | N | R_PB2SES_3 | -4.05 |
| 12/9/2010 3:55 | N | R_PB2SES_4 | -4.05 |
| 12/9/2010 3:55 | N | R_PB2SES_5 | -4.05 |
| 12/9/2010 3:55 | N | R_PBSES_2 | -4.05 |
| 12/9/2010 3:55 | N | AUTO_EPS_390 | 28.97 |
| 12/9/2010 4:00 | N | DC_ROAD_L_B | 28.49 |
| 12/9/2010 4:00 | N | DC_EGPS_L_A | 24.63 |
| 12/9/2010 4:00 | N | H_HOLLOW_E_1 | -3.82 |
| 12/9/2010 4:00 | N | HHOLLOW4_E_1 | -3.82 |
| 12/9/2010 4:00 | N | R_LH2SES_1 | 29.93 |
| 12/9/2010 4:00 | N | R_PB2SES_1 | -4.07 |
| 12/9/2010 4:00 | N | R_PB2SES_2 | -4.07 |
| 12/9/2010 4:00 | N | R_PB2SES_3 | -4.07 |
| 12/9/2010 4:00 | N | R_PB2SES_4 | -4.07 |
| 12/9/2010 4:00 | N | R_PB2SES_5 | -4.07 |
| 12/9/2010 4:00 | N | R_PBSES_2 | -4.07 |
| 12/9/2010 4:00 | N | AUTO_EPS_390 | 29.79 |

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| 12/9/2010 4:05 | N | DC_ROAD_L_B | 29.08 |
| 12/9/2010 4:05 | N | DC_EGPS_L_A | 25.27 |
| 12/9/2010 4:05 | N | H_HOLLOW_E_1 | -3.84 |
| 12/9/2010 4:05 | N | HHOLLOW4_E_1 | -3.84 |
| 12/9/2010 4:05 | N | R_LH2SES_1 | 30.54 |
| 12/9/2010 4:05 | N | R_PB2SES_1 | -4.09 |
| 12/9/2010 4:05 | N | R_PB2SES_2 | -4.09 |
| 12/9/2010 4:05 | N | R_PB2SES_3 | -4.09 |
| 12/9/2010 4:05 | N | R_PB2SES_4 | -4.09 |
| 12/9/2010 4:05 | N | R_PB2SES_5 | -4.09 |
| 12/9/2010 4:05 | N | R_PBSES_2 | -4.09 |
| 12/9/2010 4:05 | N | AUTO_EPS_390 | 30.39 |
| 12/9/2010 4:10 | N | DC_ROAD_L_B | 29.1 |
| 12/9/2010 4:10 | N | DC_EGPS_L_A | 25.3 |
| 12/9/2010 4:10 | N | H_HOLLOW_E_1 | -3.84 |
| 12/9/2010 4:10 | N | HHOLLOW4_E_1 | -3.84 |
| 12/9/2010 4:10 | N | R_LH2SES_1 | 30.55 |
| 12/9/2010 4:10 | N | R_PB2SES_1 | -4.09 |
| 12/9/2010 4:10 | N | R_PB2SES_2 | -4.09 |
| 12/9/2010 4:10 | N | R_PB2SES_3 | -4.09 |
| 12/9/2010 4:10 | N | R_PB2SES_4 | -4.09 |
| 12/9/2010 4:10 | N | R_PB2SES_5 | -4.09 |
| 12/9/2010 4:10 | N | R_PBSES_2 | -4.09 |
| 12/9/2010 4:10 | N | AUTO_EPS_390 | 30.4 |
| 12/9/2010 4:15 | N | DC_ROAD_L_B | 29.28 |
| 12/9/2010 4:15 | N | DC_EGPS_L_A | 25.76 |
| 12/9/2010 4:15 | N | H_HOLLOW_E_1 | -2.83 |
| 12/9/2010 4:15 | N | HHOLLOW4_E_1 | -2.83 |
| 12/9/2010 4:15 | N | R_LH2SES_1 | 30.65 |
| 12/9/2010 4:15 | N | R_PB2SES_1 | -3.07 |
| 12/9/2010 4:15 | N | R_PB2SES_2 | -3.07 |
| 12/9/2010 4:15 | N | R_PB2SES_3 | -3.07 |
| 12/9/2010 4:15 | N | R_PB2SES_4 | -3.07 |
| 12/9/2010 4:15 | N | R_PB2SES_5 | -3.07 |
| 12/9/2010 4:15 | N | R_PBSES_2 | -3.07 |
| 12/9/2010 4:15 | N | AUTO_EPS_390 | 30.51 |
| 12/9/2010 4:20 | N | DC_ROAD_L_B | 29.5 |
| 12/9/2010 4:20 | N | DC_EGPS_L_A | 26.04 |
| 12/9/2010 4:20 | N | H_HOLLOW_E_1 | -2.83 |
| 12/9/2010 4:20 | N | HHOLLOW4_E_1 | -2.83 |
| 12/9/2010 4:20 | N | R_LH2SES_1 | 30.87 |
| 12/9/2010 4:20 | N | R_PB2SES_1 | -3.07 |
| 12/9/2010 4:20 | N | R_PB2SES_2 | -3.07 |
| 12/9/2010 4:20 | N | R_PB2SES_3 | -3.07 |
| 12/9/2010 4:20 | N | R_PB2SES_4 | -3.07 |
| 12/9/2010 4:20 | N | R_PB2SES_5 | -3.07 |
| 12/9/2010 4:20 | N | R_PBSES_2 | -3.07 |

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| 12/9/2010 4:20 | N | AUTO_EPS_390 | 30.73 |
| 12/9/2010 4:25 | N | DC_ROAD_L_B | 29.7 |
| 12/9/2010 4:25 | N | DC_EGPS_L_A | 26.27 |
| 12/9/2010 4:25 | N | H_HOLLOW_E_1 | -2.83 |
| 12/9/2010 4:25 | N | HHOLLOW4_E_1 | -2.83 |
| 12/9/2010 4:25 | N | R_LH2SES_1 | 31.06 |
| 12/9/2010 4:25 | N | R_PB2SES_1 | -3.07 |
| 12/9/2010 4:25 | N | R_PB2SES_2 | -3.07 |
| 12/9/2010 4:25 | N | R_PB2SES_3 | -3.07 |
| 12/9/2010 4:25 | N | R_PB2SES_4 | -3.07 |
| 12/9/2010 4:25 | N | R_PB2SES_5 | -3.07 |
| 12/9/2010 4:25 | N | R_PBSES_2 | -3.07 |
| 12/9/2010 4:25 | N | AUTO_EPS_390 | 30.92 |
| 12/9/2010 4:30 | N | DC_ROAD_L_B | 30.61 |
| 12/9/2010 4:30 | N | DC_EGPS_L_A | 27.31 |
| 12/9/2010 4:30 | N | H_HOLLOW_E_1 | -2.82 |
| 12/9/2010 4:30 | N | HHOLLOW4_E_1 | -2.82 |
| 12/9/2010 4:30 | N | R_LH2SES_1 | 31.96 |
| 12/9/2010 4:30 | N | R_PB2SES_1 | -3.07 |
| 12/9/2010 4:30 | N | R_PB2SES_2 | -3.07 |
| 12/9/2010 4:30 | N | R_PB2SES_3 | -3.07 |
| 12/9/2010 4:30 | N | R_PB2SES_4 | -3.07 |
| 12/9/2010 4:30 | N | R_PB2SES_5 | -3.07 |
| 12/9/2010 4:30 | N | R_PBSES_2 | -3.07 |
| 12/9/2010 4:30 | N | AUTO_EPS_390 | 31.82 |
| 12/9/2010 4:35 | N | DC_ROAD_L_B | 29.96 |
| 12/9/2010 4:35 | N | DC_EGPS_L_A | 26.55 |
| 12/9/2010 4:35 | N | H_HOLLOW_E_1 | -2.83 |
| 12/9/2010 4:35 | N | HHOLLOW4_E_1 | -2.83 |
| 12/9/2010 4:35 | N | R_LH2SES_1 | 31.32 |
| 12/9/2010 4:35 | N | R_PB2SES_1 | -3.07 |
| 12/9/2010 4:35 | N | R_PB2SES_2 | -3.07 |
| 12/9/2010 4:35 | N | R_PB2SES_3 | -3.07 |
| 12/9/2010 4:35 | N | R_PB2SES_4 | -3.07 |
| 12/9/2010 4:35 | N | R_PB2SES_5 | -3.07 |
| 12/9/2010 4:35 | N | R_PBSES_2 | -3.07 |
| 12/9/2010 4:35 | N | AUTO_EPS_390 | 31.17 |
| 12/9/2010 4:40 | N | DC_ROAD_L_B | 30.08 |
| 12/9/2010 4:40 | N | DC_EGPS_L_A | 26.65 |
| 12/9/2010 4:40 | N | H_HOLLOW_E_1 | -2.83 |
| 12/9/2010 4:40 | N | HHOLLOW4_E_1 | -2.83 |
| 12/9/2010 4:40 | N | R_LH2SES_1 | 31.44 |
| 12/9/2010 4:40 | N | R_PB2SES_1 | -3.07 |
| 12/9/2010 4:40 | N | R_PB2SES_2 | -3.07 |
| 12/9/2010 4:40 | N | R_PB2SES_3 | -3.07 |
| 12/9/2010 4:40 | N | R_PB2SES_4 | -3.07 |
| 12/9/2010 4:40 | N | R_PB2SES_5 | -3.07 |

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| 12/9/2010 4:40 | N | R_PBSES_2 | -3.07 |
| 12/9/2010 4:40 | N | AUTO_EPS_390 | 31.3 |
| 12/9/2010 4:45 | N | DC_ROAD_L_B | 32.81 |
| 12/9/2010 4:45 | N | DC_EGPS_L_A | 29.69 |
| 12/9/2010 4:45 | N | H_HOLLOW_E_1 | -2.81 |
| 12/9/2010 4:45 | N | HHOLLOW4_E_1 | -2.81 |
| 12/9/2010 4:45 | N | R_LH2SES_1 | 34.17 |
| 12/9/2010 4:45 | N | R_PB2SES_1 | -3.06 |
| 12/9/2010 4:45 | N | R_PB2SES_2 | -3.06 |
| 12/9/2010 4:45 | N | R_PB2SES_3 | -3.06 |
| 12/9/2010 4:45 | N | R_PB2SES_4 | -3.06 |
| 12/9/2010 4:45 | N | R_PB2SES_5 | -3.06 |
| 12/9/2010 4:45 | N | R_PBSES_2 | -3.06 |
| 12/9/2010 4:45 | N | AUTO_EPS_390 | 34.01 |
| 12/9/2010 4:50 | N | DC_ROAD_L_B | 33.83 |
| 12/9/2010 4:50 | N | DC_EGPS_L_A | 30.87 |
| 12/9/2010 4:50 | N | H_HOLLOW_E_1 | -2.81 |
| 12/9/2010 4:50 | N | HHOLLOW4_E_1 | -2.81 |
| 12/9/2010 4:50 | N | R_LH2SES_1 | 35.18 |
| 12/9/2010 4:50 | N | R_PB2SES_1 | -3.06 |
| 12/9/2010 4:50 | N | R_PB2SES_2 | -3.06 |
| 12/9/2010 4:50 | N | R_PB2SES_3 | -3.06 |
| 12/9/2010 4:50 | N | R_PB2SES_4 | -3.06 |
| 12/9/2010 4:50 | N | R_PB2SES_5 | -3.06 |
| 12/9/2010 4:50 | N | R_PBSES_2 | -3.06 |
| 12/9/2010 4:50 | N | AUTO_EPS_390 | 35.02 |
| 12/9/2010 4:52 | N | DC_ROAD_L_B | 33.65 |
| 12/9/2010 4:52 | N | DC_EGPS_L_A | 30.71 |
| 12/9/2010 4:52 | N | H_HOLLOW_E_1 | -2.81 |
| 12/9/2010 4:52 | N | HHOLLOW4_E_1 | -2.81 |
| 12/9/2010 4:52 | N | R_LH2SES_1 | 34.99 |
| 12/9/2010 4:52 | N | R_PB2SES_1 | -3.06 |
| 12/9/2010 4:52 | N | R_PB2SES_2 | -3.06 |
| 12/9/2010 4:52 | N | R_PB2SES_3 | -3.06 |
| 12/9/2010 4:52 | N | R_PB2SES_4 | -3.06 |
| 12/9/2010 4:52 | N | R_PB2SES_5 | -3.06 |
| 12/9/2010 4:52 | N | R_PBSES_2 | -3.06 |
| 12/9/2010 4:52 | N | AUTO_EPS_390 | 34.83 |
| 12/9/2010 4:54 | N | DC_ROAD_L_B | 33.35 |
| 12/9/2010 4:54 | N | DC_EGPS_L_A | 30.33 |
| 12/9/2010 4:54 | N | H_HOLLOW_E_1 | -2.81 |
| 12/9/2010 4:54 | N | HHOLLOW4_E_1 | -2.81 |
| 12/9/2010 4:54 | N | R_LH2SES_1 | 34.71 |
| 12/9/2010 4:54 | N | R_PB2SES_1 | -3.06 |
| 12/9/2010 4:54 | N | R_PB2SES_2 | -3.06 |
| 12/9/2010 4:54 | N | R_PB2SES_3 | -3.06 |
| 12/9/2010 4:54 | N | R_PB2SES_4 | -3.06 |

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| 12/9/2010 4:54 | N | R_PB2SES_5 | -3.06 |
| 12/9/2010 4:54 | N | R_PBSES_2 | -3.06 |
| 12/9/2010 4:54 | N | AUTO_EPS_390 | 34.55 |
| 12/9/2010 4:55 | N | DC_ROAD_L_B | 33.67 |
| 12/9/2010 4:55 | N | DC_EGPS_L_A | 30.71 |
| 12/9/2010 4:55 | N | H_HOLLOW_E_1 | -2.81 |
| 12/9/2010 4:55 | N | HHOLLOW4_E_1 | -2.81 |
| 12/9/2010 4:55 | N | R_LH2SES_1 | 35.01 |
| 12/9/2010 4:55 | N | R_PB2SES_1 | -3.06 |
| 12/9/2010 4:55 | N | R_PB2SES_2 | -3.06 |
| 12/9/2010 4:55 | N | R_PB2SES_3 | -3.06 |
| 12/9/2010 4:55 | N | R_PB2SES_4 | -3.06 |
| 12/9/2010 4:55 | N | R_PB2SES_5 | -3.06 |
| 12/9/2010 4:55 | N | R_PBSES_2 | -3.06 |
| 12/9/2010 4:55 | N | AUTO_EPS_390 | 34.85 |
| 12/9/2010 4:57 | N | DC_ROAD_L_B | 33.29 |
| 12/9/2010 4:57 | N | DC_EGPS_L_A | 30.31 |
| 12/9/2010 4:57 | N | H_HOLLOW_E_1 | -2.81 |
| 12/9/2010 4:57 | N | HHOLLOW4_E_1 | -2.81 |
| 12/9/2010 4:57 | N | R_LH2SES_1 | 34.63 |
| 12/9/2010 4:57 | N | R_PB2SES_1 | -3.06 |
| 12/9/2010 4:57 | N | R_PB2SES_2 | -3.06 |
| 12/9/2010 4:57 | N | R_PB2SES_3 | -3.06 |
| 12/9/2010 4:57 | N | R_PB2SES_4 | -3.06 |
| 12/9/2010 4:57 | N | R_PB2SES_5 | -3.06 |
| 12/9/2010 4:57 | N | R_PBSES_2 | -3.06 |
| 12/9/2010 4:57 | N | AUTO_EPS_390 | 34.47 |
| 12/9/2010 5:00 | N | DC_ROAD_L_B | 33.01 |
| 12/9/2010 5:00 | N | DC_EGPS_L_A | 29.92 |
| 12/9/2010 5:00 | N | H_HOLLOW_E_1 | -2.81 |
| 12/9/2010 5:00 | N | HHOLLOW4_E_1 | -2.81 |
| 12/9/2010 5:00 | N | R_LH2SES_1 | 34.37 |
| 12/9/2010 5:00 | N | R_PB2SES_1 | -3.06 |
| 12/9/2010 5:00 | N | R_PB2SES_2 | -3.06 |
| 12/9/2010 5:00 | N | R_PB2SES_3 | -3.06 |
| 12/9/2010 5:00 | N | R_PB2SES_4 | -3.06 |
| 12/9/2010 5:00 | N | R_PB2SES_5 | -3.06 |
| 12/9/2010 5:00 | N | R_PBSES_2 | -3.06 |
| 12/9/2010 5:00 | N | AUTO_EPS_390 | 34.21 |
| 12/9/2010 5:01 | N | DC_ROAD_L_B | 31.32 |
| 12/9/2010 5:01 | N | DC_EGPS_L_A | 28.1 |
| 12/9/2010 5:01 | N | H_HOLLOW_E_1 | -2.82 |
| 12/9/2010 5:01 | N | HHOLLOW4_E_1 | -2.82 |
| 12/9/2010 5:01 | N | R_LH2SES_1 | 32.67 |
| 12/9/2010 5:01 | N | R_PB2SES_1 | -3.06 |
| 12/9/2010 5:01 | N | R_PB2SES_2 | -3.06 |
| 12/9/2010 5:01 | N | R_PB2SES_3 | -3.06 |

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| 12/9/2010 5:01 | N | R_PB2SES_4 | -3.06 |
| 12/9/2010 5:01 | N | R_PB2SES_5 | -3.06 |
| 12/9/2010 5:01 | N | R_PBSES_2 | -3.06 |
| 12/9/2010 5:01 | N | AUTO_EPS_390 | 32.52 |
| 12/9/2010 5:05 | N | DC_ROAD_L_B | 31.5 |
| 12/9/2010 5:05 | N | DC_EGPS_L_A | 28.25 |
| 12/9/2010 5:05 | N | H_HOLLOW_E_1 | -2.82 |
| 12/9/2010 5:05 | N | HHOLLOW4_E_1 | -2.82 |
| 12/9/2010 5:05 | N | R_LH2SES_1 | 32.86 |
| 12/9/2010 5:05 | N | R_PB2SES_1 | -3.06 |
| 12/9/2010 5:05 | N | R_PB2SES_2 | -3.06 |
| 12/9/2010 5:05 | N | R_PB2SES_3 | -3.06 |
| 12/9/2010 5:05 | N | R_PB2SES_4 | -3.06 |
| 12/9/2010 5:05 | N | R_PB2SES_5 | -3.06 |
| 12/9/2010 5:05 | N | R_PBSES_2 | -3.06 |
| 12/9/2010 5:05 | N | AUTO_EPS_390 | 32.71 |
| 12/9/2010 5:10 | N | DC_ROAD_L_B | 32.38 |
| 12/9/2010 5:10 | N | DC_EGPS_L_A | 29.29 |
| 12/9/2010 5:10 | N | H_HOLLOW_E_1 | -2.82 |
| 12/9/2010 5:10 | N | HHOLLOW4_E_1 | -2.82 |
| 12/9/2010 5:10 | N | R_LH2SES_1 | 33.73 |
| 12/9/2010 5:10 | N | R_PB2SES_1 | -3.06 |
| 12/9/2010 5:10 | N | R_PB2SES_2 | -3.06 |
| 12/9/2010 5:10 | N | R_PB2SES_3 | -3.06 |
| 12/9/2010 5:10 | N | R_PB2SES_4 | -3.06 |
| 12/9/2010 5:10 | N | R_PB2SES_5 | -3.06 |
| 12/9/2010 5:10 | N | R_PBSES_2 | -3.06 |
| 12/9/2010 5:10 | N | AUTO_EPS_390 | 33.57 |
| 12/9/2010 5:15 | N | DC_ROAD_L_B | 33.43 |
| 12/9/2010 5:15 | N | DC_EGPS_L_A | 30.17 |
| 12/9/2010 5:15 | N | H_HOLLOW_E_1 | -3.95 |
| 12/9/2010 5:15 | N | HHOLLOW4_E_1 | -3.95 |
| 12/9/2010 5:15 | N | R_LH2SES_1 | 34.85 |
| 12/9/2010 5:15 | N | R_PB2SES_1 | -4.21 |
| 12/9/2010 5:15 | N | R_PB2SES_2 | -4.21 |
| 12/9/2010 5:15 | N | R_PB2SES_3 | -4.21 |
| 12/9/2010 5:15 | N | R_PB2SES_4 | -4.21 |
| 12/9/2010 5:15 | N | R_PB2SES_5 | -4.21 |
| 12/9/2010 5:15 | N | R_PBSES_2 | -4.21 |
| 12/9/2010 5:15 | N | AUTO_EPS_390 | 34.68 |
| 12/9/2010 5:20 | N | DC_ROAD_L_B | 32.9 |
| 12/9/2010 5:20 | N | DC_EGPS_L_A | 29.67 |
| 12/9/2010 5:20 | N | H_HOLLOW_E_1 | -2.81 |
| 12/9/2010 5:20 | N | HHOLLOW4_E_1 | -2.81 |
| 12/9/2010 5:20 | N | R_LH2SES_1 | 34.29 |
| 12/9/2010 5:20 | N | R_PB2SES_1 | -3.07 |
| 12/9/2010 5:20 | N | R_PB2SES_2 | -3.07 |

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| 12/9/2010 5:20 | N | R_PB2SES_3 | -3.07 |
| 12/9/2010 5:20 | N | R_PB2SES_4 | -3.07 |
| 12/9/2010 5:20 | N | R_PB2SES_5 | -3.07 |
| 12/9/2010 5:20 | N | R_PBSES_2 | -3.07 |
| 12/9/2010 5:20 | N | AUTO_EPS_390 | 34.13 |
| 12/9/2010 5:25 | N | DC_ROAD_L_B | 33.53 |
| 12/9/2010 5:25 | N | DC_EGPS_L_A | 30.2 |
| 12/9/2010 5:25 | N | H_HOLLOW_E_1 | -2.81 |
| 12/9/2010 5:25 | N | HHOLLOW4_E_1 | -2.81 |
| 12/9/2010 5:25 | N | R_LH2SES_1 | 34.95 |
| 12/9/2010 5:25 | N | R_PB2SES_1 | -3.07 |
| 12/9/2010 5:25 | N | R_PB2SES_2 | -3.07 |
| 12/9/2010 5:25 | N | R_PB2SES_3 | -3.07 |
| 12/9/2010 5:25 | N | R_PB2SES_4 | -3.07 |
| 12/9/2010 5:25 | N | R_PB2SES_5 | -3.07 |
| 12/9/2010 5:25 | N | R_PBSES_2 | -3.07 |
| 12/9/2010 5:25 | N | AUTO_EPS_390 | 34.79 |
| 12/9/2010 5:30 | N | DC_ROAD_L_B | 33.74 |
| 12/9/2010 5:30 | N | DC_EGPS_L_A | 30.3 |
| 12/9/2010 5:30 | N | H_HOLLOW_E_1 | -3.95 |
| 12/9/2010 5:30 | N | HHOLLOW4_E_1 | -3.95 |
| 12/9/2010 5:30 | N | R_LH2SES_1 | 35.2 |
| 12/9/2010 5:30 | N | R_PB2SES_1 | -4.22 |
| 12/9/2010 5:30 | N | R_PB2SES_2 | -4.22 |
| 12/9/2010 5:30 | N | R_PB2SES_3 | -4.22 |
| 12/9/2010 5:30 | N | R_PB2SES_4 | -4.22 |
| 12/9/2010 5:30 | N | R_PB2SES_5 | -4.22 |
| 12/9/2010 5:30 | N | R_PBSES_2 | -4.22 |
| 12/9/2010 5:30 | N | AUTO_EPS_390 | 35.04 |
| 12/9/2010 5:35 | N | DC_ROAD_L_B | 34.94 |
| 12/9/2010 5:35 | N | DC_EGPS_L_A | 32 |
| 12/9/2010 5:35 | N | H_HOLLOW_E_1 | -2.8 |
| 12/9/2010 5:35 | N | HHOLLOW4_E_1 | -2.8 |
| 12/9/2010 5:35 | N | R_LH2SES_1 | 36.3 |
| 12/9/2010 5:35 | N | R_PB2SES_1 | -3.06 |
| 12/9/2010 5:35 | N | R_PB2SES_2 | -3.06 |
| 12/9/2010 5:35 | N | R_PB2SES_3 | -3.06 |
| 12/9/2010 5:35 | N | R_PB2SES_4 | -3.06 |
| 12/9/2010 5:35 | N | R_PB2SES_5 | -3.06 |
| 12/9/2010 5:35 | N | R_PBSES_2 | -3.06 |
| 12/9/2010 5:35 | N | AUTO_EPS_390 | 36.13 |
| 12/9/2010 5:40 | N | DC_ROAD_L_B | 35.26 |
| 12/9/2010 5:40 | N | DC_EGPS_L_A | 32.4 |
| 12/9/2010 5:40 | N | H_HOLLOW_E_1 | -2.8 |
| 12/9/2010 5:40 | N | HHOLLOW4_E_1 | -2.8 |
| 12/9/2010 5:40 | N | R_LH2SES_1 | 36.61 |
| 12/9/2010 5:40 | N | R_PB2SES_1 | -3.06 |

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| 12/9/2010 5:40 | N | R_PB2SES_2 | -3.06 |
| 12/9/2010 5:40 | N | R_PB2SES_3 | -3.06 |
| 12/9/2010 5:40 | N | R_PB2SES_4 | -3.06 |
| 12/9/2010 5:40 | N | R_PB2SES_5 | -3.06 |
| 12/9/2010 5:40 | N | R_PBSES_2 | -3.06 |
| 12/9/2010 5:40 | N | AUTO_EPS_390 | 36.44 |
| 12/9/2010 5:45 | N | DC_ROAD_L_B | 35.63 |
| 12/9/2010 5:45 | N | DC_EGPS_L_A | 32.83 |
| 12/9/2010 5:45 | N | H_HOLLOW_E_1 | -2.8 |
| 12/9/2010 5:45 | N | HHOLLOW4_E_1 | -2.8 |
| 12/9/2010 5:45 | N | R_LH2SES_1 | 36.98 |
| 12/9/2010 5:45 | N | R_PB2SES_1 | -3.06 |
| 12/9/2010 5:45 | N | R_PB2SES_2 | -3.06 |
| 12/9/2010 5:45 | N | R_PB2SES_3 | -3.06 |
| 12/9/2010 5:45 | N | R_PB2SES_4 | -3.06 |
| 12/9/2010 5:45 | N | R_PB2SES_5 | -3.06 |
| 12/9/2010 5:45 | N | R_PBSES_2 | -3.06 |
| 12/9/2010 5:45 | N | AUTO_EPS_390 | 36.81 |
| 12/9/2010 5:50 | N | DC_ROAD_L_B | 35.73 |
| 12/9/2010 5:50 | N | DC_EGPS_L_A | 32.77 |
| 12/9/2010 5:50 | N | H_HOLLOW_E_1 | -2.8 |
| 12/9/2010 5:50 | N | HHOLLOW4_E_1 | -2.8 |
| 12/9/2010 5:50 | N | R_LH2SES_1 | 37.11 |
| 12/9/2010 5:50 | N | R_PB2SES_1 | -3.06 |
| 12/9/2010 5:50 | N | R_PB2SES_2 | -3.06 |
| 12/9/2010 5:50 | N | R_PB2SES_3 | -3.06 |
| 12/9/2010 5:50 | N | R_PB2SES_4 | -3.06 |
| 12/9/2010 5:50 | N | R_PB2SES_5 | -3.06 |
| 12/9/2010 5:50 | N | R_PBSES_2 | -3.06 |
| 12/9/2010 5:50 | N | AUTO_EPS_390 | 36.94 |
| 12/9/2010 5:55 | N | DC_ROAD_L_B | 37.26 |
| 12/9/2010 5:55 | N | DC_EGPS_L_A | 34.12 |
| 12/9/2010 5:55 | N | H_HOLLOW_E_1 | -4.04 |
| 12/9/2010 5:55 | N | HHOLLOW4_E_1 | -4.04 |
| 12/9/2010 5:55 | N | R_LH2SES_1 | 38.74 |
| 12/9/2010 5:55 | N | R_PB2SES_1 | -4.32 |
| 12/9/2010 5:55 | N | R_PB2SES_2 | -4.32 |
| 12/9/2010 5:55 | N | R_PB2SES_3 | -4.32 |
| 12/9/2010 5:55 | N | R_PB2SES_4 | -4.32 |
| 12/9/2010 5:55 | N | R_PB2SES_5 | -4.32 |
| 12/9/2010 5:55 | N | R_PBSES_2 | -4.32 |
| 12/9/2010 5:55 | N | AUTO_EPS_390 | 38.56 |
| 12/9/2010 5:58 | N | DC_ROAD_L_B | 34.95 |
| 12/9/2010 5:58 | N | DC_EGPS_L_A | 31.59 |
| 12/9/2010 5:58 | N | H_HOLLOW_E_1 | -3.99 |
| 12/9/2010 5:58 | N | HHOLLOW4_E_1 | -3.99 |
| 12/9/2010 5:58 | N | R_LH2SES_1 | 36.43 |

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| 12/9/2010 5:58 | N | R_PB2SES_1 | -4.26 |
| 12/9/2010 5:58 | N | R_PB2SES_2 | -4.26 |
| 12/9/2010 5:58 | N | R_PB2SES_3 | -4.26 |
| 12/9/2010 5:58 | N | R_PB2SES_4 | -4.26 |
| 12/9/2010 5:58 | N | R_PB2SES_5 | -4.26 |
| 12/9/2010 5:58 | N | R_PBSES_2 | -4.26 |
| 12/9/2010 5:58 | N | AUTO_EPS_390 | 36.26 |
| 12/9/2010 6:00 | N | DC_ROAD_L_B | 30.56 |
| 12/9/2010 6:00 | N | DC_EGPS_L_A | 27.52 |
| 12/9/2010 6:00 | N | H_HOLLOW_E_1 | -0.38 |
| 12/9/2010 6:00 | N | HHOLLOW4_E_1 | -0.38 |
| 12/9/2010 6:00 | N | R_LH2SES_1 | 31.81 |
| 12/9/2010 6:00 | N | R_PB2SES_1 | -0.6 |
| 12/9/2010 6:00 | N | R_PB2SES_2 | -0.6 |
| 12/9/2010 6:00 | N | R_PB2SES_3 | -0.6 |
| 12/9/2010 6:00 | N | R_PB2SES_4 | -0.6 |
| 12/9/2010 6:00 | N | R_PB2SES_5 | -0.6 |
| 12/9/2010 6:00 | N | R_PBSES_2 | -0.6 |
| 12/9/2010 6:00 | N | AUTO_EPS_390 | 31.67 |
| 12/9/2010 6:02 | N | DC_ROAD_L_B | 29.7 |
| 12/9/2010 6:02 | N | DC_EGPS_L_A | 26.55 |
| 12/9/2010 6:02 | N | H_HOLLOW_E_1 | -0.38 |
| 12/9/2010 6:02 | N | HHOLLOW4_E_1 | -0.38 |
| 12/9/2010 6:02 | N | R_LH2SES_1 | 30.96 |
| 12/9/2010 6:02 | N | R_PB2SES_1 | -0.6 |
| 12/9/2010 6:02 | N | R_PB2SES_2 | -0.6 |
| 12/9/2010 6:02 | N | R_PB2SES_3 | -0.6 |
| 12/9/2010 6:02 | N | R_PB2SES_4 | -0.6 |
| 12/9/2010 6:02 | N | R_PB2SES_5 | -0.6 |
| 12/9/2010 6:02 | N | R_PBSES_2 | -0.6 |
| 12/9/2010 6:02 | N | AUTO_EPS_390 | 30.82 |
| 12/9/2010 6:04 | N | DC_ROAD_L_B | 29.74 |
| 12/9/2010 6:04 | N | DC_EGPS_L_A | 26.67 |
| 12/9/2010 6:04 | N | H_HOLLOW_E_1 | -0.38 |
| 12/9/2010 6:04 | N | HHOLLOW4_E_1 | -0.38 |
| 12/9/2010 6:04 | N | R_LH2SES_1 | 30.97 |
| 12/9/2010 6:04 | N | R_PB2SES_1 | -0.6 |
| 12/9/2010 6:04 | N | R_PB2SES_2 | -0.6 |
| 12/9/2010 6:04 | N | R_PB2SES_3 | -0.6 |
| 12/9/2010 6:04 | N | R_PB2SES_4 | -0.6 |
| 12/9/2010 6:04 | N | R_PB2SES_5 | -0.6 |
| 12/9/2010 6:04 | N | R_PBSES_2 | -0.6 |
| 12/9/2010 6:04 | N | AUTO_EPS_390 | 30.84 |
| 12/9/2010 6:05 | N | DC_ROAD_L_B | 29.79 |
| 12/9/2010 6:05 | N | DC_EGPS_L_A | 26.71 |
| 12/9/2010 6:05 | N | H_HOLLOW_E_1 | -0.38 |
| 12/9/2010 6:05 | N | HHOLLOW4_E_1 | -0.38 |

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| 12/9/2010 6:05 | N | R_LH2SES_1 | 31.03 |
| 12/9/2010 6:05 | N | R_PB2SES_1 | -0.6 |
| 12/9/2010 6:05 | N | R_PB2SES_2 | -0.6 |
| 12/9/2010 6:05 | N | R_PB2SES_3 | -0.6 |
| 12/9/2010 6:05 | N | R_PB2SES_4 | -0.6 |
| 12/9/2010 6:05 | N | R_PB2SES_5 | -0.6 |
| 12/9/2010 6:05 | N | R_PBSES_2 | -0.6 |
| 12/9/2010 6:05 | N | AUTO_EPS_390 | 30.9 |
| 12/9/2010 6:09 | N | DC_ROAD_L_B | 33.54 |
| 12/9/2010 6:09 | N | DC_EGPS_L_A | 30.79 |
| 12/9/2010 6:09 | N | H_HOLLOW_E_1 | -0.35 |
| 12/9/2010 6:09 | N | HHOLLOW4_E_1 | -0.35 |
| 12/9/2010 6:09 | N | R_LH2SES_1 | 34.78 |
| 12/9/2010 6:09 | N | R_PB2SES_1 | -0.59 |
| 12/9/2010 6:09 | N | R_PB2SES_2 | -0.59 |
| 12/9/2010 6:09 | N | R_PB2SES_3 | -0.59 |
| 12/9/2010 6:09 | N | R_PB2SES_4 | -0.59 |
| 12/9/2010 6:09 | N | R_PB2SES_5 | -0.59 |
| 12/9/2010 6:09 | N | R_PBSES_2 | -0.59 |
| 12/9/2010 6:09 | N | AUTO_EPS_390 | 34.63 |
| 12/9/2010 6:10 | N | DC_ROAD_L_B | 32.13 |
| 12/9/2010 6:10 | N | DC_EGPS_L_A | 29.45 |
| 12/9/2010 6:10 | N | H_HOLLOW_E_1 | -0.37 |
| 12/9/2010 6:10 | N | HHOLLOW4_E_1 | -0.37 |
| 12/9/2010 6:10 | N | R_LH2SES_1 | 33.33 |
| 12/9/2010 6:10 | N | R_PB2SES_1 | -0.59 |
| 12/9/2010 6:10 | N | R_PB2SES_2 | -0.59 |
| 12/9/2010 6:10 | N | R_PB2SES_3 | -0.59 |
| 12/9/2010 6:10 | N | R_PB2SES_4 | -0.59 |
| 12/9/2010 6:10 | N | R_PB2SES_5 | -0.59 |
| 12/9/2010 6:10 | N | R_PBSES_2 | -0.59 |
| 12/9/2010 6:10 | N | AUTO_EPS_390 | 33.19 |
| 12/9/2010 6:15 | N | DC_ROAD_L_B | 34.46 |
| 12/9/2010 6:15 | N | DC_EGPS_L_A | 32.06 |
| 12/9/2010 6:15 | N | H_HOLLOW_E_1 | -0.35 |
| 12/9/2010 6:15 | N | HHOLLOW4_E_1 | -0.35 |
| 12/9/2010 6:15 | N | R_LH2SES_1 | 35.65 |
| 12/9/2010 6:15 | N | R_PB2SES_1 | -0.58 |
| 12/9/2010 6:15 | N | R_PB2SES_2 | -0.58 |
| 12/9/2010 6:15 | N | R_PB2SES_3 | -0.58 |
| 12/9/2010 6:15 | N | R_PB2SES_4 | -0.58 |
| 12/9/2010 6:15 | N | R_PB2SES_5 | -0.58 |
| 12/9/2010 6:15 | N | R_PBSES_2 | -0.58 |
| 12/9/2010 6:15 | N | AUTO_EPS_390 | 35.49 |
| 12/9/2010 6:20 | N | DC_ROAD_L_B | 35.14 |
| 12/9/2010 6:20 | N | DC_EGPS_L_A | 32.54 |
| 12/9/2010 6:20 | N | H_HOLLOW_E_1 | -1.57 |

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| 12/9/2010 6:20 | N | HHOLLOW4_E_1 | -1.57 |
| 12/9/2010 6:20 | N | R_LH2SES_1 | 36.41 |
| 12/9/2010 6:20 | N | R_PB2SES_1 | -1.81 |
| 12/9/2010 6:20 | N | R_PB2SES_2 | -1.81 |
| 12/9/2010 6:20 | N | R_PB2SES_3 | -1.81 |
| 12/9/2010 6:20 | N | R_PB2SES_4 | -1.81 |
| 12/9/2010 6:20 | N | R_PB2SES_5 | -1.81 |
| 12/9/2010 6:20 | N | R_PBSES_2 | -1.81 |
| 12/9/2010 6:20 | N | AUTO_EPS_390 | 36.25 |
| 12/9/2010 6:25 | N | DC_ROAD_L_B | 45.93 |
| 12/9/2010 6:25 | N | DC_EGPS_L_A | 44.26 |
| 12/9/2010 6:25 | N | H_HOLLOW_E_1 | -2.77 |
| 12/9/2010 6:25 | N | HHOLLOW4_E_1 | -2.77 |
| 12/9/2010 6:25 | N | R_LH2SES_1 | 47.24 |
| 12/9/2010 6:25 | N | R_PB2SES_1 | -3.05 |
| 12/9/2010 6:25 | N | R_PB2SES_2 | -3.05 |
| 12/9/2010 6:25 | N | R_PB2SES_3 | -3.05 |
| 12/9/2010 6:25 | N | R_PB2SES_4 | -3.05 |
| 12/9/2010 6:25 | N | R_PB2SES_5 | -3.05 |
| 12/9/2010 6:25 | N | R_PBSES_2 | -3.05 |
| 12/9/2010 6:25 | N | AUTO_EPS_390 | 47.03 |
| 12/9/2010 6:30 | N | DC_ROAD_L_B | 46.03 |
| 12/9/2010 6:30 | N | DC_EGPS_L_A | 44.41 |
| 12/9/2010 6:30 | N | H_HOLLOW_E_1 | -2.55 |
| 12/9/2010 6:30 | N | HHOLLOW4_E_1 | -2.55 |
| 12/9/2010 6:30 | N | R_LH2SES_1 | 47.33 |
| 12/9/2010 6:30 | N | R_PB2SES_1 | -2.83 |
| 12/9/2010 6:30 | N | R_PB2SES_2 | -2.83 |
| 12/9/2010 6:30 | N | R_PB2SES_3 | -2.83 |
| 12/9/2010 6:30 | N | R_PB2SES_4 | -2.83 |
| 12/9/2010 6:30 | N | R_PB2SES_5 | -2.83 |
| 12/9/2010 6:30 | N | R_PBSES_2 | -2.83 |
| 12/9/2010 6:30 | N | AUTO_EPS_390 | 47.12 |
| 12/9/2010 6:35 | N | DC_ROAD_L_B | 46.32 |
| 12/9/2010 6:35 | N | DC_EGPS_L_A | 44.88 |
| 12/9/2010 6:35 | N | H_HOLLOW_E_1 | -1.97 |
| 12/9/2010 6:35 | N | HHOLLOW4_E_1 | -1.97 |
| 12/9/2010 6:35 | N | R_LH2SES_1 | 47.58 |
| 12/9/2010 6:35 | N | R_PB2SES_1 | -2.25 |
| 12/9/2010 6:35 | N | R_PB2SES_2 | -2.25 |
| 12/9/2010 6:35 | N | R_PB2SES_3 | -2.25 |
| 12/9/2010 6:35 | N | R_PB2SES_4 | -2.25 |
| 12/9/2010 6:35 | N | R_PB2SES_5 | -2.25 |
| 12/9/2010 6:35 | N | R_PBSES_2 | -2.25 |
| 12/9/2010 6:35 | N | AUTO_EPS_390 | 47.37 |
| 12/9/2010 6:40 | N | DC_ROAD_L_B | 46.39 |
| 12/9/2010 6:40 | N | DC_EGPS_L_A | 45.41 |

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| 12/9/2010 6:40 | N | H_HOLLOW_E_1 | -0.28 |
| 12/9/2010 6:40 | N | HHOLLOW4_E_1 | -0.28 |
| 12/9/2010 6:40 | N | R_LH2SES_1 | 47.53 |
| 12/9/2010 6:40 | N | R_PB2SES_1 | -0.55 |
| 12/9/2010 6:40 | N | R_PB2SES_2 | -0.55 |
| 12/9/2010 6:40 | N | R_PB2SES_3 | -0.55 |
| 12/9/2010 6:40 | N | R_PB2SES_4 | -0.55 |
| 12/9/2010 6:40 | N | R_PB2SES_5 | -0.55 |
| 12/9/2010 6:40 | N | R_PBSES_2 | -0.55 |
| 12/9/2010 6:40 | N | AUTO_EPS_390 | 47.32 |
| 12/9/2010 6:45 | N | DC_ROAD_L_B | 98.05 |
| 12/9/2010 6:45 | N | DC_EGPS_L_A | 102.63 |
| 12/9/2010 6:45 | N | H_HOLLOW_E_1 | -0.95 |
| 12/9/2010 6:45 | N | HHOLLOW4_E_1 | -0.95 |
| 12/9/2010 6:45 | N | R_LH2SES_1 | 99.08 |
| 12/9/2010 6:45 | N | R_PB2SES_1 | -1.38 |
| 12/9/2010 6:45 | N | R_PB2SES_2 | -1.38 |
| 12/9/2010 6:45 | N | R_PB2SES_3 | -1.38 |
| 12/9/2010 6:45 | N | R_PB2SES_4 | -1.38 |
| 12/9/2010 6:45 | N | R_PB2SES_5 | -1.38 |
| 12/9/2010 6:45 | N | R_PBSES_2 | -1.38 |
| 12/9/2010 6:45 | N | AUTO_EPS_390 | 98.63 |
| 12/9/2010 6:50 | N | DC_ROAD_L_B | 102.98 |
| 12/9/2010 6:50 | N | DC_EGPS_L_A | 80.45 |
| 12/9/2010 6:50 | N | H_HOLLOW_E_1 | -0.62 |
| 12/9/2010 6:50 | N | HHOLLOW4_E_1 | -0.62 |
| 12/9/2010 6:50 | N | R_LH2SES_1 | 109.7 |
| 12/9/2010 6:50 | N | R_PB2SES_1 | -1.63 |
| 12/9/2010 6:50 | N | R_PB2SES_2 | -1.63 |
| 12/9/2010 6:50 | N | R_PB2SES_3 | -1.63 |
| 12/9/2010 6:50 | N | R_PB2SES_4 | -1.63 |
| 12/9/2010 6:50 | N | R_PB2SES_5 | -1.63 |
| 12/9/2010 6:50 | N | R_PBSES_2 | -1.63 |
| 12/9/2010 6:50 | N | AUTO_EPS_390 | 109.27 |
| 12/9/2010 6:55 | N | DC_ROAD_L_B | 48.51 |
| 12/9/2010 6:55 | N | DC_EGPS_L_A | 47.36 |
| 12/9/2010 6:55 | N | H_HOLLOW_E_1 | -1.92 |
| 12/9/2010 6:55 | N | HHOLLOW4_E_1 | -1.92 |
| 12/9/2010 6:55 | N | R_LH2SES_1 | 49.76 |
| 12/9/2010 6:55 | N | R_PB2SES_1 | -2.2 |
| 12/9/2010 6:55 | N | R_PB2SES_2 | -2.2 |
| 12/9/2010 6:55 | N | R_PB2SES_3 | -2.2 |
| 12/9/2010 6:55 | N | R_PB2SES_4 | -2.2 |
| 12/9/2010 6:55 | N | R_PB2SES_5 | -2.2 |
| 12/9/2010 6:55 | N | R_PBSES_2 | -2.2 |
| 12/9/2010 6:55 | N | AUTO_EPS_390 | 49.54 |
| 12/9/2010 7:00 | N | DC_ROAD_L_B | 45.95 |

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| 12/9/2010 7:00 | N | DC_EGPS_L_A | 44.84 |
| 12/9/2010 7:00 | N | H_HOLLOW_E_1 | -0.28 |
| 12/9/2010 7:00 | N | HHOLLOW4_E_1 | -0.28 |
| 12/9/2010 7:00 | N | R_LH2SES_1 | 47.1 |
| 12/9/2010 7:00 | N | R_PB2SES_1 | -0.55 |
| 12/9/2010 7:00 | N | R_PB2SES_2 | -0.55 |
| 12/9/2010 7:00 | N | R_PB2SES_3 | -0.55 |
| 12/9/2010 7:00 | N | R_PB2SES_4 | -0.55 |
| 12/9/2010 7:00 | N | R_PB2SES_5 | -0.55 |
| 12/9/2010 7:00 | N | R_PBSES_2 | -0.55 |
| 12/9/2010 7:00 | N | AUTO_EPS_390 | 46.9 |
| 12/9/2010 7:05 | N | DC_ROAD_L_B | 34.82 |
| 12/9/2010 7:05 | N | DC_EGPS_L_A | 28.88 |
| 12/9/2010 7:05 | N | H_HOLLOW_E_1 | -0.33 |
| 12/9/2010 7:05 | N | HHOLLOW4_E_1 | -0.33 |
| 12/9/2010 7:05 | N | R_LH2SES_1 | 36.75 |
| 12/9/2010 7:05 | N | R_PB2SES_1 | -0.64 |
| 12/9/2010 7:05 | N | R_PB2SES_2 | -0.64 |
| 12/9/2010 7:05 | N | R_PB2SES_3 | -0.64 |
| 12/9/2010 7:05 | N | R_PB2SES_4 | -0.64 |
| 12/9/2010 7:05 | N | R_PB2SES_5 | -0.64 |
| 12/9/2010 7:05 | N | R_PBSES_2 | -0.64 |
| 12/9/2010 7:05 | N | AUTO_EPS_390 | 36.6 |
| 12/9/2010 7:10 | N | DC_ROAD_L_B | 34.95 |
| 12/9/2010 7:10 | N | DC_EGPS_L_A | 27.73 |
| 12/9/2010 7:10 | N | H_HOLLOW_E_1 | -0.32 |
| 12/9/2010 7:10 | N | HHOLLOW4_E_1 | -0.32 |
| 12/9/2010 7:10 | N | R_LH2SES_1 | 37.14 |
| 12/9/2010 7:10 | N | R_PB2SES_1 | -0.65 |
| 12/9/2010 7:10 | N | R_PB2SES_2 | -0.65 |
| 12/9/2010 7:10 | N | R_PB2SES_3 | -0.65 |
| 12/9/2010 7:10 | N | R_PB2SES_4 | -0.65 |
| 12/9/2010 7:10 | N | R_PB2SES_5 | -0.65 |
| 12/9/2010 7:10 | N | R_PBSES_2 | -0.65 |
| 12/9/2010 7:10 | N | AUTO_EPS_390 | 37 |
| 12/9/2010 7:15 | N | DC_ROAD_L_B | 35.25 |
| 12/9/2010 7:15 | N | DC_EGPS_L_A | 27.94 |
| 12/9/2010 7:15 | N | H_HOLLOW_E_1 | -0.32 |
| 12/9/2010 7:15 | N | HHOLLOW4_E_1 | -0.32 |
| 12/9/2010 7:15 | N | R_LH2SES_1 | 37.46 |
| 12/9/2010 7:15 | N | R_PB2SES_1 | -0.65 |
| 12/9/2010 7:15 | N | R_PB2SES_2 | -0.65 |
| 12/9/2010 7:15 | N | R_PB2SES_3 | -0.65 |
| 12/9/2010 7:15 | N | R_PB2SES_4 | -0.65 |
| 12/9/2010 7:15 | N | R_PB2SES_5 | -0.65 |
| 12/9/2010 7:15 | N | R_PBSES_2 | -0.65 |
| 12/9/2010 7:15 | N | AUTO_EPS_390 | 37.31 |

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|---|---|---|---|
| 12/9/2010 7:20 | N | DC_ROAD_L_B | 34.78 |
| 12/9/2010 7:20 | N | DC_EGPS_L_A | 27.67 |
| 12/9/2010 7:20 | N | H_HOLLOW_E_1 | -0.32 |
| 12/9/2010 7:20 | N | HHOLLOW4_E_1 | -0.32 |
| 12/9/2010 7:20 | N | R_LH2SES_1 | 36.95 |
| 12/9/2010 7:20 | N | R_PB2SES_1 | -0.65 |
| 12/9/2010 7:20 | N | R_PB2SES_2 | -0.65 |
| 12/9/2010 7:20 | N | R_PB2SES_3 | -0.65 |
| 12/9/2010 7:20 | N | R_PB2SES_4 | -0.65 |
| 12/9/2010 7:20 | N | R_PB2SES_5 | -0.65 |
| 12/9/2010 7:20 | N | R_PBSES_2 | -0.65 |
| 12/9/2010 7:20 | N | AUTO_EPS_390 | 36.8 |
| 12/9/2010 7:25 | N | DC_ROAD_L_B | 34.37 |
| 12/9/2010 7:25 | N | DC_EGPS_L_A | 27.18 |
| 12/9/2010 7:25 | N | H_HOLLOW_E_1 | -0.98 |
| 12/9/2010 7:25 | N | HHOLLOW4_E_1 | -0.98 |
| 12/9/2010 7:25 | N | R_LH2SES_1 | 36.56 |
| 12/9/2010 7:25 | N | R_PB2SES_1 | -1.31 |
| 12/9/2010 7:25 | N | R_PB2SES_2 | -1.31 |
| 12/9/2010 7:25 | N | R_PB2SES_3 | -1.31 |
| 12/9/2010 7:25 | N | R_PB2SES_4 | -1.31 |
| 12/9/2010 7:25 | N | R_PB2SES_5 | -1.31 |
| 12/9/2010 7:25 | N | R_PBSES_2 | -1.31 |
| 12/9/2010 7:25 | N | AUTO_EPS_390 | 36.42 |
| 12/9/2010 7:30 | N | DC_ROAD_L_B | 33.49 |
| 12/9/2010 7:30 | N | DC_EGPS_L_A | 26.85 |
| 12/9/2010 7:30 | N | H_HOLLOW_E_1 | 0.67 |
| 12/9/2010 7:30 | N | HHOLLOW4_E_1 | 0.67 |
| 12/9/2010 7:30 | N | R_LH2SES_1 | 35.52 |
| 12/9/2010 7:30 | N | R_PB2SES_1 | -0.24 |
| 12/9/2010 7:30 | N | R_PB2SES_2 | -0.24 |
| 12/9/2010 7:30 | N | R_PB2SES_3 | -0.24 |
| 12/9/2010 7:30 | N | R_PB2SES_4 | -0.24 |
| 12/9/2010 7:30 | N | R_PB2SES_5 | -0.24 |
| 12/9/2010 7:30 | N | R_PBSES_2 | -0.24 |
| 12/9/2010 7:30 | N | AUTO_EPS_390 | 35.38 |
| 12/9/2010 7:35 | N | DC_ROAD_L_B | 33.09 |
| 12/9/2010 7:35 | N | DC_EGPS_L_A | 26.51 |
| 12/9/2010 7:35 | N | H_HOLLOW_E_1 | 0.28 |
| 12/9/2010 7:35 | N | HHOLLOW4_E_1 | 0.28 |
| 12/9/2010 7:35 | N | R_LH2SES_1 | 35.11 |
| 12/9/2010 7:35 | N | R_PB2SES_1 | -0.56 |
| 12/9/2010 7:35 | N | R_PB2SES_2 | -0.56 |
| 12/9/2010 7:35 | N | R_PB2SES_3 | -0.56 |
| 12/9/2010 7:35 | N | R_PB2SES_4 | -0.56 |
| 12/9/2010 7:35 | N | R_PB2SES_5 | -0.56 |
| 12/9/2010 7:35 | N | R_PBSES_2 | -0.56 |

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|---|---|---|---|
| 12/9/2010 7:35 | N | AUTO_EPS_390 | 34.97 |
| 12/9/2010 7:40 | N | DC_ROAD_L_B | 32.56 |
| 12/9/2010 7:40 | N | DC_EGPS_L_A | 26.21 |
| 12/9/2010 7:40 | N | H_HOLLOW_E_1 | -0.05 |
| 12/9/2010 7:40 | N | HHOLLOW4_E_1 | -0.05 |
| 12/9/2010 7:40 | N | R_LH2SES_1 | 34.52 |
| 12/9/2010 7:40 | N | R_PB2SES_1 | -0.49 |
| 12/9/2010 7:40 | N | R_PB2SES_2 | -0.49 |
| 12/9/2010 7:40 | N | R_PB2SES_3 | -0.49 |
| 12/9/2010 7:40 | N | R_PB2SES_4 | -0.49 |
| 12/9/2010 7:40 | N | R_PB2SES_5 | -0.49 |
| 12/9/2010 7:40 | N | R_PBSES_2 | -0.49 |
| 12/9/2010 7:40 | N | AUTO_EPS_390 | 34.38 |
| 12/9/2010 7:45 | N | DC_ROAD_L_B | 32.08 |
| 12/9/2010 7:45 | N | DC_EGPS_L_A | 25.83 |
| 12/9/2010 7:45 | N | H_HOLLOW_E_1 | -0.3 |
| 12/9/2010 7:45 | N | HHOLLOW4_E_1 | -0.3 |
| 12/9/2010 7:45 | N | R_LH2SES_1 | 34.02 |
| 12/9/2010 7:45 | N | R_PB2SES_1 | -0.73 |
| 12/9/2010 7:45 | N | R_PB2SES_2 | -0.73 |
| 12/9/2010 7:45 | N | R_PB2SES_3 | -0.73 |
| 12/9/2010 7:45 | N | R_PB2SES_4 | -0.73 |
| 12/9/2010 7:45 | N | R_PB2SES_5 | -0.73 |
| 12/9/2010 7:45 | N | R_PBSES_2 | -0.73 |
| 12/9/2010 7:45 | N | AUTO_EPS_390 | 33.88 |
| 12/9/2010 7:50 | N | DC_ROAD_L_B | 31.11 |
| 12/9/2010 7:50 | N | DC_EGPS_L_A | 25.07 |
| 12/9/2010 7:50 | N | H_HOLLOW_E_1 | -0.33 |
| 12/9/2010 7:50 | N | HHOLLOW4_E_1 | -0.33 |
| 12/9/2010 7:50 | N | R_LH2SES_1 | 32.99 |
| 12/9/2010 7:50 | N | R_PB2SES_1 | -0.75 |
| 12/9/2010 7:50 | N | R_PB2SES_2 | -0.75 |
| 12/9/2010 7:50 | N | R_PB2SES_3 | -0.75 |
| 12/9/2010 7:50 | N | R_PB2SES_4 | -0.75 |
| 12/9/2010 7:50 | N | R_PB2SES_5 | -0.75 |
| 12/9/2010 7:50 | N | R_PBSES_2 | -0.75 |
| 12/9/2010 7:50 | N | AUTO_EPS_390 | 32.86 |
| 12/9/2010 7:55 | N | DC_ROAD_L_B | 31.21 |
| 12/9/2010 7:55 | N | DC_EGPS_L_A | 25.07 |
| 12/9/2010 7:55 | N | H_HOLLOW_E_1 | -0.35 |
| 12/9/2010 7:55 | N | HHOLLOW4_E_1 | -0.35 |
| 12/9/2010 7:55 | N | R_LH2SES_1 | 33.1 |
| 12/9/2010 7:55 | N | R_PB2SES_1 | -0.64 |
| 12/9/2010 7:55 | N | R_PB2SES_2 | -0.64 |
| 12/9/2010 7:55 | N | R_PB2SES_3 | -0.64 |
| 12/9/2010 7:55 | N | R_PB2SES_4 | -0.64 |
| 12/9/2010 7:55 | N | R_PB2SES_5 | -0.64 |

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| 12/9/2010 7:55 | N | R_PBSES_2 | -0.64 |
| 12/9/2010 7:55 | N | AUTO_EPS_390 | 32.97 |
| 12/9/2010 8:00 | N | DC_ROAD_L_B | 29.34 |
| 12/9/2010 8:00 | N | DC_EGPS_L_A | 24.23 |
| 12/9/2010 8:00 | N | H_HOLLOW_E_1 | -0.37 |
| 12/9/2010 8:00 | N | HHOLLOW4_E_1 | -0.37 |
| 12/9/2010 8:00 | N | R_LH2SES_1 | 30.99 |
| 12/9/2010 8:00 | N | R_PB2SES_1 | -0.63 |
| 12/9/2010 8:00 | N | R_PB2SES_2 | -0.63 |
| 12/9/2010 8:00 | N | R_PB2SES_3 | -0.63 |
| 12/9/2010 8:00 | N | R_PB2SES_4 | -0.63 |
| 12/9/2010 8:00 | N | R_PB2SES_5 | -0.63 |
| 12/9/2010 8:00 | N | R_PBSES_2 | -0.63 |
| 12/9/2010 8:00 | N | AUTO_EPS_390 | 30.86 |
| 12/9/2010 8:05 | N | DC_ROAD_L_B | 29.44 |
| 12/9/2010 8:05 | N | DC_EGPS_L_A | 25.89 |
| 12/9/2010 8:05 | N | H_HOLLOW_E_1 | 0.55 |
| 12/9/2010 8:05 | N | HHOLLOW4_E_1 | 0.55 |
| 12/9/2010 8:05 | N | R_LH2SES_1 | 30.75 |
| 12/9/2010 8:05 | N | R_PB2SES_1 | -0.26 |
| 12/9/2010 8:05 | N | R_PB2SES_2 | -0.26 |
| 12/9/2010 8:05 | N | R_PB2SES_3 | -0.26 |
| 12/9/2010 8:05 | N | R_PB2SES_4 | -0.26 |
| 12/9/2010 8:05 | N | R_PB2SES_5 | -0.26 |
| 12/9/2010 8:05 | N | R_PBSES_2 | -0.26 |
| 12/9/2010 8:05 | N | AUTO_EPS_390 | 30.62 |
| 12/9/2010 8:10 | N | DC_ROAD_L_B | 29.24 |
| 12/9/2010 8:10 | N | DC_EGPS_L_A | 26.07 |
| 12/9/2010 8:10 | N | H_HOLLOW_E_1 | -0.15 |
| 12/9/2010 8:10 | N | HHOLLOW4_E_1 | -0.15 |
| 12/9/2010 8:10 | N | R_LH2SES_1 | 30.49 |
| 12/9/2010 8:10 | N | R_PB2SES_1 | -0.5 |
| 12/9/2010 8:10 | N | R_PB2SES_2 | -0.5 |
| 12/9/2010 8:10 | N | R_PB2SES_3 | -0.5 |
| 12/9/2010 8:10 | N | R_PB2SES_4 | -0.5 |
| 12/9/2010 8:10 | N | R_PB2SES_5 | -0.5 |
| 12/9/2010 8:10 | N | R_PBSES_2 | -0.5 |
| 12/9/2010 8:10 | N | AUTO_EPS_390 | 30.36 |
| 12/9/2010 8:15 | N | DC_ROAD_L_B | 29.14 |
| 12/9/2010 8:15 | N | DC_EGPS_L_A | 25.31 |
| 12/9/2010 8:15 | N | H_HOLLOW_E_1 | -0.14 |
| 12/9/2010 8:15 | N | HHOLLOW4_E_1 | -0.14 |
| 12/9/2010 8:15 | N | R_LH2SES_1 | 30.52 |
| 12/9/2010 8:15 | N | R_PB2SES_1 | -0.51 |
| 12/9/2010 8:15 | N | R_PB2SES_2 | -0.51 |
| 12/9/2010 8:15 | N | R_PB2SES_3 | -0.51 |
| 12/9/2010 8:15 | N | R_PB2SES_4 | -0.51 |

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| 12/9/2010 8:15 | N | R_PB2SES_5 | -0.51 |
| 12/9/2010 8:15 | N | R_PBSES_2 | -0.51 |
| 12/9/2010 8:15 | N | AUTO_EPS_390 | 30.4 |
| 12/9/2010 8:20 | N | DC_ROAD_L_B | 28.85 |
| 12/9/2010 8:20 | N | DC_EGPS_L_A | 24.08 |
| 12/9/2010 8:20 | N | H_HOLLOW_E_1 | -0.16 |
| 12/9/2010 8:20 | N | HHOLLOW4_E_1 | -0.16 |
| 12/9/2010 8:20 | N | R_LH2SES_1 | 30.44 |
| 12/9/2010 8:20 | N | R_PB2SES_1 | -0.52 |
| 12/9/2010 8:20 | N | R_PB2SES_2 | -0.52 |
| 12/9/2010 8:20 | N | R_PB2SES_3 | -0.52 |
| 12/9/2010 8:20 | N | R_PB2SES_4 | -0.52 |
| 12/9/2010 8:20 | N | R_PB2SES_5 | -0.52 |
| 12/9/2010 8:20 | N | R_PBSES_2 | -0.52 |
| 12/9/2010 8:20 | N | AUTO_EPS_390 | 30.32 |
| 12/9/2010 8:25 | N | DC_ROAD_L_B | 28.53 |
| 12/9/2010 8:25 | N | DC_EGPS_L_A | 23.91 |
| 12/9/2010 8:25 | N | H_HOLLOW_E_1 | -0.39 |
| 12/9/2010 8:25 | N | HHOLLOW4_E_1 | -0.39 |
| 12/9/2010 8:25 | N | R_LH2SES_1 | 30.1 |
| 12/9/2010 8:25 | N | R_PB2SES_1 | -0.62 |
| 12/9/2010 8:25 | N | R_PB2SES_2 | -0.62 |
| 12/9/2010 8:25 | N | R_PB2SES_3 | -0.62 |
| 12/9/2010 8:25 | N | R_PB2SES_4 | -0.62 |
| 12/9/2010 8:25 | N | R_PB2SES_5 | -0.62 |
| 12/9/2010 8:25 | N | R_PBSES_2 | -0.62 |
| 12/9/2010 8:25 | N | AUTO_EPS_390 | 29.97 |
| 12/9/2010 8:30 | N | LARDVFTS_KZ | 27.96 |
| 12/9/2010 8:30 | N | DC_ROAD_L_B | 28.25 |
| 12/9/2010 8:30 | N | DC_EGPS_L_A | 23.67 |
| 12/9/2010 8:30 | N | H_HOLLOW_E_1 | -0.39 |
| 12/9/2010 8:30 | N | HHOLLOW4_E_1 | -0.39 |
| 12/9/2010 8:30 | N | R_LH2SES_1 | 29.8 |
| 12/9/2010 8:30 | N | R_PB2SES_1 | -0.62 |
| 12/9/2010 8:30 | N | R_PB2SES_2 | -0.62 |
| 12/9/2010 8:30 | N | R_PB2SES_3 | -0.62 |
| 12/9/2010 8:30 | N | R_PB2SES_4 | -0.62 |
| 12/9/2010 8:30 | N | R_PB2SES_5 | -0.62 |
| 12/9/2010 8:30 | N | R_PBSES_2 | -0.62 |
| 12/9/2010 8:30 | N | AUTO_EPS_390 | 29.68 |
| 12/9/2010 8:35 | N | LARDVFTS_KZ | 27.24 |
| 12/9/2010 8:35 | N | DC_ROAD_L_B | 27.53 |
| 12/9/2010 8:35 | N | DC_EGPS_L_A | 23.06 |
| 12/9/2010 8:35 | N | H_HOLLOW_E_1 | 0.01 |
| 12/9/2010 8:35 | N | HHOLLOW4_E_1 | 0.01 |
| 12/9/2010 8:35 | N | R_LH2SES_1 | 29.04 |
| 12/9/2010 8:35 | N | R_PB2SES_1 | -0.35 |

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| 12/9/2010 8:35 | N | R_PB2SES_2 | -0.35 |
| 12/9/2010 8:35 | N | R_PB2SES_3 | -0.35 |
| 12/9/2010 8:35 | N | R_PB2SES_4 | -0.35 |
| 12/9/2010 8:35 | N | R_PB2SES_5 | -0.35 |
| 12/9/2010 8:35 | N | R_PBSES_2 | -0.35 |
| 12/9/2010 8:35 | N | AUTO_EPS_390 | 28.92 |
| 12/9/2010 8:40 | N | LARDVFTS_KZ | 27.32 |
| 12/9/2010 8:40 | N | DC_ROAD_L_B | 27.4 |
| 12/9/2010 8:40 | N | DC_EGPS_L_A | 24.18 |
| 12/9/2010 8:40 | N | H_HOLLOW_E_1 | -0.01 |
| 12/9/2010 8:40 | N | HHOLLOW4_E_1 | -0.01 |
| 12/9/2010 8:40 | N | R_LH2SES_1 | 28.64 |
| 12/9/2010 8:40 | N | R_PB2SES_1 | -0.34 |
| 12/9/2010 8:40 | N | R_PB2SES_2 | -0.34 |
| 12/9/2010 8:40 | N | R_PB2SES_3 | -0.34 |
| 12/9/2010 8:40 | N | R_PB2SES_4 | -0.34 |
| 12/9/2010 8:40 | N | R_PB2SES_5 | -0.34 |
| 12/9/2010 8:40 | N | R_PBSES_2 | -0.34 |
| 12/9/2010 8:40 | N | AUTO_EPS_390 | 28.52 |
| 12/9/2010 8:45 | N | LARDVFTS_KZ | 27.36 |
| 12/9/2010 8:45 | N | DC_ROAD_L_B | 27.41 |
| 12/9/2010 8:45 | N | DC_EGPS_L_A | 24.42 |
| 12/9/2010 8:45 | N | H_HOLLOW_E_1 | -0.01 |
| 12/9/2010 8:45 | N | HHOLLOW4_E_1 | -0.01 |
| 12/9/2010 8:45 | N | R_LH2SES_1 | 28.61 |
| 12/9/2010 8:45 | N | R_PB2SES_1 | -0.33 |
| 12/9/2010 8:45 | N | R_PB2SES_2 | -0.33 |
| 12/9/2010 8:45 | N | R_PB2SES_3 | -0.33 |
| 12/9/2010 8:45 | N | R_PB2SES_4 | -0.33 |
| 12/9/2010 8:45 | N | R_PB2SES_5 | -0.33 |
| 12/9/2010 8:45 | N | R_PBSES_2 | -0.33 |
| 12/9/2010 8:45 | N | AUTO_EPS_390 | 28.49 |
| 12/9/2010 8:50 | N | LARDVFTS_KZ | 27.44 |
| 12/9/2010 8:50 | N | DC_ROAD_L_B | 27.48 |
| 12/9/2010 8:50 | N | DC_EGPS_L_A | 24.51 |
| 12/9/2010 8:50 | N | H_HOLLOW_E_1 | -0.21 |
| 12/9/2010 8:50 | N | HHOLLOW4_E_1 | -0.21 |
| 12/9/2010 8:50 | N | R_LH2SES_1 | 28.67 |
| 12/9/2010 8:50 | N | R_PB2SES_1 | -0.51 |
| 12/9/2010 8:50 | N | R_PB2SES_2 | -0.51 |
| 12/9/2010 8:50 | N | R_PB2SES_3 | -0.51 |
| 12/9/2010 8:50 | N | R_PB2SES_4 | -0.51 |
| 12/9/2010 8:50 | N | R_PB2SES_5 | -0.51 |
| 12/9/2010 8:50 | N | R_PBSES_2 | -0.51 |
| 12/9/2010 8:50 | N | AUTO_EPS_390 | 28.55 |
| 12/9/2010 8:55 | N | LARDVFTS_KZ | 27.31 |
| 12/9/2010 8:55 | N | DC_ROAD_L_B | 27.38 |

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| 12/9/2010 8:55 | N | DC_EGPS_L_A | 24.27 |
| 12/9/2010 8:55 | N | H_HOLLOW_E_1 | -0.21 |
| 12/9/2010 8:55 | N | HHOLLOW4_E_1 | -0.21 |
| 12/9/2010 8:55 | N | R_LH2SES_1 | 28.6 |
| 12/9/2010 8:55 | N | R_PB2SES_1 | -0.53 |
| 12/9/2010 8:55 | N | R_PB2SES_2 | -0.53 |
| 12/9/2010 8:55 | N | R_PB2SES_3 | -0.53 |
| 12/9/2010 8:55 | N | R_PB2SES_4 | -0.53 |
| 12/9/2010 8:55 | N | R_PB2SES_5 | -0.53 |
| 12/9/2010 8:55 | N | R_PBSES_2 | -0.53 |
| 12/9/2010 8:55 | N | AUTO_EPS_390 | 28.48 |
| 12/9/2010 9:00 | N | LARDVFTS_KZ | 27.58 |
| 12/9/2010 9:00 | N | DC_ROAD_L_B | 27.66 |
| 12/9/2010 9:00 | N | DC_EGPS_L_A | 24.46 |
| 12/9/2010 9:00 | N | H_HOLLOW_E_1 | -0.3 |
| 12/9/2010 9:00 | N | HHOLLOW4_E_1 | -0.3 |
| 12/9/2010 9:00 | N | R_LH2SES_1 | 28.91 |
| 12/9/2010 9:00 | N | R_PB2SES_1 | -0.5 |
| 12/9/2010 9:00 | N | R_PB2SES_2 | -0.5 |
| 12/9/2010 9:00 | N | R_PB2SES_3 | -0.5 |
| 12/9/2010 9:00 | N | R_PB2SES_4 | -0.5 |
| 12/9/2010 9:00 | N | R_PB2SES_5 | -0.5 |
| 12/9/2010 9:00 | N | R_PBSES_2 | -0.5 |
| 12/9/2010 9:00 | N | AUTO_EPS_390 | 28.79 |
| 12/9/2010 9:01 | N | LARDVFTS_KZ | 28.33 |
| 12/9/2010 9:01 | N | DC_ROAD_L_B | 28.39 |
| 12/9/2010 9:01 | N | DC_EGPS_L_A | 25.2 |
| 12/9/2010 9:01 | N | H_HOLLOW_E_1 | -0.28 |
| 12/9/2010 9:01 | N | HHOLLOW4_E_1 | -0.28 |
| 12/9/2010 9:01 | N | R_LH2SES_1 | 29.66 |
| 12/9/2010 9:01 | N | R_PB2SES_1 | -0.49 |
| 12/9/2010 9:01 | N | R_PB2SES_2 | -0.49 |
| 12/9/2010 9:01 | N | R_PB2SES_3 | -0.49 |
| 12/9/2010 9:01 | N | R_PB2SES_4 | -0.49 |
| 12/9/2010 9:01 | N | R_PB2SES_5 | -0.49 |
| 12/9/2010 9:01 | N | R_PBSES_2 | -0.49 |
| 12/9/2010 9:01 | N | AUTO_EPS_390 | 29.53 |
| 12/9/2010 9:03 | N | LARDVFTS_KZ | 29.06 |
| 12/9/2010 9:03 | N | DC_ROAD_L_B | 29.05 |
| 12/9/2010 9:03 | N | DC_EGPS_L_A | 26.41 |
| 12/9/2010 9:03 | N | H_HOLLOW_E_1 | 1.74 |
| 12/9/2010 9:03 | N | HHOLLOW4_E_1 | 1.74 |
| 12/9/2010 9:03 | N | R_LH2SES_1 | 30.18 |
| 12/9/2010 9:03 | N | R_PB2SES_1 | 1.92 |
| 12/9/2010 9:03 | N | R_PB2SES_2 | 1.92 |
| 12/9/2010 9:03 | N | R_PB2SES_3 | 1.92 |
| 12/9/2010 9:03 | N | R_PB2SES_4 | 1.92 |

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| 12/9/2010 9:03 | N | R_PB2SES_5 | 1.92 |
| 12/9/2010 9:03 | N | R_PBSES_2 | 1.92 |
| 12/9/2010 9:03 | N | AUTO_EPS_390 | 30.06 |
| 12/9/2010 9:05 | N | LARDVFTS_KZ | 29.2 |
| 12/9/2010 9:05 | N | DC_ROAD_L_B | 29.2 |
| 12/9/2010 9:05 | N | DC_EGPS_L_A | 26.53 |
| 12/9/2010 9:05 | N | H_HOLLOW_E_1 | 1.76 |
| 12/9/2010 9:05 | N | HHOLLOW4_E_1 | 1.76 |
| 12/9/2010 9:05 | N | R_LH2SES_1 | 30.33 |
| 12/9/2010 9:05 | N | R_PB2SES_1 | 1.93 |
| 12/9/2010 9:05 | N | R_PB2SES_2 | 1.93 |
| 12/9/2010 9:05 | N | R_PB2SES_3 | 1.93 |
| 12/9/2010 9:05 | N | R_PB2SES_4 | 1.93 |
| 12/9/2010 9:05 | N | R_PB2SES_5 | 1.93 |
| 12/9/2010 9:05 | N | R_PBSES_2 | 1.93 |
| 12/9/2010 9:05 | N | AUTO_EPS_390 | 30.21 |
| 12/9/2010 9:06 | N | LARDVFTS_KZ | 29.8 |
| 12/9/2010 9:06 | N | DC_ROAD_L_B | 29.22 |
| 12/9/2010 9:06 | N | DC_EGPS_L_A | 32.72 |
| 12/9/2010 9:06 | N | H_HOLLOW_E_1 | 28.63 |
| 12/9/2010 9:06 | N | HHOLLOW4_E_1 | 28.63 |
| 12/9/2010 9:06 | N | R_LH2SES_1 | 28.52 |
| 12/9/2010 9:06 | N | R_PB2SES_1 | 31.15 |
| 12/9/2010 9:06 | N | R_PB2SES_2 | 31.15 |
| 12/9/2010 9:06 | N | R_PB2SES_3 | 31.15 |
| 12/9/2010 9:06 | N | R_PB2SES_4 | 31.15 |
| 12/9/2010 9:06 | N | R_PB2SES_5 | 31.15 |
| 12/9/2010 9:06 | N | R_PBSES_2 | 31.15 |
| 12/9/2010 9:06 | N | AUTO_EPS_390 | 28.51 |
| 12/9/2010 9:10 | N | LARDVFTS_KZ | 28.67 |
| 12/9/2010 9:10 | N | DC_ROAD_L_B | 28.71 |
| 12/9/2010 9:10 | N | DC_EGPS_L_A | 25.57 |
| 12/9/2010 9:10 | N | H_HOLLOW_E_1 | -0.31 |
| 12/9/2010 9:10 | N | HHOLLOW4_E_1 | -0.31 |
| 12/9/2010 9:10 | N | R_LH2SES_1 | 29.97 |
| 12/9/2010 9:10 | N | R_PB2SES_1 | -0.31 |
| 12/9/2010 9:10 | N | R_PB2SES_2 | -0.31 |
| 12/9/2010 9:10 | N | R_PB2SES_3 | -0.31 |
| 12/9/2010 9:10 | N | R_PB2SES_4 | -0.31 |
| 12/9/2010 9:10 | N | R_PB2SES_5 | -0.31 |
| 12/9/2010 9:10 | N | R_PBSES_2 | -0.31 |
| 12/9/2010 9:10 | N | AUTO_EPS_390 | 29.85 |
| 12/9/2010 9:15 | N | LARDVFTS_KZ | 28.69 |
| 12/9/2010 9:15 | N | DC_ROAD_L_B | 28.72 |
| 12/9/2010 9:15 | N | DC_EGPS_L_A | 25.65 |
| 12/9/2010 9:15 | N | H_HOLLOW_E_1 | -0.53 |
| 12/9/2010 9:15 | N | HHOLLOW4_E_1 | -0.53 |

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|---|---|---|---|
| 12/9/2010 9:15 | N | R_LH2SES_1 | 29.98 |
| 12/9/2010 9:15 | N | R_PB2SES_1 | -0.72 |
| 12/9/2010 9:15 | N | R_PB2SES_2 | -0.72 |
| 12/9/2010 9:15 | N | R_PB2SES_3 | -0.72 |
| 12/9/2010 9:15 | N | R_PB2SES_4 | -0.72 |
| 12/9/2010 9:15 | N | R_PB2SES_5 | -0.72 |
| 12/9/2010 9:15 | N | R_PBSES_2 | -0.72 |
| 12/9/2010 9:15 | N | AUTO_EPS_390 | 29.85 |
| 12/9/2010 9:20 | N | LARDVFTS_KZ | 29.03 |
| 12/9/2010 9:20 | N | DC_ROAD_L_B | 29.05 |
| 12/9/2010 9:20 | N | DC_EGPS_L_A | 25.98 |
| 12/9/2010 9:20 | N | H_HOLLOW_E_1 | -0.39 |
| 12/9/2010 9:20 | N | HHOLLOW4_E_1 | -0.39 |
| 12/9/2010 9:20 | N | R_LH2SES_1 | 30.31 |
| 12/9/2010 9:20 | N | R_PB2SES_1 | -0.6 |
| 12/9/2010 9:20 | N | R_PB2SES_2 | -0.6 |
| 12/9/2010 9:20 | N | R_PB2SES_3 | -0.6 |
| 12/9/2010 9:20 | N | R_PB2SES_4 | -0.6 |
| 12/9/2010 9:20 | N | R_PB2SES_5 | -0.6 |
| 12/9/2010 9:20 | N | R_PBSES_2 | -0.6 |
| 12/9/2010 9:20 | N | AUTO_EPS_390 | 30.18 |
| 12/9/2010 9:25 | N | LARDVFTS_KZ | 28.46 |
| 12/9/2010 9:25 | N | DC_ROAD_L_B | 28.51 |
| 12/9/2010 9:25 | N | DC_EGPS_L_A | 25.3 |
| 12/9/2010 9:25 | N | H_HOLLOW_E_1 | -0.39 |
| 12/9/2010 9:25 | N | HHOLLOW4_E_1 | -0.39 |
| 12/9/2010 9:25 | N | R_LH2SES_1 | 29.79 |
| 12/9/2010 9:25 | N | R_PB2SES_1 | -0.59 |
| 12/9/2010 9:25 | N | R_PB2SES_2 | -0.59 |
| 12/9/2010 9:25 | N | R_PB2SES_3 | -0.59 |
| 12/9/2010 9:25 | N | R_PB2SES_4 | -0.59 |
| 12/9/2010 9:25 | N | R_PB2SES_5 | -0.59 |
| 12/9/2010 9:25 | N | R_PBSES_2 | -0.59 |
| 12/9/2010 9:25 | N | AUTO_EPS_390 | 29.66 |
| 12/9/2010 9:30 | N | LARDVFTS_KZ | 27.91 |
| 12/9/2010 9:30 | N | DC_ROAD_L_B | 27.96 |
| 12/9/2010 9:30 | N | DC_EGPS_L_A | 24.87 |
| 12/9/2010 9:30 | N | H_HOLLOW_E_1 | 0.4 |
| 12/9/2010 9:30 | N | HHOLLOW4_E_1 | 0.4 |
| 12/9/2010 9:30 | N | R_LH2SES_1 | 29.18 |
| 12/9/2010 9:30 | N | R_PB2SES_1 | 0.21 |
| 12/9/2010 9:30 | N | R_PB2SES_2 | 0.21 |
| 12/9/2010 9:30 | N | R_PB2SES_3 | 0.21 |
| 12/9/2010 9:30 | N | R_PB2SES_4 | 0.21 |
| 12/9/2010 9:30 | N | R_PB2SES_5 | 0.21 |
| 12/9/2010 9:30 | N | R_PBSES_2 | 0.21 |
| 12/9/2010 9:30 | N | AUTO_EPS_390 | 29.06 |

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| 12/9/2010 9:35 | N | LARDVFTS_KZ | 27.66 |
| 12/9/2010 9:35 | N | DC_ROAD_L_B | 27.73 |
| 12/9/2010 9:35 | N | DC_EGPS_L_A | 24.5 |
| 12/9/2010 9:35 | N | H_HOLLOW_E_1 | 0.19 |
| 12/9/2010 9:35 | N | HHOLLOW4_E_1 | 0.19 |
| 12/9/2010 9:35 | N | R_LH2SES_1 | 28.99 |
| 12/9/2010 9:35 | N | R_PB2SES_1 | 0 |
| 12/9/2010 9:35 | N | R_PB2SES_2 | 0 |
| 12/9/2010 9:35 | N | R_PB2SES_3 | 0 |
| 12/9/2010 9:35 | N | R_PB2SES_4 | 0 |
| 12/9/2010 9:35 | N | R_PB2SES_5 | 0 |
| 12/9/2010 9:35 | N | R_PBSES_2 | 0 |
| 12/9/2010 9:35 | N | AUTO_EPS_390 | 28.86 |
| 12/9/2010 9:40 | N | LARDVFTS_KZ | 25.98 |
| 12/9/2010 9:40 | N | DC_ROAD_L_B | 26.52 |
| 12/9/2010 9:40 | N | DC_EGPS_L_A | 20.6 |
| 12/9/2010 9:40 | N | H_HOLLOW_E_1 | 0.5 |
| 12/9/2010 9:40 | N | HHOLLOW4_E_1 | 0.5 |
| 12/9/2010 9:40 | N | R_LH2SES_1 | 28.3 |
| 12/9/2010 9:40 | N | R_PB2SES_1 | 0.26 |
| 12/9/2010 9:40 | N | R_PB2SES_2 | 0.26 |
| 12/9/2010 9:40 | N | R_PB2SES_3 | 0.26 |
| 12/9/2010 9:40 | N | R_PB2SES_4 | 0.26 |
| 12/9/2010 9:40 | N | R_PB2SES_5 | 0.26 |
| 12/9/2010 9:40 | N | R_PBSES_2 | 0.26 |
| 12/9/2010 9:40 | N | AUTO_EPS_390 | 28.19 |
| 12/9/2010 9:45 | N | LARDVFTS_KZ | 26.89 |
| 12/9/2010 9:45 | N | DC_ROAD_L_B | 26.97 |
| 12/9/2010 9:45 | N | DC_EGPS_L_A | 23.96 |
| 12/9/2010 9:45 | N | H_HOLLOW_E_1 | 1.65 |
| 12/9/2010 9:45 | N | HHOLLOW4_E_1 | 1.65 |
| 12/9/2010 9:45 | N | R_LH2SES_1 | 28.13 |
| 12/9/2010 9:45 | N | R_PB2SES_1 | 1.47 |
| 12/9/2010 9:45 | N | R_PB2SES_2 | 1.47 |
| 12/9/2010 9:45 | N | R_PB2SES_3 | 1.47 |
| 12/9/2010 9:45 | N | R_PB2SES_4 | 1.47 |
| 12/9/2010 9:45 | N | R_PB2SES_5 | 1.47 |
| 12/9/2010 9:45 | N | R_PBSES_2 | 1.47 |
| 12/9/2010 9:45 | N | AUTO_EPS_390 | 28.01 |
| 12/9/2010 9:48 | N | LARDVFTS_KZ | 26.68 |
| 12/9/2010 9:48 | N | DC_ROAD_L_B | 26.76 |
| 12/9/2010 9:48 | N | DC_EGPS_L_A | 23.74 |
| 12/9/2010 9:48 | N | H_HOLLOW_E_1 | 1.64 |
| 12/9/2010 9:48 | N | HHOLLOW4_E_1 | 1.64 |
| 12/9/2010 9:48 | N | R_LH2SES_1 | 27.93 |
| 12/9/2010 9:48 | N | R_PB2SES_1 | 1.46 |
| 12/9/2010 9:48 | N | R_PB2SES_2 | 1.46 |

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| 12/9/2010 9:48 | N | R_PB2SES_3 | 1.46 |
| 12/9/2010 9:48 | N | R_PB2SES_4 | 1.46 |
| 12/9/2010 9:48 | N | R_PB2SES_5 | 1.46 |
| 12/9/2010 9:48 | N | R_PBSES_2 | 1.46 |
| 12/9/2010 9:48 | N | AUTO_EPS_390 | 27.81 |
| 12/9/2010 9:50 | N | LARDVFTS_KZ | 26.86 |
| 12/9/2010 9:50 | N | DC_ROAD_L_B | 26.92 |
| 12/9/2010 9:50 | N | DC_EGPS_L_A | 23.93 |
| 12/9/2010 9:50 | N | H_HOLLOW_E_1 | 0.67 |
| 12/9/2010 9:50 | N | HHOLLOW4_E_1 | 0.67 |
| 12/9/2010 9:50 | N | R_LH2SES_1 | 28.1 |
| 12/9/2010 9:50 | N | R_PB2SES_1 | 0.48 |
| 12/9/2010 9:50 | N | R_PB2SES_2 | 0.48 |
| 12/9/2010 9:50 | N | R_PB2SES_3 | 0.48 |
| 12/9/2010 9:50 | N | R_PB2SES_4 | 0.48 |
| 12/9/2010 9:50 | N | R_PB2SES_5 | 0.48 |
| 12/9/2010 9:50 | N | R_PBSES_2 | 0.48 |
| 12/9/2010 9:50 | N | AUTO_EPS_390 | 27.98 |
| 12/9/2010 9:55 | N | LARDVFTS_KZ | 26.99 |
| 12/9/2010 9:55 | N | DC_ROAD_L_B | 27.04 |
| 12/9/2010 9:55 | N | DC_EGPS_L_A | 24.06 |
| 12/9/2010 9:55 | N | H_HOLLOW_E_1 | 0.44 |
| 12/9/2010 9:55 | N | HHOLLOW4_E_1 | 0.44 |
| 12/9/2010 9:55 | N | R_LH2SES_1 | 28.23 |
| 12/9/2010 9:55 | N | R_PB2SES_1 | 0.25 |
| 12/9/2010 9:55 | N | R_PB2SES_2 | 0.25 |
| 12/9/2010 9:55 | N | R_PB2SES_3 | 0.25 |
| 12/9/2010 9:55 | N | R_PB2SES_4 | 0.25 |
| 12/9/2010 9:55 | N | R_PB2SES_5 | 0.25 |
| 12/9/2010 9:55 | N | R_PBSES_2 | 0.25 |
| 12/9/2010 9:55 | N | AUTO_EPS_390 | 28.11 |
| 12/9/2010 10:00 | N | LARDVFTS_KZ | 26.83 |
| 12/9/2010 10:00 | N | DC_ROAD_L_B | 26.93 |
| 12/9/2010 10:00 | N | DC_EGPS_L_A | 23.66 |
| 12/9/2010 10:00 | N | H_HOLLOW_E_1 | 0.14 |
| 12/9/2010 10:00 | N | HHOLLOW4_E_1 | 0.14 |
| 12/9/2010 10:00 | N | R_LH2SES_1 | 28.17 |
| 12/9/2010 10:00 | N | R_PB2SES_1 | -0.06 |
| 12/9/2010 10:00 | N | R_PB2SES_2 | -0.06 |
| 12/9/2010 10:00 | N | R_PB2SES_3 | -0.06 |
| 12/9/2010 10:00 | N | R_PB2SES_4 | -0.06 |
| 12/9/2010 10:00 | N | R_PB2SES_5 | -0.06 |
| 12/9/2010 10:00 | N | R_PBSES_2 | -0.06 |
| 12/9/2010 10:00 | N | AUTO_EPS_390 | 28.05 |
| 12/9/2010 10:05 | N | LARDVFTS_KZ | 26.88 |
| 12/9/2010 10:05 | N | DC_ROAD_L_B | 27 |
| 12/9/2010 10:05 | N | DC_EGPS_L_A | 23.59 |

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| 12/9/2010 10:05 | N | H_HOLLOW_E_1 | 0.21 |
| 12/9/2010 10:05 | N | HHOLLOW4_E_1 | 0.21 |
| 12/9/2010 10:05 | N | R_LH2SES_1 | 28.28 |
| 12/9/2010 10:05 | N | R_PB2SES_1 | 0.02 |
| 12/9/2010 10:05 | N | R_PB2SES_2 | 0.02 |
| 12/9/2010 10:05 | N | R_PB2SES_3 | 0.02 |
| 12/9/2010 10:05 | N | R_PB2SES_4 | 0.02 |
| 12/9/2010 10:05 | N | R_PB2SES_5 | 0.02 |
| 12/9/2010 10:05 | N | R_PBSES_2 | 0.02 |
| 12/9/2010 10:05 | N | AUTO_EPS_390 | 28.16 |
| 12/9/2010 10:10 | N | LARDVFTS_KZ | 26.77 |
| 12/9/2010 10:10 | N | DC_ROAD_L_B | 26.87 |
| 12/9/2010 10:10 | N | DC_EGPS_L_A | 23.73 |
| 12/9/2010 10:10 | N | H_HOLLOW_E_1 | 1.65 |
| 12/9/2010 10:10 | N | HHOLLOW4_E_1 | 1.65 |
| 12/9/2010 10:10 | N | R_LH2SES_1 | 28.06 |
| 12/9/2010 10:10 | N | R_PB2SES_1 | 1.47 |
| 12/9/2010 10:10 | N | R_PB2SES_2 | 1.47 |
| 12/9/2010 10:10 | N | R_PB2SES_3 | 1.47 |
| 12/9/2010 10:10 | N | R_PB2SES_4 | 1.47 |
| 12/9/2010 10:10 | N | R_PB2SES_5 | 1.47 |
| 12/9/2010 10:10 | N | R_PBSES_2 | 1.47 |
| 12/9/2010 10:10 | N | AUTO_EPS_390 | 27.94 |
| 12/9/2010 10:15 | N | LARDVFTS_KZ | 26.73 |
| 12/9/2010 10:15 | N | DC_ROAD_L_B | 26.83 |
| 12/9/2010 10:15 | N | DC_EGPS_L_A | 23.72 |
| 12/9/2010 10:15 | N | H_HOLLOW_E_1 | 1.64 |
| 12/9/2010 10:15 | N | HHOLLOW4_E_1 | 1.64 |
| 12/9/2010 10:15 | N | R_LH2SES_1 | 28.01 |
| 12/9/2010 10:15 | N | R_PB2SES_1 | 1.47 |
| 12/9/2010 10:15 | N | R_PB2SES_2 | 1.47 |
| 12/9/2010 10:15 | N | R_PB2SES_3 | 1.47 |
| 12/9/2010 10:15 | N | R_PB2SES_4 | 1.47 |
| 12/9/2010 10:15 | N | R_PB2SES_5 | 1.47 |
| 12/9/2010 10:15 | N | R_PBSES_2 | 1.47 |
| 12/9/2010 10:15 | N | AUTO_EPS_390 | 27.89 |
| 12/9/2010 10:20 | N | LARDVFTS_KZ | 26.69 |
| 12/9/2010 10:20 | N | DC_ROAD_L_B | 26.8 |
| 12/9/2010 10:20 | N | DC_EGPS_L_A | 23.48 |
| 12/9/2010 10:20 | N | H_HOLLOW_E_1 | 0.5 |
| 12/9/2010 10:20 | N | HHOLLOW4_E_1 | 0.5 |
| 12/9/2010 10:20 | N | R_LH2SES_1 | 28.05 |
| 12/9/2010 10:20 | N | R_PB2SES_1 | 0.31 |
| 12/9/2010 10:20 | N | R_PB2SES_2 | 0.31 |
| 12/9/2010 10:20 | N | R_PB2SES_3 | 0.31 |
| 12/9/2010 10:20 | N | R_PB2SES_4 | 0.31 |
| 12/9/2010 10:20 | N | R_PB2SES_5 | 0.31 |

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| 12/9/2010 10:20 | N | R_PBSES_2 | 0.31 |
| 12/9/2010 10:20 | N | AUTO_EPS_390 | 27.93 |
| 12/9/2010 10:25 | N | LARDVFTS_KZ | 26.57 |
| 12/9/2010 10:25 | N | DC_ROAD_L_B | 26.69 |
| 12/9/2010 10:25 | N | DC_EGPS_L_A | 23.3 |
| 12/9/2010 10:25 | N | H_HOLLOW_E_1 | 0.29 |
| 12/9/2010 10:25 | N | HHOLLOW4_E_1 | 0.29 |
| 12/9/2010 10:25 | N | R_LH2SES_1 | 27.96 |
| 12/9/2010 10:25 | N | R_PB2SES_1 | 0.1 |
| 12/9/2010 10:25 | N | R_PB2SES_2 | 0.1 |
| 12/9/2010 10:25 | N | R_PB2SES_3 | 0.1 |
| 12/9/2010 10:25 | N | R_PB2SES_4 | 0.1 |
| 12/9/2010 10:25 | N | R_PB2SES_5 | 0.1 |
| 12/9/2010 10:25 | N | R_PBSES_2 | 0.1 |
| 12/9/2010 10:25 | N | AUTO_EPS_390 | 27.84 |
| 12/9/2010 10:30 | N | LARDVFTS_KZ | 26.43 |
| 12/9/2010 10:30 | N | DC_ROAD_L_B | 26.56 |
| 12/9/2010 10:30 | N | DC_EGPS_L_A | 23.13 |
| 12/9/2010 10:30 | N | H_HOLLOW_E_1 | 0.34 |
| 12/9/2010 10:30 | N | HHOLLOW4_E_1 | 0.34 |
| 12/9/2010 10:30 | N | R_LH2SES_1 | 27.84 |
| 12/9/2010 10:30 | N | R_PB2SES_1 | 0.15 |
| 12/9/2010 10:30 | N | R_PB2SES_2 | 0.15 |
| 12/9/2010 10:30 | N | R_PB2SES_3 | 0.15 |
| 12/9/2010 10:30 | N | R_PB2SES_4 | 0.15 |
| 12/9/2010 10:30 | N | R_PB2SES_5 | 0.15 |
| 12/9/2010 10:30 | N | R_PBSES_2 | 0.15 |
| 12/9/2010 10:30 | N | AUTO_EPS_390 | 27.72 |
| 12/9/2010 10:35 | N | LARDVFTS_KZ | 26.33 |
| 12/9/2010 10:35 | N | DC_ROAD_L_B | 26.45 |
| 12/9/2010 10:35 | N | DC_EGPS_L_A | 23.22 |
| 12/9/2010 10:35 | N | H_HOLLOW_E_1 | 1.62 |
| 12/9/2010 10:35 | N | HHOLLOW4_E_1 | 1.62 |
| 12/9/2010 10:35 | N | R_LH2SES_1 | 27.65 |
| 12/9/2010 10:35 | N | R_PB2SES_1 | 1.44 |
| 12/9/2010 10:35 | N | R_PB2SES_2 | 1.44 |
| 12/9/2010 10:35 | N | R_PB2SES_3 | 1.44 |
| 12/9/2010 10:35 | N | R_PB2SES_4 | 1.44 |
| 12/9/2010 10:35 | N | R_PB2SES_5 | 1.44 |
| 12/9/2010 10:35 | N | R_PBSES_2 | 1.44 |
| 12/9/2010 10:35 | N | AUTO_EPS_390 | 27.54 |
| 12/9/2010 10:40 | N | LARDVFTS_KZ | 25.67 |
| 12/9/2010 10:40 | N | DC_ROAD_L_B | 25.84 |
| 12/9/2010 10:40 | N | DC_EGPS_L_A | 22.23 |
| 12/9/2010 10:40 | N | H_HOLLOW_E_1 | 0.28 |
| 12/9/2010 10:40 | N | HHOLLOW4_E_1 | 0.28 |
| 12/9/2010 10:40 | N | R_LH2SES_1 | 27.13 |

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|---|---|---|---|
| 12/9/2010 10:40 | N | R_PB2SES_1 | 0.09 |
| 12/9/2010 10:40 | N | R_PB2SES_2 | 0.09 |
| 12/9/2010 10:40 | N | R_PB2SES_3 | 0.09 |
| 12/9/2010 10:40 | N | R_PB2SES_4 | 0.09 |
| 12/9/2010 10:40 | N | R_PB2SES_5 | 0.09 |
| 12/9/2010 10:40 | N | R_PBSES_2 | 0.09 |
| 12/9/2010 10:40 | N | AUTO_EPS_390 | 27.01 |
| 12/9/2010 10:45 | N | LARDVFTS_KZ | 25.79 |
| 12/9/2010 10:45 | N | DC_ROAD_L_B | 25.95 |
| 12/9/2010 10:45 | N | DC_EGPS_L_A | 22.37 |
| 12/9/2010 10:45 | N | H_HOLLOW_E_1 | 0.28 |
| 12/9/2010 10:45 | N | HHOLLOW4_E_1 | 0.28 |
| 12/9/2010 10:45 | N | R_LH2SES_1 | 27.24 |
| 12/9/2010 10:45 | N | R_PB2SES_1 | 0.09 |
| 12/9/2010 10:45 | N | R_PB2SES_2 | 0.09 |
| 12/9/2010 10:45 | N | R_PB2SES_3 | 0.09 |
| 12/9/2010 10:45 | N | R_PB2SES_4 | 0.09 |
| 12/9/2010 10:45 | N | R_PB2SES_5 | 0.09 |
| 12/9/2010 10:45 | N | R_PBSES_2 | 0.09 |
| 12/9/2010 10:45 | N | AUTO_EPS_390 | 27.13 |
| 12/9/2010 10:50 | N | LARDVFTS_KZ | 25.53 |
| 12/9/2010 10:50 | N | DC_ROAD_L_B | 25.7 |
| 12/9/2010 10:50 | N | DC_EGPS_L_A | 22.04 |
| 12/9/2010 10:50 | N | H_HOLLOW_E_1 | 0.14 |
| 12/9/2010 10:50 | N | HHOLLOW4_E_1 | 0.14 |
| 12/9/2010 10:50 | N | R_LH2SES_1 | 27.01 |
| 12/9/2010 10:50 | N | R_PB2SES_1 | -0.06 |
| 12/9/2010 10:50 | N | R_PB2SES_2 | -0.06 |
| 12/9/2010 10:50 | N | R_PB2SES_3 | -0.06 |
| 12/9/2010 10:50 | N | R_PB2SES_4 | -0.06 |
| 12/9/2010 10:50 | N | R_PB2SES_5 | -0.06 |
| 12/9/2010 10:50 | N | R_PBSES_2 | -0.06 |
| 12/9/2010 10:50 | N | AUTO_EPS_390 | 26.9 |
| 12/9/2010 10:55 | N | LARDVFTS_KZ | 24.03 |
| 12/9/2010 10:55 | N | DC_ROAD_L_B | 24.26 |
| 12/9/2010 10:55 | N | DC_EGPS_L_A | 20.34 |
| 12/9/2010 10:55 | N | H_HOLLOW_E_1 | -0.04 |
| 12/9/2010 10:55 | N | HHOLLOW4_E_1 | -0.04 |
| 12/9/2010 10:55 | N | R_LH2SES_1 | 25.59 |
| 12/9/2010 10:55 | N | R_PB2SES_1 | -0.23 |
| 12/9/2010 10:55 | N | R_PB2SES_2 | -0.23 |
| 12/9/2010 10:55 | N | R_PB2SES_3 | -0.23 |
| 12/9/2010 10:55 | N | R_PB2SES_4 | -0.23 |
| 12/9/2010 10:55 | N | R_PB2SES_5 | -0.23 |
| 12/9/2010 10:55 | N | R_PBSES_2 | -0.23 |
| 12/9/2010 10:55 | N | AUTO_EPS_390 | 25.48 |
| 12/9/2010 10:58 | N | LARDVFTS_KZ | 23.95 |

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| 12/9/2010 10:58 | N | DC_ROAD_L_B | 24.47 |
| 12/9/2010 10:58 | N | DC_EGPS_L_A | 18.8 |
| 12/9/2010 10:58 | N | H_HOLLOW_E_1 | 0.11 |
| 12/9/2010 10:58 | N | HHOLLOW4_E_1 | 0.11 |
| 12/9/2010 10:58 | N | R_LH2SES_1 | 26.15 |
| 12/9/2010 10:58 | N | R_PB2SES_1 | -0.12 |
| 12/9/2010 10:58 | N | R_PB2SES_2 | -0.12 |
| 12/9/2010 10:58 | N | R_PB2SES_3 | -0.12 |
| 12/9/2010 10:58 | N | R_PB2SES_4 | -0.12 |
| 12/9/2010 10:58 | N | R_PB2SES_5 | -0.12 |
| 12/9/2010 10:58 | N | R_PBSES_2 | -0.12 |
| 12/9/2010 10:58 | N | AUTO_EPS_390 | 26.04 |
| 12/9/2010 11:00 | N | LARDVFTS_KZ | 24.65 |
| 12/9/2010 11:00 | N | DC_ROAD_L_B | 25.23 |
| 12/9/2010 11:00 | N | DC_EGPS_L_A | 19.2 |
| 12/9/2010 11:00 | N | H_HOLLOW_E_1 | 0.34 |
| 12/9/2010 11:00 | N | HHOLLOW4_E_1 | 0.34 |
| 12/9/2010 11:00 | N | R_LH2SES_1 | 27.04 |
| 12/9/2010 11:00 | N | R_PB2SES_1 | 0.14 |
| 12/9/2010 11:00 | N | R_PB2SES_2 | 0.14 |
| 12/9/2010 11:00 | N | R_PB2SES_3 | 0.14 |
| 12/9/2010 11:00 | N | R_PB2SES_4 | 0.14 |
| 12/9/2010 11:00 | N | R_PB2SES_5 | 0.14 |
| 12/9/2010 11:00 | N | R_PBSES_2 | 0.14 |
| 12/9/2010 11:00 | N | AUTO_EPS_390 | 26.92 |
| 12/9/2010 11:01 | N | LARDVFTS_KZ | 25.11 |
| 12/9/2010 11:01 | N | DC_ROAD_L_B | 25.7 |
| 12/9/2010 11:01 | N | DC_EGPS_L_A | 19.58 |
| 12/9/2010 11:01 | N | H_HOLLOW_E_1 | 0.45 |
| 12/9/2010 11:01 | N | HHOLLOW4_E_1 | 0.45 |
| 12/9/2010 11:01 | N | R_LH2SES_1 | 27.53 |
| 12/9/2010 11:01 | N | R_PB2SES_1 | 0.25 |
| 12/9/2010 11:01 | N | R_PB2SES_2 | 0.25 |
| 12/9/2010 11:01 | N | R_PB2SES_3 | 0.25 |
| 12/9/2010 11:01 | N | R_PB2SES_4 | 0.25 |
| 12/9/2010 11:01 | N | R_PB2SES_5 | 0.25 |
| 12/9/2010 11:01 | N | R_PBSES_2 | 0.25 |
| 12/9/2010 11:01 | N | AUTO_EPS_390 | 27.41 |
| 12/9/2010 11:03 | N | LARDVFTS_KZ | 25.19 |
| 12/9/2010 11:03 | N | DC_ROAD_L_B | 25.79 |
| 12/9/2010 11:03 | N | DC_EGPS_L_A | 19.64 |
| 12/9/2010 11:03 | N | H_HOLLOW_E_1 | 0.38 |
| 12/9/2010 11:03 | N | HHOLLOW4_E_1 | 0.38 |
| 12/9/2010 11:03 | N | R_LH2SES_1 | 27.63 |
| 12/9/2010 11:03 | N | R_PB2SES_1 | 0.18 |
| 12/9/2010 11:03 | N | R_PB2SES_2 | 0.18 |
| 12/9/2010 11:03 | N | R_PB2SES_3 | 0.18 |

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| 12/9/2010 11:03 | N | R_PB2SES_4 | 0.18 |
| 12/9/2010 11:03 | N | R_PB2SES_5 | 0.18 |
| 12/9/2010 11:03 | N | R_PBSES_2 | 0.18 |
| 12/9/2010 11:03 | N | AUTO_EPS_390 | 27.52 |
| 12/9/2010 11:05 | N | LARDVFTS_KZ | 25.22 |
| 12/9/2010 11:05 | N | DC_ROAD_L_B | 25.81 |
| 12/9/2010 11:05 | N | DC_EGPS_L_A | 19.68 |
| 12/9/2010 11:05 | N | H_HOLLOW_E_1 | 0.55 |
| 12/9/2010 11:05 | N | HHOLLOW4_E_1 | 0.55 |
| 12/9/2010 11:05 | N | R_LH2SES_1 | 27.65 |
| 12/9/2010 11:05 | N | R_PB2SES_1 | 0.34 |
| 12/9/2010 11:05 | N | R_PB2SES_2 | 0.34 |
| 12/9/2010 11:05 | N | R_PB2SES_3 | 0.34 |
| 12/9/2010 11:05 | N | R_PB2SES_4 | 0.34 |
| 12/9/2010 11:05 | N | R_PB2SES_5 | 0.34 |
| 12/9/2010 11:05 | N | R_PBSES_2 | 0.34 |
| 12/9/2010 11:05 | N | AUTO_EPS_390 | 27.53 |
| 12/9/2010 11:10 | N | LARDVFTS_KZ | 25.41 |
| 12/9/2010 11:10 | N | DC_ROAD_L_B | 26.01 |
| 12/9/2010 11:10 | N | DC_EGPS_L_A | 19.81 |
| 12/9/2010 11:10 | N | H_HOLLOW_E_1 | 0.44 |
| 12/9/2010 11:10 | N | HHOLLOW4_E_1 | 0.44 |
| 12/9/2010 11:10 | N | R_LH2SES_1 | 27.87 |
| 12/9/2010 11:10 | N | R_PB2SES_1 | 0.23 |
| 12/9/2010 11:10 | N | R_PB2SES_2 | 0.23 |
| 12/9/2010 11:10 | N | R_PB2SES_3 | 0.23 |
| 12/9/2010 11:10 | N | R_PB2SES_4 | 0.23 |
| 12/9/2010 11:10 | N | R_PB2SES_5 | 0.23 |
| 12/9/2010 11:10 | N | R_PBSES_2 | 0.23 |
| 12/9/2010 11:10 | N | AUTO_EPS_390 | 27.75 |
| 12/9/2010 11:15 | N | LARDVFTS_KZ | 25.21 |
| 12/9/2010 11:15 | N | DC_ROAD_L_B | 25.8 |
| 12/9/2010 11:15 | N | DC_EGPS_L_A | 19.67 |
| 12/9/2010 11:15 | N | H_HOLLOW_E_1 | 0.51 |
| 12/9/2010 11:15 | N | HHOLLOW4_E_1 | 0.51 |
| 12/9/2010 11:15 | N | R_LH2SES_1 | 27.64 |
| 12/9/2010 11:15 | N | R_PB2SES_1 | 0.31 |
| 12/9/2010 11:15 | N | R_PB2SES_2 | 0.31 |
| 12/9/2010 11:15 | N | R_PB2SES_3 | 0.31 |
| 12/9/2010 11:15 | N | R_PB2SES_4 | 0.31 |
| 12/9/2010 11:15 | N | R_PB2SES_5 | 0.31 |
| 12/9/2010 11:15 | N | R_PBSES_2 | 0.31 |
| 12/9/2010 11:15 | N | AUTO_EPS_390 | 27.52 |
| 12/9/2010 11:20 | N | LARDVFTS_KZ | 24.97 |
| 12/9/2010 11:20 | N | DC_ROAD_L_B | 25.56 |
| 12/9/2010 11:20 | N | DC_EGPS_L_A | 19.45 |
| 12/9/2010 11:20 | N | H_HOLLOW_E_1 | 0.35 |

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| 12/9/2010 11:20 | N | HHOLLOW4_E_1 | 0.35 |
| 12/9/2010 11:20 | N | R_LH2SES_1 | 27.39 |
| 12/9/2010 11:20 | N | R_PB2SES_1 | 0.14 |
| 12/9/2010 11:20 | N | R_PB2SES_2 | 0.14 |
| 12/9/2010 11:20 | N | R_PB2SES_3 | 0.14 |
| 12/9/2010 11:20 | N | R_PB2SES_4 | 0.14 |
| 12/9/2010 11:20 | N | R_PB2SES_5 | 0.14 |
| 12/9/2010 11:20 | N | R_PBSES_2 | 0.14 |
| 12/9/2010 11:20 | N | AUTO_EPS_390 | 27.27 |
| 12/9/2010 11:25 | N | LARDVFTS_KZ | 24.57 |
| 12/9/2010 11:25 | N | DC_ROAD_L_B | 25.15 |
| 12/9/2010 11:25 | N | DC_EGPS_L_A | 19.13 |
| 12/9/2010 11:25 | N | H_HOLLOW_E_1 | 0.28 |
| 12/9/2010 11:25 | N | HHOLLOW4_E_1 | 0.28 |
| 12/9/2010 11:25 | N | R_LH2SES_1 | 26.95 |
| 12/9/2010 11:25 | N | R_PB2SES_1 | 0.08 |
| 12/9/2010 11:25 | N | R_PB2SES_2 | 0.08 |
| 12/9/2010 11:25 | N | R_PB2SES_3 | 0.08 |
| 12/9/2010 11:25 | N | R_PB2SES_4 | 0.08 |
| 12/9/2010 11:25 | N | R_PB2SES_5 | 0.08 |
| 12/9/2010 11:25 | N | R_PBSES_2 | 0.08 |
| 12/9/2010 11:25 | N | AUTO_EPS_390 | 26.84 |
| 12/9/2010 11:30 | N | LARDVFTS_KZ | 24.51 |
| 12/9/2010 11:30 | N | DC_ROAD_L_B | 25.09 |
| 12/9/2010 11:30 | N | DC_EGPS_L_A | 19.08 |
| 12/9/2010 11:30 | N | H_HOLLOW_E_1 | 0.28 |
| 12/9/2010 11:30 | N | HHOLLOW4_E_1 | 0.28 |
| 12/9/2010 11:30 | N | R_LH2SES_1 | 26.89 |
| 12/9/2010 11:30 | N | R_PB2SES_1 | 0.08 |
| 12/9/2010 11:30 | N | R_PB2SES_2 | 0.08 |
| 12/9/2010 11:30 | N | R_PB2SES_3 | 0.08 |
| 12/9/2010 11:30 | N | R_PB2SES_4 | 0.08 |
| 12/9/2010 11:30 | N | R_PB2SES_5 | 0.08 |
| 12/9/2010 11:30 | N | R_PBSES_2 | 0.08 |
| 12/9/2010 11:30 | N | AUTO_EPS_390 | 26.77 |
| 12/9/2010 11:35 | N | LARDVFTS_KZ | 23.44 |
| 12/9/2010 11:35 | N | DC_ROAD_L_B | 24 |
| 12/9/2010 11:35 | N | DC_EGPS_L_A | 18.21 |
| 12/9/2010 11:35 | N | H_HOLLOW_E_1 | 0.16 |
| 12/9/2010 11:35 | N | HHOLLOW4_E_1 | 0.16 |
| 12/9/2010 11:35 | N | R_LH2SES_1 | 25.73 |
| 12/9/2010 11:35 | N | R_PB2SES_1 | -0.03 |
| 12/9/2010 11:35 | N | R_PB2SES_2 | -0.03 |
| 12/9/2010 11:35 | N | R_PB2SES_3 | -0.03 |
| 12/9/2010 11:35 | N | R_PB2SES_4 | -0.03 |
| 12/9/2010 11:35 | N | R_PB2SES_5 | -0.03 |
| 12/9/2010 11:35 | N | R_PBSES_2 | -0.03 |

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| 12/9/2010 11:35 | N | AUTO_EPS_390 | 25.62 |
| 12/9/2010 11:40 | N | LARDVFTS_KZ | 23.15 |
| 12/9/2010 11:40 | N | DC_ROAD_L_B | 23.71 |
| 12/9/2010 11:40 | N | DC_EGPS_L_A | 17.98 |
| 12/9/2010 11:40 | N | H_HOLLOW_E_1 | 0.14 |
| 12/9/2010 11:40 | N | HHOLLOW4_E_1 | 0.14 |
| 12/9/2010 11:40 | N | R_LH2SES_1 | 25.42 |
| 12/9/2010 11:40 | N | R_PB2SES_1 | -0.05 |
| 12/9/2010 11:40 | N | R_PB2SES_2 | -0.05 |
| 12/9/2010 11:40 | N | R_PB2SES_3 | -0.05 |
| 12/9/2010 11:40 | N | R_PB2SES_4 | -0.05 |
| 12/9/2010 11:40 | N | R_PB2SES_5 | -0.05 |
| 12/9/2010 11:40 | N | R_PBSES_2 | -0.05 |
| 12/9/2010 11:40 | N | AUTO_EPS_390 | 25.31 |
| 12/9/2010 11:45 | N | LARDVFTS_KZ | 20.17 |
| 12/9/2010 11:45 | N | DC_ROAD_L_B | 20.65 |
| 12/9/2010 11:45 | N | DC_EGPS_L_A | 15.69 |
| 12/9/2010 11:45 | N | H_HOLLOW_E_1 | 0.23 |
| 12/9/2010 11:45 | N | HHOLLOW4_E_1 | 0.23 |
| 12/9/2010 11:45 | N | R_LH2SES_1 | 22.14 |
| 12/9/2010 11:45 | N | R_PB2SES_1 | 0.07 |
| 12/9/2010 11:45 | N | R_PB2SES_2 | 0.07 |
| 12/9/2010 11:45 | N | R_PB2SES_3 | 0.07 |
| 12/9/2010 11:45 | N | R_PB2SES_4 | 0.07 |
| 12/9/2010 11:45 | N | R_PB2SES_5 | 0.07 |
| 12/9/2010 11:45 | N | R_PBSES_2 | 0.07 |
| 12/9/2010 11:45 | N | AUTO_EPS_390 | 22.04 |
| 12/9/2010 11:50 | N | LARDVFTS_KZ | 19.82 |
| 12/9/2010 11:50 | N | DC_ROAD_L_B | 20.29 |
| 12/9/2010 11:50 | N | DC_EGPS_L_A | 15.44 |
| 12/9/2010 11:50 | N | H_HOLLOW_E_1 | 0.33 |
| 12/9/2010 11:50 | N | HHOLLOW4_E_1 | 0.33 |
| 12/9/2010 11:50 | N | R_LH2SES_1 | 21.74 |
| 12/9/2010 11:50 | N | R_PB2SES_1 | 0.17 |
| 12/9/2010 11:50 | N | R_PB2SES_2 | 0.17 |
| 12/9/2010 11:50 | N | R_PB2SES_3 | 0.17 |
| 12/9/2010 11:50 | N | R_PB2SES_4 | 0.17 |
| 12/9/2010 11:50 | N | R_PB2SES_5 | 0.17 |
| 12/9/2010 11:50 | N | R_PBSES_2 | 0.17 |
| 12/9/2010 11:50 | N | AUTO_EPS_390 | 21.65 |
| 12/9/2010 11:55 | N | LARDVFTS_KZ | 19.73 |
| 12/9/2010 11:55 | N | DC_ROAD_L_B | 20.19 |
| 12/9/2010 11:55 | N | DC_EGPS_L_A | 15.4 |
| 12/9/2010 11:55 | N | H_HOLLOW_E_1 | 0.5 |
| 12/9/2010 11:55 | N | HHOLLOW4_E_1 | 0.5 |
| 12/9/2010 11:55 | N | R_LH2SES_1 | 21.62 |
| 12/9/2010 11:55 | N | R_PB2SES_1 | 0.34 |

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| 12/9/2010 11:55 | N | R_PB2SES_2 | 0.34 |
| 12/9/2010 11:55 | N | R_PB2SES_3 | 0.34 |
| 12/9/2010 11:55 | N | R_PB2SES_4 | 0.34 |
| 12/9/2010 11:55 | N | R_PB2SES_5 | 0.34 |
| 12/9/2010 11:55 | N | R_PBSES_2 | 0.34 |
| 12/9/2010 11:55 | N | AUTO_EPS_390 | 21.53 |
| 12/9/2010 12:00 | N | LARDVFTS_KZ | 20.96 |
| 12/9/2010 12:00 | N | DC_ROAD_L_B | 21.43 |
| 12/9/2010 12:00 | N | DC_EGPS_L_A | 16.55 |
| 12/9/2010 12:00 | N | H_HOLLOW_E_1 | 1.34 |
| 12/9/2010 12:00 | N | HHOLLOW4_E_1 | 1.34 |
| 12/9/2010 12:00 | N | R_LH2SES_1 | 22.9 |
| 12/9/2010 12:00 | N | R_PB2SES_1 | 1.18 |
| 12/9/2010 12:00 | N | R_PB2SES_2 | 1.18 |
| 12/9/2010 12:00 | N | R_PB2SES_3 | 1.18 |
| 12/9/2010 12:00 | N | R_PB2SES_4 | 1.18 |
| 12/9/2010 12:00 | N | R_PB2SES_5 | 1.18 |
| 12/9/2010 12:00 | N | R_PBSES_2 | 1.18 |
| 12/9/2010 12:00 | N | AUTO_EPS_390 | 22.8 |
| 12/9/2010 12:05 | N | LARDVFTS_KZ | 22.26 |
| 12/9/2010 12:05 | N | DC_ROAD_L_B | 22.78 |
| 12/9/2010 12:05 | N | DC_EGPS_L_A | 17.34 |
| 12/9/2010 12:05 | N | H_HOLLOW_E_1 | 0.38 |
| 12/9/2010 12:05 | N | HHOLLOW4_E_1 | 0.38 |
| 12/9/2010 12:05 | N | R_LH2SES_1 | 24.42 |
| 12/9/2010 12:05 | N | R_PB2SES_1 | 0.2 |
| 12/9/2010 12:05 | N | R_PB2SES_2 | 0.2 |
| 12/9/2010 12:05 | N | R_PB2SES_3 | 0.2 |
| 12/9/2010 12:05 | N | R_PB2SES_4 | 0.2 |
| 12/9/2010 12:05 | N | R_PB2SES_5 | 0.2 |
| 12/9/2010 12:05 | N | R_PBSES_2 | 0.2 |
| 12/9/2010 12:05 | N | AUTO_EPS_390 | 24.31 |
| 12/9/2010 12:10 | N | LARDVFTS_KZ | 23.08 |
| 12/9/2010 12:10 | N | DC_ROAD_L_B | 23.62 |
| 12/9/2010 12:10 | N | DC_EGPS_L_A | 17.95 |
| 12/9/2010 12:10 | N | H_HOLLOW_E_1 | 0.27 |
| 12/9/2010 12:10 | N | HHOLLOW4_E_1 | 0.27 |
| 12/9/2010 12:10 | N | R_LH2SES_1 | 25.32 |
| 12/9/2010 12:10 | N | R_PB2SES_1 | 0.08 |
| 12/9/2010 12:10 | N | R_PB2SES_2 | 0.08 |
| 12/9/2010 12:10 | N | R_PB2SES_3 | 0.08 |
| 12/9/2010 12:10 | N | R_PB2SES_4 | 0.08 |
| 12/9/2010 12:10 | N | R_PB2SES_5 | 0.08 |
| 12/9/2010 12:10 | N | R_PBSES_2 | 0.08 |
| 12/9/2010 12:10 | N | AUTO_EPS_390 | 25.22 |
| 12/9/2010 12:15 | N | LARDVFTS_KZ | 21.62 |
| 12/9/2010 12:15 | N | DC_ROAD_L_B | 22.13 |

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| 12/9/2010 12:15 | N | DC_EGPS_L_A | 16.81 |
| 12/9/2010 12:15 | N | H_HOLLOW_E_1 | 0.25 |
| 12/9/2010 12:15 | N | HHOLLOW4_E_1 | 0.25 |
| 12/9/2010 12:15 | N | R_LH2SES_1 | 23.72 |
| 12/9/2010 12:15 | N | R_PB2SES_1 | 0.07 |
| 12/9/2010 12:15 | N | R_PB2SES_2 | 0.07 |
| 12/9/2010 12:15 | N | R_PB2SES_3 | 0.07 |
| 12/9/2010 12:15 | N | R_PB2SES_4 | 0.07 |
| 12/9/2010 12:15 | N | R_PB2SES_5 | 0.07 |
| 12/9/2010 12:15 | N | R_PBSES_2 | 0.07 |
| 12/9/2010 12:15 | N | AUTO_EPS_390 | 23.62 |
| 12/9/2010 12:20 | N | LARDVFTS_KZ | 20.6 |
| 12/9/2010 12:20 | N | DC_ROAD_L_B | 21.09 |
| 12/9/2010 12:20 | N | DC_EGPS_L_A | 16.02 |
| 12/9/2010 12:20 | N | H_HOLLOW_E_1 | 0.22 |
| 12/9/2010 12:20 | N | HHOLLOW4_E_1 | 0.22 |
| 12/9/2010 12:20 | N | R_LH2SES_1 | 22.61 |
| 12/9/2010 12:20 | N | R_PB2SES_1 | 0.05 |
| 12/9/2010 12:20 | N | R_PB2SES_2 | 0.05 |
| 12/9/2010 12:20 | N | R_PB2SES_3 | 0.05 |
| 12/9/2010 12:20 | N | R_PB2SES_4 | 0.05 |
| 12/9/2010 12:20 | N | R_PB2SES_5 | 0.05 |
| 12/9/2010 12:20 | N | R_PBSES_2 | 0.05 |
| 12/9/2010 12:20 | N | AUTO_EPS_390 | 22.51 |
| 12/9/2010 12:25 | N | LARDVFTS_KZ | 19.57 |
| 12/9/2010 12:25 | N | DC_ROAD_L_B | 20.03 |
| 12/9/2010 12:25 | N | DC_EGPS_L_A | 15.22 |
| 12/9/2010 12:25 | N | H_HOLLOW_E_1 | 0.22 |
| 12/9/2010 12:25 | N | HHOLLOW4_E_1 | 0.22 |
| 12/9/2010 12:25 | N | R_LH2SES_1 | 21.48 |
| 12/9/2010 12:25 | N | R_PB2SES_1 | 0.06 |
| 12/9/2010 12:25 | N | R_PB2SES_2 | 0.06 |
| 12/9/2010 12:25 | N | R_PB2SES_3 | 0.06 |
| 12/9/2010 12:25 | N | R_PB2SES_4 | 0.06 |
| 12/9/2010 12:25 | N | R_PB2SES_5 | 0.06 |
| 12/9/2010 12:25 | N | R_PBSES_2 | 0.06 |
| 12/9/2010 12:25 | N | AUTO_EPS_390 | 21.38 |
| 12/9/2010 12:30 | N | LARDVFTS_KZ | 19.39 |
| 12/9/2010 12:30 | N | DC_ROAD_L_B | 19.86 |
| 12/9/2010 12:30 | N | DC_EGPS_L_A | 15.04 |
| 12/9/2010 12:30 | N | H_HOLLOW_E_1 | 0 |
| 12/9/2010 12:30 | N | HHOLLOW4_E_1 | 0 |
| 12/9/2010 12:30 | N | R_LH2SES_1 | 21.31 |
| 12/9/2010 12:30 | N | R_PB2SES_1 | -0.16 |
| 12/9/2010 12:30 | N | R_PB2SES_2 | -0.16 |
| 12/9/2010 12:30 | N | R_PB2SES_3 | -0.16 |
| 12/9/2010 12:30 | N | R_PB2SES_4 | -0.16 |

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|---|---|---|---|
| 12/9/2010 12:30 | N | R_PB2SES_5 | -0.16 |
| 12/9/2010 12:30 | N | R_PBSES_2 | -0.16 |
| 12/9/2010 12:30 | N | AUTO_EPS_390 | 21.21 |
| 12/9/2010 12:35 | N | LARDVFTS_KZ | 19.74 |
| 12/9/2010 12:35 | N | DC_ROAD_L_B | 20.22 |
| 12/9/2010 12:35 | N | DC_EGPS_L_A | 15.21 |
| 12/9/2010 12:35 | N | H_HOLLOW_E_1 | -0.43 |
| 12/9/2010 12:35 | N | HHOLLOW4_E_1 | -0.43 |
| 12/9/2010 12:35 | N | R_LH2SES_1 | 21.73 |
| 12/9/2010 12:35 | N | R_PB2SES_1 | -0.6 |
| 12/9/2010 12:35 | N | R_PB2SES_2 | -0.6 |
| 12/9/2010 12:35 | N | R_PB2SES_3 | -0.6 |
| 12/9/2010 12:35 | N | R_PB2SES_4 | -0.6 |
| 12/9/2010 12:35 | N | R_PB2SES_5 | -0.6 |
| 12/9/2010 12:35 | N | R_PBSES_2 | -0.6 |
| 12/9/2010 12:35 | N | AUTO_EPS_390 | 21.63 |
| 12/9/2010 12:40 | N | LARDVFTS_KZ | 19.73 |
| 12/9/2010 12:40 | N | DC_ROAD_L_B | 20.2 |
| 12/9/2010 12:40 | N | DC_EGPS_L_A | 15.29 |
| 12/9/2010 12:40 | N | H_HOLLOW_E_1 | -0.04 |
| 12/9/2010 12:40 | N | HHOLLOW4_E_1 | -0.04 |
| 12/9/2010 12:40 | N | R_LH2SES_1 | 21.68 |
| 12/9/2010 12:40 | N | R_PB2SES_1 | -0.2 |
| 12/9/2010 12:40 | N | R_PB2SES_2 | -0.2 |
| 12/9/2010 12:40 | N | R_PB2SES_3 | -0.2 |
| 12/9/2010 12:40 | N | R_PB2SES_4 | -0.2 |
| 12/9/2010 12:40 | N | R_PB2SES_5 | -0.2 |
| 12/9/2010 12:40 | N | R_PBSES_2 | -0.2 |
| 12/9/2010 12:40 | N | AUTO_EPS_390 | 21.59 |
| 12/9/2010 12:45 | N | LARDVFTS_KZ | 19.28 |
| 12/9/2010 12:45 | N | DC_ROAD_L_B | 19.74 |
| 12/9/2010 12:45 | N | DC_EGPS_L_A | 14.94 |
| 12/9/2010 12:45 | N | H_HOLLOW_E_1 | -0.03 |
| 12/9/2010 12:45 | N | HHOLLOW4_E_1 | -0.03 |
| 12/9/2010 12:45 | N | R_LH2SES_1 | 21.19 |
| 12/9/2010 12:45 | N | R_PB2SES_1 | -0.19 |
| 12/9/2010 12:45 | N | R_PB2SES_2 | -0.19 |
| 12/9/2010 12:45 | N | R_PB2SES_3 | -0.19 |
| 12/9/2010 12:45 | N | R_PB2SES_4 | -0.19 |
| 12/9/2010 12:45 | N | R_PB2SES_5 | -0.19 |
| 12/9/2010 12:45 | N | R_PBSES_2 | -0.19 |
| 12/9/2010 12:45 | N | AUTO_EPS_390 | 21.1 |
| 12/9/2010 12:50 | N | LARDVFTS_KZ | 19.13 |
| 12/9/2010 12:50 | N | DC_ROAD_L_B | 19.58 |
| 12/9/2010 12:50 | N | DC_EGPS_L_A | 14.83 |
| 12/9/2010 12:50 | N | H_HOLLOW_E_1 | 0 |
| 12/9/2010 12:50 | N | HHOLLOW4_E_1 | 0 |

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|---|---|---|---|
| 12/9/2010 12:50 | N | R_LH2SES_1 | 21.01 |
| 12/9/2010 12:50 | N | R_PB2SES_1 | -0.16 |
| 12/9/2010 12:50 | N | R_PB2SES_2 | -0.16 |
| 12/9/2010 12:50 | N | R_PB2SES_3 | -0.16 |
| 12/9/2010 12:50 | N | R_PB2SES_4 | -0.16 |
| 12/9/2010 12:50 | N | R_PB2SES_5 | -0.16 |
| 12/9/2010 12:50 | N | R_PBSES_2 | -0.16 |
| 12/9/2010 12:50 | N | AUTO_EPS_390 | 20.92 |
| 12/9/2010 12:55 | N | LARDVFTS_KZ | 19.53 |
| 12/9/2010 12:55 | N | DC_ROAD_L_B | 20 |
| 12/9/2010 12:55 | N | DC_EGPS_L_A | 15.14 |
| 12/9/2010 12:55 | N | H_HOLLOW_E_1 | 0.01 |
| 12/9/2010 12:55 | N | HHOLLOW4_E_1 | 0.01 |
| 12/9/2010 12:55 | N | R_LH2SES_1 | 21.45 |
| 12/9/2010 12:55 | N | R_PB2SES_1 | -0.15 |
| 12/9/2010 12:55 | N | R_PB2SES_2 | -0.15 |
| 12/9/2010 12:55 | N | R_PB2SES_3 | -0.15 |
| 12/9/2010 12:55 | N | R_PB2SES_4 | -0.15 |
| 12/9/2010 12:55 | N | R_PB2SES_5 | -0.15 |
| 12/9/2010 12:55 | N | R_PBSES_2 | -0.15 |
| 12/9/2010 12:55 | N | AUTO_EPS_390 | 21.36 |
| 12/9/2010 13:00 | N | LARDVFTS_KZ | 19.57 |
| 12/9/2010 13:00 | N | DC_ROAD_L_B | 20.02 |
| 12/9/2010 13:00 | N | DC_EGPS_L_A | 15.24 |
| 12/9/2010 13:00 | N | H_HOLLOW_E_1 | -0.44 |
| 12/9/2010 13:00 | N | HHOLLOW4_E_1 | -0.44 |
| 12/9/2010 13:00 | N | R_LH2SES_1 | 21.53 |
| 12/9/2010 13:00 | N | R_PB2SES_1 | -0.59 |
| 12/9/2010 13:00 | N | R_PB2SES_2 | -0.59 |
| 12/9/2010 13:00 | N | R_PB2SES_3 | -0.59 |
| 12/9/2010 13:00 | N | R_PB2SES_4 | -0.59 |
| 12/9/2010 13:00 | N | R_PB2SES_5 | -0.59 |
| 12/9/2010 13:00 | N | R_PBSES_2 | -0.59 |
| 12/9/2010 13:00 | N | AUTO_EPS_390 | 21.43 |
| 12/9/2010 13:05 | N | LARDVFTS_KZ | 19.33 |
| 12/9/2010 13:05 | N | DC_ROAD_L_B | 19.77 |
| 12/9/2010 13:05 | N | DC_EGPS_L_A | 15.05 |
| 12/9/2010 13:05 | N | H_HOLLOW_E_1 | -0.45 |
| 12/9/2010 13:05 | N | HHOLLOW4_E_1 | -0.45 |
| 12/9/2010 13:05 | N | R_LH2SES_1 | 21.26 |
| 12/9/2010 13:05 | N | R_PB2SES_1 | -0.6 |
| 12/9/2010 13:05 | N | R_PB2SES_2 | -0.6 |
| 12/9/2010 13:05 | N | R_PB2SES_3 | -0.6 |
| 12/9/2010 13:05 | N | R_PB2SES_4 | -0.6 |
| 12/9/2010 13:05 | N | R_PB2SES_5 | -0.6 |
| 12/9/2010 13:05 | N | R_PBSES_2 | -0.6 |
| 12/9/2010 13:05 | N | AUTO_EPS_390 | 21.17 |

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| 12/9/2010 13:10 | N | LARDVFTS_KZ | 19.42 |
| 12/9/2010 13:10 | N | DC_ROAD_L_B | 19.86 |
| 12/9/2010 13:10 | N | DC_EGPS_L_A | 15.27 |
| 12/9/2010 13:10 | N | H_HOLLOW_E_1 | 0.19 |
| 12/9/2010 13:10 | N | HHOLLOW4_E_1 | 0.19 |
| 12/9/2010 13:10 | N | R_LH2SES_1 | 21.31 |
| 12/9/2010 13:10 | N | R_PB2SES_1 | 0.04 |
| 12/9/2010 13:10 | N | R_PB2SES_2 | 0.04 |
| 12/9/2010 13:10 | N | R_PB2SES_3 | 0.04 |
| 12/9/2010 13:10 | N | R_PB2SES_4 | 0.04 |
| 12/9/2010 13:10 | N | R_PB2SES_5 | 0.04 |
| 12/9/2010 13:10 | N | R_PBSES_2 | 0.04 |
| 12/9/2010 13:10 | N | AUTO_EPS_390 | 21.21 |
| 12/9/2010 13:15 | N | LARDVFTS_KZ | 19.47 |
| 12/9/2010 13:15 | N | DC_ROAD_L_B | 19.88 |
| 12/9/2010 13:15 | N | DC_EGPS_L_A | 15.59 |
| 12/9/2010 13:15 | N | H_HOLLOW_E_1 | 1.5 |
| 12/9/2010 13:15 | N | HHOLLOW4_E_1 | 1.5 |
| 12/9/2010 13:15 | N | R_LH2SES_1 | 21.23 |
| 12/9/2010 13:15 | N | R_PB2SES_1 | 1.36 |
| 12/9/2010 13:15 | N | R_PB2SES_2 | 1.36 |
| 12/9/2010 13:15 | N | R_PB2SES_3 | 1.36 |
| 12/9/2010 13:15 | N | R_PB2SES_4 | 1.36 |
| 12/9/2010 13:15 | N | R_PB2SES_5 | 1.36 |
| 12/9/2010 13:15 | N | R_PBSES_2 | 1.36 |
| 12/9/2010 13:15 | N | AUTO_EPS_390 | 21.14 |
| 12/9/2010 13:20 | N | LARDVFTS_KZ | 19.36 |
| 12/9/2010 13:20 | N | DC_ROAD_L_B | 19.77 |
| 12/9/2010 13:20 | N | DC_EGPS_L_A | 15.45 |
| 12/9/2010 13:20 | N | H_HOLLOW_E_1 | 1.25 |
| 12/9/2010 13:20 | N | HHOLLOW4_E_1 | 1.25 |
| 12/9/2010 13:20 | N | R_LH2SES_1 | 21.14 |
| 12/9/2010 13:20 | N | R_PB2SES_1 | 1.11 |
| 12/9/2010 13:20 | N | R_PB2SES_2 | 1.11 |
| 12/9/2010 13:20 | N | R_PB2SES_3 | 1.11 |
| 12/9/2010 13:20 | N | R_PB2SES_4 | 1.11 |
| 12/9/2010 13:20 | N | R_PB2SES_5 | 1.11 |
| 12/9/2010 13:20 | N | R_PBSES_2 | 1.11 |
| 12/9/2010 13:20 | N | AUTO_EPS_390 | 21.05 |
| 12/9/2010 13:25 | N | LARDVFTS_KZ | 19.22 |
| 12/9/2010 13:25 | N | DC_ROAD_L_B | 19.63 |
| 12/9/2010 13:25 | N | DC_EGPS_L_A | 15.36 |
| 12/9/2010 13:25 | N | H_HOLLOW_E_1 | 1.23 |
| 12/9/2010 13:25 | N | HHOLLOW4_E_1 | 1.23 |
| 12/9/2010 13:25 | N | R_LH2SES_1 | 20.98 |
| 12/9/2010 13:25 | N | R_PB2SES_1 | 1.88 |
| 12/9/2010 13:25 | N | R_PB2SES_2 | 1.88 |

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| 12/9/2010 13:25 | N | R_PB2SES_3 | 1.88 |
| 12/9/2010 13:25 | N | R_PB2SES_4 | 1.88 |
| 12/9/2010 13:25 | N | R_PB2SES_5 | 1.88 |
| 12/9/2010 13:25 | N | R_PBSES_2 | 1.88 |
| 12/9/2010 13:25 | N | AUTO_EPS_390 | 20.89 |
| 12/9/2010 13:30 | N | LARDVFTS_KZ | 21.28 |
| 12/9/2010 13:30 | N | DC_ROAD_L_B | 21.24 |
| 12/9/2010 13:30 | N | DC_EGPS_L_A | 21.68 |
| 12/9/2010 13:30 | N | H_HOLLOW_E_1 | 21 |
| 12/9/2010 13:30 | N | HHOLLOW4_E_1 | 21 |
| 12/9/2010 13:30 | N | R_LH2SES_1 | 21.17 |
| 12/9/2010 13:30 | N | R_PB2SES_1 | 35.76 |
| 12/9/2010 13:30 | N | R_PB2SES_2 | 35.76 |
| 12/9/2010 13:30 | N | R_PB2SES_3 | 35.76 |
| 12/9/2010 13:30 | N | R_PB2SES_4 | 35.76 |
| 12/9/2010 13:30 | N | R_PB2SES_5 | 35.76 |
| 12/9/2010 13:30 | N | R_PBSES_2 | 35.76 |
| 12/9/2010 13:30 | N | AUTO_EPS_390 | 21.18 |
| 12/9/2010 13:40 | N | LARDVFTS_KZ | 19.35 |
| 12/9/2010 13:40 | N | DC_ROAD_L_B | 19.75 |
| 12/9/2010 13:40 | N | DC_EGPS_L_A | 15.5 |
| 12/9/2010 13:40 | N | H_HOLLOW_E_1 | 1.22 |
| 12/9/2010 13:40 | N | HHOLLOW4_E_1 | 1.22 |
| 12/9/2010 13:40 | N | R_LH2SES_1 | 21.1 |
| 12/9/2010 13:40 | N | R_PB2SES_1 | 3.2 |
| 12/9/2010 13:40 | N | R_PB2SES_2 | 3.2 |
| 12/9/2010 13:40 | N | R_PB2SES_3 | 3.2 |
| 12/9/2010 13:40 | N | R_PB2SES_4 | 3.2 |
| 12/9/2010 13:40 | N | R_PB2SES_5 | 3.2 |
| 12/9/2010 13:40 | N | R_PBSES_2 | 3.2 |
| 12/9/2010 13:40 | N | AUTO_EPS_390 | 21.02 |
| 12/9/2010 13:45 | N | LARDVFTS_KZ | 19.43 |
| 12/9/2010 13:45 | N | DC_ROAD_L_B | 19.84 |
| 12/9/2010 13:45 | N | DC_EGPS_L_A | 15.56 |
| 12/9/2010 13:45 | N | H_HOLLOW_E_1 | 1.5 |
| 12/9/2010 13:45 | N | HHOLLOW4_E_1 | 1.5 |
| 12/9/2010 13:45 | N | R_LH2SES_1 | 21.19 |
| 12/9/2010 13:45 | N | R_PB2SES_1 | 1.36 |
| 12/9/2010 13:45 | N | R_PB2SES_2 | 1.36 |
| 12/9/2010 13:45 | N | R_PB2SES_3 | 1.36 |
| 12/9/2010 13:45 | N | R_PB2SES_4 | 1.36 |
| 12/9/2010 13:45 | N | R_PB2SES_5 | 1.36 |
| 12/9/2010 13:45 | N | R_PBSES_2 | 1.36 |
| 12/9/2010 13:45 | N | AUTO_EPS_390 | 21.1 |
| 12/9/2010 14:00 | N | LARDVFTS_KZ | 21.05 |
| 12/9/2010 14:00 | N | DC_ROAD_L_B | 21 |
| 12/9/2010 14:00 | N | DC_EGPS_L_A | 21.53 |

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| 12/9/2010 14:00 | N | H_HOLLOW_E_1 | 20.7 |
| 12/9/2010 14:00 | N | HHOLLOW4_E_1 | 20.7 |
| 12/9/2010 14:00 | N | R_LH2SES_1 | 20.92 |
| 12/9/2010 14:00 | N | R_PB2SES_1 | 38.63 |
| 12/9/2010 14:00 | N | R_PB2SES_2 | 38.63 |
| 12/9/2010 14:00 | N | R_PB2SES_3 | 38.63 |
| 12/9/2010 14:00 | N | R_PB2SES_4 | 38.63 |
| 12/9/2010 14:00 | N | R_PB2SES_5 | 38.63 |
| 12/9/2010 14:00 | N | R_PBSES_2 | 38.63 |
| 12/9/2010 14:00 | N | AUTO_EPS_390 | 20.92 |
| 12/9/2010 14:05 | N | LARDVFTS_KZ | 21.27 |
| 12/9/2010 14:05 | N | DC_ROAD_L_B | 21.2 |
| 12/9/2010 14:05 | N | DC_EGPS_L_A | 21.96 |
| 12/9/2010 14:05 | N | H_HOLLOW_E_1 | 20.77 |
| 12/9/2010 14:05 | N | HHOLLOW4_E_1 | 20.77 |
| 12/9/2010 14:05 | N | R_LH2SES_1 | 21.08 |
| 12/9/2010 14:05 | N | R_PB2SES_1 | 46.85 |
| 12/9/2010 14:05 | N | R_PB2SES_2 | 46.85 |
| 12/9/2010 14:05 | N | R_PB2SES_3 | 46.85 |
| 12/9/2010 14:05 | N | R_PB2SES_4 | 46.85 |
| 12/9/2010 14:05 | N | R_PB2SES_5 | 46.85 |
| 12/9/2010 14:05 | N | R_PBSES_2 | 46.85 |
| 12/9/2010 14:05 | N | AUTO_EPS_390 | 21.08 |
| 12/9/2010 14:10 | N | LARDVFTS_KZ | 21.43 |
| 12/9/2010 14:10 | N | DC_ROAD_L_B | 21.36 |
| 12/9/2010 14:10 | N | DC_EGPS_L_A | 22.13 |
| 12/9/2010 14:10 | N | H_HOLLOW_E_1 | 20.92 |
| 12/9/2010 14:10 | N | HHOLLOW4_E_1 | 20.92 |
| 12/9/2010 14:10 | N | R_LH2SES_1 | 21.24 |
| 12/9/2010 14:10 | N | R_PB2SES_1 | 47.2 |
| 12/9/2010 14:10 | N | R_PB2SES_2 | 47.2 |
| 12/9/2010 14:10 | N | R_PB2SES_3 | 47.2 |
| 12/9/2010 14:10 | N | R_PB2SES_4 | 47.2 |
| 12/9/2010 14:10 | N | R_PB2SES_5 | 47.2 |
| 12/9/2010 14:10 | N | R_PBSES_2 | 47.2 |
| 12/9/2010 14:10 | N | AUTO_EPS_390 | 21.25 |
| 12/9/2010 14:15 | N | LARDVFTS_KZ | 21.56 |
| 12/9/2010 14:15 | N | DC_ROAD_L_B | 21.49 |
| 12/9/2010 14:15 | N | DC_EGPS_L_A | 22.27 |
| 12/9/2010 14:15 | N | H_HOLLOW_E_1 | 21.05 |
| 12/9/2010 14:15 | N | HHOLLOW4_E_1 | 21.05 |
| 12/9/2010 14:15 | N | R_LH2SES_1 | 21.37 |
| 12/9/2010 14:15 | N | R_PB2SES_1 | 47.46 |
| 12/9/2010 14:15 | N | R_PB2SES_2 | 47.46 |
| 12/9/2010 14:15 | N | R_PB2SES_3 | 47.46 |
| 12/9/2010 14:15 | N | R_PB2SES_4 | 47.46 |
| 12/9/2010 14:15 | N | R_PB2SES_5 | 47.46 |

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| 12/9/2010 14:15 | N | R_PBSES_2 | 47.46 |
| 12/9/2010 14:15 | N | AUTO_EPS_390 | 21.38 |
| 12/9/2010 14:20 | N | LARDVFTS_KZ | 21.27 |
| 12/9/2010 14:20 | N | DC_ROAD_L_B | 21.2 |
| 12/9/2010 14:20 | N | DC_EGPS_L_A | 21.96 |
| 12/9/2010 14:20 | N | H_HOLLOW_E_1 | 20.76 |
| 12/9/2010 14:20 | N | HHOLLOW4_E_1 | 20.76 |
| 12/9/2010 14:20 | N | R_LH2SES_1 | 21.07 |
| 12/9/2010 14:20 | N | R_PB2SES_1 | 46.85 |
| 12/9/2010 14:20 | N | R_PB2SES_2 | 46.85 |
| 12/9/2010 14:20 | N | R_PB2SES_3 | 46.85 |
| 12/9/2010 14:20 | N | R_PB2SES_4 | 46.85 |
| 12/9/2010 14:20 | N | R_PB2SES_5 | 46.85 |
| 12/9/2010 14:20 | N | R_PBSES_2 | 46.85 |
| 12/9/2010 14:20 | N | AUTO_EPS_390 | 21.08 |
| 12/9/2010 14:45 | N | LARDVFTS_KZ | 21.48 |
| 12/9/2010 14:45 | N | DC_ROAD_L_B | 21.44 |
| 12/9/2010 14:45 | N | DC_EGPS_L_A | 21.87 |
| 12/9/2010 14:45 | N | H_HOLLOW_E_1 | 21.19 |
| 12/9/2010 14:45 | N | HHOLLOW4_E_1 | 21.19 |
| 12/9/2010 14:45 | N | R_LH2SES_1 | 21.37 |
| 12/9/2010 14:45 | N | R_PB2SES_1 | 36.09 |
| 12/9/2010 14:45 | N | R_PB2SES_2 | 36.09 |
| 12/9/2010 14:45 | N | R_PB2SES_3 | 36.09 |
| 12/9/2010 14:45 | N | R_PB2SES_4 | 36.09 |
| 12/9/2010 14:45 | N | R_PB2SES_5 | 36.09 |
| 12/9/2010 14:45 | N | R_PBSES_2 | 36.09 |
| 12/9/2010 14:45 | N | AUTO_EPS_390 | 21.37 |
| 12/9/2010 16:10 | N | LARDVFTS_KZ | 25.06 |
| 12/9/2010 16:10 | N | DC_ROAD_L_B | 24.87 |
| 12/9/2010 16:10 | N | DC_EGPS_L_A | 27 |
| 12/9/2010 16:10 | N | H_HOLLOW_E_1 | 24.84 |
| 12/9/2010 16:10 | N | HHOLLOW4_E_1 | 24.84 |
| 12/9/2010 16:10 | N | R_LH2SES_1 | 24.48 |
| 12/9/2010 16:10 | N | R_PBSES_2 | 262.87 |
| 12/9/2010 16:10 | N | AUTO_EPS_390 | 24.5 |
| 12/9/2010 16:14 | N | LARDVFTS_KZ | 25.18 |
| 12/9/2010 16:14 | N | DC_ROAD_L_B | 25.16 |
| 12/9/2010 16:14 | N | DC_EGPS_L_A | 25.35 |
| 12/9/2010 16:14 | N | H_HOLLOW_E_1 | 25.16 |
| 12/9/2010 16:14 | N | HHOLLOW4_E_1 | 25.16 |
| 12/9/2010 16:14 | N | R_LH2SES_1 | 25.12 |
| 12/9/2010 16:14 | N | R_PBSES_2 | 46.04 |
| 12/9/2010 16:14 | N | AUTO_EPS_390 | 25.13 |
| 12/9/2010 16:15 | N | LARDVFTS_KZ | 25.3 |
| 12/9/2010 16:15 | N | DC_ROAD_L_B | 25.28 |
| 12/9/2010 16:15 | N | DC_EGPS_L_A | 25.47 |

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| 12/9/2010 16:15 | N | H_HOLLOW_E_1 | 25.28 |
| 12/9/2010 16:15 | N | HHOLLOW4_E_1 | 25.28 |
| 12/9/2010 16:15 | N | R_LH2SES_1 | 25.24 |
| 12/9/2010 16:15 | N | R_PBSES_2 | 46.04 |
| 12/9/2010 16:15 | N | AUTO_EPS_390 | 25.25 |
| 12/9/2010 16:20 | N | LARDVFTS_KZ | 25.24 |
| 12/9/2010 16:20 | N | DC_ROAD_L_B | 25.23 |
| 12/9/2010 16:20 | N | DC_EGPS_L_A | 25.41 |
| 12/9/2010 16:20 | N | H_HOLLOW_E_1 | 25.22 |
| 12/9/2010 16:20 | N | HHOLLOW4_E_1 | 25.22 |
| 12/9/2010 16:20 | N | R_LH2SES_1 | 25.19 |
| 12/9/2010 16:20 | N | R_PBSES_2 | 46.04 |
| 12/9/2010 16:20 | N | AUTO_EPS_390 | 25.19 |
| 12/9/2010 16:25 | N | LARDVFTS_KZ | 25.58 |
| 12/9/2010 16:25 | N | DC_ROAD_L_B | 25.57 |
| 12/9/2010 16:25 | N | DC_EGPS_L_A | 25.75 |
| 12/9/2010 16:25 | N | H_HOLLOW_E_1 | 25.56 |
| 12/9/2010 16:25 | N | HHOLLOW4_E_1 | 25.56 |
| 12/9/2010 16:25 | N | R_LH2SES_1 | 25.53 |
| 12/9/2010 16:25 | N | R_PBSES_2 | 46.04 |
| 12/9/2010 16:25 | N | AUTO_EPS_390 | 25.53 |
| 12/9/2010 16:30 | N | LARDVFTS_KZ | 26.14 |
| 12/9/2010 16:30 | N | DC_ROAD_L_B | 26.12 |
| 12/9/2010 16:30 | N | DC_EGPS_L_A | 26.3 |
| 12/9/2010 16:30 | N | H_HOLLOW_E_1 | 26.12 |
| 12/9/2010 16:30 | N | HHOLLOW4_E_1 | 26.12 |
| 12/9/2010 16:30 | N | R_LH2SES_1 | 26.09 |
| 12/9/2010 16:30 | N | R_PBSES_2 | 46.04 |
| 12/9/2010 16:30 | N | AUTO_EPS_390 | 26.09 |
| 12/9/2010 16:35 | N | LARDVFTS_KZ | 26.2 |
| 12/9/2010 16:35 | N | DC_ROAD_L_B | 26.18 |
| 12/9/2010 16:35 | N | DC_EGPS_L_A | 26.36 |
| 12/9/2010 16:35 | N | H_HOLLOW_E_1 | 26.18 |
| 12/9/2010 16:35 | N | HHOLLOW4_E_1 | 26.18 |
| 12/9/2010 16:35 | N | R_LH2SES_1 | 26.15 |
| 12/9/2010 16:35 | N | R_PBSES_2 | 46.04 |
| 12/9/2010 16:35 | N | AUTO_EPS_390 | 26.15 |
| 12/9/2010 16:40 | N | LARDVFTS_KZ | 26.56 |
| 12/9/2010 16:40 | N | DC_ROAD_L_B | 26.54 |
| 12/9/2010 16:40 | N | DC_EGPS_L_A | 26.72 |
| 12/9/2010 16:40 | N | H_HOLLOW_E_1 | 26.54 |
| 12/9/2010 16:40 | N | HHOLLOW4_E_1 | 26.54 |
| 12/9/2010 16:40 | N | R_LH2SES_1 | 26.51 |
| 12/9/2010 16:40 | N | R_PBSES_2 | 46.04 |
| 12/9/2010 16:40 | N | AUTO_EPS_390 | 26.51 |
| 12/9/2010 16:45 | N | LARDVFTS_KZ | 26.53 |
| 12/9/2010 16:45 | N | DC_ROAD_L_B | 26.51 |

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| 12/9/2010 16:45 | N | DC_EGPS_L_A | 26.68 |
| 12/9/2010 16:45 | N | H_HOLLOW_E_1 | 26.51 |
| 12/9/2010 16:45 | N | HHOLLOW4_E_1 | 26.51 |
| 12/9/2010 16:45 | N | R_LH2SES_1 | 26.48 |
| 12/9/2010 16:45 | N | R_PBSES_2 | 46.04 |
| 12/9/2010 16:45 | N | AUTO_EPS_390 | 26.48 |
| 12/9/2010 16:50 | N | LARDVFTS_KZ | 26.27 |
| 12/9/2010 16:50 | N | DC_ROAD_L_B | 26.25 |
| 12/9/2010 16:50 | N | DC_EGPS_L_A | 26.43 |
| 12/9/2010 16:50 | N | H_HOLLOW_E_1 | 26.25 |
| 12/9/2010 16:50 | N | HHOLLOW4_E_1 | 26.25 |
| 12/9/2010 16:50 | N | R_LH2SES_1 | 26.22 |
| 12/9/2010 16:50 | N | R_PBSES_2 | 46.04 |
| 12/9/2010 16:50 | N | AUTO_EPS_390 | 26.22 |
| 12/9/2010 16:55 | N | LARDVFTS_KZ | 27.02 |
| 12/9/2010 16:55 | N | DC_ROAD_L_B | 27 |
| 12/9/2010 16:55 | N | DC_EGPS_L_A | 27.17 |
| 12/9/2010 16:55 | N | H_HOLLOW_E_1 | 27 |
| 12/9/2010 16:55 | N | HHOLLOW4_E_1 | 27 |
| 12/9/2010 16:55 | N | R_LH2SES_1 | 26.97 |
| 12/9/2010 16:55 | N | R_PBSES_2 | 46.04 |
| 12/9/2010 16:55 | N | AUTO_EPS_390 | 26.97 |
| 12/9/2010 17:00 | N | LARDVFTS_KZ | 26.79 |
| 12/9/2010 17:00 | N | DC_ROAD_L_B | 26.59 |
| 12/9/2010 17:00 | N | DC_EGPS_L_A | 28.72 |
| 12/9/2010 17:00 | N | H_HOLLOW_E_1 | 26.57 |
| 12/9/2010 17:00 | N | HHOLLOW4_E_1 | 26.57 |
| 12/9/2010 17:00 | N | R_LH2SES_1 | 26.2 |
| 12/9/2010 17:00 | N | R_PBSES_2 | 264.59 |
| 12/9/2010 17:00 | N | AUTO_EPS_390 | 26.23 |
| 12/9/2010 17:05 | N | LARDVFTS_KZ | 27.53 |
| 12/9/2010 17:05 | N | DC_ROAD_L_B | 27.34 |
| 12/9/2010 17:05 | N | DC_EGPS_L_A | 29.47 |
| 12/9/2010 17:05 | N | H_HOLLOW_E_1 | 27.31 |
| 12/9/2010 17:05 | N | HHOLLOW4_E_1 | 27.31 |
| 12/9/2010 17:05 | N | R_LH2SES_1 | 26.95 |
| 12/9/2010 17:05 | N | R_PBSES_2 | 265.37 |
| 12/9/2010 17:05 | N | AUTO_EPS_390 | 26.97 |
| 12/9/2010 17:10 | N | LARDVFTS_KZ | 27.87 |
| 12/9/2010 17:10 | N | DC_ROAD_L_B | 27.68 |
| 12/9/2010 17:10 | N | DC_EGPS_L_A | 29.8 |
| 12/9/2010 17:10 | N | H_HOLLOW_E_1 | 27.65 |
| 12/9/2010 17:10 | N | HHOLLOW4_E_1 | 27.65 |
| 12/9/2010 17:10 | N | R_LH2SES_1 | 27.28 |
| 12/9/2010 17:10 | N | R_PBSES_2 | 265.7 |
| 12/9/2010 17:10 | N | AUTO_EPS_390 | 27.31 |
| 12/9/2010 17:15 | N | LARDVFTS_KZ | 28.17 |

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| 12/9/2010 17:15 | N | DC_ROAD_L_B | 27.97 |
| 12/9/2010 17:15 | N | DC_EGPS_L_A | 30.1 |
| 12/9/2010 17:15 | N | H_HOLLOW_E_1 | 27.97 |
| 12/9/2010 17:15 | N | HHOLLOW4_E_1 | 27.97 |
| 12/9/2010 17:15 | N | R_LH2SES_1 | 27.58 |
| 12/9/2010 17:15 | N | R_PBSES_2 | 265.91 |
| 12/9/2010 17:15 | N | AUTO_EPS_390 | 27.61 |
| 12/9/2010 17:20 | N | LARDVFTS_KZ | 28.58 |
| 12/9/2010 17:20 | N | DC_ROAD_L_B | 28.38 |
| 12/9/2010 17:20 | N | DC_EGPS_L_A | 30.48 |
| 12/9/2010 17:20 | N | H_HOLLOW_E_1 | 28.35 |
| 12/9/2010 17:20 | N | HHOLLOW4_E_1 | 28.35 |
| 12/9/2010 17:20 | N | R_LH2SES_1 | 27.99 |
| 12/9/2010 17:20 | N | R_PBSES_2 | 266.32 |
| 12/9/2010 17:20 | N | AUTO_EPS_390 | 28.02 |
| 12/9/2010 17:25 | N | LARDVFTS_KZ | 30.41 |
| 12/9/2010 17:25 | N | DC_ROAD_L_B | 30.22 |
| 12/9/2010 17:25 | N | DC_EGPS_L_A | 32.35 |
| 12/9/2010 17:25 | N | H_HOLLOW_E_1 | 30.19 |
| 12/9/2010 17:25 | N | HHOLLOW4_E_1 | 30.19 |
| 12/9/2010 17:25 | N | R_LH2SES_1 | 29.85 |
| 12/9/2010 17:25 | N | R_PBSES_2 | 268.13 |
| 12/9/2010 17:25 | N | AUTO_EPS_390 | 29.85 |
| 12/9/2010 17:27 | N | LARDVFTS_KZ | 31.01 |
| 12/9/2010 17:27 | N | DC_ROAD_L_B | 30.82 |
| 12/9/2010 17:27 | N | DC_EGPS_L_A | 32.95 |
| 12/9/2010 17:27 | N | H_HOLLOW_E_1 | 30.79 |
| 12/9/2010 17:27 | N | HHOLLOW4_E_1 | 30.79 |
| 12/9/2010 17:27 | N | R_LH2SES_1 | 30.45 |
| 12/9/2010 17:27 | N | R_PBSES_2 | 268.73 |
| 12/9/2010 17:27 | N | AUTO_EPS_390 | 30.45 |
| 12/9/2010 17:30 | N | LARDVFTS_KZ | 31.01 |
| 12/9/2010 17:30 | N | DC_ROAD_L_B | 30.99 |
| 12/9/2010 17:30 | N | DC_EGPS_L_A | 31.13 |
| 12/9/2010 17:30 | N | H_HOLLOW_E_1 | 30.99 |
| 12/9/2010 17:30 | N | HHOLLOW4_E_1 | 30.99 |
| 12/9/2010 17:30 | N | R_LH2SES_1 | 30.97 |
| 12/9/2010 17:30 | N | R_PBSES_2 | 46.04 |
| 12/9/2010 17:30 | N | AUTO_EPS_390 | 30.97 |
| 12/9/2010 17:35 | N | LARDVFTS_KZ | 34.15 |
| 12/9/2010 17:35 | N | DC_ROAD_L_B | 33.98 |
| 12/9/2010 17:35 | N | DC_EGPS_L_A | 36.08 |
| 12/9/2010 17:35 | N | H_HOLLOW_E_1 | 33.93 |
| 12/9/2010 17:35 | N | HHOLLOW4_E_1 | 33.93 |
| 12/9/2010 17:35 | N | R_LH2SES_1 | 33.59 |
| 12/9/2010 17:35 | N | R_PBSES_2 | 271.87 |
| 12/9/2010 17:35 | N | AUTO_EPS_390 | 33.62 |

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| 12/9/2010 17:36 | N | LARDVFTS_KZ | 34.14 |
| 12/9/2010 17:36 | N | DC_ROAD_L_B | 34.12 |
| 12/9/2010 17:36 | N | DC_EGPS_L_A | 34.34 |
| 12/9/2010 17:36 | N | H_HOLLOW_E_1 | 34.12 |
| 12/9/2010 17:36 | N | HHOLLOW4_E_1 | 34.12 |
| 12/9/2010 17:36 | N | R_LH2SES_1 | 34.08 |
| 12/9/2010 17:36 | N | R_PBSES_2 | 58.41 |
| 12/9/2010 17:36 | N | AUTO_EPS_390 | 34.08 |
| 12/9/2010 17:37 | N | LARDVFTS_KZ | 34.15 |
| 12/9/2010 17:37 | N | DC_ROAD_L_B | 34.14 |
| 12/9/2010 17:37 | N | DC_EGPS_L_A | 34.25 |
| 12/9/2010 17:37 | N | H_HOLLOW_E_1 | 34.14 |
| 12/9/2010 17:37 | N | HHOLLOW4_E_1 | 34.14 |
| 12/9/2010 17:37 | N | R_LH2SES_1 | 34.12 |
| 12/9/2010 17:37 | N | R_PBSES_2 | 46.04 |
| 12/9/2010 17:37 | N | AUTO_EPS_390 | 34.12 |
| 12/9/2010 17:40 | N | LARDVFTS_KZ | 35.82 |
| 12/9/2010 17:40 | N | DC_ROAD_L_B | 35.78 |
| 12/9/2010 17:40 | N | DC_EGPS_L_A | 36.21 |
| 12/9/2010 17:40 | N | H_HOLLOW_E_1 | 35.78 |
| 12/9/2010 17:40 | N | HHOLLOW4_E_1 | 35.78 |
| 12/9/2010 17:40 | N | R_LH2SES_1 | 35.71 |
| 12/9/2010 17:40 | N | R_PBSES_2 | 83 |
| 12/9/2010 17:40 | N | AUTO_EPS_390 | 35.71 |
| 12/9/2010 17:47 | N | LARDVFTS_KZ | 107.91 |
| 12/9/2010 17:47 | N | DC_ROAD_L_B | 107.72 |
| 12/9/2010 17:47 | N | DC_EGPS_L_A | 109.84 |
| 12/9/2010 17:47 | N | H_HOLLOW_E_1 | 107.69 |
| 12/9/2010 17:47 | N | HHOLLOW4_E_1 | 107.69 |
| 12/9/2010 17:47 | N | R_LH2SES_1 | 107.32 |
| 12/9/2010 17:47 | N | R_PBSES_2 | 345.63 |
| 12/9/2010 17:47 | N | AUTO_EPS_390 | 107.35 |
| 12/9/2010 17:50 | N | LARDVFTS_KZ | 471.3 |
| 12/9/2010 17:50 | N | DC_ROAD_L_B | 471.13 |
| 12/9/2010 17:50 | N | DC_EGPS_L_A | 473.23 |
| 12/9/2010 17:50 | N | H_HOLLOW_E_1 | 471.08 |
| 12/9/2010 17:50 | N | HHOLLOW4_E_1 | 471.08 |
| 12/9/2010 17:50 | N | R_LH2SES_1 | 470.74 |
| 12/9/2010 17:50 | N | R_PBSES_2 | 709.02 |
| 12/9/2010 17:50 | N | AUTO_EPS_390 | 470.77 |
| 12/9/2010 18:15 | N | LARDVFTS_KZ | 34.9 |
| 12/9/2010 18:15 | N | DC_ROAD_L_B | 34.89 |
| 12/9/2010 18:15 | N | DC_EGPS_L_A | 34.99 |
| 12/9/2010 18:15 | N | H_HOLLOW_E_1 | 34.88 |
| 12/9/2010 18:15 | N | HHOLLOW4_E_1 | 34.88 |
| 12/9/2010 18:15 | N | R_LH2SES_1 | 34.87 |
| 12/9/2010 18:15 | N | R_PBSES_2 | 46.04 |

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| 12/9/2010 18:15 | N | AUTO_EPS_390 | 34.87 |
| 12/9/2010 18:17 | N | LARDVFTS_KZ | 34.6 |
| 12/9/2010 18:17 | N | DC_ROAD_L_B | 34.59 |
| 12/9/2010 18:17 | N | DC_EGPS_L_A | 34.7 |
| 12/9/2010 18:17 | N | H_HOLLOW_E_1 | 34.59 |
| 12/9/2010 18:17 | N | HHOLLOW4_E_1 | 34.59 |
| 12/9/2010 18:17 | N | R_LH2SES_1 | 34.58 |
| 12/9/2010 18:17 | N | R_PBSES_2 | 46.04 |
| 12/9/2010 18:17 | N | AUTO_EPS_390 | 34.58 |
| 12/9/2010 18:20 | N | LARDVFTS_KZ | 34.63 |
| 12/9/2010 18:20 | N | DC_ROAD_L_B | 34.62 |
| 12/9/2010 18:20 | N | DC_EGPS_L_A | 34.72 |
| 12/9/2010 18:20 | N | H_HOLLOW_E_1 | 34.62 |
| 12/9/2010 18:20 | N | HHOLLOW4_E_1 | 34.62 |
| 12/9/2010 18:20 | N | R_LH2SES_1 | 34.6 |
| 12/9/2010 18:20 | N | R_PBSES_2 | 46.04 |
| 12/9/2010 18:20 | N | AUTO_EPS_390 | 34.6 |
| 12/9/2010 18:25 | N | LARDVFTS_KZ | 34.52 |
| 12/9/2010 18:25 | N | DC_ROAD_L_B | 34.51 |
| 12/9/2010 18:25 | N | DC_EGPS_L_A | 34.61 |
| 12/9/2010 18:25 | N | H_HOLLOW_E_1 | 34.5 |
| 12/9/2010 18:25 | N | HHOLLOW4_E_1 | 34.5 |
| 12/9/2010 18:25 | N | R_LH2SES_1 | 34.49 |
| 12/9/2010 18:25 | N | R_PBSES_2 | 46.04 |
| 12/9/2010 18:25 | N | AUTO_EPS_390 | 34.49 |
| 12/9/2010 18:30 | N | LARDVFTS_KZ | 34.85 |
| 12/9/2010 18:30 | N | DC_ROAD_L_B | 34.84 |
| 12/9/2010 18:30 | N | DC_EGPS_L_A | 34.95 |
| 12/9/2010 18:30 | N | H_HOLLOW_E_1 | 34.84 |
| 12/9/2010 18:30 | N | HHOLLOW4_E_1 | 34.84 |
| 12/9/2010 18:30 | N | R_LH2SES_1 | 34.83 |
| 12/9/2010 18:30 | N | R_PBSES_2 | 46.04 |
| 12/9/2010 18:30 | N | AUTO_EPS_390 | 34.83 |
| 12/9/2010 18:35 | N | LARDVFTS_KZ | 34.83 |
| 12/9/2010 18:35 | N | DC_ROAD_L_B | 34.82 |
| 12/9/2010 18:35 | N | DC_EGPS_L_A | 34.92 |
| 12/9/2010 18:35 | N | H_HOLLOW_E_1 | 34.82 |
| 12/9/2010 18:35 | N | HHOLLOW4_E_1 | 34.82 |
| 12/9/2010 18:35 | N | R_LH2SES_1 | 34.8 |
| 12/9/2010 18:35 | N | R_PBSES_2 | 46.04 |
| 12/9/2010 18:35 | N | AUTO_EPS_390 | 34.8 |
| 12/9/2010 18:40 | N | LARDVFTS_KZ | 34.7 |
| 12/9/2010 18:40 | N | DC_ROAD_L_B | 34.69 |
| 12/9/2010 18:40 | N | DC_EGPS_L_A | 34.8 |
| 12/9/2010 18:40 | N | H_HOLLOW_E_1 | 34.69 |
| 12/9/2010 18:40 | N | HHOLLOW4_E_1 | 34.69 |
| 12/9/2010 18:40 | N | R_LH2SES_1 | 34.68 |

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| 12/9/2010 18:40 | N | R_PBSES_2 | 46.04 |
| 12/9/2010 18:40 | N | AUTO_EPS_390 | 34.68 |
| 12/9/2010 18:45 | N | LARDVFTS_KZ | 34.82 |
| 12/9/2010 18:45 | N | DC_ROAD_L_B | 34.81 |
| 12/9/2010 18:45 | N | DC_EGPS_L_A | 34.91 |
| 12/9/2010 18:45 | N | H_HOLLOW_E_1 | 34.81 |
| 12/9/2010 18:45 | N | HHOLLOW4_E_1 | 34.81 |
| 12/9/2010 18:45 | N | R_LH2SES_1 | 34.79 |
| 12/9/2010 18:45 | N | R_PBSES_2 | 46.04 |
| 12/9/2010 18:45 | N | AUTO_EPS_390 | 34.79 |
| 12/9/2010 18:50 | N | LARDVFTS_KZ | 34.8 |
| 12/9/2010 18:50 | N | DC_ROAD_L_B | 34.79 |
| 12/9/2010 18:50 | N | DC_EGPS_L_A | 34.89 |
| 12/9/2010 18:50 | N | H_HOLLOW_E_1 | 34.78 |
| 12/9/2010 18:50 | N | HHOLLOW4_E_1 | 34.78 |
| 12/9/2010 18:50 | N | R_LH2SES_1 | 34.77 |
| 12/9/2010 18:50 | N | R_PBSES_2 | 46.04 |
| 12/9/2010 18:50 | N | AUTO_EPS_390 | 34.77 |
| 12/9/2010 18:55 | N | LARDVFTS_KZ | 34.66 |
| 12/9/2010 18:55 | N | DC_ROAD_L_B | 34.65 |
| 12/9/2010 18:55 | N | DC_EGPS_L_A | 34.75 |
| 12/9/2010 18:55 | N | H_HOLLOW_E_1 | 34.65 |
| 12/9/2010 18:55 | N | HHOLLOW4_E_1 | 34.65 |
| 12/9/2010 18:55 | N | R_LH2SES_1 | 34.63 |
| 12/9/2010 18:55 | N | R_PBSES_2 | 46.04 |
| 12/9/2010 18:55 | N | AUTO_EPS_390 | 34.63 |
| 12/9/2010 19:01 | N | LARDVFTS_KZ | 34.46 |
| 12/9/2010 19:01 | N | DC_ROAD_L_B | 34.45 |
| 12/9/2010 19:01 | N | DC_EGPS_L_A | 34.56 |
| 12/9/2010 19:01 | N | H_HOLLOW_E_1 | 34.45 |
| 12/9/2010 19:01 | N | HHOLLOW4_E_1 | 34.45 |
| 12/9/2010 19:01 | N | R_LH2SES_1 | 34.43 |
| 12/9/2010 19:01 | N | R_PBSES_2 | 46.04 |
| 12/9/2010 19:01 | N | AUTO_EPS_390 | 34.43 |
| 12/9/2010 19:05 | N | LARDVFTS_KZ | 34.18 |
| 12/9/2010 19:05 | N | DC_ROAD_L_B | 34.17 |
| 12/9/2010 19:05 | N | DC_EGPS_L_A | 34.28 |
| 12/9/2010 19:05 | N | H_HOLLOW_E_1 | 34.17 |
| 12/9/2010 19:05 | N | HHOLLOW4_E_1 | 34.17 |
| 12/9/2010 19:05 | N | R_LH2SES_1 | 34.15 |
| 12/9/2010 19:05 | N | R_PBSES_2 | 46.04 |
| 12/9/2010 19:05 | N | AUTO_EPS_390 | 34.15 |
| 12/9/2010 19:10 | N | LARDVFTS_KZ | 34.09 |
| 12/9/2010 19:10 | N | DC_ROAD_L_B | 34.09 |
| 12/9/2010 19:10 | N | DC_EGPS_L_A | 34.19 |
| 12/9/2010 19:10 | N | H_HOLLOW_E_1 | 34.08 |
| 12/9/2010 19:10 | N | HHOLLOW4_E_1 | 34.08 |

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| 12/9/2010 19:10 | N | R_LH2SES_1 | 34.07 |
| 12/9/2010 19:10 | N | R_PBSES_2 | 46.04 |
| 12/9/2010 19:10 | N | AUTO_EPS_390 | 34.07 |
| 12/9/2010 19:15 | N | LARDVFTS_KZ | 34.38 |
| 12/9/2010 19:15 | N | DC_ROAD_L_B | 34.37 |
| 12/9/2010 19:15 | N | DC_EGPS_L_A | 34.48 |
| 12/9/2010 19:15 | N | H_HOLLOW_E_1 | 34.37 |
| 12/9/2010 19:15 | N | HHOLLOW4_E_1 | 34.37 |
| 12/9/2010 19:15 | N | R_LH2SES_1 | 34.35 |
| 12/9/2010 19:15 | N | R_PBSES_2 | 46.04 |
| 12/9/2010 19:15 | N | AUTO_EPS_390 | 34.35 |
| 12/9/2010 19:21 | N | LARDVFTS_KZ | 34.02 |
| 12/9/2010 19:21 | N | DC_ROAD_L_B | 34.01 |
| 12/9/2010 19:21 | N | DC_EGPS_L_A | 34.12 |
| 12/9/2010 19:21 | N | H_HOLLOW_E_1 | 34.01 |
| 12/9/2010 19:21 | N | HHOLLOW4_E_1 | 34.01 |
| 12/9/2010 19:21 | N | R_LH2SES_1 | 33.99 |
| 12/9/2010 19:21 | N | R_PBSES_2 | 46.04 |
| 12/9/2010 19:21 | N | AUTO_EPS_390 | 33.99 |
| 12/9/2010 19:26 | N | LARDVFTS_KZ | 34.25 |
| 12/9/2010 19:26 | N | DC_ROAD_L_B | 34.24 |
| 12/9/2010 19:26 | N | DC_EGPS_L_A | 34.34 |
| 12/9/2010 19:26 | N | H_HOLLOW_E_1 | 34.23 |
| 12/9/2010 19:26 | N | HHOLLOW4_E_1 | 34.23 |
| 12/9/2010 19:26 | N | R_LH2SES_1 | 34.22 |
| 12/9/2010 19:26 | N | R_PBSES_2 | 46.04 |
| 12/9/2010 19:26 | N | AUTO_EPS_390 | 34.22 |
| 12/9/2010 19:31 | N | LARDVFTS_KZ | 33.95 |
| 12/9/2010 19:31 | N | DC_ROAD_L_B | 33.94 |
| 12/9/2010 19:31 | N | DC_EGPS_L_A | 34.05 |
| 12/9/2010 19:31 | N | H_HOLLOW_E_1 | 33.93 |
| 12/9/2010 19:31 | N | HHOLLOW4_E_1 | 33.93 |
| 12/9/2010 19:31 | N | R_LH2SES_1 | 33.92 |
| 12/9/2010 19:31 | N | R_PBSES_2 | 46.04 |
| 12/9/2010 19:31 | N | AUTO_EPS_390 | 33.92 |
| 12/9/2010 19:36 | N | LARDVFTS_KZ | 34.22 |
| 12/9/2010 19:36 | N | DC_ROAD_L_B | 34.21 |
| 12/9/2010 19:36 | N | DC_EGPS_L_A | 34.32 |
| 12/9/2010 19:36 | N | H_HOLLOW_E_1 | 34.21 |
| 12/9/2010 19:36 | N | HHOLLOW4_E_1 | 34.21 |
| 12/9/2010 19:36 | N | R_LH2SES_1 | 34.19 |
| 12/9/2010 19:36 | N | R_PBSES_2 | 46.04 |
| 12/9/2010 19:36 | N | AUTO_EPS_390 | 34.19 |
| 12/9/2010 19:41 | N | LARDVFTS_KZ | 34.24 |
| 12/9/2010 19:41 | N | DC_ROAD_L_B | 34.24 |
| 12/9/2010 19:41 | N | DC_EGPS_L_A | 34.34 |
| 12/9/2010 19:41 | N | H_HOLLOW_E_1 | 34.23 |

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|---|---|---|---|
| 12/9/2010 19:41 | N | HHOLLOW4_E_1 | 34.23 |
| 12/9/2010 19:41 | N | R_LH2SES_1 | 34.22 |
| 12/9/2010 19:41 | N | R_PBSES_2 | 46.04 |
| 12/9/2010 19:41 | N | AUTO_EPS_390 | 34.22 |
| 12/9/2010 19:45 | N | LARDVFTS_KZ | 34.77 |
| 12/9/2010 19:45 | N | DC_ROAD_L_B | 34.76 |
| 12/9/2010 19:45 | N | DC_EGPS_L_A | 34.86 |
| 12/9/2010 19:45 | N | H_HOLLOW_E_1 | 34.76 |
| 12/9/2010 19:45 | N | HHOLLOW4_E_1 | 34.76 |
| 12/9/2010 19:45 | N | R_LH2SES_1 | 34.74 |
| 12/9/2010 19:45 | N | R_PBSES_2 | 46.04 |
| 12/9/2010 19:45 | N | AUTO_EPS_390 | 34.74 |
| 12/9/2010 19:50 | N | LARDVFTS_KZ | 37.08 |
| 12/9/2010 19:50 | N | DC_ROAD_L_B | 37.07 |
| 12/9/2010 19:50 | N | DC_EGPS_L_A | 37.16 |
| 12/9/2010 19:50 | N | H_HOLLOW_E_1 | 37.07 |
| 12/9/2010 19:50 | N | HHOLLOW4_E_1 | 37.07 |
| 12/9/2010 19:50 | N | R_LH2SES_1 | 37.06 |
| 12/9/2010 19:50 | N | R_PBSES_2 | 46.04 |
| 12/9/2010 19:50 | N | AUTO_EPS_390 | 37.06 |
| 12/9/2010 20:01 | N | LARDVFTS_KZ | 34.92 |
| 12/9/2010 20:01 | N | DC_ROAD_L_B | 34.91 |
| 12/9/2010 20:01 | N | DC_EGPS_L_A | 35.01 |
| 12/9/2010 20:01 | N | H_HOLLOW_E_1 | 34.91 |
| 12/9/2010 20:01 | N | HHOLLOW4_E_1 | 34.91 |
| 12/9/2010 20:01 | N | R_LH2SES_1 | 34.89 |
| 12/9/2010 20:01 | N | R_PBSES_2 | 46.04 |
| 12/9/2010 20:01 | N | AUTO_EPS_390 | 34.89 |
| 12/9/2010 20:05 | N | LARDVFTS_KZ | 34.74 |
| 12/9/2010 20:05 | N | DC_ROAD_L_B | 34.73 |
| 12/9/2010 20:05 | N | DC_EGPS_L_A | 34.83 |
| 12/9/2010 20:05 | N | H_HOLLOW_E_1 | 34.72 |
| 12/9/2010 20:05 | N | HHOLLOW4_E_1 | 34.72 |
| 12/9/2010 20:05 | N | R_LH2SES_1 | 34.71 |
| 12/9/2010 20:05 | N | R_PBSES_2 | 46.04 |
| 12/9/2010 20:05 | N | AUTO_EPS_390 | 34.71 |
| 12/9/2010 20:10 | N | LARDVFTS_KZ | 36.02 |
| 12/9/2010 20:10 | N | DC_ROAD_L_B | 36.01 |
| 12/9/2010 20:10 | N | DC_EGPS_L_A | 36.1 |
| 12/9/2010 20:10 | N | H_HOLLOW_E_1 | 36 |
| 12/9/2010 20:10 | N | HHOLLOW4_E_1 | 36 |
| 12/9/2010 20:10 | N | R_LH2SES_1 | 35.99 |
| 12/9/2010 20:10 | N | R_PBSES_2 | 46.04 |
| 12/9/2010 20:10 | N | AUTO_EPS_390 | 35.99 |
| 12/9/2010 20:15 | N | LARDVFTS_KZ | 36.4 |
| 12/9/2010 20:15 | N | DC_ROAD_L_B | 36.39 |
| 12/9/2010 20:15 | N | DC_EGPS_L_A | 36.48 |

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|---|---|---|---|
| 12/9/2010 20:15 | N | H_HOLLOW_E_1 | 36.39 |
| 12/9/2010 20:15 | N | HHOLLOW4_E_1 | 36.39 |
| 12/9/2010 20:15 | N | R_LH2SES_1 | 36.38 |
| 12/9/2010 20:15 | N | R_PBSES_2 | 46.04 |
| 12/9/2010 20:15 | N | AUTO_EPS_390 | 36.38 |
| 12/9/2010 20:20 | N | LARDVFTS_KZ | 37.72 |
| 12/9/2010 20:20 | N | DC_ROAD_L_B | 37.71 |
| 12/9/2010 20:20 | N | DC_EGPS_L_A | 37.78 |
| 12/9/2010 20:20 | N | H_HOLLOW_E_1 | 37.71 |
| 12/9/2010 20:20 | N | HHOLLOW4_E_1 | 37.71 |
| 12/9/2010 20:20 | N | R_LH2SES_1 | 37.7 |
| 12/9/2010 20:20 | N | R_PBSES_2 | 46.04 |
| 12/9/2010 20:20 | N | AUTO_EPS_390 | 37.7 |
| 12/9/2010 20:25 | N | LARDVFTS_KZ | 36.67 |
| 12/9/2010 20:25 | N | DC_ROAD_L_B | 36.66 |
| 12/9/2010 20:25 | N | DC_EGPS_L_A | 36.75 |
| 12/9/2010 20:25 | N | H_HOLLOW_E_1 | 36.66 |
| 12/9/2010 20:25 | N | HHOLLOW4_E_1 | 36.66 |
| 12/9/2010 20:25 | N | R_LH2SES_1 | 36.65 |
| 12/9/2010 20:25 | N | R_PBSES_2 | 46.04 |
| 12/9/2010 20:25 | N | AUTO_EPS_390 | 36.65 |
| 12/9/2010 20:30 | N | LARDVFTS_KZ | 40.07 |
| 12/9/2010 20:30 | N | DC_ROAD_L_B | 40.06 |
| 12/9/2010 20:30 | N | DC_EGPS_L_A | 40.12 |
| 12/9/2010 20:30 | N | H_HOLLOW_E_1 | 40.06 |
| 12/9/2010 20:30 | N | HHOLLOW4_E_1 | 40.06 |
| 12/9/2010 20:30 | N | R_LH2SES_1 | 40.05 |
| 12/9/2010 20:30 | N | R_PBSES_2 | 46.04 |
| 12/9/2010 20:30 | N | AUTO_EPS_390 | 40.05 |
| 12/9/2010 20:35 | N | LARDVFTS_KZ | 38.44 |
| 12/9/2010 20:35 | N | DC_ROAD_L_B | 38.43 |
| 12/9/2010 20:35 | N | DC_EGPS_L_A | 38.5 |
| 12/9/2010 20:35 | N | H_HOLLOW_E_1 | 38.43 |
| 12/9/2010 20:35 | N | HHOLLOW4_E_1 | 38.43 |
| 12/9/2010 20:35 | N | R_LH2SES_1 | 38.42 |
| 12/9/2010 20:35 | N | R_PBSES_2 | 46.04 |
| 12/9/2010 20:35 | N | AUTO_EPS_390 | 38.42 |
| 12/9/2010 20:40 | N | LARDVFTS_KZ | 36.11 |
| 12/9/2010 20:40 | N | DC_ROAD_L_B | 36.1 |
| 12/9/2010 20:40 | N | DC_EGPS_L_A | 36.19 |
| 12/9/2010 20:40 | N | H_HOLLOW_E_1 | 36.1 |
| 12/9/2010 20:40 | N | HHOLLOW4_E_1 | 36.1 |
| 12/9/2010 20:40 | N | R_LH2SES_1 | 36.08 |
| 12/9/2010 20:40 | N | R_PBSES_2 | 46.04 |
| 12/9/2010 20:40 | N | AUTO_EPS_390 | 36.09 |
| 12/9/2010 20:45 | N | LARDVFTS_KZ | 37.68 |
| 12/9/2010 20:45 | N | DC_ROAD_L_B | 37.68 |

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| 12/9/2010 20:45 | N | DC_EGPS_L_A | 37.75 |
| 12/9/2010 20:45 | N | H_HOLLOW_E_1 | 37.67 |
| 12/9/2010 20:45 | N | HHOLLOW4_E_1 | 37.67 |
| 12/9/2010 20:45 | N | R_LH2SES_1 | 37.66 |
| 12/9/2010 20:45 | N | R_PBSES_2 | 46.04 |
| 12/9/2010 20:45 | N | AUTO_EPS_390 | 37.66 |
| 12/9/2010 20:50 | N | LARDVFTS_KZ | 34.92 |
| 12/9/2010 20:50 | N | DC_ROAD_L_B | 34.91 |
| 12/9/2010 20:50 | N | DC_EGPS_L_A | 35.01 |
| 12/9/2010 20:50 | N | H_HOLLOW_E_1 | 34.9 |
| 12/9/2010 20:50 | N | HHOLLOW4_E_1 | 34.9 |
| 12/9/2010 20:50 | N | R_LH2SES_1 | 34.89 |
| 12/9/2010 20:50 | N | R_PBSES_2 | 46.04 |
| 12/9/2010 20:50 | N | AUTO_EPS_390 | 34.89 |
| 12/9/2010 20:55 | N | LARDVFTS_KZ | 34.9 |
| 12/9/2010 20:55 | N | DC_ROAD_L_B | 34.89 |
| 12/9/2010 20:55 | N | DC_EGPS_L_A | 34.99 |
| 12/9/2010 20:55 | N | H_HOLLOW_E_1 | 34.89 |
| 12/9/2010 20:55 | N | HHOLLOW4_E_1 | 34.89 |
| 12/9/2010 20:55 | N | R_LH2SES_1 | 34.87 |
| 12/9/2010 20:55 | N | R_PBSES_2 | 46.04 |
| 12/9/2010 20:55 | N | AUTO_EPS_390 | 34.87 |
| 12/9/2010 20:58 | N | LARDVFTS_KZ | 36.36 |
| 12/9/2010 20:58 | N | DC_ROAD_L_B | 36.35 |
| 12/9/2010 20:58 | N | DC_EGPS_L_A | 36.43 |
| 12/9/2010 20:58 | N | H_HOLLOW_E_1 | 36.34 |
| 12/9/2010 20:58 | N | HHOLLOW4_E_1 | 36.34 |
| 12/9/2010 20:58 | N | R_LH2SES_1 | 36.33 |
| 12/9/2010 20:58 | N | R_PBSES_2 | 46.04 |
| 12/9/2010 20:58 | N | AUTO_EPS_390 | 36.33 |
| 12/9/2010 21:01 | N | LARDVFTS_KZ | 37.29 |
| 12/9/2010 21:01 | N | DC_ROAD_L_B | 37.28 |
| 12/9/2010 21:01 | N | DC_EGPS_L_A | 37.36 |
| 12/9/2010 21:01 | N | H_HOLLOW_E_1 | 37.28 |
| 12/9/2010 21:01 | N | HHOLLOW4_E_1 | 37.28 |
| 12/9/2010 21:01 | N | R_LH2SES_1 | 37.27 |
| 12/9/2010 21:01 | N | R_PBSES_2 | 46.04 |
| 12/9/2010 21:01 | N | AUTO_EPS_390 | 37.27 |
| 12/9/2010 21:02 | N | LARDVFTS_KZ | 38.64 |
| 12/9/2010 21:02 | N | DC_ROAD_L_B | 38.63 |
| 12/9/2010 21:02 | N | DC_EGPS_L_A | 38.7 |
| 12/9/2010 21:02 | N | H_HOLLOW_E_1 | 38.63 |
| 12/9/2010 21:02 | N | HHOLLOW4_E_1 | 38.63 |
| 12/9/2010 21:02 | N | R_LH2SES_1 | 38.62 |
| 12/9/2010 21:02 | N | R_PBSES_2 | 46.04 |
| 12/9/2010 21:02 | N | AUTO_EPS_390 | 38.62 |
| 12/9/2010 21:05 | N | LARDVFTS_KZ | 37.88 |

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| 12/9/2010 21:05 | N | DC_ROAD_L_B | 37.87 |
| 12/9/2010 21:05 | N | DC_EGPS_L_A | 37.95 |
| 12/9/2010 21:05 | N | H_HOLLOW_E_1 | 37.87 |
| 12/9/2010 21:05 | N | HHOLLOW4_E_1 | 37.87 |
| 12/9/2010 21:05 | N | R_LH2SES_1 | 37.86 |
| 12/9/2010 21:05 | N | R_PBSES_2 | 46.04 |
| 12/9/2010 21:05 | N | AUTO_EPS_390 | 37.86 |
| 12/9/2010 21:08 | N | LARDVFTS_KZ | 37.72 |
| 12/9/2010 21:08 | N | DC_ROAD_L_B | 37.72 |
| 12/9/2010 21:08 | N | DC_EGPS_L_A | 37.79 |
| 12/9/2010 21:08 | N | H_HOLLOW_E_1 | 37.71 |
| 12/9/2010 21:08 | N | HHOLLOW4_E_1 | 37.71 |
| 12/9/2010 21:08 | N | R_LH2SES_1 | 37.7 |
| 12/9/2010 21:08 | N | R_PBSES_2 | 46.04 |
| 12/9/2010 21:08 | N | AUTO_EPS_390 | 37.7 |
| 12/9/2010 21:15 | N | LARDVFTS_KZ | 38.56 |
| 12/9/2010 21:15 | N | DC_ROAD_L_B | 38.55 |
| 12/9/2010 21:15 | N | DC_EGPS_L_A | 38.62 |
| 12/9/2010 21:15 | N | H_HOLLOW_E_1 | 38.55 |
| 12/9/2010 21:15 | N | HHOLLOW4_E_1 | 38.55 |
| 12/9/2010 21:15 | N | R_LH2SES_1 | 38.54 |
| 12/9/2010 21:15 | N | R_PBSES_2 | 46.04 |
| 12/9/2010 21:15 | N | AUTO_EPS_390 | 38.54 |
| 12/9/2010 21:17 | N | LARDVFTS_KZ | 42.87 |
| 12/9/2010 21:17 | N | DC_ROAD_L_B | 42.86 |
| 12/9/2010 21:17 | N | DC_EGPS_L_A | 42.89 |
| 12/9/2010 21:17 | N | H_HOLLOW_E_1 | 42.86 |
| 12/9/2010 21:17 | N | HHOLLOW4_E_1 | 42.86 |
| 12/9/2010 21:17 | N | R_LH2SES_1 | 42.86 |
| 12/9/2010 21:17 | N | R_PBSES_2 | 46.04 |
| 12/9/2010 21:17 | N | AUTO_EPS_390 | 42.86 |
| 12/9/2010 21:18 | N | LARDVFTS_KZ | 42.98 |
| 12/9/2010 21:18 | N | DC_ROAD_L_B | 42.97 |
| 12/9/2010 21:18 | N | DC_EGPS_L_A | 43 |
| 12/9/2010 21:18 | N | H_HOLLOW_E_1 | 42.97 |
| 12/9/2010 21:18 | N | HHOLLOW4_E_1 | 42.97 |
| 12/9/2010 21:18 | N | R_LH2SES_1 | 42.97 |
| 12/9/2010 21:18 | N | R_PBSES_2 | 46.13 |
| 12/9/2010 21:18 | N | AUTO_EPS_390 | 42.97 |
| 12/9/2010 21:20 | N | LARDVFTS_KZ | 42.69 |
| 12/9/2010 21:20 | N | DC_ROAD_L_B | 42.69 |
| 12/9/2010 21:20 | N | DC_EGPS_L_A | 42.72 |
| 12/9/2010 21:20 | N | H_HOLLOW_E_1 | 42.69 |
| 12/9/2010 21:20 | N | HHOLLOW4_E_1 | 42.69 |
| 12/9/2010 21:20 | N | R_LH2SES_1 | 42.68 |
| 12/9/2010 21:20 | N | R_PBSES_2 | 46.04 |
| 12/9/2010 21:20 | N | AUTO_EPS_390 | 42.69 |

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| 12/9/2010 21:25 | N | LARDVFTS_KZ | 40.21 |
| 12/9/2010 21:25 | N | DC_ROAD_L_B | 40.2 |
| 12/9/2010 21:25 | N | DC_EGPS_L_A | 40.26 |
| 12/9/2010 21:25 | N | H_HOLLOW_E_1 | 40.2 |
| 12/9/2010 21:25 | N | HHOLLOW4_E_1 | 40.2 |
| 12/9/2010 21:25 | N | R_LH2SES_1 | 40.19 |
| 12/9/2010 21:25 | N | R_PBSES_2 | 46.04 |
| 12/9/2010 21:25 | N | AUTO_EPS_390 | 40.19 |
| 12/9/2010 21:30 | N | LARDVFTS_KZ | 40.84 |
| 12/9/2010 21:30 | N | DC_ROAD_L_B | 40.84 |
| 12/9/2010 21:30 | N | DC_EGPS_L_A | 40.88 |
| 12/9/2010 21:30 | N | H_HOLLOW_E_1 | 40.84 |
| 12/9/2010 21:30 | N | HHOLLOW4_E_1 | 40.84 |
| 12/9/2010 21:30 | N | R_LH2SES_1 | 40.83 |
| 12/9/2010 21:30 | N | R_PBSES_2 | 46.04 |
| 12/9/2010 21:30 | N | AUTO_EPS_390 | 40.83 |
| 12/9/2010 21:35 | N | LARDVFTS_KZ | 37.01 |
| 12/9/2010 21:35 | N | DC_ROAD_L_B | 37.01 |
| 12/9/2010 21:35 | N | DC_EGPS_L_A | 37.09 |
| 12/9/2010 21:35 | N | H_HOLLOW_E_1 | 37 |
| 12/9/2010 21:35 | N | HHOLLOW4_E_1 | 37 |
| 12/9/2010 21:35 | N | R_LH2SES_1 | 36.99 |
| 12/9/2010 21:35 | N | R_PBSES_2 | 46.04 |
| 12/9/2010 21:35 | N | AUTO_EPS_390 | 36.99 |
| 12/9/2010 21:40 | N | LARDVFTS_KZ | 35.72 |
| 12/9/2010 21:40 | N | DC_ROAD_L_B | 35.71 |
| 12/9/2010 21:40 | N | DC_EGPS_L_A | 35.8 |
| 12/9/2010 21:40 | N | H_HOLLOW_E_1 | 35.71 |
| 12/9/2010 21:40 | N | HHOLLOW4_E_1 | 35.71 |
| 12/9/2010 21:40 | N | R_LH2SES_1 | 35.69 |
| 12/9/2010 21:40 | N | R_PBSES_2 | 46.04 |
| 12/9/2010 21:40 | N | AUTO_EPS_390 | 35.69 |
| 12/9/2010 21:45 | N | LARDVFTS_KZ | 35.55 |
| 12/9/2010 21:45 | N | DC_ROAD_L_B | 35.54 |
| 12/9/2010 21:45 | N | DC_EGPS_L_A | 35.63 |
| 12/9/2010 21:45 | N | H_HOLLOW_E_1 | 35.53 |
| 12/9/2010 21:45 | N | HHOLLOW4_E_1 | 35.53 |
| 12/9/2010 21:45 | N | R_LH2SES_1 | 35.52 |
| 12/9/2010 21:45 | N | R_PBSES_2 | 46.04 |
| 12/9/2010 21:45 | N | AUTO_EPS_390 | 35.52 |
| 12/9/2010 22:05 | N | LARDVFTS_KZ | 33.63 |
| 12/9/2010 22:05 | N | DC_ROAD_L_B | 33.62 |
| 12/9/2010 22:05 | N | DC_EGPS_L_A | 33.73 |
| 12/9/2010 22:05 | N | H_HOLLOW_E_1 | 33.62 |
| 12/9/2010 22:05 | N | HHOLLOW4_E_1 | 33.62 |
| 12/9/2010 22:05 | N | R_LH2SES_1 | 33.6 |
| 12/9/2010 22:05 | N | R_PBSES_2 | 46.04 |

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| 12/9/2010 22:05 | N | AUTO_EPS_390 | 33.6 |
| 12/9/2010 22:13 | N | LARDVFTS_KZ | 35.05 |
| 12/9/2010 22:13 | N | DC_ROAD_L_B | 35.04 |
| 12/9/2010 22:13 | N | DC_EGPS_L_A | 35.14 |
| 12/9/2010 22:13 | N | H_HOLLOW_E_1 | 35.03 |
| 12/9/2010 22:13 | N | HHOLLOW4_E_1 | 35.03 |
| 12/9/2010 22:13 | N | R_LH2SES_1 | 35.02 |
| 12/9/2010 22:13 | N | R_PBSES_2 | 46.04 |
| 12/9/2010 22:13 | N | AUTO_EPS_390 | 35.02 |
| 12/10/2010 8:19 | N | LARDVFTS_KZ | 39.52 |
| 12/10/2010 8:19 | N | DC_ROAD_L_B | 39.6 |
| 12/10/2010 8:19 | N | DC_EGPS_L_A | 39.51 |
| 12/10/2010 8:19 | N | H_HOLLOW_E_1 | 39.5 |
| 12/10/2010 8:19 | N | HHOLLOW4_E_1 | 39.5 |
| 12/10/2010 8:19 | N | R_LH2SES_1 | 39.5 |
| 12/10/2010 8:19 | N | R_PBSES_2 | 39.5 |
| 12/10/2010 8:19 | N | AUTO_EPS_390 | 39.5 |
| 12/10/2010 8:20 | N | LARDVFTS_KZ | 39.67 |
| 12/10/2010 8:20 | N | DC_ROAD_L_B | 39.75 |
| 12/10/2010 8:20 | N | DC_EGPS_L_A | 39.65 |
| 12/10/2010 8:20 | N | H_HOLLOW_E_1 | 39.64 |
| 12/10/2010 8:20 | N | HHOLLOW4_E_1 | 39.64 |
| 12/10/2010 8:20 | N | R_LH2SES_1 | 39.64 |
| 12/10/2010 8:20 | N | R_PBSES_2 | 39.64 |
| 12/10/2010 8:20 | N | AUTO_EPS_390 | 39.64 |
| 12/10/2010 8:25 | N | LARDVFTS_KZ | 36.85 |
| 12/10/2010 8:25 | N | DC_ROAD_L_B | 36.92 |
| 12/10/2010 8:25 | N | DC_EGPS_L_A | 36.84 |
| 12/10/2010 8:25 | N | H_HOLLOW_E_1 | 36.83 |
| 12/10/2010 8:25 | N | HHOLLOW4_E_1 | 36.83 |
| 12/10/2010 8:25 | N | R_LH2SES_1 | 36.83 |
| 12/10/2010 8:25 | N | R_PBSES_2 | 36.83 |
| 12/10/2010 8:25 | N | AUTO_EPS_390 | 36.83 |
| 12/10/2010 8:30 | N | LARDVFTS_KZ | 36.02 |
| 12/10/2010 8:30 | N | DC_ROAD_L_B | 36.08 |
| 12/10/2010 8:30 | N | DC_EGPS_L_A | 36.01 |
| 12/10/2010 8:30 | N | H_HOLLOW_E_1 | 36 |
| 12/10/2010 8:30 | N | HHOLLOW4_E_1 | 36 |
| 12/10/2010 8:30 | N | R_LH2SES_1 | 36 |
| 12/10/2010 8:30 | N | R_PBSES_2 | 36 |
| 12/10/2010 8:30 | N | AUTO_EPS_390 | 36 |
| 12/10/2010 8:35 | N | LARDVFTS_KZ | 34.9 |
| 12/10/2010 8:35 | N | DC_ROAD_L_B | 34.94 |
| 12/10/2010 8:35 | N | DC_EGPS_L_A | 34.98 |
| 12/10/2010 8:35 | N | H_HOLLOW_E_1 | 34.87 |
| 12/10/2010 8:35 | N | HHOLLOW4_E_1 | 34.87 |
| 12/10/2010 8:35 | N | R_LH2SES_1 | 34.85 |

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| 12/10/2010 8:35 | N | R_PBSES_2 | 46.04 |
| 12/10/2010 8:35 | N | AUTO_EPS_390 | 34.85 |
| 12/10/2010 8:40 | N | LARDVFTS_KZ | 34.69 |
| 12/10/2010 8:40 | N | DC_ROAD_L_B | 34.73 |
| 12/10/2010 8:40 | N | DC_EGPS_L_A | 34.77 |
| 12/10/2010 8:40 | N | H_HOLLOW_E_1 | 34.66 |
| 12/10/2010 8:40 | N | HHOLLOW4_E_1 | 34.66 |
| 12/10/2010 8:40 | N | R_LH2SES_1 | 34.64 |
| 12/10/2010 8:40 | N | R_PBSES_2 | 46.04 |
| 12/10/2010 8:40 | N | AUTO_EPS_390 | 34.64 |
| 12/10/2010 8:45 | N | LARDVFTS_KZ | 34.67 |
| 12/10/2010 8:45 | N | DC_ROAD_L_B | 34.71 |
| 12/10/2010 8:45 | N | DC_EGPS_L_A | 34.76 |
| 12/10/2010 8:45 | N | H_HOLLOW_E_1 | 34.64 |
| 12/10/2010 8:45 | N | HHOLLOW4_E_1 | 34.64 |
| 12/10/2010 8:45 | N | R_LH2SES_1 | 34.63 |
| 12/10/2010 8:45 | N | R_PBSES_2 | 46.04 |
| 12/10/2010 8:45 | N | AUTO_EPS_390 | 34.63 |
| 12/10/2010 8:50 | N | LARDVFTS_KZ | 34.56 |
| 12/10/2010 8:50 | N | DC_ROAD_L_B | 34.61 |
| 12/10/2010 8:50 | N | DC_EGPS_L_A | 34.65 |
| 12/10/2010 8:50 | N | H_HOLLOW_E_1 | 34.53 |
| 12/10/2010 8:50 | N | HHOLLOW4_E_1 | 34.53 |
| 12/10/2010 8:50 | N | R_LH2SES_1 | 34.52 |
| 12/10/2010 8:50 | N | R_PBSES_2 | 46.04 |
| 12/10/2010 8:50 | N | AUTO_EPS_390 | 34.52 |
| 12/10/2010 8:55 | N | LARDVFTS_KZ | 34.12 |
| 12/10/2010 8:55 | N | DC_ROAD_L_B | 34.17 |
| 12/10/2010 8:55 | N | DC_EGPS_L_A | 34.21 |
| 12/10/2010 8:55 | N | H_HOLLOW_E_1 | 34.09 |
| 12/10/2010 8:55 | N | HHOLLOW4_E_1 | 34.09 |
| 12/10/2010 8:55 | N | R_LH2SES_1 | 34.07 |
| 12/10/2010 8:55 | N | R_PBSES_2 | 46.04 |
| 12/10/2010 8:55 | N | AUTO_EPS_390 | 34.07 |
| 12/10/2010 8:59 | N | LARDVFTS_KZ | 33.84 |
| 12/10/2010 8:59 | N | DC_ROAD_L_B | 33.89 |
| 12/10/2010 8:59 | N | DC_EGPS_L_A | 33.93 |
| 12/10/2010 8:59 | N | H_HOLLOW_E_1 | 33.81 |
| 12/10/2010 8:59 | N | HHOLLOW4_E_1 | 33.81 |
| 12/10/2010 8:59 | N | R_LH2SES_1 | 33.8 |
| 12/10/2010 8:59 | N | R_PBSES_2 | 46.04 |
| 12/10/2010 8:59 | N | AUTO_EPS_390 | 33.8 |
| 12/10/2010 9:00 | N | LARDVFTS_KZ | 34.47 |
| 12/10/2010 9:00 | N | DC_ROAD_L_B | 34.52 |
| 12/10/2010 9:00 | N | DC_EGPS_L_A | 34.55 |
| 12/10/2010 9:00 | N | H_HOLLOW_E_1 | 34.44 |
| 12/10/2010 9:00 | N | HHOLLOW4_E_1 | 34.44 |

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| 12/10/2010 9:00 | N | R_LH2SES_1 | 34.42 |
| 12/10/2010 9:00 | N | R_PBSES_2 | 46.04 |
| 12/10/2010 9:00 | N | AUTO_EPS_390 | 34.42 |
| 12/10/2010 9:05 | N | LARDVFTS_KZ | 34.27 |
| 12/10/2010 9:05 | N | DC_ROAD_L_B | 34.32 |
| 12/10/2010 9:05 | N | DC_EGPS_L_A | 34.36 |
| 12/10/2010 9:05 | N | H_HOLLOW_E_1 | 34.24 |
| 12/10/2010 9:05 | N | HHOLLOW4_E_1 | 34.24 |
| 12/10/2010 9:05 | N | R_LH2SES_1 | 34.23 |
| 12/10/2010 9:05 | N | R_PBSES_2 | 46.04 |
| 12/10/2010 9:05 | N | AUTO_EPS_390 | 34.23 |
| 12/10/2010 9:10 | N | LARDVFTS_KZ | 34.29 |
| 12/10/2010 9:10 | N | DC_ROAD_L_B | 34.34 |
| 12/10/2010 9:10 | N | DC_EGPS_L_A | 34.38 |
| 12/10/2010 9:10 | N | H_HOLLOW_E_1 | 34.27 |
| 12/10/2010 9:10 | N | HHOLLOW4_E_1 | 34.27 |
| 12/10/2010 9:10 | N | R_LH2SES_1 | 34.25 |
| 12/10/2010 9:10 | N | R_PBSES_2 | 46.04 |
| 12/10/2010 9:10 | N | AUTO_EPS_390 | 34.25 |
| 12/10/2010 9:15 | N | LARDVFTS_KZ | 31.67 |
| 12/10/2010 9:15 | N | DC_ROAD_L_B | 31.35 |
| 12/10/2010 9:15 | N | DC_EGPS_L_A | 32.58 |
| 12/10/2010 9:15 | N | H_HOLLOW_E_1 | 35.29 |
| 12/10/2010 9:15 | N | HHOLLOW4_E_1 | 35.29 |
| 12/10/2010 9:15 | N | R_LH2SES_1 | 35.61 |
| 12/10/2010 9:15 | N | R_PBSES_2 | 46.04 |
| 12/10/2010 9:15 | N | AUTO_EPS_390 | 35.75 |
| 12/10/2010 9:20 | N | LARDVFTS_KZ | 31.12 |
| 12/10/2010 9:20 | N | DC_ROAD_L_B | 30.82 |
| 12/10/2010 9:20 | N | DC_EGPS_L_A | 32 |
| 12/10/2010 9:20 | N | H_HOLLOW_E_1 | 34.59 |
| 12/10/2010 9:20 | N | HHOLLOW4_E_1 | 34.59 |
| 12/10/2010 9:20 | N | R_LH2SES_1 | 34.89 |
| 12/10/2010 9:20 | N | R_PBSES_2 | 46.04 |
| 12/10/2010 9:20 | N | AUTO_EPS_390 | 35.02 |
| 12/10/2010 9:25 | N | LARDVFTS_KZ | 31.22 |
| 12/10/2010 9:25 | N | DC_ROAD_L_B | 30.96 |
| 12/10/2010 9:25 | N | DC_EGPS_L_A | 32.01 |
| 12/10/2010 9:25 | N | H_HOLLOW_E_1 | 34.26 |
| 12/10/2010 9:25 | N | HHOLLOW4_E_1 | 34.26 |
| 12/10/2010 9:25 | N | R_LH2SES_1 | 34.52 |
| 12/10/2010 9:25 | N | R_PBSES_2 | 46.04 |
| 12/10/2010 9:25 | N | AUTO_EPS_390 | 34.64 |
| 12/10/2010 9:30 | N | LARDVFTS_KZ | 31.11 |
| 12/10/2010 9:30 | N | DC_ROAD_L_B | 31 |
| 12/10/2010 9:30 | N | DC_EGPS_L_A | 31.53 |
| 12/10/2010 9:30 | N | H_HOLLOW_E_1 | 32.48 |

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| 12/10/2010 9:30 | N | HHOLLOW4_E_1 | 32.48 |
| 12/10/2010 9:30 | N | R_LH2SES_1 | 32.59 |
| 12/10/2010 9:30 | N | R_PBSES_2 | 46.04 |
| 12/10/2010 9:30 | N | AUTO_EPS_390 | 32.64 |
| 12/10/2010 9:35 | N | LARDVFTS_KZ | 30.54 |
| 12/10/2010 9:35 | N | DC_ROAD_L_B | 30.49 |
| 12/10/2010 9:35 | N | DC_EGPS_L_A | 30.83 |
| 12/10/2010 9:35 | N | H_HOLLOW_E_1 | 31.29 |
| 12/10/2010 9:35 | N | HHOLLOW4_E_1 | 31.29 |
| 12/10/2010 9:35 | N | R_LH2SES_1 | 31.34 |
| 12/10/2010 9:35 | N | R_PBSES_2 | 46.04 |
| 12/10/2010 9:35 | N | AUTO_EPS_390 | 31.37 |
| 12/10/2010 9:40 | N | LARDVFTS_KZ | 29.99 |
| 12/10/2010 9:40 | N | DC_ROAD_L_B | 29.91 |
| 12/10/2010 9:40 | N | DC_EGPS_L_A | 30.35 |
| 12/10/2010 9:40 | N | H_HOLLOW_E_1 | 31.01 |
| 12/10/2010 9:40 | N | HHOLLOW4_E_1 | 31.01 |
| 12/10/2010 9:40 | N | R_LH2SES_1 | 31.08 |
| 12/10/2010 9:40 | N | R_PBSES_2 | 46.04 |
| 12/10/2010 9:40 | N | AUTO_EPS_390 | 31.12 |
| 12/10/2010 9:45 | N | LARDVFTS_KZ | 29.93 |
| 12/10/2010 9:45 | N | DC_ROAD_L_B | 29.94 |
| 12/10/2010 9:45 | N | DC_EGPS_L_A | 30.06 |
| 12/10/2010 9:45 | N | H_HOLLOW_E_1 | 29.9 |
| 12/10/2010 9:45 | N | HHOLLOW4_E_1 | 29.9 |
| 12/10/2010 9:45 | N | R_LH2SES_1 | 29.88 |
| 12/10/2010 9:45 | N | R_PBSES_2 | 46.04 |
| 12/10/2010 9:45 | N | AUTO_EPS_390 | 29.88 |
| 12/10/2010 9:50 | N | LARDVFTS_KZ | 28.34 |
| 12/10/2010 9:50 | N | DC_ROAD_L_B | 28.21 |
| 12/10/2010 9:50 | N | DC_EGPS_L_A | 28.81 |
| 12/10/2010 9:50 | N | H_HOLLOW_E_1 | 29.81 |
| 12/10/2010 9:50 | N | HHOLLOW4_E_1 | 29.81 |
| 12/10/2010 9:50 | N | R_LH2SES_1 | 29.92 |
| 12/10/2010 9:50 | N | R_PBSES_2 | 46.04 |
| 12/10/2010 9:50 | N | AUTO_EPS_390 | 29.98 |
| 12/10/2010 9:55 | N | LARDVFTS_KZ | 28.28 |
| 12/10/2010 9:55 | N | DC_ROAD_L_B | 28.14 |
| 12/10/2010 9:55 | N | DC_EGPS_L_A | 28.76 |
| 12/10/2010 9:55 | N | H_HOLLOW_E_1 | 29.79 |
| 12/10/2010 9:55 | N | HHOLLOW4_E_1 | 29.79 |
| 12/10/2010 9:55 | N | R_LH2SES_1 | 29.91 |
| 12/10/2010 9:55 | N | R_PBSES_2 | 46.04 |
| 12/10/2010 9:55 | N | AUTO_EPS_390 | 29.97 |
| 12/10/2010 10:01 | N | LARDVFTS_KZ | 28.91 |
| 12/10/2010 10:01 | N | DC_ROAD_L_B | 28.83 |
| 12/10/2010 10:01 | N | DC_EGPS_L_A | 29.25 |

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| 12/10/2010 10:01 | N | H_HOLLOW_E_1 | 29.82 |
| 12/10/2010 10:01 | N | HHOLLOW4_E_1 | 29.82 |
| 12/10/2010 10:01 | N | R_LH2SES_1 | 29.89 |
| 12/10/2010 10:01 | N | R_PBSES_2 | 46.04 |
| 12/10/2010 10:01 | N | AUTO_EPS_390 | 29.92 |
| 12/10/2010 10:05 | N | LARDVFTS_KZ | 28.9 |
| 12/10/2010 10:05 | N | DC_ROAD_L_B | 28.81 |
| 12/10/2010 10:05 | N | DC_EGPS_L_A | 29.28 |
| 12/10/2010 10:05 | N | H_HOLLOW_E_1 | 29.98 |
| 12/10/2010 10:05 | N | HHOLLOW4_E_1 | 29.98 |
| 12/10/2010 10:05 | N | R_LH2SES_1 | 30.06 |
| 12/10/2010 10:05 | N | R_PBSES_2 | 46.04 |
| 12/10/2010 10:05 | N | AUTO_EPS_390 | 30.1 |
| 12/10/2010 10:10 | N | LARDVFTS_KZ | 28.32 |
| 12/10/2010 10:10 | N | DC_ROAD_L_B | 28.18 |
| 12/10/2010 10:10 | N | DC_EGPS_L_A | 28.79 |
| 12/10/2010 10:10 | N | H_HOLLOW_E_1 | 29.81 |
| 12/10/2010 10:10 | N | HHOLLOW4_E_1 | 29.81 |
| 12/10/2010 10:10 | N | R_LH2SES_1 | 29.93 |
| 12/10/2010 10:10 | N | R_PBSES_2 | 46.04 |
| 12/10/2010 10:10 | N | AUTO_EPS_390 | 29.99 |
| 12/10/2010 10:15 | N | LARDVFTS_KZ | 26.38 |
| 12/10/2010 10:15 | N | DC_ROAD_L_B | 26.06 |
| 12/10/2010 10:15 | N | DC_EGPS_L_A | 27.28 |
| 12/10/2010 10:15 | N | H_HOLLOW_E_1 | 29.71 |
| 12/10/2010 10:15 | N | HHOLLOW4_E_1 | 29.71 |
| 12/10/2010 10:15 | N | R_LH2SES_1 | 29.99 |
| 12/10/2010 10:15 | N | R_PBSES_2 | 46.04 |
| 12/10/2010 10:15 | N | AUTO_EPS_390 | 30.11 |
| 12/10/2010 10:20 | N | LARDVFTS_KZ | 27.63 |
| 12/10/2010 10:20 | N | DC_ROAD_L_B | 27.47 |
| 12/10/2010 10:20 | N | DC_EGPS_L_A | 28.15 |
| 12/10/2010 10:20 | N | H_HOLLOW_E_1 | 29.31 |
| 12/10/2010 10:20 | N | HHOLLOW4_E_1 | 29.31 |
| 12/10/2010 10:20 | N | R_LH2SES_1 | 29.44 |
| 12/10/2010 10:20 | N | R_PBSES_2 | 46.04 |
| 12/10/2010 10:20 | N | AUTO_EPS_390 | 29.5 |
| 12/10/2010 10:25 | N | LARDVFTS_KZ | 28.3 |
| 12/10/2010 10:25 | N | DC_ROAD_L_B | 28.2 |
| 12/10/2010 10:25 | N | DC_EGPS_L_A | 28.67 |
| 12/10/2010 10:25 | N | H_HOLLOW_E_1 | 29.34 |
| 12/10/2010 10:25 | N | HHOLLOW4_E_1 | 29.34 |
| 12/10/2010 10:25 | N | R_LH2SES_1 | 29.41 |
| 12/10/2010 10:25 | N | R_PBSES_2 | 46.04 |
| 12/10/2010 10:25 | N | AUTO_EPS_390 | 29.45 |
| 12/10/2010 10:30 | N | LARDVFTS_KZ | 27.81 |
| 12/10/2010 10:30 | N | DC_ROAD_L_B | 27.74 |

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| 12/10/2010 10:30 | N | DC_EGPS_L_A | 28.12 |
| 12/10/2010 10:30 | N | H_HOLLOW_E_1 | 28.54 |
| 12/10/2010 10:30 | N | HHOLLOW4_E_1 | 28.54 |
| 12/10/2010 10:30 | N | R_LH2SES_1 | 28.58 |
| 12/10/2010 10:30 | N | R_PBSES_2 | 46.04 |
| 12/10/2010 10:30 | N | AUTO_EPS_390 | 28.61 |
| 12/10/2010 10:35 | N | LARDVFTS_KZ | 27.35 |
| 12/10/2010 10:35 | N | DC_ROAD_L_B | 27.26 |
| 12/10/2010 10:35 | N | DC_EGPS_L_A | 27.71 |
| 12/10/2010 10:35 | N | H_HOLLOW_E_1 | 28.28 |
| 12/10/2010 10:35 | N | HHOLLOW4_E_1 | 28.28 |
| 12/10/2010 10:35 | N | R_LH2SES_1 | 28.34 |
| 12/10/2010 10:35 | N | R_PBSES_2 | 46.04 |
| 12/10/2010 10:35 | N | AUTO_EPS_390 | 28.38 |
| 12/10/2010 10:40 | N | LARDVFTS_KZ | 25.86 |
| 12/10/2010 10:40 | N | DC_ROAD_L_B | 25.65 |
| 12/10/2010 10:40 | N | DC_EGPS_L_A | 26.5 |
| 12/10/2010 10:40 | N | H_HOLLOW_E_1 | 27.99 |
| 12/10/2010 10:40 | N | HHOLLOW4_E_1 | 27.99 |
| 12/10/2010 10:40 | N | R_LH2SES_1 | 28.16 |
| 12/10/2010 10:40 | N | R_PBSES_2 | 46.04 |
| 12/10/2010 10:40 | N | AUTO_EPS_390 | 28.24 |
| 12/10/2010 10:45 | N | LARDVFTS_KZ | 25.63 |
| 12/10/2010 10:45 | N | DC_ROAD_L_B | 25.41 |
| 12/10/2010 10:45 | N | DC_EGPS_L_A | 26.27 |
| 12/10/2010 10:45 | N | H_HOLLOW_E_1 | 27.76 |
| 12/10/2010 10:45 | N | HHOLLOW4_E_1 | 27.76 |
| 12/10/2010 10:45 | N | R_LH2SES_1 | 27.94 |
| 12/10/2010 10:45 | N | R_PBSES_2 | 46.04 |
| 12/10/2010 10:45 | N | AUTO_EPS_390 | 28.02 |
| 12/10/2010 10:50 | N | LARDVFTS_KZ | 26.94 |
| 12/10/2010 10:50 | N | DC_ROAD_L_B | 26.66 |
| 12/10/2010 10:50 | N | DC_EGPS_L_A | 29.11 |
| 12/10/2010 10:50 | N | H_HOLLOW_E_1 | 27.73 |
| 12/10/2010 10:50 | N | HHOLLOW4_E_1 | 27.73 |
| 12/10/2010 10:50 | N | R_LH2SES_1 | 27.49 |
| 12/10/2010 10:50 | N | R_PBSES_2 | 265.67 |
| 12/10/2010 10:50 | N | AUTO_EPS_390 | 27.56 |
| 12/10/2010 10:55 | N | LARDVFTS_KZ | 26.57 |
| 12/10/2010 10:55 | N | DC_ROAD_L_B | 26.27 |
| 12/10/2010 10:55 | N | DC_EGPS_L_A | 28.85 |
| 12/10/2010 10:55 | N | H_HOLLOW_E_1 | 27.85 |
| 12/10/2010 10:55 | N | HHOLLOW4_E_1 | 27.85 |
| 12/10/2010 10:55 | N | R_LH2SES_1 | 27.68 |
| 12/10/2010 10:55 | N | R_PBSES_2 | 265.77 |
| 12/10/2010 10:55 | N | AUTO_EPS_390 | 27.73 |
| 12/10/2010 11:00 | N | LARDVFTS_KZ | 26.42 |

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| 12/10/2010 11:00 | N | DC_ROAD_L_B | 26.29 |
| 12/10/2010 11:00 | N | DC_EGPS_L_A | 26.86 |
| 12/10/2010 11:00 | N | H_HOLLOW_E_1 | 27.68 |
| 12/10/2010 11:00 | N | HHOLLOW4_E_1 | 27.68 |
| 12/10/2010 11:00 | N | R_LH2SES_1 | 27.77 |
| 12/10/2010 11:00 | N | R_PBSES_2 | 46.04 |
| 12/10/2010 11:00 | N | AUTO_EPS_390 | 27.82 |
| 12/10/2010 11:05 | N | LARDVFTS_KZ | 24.84 |
| 12/10/2010 11:05 | N | DC_ROAD_L_B | 24.57 |
| 12/10/2010 11:05 | N | DC_EGPS_L_A | 25.62 |
| 12/10/2010 11:05 | N | H_HOLLOW_E_1 | 27.59 |
| 12/10/2010 11:05 | N | HHOLLOW4_E_1 | 27.59 |
| 12/10/2010 11:05 | N | R_LH2SES_1 | 27.82 |
| 12/10/2010 11:05 | N | R_PBSES_2 | 46.04 |
| 12/10/2010 11:05 | N | AUTO_EPS_390 | 27.92 |
| 12/10/2010 11:10 | N | LARDVFTS_KZ | 24.67 |
| 12/10/2010 11:10 | N | DC_ROAD_L_B | 24.38 |
| 12/10/2010 11:10 | N | DC_EGPS_L_A | 25.5 |
| 12/10/2010 11:10 | N | H_HOLLOW_E_1 | 27.63 |
| 12/10/2010 11:10 | N | HHOLLOW4_E_1 | 27.63 |
| 12/10/2010 11:10 | N | R_LH2SES_1 | 27.88 |
| 12/10/2010 11:10 | N | R_PBSES_2 | 46.04 |
| 12/10/2010 11:10 | N | AUTO_EPS_390 | 27.99 |
| 12/10/2010 11:15 | N | LARDVFTS_KZ | 24.68 |
| 12/10/2010 11:15 | N | DC_ROAD_L_B | 24.36 |
| 12/10/2010 11:15 | N | DC_EGPS_L_A | 25.55 |
| 12/10/2010 11:15 | N | R_LH2SES_1 | 28.13 |
| 12/10/2010 11:15 | N | R_PBSES_2 | 46.04 |
| 12/10/2010 11:15 | N | AUTO_EPS_390 | 28.25 |
| 12/10/2010 11:20 | N | LARDVFTS_KZ | 24.95 |
| 12/10/2010 11:20 | N | DC_ROAD_L_B | 24.69 |
| 12/10/2010 11:20 | N | DC_EGPS_L_A | 25.69 |
| 12/10/2010 11:20 | N | H_HOLLOW_E_1 | 27.53 |
| 12/10/2010 11:20 | N | HHOLLOW4_E_1 | 27.53 |
| 12/10/2010 11:20 | N | R_LH2SES_1 | 27.75 |
| 12/10/2010 11:20 | N | R_PBSES_2 | 46.04 |
| 12/10/2010 11:20 | N | AUTO_EPS_390 | 27.84 |
| 12/10/2010 11:25 | N | LARDVFTS_KZ | 24.85 |
| 12/10/2010 11:25 | N | DC_ROAD_L_B | 24.6 |
| 12/10/2010 11:25 | N | DC_EGPS_L_A | 25.57 |
| 12/10/2010 11:25 | N | H_HOLLOW_E_1 | 27.32 |
| 12/10/2010 11:25 | N | HHOLLOW4_E_1 | 27.32 |
| 12/10/2010 11:25 | N | R_LH2SES_1 | 27.53 |
| 12/10/2010 11:25 | N | R_PBSES_2 | 46.04 |
| 12/10/2010 11:25 | N | AUTO_EPS_390 | 27.62 |
| 12/10/2010 11:30 | N | LARDVFTS_KZ | 24.52 |
| 12/10/2010 11:30 | N | DC_ROAD_L_B | 24.26 |

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| 12/10/2010 11:30 | N | DC_EGPS_L_A | 25.26 |
| 12/10/2010 11:30 | N | H_HOLLOW_E_1 | 27.08 |
| 12/10/2010 11:30 | N | HHOLLOW4_E_1 | 27.08 |
| 12/10/2010 11:30 | N | R_LH2SES_1 | 27.3 |
| 12/10/2010 11:30 | N | R_PBSES_2 | 46.04 |
| 12/10/2010 11:30 | N | AUTO_EPS_390 | 27.39 |
| 12/10/2010 11:35 | N | LARDVFTS_KZ | 24.42 |
| 12/10/2010 11:35 | N | DC_ROAD_L_B | 24.15 |
| 12/10/2010 11:35 | N | DC_EGPS_L_A | 25.19 |
| 12/10/2010 11:35 | N | H_HOLLOW_E_1 | 27.11 |
| 12/10/2010 11:35 | N | HHOLLOW4_E_1 | 27.11 |
| 12/10/2010 11:35 | N | R_LH2SES_1 | 27.33 |
| 12/10/2010 11:35 | N | R_PBSES_2 | 46.04 |
| 12/10/2010 11:35 | N | AUTO_EPS_390 | 27.43 |
| 12/10/2010 11:40 | N | LARDVFTS_KZ | 24.95 |
| 12/10/2010 11:40 | N | DC_ROAD_L_B | 24.8 |
| 12/10/2010 11:40 | N | DC_EGPS_L_A | 25.44 |
| 12/10/2010 11:40 | N | H_HOLLOW_E_1 | 26.38 |
| 12/10/2010 11:40 | N | HHOLLOW4_E_1 | 26.38 |
| 12/10/2010 11:40 | N | R_LH2SES_1 | 26.49 |
| 12/10/2010 11:40 | N | R_PBSES_2 | 46.04 |
| 12/10/2010 11:40 | N | AUTO_EPS_390 | 26.54 |
| 12/10/2010 11:45 | N | LARDVFTS_KZ | 25.86 |
| 12/10/2010 11:45 | N | DC_ROAD_L_B | 25.79 |
| 12/10/2010 11:45 | N | DC_EGPS_L_A | 26.14 |
| 12/10/2010 11:45 | N | H_HOLLOW_E_1 | 26.38 |
| 12/10/2010 11:45 | N | HHOLLOW4_E_1 | 26.38 |
| 12/10/2010 11:45 | N | R_LH2SES_1 | 26.4 |
| 12/10/2010 11:45 | N | AUTO_EPS_390 | 26.43 |
| 12/10/2010 11:50 | N | LARDVFTS_KZ | 25.78 |
| 12/10/2010 11:50 | N | DC_ROAD_L_B | 25.69 |
| 12/10/2010 11:50 | N | DC_EGPS_L_A | 26.12 |
| 12/10/2010 11:50 | N | H_HOLLOW_E_1 | 26.56 |
| 12/10/2010 11:50 | N | HHOLLOW4_E_1 | 26.56 |
| 12/10/2010 11:50 | N | R_LH2SES_1 | 26.61 |
| 12/10/2010 11:50 | N | AUTO_EPS_390 | 26.64 |
| 12/10/2010 11:55 | N | LARDVFTS_KZ | 24.6 |
| 12/10/2010 11:55 | N | DC_ROAD_L_B | 24.45 |
| 12/10/2010 11:55 | N | DC_EGPS_L_A | 25.09 |
| 12/10/2010 11:55 | N | H_HOLLOW_E_1 | 25.99 |
| 12/10/2010 11:55 | N | HHOLLOW4_E_1 | 25.99 |
| 12/10/2010 11:55 | N | R_LH2SES_1 | 26.09 |
| 12/10/2010 11:55 | N | AUTO_EPS_390 | 26.14 |
| 12/10/2010 12:01 | N | LARDVFTS_KZ | 24.91 |
| 12/10/2010 12:01 | N | DC_ROAD_L_B | 24.75 |
| 12/10/2010 12:01 | N | DC_EGPS_L_A | 25.42 |
| 12/10/2010 12:01 | N | H_HOLLOW_E_1 | 26.43 |

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|---|---|---|---|
| 12/10/2010 12:01 | N | HHOLLOW4_E_1 | 26.43 |
| 12/10/2010 12:01 | N | R_LH2SES_1 | 26.55 |
| 12/10/2010 12:01 | N | AUTO_EPS_390 | 26.61 |
| 12/10/2010 12:02 | N | LARDVFTS_KZ | 24.77 |
| 12/10/2010 12:02 | N | DC_ROAD_L_B | 24.53 |
| 12/10/2010 12:02 | N | DC_EGPS_L_A | 25.46 |
| 12/10/2010 12:02 | N | H_HOLLOW_E_1 | 27.09 |
| 12/10/2010 12:02 | N | HHOLLOW4_E_1 | 27.09 |
| 12/10/2010 12:02 | N | R_LH2SES_1 | 27.29 |
| 12/10/2010 12:02 | N | AUTO_EPS_390 | 27.37 |
| 12/10/2010 12:05 | N | LARDVFTS_KZ | 26.08 |
| 12/10/2010 12:05 | N | DC_ROAD_L_B | 26 |
| 12/10/2010 12:05 | N | DC_EGPS_L_A | 26.28 |
| 12/10/2010 12:05 | N | H_HOLLOW_E_1 | 26.95 |
| 12/10/2010 12:05 | N | HHOLLOW4_E_1 | 26.95 |
| 12/10/2010 12:05 | N | R_LH2SES_1 | 27.03 |
| 12/10/2010 12:05 | N | AUTO_EPS_390 | 27.06 |
| 12/10/2010 12:15 | N | LARDVFTS_KZ | 27.62 |
| 12/10/2010 12:15 | N | DC_ROAD_L_B | 27.61 |
| 12/10/2010 12:15 | N | DC_EGPS_L_A | 27.78 |
| 12/10/2010 12:15 | N | H_HOLLOW_E_1 | 27.6 |
| 12/10/2010 12:15 | N | HHOLLOW4_E_1 | 27.6 |
| 12/10/2010 12:15 | N | R_LH2SES_1 | 27.58 |
| 12/10/2010 12:15 | N | AUTO_EPS_390 | 27.58 |
| 12/10/2010 12:19 | N | LARDVFTS_KZ | 27.67 |
| 12/10/2010 12:19 | N | DC_ROAD_L_B | 27.65 |
| 12/10/2010 12:19 | N | DC_EGPS_L_A | 27.82 |
| 12/10/2010 12:19 | N | H_HOLLOW_E_1 | 27.65 |
| 12/10/2010 12:19 | N | HHOLLOW4_E_1 | 27.65 |
| 12/10/2010 12:19 | N | R_LH2SES_1 | 27.62 |
| 12/10/2010 12:19 | N | AUTO_EPS_390 | 27.63 |
| 12/10/2010 12:20 | N | LARDVFTS_KZ | 27.51 |
| 12/10/2010 12:20 | N | DC_ROAD_L_B | 27.51 |
| 12/10/2010 12:20 | N | DC_EGPS_L_A | 27.55 |
| 12/10/2010 12:20 | N | H_HOLLOW_E_1 | 27.68 |
| 12/10/2010 12:20 | N | HHOLLOW4_E_1 | 27.68 |
| 12/10/2010 12:20 | N | R_LH2SES_1 | 27.7 |
| 12/10/2010 12:20 | N | AUTO_EPS_390 | 27.71 |
| 12/10/2010 12:25 | N | LARDVFTS_KZ | 33.55 |
| 12/10/2010 12:25 | N | DC_ROAD_L_B | 51.39 |
| 12/10/2010 12:25 | N | DC_EGPS_L_A | 30.49 |
| 12/10/2010 12:25 | N | H_HOLLOW_E_1 | 28.04 |
| 12/10/2010 12:25 | N | HHOLLOW4_E_1 | 28.04 |
| 12/10/2010 12:25 | N | R_LH2SES_1 | 27.9 |
| 12/10/2010 12:25 | N | AUTO_EPS_390 | 27.87 |
| 12/10/2010 12:30 | N | LARDVFTS_KZ | 27.59 |
| 12/10/2010 12:30 | N | DC_ROAD_L_B | 27.6 |

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|---|---|---|---|
| 12/10/2010 12:30 | N | DC_EGPS_L_A | 27.62 |
| 12/10/2010 12:30 | N | H_HOLLOW_E_1 | 27.7 |
| 12/10/2010 12:30 | N | HHOLLOW4_E_1 | 27.7 |
| 12/10/2010 12:30 | N | R_LH2SES_1 | 27.72 |
| 12/10/2010 12:30 | N | AUTO_EPS_390 | 27.72 |
| 12/10/2010 12:35 | N | LARDVFTS_KZ | 27.47 |
| 12/10/2010 12:35 | N | DC_ROAD_L_B | 27.47 |
| 12/10/2010 12:35 | N | DC_EGPS_L_A | 27.48 |
| 12/10/2010 12:35 | N | H_HOLLOW_E_1 | 27.55 |
| 12/10/2010 12:35 | N | HHOLLOW4_E_1 | 27.55 |
| 12/10/2010 12:35 | N | R_LH2SES_1 | 27.56 |
| 12/10/2010 12:35 | N | AUTO_EPS_390 | 27.56 |
| 12/10/2010 12:40 | N | LARDVFTS_KZ | 27.43 |
| 12/10/2010 12:40 | N | DC_ROAD_L_B | 27.41 |
| 12/10/2010 12:40 | N | DC_EGPS_L_A | 27.47 |
| 12/10/2010 12:40 | N | H_HOLLOW_E_1 | 27.63 |
| 12/10/2010 12:40 | N | HHOLLOW4_E_1 | 27.63 |
| 12/10/2010 12:40 | N | R_LH2SES_1 | 27.65 |
| 12/10/2010 12:40 | N | AUTO_EPS_390 | 27.65 |
| 12/10/2010 12:45 | N | LARDVFTS_KZ | 26.44 |
| 12/10/2010 12:45 | N | DC_ROAD_L_B | 26.33 |
| 12/10/2010 12:45 | N | DC_EGPS_L_A | 26.69 |
| 12/10/2010 12:45 | N | H_HOLLOW_E_1 | 27.55 |
| 12/10/2010 12:45 | N | HHOLLOW4_E_1 | 27.55 |
| 12/10/2010 12:45 | N | R_LH2SES_1 | 27.65 |
| 12/10/2010 12:45 | N | AUTO_EPS_390 | 27.69 |
| 12/10/2010 12:50 | N | LARDVFTS_KZ | 24.71 |
| 12/10/2010 12:50 | N | DC_ROAD_L_B | 24.47 |
| 12/10/2010 12:50 | N | DC_EGPS_L_A | 25.29 |
| 12/10/2010 12:50 | N | H_HOLLOW_E_1 | 27.27 |
| 12/10/2010 12:50 | N | HHOLLOW4_E_1 | 27.27 |
| 12/10/2010 12:50 | N | R_LH2SES_1 | 27.5 |
| 12/10/2010 12:50 | N | AUTO_EPS_390 | 27.59 |
| 12/10/2010 12:55 | N | LARDVFTS_KZ | 24.84 |
| 12/10/2010 12:55 | N | DC_ROAD_L_B | 24.61 |
| 12/10/2010 12:55 | N | DC_EGPS_L_A | 25.39 |
| 12/10/2010 12:55 | N | H_HOLLOW_E_1 | 27.27 |
| 12/10/2010 12:55 | N | HHOLLOW4_E_1 | 27.27 |
| 12/10/2010 12:55 | N | R_LH2SES_1 | 27.49 |
| 12/10/2010 12:55 | N | AUTO_EPS_390 | 27.58 |
| 12/10/2010 12:58 | N | LARDVFTS_KZ | 24.43 |
| 12/10/2010 12:58 | N | DC_ROAD_L_B | 24.17 |
| 12/10/2010 12:58 | N | DC_EGPS_L_A | 25.04 |
| 12/10/2010 12:58 | N | H_HOLLOW_E_1 | 27.11 |
| 12/10/2010 12:58 | N | HHOLLOW4_E_1 | 27.11 |
| 12/10/2010 12:58 | N | R_LH2SES_1 | 27.36 |
| 12/10/2010 12:58 | N | AUTO_EPS_390 | 27.46 |

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| 12/10/2010 12:59 | N | LARDVFTS_KZ | 24.51 |
| 12/10/2010 12:59 | N | DC_ROAD_L_B | 24.26 |
| 12/10/2010 12:59 | N | DC_EGPS_L_A | 25.11 |
| 12/10/2010 12:59 | N | H_HOLLOW_E_1 | 27.13 |
| 12/10/2010 12:59 | N | HHOLLOW4_E_1 | 27.13 |
| 12/10/2010 12:59 | N | R_LH2SES_1 | 27.36 |
| 12/10/2010 12:59 | N | AUTO_EPS_390 | 27.46 |
| 12/10/2010 13:00 | N | LARDVFTS_KZ | 27.4 |
| 12/10/2010 13:00 | N | DC_ROAD_L_B | 27.38 |
| 12/10/2010 13:00 | N | DC_EGPS_L_A | 27.46 |
| 12/10/2010 13:00 | N | H_HOLLOW_E_1 | 27.67 |
| 12/10/2010 13:00 | N | HHOLLOW4_E_1 | 27.67 |
| 12/10/2010 13:00 | N | R_LH2SES_1 | 27.7 |
| 12/10/2010 13:00 | N | AUTO_EPS_390 | 27.71 |
| 12/10/2010 13:20 | N | LARDVFTS_KZ | 27.59 |
| 12/10/2010 13:20 | N | DC_ROAD_L_B | 27.58 |
| 12/10/2010 13:20 | N | DC_EGPS_L_A | 27.62 |
| 12/10/2010 13:20 | N | H_HOLLOW_E_1 | 27.71 |
| 12/10/2010 13:20 | N | HHOLLOW4_E_1 | 27.71 |
| 12/10/2010 13:20 | N | R_LH2SES_1 | 27.72 |
| 12/10/2010 13:20 | N | AUTO_EPS_390 | 27.72 |
| 12/10/2010 13:25 | N | LARDVFTS_KZ | 27.55 |
| 12/10/2010 13:25 | N | DC_ROAD_L_B | 27.54 |
| 12/10/2010 13:25 | N | H_HOLLOW_E_1 | 27.65 |
| 12/10/2010 13:25 | N | HHOLLOW4_E_1 | 27.65 |
| 12/10/2010 13:25 | N | R_LH2SES_1 | 27.66 |
| 12/10/2010 13:25 | N | AUTO_EPS_390 | 27.66 |
| 12/10/2010 13:45 | N | LARDVFTS_KZ | 24.4 |
| 12/10/2010 13:45 | N | DC_ROAD_L_B | 24.16 |
| 12/10/2010 13:45 | N | DC_EGPS_L_A | 24.91 |
| 12/10/2010 13:45 | N | H_HOLLOW_E_1 | 26.96 |
| 12/10/2010 13:45 | N | HHOLLOW4_E_1 | 26.96 |
| 12/10/2010 13:45 | N | R_LH2SES_1 | 27.2 |
| 12/10/2010 13:45 | N | AUTO_EPS_390 | 27.29 |
| 12/10/2010 13:50 | N | LARDVFTS_KZ | 24.06 |
| 12/10/2010 13:50 | N | DC_ROAD_L_B | 23.77 |
| 12/10/2010 13:50 | N | DC_EGPS_L_A | 24.68 |
| 12/10/2010 13:50 | N | H_HOLLOW_E_1 | 27.16 |
| 12/10/2010 13:50 | N | HHOLLOW4_E_1 | 27.16 |
| 12/10/2010 13:50 | N | R_LH2SES_1 | 27.44 |
| 12/10/2010 13:50 | N | AUTO_EPS_390 | 27.56 |
| 12/10/2010 13:55 | N | LARDVFTS_KZ | 24.17 |
| 12/10/2010 13:55 | N | DC_ROAD_L_B | 23.91 |
| 12/10/2010 13:55 | N | DC_EGPS_L_A | 24.74 |
| 12/10/2010 13:55 | N | H_HOLLOW_E_1 | 27.02 |
| 12/10/2010 13:55 | N | HHOLLOW4_E_1 | 27.02 |
| 12/10/2010 13:55 | N | R_LH2SES_1 | 27.28 |

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| 12/10/2010 13:55 | N | AUTO_EPS_390 | 27.38 |
| 12/10/2010 14:00 | N | LARDVFTS_KZ | 24.32 |
| 12/10/2010 14:00 | N | DC_ROAD_L_B | 24.07 |
| 12/10/2010 14:00 | N | DC_EGPS_L_A | 24.85 |
| 12/10/2010 14:00 | N | H_HOLLOW_E_1 | 27.01 |
| 12/10/2010 14:00 | N | HHOLLOW4_E_1 | 27.01 |
| 12/10/2010 14:00 | N | R_LH2SES_1 | 27.26 |
| 12/10/2010 14:00 | N | AUTO_EPS_390 | 27.36 |
| 12/10/2010 14:00 | N | LARDVFTS_KZ | 24.43 |
| 12/10/2010 14:00 | N | DC_ROAD_L_B | 24.18 |
| 12/10/2010 14:00 | N | DC_EGPS_L_A | 24.94 |
| 12/10/2010 14:00 | N | H_HOLLOW_E_1 | 27.04 |
| 12/10/2010 14:00 | N | HHOLLOW4_E_1 | 27.04 |
| 12/10/2010 14:00 | N | R_LH2SES_1 | 27.28 |
| 12/10/2010 14:00 | N | AUTO_EPS_390 | 27.38 |
| 12/10/2010 14:05 | N | LARDVFTS_KZ | 25.99 |
| 12/10/2010 14:05 | N | DC_ROAD_L_B | 25.87 |
| 12/10/2010 14:05 | N | DC_EGPS_L_A | 26.24 |
| 12/10/2010 14:05 | N | H_HOLLOW_E_1 | 27.25 |
| 12/10/2010 14:05 | N | HHOLLOW4_E_1 | 27.25 |
| 12/10/2010 14:05 | N | R_LH2SES_1 | 27.37 |
| 12/10/2010 14:05 | N | AUTO_EPS_390 | 27.42 |
| 12/10/2010 14:10 | N | LARDVFTS_KZ | 25.89 |
| 12/10/2010 14:10 | N | DC_ROAD_L_B | 25.76 |
| 12/10/2010 14:10 | N | DC_EGPS_L_A | 26.15 |
| 12/10/2010 14:10 | N | H_HOLLOW_E_1 | 27.23 |
| 12/10/2010 14:10 | N | HHOLLOW4_E_1 | 27.23 |
| 12/10/2010 14:10 | N | R_LH2SES_1 | 27.35 |
| 12/10/2010 14:10 | N | AUTO_EPS_390 | 27.4 |
| 12/10/2010 14:10 | N | LARDVFTS_KZ | 25.96 |
| 12/10/2010 14:10 | N | DC_ROAD_L_B | 25.84 |
| 12/10/2010 14:10 | N | DC_EGPS_L_A | 26.21 |
| 12/10/2010 14:10 | N | H_HOLLOW_E_1 | 27.25 |
| 12/10/2010 14:10 | N | HHOLLOW4_E_1 | 27.25 |
| 12/10/2010 14:10 | N | R_LH2SES_1 | 27.37 |
| 12/10/2010 14:10 | N | AUTO_EPS_390 | 27.42 |
| 12/10/2010 14:15 | N | LARDVFTS_KZ | 24.32 |
| 12/10/2010 14:15 | N | DC_ROAD_L_B | 24.07 |
| 12/10/2010 14:15 | N | DC_EGPS_L_A | 24.86 |
| 12/10/2010 14:15 | N | H_HOLLOW_E_1 | 27.02 |
| 12/10/2010 14:15 | N | HHOLLOW4_E_1 | 27.02 |
| 12/10/2010 14:15 | N | R_LH2SES_1 | 27.27 |
| 12/10/2010 14:15 | N | AUTO_EPS_390 | 27.37 |
| 12/10/2010 14:20 | N | LARDVFTS_KZ | 24.43 |
| 12/10/2010 14:20 | N | DC_ROAD_L_B | 24.19 |
| 12/10/2010 14:20 | N | DC_EGPS_L_A | 24.93 |
| 12/10/2010 14:20 | N | H_HOLLOW_E_1 | 26.96 |

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| 12/10/2010 14:20 | N | HHOLLOW4_E_1 | 26.96 |
| 12/10/2010 14:20 | N | R_LH2SES_1 | 27.19 |
| 12/10/2010 14:20 | N | AUTO_EPS_390 | 27.28 |
| 12/10/2010 14:25 | N | LARDVFTS_KZ | 24.55 |
| 12/10/2010 14:25 | N | DC_ROAD_L_B | 24.32 |
| 12/10/2010 14:25 | N | DC_EGPS_L_A | 25.03 |
| 12/10/2010 14:25 | N | H_HOLLOW_E_1 | 26.98 |
| 12/10/2010 14:25 | N | HHOLLOW4_E_1 | 26.98 |
| 12/10/2010 14:25 | N | R_LH2SES_1 | 27.21 |
| 12/10/2010 14:25 | N | AUTO_EPS_390 | 27.3 |
| 12/10/2010 14:30 | N | LARDVFTS_KZ | 24.4 |
| 12/10/2010 14:30 | N | DC_ROAD_L_B | 24.16 |
| 12/10/2010 14:30 | N | DC_EGPS_L_A | 24.9 |
| 12/10/2010 14:30 | N | H_HOLLOW_E_1 | 26.95 |
| 12/10/2010 14:30 | N | HHOLLOW4_E_1 | 26.95 |
| 12/10/2010 14:30 | N | R_LH2SES_1 | 27.19 |
| 12/10/2010 14:30 | N | AUTO_EPS_390 | 27.28 |
| 12/10/2010 14:35 | N | LARDVFTS_KZ | 24.65 |
| 12/10/2010 14:35 | N | DC_ROAD_L_B | 24.48 |
| 12/10/2010 14:35 | N | DC_EGPS_L_A | 25 |
| 12/10/2010 14:35 | N | H_HOLLOW_E_1 | 26.42 |
| 12/10/2010 14:35 | N | HHOLLOW4_E_1 | 26.42 |
| 12/10/2010 14:35 | N | R_LH2SES_1 | 26.59 |
| 12/10/2010 14:35 | N | AUTO_EPS_390 | 26.65 |
| 12/10/2010 14:40 | N | LARDVFTS_KZ | 24.51 |
| 12/10/2010 14:40 | N | DC_ROAD_L_B | 24.37 |
| 12/10/2010 14:40 | N | DC_EGPS_L_A | 24.8 |
| 12/10/2010 14:40 | N | H_HOLLOW_E_1 | 25.95 |
| 12/10/2010 14:40 | N | HHOLLOW4_E_1 | 25.95 |
| 12/10/2010 14:40 | N | R_LH2SES_1 | 26.09 |
| 12/10/2010 14:40 | N | AUTO_EPS_390 | 26.14 |
| 12/10/2010 14:45 | N | LARDVFTS_KZ | 24.62 |
| 12/10/2010 14:45 | N | DC_ROAD_L_B | 24.49 |
| 12/10/2010 14:45 | N | DC_EGPS_L_A | 24.89 |
| 12/10/2010 14:45 | N | H_HOLLOW_E_1 | 25.99 |
| 12/10/2010 14:45 | N | HHOLLOW4_E_1 | 25.99 |
| 12/10/2010 14:45 | N | R_LH2SES_1 | 26.12 |
| 12/10/2010 14:45 | N | AUTO_EPS_390 | 26.17 |
| 12/10/2010 14:45 | N | LARDVFTS_KZ | 24.79 |
| 12/10/2010 14:45 | N | DC_ROAD_L_B | 24.66 |
| 12/10/2010 14:45 | N | DC_EGPS_L_A | 25.04 |
| 12/10/2010 14:45 | N | H_HOLLOW_E_1 | 26.08 |
| 12/10/2010 14:45 | N | HHOLLOW4_E_1 | 26.08 |
| 12/10/2010 14:45 | N | R_LH2SES_1 | 26.2 |
| 12/10/2010 14:45 | N | AUTO_EPS_390 | 26.25 |
| 12/10/2010 14:50 | N | LARDVFTS_KZ | 23.66 |
| 12/10/2010 14:50 | N | DC_ROAD_L_B | 23.44 |

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| 12/10/2010 14:50 | N | DC_EGPS_L_A | 24.13 |
| 12/10/2010 14:50 | N | H_HOLLOW_E_1 | 26.02 |
| 12/10/2010 14:50 | N | HHOLLOW4_E_1 | 26.02 |
| 12/10/2010 14:50 | N | R_LH2SES_1 | 26.24 |
| 12/10/2010 14:50 | N | AUTO_EPS_390 | 26.32 |
| 12/10/2010 14:55 | N | LARDVFTS_KZ | 23.49 |
| 12/10/2010 14:55 | N | DC_ROAD_L_B | 23.25 |
| 12/10/2010 14:55 | N | DC_EGPS_L_A | 23.99 |
| 12/10/2010 14:55 | N | H_HOLLOW_E_1 | 26.01 |
| 12/10/2010 14:55 | N | HHOLLOW4_E_1 | 26.01 |
| 12/10/2010 14:55 | N | R_LH2SES_1 | 26.24 |
| 12/10/2010 14:55 | N | AUTO_EPS_390 | 26.33 |
| 12/10/2010 15:00 | N | LARDVFTS_KZ | 23.71 |
| 12/10/2010 15:00 | N | DC_ROAD_L_B | 23.5 |
| 12/10/2010 15:00 | N | DC_EGPS_L_A | 24.15 |
| 12/10/2010 15:00 | N | H_HOLLOW_E_1 | 25.92 |
| 12/10/2010 15:00 | N | HHOLLOW4_E_1 | 25.92 |
| 12/10/2010 15:00 | N | R_LH2SES_1 | 26.12 |
| 12/10/2010 15:00 | N | AUTO_EPS_390 | 26.2 |
| 12/10/2010 15:05 | N | LARDVFTS_KZ | 23.94 |
| 12/10/2010 15:05 | N | DC_ROAD_L_B | 23.78 |
| 12/10/2010 15:05 | N | DC_EGPS_L_A | 24.27 |
| 12/10/2010 15:05 | N | H_HOLLOW_E_1 | 25.6 |
| 12/10/2010 15:05 | N | HHOLLOW4_E_1 | 25.6 |
| 12/10/2010 15:05 | N | R_LH2SES_1 | 25.75 |
| 12/10/2010 15:05 | N | AUTO_EPS_390 | 25.81 |
| 12/10/2010 15:25 | N | LARDVFTS_KZ | 24.67 |
| 12/10/2010 15:25 | N | DC_ROAD_L_B | 24.55 |
| 12/10/2010 15:25 | N | DC_EGPS_L_A | 24.93 |
| 12/10/2010 15:25 | N | H_HOLLOW_E_1 | 25.96 |
| 12/10/2010 15:25 | N | HHOLLOW4_E_1 | 25.96 |
| 12/10/2010 15:25 | N | R_LH2SES_1 | 26.08 |
| 12/10/2010 15:25 | N | AUTO_EPS_390 | 26.12 |
| 12/10/2010 15:30 | N | LARDVFTS_KZ | 24.68 |
| 12/10/2010 15:30 | N | DC_ROAD_L_B | 24.56 |
| 12/10/2010 15:30 | N | DC_EGPS_L_A | 24.93 |
| 12/10/2010 15:30 | N | H_HOLLOW_E_1 | 25.96 |
| 12/10/2010 15:30 | N | HHOLLOW4_E_1 | 25.96 |
| 12/10/2010 15:30 | N | R_LH2SES_1 | 26.07 |
| 12/10/2010 15:30 | N | AUTO_EPS_390 | 26.12 |
| 12/10/2010 15:35 | N | LARDVFTS_KZ | 25 |
| 12/10/2010 15:35 | N | DC_ROAD_L_B | 24.91 |
| 12/10/2010 15:35 | N | DC_EGPS_L_A | 25.19 |
| 12/10/2010 15:35 | N | H_HOLLOW_E_1 | 25.97 |
| 12/10/2010 15:35 | N | HHOLLOW4_E_1 | 25.97 |
| 12/10/2010 15:35 | N | R_LH2SES_1 | 26.06 |
| 12/10/2010 15:35 | N | AUTO_EPS_390 | 26.1 |

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| 12/10/2010 15:40 | N | LARDVFTS_KZ | 24.03 |
| 12/10/2010 15:40 | N | DC_ROAD_L_B | 23.89 |
| 12/10/2010 15:40 | N | DC_EGPS_L_A | 24.34 |
| 12/10/2010 15:40 | N | H_HOLLOW_E_1 | 25.57 |
| 12/10/2010 15:40 | N | HHOLLOW4_E_1 | 25.57 |
| 12/10/2010 15:40 | N | R_LH2SES_1 | 25.71 |
| 12/10/2010 15:40 | N | AUTO_EPS_390 | 25.77 |
| 12/10/2010 15:45 | N | LARDVFTS_KZ | 24.25 |
| 12/10/2010 15:45 | N | DC_ROAD_L_B | 24.07 |
| 12/10/2010 15:45 | N | DC_EGPS_L_A | 24.61 |
| 12/10/2010 15:45 | N | H_HOLLOW_E_1 | 26.08 |
| 12/10/2010 15:45 | N | HHOLLOW4_E_1 | 26.08 |
| 12/10/2010 15:45 | N | R_LH2SES_1 | 26.25 |
| 12/10/2010 15:45 | N | AUTO_EPS_390 | 26.32 |
| 12/10/2010 15:50 | N | LARDVFTS_KZ | 25.85 |
| 12/10/2010 15:50 | N | DC_ROAD_L_B | 25.76 |
| 12/10/2010 15:50 | N | DC_EGPS_L_A | 26.03 |
| 12/10/2010 15:50 | N | H_HOLLOW_E_1 | 26.77 |
| 12/10/2010 15:50 | N | HHOLLOW4_E_1 | 26.77 |
| 12/10/2010 15:50 | N | R_LH2SES_1 | 26.86 |
| 12/10/2010 15:50 | N | AUTO_EPS_390 | 26.89 |
| 12/10/2010 15:55 | N | LARDVFTS_KZ | 25.79 |
| 12/10/2010 15:55 | N | DC_ROAD_L_B | 25.77 |
| 12/10/2010 15:55 | N | DC_EGPS_L_A | 25.84 |
| 12/10/2010 15:55 | N | H_HOLLOW_E_1 | 26.01 |
| 12/10/2010 15:55 | N | HHOLLOW4_E_1 | 26.01 |
| 12/10/2010 15:55 | N | R_LH2SES_1 | 26.03 |
| 12/10/2010 15:55 | N | AUTO_EPS_390 | 26.04 |
| 12/10/2010 16:00 | N | LARDVFTS_KZ | 24.6 |
| 12/10/2010 16:00 | N | DC_ROAD_L_B | 24.47 |
| 12/10/2010 16:00 | N | DC_EGPS_L_A | 24.87 |
| 12/10/2010 16:00 | N | H_HOLLOW_E_1 | 25.95 |
| 12/10/2010 16:00 | N | HHOLLOW4_E_1 | 25.95 |
| 12/10/2010 16:00 | N | R_LH2SES_1 | 26.08 |
| 12/10/2010 16:00 | N | AUTO_EPS_390 | 26.13 |
| 12/10/2010 16:05 | N | LARDVFTS_KZ | 26.83 |
| 12/10/2010 16:05 | N | DC_ROAD_L_B | 26.81 |
| 12/10/2010 16:05 | N | DC_EGPS_L_A | 26.86 |
| 12/10/2010 16:05 | N | H_HOLLOW_E_1 | 27.01 |
| 12/10/2010 16:05 | N | HHOLLOW4_E_1 | 27.01 |
| 12/10/2010 16:05 | N | R_LH2SES_1 | 27.02 |
| 12/10/2010 16:05 | N | AUTO_EPS_390 | 27.03 |
| 12/10/2010 16:10 | N | LARDVFTS_KZ | 24.61 |
| 12/10/2010 16:10 | N | DC_ROAD_L_B | 24.42 |
| 12/10/2010 16:10 | N | DC_EGPS_L_A | 25.01 |
| 12/10/2010 16:10 | N | H_HOLLOW_E_1 | 26.64 |
| 12/10/2010 16:10 | N | HHOLLOW4_E_1 | 26.64 |

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| 12/10/2010 16:10 | N | R_LH2SES_1 | 26.83 |
| 12/10/2010 16:10 | N | AUTO_EPS_390 | 26.91 |
| 12/10/2010 16:30 | N | LARDVFTS_KZ | 25 |
| 12/10/2010 16:30 | N | DC_ROAD_L_B | 24.82 |
| 12/10/2010 16:30 | N | DC_EGPS_L_A | 25.36 |
| 12/10/2010 16:30 | N | H_HOLLOW_E_1 | 26.84 |
| 12/10/2010 16:30 | N | HHOLLOW4_E_1 | 26.84 |
| 12/10/2010 16:30 | N | R_LH2SES_1 | 27.01 |
| 12/10/2010 16:30 | N | AUTO_EPS_390 | 27.08 |
| 12/10/2010 16:40 | N | LARDVFTS_KZ | 27.43 |
| 12/10/2010 16:40 | N | DC_ROAD_L_B | 27.41 |
| 12/10/2010 16:40 | N | DC_EGPS_L_A | 27.47 |
| 12/10/2010 16:40 | N | H_HOLLOW_E_1 | 27.65 |
| 12/10/2010 16:40 | N | HHOLLOW4_E_1 | 27.65 |
| 12/10/2010 16:40 | N | R_LH2SES_1 | 27.67 |
| 12/10/2010 16:40 | N | AUTO_EPS_390 | 27.68 |
| 12/10/2010 16:45 | N | LARDVFTS_KZ | 27.52 |
| 12/10/2010 16:45 | N | DC_ROAD_L_B | 27.5 |
| 12/10/2010 16:45 | N | DC_EGPS_L_A | 27.56 |
| 12/10/2010 16:45 | N | H_HOLLOW_E_1 | 27.72 |
| 12/10/2010 16:45 | N | HHOLLOW4_E_1 | 27.72 |
| 12/10/2010 16:45 | N | R_LH2SES_1 | 27.74 |
| 12/10/2010 16:45 | N | AUTO_EPS_390 | 27.74 |
| 12/10/2010 16:50 | N | LARDVFTS_KZ | 27.27 |
| 12/10/2010 16:50 | N | DC_ROAD_L_B | 27.23 |
| 12/10/2010 16:50 | N | DC_EGPS_L_A | 27.34 |
| 12/10/2010 16:50 | N | H_HOLLOW_E_1 | 27.63 |
| 12/10/2010 16:50 | N | HHOLLOW4_E_1 | 27.63 |
| 12/10/2010 16:50 | N | R_LH2SES_1 | 27.66 |
| 12/10/2010 16:50 | N | AUTO_EPS_390 | 27.67 |
| 12/10/2010 22:58 | N | LARDVFTS_KZ | 13.98 |
| 12/10/2010 22:58 | N | DC_ROAD_L_B | 14.3 |
| 12/10/2010 22:58 | N | DC_EGPS_L_A | 11.26 |
| 12/10/2010 22:58 | N | H_HOLLOW_E_1 | -0.49 |
| 12/10/2010 22:58 | N | HHOLLOW4_E_1 | -0.49 |
| 12/10/2010 22:58 | N | R_LH2SES_1 | 15.37 |
| 12/10/2010 22:58 | N | R_PB2SES_1 | -0.61 |
| 12/10/2010 22:58 | N | R_PB2SES_2 | -0.61 |
| 12/10/2010 22:58 | N | R_PB2SES_3 | -0.61 |
| 12/10/2010 22:58 | N | R_PB2SES_4 | -0.61 |
| 12/10/2010 22:58 | N | R_PB2SES_5 | -0.61 |
| 12/10/2010 22:58 | N | AUTO_EPS_390 | 15.3 |
| 12/10/2010 23:00 | N | LARDVFTS_KZ | 16.53 |
| 12/10/2010 23:00 | N | DC_ROAD_L_B | 16.91 |
| 12/10/2010 23:00 | N | DC_EGPS_L_A | 13.3 |
| 12/10/2010 23:00 | N | H_HOLLOW_E_1 | -0.73 |
| 12/10/2010 23:00 | N | HHOLLOW4_E_1 | -0.73 |

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| 12/10/2010 23:00 | N | R_LH2SES_1 | 18.19 |
| 12/10/2010 23:00 | N | R_PB2SES_1 | -0.88 |
| 12/10/2010 23:00 | N | R_PB2SES_2 | -0.88 |
| 12/10/2010 23:00 | N | R_PB2SES_3 | -0.88 |
| 12/10/2010 23:00 | N | R_PB2SES_4 | -0.88 |
| 12/10/2010 23:00 | N | R_PB2SES_5 | -0.88 |
| 12/10/2010 23:00 | N | AUTO_EPS_390 | 18.11 |
| 12/10/2010 23:02 | N | LARDVFTS_KZ | 17.3 |
| 12/10/2010 23:02 | N | DC_ROAD_L_B | 17.69 |
| 12/10/2010 23:02 | N | DC_EGPS_L_A | 13.91 |
| 12/10/2010 23:02 | N | H_HOLLOW_E_1 | -0.78 |
| 12/10/2010 23:02 | N | HHOLLOW4_E_1 | -0.78 |
| 12/10/2010 23:02 | N | R_LH2SES_1 | 19.03 |
| 12/10/2010 23:02 | N | R_PB2SES_1 | -0.93 |
| 12/10/2010 23:02 | N | R_PB2SES_2 | -0.93 |
| 12/10/2010 23:02 | N | R_PB2SES_3 | -0.93 |
| 12/10/2010 23:02 | N | R_PB2SES_4 | -0.93 |
| 12/10/2010 23:02 | N | R_PB2SES_5 | -0.93 |
| 12/10/2010 23:02 | N | AUTO_EPS_390 | 18.95 |
| 12/10/2010 23:05 | N | LARDVFTS_KZ | 17.68 |
| 12/10/2010 23:05 | N | DC_ROAD_L_B | 18.13 |
| 12/10/2010 23:05 | N | DC_EGPS_L_A | 13.83 |
| 12/10/2010 23:05 | N | H_HOLLOW_E_1 | -2.89 |
| 12/10/2010 23:05 | N | HHOLLOW4_E_1 | -2.89 |
| 12/10/2010 23:05 | N | R_LH2SES_1 | 19.65 |
| 12/10/2010 23:05 | N | R_PB2SES_1 | -3.06 |
| 12/10/2010 23:05 | N | R_PB2SES_2 | -3.06 |
| 12/10/2010 23:05 | N | R_PB2SES_3 | -3.06 |
| 12/10/2010 23:05 | N | R_PB2SES_4 | -3.06 |
| 12/10/2010 23:05 | N | R_PB2SES_5 | -3.06 |
| 12/10/2010 23:05 | N | AUTO_EPS_390 | 19.55 |
| 12/10/2010 23:10 | N | LARDVFTS_KZ | 17.38 |
| 12/10/2010 23:10 | N | DC_ROAD_L_B | 17.83 |
| 12/10/2010 23:10 | N | DC_EGPS_L_A | 13.59 |
| 12/10/2010 23:10 | N | H_HOLLOW_E_1 | -2.89 |
| 12/10/2010 23:10 | N | HHOLLOW4_E_1 | -2.89 |
| 12/10/2010 23:10 | N | R_LH2SES_1 | 19.33 |
| 12/10/2010 23:10 | N | R_PB2SES_1 | -3.06 |
| 12/10/2010 23:10 | N | R_PB2SES_2 | -3.06 |
| 12/10/2010 23:10 | N | R_PB2SES_3 | -3.06 |
| 12/10/2010 23:10 | N | R_PB2SES_4 | -3.06 |
| 12/10/2010 23:10 | N | R_PB2SES_5 | -3.06 |
| 12/10/2010 23:10 | N | AUTO_EPS_390 | 19.24 |
| 12/10/2010 23:15 | N | LARDVFTS_KZ | 16.41 |
| 12/10/2010 23:15 | N | DC_ROAD_L_B | 16.78 |
| 12/10/2010 23:15 | N | DC_EGPS_L_A | 13.18 |
| 12/10/2010 23:15 | N | H_HOLLOW_E_1 | -0.77 |

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| 12/10/2010 23:15 | N | HHOLLOW4_E_1 | -0.77 |
| 12/10/2010 23:15 | N | R_LH2SES_1 | 18.06 |
| 12/10/2010 23:15 | N | R_PB2SES_1 | -0.91 |
| 12/10/2010 23:15 | N | R_PB2SES_2 | -0.91 |
| 12/10/2010 23:15 | N | R_PB2SES_3 | -0.91 |
| 12/10/2010 23:15 | N | R_PB2SES_4 | -0.91 |
| 12/10/2010 23:15 | N | R_PB2SES_5 | -0.91 |
| 12/10/2010 23:15 | N | AUTO_EPS_390 | 17.98 |
| 12/10/2010 23:20 | N | LARDVFTS_KZ | 13.95 |
| 12/10/2010 23:20 | N | DC_ROAD_L_B | 14.26 |
| 12/10/2010 23:20 | N | DC_EGPS_L_A | 11.24 |
| 12/10/2010 23:20 | N | H_HOLLOW_E_1 | -0.49 |
| 12/10/2010 23:20 | N | HHOLLOW4_E_1 | -0.49 |
| 12/10/2010 23:20 | N | R_LH2SES_1 | 15.34 |
| 12/10/2010 23:20 | N | R_PB2SES_1 | -0.62 |
| 12/10/2010 23:20 | N | R_PB2SES_2 | -0.62 |
| 12/10/2010 23:20 | N | R_PB2SES_3 | -0.62 |
| 12/10/2010 23:20 | N | R_PB2SES_4 | -0.62 |
| 12/10/2010 23:20 | N | R_PB2SES_5 | -0.62 |
| 12/10/2010 23:20 | N | AUTO_EPS_390 | 15.27 |
| 12/10/2010 23:25 | N | LARDVFTS_KZ | 12.69 |
| 12/10/2010 23:25 | N | DC_ROAD_L_B | 12.98 |
| 12/10/2010 23:25 | N | DC_EGPS_L_A | 10.21 |
| 12/10/2010 23:25 | N | H_HOLLOW_E_1 | -0.5 |
| 12/10/2010 23:25 | N | HHOLLOW4_E_1 | -0.5 |
| 12/10/2010 23:25 | N | R_LH2SES_1 | 13.96 |
| 12/10/2010 23:25 | N | R_PB2SES_1 | -0.61 |
| 12/10/2010 23:25 | N | R_PB2SES_2 | -0.61 |
| 12/10/2010 23:25 | N | R_PB2SES_3 | -0.61 |
| 12/10/2010 23:25 | N | R_PB2SES_4 | -0.61 |
| 12/10/2010 23:25 | N | R_PB2SES_5 | -0.61 |
| 12/10/2010 23:25 | N | AUTO_EPS_390 | 13.89 |
| 12/10/2010 23:30 | N | LARDVFTS_KZ | 12.68 |
| 12/10/2010 23:30 | N | DC_ROAD_L_B | 12.97 |
| 12/10/2010 23:30 | N | DC_EGPS_L_A | 10.21 |
| 12/10/2010 23:30 | N | H_HOLLOW_E_1 | -0.5 |
| 12/10/2010 23:30 | N | HHOLLOW4_E_1 | -0.5 |
| 12/10/2010 23:30 | N | R_LH2SES_1 | 13.95 |
| 12/10/2010 23:30 | N | R_PB2SES_1 | -0.61 |
| 12/10/2010 23:30 | N | R_PB2SES_2 | -0.61 |
| 12/10/2010 23:30 | N | R_PB2SES_3 | -0.61 |
| 12/10/2010 23:30 | N | R_PB2SES_4 | -0.61 |
| 12/10/2010 23:30 | N | R_PB2SES_5 | -0.61 |
| 12/10/2010 23:30 | N | AUTO_EPS_390 | 13.89 |
| 12/10/2010 23:35 | N | LARDVFTS_KZ | 13.95 |
| 12/10/2010 23:35 | N | DC_ROAD_L_B | 14.28 |
| 12/10/2010 23:35 | N | DC_EGPS_L_A | 11.18 |

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| 12/10/2010 23:35 | N | H_HOLLOW_E_1 | -0.86 |
| 12/10/2010 23:35 | N | HHOLLOW4_E_1 | -0.86 |
| 12/10/2010 23:35 | N | R_LH2SES_1 | 15.38 |
| 12/10/2010 23:35 | N | R_PB2SES_1 | -0.98 |
| 12/10/2010 23:35 | N | R_PB2SES_2 | -0.98 |
| 12/10/2010 23:35 | N | R_PB2SES_3 | -0.98 |
| 12/10/2010 23:35 | N | R_PB2SES_4 | -0.98 |
| 12/10/2010 23:35 | N | R_PB2SES_5 | -0.98 |
| 12/10/2010 23:35 | N | AUTO_EPS_390 | 15.3 |
| 12/10/2010 23:40 | N | LARDVFTS_KZ | 13.92 |
| 12/10/2010 23:40 | N | DC_ROAD_L_B | 14.24 |
| 12/10/2010 23:40 | N | DC_EGPS_L_A | 11.16 |
| 12/10/2010 23:40 | N | H_HOLLOW_E_1 | -0.83 |
| 12/10/2010 23:40 | N | HHOLLOW4_E_1 | -0.83 |
| 12/10/2010 23:40 | N | R_LH2SES_1 | 15.34 |
| 12/10/2010 23:40 | N | R_PB2SES_1 | -0.95 |
| 12/10/2010 23:40 | N | R_PB2SES_2 | -0.95 |
| 12/10/2010 23:40 | N | R_PB2SES_3 | -0.95 |
| 12/10/2010 23:40 | N | R_PB2SES_4 | -0.95 |
| 12/10/2010 23:40 | N | R_PB2SES_5 | -0.95 |
| 12/10/2010 23:40 | N | AUTO_EPS_390 | 15.27 |
| 12/10/2010 23:45 | N | LARDVFTS_KZ | 13.59 |
| 12/10/2010 23:45 | N | DC_ROAD_L_B | 13.91 |
| 12/10/2010 23:45 | N | DC_EGPS_L_A | 10.86 |
| 12/10/2010 23:45 | N | H_HOLLOW_E_1 | -0.96 |
| 12/10/2010 23:45 | N | HHOLLOW4_E_1 | -0.96 |
| 12/10/2010 23:45 | N | R_LH2SES_1 | 14.99 |
| 12/10/2010 23:45 | N | R_PB2SES_1 | -1.08 |
| 12/10/2010 23:45 | N | R_PB2SES_2 | -1.08 |
| 12/10/2010 23:45 | N | R_PB2SES_3 | -1.08 |
| 12/10/2010 23:45 | N | R_PB2SES_4 | -1.08 |
| 12/10/2010 23:45 | N | R_PB2SES_5 | -1.08 |
| 12/10/2010 23:45 | N | AUTO_EPS_390 | 14.92 |
| 12/10/2010 23:50 | N | LARDVFTS_KZ | 9.87 |
| 12/10/2010 23:50 | N | DC_ROAD_L_B | 10.15 |
| 12/10/2010 23:50 | N | DC_EGPS_L_A | 7.49 |
| 12/10/2010 23:50 | N | H_HOLLOW_E_1 | -2.86 |
| 12/10/2010 23:50 | N | HHOLLOW4_E_1 | -2.86 |
| 12/10/2010 23:50 | N | R_LH2SES_1 | 11.1 |
| 12/10/2010 23:50 | N | R_PB2SES_1 | -2.96 |
| 12/10/2010 23:50 | N | R_PB2SES_2 | -2.96 |
| 12/10/2010 23:50 | N | R_PB2SES_3 | -2.96 |
| 12/10/2010 23:50 | N | R_PB2SES_4 | -2.96 |
| 12/10/2010 23:50 | N | R_PB2SES_5 | -2.96 |
| 12/10/2010 23:50 | N | AUTO_EPS_390 | 11.04 |
| 12/10/2010 23:55 | N | LARDVFTS_KZ | 10.57 |
| 12/10/2010 23:55 | N | DC_ROAD_L_B | 10.86 |

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| 12/10/2010 23:55 | N | DC_EGPS_L_A | 8.05 |
| 12/10/2010 23:55 | N | H_HOLLOW_E_1 | -2.85 |
| 12/10/2010 23:55 | N | HHOLLOW4_E_1 | -2.85 |
| 12/10/2010 23:55 | N | R_LH2SES_1 | 11.86 |
| 12/10/2010 23:55 | N | R_PB2SES_1 | -2.96 |
| 12/10/2010 23:55 | N | R_PB2SES_2 | -2.96 |
| 12/10/2010 23:55 | N | R_PB2SES_3 | -2.96 |
| 12/10/2010 23:55 | N | R_PB2SES_4 | -2.96 |
| 12/10/2010 23:55 | N | R_PB2SES_5 | -2.96 |
| 12/10/2010 23:55 | N | AUTO_EPS_390 | 11.79 |
| 12/10/2010 23:55 | N | LARDVFTS_KZ | 10.57 |
| 12/10/2010 23:55 | N | DC_ROAD_L_B | 10.86 |
| 12/10/2010 23:55 | N | DC_EGPS_L_A | 8.05 |
| 12/10/2010 23:55 | N | H_HOLLOW_E_1 | -2.85 |
| 12/10/2010 23:55 | N | HHOLLOW4_E_1 | -2.85 |
| 12/10/2010 23:55 | N | R_LH2SES_1 | 11.86 |
| 12/10/2010 23:55 | N | R_PB2SES_1 | -2.96 |
| 12/10/2010 23:55 | N | R_PB2SES_2 | -2.96 |
| 12/10/2010 23:55 | N | R_PB2SES_3 | -2.96 |
| 12/10/2010 23:55 | N | R_PB2SES_4 | -2.96 |
| 12/10/2010 23:55 | N | R_PB2SES_5 | -2.96 |
| 12/10/2010 23:55 | N | AUTO_EPS_390 | 11.79 |
| 12/11/2010 0:00 | N | LARDVFTS_KZ | 13.22 |
| 12/11/2010 0:00 | N | DC_ROAD_L_B | 13.53 |
| 12/11/2010 0:00 | N | DC_EGPS_L_A | 10.58 |
| 12/11/2010 0:00 | N | H_HOLLOW_E_1 | -0.86 |
| 12/11/2010 0:00 | N | HHOLLOW4_E_1 | -0.86 |
| 12/11/2010 0:00 | N | R_LH2SES_1 | 14.57 |
| 12/11/2010 0:00 | N | R_PB2SES_1 | -0.98 |
| 12/11/2010 0:00 | N | R_PB2SES_2 | -0.98 |
| 12/11/2010 0:00 | N | R_PB2SES_3 | -0.98 |
| 12/11/2010 0:00 | N | R_PB2SES_4 | -0.98 |
| 12/11/2010 0:00 | N | R_PB2SES_5 | -0.98 |
| 12/11/2010 0:00 | N | AUTO_EPS_390 | 14.5 |
| 12/11/2010 0:01 | N | LARDVFTS_KZ | 13.92 |
| 12/11/2010 0:01 | N | DC_ROAD_L_B | 14.24 |
| 12/11/2010 0:01 | N | DC_EGPS_L_A | 11.15 |
| 12/11/2010 0:01 | N | H_HOLLOW_E_1 | -0.85 |
| 12/11/2010 0:01 | N | HHOLLOW4_E_1 | -0.85 |
| 12/11/2010 0:01 | N | R_LH2SES_1 | 15.34 |
| 12/11/2010 0:01 | N | R_PB2SES_1 | -0.97 |
| 12/11/2010 0:01 | N | R_PB2SES_2 | -0.97 |
| 12/11/2010 0:01 | N | R_PB2SES_3 | -0.97 |
| 12/11/2010 0:01 | N | R_PB2SES_4 | -0.97 |
| 12/11/2010 0:01 | N | R_PB2SES_5 | -0.97 |
| 12/11/2010 0:01 | N | AUTO_EPS_390 | 15.27 |
| 12/11/2010 0:02 | N | LARDVFTS_KZ | 14.63 |

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|---|---|---|---|
| 12/11/2010 0:02 | N | DC_ROAD_L_B | 14.97 |
| 12/11/2010 0:02 | N | DC_EGPS_L_A | 11.73 |
| 12/11/2010 0:02 | N | H_HOLLOW_E_1 | -0.82 |
| 12/11/2010 0:02 | N | HHOLLOW4_E_1 | -0.82 |
| 12/11/2010 0:02 | N | R_LH2SES_1 | 16.12 |
| 12/11/2010 0:02 | N | R_PB2SES_1 | -0.95 |
| 12/11/2010 0:02 | N | R_PB2SES_2 | -0.95 |
| 12/11/2010 0:02 | N | R_PB2SES_3 | -0.95 |
| 12/11/2010 0:02 | N | R_PB2SES_4 | -0.95 |
| 12/11/2010 0:02 | N | R_PB2SES_5 | -0.95 |
| 12/11/2010 0:02 | N | AUTO_EPS_390 | 16.05 |
| 12/11/2010 0:03 | N | LARDVFTS_KZ | 14.51 |
| 12/11/2010 0:03 | N | DC_ROAD_L_B | 14.85 |
| 12/11/2010 0:03 | N | DC_EGPS_L_A | 11.64 |
| 12/11/2010 0:03 | N | H_HOLLOW_E_1 | -0.82 |
| 12/11/2010 0:03 | N | HHOLLOW4_E_1 | -0.82 |
| 12/11/2010 0:03 | N | R_LH2SES_1 | 15.99 |
| 12/11/2010 0:03 | N | R_PB2SES_1 | -0.95 |
| 12/11/2010 0:03 | N | R_PB2SES_2 | -0.95 |
| 12/11/2010 0:03 | N | R_PB2SES_3 | -0.95 |
| 12/11/2010 0:03 | N | R_PB2SES_4 | -0.95 |
| 12/11/2010 0:03 | N | R_PB2SES_5 | -0.95 |
| 12/11/2010 0:03 | N | AUTO_EPS_390 | 15.91 |
| 12/11/2010 0:04 | N | LARDVFTS_KZ | 14.97 |
| 12/11/2010 0:04 | N | DC_ROAD_L_B | 15.32 |
| 12/11/2010 0:04 | N | DC_EGPS_L_A | 12 |
| 12/11/2010 0:04 | N | H_HOLLOW_E_1 | -0.89 |
| 12/11/2010 0:04 | N | HHOLLOW4_E_1 | -0.89 |
| 12/11/2010 0:04 | N | R_LH2SES_1 | 16.5 |
| 12/11/2010 0:04 | N | R_PB2SES_1 | -1.02 |
| 12/11/2010 0:04 | N | R_PB2SES_2 | -1.02 |
| 12/11/2010 0:04 | N | R_PB2SES_3 | -1.02 |
| 12/11/2010 0:04 | N | R_PB2SES_4 | -1.02 |
| 12/11/2010 0:04 | N | R_PB2SES_5 | -1.02 |
| 12/11/2010 0:04 | N | AUTO_EPS_390 | 16.42 |
| 12/11/2010 0:05 | N | LARDVFTS_KZ | 14.47 |
| 12/11/2010 0:05 | N | DC_ROAD_L_B | 14.8 |
| 12/11/2010 0:05 | N | DC_EGPS_L_A | 11.63 |
| 12/11/2010 0:05 | N | H_HOLLOW_E_1 | -0.65 |
| 12/11/2010 0:05 | N | HHOLLOW4_E_1 | -0.65 |
| 12/11/2010 0:05 | N | R_LH2SES_1 | 15.93 |
| 12/11/2010 0:05 | N | R_PB2SES_1 | -0.78 |
| 12/11/2010 0:05 | N | R_PB2SES_2 | -0.78 |
| 12/11/2010 0:05 | N | R_PB2SES_3 | -0.78 |
| 12/11/2010 0:05 | N | R_PB2SES_4 | -0.78 |
| 12/11/2010 0:05 | N | R_PB2SES_5 | -0.78 |
| 12/11/2010 0:05 | N | AUTO_EPS_390 | 15.85 |

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|---|---|---|---|
| 12/11/2010 0:06 | N | LARDVFTS_KZ | 15.27 |
| 12/11/2010 0:06 | N | DC_ROAD_L_B | 15.62 |
| 12/11/2010 0:06 | N | DC_EGPS_L_A | 12.28 |
| 12/11/2010 0:06 | N | H_HOLLOW_E_1 | -0.69 |
| 12/11/2010 0:06 | N | HHOLLOW4_E_1 | -0.69 |
| 12/11/2010 0:06 | N | R_LH2SES_1 | 16.81 |
| 12/11/2010 0:06 | N | R_PB2SES_1 | -0.83 |
| 12/11/2010 0:06 | N | R_PB2SES_2 | -0.83 |
| 12/11/2010 0:06 | N | R_PB2SES_3 | -0.83 |
| 12/11/2010 0:06 | N | R_PB2SES_4 | -0.83 |
| 12/11/2010 0:06 | N | R_PB2SES_5 | -0.83 |
| 12/11/2010 0:06 | N | AUTO_EPS_390 | 16.73 |
| 12/11/2010 0:08 | N | LARDVFTS_KZ | 15.25 |
| 12/11/2010 0:08 | N | DC_ROAD_L_B | 15.6 |
| 12/11/2010 0:08 | N | DC_EGPS_L_A | 12.26 |
| 12/11/2010 0:08 | N | H_HOLLOW_E_1 | -0.69 |
| 12/11/2010 0:08 | N | HHOLLOW4_E_1 | -0.69 |
| 12/11/2010 0:08 | N | R_LH2SES_1 | 16.78 |
| 12/11/2010 0:08 | N | R_PB2SES_1 | -0.82 |
| 12/11/2010 0:08 | N | R_PB2SES_2 | -0.82 |
| 12/11/2010 0:08 | N | R_PB2SES_3 | -0.82 |
| 12/11/2010 0:08 | N | R_PB2SES_4 | -0.82 |
| 12/11/2010 0:08 | N | R_PB2SES_5 | -0.82 |
| 12/11/2010 0:08 | N | AUTO_EPS_390 | 16.71 |
| 12/11/2010 0:09 | N | LARDVFTS_KZ | 16.71 |
| 12/11/2010 0:09 | N | DC_ROAD_L_B | 17.14 |
| 12/11/2010 0:09 | N | DC_EGPS_L_A | 13.06 |
| 12/11/2010 0:09 | N | H_HOLLOW_E_1 | -2.78 |
| 12/11/2010 0:09 | N | HHOLLOW4_E_1 | -2.78 |
| 12/11/2010 0:09 | N | R_LH2SES_1 | 18.59 |
| 12/11/2010 0:09 | N | R_PB2SES_1 | -2.95 |
| 12/11/2010 0:09 | N | R_PB2SES_2 | -2.95 |
| 12/11/2010 0:09 | N | R_PB2SES_3 | -2.95 |
| 12/11/2010 0:09 | N | R_PB2SES_4 | -2.95 |
| 12/11/2010 0:09 | N | R_PB2SES_5 | -2.95 |
| 12/11/2010 0:09 | N | AUTO_EPS_390 | 18.49 |
| 12/11/2010 0:10 | N | LARDVFTS_KZ | 16.79 |
| 12/11/2010 0:10 | N | DC_ROAD_L_B | 17.18 |
| 12/11/2010 0:10 | N | DC_EGPS_L_A | 13.49 |
| 12/11/2010 0:10 | N | H_HOLLOW_E_1 | -0.79 |
| 12/11/2010 0:10 | N | HHOLLOW4_E_1 | -0.79 |
| 12/11/2010 0:10 | N | R_LH2SES_1 | 18.49 |
| 12/11/2010 0:10 | N | R_PB2SES_1 | -0.94 |
| 12/11/2010 0:10 | N | R_PB2SES_2 | -0.94 |
| 12/11/2010 0:10 | N | R_PB2SES_3 | -0.94 |
| 12/11/2010 0:10 | N | R_PB2SES_4 | -0.94 |
| 12/11/2010 0:10 | N | R_PB2SES_5 | -0.94 |

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|---|---|---|---|
| 12/11/2010 0:10 | N | AUTO_EPS_390 | 18.4 |
| 12/11/2010 0:12 | N | LARDVFTS_KZ | 16.83 |
| 12/11/2010 0:12 | N | DC_ROAD_L_B | 17.24 |
| 12/11/2010 0:12 | N | DC_EGPS_L_A | 13.37 |
| 12/11/2010 0:12 | N | H_HOLLOW_E_1 | -1.65 |
| 12/11/2010 0:12 | N | HHOLLOW4_E_1 | -1.65 |
| 12/11/2010 0:12 | N | R_LH2SES_1 | 18.61 |
| 12/11/2010 0:12 | N | R_PB2SES_1 | -1.81 |
| 12/11/2010 0:12 | N | R_PB2SES_2 | -1.81 |
| 12/11/2010 0:12 | N | R_PB2SES_3 | -1.81 |
| 12/11/2010 0:12 | N | R_PB2SES_4 | -1.81 |
| 12/11/2010 0:12 | N | R_PB2SES_5 | -1.81 |
| 12/11/2010 0:12 | N | AUTO_EPS_390 | 18.52 |
| 12/11/2010 0:13 | N | LARDVFTS_KZ | 16.6 |
| 12/11/2010 0:13 | N | DC_ROAD_L_B | 16.99 |
| 12/11/2010 0:13 | N | DC_EGPS_L_A | 13.33 |
| 12/11/2010 0:13 | N | H_HOLLOW_E_1 | -0.84 |
| 12/11/2010 0:13 | N | HHOLLOW4_E_1 | -0.84 |
| 12/11/2010 0:13 | N | R_LH2SES_1 | 18.28 |
| 12/11/2010 0:13 | N | R_PB2SES_1 | -0.99 |
| 12/11/2010 0:13 | N | R_PB2SES_2 | -0.99 |
| 12/11/2010 0:13 | N | R_PB2SES_3 | -0.99 |
| 12/11/2010 0:13 | N | R_PB2SES_4 | -0.99 |
| 12/11/2010 0:13 | N | R_PB2SES_5 | -0.99 |
| 12/11/2010 0:13 | N | AUTO_EPS_390 | 18.2 |
| 12/11/2010 0:15 | N | LARDVFTS_KZ | 16.14 |
| 12/11/2010 0:15 | N | DC_ROAD_L_B | 16.51 |
| 12/11/2010 0:15 | N | DC_EGPS_L_A | 12.96 |
| 12/11/2010 0:15 | N | H_HOLLOW_E_1 | -0.81 |
| 12/11/2010 0:15 | N | HHOLLOW4_E_1 | -0.81 |
| 12/11/2010 0:15 | N | R_LH2SES_1 | 17.77 |
| 12/11/2010 0:15 | N | R_PB2SES_1 | -0.95 |
| 12/11/2010 0:15 | N | R_PB2SES_2 | -0.95 |
| 12/11/2010 0:15 | N | R_PB2SES_3 | -0.95 |
| 12/11/2010 0:15 | N | R_PB2SES_4 | -0.95 |
| 12/11/2010 0:15 | N | R_PB2SES_5 | -0.95 |
| 12/11/2010 0:15 | N | AUTO_EPS_390 | 17.69 |
| 12/11/2010 0:20 | N | LARDVFTS_KZ | 16.31 |
| 12/11/2010 0:20 | N | DC_ROAD_L_B | 16.68 |
| 12/11/2010 0:20 | N | DC_EGPS_L_A | 13.11 |
| 12/11/2010 0:20 | N | H_HOLLOW_E_1 | -0.73 |
| 12/11/2010 0:20 | N | HHOLLOW4_E_1 | -0.73 |
| 12/11/2010 0:20 | N | R_LH2SES_1 | 17.95 |
| 12/11/2010 0:20 | N | R_PB2SES_1 | -0.87 |
| 12/11/2010 0:20 | N | R_PB2SES_2 | -0.87 |
| 12/11/2010 0:20 | N | R_PB2SES_3 | -0.87 |
| 12/11/2010 0:20 | N | R_PB2SES_4 | -0.87 |

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| 12/11/2010 0:20 | N | R_PB2SES_5 | -0.87 |
| 12/11/2010 0:20 | N | AUTO_EPS_390 | 17.86 |
| 12/11/2010 0:25 | N | LARDVFTS_KZ | 15.11 |
| 12/11/2010 0:25 | N | DC_ROAD_L_B | 15.45 |
| 12/11/2010 0:25 | N | DC_EGPS_L_A | 12.15 |
| 12/11/2010 0:25 | N | H_HOLLOW_E_1 | -0.67 |
| 12/11/2010 0:25 | N | HHOLLOW4_E_1 | -0.67 |
| 12/11/2010 0:25 | N | R_LH2SES_1 | 16.63 |
| 12/11/2010 0:25 | N | R_PB2SES_1 | -0.81 |
| 12/11/2010 0:25 | N | R_PB2SES_2 | -0.81 |
| 12/11/2010 0:25 | N | R_PB2SES_3 | -0.81 |
| 12/11/2010 0:25 | N | R_PB2SES_4 | -0.81 |
| 12/11/2010 0:25 | N | R_PB2SES_5 | -0.81 |
| 12/11/2010 0:25 | N | AUTO_EPS_390 | 16.55 |
| 12/11/2010 0:30 | N | LARDVFTS_KZ | 14.29 |
| 12/11/2010 0:30 | N | DC_ROAD_L_B | 14.61 |
| 12/11/2010 0:30 | N | DC_EGPS_L_A | 11.52 |
| 12/11/2010 0:30 | N | H_HOLLOW_E_1 | -0.49 |
| 12/11/2010 0:30 | N | HHOLLOW4_E_1 | -0.49 |
| 12/11/2010 0:30 | N | R_LH2SES_1 | 15.71 |
| 12/11/2010 0:30 | N | R_PB2SES_1 | -0.62 |
| 12/11/2010 0:30 | N | R_PB2SES_2 | -0.62 |
| 12/11/2010 0:30 | N | R_PB2SES_3 | -0.62 |
| 12/11/2010 0:30 | N | R_PB2SES_4 | -0.62 |
| 12/11/2010 0:30 | N | R_PB2SES_5 | -0.62 |
| 12/11/2010 0:30 | N | AUTO_EPS_390 | 15.64 |
| 12/11/2010 0:35 | N | LARDVFTS_KZ | 14.72 |
| 12/11/2010 0:35 | N | DC_ROAD_L_B | 15.06 |
| 12/11/2010 0:35 | N | DC_EGPS_L_A | 11.87 |
| 12/11/2010 0:35 | N | H_HOLLOW_E_1 | -0.49 |
| 12/11/2010 0:35 | N | HHOLLOW4_E_1 | -0.49 |
| 12/11/2010 0:35 | N | R_LH2SES_1 | 16.19 |
| 12/11/2010 0:35 | N | R_PB2SES_1 | -0.62 |
| 12/11/2010 0:35 | N | R_PB2SES_2 | -0.62 |
| 12/11/2010 0:35 | N | R_PB2SES_3 | -0.62 |
| 12/11/2010 0:35 | N | R_PB2SES_4 | -0.62 |
| 12/11/2010 0:35 | N | R_PB2SES_5 | -0.62 |
| 12/11/2010 0:35 | N | AUTO_EPS_390 | 16.12 |
| 12/11/2010 0:40 | N | LARDVFTS_KZ | 14.45 |
| 12/11/2010 0:40 | N | DC_ROAD_L_B | 14.77 |
| 12/11/2010 0:40 | N | DC_EGPS_L_A | 11.67 |
| 12/11/2010 0:40 | N | H_HOLLOW_E_1 | -0.36 |
| 12/11/2010 0:40 | N | HHOLLOW4_E_1 | -0.36 |
| 12/11/2010 0:40 | N | R_LH2SES_1 | 15.87 |
| 12/11/2010 0:40 | N | R_PB2SES_1 | -0.49 |
| 12/11/2010 0:40 | N | R_PB2SES_2 | -0.49 |
| 12/11/2010 0:40 | N | R_PB2SES_3 | -0.49 |

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|---|---|---|---|
| 12/11/2010 0:40 | N | R_PB2SES_4 | -0.49 |
| 12/11/2010 0:40 | N | R_PB2SES_5 | -0.49 |
| 12/11/2010 0:40 | N | AUTO_EPS_390 | 15.8 |
| 12/11/2010 0:45 | N | LARDVFTS_KZ | 14.71 |
| 12/11/2010 0:45 | N | DC_ROAD_L_B | 15.04 |
| 12/11/2010 0:45 | N | DC_EGPS_L_A | 11.86 |
| 12/11/2010 0:45 | N | H_HOLLOW_E_1 | -0.48 |
| 12/11/2010 0:45 | N | HHOLLOW4_E_1 | -0.48 |
| 12/11/2010 0:45 | N | R_LH2SES_1 | 16.17 |
| 12/11/2010 0:45 | N | R_PB2SES_1 | -0.61 |
| 12/11/2010 0:45 | N | R_PB2SES_2 | -0.61 |
| 12/11/2010 0:45 | N | R_PB2SES_3 | -0.61 |
| 12/11/2010 0:45 | N | R_PB2SES_4 | -0.61 |
| 12/11/2010 0:45 | N | R_PB2SES_5 | -0.61 |
| 12/11/2010 0:45 | N | AUTO_EPS_390 | 16.1 |
| 12/11/2010 0:47 | N | LARDVFTS_KZ | 14.98 |
| 12/11/2010 0:47 | N | DC_ROAD_L_B | 15.32 |
| 12/11/2010 0:47 | N | DC_EGPS_L_A | 12.09 |
| 12/11/2010 0:47 | N | H_HOLLOW_E_1 | -0.42 |
| 12/11/2010 0:47 | N | HHOLLOW4_E_1 | -0.42 |
| 12/11/2010 0:47 | N | R_LH2SES_1 | 16.47 |
| 12/11/2010 0:47 | N | R_PB2SES_1 | -0.55 |
| 12/11/2010 0:47 | N | R_PB2SES_2 | -0.55 |
| 12/11/2010 0:47 | N | R_PB2SES_3 | -0.55 |
| 12/11/2010 0:47 | N | R_PB2SES_4 | -0.55 |
| 12/11/2010 0:47 | N | R_PB2SES_5 | -0.55 |
| 12/11/2010 0:47 | N | AUTO_EPS_390 | 16.39 |
| 12/11/2010 0:48 | N | LARDVFTS_KZ | 15 |
| 12/11/2010 0:48 | N | DC_ROAD_L_B | 15.34 |
| 12/11/2010 0:48 | N | DC_EGPS_L_A | 12.13 |
| 12/11/2010 0:48 | N | H_HOLLOW_E_1 | -0.31 |
| 12/11/2010 0:48 | N | HHOLLOW4_E_1 | -0.31 |
| 12/11/2010 0:48 | N | R_LH2SES_1 | 16.48 |
| 12/11/2010 0:48 | N | R_PB2SES_1 | -0.44 |
| 12/11/2010 0:48 | N | R_PB2SES_2 | -0.44 |
| 12/11/2010 0:48 | N | R_PB2SES_3 | -0.44 |
| 12/11/2010 0:48 | N | R_PB2SES_4 | -0.44 |
| 12/11/2010 0:48 | N | R_PB2SES_5 | -0.44 |
| 12/11/2010 0:48 | N | AUTO_EPS_390 | 16.4 |
| 12/11/2010 0:48 | N | LARDVFTS_KZ | 14.79 |
| 12/11/2010 0:48 | N | DC_ROAD_L_B | 15.12 |
| 12/11/2010 0:48 | N | DC_EGPS_L_A | 11.95 |
| 12/11/2010 0:48 | N | H_HOLLOW_E_1 | -0.37 |
| 12/11/2010 0:48 | N | HHOLLOW4_E_1 | -0.37 |
| 12/11/2010 0:48 | N | R_LH2SES_1 | 16.25 |
| 12/11/2010 0:48 | N | R_PB2SES_1 | -0.49 |
| 12/11/2010 0:48 | N | R_PB2SES_2 | -0.49 |

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|---|---|---|---|
| 12/11/2010 0:48 | N | R_PB2SES_3 | -0.49 |
| 12/11/2010 0:48 | N | R_PB2SES_4 | -0.49 |
| 12/11/2010 0:48 | N | R_PB2SES_5 | -0.49 |
| 12/11/2010 0:48 | N | AUTO_EPS_390 | 16.17 |
| 12/11/2010 0:55 | N | LARDVFTS_KZ | 13.58 |
| 12/11/2010 0:55 | N | DC_ROAD_L_B | 13.88 |
| 12/11/2010 0:55 | N | DC_EGPS_L_A | 11.02 |
| 12/11/2010 0:55 | N | H_HOLLOW_E_1 | -0.09 |
| 12/11/2010 0:55 | N | HHOLLOW4_E_1 | -0.09 |
| 12/11/2010 0:55 | N | R_LH2SES_1 | 14.9 |
| 12/11/2010 0:55 | N | R_PB2SES_1 | -0.2 |
| 12/11/2010 0:55 | N | R_PB2SES_2 | -0.2 |
| 12/11/2010 0:55 | N | R_PB2SES_3 | -0.2 |
| 12/11/2010 0:55 | N | R_PB2SES_4 | -0.2 |
| 12/11/2010 0:55 | N | R_PB2SES_5 | -0.2 |
| 12/11/2010 0:55 | N | AUTO_EPS_390 | 14.83 |
| 12/11/2010 1:00 | N | LARDVFTS_KZ | 13.82 |
| 12/11/2010 1:00 | N | DC_ROAD_L_B | 14.13 |
| 12/11/2010 1:00 | N | DC_EGPS_L_A | 11.24 |
| 12/11/2010 1:00 | N | H_HOLLOW_E_1 | 0.04 |
| 12/11/2010 1:00 | N | HHOLLOW4_E_1 | 0.04 |
| 12/11/2010 1:00 | N | R_LH2SES_1 | 15.15 |
| 12/11/2010 1:00 | N | R_PB2SES_1 | -0.07 |
| 12/11/2010 1:00 | N | R_PB2SES_2 | -0.07 |
| 12/11/2010 1:00 | N | R_PB2SES_3 | -0.07 |
| 12/11/2010 1:00 | N | R_PB2SES_4 | -0.07 |
| 12/11/2010 1:00 | N | R_PB2SES_5 | -0.07 |
| 12/11/2010 1:00 | N | AUTO_EPS_390 | 15.08 |
| 12/11/2010 1:05 | N | LARDVFTS_KZ | 12.76 |
| 12/11/2010 1:05 | N | DC_ROAD_L_B | 13.04 |
| 12/11/2010 1:05 | N | DC_EGPS_L_A | 10.38 |
| 12/11/2010 1:05 | N | H_HOLLOW_E_1 | 0.07 |
| 12/11/2010 1:05 | N | HHOLLOW4_E_1 | 0.07 |
| 12/11/2010 1:05 | N | R_LH2SES_1 | 13.98 |
| 12/11/2010 1:05 | N | R_PB2SES_1 | -0.04 |
| 12/11/2010 1:05 | N | R_PB2SES_2 | -0.04 |
| 12/11/2010 1:05 | N | R_PB2SES_3 | -0.04 |
| 12/11/2010 1:05 | N | R_PB2SES_4 | -0.04 |
| 12/11/2010 1:05 | N | R_PB2SES_5 | -0.04 |
| 12/11/2010 1:05 | N | AUTO_EPS_390 | 13.92 |
| 12/11/2010 1:10 | N | LARDVFTS_KZ | 13.98 |
| 12/11/2010 1:10 | N | DC_ROAD_L_B | 14.29 |
| 12/11/2010 1:10 | N | DC_EGPS_L_A | 11.38 |
| 12/11/2010 1:10 | N | H_HOLLOW_E_1 | 0.04 |
| 12/11/2010 1:10 | N | HHOLLOW4_E_1 | 0.04 |
| 12/11/2010 1:10 | N | R_LH2SES_1 | 15.32 |
| 12/11/2010 1:10 | N | R_PB2SES_1 | -0.08 |

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|---|---|---|---|
| 12/11/2010 1:10 | N | R_PB2SES_2 | -0.08 |
| 12/11/2010 1:10 | N | R_PB2SES_3 | -0.08 |
| 12/11/2010 1:10 | N | R_PB2SES_4 | -0.08 |
| 12/11/2010 1:10 | N | R_PB2SES_5 | -0.08 |
| 12/11/2010 1:10 | N | AUTO_EPS_390 | 15.26 |
| 12/11/2010 1:15 | N | LARDVFTS_KZ | 12.71 |
| 12/11/2010 1:15 | N | DC_ROAD_L_B | 12.99 |
| 12/11/2010 1:15 | N | DC_EGPS_L_A | 10.32 |
| 12/11/2010 1:15 | N | H_HOLLOW_E_1 | -0.12 |
| 12/11/2010 1:15 | N | HHOLLOW4_E_1 | -0.12 |
| 12/11/2010 1:15 | N | R_LH2SES_1 | 13.95 |
| 12/11/2010 1:15 | N | R_PB2SES_1 | -0.23 |
| 12/11/2010 1:15 | N | R_PB2SES_2 | -0.23 |
| 12/11/2010 1:15 | N | R_PB2SES_3 | -0.23 |
| 12/11/2010 1:15 | N | R_PB2SES_4 | -0.23 |
| 12/11/2010 1:15 | N | R_PB2SES_5 | -0.23 |
| 12/11/2010 1:15 | N | AUTO_EPS_390 | 13.88 |
| 12/11/2010 1:20 | N | LARDVFTS_KZ | 12.77 |
| 12/11/2010 1:20 | N | DC_ROAD_L_B | 13.03 |
| 12/11/2010 1:20 | N | DC_EGPS_L_A | 10.54 |
| 12/11/2010 1:20 | N | H_HOLLOW_E_1 | 0.85 |
| 12/11/2010 1:20 | N | HHOLLOW4_E_1 | 0.85 |
| 12/11/2010 1:20 | N | R_LH2SES_1 | 13.91 |
| 12/11/2010 1:20 | N | R_PB2SES_1 | 0.75 |
| 12/11/2010 1:20 | N | R_PB2SES_2 | 0.75 |
| 12/11/2010 1:20 | N | R_PB2SES_3 | 0.75 |
| 12/11/2010 1:20 | N | R_PB2SES_4 | 0.75 |
| 12/11/2010 1:20 | N | R_PB2SES_5 | 0.75 |
| 12/11/2010 1:20 | N | AUTO_EPS_390 | 13.85 |
| 12/11/2010 1:35 | N | LARDVFTS_KZ | 12.28 |
| 12/11/2010 1:35 | N | DC_ROAD_L_B | 12.53 |
| 12/11/2010 1:35 | N | DC_EGPS_L_A | 10.14 |
| 12/11/2010 1:35 | N | H_HOLLOW_E_1 | 0.82 |
| 12/11/2010 1:35 | N | HHOLLOW4_E_1 | 0.82 |
| 12/11/2010 1:35 | N | R_LH2SES_1 | 13.38 |
| 12/11/2010 1:35 | N | R_PB2SES_1 | 0.72 |
| 12/11/2010 1:35 | N | R_PB2SES_2 | 0.72 |
| 12/11/2010 1:35 | N | R_PB2SES_3 | 0.72 |
| 12/11/2010 1:35 | N | R_PB2SES_4 | 0.72 |
| 12/11/2010 1:35 | N | R_PB2SES_5 | 0.72 |
| 12/11/2010 1:35 | N | AUTO_EPS_390 | 13.32 |
| 12/11/2010 2:25 | N | LARDVFTS_KZ | 13.49 |
| 12/11/2010 2:25 | N | DC_ROAD_L_B | 13.75 |
| 12/11/2010 2:25 | N | DC_EGPS_L_A | 11.22 |
| 12/11/2010 2:25 | N | H_HOLLOW_E_1 | 1.35 |
| 12/11/2010 2:25 | N | HHOLLOW4_E_1 | 1.35 |
| 12/11/2010 2:25 | N | R_LH2SES_1 | 14.65 |

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|---|---|---|---|
| 12/11/2010 2:25 | N | R_PB2SES_1 | 1.25 |
| 12/11/2010 2:25 | N | R_PB2SES_2 | 1.25 |
| 12/11/2010 2:25 | N | R_PB2SES_3 | 1.25 |
| 12/11/2010 2:25 | N | R_PB2SES_4 | 1.25 |
| 12/11/2010 2:25 | N | R_PB2SES_5 | 1.25 |
| 12/11/2010 2:25 | N | AUTO_EPS_390 | 14.59 |
| 12/11/2010 2:30 | N | LARDVFTS_KZ | 13.43 |
| 12/11/2010 2:30 | N | DC_ROAD_L_B | 13.7 |
| 12/11/2010 2:30 | N | DC_EGPS_L_A | 11.09 |
| 12/11/2010 2:30 | N | H_HOLLOW_E_1 | 0.89 |
| 12/11/2010 2:30 | N | HHOLLOW4_E_1 | 0.89 |
| 12/11/2010 2:30 | N | R_LH2SES_1 | 14.63 |
| 12/11/2010 2:30 | N | R_PB2SES_1 | 0.78 |
| 12/11/2010 2:30 | N | R_PB2SES_2 | 0.78 |
| 12/11/2010 2:30 | N | R_PB2SES_3 | 0.78 |
| 12/11/2010 2:30 | N | R_PB2SES_4 | 0.78 |
| 12/11/2010 2:30 | N | R_PB2SES_5 | 0.78 |
| 12/11/2010 2:30 | N | AUTO_EPS_390 | 14.57 |
| 12/11/2010 2:35 | N | LARDVFTS_KZ | 14.03 |
| 12/11/2010 2:35 | N | DC_ROAD_L_B | 14.33 |
| 12/11/2010 2:35 | N | DC_EGPS_L_A | 11.44 |
| 12/11/2010 2:35 | N | H_HOLLOW_E_1 | 0.17 |
| 12/11/2010 2:35 | N | HHOLLOW4_E_1 | 0.17 |
| 12/11/2010 2:35 | N | R_LH2SES_1 | 15.35 |
| 12/11/2010 2:35 | N | R_PB2SES_1 | 0.05 |
| 12/11/2010 2:35 | N | R_PB2SES_2 | 0.05 |
| 12/11/2010 2:35 | N | R_PB2SES_3 | 0.05 |
| 12/11/2010 2:35 | N | R_PB2SES_4 | 0.05 |
| 12/11/2010 2:35 | N | R_PB2SES_5 | 0.05 |
| 12/11/2010 2:35 | N | AUTO_EPS_390 | 15.28 |
| 12/11/2010 2:55 | N | LARDVFTS_KZ | 14.01 |
| 12/11/2010 2:55 | N | DC_ROAD_L_B | 14.29 |
| 12/11/2010 2:55 | N | DC_EGPS_L_A | 11.57 |
| 12/11/2010 2:55 | N | H_HOLLOW_E_1 | 0.93 |
| 12/11/2010 2:55 | N | HHOLLOW4_E_1 | 0.93 |
| 12/11/2010 2:55 | N | R_LH2SES_1 | 15.26 |
| 12/11/2010 2:55 | N | R_PB2SES_1 | 0.82 |
| 12/11/2010 2:55 | N | R_PB2SES_2 | 0.82 |
| 12/11/2010 2:55 | N | R_PB2SES_3 | 0.82 |
| 12/11/2010 2:55 | N | R_PB2SES_4 | 0.82 |
| 12/11/2010 2:55 | N | R_PB2SES_5 | 0.82 |
| 12/11/2010 2:55 | N | AUTO_EPS_390 | 15.2 |
| 12/11/2010 3:00 | N | LARDVFTS_KZ | 13.98 |
| 12/11/2010 3:00 | N | DC_ROAD_L_B | 14.28 |
| 12/11/2010 3:00 | N | DC_EGPS_L_A | 11.43 |
| 12/11/2010 3:00 | N | H_HOLLOW_E_1 | 0.31 |
| 12/11/2010 3:00 | N | HHOLLOW4_E_1 | 0.31 |

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|---|---|---|---|
| 12/11/2010 3:00 | N | R_LH2SES_1 | 15.29 |
| 12/11/2010 3:00 | N | R_PB2SES_1 | 0.19 |
| 12/11/2010 3:00 | N | R_PB2SES_2 | 0.19 |
| 12/11/2010 3:00 | N | R_PB2SES_3 | 0.19 |
| 12/11/2010 3:00 | N | R_PB2SES_4 | 0.19 |
| 12/11/2010 3:00 | N | R_PB2SES_5 | 0.19 |
| 12/11/2010 3:00 | N | AUTO_EPS_390 | 15.22 |
| 12/11/2010 3:05 | N | LARDVFTS_KZ | 13.74 |
| 12/11/2010 3:05 | N | DC_ROAD_L_B | 14.03 |
| 12/11/2010 3:05 | N | DC_EGPS_L_A | 11.24 |
| 12/11/2010 3:05 | N | H_HOLLOW_E_1 | 0.31 |
| 12/11/2010 3:05 | N | HHOLLOW4_E_1 | 0.31 |
| 12/11/2010 3:05 | N | R_LH2SES_1 | 15.02 |
| 12/11/2010 3:05 | N | R_PB2SES_1 | 0.2 |
| 12/11/2010 3:05 | N | R_PB2SES_2 | 0.2 |
| 12/11/2010 3:05 | N | R_PB2SES_3 | 0.2 |
| 12/11/2010 3:05 | N | R_PB2SES_4 | 0.2 |
| 12/11/2010 3:05 | N | R_PB2SES_5 | 0.2 |
| 12/11/2010 3:05 | N | AUTO_EPS_390 | 14.96 |
| 12/11/2010 3:10 | N | LARDVFTS_KZ | 13.38 |
| 12/11/2010 3:10 | N | DC_ROAD_L_B | 13.66 |
| 12/11/2010 3:10 | N | DC_EGPS_L_A | 10.95 |
| 12/11/2010 3:10 | N | H_HOLLOW_E_1 | 0.32 |
| 12/11/2010 3:10 | N | HHOLLOW4_E_1 | 0.32 |
| 12/11/2010 3:10 | N | R_LH2SES_1 | 14.63 |
| 12/11/2010 3:10 | N | R_PB2SES_1 | 0.2 |
| 12/11/2010 3:10 | N | R_PB2SES_2 | 0.2 |
| 12/11/2010 3:10 | N | R_PB2SES_3 | 0.2 |
| 12/11/2010 3:10 | N | R_PB2SES_4 | 0.2 |
| 12/11/2010 3:10 | N | R_PB2SES_5 | 0.2 |
| 12/11/2010 3:10 | N | AUTO_EPS_390 | 14.56 |
| 12/11/2010 3:15 | N | LARDVFTS_KZ | 13.78 |
| 12/11/2010 3:15 | N | DC_ROAD_L_B | 14.08 |
| 12/11/2010 3:15 | N | DC_EGPS_L_A | 11.24 |
| 12/11/2010 3:15 | N | H_HOLLOW_E_1 | 0.15 |
| 12/11/2010 3:15 | N | HHOLLOW4_E_1 | 0.15 |
| 12/11/2010 3:15 | N | R_LH2SES_1 | 15.08 |
| 12/11/2010 3:15 | N | R_PB2SES_1 | 0.04 |
| 12/11/2010 3:15 | N | R_PB2SES_2 | 0.04 |
| 12/11/2010 3:15 | N | R_PB2SES_3 | 0.04 |
| 12/11/2010 3:15 | N | R_PB2SES_4 | 0.04 |
| 12/11/2010 3:15 | N | R_PB2SES_5 | 0.04 |
| 12/11/2010 3:15 | N | AUTO_EPS_390 | 15.01 |
| 12/11/2010 3:20 | N | LARDVFTS_KZ | 13.67 |
| 12/11/2010 3:20 | N | DC_ROAD_L_B | 13.97 |
| 12/11/2010 3:20 | N | DC_EGPS_L_A | 11.12 |
| 12/11/2010 3:20 | N | H_HOLLOW_E_1 | -0.06 |

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|---|---|---|---|
| 12/11/2010 3:20 | N | HHOLLOW4_E_1 | -0.06 |
| 12/11/2010 3:20 | N | R_LH2SES_1 | 14.98 |
| 12/11/2010 3:20 | N | R_PB2SES_1 | -0.18 |
| 12/11/2010 3:20 | N | R_PB2SES_2 | -0.18 |
| 12/11/2010 3:20 | N | R_PB2SES_3 | -0.18 |
| 12/11/2010 3:20 | N | R_PB2SES_4 | -0.18 |
| 12/11/2010 3:20 | N | R_PB2SES_5 | -0.18 |
| 12/11/2010 3:20 | N | AUTO_EPS_390 | 14.92 |
| 12/11/2010 3:25 | N | LARDVFTS_KZ | 14.13 |
| 12/11/2010 3:25 | N | DC_ROAD_L_B | 14.45 |
| 12/11/2010 3:25 | N | DC_EGPS_L_A | 11.41 |
| 12/11/2010 3:25 | N | H_HOLLOW_E_1 | -0.49 |
| 12/11/2010 3:25 | N | HHOLLOW4_E_1 | -0.49 |
| 12/11/2010 3:25 | N | R_LH2SES_1 | 15.53 |
| 12/11/2010 3:25 | N | R_PB2SES_1 | -0.62 |
| 12/11/2010 3:25 | N | R_PB2SES_2 | -0.62 |
| 12/11/2010 3:25 | N | R_PB2SES_3 | -0.62 |
| 12/11/2010 3:25 | N | R_PB2SES_4 | -0.62 |
| 12/11/2010 3:25 | N | R_PB2SES_5 | -0.62 |
| 12/11/2010 3:25 | N | AUTO_EPS_390 | 15.46 |
| 12/11/2010 3:30 | N | LARDVFTS_KZ | 14.13 |
| 12/11/2010 3:30 | N | DC_ROAD_L_B | 14.45 |
| 12/11/2010 3:30 | N | DC_EGPS_L_A | 11.41 |
| 12/11/2010 3:30 | N | H_HOLLOW_E_1 | -0.49 |
| 12/11/2010 3:30 | N | HHOLLOW4_E_1 | -0.49 |
| 12/11/2010 3:30 | N | R_LH2SES_1 | 15.53 |
| 12/11/2010 3:30 | N | R_PB2SES_1 | -0.62 |
| 12/11/2010 3:30 | N | R_PB2SES_2 | -0.62 |
| 12/11/2010 3:30 | N | R_PB2SES_3 | -0.62 |
| 12/11/2010 3:30 | N | R_PB2SES_4 | -0.62 |
| 12/11/2010 3:30 | N | R_PB2SES_5 | -0.62 |
| 12/11/2010 3:30 | N | AUTO_EPS_390 | 15.46 |
| 12/11/2010 3:35 | N | LARDVFTS_KZ | 13.93 |
| 12/11/2010 3:35 | N | DC_ROAD_L_B | 14.25 |
| 12/11/2010 3:35 | N | DC_EGPS_L_A | 11.24 |
| 12/11/2010 3:35 | N | H_HOLLOW_E_1 | -0.49 |
| 12/11/2010 3:35 | N | HHOLLOW4_E_1 | -0.49 |
| 12/11/2010 3:35 | N | R_LH2SES_1 | 15.31 |
| 12/11/2010 3:35 | N | R_PB2SES_1 | -0.61 |
| 12/11/2010 3:35 | N | R_PB2SES_2 | -0.61 |
| 12/11/2010 3:35 | N | R_PB2SES_3 | -0.61 |
| 12/11/2010 3:35 | N | R_PB2SES_4 | -0.61 |
| 12/11/2010 3:35 | N | R_PB2SES_5 | -0.61 |
| 12/11/2010 3:35 | N | AUTO_EPS_390 | 15.24 |
| 12/11/2010 3:40 | N | LARDVFTS_KZ | 12.55 |
| 12/11/2010 3:40 | N | DC_ROAD_L_B | 12.84 |
| 12/11/2010 3:40 | N | DC_EGPS_L_A | 10.12 |

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| 12/11/2010 3:40 | N | H_HOLLOW_E_1 | -0.46 |
| 12/11/2010 3:40 | N | HHOLLOW4_E_1 | -0.46 |
| 12/11/2010 3:40 | N | R_LH2SES_1 | 13.8 |
| 12/11/2010 3:40 | N | R_PB2SES_1 | -0.57 |
| 12/11/2010 3:40 | N | R_PB2SES_2 | -0.57 |
| 12/11/2010 3:40 | N | R_PB2SES_3 | -0.57 |
| 12/11/2010 3:40 | N | R_PB2SES_4 | -0.57 |
| 12/11/2010 3:40 | N | R_PB2SES_5 | -0.57 |
| 12/11/2010 3:40 | N | AUTO_EPS_390 | 13.74 |
| 12/11/2010 3:41 | N | LARDVFTS_KZ | 12.21 |
| 12/11/2010 3:41 | N | DC_ROAD_L_B | 12.49 |
| 12/11/2010 3:41 | N | DC_EGPS_L_A | 9.84 |
| 12/11/2010 3:41 | N | H_HOLLOW_E_1 | -0.48 |
| 12/11/2010 3:41 | N | HHOLLOW4_E_1 | -0.48 |
| 12/11/2010 3:41 | N | R_LH2SES_1 | 13.43 |
| 12/11/2010 3:41 | N | R_PB2SES_1 | -0.59 |
| 12/11/2010 3:41 | N | R_PB2SES_2 | -0.59 |
| 12/11/2010 3:41 | N | R_PB2SES_3 | -0.59 |
| 12/11/2010 3:41 | N | R_PB2SES_4 | -0.59 |
| 12/11/2010 3:41 | N | R_PB2SES_5 | -0.59 |
| 12/11/2010 3:41 | N | AUTO_EPS_390 | 13.37 |
| 12/11/2010 3:42 | N | LARDVFTS_KZ | 9.81 |
| 12/11/2010 3:42 | N | DC_ROAD_L_B | 10.03 |
| 12/11/2010 3:42 | N | DC_EGPS_L_A | 7.91 |
| 12/11/2010 3:42 | N | H_HOLLOW_E_1 | -0.37 |
| 12/11/2010 3:42 | N | HHOLLOW4_E_1 | -0.37 |
| 12/11/2010 3:42 | N | R_LH2SES_1 | 10.78 |
| 12/11/2010 3:42 | N | R_PB2SES_1 | -0.45 |
| 12/11/2010 3:42 | N | R_PB2SES_2 | -0.45 |
| 12/11/2010 3:42 | N | R_PB2SES_3 | -0.45 |
| 12/11/2010 3:42 | N | R_PB2SES_4 | -0.45 |
| 12/11/2010 3:42 | N | R_PB2SES_5 | -0.45 |
| 12/11/2010 3:42 | N | AUTO_EPS_390 | 10.73 |
| 12/11/2010 3:43 | N | LARDVFTS_KZ | 7.97 |
| 12/11/2010 3:43 | N | DC_ROAD_L_B | 8.15 |
| 12/11/2010 3:43 | N | DC_EGPS_L_A | 6.41 |
| 12/11/2010 3:43 | N | H_HOLLOW_E_1 | -0.36 |
| 12/11/2010 3:43 | N | HHOLLOW4_E_1 | -0.36 |
| 12/11/2010 3:43 | N | R_LH2SES_1 | 8.77 |
| 12/11/2010 3:43 | N | R_PB2SES_1 | -0.43 |
| 12/11/2010 3:43 | N | R_PB2SES_2 | -0.43 |
| 12/11/2010 3:43 | N | R_PB2SES_3 | -0.43 |
| 12/11/2010 3:43 | N | R_PB2SES_4 | -0.43 |
| 12/11/2010 3:43 | N | R_PB2SES_5 | -0.43 |
| 12/11/2010 3:43 | N | AUTO_EPS_390 | 8.73 |
| 12/11/2010 3:43 | N | LARDVFTS_KZ | 10.53 |
| 12/11/2010 3:43 | N | DC_ROAD_L_B | 10.76 |

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|---|---|---|---|
| 12/11/2010 3:43 | N | DC_EGPS_L_A | 8.49 |
| 12/11/2010 3:43 | N | H_HOLLOW_E_1 | -0.39 |
| 12/11/2010 3:43 | N | HHOLLOW4_E_1 | -0.39 |
| 12/11/2010 3:43 | N | R_LH2SES_1 | 11.57 |
| 12/11/2010 3:43 | N | R_PB2SES_1 | -0.48 |
| 12/11/2010 3:43 | N | R_PB2SES_2 | -0.48 |
| 12/11/2010 3:43 | N | R_PB2SES_3 | -0.48 |
| 12/11/2010 3:43 | N | R_PB2SES_4 | -0.48 |
| 12/11/2010 3:43 | N | R_PB2SES_5 | -0.48 |
| 12/11/2010 3:43 | N | AUTO_EPS_390 | 11.52 |
| 12/11/2010 3:45 | N | LARDVFTS_KZ | 13.11 |
| 12/11/2010 3:45 | N | DC_ROAD_L_B | 13.41 |
| 12/11/2010 3:45 | N | DC_EGPS_L_A | 10.57 |
| 12/11/2010 3:45 | N | H_HOLLOW_E_1 | -0.5 |
| 12/11/2010 3:45 | N | HHOLLOW4_E_1 | -0.5 |
| 12/11/2010 3:45 | N | R_LH2SES_1 | 14.41 |
| 12/11/2010 3:45 | N | R_PB2SES_1 | -0.61 |
| 12/11/2010 3:45 | N | R_PB2SES_2 | -0.61 |
| 12/11/2010 3:45 | N | R_PB2SES_3 | -0.61 |
| 12/11/2010 3:45 | N | R_PB2SES_4 | -0.61 |
| 12/11/2010 3:45 | N | R_PB2SES_5 | -0.61 |
| 12/11/2010 3:45 | N | AUTO_EPS_390 | 14.35 |
| 12/11/2010 3:46 | N | LARDVFTS_KZ | 12.89 |
| 12/11/2010 3:46 | N | DC_ROAD_L_B | 13.19 |
| 12/11/2010 3:46 | N | DC_EGPS_L_A | 10.39 |
| 12/11/2010 3:46 | N | H_HOLLOW_E_1 | -0.5 |
| 12/11/2010 3:46 | N | HHOLLOW4_E_1 | -0.5 |
| 12/11/2010 3:46 | N | R_LH2SES_1 | 14.17 |
| 12/11/2010 3:46 | N | R_PB2SES_1 | -0.61 |
| 12/11/2010 3:46 | N | R_PB2SES_2 | -0.61 |
| 12/11/2010 3:46 | N | R_PB2SES_3 | -0.61 |
| 12/11/2010 3:46 | N | R_PB2SES_4 | -0.61 |
| 12/11/2010 3:46 | N | R_PB2SES_5 | -0.61 |
| 12/11/2010 3:46 | N | AUTO_EPS_390 | 14.11 |
| 12/11/2010 3:48 | N | LARDVFTS_KZ | 13.07 |
| 12/11/2010 3:48 | N | DC_ROAD_L_B | 13.37 |
| 12/11/2010 3:48 | N | DC_EGPS_L_A | 10.54 |
| 12/11/2010 3:48 | N | H_HOLLOW_E_1 | -0.5 |
| 12/11/2010 3:48 | N | HHOLLOW4_E_1 | -0.5 |
| 12/11/2010 3:48 | N | R_LH2SES_1 | 14.37 |
| 12/11/2010 3:48 | N | R_PB2SES_1 | -0.61 |
| 12/11/2010 3:48 | N | R_PB2SES_2 | -0.61 |
| 12/11/2010 3:48 | N | R_PB2SES_3 | -0.61 |
| 12/11/2010 3:48 | N | R_PB2SES_4 | -0.61 |
| 12/11/2010 3:48 | N | R_PB2SES_5 | -0.61 |
| 12/11/2010 3:48 | N | AUTO_EPS_390 | 14.31 |
| 12/11/2010 3:50 | N | LARDVFTS_KZ | 13.19 |

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| 12/11/2010 3:50 | N | DC_ROAD_L_B | 13.49 |
| 12/11/2010 3:50 | N | DC_EGPS_L_A | 10.62 |
| 12/11/2010 3:50 | N | H_HOLLOW_E_1 | -0.6 |
| 12/11/2010 3:50 | N | HHOLLOW4_E_1 | -0.6 |
| 12/11/2010 3:50 | N | R_LH2SES_1 | 14.5 |
| 12/11/2010 3:50 | N | R_PB2SES_1 | -0.72 |
| 12/11/2010 3:50 | N | R_PB2SES_2 | -0.72 |
| 12/11/2010 3:50 | N | R_PB2SES_3 | -0.72 |
| 12/11/2010 3:50 | N | R_PB2SES_4 | -0.72 |
| 12/11/2010 3:50 | N | R_PB2SES_5 | -0.72 |
| 12/11/2010 3:50 | N | AUTO_EPS_390 | 14.44 |
| 12/11/2010 3:51 | N | LARDVFTS_KZ | 13.12 |
| 12/11/2010 3:51 | N | DC_ROAD_L_B | 13.42 |
| 12/11/2010 3:51 | N | DC_EGPS_L_A | 10.57 |
| 12/11/2010 3:51 | N | H_HOLLOW_E_1 | -0.6 |
| 12/11/2010 3:51 | N | HHOLLOW4_E_1 | -0.6 |
| 12/11/2010 3:51 | N | R_LH2SES_1 | 14.43 |
| 12/11/2010 3:51 | N | R_PB2SES_1 | -0.71 |
| 12/11/2010 3:51 | N | R_PB2SES_2 | -0.71 |
| 12/11/2010 3:51 | N | R_PB2SES_3 | -0.71 |
| 12/11/2010 3:51 | N | R_PB2SES_4 | -0.71 |
| 12/11/2010 3:51 | N | R_PB2SES_5 | -0.71 |
| 12/11/2010 3:51 | N | AUTO_EPS_390 | 14.37 |
| 12/11/2010 3:51 | N | LARDVFTS_KZ | 13.2 |
| 12/11/2010 3:51 | N | DC_ROAD_L_B | 13.5 |
| 12/11/2010 3:51 | N | DC_EGPS_L_A | 10.63 |
| 12/11/2010 3:51 | N | H_HOLLOW_E_1 | -0.6 |
| 12/11/2010 3:51 | N | HHOLLOW4_E_1 | -0.6 |
| 12/11/2010 3:51 | N | R_LH2SES_1 | 14.52 |
| 12/11/2010 3:51 | N | R_PB2SES_1 | -0.72 |
| 12/11/2010 3:51 | N | R_PB2SES_2 | -0.72 |
| 12/11/2010 3:51 | N | R_PB2SES_3 | -0.72 |
| 12/11/2010 3:51 | N | R_PB2SES_4 | -0.72 |
| 12/11/2010 3:51 | N | R_PB2SES_5 | -0.72 |
| 12/11/2010 3:51 | N | AUTO_EPS_390 | 14.45 |
| 12/11/2010 3:55 | N | LARDVFTS_KZ | 14.07 |
| 12/11/2010 3:55 | N | DC_ROAD_L_B | 14.44 |
| 12/11/2010 3:55 | N | DC_EGPS_L_A | 10.91 |
| 12/11/2010 3:55 | N | H_HOLLOW_E_1 | -2.9 |
| 12/11/2010 3:55 | N | HHOLLOW4_E_1 | -2.9 |
| 12/11/2010 3:55 | N | R_LH2SES_1 | 15.69 |
| 12/11/2010 3:55 | N | R_PB2SES_1 | -3.05 |
| 12/11/2010 3:55 | N | R_PB2SES_2 | -3.05 |
| 12/11/2010 3:55 | N | R_PB2SES_3 | -3.05 |
| 12/11/2010 3:55 | N | R_PB2SES_4 | -3.05 |
| 12/11/2010 3:55 | N | R_PB2SES_5 | -3.05 |
| 12/11/2010 3:55 | N | AUTO_EPS_390 | 15.61 |

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| 12/11/2010 4:00 | N | LARDVFTS_KZ | 13.93 |
| 12/11/2010 4:00 | N | DC_ROAD_L_B | 14.29 |
| 12/11/2010 4:00 | N | DC_EGPS_L_A | 10.79 |
| 12/11/2010 4:00 | N | H_HOLLOW_E_1 | -2.91 |
| 12/11/2010 4:00 | N | HHOLLOW4_E_1 | -2.91 |
| 12/11/2010 4:00 | N | R_LH2SES_1 | 15.54 |
| 12/11/2010 4:00 | N | R_PB2SES_1 | -3.05 |
| 12/11/2010 4:00 | N | R_PB2SES_2 | -3.05 |
| 12/11/2010 4:00 | N | R_PB2SES_3 | -3.05 |
| 12/11/2010 4:00 | N | R_PB2SES_4 | -3.05 |
| 12/11/2010 4:00 | N | R_PB2SES_5 | -3.05 |
| 12/11/2010 4:00 | N | AUTO_EPS_390 | 15.46 |
| 12/11/2010 4:05 | N | LARDVFTS_KZ | 17.38 |
| 12/11/2010 4:05 | N | DC_ROAD_L_B | 17.82 |
| 12/11/2010 4:05 | N | DC_EGPS_L_A | 13.62 |
| 12/11/2010 4:05 | N | H_HOLLOW_E_1 | -2.76 |
| 12/11/2010 4:05 | N | HHOLLOW4_E_1 | -2.76 |
| 12/11/2010 4:05 | N | R_LH2SES_1 | 19.31 |
| 12/11/2010 4:05 | N | R_PB2SES_1 | -2.95 |
| 12/11/2010 4:05 | N | R_PB2SES_2 | -2.95 |
| 12/11/2010 4:05 | N | R_PB2SES_3 | -2.95 |
| 12/11/2010 4:05 | N | R_PB2SES_4 | -2.95 |
| 12/11/2010 4:05 | N | R_PB2SES_5 | -2.95 |
| 12/11/2010 4:05 | N | AUTO_EPS_390 | 19.22 |
| 12/11/2010 4:06 | N | LARDVFTS_KZ | 17.31 |
| 12/11/2010 4:06 | N | DC_ROAD_L_B | 17.75 |
| 12/11/2010 4:06 | N | DC_EGPS_L_A | 13.57 |
| 12/11/2010 4:06 | N | H_HOLLOW_E_1 | -2.76 |
| 12/11/2010 4:06 | N | HHOLLOW4_E_1 | -2.76 |
| 12/11/2010 4:06 | N | R_LH2SES_1 | 19.24 |
| 12/11/2010 4:06 | N | R_PB2SES_1 | -2.95 |
| 12/11/2010 4:06 | N | R_PB2SES_2 | -2.95 |
| 12/11/2010 4:06 | N | R_PB2SES_3 | -2.95 |
| 12/11/2010 4:06 | N | R_PB2SES_4 | -2.95 |
| 12/11/2010 4:06 | N | R_PB2SES_5 | -2.95 |
| 12/11/2010 4:06 | N | AUTO_EPS_390 | 19.14 |
| 12/11/2010 4:10 | N | LARDVFTS_KZ | 16.87 |
| 12/11/2010 4:10 | N | DC_ROAD_L_B | 17.3 |
| 12/11/2010 4:10 | N | DC_EGPS_L_A | 13.19 |
| 12/11/2010 4:10 | N | H_HOLLOW_E_1 | -2.78 |
| 12/11/2010 4:10 | N | HHOLLOW4_E_1 | -2.78 |
| 12/11/2010 4:10 | N | R_LH2SES_1 | 18.75 |
| 12/11/2010 4:10 | N | R_PB2SES_1 | -2.95 |
| 12/11/2010 4:10 | N | R_PB2SES_2 | -2.95 |
| 12/11/2010 4:10 | N | R_PB2SES_3 | -2.95 |
| 12/11/2010 4:10 | N | R_PB2SES_4 | -2.95 |
| 12/11/2010 4:10 | N | R_PB2SES_5 | -2.95 |

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| 12/11/2010 4:10 | N | AUTO_EPS_390 | 18.66 |
| 12/11/2010 4:15 | N | LARDVFTS_KZ | 15.48 |
| 12/11/2010 4:15 | N | DC_ROAD_L_B | 15.83 |
| 12/11/2010 4:15 | N | DC_EGPS_L_A | 12.45 |
| 12/11/2010 4:15 | N | H_HOLLOW_E_1 | -0.7 |
| 12/11/2010 4:15 | N | HHOLLOW4_E_1 | -0.7 |
| 12/11/2010 4:15 | N | R_LH2SES_1 | 17.03 |
| 12/11/2010 4:15 | N | R_PB2SES_1 | -0.84 |
| 12/11/2010 4:15 | N | R_PB2SES_2 | -0.84 |
| 12/11/2010 4:15 | N | R_PB2SES_3 | -0.84 |
| 12/11/2010 4:15 | N | R_PB2SES_4 | -0.84 |
| 12/11/2010 4:15 | N | R_PB2SES_5 | -0.84 |
| 12/11/2010 4:15 | N | AUTO_EPS_390 | 16.95 |
| 12/11/2010 4:16 | N | LARDVFTS_KZ | 15.38 |
| 12/11/2010 4:16 | N | DC_ROAD_L_B | 15.73 |
| 12/11/2010 4:16 | N | DC_EGPS_L_A | 12.35 |
| 12/11/2010 4:16 | N | H_HOLLOW_E_1 | -0.78 |
| 12/11/2010 4:16 | N | HHOLLOW4_E_1 | -0.78 |
| 12/11/2010 4:16 | N | R_LH2SES_1 | 16.93 |
| 12/11/2010 4:16 | N | R_PB2SES_1 | -0.92 |
| 12/11/2010 4:16 | N | R_PB2SES_2 | -0.92 |
| 12/11/2010 4:16 | N | R_PB2SES_3 | -0.92 |
| 12/11/2010 4:16 | N | R_PB2SES_4 | -0.92 |
| 12/11/2010 4:16 | N | R_PB2SES_5 | -0.92 |
| 12/11/2010 4:16 | N | AUTO_EPS_390 | 16.85 |
| 12/11/2010 4:16 | N | LARDVFTS_KZ | 15.47 |
| 12/11/2010 4:16 | N | DC_ROAD_L_B | 15.83 |
| 12/11/2010 4:16 | N | DC_EGPS_L_A | 12.42 |
| 12/11/2010 4:16 | N | H_HOLLOW_E_1 | -0.8 |
| 12/11/2010 4:16 | N | HHOLLOW4_E_1 | -0.8 |
| 12/11/2010 4:16 | N | R_LH2SES_1 | 17.03 |
| 12/11/2010 4:16 | N | R_PB2SES_1 | -0.93 |
| 12/11/2010 4:16 | N | R_PB2SES_2 | -0.93 |
| 12/11/2010 4:16 | N | R_PB2SES_3 | -0.93 |
| 12/11/2010 4:16 | N | R_PB2SES_4 | -0.93 |
| 12/11/2010 4:16 | N | R_PB2SES_5 | -0.93 |
| 12/11/2010 4:16 | N | AUTO_EPS_390 | 16.95 |
| 12/11/2010 4:18 | N | LARDVFTS_KZ | 14.67 |
| 12/11/2010 4:18 | N | DC_ROAD_L_B | 15.01 |
| 12/11/2010 4:18 | N | DC_EGPS_L_A | 11.82 |
| 12/11/2010 4:18 | N | H_HOLLOW_E_1 | -0.55 |
| 12/11/2010 4:18 | N | HHOLLOW4_E_1 | -0.55 |
| 12/11/2010 4:18 | N | R_LH2SES_1 | 16.13 |
| 12/11/2010 4:18 | N | R_PB2SES_1 | -0.67 |
| 12/11/2010 4:18 | N | R_PB2SES_2 | -0.67 |
| 12/11/2010 4:18 | N | R_PB2SES_3 | -0.67 |
| 12/11/2010 4:18 | N | R_PB2SES_4 | -0.67 |

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| 12/11/2010 4:18 | N | R_PB2SES_5 | -0.67 |
| 12/11/2010 4:18 | N | AUTO_EPS_390 | 16.06 |
| 12/11/2010 4:20 | N | LARDVFTS_KZ | 16.61 |
| 12/11/2010 4:20 | N | DC_ROAD_L_B | 17.03 |
| 12/11/2010 4:20 | N | DC_EGPS_L_A | 12.98 |
| 12/11/2010 4:20 | N | H_HOLLOW_E_1 | -2.78 |
| 12/11/2010 4:20 | N | HHOLLOW4_E_1 | -2.78 |
| 12/11/2010 4:20 | N | R_LH2SES_1 | 18.47 |
| 12/11/2010 4:20 | N | R_PB2SES_1 | -2.95 |
| 12/11/2010 4:20 | N | R_PB2SES_2 | -2.95 |
| 12/11/2010 4:20 | N | R_PB2SES_3 | -2.95 |
| 12/11/2010 4:20 | N | R_PB2SES_4 | -2.95 |
| 12/11/2010 4:20 | N | R_PB2SES_5 | -2.95 |
| 12/11/2010 4:20 | N | AUTO_EPS_390 | 18.38 |
| 12/11/2010 4:22 | N | LARDVFTS_KZ | 15.33 |
| 12/11/2010 4:22 | N | DC_ROAD_L_B | 15.72 |
| 12/11/2010 4:22 | N | DC_EGPS_L_A | 11.93 |
| 12/11/2010 4:22 | N | H_HOLLOW_E_1 | -2.8 |
| 12/11/2010 4:22 | N | HHOLLOW4_E_1 | -2.8 |
| 12/11/2010 4:22 | N | R_LH2SES_1 | 17.07 |
| 12/11/2010 4:22 | N | R_PB2SES_1 | -2.95 |
| 12/11/2010 4:22 | N | R_PB2SES_2 | -2.95 |
| 12/11/2010 4:22 | N | R_PB2SES_3 | -2.95 |
| 12/11/2010 4:22 | N | R_PB2SES_4 | -2.95 |
| 12/11/2010 4:22 | N | R_PB2SES_5 | -2.95 |
| 12/11/2010 4:22 | N | AUTO_EPS_390 | 16.98 |
| 12/11/2010 4:24 | N | LARDVFTS_KZ | 17.29 |
| 12/11/2010 4:24 | N | DC_ROAD_L_B | 17.74 |
| 12/11/2010 4:24 | N | DC_EGPS_L_A | 13.39 |
| 12/11/2010 4:24 | N | H_HOLLOW_E_1 | -3.59 |
| 12/11/2010 4:24 | N | HHOLLOW4_E_1 | -3.59 |
| 12/11/2010 4:24 | N | R_LH2SES_1 | 19.29 |
| 12/11/2010 4:24 | N | R_PB2SES_1 | -3.77 |
| 12/11/2010 4:24 | N | R_PB2SES_2 | -3.77 |
| 12/11/2010 4:24 | N | R_PB2SES_3 | -3.77 |
| 12/11/2010 4:24 | N | R_PB2SES_4 | -3.77 |
| 12/11/2010 4:24 | N | R_PB2SES_5 | -3.77 |
| 12/11/2010 4:24 | N | AUTO_EPS_390 | 19.19 |
| 12/11/2010 4:24 | N | LARDVFTS_KZ | 17.38 |
| 12/11/2010 4:24 | N | DC_ROAD_L_B | 17.84 |
| 12/11/2010 4:24 | N | DC_EGPS_L_A | 13.46 |
| 12/11/2010 4:24 | N | H_HOLLOW_E_1 | -3.6 |
| 12/11/2010 4:24 | N | HHOLLOW4_E_1 | -3.6 |
| 12/11/2010 4:24 | N | R_LH2SES_1 | 19.39 |
| 12/11/2010 4:24 | N | R_PB2SES_1 | -3.77 |
| 12/11/2010 4:24 | N | R_PB2SES_2 | -3.77 |
| 12/11/2010 4:24 | N | R_PB2SES_3 | -3.77 |

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| 12/11/2010 4:24 | N | R_PB2SES_4 | -3.77 |
| 12/11/2010 4:24 | N | R_PB2SES_5 | -3.77 |
| 12/11/2010 4:24 | N | AUTO_EPS_390 | 19.29 |
| 12/11/2010 4:25 | N | LARDVFTS_KZ | 17.34 |
| 12/11/2010 4:25 | N | DC_ROAD_L_B | 17.78 |
| 12/11/2010 4:25 | N | DC_EGPS_L_A | 13.56 |
| 12/11/2010 4:25 | N | H_HOLLOW_E_1 | -2.89 |
| 12/11/2010 4:25 | N | HHOLLOW4_E_1 | -2.89 |
| 12/11/2010 4:25 | N | R_LH2SES_1 | 19.28 |
| 12/11/2010 4:25 | N | R_PB2SES_1 | -3.06 |
| 12/11/2010 4:25 | N | R_PB2SES_2 | -3.06 |
| 12/11/2010 4:25 | N | R_PB2SES_3 | -3.06 |
| 12/11/2010 4:25 | N | R_PB2SES_4 | -3.06 |
| 12/11/2010 4:25 | N | R_PB2SES_5 | -3.06 |
| 12/11/2010 4:25 | N | AUTO_EPS_390 | 19.18 |
| 12/11/2010 4:27 | N | LARDVFTS_KZ | 17.23 |
| 12/11/2010 4:27 | N | DC_ROAD_L_B | 17.68 |
| 12/11/2010 4:27 | N | DC_EGPS_L_A | 13.34 |
| 12/11/2010 4:27 | N | H_HOLLOW_E_1 | -3.59 |
| 12/11/2010 4:27 | N | HHOLLOW4_E_1 | -3.59 |
| 12/11/2010 4:27 | N | R_LH2SES_1 | 19.22 |
| 12/11/2010 4:27 | N | R_PB2SES_1 | -3.77 |
| 12/11/2010 4:27 | N | R_PB2SES_2 | -3.77 |
| 12/11/2010 4:27 | N | R_PB2SES_3 | -3.77 |
| 12/11/2010 4:27 | N | R_PB2SES_4 | -3.77 |
| 12/11/2010 4:27 | N | R_PB2SES_5 | -3.77 |
| 12/11/2010 4:27 | N | AUTO_EPS_390 | 19.12 |
| 12/11/2010 4:29 | N | LARDVFTS_KZ | 17.91 |
| 12/11/2010 4:29 | N | DC_ROAD_L_B | 18.38 |
| 12/11/2010 4:29 | N | DC_EGPS_L_A | 13.89 |
| 12/11/2010 4:29 | N | H_HOLLOW_E_1 | -3.61 |
| 12/11/2010 4:29 | N | HHOLLOW4_E_1 | -3.61 |
| 12/11/2010 4:29 | N | R_LH2SES_1 | 19.97 |
| 12/11/2010 4:29 | N | R_PB2SES_1 | -3.79 |
| 12/11/2010 4:29 | N | R_PB2SES_2 | -3.79 |
| 12/11/2010 4:29 | N | R_PB2SES_3 | -3.79 |
| 12/11/2010 4:29 | N | R_PB2SES_4 | -3.79 |
| 12/11/2010 4:29 | N | R_PB2SES_5 | -3.79 |
| 12/11/2010 4:29 | N | AUTO_EPS_390 | 19.87 |
| 12/11/2010 4:29 | N | LARDVFTS_KZ | 17.56 |
| 12/11/2010 4:29 | N | DC_ROAD_L_B | 18 |
| 12/11/2010 4:29 | N | DC_EGPS_L_A | 13.74 |
| 12/11/2010 4:29 | N | H_HOLLOW_E_1 | -2.89 |
| 12/11/2010 4:29 | N | HHOLLOW4_E_1 | -2.89 |
| 12/11/2010 4:29 | N | R_LH2SES_1 | 19.51 |
| 12/11/2010 4:29 | N | R_PB2SES_1 | -3.06 |
| 12/11/2010 4:29 | N | R_PB2SES_2 | -3.06 |

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| 12/11/2010 4:29 | N | R_PB2SES_3 | -3.06 |
| 12/11/2010 4:29 | N | R_PB2SES_4 | -3.06 |
| 12/11/2010 4:29 | N | R_PB2SES_5 | -3.06 |
| 12/11/2010 4:29 | N | AUTO_EPS_390 | 19.42 |
| 12/11/2010 4:30 | N | LARDVFTS_KZ | 17.49 |
| 12/11/2010 4:30 | N | DC_ROAD_L_B | 17.94 |
| 12/11/2010 4:30 | N | DC_EGPS_L_A | 13.68 |
| 12/11/2010 4:30 | N | H_HOLLOW_E_1 | -2.89 |
| 12/11/2010 4:30 | N | HHOLLOW4_E_1 | -2.89 |
| 12/11/2010 4:30 | N | R_LH2SES_1 | 19.44 |
| 12/11/2010 4:30 | N | R_PB2SES_1 | -3.06 |
| 12/11/2010 4:30 | N | R_PB2SES_2 | -3.06 |
| 12/11/2010 4:30 | N | R_PB2SES_3 | -3.06 |
| 12/11/2010 4:30 | N | R_PB2SES_4 | -3.06 |
| 12/11/2010 4:30 | N | R_PB2SES_5 | -3.06 |
| 12/11/2010 4:30 | N | AUTO_EPS_390 | 19.34 |
| 12/11/2010 4:31 | N | LARDVFTS_KZ | 17.02 |
| 12/11/2010 4:31 | N | DC_ROAD_L_B | 17.45 |
| 12/11/2010 4:31 | N | DC_EGPS_L_A | 13.3 |
| 12/11/2010 4:31 | N | H_HOLLOW_E_1 | -2.89 |
| 12/11/2010 4:31 | N | HHOLLOW4_E_1 | -2.89 |
| 12/11/2010 4:31 | N | R_LH2SES_1 | 18.93 |
| 12/11/2010 4:31 | N | R_PB2SES_1 | -3.06 |
| 12/11/2010 4:31 | N | R_PB2SES_2 | -3.06 |
| 12/11/2010 4:31 | N | R_PB2SES_3 | -3.06 |
| 12/11/2010 4:31 | N | R_PB2SES_4 | -3.06 |
| 12/11/2010 4:31 | N | R_PB2SES_5 | -3.06 |
| 12/11/2010 4:31 | N | AUTO_EPS_390 | 18.83 |
| 12/11/2010 4:33 | N | LARDVFTS_KZ | 17.55 |
| 12/11/2010 4:33 | N | DC_ROAD_L_B | 18 |
| 12/11/2010 4:33 | N | DC_EGPS_L_A | 13.73 |
| 12/11/2010 4:33 | N | H_HOLLOW_E_1 | -2.89 |
| 12/11/2010 4:33 | N | HHOLLOW4_E_1 | -2.89 |
| 12/11/2010 4:33 | N | R_LH2SES_1 | 19.51 |
| 12/11/2010 4:33 | N | R_PB2SES_1 | -3.06 |
| 12/11/2010 4:33 | N | R_PB2SES_2 | -3.06 |
| 12/11/2010 4:33 | N | R_PB2SES_3 | -3.06 |
| 12/11/2010 4:33 | N | R_PB2SES_4 | -3.06 |
| 12/11/2010 4:33 | N | R_PB2SES_5 | -3.06 |
| 12/11/2010 4:33 | N | AUTO_EPS_390 | 19.41 |
| 12/11/2010 4:35 | N | LARDVFTS_KZ | 17.29 |
| 12/11/2010 4:35 | N | DC_ROAD_L_B | 17.73 |
| 12/11/2010 4:35 | N | DC_EGPS_L_A | 13.52 |
| 12/11/2010 4:35 | N | H_HOLLOW_E_1 | -2.89 |
| 12/11/2010 4:35 | N | HHOLLOW4_E_1 | -2.89 |
| 12/11/2010 4:35 | N | R_LH2SES_1 | 19.23 |
| 12/11/2010 4:35 | N | R_PB2SES_1 | -3.06 |

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| 12/11/2010 4:35 | N | R_PB2SES_2 | -3.06 |
| 12/11/2010 4:35 | N | R_PB2SES_3 | -3.06 |
| 12/11/2010 4:35 | N | R_PB2SES_4 | -3.06 |
| 12/11/2010 4:35 | N | R_PB2SES_5 | -3.06 |
| 12/11/2010 4:35 | N | AUTO_EPS_390 | 19.13 |
| 12/11/2010 4:36 | N | LARDVFTS_KZ | 17.16 |
| 12/11/2010 4:36 | N | DC_ROAD_L_B | 17.59 |
| 12/11/2010 4:36 | N | DC_EGPS_L_A | 13.41 |
| 12/11/2010 4:36 | N | H_HOLLOW_E_1 | -2.89 |
| 12/11/2010 4:36 | N | HHOLLOW4_E_1 | -2.89 |
| 12/11/2010 4:36 | N | R_LH2SES_1 | 19.08 |
| 12/11/2010 4:36 | N | R_PB2SES_1 | -3.06 |
| 12/11/2010 4:36 | N | R_PB2SES_2 | -3.06 |
| 12/11/2010 4:36 | N | R_PB2SES_3 | -3.06 |
| 12/11/2010 4:36 | N | R_PB2SES_4 | -3.06 |
| 12/11/2010 4:36 | N | R_PB2SES_5 | -3.06 |
| 12/11/2010 4:36 | N | AUTO_EPS_390 | 18.98 |
| 12/11/2010 4:37 | N | LARDVFTS_KZ | 17.24 |
| 12/11/2010 4:37 | N | DC_ROAD_L_B | 17.7 |
| 12/11/2010 4:37 | N | DC_EGPS_L_A | 13.35 |
| 12/11/2010 4:37 | N | H_HOLLOW_E_1 | -3.59 |
| 12/11/2010 4:37 | N | HHOLLOW4_E_1 | -3.59 |
| 12/11/2010 4:37 | N | R_LH2SES_1 | 19.24 |
| 12/11/2010 4:37 | N | R_PB2SES_1 | -3.77 |
| 12/11/2010 4:37 | N | R_PB2SES_2 | -3.77 |
| 12/11/2010 4:37 | N | R_PB2SES_3 | -3.77 |
| 12/11/2010 4:37 | N | R_PB2SES_4 | -3.77 |
| 12/11/2010 4:37 | N | R_PB2SES_5 | -3.77 |
| 12/11/2010 4:37 | N | AUTO_EPS_390 | 19.14 |
| 12/11/2010 4:38 | N | LARDVFTS_KZ | 17.26 |
| 12/11/2010 4:38 | N | DC_ROAD_L_B | 17.72 |
| 12/11/2010 4:38 | N | DC_EGPS_L_A | 13.29 |
| 12/11/2010 4:38 | N | H_HOLLOW_E_1 | -3.99 |
| 12/11/2010 4:38 | N | HHOLLOW4_E_1 | -3.99 |
| 12/11/2010 4:38 | N | R_LH2SES_1 | 19.29 |
| 12/11/2010 4:38 | N | R_PB2SES_1 | -4.16 |
| 12/11/2010 4:38 | N | R_PB2SES_2 | -4.16 |
| 12/11/2010 4:38 | N | R_PB2SES_3 | -4.16 |
| 12/11/2010 4:38 | N | R_PB2SES_4 | -4.16 |
| 12/11/2010 4:38 | N | R_PB2SES_5 | -4.16 |
| 12/11/2010 4:38 | N | AUTO_EPS_390 | 19.19 |
| 12/11/2010 4:39 | N | LARDVFTS_KZ | 18.08 |
| 12/11/2010 4:39 | N | DC_ROAD_L_B | 18.56 |
| 12/11/2010 4:39 | N | DC_EGPS_L_A | 13.96 |
| 12/11/2010 4:39 | N | H_HOLLOW_E_1 | -4.03 |
| 12/11/2010 4:39 | N | HHOLLOW4_E_1 | -4.03 |
| 12/11/2010 4:39 | N | R_LH2SES_1 | 20.2 |

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| 12/11/2010 4:39 | N | R_PB2SES_1 | -4.21 |
| 12/11/2010 4:39 | N | R_PB2SES_2 | -4.21 |
| 12/11/2010 4:39 | N | R_PB2SES_3 | -4.21 |
| 12/11/2010 4:39 | N | R_PB2SES_4 | -4.21 |
| 12/11/2010 4:39 | N | R_PB2SES_5 | -4.21 |
| 12/11/2010 4:39 | N | AUTO_EPS_390 | 20.09 |
| 12/11/2010 4:40 | N | LARDVFTS_KZ | 17.94 |
| 12/11/2010 4:40 | N | DC_ROAD_L_B | 18.41 |
| 12/11/2010 4:40 | N | DC_EGPS_L_A | 13.92 |
| 12/11/2010 4:40 | N | H_HOLLOW_E_1 | -3.61 |
| 12/11/2010 4:40 | N | HHOLLOW4_E_1 | -3.61 |
| 12/11/2010 4:40 | N | R_LH2SES_1 | 20 |
| 12/11/2010 4:40 | N | R_PB2SES_1 | -3.79 |
| 12/11/2010 4:40 | N | R_PB2SES_2 | -3.79 |
| 12/11/2010 4:40 | N | R_PB2SES_3 | -3.79 |
| 12/11/2010 4:40 | N | R_PB2SES_4 | -3.79 |
| 12/11/2010 4:40 | N | R_PB2SES_5 | -3.79 |
| 12/11/2010 4:40 | N | AUTO_EPS_390 | 19.9 |
| 12/11/2010 4:41 | N | LARDVFTS_KZ | 17.09 |
| 12/11/2010 4:41 | N | DC_ROAD_L_B | 17.58 |
| 12/11/2010 4:41 | N | DC_EGPS_L_A | 12.82 |
| 12/11/2010 4:41 | N | H_HOLLOW_E_1 | -5.79 |
| 12/11/2010 4:41 | N | HHOLLOW4_E_1 | -5.79 |
| 12/11/2010 4:41 | N | R_LH2SES_1 | 19.27 |
| 12/11/2010 4:41 | N | R_PB2SES_1 | -5.98 |
| 12/11/2010 4:41 | N | R_PB2SES_2 | -5.98 |
| 12/11/2010 4:41 | N | R_PB2SES_3 | -5.98 |
| 12/11/2010 4:41 | N | R_PB2SES_4 | -5.98 |
| 12/11/2010 4:41 | N | R_PB2SES_5 | -5.98 |
| 12/11/2010 4:41 | N | AUTO_EPS_390 | 19.17 |
| 12/11/2010 4:42 | N | LARDVFTS_KZ | 17.78 |
| 12/11/2010 4:42 | N | DC_ROAD_L_B | 18.3 |
| 12/11/2010 4:42 | N | DC_EGPS_L_A | 13.39 |
| 12/11/2010 4:42 | N | H_HOLLOW_E_1 | -5.78 |
| 12/11/2010 4:42 | N | HHOLLOW4_E_1 | -5.78 |
| 12/11/2010 4:42 | N | R_LH2SES_1 | 20.04 |
| 12/11/2010 4:42 | N | R_PB2SES_1 | -5.98 |
| 12/11/2010 4:42 | N | R_PB2SES_2 | -5.98 |
| 12/11/2010 4:42 | N | R_PB2SES_3 | -5.98 |
| 12/11/2010 4:42 | N | R_PB2SES_4 | -5.98 |
| 12/11/2010 4:42 | N | R_PB2SES_5 | -5.98 |
| 12/11/2010 4:42 | N | AUTO_EPS_390 | 19.92 |
| 12/11/2010 4:44 | N | LARDVFTS_KZ | 20.35 |
| 12/11/2010 4:44 | N | DC_ROAD_L_B | 20.92 |
| 12/11/2010 4:44 | N | DC_EGPS_L_A | 15.48 |
| 12/11/2010 4:44 | N | H_HOLLOW_E_1 | -5.76 |
| 12/11/2010 4:44 | N | HHOLLOW4_E_1 | -5.76 |

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| 12/11/2010 4:44 | N | R_LH2SES_1 | 22.85 |
| 12/11/2010 4:44 | N | R_PB2SES_1 | -5.98 |
| 12/11/2010 4:44 | N | R_PB2SES_2 | -5.98 |
| 12/11/2010 4:44 | N | R_PB2SES_3 | -5.98 |
| 12/11/2010 4:44 | N | R_PB2SES_4 | -5.98 |
| 12/11/2010 4:44 | N | R_PB2SES_5 | -5.98 |
| 12/11/2010 4:44 | N | AUTO_EPS_390 | 22.72 |
| 12/11/2010 4:45 | N | LARDVFTS_KZ | 16.78 |
| 12/11/2010 4:45 | N | DC_ROAD_L_B | 17.55 |
| 12/11/2010 4:45 | N | DC_EGPS_L_A | 10.17 |
| 12/11/2010 4:45 | N | H_HOLLOW_E_1 | -18.65 |
| 12/11/2010 4:45 | N | HHOLLOW4_E_1 | -18.65 |
| 12/11/2010 4:45 | N | R_LH2SES_1 | 20.17 |
| 12/11/2010 4:45 | N | R_PB2SES_1 | -18.94 |
| 12/11/2010 4:45 | N | R_PB2SES_2 | -18.94 |
| 12/11/2010 4:45 | N | R_PB2SES_3 | -18.94 |
| 12/11/2010 4:45 | N | R_PB2SES_4 | -18.94 |
| 12/11/2010 4:45 | N | R_PB2SES_5 | -18.94 |
| 12/11/2010 4:45 | N | AUTO_EPS_390 | 20 |
| 12/11/2010 4:46 | N | LARDVFTS_KZ | 17.35 |
| 12/11/2010 4:46 | N | DC_ROAD_L_B | 18.13 |
| 12/11/2010 4:46 | N | DC_EGPS_L_A | 10.73 |
| 12/11/2010 4:46 | N | H_HOLLOW_E_1 | -18.16 |
| 12/11/2010 4:46 | N | HHOLLOW4_E_1 | -18.16 |
| 12/11/2010 4:46 | N | R_LH2SES_1 | 20.75 |
| 12/11/2010 4:46 | N | R_PB2SES_1 | -18.46 |
| 12/11/2010 4:46 | N | R_PB2SES_2 | -18.46 |
| 12/11/2010 4:46 | N | R_PB2SES_3 | -18.46 |
| 12/11/2010 4:46 | N | R_PB2SES_4 | -18.46 |
| 12/11/2010 4:46 | N | R_PB2SES_5 | -18.46 |
| 12/11/2010 4:46 | N | AUTO_EPS_390 | 20.58 |
| 12/11/2010 4:50 | N | LARDVFTS_KZ | 18.06 |
| 12/11/2010 4:50 | N | DC_ROAD_L_B | 18.58 |
| 12/11/2010 4:50 | N | DC_EGPS_L_A | 13.61 |
| 12/11/2010 4:50 | N | H_HOLLOW_E_1 | -5.78 |
| 12/11/2010 4:50 | N | HHOLLOW4_E_1 | -5.78 |
| 12/11/2010 4:50 | N | R_LH2SES_1 | 20.34 |
| 12/11/2010 4:50 | N | R_PB2SES_1 | -5.98 |
| 12/11/2010 4:50 | N | R_PB2SES_2 | -5.98 |
| 12/11/2010 4:50 | N | R_PB2SES_3 | -5.98 |
| 12/11/2010 4:50 | N | R_PB2SES_4 | -5.98 |
| 12/11/2010 4:50 | N | R_PB2SES_5 | -5.98 |
| 12/11/2010 4:50 | N | AUTO_EPS_390 | 20.22 |
| 12/11/2010 4:52 | N | LARDVFTS_KZ | 17.76 |
| 12/11/2010 4:52 | N | DC_ROAD_L_B | 18.27 |
| 12/11/2010 4:52 | N | DC_EGPS_L_A | 13.37 |
| 12/11/2010 4:52 | N | H_HOLLOW_E_1 | -5.79 |

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| 12/11/2010 4:52 | N | HHOLLOW4_E_1 | -5.79 |
| 12/11/2010 4:52 | N | R_LH2SES_1 | 20.01 |
| 12/11/2010 4:52 | N | R_PB2SES_1 | -5.98 |
| 12/11/2010 4:52 | N | R_PB2SES_2 | -5.98 |
| 12/11/2010 4:52 | N | R_PB2SES_3 | -5.98 |
| 12/11/2010 4:52 | N | R_PB2SES_4 | -5.98 |
| 12/11/2010 4:52 | N | R_PB2SES_5 | -5.98 |
| 12/11/2010 4:52 | N | AUTO_EPS_390 | 19.9 |
| 12/11/2010 4:53 | N | LARDVFTS_KZ | 17.56 |
| 12/11/2010 4:53 | N | DC_ROAD_L_B | 18.07 |
| 12/11/2010 4:53 | N | DC_EGPS_L_A | 13.21 |
| 12/11/2010 4:53 | N | H_HOLLOW_E_1 | -5.79 |
| 12/11/2010 4:53 | N | HHOLLOW4_E_1 | -5.79 |
| 12/11/2010 4:53 | N | R_LH2SES_1 | 19.8 |
| 12/11/2010 4:53 | N | R_PB2SES_1 | -5.98 |
| 12/11/2010 4:53 | N | R_PB2SES_2 | -5.98 |
| 12/11/2010 4:53 | N | R_PB2SES_3 | -5.98 |
| 12/11/2010 4:53 | N | R_PB2SES_4 | -5.98 |
| 12/11/2010 4:53 | N | R_PB2SES_5 | -5.98 |
| 12/11/2010 4:53 | N | AUTO_EPS_390 | 19.69 |
| 12/11/2010 4:53 | N | LARDVFTS_KZ | 16.88 |
| 12/11/2010 4:53 | N | DC_ROAD_L_B | 17.64 |
| 12/11/2010 4:53 | N | DC_EGPS_L_A | 10.38 |
| 12/11/2010 4:53 | N | H_HOLLOW_E_1 | -17.98 |
| 12/11/2010 4:53 | N | HHOLLOW4_E_1 | -17.98 |
| 12/11/2010 4:53 | N | R_LH2SES_1 | 20.21 |
| 12/11/2010 4:53 | N | R_PB2SES_1 | -18.27 |
| 12/11/2010 4:53 | N | R_PB2SES_2 | -18.27 |
| 12/11/2010 4:53 | N | R_PB2SES_3 | -18.27 |
| 12/11/2010 4:53 | N | R_PB2SES_4 | -18.27 |
| 12/11/2010 4:53 | N | R_PB2SES_5 | -18.27 |
| 12/11/2010 4:53 | N | AUTO_EPS_390 | 20.05 |
| 12/11/2010 4:54 | N | LARDVFTS_KZ | 16.81 |
| 12/11/2010 4:54 | N | DC_ROAD_L_B | 17.3 |
| 12/11/2010 4:54 | N | DC_EGPS_L_A | 12.58 |
| 12/11/2010 4:54 | N | H_HOLLOW_E_1 | -5.79 |
| 12/11/2010 4:54 | N | HHOLLOW4_E_1 | -5.79 |
| 12/11/2010 4:54 | N | R_LH2SES_1 | 18.98 |
| 12/11/2010 4:54 | N | R_PB2SES_1 | -5.98 |
| 12/11/2010 4:54 | N | R_PB2SES_2 | -5.98 |
| 12/11/2010 4:54 | N | R_PB2SES_3 | -5.98 |
| 12/11/2010 4:54 | N | R_PB2SES_4 | -5.98 |
| 12/11/2010 4:54 | N | R_PB2SES_5 | -5.98 |
| 12/11/2010 4:54 | N | AUTO_EPS_390 | 18.87 |
| 12/11/2010 4:55 | N | LARDVFTS_KZ | 17.18 |
| 12/11/2010 4:55 | N | DC_ROAD_L_B | 17.66 |
| 12/11/2010 4:55 | N | DC_EGPS_L_A | 13.07 |

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| 12/11/2010 4:55 | N | H_HOLLOW_E_1 | -4.79 |
| 12/11/2010 4:55 | N | HHOLLOW4_E_1 | -4.79 |
| 12/11/2010 4:55 | N | R_LH2SES_1 | 19.29 |
| 12/11/2010 4:55 | N | R_PB2SES_1 | -4.98 |
| 12/11/2010 4:55 | N | R_PB2SES_2 | -4.98 |
| 12/11/2010 4:55 | N | R_PB2SES_3 | -4.98 |
| 12/11/2010 4:55 | N | R_PB2SES_4 | -4.98 |
| 12/11/2010 4:55 | N | R_PB2SES_5 | -4.98 |
| 12/11/2010 4:55 | N | AUTO_EPS_390 | 19.18 |
| 12/11/2010 4:55 | N | LARDVFTS_KZ | 17.21 |
| 12/11/2010 4:55 | N | DC_ROAD_L_B | 17.69 |
| 12/11/2010 4:55 | N | DC_EGPS_L_A | 13.09 |
| 12/11/2010 4:55 | N | H_HOLLOW_E_1 | -4.8 |
| 12/11/2010 4:55 | N | HHOLLOW4_E_1 | -4.8 |
| 12/11/2010 4:55 | N | R_LH2SES_1 | 19.32 |
| 12/11/2010 4:55 | N | R_PB2SES_1 | -4.98 |
| 12/11/2010 4:55 | N | R_PB2SES_2 | -4.98 |
| 12/11/2010 4:55 | N | R_PB2SES_3 | -4.98 |
| 12/11/2010 4:55 | N | R_PB2SES_4 | -4.98 |
| 12/11/2010 4:55 | N | R_PB2SES_5 | -4.98 |
| 12/11/2010 4:55 | N | AUTO_EPS_390 | 19.22 |
| 12/11/2010 4:57 | N | LARDVFTS_KZ | 17.15 |
| 12/11/2010 4:57 | N | DC_ROAD_L_B | 17.63 |
| 12/11/2010 4:57 | N | DC_EGPS_L_A | 13.04 |
| 12/11/2010 4:57 | N | H_HOLLOW_E_1 | -4.79 |
| 12/11/2010 4:57 | N | HHOLLOW4_E_1 | -4.79 |
| 12/11/2010 4:57 | N | R_LH2SES_1 | 19.26 |
| 12/11/2010 4:57 | N | R_PB2SES_1 | -4.97 |
| 12/11/2010 4:57 | N | R_PB2SES_2 | -4.97 |
| 12/11/2010 4:57 | N | R_PB2SES_3 | -4.97 |
| 12/11/2010 4:57 | N | R_PB2SES_4 | -4.97 |
| 12/11/2010 4:57 | N | R_PB2SES_5 | -4.97 |
| 12/11/2010 4:57 | N | AUTO_EPS_390 | 19.15 |
| 12/11/2010 4:58 | N | LARDVFTS_KZ | 16.94 |
| 12/11/2010 4:58 | N | DC_ROAD_L_B | 17.42 |
| 12/11/2010 4:58 | N | DC_EGPS_L_A | 12.88 |
| 12/11/2010 4:58 | N | H_HOLLOW_E_1 | -4.76 |
| 12/11/2010 4:58 | N | HHOLLOW4_E_1 | -4.76 |
| 12/11/2010 4:58 | N | R_LH2SES_1 | 19.03 |
| 12/11/2010 4:58 | N | R_PB2SES_1 | -4.94 |
| 12/11/2010 4:58 | N | R_PB2SES_2 | -4.94 |
| 12/11/2010 4:58 | N | R_PB2SES_3 | -4.94 |
| 12/11/2010 4:58 | N | R_PB2SES_4 | -4.94 |
| 12/11/2010 4:58 | N | R_PB2SES_5 | -4.94 |
| 12/11/2010 4:58 | N | AUTO_EPS_390 | 18.92 |
| 12/11/2010 4:59 | N | LARDVFTS_KZ | 17.07 |
| 12/11/2010 4:59 | N | DC_ROAD_L_B | 17.55 |

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| 12/11/2010 4:59 | N | DC_EGPS_L_A | 12.98 |
| 12/11/2010 4:59 | N | H_HOLLOW_E_1 | -4.78 |
| 12/11/2010 4:59 | N | HHOLLOW4_E_1 | -4.78 |
| 12/11/2010 4:59 | N | R_LH2SES_1 | 19.17 |
| 12/11/2010 4:59 | N | R_PB2SES_1 | -4.96 |
| 12/11/2010 4:59 | N | R_PB2SES_2 | -4.96 |
| 12/11/2010 4:59 | N | R_PB2SES_3 | -4.96 |
| 12/11/2010 4:59 | N | R_PB2SES_4 | -4.96 |
| 12/11/2010 4:59 | N | R_PB2SES_5 | -4.96 |
| 12/11/2010 4:59 | N | AUTO_EPS_390 | 19.07 |
| 12/11/2010 5:00 | N | LARDVFTS_KZ | 17.1 |
| 12/11/2010 5:00 | N | DC_ROAD_L_B | 17.58 |
| 12/11/2010 5:00 | N | DC_EGPS_L_A | 13.01 |
| 12/11/2010 5:00 | N | H_HOLLOW_E_1 | -4.78 |
| 12/11/2010 5:00 | N | HHOLLOW4_E_1 | -4.78 |
| 12/11/2010 5:00 | N | R_LH2SES_1 | 19.21 |
| 12/11/2010 5:00 | N | R_PB2SES_1 | -4.97 |
| 12/11/2010 5:00 | N | R_PB2SES_2 | -4.97 |
| 12/11/2010 5:00 | N | R_PB2SES_3 | -4.97 |
| 12/11/2010 5:00 | N | R_PB2SES_4 | -4.97 |
| 12/11/2010 5:00 | N | R_PB2SES_5 | -4.97 |
| 12/11/2010 5:00 | N | AUTO_EPS_390 | 19.1 |
| 12/11/2010 5:01 | N | LARDVFTS_KZ | 15.09 |
| 12/11/2010 5:01 | N | DC_ROAD_L_B | 15.52 |
| 12/11/2010 5:01 | N | DC_EGPS_L_A | 11.43 |
| 12/11/2010 5:01 | N | H_HOLLOW_E_1 | -4.49 |
| 12/11/2010 5:01 | N | HHOLLOW4_E_1 | -4.49 |
| 12/11/2010 5:01 | N | R_LH2SES_1 | 16.97 |
| 12/11/2010 5:01 | N | R_PB2SES_1 | -4.65 |
| 12/11/2010 5:01 | N | R_PB2SES_2 | -4.65 |
| 12/11/2010 5:01 | N | R_PB2SES_3 | -4.65 |
| 12/11/2010 5:01 | N | R_PB2SES_4 | -4.65 |
| 12/11/2010 5:01 | N | R_PB2SES_5 | -4.65 |
| 12/11/2010 5:01 | N | AUTO_EPS_390 | 16.88 |
| 12/11/2010 5:05 | N | LARDVFTS_KZ | 14.14 |
| 12/11/2010 5:05 | N | DC_ROAD_L_B | 14.58 |
| 12/11/2010 5:05 | N | DC_EGPS_L_A | 10.41 |
| 12/11/2010 5:05 | N | H_HOLLOW_E_1 | -5.82 |
| 12/11/2010 5:05 | N | HHOLLOW4_E_1 | -5.82 |
| 12/11/2010 5:05 | N | R_LH2SES_1 | 16.06 |
| 12/11/2010 5:05 | N | R_PB2SES_1 | -5.98 |
| 12/11/2010 5:05 | N | R_PB2SES_2 | -5.98 |
| 12/11/2010 5:05 | N | R_PB2SES_3 | -5.98 |
| 12/11/2010 5:05 | N | R_PB2SES_4 | -5.98 |
| 12/11/2010 5:05 | N | R_PB2SES_5 | -5.98 |
| 12/11/2010 5:05 | N | AUTO_EPS_390 | 15.97 |
| 12/11/2010 5:10 | N | LARDVFTS_KZ | 14.97 |

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| 12/11/2010 5:10 | N | DC_ROAD_L_B | 15.43 |
| 12/11/2010 5:10 | N | DC_EGPS_L_A | 11.08 |
| 12/11/2010 5:10 | N | H_HOLLOW_E_1 | -5.81 |
| 12/11/2010 5:10 | N | HHOLLOW4_E_1 | -5.81 |
| 12/11/2010 5:10 | N | R_LH2SES_1 | 16.97 |
| 12/11/2010 5:10 | N | R_PB2SES_1 | -5.98 |
| 12/11/2010 5:10 | N | R_PB2SES_2 | -5.98 |
| 12/11/2010 5:10 | N | R_PB2SES_3 | -5.98 |
| 12/11/2010 5:10 | N | R_PB2SES_4 | -5.98 |
| 12/11/2010 5:10 | N | R_PB2SES_5 | -5.98 |
| 12/11/2010 5:10 | N | AUTO_EPS_390 | 16.87 |
| 12/11/2010 5:15 | N | LARDVFTS_KZ | 14.56 |
| 12/11/2010 5:15 | N | DC_ROAD_L_B | 15.01 |
| 12/11/2010 5:15 | N | DC_EGPS_L_A | 10.75 |
| 12/11/2010 5:15 | N | H_HOLLOW_E_1 | -5.81 |
| 12/11/2010 5:15 | N | HHOLLOW4_E_1 | -5.81 |
| 12/11/2010 5:15 | N | R_LH2SES_1 | 16.52 |
| 12/11/2010 5:15 | N | R_PB2SES_1 | -5.98 |
| 12/11/2010 5:15 | N | R_PB2SES_2 | -5.98 |
| 12/11/2010 5:15 | N | R_PB2SES_3 | -5.98 |
| 12/11/2010 5:15 | N | R_PB2SES_4 | -5.98 |
| 12/11/2010 5:15 | N | R_PB2SES_5 | -5.98 |
| 12/11/2010 5:15 | N | AUTO_EPS_390 | 16.42 |
| 12/11/2010 5:20 | N | LARDVFTS_KZ | 14.35 |
| 12/11/2010 5:20 | N | DC_ROAD_L_B | 14.79 |
| 12/11/2010 5:20 | N | DC_EGPS_L_A | 10.57 |
| 12/11/2010 5:20 | N | H_HOLLOW_E_1 | -5.81 |
| 12/11/2010 5:20 | N | HHOLLOW4_E_1 | -5.81 |
| 12/11/2010 5:20 | N | R_LH2SES_1 | 16.29 |
| 12/11/2010 5:20 | N | R_PB2SES_1 | -5.98 |
| 12/11/2010 5:20 | N | R_PB2SES_2 | -5.98 |
| 12/11/2010 5:20 | N | R_PB2SES_3 | -5.98 |
| 12/11/2010 5:20 | N | R_PB2SES_4 | -5.98 |
| 12/11/2010 5:20 | N | R_PB2SES_5 | -5.98 |
| 12/11/2010 5:20 | N | AUTO_EPS_390 | 16.19 |
| 12/11/2010 5:25 | N | LARDVFTS_KZ | 14.05 |
| 12/11/2010 5:25 | N | DC_ROAD_L_B | 14.45 |
| 12/11/2010 5:25 | N | DC_EGPS_L_A | 10.6 |
| 12/11/2010 5:25 | N | H_HOLLOW_E_1 | -4.35 |
| 12/11/2010 5:25 | N | HHOLLOW4_E_1 | -4.35 |
| 12/11/2010 5:25 | N | R_LH2SES_1 | 15.82 |
| 12/11/2010 5:25 | N | R_PB2SES_1 | -4.5 |
| 12/11/2010 5:25 | N | R_PB2SES_2 | -4.5 |
| 12/11/2010 5:25 | N | R_PB2SES_3 | -4.5 |
| 12/11/2010 5:25 | N | R_PB2SES_4 | -4.5 |
| 12/11/2010 5:25 | N | R_PB2SES_5 | -4.5 |
| 12/11/2010 5:25 | N | AUTO_EPS_390 | 15.73 |

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| 12/11/2010 5:30 | N | LARDVFTS_KZ | 13.2 |
| 12/11/2010 5:30 | N | DC_ROAD_L_B | 13.58 |
| 12/11/2010 5:30 | N | DC_EGPS_L_A | 9.93 |
| 12/11/2010 5:30 | N | H_HOLLOW_E_1 | -4.22 |
| 12/11/2010 5:30 | N | HHOLLOW4_E_1 | -4.22 |
| 12/11/2010 5:30 | N | R_LH2SES_1 | 14.87 |
| 12/11/2010 5:30 | N | R_PB2SES_1 | -4.36 |
| 12/11/2010 5:30 | N | R_PB2SES_2 | -4.36 |
| 12/11/2010 5:30 | N | R_PB2SES_3 | -4.36 |
| 12/11/2010 5:30 | N | R_PB2SES_4 | -4.36 |
| 12/11/2010 5:30 | N | R_PB2SES_5 | -4.36 |
| 12/11/2010 5:30 | N | AUTO_EPS_390 | 14.79 |
| 12/11/2010 5:33 | N | LARDVFTS_KZ | 14.01 |
| 12/11/2010 5:33 | N | DC_ROAD_L_B | 14.41 |
| 12/11/2010 5:33 | N | DC_EGPS_L_A | 10.57 |
| 12/11/2010 5:33 | N | H_HOLLOW_E_1 | -4.34 |
| 12/11/2010 5:33 | N | HHOLLOW4_E_1 | -4.34 |
| 12/11/2010 5:33 | N | R_PB2SES_1 | -4.49 |
| 12/11/2010 5:33 | N | R_PB2SES_2 | -4.49 |
| 12/11/2010 5:33 | N | R_PB2SES_3 | -4.49 |
| 12/11/2010 5:33 | N | R_PB2SES_4 | -4.49 |
| 12/11/2010 5:33 | N | R_PB2SES_5 | -4.49 |
| 12/11/2010 5:33 | N | AUTO_EPS_390 | 15.68 |
| 12/11/2010 5:50 | N | LARDVFTS_KZ | -1.01 |
| 12/11/2010 5:50 | N | DC_ROAD_L_B | -1 |
| 12/11/2010 5:50 | N | H_HOLLOW_E_1 | -1.11 |
| 12/11/2010 5:50 | N | HHOLLOW4_E_1 | -1.11 |
| 12/11/2010 5:50 | N | R_PB2SES_1 | -1.11 |
| 12/11/2010 5:50 | N | R_PB2SES_2 | -1.11 |
| 12/11/2010 5:50 | N | R_PB2SES_3 | -1.11 |
| 12/11/2010 5:50 | N | R_PB2SES_4 | -1.11 |
| 12/11/2010 5:50 | N | R_PB2SES_5 | -1.11 |
| 12/11/2010 5:50 | N | AUTO_EPS_390 | -1 |
| 12/11/2010 5:55 | N | LARDVFTS_KZ | -1 |
| 12/11/2010 5:55 | N | DC_ROAD_L_B | -0.97 |
| 12/11/2010 5:55 | N | DC_EGPS_L_A | -1.2 |
| 12/11/2010 5:55 | N | H_HOLLOW_E_1 | -2.14 |
| 12/11/2010 5:55 | N | HHOLLOW4_E_1 | -2.14 |
| 12/11/2010 5:55 | N | R_PB2SES_1 | -2.15 |
| 12/11/2010 5:55 | N | R_PB2SES_2 | -2.15 |
| 12/11/2010 5:55 | N | R_PB2SES_3 | -2.15 |
| 12/11/2010 5:55 | N | R_PB2SES_4 | -2.15 |
| 12/11/2010 5:55 | N | R_PB2SES_5 | -2.15 |
| 12/11/2010 5:55 | N | AUTO_EPS_390 | -0.9 |
| 12/11/2010 6:01 | N | LARDVFTS_KZ | 12.15 |
| 12/11/2010 6:01 | N | DC_ROAD_L_B | 12.46 |
| 12/11/2010 6:01 | N | DC_EGPS_L_A | 9.42 |

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|---|---|---|---|
| 12/11/2010 6:01 | N | H_HOLLOW_E_1 | -2.84 |
| 12/11/2010 6:01 | N | HHOLLOW4_E_1 | -2.84 |
| 12/11/2010 6:01 | N | R_PB2SES_1 | -2.98 |
| 12/11/2010 6:01 | N | R_PB2SES_2 | -2.98 |
| 12/11/2010 6:01 | N | R_PB2SES_3 | -2.98 |
| 12/11/2010 6:01 | N | R_PB2SES_4 | -2.98 |
| 12/11/2010 6:01 | N | R_PB2SES_5 | -2.98 |
| 12/11/2010 6:01 | N | AUTO_EPS_390 | 13.41 |
| 12/11/2010 6:05 | N | LARDVFTS_KZ | 13.95 |
| 12/11/2010 6:05 | N | DC_ROAD_L_B | 14.26 |
| 12/11/2010 6:05 | N | DC_EGPS_L_A | 11.14 |
| 12/11/2010 6:05 | N | H_HOLLOW_E_1 | -1.51 |
| 12/11/2010 6:05 | N | HHOLLOW4_E_1 | -1.51 |
| 12/11/2010 6:05 | N | R_PB2SES_1 | -1.55 |
| 12/11/2010 6:05 | N | R_PB2SES_2 | -1.55 |
| 12/11/2010 6:05 | N | R_PB2SES_3 | -1.55 |
| 12/11/2010 6:05 | N | R_PB2SES_4 | -1.55 |
| 12/11/2010 6:05 | N | R_PB2SES_5 | -1.55 |
| 12/11/2010 6:05 | N | AUTO_EPS_390 | 15.24 |
| 12/11/2010 6:10 | N | LARDVFTS_KZ | 13.26 |
| 12/11/2010 6:10 | N | DC_ROAD_L_B | 13.55 |
| 12/11/2010 6:10 | N | DC_EGPS_L_A | 10.69 |
| 12/11/2010 6:10 | N | H_HOLLOW_E_1 | -0.81 |
| 12/11/2010 6:10 | N | HHOLLOW4_E_1 | -0.81 |
| 12/11/2010 6:10 | N | R_PB2SES_1 | -0.92 |
| 12/11/2010 6:10 | N | R_PB2SES_2 | -0.92 |
| 12/11/2010 6:10 | N | R_PB2SES_3 | -0.92 |
| 12/11/2010 6:10 | N | R_PB2SES_4 | -0.92 |
| 12/11/2010 6:10 | N | R_PB2SES_5 | -0.92 |
| 12/11/2010 6:10 | N | AUTO_EPS_390 | 14.44 |
| 12/11/2010 6:15 | N | LARDVFTS_KZ | 12.74 |
| 12/11/2010 6:15 | N | DC_ROAD_L_B | 13.01 |
| 12/11/2010 6:15 | N | DC_EGPS_L_A | 10.31 |
| 12/11/2010 6:15 | N | H_HOLLOW_E_1 | -0.56 |
| 12/11/2010 6:15 | N | HHOLLOW4_E_1 | -0.56 |
| 12/11/2010 6:15 | N | R_PB2SES_1 | -0.69 |
| 12/11/2010 6:15 | N | R_PB2SES_2 | -0.69 |
| 12/11/2010 6:15 | N | R_PB2SES_3 | -0.69 |
| 12/11/2010 6:15 | N | R_PB2SES_4 | -0.69 |
| 12/11/2010 6:15 | N | R_PB2SES_5 | -0.69 |
| 12/11/2010 6:15 | N | AUTO_EPS_390 | 13.86 |
| 12/11/2010 6:20 | N | LARDVFTS_KZ | 12.31 |
| 12/11/2010 6:20 | N | DC_ROAD_L_B | 12.57 |
| 12/11/2010 6:20 | N | DC_EGPS_L_A | 9.97 |
| 12/11/2010 6:20 | N | H_HOLLOW_E_1 | -0.51 |
| 12/11/2010 6:20 | N | HHOLLOW4_E_1 | -0.51 |
| 12/11/2010 6:20 | N | R_PB2SES_1 | -0.64 |

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|---|---|---|---|
| 12/11/2010 6:20 | N | R_PB2SES_2 | -0.64 |
| 12/11/2010 6:20 | N | R_PB2SES_3 | -0.64 |
| 12/11/2010 6:20 | N | R_PB2SES_4 | -0.64 |
| 12/11/2010 6:20 | N | R_PB2SES_5 | -0.64 |
| 12/11/2010 6:20 | N | AUTO_EPS_390 | 13.39 |
| 12/11/2010 6:25 | N | LARDVFTS_KZ | 12.71 |
| 12/11/2010 6:25 | N | DC_ROAD_L_B | 12.98 |
| 12/11/2010 6:25 | N | DC_EGPS_L_A | 10.3 |
| 12/11/2010 6:25 | N | H_HOLLOW_E_1 | -0.5 |
| 12/11/2010 6:25 | N | HHOLLOW4_E_1 | -0.5 |
| 12/11/2010 6:25 | N | R_PB2SES_1 | -0.64 |
| 12/11/2010 6:25 | N | R_PB2SES_2 | -0.64 |
| 12/11/2010 6:25 | N | R_PB2SES_3 | -0.64 |
| 12/11/2010 6:25 | N | R_PB2SES_4 | -0.64 |
| 12/11/2010 6:25 | N | R_PB2SES_5 | -0.64 |
| 12/11/2010 6:25 | N | AUTO_EPS_390 | 13.82 |
| 12/11/2010 6:30 | N | LARDVFTS_KZ | 13.07 |
| 12/11/2010 6:30 | N | DC_ROAD_L_B | 13.35 |
| 12/11/2010 6:30 | N | DC_EGPS_L_A | 10.6 |
| 12/11/2010 6:30 | N | H_HOLLOW_E_1 | -0.5 |
| 12/11/2010 6:30 | N | HHOLLOW4_E_1 | -0.5 |
| 12/11/2010 6:30 | N | R_PB2SES_1 | -0.63 |
| 12/11/2010 6:30 | N | R_PB2SES_2 | -0.63 |
| 12/11/2010 6:30 | N | R_PB2SES_3 | -0.63 |
| 12/11/2010 6:30 | N | R_PB2SES_4 | -0.63 |
| 12/11/2010 6:30 | N | R_PB2SES_5 | -0.63 |
| 12/11/2010 6:30 | N | AUTO_EPS_390 | 14.21 |
| 12/11/2010 6:35 | N | LARDVFTS_KZ | 13.73 |
| 12/11/2010 6:35 | N | DC_ROAD_L_B | 14.02 |
| 12/11/2010 6:35 | N | DC_EGPS_L_A | 11.14 |
| 12/11/2010 6:35 | N | H_HOLLOW_E_1 | -0.49 |
| 12/11/2010 6:35 | N | HHOLLOW4_E_1 | -0.49 |
| 12/11/2010 6:35 | N | R_PB2SES_1 | -0.64 |
| 12/11/2010 6:35 | N | R_PB2SES_2 | -0.64 |
| 12/11/2010 6:35 | N | R_PB2SES_3 | -0.64 |
| 12/11/2010 6:35 | N | R_PB2SES_4 | -0.64 |
| 12/11/2010 6:35 | N | R_PB2SES_5 | -0.64 |
| 12/11/2010 6:35 | N | AUTO_EPS_390 | 14.92 |
| 12/11/2010 6:40 | N | LARDVFTS_KZ | 14.05 |
| 12/11/2010 6:40 | N | DC_ROAD_L_B | 14.35 |
| 12/11/2010 6:40 | N | DC_EGPS_L_A | 11.41 |
| 12/11/2010 6:40 | N | H_HOLLOW_E_1 | -0.47 |
| 12/11/2010 6:40 | N | HHOLLOW4_E_1 | -0.47 |
| 12/11/2010 6:40 | N | R_PB2SES_1 | -0.62 |
| 12/11/2010 6:40 | N | R_PB2SES_2 | -0.62 |
| 12/11/2010 6:40 | N | R_PB2SES_3 | -0.62 |
| 12/11/2010 6:40 | N | R_PB2SES_4 | -0.62 |

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| 12/11/2010 6:40 | N | R_PB2SES_5 | -0.62 |
| 12/11/2010 6:40 | N | AUTO_EPS_390 | 15.27 |
| 12/11/2010 6:45 | N | LARDVFTS_KZ | 14.05 |
| 12/11/2010 6:45 | N | DC_ROAD_L_B | 14.35 |
| 12/11/2010 6:45 | N | DC_EGPS_L_A | 11.41 |
| 12/11/2010 6:45 | N | H_HOLLOW_E_1 | -0.45 |
| 12/11/2010 6:45 | N | HHOLLOW4_E_1 | -0.45 |
| 12/11/2010 6:45 | N | R_PB2SES_1 | -0.6 |
| 12/11/2010 6:45 | N | R_PB2SES_2 | -0.6 |
| 12/11/2010 6:45 | N | R_PB2SES_3 | -0.6 |
| 12/11/2010 6:45 | N | R_PB2SES_4 | -0.6 |
| 12/11/2010 6:45 | N | R_PB2SES_5 | -0.6 |
| 12/11/2010 6:45 | N | AUTO_EPS_390 | 15.27 |
| 12/11/2010 6:50 | N | LARDVFTS_KZ | 15.24 |
| 12/11/2010 6:50 | N | DC_ROAD_L_B | 15.56 |
| 12/11/2010 6:50 | N | DC_EGPS_L_A | 12.39 |
| 12/11/2010 6:50 | N | H_HOLLOW_E_1 | -0.45 |
| 12/11/2010 6:50 | N | HHOLLOW4_E_1 | -0.45 |
| 12/11/2010 6:50 | N | R_PB2SES_1 | -0.61 |
| 12/11/2010 6:50 | N | R_PB2SES_2 | -0.61 |
| 12/11/2010 6:50 | N | R_PB2SES_3 | -0.61 |
| 12/11/2010 6:50 | N | R_PB2SES_4 | -0.61 |
| 12/11/2010 6:50 | N | R_PB2SES_5 | -0.61 |
| 12/11/2010 6:50 | N | AUTO_EPS_390 | 16.55 |
| 12/11/2010 6:55 | N | LARDVFTS_KZ | 15.23 |
| 12/11/2010 6:55 | N | DC_ROAD_L_B | 15.55 |
| 12/11/2010 6:55 | N | DC_EGPS_L_A | 12.39 |
| 12/11/2010 6:55 | N | H_HOLLOW_E_1 | -0.34 |
| 12/11/2010 6:55 | N | HHOLLOW4_E_1 | -0.34 |
| 12/11/2010 6:55 | N | R_PB2SES_1 | -0.58 |
| 12/11/2010 6:55 | N | R_PB2SES_2 | -0.58 |
| 12/11/2010 6:55 | N | R_PB2SES_3 | -0.58 |
| 12/11/2010 6:55 | N | R_PB2SES_4 | -0.58 |
| 12/11/2010 6:55 | N | R_PB2SES_5 | -0.58 |
| 12/11/2010 6:55 | N | AUTO_EPS_390 | 16.54 |
| 12/11/2010 7:01 | N | LARDVFTS_KZ | 12.81 |
| 12/11/2010 7:01 | N | DC_ROAD_L_B | 13.08 |
| 12/11/2010 7:01 | N | DC_EGPS_L_A | 10.44 |
| 12/11/2010 7:01 | N | H_HOLLOW_E_1 | -0.15 |
| 12/11/2010 7:01 | N | HHOLLOW4_E_1 | -0.15 |
| 12/11/2010 7:01 | N | R_PB2SES_1 | -0.4 |
| 12/11/2010 7:01 | N | R_PB2SES_2 | -0.4 |
| 12/11/2010 7:01 | N | R_PB2SES_3 | -0.4 |
| 12/11/2010 7:01 | N | R_PB2SES_4 | -0.4 |
| 12/11/2010 7:01 | N | R_PB2SES_5 | -0.4 |
| 12/11/2010 7:01 | N | AUTO_EPS_390 | 13.9 |
| 12/11/2010 7:05 | N | LARDVFTS_KZ | 5.79 |

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| 12/11/2010 7:05 | N | DC_ROAD_L_B | 5.91 |
| 12/11/2010 7:05 | N | DC_EGPS_L_A | 4.71 |
| 12/11/2010 7:05 | N | H_HOLLOW_E_1 | -0.06 |
| 12/11/2010 7:05 | N | HHOLLOW4_E_1 | -0.06 |
| 12/11/2010 7:05 | N | R_PB2SES_1 | -0.23 |
| 12/11/2010 7:05 | N | R_PB2SES_2 | -0.23 |
| 12/11/2010 7:05 | N | R_PB2SES_3 | -0.23 |
| 12/11/2010 7:05 | N | R_PB2SES_4 | -0.23 |
| 12/11/2010 7:05 | N | R_PB2SES_5 | -0.23 |
| 12/11/2010 7:05 | N | AUTO_EPS_390 | 6.29 |
| 12/11/2010 7:10 | N | LARDVFTS_KZ | 5.69 |
| 12/11/2010 7:10 | N | DC_ROAD_L_B | 5.8 |
| 12/11/2010 7:10 | N | DC_EGPS_L_A | 4.66 |
| 12/11/2010 7:10 | N | H_HOLLOW_E_1 | 0.13 |
| 12/11/2010 7:10 | N | HHOLLOW4_E_1 | 0.13 |
| 12/11/2010 7:10 | N | R_PB2SES_1 | -0.04 |
| 12/11/2010 7:10 | N | R_PB2SES_2 | -0.04 |
| 12/11/2010 7:10 | N | R_PB2SES_3 | -0.04 |
| 12/11/2010 7:10 | N | R_PB2SES_4 | -0.04 |
| 12/11/2010 7:10 | N | R_PB2SES_5 | -0.04 |
| 12/11/2010 7:10 | N | AUTO_EPS_390 | 6.16 |
| 12/11/2010 7:15 | N | LARDVFTS_KZ | 12.65 |
| 12/11/2010 7:15 | N | DC_ROAD_L_B | 12.9 |
| 12/11/2010 7:15 | N | DC_EGPS_L_A | 10.35 |
| 12/11/2010 7:15 | N | H_HOLLOW_E_1 | 0.09 |
| 12/11/2010 7:15 | N | HHOLLOW4_E_1 | 0.09 |
| 12/11/2010 7:15 | N | R_PB2SES_1 | -0.17 |
| 12/11/2010 7:15 | N | R_PB2SES_2 | -0.17 |
| 12/11/2010 7:15 | N | R_PB2SES_3 | -0.17 |
| 12/11/2010 7:15 | N | R_PB2SES_4 | -0.17 |
| 12/11/2010 7:15 | N | R_PB2SES_5 | -0.17 |
| 12/11/2010 7:15 | N | AUTO_EPS_390 | 13.7 |
| 12/11/2010 7:20 | N | LARDVFTS_KZ | 14.07 |
| 12/11/2010 7:20 | N | DC_ROAD_L_B | 14.36 |
| 12/11/2010 7:20 | N | DC_EGPS_L_A | 11.5 |
| 12/11/2010 7:20 | N | H_HOLLOW_E_1 | -0.14 |
| 12/11/2010 7:20 | N | HHOLLOW4_E_1 | -0.14 |
| 12/11/2010 7:20 | N | R_PB2SES_1 | -0.41 |
| 12/11/2010 7:20 | N | R_PB2SES_2 | -0.41 |
| 12/11/2010 7:20 | N | R_PB2SES_3 | -0.41 |
| 12/11/2010 7:20 | N | R_PB2SES_4 | -0.41 |
| 12/11/2010 7:20 | N | R_PB2SES_5 | -0.41 |
| 12/11/2010 7:20 | N | AUTO_EPS_390 | 15.26 |
| 12/11/2010 7:25 | N | LARDVFTS_KZ | 14.07 |
| 12/11/2010 7:25 | N | DC_ROAD_L_B | 14.36 |
| 12/11/2010 7:25 | N | DC_EGPS_L_A | 11.49 |
| 12/11/2010 7:25 | N | H_HOLLOW_E_1 | -0.14 |

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| 12/11/2010 7:25 | N | HHOLLOW4_E_1 | -0.14 |
| 12/11/2010 7:25 | N | R_PB2SES_1 | -0.4 |
| 12/11/2010 7:25 | N | R_PB2SES_2 | -0.4 |
| 12/11/2010 7:25 | N | R_PB2SES_3 | -0.4 |
| 12/11/2010 7:25 | N | R_PB2SES_4 | -0.4 |
| 12/11/2010 7:25 | N | R_PB2SES_5 | -0.4 |
| 12/11/2010 7:25 | N | AUTO_EPS_390 | 15.26 |
| 12/11/2010 7:30 | N | LARDVFTS_KZ | 13.79 |
| 12/11/2010 7:30 | N | DC_ROAD_L_B | 14.08 |
| 12/11/2010 7:30 | N | DC_EGPS_L_A | 11.25 |
| 12/11/2010 7:30 | N | H_HOLLOW_E_1 | -0.1 |
| 12/11/2010 7:30 | N | HHOLLOW4_E_1 | -0.1 |
| 12/11/2010 7:30 | N | R_PB2SES_1 | -0.36 |
| 12/11/2010 7:30 | N | R_PB2SES_2 | -0.36 |
| 12/11/2010 7:30 | N | R_PB2SES_3 | -0.36 |
| 12/11/2010 7:30 | N | R_PB2SES_4 | -0.36 |
| 12/11/2010 7:30 | N | R_PB2SES_5 | -0.36 |
| 12/11/2010 7:30 | N | AUTO_EPS_390 | 14.96 |
| 12/11/2010 7:35 | N | LARDVFTS_KZ | 14.17 |
| 12/11/2010 7:35 | N | DC_ROAD_L_B | 14.43 |
| 12/11/2010 7:35 | N | DC_EGPS_L_A | 11.87 |
| 12/11/2010 7:35 | N | H_HOLLOW_E_1 | 0.72 |
| 12/11/2010 7:35 | N | HHOLLOW4_E_1 | 0.72 |
| 12/11/2010 7:35 | N | R_PB2SES_1 | 1.01 |
| 12/11/2010 7:35 | N | R_PB2SES_2 | 1.01 |
| 12/11/2010 7:35 | N | R_PB2SES_3 | 1.01 |
| 12/11/2010 7:35 | N | R_PB2SES_4 | 1.01 |
| 12/11/2010 7:35 | N | R_PB2SES_5 | 1.01 |
| 12/11/2010 7:35 | N | AUTO_EPS_390 | 15.24 |
| 12/11/2010 7:40 | N | LARDVFTS_KZ | 15.41 |
| 12/11/2010 7:40 | N | DC_ROAD_L_B | 15.68 |
| 12/11/2010 7:40 | N | DC_EGPS_L_A | 12.95 |
| 12/11/2010 7:40 | N | H_HOLLOW_E_1 | -0.43 |
| 12/11/2010 7:40 | N | HHOLLOW4_E_1 | -0.43 |
| 12/11/2010 7:40 | N | R_PB2SES_1 | 0.62 |
| 12/11/2010 7:40 | N | R_PB2SES_2 | 0.62 |
| 12/11/2010 7:40 | N | R_PB2SES_3 | 0.62 |
| 12/11/2010 7:40 | N | R_PB2SES_4 | 0.62 |
| 12/11/2010 7:40 | N | R_PB2SES_5 | 0.62 |
| 12/11/2010 7:40 | N | AUTO_EPS_390 | 16.54 |
| 12/11/2010 7:45 | N | LARDVFTS_KZ | 14.72 |
| 12/11/2010 7:45 | N | DC_ROAD_L_B | 14.95 |
| 12/11/2010 7:45 | N | DC_EGPS_L_A | 12.7 |
| 12/11/2010 7:45 | N | H_HOLLOW_E_1 | 1.74 |
| 12/11/2010 7:45 | N | HHOLLOW4_E_1 | 1.74 |
| 12/11/2010 7:45 | N | R_PB2SES_1 | 2.6 |
| 12/11/2010 7:45 | N | R_PB2SES_2 | 2.6 |

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| 12/11/2010 7:45 | N | R_PB2SES_3 | 2.6 |
| 12/11/2010 7:45 | N | R_PB2SES_4 | 2.6 |
| 12/11/2010 7:45 | N | R_PB2SES_5 | 2.6 |
| 12/11/2010 7:45 | N | AUTO_EPS_390 | 15.66 |
| 12/11/2010 7:50 | N | LARDVFTS_KZ | 14.73 |
| 12/11/2010 7:50 | N | DC_ROAD_L_B | 14.96 |
| 12/11/2010 7:50 | N | DC_EGPS_L_A | 12.72 |
| 12/11/2010 7:50 | N | H_HOLLOW_E_1 | 1.74 |
| 12/11/2010 7:50 | N | HHOLLOW4_E_1 | 1.74 |
| 12/11/2010 7:50 | N | R_PB2SES_1 | 2.6 |
| 12/11/2010 7:50 | N | R_PB2SES_2 | 2.6 |
| 12/11/2010 7:50 | N | R_PB2SES_3 | 2.6 |
| 12/11/2010 7:50 | N | R_PB2SES_4 | 2.6 |
| 12/11/2010 7:50 | N | R_PB2SES_5 | 2.6 |
| 12/11/2010 7:50 | N | AUTO_EPS_390 | 15.66 |
| 12/11/2010 7:55 | N | LARDVFTS_KZ | 14.52 |
| 12/11/2010 7:55 | N | DC_ROAD_L_B | 14.74 |
| 12/11/2010 7:55 | N | DC_EGPS_L_A | 12.53 |
| 12/11/2010 7:55 | N | H_HOLLOW_E_1 | 1.68 |
| 12/11/2010 7:55 | N | HHOLLOW4_E_1 | 1.68 |
| 12/11/2010 7:55 | N | R_PB2SES_1 | 2.53 |
| 12/11/2010 7:55 | N | R_PB2SES_2 | 2.53 |
| 12/11/2010 7:55 | N | R_PB2SES_3 | 2.53 |
| 12/11/2010 7:55 | N | R_PB2SES_4 | 2.53 |
| 12/11/2010 7:55 | N | R_PB2SES_5 | 2.53 |
| 12/11/2010 7:55 | N | AUTO_EPS_390 | 15.44 |
| 12/11/2010 8:00 | N | LARDVFTS_KZ | 18.53 |
| 12/11/2010 8:00 | N | DC_ROAD_L_B | 18.8 |
| 12/11/2010 8:00 | N | DC_EGPS_L_A | 16.11 |
| 12/11/2010 8:00 | N | H_HOLLOW_E_1 | 2.98 |
| 12/11/2010 8:00 | N | HHOLLOW4_E_1 | 2.98 |
| 12/11/2010 8:00 | N | R_PB2SES_1 | 4.02 |
| 12/11/2010 8:00 | N | R_PB2SES_2 | 4.02 |
| 12/11/2010 8:00 | N | R_PB2SES_3 | 4.02 |
| 12/11/2010 8:00 | N | R_PB2SES_4 | 4.02 |
| 12/11/2010 8:00 | N | R_PB2SES_5 | 4.02 |
| 12/11/2010 8:00 | N | AUTO_EPS_390 | 19.65 |
| 12/11/2010 8:03 | N | LARDVFTS_KZ | 18.86 |
| 12/11/2010 8:03 | N | DC_ROAD_L_B | 19.14 |
| 12/11/2010 8:03 | N | DC_EGPS_L_A | 16.37 |
| 12/11/2010 8:03 | N | H_HOLLOW_E_1 | 2.84 |
| 12/11/2010 8:03 | N | HHOLLOW4_E_1 | 2.84 |
| 12/11/2010 8:03 | N | R_PB2SES_1 | 3.91 |
| 12/11/2010 8:03 | N | R_PB2SES_2 | 3.91 |
| 12/11/2010 8:03 | N | R_PB2SES_3 | 3.91 |
| 12/11/2010 8:03 | N | R_PB2SES_4 | 3.91 |
| 12/11/2010 8:03 | N | R_PB2SES_5 | 3.91 |

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| 12/11/2010 8:03 | N | AUTO_EPS_390 | 20.02 |
| 12/11/2010 8:04 | N | LARDVFTS_KZ | 18.87 |
| 12/11/2010 8:04 | N | DC_ROAD_L_B | 19.15 |
| 12/11/2010 8:04 | N | DC_EGPS_L_A | 16.4 |
| 12/11/2010 8:04 | N | H_HOLLOW_E_1 | 3.04 |
| 12/11/2010 8:04 | N | HHOLLOW4_E_1 | 3.04 |
| 12/11/2010 8:04 | N | R_PB2SES_1 | 4.1 |
| 12/11/2010 8:04 | N | R_PB2SES_2 | 4.1 |
| 12/11/2010 8:04 | N | R_PB2SES_3 | 4.1 |
| 12/11/2010 8:04 | N | R_PB2SES_4 | 4.1 |
| 12/11/2010 8:04 | N | R_PB2SES_5 | 4.1 |
| 12/11/2010 8:04 | N | AUTO_EPS_390 | 20.01 |
| 12/11/2010 8:05 | N | LARDVFTS_KZ | 19.15 |
| 12/11/2010 8:05 | N | DC_ROAD_L_B | 19.43 |
| 12/11/2010 8:05 | N | DC_EGPS_L_A | 16.64 |
| 12/11/2010 8:05 | N | H_HOLLOW_E_1 | 3.1 |
| 12/11/2010 8:05 | N | HHOLLOW4_E_1 | 3.1 |
| 12/11/2010 8:05 | N | R_PB2SES_1 | 4.17 |
| 12/11/2010 8:05 | N | R_PB2SES_2 | 4.17 |
| 12/11/2010 8:05 | N | R_PB2SES_3 | 4.17 |
| 12/11/2010 8:05 | N | R_PB2SES_4 | 4.17 |
| 12/11/2010 8:05 | N | R_PB2SES_5 | 4.17 |
| 12/11/2010 8:05 | N | AUTO_EPS_390 | 20.3 |
| 12/11/2010 8:05 | N | LARDVFTS_KZ | 18.92 |
| 12/11/2010 8:05 | N | DC_ROAD_L_B | 19.2 |
| 12/11/2010 8:05 | N | DC_EGPS_L_A | 16.44 |
| 12/11/2010 8:05 | N | H_HOLLOW_E_1 | 3.06 |
| 12/11/2010 8:05 | N | HHOLLOW4_E_1 | 3.06 |
| 12/11/2010 8:05 | N | R_PB2SES_1 | 4.11 |
| 12/11/2010 8:05 | N | R_PB2SES_2 | 4.11 |
| 12/11/2010 8:05 | N | R_PB2SES_3 | 4.11 |
| 12/11/2010 8:05 | N | R_PB2SES_4 | 4.11 |
| 12/11/2010 8:05 | N | R_PB2SES_5 | 4.11 |
| 12/11/2010 8:05 | N | AUTO_EPS_390 | 20.07 |
| 12/11/2010 8:07 | N | LARDVFTS_KZ | 19.2 |
| 12/11/2010 8:07 | N | DC_ROAD_L_B | 19.48 |
| 12/11/2010 8:07 | N | DC_EGPS_L_A | 16.69 |
| 12/11/2010 8:07 | N | H_HOLLOW_E_1 | 3.11 |
| 12/11/2010 8:07 | N | HHOLLOW4_E_1 | 3.11 |
| 12/11/2010 8:07 | N | R_PB2SES_1 | 4.18 |
| 12/11/2010 8:07 | N | R_PB2SES_2 | 4.18 |
| 12/11/2010 8:07 | N | R_PB2SES_3 | 4.18 |
| 12/11/2010 8:07 | N | R_PB2SES_4 | 4.18 |
| 12/11/2010 8:07 | N | R_PB2SES_5 | 4.18 |
| 12/11/2010 8:07 | N | AUTO_EPS_390 | 20.36 |
| 12/11/2010 8:08 | N | LARDVFTS_KZ | 18.98 |
| 12/11/2010 8:08 | N | DC_ROAD_L_B | 19.26 |

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| 12/11/2010 8:08 | N | DC_EGPS_L_A | 16.5 |
| 12/11/2010 8:08 | N | H_HOLLOW_E_1 | 3.07 |
| 12/11/2010 8:08 | N | HHOLLOW4_E_1 | 3.07 |
| 12/11/2010 8:08 | N | R_PB2SES_1 | 4.13 |
| 12/11/2010 8:08 | N | R_PB2SES_2 | 4.13 |
| 12/11/2010 8:08 | N | R_PB2SES_3 | 4.13 |
| 12/11/2010 8:08 | N | R_PB2SES_4 | 4.13 |
| 12/11/2010 8:08 | N | R_PB2SES_5 | 4.13 |
| 12/11/2010 8:08 | N | AUTO_EPS_390 | 20.13 |
| 12/11/2010 8:09 | N | LARDVFTS_KZ | 18.91 |
| 12/11/2010 8:09 | N | DC_ROAD_L_B | 19.18 |
| 12/11/2010 8:09 | N | DC_EGPS_L_A | 16.43 |
| 12/11/2010 8:09 | N | H_HOLLOW_E_1 | 3.06 |
| 12/11/2010 8:09 | N | HHOLLOW4_E_1 | 3.06 |
| 12/11/2010 8:09 | N | R_PB2SES_1 | 4.11 |
| 12/11/2010 8:09 | N | R_PB2SES_2 | 4.11 |
| 12/11/2010 8:09 | N | R_PB2SES_3 | 4.11 |
| 12/11/2010 8:09 | N | R_PB2SES_4 | 4.11 |
| 12/11/2010 8:09 | N | R_PB2SES_5 | 4.11 |
| 12/11/2010 8:09 | N | AUTO_EPS_390 | 20.05 |
| 12/11/2010 8:10 | N | LARDVFTS_KZ | 18.92 |
| 12/11/2010 8:10 | N | DC_ROAD_L_B | 19.2 |
| 12/11/2010 8:10 | N | DC_EGPS_L_A | 16.44 |
| 12/11/2010 8:10 | N | H_HOLLOW_E_1 | 3.06 |
| 12/11/2010 8:10 | N | HHOLLOW4_E_1 | 3.06 |
| 12/11/2010 8:10 | N | R_PB2SES_1 | 4.12 |
| 12/11/2010 8:10 | N | R_PB2SES_2 | 4.12 |
| 12/11/2010 8:10 | N | R_PB2SES_3 | 4.12 |
| 12/11/2010 8:10 | N | R_PB2SES_4 | 4.12 |
| 12/11/2010 8:10 | N | R_PB2SES_5 | 4.12 |
| 12/11/2010 8:10 | N | AUTO_EPS_390 | 20.06 |
| 12/11/2010 8:11 | N | LARDVFTS_KZ | 18.86 |
| 12/11/2010 8:11 | N | DC_ROAD_L_B | 19.13 |
| 12/11/2010 8:11 | N | DC_EGPS_L_A | 16.39 |
| 12/11/2010 8:11 | N | H_HOLLOW_E_1 | 3.05 |
| 12/11/2010 8:11 | N | HHOLLOW4_E_1 | 3.05 |
| 12/11/2010 8:11 | N | R_PB2SES_1 | 4.1 |
| 12/11/2010 8:11 | N | R_PB2SES_2 | 4.1 |
| 12/11/2010 8:11 | N | R_PB2SES_3 | 4.1 |
| 12/11/2010 8:11 | N | R_PB2SES_4 | 4.1 |
| 12/11/2010 8:11 | N | R_PB2SES_5 | 4.1 |
| 12/11/2010 8:11 | N | AUTO_EPS_390 | 20 |
| 12/11/2010 8:15 | N | LARDVFTS_KZ | 18.79 |
| 12/11/2010 8:15 | N | DC_ROAD_L_B | 18.95 |
| 12/11/2010 8:15 | N | H_HOLLOW_E_1 | 9.66 |
| 12/11/2010 8:15 | N | HHOLLOW4_E_1 | 9.66 |
| 12/11/2010 8:15 | N | R_PB2SES_1 | 10.27 |

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| 12/11/2010 8:15 | N | R_PB2SES_2 | 10.27 |
| 12/11/2010 8:15 | N | R_PB2SES_3 | 10.27 |
| 12/11/2010 8:15 | N | R_PB2SES_4 | 10.27 |
| 12/11/2010 8:15 | N | R_PB2SES_5 | 10.27 |
| 12/11/2010 8:15 | N | AUTO_EPS_390 | 19.45 |
| 12/11/2010 8:16 | N | LARDVFTS_KZ | 18.87 |
| 12/11/2010 8:16 | N | DC_ROAD_L_B | 19.03 |
| 12/11/2010 8:16 | N | H_HOLLOW_E_1 | 9.71 |
| 12/11/2010 8:16 | N | HHOLLOW4_E_1 | 9.71 |
| 12/11/2010 8:16 | N | R_PB2SES_1 | 10.32 |
| 12/11/2010 8:16 | N | R_PB2SES_2 | 10.32 |
| 12/11/2010 8:16 | N | R_PB2SES_3 | 10.32 |
| 12/11/2010 8:16 | N | R_PB2SES_4 | 10.32 |
| 12/11/2010 8:16 | N | R_PB2SES_5 | 10.32 |
| 12/11/2010 8:16 | N | AUTO_EPS_390 | 19.54 |
| 12/11/2010 8:18 | N | LARDVFTS_KZ | 19.32 |
| 12/11/2010 8:18 | N | DC_ROAD_L_B | 19.44 |
| 12/11/2010 8:18 | N | H_HOLLOW_E_1 | 12.42 |
| 12/11/2010 8:18 | N | HHOLLOW4_E_1 | 12.42 |
| 12/11/2010 8:18 | N | R_PB2SES_1 | 12.88 |
| 12/11/2010 8:18 | N | R_PB2SES_2 | 12.88 |
| 12/11/2010 8:18 | N | R_PB2SES_3 | 12.88 |
| 12/11/2010 8:18 | N | R_PB2SES_4 | 12.88 |
| 12/11/2010 8:18 | N | R_PB2SES_5 | 12.88 |
| 12/11/2010 8:18 | N | AUTO_EPS_390 | 19.82 |
| 12/11/2010 8:20 | N | LARDVFTS_KZ | 19.33 |
| 12/11/2010 8:20 | N | DC_ROAD_L_B | 19.45 |
| 12/11/2010 8:20 | N | DC_EGPS_L_A | 18.25 |
| 12/11/2010 8:20 | N | H_HOLLOW_E_1 | 12.43 |
| 12/11/2010 8:20 | N | HHOLLOW4_E_1 | 12.43 |
| 12/11/2010 8:20 | N | R_PB2SES_1 | 12.89 |
| 12/11/2010 8:20 | N | R_PB2SES_2 | 12.89 |
| 12/11/2010 8:20 | N | R_PB2SES_3 | 12.89 |
| 12/11/2010 8:20 | N | R_PB2SES_4 | 12.89 |
| 12/11/2010 8:20 | N | R_PB2SES_5 | 12.89 |
| 12/11/2010 8:20 | N | AUTO_EPS_390 | 19.83 |
| 12/11/2010 8:25 | N | LARDVFTS_KZ | 19.2 |
| 12/11/2010 8:25 | N | DC_ROAD_L_B | 19.32 |
| 12/11/2010 8:25 | N | DC_EGPS_L_A | 18.12 |
| 12/11/2010 8:25 | N | H_HOLLOW_E_1 | 12.34 |
| 12/11/2010 8:25 | N | HHOLLOW4_E_1 | 12.34 |
| 12/11/2010 8:25 | N | R_PB2SES_1 | 12.8 |
| 12/11/2010 8:25 | N | R_PB2SES_2 | 12.8 |
| 12/11/2010 8:25 | N | R_PB2SES_3 | 12.8 |
| 12/11/2010 8:25 | N | R_PB2SES_4 | 12.8 |
| 12/11/2010 8:25 | N | R_PB2SES_5 | 12.8 |
| 12/11/2010 8:25 | N | AUTO_EPS_390 | 19.7 |

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| 12/11/2010 9:45 | N | LARDVFTS_KZ | 20.8 |
| 12/11/2010 9:45 | N | DC_ROAD_L_B | 20.81 |
| 12/11/2010 9:45 | N | DC_EGPS_L_A | 20.73 |
| 12/11/2010 9:45 | N | H_HOLLOW_E_1 | 20.86 |
| 12/11/2010 9:45 | N | HHOLLOW4_E_1 | 20.86 |
| 12/11/2010 9:45 | N | R_PB2SES_1 | 19.99 |
| 12/11/2010 9:45 | N | R_PB2SES_2 | 19.99 |
| 12/11/2010 9:45 | N | R_PB2SES_3 | 19.99 |
| 12/11/2010 9:45 | N | R_PB2SES_4 | 19.99 |
| 12/11/2010 9:45 | N | R_PB2SES_5 | 19.99 |
| 12/11/2010 9:45 | N | AUTO_EPS_390 | 20.83 |
| 12/11/2010 9:50 | N | LARDVFTS_KZ | 20.32 |
| 12/11/2010 9:50 | N | DC_ROAD_L_B | 20.45 |
| 12/11/2010 9:50 | N | DC_EGPS_L_A | 19.18 |
| 12/11/2010 9:50 | N | H_HOLLOW_E_1 | 13.06 |
| 12/11/2010 9:50 | N | HHOLLOW4_E_1 | 13.06 |
| 12/11/2010 9:50 | N | R_PB2SES_1 | 13.55 |
| 12/11/2010 9:50 | N | R_PB2SES_2 | 13.55 |
| 12/11/2010 9:50 | N | R_PB2SES_3 | 13.55 |
| 12/11/2010 9:50 | N | R_PB2SES_4 | 13.55 |
| 12/11/2010 9:50 | N | R_PB2SES_5 | 13.55 |
| 12/11/2010 9:50 | N | AUTO_EPS_390 | 20.84 |
| 12/11/2010 9:55 | N | LARDVFTS_KZ | 20.33 |
| 12/11/2010 9:55 | N | DC_ROAD_L_B | 20.46 |
| 12/11/2010 9:55 | N | DC_EGPS_L_A | 19.18 |
| 12/11/2010 9:55 | N | H_HOLLOW_E_1 | 13.09 |
| 12/11/2010 9:55 | N | HHOLLOW4_E_1 | 13.09 |
| 12/11/2010 9:55 | N | R_PB2SES_1 | 13.36 |
| 12/11/2010 9:55 | N | R_PB2SES_2 | 13.36 |
| 12/11/2010 9:55 | N | R_PB2SES_3 | 13.36 |
| 12/11/2010 9:55 | N | R_PB2SES_4 | 13.36 |
| 12/11/2010 9:55 | N | R_PB2SES_5 | 13.36 |
| 12/11/2010 9:55 | N | AUTO_EPS_390 | 20.86 |
| 12/11/2010 10:00 | N | LARDVFTS_KZ | 20.15 |
| 12/11/2010 10:00 | N | DC_ROAD_L_B | 20.27 |
| 12/11/2010 10:00 | N | DC_EGPS_L_A | 19.02 |
| 12/11/2010 10:00 | N | H_HOLLOW_E_1 | 12.95 |
| 12/11/2010 10:00 | N | HHOLLOW4_E_1 | 12.95 |
| 12/11/2010 10:00 | N | R_PB2SES_1 | 13.43 |
| 12/11/2010 10:00 | N | R_PB2SES_2 | 13.43 |
| 12/11/2010 10:00 | N | R_PB2SES_3 | 13.43 |
| 12/11/2010 10:00 | N | R_PB2SES_4 | 13.43 |
| 12/11/2010 10:00 | N | R_PB2SES_5 | 13.43 |
| 12/11/2010 10:00 | N | AUTO_EPS_390 | 20.67 |
| 12/11/2010 10:05 | N | LARDVFTS_KZ | 20.09 |
| 12/11/2010 10:05 | N | DC_ROAD_L_B | 20.22 |
| 12/11/2010 10:05 | N | DC_EGPS_L_A | 18.95 |

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| 12/11/2010 10:05 | N | H_HOLLOW_E_1 | 12.93 |
| 12/11/2010 10:05 | N | HHOLLOW4_E_1 | 12.93 |
| 12/11/2010 10:05 | N | R_PB2SES_1 | 13.19 |
| 12/11/2010 10:05 | N | R_PB2SES_2 | 13.19 |
| 12/11/2010 10:05 | N | R_PB2SES_3 | 13.19 |
| 12/11/2010 10:05 | N | R_PB2SES_4 | 13.19 |
| 12/11/2010 10:05 | N | R_PB2SES_5 | 13.19 |
| 12/11/2010 10:05 | N | AUTO_EPS_390 | 20.61 |
| 12/11/2010 10:10 | N | LARDVFTS_KZ | 20.13 |
| 12/11/2010 10:10 | N | DC_ROAD_L_B | 20.26 |
| 12/11/2010 10:10 | N | DC_EGPS_L_A | 18.99 |
| 12/11/2010 10:10 | N | H_HOLLOW_E_1 | 12.96 |
| 12/11/2010 10:10 | N | HHOLLOW4_E_1 | 12.96 |
| 12/11/2010 10:10 | N | R_PB2SES_1 | 13.22 |
| 12/11/2010 10:10 | N | R_PB2SES_2 | 13.22 |
| 12/11/2010 10:10 | N | R_PB2SES_3 | 13.22 |
| 12/11/2010 10:10 | N | R_PB2SES_4 | 13.22 |
| 12/11/2010 10:10 | N | R_PB2SES_5 | 13.22 |
| 12/11/2010 10:10 | N | AUTO_EPS_390 | 20.65 |
| 12/11/2010 10:15 | N | LARDVFTS_KZ | 20.19 |
| 12/11/2010 10:15 | N | DC_ROAD_L_B | 20.32 |
| 12/11/2010 10:15 | N | DC_EGPS_L_A | 19.04 |
| 12/11/2010 10:15 | N | H_HOLLOW_E_1 | 13 |
| 12/11/2010 10:15 | N | HHOLLOW4_E_1 | 13 |
| 12/11/2010 10:15 | N | R_PB2SES_1 | 13.26 |
| 12/11/2010 10:15 | N | R_PB2SES_2 | 13.26 |
| 12/11/2010 10:15 | N | R_PB2SES_3 | 13.26 |
| 12/11/2010 10:15 | N | R_PB2SES_4 | 13.26 |
| 12/11/2010 10:15 | N | R_PB2SES_5 | 13.26 |
| 12/11/2010 10:15 | N | AUTO_EPS_390 | 20.71 |
| 12/11/2010 10:20 | N | LARDVFTS_KZ | 20.18 |
| 12/11/2010 10:20 | N | DC_ROAD_L_B | 20.31 |
| 12/11/2010 10:20 | N | DC_EGPS_L_A | 19.04 |
| 12/11/2010 10:20 | N | H_HOLLOW_E_1 | 13 |
| 12/11/2010 10:20 | N | HHOLLOW4_E_1 | 13 |
| 12/11/2010 10:20 | N | R_PB2SES_1 | 13.26 |
| 12/11/2010 10:20 | N | R_PB2SES_2 | 13.26 |
| 12/11/2010 10:20 | N | R_PB2SES_3 | 13.26 |
| 12/11/2010 10:20 | N | R_PB2SES_4 | 13.26 |
| 12/11/2010 10:20 | N | R_PB2SES_5 | 13.26 |
| 12/11/2010 10:20 | N | AUTO_EPS_390 | 20.71 |
| 12/11/2010 10:23 | N | LARDVFTS_KZ | 20.01 |
| 12/11/2010 10:23 | N | DC_ROAD_L_B | 20.18 |
| 12/11/2010 10:23 | N | DC_EGPS_L_A | 18.51 |
| 12/11/2010 10:23 | N | H_HOLLOW_E_1 | 10.38 |
| 12/11/2010 10:23 | N | HHOLLOW4_E_1 | 10.38 |
| 12/11/2010 10:23 | N | R_PB2SES_1 | 11.02 |

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| 12/11/2010 10:23 | N | R_PB2SES_2 | 11.02 |
| 12/11/2010 10:23 | N | R_PB2SES_3 | 11.02 |
| 12/11/2010 10:23 | N | R_PB2SES_4 | 11.02 |
| 12/11/2010 10:23 | N | R_PB2SES_5 | 11.02 |
| 12/11/2010 10:23 | N | AUTO_EPS_390 | 20.71 |
| 12/11/2010 10:25 | N | LARDVFTS_KZ | 20.17 |
| 12/11/2010 10:25 | N | DC_ROAD_L_B | 20.3 |
| 12/11/2010 10:25 | N | DC_EGPS_L_A | 19.03 |
| 12/11/2010 10:25 | N | H_HOLLOW_E_1 | 12.98 |
| 12/11/2010 10:25 | N | HHOLLOW4_E_1 | 12.98 |
| 12/11/2010 10:25 | N | R_PB2SES_1 | 13.24 |
| 12/11/2010 10:25 | N | R_PB2SES_2 | 13.24 |
| 12/11/2010 10:25 | N | R_PB2SES_3 | 13.24 |
| 12/11/2010 10:25 | N | R_PB2SES_4 | 13.24 |
| 12/11/2010 10:25 | N | R_PB2SES_5 | 13.24 |
| 12/11/2010 10:25 | N | AUTO_EPS_390 | 20.69 |
| 12/11/2010 10:30 | N | LARDVFTS_KZ | 20.17 |
| 12/11/2010 10:30 | N | DC_ROAD_L_B | 20.3 |
| 12/11/2010 10:30 | N | DC_EGPS_L_A | 19.04 |
| 12/11/2010 10:30 | N | H_HOLLOW_E_1 | 12.98 |
| 12/11/2010 10:30 | N | HHOLLOW4_E_1 | 12.98 |
| 12/11/2010 10:30 | N | R_PB2SES_1 | 13.24 |
| 12/11/2010 10:30 | N | R_PB2SES_2 | 13.24 |
| 12/11/2010 10:30 | N | R_PB2SES_3 | 13.24 |
| 12/11/2010 10:30 | N | R_PB2SES_4 | 13.24 |
| 12/11/2010 10:30 | N | R_PB2SES_5 | 13.24 |
| 12/11/2010 10:30 | N | AUTO_EPS_390 | 20.69 |
| 12/11/2010 10:35 | N | LARDVFTS_KZ | 20.02 |
| 12/11/2010 10:35 | N | DC_ROAD_L_B | 20.18 |
| 12/11/2010 10:35 | N | DC_EGPS_L_A | 18.52 |
| 12/11/2010 10:35 | N | H_HOLLOW_E_1 | 10.37 |
| 12/11/2010 10:35 | N | HHOLLOW4_E_1 | 10.37 |
| 12/11/2010 10:35 | N | R_PB2SES_1 | 11.01 |
| 12/11/2010 10:35 | N | R_PB2SES_2 | 11.01 |
| 12/11/2010 10:35 | N | R_PB2SES_3 | 11.01 |
| 12/11/2010 10:35 | N | R_PB2SES_4 | 11.01 |
| 12/11/2010 10:35 | N | R_PB2SES_5 | 11.01 |
| 12/11/2010 10:35 | N | AUTO_EPS_390 | 20.71 |
| 12/11/2010 10:40 | N | LARDVFTS_KZ | 20.19 |
| 12/11/2010 10:40 | N | DC_ROAD_L_B | 20.31 |
| 12/11/2010 10:40 | N | DC_EGPS_L_A | 19.07 |
| 12/11/2010 10:40 | N | H_HOLLOW_E_1 | 12.98 |
| 12/11/2010 10:40 | N | HHOLLOW4_E_1 | 12.98 |
| 12/11/2010 10:40 | N | R_PB2SES_1 | 13.46 |
| 12/11/2010 10:40 | N | R_PB2SES_2 | 13.46 |
| 12/11/2010 10:40 | N | R_PB2SES_3 | 13.46 |
| 12/11/2010 10:40 | N | R_PB2SES_4 | 13.46 |

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| 12/11/2010 10:40 | N | R_PB2SES_5 | 13.46 |
| 12/11/2010 10:40 | N | AUTO_EPS_390 | 20.71 |
| 12/11/2010 10:45 | N | LARDVFTS_KZ | 20.12 |
| 12/11/2010 10:45 | N | DC_ROAD_L_B | 20.25 |
| 12/11/2010 10:45 | N | DC_EGPS_L_A | 19.01 |
| 12/11/2010 10:45 | N | H_HOLLOW_E_1 | 12.93 |
| 12/11/2010 10:45 | N | HHOLLOW4_E_1 | 12.93 |
| 12/11/2010 10:45 | N | R_PB2SES_1 | 13.41 |
| 12/11/2010 10:45 | N | R_PB2SES_2 | 13.41 |
| 12/11/2010 10:45 | N | R_PB2SES_3 | 13.41 |
| 12/11/2010 10:45 | N | R_PB2SES_4 | 13.41 |
| 12/11/2010 10:45 | N | R_PB2SES_5 | 13.41 |
| 12/11/2010 10:45 | N | AUTO_EPS_390 | 20.64 |
| 12/11/2010 10:50 | N | LARDVFTS_KZ | 19.95 |
| 12/11/2010 10:50 | N | DC_ROAD_L_B | 20.11 |
| 12/11/2010 10:50 | N | DC_EGPS_L_A | 18.45 |
| 12/11/2010 10:50 | N | H_HOLLOW_E_1 | 10.33 |
| 12/11/2010 10:50 | N | HHOLLOW4_E_1 | 10.33 |
| 12/11/2010 10:50 | N | R_PB2SES_1 | 10.97 |
| 12/11/2010 10:50 | N | R_PB2SES_2 | 10.97 |
| 12/11/2010 10:50 | N | R_PB2SES_3 | 10.97 |
| 12/11/2010 10:50 | N | R_PB2SES_4 | 10.97 |
| 12/11/2010 10:50 | N | R_PB2SES_5 | 10.97 |
| 12/11/2010 10:50 | N | AUTO_EPS_390 | 20.64 |
| 12/11/2010 10:55 | N | LARDVFTS_KZ | 20.1 |
| 12/11/2010 10:55 | N | DC_ROAD_L_B | 20.23 |
| 12/11/2010 10:55 | N | DC_EGPS_L_A | 18.99 |
| 12/11/2010 10:55 | N | H_HOLLOW_E_1 | 12.92 |
| 12/11/2010 10:55 | N | HHOLLOW4_E_1 | 12.92 |
| 12/11/2010 10:55 | N | R_PB2SES_1 | 13.4 |
| 12/11/2010 10:55 | N | R_PB2SES_2 | 13.4 |
| 12/11/2010 10:55 | N | R_PB2SES_3 | 13.4 |
| 12/11/2010 10:55 | N | R_PB2SES_4 | 13.4 |
| 12/11/2010 10:55 | N | R_PB2SES_5 | 13.4 |
| 12/11/2010 10:55 | N | AUTO_EPS_390 | 20.62 |
| 12/11/2010 11:00 | N | LARDVFTS_KZ | 19.98 |
| 12/11/2010 11:00 | N | DC_ROAD_L_B | 20.15 |
| 12/11/2010 11:00 | N | H_HOLLOW_E_1 | 10.35 |
| 12/11/2010 11:00 | N | HHOLLOW4_E_1 | 10.35 |
| 12/11/2010 11:00 | N | R_PB2SES_1 | 10.99 |
| 12/11/2010 11:00 | N | R_PB2SES_2 | 10.99 |
| 12/11/2010 11:00 | N | R_PB2SES_3 | 10.99 |
| 12/11/2010 11:00 | N | R_PB2SES_4 | 10.99 |
| 12/11/2010 11:00 | N | R_PB2SES_5 | 10.99 |
| 12/11/2010 11:00 | N | AUTO_EPS_390 | 20.67 |
| 12/11/2010 11:05 | N | LARDVFTS_KZ | 20.04 |
| 12/11/2010 11:05 | N | DC_ROAD_L_B | 20.21 |

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| 12/11/2010 11:05 | N | DC_EGPS_L_A | 18.54 |
| 12/11/2010 11:05 | N | H_HOLLOW_E_1 | 10.38 |
| 12/11/2010 11:05 | N | HHOLLOW4_E_1 | 10.38 |
| 12/11/2010 11:05 | N | R_PB2SES_1 | 11.02 |
| 12/11/2010 11:05 | N | R_PB2SES_2 | 11.02 |
| 12/11/2010 11:05 | N | R_PB2SES_3 | 11.02 |
| 12/11/2010 11:05 | N | R_PB2SES_4 | 11.02 |
| 12/11/2010 11:05 | N | R_PB2SES_5 | 11.02 |
| 12/11/2010 11:05 | N | AUTO_EPS_390 | 20.73 |
| 12/11/2010 11:06 | N | LARDVFTS_KZ | 20.09 |
| 12/11/2010 11:06 | N | DC_ROAD_L_B | 20.26 |
| 12/11/2010 11:06 | N | DC_EGPS_L_A | 18.58 |
| 12/11/2010 11:06 | N | H_HOLLOW_E_1 | 10.41 |
| 12/11/2010 11:06 | N | HHOLLOW4_E_1 | 10.41 |
| 12/11/2010 11:06 | N | R_PB2SES_1 | 11.06 |
| 12/11/2010 11:06 | N | R_PB2SES_2 | 11.06 |
| 12/11/2010 11:06 | N | R_PB2SES_3 | 11.06 |
| 12/11/2010 11:06 | N | R_PB2SES_4 | 11.06 |
| 12/11/2010 11:06 | N | R_PB2SES_5 | 11.06 |
| 12/11/2010 11:06 | N | AUTO_EPS_390 | 20.78 |
| 12/11/2010 11:07 | N | LARDVFTS_KZ | 20.12 |
| 12/11/2010 11:07 | N | DC_ROAD_L_B | 20.29 |
| 12/11/2010 11:07 | N | DC_EGPS_L_A | 18.61 |
| 12/11/2010 11:07 | N | H_HOLLOW_E_1 | 10.43 |
| 12/11/2010 11:07 | N | HHOLLOW4_E_1 | 10.43 |
| 12/11/2010 11:07 | N | R_PB2SES_1 | 11.08 |
| 12/11/2010 11:07 | N | R_PB2SES_2 | 11.08 |
| 12/11/2010 11:07 | N | R_PB2SES_3 | 11.08 |
| 12/11/2010 11:07 | N | R_PB2SES_4 | 11.08 |
| 12/11/2010 11:07 | N | R_PB2SES_5 | 11.08 |
| 12/11/2010 11:07 | N | AUTO_EPS_390 | 20.82 |
| 12/11/2010 11:08 | N | LARDVFTS_KZ | 20.16 |
| 12/11/2010 11:08 | N | DC_ROAD_L_B | 20.32 |
| 12/11/2010 11:08 | N | DC_EGPS_L_A | 18.64 |
| 12/11/2010 11:08 | N | H_HOLLOW_E_1 | 10.45 |
| 12/11/2010 11:08 | N | HHOLLOW4_E_1 | 10.45 |
| 12/11/2010 11:08 | N | R_PB2SES_1 | 11.1 |
| 12/11/2010 11:08 | N | R_PB2SES_2 | 11.1 |
| 12/11/2010 11:08 | N | R_PB2SES_3 | 11.1 |
| 12/11/2010 11:08 | N | R_PB2SES_4 | 11.1 |
| 12/11/2010 11:08 | N | R_PB2SES_5 | 11.1 |
| 12/11/2010 11:08 | N | AUTO_EPS_390 | 20.85 |
| 12/11/2010 11:09 | N | LARDVFTS_KZ | 20.2 |
| 12/11/2010 11:09 | N | DC_ROAD_L_B | 20.37 |
| 12/11/2010 11:09 | N | DC_EGPS_L_A | 18.68 |
| 12/11/2010 11:09 | N | H_HOLLOW_E_1 | 10.47 |
| 12/11/2010 11:09 | N | HHOLLOW4_E_1 | 10.47 |

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| 12/11/2010 11:09 | N | R_PB2SES_1 | 11.12 |
| 12/11/2010 11:09 | N | R_PB2SES_2 | 11.12 |
| 12/11/2010 11:09 | N | R_PB2SES_3 | 11.12 |
| 12/11/2010 11:09 | N | R_PB2SES_4 | 11.12 |
| 12/11/2010 11:09 | N | R_PB2SES_5 | 11.12 |
| 12/11/2010 11:09 | N | AUTO_EPS_390 | 20.9 |
| 12/11/2010 11:10 | N | LARDVFTS_KZ | 20.24 |
| 12/11/2010 11:10 | N | DC_ROAD_L_B | 20.41 |
| 12/11/2010 11:10 | N | DC_EGPS_L_A | 18.72 |
| 12/11/2010 11:10 | N | H_HOLLOW_E_1 | 10.5 |
| 12/11/2010 11:10 | N | HHOLLOW4_E_1 | 10.5 |
| 12/11/2010 11:10 | N | R_PB2SES_1 | 11.15 |
| 12/11/2010 11:10 | N | R_PB2SES_2 | 11.15 |
| 12/11/2010 11:10 | N | R_PB2SES_3 | 11.15 |
| 12/11/2010 11:10 | N | R_PB2SES_4 | 11.15 |
| 12/11/2010 11:10 | N | R_PB2SES_5 | 11.15 |
| 12/11/2010 11:10 | N | AUTO_EPS_390 | 20.94 |
| 12/11/2010 11:10 | N | LARDVFTS_KZ | 20.28 |
| 12/11/2010 11:10 | N | DC_ROAD_L_B | 20.45 |
| 12/11/2010 11:10 | N | DC_EGPS_L_A | 18.76 |
| 12/11/2010 11:10 | N | H_HOLLOW_E_1 | 10.52 |
| 12/11/2010 11:10 | N | HHOLLOW4_E_1 | 10.52 |
| 12/11/2010 11:10 | N | R_PB2SES_1 | 11.17 |
| 12/11/2010 11:10 | N | R_PB2SES_2 | 11.17 |
| 12/11/2010 11:10 | N | R_PB2SES_3 | 11.17 |
| 12/11/2010 11:10 | N | R_PB2SES_4 | 11.17 |
| 12/11/2010 11:10 | N | R_PB2SES_5 | 11.17 |
| 12/11/2010 11:10 | N | AUTO_EPS_390 | 20.98 |
| 12/11/2010 11:11 | N | LARDVFTS_KZ | 20.29 |
| 12/11/2010 11:11 | N | DC_ROAD_L_B | 20.46 |
| 12/11/2010 11:11 | N | DC_EGPS_L_A | 18.77 |
| 12/11/2010 11:11 | N | H_HOLLOW_E_1 | 10.53 |
| 12/11/2010 11:11 | N | HHOLLOW4_E_1 | 10.53 |
| 12/11/2010 11:11 | N | R_PB2SES_1 | 11.18 |
| 12/11/2010 11:11 | N | R_PB2SES_2 | 11.18 |
| 12/11/2010 11:11 | N | R_PB2SES_3 | 11.18 |
| 12/11/2010 11:11 | N | R_PB2SES_4 | 11.18 |
| 12/11/2010 11:11 | N | R_PB2SES_5 | 11.18 |
| 12/11/2010 11:11 | N | AUTO_EPS_390 | 21 |
| 12/11/2010 11:12 | N | LARDVFTS_KZ | 20.55 |
| 12/11/2010 11:12 | N | DC_ROAD_L_B | 20.72 |
| 12/11/2010 11:12 | N | DC_EGPS_L_A | 19.01 |
| 12/11/2010 11:12 | N | H_HOLLOW_E_1 | 10.68 |
| 12/11/2010 11:12 | N | HHOLLOW4_E_1 | 10.68 |
| 12/11/2010 11:12 | N | R_PB2SES_1 | 11.34 |
| 12/11/2010 11:12 | N | R_PB2SES_2 | 11.34 |
| 12/11/2010 11:12 | N | R_PB2SES_3 | 11.34 |

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| 12/11/2010 11:12 | N | R_PB2SES_4 | 11.34 |
| 12/11/2010 11:12 | N | R_PB2SES_5 | 11.34 |
| 12/11/2010 11:12 | N | AUTO_EPS_390 | 21.26 |
| 12/11/2010 11:13 | N | LARDVFTS_KZ | 20.67 |
| 12/11/2010 11:13 | N | DC_ROAD_L_B | 20.8 |
| 12/11/2010 11:13 | N | DC_EGPS_L_A | 19.52 |
| 12/11/2010 11:13 | N | H_HOLLOW_E_1 | 13.29 |
| 12/11/2010 11:13 | N | HHOLLOW4_E_1 | 13.29 |
| 12/11/2010 11:13 | N | R_PB2SES_1 | 13.78 |
| 12/11/2010 11:13 | N | R_PB2SES_2 | 13.78 |
| 12/11/2010 11:13 | N | R_PB2SES_3 | 13.78 |
| 12/11/2010 11:13 | N | R_PB2SES_4 | 13.78 |
| 12/11/2010 11:13 | N | R_PB2SES_5 | 13.78 |
| 12/11/2010 11:13 | N | AUTO_EPS_390 | 21.2 |
| 12/11/2010 11:14 | N | LARDVFTS_KZ | 20.88 |
| 12/11/2010 11:14 | N | DC_ROAD_L_B | 21.01 |
| 12/11/2010 11:14 | N | DC_EGPS_L_A | 19.71 |
| 12/11/2010 11:14 | N | H_HOLLOW_E_1 | 13.42 |
| 12/11/2010 11:14 | N | HHOLLOW4_E_1 | 13.42 |
| 12/11/2010 11:14 | N | R_PB2SES_1 | 13.92 |
| 12/11/2010 11:14 | N | R_PB2SES_2 | 13.92 |
| 12/11/2010 11:14 | N | R_PB2SES_3 | 13.92 |
| 12/11/2010 11:14 | N | R_PB2SES_4 | 13.92 |
| 12/11/2010 11:14 | N | R_PB2SES_5 | 13.92 |
| 12/11/2010 11:14 | N | AUTO_EPS_390 | 21.41 |
| 12/11/2010 11:14 | N | LARDVFTS_KZ | 21.15 |
| 12/11/2010 11:14 | N | DC_ROAD_L_B | 21.28 |
| 12/11/2010 11:14 | N | H_HOLLOW_E_1 | 13.6 |
| 12/11/2010 11:14 | N | HHOLLOW4_E_1 | 13.6 |
| 12/11/2010 11:14 | N | R_PB2SES_1 | 14.1 |
| 12/11/2010 11:14 | N | R_PB2SES_2 | 14.1 |
| 12/11/2010 11:14 | N | R_PB2SES_3 | 14.1 |
| 12/11/2010 11:14 | N | R_PB2SES_4 | 14.1 |
| 12/11/2010 11:14 | N | R_PB2SES_5 | 14.1 |
| 12/11/2010 11:14 | N | AUTO_EPS_390 | 21.69 |
| 12/11/2010 11:15 | N | LARDVFTS_KZ | 20.9 |
| 12/11/2010 11:15 | N | DC_ROAD_L_B | 21.03 |
| 12/11/2010 11:15 | N | H_HOLLOW_E_1 | 13.44 |
| 12/11/2010 11:15 | N | HHOLLOW4_E_1 | 13.44 |
| 12/11/2010 11:15 | N | R_PB2SES_1 | 13.94 |
| 12/11/2010 11:15 | N | R_PB2SES_2 | 13.94 |
| 12/11/2010 11:15 | N | R_PB2SES_3 | 13.94 |
| 12/11/2010 11:15 | N | R_PB2SES_4 | 13.94 |
| 12/11/2010 11:15 | N | R_PB2SES_5 | 13.94 |
| 12/11/2010 11:15 | N | AUTO_EPS_390 | 21.44 |
| 12/11/2010 11:15 | N | LARDVFTS_KZ | 20.82 |
| 12/11/2010 11:15 | N | DC_ROAD_L_B | 20.95 |

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| 12/11/2010 11:15 | N | H_HOLLOW_E_1 | 13.38 |
| 12/11/2010 11:15 | N | HHOLLOW4_E_1 | 13.38 |
| 12/11/2010 11:15 | N | R_PB2SES_1 | 13.88 |
| 12/11/2010 11:15 | N | R_PB2SES_2 | 13.88 |
| 12/11/2010 11:15 | N | R_PB2SES_3 | 13.88 |
| 12/11/2010 11:15 | N | R_PB2SES_4 | 13.88 |
| 12/11/2010 11:15 | N | R_PB2SES_5 | 13.88 |
| 12/11/2010 11:15 | N | AUTO_EPS_390 | 21.36 |
| 12/11/2010 11:16 | N | LARDVFTS_KZ | 21.15 |
| 12/11/2010 11:16 | N | DC_ROAD_L_B | 21.28 |
| 12/11/2010 11:16 | N | H_HOLLOW_E_1 | 13.6 |
| 12/11/2010 11:16 | N | HHOLLOW4_E_1 | 13.6 |
| 12/11/2010 11:16 | N | R_PB2SES_1 | 14.1 |
| 12/11/2010 11:16 | N | R_PB2SES_2 | 14.1 |
| 12/11/2010 11:16 | N | R_PB2SES_3 | 14.1 |
| 12/11/2010 11:16 | N | R_PB2SES_4 | 14.1 |
| 12/11/2010 11:16 | N | R_PB2SES_5 | 14.1 |
| 12/11/2010 11:16 | N | AUTO_EPS_390 | 21.69 |
| 12/11/2010 12:24 | N | LARDVFTS_KZ | 21.92 |
| 12/11/2010 12:24 | N | DC_ROAD_L_B | 21.92 |
| 12/11/2010 12:24 | N | H_HOLLOW_E_1 | 21.91 |
| 12/11/2010 12:24 | N | HHOLLOW4_E_1 | 21.91 |
| 12/11/2010 12:24 | N | R_PB2SES_1 | 21.72 |
| 12/11/2010 12:24 | N | R_PB2SES_2 | 21.72 |
| 12/11/2010 12:24 | N | R_PB2SES_3 | 21.72 |
| 12/11/2010 12:24 | N | R_PB2SES_4 | 21.72 |
| 12/11/2010 12:24 | N | R_PB2SES_5 | 21.72 |
| 12/11/2010 12:24 | N | AUTO_EPS_390 | 21.93 |
| 12/11/2010 12:24 | N | LARDVFTS_KZ | 21.94 |
| 12/11/2010 12:24 | N | DC_ROAD_L_B | 21.95 |
| 12/11/2010 12:24 | N | H_HOLLOW_E_1 | 21.93 |
| 12/11/2010 12:24 | N | HHOLLOW4_E_1 | 21.93 |
| 12/11/2010 12:24 | N | R_PB2SES_1 | 21.74 |
| 12/11/2010 12:24 | N | R_PB2SES_2 | 21.74 |
| 12/11/2010 12:24 | N | R_PB2SES_3 | 21.74 |
| 12/11/2010 12:24 | N | R_PB2SES_4 | 21.74 |
| 12/11/2010 12:24 | N | R_PB2SES_5 | 21.74 |
| 12/11/2010 12:24 | N | AUTO_EPS_390 | 21.95 |
| 12/11/2010 12:25 | N | LARDVFTS_KZ | 21.9 |
| 12/11/2010 12:25 | N | DC_ROAD_L_B | 21.9 |
| 12/11/2010 12:25 | N | H_HOLLOW_E_1 | 21.89 |
| 12/11/2010 12:25 | N | HHOLLOW4_E_1 | 21.89 |
| 12/11/2010 12:25 | N | R_PB2SES_1 | 21.7 |
| 12/11/2010 12:25 | N | R_PB2SES_2 | 21.7 |
| 12/11/2010 12:25 | N | R_PB2SES_3 | 21.7 |
| 12/11/2010 12:25 | N | R_PB2SES_4 | 21.7 |
| 12/11/2010 12:25 | N | R_PB2SES_5 | 21.7 |

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| 12/11/2010 12:25 | N | AUTO_EPS_390 | 21.91 |
| 12/11/2010 12:25 | N | LARDVFTS_KZ | 21.98 |
| 12/11/2010 12:25 | N | DC_ROAD_L_B | 21.98 |
| 12/11/2010 12:25 | N | R_PB2SES_1 | 21.77 |
| 12/11/2010 12:25 | N | R_PB2SES_2 | 21.77 |
| 12/11/2010 12:25 | N | R_PB2SES_3 | 21.77 |
| 12/11/2010 12:25 | N | R_PB2SES_4 | 21.77 |
| 12/11/2010 12:25 | N | R_PB2SES_5 | 21.77 |
| 12/11/2010 12:25 | N | AUTO_EPS_390 | 21.98 |
| 12/11/2010 12:26 | N | LARDVFTS_KZ | 21.93 |
| 12/11/2010 12:26 | N | DC_ROAD_L_B | 21.93 |
| 12/11/2010 12:26 | N | R_PB2SES_1 | 21.72 |
| 12/11/2010 12:26 | N | R_PB2SES_2 | 21.72 |
| 12/11/2010 12:26 | N | R_PB2SES_3 | 21.72 |
| 12/11/2010 12:26 | N | R_PB2SES_4 | 21.72 |
| 12/11/2010 12:26 | N | R_PB2SES_5 | 21.72 |
| 12/11/2010 12:26 | N | AUTO_EPS_390 | 21.93 |
| 12/11/2010 12:27 | N | LARDVFTS_KZ | 21.93 |
| 12/11/2010 12:27 | N | DC_ROAD_L_B | 21.93 |
| 12/11/2010 12:27 | N | R_PB2SES_1 | 21.72 |
| 12/11/2010 12:27 | N | R_PB2SES_2 | 21.72 |
| 12/11/2010 12:27 | N | R_PB2SES_3 | 21.72 |
| 12/11/2010 12:27 | N | R_PB2SES_4 | 21.72 |
| 12/11/2010 12:27 | N | R_PB2SES_5 | 21.72 |
| 12/11/2010 12:27 | N | AUTO_EPS_390 | 21.93 |
| 12/11/2010 12:28 | N | LARDVFTS_KZ | 22.12 |
| 12/11/2010 12:28 | N | DC_ROAD_L_B | 22.12 |
| 12/11/2010 12:28 | N | H_HOLLOW_E_1 | 22.11 |
| 12/11/2010 12:28 | N | HHOLLOW4_E_1 | 22.11 |
| 12/11/2010 12:28 | N | R_PB2SES_1 | 21.92 |
| 12/11/2010 12:28 | N | R_PB2SES_2 | 21.92 |
| 12/11/2010 12:28 | N | R_PB2SES_3 | 21.92 |
| 12/11/2010 12:28 | N | R_PB2SES_4 | 21.92 |
| 12/11/2010 12:28 | N | R_PB2SES_5 | 21.92 |
| 12/11/2010 12:28 | N | AUTO_EPS_390 | 22.13 |
| 12/11/2010 13:20 | N | LARDVFTS_KZ | 24 |
| 12/11/2010 13:20 | N | DC_ROAD_L_B | 23.84 |
| 12/11/2010 13:20 | N | DC_EGPS_L_A | 25.74 |
| 12/11/2010 13:20 | N | H_HOLLOW_E_1 | 23.81 |
| 12/11/2010 13:20 | N | HHOLLOW4_E_1 | 23.81 |
| 12/11/2010 13:20 | N | AUTO_EPS_390 | 23.5 |
| 12/11/2010 13:25 | N | LARDVFTS_KZ | 23.73 |
| 12/11/2010 13:25 | N | DC_ROAD_L_B | 23.57 |
| 12/11/2010 13:25 | N | DC_EGPS_L_A | 25.47 |
| 12/11/2010 13:25 | N | H_HOLLOW_E_1 | 23.54 |
| 12/11/2010 13:25 | N | HHOLLOW4_E_1 | 23.54 |
| 12/11/2010 13:25 | N | AUTO_EPS_390 | 23.23 |

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|---|---|---|---|
| 12/11/2010 13:30 | N | LARDVFTS_KZ | 23.17 |
| 12/11/2010 13:30 | N | DC_ROAD_L_B | 22.97 |
| 12/11/2010 13:30 | N | DC_EGPS_L_A | 24.87 |
| 12/11/2010 13:30 | N | H_HOLLOW_E_1 | 22.94 |
| 12/11/2010 13:30 | N | HHOLLOW4_E_1 | 22.94 |
| 12/11/2010 13:30 | N | AUTO_EPS_390 | 22.63 |
| 12/11/2010 13:35 | N | LARDVFTS_KZ | 22.74 |
| 12/11/2010 13:35 | N | DC_ROAD_L_B | 22.54 |
| 12/11/2010 13:35 | N | DC_EGPS_L_A | 24.47 |
| 12/11/2010 13:35 | N | H_HOLLOW_E_1 | 22.54 |
| 12/11/2010 13:35 | N | HHOLLOW4_E_1 | 22.54 |
| 12/11/2010 13:35 | N | AUTO_EPS_390 | 22.2 |
| 12/11/2010 13:45 | N | LARDVFTS_KZ | 23.53 |
| 12/11/2010 13:45 | N | DC_ROAD_L_B | 23.36 |
| 12/11/2010 13:45 | N | DC_EGPS_L_A | 25.27 |
| 12/11/2010 13:45 | N | H_HOLLOW_E_1 | 23.34 |
| 12/11/2010 13:45 | N | HHOLLOW4_E_1 | 23.34 |
| 12/11/2010 13:45 | N | AUTO_EPS_390 | 23.03 |
| 12/11/2010 13:50 | N | LARDVFTS_KZ | 23.44 |
| 12/11/2010 13:50 | N | DC_ROAD_L_B | 23.27 |
| 12/11/2010 13:50 | N | DC_EGPS_L_A | 25.17 |
| 12/11/2010 13:50 | N | H_HOLLOW_E_1 | 23.24 |
| 12/11/2010 13:50 | N | HHOLLOW4_E_1 | 23.24 |
| 12/11/2010 13:50 | N | AUTO_EPS_390 | 22.93 |
| 12/11/2010 13:55 | N | LARDVFTS_KZ | 23.38 |
| 12/11/2010 13:55 | N | DC_ROAD_L_B | 23.19 |
| 12/11/2010 13:55 | N | DC_EGPS_L_A | 25.12 |
| 12/11/2010 13:55 | N | H_HOLLOW_E_1 | 23.19 |
| 12/11/2010 13:55 | N | HHOLLOW4_E_1 | 23.19 |
| 12/11/2010 13:55 | N | AUTO_EPS_390 | 22.85 |
| 12/11/2010 16:25 | N | LARDVFTS_KZ | 22.04 |
| 12/11/2010 16:25 | N | DC_ROAD_L_B | 22.03 |
| 12/11/2010 16:25 | N | DC_EGPS_L_A | 22.21 |
| 12/11/2010 16:25 | N | H_HOLLOW_E_1 | 22.03 |
| 12/11/2010 16:25 | N | HHOLLOW4_E_1 | 22.03 |
| 12/11/2010 16:25 | N | AUTO_EPS_390 | 22 |
| 12/11/2010 16:40 | N | LARDVFTS_KZ | 22.26 |
| 12/11/2010 16:40 | N | DC_ROAD_L_B | 22.24 |
| 12/11/2010 16:40 | N | DC_EGPS_L_A | 22.42 |
| 12/11/2010 16:40 | N | H_HOLLOW_E_1 | 22.24 |
| 12/11/2010 16:40 | N | HHOLLOW4_E_1 | 22.24 |
| 12/11/2010 16:40 | N | AUTO_EPS_390 | 22.21 |
| 12/11/2010 16:45 | N | LARDVFTS_KZ | 22.92 |
| 12/11/2010 16:45 | N | DC_ROAD_L_B | 22.9 |
| 12/11/2010 16:45 | N | DC_EGPS_L_A | 23.08 |
| 12/11/2010 16:45 | N | H_HOLLOW_E_1 | 22.9 |
| 12/11/2010 16:45 | N | HHOLLOW4_E_1 | 22.9 |

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| 12/11/2010 16:45 | N | AUTO_EPS_390 | 22.87 |
| 12/11/2010 16:55 | N | LARDVFTS_KZ | 23.28 |
| 12/11/2010 16:55 | N | DC_ROAD_L_B | 23.26 |
| 12/11/2010 16:55 | N | DC_EGPS_L_A | 23.43 |
| 12/11/2010 16:55 | N | H_HOLLOW_E_1 | 23.26 |
| 12/11/2010 16:55 | N | HHOLLOW4_E_1 | 23.26 |
| 12/11/2010 16:55 | N | AUTO_EPS_390 | 23.23 |
| 12/11/2010 17:00 | N | LARDVFTS_KZ | 22.37 |
| 12/11/2010 17:00 | N | DC_ROAD_L_B | 22.35 |
| 12/11/2010 17:00 | N | DC_EGPS_L_A | 22.53 |
| 12/11/2010 17:00 | N | H_HOLLOW_E_1 | 22.35 |
| 12/11/2010 17:00 | N | HHOLLOW4_E_1 | 22.35 |
| 12/11/2010 17:00 | N | AUTO_EPS_390 | 22.32 |
| 12/11/2010 17:05 | N | LARDVFTS_KZ | 22.58 |
| 12/11/2010 17:05 | N | DC_ROAD_L_B | 22.57 |
| 12/11/2010 17:05 | N | DC_EGPS_L_A | 22.74 |
| 12/11/2010 17:05 | N | H_HOLLOW_E_1 | 22.57 |
| 12/11/2010 17:05 | N | HHOLLOW4_E_1 | 22.57 |
| 12/11/2010 17:05 | N | AUTO_EPS_390 | 22.53 |
| 12/11/2010 17:10 | N | LARDVFTS_KZ | 22.94 |
| 12/11/2010 17:10 | N | DC_ROAD_L_B | 22.92 |
| 12/11/2010 17:10 | N | DC_EGPS_L_A | 23.1 |
| 12/11/2010 17:10 | N | H_HOLLOW_E_1 | 22.92 |
| 12/11/2010 17:10 | N | HHOLLOW4_E_1 | 22.92 |
| 12/11/2010 17:10 | N | AUTO_EPS_390 | 22.89 |
| 12/11/2010 17:15 | N | LARDVFTS_KZ | 24.23 |
| 12/11/2010 17:15 | N | DC_ROAD_L_B | 24.22 |
| 12/11/2010 17:15 | N | DC_EGPS_L_A | 24.38 |
| 12/11/2010 17:15 | N | H_HOLLOW_E_1 | 24.22 |
| 12/11/2010 17:15 | N | HHOLLOW4_E_1 | 24.22 |
| 12/11/2010 17:15 | N | AUTO_EPS_390 | 24.19 |
| 12/11/2010 17:30 | N | LARDVFTS_KZ | 26.94 |
| 12/11/2010 17:30 | N | DC_ROAD_L_B | 26.92 |
| 12/11/2010 17:30 | N | DC_EGPS_L_A | 27.06 |
| 12/11/2010 17:30 | N | H_HOLLOW_E_1 | 26.92 |
| 12/11/2010 17:30 | N | HHOLLOW4_E_1 | 26.92 |
| 12/11/2010 17:30 | N | AUTO_EPS_390 | 26.9 |
| 12/11/2010 17:35 | N | LARDVFTS_KZ | 27.64 |
| 12/11/2010 17:35 | N | DC_ROAD_L_B | 27.63 |
| 12/11/2010 17:35 | N | DC_EGPS_L_A | 27.77 |
| 12/11/2010 17:35 | N | H_HOLLOW_E_1 | 27.63 |
| 12/11/2010 17:35 | N | HHOLLOW4_E_1 | 27.63 |
| 12/11/2010 17:35 | N | AUTO_EPS_390 | 27.6 |
| 12/11/2010 17:40 | N | LARDVFTS_KZ | 27.92 |
| 12/11/2010 17:40 | N | DC_ROAD_L_B | 27.91 |
| 12/11/2010 17:40 | N | DC_EGPS_L_A | 28.05 |
| 12/11/2010 17:40 | N | H_HOLLOW_E_1 | 27.91 |

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| 12/11/2010 17:40 | N | HHOLLOW4_E_1 | 27.91 |
| 12/11/2010 17:40 | N | AUTO_EPS_390 | 27.89 |
| 12/11/2010 17:45 | N | LARDVFTS_KZ | 28.28 |
| 12/11/2010 17:45 | N | DC_ROAD_L_B | 28.27 |
| 12/11/2010 17:45 | N | DC_EGPS_L_A | 28.4 |
| 12/11/2010 17:45 | N | H_HOLLOW_E_1 | 28.27 |
| 12/11/2010 17:45 | N | HHOLLOW4_E_1 | 28.27 |
| 12/11/2010 17:45 | N | AUTO_EPS_390 | 28.24 |
| 12/11/2010 17:55 | N | LARDVFTS_KZ | 29.08 |
| 12/11/2010 17:55 | N | DC_ROAD_L_B | 29.07 |
| 12/11/2010 17:55 | N | DC_EGPS_L_A | 29.2 |
| 12/11/2010 17:55 | N | H_HOLLOW_E_1 | 29.07 |
| 12/11/2010 17:55 | N | HHOLLOW4_E_1 | 29.07 |
| 12/11/2010 17:55 | N | AUTO_EPS_390 | 29.05 |
| 12/12/2010 7:53 | N | DC_ROAD_L_B | 30.62 |
| 12/12/2010 7:53 | N | DC_EGPS_L_A | 31.63 |
| 12/12/2010 7:53 | N | H_HOLLOW_E_1 | 32.34 |
| 12/12/2010 7:53 | N | HHOLLOW4_E_1 | 32.34 |
| 12/12/2010 7:53 | N | R_LH2SES_1 | 32.34 |
| 12/12/2010 7:53 | N | R_PB2SES_1 | 32.33 |
| 12/12/2010 7:53 | N | R_PB2SES_2 | 32.33 |
| 12/12/2010 7:53 | N | R_PB2SES_3 | 32.33 |
| 12/12/2010 7:53 | N | R_PB2SES_4 | 32.33 |
| 12/12/2010 7:53 | N | R_PB2SES_5 | 32.33 |
| 12/12/2010 7:53 | N | AUTO_EPS_390 | 32.32 |
| 12/12/2010 7:55 | N | DC_ROAD_L_B | 30.6 |
| 12/12/2010 7:55 | N | DC_EGPS_L_A | 31.97 |
| 12/12/2010 7:55 | N | H_HOLLOW_E_1 | 32.93 |
| 12/12/2010 7:55 | N | HHOLLOW4_E_1 | 32.93 |
| 12/12/2010 7:55 | N | R_LH2SES_1 | 32.93 |
| 12/12/2010 7:55 | N | R_PB2SES_1 | 32.92 |
| 12/12/2010 7:55 | N | R_PB2SES_2 | 32.92 |
| 12/12/2010 7:55 | N | R_PB2SES_3 | 32.92 |
| 12/12/2010 7:55 | N | R_PB2SES_4 | 32.92 |
| 12/12/2010 7:55 | N | R_PB2SES_5 | 32.92 |
| 12/12/2010 7:55 | N | AUTO_EPS_390 | 32.91 |
| 12/12/2010 8:00 | N | DC_ROAD_L_B | 30.44 |
| 12/12/2010 8:00 | N | DC_EGPS_L_A | 32.11 |
| 12/12/2010 8:00 | N | H_HOLLOW_E_1 | 33.28 |
| 12/12/2010 8:00 | N | HHOLLOW4_E_1 | 33.28 |
| 12/12/2010 8:00 | N | R_LH2SES_1 | 33.28 |
| 12/12/2010 8:00 | N | R_PB2SES_1 | 33.27 |
| 12/12/2010 8:00 | N | R_PB2SES_2 | 33.27 |
| 12/12/2010 8:00 | N | R_PB2SES_3 | 33.27 |
| 12/12/2010 8:00 | N | R_PB2SES_4 | 33.27 |
| 12/12/2010 8:00 | N | R_PB2SES_5 | 33.27 |
| 12/12/2010 8:00 | N | AUTO_EPS_390 | 33.25 |

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| 12/12/2010 8:04 | N | LARDVFTS_KZ | 32.47 |
| 12/12/2010 8:04 | N | DC_ROAD_L_B | 30.81 |
| 12/12/2010 8:04 | N | DC_EGPS_L_A | 34.9 |
| 12/12/2010 8:04 | N | H_HOLLOW_E_1 | 34.6 |
| 12/12/2010 8:04 | N | HHOLLOW4_E_1 | 34.6 |
| 12/12/2010 8:04 | N | R_LH2SES_1 | 34.25 |
| 12/12/2010 8:04 | N | AUTO_EPS_390 | 34.25 |
| 12/12/2010 8:05 | N | LARDVFTS_KZ | 33.19 |
| 12/12/2010 8:05 | N | DC_ROAD_L_B | 30.94 |
| 12/12/2010 8:05 | N | DC_EGPS_L_A | 35.93 |
| 12/12/2010 8:05 | N | H_HOLLOW_E_1 | 36.25 |
| 12/12/2010 8:05 | N | HHOLLOW4_E_1 | 36.25 |
| 12/12/2010 8:05 | N | R_LH2SES_1 | 35.9 |
| 12/12/2010 8:05 | N | AUTO_EPS_390 | 35.89 |
| 12/12/2010 8:10 | N | LARDVFTS_KZ | 32.68 |
| 12/12/2010 8:10 | N | DC_ROAD_L_B | 30.65 |
| 12/12/2010 8:10 | N | DC_EGPS_L_A | 33.72 |
| 12/12/2010 8:10 | N | H_HOLLOW_E_1 | 35.86 |
| 12/12/2010 8:10 | N | HHOLLOW4_E_1 | 35.86 |
| 12/12/2010 8:10 | N | R_LH2SES_1 | 35.84 |
| 12/12/2010 8:10 | N | AUTO_EPS_390 | 35.8 |
| 12/12/2010 8:15 | N | LARDVFTS_KZ | 33.66 |
| 12/12/2010 8:15 | N | DC_ROAD_L_B | 31.05 |
| 12/12/2010 8:15 | N | DC_EGPS_L_A | 35.03 |
| 12/12/2010 8:15 | N | H_HOLLOW_E_1 | 37.71 |
| 12/12/2010 8:15 | N | HHOLLOW4_E_1 | 37.71 |
| 12/12/2010 8:15 | N | R_LH2SES_1 | 37.68 |
| 12/12/2010 8:15 | N | AUTO_EPS_390 | 37.62 |
| 12/12/2010 8:20 | N | LARDVFTS_KZ | 35.16 |
| 12/12/2010 8:20 | N | DC_ROAD_L_B | 31.71 |
| 12/12/2010 8:20 | N | DC_EGPS_L_A | 36.94 |
| 12/12/2010 8:20 | N | H_HOLLOW_E_1 | 40.53 |
| 12/12/2010 8:20 | N | HHOLLOW4_E_1 | 40.53 |
| 12/12/2010 8:20 | N | R_LH2SES_1 | 40.5 |
| 12/12/2010 8:20 | N | AUTO_EPS_390 | 40.43 |
| 12/12/2010 8:25 | N | LARDVFTS_KZ | 35.01 |
| 12/12/2010 8:25 | N | DC_ROAD_L_B | 31.44 |
| 12/12/2010 8:25 | N | DC_EGPS_L_A | 36.85 |
| 12/12/2010 8:25 | N | H_HOLLOW_E_1 | 40.57 |
| 12/12/2010 8:25 | N | HHOLLOW4_E_1 | 40.57 |
| 12/12/2010 8:25 | N | R_LH2SES_1 | 40.54 |
| 12/12/2010 8:25 | N | AUTO_EPS_390 | 40.47 |
| 12/12/2010 8:27 | N | LARDVFTS_KZ | 35.25 |
| 12/12/2010 8:27 | N | DC_ROAD_L_B | 31.65 |
| 12/12/2010 8:27 | N | DC_EGPS_L_A | 37.11 |
| 12/12/2010 8:27 | N | H_HOLLOW_E_1 | 40.87 |
| 12/12/2010 8:27 | N | HHOLLOW4_E_1 | 40.87 |

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| 12/12/2010 8:27 | N | R_LH2SES_1 | 40.84 |
| 12/12/2010 8:27 | N | AUTO_EPS_390 | 40.76 |
| 12/12/2010 8:30 | N | LARDVFTS_KZ | 77.09 |
| 12/12/2010 8:30 | N | DC_ROAD_L_B | 38.89 |
| 12/12/2010 8:30 | N | DC_EGPS_L_A | 96.54 |
| 12/12/2010 8:30 | N | H_HOLLOW_E_1 | 136.8 |
| 12/12/2010 8:30 | N | HHOLLOW4_E_1 | 136.8 |
| 12/12/2010 8:30 | N | R_LH2SES_1 | 136.55 |
| 12/12/2010 8:30 | N | AUTO_EPS_390 | 135.73 |
| 12/12/2010 8:35 | N | LARDVFTS_KZ | 39.12 |
| 12/12/2010 8:35 | N | DC_ROAD_L_B | 31.28 |
| 12/12/2010 8:35 | N | DC_EGPS_L_A | 43.1 |
| 12/12/2010 8:35 | N | H_HOLLOW_E_1 | 51.36 |
| 12/12/2010 8:35 | N | HHOLLOW4_E_1 | 51.36 |
| 12/12/2010 8:35 | N | R_LH2SES_1 | 51.3 |
| 12/12/2010 8:35 | N | AUTO_EPS_390 | 51.13 |
| 12/12/2010 8:40 | N | LARDVFTS_KZ | 36.8 |
| 12/12/2010 8:40 | N | DC_ROAD_L_B | 31.44 |
| 12/12/2010 8:40 | N | DC_EGPS_L_A | 39.53 |
| 12/12/2010 8:40 | N | H_HOLLOW_E_1 | 45.18 |
| 12/12/2010 8:40 | N | HHOLLOW4_E_1 | 45.18 |
| 12/12/2010 8:40 | N | R_LH2SES_1 | 45.15 |
| 12/12/2010 8:40 | N | AUTO_EPS_390 | 45.03 |
| 12/12/2010 8:45 | N | LARDVFTS_KZ | 35.62 |
| 12/12/2010 8:45 | N | DC_ROAD_L_B | 32.27 |
| 12/12/2010 8:45 | N | DC_EGPS_L_A | 37.32 |
| 12/12/2010 8:45 | N | H_HOLLOW_E_1 | 40.85 |
| 12/12/2010 8:45 | N | HHOLLOW4_E_1 | 40.85 |
| 12/12/2010 8:45 | N | R_LH2SES_1 | 40.83 |
| 12/12/2010 8:45 | N | AUTO_EPS_390 | 40.76 |
| 12/12/2010 8:50 | N | LARDVFTS_KZ | 35.43 |
| 12/12/2010 8:50 | N | DC_ROAD_L_B | 32.33 |
| 12/12/2010 8:50 | N | DC_EGPS_L_A | 37.05 |
| 12/12/2010 8:50 | N | H_HOLLOW_E_1 | 40.27 |
| 12/12/2010 8:50 | N | HHOLLOW4_E_1 | 40.27 |
| 12/12/2010 8:50 | N | R_LH2SES_1 | 40.25 |
| 12/12/2010 8:50 | N | AUTO_EPS_390 | 40.18 |
| 12/12/2010 8:55 | N | LARDVFTS_KZ | 35.07 |
| 12/12/2010 8:55 | N | DC_ROAD_L_B | 32.33 |
| 12/12/2010 8:55 | N | DC_EGPS_L_A | 36.5 |
| 12/12/2010 8:55 | N | H_HOLLOW_E_1 | 39.34 |
| 12/12/2010 8:55 | N | HHOLLOW4_E_1 | 39.34 |
| 12/12/2010 8:55 | N | R_LH2SES_1 | 39.31 |
| 12/12/2010 8:55 | N | AUTO_EPS_390 | 39.25 |
| 12/12/2010 9:00 | N | LARDVFTS_KZ | 32.8 |
| 12/12/2010 9:00 | N | DC_ROAD_L_B | 29.26 |
| 12/12/2010 9:00 | N | DC_EGPS_L_A | 34.6 |

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| 12/12/2010 9:00 | N | H_HOLLOW_E_1 | 38.33 |
| 12/12/2010 9:00 | N | HHOLLOW4_E_1 | 38.33 |
| 12/12/2010 9:00 | N | R_LH2SES_1 | 38.31 |
| 12/12/2010 9:00 | N | AUTO_EPS_390 | 38.23 |
| 12/12/2010 9:05 | N | LARDVFTS_KZ | 32.22 |
| 12/12/2010 9:05 | N | DC_ROAD_L_B | 28.05 |
| 12/12/2010 9:05 | N | DC_EGPS_L_A | 34.34 |
| 12/12/2010 9:05 | N | H_HOLLOW_E_1 | 38.73 |
| 12/12/2010 9:05 | N | HHOLLOW4_E_1 | 38.73 |
| 12/12/2010 9:05 | N | R_LH2SES_1 | 38.7 |
| 12/12/2010 9:05 | N | AUTO_EPS_390 | 38.61 |
| 12/12/2010 9:10 | N | LARDVFTS_KZ | 29.77 |
| 12/12/2010 9:10 | N | DC_ROAD_L_B | 24.61 |
| 12/12/2010 9:10 | N | DC_EGPS_L_A | 32.39 |
| 12/12/2010 9:10 | N | H_HOLLOW_E_1 | 37.83 |
| 12/12/2010 9:10 | N | HHOLLOW4_E_1 | 37.83 |
| 12/12/2010 9:10 | N | R_LH2SES_1 | 37.8 |
| 12/12/2010 9:10 | N | AUTO_EPS_390 | 37.69 |
| 12/12/2010 9:15 | N | LARDVFTS_KZ | 30.99 |
| 12/12/2010 9:15 | N | DC_ROAD_L_B | 27.77 |
| 12/12/2010 9:15 | N | DC_EGPS_L_A | 32.62 |
| 12/12/2010 9:15 | N | H_HOLLOW_E_1 | 36.01 |
| 12/12/2010 9:15 | N | HHOLLOW4_E_1 | 36.01 |
| 12/12/2010 9:15 | N | R_LH2SES_1 | 35.99 |
| 12/12/2010 9:15 | N | AUTO_EPS_390 | 35.92 |
| 12/12/2010 9:18 | N | LARDVFTS_KZ | 30.78 |
| 12/12/2010 9:18 | N | DC_ROAD_L_B | 28.12 |
| 12/12/2010 9:18 | N | DC_EGPS_L_A | 32.14 |
| 12/12/2010 9:18 | N | H_HOLLOW_E_1 | 34.95 |
| 12/12/2010 9:18 | N | HHOLLOW4_E_1 | 34.95 |
| 12/12/2010 9:18 | N | R_LH2SES_1 | 34.93 |
| 12/12/2010 9:18 | N | AUTO_EPS_390 | 34.87 |
| 12/12/2010 9:20 | N | LARDVFTS_KZ | 30.27 |
| 12/12/2010 9:20 | N | DC_ROAD_L_B | 28.18 |
| 12/12/2010 9:20 | N | DC_EGPS_L_A | 31.32 |
| 12/12/2010 9:20 | N | H_HOLLOW_E_1 | 33.52 |
| 12/12/2010 9:20 | N | HHOLLOW4_E_1 | 33.52 |
| 12/12/2010 9:20 | N | R_LH2SES_1 | 33.5 |
| 12/12/2010 9:20 | N | AUTO_EPS_390 | 33.46 |
| 12/12/2010 9:25 | N | LARDVFTS_KZ | 30.6 |
| 12/12/2010 9:25 | N | DC_ROAD_L_B | 29.01 |
| 12/12/2010 9:25 | N | DC_EGPS_L_A | 31.4 |
| 12/12/2010 9:25 | N | H_HOLLOW_E_1 | 33.08 |
| 12/12/2010 9:25 | N | HHOLLOW4_E_1 | 33.08 |
| 12/12/2010 9:25 | N | R_LH2SES_1 | 33.07 |
| 12/12/2010 9:25 | N | AUTO_EPS_390 | 33.03 |
| 12/12/2010 9:30 | N | LARDVFTS_KZ | 30.26 |

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|---|---|---|---|
| 12/12/2010 9:30 | N | DC_ROAD_L_B | 28.31 |
| 12/12/2010 9:30 | N | DC_EGPS_L_A | 31.24 |
| 12/12/2010 9:30 | N | H_HOLLOW_E_1 | 33.29 |
| 12/12/2010 9:30 | N | HHOLLOW4_E_1 | 33.29 |
| 12/12/2010 9:30 | N | R_LH2SES_1 | 33.28 |
| 12/12/2010 9:30 | N | AUTO_EPS_390 | 33.24 |
| 12/12/2010 9:35 | N | LARDVFTS_KZ | 29.26 |
| 12/12/2010 9:35 | N | DC_ROAD_L_B | 27.23 |
| 12/12/2010 9:35 | N | DC_EGPS_L_A | 30.29 |
| 12/12/2010 9:35 | N | H_HOLLOW_E_1 | 32.42 |
| 12/12/2010 9:35 | N | HHOLLOW4_E_1 | 32.42 |
| 12/12/2010 9:35 | N | R_LH2SES_1 | 32.41 |
| 12/12/2010 9:35 | N | AUTO_EPS_390 | 32.37 |
| 12/12/2010 9:40 | N | LARDVFTS_KZ | 28.4 |
| 12/12/2010 9:40 | N | DC_ROAD_L_B | 26.38 |
| 12/12/2010 9:40 | N | DC_EGPS_L_A | 29.43 |
| 12/12/2010 9:40 | N | H_HOLLOW_E_1 | 31.56 |
| 12/12/2010 9:40 | N | HHOLLOW4_E_1 | 31.56 |
| 12/12/2010 9:40 | N | R_LH2SES_1 | 31.54 |
| 12/12/2010 9:40 | N | AUTO_EPS_390 | 31.5 |
| 12/12/2010 9:45 | N | LARDVFTS_KZ | 29.18 |
| 12/12/2010 9:45 | N | DC_ROAD_L_B | 27.38 |
| 12/12/2010 9:45 | N | DC_EGPS_L_A | 30.1 |
| 12/12/2010 9:45 | N | H_HOLLOW_E_1 | 31.99 |
| 12/12/2010 9:45 | N | HHOLLOW4_E_1 | 31.99 |
| 12/12/2010 9:45 | N | R_LH2SES_1 | 31.97 |
| 12/12/2010 9:45 | N | AUTO_EPS_390 | 31.93 |
| 12/12/2010 9:50 | N | LARDVFTS_KZ | 29.44 |
| 12/12/2010 9:50 | N | DC_ROAD_L_B | 27.83 |
| 12/12/2010 9:50 | N | DC_EGPS_L_A | 30.27 |
| 12/12/2010 9:50 | N | H_HOLLOW_E_1 | 31.96 |
| 12/12/2010 9:50 | N | HHOLLOW4_E_1 | 31.96 |
| 12/12/2010 9:50 | N | R_LH2SES_1 | 31.95 |
| 12/12/2010 9:50 | N | AUTO_EPS_390 | 31.92 |
| 12/12/2010 9:55 | N | LARDVFTS_KZ | 29.57 |
| 12/12/2010 9:55 | N | DC_ROAD_L_B | 28.22 |
| 12/12/2010 9:55 | N | DC_EGPS_L_A | 30.26 |
| 12/12/2010 9:55 | N | H_HOLLOW_E_1 | 31.67 |
| 12/12/2010 9:55 | N | HHOLLOW4_E_1 | 31.67 |
| 12/12/2010 9:55 | N | R_LH2SES_1 | 31.67 |
| 12/12/2010 9:55 | N | AUTO_EPS_390 | 31.64 |
| 12/12/2010 10:00 | N | LARDVFTS_KZ | 28.67 |
| 12/12/2010 10:00 | N | DC_ROAD_L_B | 28.02 |
| 12/12/2010 10:00 | N | DC_EGPS_L_A | 29.01 |
| 12/12/2010 10:00 | N | H_HOLLOW_E_1 | 29.69 |
| 12/12/2010 10:00 | N | HHOLLOW4_E_1 | 29.69 |
| 12/12/2010 10:00 | N | R_LH2SES_1 | 29.69 |

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| 12/12/2010 10:00 | N | AUTO_EPS_390 | 29.67 |
| 12/12/2010 10:05 | N | LARDVFTS_KZ | 28.07 |
| 12/12/2010 10:05 | N | DC_ROAD_L_B | 27.99 |
| 12/12/2010 10:05 | N | DC_EGPS_L_A | 28.11 |
| 12/12/2010 10:05 | N | H_HOLLOW_E_1 | 28.19 |
| 12/12/2010 10:05 | N | HHOLLOW4_E_1 | 28.19 |
| 12/12/2010 10:05 | N | R_LH2SES_1 | 28.19 |
| 12/12/2010 10:05 | N | AUTO_EPS_390 | 28.19 |
| 12/12/2010 10:19 | N | LARDVFTS_KZ | 29.43 |
| 12/12/2010 10:19 | N | DC_ROAD_L_B | 29.29 |
| 12/12/2010 10:19 | N | DC_EGPS_L_A | 29.5 |
| 12/12/2010 10:19 | N | H_HOLLOW_E_1 | 29.65 |
| 12/12/2010 10:19 | N | HHOLLOW4_E_1 | 29.65 |
| 12/12/2010 10:19 | N | R_LH2SES_1 | 29.65 |
| 12/12/2010 10:19 | N | AUTO_EPS_390 | 29.65 |
| 12/12/2010 10:20 | N | LARDVFTS_KZ | 29.16 |
| 12/12/2010 10:20 | N | DC_ROAD_L_B | 28.85 |
| 12/12/2010 10:20 | N | DC_EGPS_L_A | 29.32 |
| 12/12/2010 10:20 | N | H_HOLLOW_E_1 | 29.65 |
| 12/12/2010 10:20 | N | HHOLLOW4_E_1 | 29.65 |
| 12/12/2010 10:20 | N | R_LH2SES_1 | 29.65 |
| 12/12/2010 10:20 | N | AUTO_EPS_390 | 29.65 |
| 12/12/2010 10:21 | N | LARDVFTS_KZ | 28.94 |
| 12/12/2010 10:21 | N | DC_ROAD_L_B | 28.56 |
| 12/12/2010 10:21 | N | DC_EGPS_L_A | 29.13 |
| 12/12/2010 10:21 | N | H_HOLLOW_E_1 | 29.52 |
| 12/12/2010 10:21 | N | HHOLLOW4_E_1 | 29.52 |
| 12/12/2010 10:21 | N | R_LH2SES_1 | 29.51 |
| 12/12/2010 10:21 | N | AUTO_EPS_390 | 29.51 |
| 12/12/2010 10:25 | N | LARDVFTS_KZ | 28.71 |
| 12/12/2010 10:25 | N | DC_ROAD_L_B | 28.52 |
| 12/12/2010 10:25 | N | DC_EGPS_L_A | 28.8 |
| 12/12/2010 10:25 | N | H_HOLLOW_E_1 | 28.99 |
| 12/12/2010 10:25 | N | HHOLLOW4_E_1 | 28.99 |
| 12/12/2010 10:25 | N | R_LH2SES_1 | 28.99 |
| 12/12/2010 10:25 | N | AUTO_EPS_390 | 28.98 |
| 12/12/2010 10:30 | N | LARDVFTS_KZ | 28.7 |
| 12/12/2010 10:30 | N | DC_ROAD_L_B | 28.11 |
| 12/12/2010 10:30 | N | DC_EGPS_L_A | 28.99 |
| 12/12/2010 10:30 | N | H_HOLLOW_E_1 | 29.6 |
| 12/12/2010 10:30 | N | HHOLLOW4_E_1 | 29.6 |
| 12/12/2010 10:30 | N | R_LH2SES_1 | 29.6 |
| 12/12/2010 10:30 | N | AUTO_EPS_390 | 29.59 |
| 12/12/2010 10:35 | N | LARDVFTS_KZ | 28.84 |
| 12/12/2010 10:35 | N | DC_ROAD_L_B | 28.33 |
| 12/12/2010 10:35 | N | DC_EGPS_L_A | 29.11 |
| 12/12/2010 10:35 | N | H_HOLLOW_E_1 | 29.65 |

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| 12/12/2010 10:35 | N | HHOLLOW4_E_1 | 29.65 |
| 12/12/2010 10:35 | N | R_LH2SES_1 | 29.64 |
| 12/12/2010 10:35 | N | AUTO_EPS_390 | 29.63 |
| 12/12/2010 10:37 | N | LARDVFTS_KZ | 29.13 |
| 12/12/2010 10:37 | N | DC_ROAD_L_B | 28.41 |
| 12/12/2010 10:37 | N | DC_EGPS_L_A | 29.49 |
| 12/12/2010 10:37 | N | H_HOLLOW_E_1 | 30.25 |
| 12/12/2010 10:37 | N | HHOLLOW4_E_1 | 30.25 |
| 12/12/2010 10:37 | N | R_LH2SES_1 | 30.25 |
| 12/12/2010 10:37 | N | AUTO_EPS_390 | 30.23 |
| 12/12/2010 10:38 | N | LARDVFTS_KZ | 28.89 |
| 12/12/2010 10:38 | N | DC_ROAD_L_B | 28.38 |
| 12/12/2010 10:38 | N | DC_EGPS_L_A | 29.14 |
| 12/12/2010 10:38 | N | H_HOLLOW_E_1 | 29.67 |
| 12/12/2010 10:38 | N | HHOLLOW4_E_1 | 29.67 |
| 12/12/2010 10:38 | N | R_LH2SES_1 | 29.67 |
| 12/12/2010 10:38 | N | AUTO_EPS_390 | 29.66 |
| 12/12/2010 10:39 | N | LARDVFTS_KZ | 29.11 |
| 12/12/2010 10:39 | N | DC_ROAD_L_B | 28.38 |
| 12/12/2010 10:39 | N | DC_EGPS_L_A | 29.48 |
| 12/12/2010 10:39 | N | H_HOLLOW_E_1 | 30.25 |
| 12/12/2010 10:39 | N | HHOLLOW4_E_1 | 30.25 |
| 12/12/2010 10:39 | N | R_LH2SES_1 | 30.24 |
| 12/12/2010 10:39 | N | AUTO_EPS_390 | 30.23 |
| 12/12/2010 10:40 | N | LARDVFTS_KZ | 29.23 |
| 12/12/2010 10:40 | N | DC_ROAD_L_B | 28.46 |
| 12/12/2010 10:40 | N | DC_EGPS_L_A | 29.63 |
| 12/12/2010 10:40 | N | H_HOLLOW_E_1 | 30.45 |
| 12/12/2010 10:40 | N | HHOLLOW4_E_1 | 30.45 |
| 12/12/2010 10:40 | N | R_LH2SES_1 | 30.44 |
| 12/12/2010 10:40 | N | AUTO_EPS_390 | 30.43 |
| 12/12/2010 10:40 | N | LARDVFTS_KZ | 29.28 |
| 12/12/2010 10:40 | N | DC_ROAD_L_B | 28.47 |
| 12/12/2010 10:40 | N | DC_EGPS_L_A | 29.69 |
| 12/12/2010 10:40 | N | H_HOLLOW_E_1 | 30.54 |
| 12/12/2010 10:40 | N | HHOLLOW4_E_1 | 30.54 |
| 12/12/2010 10:40 | N | R_LH2SES_1 | 30.53 |
| 12/12/2010 10:40 | N | AUTO_EPS_390 | 30.52 |
| 12/12/2010 10:41 | N | LARDVFTS_KZ | 29.39 |
| 12/12/2010 10:41 | N | DC_ROAD_L_B | 28.48 |
| 12/12/2010 10:41 | N | DC_EGPS_L_A | 29.85 |
| 12/12/2010 10:41 | N | H_HOLLOW_E_1 | 30.8 |
| 12/12/2010 10:41 | N | HHOLLOW4_E_1 | 30.8 |
| 12/12/2010 10:41 | N | R_LH2SES_1 | 30.8 |
| 12/12/2010 10:41 | N | AUTO_EPS_390 | 30.78 |
| 12/12/2010 10:41 | N | LARDVFTS_KZ | 29.38 |
| 12/12/2010 10:41 | N | DC_ROAD_L_B | 28.62 |

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| 12/12/2010 10:41 | N | DC_EGPS_L_A | 29.76 |
| 12/12/2010 10:41 | N | H_HOLLOW_E_1 | 30.56 |
| 12/12/2010 10:41 | N | HHOLLOW4_E_1 | 30.56 |
| 12/12/2010 10:41 | N | R_LH2SES_1 | 30.55 |
| 12/12/2010 10:41 | N | AUTO_EPS_390 | 30.54 |
| 12/12/2010 10:42 | N | LARDVFTS_KZ | 29.06 |
| 12/12/2010 10:42 | N | DC_ROAD_L_B | 28.66 |
| 12/12/2010 10:42 | N | DC_EGPS_L_A | 29.27 |
| 12/12/2010 10:42 | N | H_HOLLOW_E_1 | 29.69 |
| 12/12/2010 10:42 | N | HHOLLOW4_E_1 | 29.69 |
| 12/12/2010 10:42 | N | R_LH2SES_1 | 29.69 |
| 12/12/2010 10:42 | N | AUTO_EPS_390 | 29.68 |
| 12/12/2010 10:43 | N | LARDVFTS_KZ | 29.24 |
| 12/12/2010 10:43 | N | DC_ROAD_L_B | 28.51 |
| 12/12/2010 10:43 | N | DC_EGPS_L_A | 29.61 |
| 12/12/2010 10:43 | N | H_HOLLOW_E_1 | 30.38 |
| 12/12/2010 10:43 | N | HHOLLOW4_E_1 | 30.38 |
| 12/12/2010 10:43 | N | R_LH2SES_1 | 30.37 |
| 12/12/2010 10:43 | N | AUTO_EPS_390 | 30.36 |
| 12/12/2010 10:44 | N | LARDVFTS_KZ | 29.81 |
| 12/12/2010 10:44 | N | DC_ROAD_L_B | 29.33 |
| 12/12/2010 10:44 | N | DC_EGPS_L_A | 30.05 |
| 12/12/2010 10:44 | N | H_HOLLOW_E_1 | 30.55 |
| 12/12/2010 10:44 | N | HHOLLOW4_E_1 | 30.55 |
| 12/12/2010 10:44 | N | R_LH2SES_1 | 30.55 |
| 12/12/2010 10:44 | N | AUTO_EPS_390 | 30.54 |
| 12/12/2010 10:44 | N | LARDVFTS_KZ | 29.22 |
| 12/12/2010 10:44 | N | DC_ROAD_L_B | 28.53 |
| 12/12/2010 10:44 | N | DC_EGPS_L_A | 29.58 |
| 12/12/2010 10:44 | N | H_HOLLOW_E_1 | 30.31 |
| 12/12/2010 10:44 | N | HHOLLOW4_E_1 | 30.31 |
| 12/12/2010 10:44 | N | R_LH2SES_1 | 30.3 |
| 12/12/2010 10:44 | N | AUTO_EPS_390 | 30.29 |
| 12/12/2010 10:45 | N | LARDVFTS_KZ | 29.42 |
| 12/12/2010 10:45 | N | DC_ROAD_L_B | 28.46 |
| 12/12/2010 10:45 | N | DC_EGPS_L_A | 29.9 |
| 12/12/2010 10:45 | N | H_HOLLOW_E_1 | 30.91 |
| 12/12/2010 10:45 | N | HHOLLOW4_E_1 | 30.91 |
| 12/12/2010 10:45 | N | R_LH2SES_1 | 30.9 |
| 12/12/2010 10:45 | N | AUTO_EPS_390 | 30.88 |
| 12/12/2010 10:46 | N | LARDVFTS_KZ | 29.93 |
| 12/12/2010 10:46 | N | DC_ROAD_L_B | 28.85 |
| 12/12/2010 10:46 | N | DC_EGPS_L_A | 30.48 |
| 12/12/2010 10:46 | N | H_HOLLOW_E_1 | 31.62 |
| 12/12/2010 10:46 | N | HHOLLOW4_E_1 | 31.62 |
| 12/12/2010 10:46 | N | R_LH2SES_1 | 31.62 |
| 12/12/2010 10:46 | N | AUTO_EPS_390 | 31.59 |

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| 12/12/2010 10:46 | N | LARDVFTS_KZ | 29.97 |
| 12/12/2010 10:46 | N | DC_ROAD_L_B | 29.02 |
| 12/12/2010 10:46 | N | DC_EGPS_L_A | 30.45 |
| 12/12/2010 10:46 | N | H_HOLLOW_E_1 | 31.45 |
| 12/12/2010 10:46 | N | HHOLLOW4_E_1 | 31.45 |
| 12/12/2010 10:46 | N | R_LH2SES_1 | 31.44 |
| 12/12/2010 10:46 | N | AUTO_EPS_390 | 31.42 |
| 12/12/2010 10:47 | N | LARDVFTS_KZ | 30.55 |
| 12/12/2010 10:47 | N | DC_ROAD_L_B | 29.74 |
| 12/12/2010 10:47 | N | DC_EGPS_L_A | 30.96 |
| 12/12/2010 10:47 | N | H_HOLLOW_E_1 | 31.82 |
| 12/12/2010 10:47 | N | HHOLLOW4_E_1 | 31.82 |
| 12/12/2010 10:47 | N | R_LH2SES_1 | 31.81 |
| 12/12/2010 10:47 | N | AUTO_EPS_390 | 31.79 |
| 12/12/2010 10:47 | N | LARDVFTS_KZ | 30.45 |
| 12/12/2010 10:47 | N | DC_ROAD_L_B | 29.75 |
| 12/12/2010 10:47 | N | DC_EGPS_L_A | 30.81 |
| 12/12/2010 10:47 | N | H_HOLLOW_E_1 | 31.56 |
| 12/12/2010 10:47 | N | HHOLLOW4_E_1 | 31.56 |
| 12/12/2010 10:47 | N | R_LH2SES_1 | 31.55 |
| 12/12/2010 10:47 | N | AUTO_EPS_390 | 31.54 |
| 12/12/2010 10:48 | N | LARDVFTS_KZ | 29.91 |
| 12/12/2010 10:48 | N | DC_ROAD_L_B | 28.74 |
| 12/12/2010 10:48 | N | DC_EGPS_L_A | 30.51 |
| 12/12/2010 10:48 | N | H_HOLLOW_E_1 | 31.75 |
| 12/12/2010 10:48 | N | HHOLLOW4_E_1 | 31.75 |
| 12/12/2010 10:48 | N | R_LH2SES_1 | 31.74 |
| 12/12/2010 10:48 | N | AUTO_EPS_390 | 31.72 |
| 12/12/2010 10:49 | N | LARDVFTS_KZ | 30.66 |
| 12/12/2010 10:49 | N | DC_ROAD_L_B | 29.78 |
| 12/12/2010 10:49 | N | DC_EGPS_L_A | 31.1 |
| 12/12/2010 10:49 | N | H_HOLLOW_E_1 | 32.02 |
| 12/12/2010 10:49 | N | HHOLLOW4_E_1 | 32.02 |
| 12/12/2010 10:49 | N | R_LH2SES_1 | 32.02 |
| 12/12/2010 10:49 | N | AUTO_EPS_390 | 32 |
| 12/12/2010 10:49 | N | LARDVFTS_KZ | 30.01 |
| 12/12/2010 10:49 | N | DC_ROAD_L_B | 28.81 |
| 12/12/2010 10:49 | N | DC_EGPS_L_A | 30.62 |
| 12/12/2010 10:49 | N | H_HOLLOW_E_1 | 31.88 |
| 12/12/2010 10:49 | N | HHOLLOW4_E_1 | 31.88 |
| 12/12/2010 10:49 | N | R_LH2SES_1 | 31.87 |
| 12/12/2010 10:49 | N | AUTO_EPS_390 | 31.85 |
| 12/12/2010 10:50 | N | LARDVFTS_KZ | 30.66 |
| 12/12/2010 10:50 | N | DC_ROAD_L_B | 30.03 |
| 12/12/2010 10:50 | N | DC_EGPS_L_A | 30.99 |
| 12/12/2010 10:50 | N | H_HOLLOW_E_1 | 31.66 |
| 12/12/2010 10:50 | N | HHOLLOW4_E_1 | 31.66 |

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| 12/12/2010 10:50 | N | R_LH2SES_1 | 31.65 |
| 12/12/2010 10:50 | N | AUTO_EPS_390 | 31.64 |
| 12/12/2010 10:50 | N | LARDVFTS_KZ | 30.07 |
| 12/12/2010 10:50 | N | DC_ROAD_L_B | 28.81 |
| 12/12/2010 10:50 | N | DC_EGPS_L_A | 30.72 |
| 12/12/2010 10:50 | N | H_HOLLOW_E_1 | 32.05 |
| 12/12/2010 10:50 | N | HHOLLOW4_E_1 | 32.05 |
| 12/12/2010 10:50 | N | R_LH2SES_1 | 32.04 |
| 12/12/2010 10:50 | N | AUTO_EPS_390 | 32.01 |
| 12/12/2010 10:51 | N | LARDVFTS_KZ | 30.78 |
| 12/12/2010 10:51 | N | DC_ROAD_L_B | 29.89 |
| 12/12/2010 10:51 | N | DC_EGPS_L_A | 31.23 |
| 12/12/2010 10:51 | N | H_HOLLOW_E_1 | 32.16 |
| 12/12/2010 10:51 | N | HHOLLOW4_E_1 | 32.16 |
| 12/12/2010 10:51 | N | R_LH2SES_1 | 32.15 |
| 12/12/2010 10:51 | N | AUTO_EPS_390 | 32.13 |
| 12/12/2010 10:51 | N | LARDVFTS_KZ | 30.02 |
| 12/12/2010 10:51 | N | DC_ROAD_L_B | 28.78 |
| 12/12/2010 10:51 | N | DC_EGPS_L_A | 30.65 |
| 12/12/2010 10:51 | N | H_HOLLOW_E_1 | 31.96 |
| 12/12/2010 10:51 | N | HHOLLOW4_E_1 | 31.96 |
| 12/12/2010 10:51 | N | R_LH2SES_1 | 31.95 |
| 12/12/2010 10:51 | N | AUTO_EPS_390 | 31.93 |
| 12/12/2010 10:52 | N | LARDVFTS_KZ | 30.44 |
| 12/12/2010 10:52 | N | DC_ROAD_L_B | 29.53 |
| 12/12/2010 10:52 | N | DC_EGPS_L_A | 30.91 |
| 12/12/2010 10:52 | N | H_HOLLOW_E_1 | 31.87 |
| 12/12/2010 10:52 | N | HHOLLOW4_E_1 | 31.87 |
| 12/12/2010 10:52 | N | R_LH2SES_1 | 31.87 |
| 12/12/2010 10:52 | N | AUTO_EPS_390 | 31.85 |
| 12/12/2010 10:52 | N | LARDVFTS_KZ | 29.9 |
| 12/12/2010 10:52 | N | DC_ROAD_L_B | 28.61 |
| 12/12/2010 10:52 | N | DC_EGPS_L_A | 30.55 |
| 12/12/2010 10:52 | N | H_HOLLOW_E_1 | 31.91 |
| 12/12/2010 10:52 | N | HHOLLOW4_E_1 | 31.91 |
| 12/12/2010 10:52 | N | R_LH2SES_1 | 31.91 |
| 12/12/2010 10:52 | N | AUTO_EPS_390 | 31.88 |
| 12/12/2010 10:53 | N | LARDVFTS_KZ | 30.49 |
| 12/12/2010 10:53 | N | DC_ROAD_L_B | 29.7 |
| 12/12/2010 10:53 | N | DC_EGPS_L_A | 30.89 |
| 12/12/2010 10:53 | N | H_HOLLOW_E_1 | 31.73 |
| 12/12/2010 10:53 | N | HHOLLOW4_E_1 | 31.73 |
| 12/12/2010 10:53 | N | R_LH2SES_1 | 31.72 |
| 12/12/2010 10:53 | N | AUTO_EPS_390 | 31.7 |
| 12/12/2010 10:54 | N | LARDVFTS_KZ | 30.21 |
| 12/12/2010 10:54 | N | DC_ROAD_L_B | 29.03 |
| 12/12/2010 10:54 | N | DC_EGPS_L_A | 30.81 |

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|---|---|---|---|
| 12/12/2010 10:54 | N | H_HOLLOW_E_1 | 32.05 |
| 12/12/2010 10:54 | N | HHOLLOW4_E_1 | 32.05 |
| 12/12/2010 10:54 | N | R_LH2SES_1 | 32.04 |
| 12/12/2010 10:54 | N | AUTO_EPS_390 | 32.01 |
| 12/12/2010 10:54 | N | LARDVFTS_KZ | 30.77 |
| 12/12/2010 10:54 | N | DC_ROAD_L_B | 29.77 |
| 12/12/2010 10:54 | N | DC_EGPS_L_A | 31.29 |
| 12/12/2010 10:54 | N | H_HOLLOW_E_1 | 32.34 |
| 12/12/2010 10:54 | N | HHOLLOW4_E_1 | 32.34 |
| 12/12/2010 10:54 | N | R_LH2SES_1 | 32.34 |
| 12/12/2010 10:54 | N | AUTO_EPS_390 | 32.32 |
| 12/12/2010 10:55 | N | LARDVFTS_KZ | 30.13 |
| 12/12/2010 10:55 | N | DC_ROAD_L_B | 28.84 |
| 12/12/2010 10:55 | N | DC_EGPS_L_A | 30.78 |
| 12/12/2010 10:55 | N | H_HOLLOW_E_1 | 32.14 |
| 12/12/2010 10:55 | N | HHOLLOW4_E_1 | 32.14 |
| 12/12/2010 10:55 | N | R_LH2SES_1 | 32.13 |
| 12/12/2010 10:55 | N | AUTO_EPS_390 | 32.1 |
| 12/12/2010 10:55 | N | LARDVFTS_KZ | 30.72 |
| 12/12/2010 10:55 | N | DC_ROAD_L_B | 29.8 |
| 12/12/2010 10:55 | N | DC_EGPS_L_A | 31.27 |
| 12/12/2010 10:55 | N | H_HOLLOW_E_1 | 32.12 |
| 12/12/2010 10:55 | N | HHOLLOW4_E_1 | 32.12 |
| 12/12/2010 10:55 | N | R_LH2SES_1 | 32.1 |
| 12/12/2010 10:55 | N | AUTO_EPS_390 | 32.08 |
| 12/12/2010 10:56 | N | LARDVFTS_KZ | 30.12 |
| 12/12/2010 10:56 | N | DC_ROAD_L_B | 28.85 |
| 12/12/2010 10:56 | N | DC_EGPS_L_A | 30.84 |
| 12/12/2010 10:56 | N | H_HOLLOW_E_1 | 32.06 |
| 12/12/2010 10:56 | N | HHOLLOW4_E_1 | 32.06 |
| 12/12/2010 10:56 | N | R_LH2SES_1 | 32.03 |
| 12/12/2010 10:56 | N | AUTO_EPS_390 | 32.01 |
| 12/12/2010 10:56 | N | LARDVFTS_KZ | 30.46 |
| 12/12/2010 10:56 | N | DC_ROAD_L_B | 29.45 |
| 12/12/2010 10:56 | N | DC_EGPS_L_A | 31.07 |
| 12/12/2010 10:56 | N | R_LH2SES_1 | 32 |
| 12/12/2010 10:56 | N | AUTO_EPS_390 | 31.98 |
| 12/12/2010 10:57 | N | LARDVFTS_KZ | 30.72 |
| 12/12/2010 10:57 | N | DC_ROAD_L_B | 29.81 |
| 12/12/2010 10:57 | N | DC_EGPS_L_A | 31.27 |
| 12/12/2010 10:57 | N | H_HOLLOW_E_1 | 32.11 |
| 12/12/2010 10:57 | N | HHOLLOW4_E_1 | 32.11 |
| 12/12/2010 10:57 | N | R_LH2SES_1 | 32.09 |
| 12/12/2010 10:57 | N | AUTO_EPS_390 | 32.07 |
| 12/12/2010 10:57 | N | LARDVFTS_KZ | 30.46 |
| 12/12/2010 10:57 | N | DC_ROAD_L_B | 29.34 |
| 12/12/2010 10:57 | N | DC_EGPS_L_A | 31.12 |

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|---|---|---|---|
| 12/12/2010 10:57 | N | H_HOLLOW_E_1 | 32.19 |
| 12/12/2010 10:57 | N | HHOLLOW4_E_1 | 32.19 |
| 12/12/2010 10:57 | N | R_LH2SES_1 | 32.17 |
| 12/12/2010 10:57 | N | AUTO_EPS_390 | 32.15 |
| 12/12/2010 10:58 | N | LARDVFTS_KZ | 30.12 |
| 12/12/2010 10:58 | N | DC_ROAD_L_B | 28.75 |
| 12/12/2010 10:58 | N | DC_EGPS_L_A | 30.9 |
| 12/12/2010 10:58 | N | H_HOLLOW_E_1 | 32.23 |
| 12/12/2010 10:58 | N | HHOLLOW4_E_1 | 32.23 |
| 12/12/2010 10:58 | N | R_LH2SES_1 | 32.21 |
| 12/12/2010 10:58 | N | AUTO_EPS_390 | 32.18 |
| 12/12/2010 10:59 | N | LARDVFTS_KZ | 30.46 |
| 12/12/2010 10:59 | N | DC_ROAD_L_B | 29.22 |
| 12/12/2010 10:59 | N | DC_EGPS_L_A | 31.18 |
| 12/12/2010 10:59 | N | H_HOLLOW_E_1 | 32.38 |
| 12/12/2010 10:59 | N | HHOLLOW4_E_1 | 32.38 |
| 12/12/2010 10:59 | N | R_LH2SES_1 | 32.36 |
| 12/12/2010 10:59 | N | AUTO_EPS_390 | 32.33 |
| 12/12/2010 11:00 | N | LARDVFTS_KZ | 30.76 |
| 12/12/2010 11:00 | N | DC_ROAD_L_B | 29.64 |
| 12/12/2010 11:00 | N | DC_EGPS_L_A | 31.42 |
| 12/12/2010 11:00 | N | H_HOLLOW_E_1 | 32.5 |
| 12/12/2010 11:00 | N | HHOLLOW4_E_1 | 32.5 |
| 12/12/2010 11:00 | N | R_LH2SES_1 | 32.47 |
| 12/12/2010 11:00 | N | AUTO_EPS_390 | 32.45 |
| 12/12/2010 11:00 | N | LARDVFTS_KZ | 30.96 |
| 12/12/2010 11:00 | N | DC_ROAD_L_B | 29.68 |
| 12/12/2010 11:00 | N | DC_EGPS_L_A | 31.62 |
| 12/12/2010 11:00 | N | H_HOLLOW_E_1 | 32.97 |
| 12/12/2010 11:00 | N | HHOLLOW4_E_1 | 32.97 |
| 12/12/2010 11:00 | N | R_LH2SES_1 | 32.96 |
| 12/12/2010 11:00 | N | AUTO_EPS_390 | 32.93 |
| 12/12/2010 11:01 | N | LARDVFTS_KZ | 31.16 |
| 12/12/2010 11:01 | N | DC_ROAD_L_B | 29.87 |
| 12/12/2010 11:01 | N | DC_EGPS_L_A | 31.89 |
| 12/12/2010 11:01 | N | H_HOLLOW_E_1 | 33.14 |
| 12/12/2010 11:01 | N | HHOLLOW4_E_1 | 33.14 |
| 12/12/2010 11:01 | N | R_LH2SES_1 | 33.12 |
| 12/12/2010 11:01 | N | AUTO_EPS_390 | 33.09 |
| 12/12/2010 11:02 | N | LARDVFTS_KZ | 31.42 |
| 12/12/2010 11:02 | N | DC_ROAD_L_B | 30.36 |
| 12/12/2010 11:02 | N | DC_EGPS_L_A | 31.96 |
| 12/12/2010 11:02 | N | H_HOLLOW_E_1 | 33.07 |
| 12/12/2010 11:02 | N | HHOLLOW4_E_1 | 33.07 |
| 12/12/2010 11:02 | N | R_LH2SES_1 | 33.07 |
| 12/12/2010 11:02 | N | AUTO_EPS_390 | 33.04 |
| 12/12/2010 11:02 | N | LARDVFTS_KZ | 31.02 |

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|---|---|---|---|
| 12/12/2010 11:02 | N | DC_ROAD_L_B | 29.58 |
| 12/12/2010 11:02 | N | DC_EGPS_L_A | 31.77 |
| 12/12/2010 11:02 | N | H_HOLLOW_E_1 | 33.27 |
| 12/12/2010 11:02 | N | HHOLLOW4_E_1 | 33.27 |
| 12/12/2010 11:02 | N | R_LH2SES_1 | 33.26 |
| 12/12/2010 11:02 | N | AUTO_EPS_390 | 33.23 |
| 12/12/2010 11:03 | N | LARDVFTS_KZ | 31.58 |
| 12/12/2010 11:03 | N | DC_ROAD_L_B | 30.35 |
| 12/12/2010 11:03 | N | DC_EGPS_L_A | 32.28 |
| 12/12/2010 11:03 | N | H_HOLLOW_E_1 | 33.47 |
| 12/12/2010 11:03 | N | HHOLLOW4_E_1 | 33.47 |
| 12/12/2010 11:03 | N | R_LH2SES_1 | 33.45 |
| 12/12/2010 11:03 | N | AUTO_EPS_390 | 33.42 |
| 12/12/2010 11:03 | N | LARDVFTS_KZ | 31.56 |
| 12/12/2010 11:03 | N | DC_ROAD_L_B | 30.15 |
| 12/12/2010 11:03 | N | DC_EGPS_L_A | 32.35 |
| 12/12/2010 11:03 | N | H_HOLLOW_E_1 | 33.73 |
| 12/12/2010 11:03 | N | HHOLLOW4_E_1 | 33.73 |
| 12/12/2010 11:03 | N | R_LH2SES_1 | 33.7 |
| 12/12/2010 11:03 | N | AUTO_EPS_390 | 33.67 |
| 12/12/2010 11:04 | N | LARDVFTS_KZ | 31.84 |
| 12/12/2010 11:04 | N | DC_ROAD_L_B | 30.58 |
| 12/12/2010 11:04 | N | DC_EGPS_L_A | 32.56 |
| 12/12/2010 11:04 | N | H_HOLLOW_E_1 | 33.79 |
| 12/12/2010 11:04 | N | HHOLLOW4_E_1 | 33.79 |
| 12/12/2010 11:04 | N | R_LH2SES_1 | 33.77 |
| 12/12/2010 11:04 | N | AUTO_EPS_390 | 33.74 |
| 12/12/2010 11:04 | N | LARDVFTS_KZ | 31.77 |
| 12/12/2010 11:04 | N | DC_ROAD_L_B | 30.34 |
| 12/12/2010 11:04 | N | DC_EGPS_L_A | 32.57 |
| 12/12/2010 11:04 | N | H_HOLLOW_E_1 | 33.97 |
| 12/12/2010 11:04 | N | HHOLLOW4_E_1 | 33.97 |
| 12/12/2010 11:04 | N | R_LH2SES_1 | 33.95 |
| 12/12/2010 11:04 | N | AUTO_EPS_390 | 33.92 |
| 12/12/2010 11:05 | N | LARDVFTS_KZ | 32.01 |
| 12/12/2010 11:05 | N | DC_ROAD_L_B | 30.59 |
| 12/12/2010 11:05 | N | DC_EGPS_L_A | 32.8 |
| 12/12/2010 11:05 | N | H_HOLLOW_E_1 | 34.19 |
| 12/12/2010 11:05 | N | HHOLLOW4_E_1 | 34.19 |
| 12/12/2010 11:05 | N | R_LH2SES_1 | 34.17 |
| 12/12/2010 11:05 | N | AUTO_EPS_390 | 34.14 |
| 12/12/2010 11:05 | N | LARDVFTS_KZ | 31.87 |
| 12/12/2010 11:05 | N | DC_ROAD_L_B | 30.35 |
| 12/12/2010 11:05 | N | DC_EGPS_L_A | 32.72 |
| 12/12/2010 11:05 | N | H_HOLLOW_E_1 | 34.23 |
| 12/12/2010 11:05 | N | HHOLLOW4_E_1 | 34.23 |
| 12/12/2010 11:05 | N | R_LH2SES_1 | 34.2 |

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|---|---|---|---|
| 12/12/2010 11:05 | N | AUTO_EPS_390 | 34.17 |
| 12/12/2010 11:06 | N | LARDVFTS_KZ | 32.08 |
| 12/12/2010 11:06 | N | DC_ROAD_L_B | 30.61 |
| 12/12/2010 11:06 | N | DC_EGPS_L_A | 32.9 |
| 12/12/2010 11:06 | N | H_HOLLOW_E_1 | 34.36 |
| 12/12/2010 11:06 | N | HHOLLOW4_E_1 | 34.36 |
| 12/12/2010 11:06 | N | R_LH2SES_1 | 34.34 |
| 12/12/2010 11:06 | N | AUTO_EPS_390 | 34.31 |
| 12/12/2010 11:07 | N | LARDVFTS_KZ | 31.94 |
| 12/12/2010 11:07 | N | DC_ROAD_L_B | 30.35 |
| 12/12/2010 11:07 | N | DC_EGPS_L_A | 32.74 |
| 12/12/2010 11:07 | N | H_HOLLOW_E_1 | 34.41 |
| 12/12/2010 11:07 | N | HHOLLOW4_E_1 | 34.41 |
| 12/12/2010 11:07 | N | R_LH2SES_1 | 34.4 |
| 12/12/2010 11:07 | N | AUTO_EPS_390 | 34.37 |
| 12/12/2010 11:07 | N | LARDVFTS_KZ | 32.12 |
| 12/12/2010 11:07 | N | DC_ROAD_L_B | 30.69 |
| 12/12/2010 11:07 | N | DC_EGPS_L_A | 32.89 |
| 12/12/2010 11:07 | N | H_HOLLOW_E_1 | 34.34 |
| 12/12/2010 11:07 | N | HHOLLOW4_E_1 | 34.34 |
| 12/12/2010 11:07 | N | R_LH2SES_1 | 34.32 |
| 12/12/2010 11:07 | N | AUTO_EPS_390 | 34.29 |
| 12/12/2010 11:08 | N | LARDVFTS_KZ | 32.08 |
| 12/12/2010 11:08 | N | DC_ROAD_L_B | 30.35 |
| 12/12/2010 11:08 | N | DC_EGPS_L_A | 33.02 |
| 12/12/2010 11:08 | N | H_HOLLOW_E_1 | 34.75 |
| 12/12/2010 11:08 | N | HHOLLOW4_E_1 | 34.75 |
| 12/12/2010 11:08 | N | R_LH2SES_1 | 34.72 |
| 12/12/2010 11:08 | N | AUTO_EPS_390 | 34.69 |
| 12/12/2010 11:08 | N | LARDVFTS_KZ | 32.15 |
| 12/12/2010 11:08 | N | DC_ROAD_L_B | 30.81 |
| 12/12/2010 11:08 | N | DC_EGPS_L_A | 32.83 |
| 12/12/2010 11:08 | N | H_HOLLOW_E_1 | 34.24 |
| 12/12/2010 11:08 | N | HHOLLOW4_E_1 | 34.24 |
| 12/12/2010 11:08 | N | R_LH2SES_1 | 34.23 |
| 12/12/2010 11:08 | N | AUTO_EPS_390 | 34.2 |
| 12/12/2010 11:09 | N | LARDVFTS_KZ | 31.94 |
| 12/12/2010 11:09 | N | DC_ROAD_L_B | 30.36 |
| 12/12/2010 11:09 | N | DC_EGPS_L_A | 32.82 |
| 12/12/2010 11:09 | N | H_HOLLOW_E_1 | 34.4 |
| 12/12/2010 11:09 | N | HHOLLOW4_E_1 | 34.4 |
| 12/12/2010 11:09 | N | R_LH2SES_1 | 34.37 |
| 12/12/2010 11:09 | N | AUTO_EPS_390 | 34.34 |
| 12/12/2010 11:09 | N | LARDVFTS_KZ | 32.05 |
| 12/12/2010 11:09 | N | DC_ROAD_L_B | 30.55 |
| 12/12/2010 11:09 | N | DC_EGPS_L_A | 32.84 |
| 12/12/2010 11:09 | N | H_HOLLOW_E_1 | 34.39 |

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| 12/12/2010 11:09 | N | HHOLLOW4_E_1 | 34.39 |
| 12/12/2010 11:09 | N | R_LH2SES_1 | 34.37 |
| 12/12/2010 11:09 | N | AUTO_EPS_390 | 34.34 |
| 12/12/2010 11:10 | N | LARDVFTS_KZ | 32.22 |
| 12/12/2010 11:10 | N | DC_ROAD_L_B | 30.36 |
| 12/12/2010 11:10 | N | DC_EGPS_L_A | 33.17 |
| 12/12/2010 11:10 | N | H_HOLLOW_E_1 | 35.13 |
| 12/12/2010 11:10 | N | HHOLLOW4_E_1 | 35.13 |
| 12/12/2010 11:10 | N | R_LH2SES_1 | 35.12 |
| 12/12/2010 11:10 | N | AUTO_EPS_390 | 35.08 |
| 12/12/2010 11:10 | N | LARDVFTS_KZ | 32.18 |
| 12/12/2010 11:10 | N | DC_ROAD_L_B | 30.69 |
| 12/12/2010 11:10 | N | DC_EGPS_L_A | 33.02 |
| 12/12/2010 11:10 | N | H_HOLLOW_E_1 | 34.5 |
| 12/12/2010 11:10 | N | HHOLLOW4_E_1 | 34.5 |
| 12/12/2010 11:10 | N | R_LH2SES_1 | 34.48 |
| 12/12/2010 11:10 | N | AUTO_EPS_390 | 34.45 |
| 12/12/2010 11:11 | N | LARDVFTS_KZ | 32.03 |
| 12/12/2010 11:11 | N | DC_ROAD_L_B | 30.36 |
| 12/12/2010 11:11 | N | DC_EGPS_L_A | 32.95 |
| 12/12/2010 11:11 | N | H_HOLLOW_E_1 | 34.62 |
| 12/12/2010 11:11 | N | HHOLLOW4_E_1 | 34.62 |
| 12/12/2010 11:11 | N | R_LH2SES_1 | 34.6 |
| 12/12/2010 11:11 | N | AUTO_EPS_390 | 34.56 |
| 12/12/2010 11:11 | N | LARDVFTS_KZ | 32.41 |
| 12/12/2010 11:11 | N | DC_ROAD_L_B | 31.04 |
| 12/12/2010 11:11 | N | DC_EGPS_L_A | 33.18 |
| 12/12/2010 11:11 | N | H_HOLLOW_E_1 | 34.54 |
| 12/12/2010 11:11 | N | HHOLLOW4_E_1 | 34.54 |
| 12/12/2010 11:11 | N | R_LH2SES_1 | 34.52 |
| 12/12/2010 11:11 | N | AUTO_EPS_390 | 34.49 |
| 12/12/2010 11:12 | N | LARDVFTS_KZ | 32.56 |
| 12/12/2010 11:12 | N | DC_ROAD_L_B | 30.9 |
| 12/12/2010 11:12 | N | DC_EGPS_L_A | 33.47 |
| 12/12/2010 11:12 | N | H_HOLLOW_E_1 | 35.14 |
| 12/12/2010 11:12 | N | HHOLLOW4_E_1 | 35.14 |
| 12/12/2010 11:12 | N | R_LH2SES_1 | 35.11 |
| 12/12/2010 11:12 | N | AUTO_EPS_390 | 35.08 |
| 12/12/2010 11:13 | N | LARDVFTS_KZ | 32.41 |
| 12/12/2010 11:13 | N | DC_ROAD_L_B | 30.61 |
| 12/12/2010 11:13 | N | DC_EGPS_L_A | 33.4 |
| 12/12/2010 11:13 | N | H_HOLLOW_E_1 | 35.21 |
| 12/12/2010 11:13 | N | HHOLLOW4_E_1 | 35.21 |
| 12/12/2010 11:13 | N | R_LH2SES_1 | 35.19 |
| 12/12/2010 11:13 | N | AUTO_EPS_390 | 35.15 |
| 12/12/2010 11:13 | N | LARDVFTS_KZ | 32.15 |
| 12/12/2010 11:13 | N | DC_ROAD_L_B | 30.36 |

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|---|---|---|---|
| 12/12/2010 11:13 | N | DC_EGPS_L_A | 33.12 |
| 12/12/2010 11:13 | N | H_HOLLOW_E_1 | 34.92 |
| 12/12/2010 11:13 | N | HHOLLOW4_E_1 | 34.92 |
| 12/12/2010 11:13 | N | R_LH2SES_1 | 34.89 |
| 12/12/2010 11:13 | N | AUTO_EPS_390 | 34.85 |
| 12/12/2010 11:14 | N | LARDVFTS_KZ | 32.69 |
| 12/12/2010 11:14 | N | DC_ROAD_L_B | 31.09 |
| 12/12/2010 11:14 | N | DC_EGPS_L_A | 33.57 |
| 12/12/2010 11:14 | N | H_HOLLOW_E_1 | 35.18 |
| 12/12/2010 11:14 | N | HHOLLOW4_E_1 | 35.18 |
| 12/12/2010 11:14 | N | R_LH2SES_1 | 35.15 |
| 12/12/2010 11:14 | N | AUTO_EPS_390 | 35.12 |
| 12/12/2010 11:14 | N | LARDVFTS_KZ | 32.53 |
| 12/12/2010 11:14 | N | DC_ROAD_L_B | 30.36 |
| 12/12/2010 11:14 | N | DC_EGPS_L_A | 33.7 |
| 12/12/2010 11:14 | N | H_HOLLOW_E_1 | 35.9 |
| 12/12/2010 11:14 | N | HHOLLOW4_E_1 | 35.9 |
| 12/12/2010 11:14 | N | R_LH2SES_1 | 35.88 |
| 12/12/2010 11:14 | N | AUTO_EPS_390 | 35.83 |
| 12/12/2010 11:15 | N | LARDVFTS_KZ | 33.1 |
| 12/12/2010 11:15 | N | DC_ROAD_L_B | 31.84 |
| 12/12/2010 11:15 | N | DC_EGPS_L_A | 33.8 |
| 12/12/2010 11:15 | N | H_HOLLOW_E_1 | 35.04 |
| 12/12/2010 11:15 | N | HHOLLOW4_E_1 | 35.04 |
| 12/12/2010 11:15 | N | R_LH2SES_1 | 35.02 |
| 12/12/2010 11:15 | N | AUTO_EPS_390 | 34.99 |
| 12/12/2010 11:15 | N | LARDVFTS_KZ | 32.41 |
| 12/12/2010 11:15 | N | DC_ROAD_L_B | 30.41 |
| 12/12/2010 11:15 | N | DC_EGPS_L_A | 33.48 |
| 12/12/2010 11:15 | N | H_HOLLOW_E_1 | 35.5 |
| 12/12/2010 11:15 | N | HHOLLOW4_E_1 | 35.5 |
| 12/12/2010 11:15 | N | R_LH2SES_1 | 35.48 |
| 12/12/2010 11:15 | N | AUTO_EPS_390 | 35.43 |
| 12/12/2010 11:16 | N | LARDVFTS_KZ | 33.24 |
| 12/12/2010 11:16 | N | DC_ROAD_L_B | 31.53 |
| 12/12/2010 11:16 | N | DC_EGPS_L_A | 34.17 |
| 12/12/2010 11:16 | N | H_HOLLOW_E_1 | 35.89 |
| 12/12/2010 11:16 | N | HHOLLOW4_E_1 | 35.89 |
| 12/12/2010 11:16 | N | R_LH2SES_1 | 35.87 |
| 12/12/2010 11:16 | N | AUTO_EPS_390 | 35.83 |
| 12/12/2010 11:16 | N | LARDVFTS_KZ | 32.32 |
| 12/12/2010 11:16 | N | DC_ROAD_L_B | 30.37 |
| 12/12/2010 11:16 | N | DC_EGPS_L_A | 33.38 |
| 12/12/2010 11:16 | N | H_HOLLOW_E_1 | 35.36 |
| 12/12/2010 11:16 | N | HHOLLOW4_E_1 | 35.36 |
| 12/12/2010 11:16 | N | R_LH2SES_1 | 35.33 |
| 12/12/2010 11:16 | N | AUTO_EPS_390 | 35.29 |

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| 12/12/2010 11:17 | N | LARDVFTS_KZ | 32.52 |
| 12/12/2010 11:17 | N | DC_ROAD_L_B | 31.09 |
| 12/12/2010 11:17 | N | DC_EGPS_L_A | 33.32 |
| 12/12/2010 11:17 | N | H_HOLLOW_E_1 | 34.73 |
| 12/12/2010 11:17 | N | HHOLLOW4_E_1 | 34.73 |
| 12/12/2010 11:17 | N | R_LH2SES_1 | 34.71 |
| 12/12/2010 11:17 | N | AUTO_EPS_390 | 34.68 |
| 12/12/2010 11:19 | N | LARDVFTS_KZ | 32.37 |
| 12/12/2010 11:19 | N | DC_ROAD_L_B | 31.05 |
| 12/12/2010 11:19 | N | DC_EGPS_L_A | 33.12 |
| 12/12/2010 11:19 | N | H_HOLLOW_E_1 | 34.41 |
| 12/12/2010 11:19 | N | HHOLLOW4_E_1 | 34.41 |
| 12/12/2010 11:19 | N | R_LH2SES_1 | 34.39 |
| 12/12/2010 11:19 | N | AUTO_EPS_390 | 34.36 |
| 12/12/2010 11:20 | N | LARDVFTS_KZ | 31.84 |
| 12/12/2010 11:20 | N | DC_ROAD_L_B | 30.38 |
| 12/12/2010 11:20 | N | DC_EGPS_L_A | 32.66 |
| 12/12/2010 11:20 | N | H_HOLLOW_E_1 | 34.11 |
| 12/12/2010 11:20 | N | HHOLLOW4_E_1 | 34.11 |
| 12/12/2010 11:20 | N | R_LH2SES_1 | 34.09 |
| 12/12/2010 11:20 | N | AUTO_EPS_390 | 34.06 |
| 12/12/2010 11:23 | N | LARDVFTS_KZ | 31.76 |
| 12/12/2010 11:23 | N | DC_ROAD_L_B | 30.42 |
| 12/12/2010 11:23 | N | DC_EGPS_L_A | 32.52 |
| 12/12/2010 11:23 | N | H_HOLLOW_E_1 | 33.83 |
| 12/12/2010 11:23 | N | HHOLLOW4_E_1 | 33.83 |
| 12/12/2010 11:23 | N | R_LH2SES_1 | 33.81 |
| 12/12/2010 11:23 | N | AUTO_EPS_390 | 33.78 |
| 12/12/2010 11:24 | N | LARDVFTS_KZ | 31.76 |
| 12/12/2010 11:24 | N | DC_ROAD_L_B | 30.38 |
| 12/12/2010 11:24 | N | DC_EGPS_L_A | 32.54 |
| 12/12/2010 11:24 | N | H_HOLLOW_E_1 | 33.89 |
| 12/12/2010 11:24 | N | HHOLLOW4_E_1 | 33.89 |
| 12/12/2010 11:24 | N | R_LH2SES_1 | 33.87 |
| 12/12/2010 11:24 | N | AUTO_EPS_390 | 33.84 |
| 12/12/2010 11:25 | N | LARDVFTS_KZ | 33.19 |
| 12/12/2010 11:25 | N | DC_ROAD_L_B | 32.72 |
| 12/12/2010 11:25 | N | DC_EGPS_L_A | 33.51 |
| 12/12/2010 11:25 | N | H_HOLLOW_E_1 | 33.91 |
| 12/12/2010 11:25 | N | HHOLLOW4_E_1 | 33.91 |
| 12/12/2010 11:25 | N | R_LH2SES_1 | 33.89 |
| 12/12/2010 11:25 | N | AUTO_EPS_390 | 33.88 |
| 12/12/2010 11:26 | N | LARDVFTS_KZ | 34.43 |
| 12/12/2010 11:26 | N | DC_ROAD_L_B | 34.43 |
| 12/12/2010 11:26 | N | DC_EGPS_L_A | 34.51 |
| 12/12/2010 11:26 | N | H_HOLLOW_E_1 | 34.42 |
| 12/12/2010 11:26 | N | HHOLLOW4_E_1 | 34.42 |

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|---|---|---|---|
| 12/12/2010 11:26 | N | R_LH2SES_1 | 34.41 |
| 12/12/2010 11:26 | N | AUTO_EPS_390 | 34.41 |
| 12/12/2010 11:26 | N | LARDVFTS_KZ | 34.39 |
| 12/12/2010 11:26 | N | DC_ROAD_L_B | 34.38 |
| 12/12/2010 11:26 | N | DC_EGPS_L_A | 34.47 |
| 12/12/2010 11:26 | N | H_HOLLOW_E_1 | 34.38 |
| 12/12/2010 11:26 | N | HHOLLOW4_E_1 | 34.38 |
| 12/12/2010 11:26 | N | R_LH2SES_1 | 34.37 |
| 12/12/2010 11:26 | N | AUTO_EPS_390 | 34.37 |
| 12/12/2010 11:27 | N | LARDVFTS_KZ | 34.58 |
| 12/12/2010 11:27 | N | DC_ROAD_L_B | 34.58 |
| 12/12/2010 11:27 | N | DC_EGPS_L_A | 34.66 |
| 12/12/2010 11:27 | N | H_HOLLOW_E_1 | 34.58 |
| 12/12/2010 11:27 | N | HHOLLOW4_E_1 | 34.58 |
| 12/12/2010 11:27 | N | R_LH2SES_1 | 34.56 |
| 12/12/2010 11:27 | N | AUTO_EPS_390 | 34.56 |
| 12/12/2010 11:29 | N | LARDVFTS_KZ | 34.01 |
| 12/12/2010 11:29 | N | DC_ROAD_L_B | 34 |
| 12/12/2010 11:29 | N | DC_EGPS_L_A | 34.09 |
| 12/12/2010 11:29 | N | H_HOLLOW_E_1 | 34 |
| 12/12/2010 11:29 | N | HHOLLOW4_E_1 | 34 |
| 12/12/2010 11:29 | N | R_LH2SES_1 | 33.98 |
| 12/12/2010 11:29 | N | AUTO_EPS_390 | 33.98 |
| 12/12/2010 11:30 | N | LARDVFTS_KZ | 34.19 |
| 12/12/2010 11:30 | N | DC_ROAD_L_B | 34.18 |
| 12/12/2010 11:30 | N | DC_EGPS_L_A | 34.27 |
| 12/12/2010 11:30 | N | H_HOLLOW_E_1 | 34.18 |
| 12/12/2010 11:30 | N | HHOLLOW4_E_1 | 34.18 |
| 12/12/2010 11:30 | N | R_LH2SES_1 | 34.17 |
| 12/12/2010 11:30 | N | AUTO_EPS_390 | 34.17 |
| 12/12/2010 11:35 | N | LARDVFTS_KZ | 34 |
| 12/12/2010 11:35 | N | DC_ROAD_L_B | 33.99 |
| 12/12/2010 11:35 | N | DC_EGPS_L_A | 34.09 |
| 12/12/2010 11:35 | N | H_HOLLOW_E_1 | 34.01 |
| 12/12/2010 11:35 | N | HHOLLOW4_E_1 | 34.01 |
| 12/12/2010 11:35 | N | R_LH2SES_1 | 33.99 |
| 12/12/2010 11:35 | N | AUTO_EPS_390 | 33.99 |
| 12/12/2010 11:40 | N | LARDVFTS_KZ | 32.57 |
| 12/12/2010 11:40 | N | DC_ROAD_L_B | 32.56 |
| 12/12/2010 11:40 | N | DC_EGPS_L_A | 32.66 |
| 12/12/2010 11:40 | N | H_HOLLOW_E_1 | 32.56 |
| 12/12/2010 11:40 | N | HHOLLOW4_E_1 | 32.56 |
| 12/12/2010 11:40 | N | R_LH2SES_1 | 32.55 |
| 12/12/2010 11:40 | N | AUTO_EPS_390 | 32.55 |
| 12/12/2010 11:45 | N | LARDVFTS_KZ | 31.68 |
| 12/12/2010 11:45 | N | DC_ROAD_L_B | 31.68 |
| 12/12/2010 11:45 | N | DC_EGPS_L_A | 31.78 |

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|---|---|---|---|
| 12/12/2010 11:45 | N | H_HOLLOW_E_1 | 31.67 |
| 12/12/2010 11:45 | N | HHOLLOW4_E_1 | 31.67 |
| 12/12/2010 11:45 | N | R_LH2SES_1 | 31.65 |
| 12/12/2010 11:45 | N | AUTO_EPS_390 | 31.66 |
| 12/12/2010 11:50 | N | LARDVFTS_KZ | 31.7 |
| 12/12/2010 11:50 | N | DC_ROAD_L_B | 31.69 |
| 12/12/2010 11:50 | N | DC_EGPS_L_A | 31.79 |
| 12/12/2010 11:50 | N | H_HOLLOW_E_1 | 31.69 |
| 12/12/2010 11:50 | N | HHOLLOW4_E_1 | 31.69 |
| 12/12/2010 11:50 | N | R_LH2SES_1 | 31.67 |
| 12/12/2010 11:50 | N | AUTO_EPS_390 | 31.67 |
| 12/12/2010 11:55 | N | LARDVFTS_KZ | 31.48 |
| 12/12/2010 11:55 | N | DC_ROAD_L_B | 31.47 |
| 12/12/2010 11:55 | N | DC_EGPS_L_A | 31.58 |
| 12/12/2010 11:55 | N | H_HOLLOW_E_1 | 31.47 |
| 12/12/2010 11:55 | N | HHOLLOW4_E_1 | 31.47 |
| 12/12/2010 11:55 | N | R_LH2SES_1 | 31.45 |
| 12/12/2010 11:55 | N | AUTO_EPS_390 | 31.45 |
| 12/12/2010 12:00 | N | LARDVFTS_KZ | 31.03 |
| 12/12/2010 12:00 | N | DC_ROAD_L_B | 31.02 |
| 12/12/2010 12:00 | N | DC_EGPS_L_A | 31.14 |
| 12/12/2010 12:00 | N | H_HOLLOW_E_1 | 31.02 |
| 12/12/2010 12:00 | N | HHOLLOW4_E_1 | 31.02 |
| 12/12/2010 12:00 | N | R_LH2SES_1 | 31 |
| 12/12/2010 12:00 | N | AUTO_EPS_390 | 31 |
| 12/12/2010 12:05 | N | LARDVFTS_KZ | 30.4 |
| 12/12/2010 12:05 | N | DC_ROAD_L_B | 30.39 |
| 12/12/2010 12:05 | N | DC_EGPS_L_A | 30.5 |
| 12/12/2010 12:05 | N | H_HOLLOW_E_1 | 30.39 |
| 12/12/2010 12:05 | N | HHOLLOW4_E_1 | 30.39 |
| 12/12/2010 12:05 | N | R_LH2SES_1 | 30.37 |
| 12/12/2010 12:05 | N | AUTO_EPS_390 | 30.37 |
| 12/12/2010 12:10 | N | LARDVFTS_KZ | 30.4 |
| 12/12/2010 12:10 | N | DC_ROAD_L_B | 30.39 |
| 12/12/2010 12:10 | N | DC_EGPS_L_A | 30.5 |
| 12/12/2010 12:10 | N | H_HOLLOW_E_1 | 30.38 |
| 12/12/2010 12:10 | N | HHOLLOW4_E_1 | 30.38 |
| 12/12/2010 12:10 | N | R_LH2SES_1 | 30.36 |
| 12/12/2010 12:10 | N | AUTO_EPS_390 | 30.36 |
| 12/12/2010 12:10 | N | LARDVFTS_KZ | 30.39 |
| 12/12/2010 12:10 | N | DC_ROAD_L_B | 30.38 |
| 12/12/2010 12:10 | N | DC_EGPS_L_A | 30.5 |
| 12/12/2010 12:10 | N | H_HOLLOW_E_1 | 30.38 |
| 12/12/2010 12:10 | N | HHOLLOW4_E_1 | 30.38 |
| 12/12/2010 12:10 | N | R_LH2SES_1 | 30.36 |
| 12/12/2010 12:10 | N | AUTO_EPS_390 | 30.36 |
| 12/12/2010 12:11 | N | LARDVFTS_KZ | 30.4 |

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| 12/12/2010 12:11 | N | DC_ROAD_L_B | 30.39 |
| 12/12/2010 12:11 | N | DC_EGPS_L_A | 30.5 |
| 12/12/2010 12:11 | N | H_HOLLOW_E_1 | 30.39 |
| 12/12/2010 12:11 | N | HHOLLOW4_E_1 | 30.39 |
| 12/12/2010 12:11 | N | R_LH2SES_1 | 30.37 |
| 12/12/2010 12:11 | N | AUTO_EPS_390 | 30.37 |
| 12/12/2010 12:15 | N | LARDVFTS_KZ | 29.66 |
| 12/12/2010 12:15 | N | DC_ROAD_L_B | 29.65 |
| 12/12/2010 12:15 | N | DC_EGPS_L_A | 29.77 |
| 12/12/2010 12:15 | N | H_HOLLOW_E_1 | 29.65 |
| 12/12/2010 12:15 | N | HHOLLOW4_E_1 | 29.65 |
| 12/12/2010 12:15 | N | R_LH2SES_1 | 29.63 |
| 12/12/2010 12:15 | N | AUTO_EPS_390 | 29.63 |
| 12/12/2010 12:20 | N | LARDVFTS_KZ | 28.79 |
| 12/12/2010 12:20 | N | DC_ROAD_L_B | 28.78 |
| 12/12/2010 12:20 | N | DC_EGPS_L_A | 28.91 |
| 12/12/2010 12:20 | N | H_HOLLOW_E_1 | 28.78 |
| 12/12/2010 12:20 | N | HHOLLOW4_E_1 | 28.78 |
| 12/12/2010 12:20 | N | R_LH2SES_1 | 28.75 |
| 12/12/2010 12:20 | N | AUTO_EPS_390 | 28.76 |
| 12/12/2010 12:24 | N | LARDVFTS_KZ | 28.44 |
| 12/12/2010 12:24 | N | DC_ROAD_L_B | 28.42 |
| 12/12/2010 12:24 | N | DC_EGPS_L_A | 28.56 |
| 12/12/2010 12:24 | N | H_HOLLOW_E_1 | 28.42 |
| 12/12/2010 12:24 | N | HHOLLOW4_E_1 | 28.42 |
| 12/12/2010 12:24 | N | R_LH2SES_1 | 28.4 |
| 12/12/2010 12:24 | N | AUTO_EPS_390 | 28.4 |
| 12/12/2010 12:25 | N | LARDVFTS_KZ | 28.52 |
| 12/12/2010 12:25 | N | DC_ROAD_L_B | 28.51 |
| 12/12/2010 12:25 | N | DC_EGPS_L_A | 28.64 |
| 12/12/2010 12:25 | N | H_HOLLOW_E_1 | 28.51 |
| 12/12/2010 12:25 | N | HHOLLOW4_E_1 | 28.51 |
| 12/12/2010 12:25 | N | R_LH2SES_1 | 28.48 |
| 12/12/2010 12:25 | N | AUTO_EPS_390 | 28.48 |
| 12/12/2010 12:25 | N | LARDVFTS_KZ | 28.38 |
| 12/12/2010 12:25 | N | DC_ROAD_L_B | 28.37 |
| 12/12/2010 12:25 | N | DC_EGPS_L_A | 28.5 |
| 12/12/2010 12:25 | N | H_HOLLOW_E_1 | 28.37 |
| 12/12/2010 12:25 | N | HHOLLOW4_E_1 | 28.37 |
| 12/12/2010 12:25 | N | R_LH2SES_1 | 28.34 |
| 12/12/2010 12:25 | N | AUTO_EPS_390 | 28.34 |
| 12/12/2010 12:28 | N | LARDVFTS_KZ | 28.32 |
| 12/12/2010 12:28 | N | DC_ROAD_L_B | 28.3 |
| 12/12/2010 12:28 | N | DC_EGPS_L_A | 28.44 |
| 12/12/2010 12:28 | N | H_HOLLOW_E_1 | 28.3 |
| 12/12/2010 12:28 | N | HHOLLOW4_E_1 | 28.3 |
| 12/12/2010 12:28 | N | R_LH2SES_1 | 28.28 |

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| 12/12/2010 12:28 | N | AUTO_EPS_390 | 28.28 |
| 12/12/2010 12:29 | N | LARDVFTS_KZ | 28.27 |
| 12/12/2010 12:29 | N | DC_ROAD_L_B | 28.26 |
| 12/12/2010 12:29 | N | DC_EGPS_L_A | 28.39 |
| 12/12/2010 12:29 | N | H_HOLLOW_E_1 | 28.26 |
| 12/12/2010 12:29 | N | HHOLLOW4_E_1 | 28.26 |
| 12/12/2010 12:29 | N | R_LH2SES_1 | 28.23 |
| 12/12/2010 12:29 | N | AUTO_EPS_390 | 28.24 |
| 12/12/2010 12:29 | N | LARDVFTS_KZ | 28.25 |
| 12/12/2010 12:29 | N | DC_ROAD_L_B | 28.24 |
| 12/12/2010 12:29 | N | DC_EGPS_L_A | 28.38 |
| 12/12/2010 12:29 | N | H_HOLLOW_E_1 | 28.24 |
| 12/12/2010 12:29 | N | HHOLLOW4_E_1 | 28.24 |
| 12/12/2010 12:29 | N | R_LH2SES_1 | 28.22 |
| 12/12/2010 12:29 | N | AUTO_EPS_390 | 28.22 |
| 12/12/2010 12:30 | N | LARDVFTS_KZ | 28.29 |
| 12/12/2010 12:30 | N | DC_ROAD_L_B | 28.28 |
| 12/12/2010 12:30 | N | DC_EGPS_L_A | 28.41 |
| 12/12/2010 12:30 | N | H_HOLLOW_E_1 | 28.28 |
| 12/12/2010 12:30 | N | HHOLLOW4_E_1 | 28.28 |
| 12/12/2010 12:30 | N | R_LH2SES_1 | 28.25 |
| 12/12/2010 12:30 | N | AUTO_EPS_390 | 28.26 |
| 12/12/2010 12:32 | N | LARDVFTS_KZ | 28.33 |
| 12/12/2010 12:32 | N | DC_ROAD_L_B | 28.31 |
| 12/12/2010 12:32 | N | DC_EGPS_L_A | 28.45 |
| 12/12/2010 12:32 | N | H_HOLLOW_E_1 | 28.31 |
| 12/12/2010 12:32 | N | HHOLLOW4_E_1 | 28.31 |
| 12/12/2010 12:32 | N | R_LH2SES_1 | 28.29 |
| 12/12/2010 12:32 | N | AUTO_EPS_390 | 28.29 |
| 12/12/2010 12:33 | N | LARDVFTS_KZ | 28.1 |
| 12/12/2010 12:33 | N | DC_ROAD_L_B | 28.09 |
| 12/12/2010 12:33 | N | DC_EGPS_L_A | 28.22 |
| 12/12/2010 12:33 | N | H_HOLLOW_E_1 | 28.09 |
| 12/12/2010 12:33 | N | HHOLLOW4_E_1 | 28.09 |
| 12/12/2010 12:33 | N | R_LH2SES_1 | 28.06 |
| 12/12/2010 12:33 | N | AUTO_EPS_390 | 28.07 |
| 12/12/2010 12:35 | N | LARDVFTS_KZ | 28.11 |
| 12/12/2010 12:35 | N | DC_ROAD_L_B | 28.1 |
| 12/12/2010 12:35 | N | DC_EGPS_L_A | 28.23 |
| 12/12/2010 12:35 | N | H_HOLLOW_E_1 | 28.1 |
| 12/12/2010 12:35 | N | HHOLLOW4_E_1 | 28.1 |
| 12/12/2010 12:35 | N | R_LH2SES_1 | 28.07 |
| 12/12/2010 12:35 | N | AUTO_EPS_390 | 28.07 |
| 12/12/2010 12:40 | N | LARDVFTS_KZ | 27.92 |
| 12/12/2010 12:40 | N | DC_ROAD_L_B | 27.91 |
| 12/12/2010 12:40 | N | DC_EGPS_L_A | 28.04 |
| 12/12/2010 12:40 | N | H_HOLLOW_E_1 | 27.91 |

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| 12/12/2010 12:40 | N | HHOLLOW4_E_1 | 27.91 |
| 12/12/2010 12:40 | N | R_LH2SES_1 | 27.88 |
| 12/12/2010 12:40 | N | AUTO_EPS_390 | 27.89 |
| 12/12/2010 12:45 | N | LARDVFTS_KZ | 27.8 |
| 12/12/2010 12:45 | N | DC_ROAD_L_B | 27.79 |
| 12/12/2010 12:45 | N | DC_EGPS_L_A | 27.92 |
| 12/12/2010 12:45 | N | H_HOLLOW_E_1 | 27.78 |
| 12/12/2010 12:45 | N | HHOLLOW4_E_1 | 27.78 |
| 12/12/2010 12:45 | N | R_LH2SES_1 | 27.76 |
| 12/12/2010 12:45 | N | AUTO_EPS_390 | 27.76 |
| 12/12/2010 12:45 | N | LARDVFTS_KZ | 27.85 |
| 12/12/2010 12:45 | N | DC_ROAD_L_B | 27.83 |
| 12/12/2010 12:45 | N | DC_EGPS_L_A | 27.97 |
| 12/12/2010 12:45 | N | H_HOLLOW_E_1 | 27.83 |
| 12/12/2010 12:45 | N | HHOLLOW4_E_1 | 27.83 |
| 12/12/2010 12:45 | N | R_LH2SES_1 | 27.81 |
| 12/12/2010 12:45 | N | AUTO_EPS_390 | 27.81 |
| 12/12/2010 12:50 | N | LARDVFTS_KZ | 27.77 |
| 12/12/2010 12:50 | N | DC_ROAD_L_B | 27.75 |
| 12/12/2010 12:50 | N | DC_EGPS_L_A | 27.89 |
| 12/12/2010 12:50 | N | H_HOLLOW_E_1 | 27.75 |
| 12/12/2010 12:50 | N | HHOLLOW4_E_1 | 27.75 |
| 12/12/2010 12:50 | N | R_LH2SES_1 | 27.73 |
| 12/12/2010 12:50 | N | AUTO_EPS_390 | 27.73 |
| 12/12/2010 12:52 | N | LARDVFTS_KZ | 27.6 |
| 12/12/2010 12:52 | N | DC_ROAD_L_B | 27.59 |
| 12/12/2010 12:52 | N | DC_EGPS_L_A | 27.72 |
| 12/12/2010 12:52 | N | H_HOLLOW_E_1 | 27.58 |
| 12/12/2010 12:52 | N | HHOLLOW4_E_1 | 27.58 |
| 12/12/2010 12:52 | N | R_LH2SES_1 | 27.56 |
| 12/12/2010 12:52 | N | AUTO_EPS_390 | 27.56 |
| 12/12/2010 12:55 | N | LARDVFTS_KZ | 27.58 |
| 12/12/2010 12:55 | N | DC_ROAD_L_B | 27.57 |
| 12/12/2010 12:55 | N | DC_EGPS_L_A | 27.71 |
| 12/12/2010 12:55 | N | H_HOLLOW_E_1 | 27.57 |
| 12/12/2010 12:55 | N | HHOLLOW4_E_1 | 27.57 |
| 12/12/2010 12:55 | N | R_LH2SES_1 | 27.54 |
| 12/12/2010 12:55 | N | AUTO_EPS_390 | 27.54 |
| 12/12/2010 14:35 | N | LARDVFTS_KZ | 26.27 |
| 12/12/2010 14:35 | N | DC_ROAD_L_B | 26.26 |
| 12/12/2010 14:35 | N | DC_EGPS_L_A | 26.41 |
| 12/12/2010 14:35 | N | H_HOLLOW_E_1 | 26.26 |
| 12/12/2010 14:35 | N | HHOLLOW4_E_1 | 26.26 |
| 12/12/2010 14:35 | N | R_LH2SES_1 | 26.23 |
| 12/12/2010 14:35 | N | AUTO_EPS_390 | 26.23 |
| 12/12/2010 14:40 | N | LARDVFTS_KZ | 26 |
| 12/12/2010 14:40 | N | DC_ROAD_L_B | 25.98 |

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| 12/12/2010 14:40 | N | DC_EGPS_L_A | 26.14 |
| 12/12/2010 14:40 | N | H_HOLLOW_E_1 | 25.98 |
| 12/12/2010 14:40 | N | HHOLLOW4_E_1 | 25.98 |
| 12/12/2010 14:40 | N | R_LH2SES_1 | 25.96 |
| 12/12/2010 14:40 | N | AUTO_EPS_390 | 25.96 |
| 12/12/2010 14:45 | N | LARDVFTS_KZ | 26.01 |
| 12/12/2010 14:45 | N | DC_ROAD_L_B | 26 |
| 12/12/2010 14:45 | N | DC_EGPS_L_A | 26.14 |
| 12/12/2010 14:45 | N | H_HOLLOW_E_1 | 25.99 |
| 12/12/2010 14:45 | N | HHOLLOW4_E_1 | 25.99 |
| 12/12/2010 14:45 | N | R_LH2SES_1 | 25.97 |
| 12/12/2010 14:45 | N | AUTO_EPS_390 | 25.97 |
| 12/12/2010 14:50 | N | LARDVFTS_KZ | 26.27 |
| 12/12/2010 14:50 | N | DC_ROAD_L_B | 26.26 |
| 12/12/2010 14:50 | N | DC_EGPS_L_A | 26.41 |
| 12/12/2010 14:50 | N | H_HOLLOW_E_1 | 26.26 |
| 12/12/2010 14:50 | N | HHOLLOW4_E_1 | 26.26 |
| 12/12/2010 14:50 | N | R_LH2SES_1 | 26.23 |
| 12/12/2010 14:50 | N | AUTO_EPS_390 | 26.23 |
| 12/12/2010 14:55 | N | LARDVFTS_KZ | 26.34 |
| 12/12/2010 14:55 | N | DC_ROAD_L_B | 26.33 |
| 12/12/2010 14:55 | N | DC_EGPS_L_A | 26.48 |
| 12/12/2010 14:55 | N | H_HOLLOW_E_1 | 26.33 |
| 12/12/2010 14:55 | N | HHOLLOW4_E_1 | 26.33 |
| 12/12/2010 14:55 | N | R_LH2SES_1 | 26.3 |
| 12/12/2010 14:55 | N | AUTO_EPS_390 | 26.3 |
| 12/12/2010 15:00 | N | LARDVFTS_KZ | 26.14 |
| 12/12/2010 15:00 | N | DC_ROAD_L_B | 26.13 |
| 12/12/2010 15:00 | N | DC_EGPS_L_A | 26.28 |
| 12/12/2010 15:00 | N | H_HOLLOW_E_1 | 26.13 |
| 12/12/2010 15:00 | N | HHOLLOW4_E_1 | 26.13 |
| 12/12/2010 15:00 | N | R_LH2SES_1 | 26.1 |
| 12/12/2010 15:00 | N | AUTO_EPS_390 | 26.1 |
| 12/12/2010 15:05 | N | LARDVFTS_KZ | 26.3 |
| 12/12/2010 15:05 | N | DC_ROAD_L_B | 26.28 |
| 12/12/2010 15:05 | N | DC_EGPS_L_A | 26.43 |
| 12/12/2010 15:05 | N | H_HOLLOW_E_1 | 26.28 |
| 12/12/2010 15:05 | N | HHOLLOW4_E_1 | 26.28 |
| 12/12/2010 15:05 | N | R_LH2SES_1 | 26.25 |
| 12/12/2010 15:05 | N | AUTO_EPS_390 | 26.26 |
| 12/12/2010 15:10 | N | LARDVFTS_KZ | 26.25 |
| 12/12/2010 15:10 | N | DC_ROAD_L_B | 26.24 |
| 12/12/2010 15:10 | N | DC_EGPS_L_A | 26.39 |
| 12/12/2010 15:10 | N | H_HOLLOW_E_1 | 26.24 |
| 12/12/2010 15:10 | N | HHOLLOW4_E_1 | 26.24 |
| 12/12/2010 15:10 | N | R_LH2SES_1 | 26.21 |
| 12/12/2010 15:10 | N | AUTO_EPS_390 | 26.21 |

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| 12/12/2010 15:15 | N | LARDVFTS_KZ | 26.2 |
| 12/12/2010 15:15 | N | DC_ROAD_L_B | 26.18 |
| 12/12/2010 15:15 | N | DC_EGPS_L_A | 26.33 |
| 12/12/2010 15:15 | N | H_HOLLOW_E_1 | 26.18 |
| 12/12/2010 15:15 | N | HHOLLOW4_E_1 | 26.18 |
| 12/12/2010 15:15 | N | R_LH2SES_1 | 26.16 |
| 12/12/2010 15:15 | N | AUTO_EPS_390 | 26.16 |
| 12/12/2010 15:20 | N | LARDVFTS_KZ | 26.45 |
| 12/12/2010 15:20 | N | DC_ROAD_L_B | 26.43 |
| 12/12/2010 15:20 | N | DC_EGPS_L_A | 26.58 |
| 12/12/2010 15:20 | N | H_HOLLOW_E_1 | 26.43 |
| 12/12/2010 15:20 | N | HHOLLOW4_E_1 | 26.43 |
| 12/12/2010 15:20 | N | R_LH2SES_1 | 26.4 |
| 12/12/2010 15:20 | N | AUTO_EPS_390 | 26.41 |
| 12/12/2010 15:25 | N | LARDVFTS_KZ | 26.6 |
| 12/12/2010 15:25 | N | DC_ROAD_L_B | 26.58 |
| 12/12/2010 15:25 | N | DC_EGPS_L_A | 26.73 |
| 12/12/2010 15:25 | N | H_HOLLOW_E_1 | 26.58 |
| 12/12/2010 15:25 | N | HHOLLOW4_E_1 | 26.58 |
| 12/12/2010 15:25 | N | R_LH2SES_1 | 26.56 |
| 12/12/2010 15:25 | N | AUTO_EPS_390 | 26.56 |
| 12/12/2010 15:30 | N | LARDVFTS_KZ | 26.7 |
| 12/12/2010 15:30 | N | DC_ROAD_L_B | 26.68 |
| 12/12/2010 15:30 | N | DC_EGPS_L_A | 26.83 |
| 12/12/2010 15:30 | N | H_HOLLOW_E_1 | 26.68 |
| 12/12/2010 15:30 | N | HHOLLOW4_E_1 | 26.68 |
| 12/12/2010 15:30 | N | R_LH2SES_1 | 26.65 |
| 12/12/2010 15:30 | N | AUTO_EPS_390 | 26.66 |
| 12/12/2010 15:35 | N | LARDVFTS_KZ | 26.71 |
| 12/12/2010 15:35 | N | DC_ROAD_L_B | 26.69 |
| 12/12/2010 15:35 | N | DC_EGPS_L_A | 26.84 |
| 12/12/2010 15:35 | N | H_HOLLOW_E_1 | 26.69 |
| 12/12/2010 15:35 | N | HHOLLOW4_E_1 | 26.69 |
| 12/12/2010 15:35 | N | R_LH2SES_1 | 26.67 |
| 12/12/2010 15:35 | N | AUTO_EPS_390 | 26.67 |
| 12/12/2010 15:40 | N | LARDVFTS_KZ | 26.83 |
| 12/12/2010 15:40 | N | DC_ROAD_L_B | 26.82 |
| 12/12/2010 15:40 | N | DC_EGPS_L_A | 26.96 |
| 12/12/2010 15:40 | N | H_HOLLOW_E_1 | 26.82 |
| 12/12/2010 15:40 | N | HHOLLOW4_E_1 | 26.82 |
| 12/12/2010 15:40 | N | R_LH2SES_1 | 26.79 |
| 12/12/2010 15:40 | N | AUTO_EPS_390 | 26.79 |
| 12/12/2010 15:45 | N | LARDVFTS_KZ | 26.89 |
| 12/12/2010 15:45 | N | DC_ROAD_L_B | 26.88 |
| 12/12/2010 15:45 | N | DC_EGPS_L_A | 27.02 |
| 12/12/2010 15:45 | N | H_HOLLOW_E_1 | 26.88 |
| 12/12/2010 15:45 | N | HHOLLOW4_E_1 | 26.88 |

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| 12/12/2010 15:45 | N | R_LH2SES_1 | 26.85 |
| 12/12/2010 15:45 | N | AUTO_EPS_390 | 26.85 |
| 12/12/2010 15:50 | N | LARDVFTS_KZ | 26.95 |
| 12/12/2010 15:50 | N | DC_ROAD_L_B | 26.93 |
| 12/12/2010 15:50 | N | DC_EGPS_L_A | 27.08 |
| 12/12/2010 15:50 | N | H_HOLLOW_E_1 | 26.93 |
| 12/12/2010 15:50 | N | HHOLLOW4_E_1 | 26.93 |
| 12/12/2010 15:50 | N | R_LH2SES_1 | 26.91 |
| 12/12/2010 15:50 | N | AUTO_EPS_390 | 26.91 |
| 12/12/2010 16:20 | N | LARDVFTS_KZ | 27.33 |
| 12/12/2010 16:20 | N | DC_ROAD_L_B | 27.32 |
| 12/12/2010 16:20 | N | DC_EGPS_L_A | 27.46 |
| 12/12/2010 16:20 | N | H_HOLLOW_E_1 | 27.32 |
| 12/12/2010 16:20 | N | HHOLLOW4_E_1 | 27.32 |
| 12/12/2010 16:20 | N | R_LH2SES_1 | 27.29 |
| 12/12/2010 16:20 | N | AUTO_EPS_390 | 27.29 |
| 12/12/2010 16:25 | N | LARDVFTS_KZ | 27.43 |
| 12/12/2010 16:25 | N | DC_ROAD_L_B | 27.42 |
| 12/12/2010 16:25 | N | DC_EGPS_L_A | 27.56 |
| 12/12/2010 16:25 | N | H_HOLLOW_E_1 | 27.42 |
| 12/12/2010 16:25 | N | HHOLLOW4_E_1 | 27.42 |
| 12/12/2010 16:25 | N | R_LH2SES_1 | 27.39 |
| 12/12/2010 16:25 | N | AUTO_EPS_390 | 27.39 |
| 12/12/2010 16:30 | N | LARDVFTS_KZ | 27.63 |
| 12/12/2010 16:30 | N | DC_ROAD_L_B | 27.61 |
| 12/12/2010 16:30 | N | DC_EGPS_L_A | 27.75 |
| 12/12/2010 16:30 | N | H_HOLLOW_E_1 | 27.61 |
| 12/12/2010 16:30 | N | HHOLLOW4_E_1 | 27.61 |
| 12/12/2010 16:30 | N | R_LH2SES_1 | 27.59 |
| 12/12/2010 16:30 | N | AUTO_EPS_390 | 27.59 |
| 12/12/2010 16:35 | N | LARDVFTS_KZ | 27.7 |
| 12/12/2010 16:35 | N | DC_ROAD_L_B | 27.69 |
| 12/12/2010 16:35 | N | DC_EGPS_L_A | 27.83 |
| 12/12/2010 16:35 | N | H_HOLLOW_E_1 | 27.69 |
| 12/12/2010 16:35 | N | HHOLLOW4_E_1 | 27.69 |
| 12/12/2010 16:35 | N | R_LH2SES_1 | 27.66 |
| 12/12/2010 16:35 | N | AUTO_EPS_390 | 27.66 |
| 12/12/2010 16:40 | N | LARDVFTS_KZ | 27.84 |
| 12/12/2010 16:40 | N | DC_ROAD_L_B | 27.83 |
| 12/12/2010 16:40 | N | DC_EGPS_L_A | 27.97 |
| 12/12/2010 16:40 | N | H_HOLLOW_E_1 | 27.83 |
| 12/12/2010 16:40 | N | HHOLLOW4_E_1 | 27.83 |
| 12/12/2010 16:40 | N | R_LH2SES_1 | 27.81 |
| 12/12/2010 16:40 | N | AUTO_EPS_390 | 27.81 |
| 12/12/2010 16:45 | N | LARDVFTS_KZ | 28.25 |
| 12/12/2010 16:45 | N | DC_ROAD_L_B | 28.24 |
| 12/12/2010 16:45 | N | DC_EGPS_L_A | 28.37 |

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| 12/12/2010 16:45 | N | H_HOLLOW_E_1 | 28.24 |
| 12/12/2010 16:45 | N | HHOLLOW4_E_1 | 28.24 |
| 12/12/2010 16:45 | N | R_LH2SES_1 | 28.21 |
| 12/12/2010 16:45 | N | AUTO_EPS_390 | 28.21 |
| 12/12/2010 16:50 | N | LARDVFTS_KZ | 28.39 |
| 12/12/2010 16:50 | N | DC_ROAD_L_B | 28.38 |
| 12/12/2010 16:50 | N | DC_EGPS_L_A | 28.51 |
| 12/12/2010 16:50 | N | H_HOLLOW_E_1 | 28.37 |
| 12/12/2010 16:50 | N | HHOLLOW4_E_1 | 28.37 |
| 12/12/2010 16:50 | N | R_LH2SES_1 | 28.35 |
| 12/12/2010 16:50 | N | AUTO_EPS_390 | 28.35 |
| 12/12/2010 16:55 | N | LARDVFTS_KZ | 28.54 |
| 12/12/2010 16:55 | N | DC_ROAD_L_B | 28.53 |
| 12/12/2010 16:55 | N | DC_EGPS_L_A | 28.66 |
| 12/12/2010 16:55 | N | H_HOLLOW_E_1 | 28.53 |
| 12/12/2010 16:55 | N | HHOLLOW4_E_1 | 28.53 |
| 12/12/2010 16:55 | N | R_LH2SES_1 | 28.5 |
| 12/12/2010 16:55 | N | AUTO_EPS_390 | 28.5 |
| 12/12/2010 17:00 | N | LARDVFTS_KZ | 28.05 |
| 12/12/2010 17:00 | N | DC_ROAD_L_B | 28.04 |
| 12/12/2010 17:00 | N | DC_EGPS_L_A | 28.17 |
| 12/12/2010 17:00 | N | H_HOLLOW_E_1 | 28.04 |
| 12/12/2010 17:00 | N | HHOLLOW4_E_1 | 28.04 |
| 12/12/2010 17:00 | N | R_LH2SES_1 | 28.01 |
| 12/12/2010 17:00 | N | AUTO_EPS_390 | 28.01 |
| 12/12/2010 17:01 | N | LARDVFTS_KZ | 27.8 |
| 12/12/2010 17:01 | N | DC_ROAD_L_B | 27.79 |
| 12/12/2010 17:01 | N | DC_EGPS_L_A | 27.92 |
| 12/12/2010 17:01 | N | H_HOLLOW_E_1 | 27.79 |
| 12/12/2010 17:01 | N | HHOLLOW4_E_1 | 27.79 |
| 12/12/2010 17:01 | N | R_LH2SES_1 | 27.76 |
| 12/12/2010 17:01 | N | AUTO_EPS_390 | 27.76 |
| 12/12/2010 17:01 | N | LARDVFTS_KZ | 27.83 |
| 12/12/2010 17:01 | N | DC_ROAD_L_B | 27.82 |
| 12/12/2010 17:01 | N | DC_EGPS_L_A | 27.96 |
| 12/12/2010 17:01 | N | H_HOLLOW_E_1 | 27.82 |
| 12/12/2010 17:01 | N | HHOLLOW4_E_1 | 27.82 |
| 12/12/2010 17:01 | N | R_LH2SES_1 | 27.8 |
| 12/12/2010 17:01 | N | AUTO_EPS_390 | 27.8 |
| 12/12/2010 17:02 | N | LARDVFTS_KZ | 27.68 |
| 12/12/2010 17:02 | N | DC_ROAD_L_B | 27.66 |
| 12/12/2010 17:02 | N | DC_EGPS_L_A | 27.8 |
| 12/12/2010 17:02 | N | H_HOLLOW_E_1 | 27.66 |
| 12/12/2010 17:02 | N | HHOLLOW4_E_1 | 27.66 |
| 12/12/2010 17:02 | N | R_LH2SES_1 | 27.64 |
| 12/12/2010 17:02 | N | AUTO_EPS_390 | 27.64 |
| 12/12/2010 17:04 | N | LARDVFTS_KZ | 27.62 |

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| 12/12/2010 17:04 | N | DC_ROAD_L_B | 27.61 |
| 12/12/2010 17:04 | N | DC_EGPS_L_A | 27.75 |
| 12/12/2010 17:04 | N | H_HOLLOW_E_1 | 27.61 |
| 12/12/2010 17:04 | N | HHOLLOW4_E_1 | 27.61 |
| 12/12/2010 17:04 | N | R_LH2SES_1 | 27.58 |
| 12/12/2010 17:04 | N | AUTO_EPS_390 | 27.59 |
| 12/12/2010 17:05 | N | LARDVFTS_KZ | 27.5 |
| 12/12/2010 17:05 | N | DC_ROAD_L_B | 27.49 |
| 12/12/2010 17:05 | N | DC_EGPS_L_A | 27.63 |
| 12/12/2010 17:05 | N | H_HOLLOW_E_1 | 27.49 |
| 12/12/2010 17:05 | N | HHOLLOW4_E_1 | 27.49 |
| 12/12/2010 17:05 | N | R_LH2SES_1 | 27.46 |
| 12/12/2010 17:05 | N | AUTO_EPS_390 | 27.46 |
| 12/12/2010 17:09 | N | LARDVFTS_KZ | 27.47 |
| 12/12/2010 17:09 | N | DC_ROAD_L_B | 27.46 |
| 12/12/2010 17:09 | N | DC_EGPS_L_A | 27.6 |
| 12/12/2010 17:09 | N | H_HOLLOW_E_1 | 27.45 |
| 12/12/2010 17:09 | N | HHOLLOW4_E_1 | 27.45 |
| 12/12/2010 17:09 | N | R_LH2SES_1 | 27.43 |
| 12/12/2010 17:09 | N | AUTO_EPS_390 | 27.43 |
| 12/12/2010 17:10 | N | LARDVFTS_KZ | 27.56 |
| 12/12/2010 17:10 | N | DC_ROAD_L_B | 27.55 |
| 12/12/2010 17:10 | N | DC_EGPS_L_A | 27.69 |
| 12/12/2010 17:10 | N | H_HOLLOW_E_1 | 27.55 |
| 12/12/2010 17:10 | N | HHOLLOW4_E_1 | 27.55 |
| 12/12/2010 17:10 | N | R_LH2SES_1 | 27.52 |
| 12/12/2010 17:10 | N | AUTO_EPS_390 | 27.52 |
| 12/12/2010 17:11 | N | LARDVFTS_KZ | 27.59 |
| 12/12/2010 17:11 | N | DC_ROAD_L_B | 27.58 |
| 12/12/2010 17:11 | N | DC_EGPS_L_A | 27.72 |
| 12/12/2010 17:11 | N | H_HOLLOW_E_1 | 27.58 |
| 12/12/2010 17:11 | N | HHOLLOW4_E_1 | 27.58 |
| 12/12/2010 17:11 | N | R_LH2SES_1 | 27.55 |
| 12/12/2010 17:11 | N | AUTO_EPS_390 | 27.55 |
| 12/12/2010 17:12 | N | LARDVFTS_KZ | 27.7 |
| 12/12/2010 17:12 | N | DC_ROAD_L_B | 27.69 |
| 12/12/2010 17:12 | N | DC_EGPS_L_A | 27.83 |
| 12/12/2010 17:12 | N | H_HOLLOW_E_1 | 27.69 |
| 12/12/2010 17:12 | N | HHOLLOW4_E_1 | 27.69 |
| 12/12/2010 17:12 | N | R_LH2SES_1 | 27.66 |
| 12/12/2010 17:12 | N | AUTO_EPS_390 | 27.66 |
| 12/12/2010 17:13 | N | LARDVFTS_KZ | 27.8 |
| 12/12/2010 17:13 | N | DC_ROAD_L_B | 27.79 |
| 12/12/2010 17:13 | N | DC_EGPS_L_A | 27.92 |
| 12/12/2010 17:13 | N | H_HOLLOW_E_1 | 27.79 |
| 12/12/2010 17:13 | N | HHOLLOW4_E_1 | 27.79 |
| 12/12/2010 17:13 | N | R_LH2SES_1 | 27.76 |

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| 12/12/2010 17:13 | N | AUTO_EPS_390 | 27.76 |
| 12/12/2010 17:15 | N | LARDVFTS_KZ | 27.88 |
| 12/12/2010 17:15 | N | DC_ROAD_L_B | 27.87 |
| 12/12/2010 17:15 | N | DC_EGPS_L_A | 28.01 |
| 12/12/2010 17:15 | N | H_HOLLOW_E_1 | 27.87 |
| 12/12/2010 17:15 | N | HHOLLOW4_E_1 | 27.87 |
| 12/12/2010 17:15 | N | R_LH2SES_1 | 27.85 |
| 12/12/2010 17:15 | N | AUTO_EPS_390 | 27.85 |
| 12/12/2010 17:18 | N | LARDVFTS_KZ | 28.06 |
| 12/12/2010 17:18 | N | DC_ROAD_L_B | 28.05 |
| 12/12/2010 17:18 | N | DC_EGPS_L_A | 28.19 |
| 12/12/2010 17:18 | N | H_HOLLOW_E_1 | 28.05 |
| 12/12/2010 17:18 | N | HHOLLOW4_E_1 | 28.05 |
| 12/12/2010 17:18 | N | R_LH2SES_1 | 28.03 |
| 12/12/2010 17:18 | N | AUTO_EPS_390 | 28.03 |
| 12/12/2010 17:19 | N | LARDVFTS_KZ | 28.31 |
| 12/12/2010 17:19 | N | DC_ROAD_L_B | 28.3 |
| 12/12/2010 17:19 | N | DC_EGPS_L_A | 28.43 |
| 12/12/2010 17:19 | N | H_HOLLOW_E_1 | 28.3 |
| 12/12/2010 17:19 | N | HHOLLOW4_E_1 | 28.3 |
| 12/12/2010 17:19 | N | R_LH2SES_1 | 28.27 |
| 12/12/2010 17:19 | N | AUTO_EPS_390 | 28.28 |
| 12/12/2010 17:20 | N | LARDVFTS_KZ | 28.71 |
| 12/12/2010 17:20 | N | DC_ROAD_L_B | 28.7 |
| 12/12/2010 17:20 | N | DC_EGPS_L_A | 28.83 |
| 12/12/2010 17:20 | N | H_HOLLOW_E_1 | 28.7 |
| 12/12/2010 17:20 | N | HHOLLOW4_E_1 | 28.7 |
| 12/12/2010 17:20 | N | R_LH2SES_1 | 28.68 |
| 12/12/2010 17:20 | N | AUTO_EPS_390 | 28.68 |
| 12/12/2010 17:21 | N | LARDVFTS_KZ | 28.99 |
| 12/12/2010 17:21 | N | DC_ROAD_L_B | 28.98 |
| 12/12/2010 17:21 | N | DC_EGPS_L_A | 29.1 |
| 12/12/2010 17:21 | N | H_HOLLOW_E_1 | 28.98 |
| 12/12/2010 17:21 | N | HHOLLOW4_E_1 | 28.98 |
| 12/12/2010 17:21 | N | R_LH2SES_1 | 28.96 |
| 12/12/2010 17:21 | N | AUTO_EPS_390 | 28.96 |
| 12/12/2010 17:25 | N | LARDVFTS_KZ | 29.69 |
| 12/12/2010 17:25 | N | DC_ROAD_L_B | 29.67 |
| 12/12/2010 17:25 | N | DC_EGPS_L_A | 29.79 |
| 12/12/2010 17:25 | N | H_HOLLOW_E_1 | 29.67 |
| 12/12/2010 17:25 | N | HHOLLOW4_E_1 | 29.67 |
| 12/12/2010 17:25 | N | R_LH2SES_1 | 29.65 |
| 12/12/2010 17:25 | N | AUTO_EPS_390 | 29.65 |
| 12/12/2010 17:30 | N | LARDVFTS_KZ | 31.16 |
| 12/12/2010 17:30 | N | DC_ROAD_L_B | 31.15 |
| 12/12/2010 17:30 | N | DC_EGPS_L_A | 31.26 |
| 12/12/2010 17:30 | N | H_HOLLOW_E_1 | 31.15 |

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| 12/12/2010 17:30 | N | HHOLLOW4_E_1 | 31.15 |
| 12/12/2010 17:30 | N | R_LH2SES_1 | 31.13 |
| 12/12/2010 17:30 | N | AUTO_EPS_390 | 31.13 |
| 12/12/2010 17:31 | N | LARDVFTS_KZ | 31.76 |
| 12/12/2010 17:31 | N | DC_ROAD_L_B | 31.75 |
| 12/12/2010 17:31 | N | DC_EGPS_L_A | 31.86 |
| 12/12/2010 17:31 | N | H_HOLLOW_E_1 | 31.75 |
| 12/12/2010 17:31 | N | HHOLLOW4_E_1 | 31.75 |
| 12/12/2010 17:31 | N | R_LH2SES_1 | 31.73 |
| 12/12/2010 17:31 | N | AUTO_EPS_390 | 31.74 |
| 12/12/2010 17:31 | N | LARDVFTS_KZ | 32.57 |
| 12/12/2010 17:31 | N | DC_ROAD_L_B | 32.56 |
| 12/12/2010 17:31 | N | DC_EGPS_L_A | 32.66 |
| 12/12/2010 17:31 | N | H_HOLLOW_E_1 | 32.56 |
| 12/12/2010 17:31 | N | HHOLLOW4_E_1 | 32.56 |
| 12/12/2010 17:31 | N | R_LH2SES_1 | 32.54 |
| 12/12/2010 17:31 | N | AUTO_EPS_390 | 32.55 |
| 12/12/2010 17:33 | N | LARDVFTS_KZ | 33.22 |
| 12/12/2010 17:33 | N | DC_ROAD_L_B | 33.21 |
| 12/12/2010 17:33 | N | DC_EGPS_L_A | 33.3 |
| 12/12/2010 17:33 | N | H_HOLLOW_E_1 | 33.21 |
| 12/12/2010 17:33 | N | HHOLLOW4_E_1 | 33.21 |
| 12/12/2010 17:33 | N | R_LH2SES_1 | 33.19 |
| 12/12/2010 17:33 | N | AUTO_EPS_390 | 33.19 |
| 12/12/2010 17:35 | N | LARDVFTS_KZ | 33.58 |
| 12/12/2010 17:35 | N | DC_ROAD_L_B | 33.58 |
| 12/12/2010 17:35 | N | DC_EGPS_L_A | 33.66 |
| 12/12/2010 17:35 | N | H_HOLLOW_E_1 | 33.57 |
| 12/12/2010 17:35 | N | HHOLLOW4_E_1 | 33.57 |
| 12/12/2010 17:35 | N | R_LH2SES_1 | 33.56 |
| 12/12/2010 17:35 | N | AUTO_EPS_390 | 33.56 |
| 12/12/2010 17:36 | N | LARDVFTS_KZ | 34.14 |
| 12/12/2010 17:36 | N | DC_ROAD_L_B | 34.13 |
| 12/12/2010 17:36 | N | DC_EGPS_L_A | 34.22 |
| 12/12/2010 17:36 | N | H_HOLLOW_E_1 | 34.13 |
| 12/12/2010 17:36 | N | HHOLLOW4_E_1 | 34.13 |
| 12/12/2010 17:36 | N | R_LH2SES_1 | 34.12 |
| 12/12/2010 17:36 | N | AUTO_EPS_390 | 34.12 |
| 12/12/2010 17:37 | N | LARDVFTS_KZ | 34.32 |
| 12/12/2010 17:37 | N | DC_ROAD_L_B | 34.31 |
| 12/12/2010 17:37 | N | DC_EGPS_L_A | 34.39 |
| 12/12/2010 17:37 | N | H_HOLLOW_E_1 | 34.31 |
| 12/12/2010 17:37 | N | HHOLLOW4_E_1 | 34.31 |
| 12/12/2010 17:37 | N | R_LH2SES_1 | 34.29 |
| 12/12/2010 17:37 | N | AUTO_EPS_390 | 34.29 |
| 12/12/2010 17:38 | N | LARDVFTS_KZ | 34.63 |
| 12/12/2010 17:38 | N | DC_ROAD_L_B | 34.62 |

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| 12/12/2010 17:38 | N | DC_EGPS_L_A | 34.71 |
| 12/12/2010 17:38 | N | H_HOLLOW_E_1 | 34.62 |
| 12/12/2010 17:38 | N | HHOLLOW4_E_1 | 34.62 |
| 12/12/2010 17:38 | N | R_LH2SES_1 | 34.61 |
| 12/12/2010 17:38 | N | AUTO_EPS_390 | 34.61 |
| 12/12/2010 17:38 | N | LARDVFTS_KZ | 35 |
| 12/12/2010 17:38 | N | DC_ROAD_L_B | 35 |
| 12/12/2010 17:38 | N | DC_EGPS_L_A | 35.08 |
| 12/12/2010 17:38 | N | H_HOLLOW_E_1 | 35 |
| 12/12/2010 17:38 | N | HHOLLOW4_E_1 | 35 |
| 12/12/2010 17:38 | N | R_LH2SES_1 | 34.98 |
| 12/12/2010 17:38 | N | AUTO_EPS_390 | 34.98 |
| 12/12/2010 17:40 | N | LARDVFTS_KZ | 35.47 |
| 12/12/2010 17:40 | N | DC_ROAD_L_B | 35.46 |
| 12/12/2010 17:40 | N | DC_EGPS_L_A | 35.54 |
| 12/12/2010 17:40 | N | H_HOLLOW_E_1 | 35.46 |
| 12/12/2010 17:40 | N | HHOLLOW4_E_1 | 35.46 |
| 12/12/2010 17:40 | N | R_LH2SES_1 | 35.45 |
| 12/12/2010 17:40 | N | AUTO_EPS_390 | 35.45 |
| 12/12/2010 17:45 | N | LARDVFTS_KZ | 40.77 |
| 12/12/2010 17:45 | N | DC_ROAD_L_B | 40.77 |
| 12/12/2010 17:45 | N | DC_EGPS_L_A | 40.8 |
| 12/12/2010 17:45 | N | H_HOLLOW_E_1 | 40.77 |
| 12/12/2010 17:45 | N | HHOLLOW4_E_1 | 40.77 |
| 12/12/2010 17:45 | N | R_LH2SES_1 | 40.76 |
| 12/12/2010 17:45 | N | AUTO_EPS_390 | 40.76 |
| 12/12/2010 17:50 | N | LARDVFTS_KZ | 61.65 |
| 12/12/2010 17:50 | N | DC_ROAD_L_B | 60.82 |
| 12/12/2010 17:50 | N | DC_EGPS_L_A | 61.6 |
| 12/12/2010 17:50 | N | H_HOLLOW_E_1 | 61.13 |
| 12/12/2010 17:50 | N | HHOLLOW4_E_1 | 61.13 |
| 12/12/2010 17:50 | N | R_LH2SES_1 | 61.1 |
| 12/12/2010 17:50 | N | AUTO_EPS_390 | 61.1 |
| 12/12/2010 17:52 | N | LARDVFTS_KZ | 61.99 |
| 12/12/2010 17:52 | N | DC_ROAD_L_B | 60.74 |
| 12/12/2010 17:52 | N | DC_EGPS_L_A | 61.91 |
| 12/12/2010 17:52 | N | H_HOLLOW_E_1 | 61.2 |
| 12/12/2010 17:52 | N | HHOLLOW4_E_1 | 61.2 |
| 12/12/2010 17:52 | N | R_LH2SES_1 | 61.17 |
| 12/12/2010 17:52 | N | AUTO_EPS_390 | 61.16 |
| 12/12/2010 17:55 | N | LARDVFTS_KZ | 102.44 |
| 12/12/2010 17:55 | N | DC_ROAD_L_B | 99.49 |
| 12/12/2010 17:55 | N | DC_EGPS_L_A | 102.26 |
| 12/12/2010 17:55 | N | H_HOLLOW_E_1 | 100.59 |
| 12/12/2010 17:55 | N | HHOLLOW4_E_1 | 100.59 |
| 12/12/2010 17:55 | N | R_LH2SES_1 | 100.51 |
| 12/12/2010 17:55 | N | AUTO_EPS_390 | 100.5 |

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| 12/12/2010 18:00 | N | LARDVFTS_KZ | 182.53 |
| 12/12/2010 18:00 | N | DC_ROAD_L_B | 177.19 |
| 12/12/2010 18:00 | N | H_HOLLOW_E_1 | 179.18 |
| 12/12/2010 18:00 | N | HHOLLOW4_E_1 | 179.18 |
| 12/12/2010 18:00 | N | R_LH2SES_1 | 179.04 |
| 12/12/2010 18:00 | N | AUTO_EPS_390 | 179.01 |
| 12/12/2010 18:05 | N | LARDVFTS_KZ | 51.32 |
| 12/12/2010 18:05 | N | DC_ROAD_L_B | 50.85 |
| 12/12/2010 18:05 | N | DC_EGPS_L_A | 51.29 |
| 12/12/2010 18:05 | N | H_HOLLOW_E_1 | 51.02 |
| 12/12/2010 18:05 | N | HHOLLOW4_E_1 | 51.02 |
| 12/12/2010 18:05 | N | R_LH2SES_1 | 51.01 |
| 12/12/2010 18:05 | N | AUTO_EPS_390 | 51.01 |
| 12/12/2010 18:10 | N | LARDVFTS_KZ | 48.96 |
| 12/12/2010 18:10 | N | DC_ROAD_L_B | 48.36 |
| 12/12/2010 18:10 | N | DC_EGPS_L_A | 48.93 |
| 12/12/2010 18:10 | N | H_HOLLOW_E_1 | 48.59 |
| 12/12/2010 18:10 | N | HHOLLOW4_E_1 | 48.59 |
| 12/12/2010 18:10 | N | R_LH2SES_1 | 48.57 |
| 12/12/2010 18:10 | N | AUTO_EPS_390 | 48.57 |
| 12/12/2010 18:15 | N | LARDVFTS_KZ | 61.79 |
| 12/12/2010 18:15 | N | DC_ROAD_L_B | 60.84 |
| 12/12/2010 18:15 | N | DC_EGPS_L_A | 61.73 |
| 12/12/2010 18:15 | N | H_HOLLOW_E_1 | 61.19 |
| 12/12/2010 18:15 | N | HHOLLOW4_E_1 | 61.19 |
| 12/12/2010 18:15 | N | R_LH2SES_1 | 61.17 |
| 12/12/2010 18:15 | N | AUTO_EPS_390 | 61.16 |
| 12/12/2010 18:20 | N | LARDVFTS_KZ | 61.78 |
| 12/12/2010 18:20 | N | DC_ROAD_L_B | 60.83 |
| 12/12/2010 18:20 | N | DC_EGPS_L_A | 61.73 |
| 12/12/2010 18:20 | N | H_HOLLOW_E_1 | 61.18 |
| 12/12/2010 18:20 | N | HHOLLOW4_E_1 | 61.18 |
| 12/12/2010 18:20 | N | R_LH2SES_1 | 61.15 |
| 12/12/2010 18:20 | N | AUTO_EPS_390 | 61.15 |
| 12/12/2010 18:25 | N | LARDVFTS_KZ | 61.69 |
| 12/12/2010 18:25 | N | DC_ROAD_L_B | 61.16 |
| 12/12/2010 18:25 | N | DC_EGPS_L_A | 61.6 |
| 12/12/2010 18:25 | N | H_HOLLOW_E_1 | 61.26 |
| 12/12/2010 18:25 | N | HHOLLOW4_E_1 | 61.26 |
| 12/12/2010 18:25 | N | R_LH2SES_1 | 61.25 |
| 12/12/2010 18:25 | N | AUTO_EPS_390 | 61.25 |
| 12/12/2010 18:30 | N | LARDVFTS_KZ | 60.33 |
| 12/12/2010 18:30 | N | DC_ROAD_L_B | 60.11 |
| 12/12/2010 18:30 | N | DC_EGPS_L_A | 60.26 |
| 12/12/2010 18:30 | N | H_HOLLOW_E_1 | 60.1 |
| 12/12/2010 18:30 | N | HHOLLOW4_E_1 | 60.1 |
| 12/12/2010 18:30 | N | R_LH2SES_1 | 60.1 |

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| 12/12/2010 18:30 | N | AUTO_EPS_390 | 60.1 |
| 12/12/2010 18:35 | N | LARDVFTS_KZ | 54.34 |
| 12/12/2010 18:35 | N | DC_ROAD_L_B | 54.28 |
| 12/12/2010 18:35 | N | DC_EGPS_L_A | 54.34 |
| 12/12/2010 18:35 | N | H_HOLLOW_E_1 | 54.3 |
| 12/12/2010 18:35 | N | HHOLLOW4_E_1 | 54.3 |
| 12/12/2010 18:35 | N | R_LH2SES_1 | 54.3 |
| 12/12/2010 18:35 | N | AUTO_EPS_390 | 54.3 |
| 12/12/2010 18:40 | N | LARDVFTS_KZ | 123.52 |
| 12/12/2010 18:40 | N | DC_ROAD_L_B | 117.28 |
| 12/12/2010 18:40 | N | DC_EGPS_L_A | 133.95 |
| 12/12/2010 18:40 | N | H_HOLLOW_E_1 | 178.52 |
| 12/12/2010 18:40 | N | HHOLLOW4_E_1 | 178.52 |
| 12/12/2010 18:40 | N | R_LH2SES_1 | 209.63 |
| 12/12/2010 18:40 | N | AUTO_EPS_390 | -6.84 |
| 12/12/2010 18:45 | N | LARDVFTS_KZ | 170.83 |
| 12/12/2010 18:45 | N | DC_ROAD_L_B | 162.25 |
| 12/12/2010 18:45 | N | DC_EGPS_L_A | 181.21 |
| 12/12/2010 18:45 | N | H_HOLLOW_E_1 | 224.69 |
| 12/12/2010 18:45 | N | HHOLLOW4_E_1 | 224.69 |
| 12/12/2010 18:45 | N | R_LH2SES_1 | 255.76 |
| 12/12/2010 18:45 | N | AUTO_EPS_390 | 39.3 |
| 12/12/2010 19:40 | N | LARDVFTS_KZ | 182.57 |
| 12/12/2010 19:40 | N | DC_ROAD_L_B | 177.19 |
| 12/12/2010 19:40 | N | DC_EGPS_L_A | 182.26 |
| 12/12/2010 19:40 | N | H_HOLLOW_E_1 | 179.15 |
| 12/12/2010 19:40 | N | HHOLLOW4_E_1 | 179.15 |
| 12/12/2010 19:40 | N | R_LH2SES_1 | 179.01 |
| 12/12/2010 19:40 | N | AUTO_EPS_390 | 178.98 |
| 12/12/2010 20:20 | N | LARDVFTS_KZ | 60.12 |
| 12/12/2010 20:20 | N | DC_ROAD_L_B | 60.12 |
| 12/12/2010 20:20 | N | DC_EGPS_L_A | 60.12 |
| 12/12/2010 20:20 | N | H_HOLLOW_E_1 | 60.12 |
| 12/12/2010 20:20 | N | HHOLLOW4_E_1 | 60.12 |
| 12/12/2010 20:20 | N | R_LH2SES_1 | 60.12 |
| 12/12/2010 20:20 | N | AUTO_EPS_390 | 60.12 |
| 12/12/2010 20:25 | N | LARDVFTS_KZ | 58.13 |
| 12/12/2010 20:25 | N | DC_ROAD_L_B | 58.13 |
| 12/12/2010 20:25 | N | DC_EGPS_L_A | 58.16 |
| 12/12/2010 20:25 | N | H_HOLLOW_E_1 | 58.13 |
| 12/12/2010 20:25 | N | HHOLLOW4_E_1 | 58.13 |
| 12/12/2010 20:25 | N | R_LH2SES_1 | 58.13 |
| 12/12/2010 20:25 | N | AUTO_EPS_390 | 58.13 |
| 12/12/2010 20:30 | N | LARDVFTS_KZ | 57.87 |
| 12/12/2010 20:30 | N | DC_ROAD_L_B | 57.87 |
| 12/12/2010 20:30 | N | DC_EGPS_L_A | 57.89 |
| 12/12/2010 20:30 | N | H_HOLLOW_E_1 | 57.87 |

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| 12/12/2010 20:30 | N | HHOLLOW4_E_1 | 57.87 |
| 12/12/2010 20:30 | N | R_LH2SES_1 | 57.86 |
| 12/12/2010 20:30 | N | AUTO_EPS_390 | 57.86 |
| 12/12/2010 20:35 | N | LARDVFTS_KZ | 49.76 |
| 12/12/2010 20:35 | N | DC_ROAD_L_B | 49.76 |
| 12/12/2010 20:35 | N | DC_EGPS_L_A | 49.77 |
| 12/12/2010 20:35 | N | H_HOLLOW_E_1 | 49.76 |
| 12/12/2010 20:35 | N | HHOLLOW4_E_1 | 49.76 |
| 12/12/2010 20:35 | N | R_LH2SES_1 | 49.75 |
| 12/12/2010 20:35 | N | AUTO_EPS_390 | 49.76 |
| 12/12/2010 20:40 | N | LARDVFTS_KZ | 48.67 |
| 12/12/2010 20:40 | N | DC_ROAD_L_B | 48.67 |
| 12/12/2010 20:40 | N | DC_EGPS_L_A | 48.68 |
| 12/12/2010 20:40 | N | H_HOLLOW_E_1 | 48.67 |
| 12/12/2010 20:40 | N | HHOLLOW4_E_1 | 48.67 |
| 12/12/2010 20:40 | N | R_LH2SES_1 | 48.67 |
| 12/12/2010 20:40 | N | AUTO_EPS_390 | 48.67 |
| 12/12/2010 20:45 | N | LARDVFTS_KZ | 51.09 |
| 12/12/2010 20:45 | N | DC_ROAD_L_B | 51.09 |
| 12/12/2010 20:45 | N | DC_EGPS_L_A | 51.1 |
| 12/12/2010 20:45 | N | H_HOLLOW_E_1 | 51.09 |
| 12/12/2010 20:45 | N | HHOLLOW4_E_1 | 51.09 |
| 12/12/2010 20:45 | N | R_LH2SES_1 | 51.09 |
| 12/12/2010 20:45 | N | AUTO_EPS_390 | 51.09 |
| 12/12/2010 20:50 | N | LARDVFTS_KZ | 51.25 |
| 12/12/2010 20:50 | N | DC_ROAD_L_B | 51.25 |
| 12/12/2010 20:50 | N | DC_EGPS_L_A | 51.26 |
| 12/12/2010 20:50 | N | H_HOLLOW_E_1 | 51.25 |
| 12/12/2010 20:50 | N | HHOLLOW4_E_1 | 51.25 |
| 12/12/2010 20:50 | N | R_LH2SES_1 | 51.25 |
| 12/12/2010 20:50 | N | AUTO_EPS_390 | 51.25 |
| 12/12/2010 20:55 | N | LARDVFTS_KZ | 44.32 |
| 12/12/2010 20:55 | N | DC_ROAD_L_B | 44.32 |
| 12/12/2010 20:55 | N | DC_EGPS_L_A | 44.32 |
| 12/12/2010 20:55 | N | H_HOLLOW_E_1 | 44.32 |
| 12/12/2010 20:55 | N | HHOLLOW4_E_1 | 44.32 |
| 12/12/2010 20:55 | N | R_LH2SES_1 | 44.32 |
| 12/12/2010 20:55 | N | AUTO_EPS_390 | 44.32 |
| 12/12/2010 21:00 | N | LARDVFTS_KZ | 44.31 |
| 12/12/2010 21:00 | N | DC_ROAD_L_B | 44.31 |
| 12/12/2010 21:00 | N | DC_EGPS_L_A | 44.32 |
| 12/12/2010 21:00 | N | H_HOLLOW_E_1 | 44.31 |
| 12/12/2010 21:00 | N | HHOLLOW4_E_1 | 44.31 |
| 12/12/2010 21:00 | N | R_LH2SES_1 | 44.31 |
| 12/12/2010 21:00 | N | AUTO_EPS_390 | 44.31 |
| 12/12/2010 21:05 | N | LARDVFTS_KZ | 45.42 |
| 12/12/2010 21:05 | N | DC_ROAD_L_B | 45.42 |

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| 12/12/2010 21:05 | N | DC_EGPS_L_A | 45.42 |
| 12/12/2010 21:05 | N | H_HOLLOW_E_1 | 45.42 |
| 12/12/2010 21:05 | N | HHOLLOW4_E_1 | 45.42 |
| 12/12/2010 21:05 | N | R_LH2SES_1 | 45.42 |
| 12/12/2010 21:05 | N | AUTO_EPS_390 | 45.42 |
| 12/12/2010 21:10 | N | LARDVFTS_KZ | 44.38 |
| 12/12/2010 21:10 | N | DC_ROAD_L_B | 44.38 |
| 12/12/2010 21:10 | N | DC_EGPS_L_A | 44.39 |
| 12/12/2010 21:10 | N | H_HOLLOW_E_1 | 44.38 |
| 12/12/2010 21:10 | N | HHOLLOW4_E_1 | 44.38 |
| 12/12/2010 21:10 | N | R_LH2SES_1 | 44.38 |
| 12/12/2010 21:10 | N | AUTO_EPS_390 | 44.38 |
| 12/12/2010 21:17 | N | LARDVFTS_KZ | 45.9 |
| 12/12/2010 21:17 | N | DC_ROAD_L_B | 45.9 |
| 12/12/2010 21:17 | N | DC_EGPS_L_A | 45.9 |
| 12/12/2010 21:17 | N | H_HOLLOW_E_1 | 45.9 |
| 12/12/2010 21:17 | N | HHOLLOW4_E_1 | 45.9 |
| 12/12/2010 21:17 | N | R_LH2SES_1 | 45.9 |
| 12/12/2010 21:17 | N | AUTO_EPS_390 | 45.9 |
| 12/13/2010 0:25 | N | LARDVFTS_KZ | 27.77 |
| 12/13/2010 0:25 | N | DC_ROAD_L_B | 27.78 |
| 12/13/2010 0:25 | N | DC_EGPS_L_A | 27.76 |
| 12/13/2010 0:25 | N | H_HOLLOW_E_1 | 27.75 |
| 12/13/2010 0:25 | N | HHOLLOW4_E_1 | 27.75 |
| 12/13/2010 0:25 | N | R_LH2SES_1 | 27.78 |
| 12/13/2010 0:25 | N | AUTO_EPS_390 | 27.78 |
| 12/13/2010 0:30 | N | LARDVFTS_KZ | 27.34 |
| 12/13/2010 0:30 | N | DC_ROAD_L_B | 27.35 |
| 12/13/2010 0:30 | N | DC_EGPS_L_A | 27.33 |
| 12/13/2010 0:30 | N | H_HOLLOW_E_1 | 27.32 |
| 12/13/2010 0:30 | N | HHOLLOW4_E_1 | 27.32 |
| 12/13/2010 0:30 | N | R_LH2SES_1 | 27.35 |
| 12/13/2010 0:30 | N | AUTO_EPS_390 | 27.35 |
| 12/13/2010 0:35 | N | LARDVFTS_KZ | 26.91 |
| 12/13/2010 0:35 | N | DC_ROAD_L_B | 26.91 |
| 12/13/2010 0:35 | N | DC_EGPS_L_A | 26.89 |
| 12/13/2010 0:35 | N | H_HOLLOW_E_1 | 26.88 |
| 12/13/2010 0:35 | N | HHOLLOW4_E_1 | 26.88 |
| 12/13/2010 0:35 | N | R_LH2SES_1 | 26.91 |
| 12/13/2010 0:35 | N | AUTO_EPS_390 | 26.91 |
| 12/13/2010 0:40 | N | LARDVFTS_KZ | 26.57 |
| 12/13/2010 0:40 | N | DC_ROAD_L_B | 26.57 |
| 12/13/2010 0:40 | N | DC_EGPS_L_A | 26.55 |
| 12/13/2010 0:40 | N | H_HOLLOW_E_1 | 26.55 |
| 12/13/2010 0:40 | N | HHOLLOW4_E_1 | 26.55 |
| 12/13/2010 0:40 | N | R_LH2SES_1 | 26.58 |
| 12/13/2010 0:40 | N | AUTO_EPS_390 | 26.58 |

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| 12/13/2010 0:45 | N | LARDVFTS_KZ | 26.5 |
| 12/13/2010 0:45 | N | DC_ROAD_L_B | 26.5 |
| 12/13/2010 0:45 | N | DC_EGPS_L_A | 26.48 |
| 12/13/2010 0:45 | N | H_HOLLOW_E_1 | 26.48 |
| 12/13/2010 0:45 | N | HHOLLOW4_E_1 | 26.48 |
| 12/13/2010 0:45 | N | R_LH2SES_1 | 26.51 |
| 12/13/2010 0:45 | N | AUTO_EPS_390 | 26.51 |
| 12/13/2010 0:50 | N | LARDVFTS_KZ | 26.7 |
| 12/13/2010 0:50 | N | DC_ROAD_L_B | 26.7 |
| 12/13/2010 0:50 | N | DC_EGPS_L_A | 26.68 |
| 12/13/2010 0:50 | N | H_HOLLOW_E_1 | 26.68 |
| 12/13/2010 0:50 | N | HHOLLOW4_E_1 | 26.68 |
| 12/13/2010 0:50 | N | R_LH2SES_1 | 26.71 |
| 12/13/2010 0:50 | N | AUTO_EPS_390 | 26.71 |
| 12/13/2010 0:55 | N | LARDVFTS_KZ | 26.64 |
| 12/13/2010 0:55 | N | DC_ROAD_L_B | 26.64 |
| 12/13/2010 0:55 | N | DC_EGPS_L_A | 26.62 |
| 12/13/2010 0:55 | N | H_HOLLOW_E_1 | 26.62 |
| 12/13/2010 0:55 | N | HHOLLOW4_E_1 | 26.62 |
| 12/13/2010 0:55 | N | R_LH2SES_1 | 26.65 |
| 12/13/2010 0:55 | N | AUTO_EPS_390 | 26.65 |
| 12/13/2010 1:17 | N | LARDVFTS_KZ | 26.8 |
| 12/13/2010 1:17 | N | DC_ROAD_L_B | 26.8 |
| 12/13/2010 1:17 | N | DC_EGPS_L_A | 26.78 |
| 12/13/2010 1:17 | N | H_HOLLOW_E_1 | 26.78 |
| 12/13/2010 1:17 | N | HHOLLOW4_E_1 | 26.78 |
| 12/13/2010 1:17 | N | R_LH2SES_1 | 26.8 |
| 12/13/2010 1:17 | N | AUTO_EPS_390 | 26.8 |
| 12/13/2010 1:20 | N | LARDVFTS_KZ | 26.88 |
| 12/13/2010 1:20 | N | DC_ROAD_L_B | 26.88 |
| 12/13/2010 1:20 | N | DC_EGPS_L_A | 26.86 |
| 12/13/2010 1:20 | N | H_HOLLOW_E_1 | 26.86 |
| 12/13/2010 1:20 | N | HHOLLOW4_E_1 | 26.86 |
| 12/13/2010 1:20 | N | R_LH2SES_1 | 26.88 |
| 12/13/2010 1:20 | N | AUTO_EPS_390 | 26.88 |
| 12/13/2010 1:25 | N | LARDVFTS_KZ | 26.81 |
| 12/13/2010 1:25 | N | DC_ROAD_L_B | 26.82 |
| 12/13/2010 1:25 | N | DC_EGPS_L_A | 26.8 |
| 12/13/2010 1:25 | N | H_HOLLOW_E_1 | 26.79 |
| 12/13/2010 1:25 | N | HHOLLOW4_E_1 | 26.79 |
| 12/13/2010 1:25 | N | R_LH2SES_1 | 26.82 |
| 12/13/2010 1:25 | N | R_PB2SES_1 | 26.65 |
| 12/13/2010 1:25 | N | R_PB2SES_2 | 26.65 |
| 12/13/2010 1:25 | N | R_PB2SES_3 | 26.65 |
| 12/13/2010 1:25 | N | R_PB2SES_4 | 26.65 |
| 12/13/2010 1:25 | N | R_PB2SES_5 | 26.65 |
| 12/13/2010 1:25 | N | AUTO_EPS_390 | 26.82 |

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| 12/13/2010 1:30 | N | LARDVFTS_KZ | 26.34 |
| 12/13/2010 1:30 | N | DC_ROAD_L_B | 26.34 |
| 12/13/2010 1:30 | N | DC_EGPS_L_A | 26.32 |
| 12/13/2010 1:30 | N | H_HOLLOW_E_1 | 26.32 |
| 12/13/2010 1:30 | N | HHOLLOW4_E_1 | 26.32 |
| 12/13/2010 1:30 | N | R_LH2SES_1 | 26.35 |
| 12/13/2010 1:30 | N | R_PB2SES_1 | 26.18 |
| 12/13/2010 1:30 | N | R_PB2SES_2 | 26.18 |
| 12/13/2010 1:30 | N | R_PB2SES_3 | 26.18 |
| 12/13/2010 1:30 | N | R_PB2SES_4 | 26.18 |
| 12/13/2010 1:30 | N | R_PB2SES_5 | 26.18 |
| 12/13/2010 1:30 | N | AUTO_EPS_390 | 26.35 |
| 12/13/2010 1:35 | N | LARDVFTS_KZ | 25.72 |
| 12/13/2010 1:35 | N | DC_ROAD_L_B | 25.72 |
| 12/13/2010 1:35 | N | DC_EGPS_L_A | 25.7 |
| 12/13/2010 1:35 | N | H_HOLLOW_E_1 | 25.7 |
| 12/13/2010 1:35 | N | HHOLLOW4_E_1 | 25.7 |
| 12/13/2010 1:35 | N | R_LH2SES_1 | 25.72 |
| 12/13/2010 1:35 | N | R_PB2SES_1 | 25.56 |
| 12/13/2010 1:35 | N | R_PB2SES_2 | 25.56 |
| 12/13/2010 1:35 | N | R_PB2SES_3 | 25.56 |
| 12/13/2010 1:35 | N | R_PB2SES_4 | 25.56 |
| 12/13/2010 1:35 | N | R_PB2SES_5 | 25.56 |
| 12/13/2010 1:35 | N | AUTO_EPS_390 | 25.72 |
| 12/13/2010 1:37 | N | LARDVFTS_KZ | 25.18 |
| 12/13/2010 1:37 | N | DC_ROAD_L_B | 25.19 |
| 12/13/2010 1:37 | N | DC_EGPS_L_A | 25.17 |
| 12/13/2010 1:37 | N | H_HOLLOW_E_1 | 25.16 |
| 12/13/2010 1:37 | N | HHOLLOW4_E_1 | 25.16 |
| 12/13/2010 1:37 | N | R_LH2SES_1 | 25.19 |
| 12/13/2010 1:37 | N | R_PB2SES_1 | 25.03 |
| 12/13/2010 1:37 | N | R_PB2SES_2 | 25.03 |
| 12/13/2010 1:37 | N | R_PB2SES_3 | 25.03 |
| 12/13/2010 1:37 | N | R_PB2SES_4 | 25.03 |
| 12/13/2010 1:37 | N | R_PB2SES_5 | 25.03 |
| 12/13/2010 1:37 | N | AUTO_EPS_390 | 25.19 |
| 12/13/2010 3:09 | N | LARDVFTS_KZ | 22.11 |
| 12/13/2010 3:09 | N | DC_ROAD_L_B | 22.54 |
| 12/13/2010 3:09 | N | DC_EGPS_L_A | 18.3 |
| 12/13/2010 3:09 | N | H_HOLLOW_E_1 | 1.59 |
| 12/13/2010 3:09 | N | HHOLLOW4_E_1 | 1.59 |
| 12/13/2010 3:09 | N | R_LH2SES_1 | 23.93 |
| 12/13/2010 3:09 | N | R_PB2SES_1 | 1.38 |
| 12/13/2010 3:09 | N | R_PB2SES_2 | 1.38 |
| 12/13/2010 3:09 | N | R_PB2SES_3 | 1.38 |
| 12/13/2010 3:09 | N | R_PB2SES_4 | 1.38 |
| 12/13/2010 3:09 | N | R_PB2SES_5 | 1.38 |

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| 12/13/2010 3:09 | N | AUTO_EPS_390 | 23.84 |
| 12/13/2010 3:10 | N | LARDVFTS_KZ | 22.84 |
| 12/13/2010 3:10 | N | DC_ROAD_L_B | 22.96 |
| 12/13/2010 3:10 | N | DC_EGPS_L_A | 21.77 |
| 12/13/2010 3:10 | N | H_HOLLOW_E_1 | 17.08 |
| 12/13/2010 3:10 | N | HHOLLOW4_E_1 | 17.08 |
| 12/13/2010 3:10 | N | R_LH2SES_1 | 23.35 |
| 12/13/2010 3:10 | N | R_PB2SES_1 | 17.02 |
| 12/13/2010 3:10 | N | R_PB2SES_2 | 17.02 |
| 12/13/2010 3:10 | N | R_PB2SES_3 | 17.02 |
| 12/13/2010 3:10 | N | R_PB2SES_4 | 17.02 |
| 12/13/2010 3:10 | N | R_PB2SES_5 | 17.02 |
| 12/13/2010 3:10 | N | AUTO_EPS_390 | 23.33 |
| 12/13/2010 3:14 | N | LARDVFTS_KZ | 22.84 |
| 12/13/2010 3:14 | N | DC_ROAD_L_B | 23.31 |
| 12/13/2010 3:14 | N | DC_EGPS_L_A | 18.65 |
| 12/13/2010 3:14 | N | H_HOLLOW_E_1 | 0.29 |
| 12/13/2010 3:14 | N | HHOLLOW4_E_1 | 0.29 |
| 12/13/2010 3:14 | N | R_LH2SES_1 | 24.84 |
| 12/13/2010 3:14 | N | R_PB2SES_1 | 0.06 |
| 12/13/2010 3:14 | N | R_PB2SES_2 | 0.06 |
| 12/13/2010 3:14 | N | R_PB2SES_3 | 0.06 |
| 12/13/2010 3:14 | N | R_PB2SES_4 | 0.06 |
| 12/13/2010 3:14 | N | R_PB2SES_5 | 0.06 |
| 12/13/2010 3:14 | N | AUTO_EPS_390 | 24.75 |
| 12/13/2010 3:15 | N | LARDVFTS_KZ | 22.84 |
| 12/13/2010 3:15 | N | DC_ROAD_L_B | 23.31 |
| 12/13/2010 3:15 | N | DC_EGPS_L_A | 18.65 |
| 12/13/2010 3:15 | N | H_HOLLOW_E_1 | 0.29 |
| 12/13/2010 3:15 | N | HHOLLOW4_E_1 | 0.29 |
| 12/13/2010 3:15 | N | R_LH2SES_1 | 24.84 |
| 12/13/2010 3:15 | N | R_PB2SES_1 | 0.06 |
| 12/13/2010 3:15 | N | R_PB2SES_2 | 0.06 |
| 12/13/2010 3:15 | N | R_PB2SES_3 | 0.06 |
| 12/13/2010 3:15 | N | R_PB2SES_4 | 0.06 |
| 12/13/2010 3:15 | N | R_PB2SES_5 | 0.06 |
| 12/13/2010 3:15 | N | AUTO_EPS_390 | 24.75 |
| 12/13/2010 3:20 | N | LARDVFTS_KZ | 22.85 |
| 12/13/2010 3:20 | N | DC_ROAD_L_B | 23.32 |
| 12/13/2010 3:20 | N | DC_EGPS_L_A | 18.65 |
| 12/13/2010 3:20 | N | H_HOLLOW_E_1 | 0.28 |
| 12/13/2010 3:20 | N | HHOLLOW4_E_1 | 0.28 |
| 12/13/2010 3:20 | N | R_LH2SES_1 | 24.84 |
| 12/13/2010 3:20 | N | R_PB2SES_1 | 0.06 |
| 12/13/2010 3:20 | N | R_PB2SES_2 | 0.06 |
| 12/13/2010 3:20 | N | R_PB2SES_3 | 0.06 |
| 12/13/2010 3:20 | N | R_PB2SES_4 | 0.06 |

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| 12/13/2010 3:20 | N | R_PB2SES_5 | 0.06 |
| 12/13/2010 3:20 | N | AUTO_EPS_390 | 24.75 |
| 12/13/2010 3:25 | N | LARDVFTS_KZ | 22.84 |
| 12/13/2010 3:25 | N | DC_ROAD_L_B | 23.31 |
| 12/13/2010 3:25 | N | DC_EGPS_L_A | 18.64 |
| 12/13/2010 3:25 | N | H_HOLLOW_E_1 | 0.24 |
| 12/13/2010 3:25 | N | HHOLLOW4_E_1 | 0.24 |
| 12/13/2010 3:25 | N | R_LH2SES_1 | 24.84 |
| 12/13/2010 3:25 | N | R_PB2SES_1 | 0.01 |
| 12/13/2010 3:25 | N | R_PB2SES_2 | 0.01 |
| 12/13/2010 3:25 | N | R_PB2SES_3 | 0.01 |
| 12/13/2010 3:25 | N | R_PB2SES_4 | 0.01 |
| 12/13/2010 3:25 | N | R_PB2SES_5 | 0.01 |
| 12/13/2010 3:25 | N | AUTO_EPS_390 | 24.75 |
| 12/13/2010 3:30 | N | LARDVFTS_KZ | 22.76 |
| 12/13/2010 3:30 | N | DC_ROAD_L_B | 23.22 |
| 12/13/2010 3:30 | N | DC_EGPS_L_A | 18.58 |
| 12/13/2010 3:30 | N | H_HOLLOW_E_1 | 0.28 |
| 12/13/2010 3:30 | N | HHOLLOW4_E_1 | 0.28 |
| 12/13/2010 3:30 | N | R_LH2SES_1 | 24.75 |
| 12/13/2010 3:30 | N | R_PB2SES_1 | 0.06 |
| 12/13/2010 3:30 | N | R_PB2SES_2 | 0.06 |
| 12/13/2010 3:30 | N | R_PB2SES_3 | 0.06 |
| 12/13/2010 3:30 | N | R_PB2SES_4 | 0.06 |
| 12/13/2010 3:30 | N | R_PB2SES_5 | 0.06 |
| 12/13/2010 3:30 | N | AUTO_EPS_390 | 24.65 |
| 12/13/2010 3:35 | N | LARDVFTS_KZ | 23.91 |
| 12/13/2010 3:35 | N | DC_ROAD_L_B | 23.99 |
| 12/13/2010 3:35 | N | DC_EGPS_L_A | 23.2 |
| 12/13/2010 3:35 | N | H_HOLLOW_E_1 | 20.09 |
| 12/13/2010 3:35 | N | HHOLLOW4_E_1 | 20.09 |
| 12/13/2010 3:35 | N | R_LH2SES_1 | 24.24 |
| 12/13/2010 3:35 | N | R_PB2SES_1 | 20.05 |
| 12/13/2010 3:35 | N | R_PB2SES_2 | 20.05 |
| 12/13/2010 3:35 | N | R_PB2SES_3 | 20.05 |
| 12/13/2010 3:35 | N | R_PB2SES_4 | 20.05 |
| 12/13/2010 3:35 | N | R_PB2SES_5 | 20.05 |
| 12/13/2010 3:35 | N | AUTO_EPS_390 | 24.23 |
| 12/13/2010 3:43 | N | LARDVFTS_KZ | 24.08 |
| 12/13/2010 3:43 | N | DC_ROAD_L_B | 24.19 |
| 12/13/2010 3:43 | N | DC_EGPS_L_A | 23.06 |
| 12/13/2010 3:43 | N | H_HOLLOW_E_1 | 18.62 |
| 12/13/2010 3:43 | N | HHOLLOW4_E_1 | 18.62 |
| 12/13/2010 3:43 | N | R_LH2SES_1 | 24.56 |
| 12/13/2010 3:43 | N | R_PB2SES_1 | 18.57 |
| 12/13/2010 3:43 | N | R_PB2SES_2 | 18.57 |
| 12/13/2010 3:43 | N | R_PB2SES_3 | 18.57 |

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| 12/13/2010 3:43 | N | R_PB2SES_4 | 18.57 |
| 12/13/2010 3:43 | N | R_PB2SES_5 | 18.57 |
| 12/13/2010 3:43 | N | AUTO_EPS_390 | 24.54 |
| 12/13/2010 3:45 | N | LARDVFTS_KZ | 23.64 |
| 12/13/2010 3:45 | N | DC_ROAD_L_B | 23.95 |
| 12/13/2010 3:45 | N | DC_EGPS_L_A | 20.87 |
| 12/13/2010 3:45 | N | H_HOLLOW_E_1 | 8.74 |
| 12/13/2010 3:45 | N | HHOLLOW4_E_1 | 8.74 |
| 12/13/2010 3:45 | N | R_LH2SES_1 | 24.96 |
| 12/13/2010 3:45 | N | R_PB2SES_1 | 8.59 |
| 12/13/2010 3:45 | N | R_PB2SES_2 | 8.59 |
| 12/13/2010 3:45 | N | R_PB2SES_3 | 8.59 |
| 12/13/2010 3:45 | N | R_PB2SES_4 | 8.59 |
| 12/13/2010 3:45 | N | R_PB2SES_5 | 8.59 |
| 12/13/2010 3:45 | N | AUTO_EPS_390 | 24.89 |
| 12/13/2010 3:50 | N | LARDVFTS_KZ | 24.36 |
| 12/13/2010 3:50 | N | DC_ROAD_L_B | 24.51 |
| 12/13/2010 3:50 | N | DC_EGPS_L_A | 22.98 |
| 12/13/2010 3:50 | N | H_HOLLOW_E_1 | 16.94 |
| 12/13/2010 3:50 | N | HHOLLOW4_E_1 | 16.94 |
| 12/13/2010 3:50 | N | R_LH2SES_1 | 25.01 |
| 12/13/2010 3:50 | N | R_PB2SES_1 | 16.86 |
| 12/13/2010 3:50 | N | R_PB2SES_2 | 16.86 |
| 12/13/2010 3:50 | N | R_PB2SES_3 | 16.86 |
| 12/13/2010 3:50 | N | R_PB2SES_4 | 16.86 |
| 12/13/2010 3:50 | N | R_PB2SES_5 | 16.86 |
| 12/13/2010 3:50 | N | AUTO_EPS_390 | 24.98 |
| 12/13/2010 3:55 | N | LARDVFTS_KZ | 23.7 |
| 12/13/2010 3:55 | N | DC_ROAD_L_B | 24.16 |
| 12/13/2010 3:55 | N | DC_EGPS_L_A | 19.6 |
| 12/13/2010 3:55 | N | H_HOLLOW_E_1 | 1.63 |
| 12/13/2010 3:55 | N | HHOLLOW4_E_1 | 1.63 |
| 12/13/2010 3:55 | N | R_LH2SES_1 | 25.65 |
| 12/13/2010 3:55 | N | R_PB2SES_1 | 1.41 |
| 12/13/2010 3:55 | N | R_PB2SES_2 | 1.41 |
| 12/13/2010 3:55 | N | R_PB2SES_3 | 1.41 |
| 12/13/2010 3:55 | N | R_PB2SES_4 | 1.41 |
| 12/13/2010 3:55 | N | R_PB2SES_5 | 1.41 |
| 12/13/2010 3:55 | N | AUTO_EPS_390 | 25.56 |
| 12/13/2010 4:00 | N | LARDVFTS_KZ | 23.71 |
| 12/13/2010 4:00 | N | DC_ROAD_L_B | 23.82 |
| 12/13/2010 4:00 | N | DC_EGPS_L_A | 22.76 |
| 12/13/2010 4:00 | N | H_HOLLOW_E_1 | 18.61 |
| 12/13/2010 4:00 | N | HHOLLOW4_E_1 | 18.61 |
| 12/13/2010 4:00 | N | R_LH2SES_1 | 24.16 |
| 12/13/2010 4:00 | N | R_PB2SES_1 | 18.56 |
| 12/13/2010 4:00 | N | R_PB2SES_2 | 18.56 |

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| 12/13/2010 4:00 | N | R_PB2SES_3 | 18.56 |
| 12/13/2010 4:00 | N | R_PB2SES_4 | 18.56 |
| 12/13/2010 4:00 | N | R_PB2SES_5 | 18.56 |
| 12/13/2010 4:00 | N | AUTO_EPS_390 | 24.14 |
| 12/13/2010 4:05 | N | LARDVFTS_KZ | 25.14 |
| 12/13/2010 4:05 | N | DC_ROAD_L_B | 25.24 |
| 12/13/2010 4:05 | N | DC_EGPS_L_A | 24.21 |
| 12/13/2010 4:05 | N | H_HOLLOW_E_1 | 20.11 |
| 12/13/2010 4:05 | N | HHOLLOW4_E_1 | 20.11 |
| 12/13/2010 4:05 | N | R_LH2SES_1 | 25.58 |
| 12/13/2010 4:05 | N | R_PB2SES_1 | 20.06 |
| 12/13/2010 4:05 | N | R_PB2SES_2 | 20.06 |
| 12/13/2010 4:05 | N | R_PB2SES_3 | 20.06 |
| 12/13/2010 4:05 | N | R_PB2SES_4 | 20.06 |
| 12/13/2010 4:05 | N | R_PB2SES_5 | 20.06 |
| 12/13/2010 4:05 | N | AUTO_EPS_390 | 25.56 |
| 12/13/2010 4:10 | N | LARDVFTS_KZ | 24.45 |
| 12/13/2010 4:10 | N | DC_ROAD_L_B | 24.93 |
| 12/13/2010 4:10 | N | DC_EGPS_L_A | 20.22 |
| 12/13/2010 4:10 | N | H_HOLLOW_E_1 | 1.65 |
| 12/13/2010 4:10 | N | HHOLLOW4_E_1 | 1.65 |
| 12/13/2010 4:10 | N | R_LH2SES_1 | 26.47 |
| 12/13/2010 4:10 | N | R_PB2SES_1 | 1.42 |
| 12/13/2010 4:10 | N | R_PB2SES_2 | 1.42 |
| 12/13/2010 4:10 | N | R_PB2SES_3 | 1.42 |
| 12/13/2010 4:10 | N | R_PB2SES_4 | 1.42 |
| 12/13/2010 4:10 | N | R_PB2SES_5 | 1.42 |
| 12/13/2010 4:10 | N | AUTO_EPS_390 | 26.38 |
| 12/13/2010 4:13 | N | LARDVFTS_KZ | 24.47 |
| 12/13/2010 4:13 | N | DC_ROAD_L_B | 24.94 |
| 12/13/2010 4:13 | N | DC_EGPS_L_A | 20.23 |
| 12/13/2010 4:13 | N | H_HOLLOW_E_1 | 1.65 |
| 12/13/2010 4:13 | N | HHOLLOW4_E_1 | 1.65 |
| 12/13/2010 4:13 | N | R_LH2SES_1 | 26.49 |
| 12/13/2010 4:13 | N | R_PB2SES_1 | 1.42 |
| 12/13/2010 4:13 | N | R_PB2SES_2 | 1.42 |
| 12/13/2010 4:13 | N | R_PB2SES_3 | 1.42 |
| 12/13/2010 4:13 | N | R_PB2SES_4 | 1.42 |
| 12/13/2010 4:13 | N | R_PB2SES_5 | 1.42 |
| 12/13/2010 4:13 | N | AUTO_EPS_390 | 26.39 |
| 12/13/2010 4:15 | N | LARDVFTS_KZ | 24.56 |
| 12/13/2010 4:15 | N | DC_ROAD_L_B | 25.04 |
| 12/13/2010 4:15 | N | DC_EGPS_L_A | 20.3 |
| 12/13/2010 4:15 | N | H_HOLLOW_E_1 | 1.66 |
| 12/13/2010 4:15 | N | HHOLLOW4_E_1 | 1.66 |
| 12/13/2010 4:15 | N | R_LH2SES_1 | 26.59 |
| 12/13/2010 4:15 | N | R_PB2SES_1 | 1.43 |

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| 12/13/2010 4:15 | N | R_PB2SES_2 | 1.43 |
| 12/13/2010 4:15 | N | R_PB2SES_3 | 1.43 |
| 12/13/2010 4:15 | N | R_PB2SES_4 | 1.43 |
| 12/13/2010 4:15 | N | R_PB2SES_5 | 1.43 |
| 12/13/2010 4:15 | N | AUTO_EPS_390 | 26.49 |
| 12/13/2010 4:17 | N | LARDVFTS_KZ | 24.75 |
| 12/13/2010 4:17 | N | DC_ROAD_L_B | 25.25 |
| 12/13/2010 4:17 | N | DC_EGPS_L_A | 20.24 |
| 12/13/2010 4:17 | N | H_HOLLOW_E_1 | 0.49 |
| 12/13/2010 4:17 | N | HHOLLOW4_E_1 | 0.49 |
| 12/13/2010 4:17 | N | R_LH2SES_1 | 26.9 |
| 12/13/2010 4:17 | N | R_PB2SES_1 | 0.25 |
| 12/13/2010 4:17 | N | R_PB2SES_2 | 0.25 |
| 12/13/2010 4:17 | N | R_PB2SES_3 | 0.25 |
| 12/13/2010 4:17 | N | R_PB2SES_4 | 0.25 |
| 12/13/2010 4:17 | N | R_PB2SES_5 | 0.25 |
| 12/13/2010 4:17 | N | AUTO_EPS_390 | 26.8 |
| 12/13/2010 4:19 | N | LARDVFTS_KZ | 25.09 |
| 12/13/2010 4:19 | N | DC_ROAD_L_B | 25.6 |
| 12/13/2010 4:19 | N | DC_EGPS_L_A | 20.51 |
| 12/13/2010 4:19 | N | H_HOLLOW_E_1 | 0.43 |
| 12/13/2010 4:19 | N | HHOLLOW4_E_1 | 0.43 |
| 12/13/2010 4:19 | N | R_LH2SES_1 | 27.28 |
| 12/13/2010 4:19 | N | R_PB2SES_1 | 0.18 |
| 12/13/2010 4:19 | N | R_PB2SES_2 | 0.18 |
| 12/13/2010 4:19 | N | R_PB2SES_3 | 0.18 |
| 12/13/2010 4:19 | N | R_PB2SES_4 | 0.18 |
| 12/13/2010 4:19 | N | R_PB2SES_5 | 0.18 |
| 12/13/2010 4:19 | N | AUTO_EPS_390 | 27.17 |
| 12/13/2010 4:20 | N | LARDVFTS_KZ | 25.28 |
| 12/13/2010 4:20 | N | DC_ROAD_L_B | 25.79 |
| 12/13/2010 4:20 | N | DC_EGPS_L_A | 20.69 |
| 12/13/2010 4:20 | N | H_HOLLOW_E_1 | 0.59 |
| 12/13/2010 4:20 | N | HHOLLOW4_E_1 | 0.59 |
| 12/13/2010 4:20 | N | R_LH2SES_1 | 27.46 |
| 12/13/2010 4:20 | N | R_PB2SES_1 | 0.34 |
| 12/13/2010 4:20 | N | R_PB2SES_2 | 0.34 |
| 12/13/2010 4:20 | N | R_PB2SES_3 | 0.34 |
| 12/13/2010 4:20 | N | R_PB2SES_4 | 0.34 |
| 12/13/2010 4:20 | N | R_PB2SES_5 | 0.34 |
| 12/13/2010 4:20 | N | AUTO_EPS_390 | 27.36 |
| 12/13/2010 4:21 | N | LARDVFTS_KZ | 25.3 |
| 12/13/2010 4:21 | N | DC_ROAD_L_B | 25.82 |
| 12/13/2010 4:21 | N | DC_EGPS_L_A | 20.66 |
| 12/13/2010 4:21 | N | H_HOLLOW_E_1 | 0.35 |
| 12/13/2010 4:21 | N | HHOLLOW4_E_1 | 0.35 |
| 12/13/2010 4:21 | N | R_LH2SES_1 | 27.51 |

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|---|---|---|---|
| 12/13/2010 4:21 | N | R_PB2SES_1 | 0.1 |
| 12/13/2010 4:21 | N | R_PB2SES_2 | 0.1 |
| 12/13/2010 4:21 | N | R_PB2SES_3 | 0.1 |
| 12/13/2010 4:21 | N | R_PB2SES_4 | 0.1 |
| 12/13/2010 4:21 | N | R_PB2SES_5 | 0.1 |
| 12/13/2010 4:21 | N | AUTO_EPS_390 | 27.41 |
| 12/13/2010 4:24 | N | LARDVFTS_KZ | 25.32 |
| 12/13/2010 4:24 | N | DC_ROAD_L_B | 25.82 |
| 12/13/2010 4:24 | N | DC_EGPS_L_A | 20.92 |
| 12/13/2010 4:24 | N | H_HOLLOW_E_1 | 1.61 |
| 12/13/2010 4:24 | N | HHOLLOW4_E_1 | 1.61 |
| 12/13/2010 4:24 | N | R_LH2SES_1 | 27.42 |
| 12/13/2010 4:24 | N | R_PB2SES_1 | 1.38 |
| 12/13/2010 4:24 | N | R_PB2SES_2 | 1.38 |
| 12/13/2010 4:24 | N | R_PB2SES_3 | 1.38 |
| 12/13/2010 4:24 | N | R_PB2SES_4 | 1.38 |
| 12/13/2010 4:24 | N | R_PB2SES_5 | 1.38 |
| 12/13/2010 4:24 | N | AUTO_EPS_390 | 27.32 |
| 12/13/2010 4:25 | N | LARDVFTS_KZ | 25.33 |
| 12/13/2010 4:25 | N | DC_ROAD_L_B | 25.85 |
| 12/13/2010 4:25 | N | DC_EGPS_L_A | 20.72 |
| 12/13/2010 4:25 | N | H_HOLLOW_E_1 | 0.52 |
| 12/13/2010 4:25 | N | HHOLLOW4_E_1 | 0.52 |
| 12/13/2010 4:25 | N | R_LH2SES_1 | 27.53 |
| 12/13/2010 4:25 | N | R_PB2SES_1 | 0.27 |
| 12/13/2010 4:25 | N | R_PB2SES_2 | 0.27 |
| 12/13/2010 4:25 | N | R_PB2SES_3 | 0.27 |
| 12/13/2010 4:25 | N | R_PB2SES_4 | 0.27 |
| 12/13/2010 4:25 | N | R_PB2SES_5 | 0.27 |
| 12/13/2010 4:25 | N | AUTO_EPS_390 | 27.43 |
| 12/13/2010 4:30 | N | LARDVFTS_KZ | 25.57 |
| 12/13/2010 4:30 | N | DC_ROAD_L_B | 26.07 |
| 12/13/2010 4:30 | N | DC_EGPS_L_A | 21.12 |
| 12/13/2010 4:30 | N | H_HOLLOW_E_1 | 1.63 |
| 12/13/2010 4:30 | N | HHOLLOW4_E_1 | 1.63 |
| 12/13/2010 4:30 | N | R_LH2SES_1 | 27.69 |
| 12/13/2010 4:30 | N | R_PB2SES_1 | 1.39 |
| 12/13/2010 4:30 | N | R_PB2SES_2 | 1.39 |
| 12/13/2010 4:30 | N | R_PB2SES_3 | 1.39 |
| 12/13/2010 4:30 | N | R_PB2SES_4 | 1.39 |
| 12/13/2010 4:30 | N | R_PB2SES_5 | 1.39 |
| 12/13/2010 4:30 | N | AUTO_EPS_390 | 27.59 |
| 12/13/2010 4:33 | N | LARDVFTS_KZ | 25.86 |
| 12/13/2010 4:33 | N | DC_ROAD_L_B | 26.39 |
| 12/13/2010 4:33 | N | DC_EGPS_L_A | 21.15 |
| 12/13/2010 4:33 | N | H_HOLLOW_E_1 | 0.53 |
| 12/13/2010 4:33 | N | HHOLLOW4_E_1 | 0.53 |

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|---|---|---|---|
| 12/13/2010 4:33 | N | R_LH2SES_1 | 28.11 |
| 12/13/2010 4:33 | N | R_PB2SES_1 | 0.27 |
| 12/13/2010 4:33 | N | R_PB2SES_2 | 0.27 |
| 12/13/2010 4:33 | N | R_PB2SES_3 | 0.27 |
| 12/13/2010 4:33 | N | R_PB2SES_4 | 0.27 |
| 12/13/2010 4:33 | N | R_PB2SES_5 | 0.27 |
| 12/13/2010 4:33 | N | AUTO_EPS_390 | 28 |
| 12/13/2010 4:35 | N | LARDVFTS_KZ | 25.92 |
| 12/13/2010 4:35 | N | DC_ROAD_L_B | 26.44 |
| 12/13/2010 4:35 | N | DC_EGPS_L_A | 21.23 |
| 12/13/2010 4:35 | N | H_HOLLOW_E_1 | 0.68 |
| 12/13/2010 4:35 | N | HHOLLOW4_E_1 | 0.68 |
| 12/13/2010 4:35 | N | R_LH2SES_1 | 28.15 |
| 12/13/2010 4:35 | N | R_PB2SES_1 | 0.43 |
| 12/13/2010 4:35 | N | R_PB2SES_2 | 0.43 |
| 12/13/2010 4:35 | N | R_PB2SES_3 | 0.43 |
| 12/13/2010 4:35 | N | R_PB2SES_4 | 0.43 |
| 12/13/2010 4:35 | N | R_PB2SES_5 | 0.43 |
| 12/13/2010 4:35 | N | AUTO_EPS_390 | 28.04 |
| 12/13/2010 4:39 | N | LARDVFTS_KZ | 25.97 |
| 12/13/2010 4:39 | N | DC_ROAD_L_B | 26.5 |
| 12/13/2010 4:39 | N | DC_EGPS_L_A | 21.21 |
| 12/13/2010 4:39 | N | H_HOLLOW_E_1 | 0.35 |
| 12/13/2010 4:39 | N | HHOLLOW4_E_1 | 0.35 |
| 12/13/2010 4:39 | N | R_LH2SES_1 | 28.23 |
| 12/13/2010 4:39 | N | R_PB2SES_1 | 0.09 |
| 12/13/2010 4:39 | N | R_PB2SES_2 | 0.09 |
| 12/13/2010 4:39 | N | R_PB2SES_3 | 0.09 |
| 12/13/2010 4:39 | N | R_PB2SES_4 | 0.09 |
| 12/13/2010 4:39 | N | R_PB2SES_5 | 0.09 |
| 12/13/2010 4:39 | N | AUTO_EPS_390 | 28.12 |
| 12/13/2010 4:40 | N | LARDVFTS_KZ | 25.97 |
| 12/13/2010 4:40 | N | DC_ROAD_L_B | 26.5 |
| 12/13/2010 4:40 | N | DC_EGPS_L_A | 21.23 |
| 12/13/2010 4:40 | N | H_HOLLOW_E_1 | 0.42 |
| 12/13/2010 4:40 | N | HHOLLOW4_E_1 | 0.42 |
| 12/13/2010 4:40 | N | R_LH2SES_1 | 28.23 |
| 12/13/2010 4:40 | N | R_PB2SES_1 | 0.16 |
| 12/13/2010 4:40 | N | R_PB2SES_2 | 0.16 |
| 12/13/2010 4:40 | N | R_PB2SES_3 | 0.16 |
| 12/13/2010 4:40 | N | R_PB2SES_4 | 0.16 |
| 12/13/2010 4:40 | N | R_PB2SES_5 | 0.16 |
| 12/13/2010 4:40 | N | AUTO_EPS_390 | 28.12 |
| 12/13/2010 4:41 | N | LARDVFTS_KZ | 26.02 |
| 12/13/2010 4:41 | N | DC_ROAD_L_B | 26.56 |
| 12/13/2010 4:41 | N | DC_EGPS_L_A | 21.26 |
| 12/13/2010 4:41 | N | H_HOLLOW_E_1 | 0.33 |

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|---|---|---|---|
| 12/13/2010 4:41 | N | HHOLLOW4_E_1 | 0.33 |
| 12/13/2010 4:41 | N | R_LH2SES_1 | 28.29 |
| 12/13/2010 4:41 | N | R_PB2SES_1 | 0.07 |
| 12/13/2010 4:41 | N | R_PB2SES_2 | 0.07 |
| 12/13/2010 4:41 | N | R_PB2SES_3 | 0.07 |
| 12/13/2010 4:41 | N | R_PB2SES_4 | 0.07 |
| 12/13/2010 4:41 | N | R_PB2SES_5 | 0.07 |
| 12/13/2010 4:41 | N | AUTO_EPS_390 | 28.18 |
| 12/13/2010 7:00 | N | LARDVFTS_KZ | 37.55 |
| 12/13/2010 7:00 | N | DC_ROAD_L_B | 37.05 |
| 12/13/2010 7:00 | N | H_HOLLOW_E_1 | 41.78 |
| 12/13/2010 7:00 | N | HHOLLOW4_E_1 | 41.78 |
| 12/13/2010 7:00 | N | R_LH2SES_1 | 41 |
| 12/13/2010 7:00 | N | R_PB2SES_1 | 41.7 |
| 12/13/2010 7:00 | N | R_PB2SES_2 | 41.7 |
| 12/13/2010 7:00 | N | R_PB2SES_3 | 41.7 |
| 12/13/2010 7:00 | N | R_PB2SES_4 | 41.7 |
| 12/13/2010 7:00 | N | R_PB2SES_5 | 41.7 |
| 12/13/2010 7:00 | N | AUTO_EPS_390 | 38.17 |
| 12/13/2010 7:05 | N | LARDVFTS_KZ | 35.27 |
| 12/13/2010 7:05 | N | DC_ROAD_L_B | 34.74 |
| 12/13/2010 7:05 | N | H_HOLLOW_E_1 | 39.5 |
| 12/13/2010 7:05 | N | HHOLLOW4_E_1 | 39.5 |
| 12/13/2010 7:05 | N | R_LH2SES_1 | 38.71 |
| 12/13/2010 7:05 | N | R_PB2SES_1 | 39.41 |
| 12/13/2010 7:05 | N | R_PB2SES_2 | 39.41 |
| 12/13/2010 7:05 | N | R_PB2SES_3 | 39.41 |
| 12/13/2010 7:05 | N | R_PB2SES_4 | 39.41 |
| 12/13/2010 7:05 | N | R_PB2SES_5 | 39.41 |
| 12/13/2010 7:05 | N | AUTO_EPS_390 | 35.86 |
| 12/13/2010 7:10 | N | LARDVFTS_KZ | 35.99 |
| 12/13/2010 7:10 | N | DC_ROAD_L_B | 33.44 |
| 12/13/2010 7:10 | N | DC_EGPS_L_A | 48.62 |
| 12/13/2010 7:10 | N | H_HOLLOW_E_1 | 36.56 |
| 12/13/2010 7:10 | N | HHOLLOW4_E_1 | 36.56 |
| 12/13/2010 7:10 | N | R_LH2SES_1 | 35.38 |
| 12/13/2010 7:10 | N | R_PB2SES_1 | 36.79 |
| 12/13/2010 7:10 | N | R_PB2SES_2 | 36.79 |
| 12/13/2010 7:10 | N | R_PB2SES_3 | 36.79 |
| 12/13/2010 7:10 | N | R_PB2SES_4 | 36.79 |
| 12/13/2010 7:10 | N | R_PB2SES_5 | 36.79 |
| 12/13/2010 7:10 | N | AUTO_EPS_390 | 35.26 |
| 12/13/2010 7:15 | N | LARDVFTS_KZ | 34.9 |
| 12/13/2010 7:15 | N | DC_ROAD_L_B | 33.79 |
| 12/13/2010 7:15 | N | DC_EGPS_L_A | 40.36 |
| 12/13/2010 7:15 | N | H_HOLLOW_E_1 | 34.58 |
| 12/13/2010 7:15 | N | HHOLLOW4_E_1 | 34.58 |

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| 12/13/2010 7:15 | N | R_LH2SES_1 | 34.68 |
| 12/13/2010 7:15 | N | R_PB2SES_1 | 34.68 |
| 12/13/2010 7:15 | N | R_PB2SES_2 | 34.68 |
| 12/13/2010 7:15 | N | R_PB2SES_3 | 34.68 |
| 12/13/2010 7:15 | N | R_PB2SES_4 | 34.68 |
| 12/13/2010 7:15 | N | R_PB2SES_5 | 34.68 |
| 12/13/2010 7:15 | N | AUTO_EPS_390 | 34.62 |
| 12/13/2010 7:20 | N | LARDVFTS_KZ | 34.13 |
| 12/13/2010 7:20 | N | DC_ROAD_L_B | 34.14 |
| 12/13/2010 7:20 | N | DC_EGPS_L_A | 34.06 |
| 12/13/2010 7:20 | N | H_HOLLOW_E_1 | 33.75 |
| 12/13/2010 7:20 | N | HHOLLOW4_E_1 | 33.75 |
| 12/13/2010 7:20 | N | R_LH2SES_1 | 34.17 |
| 12/13/2010 7:20 | N | R_PB2SES_1 | 33.75 |
| 12/13/2010 7:20 | N | R_PB2SES_2 | 33.75 |
| 12/13/2010 7:20 | N | R_PB2SES_3 | 33.75 |
| 12/13/2010 7:20 | N | R_PB2SES_4 | 33.75 |
| 12/13/2010 7:20 | N | R_PB2SES_5 | 33.75 |
| 12/13/2010 7:20 | N | AUTO_EPS_390 | 34.17 |
| 12/13/2010 7:25 | N | LARDVFTS_KZ | 33.87 |
| 12/13/2010 7:25 | N | DC_ROAD_L_B | 33.88 |
| 12/13/2010 7:25 | N | DC_EGPS_L_A | 33.76 |
| 12/13/2010 7:25 | N | H_HOLLOW_E_1 | 33.25 |
| 12/13/2010 7:25 | N | HHOLLOW4_E_1 | 33.25 |
| 12/13/2010 7:25 | N | R_LH2SES_1 | 33.92 |
| 12/13/2010 7:25 | N | R_PB2SES_1 | 33.25 |
| 12/13/2010 7:25 | N | R_PB2SES_2 | 33.25 |
| 12/13/2010 7:25 | N | R_PB2SES_3 | 33.25 |
| 12/13/2010 7:25 | N | R_PB2SES_4 | 33.25 |
| 12/13/2010 7:25 | N | R_PB2SES_5 | 33.25 |
| 12/13/2010 7:25 | N | AUTO_EPS_390 | 33.92 |
| 12/13/2010 7:30 | N | LARDVFTS_KZ | 33.05 |
| 12/13/2010 7:30 | N | DC_ROAD_L_B | 33.31 |
| 12/13/2010 7:30 | N | DC_EGPS_L_A | 30.74 |
| 12/13/2010 7:30 | N | H_HOLLOW_E_1 | 20.27 |
| 12/13/2010 7:30 | N | HHOLLOW4_E_1 | 20.27 |
| 12/13/2010 7:30 | N | R_LH2SES_1 | 34.17 |
| 12/13/2010 7:30 | N | R_PB2SES_1 | 20.14 |
| 12/13/2010 7:30 | N | R_PB2SES_2 | 20.14 |
| 12/13/2010 7:30 | N | R_PB2SES_3 | 20.14 |
| 12/13/2010 7:30 | N | R_PB2SES_4 | 20.14 |
| 12/13/2010 7:30 | N | R_PB2SES_5 | 20.14 |
| 12/13/2010 7:30 | N | AUTO_EPS_390 | 34.12 |
| 12/13/2010 7:32 | N | LARDVFTS_KZ | 31.76 |
| 12/13/2010 7:32 | N | DC_ROAD_L_B | 32.37 |
| 12/13/2010 7:32 | N | DC_EGPS_L_A | 26.34 |
| 12/13/2010 7:32 | N | H_HOLLOW_E_1 | 1.84 |

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| 12/13/2010 7:32 | N | HHOLLOW4_E_1 | 1.84 |
| 12/13/2010 7:32 | N | R_LH2SES_1 | 34.37 |
| 12/13/2010 7:32 | N | R_PB2SES_1 | 1.55 |
| 12/13/2010 7:32 | N | R_PB2SES_2 | 1.55 |
| 12/13/2010 7:32 | N | R_PB2SES_3 | 1.55 |
| 12/13/2010 7:32 | N | R_PB2SES_4 | 1.55 |
| 12/13/2010 7:32 | N | R_PB2SES_5 | 1.55 |
| 12/13/2010 7:32 | N | AUTO_EPS_390 | 34.25 |
| 12/13/2010 7:35 | N | LARDVFTS_KZ | 31.56 |
| 12/13/2010 7:35 | N | DC_ROAD_L_B | 32.18 |
| 12/13/2010 7:35 | N | DC_EGPS_L_A | 25.99 |
| 12/13/2010 7:35 | N | H_HOLLOW_E_1 | 0.84 |
| 12/13/2010 7:35 | N | HHOLLOW4_E_1 | 0.84 |
| 12/13/2010 7:35 | N | R_LH2SES_1 | 34.23 |
| 12/13/2010 7:35 | N | R_PB2SES_1 | 0.53 |
| 12/13/2010 7:35 | N | R_PB2SES_2 | 0.53 |
| 12/13/2010 7:35 | N | R_PB2SES_3 | 0.53 |
| 12/13/2010 7:35 | N | R_PB2SES_4 | 0.53 |
| 12/13/2010 7:35 | N | R_PB2SES_5 | 0.53 |
| 12/13/2010 7:35 | N | AUTO_EPS_390 | 34.11 |
| 12/13/2010 7:40 | N | LARDVFTS_KZ | 30.93 |
| 12/13/2010 7:40 | N | DC_ROAD_L_B | 31.53 |
| 12/13/2010 7:40 | N | DC_EGPS_L_A | 25.48 |
| 12/13/2010 7:40 | N | H_HOLLOW_E_1 | 0.86 |
| 12/13/2010 7:40 | N | HHOLLOW4_E_1 | 0.86 |
| 12/13/2010 7:40 | N | R_LH2SES_1 | 33.55 |
| 12/13/2010 7:40 | N | R_PB2SES_1 | 0.56 |
| 12/13/2010 7:40 | N | R_PB2SES_2 | 0.56 |
| 12/13/2010 7:40 | N | R_PB2SES_3 | 0.56 |
| 12/13/2010 7:40 | N | R_PB2SES_4 | 0.56 |
| 12/13/2010 7:40 | N | R_PB2SES_5 | 0.56 |
| 12/13/2010 7:40 | N | AUTO_EPS_390 | 33.43 |
| 12/13/2010 7:45 | N | LARDVFTS_KZ | 30 |
| 12/13/2010 7:45 | N | DC_ROAD_L_B | 30.59 |
| 12/13/2010 7:45 | N | DC_EGPS_L_A | 24.7 |
| 12/13/2010 7:45 | N | H_HOLLOW_E_1 | 0.74 |
| 12/13/2010 7:45 | N | HHOLLOW4_E_1 | 0.74 |
| 12/13/2010 7:45 | N | R_LH2SES_1 | 32.55 |
| 12/13/2010 7:45 | N | R_PB2SES_1 | 0.45 |
| 12/13/2010 7:45 | N | R_PB2SES_2 | 0.45 |
| 12/13/2010 7:45 | N | R_PB2SES_3 | 0.45 |
| 12/13/2010 7:45 | N | R_PB2SES_4 | 0.45 |
| 12/13/2010 7:45 | N | R_PB2SES_5 | 0.45 |
| 12/13/2010 7:45 | N | AUTO_EPS_390 | 32.43 |
| 12/13/2010 7:50 | N | LARDVFTS_KZ | 29.51 |
| 12/13/2010 7:50 | N | DC_ROAD_L_B | 30.09 |
| 12/13/2010 7:50 | N | DC_EGPS_L_A | 24.31 |

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| 12/13/2010 7:50 | N | H_HOLLOW_E_1 | 0.83 |
| 12/13/2010 7:50 | N | HHOLLOW4_E_1 | 0.83 |
| 12/13/2010 7:50 | N | R_LH2SES_1 | 32.01 |
| 12/13/2010 7:50 | N | R_PB2SES_1 | 0.54 |
| 12/13/2010 7:50 | N | R_PB2SES_2 | 0.54 |
| 12/13/2010 7:50 | N | R_PB2SES_3 | 0.54 |
| 12/13/2010 7:50 | N | R_PB2SES_4 | 0.54 |
| 12/13/2010 7:50 | N | R_PB2SES_5 | 0.54 |
| 12/13/2010 7:50 | N | AUTO_EPS_390 | 31.89 |
| 12/13/2010 7:55 | N | LARDVFTS_KZ | 29.3 |
| 12/13/2010 7:55 | N | DC_ROAD_L_B | 29.87 |
| 12/13/2010 7:55 | N | DC_EGPS_L_A | 24.13 |
| 12/13/2010 7:55 | N | H_HOLLOW_E_1 | 0.85 |
| 12/13/2010 7:55 | N | HHOLLOW4_E_1 | 0.85 |
| 12/13/2010 7:55 | N | R_LH2SES_1 | 31.78 |
| 12/13/2010 7:55 | N | R_PB2SES_1 | 0.4 |
| 12/13/2010 7:55 | N | R_PB2SES_2 | 0.4 |
| 12/13/2010 7:55 | N | R_PB2SES_3 | 0.4 |
| 12/13/2010 7:55 | N | R_PB2SES_4 | 0.4 |
| 12/13/2010 7:55 | N | R_PB2SES_5 | 0.4 |
| 12/13/2010 7:55 | N | AUTO_EPS_390 | 31.67 |
| 12/13/2010 8:00 | N | LARDVFTS_KZ | 29.44 |
| 12/13/2010 8:00 | N | DC_ROAD_L_B | 30.02 |
| 12/13/2010 8:00 | N | DC_EGPS_L_A | 24.21 |
| 12/13/2010 8:00 | N | H_HOLLOW_E_1 | 0.65 |
| 12/13/2010 8:00 | N | HHOLLOW4_E_1 | 0.65 |
| 12/13/2010 8:00 | N | R_LH2SES_1 | 31.97 |
| 12/13/2010 8:00 | N | R_PB2SES_1 | 0.2 |
| 12/13/2010 8:00 | N | R_PB2SES_2 | 0.2 |
| 12/13/2010 8:00 | N | R_PB2SES_3 | 0.2 |
| 12/13/2010 8:00 | N | R_PB2SES_4 | 0.2 |
| 12/13/2010 8:00 | N | R_PB2SES_5 | 0.2 |
| 12/13/2010 8:00 | N | AUTO_EPS_390 | 31.85 |
| 12/13/2010 8:05 | N | LARDVFTS_KZ | 29.23 |
| 12/13/2010 8:05 | N | DC_ROAD_L_B | 29.83 |
| 12/13/2010 8:05 | N | DC_EGPS_L_A | 24.03 |
| 12/13/2010 8:05 | N | H_HOLLOW_E_1 | 0.57 |
| 12/13/2010 8:05 | N | HHOLLOW4_E_1 | 0.57 |
| 12/13/2010 8:05 | N | R_LH2SES_1 | 31.76 |
| 12/13/2010 8:05 | N | R_PB2SES_1 | 0.12 |
| 12/13/2010 8:05 | N | R_PB2SES_2 | 0.12 |
| 12/13/2010 8:05 | N | R_PB2SES_3 | 0.12 |
| 12/13/2010 8:05 | N | R_PB2SES_4 | 0.12 |
| 12/13/2010 8:05 | N | R_PB2SES_5 | 0.12 |
| 12/13/2010 8:05 | N | AUTO_EPS_390 | 31.64 |
| 12/13/2010 8:10 | N | LARDVFTS_KZ | 28.25 |
| 12/13/2010 8:10 | N | DC_ROAD_L_B | 28.82 |

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| 12/13/2010 8:10 | N | DC_EGPS_L_A | 23.25 |
| 12/13/2010 8:10 | N | H_HOLLOW_E_1 | 0.78 |
| 12/13/2010 8:10 | N | HHOLLOW4_E_1 | 0.78 |
| 12/13/2010 8:10 | N | R_LH2SES_1 | 30.68 |
| 12/13/2010 8:10 | N | R_PB2SES_1 | 0.34 |
| 12/13/2010 8:10 | N | R_PB2SES_2 | 0.34 |
| 12/13/2010 8:10 | N | R_PB2SES_3 | 0.34 |
| 12/13/2010 8:10 | N | R_PB2SES_4 | 0.34 |
| 12/13/2010 8:10 | N | R_PB2SES_5 | 0.34 |
| 12/13/2010 8:10 | N | AUTO_EPS_390 | 30.57 |
| 12/13/2010 8:14 | N | LARDVFTS_KZ | 27.99 |
| 12/13/2010 8:14 | N | DC_ROAD_L_B | 28.56 |
| 12/13/2010 8:14 | N | DC_EGPS_L_A | 22.99 |
| 12/13/2010 8:14 | N | H_HOLLOW_E_1 | 0.67 |
| 12/13/2010 8:14 | N | HHOLLOW4_E_1 | 0.67 |
| 12/13/2010 8:14 | N | R_LH2SES_1 | 30.41 |
| 12/13/2010 8:14 | N | R_PB2SES_1 | 0.24 |
| 12/13/2010 8:14 | N | R_PB2SES_2 | 0.24 |
| 12/13/2010 8:14 | N | R_PB2SES_3 | 0.24 |
| 12/13/2010 8:14 | N | R_PB2SES_4 | 0.24 |
| 12/13/2010 8:14 | N | R_PB2SES_5 | 0.24 |
| 12/13/2010 8:14 | N | AUTO_EPS_390 | 30.29 |
| 12/13/2010 8:15 | N | LARDVFTS_KZ | 28.23 |
| 12/13/2010 8:15 | N | DC_ROAD_L_B | 28.8 |
| 12/13/2010 8:15 | N | DC_EGPS_L_A | 23.23 |
| 12/13/2010 8:15 | N | H_HOLLOW_E_1 | 0.91 |
| 12/13/2010 8:15 | N | HHOLLOW4_E_1 | 0.91 |
| 12/13/2010 8:15 | N | R_LH2SES_1 | 30.65 |
| 12/13/2010 8:15 | N | R_PB2SES_1 | 0.47 |
| 12/13/2010 8:15 | N | R_PB2SES_2 | 0.47 |
| 12/13/2010 8:15 | N | R_PB2SES_3 | 0.47 |
| 12/13/2010 8:15 | N | R_PB2SES_4 | 0.47 |
| 12/13/2010 8:15 | N | R_PB2SES_5 | 0.47 |
| 12/13/2010 8:15 | N | AUTO_EPS_390 | 30.53 |
| 12/13/2010 8:20 | N | LARDVFTS_KZ | 27.78 |
| 12/13/2010 8:20 | N | DC_ROAD_L_B | 28.32 |
| 12/13/2010 8:20 | N | DC_EGPS_L_A | 23.04 |
| 12/13/2010 8:20 | N | H_HOLLOW_E_1 | 1.88 |
| 12/13/2010 8:20 | N | HHOLLOW4_E_1 | 1.88 |
| 12/13/2010 8:20 | N | R_LH2SES_1 | 30.08 |
| 12/13/2010 8:20 | N | R_PB2SES_1 | 1.42 |
| 12/13/2010 8:20 | N | R_PB2SES_2 | 1.42 |
| 12/13/2010 8:20 | N | R_PB2SES_3 | 1.42 |
| 12/13/2010 8:20 | N | R_PB2SES_4 | 1.42 |
| 12/13/2010 8:20 | N | R_PB2SES_5 | 1.42 |
| 12/13/2010 8:20 | N | AUTO_EPS_390 | 29.97 |
| 12/13/2010 8:25 | N | LARDVFTS_KZ | 27.76 |

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| 12/13/2010 8:25 | N | DC_ROAD_L_B | 28.3 |
| 12/13/2010 8:25 | N | DC_EGPS_L_A | 23 |
| 12/13/2010 8:25 | N | H_HOLLOW_E_1 | 1.78 |
| 12/13/2010 8:25 | N | HHOLLOW4_E_1 | 1.78 |
| 12/13/2010 8:25 | N | R_LH2SES_1 | 30.07 |
| 12/13/2010 8:25 | N | R_PB2SES_1 | 1.32 |
| 12/13/2010 8:25 | N | R_PB2SES_2 | 1.32 |
| 12/13/2010 8:25 | N | R_PB2SES_3 | 1.32 |
| 12/13/2010 8:25 | N | R_PB2SES_4 | 1.32 |
| 12/13/2010 8:25 | N | R_PB2SES_5 | 1.32 |
| 12/13/2010 8:25 | N | AUTO_EPS_390 | 29.96 |
| 12/13/2010 8:25 | N | TNDOW_COGN1 | 29.07 |
| 12/13/2010 8:25 | N | R_UCC_COGN_1 | 29.07 |
| 12/13/2010 8:35 | N | LARDVFTS_KZ | 29.19 |
| 12/13/2010 8:35 | N | DC_ROAD_L_B | 29.19 |
| 12/13/2010 8:35 | N | DC_EGPS_L_A | 29.19 |
| 12/13/2010 8:35 | N | H_HOLLOW_E_1 | 29.19 |
| 12/13/2010 8:35 | N | HHOLLOW4_E_1 | 29.19 |
| 12/13/2010 8:35 | N | R_LH2SES_1 | 29.19 |
| 12/13/2010 8:35 | N | R_PB2SES_1 | 29.19 |
| 12/13/2010 8:35 | N | R_PB2SES_2 | 29.19 |
| 12/13/2010 8:35 | N | R_PB2SES_3 | 29.19 |
| 12/13/2010 8:35 | N | R_PB2SES_4 | 29.19 |
| 12/13/2010 8:35 | N | R_PB2SES_5 | 29.19 |
| 12/13/2010 8:35 | N | AUTO_EPS_390 | 29.19 |
| 12/13/2010 9:45 | N | LARDVFTS_KZ | 27.27 |
| 12/13/2010 9:45 | N | DC_ROAD_L_B | 27.14 |
| 12/13/2010 9:45 | N | DC_EGPS_L_A | 27.48 |
| 12/13/2010 9:45 | N | H_HOLLOW_E_1 | 28.26 |
| 12/13/2010 9:45 | N | HHOLLOW4_E_1 | 28.26 |
| 12/13/2010 9:45 | N | R_LH2SES_1 | 28.34 |
| 12/13/2010 9:45 | N | R_PB2SES_1 | 28.25 |
| 12/13/2010 9:45 | N | R_PB2SES_2 | 28.25 |
| 12/13/2010 9:45 | N | R_PB2SES_3 | 28.25 |
| 12/13/2010 9:45 | N | R_PB2SES_4 | 28.25 |
| 12/13/2010 9:45 | N | R_PB2SES_5 | 28.25 |
| 12/13/2010 9:45 | N | AUTO_EPS_390 | 28.38 |
| 12/13/2010 9:50 | N | LARDVFTS_KZ | 27.69 |
| 12/13/2010 9:50 | N | DC_ROAD_L_B | 27.62 |
| 12/13/2010 9:50 | N | DC_EGPS_L_A | 27.8 |
| 12/13/2010 9:50 | N | H_HOLLOW_E_1 | 28.22 |
| 12/13/2010 9:50 | N | HHOLLOW4_E_1 | 28.22 |
| 12/13/2010 9:50 | N | R_LH2SES_1 | 28.26 |
| 12/13/2010 9:50 | N | R_PB2SES_1 | 28.21 |
| 12/13/2010 9:50 | N | R_PB2SES_2 | 28.21 |
| 12/13/2010 9:50 | N | R_PB2SES_3 | 28.21 |
| 12/13/2010 9:50 | N | R_PB2SES_4 | 28.21 |

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| 12/13/2010 9:50 | N | R_PB2SES_5 | 28.21 |
| 12/13/2010 9:50 | N | AUTO_EPS_390 | 28.28 |
| 12/13/2010 9:53 | N | LARDVFTS_KZ | 26.94 |
| 12/13/2010 9:53 | N | DC_ROAD_L_B | 26.79 |
| 12/13/2010 9:53 | N | DC_EGPS_L_A | 27.18 |
| 12/13/2010 9:53 | N | H_HOLLOW_E_1 | 28.06 |
| 12/13/2010 9:53 | N | HHOLLOW4_E_1 | 28.06 |
| 12/13/2010 9:53 | N | R_LH2SES_1 | 28.15 |
| 12/13/2010 9:53 | N | R_PB2SES_1 | 28.05 |
| 12/13/2010 9:53 | N | R_PB2SES_2 | 28.05 |
| 12/13/2010 9:53 | N | R_PB2SES_3 | 28.05 |
| 12/13/2010 9:53 | N | R_PB2SES_4 | 28.05 |
| 12/13/2010 9:53 | N | R_PB2SES_5 | 28.05 |
| 12/13/2010 9:53 | N | AUTO_EPS_390 | 28.19 |
| 12/13/2010 9:55 | N | LARDVFTS_KZ | 27.74 |
| 12/13/2010 9:55 | N | DC_ROAD_L_B | 27.68 |
| 12/13/2010 9:55 | N | DC_EGPS_L_A | 27.82 |
| 12/13/2010 9:55 | N | H_HOLLOW_E_1 | 28.15 |
| 12/13/2010 9:55 | N | HHOLLOW4_E_1 | 28.15 |
| 12/13/2010 9:55 | N | R_LH2SES_1 | 28.18 |
| 12/13/2010 9:55 | N | R_PB2SES_1 | 28.14 |
| 12/13/2010 9:55 | N | R_PB2SES_2 | 28.14 |
| 12/13/2010 9:55 | N | R_PB2SES_3 | 28.14 |
| 12/13/2010 9:55 | N | R_PB2SES_4 | 28.14 |
| 12/13/2010 9:55 | N | R_PB2SES_5 | 28.14 |
| 12/13/2010 9:55 | N | AUTO_EPS_390 | 28.19 |
| 12/13/2010 10:00 | N | LARDVFTS_KZ | 26.62 |
| 12/13/2010 10:00 | N | DC_ROAD_L_B | 26.41 |
| 12/13/2010 10:00 | N | DC_EGPS_L_A | 26.96 |
| 12/13/2010 10:00 | N | H_HOLLOW_E_1 | 28.23 |
| 12/13/2010 10:00 | N | HHOLLOW4_E_1 | 28.23 |
| 12/13/2010 10:00 | N | R_LH2SES_1 | 28.36 |
| 12/13/2010 10:00 | N | R_PB2SES_1 | 28.21 |
| 12/13/2010 10:00 | N | R_PB2SES_2 | 28.21 |
| 12/13/2010 10:00 | N | R_PB2SES_3 | 28.21 |
| 12/13/2010 10:00 | N | R_PB2SES_4 | 28.21 |
| 12/13/2010 10:00 | N | R_PB2SES_5 | 28.21 |
| 12/13/2010 10:00 | N | AUTO_EPS_390 | 28.41 |
| 12/13/2010 10:01 | N | LARDVFTS_KZ | 26.85 |
| 12/13/2010 10:01 | N | DC_ROAD_L_B | 26.58 |
| 12/13/2010 10:01 | N | DC_EGPS_L_A | 27.3 |
| 12/13/2010 10:01 | N | H_HOLLOW_E_1 | 28.95 |
| 12/13/2010 10:01 | N | HHOLLOW4_E_1 | 28.95 |
| 12/13/2010 10:01 | N | R_LH2SES_1 | 29.13 |
| 12/13/2010 10:01 | N | AUTO_EPS_390 | 29.19 |
| 12/13/2010 10:02 | N | LARDVFTS_KZ | 26.9 |
| 12/13/2010 10:02 | N | DC_ROAD_L_B | 26.62 |

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| 12/13/2010 10:02 | N | DC_EGPS_L_A | 27.35 |
| 12/13/2010 10:02 | N | H_HOLLOW_E_1 | 29.02 |
| 12/13/2010 10:02 | N | HHOLLOW4_E_1 | 29.02 |
| 12/13/2010 10:02 | N | R_LH2SES_1 | 29.2 |
| 12/13/2010 10:02 | N | AUTO_EPS_390 | 29.27 |
| 12/13/2010 10:02 | N | LARDVFTS_KZ | 26.89 |
| 12/13/2010 10:02 | N | DC_ROAD_L_B | 26.61 |
| 12/13/2010 10:02 | N | DC_EGPS_L_A | 27.35 |
| 12/13/2010 10:02 | N | H_HOLLOW_E_1 | 29.06 |
| 12/13/2010 10:02 | N | HHOLLOW4_E_1 | 29.06 |
| 12/13/2010 10:02 | N | R_LH2SES_1 | 29.24 |
| 12/13/2010 10:02 | N | AUTO_EPS_390 | 29.31 |
| 12/13/2010 10:03 | N | LARDVFTS_KZ | 27.04 |
| 12/13/2010 10:03 | N | DC_ROAD_L_B | 26.77 |
| 12/13/2010 10:03 | N | DC_EGPS_L_A | 27.48 |
| 12/13/2010 10:03 | N | H_HOLLOW_E_1 | 29.1 |
| 12/13/2010 10:03 | N | HHOLLOW4_E_1 | 29.1 |
| 12/13/2010 10:03 | N | R_LH2SES_1 | 29.27 |
| 12/13/2010 10:03 | N | AUTO_EPS_390 | 29.34 |
| 12/13/2010 10:04 | N | LARDVFTS_KZ | 27 |
| 12/13/2010 10:04 | N | DC_ROAD_L_B | 26.72 |
| 12/13/2010 10:04 | N | DC_EGPS_L_A | 27.46 |
| 12/13/2010 10:04 | N | H_HOLLOW_E_1 | 29.16 |
| 12/13/2010 10:04 | N | HHOLLOW4_E_1 | 29.16 |
| 12/13/2010 10:04 | N | R_LH2SES_1 | 29.34 |
| 12/13/2010 10:04 | N | AUTO_EPS_390 | 29.41 |
| 12/13/2010 10:05 | N | LARDVFTS_KZ | 26.93 |
| 12/13/2010 10:05 | N | DC_ROAD_L_B | 26.64 |
| 12/13/2010 10:05 | N | DC_EGPS_L_A | 27.39 |
| 12/13/2010 10:05 | N | H_HOLLOW_E_1 | 29.12 |
| 12/13/2010 10:05 | N | HHOLLOW4_E_1 | 29.12 |
| 12/13/2010 10:05 | N | R_LH2SES_1 | 29.3 |
| 12/13/2010 10:05 | N | AUTO_EPS_390 | 29.37 |
| 12/13/2010 10:10 | N | LARDVFTS_KZ | 26.77 |
| 12/13/2010 10:10 | N | DC_ROAD_L_B | 26.47 |
| 12/13/2010 10:10 | N | DC_EGPS_L_A | 27.24 |
| 12/13/2010 10:10 | N | H_HOLLOW_E_1 | 29.02 |
| 12/13/2010 10:10 | N | HHOLLOW4_E_1 | 29.02 |
| 12/13/2010 10:10 | N | R_LH2SES_1 | 29.21 |
| 12/13/2010 10:10 | N | AUTO_EPS_390 | 29.28 |
| 12/13/2010 10:12 | N | LARDVFTS_KZ | 26.96 |
| 12/13/2010 10:12 | N | DC_ROAD_L_B | 26.7 |
| 12/13/2010 10:12 | N | DC_EGPS_L_A | 27.39 |
| 12/13/2010 10:12 | N | H_HOLLOW_E_1 | 28.97 |
| 12/13/2010 10:12 | N | HHOLLOW4_E_1 | 28.97 |
| 12/13/2010 10:12 | N | R_LH2SES_1 | 29.14 |
| 12/13/2010 10:12 | N | AUTO_EPS_390 | 29.2 |

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| 12/13/2010 10:15 | N | LARDVFTS_KZ | 26.78 |
| 12/13/2010 10:15 | N | DC_ROAD_L_B | 26.52 |
| 12/13/2010 10:15 | N | DC_EGPS_L_A | 27.22 |
| 12/13/2010 10:15 | N | H_HOLLOW_E_1 | 28.84 |
| 12/13/2010 10:15 | N | HHOLLOW4_E_1 | 28.84 |
| 12/13/2010 10:15 | N | R_LH2SES_1 | 29.01 |
| 12/13/2010 10:15 | N | AUTO_EPS_390 | 29.07 |
| 12/13/2010 10:20 | N | LARDVFTS_KZ | 26.71 |
| 12/13/2010 10:20 | N | DC_ROAD_L_B | 26.48 |
| 12/13/2010 10:20 | N | DC_EGPS_L_A | 27.07 |
| 12/13/2010 10:20 | N | H_HOLLOW_E_1 | 28.42 |
| 12/13/2010 10:20 | N | HHOLLOW4_E_1 | 28.42 |
| 12/13/2010 10:20 | N | R_LH2SES_1 | 28.56 |
| 12/13/2010 10:20 | N | AUTO_EPS_390 | 28.61 |
| 12/13/2010 10:25 | N | LARDVFTS_KZ | 26.9 |
| 12/13/2010 10:25 | N | DC_ROAD_L_B | 26.44 |
| 12/13/2010 10:25 | N | DC_EGPS_L_A | 29.1 |
| 12/13/2010 10:25 | N | H_HOLLOW_E_1 | 28.7 |
| 12/13/2010 10:25 | N | HHOLLOW4_E_1 | 28.7 |
| 12/13/2010 10:25 | N | R_LH2SES_1 | 28.53 |
| 12/13/2010 10:25 | N | AUTO_EPS_390 | 28.62 |
| 12/13/2010 10:30 | N | LARDVFTS_KZ | 26.93 |
| 12/13/2010 10:30 | N | DC_ROAD_L_B | 26.51 |
| 12/13/2010 10:30 | N | DC_EGPS_L_A | 29.12 |
| 12/13/2010 10:30 | N | H_HOLLOW_E_1 | 28.68 |
| 12/13/2010 10:30 | N | HHOLLOW4_E_1 | 28.68 |
| 12/13/2010 10:30 | N | R_LH2SES_1 | 28.51 |
| 12/13/2010 10:30 | N | AUTO_EPS_390 | 28.6 |
| 12/13/2010 10:35 | N | LARDVFTS_KZ | 26.93 |
| 12/13/2010 10:35 | N | DC_ROAD_L_B | 26.48 |
| 12/13/2010 10:35 | N | DC_EGPS_L_A | 29.08 |
| 12/13/2010 10:35 | N | H_HOLLOW_E_1 | 28.66 |
| 12/13/2010 10:35 | N | HHOLLOW4_E_1 | 28.66 |
| 12/13/2010 10:35 | N | R_LH2SES_1 | 28.49 |
| 12/13/2010 10:35 | N | AUTO_EPS_390 | 28.58 |
| 12/13/2010 10:40 | N | LARDVFTS_KZ | 26.05 |
| 12/13/2010 10:40 | N | DC_ROAD_L_B | 25.77 |
| 12/13/2010 10:40 | N | DC_EGPS_L_A | 26.5 |
| 12/13/2010 10:40 | N | H_HOLLOW_E_1 | 28.19 |
| 12/13/2010 10:40 | N | HHOLLOW4_E_1 | 28.19 |
| 12/13/2010 10:40 | N | R_LH2SES_1 | 28.37 |
| 12/13/2010 10:40 | N | AUTO_EPS_390 | 28.44 |
| 12/13/2010 10:45 | N | LARDVFTS_KZ | 26 |
| 12/13/2010 10:45 | N | DC_ROAD_L_B | 25.72 |
| 12/13/2010 10:45 | N | DC_EGPS_L_A | 26.46 |
| 12/13/2010 10:45 | N | H_HOLLOW_E_1 | 28.18 |
| 12/13/2010 10:45 | N | HHOLLOW4_E_1 | 28.18 |

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| 12/13/2010 10:45 | N | R_LH2SES_1 | 28.36 |
| 12/13/2010 10:45 | N | AUTO_EPS_390 | 28.43 |
| 12/13/2010 10:50 | N | LARDVFTS_KZ | 25.58 |
| 12/13/2010 10:50 | N | DC_ROAD_L_B | 25.32 |
| 12/13/2010 10:50 | N | DC_EGPS_L_A | 26.01 |
| 12/13/2010 10:50 | N | H_HOLLOW_E_1 | 27.59 |
| 12/13/2010 10:50 | N | HHOLLOW4_E_1 | 27.59 |
| 12/13/2010 10:50 | N | R_LH2SES_1 | 27.76 |
| 12/13/2010 10:50 | N | AUTO_EPS_390 | 27.82 |
| 12/13/2010 10:55 | N | LARDVFTS_KZ | 25.73 |
| 12/13/2010 10:55 | N | DC_ROAD_L_B | 25.5 |
| 12/13/2010 10:55 | N | DC_EGPS_L_A | 26.11 |
| 12/13/2010 10:55 | N | H_HOLLOW_E_1 | 27.51 |
| 12/13/2010 10:55 | N | HHOLLOW4_E_1 | 27.51 |
| 12/13/2010 10:55 | N | R_LH2SES_1 | 27.65 |
| 12/13/2010 10:55 | N | AUTO_EPS_390 | 27.71 |
| 12/13/2010 10:57 | N | LARDVFTS_KZ | 25.86 |
| 12/13/2010 10:57 | N | DC_ROAD_L_B | 25.57 |
| 12/13/2010 10:57 | N | DC_EGPS_L_A | 26.34 |
| 12/13/2010 10:57 | N | H_HOLLOW_E_1 | 28.12 |
| 12/13/2010 10:57 | N | HHOLLOW4_E_1 | 28.12 |
| 12/13/2010 10:57 | N | R_LH2SES_1 | 28.31 |
| 12/13/2010 10:57 | N | AUTO_EPS_390 | 28.38 |
| 12/13/2010 10:58 | N | LARDVFTS_KZ | 25.91 |
| 12/13/2010 10:58 | N | DC_ROAD_L_B | 25.61 |
| 12/13/2010 10:58 | N | DC_EGPS_L_A | 26.4 |
| 12/13/2010 10:58 | N | H_HOLLOW_E_1 | 28.2 |
| 12/13/2010 10:58 | N | HHOLLOW4_E_1 | 28.2 |
| 12/13/2010 10:58 | N | R_LH2SES_1 | 28.39 |
| 12/13/2010 10:58 | N | AUTO_EPS_390 | 28.46 |
| 12/13/2010 10:59 | N | LARDVFTS_KZ | 25.92 |
| 12/13/2010 10:59 | N | DC_ROAD_L_B | 25.63 |
| 12/13/2010 10:59 | N | DC_EGPS_L_A | 26.41 |
| 12/13/2010 10:59 | N | H_HOLLOW_E_1 | 28.22 |
| 12/13/2010 10:59 | N | HHOLLOW4_E_1 | 28.22 |
| 12/13/2010 10:59 | N | R_LH2SES_1 | 28.41 |
| 12/13/2010 10:59 | N | AUTO_EPS_390 | 28.48 |
| 12/13/2010 11:00 | N | LARDVFTS_KZ | 25.88 |
| 12/13/2010 11:00 | N | DC_ROAD_L_B | 25.56 |
| 12/13/2010 11:00 | N | DC_EGPS_L_A | 26.4 |
| 12/13/2010 11:00 | N | H_HOLLOW_E_1 | 28.31 |
| 12/13/2010 11:00 | N | HHOLLOW4_E_1 | 28.31 |
| 12/13/2010 11:00 | N | R_LH2SES_1 | 28.52 |
| 12/13/2010 11:00 | N | AUTO_EPS_390 | 28.59 |
| 12/13/2010 11:00 | N | LARDVFTS_KZ | 25.88 |
| 12/13/2010 11:00 | N | DC_ROAD_L_B | 25.54 |
| 12/13/2010 11:00 | N | DC_EGPS_L_A | 26.44 |

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| 12/13/2010 11:00 | N | H_HOLLOW_E_1 | 28.53 |
| 12/13/2010 11:00 | N | HHOLLOW4_E_1 | 28.53 |
| 12/13/2010 11:00 | N | R_LH2SES_1 | 28.75 |
| 12/13/2010 11:00 | N | AUTO_EPS_390 | 28.83 |
| 12/13/2010 11:01 | N | LARDVFTS_KZ | 26 |
| 12/13/2010 11:01 | N | DC_ROAD_L_B | 25.64 |
| 12/13/2010 11:01 | N | DC_EGPS_L_A | 26.58 |
| 12/13/2010 11:01 | N | H_HOLLOW_E_1 | 28.74 |
| 12/13/2010 11:01 | N | HHOLLOW4_E_1 | 28.74 |
| 12/13/2010 11:01 | N | R_LH2SES_1 | 28.97 |
| 12/13/2010 11:01 | N | AUTO_EPS_390 | 29.05 |
| 12/13/2010 11:02 | N | LARDVFTS_KZ | 25.97 |
| 12/13/2010 11:02 | N | DC_ROAD_L_B | 25.61 |
| 12/13/2010 11:02 | N | DC_EGPS_L_A | 26.54 |
| 12/13/2010 11:02 | N | H_HOLLOW_E_1 | 28.67 |
| 12/13/2010 11:02 | N | HHOLLOW4_E_1 | 28.67 |
| 12/13/2010 11:02 | N | R_LH2SES_1 | 28.9 |
| 12/13/2010 11:02 | N | AUTO_EPS_390 | 28.98 |
| 12/13/2010 11:03 | N | LARDVFTS_KZ | 26.06 |
| 12/13/2010 11:03 | N | DC_ROAD_L_B | 25.72 |
| 12/13/2010 11:03 | N | DC_EGPS_L_A | 26.61 |
| 12/13/2010 11:03 | N | H_HOLLOW_E_1 | 28.68 |
| 12/13/2010 11:03 | N | HHOLLOW4_E_1 | 28.68 |
| 12/13/2010 11:03 | N | R_LH2SES_1 | 28.9 |
| 12/13/2010 11:03 | N | AUTO_EPS_390 | 28.98 |
| 12/13/2010 11:03 | N | LARDVFTS_KZ | 26.05 |
| 12/13/2010 11:03 | N | DC_ROAD_L_B | 25.69 |
| 12/13/2010 11:03 | N | DC_EGPS_L_A | 26.62 |
| 12/13/2010 11:03 | N | H_HOLLOW_E_1 | 28.78 |
| 12/13/2010 11:03 | N | HHOLLOW4_E_1 | 28.78 |
| 12/13/2010 11:03 | N | R_LH2SES_1 | 29.01 |
| 12/13/2010 11:03 | N | AUTO_EPS_390 | 29.09 |
| 12/13/2010 11:04 | N | LARDVFTS_KZ | 26.45 |
| 12/13/2010 11:04 | N | DC_ROAD_L_B | 26.12 |
| 12/13/2010 11:04 | N | DC_EGPS_L_A | 26.97 |
| 12/13/2010 11:04 | N | H_HOLLOW_E_1 | 28.92 |
| 12/13/2010 11:04 | N | HHOLLOW4_E_1 | 28.92 |
| 12/13/2010 11:04 | N | R_LH2SES_1 | 29.13 |
| 12/13/2010 11:04 | N | AUTO_EPS_390 | 29.21 |
| 12/13/2010 11:04 | N | LARDVFTS_KZ | 26.48 |
| 12/13/2010 11:04 | N | DC_ROAD_L_B | 26.16 |
| 12/13/2010 11:04 | N | DC_EGPS_L_A | 27 |
| 12/13/2010 11:04 | N | H_HOLLOW_E_1 | 28.96 |
| 12/13/2010 11:04 | N | HHOLLOW4_E_1 | 28.96 |
| 12/13/2010 11:04 | N | R_LH2SES_1 | 29.16 |
| 12/13/2010 11:04 | N | AUTO_EPS_390 | 29.24 |
| 12/13/2010 11:05 | N | LARDVFTS_KZ | 26.33 |

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| 12/13/2010 11:05 | N | DC_ROAD_L_B | 26.05 |
| 12/13/2010 11:05 | N | DC_EGPS_L_A | 26.8 |
| 12/13/2010 11:05 | N | H_HOLLOW_E_1 | 28.54 |
| 12/13/2010 11:05 | N | HHOLLOW4_E_1 | 28.54 |
| 12/13/2010 11:05 | N | R_LH2SES_1 | 28.73 |
| 12/13/2010 11:05 | N | AUTO_EPS_390 | 28.8 |
| 12/13/2010 11:06 | N | LARDVFTS_KZ | 26.43 |
| 12/13/2010 11:06 | N | DC_ROAD_L_B | 26.12 |
| 12/13/2010 11:06 | N | DC_EGPS_L_A | 26.94 |
| 12/13/2010 11:06 | N | H_HOLLOW_E_1 | 28.84 |
| 12/13/2010 11:06 | N | HHOLLOW4_E_1 | 28.84 |
| 12/13/2010 11:06 | N | R_LH2SES_1 | 29.04 |
| 12/13/2010 11:06 | N | AUTO_EPS_390 | 29.12 |
| 12/13/2010 11:06 | N | LARDVFTS_KZ | 26.86 |
| 12/13/2010 11:06 | N | DC_ROAD_L_B | 26.52 |
| 12/13/2010 11:06 | N | DC_EGPS_L_A | 27.41 |
| 12/13/2010 11:06 | N | H_HOLLOW_E_1 | 29.47 |
| 12/13/2010 11:06 | N | HHOLLOW4_E_1 | 29.47 |
| 12/13/2010 11:06 | N | R_LH2SES_1 | 29.69 |
| 12/13/2010 11:06 | N | AUTO_EPS_390 | 29.77 |
| 12/13/2010 11:07 | N | LARDVFTS_KZ | 26.85 |
| 12/13/2010 11:07 | N | DC_ROAD_L_B | 26.51 |
| 12/13/2010 11:07 | N | DC_EGPS_L_A | 27.41 |
| 12/13/2010 11:07 | N | H_HOLLOW_E_1 | 29.48 |
| 12/13/2010 11:07 | N | HHOLLOW4_E_1 | 29.48 |
| 12/13/2010 11:07 | N | R_LH2SES_1 | 29.7 |
| 12/13/2010 11:07 | N | AUTO_EPS_390 | 29.78 |
| 12/13/2010 11:08 | N | LARDVFTS_KZ | 26.85 |
| 12/13/2010 11:08 | N | DC_ROAD_L_B | 26.51 |
| 12/13/2010 11:08 | N | DC_EGPS_L_A | 27.41 |
| 12/13/2010 11:08 | N | H_HOLLOW_E_1 | 29.49 |
| 12/13/2010 11:08 | N | HHOLLOW4_E_1 | 29.49 |
| 12/13/2010 11:08 | N | R_LH2SES_1 | 29.71 |
| 12/13/2010 11:08 | N | AUTO_EPS_390 | 29.79 |
| 12/13/2010 11:08 | N | LARDVFTS_KZ | 26.85 |
| 12/13/2010 11:08 | N | DC_ROAD_L_B | 26.51 |
| 12/13/2010 11:08 | N | DC_EGPS_L_A | 27.41 |
| 12/13/2010 11:08 | N | H_HOLLOW_E_1 | 29.49 |
| 12/13/2010 11:08 | N | HHOLLOW4_E_1 | 29.49 |
| 12/13/2010 11:08 | N | R_LH2SES_1 | 29.71 |
| 12/13/2010 11:08 | N | AUTO_EPS_390 | 29.79 |
| 12/13/2010 11:09 | N | LARDVFTS_KZ | 26.84 |
| 12/13/2010 11:09 | N | DC_ROAD_L_B | 26.5 |
| 12/13/2010 11:09 | N | DC_EGPS_L_A | 27.4 |
| 12/13/2010 11:09 | N | H_HOLLOW_E_1 | 29.5 |
| 12/13/2010 11:09 | N | HHOLLOW4_E_1 | 29.5 |
| 12/13/2010 11:09 | N | R_LH2SES_1 | 29.72 |

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| 12/13/2010 11:09 | N | AUTO_EPS_390 | 29.8 |
| 12/13/2010 11:10 | N | LARDVFTS_KZ | 26.9 |
| 12/13/2010 11:10 | N | DC_ROAD_L_B | 26.58 |
| 12/13/2010 11:10 | N | DC_EGPS_L_A | 27.43 |
| 12/13/2010 11:10 | N | H_HOLLOW_E_1 | 29.41 |
| 12/13/2010 11:10 | N | HHOLLOW4_E_1 | 29.41 |
| 12/13/2010 11:10 | N | R_LH2SES_1 | 29.62 |
| 12/13/2010 11:10 | N | AUTO_EPS_390 | 29.69 |
| 12/13/2010 11:13 | N | LARDVFTS_KZ | 26.96 |
| 12/13/2010 11:13 | N | DC_ROAD_L_B | 26.64 |
| 12/13/2010 11:13 | N | DC_EGPS_L_A | 27.47 |
| 12/13/2010 11:13 | N | H_HOLLOW_E_1 | 29.41 |
| 12/13/2010 11:13 | N | HHOLLOW4_E_1 | 29.41 |
| 12/13/2010 11:13 | N | R_LH2SES_1 | 29.61 |
| 12/13/2010 11:13 | N | AUTO_EPS_390 | 29.69 |
| 12/13/2010 11:15 | N | LARDVFTS_KZ | 26.87 |
| 12/13/2010 11:15 | N | DC_ROAD_L_B | 26.53 |
| 12/13/2010 11:15 | N | DC_EGPS_L_A | 27.41 |
| 12/13/2010 11:15 | N | H_HOLLOW_E_1 | 29.46 |
| 12/13/2010 11:15 | N | HHOLLOW4_E_1 | 29.46 |
| 12/13/2010 11:15 | N | R_LH2SES_1 | 29.68 |
| 12/13/2010 11:15 | N | AUTO_EPS_390 | 29.76 |
| 12/13/2010 11:20 | N | LARDVFTS_KZ | 27.32 |
| 12/13/2010 11:20 | N | DC_ROAD_L_B | 27.01 |
| 12/13/2010 11:20 | N | DC_EGPS_L_A | 27.91 |
| 12/13/2010 11:20 | N | H_HOLLOW_E_1 | 29.59 |
| 12/13/2010 11:20 | N | HHOLLOW4_E_1 | 29.59 |
| 12/13/2010 11:20 | N | R_LH2SES_1 | 29.77 |
| 12/13/2010 11:20 | N | AUTO_EPS_390 | 29.84 |
| 12/13/2010 11:25 | N | LARDVFTS_KZ | 28.03 |
| 12/13/2010 11:25 | N | DC_ROAD_L_B | 27.86 |
| 12/13/2010 11:25 | N | DC_EGPS_L_A | 28.38 |
| 12/13/2010 11:25 | N | H_HOLLOW_E_1 | 29.2 |
| 12/13/2010 11:25 | N | HHOLLOW4_E_1 | 29.2 |
| 12/13/2010 11:25 | N | R_LH2SES_1 | 29.29 |
| 12/13/2010 11:25 | N | AUTO_EPS_390 | 29.33 |
| 12/13/2010 11:30 | N | LARDVFTS_KZ | 28.14 |
| 12/13/2010 11:30 | N | DC_ROAD_L_B | 27.88 |
| 12/13/2010 11:30 | N | DC_EGPS_L_A | 29.95 |
| 12/13/2010 11:30 | N | H_HOLLOW_E_1 | 28.53 |
| 12/13/2010 11:30 | N | HHOLLOW4_E_1 | 28.53 |
| 12/13/2010 11:30 | N | R_LH2SES_1 | 28.31 |
| 12/13/2010 11:30 | N | AUTO_EPS_390 | 28.33 |
| 12/13/2010 11:33 | N | LARDVFTS_KZ | 28.19 |
| 12/13/2010 11:33 | N | DC_ROAD_L_B | 28 |
| 12/13/2010 11:33 | N | DC_EGPS_L_A | 29.91 |
| 12/13/2010 11:33 | N | H_HOLLOW_E_1 | 28.09 |

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| 12/13/2010 11:33 | N | HHOLLOW4_E_1 | 28.09 |
| 12/13/2010 11:33 | N | R_LH2SES_1 | 27.83 |
| 12/13/2010 11:33 | N | AUTO_EPS_390 | 27.83 |
| 12/13/2010 11:35 | N | LARDVFTS_KZ | 27.65 |
| 12/13/2010 11:35 | N | DC_ROAD_L_B | 27.57 |
| 12/13/2010 11:35 | N | DC_EGPS_L_A | 27.77 |
| 12/13/2010 11:35 | N | H_HOLLOW_E_1 | 28.24 |
| 12/13/2010 11:35 | N | HHOLLOW4_E_1 | 28.24 |
| 12/13/2010 11:35 | N | R_LH2SES_1 | 28.3 |
| 12/13/2010 11:35 | N | AUTO_EPS_390 | 28.31 |
| 12/13/2010 11:40 | N | LARDVFTS_KZ | 27.55 |
| 12/13/2010 11:40 | N | DC_ROAD_L_B | 27.46 |
| 12/13/2010 11:40 | N | DC_EGPS_L_A | 27.69 |
| 12/13/2010 11:40 | N | H_HOLLOW_E_1 | 28.26 |
| 12/13/2010 11:40 | N | HHOLLOW4_E_1 | 28.26 |
| 12/13/2010 11:40 | N | R_LH2SES_1 | 28.32 |
| 12/13/2010 11:40 | N | AUTO_EPS_390 | 28.34 |
| 12/13/2010 11:45 | N | LARDVFTS_KZ | 27.47 |
| 12/13/2010 11:45 | N | DC_ROAD_L_B | 27.35 |
| 12/13/2010 11:45 | N | DC_EGPS_L_A | 27.76 |
| 12/13/2010 11:45 | N | H_HOLLOW_E_1 | 28.28 |
| 12/13/2010 11:45 | N | HHOLLOW4_E_1 | 28.28 |
| 12/13/2010 11:45 | N | R_LH2SES_1 | 28.32 |
| 12/13/2010 11:45 | N | AUTO_EPS_390 | 28.35 |
| 12/13/2010 11:50 | N | LARDVFTS_KZ | 27.33 |
| 12/13/2010 11:50 | N | DC_ROAD_L_B | 27.23 |
| 12/13/2010 11:50 | N | DC_EGPS_L_A | 27.58 |
| 12/13/2010 11:50 | N | H_HOLLOW_E_1 | 27.96 |
| 12/13/2010 11:50 | N | HHOLLOW4_E_1 | 27.96 |
| 12/13/2010 11:50 | N | R_LH2SES_1 | 28 |
| 12/13/2010 11:50 | N | AUTO_EPS_390 | 28.02 |
| 12/13/2010 11:55 | N | LARDVFTS_KZ | 27.13 |
| 12/13/2010 11:55 | N | DC_ROAD_L_B | 27.06 |
| 12/13/2010 11:55 | N | DC_EGPS_L_A | 27.36 |
| 12/13/2010 11:55 | N | H_HOLLOW_E_1 | 27.62 |
| 12/13/2010 11:55 | N | HHOLLOW4_E_1 | 27.62 |
| 12/13/2010 11:55 | N | R_LH2SES_1 | 27.64 |
| 12/13/2010 11:55 | N | AUTO_EPS_390 | 27.66 |
| 12/13/2010 11:58 | N | LARDVFTS_KZ | 27.11 |
| 12/13/2010 11:58 | N | DC_ROAD_L_B | 26.82 |
| 12/13/2010 11:58 | N | DC_EGPS_L_A | 28.98 |
| 12/13/2010 11:58 | N | H_HOLLOW_E_1 | 27.79 |
| 12/13/2010 11:58 | N | HHOLLOW4_E_1 | 27.79 |
| 12/13/2010 11:58 | N | R_LH2SES_1 | 27.59 |
| 12/13/2010 11:58 | N | AUTO_EPS_390 | 27.62 |
| 12/13/2010 12:00 | N | LARDVFTS_KZ | 27.56 |
| 12/13/2010 12:00 | N | DC_ROAD_L_B | 27.32 |

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| 12/13/2010 12:00 | N | DC_EGPS_L_A | 29.34 |
| 12/13/2010 12:00 | N | H_HOLLOW_E_1 | 27.77 |
| 12/13/2010 12:00 | N | HHOLLOW4_E_1 | 27.77 |
| 12/13/2010 12:00 | N | R_LH2SES_1 | 27.53 |
| 12/13/2010 12:00 | N | AUTO_EPS_390 | 27.55 |
| 12/13/2010 12:02 | N | LARDVFTS_KZ | 27.21 |
| 12/13/2010 12:02 | N | DC_ROAD_L_B | 26.89 |
| 12/13/2010 12:02 | N | DC_EGPS_L_A | 29.07 |
| 12/13/2010 12:02 | N | H_HOLLOW_E_1 | 27.93 |
| 12/13/2010 12:02 | N | HHOLLOW4_E_1 | 27.93 |
| 12/13/2010 12:02 | N | R_LH2SES_1 | 27.71 |
| 12/13/2010 12:02 | N | AUTO_EPS_390 | 27.76 |
| 12/13/2010 12:03 | N | LARDVFTS_KZ | 27.79 |
| 12/13/2010 12:03 | N | DC_ROAD_L_B | 27.51 |
| 12/13/2010 12:03 | N | DC_EGPS_L_A | 29.57 |
| 12/13/2010 12:03 | N | H_HOLLOW_E_1 | 28.15 |
| 12/13/2010 12:03 | N | HHOLLOW4_E_1 | 28.15 |
| 12/13/2010 12:03 | N | R_LH2SES_1 | 27.9 |
| 12/13/2010 12:03 | N | AUTO_EPS_390 | 27.95 |
| 12/13/2010 12:05 | N | LARDVFTS_KZ | 27.74 |
| 12/13/2010 12:05 | N | DC_ROAD_L_B | 27.4 |
| 12/13/2010 12:05 | N | DC_EGPS_L_A | 29.63 |
| 12/13/2010 12:05 | N | H_HOLLOW_E_1 | 28.63 |
| 12/13/2010 12:05 | N | HHOLLOW4_E_1 | 28.63 |
| 12/13/2010 12:05 | N | R_LH2SES_1 | 28.42 |
| 12/13/2010 12:05 | N | AUTO_EPS_390 | 28.48 |
| 12/13/2010 13:55 | N | LARDVFTS_KZ | 25.12 |
| 12/13/2010 13:55 | N | DC_ROAD_L_B | 25.07 |
| 12/13/2010 13:55 | N | DC_EGPS_L_A | 25.19 |
| 12/13/2010 13:55 | N | H_HOLLOW_E_1 | 25.46 |
| 12/13/2010 13:55 | N | HHOLLOW4_E_1 | 25.46 |
| 12/13/2010 13:55 | N | R_LH2SES_1 | 25.49 |
| 12/13/2010 13:55 | N | AUTO_EPS_390 | 25.5 |
| 12/13/2010 14:00 | N | LARDVFTS_KZ | 25.55 |
| 12/13/2010 14:00 | N | DC_ROAD_L_B | 25.55 |
| 12/13/2010 14:00 | N | DC_EGPS_L_A | 25.55 |
| 12/13/2010 14:00 | N | H_HOLLOW_E_1 | 25.55 |
| 12/13/2010 14:00 | N | HHOLLOW4_E_1 | 25.55 |
| 12/13/2010 14:00 | N | R_LH2SES_1 | 25.55 |
| 12/13/2010 14:00 | N | AUTO_EPS_390 | 25.55 |
| 12/13/2010 17:59 | N | DC_ROAD_L_B | 28.17 |
| 12/13/2010 17:59 | N | DC_EGPS_L_A | 29.22 |
| 12/13/2010 17:59 | N | H_HOLLOW_E_1 | 31.69 |
| 12/13/2010 17:59 | N | HHOLLOW4_E_1 | 31.69 |
| 12/13/2010 17:59 | N | R_LH2SES_1 | 31.96 |
| 12/13/2010 17:59 | N | AUTO_EPS_390 | 32.06 |
| 12/13/2010 18:00 | N | DC_ROAD_L_B | 27.62 |

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| 12/13/2010 18:00 | N | DC_EGPS_L_A | 28.71 |
| 12/13/2010 18:00 | N | H_HOLLOW_E_1 | 31.29 |
| 12/13/2010 18:00 | N | HHOLLOW4_E_1 | 31.29 |
| 12/13/2010 18:00 | N | R_LH2SES_1 | 31.57 |
| 12/13/2010 18:00 | N | AUTO_EPS_390 | 31.68 |
| 12/13/2010 18:05 | N | DC_ROAD_L_B | 27.35 |
| 12/13/2010 18:05 | N | DC_EGPS_L_A | 28.54 |
| 12/13/2010 18:05 | N | H_HOLLOW_E_1 | 31.35 |
| 12/13/2010 18:05 | N | HHOLLOW4_E_1 | 31.35 |
| 12/13/2010 18:05 | N | R_LH2SES_1 | 31.66 |
| 12/13/2010 18:05 | N | AUTO_EPS_390 | 31.77 |
| 12/13/2010 18:10 | N | DC_ROAD_L_B | 28.9 |
| 12/13/2010 18:10 | N | DC_EGPS_L_A | 29.49 |
| 12/13/2010 18:10 | N | H_HOLLOW_E_1 | 30.9 |
| 12/13/2010 18:10 | N | HHOLLOW4_E_1 | 30.9 |
| 12/13/2010 18:10 | N | R_LH2SES_1 | 31.05 |
| 12/13/2010 18:10 | N | AUTO_EPS_390 | 31.11 |
| 12/13/2010 18:15 | N | DC_ROAD_L_B | 29.26 |
| 12/13/2010 18:15 | N | DC_EGPS_L_A | 29.69 |
| 12/13/2010 18:15 | N | H_HOLLOW_E_1 | 30.7 |
| 12/13/2010 18:15 | N | HHOLLOW4_E_1 | 30.7 |
| 12/13/2010 18:15 | N | R_LH2SES_1 | 30.81 |
| 12/13/2010 18:15 | N | AUTO_EPS_390 | 30.85 |
| 12/13/2010 18:20 | N | DC_ROAD_L_B | 28.71 |
| 12/13/2010 18:20 | N | DC_EGPS_L_A | 29.21 |
| 12/13/2010 18:20 | N | H_HOLLOW_E_1 | 30.4 |
| 12/13/2010 18:20 | N | HHOLLOW4_E_1 | 30.4 |
| 12/13/2010 18:20 | N | R_LH2SES_1 | 30.53 |
| 12/13/2010 18:20 | N | AUTO_EPS_390 | 30.58 |
| 12/13/2010 18:25 | N | DC_ROAD_L_B | 29.07 |
| 12/13/2010 18:25 | N | DC_EGPS_L_A | 29.46 |
| 12/13/2010 18:25 | N | H_HOLLOW_E_1 | 30.39 |
| 12/13/2010 18:25 | N | HHOLLOW4_E_1 | 30.39 |
| 12/13/2010 18:25 | N | R_LH2SES_1 | 30.49 |
| 12/13/2010 18:25 | N | AUTO_EPS_390 | 30.53 |
| 12/13/2010 18:30 | N | DC_ROAD_L_B | 28.82 |
| 12/13/2010 18:30 | N | DC_EGPS_L_A | 29.08 |
| 12/13/2010 18:30 | N | H_HOLLOW_E_1 | 29.7 |
| 12/13/2010 18:30 | N | HHOLLOW4_E_1 | 29.7 |
| 12/13/2010 18:30 | N | R_LH2SES_1 | 29.77 |
| 12/13/2010 18:30 | N | AUTO_EPS_390 | 29.79 |
| 12/13/2010 18:35 | N | DC_ROAD_L_B | 28.62 |
| 12/13/2010 18:35 | N | DC_EGPS_L_A | 28.79 |
| 12/13/2010 18:35 | N | H_HOLLOW_E_1 | 29.19 |
| 12/13/2010 18:35 | N | HHOLLOW4_E_1 | 29.19 |
| 12/13/2010 18:35 | N | R_LH2SES_1 | 29.23 |
| 12/13/2010 18:35 | N | AUTO_EPS_390 | 29.24 |

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| 12/13/2010 18:37 | N | DC_ROAD_L_B | 28.33 |
| 12/13/2010 18:37 | N | DC_EGPS_L_A | 28.42 |
| 12/13/2010 18:37 | N | H_HOLLOW_E_1 | 28.63 |
| 12/13/2010 18:37 | N | HHOLLOW4_E_1 | 28.63 |
| 12/13/2010 18:37 | N | R_LH2SES_1 | 28.66 |
| 12/13/2010 18:37 | N | AUTO_EPS_390 | 28.67 |
| 12/13/2010 18:39 | N | DC_ROAD_L_B | 27.44 |
| 12/13/2010 18:39 | N | DC_EGPS_L_A | 22.34 |
| 12/13/2010 18:39 | N | H_HOLLOW_E_1 | 1.76 |
| 12/13/2010 18:39 | N | HHOLLOW4_E_1 | 1.76 |
| 12/13/2010 18:39 | N | R_LH2SES_1 | 29.51 |
| 12/13/2010 18:39 | N | AUTO_EPS_390 | 29.4 |
| 12/13/2010 18:40 | N | DC_ROAD_L_B | 27.74 |
| 12/13/2010 18:40 | N | DC_EGPS_L_A | 22.29 |
| 12/13/2010 18:40 | N | H_HOLLOW_E_1 | 0.32 |
| 12/13/2010 18:40 | N | HHOLLOW4_E_1 | 0.32 |
| 12/13/2010 18:40 | N | R_LH2SES_1 | 29.86 |
| 12/13/2010 18:40 | N | AUTO_EPS_390 | 29.74 |
| 12/13/2010 18:45 | N | DC_ROAD_L_B | 28.38 |
| 12/13/2010 18:45 | N | DC_EGPS_L_A | 22.77 |
| 12/13/2010 18:45 | N | H_HOLLOW_E_1 | -0.38 |
| 12/13/2010 18:45 | N | HHOLLOW4_E_1 | -0.38 |
| 12/13/2010 18:45 | N | R_LH2SES_1 | 31.57 |
| 12/13/2010 18:45 | N | AUTO_EPS_390 | 31.46 |
| 12/13/2010 18:50 | N | DC_ROAD_L_B | 28.36 |
| 12/13/2010 18:50 | N | DC_EGPS_L_A | 22.78 |
| 12/13/2010 18:50 | N | H_HOLLOW_E_1 | -0.38 |
| 12/13/2010 18:50 | N | HHOLLOW4_E_1 | -0.38 |
| 12/13/2010 18:50 | N | R_LH2SES_1 | 31.79 |
| 12/13/2010 18:50 | N | AUTO_EPS_390 | 31.69 |
| 12/13/2010 18:55 | N | DC_ROAD_L_B | 28.39 |
| 12/13/2010 18:55 | N | DC_EGPS_L_A | 22.81 |
| 12/13/2010 18:55 | N | H_HOLLOW_E_1 | -0.38 |
| 12/13/2010 18:55 | N | HHOLLOW4_E_1 | -0.38 |
| 12/13/2010 18:55 | N | R_LH2SES_1 | 31.87 |
| 12/13/2010 18:55 | N | AUTO_EPS_390 | 31.77 |
| 12/13/2010 19:00 | N | DC_ROAD_L_B | 28.34 |
| 12/13/2010 19:00 | N | DC_EGPS_L_A | 22.64 |
| 12/13/2010 19:00 | N | H_HOLLOW_E_1 | -0.97 |
| 12/13/2010 19:00 | N | HHOLLOW4_E_1 | -0.97 |
| 12/13/2010 19:00 | N | R_LH2SES_1 | 31.74 |
| 12/13/2010 19:00 | N | AUTO_EPS_390 | 31.63 |
| 12/13/2010 19:05 | N | DC_ROAD_L_B | 28.17 |
| 12/13/2010 19:05 | N | DC_EGPS_L_A | 22.47 |
| 12/13/2010 19:05 | N | H_HOLLOW_E_1 | -0.97 |
| 12/13/2010 19:05 | N | HHOLLOW4_E_1 | -0.97 |
| 12/13/2010 19:05 | N | R_LH2SES_1 | 31.33 |

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| 12/13/2010 19:05 | N | AUTO_EPS_390 | 31.22 |
| 12/13/2010 19:10 | N | DC_ROAD_L_B | 28.19 |
| 12/13/2010 19:10 | N | DC_EGPS_L_A | 22.41 |
| 12/13/2010 19:10 | N | H_HOLLOW_E_1 | -0.98 |
| 12/13/2010 19:10 | N | HHOLLOW4_E_1 | -0.98 |
| 12/13/2010 19:10 | N | R_LH2SES_1 | 30.53 |
| 12/13/2010 19:10 | N | AUTO_EPS_390 | 30.4 |
| 12/13/2010 19:15 | N | DC_ROAD_L_B | 28.47 |
| 12/13/2010 19:15 | N | DC_EGPS_L_A | 22.34 |
| 12/13/2010 19:15 | N | H_HOLLOW_E_1 | -2.66 |
| 12/13/2010 19:15 | N | HHOLLOW4_E_1 | -2.66 |
| 12/13/2010 19:15 | N | R_LH2SES_1 | 31.41 |
| 12/13/2010 19:15 | N | AUTO_EPS_390 | 31.29 |
| 12/13/2010 19:20 | N | DC_ROAD_L_B | 28.33 |
| 12/13/2010 19:20 | N | DC_EGPS_L_A | 22.23 |
| 12/13/2010 19:20 | N | H_HOLLOW_E_1 | -2.84 |
| 12/13/2010 19:20 | N | HHOLLOW4_E_1 | -2.84 |
| 12/13/2010 19:20 | N | R_LH2SES_1 | 31.53 |
| 12/13/2010 19:20 | N | AUTO_EPS_390 | 31.41 |
| 12/13/2010 19:25 | N | DC_ROAD_L_B | 28.42 |
| 12/13/2010 19:25 | N | DC_EGPS_L_A | 22.31 |
| 12/13/2010 19:25 | N | H_HOLLOW_E_1 | -2.84 |
| 12/13/2010 19:25 | N | HHOLLOW4_E_1 | -2.84 |
| 12/13/2010 19:25 | N | R_LH2SES_1 | 31.71 |
| 12/13/2010 19:25 | N | AUTO_EPS_390 | 31.6 |
| 12/13/2010 19:30 | N | DC_ROAD_L_B | 28.44 |
| 12/13/2010 19:30 | N | DC_EGPS_L_A | 22.31 |
| 12/13/2010 19:30 | N | H_HOLLOW_E_1 | -2.67 |
| 12/13/2010 19:30 | N | HHOLLOW4_E_1 | -2.67 |
| 12/13/2010 19:30 | N | R_LH2SES_1 | 31.25 |
| 12/13/2010 19:30 | N | AUTO_EPS_390 | 31.13 |
| 12/13/2010 19:35 | N | DC_ROAD_L_B | 28.27 |
| 12/13/2010 19:35 | N | DC_EGPS_L_A | 22.58 |
| 12/13/2010 19:35 | N | H_HOLLOW_E_1 | -0.39 |
| 12/13/2010 19:35 | N | HHOLLOW4_E_1 | -0.39 |
| 12/13/2010 19:35 | N | R_LH2SES_1 | 30.51 |
| 12/13/2010 19:35 | N | AUTO_EPS_390 | 30.39 |
| 12/13/2010 19:40 | N | DC_ROAD_L_B | 28.19 |
| 12/13/2010 19:40 | N | DC_EGPS_L_A | 22.44 |
| 12/13/2010 19:40 | N | H_HOLLOW_E_1 | -0.98 |
| 12/13/2010 19:40 | N | HHOLLOW4_E_1 | -0.98 |
| 12/13/2010 19:40 | N | R_LH2SES_1 | 31.03 |
| 12/13/2010 19:40 | N | R_PB2SES_1 | -1.23 |
| 12/13/2010 19:40 | N | R_PB2SES_2 | -1.23 |
| 12/13/2010 19:40 | N | R_PB2SES_3 | -1.23 |
| 12/13/2010 19:40 | N | R_PB2SES_4 | -1.23 |
| 12/13/2010 19:40 | N | R_PB2SES_5 | -1.23 |

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| 12/13/2010 19:40 | N | AUTO_EPS_390 | 30.91 |
| 12/13/2010 19:45 | N | DC_ROAD_L_B | 28.25 |
| 12/13/2010 19:45 | N | DC_EGPS_L_A | 22.64 |
| 12/13/2010 19:45 | N | H_HOLLOW_E_1 | -0.38 |
| 12/13/2010 19:45 | N | HHOLLOW4_E_1 | -0.38 |
| 12/13/2010 19:45 | N | R_LH2SES_1 | 31.37 |
| 12/13/2010 19:45 | N | R_PB2SES_1 | -0.63 |
| 12/13/2010 19:45 | N | R_PB2SES_2 | -0.63 |
| 12/13/2010 19:45 | N | R_PB2SES_3 | -0.63 |
| 12/13/2010 19:45 | N | R_PB2SES_4 | -0.63 |
| 12/13/2010 19:45 | N | R_PB2SES_5 | -0.63 |
| 12/13/2010 19:45 | N | AUTO_EPS_390 | 31.27 |
| 12/13/2010 19:50 | N | DC_ROAD_L_B | 28.34 |
| 12/13/2010 19:50 | N | DC_EGPS_L_A | 22.61 |
| 12/13/2010 19:50 | N | H_HOLLOW_E_1 | -0.98 |
| 12/13/2010 19:50 | N | HHOLLOW4_E_1 | -0.98 |
| 12/13/2010 19:50 | N | R_LH2SES_1 | 31.63 |
| 12/13/2010 19:50 | N | R_PB2SES_1 | -1.24 |
| 12/13/2010 19:50 | N | R_PB2SES_2 | -1.24 |
| 12/13/2010 19:50 | N | R_PB2SES_3 | -1.24 |
| 12/13/2010 19:50 | N | R_PB2SES_4 | -1.24 |
| 12/13/2010 19:50 | N | R_PB2SES_5 | -1.24 |
| 12/13/2010 19:50 | N | AUTO_EPS_390 | 31.52 |
| 12/13/2010 19:55 | N | DC_ROAD_L_B | 28.44 |
| 12/13/2010 19:55 | N | DC_EGPS_L_A | 22.68 |
| 12/13/2010 19:55 | N | H_HOLLOW_E_1 | -0.98 |
| 12/13/2010 19:55 | N | HHOLLOW4_E_1 | -0.98 |
| 12/13/2010 19:55 | N | R_LH2SES_1 | 31.61 |
| 12/13/2010 19:55 | N | R_PB2SES_1 | -1.24 |
| 12/13/2010 19:55 | N | R_PB2SES_2 | -1.24 |
| 12/13/2010 19:55 | N | R_PB2SES_3 | -1.24 |
| 12/13/2010 19:55 | N | R_PB2SES_4 | -1.24 |
| 12/13/2010 19:55 | N | R_PB2SES_5 | -1.24 |
| 12/13/2010 19:55 | N | AUTO_EPS_390 | 31.51 |
| 12/13/2010 20:00 | N | DC_ROAD_L_B | 28.09 |
| 12/13/2010 20:00 | N | DC_EGPS_L_A | 22.34 |
| 12/13/2010 20:00 | N | H_HOLLOW_E_1 | -0.97 |
| 12/13/2010 20:00 | N | HHOLLOW4_E_1 | -0.97 |
| 12/13/2010 20:00 | N | R_LH2SES_1 | 30.56 |
| 12/13/2010 20:00 | N | R_PB2SES_1 | -1.22 |
| 12/13/2010 20:00 | N | R_PB2SES_2 | -1.22 |
| 12/13/2010 20:00 | N | R_PB2SES_3 | -1.22 |
| 12/13/2010 20:00 | N | R_PB2SES_4 | -1.22 |
| 12/13/2010 20:00 | N | R_PB2SES_5 | -1.22 |
| 12/13/2010 20:00 | N | AUTO_EPS_390 | 30.44 |
| 12/13/2010 20:05 | N | DC_ROAD_L_B | 28.17 |
| 12/13/2010 20:05 | N | DC_EGPS_L_A | 22.02 |

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| 12/13/2010 20:05 | N | H_HOLLOW_E_1 | -2.85 |
| 12/13/2010 20:05 | N | HHOLLOW4_E_1 | -2.85 |
| 12/13/2010 20:05 | N | R_LH2SES_1 | 30.35 |
| 12/13/2010 20:05 | N | R_PB2SES_1 | -3.1 |
| 12/13/2010 20:05 | N | R_PB2SES_2 | -3.1 |
| 12/13/2010 20:05 | N | R_PB2SES_3 | -3.1 |
| 12/13/2010 20:05 | N | R_PB2SES_4 | -3.1 |
| 12/13/2010 20:05 | N | R_PB2SES_5 | -3.1 |
| 12/13/2010 20:05 | N | AUTO_EPS_390 | 30.21 |
| 12/13/2010 20:10 | N | DC_ROAD_L_B | 28.17 |
| 12/13/2010 20:10 | N | DC_EGPS_L_A | 22.05 |
| 12/13/2010 20:10 | N | H_HOLLOW_E_1 | -2.67 |
| 12/13/2010 20:10 | N | HHOLLOW4_E_1 | -2.67 |
| 12/13/2010 20:10 | N | R_LH2SES_1 | 30.33 |
| 12/13/2010 20:10 | N | R_PB2SES_1 | -2.93 |
| 12/13/2010 20:10 | N | R_PB2SES_2 | -2.93 |
| 12/13/2010 20:10 | N | R_PB2SES_3 | -2.93 |
| 12/13/2010 20:10 | N | R_PB2SES_4 | -2.93 |
| 12/13/2010 20:10 | N | R_PB2SES_5 | -2.93 |
| 12/13/2010 20:10 | N | AUTO_EPS_390 | 30.2 |
| 12/13/2010 20:15 | N | DC_ROAD_L_B | 27.81 |
| 12/13/2010 20:15 | N | DC_EGPS_L_A | 22.11 |
| 12/13/2010 20:15 | N | H_HOLLOW_E_1 | -0.96 |
| 12/13/2010 20:15 | N | HHOLLOW4_E_1 | -0.96 |
| 12/13/2010 20:15 | N | R_LH2SES_1 | 29.98 |
| 12/13/2010 20:15 | N | R_PB2SES_1 | -1.2 |
| 12/13/2010 20:15 | N | R_PB2SES_2 | -1.2 |
| 12/13/2010 20:15 | N | R_PB2SES_3 | -1.2 |
| 12/13/2010 20:15 | N | R_PB2SES_4 | -1.2 |
| 12/13/2010 20:15 | N | R_PB2SES_5 | -1.2 |
| 12/13/2010 20:15 | N | AUTO_EPS_390 | 29.86 |
| 12/13/2010 20:20 | N | DC_ROAD_L_B | 27.74 |
| 12/13/2010 20:20 | N | DC_EGPS_L_A | 22.08 |
| 12/13/2010 20:20 | N | H_HOLLOW_E_1 | -0.96 |
| 12/13/2010 20:20 | N | HHOLLOW4_E_1 | -0.96 |
| 12/13/2010 20:20 | N | R_LH2SES_1 | 30.16 |
| 12/13/2010 20:20 | N | R_PB2SES_1 | -1.2 |
| 12/13/2010 20:20 | N | R_PB2SES_2 | -1.2 |
| 12/13/2010 20:20 | N | R_PB2SES_3 | -1.2 |
| 12/13/2010 20:20 | N | R_PB2SES_4 | -1.2 |
| 12/13/2010 20:20 | N | R_PB2SES_5 | -1.2 |
| 12/13/2010 20:20 | N | AUTO_EPS_390 | 30.04 |
| 12/13/2010 20:25 | N | DC_ROAD_L_B | 27.97 |
| 12/13/2010 20:25 | N | DC_EGPS_L_A | 22.26 |
| 12/13/2010 20:25 | N | H_HOLLOW_E_1 | -0.97 |
| 12/13/2010 20:25 | N | HHOLLOW4_E_1 | -0.97 |
| 12/13/2010 20:25 | N | R_LH2SES_1 | 30.43 |

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| 12/13/2010 20:25 | N | R_PB2SES_1 | -1.21 |
| 12/13/2010 20:25 | N | R_PB2SES_2 | -1.21 |
| 12/13/2010 20:25 | N | R_PB2SES_3 | -1.21 |
| 12/13/2010 20:25 | N | R_PB2SES_4 | -1.21 |
| 12/13/2010 20:25 | N | R_PB2SES_5 | -1.21 |
| 12/13/2010 20:25 | N | AUTO_EPS_390 | 30.31 |
| 12/13/2010 20:30 | N | DC_ROAD_L_B | 27.71 |
| 12/13/2010 20:30 | N | DC_EGPS_L_A | 22.02 |
| 12/13/2010 20:30 | N | H_HOLLOW_E_1 | -0.97 |
| 12/13/2010 20:30 | N | HHOLLOW4_E_1 | -0.97 |
| 12/13/2010 20:30 | N | R_LH2SES_1 | 29.72 |
| 12/13/2010 20:30 | N | R_PB2SES_1 | -1.2 |
| 12/13/2010 20:30 | N | R_PB2SES_2 | -1.2 |
| 12/13/2010 20:30 | N | R_PB2SES_3 | -1.2 |
| 12/13/2010 20:30 | N | R_PB2SES_4 | -1.2 |
| 12/13/2010 20:30 | N | R_PB2SES_5 | -1.2 |
| 12/13/2010 20:30 | N | AUTO_EPS_390 | 29.59 |
| 12/13/2010 20:35 | N | DC_ROAD_L_B | 27.58 |
| 12/13/2010 20:35 | N | DC_EGPS_L_A | 21.93 |
| 12/13/2010 20:35 | N | H_HOLLOW_E_1 | -0.96 |
| 12/13/2010 20:35 | N | HHOLLOW4_E_1 | -0.96 |
| 12/13/2010 20:35 | N | R_LH2SES_1 | 29.58 |
| 12/13/2010 20:35 | N | R_PB2SES_1 | -1.19 |
| 12/13/2010 20:35 | N | R_PB2SES_2 | -1.19 |
| 12/13/2010 20:35 | N | R_PB2SES_3 | -1.19 |
| 12/13/2010 20:35 | N | R_PB2SES_4 | -1.19 |
| 12/13/2010 20:35 | N | R_PB2SES_5 | -1.19 |
| 12/13/2010 20:35 | N | AUTO_EPS_390 | 29.45 |
| 12/13/2010 20:40 | N | DC_ROAD_L_B | 27.74 |
| 12/13/2010 20:40 | N | DC_EGPS_L_A | 22.06 |
| 12/13/2010 20:40 | N | H_HOLLOW_E_1 | -0.96 |
| 12/13/2010 20:40 | N | HHOLLOW4_E_1 | -0.96 |
| 12/13/2010 20:40 | N | R_LH2SES_1 | 29.75 |
| 12/13/2010 20:40 | N | R_PB2SES_1 | -1.2 |
| 12/13/2010 20:40 | N | R_PB2SES_2 | -1.2 |
| 12/13/2010 20:40 | N | R_PB2SES_3 | -1.2 |
| 12/13/2010 20:40 | N | R_PB2SES_4 | -1.2 |
| 12/13/2010 20:40 | N | R_PB2SES_5 | -1.2 |
| 12/13/2010 20:40 | N | AUTO_EPS_390 | 29.62 |
| 12/13/2010 20:45 | N | DC_ROAD_L_B | 27.53 |
| 12/13/2010 20:45 | N | DC_EGPS_L_A | 21.89 |
| 12/13/2010 20:45 | N | H_HOLLOW_E_1 | -0.95 |
| 12/13/2010 20:45 | N | HHOLLOW4_E_1 | -0.95 |
| 12/13/2010 20:45 | N | R_LH2SES_1 | 29.52 |
| 12/13/2010 20:45 | N | R_PB2SES_1 | -1.18 |
| 12/13/2010 20:45 | N | R_PB2SES_2 | -1.18 |
| 12/13/2010 20:45 | N | R_PB2SES_3 | -1.18 |

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| 12/13/2010 20:45 | N | R_PB2SES_4 | -1.18 |
| 12/13/2010 20:45 | N | R_PB2SES_5 | -1.18 |
| 12/13/2010 20:45 | N | AUTO_EPS_390 | 29.39 |
| 12/13/2010 20:50 | N | DC_ROAD_L_B | 27.51 |
| 12/13/2010 20:50 | N | DC_EGPS_L_A | 21.88 |
| 12/13/2010 20:50 | N | H_HOLLOW_E_1 | -0.95 |
| 12/13/2010 20:50 | N | HHOLLOW4_E_1 | -0.95 |
| 12/13/2010 20:50 | N | R_LH2SES_1 | 29.5 |
| 12/13/2010 20:50 | N | R_PB2SES_1 | -1.18 |
| 12/13/2010 20:50 | N | R_PB2SES_2 | -1.18 |
| 12/13/2010 20:50 | N | R_PB2SES_3 | -1.18 |
| 12/13/2010 20:50 | N | R_PB2SES_4 | -1.18 |
| 12/13/2010 20:50 | N | R_PB2SES_5 | -1.18 |
| 12/13/2010 20:50 | N | AUTO_EPS_390 | 29.37 |
| 12/13/2010 20:53 | N | DC_ROAD_L_B | 27.48 |
| 12/13/2010 20:53 | N | DC_EGPS_L_A | 21.85 |
| 12/13/2010 20:53 | N | H_HOLLOW_E_1 | -0.96 |
| 12/13/2010 20:53 | N | HHOLLOW4_E_1 | -0.96 |
| 12/13/2010 20:53 | N | R_LH2SES_1 | 29.47 |
| 12/13/2010 20:53 | N | R_PB2SES_1 | -1.19 |
| 12/13/2010 20:53 | N | R_PB2SES_2 | -1.19 |
| 12/13/2010 20:53 | N | R_PB2SES_3 | -1.19 |
| 12/13/2010 20:53 | N | R_PB2SES_4 | -1.19 |
| 12/13/2010 20:53 | N | R_PB2SES_5 | -1.19 |
| 12/13/2010 20:53 | N | AUTO_EPS_390 | 29.34 |
| 12/13/2010 20:55 | N | DC_ROAD_L_B | 27.45 |
| 12/13/2010 20:55 | N | DC_EGPS_L_A | 21.82 |
| 12/13/2010 20:55 | N | H_HOLLOW_E_1 | -0.95 |
| 12/13/2010 20:55 | N | HHOLLOW4_E_1 | -0.95 |
| 12/13/2010 20:55 | N | R_LH2SES_1 | 29.43 |
| 12/13/2010 20:55 | N | R_PB2SES_1 | -1.18 |
| 12/13/2010 20:55 | N | R_PB2SES_2 | -1.18 |
| 12/13/2010 20:55 | N | R_PB2SES_3 | -1.18 |
| 12/13/2010 20:55 | N | R_PB2SES_4 | -1.18 |
| 12/13/2010 20:55 | N | R_PB2SES_5 | -1.18 |
| 12/13/2010 20:55 | N | AUTO_EPS_390 | 29.31 |
| 12/13/2010 21:00 | N | DC_ROAD_L_B | 27.27 |
| 12/13/2010 21:00 | N | DC_EGPS_L_A | 21.68 |
| 12/13/2010 21:00 | N | H_HOLLOW_E_1 | -0.94 |
| 12/13/2010 21:00 | N | HHOLLOW4_E_1 | -0.94 |
| 12/13/2010 21:00 | N | R_LH2SES_1 | 29.24 |
| 12/13/2010 21:00 | N | R_PB2SES_1 | -1.17 |
| 12/13/2010 21:00 | N | R_PB2SES_2 | -1.17 |
| 12/13/2010 21:00 | N | R_PB2SES_3 | -1.17 |
| 12/13/2010 21:00 | N | R_PB2SES_4 | -1.17 |
| 12/13/2010 21:00 | N | R_PB2SES_5 | -1.17 |
| 12/13/2010 21:00 | N | AUTO_EPS_390 | 29.11 |

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| 12/13/2010 21:05 | N | DC_ROAD_L_B | 27.11 |
| 12/13/2010 21:05 | N | DC_EGPS_L_A | 21.56 |
| 12/13/2010 21:05 | N | H_HOLLOW_E_1 | -0.94 |
| 12/13/2010 21:05 | N | HHOLLOW4_E_1 | -0.94 |
| 12/13/2010 21:05 | N | R_LH2SES_1 | 29.07 |
| 12/13/2010 21:05 | N | R_PB2SES_1 | -1.17 |
| 12/13/2010 21:05 | N | R_PB2SES_2 | -1.17 |
| 12/13/2010 21:05 | N | R_PB2SES_3 | -1.17 |
| 12/13/2010 21:05 | N | R_PB2SES_4 | -1.17 |
| 12/13/2010 21:05 | N | R_PB2SES_5 | -1.17 |
| 12/13/2010 21:05 | N | AUTO_EPS_390 | 28.94 |
| 12/13/2010 21:10 | N | DC_ROAD_L_B | 27.25 |
| 12/13/2010 21:10 | N | DC_EGPS_L_A | 21.67 |
| 12/13/2010 21:10 | N | H_HOLLOW_E_1 | -0.94 |
| 12/13/2010 21:10 | N | HHOLLOW4_E_1 | -0.94 |
| 12/13/2010 21:10 | N | R_LH2SES_1 | 29.22 |
| 12/13/2010 21:10 | N | R_PB2SES_1 | -1.17 |
| 12/13/2010 21:10 | N | R_PB2SES_2 | -1.17 |
| 12/13/2010 21:10 | N | R_PB2SES_3 | -1.17 |
| 12/13/2010 21:10 | N | R_PB2SES_4 | -1.17 |
| 12/13/2010 21:10 | N | R_PB2SES_5 | -1.17 |
| 12/13/2010 21:10 | N | AUTO_EPS_390 | 29.1 |
| 12/13/2010 21:11 | N | DC_ROAD_L_B | 27.29 |
| 12/13/2010 21:11 | N | DC_EGPS_L_A | 21.71 |
| 12/13/2010 21:11 | N | H_HOLLOW_E_1 | -0.94 |
| 12/13/2010 21:11 | N | HHOLLOW4_E_1 | -0.94 |
| 12/13/2010 21:11 | N | R_LH2SES_1 | 29.27 |
| 12/13/2010 21:11 | N | R_PB2SES_1 | -1.17 |
| 12/13/2010 21:11 | N | R_PB2SES_2 | -1.17 |
| 12/13/2010 21:11 | N | R_PB2SES_3 | -1.17 |
| 12/13/2010 21:11 | N | R_PB2SES_4 | -1.17 |
| 12/13/2010 21:11 | N | R_PB2SES_5 | -1.17 |
| 12/13/2010 21:11 | N | AUTO_EPS_390 | 29.14 |
| 12/13/2010 21:14 | N | DC_ROAD_L_B | 27.25 |
| 12/13/2010 21:14 | N | DC_EGPS_L_A | 21.77 |
| 12/13/2010 21:14 | N | H_HOLLOW_E_1 | -0.4 |
| 12/13/2010 21:14 | N | HHOLLOW4_E_1 | -0.4 |
| 12/13/2010 21:14 | N | R_LH2SES_1 | 29.18 |
| 12/13/2010 21:14 | N | R_PB2SES_1 | -0.63 |
| 12/13/2010 21:14 | N | R_PB2SES_2 | -0.63 |
| 12/13/2010 21:14 | N | R_PB2SES_3 | -0.63 |
| 12/13/2010 21:14 | N | R_PB2SES_4 | -0.63 |
| 12/13/2010 21:14 | N | R_PB2SES_5 | -0.63 |
| 12/13/2010 21:14 | N | AUTO_EPS_390 | 29.06 |
| 12/13/2010 21:15 | N | DC_ROAD_L_B | 27.26 |
| 12/13/2010 21:15 | N | DC_EGPS_L_A | 21.78 |
| 12/13/2010 21:15 | N | H_HOLLOW_E_1 | -0.4 |

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|---|---|---|---|
| 12/13/2010 21:15 | N | HHOLLOW4_E_1 | -0.4 |
| 12/13/2010 21:15 | N | R_LH2SES_1 | 29.19 |
| 12/13/2010 21:15 | N | R_PB2SES_1 | -0.62 |
| 12/13/2010 21:15 | N | R_PB2SES_2 | -0.62 |
| 12/13/2010 21:15 | N | R_PB2SES_3 | -0.62 |
| 12/13/2010 21:15 | N | R_PB2SES_4 | -0.62 |
| 12/13/2010 21:15 | N | R_PB2SES_5 | -0.62 |
| 12/13/2010 21:15 | N | AUTO_EPS_390 | 29.07 |
| 12/13/2010 21:20 | N | DC_ROAD_L_B | 27.42 |
| 12/13/2010 21:20 | N | DC_EGPS_L_A | 21.93 |
| 12/13/2010 21:20 | N | H_HOLLOW_E_1 | -0.4 |
| 12/13/2010 21:20 | N | HHOLLOW4_E_1 | -0.4 |
| 12/13/2010 21:20 | N | R_LH2SES_1 | 29.36 |
| 12/13/2010 21:20 | N | R_PB2SES_1 | -0.63 |
| 12/13/2010 21:20 | N | R_PB2SES_2 | -0.63 |
| 12/13/2010 21:20 | N | R_PB2SES_3 | -0.63 |
| 12/13/2010 21:20 | N | R_PB2SES_4 | -0.63 |
| 12/13/2010 21:20 | N | R_PB2SES_5 | -0.63 |
| 12/13/2010 21:20 | N | AUTO_EPS_390 | 29.24 |
| 12/13/2010 21:25 | N | DC_ROAD_L_B | 27.04 |
| 12/13/2010 21:25 | N | DC_EGPS_L_A | 21.64 |
| 12/13/2010 21:25 | N | H_HOLLOW_E_1 | -0.4 |
| 12/13/2010 21:25 | N | HHOLLOW4_E_1 | -0.4 |
| 12/13/2010 21:25 | N | R_LH2SES_1 | 28.96 |
| 12/13/2010 21:25 | N | R_PB2SES_1 | -0.62 |
| 12/13/2010 21:25 | N | R_PB2SES_2 | -0.62 |
| 12/13/2010 21:25 | N | R_PB2SES_3 | -0.62 |
| 12/13/2010 21:25 | N | R_PB2SES_4 | -0.62 |
| 12/13/2010 21:25 | N | R_PB2SES_5 | -0.62 |
| 12/13/2010 21:25 | N | AUTO_EPS_390 | 28.83 |
| 12/13/2010 21:30 | N | DC_ROAD_L_B | 26.39 |
| 12/13/2010 21:30 | N | DC_EGPS_L_A | 21.14 |
| 12/13/2010 21:30 | N | H_HOLLOW_E_1 | -0.4 |
| 12/13/2010 21:30 | N | HHOLLOW4_E_1 | -0.4 |
| 12/13/2010 21:30 | N | R_LH2SES_1 | 28.26 |
| 12/13/2010 21:30 | N | R_PB2SES_1 | -0.62 |
| 12/13/2010 21:30 | N | R_PB2SES_2 | -0.62 |
| 12/13/2010 21:30 | N | R_PB2SES_3 | -0.62 |
| 12/13/2010 21:30 | N | R_PB2SES_4 | -0.62 |
| 12/13/2010 21:30 | N | R_PB2SES_5 | -0.62 |
| 12/13/2010 21:30 | N | AUTO_EPS_390 | 28.14 |
| 12/13/2010 21:35 | N | DC_ROAD_L_B | 25.89 |
| 12/13/2010 21:35 | N | DC_EGPS_L_A | 20.73 |
| 12/13/2010 21:35 | N | H_HOLLOW_E_1 | -0.4 |
| 12/13/2010 21:35 | N | HHOLLOW4_E_1 | -0.4 |
| 12/13/2010 21:35 | N | R_LH2SES_1 | 27.72 |
| 12/13/2010 21:35 | N | R_PB2SES_1 | -0.62 |

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| 12/13/2010 21:35 | N | R_PB2SES_2 | -0.62 |
| 12/13/2010 21:35 | N | R_PB2SES_3 | -0.62 |
| 12/13/2010 21:35 | N | R_PB2SES_4 | -0.62 |
| 12/13/2010 21:35 | N | R_PB2SES_5 | -0.62 |
| 12/13/2010 21:35 | N | AUTO_EPS_390 | 27.61 |
| 12/13/2010 21:40 | N | DC_ROAD_L_B | 26.15 |
| 12/13/2010 21:40 | N | DC_EGPS_L_A | 20.94 |
| 12/13/2010 21:40 | N | H_HOLLOW_E_1 | -0.41 |
| 12/13/2010 21:40 | N | HHOLLOW4_E_1 | -0.41 |
| 12/13/2010 21:40 | N | R_LH2SES_1 | 28 |
| 12/13/2010 21:40 | N | R_PB2SES_1 | -0.63 |
| 12/13/2010 21:40 | N | R_PB2SES_2 | -0.63 |
| 12/13/2010 21:40 | N | R_PB2SES_3 | -0.63 |
| 12/13/2010 21:40 | N | R_PB2SES_4 | -0.63 |
| 12/13/2010 21:40 | N | R_PB2SES_5 | -0.63 |
| 12/13/2010 21:40 | N | AUTO_EPS_390 | 27.88 |
| 12/13/2010 21:45 | N | DC_ROAD_L_B | 25.95 |
| 12/13/2010 21:45 | N | DC_EGPS_L_A | 20.78 |
| 12/13/2010 21:45 | N | H_HOLLOW_E_1 | -0.41 |
| 12/13/2010 21:45 | N | HHOLLOW4_E_1 | -0.41 |
| 12/13/2010 21:45 | N | R_LH2SES_1 | 27.79 |
| 12/13/2010 21:45 | N | R_PB2SES_1 | -0.63 |
| 12/13/2010 21:45 | N | R_PB2SES_2 | -0.63 |
| 12/13/2010 21:45 | N | R_PB2SES_3 | -0.63 |
| 12/13/2010 21:45 | N | R_PB2SES_4 | -0.63 |
| 12/13/2010 21:45 | N | R_PB2SES_5 | -0.63 |
| 12/13/2010 21:45 | N | AUTO_EPS_390 | 27.67 |
| 12/13/2010 21:50 | N | DC_ROAD_L_B | 25.72 |
| 12/13/2010 21:50 | N | DC_EGPS_L_A | 20.58 |
| 12/13/2010 21:50 | N | H_HOLLOW_E_1 | -0.45 |
| 12/13/2010 21:50 | N | HHOLLOW4_E_1 | -0.45 |
| 12/13/2010 21:50 | N | R_LH2SES_1 | 27.54 |
| 12/13/2010 21:50 | N | R_PB2SES_1 | -0.66 |
| 12/13/2010 21:50 | N | R_PB2SES_2 | -0.66 |
| 12/13/2010 21:50 | N | R_PB2SES_3 | -0.66 |
| 12/13/2010 21:50 | N | R_PB2SES_4 | -0.66 |
| 12/13/2010 21:50 | N | R_PB2SES_5 | -0.66 |
| 12/13/2010 21:50 | N | AUTO_EPS_390 | 27.42 |
| 12/13/2010 21:55 | N | DC_ROAD_L_B | 25.27 |
| 12/13/2010 21:55 | N | DC_EGPS_L_A | 20.22 |
| 12/13/2010 21:55 | N | H_HOLLOW_E_1 | -0.45 |
| 12/13/2010 21:55 | N | HHOLLOW4_E_1 | -0.45 |
| 12/13/2010 21:55 | N | R_LH2SES_1 | 27.06 |
| 12/13/2010 21:55 | N | R_PB2SES_1 | -0.67 |
| 12/13/2010 21:55 | N | R_PB2SES_2 | -0.67 |
| 12/13/2010 21:55 | N | R_PB2SES_3 | -0.67 |
| 12/13/2010 21:55 | N | R_PB2SES_4 | -0.67 |

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| 12/13/2010 21:55 | N | R_PB2SES_5 | -0.67 |
| 12/13/2010 21:55 | N | AUTO_EPS_390 | 26.94 |
| 12/13/2010 21:56 | N | DC_ROAD_L_B | 24.65 |
| 12/13/2010 21:56 | N | DC_EGPS_L_A | 19.72 |
| 12/13/2010 21:56 | N | H_HOLLOW_E_1 | -0.42 |
| 12/13/2010 21:56 | N | HHOLLOW4_E_1 | -0.42 |
| 12/13/2010 21:56 | N | R_LH2SES_1 | 26.4 |
| 12/13/2010 21:56 | N | R_PB2SES_1 | -0.62 |
| 12/13/2010 21:56 | N | R_PB2SES_2 | -0.62 |
| 12/13/2010 21:56 | N | R_PB2SES_3 | -0.62 |
| 12/13/2010 21:56 | N | R_PB2SES_4 | -0.62 |
| 12/13/2010 21:56 | N | R_PB2SES_5 | -0.62 |
| 12/13/2010 21:56 | N | AUTO_EPS_390 | 26.29 |
| 12/13/2010 22:00 | N | DC_ROAD_L_B | 25.42 |
| 12/13/2010 22:00 | N | DC_EGPS_L_A | 20.25 |
| 12/13/2010 22:00 | N | H_HOLLOW_E_1 | -0.87 |
| 12/13/2010 22:00 | N | HHOLLOW4_E_1 | -0.87 |
| 12/13/2010 22:00 | N | R_LH2SES_1 | 27.25 |
| 12/13/2010 22:00 | N | R_PB2SES_1 | -1.09 |
| 12/13/2010 22:00 | N | R_PB2SES_2 | -1.09 |
| 12/13/2010 22:00 | N | R_PB2SES_3 | -1.09 |
| 12/13/2010 22:00 | N | R_PB2SES_4 | -1.09 |
| 12/13/2010 22:00 | N | R_PB2SES_5 | -1.09 |
| 12/13/2010 22:00 | N | AUTO_EPS_390 | 27.14 |
| 12/13/2010 22:02 | N | DC_ROAD_L_B | 26.09 |
| 12/13/2010 22:02 | N | DC_EGPS_L_A | 20.78 |
| 12/13/2010 22:02 | N | H_HOLLOW_E_1 | -0.9 |
| 12/13/2010 22:02 | N | HHOLLOW4_E_1 | -0.9 |
| 12/13/2010 22:02 | N | R_LH2SES_1 | 27.97 |
| 12/13/2010 22:02 | N | R_PB2SES_1 | -1.12 |
| 12/13/2010 22:02 | N | R_PB2SES_2 | -1.12 |
| 12/13/2010 22:02 | N | R_PB2SES_3 | -1.12 |
| 12/13/2010 22:02 | N | R_PB2SES_4 | -1.12 |
| 12/13/2010 22:02 | N | R_PB2SES_5 | -1.12 |
| 12/13/2010 22:02 | N | AUTO_EPS_390 | 27.85 |
| 12/13/2010 22:05 | N | DC_ROAD_L_B | 27.12 |
| 12/13/2010 22:05 | N | DC_EGPS_L_A | 21.6 |
| 12/13/2010 22:05 | N | H_HOLLOW_E_1 | -0.94 |
| 12/13/2010 22:05 | N | HHOLLOW4_E_1 | -0.94 |
| 12/13/2010 22:05 | N | R_LH2SES_1 | 29.08 |
| 12/13/2010 22:05 | N | R_PB2SES_1 | -1.17 |
| 12/13/2010 22:05 | N | R_PB2SES_2 | -1.17 |
| 12/13/2010 22:05 | N | R_PB2SES_3 | -1.17 |
| 12/13/2010 22:05 | N | R_PB2SES_4 | -1.17 |
| 12/13/2010 22:05 | N | R_PB2SES_5 | -1.17 |
| 12/13/2010 22:05 | N | AUTO_EPS_390 | 28.95 |
| 12/13/2010 22:10 | N | DC_ROAD_L_B | 27.2 |

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| 12/13/2010 22:10 | N | DC_EGPS_L_A | 21.66 |
| 12/13/2010 22:10 | N | H_HOLLOW_E_1 | -0.94 |
| 12/13/2010 22:10 | N | HHOLLOW4_E_1 | -0.94 |
| 12/13/2010 22:10 | N | R_LH2SES_1 | 29.16 |
| 12/13/2010 22:10 | N | R_PB2SES_1 | -1.17 |
| 12/13/2010 22:10 | N | R_PB2SES_2 | -1.17 |
| 12/13/2010 22:10 | N | R_PB2SES_3 | -1.17 |
| 12/13/2010 22:10 | N | R_PB2SES_4 | -1.17 |
| 12/13/2010 22:10 | N | R_PB2SES_5 | -1.17 |
| 12/13/2010 22:10 | N | AUTO_EPS_390 | 29.04 |
| 12/13/2010 22:15 | N | DC_ROAD_L_B | 27.45 |
| 12/13/2010 22:15 | N | DC_EGPS_L_A | 21.78 |
| 12/13/2010 22:15 | N | H_HOLLOW_E_1 | -1.45 |
| 12/13/2010 22:15 | N | HHOLLOW4_E_1 | -1.45 |
| 12/13/2010 22:15 | N | R_LH2SES_1 | 29.46 |
| 12/13/2010 22:15 | N | R_PB2SES_1 | -1.69 |
| 12/13/2010 22:15 | N | R_PB2SES_2 | -1.69 |
| 12/13/2010 22:15 | N | R_PB2SES_3 | -1.69 |
| 12/13/2010 22:15 | N | R_PB2SES_4 | -1.69 |
| 12/13/2010 22:15 | N | R_PB2SES_5 | -1.69 |
| 12/13/2010 22:15 | N | AUTO_EPS_390 | 29.33 |
| 12/13/2010 22:20 | N | DC_ROAD_L_B | 26.95 |
| 12/13/2010 22:20 | N | DC_EGPS_L_A | 18.07 |
| 12/13/2010 22:20 | N | H_HOLLOW_E_1 | -18.28 |
| 12/13/2010 22:20 | N | HHOLLOW4_E_1 | -18.28 |
| 12/13/2010 22:20 | N | R_LH2SES_1 | 30.1 |
| 12/13/2010 22:20 | N | R_PB2SES_1 | -18.66 |
| 12/13/2010 22:20 | N | R_PB2SES_2 | -18.66 |
| 12/13/2010 22:20 | N | R_PB2SES_3 | -18.66 |
| 12/13/2010 22:20 | N | R_PB2SES_4 | -18.66 |
| 12/13/2010 22:20 | N | R_PB2SES_5 | -18.66 |
| 12/13/2010 22:20 | N | AUTO_EPS_390 | 29.9 |
| 12/13/2010 22:25 | N | DC_ROAD_L_B | 26.97 |
| 12/13/2010 22:25 | N | DC_EGPS_L_A | 18.15 |
| 12/13/2010 22:25 | N | H_HOLLOW_E_1 | -17.99 |
| 12/13/2010 22:25 | N | HHOLLOW4_E_1 | -17.99 |
| 12/13/2010 22:25 | N | R_LH2SES_1 | 30.1 |
| 12/13/2010 22:25 | N | R_PB2SES_1 | -18.36 |
| 12/13/2010 22:25 | N | R_PB2SES_2 | -18.36 |
| 12/13/2010 22:25 | N | R_PB2SES_3 | -18.36 |
| 12/13/2010 22:25 | N | R_PB2SES_4 | -18.36 |
| 12/13/2010 22:25 | N | R_PB2SES_5 | -18.36 |
| 12/13/2010 22:25 | N | AUTO_EPS_390 | 29.9 |
| 12/13/2010 22:30 | N | DC_ROAD_L_B | 26.95 |
| 12/13/2010 22:30 | N | DC_EGPS_L_A | 18.06 |
| 12/13/2010 22:30 | N | H_HOLLOW_E_1 | -18.38 |
| 12/13/2010 22:30 | N | HHOLLOW4_E_1 | -18.38 |

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| 12/13/2010 22:30 | N | R_LH2SES_1 | 30.1 |
| 12/13/2010 22:30 | N | R_PB2SES_1 | -18.76 |
| 12/13/2010 22:30 | N | R_PB2SES_2 | -18.76 |
| 12/13/2010 22:30 | N | R_PB2SES_3 | -18.76 |
| 12/13/2010 22:30 | N | R_PB2SES_4 | -18.76 |
| 12/13/2010 22:30 | N | R_PB2SES_5 | -18.76 |
| 12/13/2010 22:30 | N | AUTO_EPS_390 | 29.9 |
| 12/13/2010 22:35 | N | DC_ROAD_L_B | 27.02 |
| 12/13/2010 22:35 | N | DC_EGPS_L_A | 18.15 |
| 12/13/2010 22:35 | N | H_HOLLOW_E_1 | -18.05 |
| 12/13/2010 22:35 | N | HHOLLOW4_E_1 | -18.05 |
| 12/13/2010 22:35 | N | R_LH2SES_1 | 30.16 |
| 12/13/2010 22:35 | N | R_PB2SES_1 | -18.42 |
| 12/13/2010 22:35 | N | R_PB2SES_2 | -18.42 |
| 12/13/2010 22:35 | N | R_PB2SES_3 | -18.42 |
| 12/13/2010 22:35 | N | R_PB2SES_4 | -18.42 |
| 12/13/2010 22:35 | N | R_PB2SES_5 | -18.42 |
| 12/13/2010 22:35 | N | AUTO_EPS_390 | 29.96 |
| 12/13/2010 22:40 | N | DC_ROAD_L_B | 27.38 |
| 12/13/2010 22:40 | N | DC_EGPS_L_A | 18.26 |
| 12/13/2010 22:40 | N | H_HOLLOW_E_1 | -18.82 |
| 12/13/2010 22:40 | N | HHOLLOW4_E_1 | -18.82 |
| 12/13/2010 22:40 | N | R_LH2SES_1 | 30.61 |
| 12/13/2010 22:40 | N | R_PB2SES_1 | -19.2 |
| 12/13/2010 22:40 | N | R_PB2SES_2 | -19.2 |
| 12/13/2010 22:40 | N | R_PB2SES_3 | -19.2 |
| 12/13/2010 22:40 | N | R_PB2SES_4 | -19.2 |
| 12/13/2010 22:40 | N | R_PB2SES_5 | -19.2 |
| 12/13/2010 22:40 | N | AUTO_EPS_390 | 30.41 |
| 12/13/2010 22:45 | N | DC_ROAD_L_B | 27.46 |
| 12/13/2010 22:45 | N | DC_EGPS_L_A | 21.83 |
| 12/13/2010 22:45 | N | H_HOLLOW_E_1 | -0.96 |
| 12/13/2010 22:45 | N | HHOLLOW4_E_1 | -0.96 |
| 12/13/2010 22:45 | N | R_LH2SES_1 | 29.45 |
| 12/13/2010 22:45 | N | R_PB2SES_1 | -1.19 |
| 12/13/2010 22:45 | N | R_PB2SES_2 | -1.19 |
| 12/13/2010 22:45 | N | R_PB2SES_3 | -1.19 |
| 12/13/2010 22:45 | N | R_PB2SES_4 | -1.19 |
| 12/13/2010 22:45 | N | R_PB2SES_5 | -1.19 |
| 12/13/2010 22:45 | N | AUTO_EPS_390 | 29.33 |
| 12/13/2010 22:50 | N | DC_ROAD_L_B | 24.93 |
| 12/13/2010 22:50 | N | DC_EGPS_L_A | 20 |
| 12/13/2010 22:50 | N | H_HOLLOW_E_1 | 0.21 |
| 12/13/2010 22:50 | N | HHOLLOW4_E_1 | 0.21 |
| 12/13/2010 22:50 | N | R_LH2SES_1 | 26.67 |
| 12/13/2010 22:50 | N | R_PB2SES_1 | 0.01 |
| 12/13/2010 22:50 | N | R_PB2SES_2 | 0.01 |

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| 12/13/2010 22:50 | N | R_PB2SES_3 | 0.01 |
| 12/13/2010 22:50 | N | R_PB2SES_4 | 0.01 |
| 12/13/2010 22:50 | N | R_PB2SES_5 | 0.01 |
| 12/13/2010 22:50 | N | AUTO_EPS_390 | 26.56 |
| 12/13/2010 22:52 | N | DC_ROAD_L_B | 24.71 |
| 12/13/2010 22:52 | N | DC_EGPS_L_A | 19.82 |
| 12/13/2010 22:52 | N | H_HOLLOW_E_1 | 0.18 |
| 12/13/2010 22:52 | N | HHOLLOW4_E_1 | 0.18 |
| 12/13/2010 22:52 | N | R_LH2SES_1 | 26.44 |
| 12/13/2010 22:52 | N | R_PB2SES_1 | -0.02 |
| 12/13/2010 22:52 | N | R_PB2SES_2 | -0.02 |
| 12/13/2010 22:52 | N | R_PB2SES_3 | -0.02 |
| 12/13/2010 22:52 | N | R_PB2SES_4 | -0.02 |
| 12/13/2010 22:52 | N | R_PB2SES_5 | -0.02 |
| 12/13/2010 22:52 | N | AUTO_EPS_390 | 26.33 |
| 12/13/2010 22:55 | N | DC_ROAD_L_B | 25.06 |
| 12/13/2010 22:55 | N | DC_EGPS_L_A | 20.37 |
| 12/13/2010 22:55 | N | H_HOLLOW_E_1 | 1.6 |
| 12/13/2010 22:55 | N | HHOLLOW4_E_1 | 1.6 |
| 12/13/2010 22:55 | N | R_LH2SES_1 | 26.72 |
| 12/13/2010 22:55 | N | R_PB2SES_1 | 1.4 |
| 12/13/2010 22:55 | N | R_PB2SES_2 | 1.4 |
| 12/13/2010 22:55 | N | R_PB2SES_3 | 1.4 |
| 12/13/2010 22:55 | N | R_PB2SES_4 | 1.4 |
| 12/13/2010 22:55 | N | R_PB2SES_5 | 1.4 |
| 12/13/2010 22:55 | N | AUTO_EPS_390 | 26.61 |
| 12/13/2010 23:00 | N | DC_ROAD_L_B | 24.9 |
| 12/13/2010 23:00 | N | DC_EGPS_L_A | 20.25 |
| 12/13/2010 23:00 | N | H_HOLLOW_E_1 | 1.59 |
| 12/13/2010 23:00 | N | HHOLLOW4_E_1 | 1.59 |
| 12/13/2010 23:00 | N | R_LH2SES_1 | 26.54 |
| 12/13/2010 23:00 | N | R_PB2SES_1 | 1.4 |
| 12/13/2010 23:00 | N | R_PB2SES_2 | 1.4 |
| 12/13/2010 23:00 | N | R_PB2SES_3 | 1.4 |
| 12/13/2010 23:00 | N | R_PB2SES_4 | 1.4 |
| 12/13/2010 23:00 | N | R_PB2SES_5 | 1.4 |
| 12/13/2010 23:00 | N | AUTO_EPS_390 | 26.44 |
| 12/13/2010 23:05 | N | DC_ROAD_L_B | 26.14 |
| 12/13/2010 23:05 | N | DC_EGPS_L_A | 20.82 |
| 12/13/2010 23:05 | N | H_HOLLOW_E_1 | -0.9 |
| 12/13/2010 23:05 | N | HHOLLOW4_E_1 | -0.9 |
| 12/13/2010 23:05 | N | R_LH2SES_1 | 28.02 |
| 12/13/2010 23:05 | N | R_PB2SES_1 | -1.12 |
| 12/13/2010 23:05 | N | R_PB2SES_2 | -1.12 |
| 12/13/2010 23:05 | N | R_PB2SES_3 | -1.12 |
| 12/13/2010 23:05 | N | R_PB2SES_4 | -1.12 |
| 12/13/2010 23:05 | N | R_PB2SES_5 | -1.12 |

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| 12/13/2010 23:05 | N | AUTO_EPS_390 | 27.9 |
| 12/13/2010 23:09 | N | DC_ROAD_L_B | 26.02 |
| 12/13/2010 23:09 | N | DC_EGPS_L_A | 16.97 |
| 12/13/2010 23:09 | N | H_HOLLOW_E_1 | -20.26 |
| 12/13/2010 23:09 | N | HHOLLOW4_E_1 | -20.26 |
| 12/13/2010 23:09 | N | R_LH2SES_1 | 29.23 |
| 12/13/2010 23:09 | N | R_PB2SES_1 | -20.63 |
| 12/13/2010 23:09 | N | R_PB2SES_2 | -20.63 |
| 12/13/2010 23:09 | N | R_PB2SES_3 | -20.63 |
| 12/13/2010 23:09 | N | R_PB2SES_4 | -20.63 |
| 12/13/2010 23:09 | N | R_PB2SES_5 | -20.63 |
| 12/13/2010 23:09 | N | AUTO_EPS_390 | 29.03 |
| 12/13/2010 23:10 | N | DC_ROAD_L_B | 26.22 |
| 12/13/2010 23:10 | N | DC_EGPS_L_A | 17.08 |
| 12/13/2010 23:10 | N | H_HOLLOW_E_1 | -20.52 |
| 12/13/2010 23:10 | N | HHOLLOW4_E_1 | -20.52 |
| 12/13/2010 23:10 | N | R_LH2SES_1 | 29.46 |
| 12/13/2010 23:10 | N | R_PB2SES_1 | -20.89 |
| 12/13/2010 23:10 | N | R_PB2SES_2 | -20.89 |
| 12/13/2010 23:10 | N | R_PB2SES_3 | -20.89 |
| 12/13/2010 23:10 | N | R_PB2SES_4 | -20.89 |
| 12/13/2010 23:10 | N | R_PB2SES_5 | -20.89 |
| 12/13/2010 23:10 | N | AUTO_EPS_390 | 29.26 |
| 12/13/2010 23:15 | N | DC_ROAD_L_B | 27.19 |
| 12/13/2010 23:15 | N | DC_EGPS_L_A | 17.21 |
| 12/13/2010 23:15 | N | H_HOLLOW_E_1 | -23.84 |
| 12/13/2010 23:15 | N | HHOLLOW4_E_1 | -23.84 |
| 12/13/2010 23:15 | N | R_LH2SES_1 | 30.73 |
| 12/13/2010 23:15 | N | R_PB2SES_1 | -24.25 |
| 12/13/2010 23:15 | N | R_PB2SES_2 | -24.25 |
| 12/13/2010 23:15 | N | R_PB2SES_3 | -24.25 |
| 12/13/2010 23:15 | N | R_PB2SES_4 | -24.25 |
| 12/13/2010 23:15 | N | R_PB2SES_5 | -24.25 |
| 12/13/2010 23:15 | N | AUTO_EPS_390 | 30.51 |
| 12/13/2010 23:20 | N | DC_ROAD_L_B | 26.34 |
| 12/13/2010 23:20 | N | DC_EGPS_L_A | 16.86 |
| 12/13/2010 23:20 | N | H_HOLLOW_E_1 | -21.22 |
| 12/13/2010 23:20 | N | HHOLLOW4_E_1 | -21.22 |
| 12/13/2010 23:20 | N | R_LH2SES_1 | 29.69 |
| 12/13/2010 23:20 | N | R_PB2SES_1 | -21.61 |
| 12/13/2010 23:20 | N | R_PB2SES_2 | -21.61 |
| 12/13/2010 23:20 | N | R_PB2SES_3 | -21.61 |
| 12/13/2010 23:20 | N | R_PB2SES_4 | -21.61 |
| 12/13/2010 23:20 | N | R_PB2SES_5 | -21.61 |
| 12/13/2010 23:20 | N | AUTO_EPS_390 | 29.48 |
| 12/13/2010 23:25 | N | DC_ROAD_L_B | 24.67 |
| 12/13/2010 23:25 | N | DC_EGPS_L_A | 19.75 |

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| 12/13/2010 23:25 | N | H_HOLLOW_E_1 | 0.05 |
| 12/13/2010 23:25 | N | HHOLLOW4_E_1 | 0.05 |
| 12/13/2010 23:25 | N | R_LH2SES_1 | 26.42 |
| 12/13/2010 23:25 | N | R_PB2SES_1 | -0.15 |
| 12/13/2010 23:25 | N | R_PB2SES_2 | -0.15 |
| 12/13/2010 23:25 | N | R_PB2SES_3 | -0.15 |
| 12/13/2010 23:25 | N | R_PB2SES_4 | -0.15 |
| 12/13/2010 23:25 | N | R_PB2SES_5 | -0.15 |
| 12/13/2010 23:25 | N | AUTO_EPS_390 | 26.31 |
| 12/13/2010 23:30 | N | DC_ROAD_L_B | 23.94 |
| 12/13/2010 23:30 | N | DC_EGPS_L_A | 19.06 |
| 12/13/2010 23:30 | N | H_HOLLOW_E_1 | -0.42 |
| 12/13/2010 23:30 | N | HHOLLOW4_E_1 | -0.42 |
| 12/13/2010 23:30 | N | R_LH2SES_1 | 25.66 |
| 12/13/2010 23:30 | N | R_PB2SES_1 | -0.62 |
| 12/13/2010 23:30 | N | R_PB2SES_2 | -0.62 |
| 12/13/2010 23:30 | N | R_PB2SES_3 | -0.62 |
| 12/13/2010 23:30 | N | R_PB2SES_4 | -0.62 |
| 12/13/2010 23:30 | N | R_PB2SES_5 | -0.62 |
| 12/13/2010 23:30 | N | AUTO_EPS_390 | 25.55 |
| 12/13/2010 23:35 | N | DC_ROAD_L_B | 23.85 |
| 12/13/2010 23:35 | N | DC_EGPS_L_A | 19.1 |
| 12/13/2010 23:35 | N | H_HOLLOW_E_1 | 0.05 |
| 12/13/2010 23:35 | N | HHOLLOW4_E_1 | 0.05 |
| 12/13/2010 23:35 | N | R_LH2SES_1 | 25.53 |
| 12/13/2010 23:35 | N | R_PB2SES_1 | -0.15 |
| 12/13/2010 23:35 | N | R_PB2SES_2 | -0.15 |
| 12/13/2010 23:35 | N | R_PB2SES_3 | -0.15 |
| 12/13/2010 23:35 | N | R_PB2SES_4 | -0.15 |
| 12/13/2010 23:35 | N | R_PB2SES_5 | -0.15 |
| 12/13/2010 23:35 | N | AUTO_EPS_390 | 25.42 |
| 12/13/2010 23:37 | N | DC_ROAD_L_B | 23.32 |
| 12/13/2010 23:37 | N | DC_EGPS_L_A | 18.51 |
| 12/13/2010 23:37 | N | H_HOLLOW_E_1 | -0.81 |
| 12/13/2010 23:37 | N | HHOLLOW4_E_1 | -0.81 |
| 12/13/2010 23:37 | N | R_LH2SES_1 | 25.02 |
| 12/13/2010 23:37 | N | R_PB2SES_1 | -1.01 |
| 12/13/2010 23:37 | N | R_PB2SES_2 | -1.01 |
| 12/13/2010 23:37 | N | R_PB2SES_3 | -1.01 |
| 12/13/2010 23:37 | N | R_PB2SES_4 | -1.01 |
| 12/13/2010 23:37 | N | R_PB2SES_5 | -1.01 |
| 12/13/2010 23:37 | N | AUTO_EPS_390 | 24.91 |
| 12/13/2010 23:39 | N | DC_ROAD_L_B | 23.12 |
| 12/13/2010 23:39 | N | DC_EGPS_L_A | 18.35 |
| 12/13/2010 23:39 | N | H_HOLLOW_E_1 | -0.81 |
| 12/13/2010 23:39 | N | HHOLLOW4_E_1 | -0.81 |
| 12/13/2010 23:39 | N | R_LH2SES_1 | 24.8 |

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| 12/13/2010 23:39 | N | R_PB2SES_1 | -1 |
| 12/13/2010 23:39 | N | R_PB2SES_2 | -1 |
| 12/13/2010 23:39 | N | R_PB2SES_3 | -1 |
| 12/13/2010 23:39 | N | R_PB2SES_4 | -1 |
| 12/13/2010 23:39 | N | R_PB2SES_5 | -1 |
| 12/13/2010 23:39 | N | AUTO_EPS_390 | 24.7 |
| 12/13/2010 23:40 | N | DC_ROAD_L_B | 23.41 |
| 12/13/2010 23:40 | N | DC_EGPS_L_A | 14.65 |
| 12/13/2010 23:40 | N | H_HOLLOW_E_1 | -20.99 |
| 12/13/2010 23:40 | N | HHOLLOW4_E_1 | -20.99 |
| 12/13/2010 23:40 | N | R_LH2SES_1 | 26.51 |
| 12/13/2010 23:40 | N | R_PB2SES_1 | -21.35 |
| 12/13/2010 23:40 | N | R_PB2SES_2 | -21.35 |
| 12/13/2010 23:40 | N | R_PB2SES_3 | -21.35 |
| 12/13/2010 23:40 | N | R_PB2SES_4 | -21.35 |
| 12/13/2010 23:40 | N | R_PB2SES_5 | -21.35 |
| 12/13/2010 23:40 | N | AUTO_EPS_390 | 26.32 |
| 12/13/2010 23:45 | N | DC_ROAD_L_B | 23.28 |
| 12/13/2010 23:45 | N | DC_EGPS_L_A | 14.03 |
| 12/13/2010 23:45 | N | H_HOLLOW_E_1 | -23.71 |
| 12/13/2010 23:45 | N | HHOLLOW4_E_1 | -23.71 |
| 12/13/2010 23:45 | N | R_LH2SES_1 | 26.55 |
| 12/13/2010 23:45 | N | R_PB2SES_1 | -24.09 |
| 12/13/2010 23:45 | N | R_PB2SES_2 | -24.09 |
| 12/13/2010 23:45 | N | R_PB2SES_3 | -24.09 |
| 12/13/2010 23:45 | N | R_PB2SES_4 | -24.09 |
| 12/13/2010 23:45 | N | R_PB2SES_5 | -24.09 |
| 12/13/2010 23:45 | N | AUTO_EPS_390 | 26.35 |
| 12/13/2010 23:50 | N | DC_ROAD_L_B | 21.93 |
| 12/13/2010 23:50 | N | DC_EGPS_L_A | 13.28 |
| 12/13/2010 23:50 | N | H_HOLLOW_E_1 | -21.53 |
| 12/13/2010 23:50 | N | HHOLLOW4_E_1 | -21.53 |
| 12/13/2010 23:50 | N | R_LH2SES_1 | 24.98 |
| 12/13/2010 23:50 | N | R_PB2SES_1 | -21.88 |
| 12/13/2010 23:50 | N | R_PB2SES_2 | -21.88 |
| 12/13/2010 23:50 | N | R_PB2SES_3 | -21.88 |
| 12/13/2010 23:50 | N | R_PB2SES_4 | -21.88 |
| 12/13/2010 23:50 | N | R_PB2SES_5 | -21.88 |
| 12/13/2010 23:50 | N | AUTO_EPS_390 | 24.78 |
| 12/13/2010 23:55 | N | DC_ROAD_L_B | 21.56 |
| 12/13/2010 23:55 | N | DC_EGPS_L_A | 13.26 |
| 12/13/2010 23:55 | N | H_HOLLOW_E_1 | -19.97 |
| 12/13/2010 23:55 | N | HHOLLOW4_E_1 | -19.97 |
| 12/13/2010 23:55 | N | R_LH2SES_1 | 24.49 |
| 12/13/2010 23:55 | N | R_PB2SES_1 | -20.31 |
| 12/13/2010 23:55 | N | R_PB2SES_2 | -20.31 |
| 12/13/2010 23:55 | N | R_PB2SES_3 | -20.31 |

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| 12/13/2010 23:55 | N | R_PB2SES_4 | -20.31 |
| 12/13/2010 23:55 | N | R_PB2SES_5 | -20.31 |
| 12/13/2010 23:55 | N | AUTO_EPS_390 | 24.3 |
| 12/13/2010 23:55 | N | DC_ROAD_L_B | 21.56 |
| 12/13/2010 23:55 | N | DC_EGPS_L_A | 13.26 |
| 12/13/2010 23:55 | N | H_HOLLOW_E_1 | -19.97 |
| 12/13/2010 23:55 | N | HHOLLOW4_E_1 | -19.97 |
| 12/13/2010 23:55 | N | R_LH2SES_1 | 24.49 |
| 12/13/2010 23:55 | N | R_PB2SES_1 | -20.31 |
| 12/13/2010 23:55 | N | R_PB2SES_2 | -20.31 |
| 12/13/2010 23:55 | N | R_PB2SES_3 | -20.31 |
| 12/13/2010 23:55 | N | R_PB2SES_4 | -20.31 |
| 12/13/2010 23:55 | N | R_PB2SES_5 | -20.31 |
| 12/13/2010 23:55 | N | AUTO_EPS_390 | 24.3 |
| 12/14/2010 0:00 | N | DC_ROAD_L_B | 21.73 |
| 12/14/2010 0:00 | N | DC_EGPS_L_A | 16.84 |
| 12/14/2010 0:00 | N | H_HOLLOW_E_1 | -2.74 |
| 12/14/2010 0:00 | N | HHOLLOW4_E_1 | -2.74 |
| 12/14/2010 0:00 | N | R_LH2SES_1 | 23.45 |
| 12/14/2010 0:00 | N | R_PB2SES_1 | -2.94 |
| 12/14/2010 0:00 | N | R_PB2SES_2 | -2.94 |
| 12/14/2010 0:00 | N | R_PB2SES_3 | -2.94 |
| 12/14/2010 0:00 | N | R_PB2SES_4 | -2.94 |
| 12/14/2010 0:00 | N | R_PB2SES_5 | -2.94 |
| 12/14/2010 0:00 | N | AUTO_EPS_390 | 23.34 |
| 12/14/2010 0:05 | N | DC_ROAD_L_B | 24.65 |
| 12/14/2010 0:05 | N | DC_EGPS_L_A | 19.65 |
| 12/14/2010 0:05 | N | H_HOLLOW_E_1 | -0.42 |
| 12/14/2010 0:05 | N | HHOLLOW4_E_1 | -0.42 |
| 12/14/2010 0:05 | N | R_LH2SES_1 | 26.41 |
| 12/14/2010 0:05 | N | R_PB2SES_1 | -0.62 |
| 12/14/2010 0:05 | N | R_PB2SES_2 | -0.62 |
| 12/14/2010 0:05 | N | R_PB2SES_3 | -0.62 |
| 12/14/2010 0:05 | N | R_PB2SES_4 | -0.62 |
| 12/14/2010 0:05 | N | R_PB2SES_5 | -0.62 |
| 12/14/2010 0:05 | N | AUTO_EPS_390 | 26.3 |
| 12/14/2010 0:10 | N | DC_ROAD_L_B | 24.13 |
| 12/14/2010 0:10 | N | DC_EGPS_L_A | 18.78 |
| 12/14/2010 0:10 | N | H_HOLLOW_E_1 | -2.72 |
| 12/14/2010 0:10 | N | HHOLLOW4_E_1 | -2.72 |
| 12/14/2010 0:10 | N | R_LH2SES_1 | 26.02 |
| 12/14/2010 0:10 | N | R_PB2SES_1 | -2.93 |
| 12/14/2010 0:10 | N | R_PB2SES_2 | -2.93 |
| 12/14/2010 0:10 | N | R_PB2SES_3 | -2.93 |
| 12/14/2010 0:10 | N | R_PB2SES_4 | -2.93 |
| 12/14/2010 0:10 | N | R_PB2SES_5 | -2.93 |
| 12/14/2010 0:10 | N | AUTO_EPS_390 | 25.9 |

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| 12/14/2010 0:15 | N | DC_ROAD_L_B | 23.28 |
| 12/14/2010 0:15 | N | DC_EGPS_L_A | 18.5 |
| 12/14/2010 0:15 | N | H_HOLLOW_E_1 | -0.81 |
| 12/14/2010 0:15 | N | HHOLLOW4_E_1 | -0.81 |
| 12/14/2010 0:15 | N | R_LH2SES_1 | 24.97 |
| 12/14/2010 0:15 | N | R_PB2SES_1 | -1.01 |
| 12/14/2010 0:15 | N | R_PB2SES_2 | -1.01 |
| 12/14/2010 0:15 | N | R_PB2SES_3 | -1.01 |
| 12/14/2010 0:15 | N | R_PB2SES_4 | -1.01 |
| 12/14/2010 0:15 | N | R_PB2SES_5 | -1.01 |
| 12/14/2010 0:15 | N | AUTO_EPS_390 | 24.87 |
| 12/14/2010 0:20 | N | DC_ROAD_L_B | 22.6 |
| 12/14/2010 0:20 | N | DC_EGPS_L_A | 17.96 |
| 12/14/2010 0:20 | N | H_HOLLOW_E_1 | -0.79 |
| 12/14/2010 0:20 | N | HHOLLOW4_E_1 | -0.79 |
| 12/14/2010 0:20 | N | R_LH2SES_1 | 24.23 |
| 12/14/2010 0:20 | N | R_PB2SES_1 | -0.98 |
| 12/14/2010 0:20 | N | R_PB2SES_2 | -0.98 |
| 12/14/2010 0:20 | N | R_PB2SES_3 | -0.98 |
| 12/14/2010 0:20 | N | R_PB2SES_4 | -0.98 |
| 12/14/2010 0:20 | N | R_PB2SES_5 | -0.98 |
| 12/14/2010 0:20 | N | AUTO_EPS_390 | 24.13 |
| 12/14/2010 0:25 | N | DC_ROAD_L_B | 22.18 |
| 12/14/2010 0:25 | N | DC_EGPS_L_A | 17.22 |
| 12/14/2010 0:25 | N | H_HOLLOW_E_1 | -2.88 |
| 12/14/2010 0:25 | N | HHOLLOW4_E_1 | -2.88 |
| 12/14/2010 0:25 | N | R_LH2SES_1 | 23.93 |
| 12/14/2010 0:25 | N | R_PB2SES_1 | -3.08 |
| 12/14/2010 0:25 | N | R_PB2SES_2 | -3.08 |
| 12/14/2010 0:25 | N | R_PB2SES_3 | -3.08 |
| 12/14/2010 0:25 | N | R_PB2SES_4 | -3.08 |
| 12/14/2010 0:25 | N | R_PB2SES_5 | -3.08 |
| 12/14/2010 0:25 | N | AUTO_EPS_390 | 23.82 |
| 12/14/2010 0:30 | N | DC_ROAD_L_B | 21.98 |
| 12/14/2010 0:30 | N | DC_EGPS_L_A | 17.06 |
| 12/14/2010 0:30 | N | H_HOLLOW_E_1 | -2.88 |
| 12/14/2010 0:30 | N | HHOLLOW4_E_1 | -2.88 |
| 12/14/2010 0:30 | N | R_LH2SES_1 | 23.71 |
| 12/14/2010 0:30 | N | R_PB2SES_1 | -3.08 |
| 12/14/2010 0:30 | N | R_PB2SES_2 | -3.08 |
| 12/14/2010 0:30 | N | R_PB2SES_3 | -3.08 |
| 12/14/2010 0:30 | N | R_PB2SES_4 | -3.08 |
| 12/14/2010 0:30 | N | R_PB2SES_5 | -3.08 |
| 12/14/2010 0:30 | N | AUTO_EPS_390 | 23.6 |
| 12/14/2010 0:35 | N | DC_ROAD_L_B | 21.8 |
| 12/14/2010 0:35 | N | DC_EGPS_L_A | 16.95 |
| 12/14/2010 0:35 | N | H_HOLLOW_E_1 | -2.74 |

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| 12/14/2010 0:35 | N | HHOLLOW4_E_1 | -2.74 |
| 12/14/2010 0:35 | N | R_LH2SES_1 | 23.52 |
| 12/14/2010 0:35 | N | R_PB2SES_1 | -2.94 |
| 12/14/2010 0:35 | N | R_PB2SES_2 | -2.94 |
| 12/14/2010 0:35 | N | R_PB2SES_3 | -2.94 |
| 12/14/2010 0:35 | N | R_PB2SES_4 | -2.94 |
| 12/14/2010 0:35 | N | R_PB2SES_5 | -2.94 |
| 12/14/2010 0:35 | N | AUTO_EPS_390 | 23.41 |
| 12/14/2010 0:40 | N | DC_ROAD_L_B | 21.49 |
| 12/14/2010 0:40 | N | DC_EGPS_L_A | 16.69 |
| 12/14/2010 0:40 | N | H_HOLLOW_E_1 | -2.74 |
| 12/14/2010 0:40 | N | HHOLLOW4_E_1 | -2.74 |
| 12/14/2010 0:40 | N | R_LH2SES_1 | 23.19 |
| 12/14/2010 0:40 | N | R_PB2SES_1 | -2.94 |
| 12/14/2010 0:40 | N | R_PB2SES_2 | -2.94 |
| 12/14/2010 0:40 | N | R_PB2SES_3 | -2.94 |
| 12/14/2010 0:40 | N | R_PB2SES_4 | -2.94 |
| 12/14/2010 0:40 | N | R_PB2SES_5 | -2.94 |
| 12/14/2010 0:40 | N | AUTO_EPS_390 | 23.08 |
| 12/14/2010 0:45 | N | DC_ROAD_L_B | 21.31 |
| 12/14/2010 0:45 | N | DC_EGPS_L_A | 16.52 |
| 12/14/2010 0:45 | N | H_HOLLOW_E_1 | -2.88 |
| 12/14/2010 0:45 | N | HHOLLOW4_E_1 | -2.88 |
| 12/14/2010 0:45 | N | R_LH2SES_1 | 23 |
| 12/14/2010 0:45 | N | R_PB2SES_1 | -3.08 |
| 12/14/2010 0:45 | N | R_PB2SES_2 | -3.08 |
| 12/14/2010 0:45 | N | R_PB2SES_3 | -3.08 |
| 12/14/2010 0:45 | N | R_PB2SES_4 | -3.08 |
| 12/14/2010 0:45 | N | R_PB2SES_5 | -3.08 |
| 12/14/2010 0:45 | N | AUTO_EPS_390 | 22.89 |
| 12/14/2010 0:50 | N | DC_ROAD_L_B | 21.45 |
| 12/14/2010 0:50 | N | DC_EGPS_L_A | 16.63 |
| 12/14/2010 0:50 | N | H_HOLLOW_E_1 | -2.88 |
| 12/14/2010 0:50 | N | HHOLLOW4_E_1 | -2.88 |
| 12/14/2010 0:50 | N | R_LH2SES_1 | 23.15 |
| 12/14/2010 0:50 | N | R_PB2SES_1 | -3.08 |
| 12/14/2010 0:50 | N | R_PB2SES_2 | -3.08 |
| 12/14/2010 0:50 | N | R_PB2SES_3 | -3.08 |
| 12/14/2010 0:50 | N | R_PB2SES_4 | -3.08 |
| 12/14/2010 0:50 | N | R_PB2SES_5 | -3.08 |
| 12/14/2010 0:50 | N | AUTO_EPS_390 | 23.04 |
| 12/14/2010 0:55 | N | DC_ROAD_L_B | 21.57 |
| 12/14/2010 0:55 | N | DC_EGPS_L_A | 16.73 |
| 12/14/2010 0:55 | N | H_HOLLOW_E_1 | -2.88 |
| 12/14/2010 0:55 | N | HHOLLOW4_E_1 | -2.88 |
| 12/14/2010 0:55 | N | R_LH2SES_1 | 23.29 |
| 12/14/2010 0:55 | N | R_PB2SES_1 | -3.08 |

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| 12/14/2010 0:55 | N | R_PB2SES_2 | -3.08 |
| 12/14/2010 0:55 | N | R_PB2SES_3 | -3.08 |
| 12/14/2010 0:55 | N | R_PB2SES_4 | -3.08 |
| 12/14/2010 0:55 | N | R_PB2SES_5 | -3.08 |
| 12/14/2010 0:55 | N | AUTO_EPS_390 | 23.18 |
| 12/14/2010 1:00 | N | DC_ROAD_L_B | 21.53 |
| 12/14/2010 1:00 | N | DC_EGPS_L_A | 16.69 |
| 12/14/2010 1:00 | N | H_HOLLOW_E_1 | -2.88 |
| 12/14/2010 1:00 | N | HHOLLOW4_E_1 | -2.88 |
| 12/14/2010 1:00 | N | R_LH2SES_1 | 23.24 |
| 12/14/2010 1:00 | N | R_PB2SES_1 | -3.08 |
| 12/14/2010 1:00 | N | R_PB2SES_2 | -3.08 |
| 12/14/2010 1:00 | N | R_PB2SES_3 | -3.08 |
| 12/14/2010 1:00 | N | R_PB2SES_4 | -3.08 |
| 12/14/2010 1:00 | N | R_PB2SES_5 | -3.08 |
| 12/14/2010 1:00 | N | AUTO_EPS_390 | 23.13 |
| 12/14/2010 1:05 | N | DC_ROAD_L_B | 21.56 |
| 12/14/2010 1:05 | N | DC_EGPS_L_A | 16.74 |
| 12/14/2010 1:05 | N | H_HOLLOW_E_1 | -2.74 |
| 12/14/2010 1:05 | N | HHOLLOW4_E_1 | -2.74 |
| 12/14/2010 1:05 | N | R_LH2SES_1 | 23.27 |
| 12/14/2010 1:05 | N | R_PB2SES_1 | -2.94 |
| 12/14/2010 1:05 | N | R_PB2SES_2 | -2.94 |
| 12/14/2010 1:05 | N | R_PB2SES_3 | -2.94 |
| 12/14/2010 1:05 | N | R_PB2SES_4 | -2.94 |
| 12/14/2010 1:05 | N | R_PB2SES_5 | -2.94 |
| 12/14/2010 1:05 | N | AUTO_EPS_390 | 23.16 |
| 12/14/2010 1:10 | N | DC_ROAD_L_B | 21.71 |
| 12/14/2010 1:10 | N | DC_EGPS_L_A | 17.24 |
| 12/14/2010 1:10 | N | H_HOLLOW_E_1 | -0.76 |
| 12/14/2010 1:10 | N | HHOLLOW4_E_1 | -0.76 |
| 12/14/2010 1:10 | N | R_LH2SES_1 | 23.29 |
| 12/14/2010 1:10 | N | R_PB2SES_1 | -0.94 |
| 12/14/2010 1:10 | N | R_PB2SES_2 | -0.94 |
| 12/14/2010 1:10 | N | R_PB2SES_3 | -0.94 |
| 12/14/2010 1:10 | N | R_PB2SES_4 | -0.94 |
| 12/14/2010 1:10 | N | R_PB2SES_5 | -0.94 |
| 12/14/2010 1:10 | N | AUTO_EPS_390 | 23.19 |
| 12/14/2010 1:15 | N | DC_ROAD_L_B | 21.59 |
| 12/14/2010 1:15 | N | DC_EGPS_L_A | 17.1 |
| 12/14/2010 1:15 | N | H_HOLLOW_E_1 | -0.97 |
| 12/14/2010 1:15 | N | HHOLLOW4_E_1 | -0.97 |
| 12/14/2010 1:15 | N | R_LH2SES_1 | 23.17 |
| 12/14/2010 1:15 | N | R_PB2SES_1 | -1.16 |
| 12/14/2010 1:15 | N | R_PB2SES_2 | -1.16 |
| 12/14/2010 1:15 | N | R_PB2SES_3 | -1.16 |
| 12/14/2010 1:15 | N | R_PB2SES_4 | -1.16 |

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| 12/14/2010 1:15 | N | R_PB2SES_5 | -1.16 |
| 12/14/2010 1:15 | N | AUTO_EPS_390 | 23.07 |
| 12/14/2010 1:17 | N | DC_ROAD_L_B | 21.13 |
| 12/14/2010 1:17 | N | DC_EGPS_L_A | 16.38 |
| 12/14/2010 1:17 | N | H_HOLLOW_E_1 | -2.75 |
| 12/14/2010 1:17 | N | HHOLLOW4_E_1 | -2.75 |
| 12/14/2010 1:17 | N | R_LH2SES_1 | 22.81 |
| 12/14/2010 1:17 | N | R_PB2SES_1 | -2.94 |
| 12/14/2010 1:17 | N | R_PB2SES_2 | -2.94 |
| 12/14/2010 1:17 | N | R_PB2SES_3 | -2.94 |
| 12/14/2010 1:17 | N | R_PB2SES_4 | -2.94 |
| 12/14/2010 1:17 | N | R_PB2SES_5 | -2.94 |
| 12/14/2010 1:17 | N | AUTO_EPS_390 | 22.7 |
| 12/14/2010 1:20 | N | DC_ROAD_L_B | 21.38 |
| 12/14/2010 1:20 | N | DC_EGPS_L_A | 16.56 |
| 12/14/2010 1:20 | N | H_HOLLOW_E_1 | -2.88 |
| 12/14/2010 1:20 | N | HHOLLOW4_E_1 | -2.88 |
| 12/14/2010 1:20 | N | R_LH2SES_1 | 23.07 |
| 12/14/2010 1:20 | N | R_PB2SES_1 | -3.08 |
| 12/14/2010 1:20 | N | R_PB2SES_2 | -3.08 |
| 12/14/2010 1:20 | N | R_PB2SES_3 | -3.08 |
| 12/14/2010 1:20 | N | R_PB2SES_4 | -3.08 |
| 12/14/2010 1:20 | N | R_PB2SES_5 | -3.08 |
| 12/14/2010 1:20 | N | AUTO_EPS_390 | 22.97 |
| 12/14/2010 1:25 | N | DC_ROAD_L_B | 21.17 |
| 12/14/2010 1:25 | N | DC_EGPS_L_A | 16.42 |
| 12/14/2010 1:25 | N | H_HOLLOW_E_1 | -2.75 |
| 12/14/2010 1:25 | N | HHOLLOW4_E_1 | -2.75 |
| 12/14/2010 1:25 | N | R_LH2SES_1 | 22.84 |
| 12/14/2010 1:25 | N | R_PB2SES_1 | -2.94 |
| 12/14/2010 1:25 | N | R_PB2SES_2 | -2.94 |
| 12/14/2010 1:25 | N | R_PB2SES_3 | -2.94 |
| 12/14/2010 1:25 | N | R_PB2SES_4 | -2.94 |
| 12/14/2010 1:25 | N | R_PB2SES_5 | -2.94 |
| 12/14/2010 1:25 | N | AUTO_EPS_390 | 22.74 |
| 12/14/2010 1:30 | N | DC_ROAD_L_B | 21.21 |
| 12/14/2010 1:30 | N | DC_EGPS_L_A | 16.81 |
| 12/14/2010 1:30 | N | H_HOLLOW_E_1 | -0.96 |
| 12/14/2010 1:30 | N | HHOLLOW4_E_1 | -0.96 |
| 12/14/2010 1:30 | N | R_LH2SES_1 | 22.76 |
| 12/14/2010 1:30 | N | R_PB2SES_1 | -1.14 |
| 12/14/2010 1:30 | N | R_PB2SES_2 | -1.14 |
| 12/14/2010 1:30 | N | R_PB2SES_3 | -1.14 |
| 12/14/2010 1:30 | N | R_PB2SES_4 | -1.14 |
| 12/14/2010 1:30 | N | R_PB2SES_5 | -1.14 |
| 12/14/2010 1:30 | N | AUTO_EPS_390 | 22.66 |
| 12/14/2010 1:35 | N | DC_ROAD_L_B | 21.28 |

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| 12/14/2010 1:35 | N | DC_EGPS_L_A | 16.87 |
| 12/14/2010 1:35 | N | H_HOLLOW_E_1 | -0.96 |
| 12/14/2010 1:35 | N | HHOLLOW4_E_1 | -0.96 |
| 12/14/2010 1:35 | N | R_LH2SES_1 | 22.84 |
| 12/14/2010 1:35 | N | R_PB2SES_1 | -1.14 |
| 12/14/2010 1:35 | N | R_PB2SES_2 | -1.14 |
| 12/14/2010 1:35 | N | R_PB2SES_3 | -1.14 |
| 12/14/2010 1:35 | N | R_PB2SES_4 | -1.14 |
| 12/14/2010 1:35 | N | R_PB2SES_5 | -1.14 |
| 12/14/2010 1:35 | N | AUTO_EPS_390 | 22.74 |
| 12/14/2010 1:40 | N | DC_ROAD_L_B | 21.07 |
| 12/14/2010 1:40 | N | DC_EGPS_L_A | 16.74 |
| 12/14/2010 1:40 | N | H_HOLLOW_E_1 | -0.74 |
| 12/14/2010 1:40 | N | HHOLLOW4_E_1 | -0.74 |
| 12/14/2010 1:40 | N | R_LH2SES_1 | 22.59 |
| 12/14/2010 1:40 | N | R_PB2SES_1 | -0.91 |
| 12/14/2010 1:40 | N | R_PB2SES_2 | -0.91 |
| 12/14/2010 1:40 | N | R_PB2SES_3 | -0.91 |
| 12/14/2010 1:40 | N | R_PB2SES_4 | -0.91 |
| 12/14/2010 1:40 | N | R_PB2SES_5 | -0.91 |
| 12/14/2010 1:40 | N | AUTO_EPS_390 | 22.5 |
| 12/14/2010 1:45 | N | DC_ROAD_L_B | 21.34 |
| 12/14/2010 1:45 | N | DC_EGPS_L_A | 16.56 |
| 12/14/2010 1:45 | N | H_HOLLOW_E_1 | -2.75 |
| 12/14/2010 1:45 | N | HHOLLOW4_E_1 | -2.75 |
| 12/14/2010 1:45 | N | R_LH2SES_1 | 23.02 |
| 12/14/2010 1:45 | N | R_PB2SES_1 | -2.94 |
| 12/14/2010 1:45 | N | R_PB2SES_2 | -2.94 |
| 12/14/2010 1:45 | N | R_PB2SES_3 | -2.94 |
| 12/14/2010 1:45 | N | R_PB2SES_4 | -2.94 |
| 12/14/2010 1:45 | N | R_PB2SES_5 | -2.94 |
| 12/14/2010 1:45 | N | AUTO_EPS_390 | 22.92 |
| 12/14/2010 1:50 | N | DC_ROAD_L_B | 21.55 |
| 12/14/2010 1:50 | N | DC_EGPS_L_A | 16.71 |
| 12/14/2010 1:50 | N | H_HOLLOW_E_1 | -2.88 |
| 12/14/2010 1:50 | N | HHOLLOW4_E_1 | -2.88 |
| 12/14/2010 1:50 | N | R_LH2SES_1 | 23.26 |
| 12/14/2010 1:50 | N | R_PB2SES_1 | -3.08 |
| 12/14/2010 1:50 | N | R_PB2SES_2 | -3.08 |
| 12/14/2010 1:50 | N | R_PB2SES_3 | -3.08 |
| 12/14/2010 1:50 | N | R_PB2SES_4 | -3.08 |
| 12/14/2010 1:50 | N | R_PB2SES_5 | -3.08 |
| 12/14/2010 1:50 | N | AUTO_EPS_390 | 23.16 |
| 12/14/2010 1:55 | N | DC_ROAD_L_B | 21.82 |
| 12/14/2010 1:55 | N | DC_EGPS_L_A | 16.92 |
| 12/14/2010 1:55 | N | H_HOLLOW_E_1 | -2.88 |
| 12/14/2010 1:55 | N | HHOLLOW4_E_1 | -2.88 |

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| 12/14/2010 1:55 | N | R_LH2SES_1 | 23.55 |
| 12/14/2010 1:55 | N | R_PB2SES_1 | -3.08 |
| 12/14/2010 1:55 | N | R_PB2SES_2 | -3.08 |
| 12/14/2010 1:55 | N | R_PB2SES_3 | -3.08 |
| 12/14/2010 1:55 | N | R_PB2SES_4 | -3.08 |
| 12/14/2010 1:55 | N | R_PB2SES_5 | -3.08 |
| 12/14/2010 1:55 | N | AUTO_EPS_390 | 23.44 |
| 12/14/2010 2:00 | N | DC_ROAD_L_B | 21.78 |
| 12/14/2010 2:00 | N | DC_EGPS_L_A | 16.88 |
| 12/14/2010 2:00 | N | H_HOLLOW_E_1 | -2.88 |
| 12/14/2010 2:00 | N | HHOLLOW4_E_1 | -2.88 |
| 12/14/2010 2:00 | N | R_LH2SES_1 | 23.5 |
| 12/14/2010 2:00 | N | R_PB2SES_1 | -3.08 |
| 12/14/2010 2:00 | N | R_PB2SES_2 | -3.08 |
| 12/14/2010 2:00 | N | R_PB2SES_3 | -3.08 |
| 12/14/2010 2:00 | N | R_PB2SES_4 | -3.08 |
| 12/14/2010 2:00 | N | R_PB2SES_5 | -3.08 |
| 12/14/2010 2:00 | N | AUTO_EPS_390 | 23.39 |
| 12/14/2010 2:05 | N | DC_ROAD_L_B | 23.72 |
| 12/14/2010 2:05 | N | DC_EGPS_L_A | 18.43 |
| 12/14/2010 2:05 | N | H_HOLLOW_E_1 | -2.87 |
| 12/14/2010 2:05 | N | HHOLLOW4_E_1 | -2.87 |
| 12/14/2010 2:05 | N | R_LH2SES_1 | 25.58 |
| 12/14/2010 2:05 | N | R_PB2SES_1 | -3.08 |
| 12/14/2010 2:05 | N | R_PB2SES_2 | -3.08 |
| 12/14/2010 2:05 | N | R_PB2SES_3 | -3.08 |
| 12/14/2010 2:05 | N | R_PB2SES_4 | -3.08 |
| 12/14/2010 2:05 | N | R_PB2SES_5 | -3.08 |
| 12/14/2010 2:05 | N | AUTO_EPS_390 | 25.46 |
| 12/14/2010 2:10 | N | DC_ROAD_L_B | 21.48 |
| 12/14/2010 2:10 | N | DC_EGPS_L_A | 17.06 |
| 12/14/2010 2:10 | N | H_HOLLOW_E_1 | -0.75 |
| 12/14/2010 2:10 | N | HHOLLOW4_E_1 | -0.75 |
| 12/14/2010 2:10 | N | R_LH2SES_1 | 23.04 |
| 12/14/2010 2:10 | N | R_PB2SES_1 | -0.93 |
| 12/14/2010 2:10 | N | R_PB2SES_2 | -0.93 |
| 12/14/2010 2:10 | N | R_PB2SES_3 | -0.93 |
| 12/14/2010 2:10 | N | R_PB2SES_4 | -0.93 |
| 12/14/2010 2:10 | N | R_PB2SES_5 | -0.93 |
| 12/14/2010 2:10 | N | AUTO_EPS_390 | 22.94 |
| 12/14/2010 2:15 | N | DC_ROAD_L_B | 20.45 |
| 12/14/2010 2:15 | N | DC_EGPS_L_A | 16.25 |
| 12/14/2010 2:15 | N | H_HOLLOW_E_1 | -0.63 |
| 12/14/2010 2:15 | N | HHOLLOW4_E_1 | -0.63 |
| 12/14/2010 2:15 | N | R_LH2SES_1 | 21.94 |
| 12/14/2010 2:15 | N | R_PB2SES_1 | -0.8 |
| 12/14/2010 2:15 | N | R_PB2SES_2 | -0.8 |

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| 12/14/2010 2:15 | N | R_PB2SES_3 | -0.8 |
| 12/14/2010 2:15 | N | R_PB2SES_4 | -0.8 |
| 12/14/2010 2:15 | N | R_PB2SES_5 | -0.8 |
| 12/14/2010 2:15 | N | AUTO_EPS_390 | 21.84 |
| 12/14/2010 2:20 | N | DC_ROAD_L_B | 21.64 |
| 12/14/2010 2:20 | N | DC_EGPS_L_A | 17.2 |
| 12/14/2010 2:20 | N | H_HOLLOW_E_1 | -0.62 |
| 12/14/2010 2:20 | N | HHOLLOW4_E_1 | -0.62 |
| 12/14/2010 2:20 | N | R_LH2SES_1 | 23.2 |
| 12/14/2010 2:20 | N | R_PB2SES_1 | -0.8 |
| 12/14/2010 2:20 | N | R_PB2SES_2 | -0.8 |
| 12/14/2010 2:20 | N | R_PB2SES_3 | -0.8 |
| 12/14/2010 2:20 | N | R_PB2SES_4 | -0.8 |
| 12/14/2010 2:20 | N | R_PB2SES_5 | -0.8 |
| 12/14/2010 2:20 | N | AUTO_EPS_390 | 23.11 |
| 12/14/2010 2:25 | N | DC_ROAD_L_B | 21.64 |
| 12/14/2010 2:25 | N | DC_EGPS_L_A | 17.19 |
| 12/14/2010 2:25 | N | H_HOLLOW_E_1 | -0.69 |
| 12/14/2010 2:25 | N | HHOLLOW4_E_1 | -0.69 |
| 12/14/2010 2:25 | N | R_LH2SES_1 | 23.21 |
| 12/14/2010 2:25 | N | R_PB2SES_1 | -0.87 |
| 12/14/2010 2:25 | N | R_PB2SES_2 | -0.87 |
| 12/14/2010 2:25 | N | R_PB2SES_3 | -0.87 |
| 12/14/2010 2:25 | N | R_PB2SES_4 | -0.87 |
| 12/14/2010 2:25 | N | R_PB2SES_5 | -0.87 |
| 12/14/2010 2:25 | N | AUTO_EPS_390 | 23.11 |
| 12/14/2010 2:30 | N | DC_ROAD_L_B | 22 |
| 12/14/2010 2:30 | N | DC_EGPS_L_A | 17.49 |
| 12/14/2010 2:30 | N | H_HOLLOW_E_1 | -0.67 |
| 12/14/2010 2:30 | N | HHOLLOW4_E_1 | -0.67 |
| 12/14/2010 2:30 | N | R_LH2SES_1 | 23.59 |
| 12/14/2010 2:30 | N | R_PB2SES_1 | -0.86 |
| 12/14/2010 2:30 | N | R_PB2SES_2 | -0.86 |
| 12/14/2010 2:30 | N | R_PB2SES_3 | -0.86 |
| 12/14/2010 2:30 | N | R_PB2SES_4 | -0.86 |
| 12/14/2010 2:30 | N | R_PB2SES_5 | -0.86 |
| 12/14/2010 2:30 | N | AUTO_EPS_390 | 23.49 |
| 12/14/2010 2:33 | N | DC_ROAD_L_B | 21.85 |
| 12/14/2010 2:33 | N | DC_EGPS_L_A | 17.35 |
| 12/14/2010 2:33 | N | H_HOLLOW_E_1 | -0.76 |
| 12/14/2010 2:33 | N | HHOLLOW4_E_1 | -0.76 |
| 12/14/2010 2:33 | N | R_LH2SES_1 | 23.43 |
| 12/14/2010 2:33 | N | R_PB2SES_1 | -0.95 |
| 12/14/2010 2:33 | N | R_PB2SES_2 | -0.95 |
| 12/14/2010 2:33 | N | R_PB2SES_3 | -0.95 |
| 12/14/2010 2:33 | N | R_PB2SES_4 | -0.95 |
| 12/14/2010 2:33 | N | R_PB2SES_5 | -0.95 |

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| 12/14/2010 2:33 | N | AUTO_EPS_390 | 23.33 |
| 12/14/2010 2:35 | N | DC_ROAD_L_B | 21.73 |
| 12/14/2010 2:35 | N | DC_EGPS_L_A | 17.28 |
| 12/14/2010 2:35 | N | H_HOLLOW_E_1 | -0.67 |
| 12/14/2010 2:35 | N | HHOLLOW4_E_1 | -0.67 |
| 12/14/2010 2:35 | N | R_LH2SES_1 | 23.3 |
| 12/14/2010 2:35 | N | R_PB2SES_1 | -0.85 |
| 12/14/2010 2:35 | N | R_PB2SES_2 | -0.85 |
| 12/14/2010 2:35 | N | R_PB2SES_3 | -0.85 |
| 12/14/2010 2:35 | N | R_PB2SES_4 | -0.85 |
| 12/14/2010 2:35 | N | R_PB2SES_5 | -0.85 |
| 12/14/2010 2:35 | N | AUTO_EPS_390 | 23.2 |
| 12/14/2010 2:40 | N | DC_ROAD_L_B | 21.64 |
| 12/14/2010 2:40 | N | DC_EGPS_L_A | 17.21 |
| 12/14/2010 2:40 | N | H_HOLLOW_E_1 | -0.65 |
| 12/14/2010 2:40 | N | HHOLLOW4_E_1 | -0.65 |
| 12/14/2010 2:40 | N | R_LH2SES_1 | 23.2 |
| 12/14/2010 2:40 | N | R_PB2SES_1 | -0.83 |
| 12/14/2010 2:40 | N | R_PB2SES_2 | -0.83 |
| 12/14/2010 2:40 | N | R_PB2SES_3 | -0.83 |
| 12/14/2010 2:40 | N | R_PB2SES_4 | -0.83 |
| 12/14/2010 2:40 | N | R_PB2SES_5 | -0.83 |
| 12/14/2010 2:40 | N | AUTO_EPS_390 | 23.1 |
| 12/14/2010 2:40 | N | DC_ROAD_L_B | 21.63 |
| 12/14/2010 2:40 | N | DC_EGPS_L_A | 17.21 |
| 12/14/2010 2:40 | N | H_HOLLOW_E_1 | -0.65 |
| 12/14/2010 2:40 | N | HHOLLOW4_E_1 | -0.65 |
| 12/14/2010 2:40 | N | R_LH2SES_1 | 23.19 |
| 12/14/2010 2:40 | N | R_PB2SES_1 | -0.83 |
| 12/14/2010 2:40 | N | R_PB2SES_2 | -0.83 |
| 12/14/2010 2:40 | N | R_PB2SES_3 | -0.83 |
| 12/14/2010 2:40 | N | R_PB2SES_4 | -0.83 |
| 12/14/2010 2:40 | N | R_PB2SES_5 | -0.83 |
| 12/14/2010 2:40 | N | AUTO_EPS_390 | 23.09 |
| 12/14/2010 2:45 | N | DC_ROAD_L_B | 21.74 |
| 12/14/2010 2:45 | N | DC_EGPS_L_A | 17.31 |
| 12/14/2010 2:45 | N | H_HOLLOW_E_1 | -0.59 |
| 12/14/2010 2:45 | N | HHOLLOW4_E_1 | -0.59 |
| 12/14/2010 2:45 | N | R_LH2SES_1 | 23.3 |
| 12/14/2010 2:45 | N | R_PB2SES_1 | -0.77 |
| 12/14/2010 2:45 | N | R_PB2SES_2 | -0.77 |
| 12/14/2010 2:45 | N | R_PB2SES_3 | -0.77 |
| 12/14/2010 2:45 | N | R_PB2SES_4 | -0.77 |
| 12/14/2010 2:45 | N | R_PB2SES_5 | -0.77 |
| 12/14/2010 2:45 | N | AUTO_EPS_390 | 23.2 |
| 12/14/2010 2:50 | N | DC_ROAD_L_B | 21.79 |
| 12/14/2010 2:50 | N | DC_EGPS_L_A | 17.34 |

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| 12/14/2010 2:50 | N | H_HOLLOW_E_1 | -0.67 |
| 12/14/2010 2:50 | N | HHOLLOW4_E_1 | -0.67 |
| 12/14/2010 2:50 | N | R_LH2SES_1 | 23.37 |
| 12/14/2010 2:50 | N | R_PB2SES_1 | -0.85 |
| 12/14/2010 2:50 | N | R_PB2SES_2 | -0.85 |
| 12/14/2010 2:50 | N | R_PB2SES_3 | -0.85 |
| 12/14/2010 2:50 | N | R_PB2SES_4 | -0.85 |
| 12/14/2010 2:50 | N | R_PB2SES_5 | -0.85 |
| 12/14/2010 2:50 | N | AUTO_EPS_390 | 23.27 |
| 12/14/2010 2:55 | N | DC_ROAD_L_B | 22.23 |
| 12/14/2010 2:55 | N | DC_EGPS_L_A | 17.73 |
| 12/14/2010 2:55 | N | H_HOLLOW_E_1 | -0.44 |
| 12/14/2010 2:55 | N | HHOLLOW4_E_1 | -0.44 |
| 12/14/2010 2:55 | N | R_LH2SES_1 | 23.82 |
| 12/14/2010 2:55 | N | R_PB2SES_1 | -0.62 |
| 12/14/2010 2:55 | N | R_PB2SES_2 | -0.62 |
| 12/14/2010 2:55 | N | R_PB2SES_3 | -0.62 |
| 12/14/2010 2:55 | N | R_PB2SES_4 | -0.62 |
| 12/14/2010 2:55 | N | R_PB2SES_5 | -0.62 |
| 12/14/2010 2:55 | N | AUTO_EPS_390 | 23.72 |
| 12/14/2010 3:00 | N | DC_ROAD_L_B | 21.97 |
| 12/14/2010 3:00 | N | DC_EGPS_L_A | 17.51 |
| 12/14/2010 3:00 | N | H_HOLLOW_E_1 | -0.44 |
| 12/14/2010 3:00 | N | HHOLLOW4_E_1 | -0.44 |
| 12/14/2010 3:00 | N | R_LH2SES_1 | 23.54 |
| 12/14/2010 3:00 | N | R_PB2SES_1 | -0.62 |
| 12/14/2010 3:00 | N | R_PB2SES_2 | -0.62 |
| 12/14/2010 3:00 | N | R_PB2SES_3 | -0.62 |
| 12/14/2010 3:00 | N | R_PB2SES_4 | -0.62 |
| 12/14/2010 3:00 | N | R_PB2SES_5 | -0.62 |
| 12/14/2010 3:00 | N | AUTO_EPS_390 | 23.44 |
| 12/14/2010 3:05 | N | DC_ROAD_L_B | 22.03 |
| 12/14/2010 3:05 | N | DC_EGPS_L_A | 17.58 |
| 12/14/2010 3:05 | N | H_HOLLOW_E_1 | -0.34 |
| 12/14/2010 3:05 | N | HHOLLOW4_E_1 | -0.34 |
| 12/14/2010 3:05 | N | R_LH2SES_1 | 23.6 |
| 12/14/2010 3:05 | N | R_PB2SES_1 | -0.52 |
| 12/14/2010 3:05 | N | R_PB2SES_2 | -0.52 |
| 12/14/2010 3:05 | N | R_PB2SES_3 | -0.52 |
| 12/14/2010 3:05 | N | R_PB2SES_4 | -0.52 |
| 12/14/2010 3:05 | N | R_PB2SES_5 | -0.52 |
| 12/14/2010 3:05 | N | AUTO_EPS_390 | 23.5 |
| 12/14/2010 3:10 | N | DC_ROAD_L_B | 23.92 |
| 12/14/2010 3:10 | N | DC_EGPS_L_A | 18.88 |
| 12/14/2010 3:10 | N | H_HOLLOW_E_1 | -1.52 |
| 12/14/2010 3:10 | N | HHOLLOW4_E_1 | -1.52 |
| 12/14/2010 3:10 | N | R_LH2SES_1 | 25.7 |

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| 12/14/2010 3:10 | N | R_PB2SES_1 | -1.73 |
| 12/14/2010 3:10 | N | R_PB2SES_2 | -1.73 |
| 12/14/2010 3:10 | N | R_PB2SES_3 | -1.73 |
| 12/14/2010 3:10 | N | R_PB2SES_4 | -1.73 |
| 12/14/2010 3:10 | N | R_PB2SES_5 | -1.73 |
| 12/14/2010 3:10 | N | AUTO_EPS_390 | 25.58 |
| 12/14/2010 3:12 | N | DC_ROAD_L_B | 23.95 |
| 12/14/2010 3:12 | N | DC_EGPS_L_A | 19 |
| 12/14/2010 3:12 | N | H_HOLLOW_E_1 | -1.08 |
| 12/14/2010 3:12 | N | HHOLLOW4_E_1 | -1.08 |
| 12/14/2010 3:12 | N | R_LH2SES_1 | 25.7 |
| 12/14/2010 3:12 | N | R_PB2SES_1 | -1.28 |
| 12/14/2010 3:12 | N | R_PB2SES_2 | -1.28 |
| 12/14/2010 3:12 | N | R_PB2SES_3 | -1.28 |
| 12/14/2010 3:12 | N | R_PB2SES_4 | -1.28 |
| 12/14/2010 3:12 | N | R_PB2SES_5 | -1.28 |
| 12/14/2010 3:12 | N | AUTO_EPS_390 | 25.59 |
| 12/14/2010 3:13 | N | DC_ROAD_L_B | 23.98 |
| 12/14/2010 3:13 | N | DC_EGPS_L_A | 18.69 |
| 12/14/2010 3:13 | N | H_HOLLOW_E_1 | -2.72 |
| 12/14/2010 3:13 | N | HHOLLOW4_E_1 | -2.72 |
| 12/14/2010 3:13 | N | R_LH2SES_1 | 25.85 |
| 12/14/2010 3:13 | N | R_PB2SES_1 | -2.94 |
| 12/14/2010 3:13 | N | R_PB2SES_2 | -2.94 |
| 12/14/2010 3:13 | N | R_PB2SES_3 | -2.94 |
| 12/14/2010 3:13 | N | R_PB2SES_4 | -2.94 |
| 12/14/2010 3:13 | N | R_PB2SES_5 | -2.94 |
| 12/14/2010 3:13 | N | AUTO_EPS_390 | 25.73 |
| 12/14/2010 3:15 | N | DC_ROAD_L_B | 24.08 |
| 12/14/2010 3:15 | N | DC_EGPS_L_A | 18.75 |
| 12/14/2010 3:15 | N | H_HOLLOW_E_1 | -2.87 |
| 12/14/2010 3:15 | N | HHOLLOW4_E_1 | -2.87 |
| 12/14/2010 3:15 | N | R_LH2SES_1 | 25.96 |
| 12/14/2010 3:15 | N | R_PB2SES_1 | -3.09 |
| 12/14/2010 3:15 | N | R_PB2SES_2 | -3.09 |
| 12/14/2010 3:15 | N | R_PB2SES_3 | -3.09 |
| 12/14/2010 3:15 | N | R_PB2SES_4 | -3.09 |
| 12/14/2010 3:15 | N | R_PB2SES_5 | -3.09 |
| 12/14/2010 3:15 | N | AUTO_EPS_390 | 25.84 |
| 12/14/2010 3:20 | N | DC_ROAD_L_B | 23.92 |
| 12/14/2010 3:20 | N | DC_EGPS_L_A | 18.85 |
| 12/14/2010 3:20 | N | H_HOLLOW_E_1 | -1.52 |
| 12/14/2010 3:20 | N | HHOLLOW4_E_1 | -1.52 |
| 12/14/2010 3:20 | N | R_LH2SES_1 | 25.7 |
| 12/14/2010 3:20 | N | R_PB2SES_1 | -1.73 |
| 12/14/2010 3:20 | N | R_PB2SES_2 | -1.73 |
| 12/14/2010 3:20 | N | R_PB2SES_3 | -1.73 |

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| 12/14/2010 3:20 | N | R_PB2SES_4 | -1.73 |
| 12/14/2010 3:20 | N | R_PB2SES_5 | -1.73 |
| 12/14/2010 3:20 | N | AUTO_EPS_390 | 25.59 |
| 12/14/2010 3:25 | N | DC_ROAD_L_B | 23.61 |
| 12/14/2010 3:25 | N | DC_EGPS_L_A | 18.8 |
| 12/14/2010 3:25 | N | H_HOLLOW_E_1 | -0.51 |
| 12/14/2010 3:25 | N | HHOLLOW4_E_1 | -0.51 |
| 12/14/2010 3:25 | N | R_LH2SES_1 | 25.31 |
| 12/14/2010 3:25 | N | R_PB2SES_1 | -0.7 |
| 12/14/2010 3:25 | N | R_PB2SES_2 | -0.7 |
| 12/14/2010 3:25 | N | R_PB2SES_3 | -0.7 |
| 12/14/2010 3:25 | N | R_PB2SES_4 | -0.7 |
| 12/14/2010 3:25 | N | R_PB2SES_5 | -0.7 |
| 12/14/2010 3:25 | N | AUTO_EPS_390 | 25.2 |
| 12/14/2010 3:30 | N | DC_ROAD_L_B | 23.49 |
| 12/14/2010 3:30 | N | DC_EGPS_L_A | 18.76 |
| 12/14/2010 3:30 | N | H_HOLLOW_E_1 | -0.21 |
| 12/14/2010 3:30 | N | HHOLLOW4_E_1 | -0.21 |
| 12/14/2010 3:30 | N | R_LH2SES_1 | 25.15 |
| 12/14/2010 3:30 | N | R_PB2SES_1 | -0.4 |
| 12/14/2010 3:30 | N | R_PB2SES_2 | -0.4 |
| 12/14/2010 3:30 | N | R_PB2SES_3 | -0.4 |
| 12/14/2010 3:30 | N | R_PB2SES_4 | -0.4 |
| 12/14/2010 3:30 | N | R_PB2SES_5 | -0.4 |
| 12/14/2010 3:30 | N | AUTO_EPS_390 | 25.05 |
| 12/14/2010 3:35 | N | DC_ROAD_L_B | 23.44 |
| 12/14/2010 3:35 | N | DC_EGPS_L_A | 18.7 |
| 12/14/2010 3:35 | N | H_HOLLOW_E_1 | -0.3 |
| 12/14/2010 3:35 | N | HHOLLOW4_E_1 | -0.3 |
| 12/14/2010 3:35 | N | R_LH2SES_1 | 25.11 |
| 12/14/2010 3:35 | N | R_PB2SES_1 | -0.49 |
| 12/14/2010 3:35 | N | R_PB2SES_2 | -0.49 |
| 12/14/2010 3:35 | N | R_PB2SES_3 | -0.49 |
| 12/14/2010 3:35 | N | R_PB2SES_4 | -0.49 |
| 12/14/2010 3:35 | N | R_PB2SES_5 | -0.49 |
| 12/14/2010 3:35 | N | AUTO_EPS_390 | 25.01 |
| 12/14/2010 3:40 | N | DC_ROAD_L_B | 22.18 |
| 12/14/2010 3:40 | N | DC_EGPS_L_A | 17.8 |
| 12/14/2010 3:40 | N | H_HOLLOW_E_1 | 0.25 |
| 12/14/2010 3:40 | N | HHOLLOW4_E_1 | 0.25 |
| 12/14/2010 3:40 | N | R_LH2SES_1 | 23.72 |
| 12/14/2010 3:40 | N | R_PB2SES_1 | 0.07 |
| 12/14/2010 3:40 | N | R_PB2SES_2 | 0.07 |
| 12/14/2010 3:40 | N | R_PB2SES_3 | 0.07 |
| 12/14/2010 3:40 | N | R_PB2SES_4 | 0.07 |
| 12/14/2010 3:40 | N | R_PB2SES_5 | 0.07 |
| 12/14/2010 3:40 | N | AUTO_EPS_390 | 23.62 |

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| 12/14/2010 3:45 | N | DC_ROAD_L_B | 23.96 |
| 12/14/2010 3:45 | N | DC_EGPS_L_A | 19.14 |
| 12/14/2010 3:45 | N | H_HOLLOW_E_1 | -0.28 |
| 12/14/2010 3:45 | N | HHOLLOW4_E_1 | -0.28 |
| 12/14/2010 3:45 | N | R_LH2SES_1 | 25.66 |
| 12/14/2010 3:45 | N | R_PB2SES_1 | -0.47 |
| 12/14/2010 3:45 | N | R_PB2SES_2 | -0.47 |
| 12/14/2010 3:45 | N | R_PB2SES_3 | -0.47 |
| 12/14/2010 3:45 | N | R_PB2SES_4 | -0.47 |
| 12/14/2010 3:45 | N | R_PB2SES_5 | -0.47 |
| 12/14/2010 3:45 | N | AUTO_EPS_390 | 25.55 |
| 12/14/2010 3:50 | N | DC_ROAD_L_B | 24.03 |
| 12/14/2010 3:50 | N | DC_EGPS_L_A | 19.19 |
| 12/14/2010 3:50 | N | H_HOLLOW_E_1 | -0.29 |
| 12/14/2010 3:50 | N | HHOLLOW4_E_1 | -0.29 |
| 12/14/2010 3:50 | N | R_LH2SES_1 | 25.73 |
| 12/14/2010 3:50 | N | R_PB2SES_1 | -0.49 |
| 12/14/2010 3:50 | N | R_PB2SES_2 | -0.49 |
| 12/14/2010 3:50 | N | R_PB2SES_3 | -0.49 |
| 12/14/2010 3:50 | N | R_PB2SES_4 | -0.49 |
| 12/14/2010 3:50 | N | R_PB2SES_5 | -0.49 |
| 12/14/2010 3:50 | N | AUTO_EPS_390 | 25.63 |
| 12/14/2010 3:55 | N | DC_ROAD_L_B | 24.15 |
| 12/14/2010 3:55 | N | DC_EGPS_L_A | 19.28 |
| 12/14/2010 3:55 | N | H_HOLLOW_E_1 | -0.3 |
| 12/14/2010 3:55 | N | HHOLLOW4_E_1 | -0.3 |
| 12/14/2010 3:55 | N | R_LH2SES_1 | 25.86 |
| 12/14/2010 3:55 | N | R_PB2SES_1 | -0.5 |
| 12/14/2010 3:55 | N | R_PB2SES_2 | -0.5 |
| 12/14/2010 3:55 | N | R_PB2SES_3 | -0.5 |
| 12/14/2010 3:55 | N | R_PB2SES_4 | -0.5 |
| 12/14/2010 3:55 | N | R_PB2SES_5 | -0.5 |
| 12/14/2010 3:55 | N | AUTO_EPS_390 | 25.75 |
| 12/14/2010 4:00 | N | DC_ROAD_L_B | 24 |
| 12/14/2010 4:00 | N | DC_EGPS_L_A | 19.15 |
| 12/14/2010 4:00 | N | H_HOLLOW_E_1 | -0.37 |
| 12/14/2010 4:00 | N | HHOLLOW4_E_1 | -0.37 |
| 12/14/2010 4:00 | N | R_LH2SES_1 | 25.71 |
| 12/14/2010 4:00 | N | R_PB2SES_1 | -0.57 |
| 12/14/2010 4:00 | N | R_PB2SES_2 | -0.57 |
| 12/14/2010 4:00 | N | R_PB2SES_3 | -0.57 |
| 12/14/2010 4:00 | N | R_PB2SES_4 | -0.57 |
| 12/14/2010 4:00 | N | R_PB2SES_5 | -0.57 |
| 12/14/2010 4:00 | N | AUTO_EPS_390 | 25.6 |
| 12/14/2010 4:05 | N | DC_ROAD_L_B | 24.01 |
| 12/14/2010 4:05 | N | DC_EGPS_L_A | 19.2 |
| 12/14/2010 4:05 | N | H_HOLLOW_E_1 | -0.19 |

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| 12/14/2010 4:05 | N | HHOLLOW4_E_1 | -0.19 |
| 12/14/2010 4:05 | N | R_LH2SES_1 | 25.71 |
| 12/14/2010 4:05 | N | R_PB2SES_1 | -0.39 |
| 12/14/2010 4:05 | N | R_PB2SES_2 | -0.39 |
| 12/14/2010 4:05 | N | R_PB2SES_3 | -0.39 |
| 12/14/2010 4:05 | N | R_PB2SES_4 | -0.39 |
| 12/14/2010 4:05 | N | R_PB2SES_5 | -0.39 |
| 12/14/2010 4:05 | N | AUTO_EPS_390 | 25.6 |
| 12/14/2010 4:06 | N | DC_ROAD_L_B | 23.25 |
| 12/14/2010 4:06 | N | DC_EGPS_L_A | 18.59 |
| 12/14/2010 4:06 | N | H_HOLLOW_E_1 | -0.18 |
| 12/14/2010 4:06 | N | HHOLLOW4_E_1 | -0.18 |
| 12/14/2010 4:06 | N | R_LH2SES_1 | 24.89 |
| 12/14/2010 4:06 | N | R_PB2SES_1 | -0.37 |
| 12/14/2010 4:06 | N | R_PB2SES_2 | -0.37 |
| 12/14/2010 4:06 | N | R_PB2SES_3 | -0.37 |
| 12/14/2010 4:06 | N | R_PB2SES_4 | -0.37 |
| 12/14/2010 4:06 | N | R_PB2SES_5 | -0.37 |
| 12/14/2010 4:06 | N | AUTO_EPS_390 | 24.79 |
| 12/14/2010 4:08 | N | DC_ROAD_L_B | 23.47 |
| 12/14/2010 4:08 | N | DC_EGPS_L_A | 18.76 |
| 12/14/2010 4:08 | N | H_HOLLOW_E_1 | -0.19 |
| 12/14/2010 4:08 | N | HHOLLOW4_E_1 | -0.19 |
| 12/14/2010 4:08 | N | R_LH2SES_1 | 25.13 |
| 12/14/2010 4:08 | N | R_PB2SES_1 | -0.38 |
| 12/14/2010 4:08 | N | R_PB2SES_2 | -0.38 |
| 12/14/2010 4:08 | N | R_PB2SES_3 | -0.38 |
| 12/14/2010 4:08 | N | R_PB2SES_4 | -0.38 |
| 12/14/2010 4:08 | N | R_PB2SES_5 | -0.38 |
| 12/14/2010 4:08 | N | AUTO_EPS_390 | 25.03 |
| 12/14/2010 4:10 | N | DC_ROAD_L_B | 23.57 |
| 12/14/2010 4:10 | N | DC_EGPS_L_A | 18.85 |
| 12/14/2010 4:10 | N | H_HOLLOW_E_1 | -0.18 |
| 12/14/2010 4:10 | N | HHOLLOW4_E_1 | -0.18 |
| 12/14/2010 4:10 | N | R_LH2SES_1 | 25.24 |
| 12/14/2010 4:10 | N | R_PB2SES_1 | -0.38 |
| 12/14/2010 4:10 | N | R_PB2SES_2 | -0.38 |
| 12/14/2010 4:10 | N | R_PB2SES_3 | -0.38 |
| 12/14/2010 4:10 | N | R_PB2SES_4 | -0.38 |
| 12/14/2010 4:10 | N | R_PB2SES_5 | -0.38 |
| 12/14/2010 4:10 | N | AUTO_EPS_390 | 25.13 |
| 12/14/2010 4:15 | N | DC_ROAD_L_B | 24.02 |
| 12/14/2010 4:15 | N | DC_EGPS_L_A | 19.24 |
| 12/14/2010 4:15 | N | H_HOLLOW_E_1 | -0.08 |
| 12/14/2010 4:15 | N | HHOLLOW4_E_1 | -0.08 |
| 12/14/2010 4:15 | N | R_LH2SES_1 | 25.71 |
| 12/14/2010 4:15 | N | R_PB2SES_1 | -0.27 |

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| 12/14/2010 4:15 | N | R_PB2SES_2 | -0.27 |
| 12/14/2010 4:15 | N | R_PB2SES_3 | -0.27 |
| 12/14/2010 4:15 | N | R_PB2SES_4 | -0.27 |
| 12/14/2010 4:15 | N | R_PB2SES_5 | -0.27 |
| 12/14/2010 4:15 | N | AUTO_EPS_390 | 25.61 |
| 12/14/2010 4:20 | N | DC_ROAD_L_B | 24.87 |
| 12/14/2010 4:20 | N | DC_EGPS_L_A | 19.88 |
| 12/14/2010 4:20 | N | H_HOLLOW_E_1 | -0.3 |
| 12/14/2010 4:20 | N | HHOLLOW4_E_1 | -0.3 |
| 12/14/2010 4:20 | N | R_LH2SES_1 | 26.63 |
| 12/14/2010 4:20 | N | R_PB2SES_1 | -0.5 |
| 12/14/2010 4:20 | N | R_PB2SES_2 | -0.5 |
| 12/14/2010 4:20 | N | R_PB2SES_3 | -0.5 |
| 12/14/2010 4:20 | N | R_PB2SES_4 | -0.5 |
| 12/14/2010 4:20 | N | R_PB2SES_5 | -0.5 |
| 12/14/2010 4:20 | N | AUTO_EPS_390 | 26.52 |
| 12/14/2010 4:46 | N | DC_ROAD_L_B | 22.37 |
| 12/14/2010 4:46 | N | DC_EGPS_L_A | 18.11 |
| 12/14/2010 4:46 | N | H_HOLLOW_E_1 | 0.59 |
| 12/14/2010 4:46 | N | HHOLLOW4_E_1 | 0.59 |
| 12/14/2010 4:46 | N | R_LH2SES_1 | 23.88 |
| 12/14/2010 4:46 | N | R_PB2SES_1 | 0.42 |
| 12/14/2010 4:46 | N | R_PB2SES_2 | 0.42 |
| 12/14/2010 4:46 | N | R_PB2SES_3 | 0.42 |
| 12/14/2010 4:46 | N | R_PB2SES_4 | 0.42 |
| 12/14/2010 4:46 | N | R_PB2SES_5 | 0.42 |
| 12/14/2010 4:46 | N | AUTO_EPS_390 | 23.78 |
| 12/14/2010 4:50 | N | DC_ROAD_L_B | 22.46 |
| 12/14/2010 4:50 | N | DC_EGPS_L_A | 18.17 |
| 12/14/2010 4:50 | N | H_HOLLOW_E_1 | 0.48 |
| 12/14/2010 4:50 | N | HHOLLOW4_E_1 | 0.48 |
| 12/14/2010 4:50 | N | R_LH2SES_1 | 23.99 |
| 12/14/2010 4:50 | N | R_PB2SES_1 | 0.31 |
| 12/14/2010 4:50 | N | R_PB2SES_2 | 0.31 |
| 12/14/2010 4:50 | N | R_PB2SES_3 | 0.31 |
| 12/14/2010 4:50 | N | R_PB2SES_4 | 0.31 |
| 12/14/2010 4:50 | N | R_PB2SES_5 | 0.31 |
| 12/14/2010 4:50 | N | AUTO_EPS_390 | 23.89 |
| 12/14/2010 4:55 | N | DC_ROAD_L_B | 21.98 |
| 12/14/2010 4:55 | N | DC_EGPS_L_A | 17.73 |
| 12/14/2010 4:55 | N | H_HOLLOW_E_1 | 0.25 |
| 12/14/2010 4:55 | N | HHOLLOW4_E_1 | 0.25 |
| 12/14/2010 4:55 | N | R_LH2SES_1 | 23.49 |
| 12/14/2010 4:55 | N | R_PB2SES_1 | 0.08 |
| 12/14/2010 4:55 | N | R_PB2SES_2 | 0.08 |
| 12/14/2010 4:55 | N | R_PB2SES_3 | 0.08 |
| 12/14/2010 4:55 | N | R_PB2SES_4 | 0.08 |

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| 12/14/2010 4:55 | N | R_PB2SES_5 | 0.08 |
| 12/14/2010 4:55 | N | AUTO_EPS_390 | 23.39 |
| 12/14/2010 4:55 | N | DC_ROAD_L_B | 21.97 |
| 12/14/2010 4:55 | N | DC_EGPS_L_A | 17.73 |
| 12/14/2010 4:55 | N | H_HOLLOW_E_1 | 0.25 |
| 12/14/2010 4:55 | N | HHOLLOW4_E_1 | 0.25 |
| 12/14/2010 4:55 | N | R_LH2SES_1 | 23.48 |
| 12/14/2010 4:55 | N | R_PB2SES_1 | 0.07 |
| 12/14/2010 4:55 | N | R_PB2SES_2 | 0.07 |
| 12/14/2010 4:55 | N | R_PB2SES_3 | 0.07 |
| 12/14/2010 4:55 | N | R_PB2SES_4 | 0.07 |
| 12/14/2010 4:55 | N | R_PB2SES_5 | 0.07 |
| 12/14/2010 4:55 | N | AUTO_EPS_390 | 23.39 |
| 12/14/2010 4:58 | N | DC_ROAD_L_B | 23.16 |
| 12/14/2010 4:58 | N | DC_EGPS_L_A | 18.7 |
| 12/14/2010 4:58 | N | H_HOLLOW_E_1 | 0.35 |
| 12/14/2010 4:58 | N | HHOLLOW4_E_1 | 0.35 |
| 12/14/2010 4:58 | N | R_LH2SES_1 | 24.74 |
| 12/14/2010 4:58 | N | R_PB2SES_1 | 0.17 |
| 12/14/2010 4:58 | N | R_PB2SES_2 | 0.17 |
| 12/14/2010 4:58 | N | R_PB2SES_3 | 0.17 |
| 12/14/2010 4:58 | N | R_PB2SES_4 | 0.17 |
| 12/14/2010 4:58 | N | R_PB2SES_5 | 0.17 |
| 12/14/2010 4:58 | N | AUTO_EPS_390 | 24.64 |
| 12/14/2010 4:58 | N | DC_ROAD_L_B | 23.18 |
| 12/14/2010 4:58 | N | DC_EGPS_L_A | 18.71 |
| 12/14/2010 4:58 | N | H_HOLLOW_E_1 | 0.31 |
| 12/14/2010 4:58 | N | HHOLLOW4_E_1 | 0.31 |
| 12/14/2010 4:58 | N | R_LH2SES_1 | 24.77 |
| 12/14/2010 4:58 | N | R_PB2SES_1 | 0.13 |
| 12/14/2010 4:58 | N | R_PB2SES_2 | 0.13 |
| 12/14/2010 4:58 | N | R_PB2SES_3 | 0.13 |
| 12/14/2010 4:58 | N | R_PB2SES_4 | 0.13 |
| 12/14/2010 4:58 | N | R_PB2SES_5 | 0.13 |
| 12/14/2010 4:58 | N | AUTO_EPS_390 | 24.67 |
| 12/14/2010 4:59 | N | DC_ROAD_L_B | 24.06 |
| 12/14/2010 4:59 | N | DC_EGPS_L_A | 19.39 |
| 12/14/2010 4:59 | N | H_HOLLOW_E_1 | 0.17 |
| 12/14/2010 4:59 | N | HHOLLOW4_E_1 | 0.17 |
| 12/14/2010 4:59 | N | R_LH2SES_1 | 25.72 |
| 12/14/2010 4:59 | N | R_PB2SES_1 | -0.02 |
| 12/14/2010 4:59 | N | R_PB2SES_2 | -0.02 |
| 12/14/2010 4:59 | N | R_PB2SES_3 | -0.02 |
| 12/14/2010 4:59 | N | R_PB2SES_4 | -0.02 |
| 12/14/2010 4:59 | N | R_PB2SES_5 | -0.02 |
| 12/14/2010 4:59 | N | AUTO_EPS_390 | 25.61 |
| 12/14/2010 5:00 | N | DC_ROAD_L_B | 22.7 |

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| 12/14/2010 5:00 | N | DC_EGPS_L_A | 18.27 |
| 12/14/2010 5:00 | N | H_HOLLOW_E_1 | 0.06 |
| 12/14/2010 5:00 | N | HHOLLOW4_E_1 | 0.06 |
| 12/14/2010 5:00 | N | R_LH2SES_1 | 24.27 |
| 12/14/2010 5:00 | N | R_PB2SES_1 | -0.11 |
| 12/14/2010 5:00 | N | R_PB2SES_2 | -0.11 |
| 12/14/2010 5:00 | N | R_PB2SES_3 | -0.11 |
| 12/14/2010 5:00 | N | R_PB2SES_4 | -0.11 |
| 12/14/2010 5:00 | N | R_PB2SES_5 | -0.11 |
| 12/14/2010 5:00 | N | AUTO_EPS_390 | 24.17 |
| 12/14/2010 5:04 | N | DC_ROAD_L_B | 21.83 |
| 12/14/2010 5:04 | N | DC_EGPS_L_A | 17.55 |
| 12/14/2010 5:04 | N | H_HOLLOW_E_1 | -0.06 |
| 12/14/2010 5:04 | N | HHOLLOW4_E_1 | -0.06 |
| 12/14/2010 5:04 | N | R_LH2SES_1 | 23.34 |
| 12/14/2010 5:04 | N | R_PB2SES_1 | -0.23 |
| 12/14/2010 5:04 | N | R_PB2SES_2 | -0.23 |
| 12/14/2010 5:04 | N | R_PB2SES_3 | -0.23 |
| 12/14/2010 5:04 | N | R_PB2SES_4 | -0.23 |
| 12/14/2010 5:04 | N | R_PB2SES_5 | -0.23 |
| 12/14/2010 5:04 | N | AUTO_EPS_390 | 23.25 |
| 12/14/2010 5:05 | N | DC_ROAD_L_B | 21.87 |
| 12/14/2010 5:05 | N | DC_EGPS_L_A | 17.58 |
| 12/14/2010 5:05 | N | H_HOLLOW_E_1 | -0.08 |
| 12/14/2010 5:05 | N | HHOLLOW4_E_1 | -0.08 |
| 12/14/2010 5:05 | N | R_LH2SES_1 | 23.39 |
| 12/14/2010 5:05 | N | R_PB2SES_1 | -0.25 |
| 12/14/2010 5:05 | N | R_PB2SES_2 | -0.25 |
| 12/14/2010 5:05 | N | R_PB2SES_3 | -0.25 |
| 12/14/2010 5:05 | N | R_PB2SES_4 | -0.25 |
| 12/14/2010 5:05 | N | R_PB2SES_5 | -0.25 |
| 12/14/2010 5:05 | N | AUTO_EPS_390 | 23.29 |
| 12/14/2010 5:10 | N | DC_ROAD_L_B | 21.59 |
| 12/14/2010 5:10 | N | DC_EGPS_L_A | 17.42 |
| 12/14/2010 5:10 | N | H_HOLLOW_E_1 | 0.28 |
| 12/14/2010 5:10 | N | HHOLLOW4_E_1 | 0.28 |
| 12/14/2010 5:10 | N | R_LH2SES_1 | 23.07 |
| 12/14/2010 5:10 | N | R_PB2SES_1 | 0.12 |
| 12/14/2010 5:10 | N | R_PB2SES_2 | 0.12 |
| 12/14/2010 5:10 | N | R_PB2SES_3 | 0.12 |
| 12/14/2010 5:10 | N | R_PB2SES_4 | 0.12 |
| 12/14/2010 5:10 | N | R_PB2SES_5 | 0.12 |
| 12/14/2010 5:10 | N | AUTO_EPS_390 | 22.97 |
| 12/14/2010 5:13 | N | DC_ROAD_L_B | 21.96 |
| 12/14/2010 5:13 | N | DC_EGPS_L_A | 17.72 |
| 12/14/2010 5:13 | N | H_HOLLOW_E_1 | 0.24 |
| 12/14/2010 5:13 | N | HHOLLOW4_E_1 | 0.24 |

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| 12/14/2010 5:13 | N | R_LH2SES_1 | 23.47 |
| 12/14/2010 5:13 | N | R_PB2SES_1 | 0.07 |
| 12/14/2010 5:13 | N | R_PB2SES_2 | 0.07 |
| 12/14/2010 5:13 | N | R_PB2SES_3 | 0.07 |
| 12/14/2010 5:13 | N | R_PB2SES_4 | 0.07 |
| 12/14/2010 5:13 | N | R_PB2SES_5 | 0.07 |
| 12/14/2010 5:13 | N | AUTO_EPS_390 | 23.37 |
| 12/14/2010 5:15 | N | DC_ROAD_L_B | 22.07 |
| 12/14/2010 5:15 | N | DC_EGPS_L_A | 17.81 |
| 12/14/2010 5:15 | N | H_HOLLOW_E_1 | 0.3 |
| 12/14/2010 5:15 | N | HHOLLOW4_E_1 | 0.3 |
| 12/14/2010 5:15 | N | R_LH2SES_1 | 23.58 |
| 12/14/2010 5:15 | N | R_PB2SES_1 | 0.13 |
| 12/14/2010 5:15 | N | R_PB2SES_2 | 0.13 |
| 12/14/2010 5:15 | N | R_PB2SES_3 | 0.13 |
| 12/14/2010 5:15 | N | R_PB2SES_4 | 0.13 |
| 12/14/2010 5:15 | N | R_PB2SES_5 | 0.13 |
| 12/14/2010 5:15 | N | AUTO_EPS_390 | 23.48 |
| 12/14/2010 5:20 | N | DC_ROAD_L_B | 24.09 |
| 12/14/2010 5:20 | N | DC_EGPS_L_A | 19.41 |
| 12/14/2010 5:20 | N | H_HOLLOW_E_1 | 0.16 |
| 12/14/2010 5:20 | N | HHOLLOW4_E_1 | 0.16 |
| 12/14/2010 5:20 | N | R_LH2SES_1 | 25.75 |
| 12/14/2010 5:20 | N | R_PB2SES_1 | -0.03 |
| 12/14/2010 5:20 | N | R_PB2SES_2 | -0.03 |
| 12/14/2010 5:20 | N | R_PB2SES_3 | -0.03 |
| 12/14/2010 5:20 | N | R_PB2SES_4 | -0.03 |
| 12/14/2010 5:20 | N | R_PB2SES_5 | -0.03 |
| 12/14/2010 5:20 | N | AUTO_EPS_390 | 25.65 |
| 12/14/2010 5:25 | N | DC_ROAD_L_B | 24.06 |
| 12/14/2010 5:25 | N | DC_EGPS_L_A | 19.39 |
| 12/14/2010 5:25 | N | H_HOLLOW_E_1 | 0.1 |
| 12/14/2010 5:25 | N | HHOLLOW4_E_1 | 0.1 |
| 12/14/2010 5:25 | N | R_LH2SES_1 | 25.72 |
| 12/14/2010 5:25 | N | R_PB2SES_1 | -0.09 |
| 12/14/2010 5:25 | N | R_PB2SES_2 | -0.09 |
| 12/14/2010 5:25 | N | R_PB2SES_3 | -0.09 |
| 12/14/2010 5:25 | N | R_PB2SES_4 | -0.09 |
| 12/14/2010 5:25 | N | R_PB2SES_5 | -0.09 |
| 12/14/2010 5:25 | N | AUTO_EPS_390 | 25.62 |
| 12/14/2010 5:30 | N | DC_ROAD_L_B | 24.09 |
| 12/14/2010 5:30 | N | DC_EGPS_L_A | 19.43 |
| 12/14/2010 5:30 | N | H_HOLLOW_E_1 | 0.15 |
| 12/14/2010 5:30 | N | HHOLLOW4_E_1 | 0.15 |
| 12/14/2010 5:30 | N | R_LH2SES_1 | 25.75 |
| 12/14/2010 5:30 | N | R_PB2SES_1 | -0.04 |
| 12/14/2010 5:30 | N | R_PB2SES_2 | -0.04 |

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| 12/14/2010 5:30 | N | R_PB2SES_3 | -0.04 |
| 12/14/2010 5:30 | N | R_PB2SES_4 | -0.04 |
| 12/14/2010 5:30 | N | R_PB2SES_5 | -0.04 |
| 12/14/2010 5:30 | N | AUTO_EPS_390 | 25.65 |
| 12/14/2010 5:35 | N | DC_ROAD_L_B | 26.17 |
| 12/14/2010 5:35 | N | DC_EGPS_L_A | 21.08 |
| 12/14/2010 5:35 | N | H_HOLLOW_E_1 | 0.05 |
| 12/14/2010 5:35 | N | HHOLLOW4_E_1 | 0.05 |
| 12/14/2010 5:35 | N | R_LH2SES_1 | 27.98 |
| 12/14/2010 5:35 | N | R_PB2SES_1 | -0.15 |
| 12/14/2010 5:35 | N | R_PB2SES_2 | -0.15 |
| 12/14/2010 5:35 | N | R_PB2SES_3 | -0.15 |
| 12/14/2010 5:35 | N | R_PB2SES_4 | -0.15 |
| 12/14/2010 5:35 | N | R_PB2SES_5 | -0.15 |
| 12/14/2010 5:35 | N | AUTO_EPS_390 | 27.86 |
| 12/14/2010 5:39 | N | DC_ROAD_L_B | 26.79 |
| 12/14/2010 5:39 | N | DC_EGPS_L_A | 21.56 |
| 12/14/2010 5:39 | N | H_HOLLOW_E_1 | 0.15 |
| 12/14/2010 5:39 | N | HHOLLOW4_E_1 | 0.15 |
| 12/14/2010 5:39 | N | R_LH2SES_1 | 28.64 |
| 12/14/2010 5:39 | N | R_PB2SES_1 | -0.06 |
| 12/14/2010 5:39 | N | R_PB2SES_2 | -0.06 |
| 12/14/2010 5:39 | N | R_PB2SES_3 | -0.06 |
| 12/14/2010 5:39 | N | R_PB2SES_4 | -0.06 |
| 12/14/2010 5:39 | N | R_PB2SES_5 | -0.06 |
| 12/14/2010 5:39 | N | AUTO_EPS_390 | 28.52 |
| 12/14/2010 5:40 | N | DC_ROAD_L_B | 26.94 |
| 12/14/2010 5:40 | N | DC_EGPS_L_A | 21.69 |
| 12/14/2010 5:40 | N | H_HOLLOW_E_1 | 0.15 |
| 12/14/2010 5:40 | N | HHOLLOW4_E_1 | 0.15 |
| 12/14/2010 5:40 | N | R_LH2SES_1 | 28.8 |
| 12/14/2010 5:40 | N | R_PB2SES_1 | -0.06 |
| 12/14/2010 5:40 | N | R_PB2SES_2 | -0.06 |
| 12/14/2010 5:40 | N | R_PB2SES_3 | -0.06 |
| 12/14/2010 5:40 | N | R_PB2SES_4 | -0.06 |
| 12/14/2010 5:40 | N | R_PB2SES_5 | -0.06 |
| 12/14/2010 5:40 | N | AUTO_EPS_390 | 28.68 |
| 12/14/2010 5:45 | N | DC_ROAD_L_B | 27.03 |
| 12/14/2010 5:45 | N | DC_EGPS_L_A | 22.04 |
| 12/14/2010 5:45 | N | H_HOLLOW_E_1 | 1.69 |
| 12/14/2010 5:45 | N | HHOLLOW4_E_1 | 1.69 |
| 12/14/2010 5:45 | N | R_LH2SES_1 | 28.79 |
| 12/14/2010 5:45 | N | R_PB2SES_1 | 1.49 |
| 12/14/2010 5:45 | N | R_PB2SES_2 | 1.49 |
| 12/14/2010 5:45 | N | R_PB2SES_3 | 1.49 |
| 12/14/2010 5:45 | N | R_PB2SES_4 | 1.49 |
| 12/14/2010 5:45 | N | R_PB2SES_5 | 1.49 |

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| 12/14/2010 5:45 | N | AUTO_EPS_390 | 28.68 |
| 12/14/2010 5:50 | N | DC_ROAD_L_B | 27.37 |
| 12/14/2010 5:50 | N | DC_EGPS_L_A | 22.11 |
| 12/14/2010 5:50 | N | H_HOLLOW_E_1 | 0.66 |
| 12/14/2010 5:50 | N | HHOLLOW4_E_1 | 0.66 |
| 12/14/2010 5:50 | N | R_LH2SES_1 | 29.23 |
| 12/14/2010 5:50 | N | R_PB2SES_1 | 0.45 |
| 12/14/2010 5:50 | N | R_PB2SES_2 | 0.45 |
| 12/14/2010 5:50 | N | R_PB2SES_3 | 0.45 |
| 12/14/2010 5:50 | N | R_PB2SES_4 | 0.45 |
| 12/14/2010 5:50 | N | R_PB2SES_5 | 0.45 |
| 12/14/2010 5:50 | N | AUTO_EPS_390 | 29.11 |
| 12/14/2010 5:54 | N | DC_ROAD_L_B | 27.54 |
| 12/14/2010 5:54 | N | DC_EGPS_L_A | 22.27 |
| 12/14/2010 5:54 | N | H_HOLLOW_E_1 | 0.69 |
| 12/14/2010 5:54 | N | HHOLLOW4_E_1 | 0.69 |
| 12/14/2010 5:54 | N | R_LH2SES_1 | 29.4 |
| 12/14/2010 5:54 | N | R_PB2SES_1 | 0.48 |
| 12/14/2010 5:54 | N | R_PB2SES_2 | 0.48 |
| 12/14/2010 5:54 | N | R_PB2SES_3 | 0.48 |
| 12/14/2010 5:54 | N | R_PB2SES_4 | 0.48 |
| 12/14/2010 5:54 | N | R_PB2SES_5 | 0.48 |
| 12/14/2010 5:54 | N | AUTO_EPS_390 | 29.29 |
| 12/14/2010 5:55 | N | DC_ROAD_L_B | 27.52 |
| 12/14/2010 5:55 | N | DC_EGPS_L_A | 22.25 |
| 12/14/2010 5:55 | N | H_HOLLOW_E_1 | 0.67 |
| 12/14/2010 5:55 | N | HHOLLOW4_E_1 | 0.67 |
| 12/14/2010 5:55 | N | R_LH2SES_1 | 29.38 |
| 12/14/2010 5:55 | N | R_PB2SES_1 | 0.46 |
| 12/14/2010 5:55 | N | R_PB2SES_2 | 0.46 |
| 12/14/2010 5:55 | N | R_PB2SES_3 | 0.46 |
| 12/14/2010 5:55 | N | R_PB2SES_4 | 0.46 |
| 12/14/2010 5:55 | N | R_PB2SES_5 | 0.46 |
| 12/14/2010 5:55 | N | AUTO_EPS_390 | 29.26 |
| 12/14/2010 6:00 | N | DC_ROAD_L_B | 27.83 |
| 12/14/2010 6:00 | N | DC_EGPS_L_A | 22.51 |
| 12/14/2010 6:00 | N | H_HOLLOW_E_1 | 0.58 |
| 12/14/2010 6:00 | N | HHOLLOW4_E_1 | 0.58 |
| 12/14/2010 6:00 | N | R_LH2SES_1 | 29.72 |
| 12/14/2010 6:00 | N | R_PB2SES_1 | 0.37 |
| 12/14/2010 6:00 | N | R_PB2SES_2 | 0.37 |
| 12/14/2010 6:00 | N | R_PB2SES_3 | 0.37 |
| 12/14/2010 6:00 | N | R_PB2SES_4 | 0.37 |
| 12/14/2010 6:00 | N | R_PB2SES_5 | 0.37 |
| 12/14/2010 6:00 | N | AUTO_EPS_390 | 29.61 |
| 12/14/2010 6:01 | N | DC_ROAD_L_B | 28.4 |
| 12/14/2010 6:01 | N | DC_EGPS_L_A | 22.99 |

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| 12/14/2010 6:01 | N | H_HOLLOW_E_1 | 0.71 |
| 12/14/2010 6:01 | N | HHOLLOW4_E_1 | 0.71 |
| 12/14/2010 6:01 | N | R_LH2SES_1 | 30.32 |
| 12/14/2010 6:01 | N | R_PB2SES_1 | 0.5 |
| 12/14/2010 6:01 | N | R_PB2SES_2 | 0.5 |
| 12/14/2010 6:01 | N | R_PB2SES_3 | 0.5 |
| 12/14/2010 6:01 | N | R_PB2SES_4 | 0.5 |
| 12/14/2010 6:01 | N | R_PB2SES_5 | 0.5 |
| 12/14/2010 6:01 | N | AUTO_EPS_390 | 30.2 |
| 12/14/2010 6:02 | N | DC_ROAD_L_B | 28.73 |
| 12/14/2010 6:02 | N | DC_EGPS_L_A | 23.25 |
| 12/14/2010 6:02 | N | H_HOLLOW_E_1 | 0.71 |
| 12/14/2010 6:02 | N | HHOLLOW4_E_1 | 0.71 |
| 12/14/2010 6:02 | N | R_LH2SES_1 | 30.67 |
| 12/14/2010 6:02 | N | R_PB2SES_1 | 0.49 |
| 12/14/2010 6:02 | N | R_PB2SES_2 | 0.49 |
| 12/14/2010 6:02 | N | R_PB2SES_3 | 0.49 |
| 12/14/2010 6:02 | N | R_PB2SES_4 | 0.49 |
| 12/14/2010 6:02 | N | R_PB2SES_5 | 0.49 |
| 12/14/2010 6:02 | N | AUTO_EPS_390 | 30.55 |
| 12/14/2010 6:05 | N | DC_ROAD_L_B | 28.53 |
| 12/14/2010 6:05 | N | DC_EGPS_L_A | 23.06 |
| 12/14/2010 6:05 | N | H_HOLLOW_E_1 | 0.52 |
| 12/14/2010 6:05 | N | HHOLLOW4_E_1 | 0.52 |
| 12/14/2010 6:05 | N | R_LH2SES_1 | 30.48 |
| 12/14/2010 6:05 | N | R_PB2SES_1 | 0.3 |
| 12/14/2010 6:05 | N | R_PB2SES_2 | 0.3 |
| 12/14/2010 6:05 | N | R_PB2SES_3 | 0.3 |
| 12/14/2010 6:05 | N | R_PB2SES_4 | 0.3 |
| 12/14/2010 6:05 | N | R_PB2SES_5 | 0.3 |
| 12/14/2010 6:05 | N | AUTO_EPS_390 | 30.35 |
| 12/14/2010 6:10 | N | DC_ROAD_L_B | 29.54 |
| 12/14/2010 6:10 | N | DC_EGPS_L_A | 24.04 |
| 12/14/2010 6:10 | N | H_HOLLOW_E_1 | 0.87 |
| 12/14/2010 6:10 | N | HHOLLOW4_E_1 | 0.87 |
| 12/14/2010 6:10 | N | R_LH2SES_1 | 32.72 |
| 12/14/2010 6:10 | N | R_PB2SES_1 | 0.63 |
| 12/14/2010 6:10 | N | R_PB2SES_2 | 0.63 |
| 12/14/2010 6:10 | N | R_PB2SES_3 | 0.63 |
| 12/14/2010 6:10 | N | R_PB2SES_4 | 0.63 |
| 12/14/2010 6:10 | N | R_PB2SES_5 | 0.63 |
| 12/14/2010 6:10 | N | AUTO_EPS_390 | 32.62 |
| 12/14/2010 6:15 | N | DC_ROAD_L_B | 30.03 |
| 12/14/2010 6:15 | N | DC_EGPS_L_A | 24.64 |
| 12/14/2010 6:15 | N | H_HOLLOW_E_1 | 1.93 |
| 12/14/2010 6:15 | N | HHOLLOW4_E_1 | 1.93 |
| 12/14/2010 6:15 | N | R_LH2SES_1 | 33.48 |

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| 12/14/2010 6:15 | N | R_PB2SES_1 | 1.69 |
| 12/14/2010 6:15 | N | R_PB2SES_2 | 1.69 |
| 12/14/2010 6:15 | N | R_PB2SES_3 | 1.69 |
| 12/14/2010 6:15 | N | R_PB2SES_4 | 1.69 |
| 12/14/2010 6:15 | N | R_PB2SES_5 | 1.69 |
| 12/14/2010 6:15 | N | AUTO_EPS_390 | 33.39 |
| 12/14/2010 6:20 | N | DC_ROAD_L_B | 30.93 |
| 12/14/2010 6:20 | N | DC_EGPS_L_A | 25.51 |
| 12/14/2010 6:20 | N | H_HOLLOW_E_1 | 2.04 |
| 12/14/2010 6:20 | N | HHOLLOW4_E_1 | 2.04 |
| 12/14/2010 6:20 | N | R_LH2SES_1 | 35.88 |
| 12/14/2010 6:20 | N | R_PB2SES_1 | 1.77 |
| 12/14/2010 6:20 | N | R_PB2SES_2 | 1.77 |
| 12/14/2010 6:20 | N | R_PB2SES_3 | 1.77 |
| 12/14/2010 6:20 | N | R_PB2SES_4 | 1.77 |
| 12/14/2010 6:20 | N | R_PB2SES_5 | 1.77 |
| 12/14/2010 6:20 | N | AUTO_EPS_390 | 35.82 |
| 12/14/2010 6:25 | N | DC_ROAD_L_B | 31.29 |
| 12/14/2010 6:25 | N | DC_EGPS_L_A | 25.83 |
| 12/14/2010 6:25 | N | H_HOLLOW_E_1 | 2.08 |
| 12/14/2010 6:25 | N | HHOLLOW4_E_1 | 2.08 |
| 12/14/2010 6:25 | N | R_LH2SES_1 | 36.5 |
| 12/14/2010 6:25 | N | R_PB2SES_1 | 1.8 |
| 12/14/2010 6:25 | N | R_PB2SES_2 | 1.8 |
| 12/14/2010 6:25 | N | R_PB2SES_3 | 1.8 |
| 12/14/2010 6:25 | N | R_PB2SES_4 | 1.8 |
| 12/14/2010 6:25 | N | R_PB2SES_5 | 1.8 |
| 12/14/2010 6:25 | N | AUTO_EPS_390 | 36.44 |
| 12/14/2010 6:30 | N | DC_ROAD_L_B | 31.71 |
| 12/14/2010 6:30 | N | DC_EGPS_L_A | 26.24 |
| 12/14/2010 6:30 | N | H_HOLLOW_E_1 | 2.14 |
| 12/14/2010 6:30 | N | HHOLLOW4_E_1 | 2.14 |
| 12/14/2010 6:30 | N | R_LH2SES_1 | 37.67 |
| 12/14/2010 6:30 | N | R_PB2SES_1 | 1.85 |
| 12/14/2010 6:30 | N | R_PB2SES_2 | 1.85 |
| 12/14/2010 6:30 | N | R_PB2SES_3 | 1.85 |
| 12/14/2010 6:30 | N | R_PB2SES_4 | 1.85 |
| 12/14/2010 6:30 | N | R_PB2SES_5 | 1.85 |
| 12/14/2010 6:30 | N | AUTO_EPS_390 | 37.62 |
| 12/14/2010 6:35 | N | DC_ROAD_L_B | 32.79 |
| 12/14/2010 6:35 | N | DC_EGPS_L_A | 27.25 |
| 12/14/2010 6:35 | N | H_HOLLOW_E_1 | 1.97 |
| 12/14/2010 6:35 | N | HHOLLOW4_E_1 | 1.97 |
| 12/14/2010 6:35 | N | R_LH2SES_1 | 40.77 |
| 12/14/2010 6:35 | N | R_PB2SES_1 | 1.64 |
| 12/14/2010 6:35 | N | R_PB2SES_2 | 1.64 |
| 12/14/2010 6:35 | N | R_PB2SES_3 | 1.64 |

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| 12/14/2010 6:35 | N | R_PB2SES_4 | 1.64 |
| 12/14/2010 6:35 | N | R_PB2SES_5 | 1.64 |
| 12/14/2010 6:35 | N | AUTO_EPS_390 | 40.76 |
| 12/14/2010 6:40 | N | DC_ROAD_L_B | 35.43 |
| 12/14/2010 6:40 | N | DC_EGPS_L_A | 30.28 |
| 12/14/2010 6:40 | N | H_HOLLOW_E_1 | 2.25 |
| 12/14/2010 6:40 | N | HHOLLOW4_E_1 | 2.25 |
| 12/14/2010 6:40 | N | R_LH2SES_1 | 53.57 |
| 12/14/2010 6:40 | N | R_PB2SES_1 | 1.75 |
| 12/14/2010 6:40 | N | R_PB2SES_2 | 1.75 |
| 12/14/2010 6:40 | N | R_PB2SES_3 | 1.75 |
| 12/14/2010 6:40 | N | R_PB2SES_4 | 1.75 |
| 12/14/2010 6:40 | N | R_PB2SES_5 | 1.75 |
| 12/14/2010 6:40 | N | AUTO_EPS_390 | 53.75 |
| 12/14/2010 6:45 | N | DC_ROAD_L_B | 41.86 |
| 12/14/2010 6:45 | N | DC_EGPS_L_A | 36.66 |
| 12/14/2010 6:45 | N | H_HOLLOW_E_1 | 2.7 |
| 12/14/2010 6:45 | N | HHOLLOW4_E_1 | 2.7 |
| 12/14/2010 6:45 | N | R_LH2SES_1 | 73.66 |
| 12/14/2010 6:45 | N | R_PB2SES_1 | 1.95 |
| 12/14/2010 6:45 | N | R_PB2SES_2 | 1.95 |
| 12/14/2010 6:45 | N | R_PB2SES_3 | 1.95 |
| 12/14/2010 6:45 | N | R_PB2SES_4 | 1.95 |
| 12/14/2010 6:45 | N | R_PB2SES_5 | 1.95 |
| 12/14/2010 6:45 | N | AUTO_EPS_390 | 74.09 |
| 12/14/2010 6:50 | N | DC_ROAD_L_B | 46.96 |
| 12/14/2010 6:50 | N | H_HOLLOW_E_1 | 4.42 |
| 12/14/2010 6:50 | N | HHOLLOW4_E_1 | 4.42 |
| 12/14/2010 6:50 | N | R_LH2SES_1 | 88.95 |
| 12/14/2010 6:50 | N | R_PB2SES_1 | 3.49 |
| 12/14/2010 6:50 | N | R_PB2SES_2 | 3.49 |
| 12/14/2010 6:50 | N | R_PB2SES_3 | 3.49 |
| 12/14/2010 6:50 | N | R_PB2SES_4 | 3.49 |
| 12/14/2010 6:50 | N | R_PB2SES_5 | 3.49 |
| 12/14/2010 6:50 | N | AUTO_EPS_390 | 89.56 |
| 12/14/2010 6:55 | N | DC_ROAD_L_B | 46.94 |
| 12/14/2010 6:55 | N | DC_EGPS_L_A | 41.78 |
| 12/14/2010 6:55 | N | H_HOLLOW_E_1 | 4.39 |
| 12/14/2010 6:55 | N | HHOLLOW4_E_1 | 4.39 |
| 12/14/2010 6:55 | N | R_LH2SES_1 | 88.17 |
| 12/14/2010 6:55 | N | R_PB2SES_1 | 3.48 |
| 12/14/2010 6:55 | N | R_PB2SES_2 | 3.48 |
| 12/14/2010 6:55 | N | R_PB2SES_3 | 3.48 |
| 12/14/2010 6:55 | N | R_PB2SES_4 | 3.48 |
| 12/14/2010 6:55 | N | R_PB2SES_5 | 3.48 |
| 12/14/2010 6:55 | N | AUTO_EPS_390 | 88.77 |
| 12/14/2010 6:59 | N | DC_ROAD_L_B | 42.94 |

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| 12/14/2010 6:59 | N | DC_EGPS_L_A | 37.95 |
| 12/14/2010 6:59 | N | H_HOLLOW_E_1 | 3.91 |
| 12/14/2010 6:59 | N | HHOLLOW4_E_1 | 3.91 |
| 12/14/2010 6:59 | N | R_LH2SES_1 | 77.77 |
| 12/14/2010 6:59 | N | R_PB2SES_1 | 3.12 |
| 12/14/2010 6:59 | N | R_PB2SES_2 | 3.12 |
| 12/14/2010 6:59 | N | R_PB2SES_3 | 3.12 |
| 12/14/2010 6:59 | N | R_PB2SES_4 | 3.12 |
| 12/14/2010 6:59 | N | R_PB2SES_5 | 3.12 |
| 12/14/2010 6:59 | N | AUTO_EPS_390 | 78.27 |
| 12/14/2010 7:00 | N | DC_ROAD_L_B | 43.04 |
| 12/14/2010 7:00 | N | DC_EGPS_L_A | 38.02 |
| 12/14/2010 7:00 | N | H_HOLLOW_E_1 | 3.91 |
| 12/14/2010 7:00 | N | HHOLLOW4_E_1 | 3.91 |
| 12/14/2010 7:00 | N | R_LH2SES_1 | 77.77 |
| 12/14/2010 7:00 | N | R_PB2SES_1 | 3.12 |
| 12/14/2010 7:00 | N | R_PB2SES_2 | 3.12 |
| 12/14/2010 7:00 | N | R_PB2SES_3 | 3.12 |
| 12/14/2010 7:00 | N | R_PB2SES_4 | 3.12 |
| 12/14/2010 7:00 | N | R_PB2SES_5 | 3.12 |
| 12/14/2010 7:00 | N | AUTO_EPS_390 | 78.26 |
| 12/14/2010 7:05 | N | DC_ROAD_L_B | 33.96 |
| 12/14/2010 7:05 | N | DC_EGPS_L_A | 27.68 |
| 12/14/2010 7:05 | N | H_HOLLOW_E_1 | 1.9 |
| 12/14/2010 7:05 | N | HHOLLOW4_E_1 | 1.9 |
| 12/14/2010 7:05 | N | R_LH2SES_1 | 36.99 |
| 12/14/2010 7:05 | N | R_PB2SES_1 | 1.64 |
| 12/14/2010 7:05 | N | R_PB2SES_2 | 1.64 |
| 12/14/2010 7:05 | N | R_PB2SES_3 | 1.64 |
| 12/14/2010 7:05 | N | R_PB2SES_4 | 1.64 |
| 12/14/2010 7:05 | N | R_PB2SES_5 | 1.64 |
| 12/14/2010 7:05 | N | AUTO_EPS_390 | 36.86 |
| 12/14/2010 7:10 | N | DC_ROAD_L_B | 32.97 |
| 12/14/2010 7:10 | N | DC_EGPS_L_A | 26.85 |
| 12/14/2010 7:10 | N | H_HOLLOW_E_1 | 2.07 |
| 12/14/2010 7:10 | N | HHOLLOW4_E_1 | 2.07 |
| 12/14/2010 7:10 | N | R_LH2SES_1 | 35.13 |
| 12/14/2010 7:10 | N | R_PB2SES_1 | 1.83 |
| 12/14/2010 7:10 | N | R_PB2SES_2 | 1.83 |
| 12/14/2010 7:10 | N | R_PB2SES_3 | 1.83 |
| 12/14/2010 7:10 | N | R_PB2SES_4 | 1.83 |
| 12/14/2010 7:10 | N | R_PB2SES_5 | 1.83 |
| 12/14/2010 7:10 | N | AUTO_EPS_390 | 35 |
| 12/14/2010 7:12 | N | DC_ROAD_L_B | 33.57 |
| 12/14/2010 7:12 | N | DC_EGPS_L_A | 27.34 |
| 12/14/2010 7:12 | N | H_HOLLOW_E_1 | 2.11 |
| 12/14/2010 7:12 | N | HHOLLOW4_E_1 | 2.11 |

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| 12/14/2010 7:12 | N | R_LH2SES_1 | 35.77 |
| 12/14/2010 7:12 | N | R_PB2SES_1 | 1.86 |
| 12/14/2010 7:12 | N | R_PB2SES_2 | 1.86 |
| 12/14/2010 7:12 | N | R_PB2SES_3 | 1.86 |
| 12/14/2010 7:12 | N | R_PB2SES_4 | 1.86 |
| 12/14/2010 7:12 | N | R_PB2SES_5 | 1.86 |
| 12/14/2010 7:12 | N | AUTO_EPS_390 | 35.63 |
| 12/14/2010 7:15 | N | DC_ROAD_L_B | 33.59 |
| 12/14/2010 7:15 | N | DC_EGPS_L_A | 27.36 |
| 12/14/2010 7:15 | N | H_HOLLOW_E_1 | 2.12 |
| 12/14/2010 7:15 | N | HHOLLOW4_E_1 | 2.12 |
| 12/14/2010 7:15 | N | R_LH2SES_1 | 35.79 |
| 12/14/2010 7:15 | N | R_PB2SES_1 | 1.87 |
| 12/14/2010 7:15 | N | R_PB2SES_2 | 1.87 |
| 12/14/2010 7:15 | N | R_PB2SES_3 | 1.87 |
| 12/14/2010 7:15 | N | R_PB2SES_4 | 1.87 |
| 12/14/2010 7:15 | N | R_PB2SES_5 | 1.87 |
| 12/14/2010 7:15 | N | AUTO_EPS_390 | 35.66 |
| 12/14/2010 7:20 | N | DC_ROAD_L_B | 33.16 |
| 12/14/2010 7:20 | N | DC_EGPS_L_A | 27.01 |
| 12/14/2010 7:20 | N | H_HOLLOW_E_1 | 2.09 |
| 12/14/2010 7:20 | N | HHOLLOW4_E_1 | 2.09 |
| 12/14/2010 7:20 | N | R_LH2SES_1 | 35.34 |
| 12/14/2010 7:20 | N | R_PB2SES_1 | 1.84 |
| 12/14/2010 7:20 | N | R_PB2SES_2 | 1.84 |
| 12/14/2010 7:20 | N | R_PB2SES_3 | 1.84 |
| 12/14/2010 7:20 | N | R_PB2SES_4 | 1.84 |
| 12/14/2010 7:20 | N | R_PB2SES_5 | 1.84 |
| 12/14/2010 7:20 | N | AUTO_EPS_390 | 35.21 |
| 12/14/2010 7:25 | N | DC_ROAD_L_B | 31.48 |
| 12/14/2010 7:25 | N | DC_EGPS_L_A | 25.69 |
| 12/14/2010 7:25 | N | H_HOLLOW_E_1 | 2 |
| 12/14/2010 7:25 | N | HHOLLOW4_E_1 | 2 |
| 12/14/2010 7:25 | N | R_LH2SES_1 | 34.1 |
| 12/14/2010 7:25 | N | R_PB2SES_1 | 1.76 |
| 12/14/2010 7:25 | N | R_PB2SES_2 | 1.76 |
| 12/14/2010 7:25 | N | R_PB2SES_3 | 1.76 |
| 12/14/2010 7:25 | N | R_PB2SES_4 | 1.76 |
| 12/14/2010 7:25 | N | R_PB2SES_5 | 1.76 |
| 12/14/2010 7:25 | N | AUTO_EPS_390 | 33.98 |
| 12/14/2010 7:30 | N | DC_ROAD_L_B | 29.69 |
| 12/14/2010 7:30 | N | DC_EGPS_L_A | 24.32 |
| 12/14/2010 7:30 | N | H_HOLLOW_E_1 | 1.8 |
| 12/14/2010 7:30 | N | HHOLLOW4_E_1 | 1.8 |
| 12/14/2010 7:30 | N | R_LH2SES_1 | 32.92 |
| 12/14/2010 7:30 | N | R_PB2SES_1 | 1.56 |
| 12/14/2010 7:30 | N | R_PB2SES_2 | 1.56 |

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| 12/14/2010 7:30 | N | R_PB2SES_3 | 1.56 |
| 12/14/2010 7:30 | N | R_PB2SES_4 | 1.56 |
| 12/14/2010 7:30 | N | R_PB2SES_5 | 1.56 |
| 12/14/2010 7:30 | N | AUTO_EPS_390 | 32.81 |
| 12/14/2010 7:35 | N | DC_ROAD_L_B | 29.17 |
| 12/14/2010 7:35 | N | DC_EGPS_L_A | 23.76 |
| 12/14/2010 7:35 | N | H_HOLLOW_E_1 | 1.84 |
| 12/14/2010 7:35 | N | HHOLLOW4_E_1 | 1.84 |
| 12/14/2010 7:35 | N | R_LH2SES_1 | 31.1 |
| 12/14/2010 7:35 | N | R_PB2SES_1 | 1.62 |
| 12/14/2010 7:35 | N | R_PB2SES_2 | 1.62 |
| 12/14/2010 7:35 | N | R_PB2SES_3 | 1.62 |
| 12/14/2010 7:35 | N | R_PB2SES_4 | 1.62 |
| 12/14/2010 7:35 | N | R_PB2SES_5 | 1.62 |
| 12/14/2010 7:35 | N | AUTO_EPS_390 | 30.98 |
| 12/14/2010 7:40 | N | DC_ROAD_L_B | 29.07 |
| 12/14/2010 7:40 | N | DC_EGPS_L_A | 23.69 |
| 12/14/2010 7:40 | N | H_HOLLOW_E_1 | 1.83 |
| 12/14/2010 7:40 | N | HHOLLOW4_E_1 | 1.83 |
| 12/14/2010 7:40 | N | R_LH2SES_1 | 31 |
| 12/14/2010 7:40 | N | R_PB2SES_1 | 1.62 |
| 12/14/2010 7:40 | N | R_PB2SES_2 | 1.62 |
| 12/14/2010 7:40 | N | R_PB2SES_3 | 1.62 |
| 12/14/2010 7:40 | N | R_PB2SES_4 | 1.62 |
| 12/14/2010 7:40 | N | R_PB2SES_5 | 1.62 |
| 12/14/2010 7:40 | N | AUTO_EPS_390 | 30.87 |
| 12/14/2010 7:45 | N | DC_ROAD_L_B | 29.52 |
| 12/14/2010 7:45 | N | DC_EGPS_L_A | 27.7 |
| 12/14/2010 7:45 | N | H_HOLLOW_E_1 | 20.2 |
| 12/14/2010 7:45 | N | HHOLLOW4_E_1 | 20.2 |
| 12/14/2010 7:45 | N | R_LH2SES_1 | 30.4 |
| 12/14/2010 7:45 | N | R_PB2SES_1 | 20.12 |
| 12/14/2010 7:45 | N | R_PB2SES_2 | 20.12 |
| 12/14/2010 7:45 | N | R_PB2SES_3 | 20.12 |
| 12/14/2010 7:45 | N | R_PB2SES_4 | 20.12 |
| 12/14/2010 7:45 | N | R_PB2SES_5 | 20.12 |
| 12/14/2010 7:45 | N | AUTO_EPS_390 | 30.37 |
| 12/14/2010 7:50 | N | DC_ROAD_L_B | 28.61 |
| 12/14/2010 7:50 | N | DC_EGPS_L_A | 23.32 |
| 12/14/2010 7:50 | N | H_HOLLOW_E_1 | 1.8 |
| 12/14/2010 7:50 | N | HHOLLOW4_E_1 | 1.8 |
| 12/14/2010 7:50 | N | R_LH2SES_1 | 30.51 |
| 12/14/2010 7:50 | N | R_PB2SES_1 | 1.59 |
| 12/14/2010 7:50 | N | R_PB2SES_2 | 1.59 |
| 12/14/2010 7:50 | N | R_PB2SES_3 | 1.59 |
| 12/14/2010 7:50 | N | R_PB2SES_4 | 1.59 |
| 12/14/2010 7:50 | N | R_PB2SES_5 | 1.59 |

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| 12/14/2010 7:50 | N | AUTO_EPS_390 | 30.41 |
| 12/14/2010 7:55 | N | DC_ROAD_L_B | 28.36 |
| 12/14/2010 7:55 | N | DC_EGPS_L_A | 23.11 |
| 12/14/2010 7:55 | N | H_HOLLOW_E_1 | 1.79 |
| 12/14/2010 7:55 | N | HHOLLOW4_E_1 | 1.79 |
| 12/14/2010 7:55 | N | R_LH2SES_1 | 30.24 |
| 12/14/2010 7:55 | N | R_PB2SES_1 | 1.58 |
| 12/14/2010 7:55 | N | R_PB2SES_2 | 1.58 |
| 12/14/2010 7:55 | N | R_PB2SES_3 | 1.58 |
| 12/14/2010 7:55 | N | R_PB2SES_4 | 1.58 |
| 12/14/2010 7:55 | N | R_PB2SES_5 | 1.58 |
| 12/14/2010 7:55 | N | AUTO_EPS_390 | 30.14 |
| 12/14/2010 8:00 | N | DC_ROAD_L_B | 29.45 |
| 12/14/2010 8:00 | N | DC_EGPS_L_A | 29.41 |
| 12/14/2010 8:00 | N | H_HOLLOW_E_1 | 29.27 |
| 12/14/2010 8:00 | N | HHOLLOW4_E_1 | 29.27 |
| 12/14/2010 8:00 | N | R_LH2SES_1 | 29.46 |
| 12/14/2010 8:00 | N | R_PB2SES_1 | 29.27 |
| 12/14/2010 8:00 | N | R_PB2SES_2 | 29.27 |
| 12/14/2010 8:00 | N | R_PB2SES_3 | 29.27 |
| 12/14/2010 8:00 | N | R_PB2SES_4 | 29.27 |
| 12/14/2010 8:00 | N | R_PB2SES_5 | 29.27 |
| 12/14/2010 8:00 | N | AUTO_EPS_390 | 29.46 |
| 12/14/2010 8:12 | N | DC_ROAD_L_B | 29.53 |
| 12/14/2010 8:12 | N | DC_EGPS_L_A | 29.98 |
| 12/14/2010 8:12 | N | H_HOLLOW_E_1 | 31.04 |
| 12/14/2010 8:12 | N | HHOLLOW4_E_1 | 31.04 |
| 12/14/2010 8:12 | N | R_LH2SES_1 | 31.16 |
| 12/14/2010 8:12 | N | R_PB2SES_1 | 31.03 |
| 12/14/2010 8:12 | N | R_PB2SES_2 | 31.03 |
| 12/14/2010 8:12 | N | R_PB2SES_3 | 31.03 |
| 12/14/2010 8:12 | N | R_PB2SES_4 | 31.03 |
| 12/14/2010 8:12 | N | R_PB2SES_5 | 31.03 |
| 12/14/2010 8:12 | N | AUTO_EPS_390 | 31.19 |
| 12/14/2010 8:13 | N | DC_ROAD_L_B | 29.6 |
| 12/14/2010 8:13 | N | DC_EGPS_L_A | 30.04 |
| 12/14/2010 8:13 | N | H_HOLLOW_E_1 | 31.09 |
| 12/14/2010 8:13 | N | HHOLLOW4_E_1 | 31.09 |
| 12/14/2010 8:13 | N | R_LH2SES_1 | 31.2 |
| 12/14/2010 8:13 | N | R_PB2SES_1 | 31.07 |
| 12/14/2010 8:13 | N | R_PB2SES_2 | 31.07 |
| 12/14/2010 8:13 | N | R_PB2SES_3 | 31.07 |
| 12/14/2010 8:13 | N | R_PB2SES_4 | 31.07 |
| 12/14/2010 8:13 | N | R_PB2SES_5 | 31.07 |
| 12/14/2010 8:13 | N | AUTO_EPS_390 | 31.24 |
| 12/14/2010 8:15 | N | DC_ROAD_L_B | 29.81 |
| 12/14/2010 8:15 | N | DC_EGPS_L_A | 30.23 |

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| 12/14/2010 8:15 | N | H_HOLLOW_E_1 | 31.24 |
| 12/14/2010 8:15 | N | HHOLLOW4_E_1 | 31.24 |
| 12/14/2010 8:15 | N | R_LH2SES_1 | 31.35 |
| 12/14/2010 8:15 | N | R_PB2SES_1 | 31.22 |
| 12/14/2010 8:15 | N | R_PB2SES_2 | 31.22 |
| 12/14/2010 8:15 | N | R_PB2SES_3 | 31.22 |
| 12/14/2010 8:15 | N | R_PB2SES_4 | 31.22 |
| 12/14/2010 8:15 | N | R_PB2SES_5 | 31.22 |
| 12/14/2010 8:15 | N | AUTO_EPS_390 | 31.38 |
| 12/14/2010 8:20 | N | DC_ROAD_L_B | 27.19 |
| 12/14/2010 8:20 | N | DC_EGPS_L_A | 28.54 |
| 12/14/2010 8:20 | N | H_HOLLOW_E_1 | 31.75 |
| 12/14/2010 8:20 | N | HHOLLOW4_E_1 | 31.75 |
| 12/14/2010 8:20 | N | R_LH2SES_1 | 32.1 |
| 12/14/2010 8:20 | N | R_PB2SES_1 | 31.71 |
| 12/14/2010 8:20 | N | R_PB2SES_2 | 31.71 |
| 12/14/2010 8:20 | N | R_PB2SES_3 | 31.71 |
| 12/14/2010 8:20 | N | R_PB2SES_4 | 31.71 |
| 12/14/2010 8:20 | N | R_PB2SES_5 | 31.71 |
| 12/14/2010 8:20 | N | AUTO_EPS_390 | 32.21 |
| 12/14/2010 8:22 | N | DC_ROAD_L_B | 27.34 |
| 12/14/2010 8:22 | N | DC_EGPS_L_A | 28.63 |
| 12/14/2010 8:22 | N | H_HOLLOW_E_1 | 31.67 |
| 12/14/2010 8:22 | N | HHOLLOW4_E_1 | 31.67 |
| 12/14/2010 8:22 | N | R_LH2SES_1 | 32 |
| 12/14/2010 8:22 | N | R_PB2SES_1 | 31.63 |
| 12/14/2010 8:22 | N | R_PB2SES_2 | 31.63 |
| 12/14/2010 8:22 | N | R_PB2SES_3 | 31.63 |
| 12/14/2010 8:22 | N | R_PB2SES_4 | 31.63 |
| 12/14/2010 8:22 | N | R_PB2SES_5 | 31.63 |
| 12/14/2010 8:22 | N | AUTO_EPS_390 | 32.11 |
| 12/14/2010 8:25 | N | DC_ROAD_L_B | 27.15 |
| 12/14/2010 8:25 | N | DC_EGPS_L_A | 28.66 |
| 12/14/2010 8:25 | N | H_HOLLOW_E_1 | 32.25 |
| 12/14/2010 8:25 | N | HHOLLOW4_E_1 | 32.25 |
| 12/14/2010 8:25 | N | R_LH2SES_1 | 32.63 |
| 12/14/2010 8:25 | N | R_PB2SES_1 | 32.2 |
| 12/14/2010 8:25 | N | R_PB2SES_2 | 32.2 |
| 12/14/2010 8:25 | N | R_PB2SES_3 | 32.2 |
| 12/14/2010 8:25 | N | R_PB2SES_4 | 32.2 |
| 12/14/2010 8:25 | N | R_PB2SES_5 | 32.2 |
| 12/14/2010 8:25 | N | AUTO_EPS_390 | 32.76 |
| 12/14/2010 8:30 | N | DC_ROAD_L_B | 26.44 |
| 12/14/2010 8:30 | N | DC_EGPS_L_A | 27.7 |
| 12/14/2010 8:30 | N | H_HOLLOW_E_1 | 30.72 |
| 12/14/2010 8:30 | N | HHOLLOW4_E_1 | 30.72 |
| 12/14/2010 8:30 | N | R_LH2SES_1 | 31.04 |

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| 12/14/2010 8:30 | N | R_PB2SES_1 | 30.68 |
| 12/14/2010 8:30 | N | R_PB2SES_2 | 30.68 |
| 12/14/2010 8:30 | N | R_PB2SES_3 | 30.68 |
| 12/14/2010 8:30 | N | R_PB2SES_4 | 30.68 |
| 12/14/2010 8:30 | N | R_PB2SES_5 | 30.68 |
| 12/14/2010 8:30 | N | AUTO_EPS_390 | 31.15 |
| 12/14/2010 8:34 | N | DC_ROAD_L_B | 26.25 |
| 12/14/2010 8:34 | N | DC_EGPS_L_A | 27.34 |
| 12/14/2010 8:34 | N | H_HOLLOW_E_1 | 29.93 |
| 12/14/2010 8:34 | N | HHOLLOW4_E_1 | 29.93 |
| 12/14/2010 8:34 | N | R_LH2SES_1 | 30.21 |
| 12/14/2010 8:34 | N | R_PB2SES_1 | 29.89 |
| 12/14/2010 8:34 | N | R_PB2SES_2 | 29.89 |
| 12/14/2010 8:34 | N | R_PB2SES_3 | 29.89 |
| 12/14/2010 8:34 | N | R_PB2SES_4 | 29.89 |
| 12/14/2010 8:34 | N | R_PB2SES_5 | 29.89 |
| 12/14/2010 8:34 | N | AUTO_EPS_390 | 30.3 |
| 12/14/2010 8:35 | N | DC_ROAD_L_B | 26.23 |
| 12/14/2010 8:35 | N | DC_EGPS_L_A | 27.32 |
| 12/14/2010 8:35 | N | H_HOLLOW_E_1 | 29.92 |
| 12/14/2010 8:35 | N | HHOLLOW4_E_1 | 29.92 |
| 12/14/2010 8:35 | N | R_LH2SES_1 | 30.2 |
| 12/14/2010 8:35 | N | R_PB2SES_1 | 29.89 |
| 12/14/2010 8:35 | N | R_PB2SES_2 | 29.89 |
| 12/14/2010 8:35 | N | R_PB2SES_3 | 29.89 |
| 12/14/2010 8:35 | N | R_PB2SES_4 | 29.89 |
| 12/14/2010 8:35 | N | R_PB2SES_5 | 29.89 |
| 12/14/2010 8:35 | N | AUTO_EPS_390 | 30.29 |
| 12/14/2010 8:40 | N | DC_ROAD_L_B | 26.3 |
| 12/14/2010 8:40 | N | DC_EGPS_L_A | 27.26 |
| 12/14/2010 8:40 | N | H_HOLLOW_E_1 | 29.56 |
| 12/14/2010 8:40 | N | HHOLLOW4_E_1 | 29.56 |
| 12/14/2010 8:40 | N | R_LH2SES_1 | 29.81 |
| 12/14/2010 8:40 | N | R_PB2SES_1 | 29.53 |
| 12/14/2010 8:40 | N | R_PB2SES_2 | 29.53 |
| 12/14/2010 8:40 | N | R_PB2SES_3 | 29.53 |
| 12/14/2010 8:40 | N | R_PB2SES_4 | 29.53 |
| 12/14/2010 8:40 | N | R_PB2SES_5 | 29.53 |
| 12/14/2010 8:40 | N | AUTO_EPS_390 | 29.89 |
| 12/14/2010 8:45 | N | DC_ROAD_L_B | 27.26 |
| 12/14/2010 8:45 | N | DC_EGPS_L_A | 28.05 |
| 12/14/2010 8:45 | N | H_HOLLOW_E_1 | 29.94 |
| 12/14/2010 8:45 | N | HHOLLOW4_E_1 | 29.94 |
| 12/14/2010 8:45 | N | R_LH2SES_1 | 30.14 |
| 12/14/2010 8:45 | N | R_PB2SES_1 | 29.91 |
| 12/14/2010 8:45 | N | R_PB2SES_2 | 29.91 |
| 12/14/2010 8:45 | N | R_PB2SES_3 | 29.91 |

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| 12/14/2010 8:45 | N | R_PB2SES_4 | 29.91 |
| 12/14/2010 8:45 | N | R_PB2SES_5 | 29.91 |
| 12/14/2010 8:45 | N | AUTO_EPS_390 | 30.2 |
| 12/14/2010 8:50 | N | DC_ROAD_L_B | 27.3 |
| 12/14/2010 8:50 | N | DC_EGPS_L_A | 28.01 |
| 12/14/2010 8:50 | N | H_HOLLOW_E_1 | 29.69 |
| 12/14/2010 8:50 | N | HHOLLOW4_E_1 | 29.69 |
| 12/14/2010 8:50 | N | R_LH2SES_1 | 29.88 |
| 12/14/2010 8:50 | N | R_PB2SES_1 | 29.67 |
| 12/14/2010 8:50 | N | R_PB2SES_2 | 29.67 |
| 12/14/2010 8:50 | N | R_PB2SES_3 | 29.67 |
| 12/14/2010 8:50 | N | R_PB2SES_4 | 29.67 |
| 12/14/2010 8:50 | N | R_PB2SES_5 | 29.67 |
| 12/14/2010 8:50 | N | AUTO_EPS_390 | 29.93 |
| 12/14/2010 8:55 | N | DC_ROAD_L_B | 26.81 |
| 12/14/2010 8:55 | N | DC_EGPS_L_A | 27.66 |
| 12/14/2010 8:55 | N | H_HOLLOW_E_1 | 29.67 |
| 12/14/2010 8:55 | N | HHOLLOW4_E_1 | 29.67 |
| 12/14/2010 8:55 | N | R_LH2SES_1 | 29.89 |
| 12/14/2010 8:55 | N | R_PB2SES_1 | 29.65 |
| 12/14/2010 8:55 | N | R_PB2SES_2 | 29.65 |
| 12/14/2010 8:55 | N | R_PB2SES_3 | 29.65 |
| 12/14/2010 8:55 | N | R_PB2SES_4 | 29.65 |
| 12/14/2010 8:55 | N | R_PB2SES_5 | 29.65 |
| 12/14/2010 8:55 | N | AUTO_EPS_390 | 29.96 |
| 12/14/2010 8:56 | N | DC_ROAD_L_B | 26.62 |
| 12/14/2010 8:56 | N | DC_EGPS_L_A | 27.58 |
| 12/14/2010 8:56 | N | H_HOLLOW_E_1 | 29.84 |
| 12/14/2010 8:56 | N | HHOLLOW4_E_1 | 29.84 |
| 12/14/2010 8:56 | N | R_LH2SES_1 | 30.08 |
| 12/14/2010 8:56 | N | R_PB2SES_1 | 29.81 |
| 12/14/2010 8:56 | N | R_PB2SES_2 | 29.81 |
| 12/14/2010 8:56 | N | R_PB2SES_3 | 29.81 |
| 12/14/2010 8:56 | N | R_PB2SES_4 | 29.81 |
| 12/14/2010 8:56 | N | R_PB2SES_5 | 29.81 |
| 12/14/2010 8:56 | N | AUTO_EPS_390 | 30.16 |
| 12/14/2010 8:59 | N | DC_ROAD_L_B | 27.49 |
| 12/14/2010 8:59 | N | DC_EGPS_L_A | 28.33 |
| 12/14/2010 8:59 | N | H_HOLLOW_E_1 | 30.32 |
| 12/14/2010 8:59 | N | HHOLLOW4_E_1 | 30.32 |
| 12/14/2010 8:59 | N | R_LH2SES_1 | 30.54 |
| 12/14/2010 8:59 | N | R_PB2SES_1 | 30.3 |
| 12/14/2010 8:59 | N | R_PB2SES_2 | 30.3 |
| 12/14/2010 8:59 | N | R_PB2SES_3 | 30.3 |
| 12/14/2010 8:59 | N | R_PB2SES_4 | 30.3 |
| 12/14/2010 8:59 | N | R_PB2SES_5 | 30.3 |
| 12/14/2010 8:59 | N | AUTO_EPS_390 | 30.61 |

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| 12/14/2010 9:00 | N | DC_ROAD_L_B | 27.67 |
| 12/14/2010 9:00 | N | DC_EGPS_L_A | 28.52 |
| 12/14/2010 9:00 | N | H_HOLLOW_E_1 | 30.52 |
| 12/14/2010 9:00 | N | HHOLLOW4_E_1 | 30.52 |
| 12/14/2010 9:00 | N | R_LH2SES_1 | 30.74 |
| 12/14/2010 9:00 | N | R_PB2SES_1 | 30.5 |
| 12/14/2010 9:00 | N | R_PB2SES_2 | 30.5 |
| 12/14/2010 9:00 | N | R_PB2SES_3 | 30.5 |
| 12/14/2010 9:00 | N | R_PB2SES_4 | 30.5 |
| 12/14/2010 9:00 | N | R_PB2SES_5 | 30.5 |
| 12/14/2010 9:00 | N | AUTO_EPS_390 | 30.81 |
| 12/14/2010 9:01 | N | DC_ROAD_L_B | 29.29 |
| 12/14/2010 9:01 | N | DC_EGPS_L_A | 29.86 |
| 12/14/2010 9:01 | N | H_HOLLOW_E_1 | 31.22 |
| 12/14/2010 9:01 | N | HHOLLOW4_E_1 | 31.22 |
| 12/14/2010 9:01 | N | R_LH2SES_1 | 31.37 |
| 12/14/2010 9:01 | N | R_PB2SES_1 | 31.2 |
| 12/14/2010 9:01 | N | R_PB2SES_2 | 31.2 |
| 12/14/2010 9:01 | N | R_PB2SES_3 | 31.2 |
| 12/14/2010 9:01 | N | R_PB2SES_4 | 31.2 |
| 12/14/2010 9:01 | N | R_PB2SES_5 | 31.2 |
| 12/14/2010 9:01 | N | PENA_KZ | 29.27 |
| 12/14/2010 9:01 | N | EB_PENA_UN3 | 29.27 |
| 12/14/2010 9:01 | N | AUTO_EPS_390 | 31.41 |
| 12/14/2010 9:03 | N | DC_ROAD_L_B | 29.18 |
| 12/14/2010 9:03 | N | DC_EGPS_L_A | 29.78 |
| 12/14/2010 9:03 | N | H_HOLLOW_E_1 | 31.19 |
| 12/14/2010 9:03 | N | HHOLLOW4_E_1 | 31.19 |
| 12/14/2010 9:03 | N | R_LH2SES_1 | 31.34 |
| 12/14/2010 9:03 | N | R_PB2SES_1 | 31.17 |
| 12/14/2010 9:03 | N | R_PB2SES_2 | 31.17 |
| 12/14/2010 9:03 | N | R_PB2SES_3 | 31.17 |
| 12/14/2010 9:03 | N | R_PB2SES_4 | 31.17 |
| 12/14/2010 9:03 | N | R_PB2SES_5 | 31.17 |
| 12/14/2010 9:03 | N | PENA_KZ | 29.16 |
| 12/14/2010 9:03 | N | EB_PENA_UN3 | 29.16 |
| 12/14/2010 9:03 | N | AUTO_EPS_390 | 31.39 |
| 12/14/2010 9:04 | N | DC_ROAD_L_B | 29.27 |
| 12/14/2010 9:04 | N | DC_EGPS_L_A | 29.85 |
| 12/14/2010 9:04 | N | H_HOLLOW_E_1 | 31.24 |
| 12/14/2010 9:04 | N | HHOLLOW4_E_1 | 31.24 |
| 12/14/2010 9:04 | N | R_LH2SES_1 | 31.39 |
| 12/14/2010 9:04 | N | R_PB2SES_1 | 31.22 |
| 12/14/2010 9:04 | N | R_PB2SES_2 | 31.22 |
| 12/14/2010 9:04 | N | R_PB2SES_3 | 31.22 |
| 12/14/2010 9:04 | N | R_PB2SES_4 | 31.22 |
| 12/14/2010 9:04 | N | R_PB2SES_5 | 31.22 |

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| 12/14/2010 9:04 | N | PENA_KZ | 29.25 |
| 12/14/2010 9:04 | N | EB_PENA_UN3 | 29.25 |
| 12/14/2010 9:04 | N | AUTO_EPS_390 | 31.44 |
| 12/14/2010 9:05 | N | DC_ROAD_L_B | 29.37 |
| 12/14/2010 9:05 | N | DC_EGPS_L_A | 29.94 |
| 12/14/2010 9:05 | N | H_HOLLOW_E_1 | 31.29 |
| 12/14/2010 9:05 | N | HHOLLOW4_E_1 | 31.29 |
| 12/14/2010 9:05 | N | R_LH2SES_1 | 31.43 |
| 12/14/2010 9:05 | N | R_PB2SES_1 | 31.27 |
| 12/14/2010 9:05 | N | R_PB2SES_2 | 31.27 |
| 12/14/2010 9:05 | N | R_PB2SES_3 | 31.27 |
| 12/14/2010 9:05 | N | R_PB2SES_4 | 31.27 |
| 12/14/2010 9:05 | N | R_PB2SES_5 | 31.27 |
| 12/14/2010 9:05 | N | PENA_KZ | 29.36 |
| 12/14/2010 9:05 | N | EB_PENA_UN3 | 29.36 |
| 12/14/2010 9:05 | N | AUTO_EPS_390 | 31.48 |
| 12/14/2010 9:06 | N | DC_ROAD_L_B | 29.99 |
| 12/14/2010 9:06 | N | DC_EGPS_L_A | 30.45 |
| 12/14/2010 9:06 | N | H_HOLLOW_E_1 | 31.59 |
| 12/14/2010 9:06 | N | HHOLLOW4_E_1 | 31.59 |
| 12/14/2010 9:06 | N | R_LH2SES_1 | 31.71 |
| 12/14/2010 9:06 | N | R_PB2SES_1 | 31.57 |
| 12/14/2010 9:06 | N | R_PB2SES_2 | 31.57 |
| 12/14/2010 9:06 | N | R_PB2SES_3 | 31.57 |
| 12/14/2010 9:06 | N | R_PB2SES_4 | 31.57 |
| 12/14/2010 9:06 | N | R_PB2SES_5 | 31.57 |
| 12/14/2010 9:06 | N | PENA_KZ | 29.97 |
| 12/14/2010 9:06 | N | EB_PENA_UN3 | 29.97 |
| 12/14/2010 9:06 | N | AUTO_EPS_390 | 31.74 |
| 12/14/2010 9:07 | N | DC_ROAD_L_B | 29.79 |
| 12/14/2010 9:07 | N | DC_EGPS_L_A | 30.28 |
| 12/14/2010 9:07 | N | H_HOLLOW_E_1 | 31.5 |
| 12/14/2010 9:07 | N | HHOLLOW4_E_1 | 31.5 |
| 12/14/2010 9:07 | N | R_LH2SES_1 | 31.63 |
| 12/14/2010 9:07 | N | R_PB2SES_1 | 31.48 |
| 12/14/2010 9:07 | N | R_PB2SES_2 | 31.48 |
| 12/14/2010 9:07 | N | R_PB2SES_3 | 31.48 |
| 12/14/2010 9:07 | N | R_PB2SES_4 | 31.48 |
| 12/14/2010 9:07 | N | R_PB2SES_5 | 31.48 |
| 12/14/2010 9:07 | N | PENA_KZ | 29.77 |
| 12/14/2010 9:07 | N | EB_PENA_UN3 | 29.77 |
| 12/14/2010 9:07 | N | AUTO_EPS_390 | 31.67 |
| 12/14/2010 9:08 | N | DC_ROAD_L_B | 29.87 |
| 12/14/2010 9:08 | N | DC_EGPS_L_A | 30.35 |
| 12/14/2010 9:08 | N | H_HOLLOW_E_1 | 31.54 |
| 12/14/2010 9:08 | N | HHOLLOW4_E_1 | 31.54 |
| 12/14/2010 9:08 | N | R_LH2SES_1 | 31.67 |

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| 12/14/2010 9:08 | N | R_PB2SES_1 | 31.53 |
| 12/14/2010 9:08 | N | R_PB2SES_2 | 31.53 |
| 12/14/2010 9:08 | N | R_PB2SES_3 | 31.53 |
| 12/14/2010 9:08 | N | R_PB2SES_4 | 31.53 |
| 12/14/2010 9:08 | N | R_PB2SES_5 | 31.53 |
| 12/14/2010 9:08 | N | PENA_KZ | 29.85 |
| 12/14/2010 9:08 | N | EB_PENA_UN3 | 29.85 |
| 12/14/2010 9:08 | N | AUTO_EPS_390 | 31.71 |
| 12/14/2010 9:10 | N | DC_ROAD_L_B | 29.7 |
| 12/14/2010 9:10 | N | DC_EGPS_L_A | 30.18 |
| 12/14/2010 9:10 | N | H_HOLLOW_E_1 | 31.32 |
| 12/14/2010 9:10 | N | HHOLLOW4_E_1 | 31.32 |
| 12/14/2010 9:10 | N | R_LH2SES_1 | 31.44 |
| 12/14/2010 9:10 | N | R_PB2SES_1 | 31.3 |
| 12/14/2010 9:10 | N | R_PB2SES_2 | 31.3 |
| 12/14/2010 9:10 | N | R_PB2SES_3 | 31.3 |
| 12/14/2010 9:10 | N | R_PB2SES_4 | 31.3 |
| 12/14/2010 9:10 | N | R_PB2SES_5 | 31.3 |
| 12/14/2010 9:10 | N | PENA_KZ | 29.69 |
| 12/14/2010 9:10 | N | EB_PENA_UN3 | 29.69 |
| 12/14/2010 9:10 | N | AUTO_EPS_390 | 31.48 |
| 12/14/2010 9:15 | N | DC_ROAD_L_B | 29.34 |
| 12/14/2010 9:15 | N | DC_EGPS_L_A | 29.92 |
| 12/14/2010 9:15 | N | H_HOLLOW_E_1 | 31.34 |
| 12/14/2010 9:15 | N | HHOLLOW4_E_1 | 31.34 |
| 12/14/2010 9:15 | N | R_LH2SES_1 | 31.49 |
| 12/14/2010 9:15 | N | R_PB2SES_1 | 31.32 |
| 12/14/2010 9:15 | N | R_PB2SES_2 | 31.32 |
| 12/14/2010 9:15 | N | R_PB2SES_3 | 31.32 |
| 12/14/2010 9:15 | N | R_PB2SES_4 | 31.32 |
| 12/14/2010 9:15 | N | R_PB2SES_5 | 31.32 |
| 12/14/2010 9:15 | N | PENA_KZ | 29.33 |
| 12/14/2010 9:15 | N | EB_PENA_UN3 | 29.33 |
| 12/14/2010 9:15 | N | AUTO_EPS_390 | 31.54 |
| 12/14/2010 9:17 | N | DC_ROAD_L_B | 28.32 |
| 12/14/2010 9:17 | N | DC_EGPS_L_A | 29.41 |
| 12/14/2010 9:17 | N | H_HOLLOW_E_1 | 32.07 |
| 12/14/2010 9:17 | N | HHOLLOW4_E_1 | 32.07 |
| 12/14/2010 9:17 | N | R_LH2SES_1 | 32.36 |
| 12/14/2010 9:17 | N | R_PB2SES_1 | 32.04 |
| 12/14/2010 9:17 | N | R_PB2SES_2 | 32.04 |
| 12/14/2010 9:17 | N | R_PB2SES_3 | 32.04 |
| 12/14/2010 9:17 | N | R_PB2SES_4 | 32.04 |
| 12/14/2010 9:17 | N | R_PB2SES_5 | 32.04 |
| 12/14/2010 9:17 | N | PENA_KZ | 28.29 |
| 12/14/2010 9:17 | N | EB_PENA_UN3 | 28.29 |
| 12/14/2010 9:17 | N | AUTO_EPS_390 | 32.44 |

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| 12/14/2010 9:18 | N | DC_ROAD_L_B | 28.1 |
| 12/14/2010 9:18 | N | DC_EGPS_L_A | 29.42 |
| 12/14/2010 9:18 | N | H_HOLLOW_E_1 | 32.65 |
| 12/14/2010 9:18 | N | HHOLLOW4_E_1 | 32.65 |
| 12/14/2010 9:18 | N | R_LH2SES_1 | 32.99 |
| 12/14/2010 9:18 | N | R_PB2SES_1 | 32.6 |
| 12/14/2010 9:18 | N | R_PB2SES_2 | 32.6 |
| 12/14/2010 9:18 | N | R_PB2SES_3 | 32.6 |
| 12/14/2010 9:18 | N | R_PB2SES_4 | 32.6 |
| 12/14/2010 9:18 | N | R_PB2SES_5 | 32.6 |
| 12/14/2010 9:18 | N | PENA_KZ | 28.06 |
| 12/14/2010 9:18 | N | EB_PENA_UN3 | 28.06 |
| 12/14/2010 9:18 | N | AUTO_EPS_390 | 33.09 |
| 12/14/2010 9:19 | N | DC_ROAD_L_B | 27.9 |
| 12/14/2010 9:19 | N | DC_EGPS_L_A | 29.27 |
| 12/14/2010 9:19 | N | H_HOLLOW_E_1 | 32.62 |
| 12/14/2010 9:19 | N | HHOLLOW4_E_1 | 32.62 |
| 12/14/2010 9:19 | N | R_LH2SES_1 | 32.97 |
| 12/14/2010 9:19 | N | R_PB2SES_1 | 32.57 |
| 12/14/2010 9:19 | N | R_PB2SES_2 | 32.57 |
| 12/14/2010 9:19 | N | R_PB2SES_3 | 32.57 |
| 12/14/2010 9:19 | N | R_PB2SES_4 | 32.57 |
| 12/14/2010 9:19 | N | R_PB2SES_5 | 32.57 |
| 12/14/2010 9:19 | N | PENA_KZ | 27.86 |
| 12/14/2010 9:19 | N | EB_PENA_UN3 | 27.86 |
| 12/14/2010 9:19 | N | AUTO_EPS_390 | 33.08 |
| 12/14/2010 9:20 | N | DC_ROAD_L_B | 27.98 |
| 12/14/2010 9:20 | N | DC_EGPS_L_A | 29.42 |
| 12/14/2010 9:20 | N | H_HOLLOW_E_1 | 32.93 |
| 12/14/2010 9:20 | N | HHOLLOW4_E_1 | 32.93 |
| 12/14/2010 9:20 | N | R_LH2SES_1 | 33.31 |
| 12/14/2010 9:20 | N | R_PB2SES_1 | 32.88 |
| 12/14/2010 9:20 | N | R_PB2SES_2 | 32.88 |
| 12/14/2010 9:20 | N | R_PB2SES_3 | 32.88 |
| 12/14/2010 9:20 | N | R_PB2SES_4 | 32.88 |
| 12/14/2010 9:20 | N | R_PB2SES_5 | 32.88 |
| 12/14/2010 9:20 | N | PENA_KZ | 27.94 |
| 12/14/2010 9:20 | N | EB_PENA_UN3 | 27.94 |
| 12/14/2010 9:20 | N | AUTO_EPS_390 | 33.42 |
| 12/14/2010 9:23 | N | DC_ROAD_L_B | 27.9 |
| 12/14/2010 9:23 | N | DC_EGPS_L_A | 29.37 |
| 12/14/2010 9:23 | N | H_HOLLOW_E_1 | 32.94 |
| 12/14/2010 9:23 | N | HHOLLOW4_E_1 | 32.94 |
| 12/14/2010 9:23 | N | R_LH2SES_1 | 33.32 |
| 12/14/2010 9:23 | N | R_PB2SES_1 | 32.88 |
| 12/14/2010 9:23 | N | R_PB2SES_2 | 32.88 |
| 12/14/2010 9:23 | N | R_PB2SES_3 | 32.88 |

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| 12/14/2010 9:23 | N | R_PB2SES_4 | 32.88 |
| 12/14/2010 9:23 | N | R_PB2SES_5 | 32.88 |
| 12/14/2010 9:23 | N | PENA_KZ | 27.86 |
| 12/14/2010 9:23 | N | EB_PENA_UN3 | 27.86 |
| 12/14/2010 9:23 | N | AUTO_EPS_390 | 33.43 |
| 12/14/2010 9:25 | N | DC_ROAD_L_B | 27.54 |
| 12/14/2010 9:25 | N | DC_EGPS_L_A | 29 |
| 12/14/2010 9:25 | N | H_HOLLOW_E_1 | 32.58 |
| 12/14/2010 9:25 | N | HHOLLOW4_E_1 | 32.58 |
| 12/14/2010 9:25 | N | R_LH2SES_1 | 32.96 |
| 12/14/2010 9:25 | N | R_PB2SES_1 | 32.53 |
| 12/14/2010 9:25 | N | R_PB2SES_2 | 32.53 |
| 12/14/2010 9:25 | N | R_PB2SES_3 | 32.53 |
| 12/14/2010 9:25 | N | R_PB2SES_4 | 32.53 |
| 12/14/2010 9:25 | N | R_PB2SES_5 | 32.53 |
| 12/14/2010 9:25 | N | PENA_KZ | 27.5 |
| 12/14/2010 9:25 | N | EB_PENA_UN3 | 27.5 |
| 12/14/2010 9:25 | N | AUTO_EPS_390 | 33.07 |
| 12/14/2010 9:30 | N | DC_ROAD_L_B | 26.86 |
| 12/14/2010 9:30 | N | DC_EGPS_L_A | 27.97 |
| 12/14/2010 9:30 | N | H_HOLLOW_E_1 | 30.69 |
| 12/14/2010 9:30 | N | HHOLLOW4_E_1 | 30.69 |
| 12/14/2010 9:30 | N | R_LH2SES_1 | 30.98 |
| 12/14/2010 9:30 | N | R_PB2SES_1 | 30.65 |
| 12/14/2010 9:30 | N | R_PB2SES_2 | 30.65 |
| 12/14/2010 9:30 | N | R_PB2SES_3 | 30.65 |
| 12/14/2010 9:30 | N | R_PB2SES_4 | 30.65 |
| 12/14/2010 9:30 | N | R_PB2SES_5 | 30.65 |
| 12/14/2010 9:30 | N | PENA_KZ | 26.82 |
| 12/14/2010 9:30 | N | EB_PENA_UN3 | 26.82 |
| 12/14/2010 9:30 | N | AUTO_EPS_390 | 31.06 |
| 12/14/2010 9:35 | N | DC_ROAD_L_B | 26.44 |
| 12/14/2010 9:35 | N | DC_EGPS_L_A | 27.54 |
| 12/14/2010 9:35 | N | H_HOLLOW_E_1 | 30.22 |
| 12/14/2010 9:35 | N | HHOLLOW4_E_1 | 30.22 |
| 12/14/2010 9:35 | N | R_LH2SES_1 | 30.5 |
| 12/14/2010 9:35 | N | R_PB2SES_1 | 30.18 |
| 12/14/2010 9:35 | N | R_PB2SES_2 | 30.18 |
| 12/14/2010 9:35 | N | R_PB2SES_3 | 30.18 |
| 12/14/2010 9:35 | N | R_PB2SES_4 | 30.18 |
| 12/14/2010 9:35 | N | R_PB2SES_5 | 30.18 |
| 12/14/2010 9:35 | N | PENA_KZ | 26.41 |
| 12/14/2010 9:35 | N | EB_PENA_UN3 | 26.41 |
| 12/14/2010 9:35 | N | AUTO_EPS_390 | 30.58 |
| 12/14/2010 9:40 | N | DC_ROAD_L_B | 26.75 |
| 12/14/2010 9:40 | N | DC_EGPS_L_A | 27.8 |
| 12/14/2010 9:40 | N | H_HOLLOW_E_1 | 30.37 |

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| 12/14/2010 9:40 | N | HHOLLOW4_E_1 | 30.37 |
| 12/14/2010 9:40 | N | R_LH2SES_1 | 30.65 |
| 12/14/2010 9:40 | N | R_PB2SES_1 | 30.33 |
| 12/14/2010 9:40 | N | R_PB2SES_2 | 30.33 |
| 12/14/2010 9:40 | N | R_PB2SES_3 | 30.33 |
| 12/14/2010 9:40 | N | R_PB2SES_4 | 30.33 |
| 12/14/2010 9:40 | N | R_PB2SES_5 | 30.33 |
| 12/14/2010 9:40 | N | PENA_KZ | 26.72 |
| 12/14/2010 9:40 | N | EB_PENA_UN3 | 26.72 |
| 12/14/2010 9:40 | N | AUTO_EPS_390 | 30.73 |
| 12/14/2010 9:45 | N | DC_ROAD_L_B | 26.75 |
| 12/14/2010 9:45 | N | DC_EGPS_L_A | 27.92 |
| 12/14/2010 9:45 | N | H_HOLLOW_E_1 | 30.82 |
| 12/14/2010 9:45 | N | HHOLLOW4_E_1 | 30.82 |
| 12/14/2010 9:45 | N | R_LH2SES_1 | 31.12 |
| 12/14/2010 9:45 | N | R_PB2SES_1 | 30.77 |
| 12/14/2010 9:45 | N | R_PB2SES_2 | 30.77 |
| 12/14/2010 9:45 | N | R_PB2SES_3 | 30.77 |
| 12/14/2010 9:45 | N | R_PB2SES_4 | 30.77 |
| 12/14/2010 9:45 | N | R_PB2SES_5 | 30.77 |
| 12/14/2010 9:45 | N | PENA_KZ | 26.71 |
| 12/14/2010 9:45 | N | EB_PENA_UN3 | 26.71 |
| 12/14/2010 9:45 | N | AUTO_EPS_390 | 31.21 |
| 12/14/2010 9:47 | N | DC_ROAD_L_B | 26.69 |
| 12/14/2010 9:47 | N | DC_EGPS_L_A | 27.95 |
| 12/14/2010 9:47 | N | H_HOLLOW_E_1 | 31.06 |
| 12/14/2010 9:47 | N | HHOLLOW4_E_1 | 31.06 |
| 12/14/2010 9:47 | N | R_LH2SES_1 | 31.39 |
| 12/14/2010 9:47 | N | R_PB2SES_1 | 31.02 |
| 12/14/2010 9:47 | N | R_PB2SES_2 | 31.02 |
| 12/14/2010 9:47 | N | R_PB2SES_3 | 31.02 |
| 12/14/2010 9:47 | N | R_PB2SES_4 | 31.02 |
| 12/14/2010 9:47 | N | R_PB2SES_5 | 31.02 |
| 12/14/2010 9:47 | N | PENA_KZ | 26.65 |
| 12/14/2010 9:47 | N | EB_PENA_UN3 | 26.65 |
| 12/14/2010 9:47 | N | AUTO_EPS_390 | 31.49 |
| 12/14/2010 9:49 | N | DC_ROAD_L_B | 26.19 |
| 12/14/2010 9:49 | N | DC_EGPS_L_A | 27.33 |
| 12/14/2010 9:49 | N | H_HOLLOW_E_1 | 30.13 |
| 12/14/2010 9:49 | N | HHOLLOW4_E_1 | 30.13 |
| 12/14/2010 9:49 | N | R_LH2SES_1 | 30.43 |
| 12/14/2010 9:49 | N | R_PB2SES_1 | 30.09 |
| 12/14/2010 9:49 | N | R_PB2SES_2 | 30.09 |
| 12/14/2010 9:49 | N | R_PB2SES_3 | 30.09 |
| 12/14/2010 9:49 | N | R_PB2SES_4 | 30.09 |
| 12/14/2010 9:49 | N | R_PB2SES_5 | 30.09 |
| 12/14/2010 9:49 | N | PENA_KZ | 26.15 |

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| 12/14/2010 9:49 | N | EB_PENA_UN3 | 26.15 |
| 12/14/2010 9:49 | N | AUTO_EPS_390 | 30.52 |
| 12/14/2010 9:50 | N | DC_ROAD_L_B | 26.07 |
| 12/14/2010 9:50 | N | DC_EGPS_L_A | 27.2 |
| 12/14/2010 9:50 | N | H_HOLLOW_E_1 | 29.98 |
| 12/14/2010 9:50 | N | HHOLLOW4_E_1 | 29.98 |
| 12/14/2010 9:50 | N | R_LH2SES_1 | 30.28 |
| 12/14/2010 9:50 | N | R_PB2SES_1 | 29.94 |
| 12/14/2010 9:50 | N | R_PB2SES_2 | 29.94 |
| 12/14/2010 9:50 | N | R_PB2SES_3 | 29.94 |
| 12/14/2010 9:50 | N | R_PB2SES_4 | 29.94 |
| 12/14/2010 9:50 | N | R_PB2SES_5 | 29.94 |
| 12/14/2010 9:50 | N | PENA_KZ | 26.04 |
| 12/14/2010 9:50 | N | EB_PENA_UN3 | 26.04 |
| 12/14/2010 9:50 | N | AUTO_EPS_390 | 30.36 |
| 12/14/2010 9:55 | N | DC_ROAD_L_B | 25.97 |
| 12/14/2010 9:55 | N | DC_EGPS_L_A | 27.1 |
| 12/14/2010 9:55 | N | H_HOLLOW_E_1 | 29.91 |
| 12/14/2010 9:55 | N | HHOLLOW4_E_1 | 29.91 |
| 12/14/2010 9:55 | N | R_LH2SES_1 | 30.21 |
| 12/14/2010 9:55 | N | R_PB2SES_1 | 29.87 |
| 12/14/2010 9:55 | N | R_PB2SES_2 | 29.87 |
| 12/14/2010 9:55 | N | R_PB2SES_3 | 29.87 |
| 12/14/2010 9:55 | N | R_PB2SES_4 | 29.87 |
| 12/14/2010 9:55 | N | R_PB2SES_5 | 29.87 |
| 12/14/2010 9:55 | N | PENA_KZ | 25.94 |
| 12/14/2010 9:55 | N | EB_PENA_UN3 | 25.94 |
| 12/14/2010 9:55 | N | AUTO_EPS_390 | 30.3 |
| 12/14/2010 10:00 | N | DC_ROAD_L_B | 25.84 |
| 12/14/2010 10:00 | N | DC_EGPS_L_A | 26.97 |
| 12/14/2010 10:00 | N | H_HOLLOW_E_1 | 29.75 |
| 12/14/2010 10:00 | N | HHOLLOW4_E_1 | 29.75 |
| 12/14/2010 10:00 | N | R_LH2SES_1 | 30.04 |
| 12/14/2010 10:00 | N | R_PB2SES_1 | 29.71 |
| 12/14/2010 10:00 | N | R_PB2SES_2 | 29.71 |
| 12/14/2010 10:00 | N | R_PB2SES_3 | 29.71 |
| 12/14/2010 10:00 | N | R_PB2SES_4 | 29.71 |
| 12/14/2010 10:00 | N | R_PB2SES_5 | 29.71 |
| 12/14/2010 10:00 | N | PENA_KZ | 25.81 |
| 12/14/2010 10:00 | N | EB_PENA_UN3 | 25.81 |
| 12/14/2010 10:00 | N | AUTO_EPS_390 | 30.13 |
| 12/14/2010 10:04 | N | DC_ROAD_L_B | 25.96 |
| 12/14/2010 10:04 | N | DC_EGPS_L_A | 27.14 |
| 12/14/2010 10:04 | N | H_HOLLOW_E_1 | 30.05 |
| 12/14/2010 10:04 | N | HHOLLOW4_E_1 | 30.05 |
| 12/14/2010 10:04 | N | R_LH2SES_1 | 30.36 |
| 12/14/2010 10:04 | N | R_PB2SES_1 | 30.01 |

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| 12/14/2010 10:04 | N | R_PB2SES_2 | 30.01 |
| 12/14/2010 10:04 | N | R_PB2SES_3 | 30.01 |
| 12/14/2010 10:04 | N | R_PB2SES_4 | 30.01 |
| 12/14/2010 10:04 | N | R_PB2SES_5 | 30.01 |
| 12/14/2010 10:04 | N | PENA_KZ | 25.93 |
| 12/14/2010 10:04 | N | EB_PENA_UN3 | 25.93 |
| 12/14/2010 10:04 | N | AUTO_EPS_390 | 30.45 |
| 12/14/2010 10:05 | N | DC_ROAD_L_B | 26.25 |
| 12/14/2010 10:05 | N | DC_EGPS_L_A | 27.49 |
| 12/14/2010 10:05 | N | H_HOLLOW_E_1 | 30.56 |
| 12/14/2010 10:05 | N | HHOLLOW4_E_1 | 30.56 |
| 12/14/2010 10:05 | N | R_LH2SES_1 | 30.89 |
| 12/14/2010 10:05 | N | R_PB2SES_1 | 30.52 |
| 12/14/2010 10:05 | N | R_PB2SES_2 | 30.52 |
| 12/14/2010 10:05 | N | R_PB2SES_3 | 30.52 |
| 12/14/2010 10:05 | N | R_PB2SES_4 | 30.52 |
| 12/14/2010 10:05 | N | R_PB2SES_5 | 30.52 |
| 12/14/2010 10:05 | N | PENA_KZ | 26.22 |
| 12/14/2010 10:05 | N | EB_PENA_UN3 | 26.22 |
| 12/14/2010 10:05 | N | AUTO_EPS_390 | 30.98 |
| 12/14/2010 10:10 | N | DC_ROAD_L_B | 26.58 |
| 12/14/2010 10:10 | N | DC_EGPS_L_A | 27.94 |
| 12/14/2010 10:10 | N | H_HOLLOW_E_1 | 31.32 |
| 12/14/2010 10:10 | N | HHOLLOW4_E_1 | 31.32 |
| 12/14/2010 10:10 | N | R_LH2SES_1 | 31.68 |
| 12/14/2010 10:10 | N | R_PB2SES_1 | 31.27 |
| 12/14/2010 10:10 | N | R_PB2SES_2 | 31.27 |
| 12/14/2010 10:10 | N | R_PB2SES_3 | 31.27 |
| 12/14/2010 10:10 | N | R_PB2SES_4 | 31.27 |
| 12/14/2010 10:10 | N | R_PB2SES_5 | 31.27 |
| 12/14/2010 10:10 | N | PENA_KZ | 26.54 |
| 12/14/2010 10:10 | N | EB_PENA_UN3 | 26.54 |
| 12/14/2010 10:10 | N | AUTO_EPS_390 | 31.79 |
| 12/14/2010 10:15 | N | DC_ROAD_L_B | 27.95 |
| 12/14/2010 10:15 | N | DC_EGPS_L_A | 28.64 |
| 12/14/2010 10:15 | N | H_HOLLOW_E_1 | 30.38 |
| 12/14/2010 10:15 | N | HHOLLOW4_E_1 | 30.38 |
| 12/14/2010 10:15 | N | R_LH2SES_1 | 30.56 |
| 12/14/2010 10:15 | N | R_PB2SES_1 | 30.35 |
| 12/14/2010 10:15 | N | R_PB2SES_2 | 30.35 |
| 12/14/2010 10:15 | N | R_PB2SES_3 | 30.35 |
| 12/14/2010 10:15 | N | R_PB2SES_4 | 30.35 |
| 12/14/2010 10:15 | N | R_PB2SES_5 | 30.35 |
| 12/14/2010 10:15 | N | PENA_KZ | 27.93 |
| 12/14/2010 10:15 | N | EB_PENA_UN3 | 27.93 |
| 12/14/2010 10:15 | N | AUTO_EPS_390 | 30.61 |
| 12/14/2010 10:20 | N | DC_ROAD_L_B | 28.65 |

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| 12/14/2010 10:20 | N | DC_EGPS_L_A | 29.05 |
| 12/14/2010 10:20 | N | H_HOLLOW_E_1 | 30.01 |
| 12/14/2010 10:20 | N | HHOLLOW4_E_1 | 30.01 |
| 12/14/2010 10:20 | N | R_LH2SES_1 | 30.11 |
| 12/14/2010 10:20 | N | R_PB2SES_1 | 30 |
| 12/14/2010 10:20 | N | R_PB2SES_2 | 30 |
| 12/14/2010 10:20 | N | R_PB2SES_3 | 30 |
| 12/14/2010 10:20 | N | R_PB2SES_4 | 30 |
| 12/14/2010 10:20 | N | R_PB2SES_5 | 30 |
| 12/14/2010 10:20 | N | PENA_KZ | 28.64 |
| 12/14/2010 10:20 | N | EB_PENA_UN3 | 28.64 |
| 12/14/2010 10:20 | N | AUTO_EPS_390 | 30.15 |
| 12/14/2010 10:25 | N | DC_ROAD_L_B | 29.08 |
| 12/14/2010 10:25 | N | DC_EGPS_L_A | 29.41 |
| 12/14/2010 10:25 | N | H_HOLLOW_E_1 | 30.23 |
| 12/14/2010 10:25 | N | HHOLLOW4_E_1 | 30.23 |
| 12/14/2010 10:25 | N | R_LH2SES_1 | 30.31 |
| 12/14/2010 10:25 | N | R_PB2SES_1 | 30.21 |
| 12/14/2010 10:25 | N | R_PB2SES_2 | 30.21 |
| 12/14/2010 10:25 | N | R_PB2SES_3 | 30.21 |
| 12/14/2010 10:25 | N | R_PB2SES_4 | 30.21 |
| 12/14/2010 10:25 | N | R_PB2SES_5 | 30.21 |
| 12/14/2010 10:25 | N | PENA_KZ | 29.07 |
| 12/14/2010 10:25 | N | EB_PENA_UN3 | 29.07 |
| 12/14/2010 10:25 | N | AUTO_EPS_390 | 30.34 |
| 12/14/2010 10:30 | N | DC_ROAD_L_B | 28.7 |
| 12/14/2010 10:30 | N | DC_EGPS_L_A | 28.98 |
| 12/14/2010 10:30 | N | H_HOLLOW_E_1 | 29.68 |
| 12/14/2010 10:30 | N | HHOLLOW4_E_1 | 29.68 |
| 12/14/2010 10:30 | N | R_LH2SES_1 | 29.75 |
| 12/14/2010 10:30 | N | R_PB2SES_1 | 29.67 |
| 12/14/2010 10:30 | N | R_PB2SES_2 | 29.67 |
| 12/14/2010 10:30 | N | R_PB2SES_3 | 29.67 |
| 12/14/2010 10:30 | N | R_PB2SES_4 | 29.67 |
| 12/14/2010 10:30 | N | R_PB2SES_5 | 29.67 |
| 12/14/2010 10:30 | N | PENA_KZ | 28.69 |
| 12/14/2010 10:30 | N | EB_PENA_UN3 | 28.69 |
| 12/14/2010 10:30 | N | AUTO_EPS_390 | 29.77 |
| 12/14/2010 10:35 | N | DC_ROAD_L_B | 26.33 |
| 12/14/2010 10:35 | N | DC_EGPS_L_A | 27.27 |
| 12/14/2010 10:35 | N | H_HOLLOW_E_1 | 29.6 |
| 12/14/2010 10:35 | N | HHOLLOW4_E_1 | 29.6 |
| 12/14/2010 10:35 | N | R_LH2SES_1 | 29.84 |
| 12/14/2010 10:35 | N | R_PB2SES_1 | 29.56 |
| 12/14/2010 10:35 | N | R_PB2SES_2 | 29.56 |
| 12/14/2010 10:35 | N | R_PB2SES_3 | 29.56 |
| 12/14/2010 10:35 | N | R_PB2SES_4 | 29.56 |

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| 12/14/2010 10:35 | N | R_PB2SES_5 | 29.56 |
| 12/14/2010 10:35 | N | PENA_KZ | 26.3 |
| 12/14/2010 10:35 | N | EB_PENA_UN3 | 26.3 |
| 12/14/2010 10:35 | N | AUTO_EPS_390 | 29.91 |
| 12/14/2010 10:40 | N | DC_ROAD_L_B | 25.96 |
| 12/14/2010 10:40 | N | DC_EGPS_L_A | 27.02 |
| 12/14/2010 10:40 | N | H_HOLLOW_E_1 | 29.64 |
| 12/14/2010 10:40 | N | HHOLLOW4_E_1 | 29.64 |
| 12/14/2010 10:40 | N | R_LH2SES_1 | 29.92 |
| 12/14/2010 10:40 | N | R_PB2SES_1 | 29.6 |
| 12/14/2010 10:40 | N | R_PB2SES_2 | 29.6 |
| 12/14/2010 10:40 | N | R_PB2SES_3 | 29.6 |
| 12/14/2010 10:40 | N | R_PB2SES_4 | 29.6 |
| 12/14/2010 10:40 | N | R_PB2SES_5 | 29.6 |
| 12/14/2010 10:40 | N | PENA_KZ | 25.93 |
| 12/14/2010 10:40 | N | EB_PENA_UN3 | 25.93 |
| 12/14/2010 10:40 | N | AUTO_EPS_390 | 30 |
| 12/14/2010 10:45 | N | DC_ROAD_L_B | 25.52 |
| 12/14/2010 10:45 | N | DC_EGPS_L_A | 26.5 |
| 12/14/2010 10:45 | N | H_HOLLOW_E_1 | 28.95 |
| 12/14/2010 10:45 | N | HHOLLOW4_E_1 | 28.95 |
| 12/14/2010 10:45 | N | R_LH2SES_1 | 29.21 |
| 12/14/2010 10:45 | N | R_PB2SES_1 | 28.91 |
| 12/14/2010 10:45 | N | R_PB2SES_2 | 28.91 |
| 12/14/2010 10:45 | N | R_PB2SES_3 | 28.91 |
| 12/14/2010 10:45 | N | R_PB2SES_4 | 28.91 |
| 12/14/2010 10:45 | N | R_PB2SES_5 | 28.91 |
| 12/14/2010 10:45 | N | PENA_KZ | 25.49 |
| 12/14/2010 10:45 | N | EB_PENA_UN3 | 25.49 |
| 12/14/2010 10:45 | N | AUTO_EPS_390 | 29.28 |
| 12/14/2010 10:50 | N | DC_ROAD_L_B | 25.48 |
| 12/14/2010 10:50 | N | DC_EGPS_L_A | 26.32 |
| 12/14/2010 10:50 | N | H_HOLLOW_E_1 | 28.41 |
| 12/14/2010 10:50 | N | HHOLLOW4_E_1 | 28.41 |
| 12/14/2010 10:50 | N | R_LH2SES_1 | 28.64 |
| 12/14/2010 10:50 | N | R_PB2SES_1 | 28.38 |
| 12/14/2010 10:50 | N | R_PB2SES_2 | 28.38 |
| 12/14/2010 10:50 | N | R_PB2SES_3 | 28.38 |
| 12/14/2010 10:50 | N | R_PB2SES_4 | 28.38 |
| 12/14/2010 10:50 | N | R_PB2SES_5 | 28.38 |
| 12/14/2010 10:50 | N | PENA_KZ | 25.45 |
| 12/14/2010 10:50 | N | EB_PENA_UN3 | 25.45 |
| 12/14/2010 10:50 | N | AUTO_EPS_390 | 28.7 |
| 12/14/2010 10:55 | N | DC_ROAD_L_B | 25.43 |
| 12/14/2010 10:55 | N | DC_EGPS_L_A | 26.35 |
| 12/14/2010 10:55 | N | H_HOLLOW_E_1 | 28.64 |
| 12/14/2010 10:55 | N | HHOLLOW4_E_1 | 28.64 |

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| 12/14/2010 10:55 | N | R_LH2SES_1 | 28.88 |
| 12/14/2010 10:55 | N | R_PB2SES_1 | 28.61 |
| 12/14/2010 10:55 | N | R_PB2SES_2 | 28.61 |
| 12/14/2010 10:55 | N | R_PB2SES_3 | 28.61 |
| 12/14/2010 10:55 | N | R_PB2SES_4 | 28.61 |
| 12/14/2010 10:55 | N | R_PB2SES_5 | 28.61 |
| 12/14/2010 10:55 | N | PENA_KZ | 25.4 |
| 12/14/2010 10:55 | N | EB_PENA_UN3 | 25.4 |
| 12/14/2010 10:55 | N | AUTO_EPS_390 | 28.96 |
| 12/14/2010 11:00 | N | DC_ROAD_L_B | 25.25 |
| 12/14/2010 11:00 | N | DC_EGPS_L_A | 26.02 |
| 12/14/2010 11:00 | N | H_HOLLOW_E_1 | 27.92 |
| 12/14/2010 11:00 | N | HHOLLOW4_E_1 | 27.92 |
| 12/14/2010 11:00 | N | R_LH2SES_1 | 28.13 |
| 12/14/2010 11:00 | N | R_PB2SES_1 | 27.9 |
| 12/14/2010 11:00 | N | R_PB2SES_2 | 27.9 |
| 12/14/2010 11:00 | N | R_PB2SES_3 | 27.9 |
| 12/14/2010 11:00 | N | R_PB2SES_4 | 27.9 |
| 12/14/2010 11:00 | N | R_PB2SES_5 | 27.9 |
| 12/14/2010 11:00 | N | PENA_KZ | 25.22 |
| 12/14/2010 11:00 | N | EB_PENA_UN3 | 25.22 |
| 12/14/2010 11:00 | N | AUTO_EPS_390 | 28.19 |
| 12/14/2010 11:05 | N | DC_ROAD_L_B | 25.25 |
| 12/14/2010 11:05 | N | DC_EGPS_L_A | 26 |
| 12/14/2010 11:05 | N | H_HOLLOW_E_1 | 27.86 |
| 12/14/2010 11:05 | N | HHOLLOW4_E_1 | 27.86 |
| 12/14/2010 11:05 | N | R_LH2SES_1 | 28.06 |
| 12/14/2010 11:05 | N | PENA_KZ | 25.23 |
| 12/14/2010 11:05 | N | EB_PENA_UN3 | 25.23 |
| 12/14/2010 11:05 | N | AUTO_EPS_390 | 28.11 |
| 12/14/2010 11:10 | N | DC_ROAD_L_B | 25.16 |
| 12/14/2010 11:10 | N | DC_EGPS_L_A | 25.92 |
| 12/14/2010 11:10 | N | H_HOLLOW_E_1 | 27.79 |
| 12/14/2010 11:10 | N | HHOLLOW4_E_1 | 27.79 |
| 12/14/2010 11:10 | N | R_LH2SES_1 | 27.99 |
| 12/14/2010 11:10 | N | PENA_KZ | 25.14 |
| 12/14/2010 11:10 | N | EB_PENA_UN3 | 25.14 |
| 12/14/2010 11:10 | N | AUTO_EPS_390 | 28.05 |
| 12/14/2010 11:15 | N | DC_ROAD_L_B | 25.16 |
| 12/14/2010 11:15 | N | DC_EGPS_L_A | 26.09 |
| 12/14/2010 11:15 | N | H_HOLLOW_E_1 | 28.4 |
| 12/14/2010 11:15 | N | HHOLLOW4_E_1 | 28.4 |
| 12/14/2010 11:15 | N | R_LH2SES_1 | 28.65 |
| 12/14/2010 11:15 | N | PENA_KZ | 25.14 |
| 12/14/2010 11:15 | N | EB_PENA_UN3 | 25.14 |
| 12/14/2010 11:15 | N | AUTO_EPS_390 | 28.72 |
| 12/14/2010 11:20 | N | DC_ROAD_L_B | 25.17 |

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| 12/14/2010 11:20 | N | DC_EGPS_L_A | 26.06 |
| 12/14/2010 11:20 | N | H_HOLLOW_E_1 | 28.28 |
| 12/14/2010 11:20 | N | HHOLLOW4_E_1 | 28.28 |
| 12/14/2010 11:20 | N | R_LH2SES_1 | 28.51 |
| 12/14/2010 11:20 | N | PENA_KZ | 25.14 |
| 12/14/2010 11:20 | N | EB_PENA_UN3 | 25.14 |
| 12/14/2010 11:20 | N | AUTO_EPS_390 | 28.58 |
| 12/14/2010 11:25 | N | DC_ROAD_L_B | 25.3 |
| 12/14/2010 11:25 | N | DC_EGPS_L_A | 26.29 |
| 12/14/2010 11:25 | N | H_HOLLOW_E_1 | 28.76 |
| 12/14/2010 11:25 | N | HHOLLOW4_E_1 | 28.76 |
| 12/14/2010 11:25 | N | R_LH2SES_1 | 29.02 |
| 12/14/2010 11:25 | N | PENA_KZ | 25.27 |
| 12/14/2010 11:25 | N | EB_PENA_UN3 | 25.27 |
| 12/14/2010 11:25 | N | AUTO_EPS_390 | 29.09 |
| 12/14/2010 11:30 | N | DC_ROAD_L_B | 25.13 |
| 12/14/2010 11:30 | N | DC_EGPS_L_A | 26.04 |
| 12/14/2010 11:30 | N | H_HOLLOW_E_1 | 28.3 |
| 12/14/2010 11:30 | N | HHOLLOW4_E_1 | 28.3 |
| 12/14/2010 11:30 | N | R_LH2SES_1 | 28.54 |
| 12/14/2010 11:30 | N | PENA_KZ | 25.1 |
| 12/14/2010 11:30 | N | EB_PENA_UN3 | 25.1 |
| 12/14/2010 11:30 | N | AUTO_EPS_390 | 28.61 |
| 12/14/2010 11:35 | N | DC_ROAD_L_B | 24.9 |
| 12/14/2010 11:35 | N | DC_EGPS_L_A | 25.72 |
| 12/14/2010 11:35 | N | H_HOLLOW_E_1 | 27.77 |
| 12/14/2010 11:35 | N | HHOLLOW4_E_1 | 27.77 |
| 12/14/2010 11:35 | N | R_LH2SES_1 | 27.98 |
| 12/14/2010 11:35 | N | PENA_KZ | 24.88 |
| 12/14/2010 11:35 | N | EB_PENA_UN3 | 24.88 |
| 12/14/2010 11:35 | N | AUTO_EPS_390 | 28.05 |
| 12/14/2010 11:40 | N | DC_ROAD_L_B | 24.82 |
| 12/14/2010 11:40 | N | DC_EGPS_L_A | 25.66 |
| 12/14/2010 11:40 | N | H_HOLLOW_E_1 | 27.77 |
| 12/14/2010 11:40 | N | HHOLLOW4_E_1 | 27.77 |
| 12/14/2010 11:40 | N | R_LH2SES_1 | 27.99 |
| 12/14/2010 11:40 | N | PENA_KZ | 24.79 |
| 12/14/2010 11:40 | N | EB_PENA_UN3 | 24.79 |
| 12/14/2010 11:40 | N | AUTO_EPS_390 | 28.05 |
| 12/14/2010 11:45 | N | DC_ROAD_L_B | 24.68 |
| 12/14/2010 11:45 | N | DC_EGPS_L_A | 25.69 |
| 12/14/2010 11:45 | N | H_HOLLOW_E_1 | 28.2 |
| 12/14/2010 11:45 | N | HHOLLOW4_E_1 | 28.2 |
| 12/14/2010 11:45 | N | R_LH2SES_1 | 28.47 |
| 12/14/2010 11:45 | N | PENA_KZ | 24.65 |
| 12/14/2010 11:45 | N | EB_PENA_UN3 | 24.65 |
| 12/14/2010 11:45 | N | AUTO_EPS_390 | 28.54 |

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| 12/14/2010 11:50 | N | DC_ROAD_L_B | 24.77 |
| 12/14/2010 11:50 | N | DC_EGPS_L_A | 25.74 |
| 12/14/2010 11:50 | N | H_HOLLOW_E_1 | 28.14 |
| 12/14/2010 11:50 | N | HHOLLOW4_E_1 | 28.14 |
| 12/14/2010 11:50 | N | R_LH2SES_1 | 28.4 |
| 12/14/2010 11:50 | N | PENA_KZ | 24.74 |
| 12/14/2010 11:50 | N | EB_PENA_UN3 | 24.74 |
| 12/14/2010 11:50 | N | AUTO_EPS_390 | 28.47 |
| 12/14/2010 11:55 | N | DC_ROAD_L_B | 24.88 |
| 12/14/2010 11:55 | N | DC_EGPS_L_A | 25.74 |
| 12/14/2010 11:55 | N | H_HOLLOW_E_1 | 27.87 |
| 12/14/2010 11:55 | N | HHOLLOW4_E_1 | 27.87 |
| 12/14/2010 11:55 | N | R_LH2SES_1 | 28.1 |
| 12/14/2010 11:55 | N | PENA_KZ | 24.86 |
| 12/14/2010 11:55 | N | EB_PENA_UN3 | 24.86 |
| 12/14/2010 11:55 | N | AUTO_EPS_390 | 28.16 |
| 12/14/2010 11:59 | N | DC_ROAD_L_B | 27.63 |
| 12/14/2010 11:59 | N | DC_EGPS_L_A | 27.75 |
| 12/14/2010 11:59 | N | H_HOLLOW_E_1 | 28.06 |
| 12/14/2010 11:59 | N | HHOLLOW4_E_1 | 28.06 |
| 12/14/2010 11:59 | N | R_LH2SES_1 | 28.09 |
| 12/14/2010 11:59 | N | PENA_KZ | 27.63 |
| 12/14/2010 11:59 | N | EB_PENA_UN3 | 27.63 |
| 12/14/2010 11:59 | N | AUTO_EPS_390 | 28.1 |
| 12/14/2010 12:00 | N | DC_ROAD_L_B | 27.74 |
| 12/14/2010 12:00 | N | DC_EGPS_L_A | 27.84 |
| 12/14/2010 12:00 | N | H_HOLLOW_E_1 | 28.08 |
| 12/14/2010 12:00 | N | HHOLLOW4_E_1 | 28.08 |
| 12/14/2010 12:00 | N | R_LH2SES_1 | 28.1 |
| 12/14/2010 12:00 | N | PENA_KZ | 27.74 |
| 12/14/2010 12:00 | N | EB_PENA_UN3 | 27.74 |
| 12/14/2010 12:00 | N | AUTO_EPS_390 | 28.11 |
| 12/14/2010 12:07 | N | DC_ROAD_L_B | 28.43 |
| 12/14/2010 12:07 | N | DC_EGPS_L_A | 28.8 |
| 12/14/2010 12:07 | N | H_HOLLOW_E_1 | 29.71 |
| 12/14/2010 12:07 | N | HHOLLOW4_E_1 | 29.71 |
| 12/14/2010 12:07 | N | R_LH2SES_1 | 29.81 |
| 12/14/2010 12:07 | N | PENA_KZ | 28.42 |
| 12/14/2010 12:07 | N | EB_PENA_UN3 | 28.42 |
| 12/14/2010 12:07 | N | AUTO_EPS_390 | 29.84 |
| 12/14/2010 14:45 | N | DC_ROAD_L_B | 19.01 |
| 12/14/2010 14:45 | N | DC_EGPS_L_A | 20.79 |
| 12/14/2010 14:45 | N | H_HOLLOW_E_1 | 25.15 |
| 12/14/2010 14:45 | N | HHOLLOW4_E_1 | 25.15 |
| 12/14/2010 14:45 | N | R_LH2SES_1 | 25.62 |
| 12/14/2010 14:45 | N | AUTO_EPS_390 | 25.75 |
| 12/14/2010 14:50 | N | DC_ROAD_L_B | 23.55 |

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| 12/14/2010 14:50 | N | DC_EGPS_L_A | 24.23 |
| 12/14/2010 14:50 | N | H_HOLLOW_E_1 | 25.89 |
| 12/14/2010 14:50 | N | HHOLLOW4_E_1 | 25.89 |
| 12/14/2010 14:50 | N | R_LH2SES_1 | 26.07 |
| 12/14/2010 14:50 | N | AUTO_EPS_390 | 26.12 |
| 12/14/2010 14:55 | N | DC_ROAD_L_B | 23.7 |
| 12/14/2010 14:55 | N | DC_EGPS_L_A | 24.3 |
| 12/14/2010 14:55 | N | H_HOLLOW_E_1 | 25.78 |
| 12/14/2010 14:55 | N | HHOLLOW4_E_1 | 25.78 |
| 12/14/2010 14:55 | N | R_LH2SES_1 | 25.94 |
| 12/14/2010 14:55 | N | AUTO_EPS_390 | 25.99 |
| 12/14/2010 15:00 | N | DC_ROAD_L_B | 23.74 |
| 12/14/2010 15:00 | N | DC_EGPS_L_A | 24.25 |
| 12/14/2010 15:00 | N | H_HOLLOW_E_1 | 25.51 |
| 12/14/2010 15:00 | N | HHOLLOW4_E_1 | 25.51 |
| 12/14/2010 15:00 | N | R_LH2SES_1 | 25.64 |
| 12/14/2010 15:00 | N | AUTO_EPS_390 | 25.68 |
| 12/14/2010 15:15 | N | DC_ROAD_L_B | 22.69 |
| 12/14/2010 15:15 | N | DC_EGPS_L_A | 22.92 |
| 12/14/2010 15:15 | N | H_HOLLOW_E_1 | 23.49 |
| 12/14/2010 15:15 | N | HHOLLOW4_E_1 | 23.49 |
| 12/14/2010 15:15 | N | R_LH2SES_1 | 23.55 |
| 12/14/2010 15:15 | N | AUTO_EPS_390 | 23.56 |
| 12/14/2010 15:20 | N | DC_ROAD_L_B | 22.19 |
| 12/14/2010 15:20 | N | DC_EGPS_L_A | 22.41 |
| 12/14/2010 15:20 | N | H_HOLLOW_E_1 | 22.93 |
| 12/14/2010 15:20 | N | HHOLLOW4_E_1 | 22.93 |
| 12/14/2010 15:20 | N | R_LH2SES_1 | 22.98 |
| 12/14/2010 15:20 | N | AUTO_EPS_390 | 23 |
| 12/14/2010 15:58 | N | DC_ROAD_L_B | 22.16 |
| 12/14/2010 15:58 | N | DC_EGPS_L_A | 22.19 |
| 12/14/2010 15:58 | N | H_HOLLOW_E_1 | 22.26 |
| 12/14/2010 15:58 | N | HHOLLOW4_E_1 | 22.26 |
| 12/14/2010 15:58 | N | R_LH2SES_1 | 22.27 |
| 12/14/2010 15:58 | N | AUTO_EPS_390 | 22.27 |
| 12/14/2010 16:00 | N | DC_ROAD_L_B | 22.12 |
| 12/14/2010 16:00 | N | DC_EGPS_L_A | 22.16 |
| 12/14/2010 16:00 | N | H_HOLLOW_E_1 | 22.24 |
| 12/14/2010 16:00 | N | HHOLLOW4_E_1 | 22.24 |
| 12/14/2010 16:00 | N | R_LH2SES_1 | 22.25 |
| 12/14/2010 16:00 | N | AUTO_EPS_390 | 22.25 |
| 12/14/2010 16:01 | N | DC_ROAD_L_B | 22.07 |
| 12/14/2010 16:01 | N | DC_EGPS_L_A | 22.1 |
| 12/14/2010 16:01 | N | H_HOLLOW_E_1 | 22.19 |
| 12/14/2010 16:01 | N | HHOLLOW4_E_1 | 22.19 |
| 12/14/2010 16:01 | N | R_LH2SES_1 | 22.2 |
| 12/14/2010 16:01 | N | AUTO_EPS_390 | 22.2 |

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| 12/14/2010 16:30 | N | DC_ROAD_L_B | 22.42 |
| 12/14/2010 16:30 | N | DC_EGPS_L_A | 22.52 |
| 12/14/2010 16:30 | N | H_HOLLOW_E_1 | 22.75 |
| 12/14/2010 16:30 | N | HHOLLOW4_E_1 | 22.75 |
| 12/14/2010 16:30 | N | R_LH2SES_1 | 22.78 |
| 12/14/2010 16:30 | N | AUTO_EPS_390 | 22.79 |
| 12/14/2010 16:50 | N | DC_ROAD_L_B | 23.43 |
| 12/14/2010 16:50 | N | H_HOLLOW_E_1 | 23.46 |
| 12/14/2010 16:50 | N | HHOLLOW4_E_1 | 23.46 |
| 12/14/2010 16:50 | N | R_LH2SES_1 | 23.46 |
| 12/14/2010 16:50 | N | AUTO_EPS_390 | 23.47 |
| 12/14/2010 16:55 | N | DC_ROAD_L_B | 22.21 |
| 12/14/2010 16:55 | N | DC_EGPS_L_A | 22.23 |
| 12/14/2010 16:55 | N | H_HOLLOW_E_1 | 22.29 |
| 12/14/2010 16:55 | N | HHOLLOW4_E_1 | 22.29 |
| 12/14/2010 16:55 | N | R_LH2SES_1 | 22.3 |
| 12/14/2010 16:55 | N | AUTO_EPS_390 | 22.3 |
| 12/14/2010 17:00 | N | DC_ROAD_L_B | 22.59 |
| 12/14/2010 17:00 | N | DC_EGPS_L_A | 22.78 |
| 12/14/2010 17:00 | N | H_HOLLOW_E_1 | 23.25 |
| 12/14/2010 17:00 | N | HHOLLOW4_E_1 | 23.25 |
| 12/14/2010 17:00 | N | R_LH2SES_1 | 23.3 |
| 12/14/2010 17:00 | N | AUTO_EPS_390 | 23.31 |
| 12/14/2010 17:05 | N | DC_ROAD_L_B | 22.86 |
| 12/14/2010 17:05 | N | DC_EGPS_L_A | 23.06 |
| 12/14/2010 17:05 | N | H_HOLLOW_E_1 | 23.53 |
| 12/14/2010 17:05 | N | HHOLLOW4_E_1 | 23.53 |
| 12/14/2010 17:05 | N | R_LH2SES_1 | 23.58 |
| 12/14/2010 17:05 | N | AUTO_EPS_390 | 23.59 |
| 12/14/2010 17:10 | N | DC_ROAD_L_B | 23.72 |
| 12/14/2010 17:10 | N | DC_EGPS_L_A | 24.28 |
| 12/14/2010 17:10 | N | H_HOLLOW_E_1 | 25.61 |
| 12/14/2010 17:10 | N | HHOLLOW4_E_1 | 25.61 |
| 12/14/2010 17:10 | N | R_LH2SES_1 | 25.75 |
| 12/14/2010 17:10 | N | AUTO_EPS_390 | 25.8 |
| 12/14/2010 17:15 | N | DC_ROAD_L_B | 23.84 |
| 12/14/2010 17:15 | N | DC_EGPS_L_A | 24.47 |
| 12/14/2010 17:15 | N | H_HOLLOW_E_1 | 25.97 |
| 12/14/2010 17:15 | N | HHOLLOW4_E_1 | 25.97 |
| 12/14/2010 17:15 | N | R_LH2SES_1 | 26.14 |
| 12/14/2010 17:15 | N | AUTO_EPS_390 | 26.19 |
| 12/14/2010 17:20 | N | DC_ROAD_L_B | 24.11 |
| 12/14/2010 17:20 | N | DC_EGPS_L_A | 24.82 |
| 12/14/2010 17:20 | N | H_HOLLOW_E_1 | 26.5 |
| 12/14/2010 17:20 | N | HHOLLOW4_E_1 | 26.5 |
| 12/14/2010 17:20 | N | R_LH2SES_1 | 26.69 |
| 12/14/2010 17:20 | N | AUTO_EPS_390 | 26.74 |

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| 12/14/2010 17:25 | N | DC_ROAD_L_B | 24.44 |
| 12/14/2010 17:25 | N | DC_EGPS_L_A | 25.26 |
| 12/14/2010 17:25 | N | H_HOLLOW_E_1 | 27.2 |
| 12/14/2010 17:25 | N | HHOLLOW4_E_1 | 27.2 |
| 12/14/2010 17:25 | N | R_LH2SES_1 | 27.41 |
| 12/14/2010 17:25 | N | AUTO_EPS_390 | 27.48 |
| 12/14/2010 17:30 | N | DC_ROAD_L_B | 24.71 |
| 12/14/2010 17:30 | N | DC_EGPS_L_A | 25.52 |
| 12/14/2010 17:30 | N | H_HOLLOW_E_1 | 27.45 |
| 12/14/2010 17:30 | N | HHOLLOW4_E_1 | 27.45 |
| 12/14/2010 17:30 | N | R_LH2SES_1 | 27.66 |
| 12/14/2010 17:30 | N | AUTO_EPS_390 | 27.73 |
| 12/14/2010 17:35 | N | DC_ROAD_L_B | 26.4 |
| 12/14/2010 17:35 | N | DC_EGPS_L_A | 26.89 |
| 12/14/2010 17:35 | N | H_HOLLOW_E_1 | 28.03 |
| 12/14/2010 17:35 | N | HHOLLOW4_E_1 | 28.03 |
| 12/14/2010 17:35 | N | R_LH2SES_1 | 28.16 |
| 12/14/2010 17:35 | N | AUTO_EPS_390 | 28.2 |
| 12/14/2010 17:40 | N | DC_ROAD_L_B | 27.35 |
| 12/14/2010 17:40 | N | DC_EGPS_L_A | 27.77 |
| 12/14/2010 17:40 | N | H_HOLLOW_E_1 | 28.78 |
| 12/14/2010 17:40 | N | HHOLLOW4_E_1 | 28.78 |
| 12/14/2010 17:40 | N | R_LH2SES_1 | 28.89 |
| 12/14/2010 17:40 | N | AUTO_EPS_390 | 28.93 |
| 12/14/2010 17:42 | N | DC_ROAD_L_B | 25.85 |
| 12/14/2010 17:42 | N | DC_EGPS_L_A | 26.8 |
| 12/14/2010 17:42 | N | H_HOLLOW_E_1 | 29.05 |
| 12/14/2010 17:42 | N | HHOLLOW4_E_1 | 29.05 |
| 12/14/2010 17:42 | N | R_LH2SES_1 | 29.3 |
| 12/14/2010 17:42 | N | AUTO_EPS_390 | 29.37 |
| 12/14/2010 17:43 | N | DC_ROAD_L_B | 25.82 |
| 12/14/2010 17:43 | N | DC_EGPS_L_A | 26.77 |
| 12/14/2010 17:43 | N | H_HOLLOW_E_1 | 29.02 |
| 12/14/2010 17:43 | N | HHOLLOW4_E_1 | 29.02 |
| 12/14/2010 17:43 | N | R_LH2SES_1 | 29.26 |
| 12/14/2010 17:43 | N | AUTO_EPS_390 | 29.34 |
| 12/14/2010 17:45 | N | DC_ROAD_L_B | 26.4 |
| 12/14/2010 17:45 | N | DC_EGPS_L_A | 27.37 |
| 12/14/2010 17:45 | N | H_HOLLOW_E_1 | 29.66 |
| 12/14/2010 17:45 | N | HHOLLOW4_E_1 | 29.66 |
| 12/14/2010 17:45 | N | R_LH2SES_1 | 29.91 |
| 12/14/2010 17:45 | N | AUTO_EPS_390 | 29.98 |
| 12/14/2010 17:50 | N | DC_ROAD_L_B | 27.4 |
| 12/14/2010 17:50 | N | DC_EGPS_L_A | 28.22 |
| 12/14/2010 17:50 | N | H_HOLLOW_E_1 | 30.14 |
| 12/14/2010 17:50 | N | HHOLLOW4_E_1 | 30.14 |
| 12/14/2010 17:50 | N | R_LH2SES_1 | 30.34 |

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| 12/14/2010 17:50 | N | AUTO_EPS_390 | 30.41 |
| 12/14/2010 18:05 | N | DC_ROAD_L_B | 29.12 |
| 12/14/2010 18:05 | N | DC_EGPS_L_A | 29.2 |
| 12/14/2010 18:05 | N | H_HOLLOW_E_1 | 29.38 |
| 12/14/2010 18:05 | N | HHOLLOW4_E_1 | 29.38 |
| 12/14/2010 18:05 | N | R_LH2SES_1 | 29.4 |
| 12/14/2010 18:05 | N | AUTO_EPS_390 | 29.41 |
| 12/14/2010 18:10 | N | DC_ROAD_L_B | 28.95 |
| 12/14/2010 18:10 | N | DC_EGPS_L_A | 29.23 |
| 12/14/2010 18:10 | N | H_HOLLOW_E_1 | 29.9 |
| 12/14/2010 18:10 | N | HHOLLOW4_E_1 | 29.9 |
| 12/14/2010 18:10 | N | R_LH2SES_1 | 29.97 |
| 12/14/2010 18:10 | N | AUTO_EPS_390 | 29.99 |
| 12/14/2010 18:12 | N | DC_ROAD_L_B | 29.12 |
| 12/14/2010 18:12 | N | DC_EGPS_L_A | 23.42 |
| 12/14/2010 18:12 | N | H_HOLLOW_E_1 | 0.32 |
| 12/14/2010 18:12 | N | HHOLLOW4_E_1 | 0.32 |
| 12/14/2010 18:12 | N | R_LH2SES_1 | 31.76 |
| 12/14/2010 18:12 | N | AUTO_EPS_390 | 31.67 |
| 12/14/2010 18:15 | N | DC_ROAD_L_B | 28.99 |
| 12/14/2010 18:15 | N | DC_EGPS_L_A | 23.37 |
| 12/14/2010 18:15 | N | H_HOLLOW_E_1 | 0.23 |
| 12/14/2010 18:15 | N | HHOLLOW4_E_1 | 0.23 |
| 12/14/2010 18:15 | N | R_LH2SES_1 | 32.33 |
| 12/14/2010 18:15 | N | AUTO_EPS_390 | 32.25 |
| 12/14/2010 18:20 | N | DC_ROAD_L_B | 30.56 |
| 12/14/2010 18:20 | N | DC_EGPS_L_A | 24.5 |
| 12/14/2010 18:20 | N | H_HOLLOW_E_1 | -0.19 |
| 12/14/2010 18:20 | N | HHOLLOW4_E_1 | -0.19 |
| 12/14/2010 18:20 | N | R_LH2SES_1 | 33.39 |
| 12/14/2010 18:20 | N | AUTO_EPS_390 | 33.29 |
| 12/14/2010 18:22 | N | DC_ROAD_L_B | 29.66 |
| 12/14/2010 18:22 | N | DC_EGPS_L_A | 23.81 |
| 12/14/2010 18:22 | N | H_HOLLOW_E_1 | -0.37 |
| 12/14/2010 18:22 | N | HHOLLOW4_E_1 | -0.37 |
| 12/14/2010 18:22 | N | R_LH2SES_1 | 33.17 |
| 12/14/2010 18:22 | N | AUTO_EPS_390 | 33.09 |
| 12/14/2010 18:22 | N | DC_ROAD_L_B | 29.43 |
| 12/14/2010 18:22 | N | DC_EGPS_L_A | 23.6 |
| 12/14/2010 18:22 | N | H_HOLLOW_E_1 | -0.37 |
| 12/14/2010 18:22 | N | HHOLLOW4_E_1 | -0.37 |
| 12/14/2010 18:22 | N | R_LH2SES_1 | 32.48 |
| 12/14/2010 18:22 | N | AUTO_EPS_390 | 32.39 |
| 12/14/2010 18:23 | N | DC_ROAD_L_B | 31.63 |
| 12/14/2010 18:23 | N | DC_EGPS_L_A | 25.3 |
| 12/14/2010 18:23 | N | H_HOLLOW_E_1 | -0.35 |
| 12/14/2010 18:23 | N | HHOLLOW4_E_1 | -0.35 |

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| 12/14/2010 18:23 | N | R_LH2SES_1 | 34.04 |
| 12/14/2010 18:23 | N | AUTO_EPS_390 | 33.93 |
| 12/14/2010 18:24 | N | DC_ROAD_L_B | 32.21 |
| 12/14/2010 18:24 | N | DC_EGPS_L_A | 25.77 |
| 12/14/2010 18:24 | N | H_HOLLOW_E_1 | -0.36 |
| 12/14/2010 18:24 | N | HHOLLOW4_E_1 | -0.36 |
| 12/14/2010 18:24 | N | R_LH2SES_1 | 34.69 |
| 12/14/2010 18:24 | N | AUTO_EPS_390 | 34.58 |
| 12/14/2010 18:25 | N | DC_ROAD_L_B | 32.16 |
| 12/14/2010 18:25 | N | DC_EGPS_L_A | 25.57 |
| 12/14/2010 18:25 | N | H_HOLLOW_E_1 | -1.11 |
| 12/14/2010 18:25 | N | HHOLLOW4_E_1 | -1.11 |
| 12/14/2010 18:25 | N | R_LH2SES_1 | 34.61 |
| 12/14/2010 18:25 | N | AUTO_EPS_390 | 34.49 |
| 12/14/2010 18:30 | N | DC_ROAD_L_B | 32.3 |
| 12/14/2010 18:30 | N | DC_EGPS_L_A | 25.67 |
| 12/14/2010 18:30 | N | H_HOLLOW_E_1 | -1.12 |
| 12/14/2010 18:30 | N | HHOLLOW4_E_1 | -1.12 |
| 12/14/2010 18:30 | N | R_LH2SES_1 | 34.67 |
| 12/14/2010 18:30 | N | AUTO_EPS_390 | 34.55 |
| 12/14/2010 18:35 | N | DC_ROAD_L_B | 30.95 |
| 12/14/2010 18:35 | N | DC_EGPS_L_A | 24.75 |
| 12/14/2010 18:35 | N | H_HOLLOW_E_1 | -0.25 |
| 12/14/2010 18:35 | N | HHOLLOW4_E_1 | -0.25 |
| 12/14/2010 18:35 | N | R_LH2SES_1 | 33.17 |
| 12/14/2010 18:35 | N | AUTO_EPS_390 | 33.06 |
| 12/14/2010 18:35 | N | SWEETWND_1 | -1.09 |
| 12/14/2010 18:35 | N | TGW_KT | 31.01 |
| 12/14/2010 18:40 | N | DC_ROAD_L_B | 30.61 |
| 12/14/2010 18:40 | N | DC_EGPS_L_A | 24.46 |
| 12/14/2010 18:40 | N | H_HOLLOW_E_1 | -0.32 |
| 12/14/2010 18:40 | N | HHOLLOW4_E_1 | -0.32 |
| 12/14/2010 18:40 | N | R_LH2SES_1 | 32.81 |
| 12/14/2010 18:40 | N | AUTO_EPS_390 | 32.7 |
| 12/14/2010 18:40 | N | TGW_KT | 30.67 |
| 12/14/2010 18:40 | N | DC_ROAD_L_B | 30.62 |
| 12/14/2010 18:40 | N | DC_EGPS_L_A | 24.46 |
| 12/14/2010 18:40 | N | H_HOLLOW_E_1 | -0.31 |
| 12/14/2010 18:40 | N | HHOLLOW4_E_1 | -0.31 |
| 12/14/2010 18:40 | N | R_LH2SES_1 | 32.81 |
| 12/14/2010 18:40 | N | AUTO_EPS_390 | 32.7 |
| 12/14/2010 18:40 | N | TGW_KT | 30.67 |
| 12/14/2010 18:45 | N | DC_ROAD_L_B | 31.03 |
| 12/14/2010 18:45 | N | DC_EGPS_L_A | 24.66 |
| 12/14/2010 18:45 | N | H_HOLLOW_E_1 | -1.07 |
| 12/14/2010 18:45 | N | HHOLLOW4_E_1 | -1.07 |
| 12/14/2010 18:45 | N | R_LH2SES_1 | 33.3 |

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| 12/14/2010 18:45 | N | AUTO_EPS_390 | 33.19 |
| 12/14/2010 18:45 | N | TGW_KT | 31.09 |
| 12/14/2010 18:50 | N | DC_ROAD_L_B | 30.49 |
| 12/14/2010 18:50 | N | DC_EGPS_L_A | 24.25 |
| 12/14/2010 18:50 | N | H_HOLLOW_E_1 | -1.05 |
| 12/14/2010 18:50 | N | HHOLLOW4_E_1 | -1.05 |
| 12/14/2010 18:50 | N | R_LH2SES_1 | 32.72 |
| 12/14/2010 18:50 | N | AUTO_EPS_390 | 32.61 |
| 12/14/2010 18:50 | N | TGW_KT | 30.55 |
| 12/14/2010 18:55 | N | DC_ROAD_L_B | 29.79 |
| 12/14/2010 18:55 | N | DC_EGPS_L_A | 23.82 |
| 12/14/2010 18:55 | N | H_HOLLOW_E_1 | -0.37 |
| 12/14/2010 18:55 | N | HHOLLOW4_E_1 | -0.37 |
| 12/14/2010 18:55 | N | R_LH2SES_1 | 31.92 |
| 12/14/2010 18:55 | N | AUTO_EPS_390 | 31.81 |
| 12/14/2010 18:55 | N | TGW_KT | 29.84 |
| 12/14/2010 19:00 | N | DC_ROAD_L_B | 29.52 |
| 12/14/2010 19:00 | N | DC_EGPS_L_A | 23.17 |
| 12/14/2010 19:00 | N | H_HOLLOW_E_1 | -2.66 |
| 12/14/2010 19:00 | N | HHOLLOW4_E_1 | -2.66 |
| 12/14/2010 19:00 | N | R_LH2SES_1 | 31.79 |
| 12/14/2010 19:00 | N | AUTO_EPS_390 | 31.68 |
| 12/14/2010 19:00 | N | TGW_KT | 29.58 |
| 12/14/2010 19:05 | N | DC_ROAD_L_B | 29.51 |
| 12/14/2010 19:05 | N | DC_EGPS_L_A | 22.79 |
| 12/14/2010 19:05 | N | H_HOLLOW_E_1 | -4.52 |
| 12/14/2010 19:05 | N | HHOLLOW4_E_1 | -4.52 |
| 12/14/2010 19:05 | N | R_LH2SES_1 | 31.91 |
| 12/14/2010 19:05 | N | AUTO_EPS_390 | 31.79 |
| 12/14/2010 19:05 | N | TGW_KT | 29.57 |
| 12/14/2010 19:10 | N | DC_ROAD_L_B | 29.5 |
| 12/14/2010 19:10 | N | DC_EGPS_L_A | 23.14 |
| 12/14/2010 19:10 | N | H_HOLLOW_E_1 | -2.84 |
| 12/14/2010 19:10 | N | HHOLLOW4_E_1 | -2.84 |
| 12/14/2010 19:10 | N | R_LH2SES_1 | 31.78 |
| 12/14/2010 19:10 | N | AUTO_EPS_390 | 31.67 |
| 12/14/2010 19:10 | N | TGW_KT | 29.56 |
| 12/14/2010 19:12 | N | DC_ROAD_L_B | 29.24 |
| 12/14/2010 19:12 | N | DC_EGPS_L_A | 22.93 |
| 12/14/2010 19:12 | N | H_HOLLOW_E_1 | -2.84 |
| 12/14/2010 19:12 | N | HHOLLOW4_E_1 | -2.84 |
| 12/14/2010 19:12 | N | R_LH2SES_1 | 31.5 |
| 12/14/2010 19:12 | N | AUTO_EPS_390 | 31.39 |
| 12/14/2010 19:12 | N | TGW_KT | 29.3 |
| 12/14/2010 19:14 | N | DC_ROAD_L_B | 30.14 |
| 12/14/2010 19:14 | N | DC_EGPS_L_A | 23.65 |
| 12/14/2010 19:14 | N | H_HOLLOW_E_1 | -2.83 |

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| 12/14/2010 19:14 | N | HHOLLOW4_E_1 | -2.83 |
| 12/14/2010 19:14 | N | R_LH2SES_1 | 32.47 |
| 12/14/2010 19:14 | N | AUTO_EPS_390 | 32.35 |
| 12/14/2010 19:14 | N | TGW_KT | 30.2 |
| 12/14/2010 19:15 | N | DC_ROAD_L_B | 30.01 |
| 12/14/2010 19:15 | N | DC_EGPS_L_A | 23.21 |
| 12/14/2010 19:15 | N | H_HOLLOW_E_1 | -4.55 |
| 12/14/2010 19:15 | N | HHOLLOW4_E_1 | -4.55 |
| 12/14/2010 19:15 | N | R_LH2SES_1 | 32.45 |
| 12/14/2010 19:15 | N | AUTO_EPS_390 | 32.32 |
| 12/14/2010 19:15 | N | TGW_KT | 30.07 |
| 12/14/2010 19:20 | N | DC_ROAD_L_B | 28.55 |
| 12/14/2010 19:20 | N | DC_EGPS_L_A | 22.37 |
| 12/14/2010 19:20 | N | H_HOLLOW_E_1 | -2.67 |
| 12/14/2010 19:20 | N | HHOLLOW4_E_1 | -2.67 |
| 12/14/2010 19:20 | N | R_LH2SES_1 | 30.76 |
| 12/14/2010 19:20 | N | AUTO_EPS_390 | 30.65 |
| 12/14/2010 19:20 | N | TGW_KT | 28.61 |
| 12/14/2010 19:24 | N | DC_ROAD_L_B | 28.55 |
| 12/14/2010 19:24 | N | DC_EGPS_L_A | 22.34 |
| 12/14/2010 19:24 | N | H_HOLLOW_E_1 | -2.84 |
| 12/14/2010 19:24 | N | HHOLLOW4_E_1 | -2.84 |
| 12/14/2010 19:24 | N | R_LH2SES_1 | 30.77 |
| 12/14/2010 19:24 | N | R_PB2SES_1 | -3.1 |
| 12/14/2010 19:24 | N | R_PB2SES_2 | -3.1 |
| 12/14/2010 19:24 | N | R_PB2SES_3 | -3.1 |
| 12/14/2010 19:24 | N | R_PB2SES_4 | -3.1 |
| 12/14/2010 19:24 | N | R_PB2SES_5 | -3.1 |
| 12/14/2010 19:24 | N | AUTO_EPS_390 | 30.65 |
| 12/14/2010 19:24 | N | TGW_KT | 28.61 |
| 12/14/2010 19:25 | N | DC_ROAD_L_B | 28.89 |
| 12/14/2010 19:25 | N | DC_EGPS_L_A | 22.61 |
| 12/14/2010 19:25 | N | H_HOLLOW_E_1 | -2.84 |
| 12/14/2010 19:25 | N | HHOLLOW4_E_1 | -2.84 |
| 12/14/2010 19:25 | N | R_LH2SES_1 | 31.13 |
| 12/14/2010 19:25 | N | R_PB2SES_1 | -3.1 |
| 12/14/2010 19:25 | N | R_PB2SES_2 | -3.1 |
| 12/14/2010 19:25 | N | R_PB2SES_3 | -3.1 |
| 12/14/2010 19:25 | N | R_PB2SES_4 | -3.1 |
| 12/14/2010 19:25 | N | R_PB2SES_5 | -3.1 |
| 12/14/2010 19:25 | N | AUTO_EPS_390 | 31.02 |
| 12/14/2010 19:25 | N | TGW_KT | 28.95 |
| 12/14/2010 19:30 | N | DC_ROAD_L_B | 28.53 |
| 12/14/2010 19:30 | N | DC_EGPS_L_A | 22.35 |
| 12/14/2010 19:30 | N | H_HOLLOW_E_1 | -2.67 |
| 12/14/2010 19:30 | N | HHOLLOW4_E_1 | -2.67 |
| 12/14/2010 19:30 | N | R_LH2SES_1 | 30.73 |

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|---|---|---|---|
| 12/14/2010 19:30 | N | R_PB2SES_1 | -2.93 |
| 12/14/2010 19:30 | N | R_PB2SES_2 | -2.93 |
| 12/14/2010 19:30 | N | R_PB2SES_3 | -2.93 |
| 12/14/2010 19:30 | N | R_PB2SES_4 | -2.93 |
| 12/14/2010 19:30 | N | R_PB2SES_5 | -2.93 |
| 12/14/2010 19:30 | N | AUTO_EPS_390 | 30.62 |
| 12/14/2010 19:30 | N | TGW_KT | 28.58 |
| 12/14/2010 19:35 | N | DC_ROAD_L_B | 28.55 |
| 12/14/2010 19:35 | N | DC_EGPS_L_A | 22.34 |
| 12/14/2010 19:35 | N | H_HOLLOW_E_1 | -2.84 |
| 12/14/2010 19:35 | N | HHOLLOW4_E_1 | -2.84 |
| 12/14/2010 19:35 | N | R_LH2SES_1 | 30.77 |
| 12/14/2010 19:35 | N | R_PB2SES_1 | -3.1 |
| 12/14/2010 19:35 | N | R_PB2SES_2 | -3.1 |
| 12/14/2010 19:35 | N | R_PB2SES_3 | -3.1 |
| 12/14/2010 19:35 | N | R_PB2SES_4 | -3.1 |
| 12/14/2010 19:35 | N | R_PB2SES_5 | -3.1 |
| 12/14/2010 19:35 | N | AUTO_EPS_390 | 30.66 |
| 12/14/2010 19:35 | N | TGW_KT | 28.61 |
| 12/14/2010 19:40 | N | DC_ROAD_L_B | 28.31 |
| 12/14/2010 19:40 | N | DC_EGPS_L_A | 22.14 |
| 12/14/2010 19:40 | N | H_HOLLOW_E_1 | -2.84 |
| 12/14/2010 19:40 | N | HHOLLOW4_E_1 | -2.84 |
| 12/14/2010 19:40 | N | R_LH2SES_1 | 30.5 |
| 12/14/2010 19:40 | N | R_PB2SES_1 | -3.1 |
| 12/14/2010 19:40 | N | R_PB2SES_2 | -3.1 |
| 12/14/2010 19:40 | N | R_PB2SES_3 | -3.1 |
| 12/14/2010 19:40 | N | R_PB2SES_4 | -3.1 |
| 12/14/2010 19:40 | N | R_PB2SES_5 | -3.1 |
| 12/14/2010 19:40 | N | AUTO_EPS_390 | 30.39 |
| 12/14/2010 19:40 | N | TGW_KT | 28.36 |
| 12/14/2010 19:45 | N | DC_ROAD_L_B | 28.05 |
| 12/14/2010 19:45 | N | DC_EGPS_L_A | 21.62 |
| 12/14/2010 19:45 | N | H_HOLLOW_E_1 | -4.46 |
| 12/14/2010 19:45 | N | HHOLLOW4_E_1 | -4.46 |
| 12/14/2010 19:45 | N | R_LH2SES_1 | 30.35 |
| 12/14/2010 19:45 | N | R_PB2SES_1 | -4.72 |
| 12/14/2010 19:45 | N | R_PB2SES_2 | -4.72 |
| 12/14/2010 19:45 | N | R_PB2SES_3 | -4.72 |
| 12/14/2010 19:45 | N | R_PB2SES_4 | -4.72 |
| 12/14/2010 19:45 | N | R_PB2SES_5 | -4.72 |
| 12/14/2010 19:45 | N | AUTO_EPS_390 | 30.23 |
| 12/14/2010 19:45 | N | TGW_KT | 28.11 |
| 12/14/2010 19:50 | N | DC_ROAD_L_B | 27.75 |
| 12/14/2010 19:50 | N | DC_EGPS_L_A | 21.7 |
| 12/14/2010 19:50 | N | H_HOLLOW_E_1 | -2.84 |
| 12/14/2010 19:50 | N | HHOLLOW4_E_1 | -2.84 |

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|---|---|---|---|
| 12/14/2010 19:50 | N | R_LH2SES_1 | 29.91 |
| 12/14/2010 19:50 | N | R_PB2SES_1 | -3.1 |
| 12/14/2010 19:50 | N | R_PB2SES_2 | -3.1 |
| 12/14/2010 19:50 | N | R_PB2SES_3 | -3.1 |
| 12/14/2010 19:50 | N | R_PB2SES_4 | -3.1 |
| 12/14/2010 19:50 | N | R_PB2SES_5 | -3.1 |
| 12/14/2010 19:50 | N | AUTO_EPS_390 | 29.8 |
| 12/14/2010 19:50 | N | TGW_KT | 27.81 |
| 12/14/2010 19:55 | N | DC_ROAD_L_B | 27.49 |
| 12/14/2010 19:55 | N | DC_EGPS_L_A | 21.49 |
| 12/14/2010 19:55 | N | H_HOLLOW_E_1 | -2.85 |
| 12/14/2010 19:55 | N | HHOLLOW4_E_1 | -2.85 |
| 12/14/2010 19:55 | N | R_LH2SES_1 | 29.63 |
| 12/14/2010 19:55 | N | R_PB2SES_1 | -3.1 |
| 12/14/2010 19:55 | N | R_PB2SES_2 | -3.1 |
| 12/14/2010 19:55 | N | R_PB2SES_3 | -3.1 |
| 12/14/2010 19:55 | N | R_PB2SES_4 | -3.1 |
| 12/14/2010 19:55 | N | R_PB2SES_5 | -3.1 |
| 12/14/2010 19:55 | N | AUTO_EPS_390 | 29.53 |
| 12/14/2010 19:55 | N | TGW_KT | 27.55 |
| 12/14/2010 19:57 | N | DC_ROAD_L_B | 27.75 |
| 12/14/2010 19:57 | N | DC_EGPS_L_A | 21.69 |
| 12/14/2010 19:57 | N | H_HOLLOW_E_1 | -2.85 |
| 12/14/2010 19:57 | N | HHOLLOW4_E_1 | -2.85 |
| 12/14/2010 19:57 | N | R_LH2SES_1 | 29.91 |
| 12/14/2010 19:57 | N | R_PB2SES_1 | -3.1 |
| 12/14/2010 19:57 | N | R_PB2SES_2 | -3.1 |
| 12/14/2010 19:57 | N | R_PB2SES_3 | -3.1 |
| 12/14/2010 19:57 | N | R_PB2SES_4 | -3.1 |
| 12/14/2010 19:57 | N | R_PB2SES_5 | -3.1 |
| 12/14/2010 19:57 | N | AUTO_EPS_390 | 29.8 |
| 12/14/2010 19:57 | N | TGW_KT | 27.8 |
| 12/14/2010 20:00 | N | DC_ROAD_L_B | 27.97 |
| 12/14/2010 20:00 | N | DC_EGPS_L_A | 21.87 |
| 12/14/2010 20:00 | N | H_HOLLOW_E_1 | -2.84 |
| 12/14/2010 20:00 | N | HHOLLOW4_E_1 | -2.84 |
| 12/14/2010 20:00 | N | R_LH2SES_1 | 30.14 |
| 12/14/2010 20:00 | N | R_PB2SES_1 | -3.1 |
| 12/14/2010 20:00 | N | R_PB2SES_2 | -3.1 |
| 12/14/2010 20:00 | N | R_PB2SES_3 | -3.1 |
| 12/14/2010 20:00 | N | R_PB2SES_4 | -3.1 |
| 12/14/2010 20:00 | N | R_PB2SES_5 | -3.1 |
| 12/14/2010 20:00 | N | AUTO_EPS_390 | 30.03 |
| 12/14/2010 20:00 | N | TGW_KT | 28.02 |
| 12/14/2010 20:02 | N | DC_ROAD_L_B | 28.51 |
| 12/14/2010 20:02 | N | DC_EGPS_L_A | 22.3 |
| 12/14/2010 20:02 | N | H_HOLLOW_E_1 | -2.84 |

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| 12/14/2010 20:02 | N | HHOLLOW4_E_1 | -2.84 |
| 12/14/2010 20:02 | N | R_LH2SES_1 | 30.72 |
| 12/14/2010 20:02 | N | R_PB2SES_1 | -3.1 |
| 12/14/2010 20:02 | N | R_PB2SES_2 | -3.1 |
| 12/14/2010 20:02 | N | R_PB2SES_3 | -3.1 |
| 12/14/2010 20:02 | N | R_PB2SES_4 | -3.1 |
| 12/14/2010 20:02 | N | R_PB2SES_5 | -3.1 |
| 12/14/2010 20:02 | N | AUTO_EPS_390 | 30.61 |
| 12/14/2010 20:02 | N | TGW_KT | 28.56 |
| 12/14/2010 20:05 | N | DC_ROAD_L_B | 28.84 |
| 12/14/2010 20:05 | N | DC_EGPS_L_A | 22.57 |
| 12/14/2010 20:05 | N | H_HOLLOW_E_1 | -2.84 |
| 12/14/2010 20:05 | N | HHOLLOW4_E_1 | -2.84 |
| 12/14/2010 20:05 | N | R_LH2SES_1 | 31.08 |
| 12/14/2010 20:05 | N | R_PB2SES_1 | -3.1 |
| 12/14/2010 20:05 | N | R_PB2SES_2 | -3.1 |
| 12/14/2010 20:05 | N | R_PB2SES_3 | -3.1 |
| 12/14/2010 20:05 | N | R_PB2SES_4 | -3.1 |
| 12/14/2010 20:05 | N | R_PB2SES_5 | -3.1 |
| 12/14/2010 20:05 | N | AUTO_EPS_390 | 30.96 |
| 12/14/2010 20:05 | N | TGW_KT | 28.9 |
| 12/14/2010 20:09 | N | DC_ROAD_L_B | 29.12 |
| 12/14/2010 20:09 | N | DC_EGPS_L_A | 22.82 |
| 12/14/2010 20:09 | N | H_HOLLOW_E_1 | -2.84 |
| 12/14/2010 20:09 | N | HHOLLOW4_E_1 | -2.84 |
| 12/14/2010 20:09 | N | R_LH2SES_1 | 31.38 |
| 12/14/2010 20:09 | N | R_PB2SES_1 | -3.1 |
| 12/14/2010 20:09 | N | R_PB2SES_2 | -3.1 |
| 12/14/2010 20:09 | N | R_PB2SES_3 | -3.1 |
| 12/14/2010 20:09 | N | R_PB2SES_4 | -3.1 |
| 12/14/2010 20:09 | N | R_PB2SES_5 | -3.1 |
| 12/14/2010 20:09 | N | AUTO_EPS_390 | 31.27 |
| 12/14/2010 20:09 | N | TGW_KT | 29.18 |
| 12/14/2010 20:10 | N | DC_ROAD_L_B | 29.56 |
| 12/14/2010 20:10 | N | DC_EGPS_L_A | 23.16 |
| 12/14/2010 20:10 | N | H_HOLLOW_E_1 | -2.84 |
| 12/14/2010 20:10 | N | HHOLLOW4_E_1 | -2.84 |
| 12/14/2010 20:10 | N | R_LH2SES_1 | 31.84 |
| 12/14/2010 20:10 | N | R_PB2SES_1 | -3.1 |
| 12/14/2010 20:10 | N | R_PB2SES_2 | -3.1 |
| 12/14/2010 20:10 | N | R_PB2SES_3 | -3.1 |
| 12/14/2010 20:10 | N | R_PB2SES_4 | -3.1 |
| 12/14/2010 20:10 | N | R_PB2SES_5 | -3.1 |
| 12/14/2010 20:10 | N | AUTO_EPS_390 | 31.73 |
| 12/14/2010 20:10 | N | TGW_KT | 29.61 |
| 12/14/2010 20:12 | N | DC_ROAD_L_B | 28.89 |
| 12/14/2010 20:12 | N | DC_EGPS_L_A | 22.63 |

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| 12/14/2010 20:12 | N | H_HOLLOW_E_1 | -2.84 |
| 12/14/2010 20:12 | N | HHOLLOW4_E_1 | -2.84 |
| 12/14/2010 20:12 | N | R_LH2SES_1 | 31.13 |
| 12/14/2010 20:12 | N | R_PB2SES_1 | -3.1 |
| 12/14/2010 20:12 | N | R_PB2SES_2 | -3.1 |
| 12/14/2010 20:12 | N | R_PB2SES_3 | -3.1 |
| 12/14/2010 20:12 | N | R_PB2SES_4 | -3.1 |
| 12/14/2010 20:12 | N | R_PB2SES_5 | -3.1 |
| 12/14/2010 20:12 | N | AUTO_EPS_390 | 31.02 |
| 12/14/2010 20:12 | N | TGW_KT | 28.95 |
| 12/14/2010 20:15 | N | DC_ROAD_L_B | 29.09 |
| 12/14/2010 20:15 | N | DC_EGPS_L_A | 22.79 |
| 12/14/2010 20:15 | N | H_HOLLOW_E_1 | -2.84 |
| 12/14/2010 20:15 | N | HHOLLOW4_E_1 | -2.84 |
| 12/14/2010 20:15 | N | R_LH2SES_1 | 31.34 |
| 12/14/2010 20:15 | N | R_PB2SES_1 | -3.1 |
| 12/14/2010 20:15 | N | R_PB2SES_2 | -3.1 |
| 12/14/2010 20:15 | N | R_PB2SES_3 | -3.1 |
| 12/14/2010 20:15 | N | R_PB2SES_4 | -3.1 |
| 12/14/2010 20:15 | N | R_PB2SES_5 | -3.1 |
| 12/14/2010 20:15 | N | AUTO_EPS_390 | 31.23 |
| 12/14/2010 20:15 | N | TGW_KT | 29.15 |
| 12/14/2010 20:20 | N | DC_ROAD_L_B | 28.4 |
| 12/14/2010 20:20 | N | DC_EGPS_L_A | 22.23 |
| 12/14/2010 20:20 | N | H_HOLLOW_E_1 | -2.84 |
| 12/14/2010 20:20 | N | HHOLLOW4_E_1 | -2.84 |
| 12/14/2010 20:20 | N | R_LH2SES_1 | 30.6 |
| 12/14/2010 20:20 | N | R_PB2SES_1 | -3.1 |
| 12/14/2010 20:20 | N | R_PB2SES_2 | -3.1 |
| 12/14/2010 20:20 | N | R_PB2SES_3 | -3.1 |
| 12/14/2010 20:20 | N | R_PB2SES_4 | -3.1 |
| 12/14/2010 20:20 | N | R_PB2SES_5 | -3.1 |
| 12/14/2010 20:20 | N | AUTO_EPS_390 | 30.49 |
| 12/14/2010 20:20 | N | TGW_KT | 28.46 |
| 12/14/2010 20:24 | N | DC_ROAD_L_B | 28.02 |
| 12/14/2010 20:24 | N | DC_EGPS_L_A | 21.96 |
| 12/14/2010 20:24 | N | H_HOLLOW_E_1 | -2.67 |
| 12/14/2010 20:24 | N | HHOLLOW4_E_1 | -2.67 |
| 12/14/2010 20:24 | N | R_LH2SES_1 | 30.19 |
| 12/14/2010 20:24 | N | R_PB2SES_1 | -2.93 |
| 12/14/2010 20:24 | N | R_PB2SES_2 | -2.93 |
| 12/14/2010 20:24 | N | R_PB2SES_3 | -2.93 |
| 12/14/2010 20:24 | N | R_PB2SES_4 | -2.93 |
| 12/14/2010 20:24 | N | R_PB2SES_5 | -2.93 |
| 12/14/2010 20:24 | N | AUTO_EPS_390 | 30.08 |
| 12/14/2010 20:24 | N | TGW_KT | 28.08 |
| 12/14/2010 20:25 | N | DC_ROAD_L_B | 28.01 |

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|---|---|---|---|
| 12/14/2010 20:25 | N | DC_EGPS_L_A | 21.95 |
| 12/14/2010 20:25 | N | H_HOLLOW_E_1 | -2.67 |
| 12/14/2010 20:25 | N | HHOLLOW4_E_1 | -2.67 |
| 12/14/2010 20:25 | N | R_LH2SES_1 | 30.17 |
| 12/14/2010 20:25 | N | R_PB2SES_1 | -2.93 |
| 12/14/2010 20:25 | N | R_PB2SES_2 | -2.93 |
| 12/14/2010 20:25 | N | R_PB2SES_3 | -2.93 |
| 12/14/2010 20:25 | N | R_PB2SES_4 | -2.93 |
| 12/14/2010 20:25 | N | R_PB2SES_5 | -2.93 |
| 12/14/2010 20:25 | N | AUTO_EPS_390 | 30.06 |
| 12/14/2010 20:25 | N | TGW_KT | 28.06 |
| 12/14/2010 20:25 | N | DC_ROAD_L_B | 27.63 |
| 12/14/2010 20:25 | N | DC_EGPS_L_A | 21.62 |
| 12/14/2010 20:25 | N | H_HOLLOW_E_1 | -2.84 |
| 12/14/2010 20:25 | N | HHOLLOW4_E_1 | -2.84 |
| 12/14/2010 20:25 | N | R_LH2SES_1 | 29.78 |
| 12/14/2010 20:25 | N | R_PB2SES_1 | -3.1 |
| 12/14/2010 20:25 | N | R_PB2SES_2 | -3.1 |
| 12/14/2010 20:25 | N | R_PB2SES_3 | -3.1 |
| 12/14/2010 20:25 | N | R_PB2SES_4 | -3.1 |
| 12/14/2010 20:25 | N | R_PB2SES_5 | -3.1 |
| 12/14/2010 20:25 | N | AUTO_EPS_390 | 29.67 |
| 12/14/2010 20:25 | N | TGW_KT | 27.69 |
| 12/14/2010 20:30 | N | DC_ROAD_L_B | 27.82 |
| 12/14/2010 20:30 | N | DC_EGPS_L_A | 21.77 |
| 12/14/2010 20:30 | N | H_HOLLOW_E_1 | -2.84 |
| 12/14/2010 20:30 | N | HHOLLOW4_E_1 | -2.84 |
| 12/14/2010 20:30 | N | R_LH2SES_1 | 29.98 |
| 12/14/2010 20:30 | N | R_PB2SES_1 | -3.1 |
| 12/14/2010 20:30 | N | R_PB2SES_2 | -3.1 |
| 12/14/2010 20:30 | N | R_PB2SES_3 | -3.1 |
| 12/14/2010 20:30 | N | R_PB2SES_4 | -3.1 |
| 12/14/2010 20:30 | N | R_PB2SES_5 | -3.1 |
| 12/14/2010 20:30 | N | AUTO_EPS_390 | 29.87 |
| 12/14/2010 20:30 | N | TGW_KT | 27.88 |
| 12/14/2010 20:35 | N | DC_ROAD_L_B | 27.92 |
| 12/14/2010 20:35 | N | DC_EGPS_L_A | 21.84 |
| 12/14/2010 20:35 | N | H_HOLLOW_E_1 | -2.84 |
| 12/14/2010 20:35 | N | HHOLLOW4_E_1 | -2.84 |
| 12/14/2010 20:35 | N | R_LH2SES_1 | 30.08 |
| 12/14/2010 20:35 | N | R_PB2SES_1 | -3.1 |
| 12/14/2010 20:35 | N | R_PB2SES_2 | -3.1 |
| 12/14/2010 20:35 | N | R_PB2SES_3 | -3.1 |
| 12/14/2010 20:35 | N | R_PB2SES_4 | -3.1 |
| 12/14/2010 20:35 | N | R_PB2SES_5 | -3.1 |
| 12/14/2010 20:35 | N | AUTO_EPS_390 | 29.98 |
| 12/14/2010 20:35 | N | TGW_KT | 27.97 |

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| 12/14/2010 20:40 | N | DC_ROAD_L_B | 27.47 |
| 12/14/2010 20:40 | N | DC_EGPS_L_A | 21.47 |
| 12/14/2010 20:40 | N | H_HOLLOW_E_1 | -2.85 |
| 12/14/2010 20:40 | N | HHOLLOW4_E_1 | -2.85 |
| 12/14/2010 20:40 | N | R_LH2SES_1 | 29.61 |
| 12/14/2010 20:40 | N | R_PB2SES_1 | -3.1 |
| 12/14/2010 20:40 | N | R_PB2SES_2 | -3.1 |
| 12/14/2010 20:40 | N | R_PB2SES_3 | -3.1 |
| 12/14/2010 20:40 | N | R_PB2SES_4 | -3.1 |
| 12/14/2010 20:40 | N | R_PB2SES_5 | -3.1 |
| 12/14/2010 20:40 | N | AUTO_EPS_390 | 29.51 |
| 12/14/2010 20:40 | N | TGW_KT | 27.53 |
| 12/14/2010 20:45 | N | DC_ROAD_L_B | 27.87 |
| 12/14/2010 20:45 | N | DC_EGPS_L_A | 21.79 |
| 12/14/2010 20:45 | N | H_HOLLOW_E_1 | -2.84 |
| 12/14/2010 20:45 | N | HHOLLOW4_E_1 | -2.84 |
| 12/14/2010 20:45 | N | R_LH2SES_1 | 30.04 |
| 12/14/2010 20:45 | N | R_PB2SES_1 | -3.1 |
| 12/14/2010 20:45 | N | R_PB2SES_2 | -3.1 |
| 12/14/2010 20:45 | N | R_PB2SES_3 | -3.1 |
| 12/14/2010 20:45 | N | R_PB2SES_4 | -3.1 |
| 12/14/2010 20:45 | N | R_PB2SES_5 | -3.1 |
| 12/14/2010 20:45 | N | AUTO_EPS_390 | 29.93 |
| 12/14/2010 20:45 | N | TGW_KT | 27.92 |
| 12/14/2010 20:50 | N | DC_ROAD_L_B | 27.24 |
| 12/14/2010 20:50 | N | DC_EGPS_L_A | 21.31 |
| 12/14/2010 20:50 | N | H_HOLLOW_E_1 | -2.85 |
| 12/14/2010 20:50 | N | HHOLLOW4_E_1 | -2.85 |
| 12/14/2010 20:50 | N | R_LH2SES_1 | 29.66 |
| 12/14/2010 20:50 | N | R_PB2SES_1 | -3.1 |
| 12/14/2010 20:50 | N | R_PB2SES_2 | -3.1 |
| 12/14/2010 20:50 | N | R_PB2SES_3 | -3.1 |
| 12/14/2010 20:50 | N | R_PB2SES_4 | -3.1 |
| 12/14/2010 20:50 | N | R_PB2SES_5 | -3.1 |
| 12/14/2010 20:50 | N | AUTO_EPS_390 | 29.55 |
| 12/14/2010 20:50 | N | TGW_KT | 27.29 |
| 12/14/2010 20:55 | N | DC_ROAD_L_B | 26.99 |
| 12/14/2010 20:55 | N | DC_EGPS_L_A | 21.46 |
| 12/14/2010 20:55 | N | H_HOLLOW_E_1 | -0.93 |
| 12/14/2010 20:55 | N | HHOLLOW4_E_1 | -0.93 |
| 12/14/2010 20:55 | N | R_LH2SES_1 | 28.96 |
| 12/14/2010 20:55 | N | R_PB2SES_1 | -1.16 |
| 12/14/2010 20:55 | N | R_PB2SES_2 | -1.16 |
| 12/14/2010 20:55 | N | R_PB2SES_3 | -1.16 |
| 12/14/2010 20:55 | N | R_PB2SES_4 | -1.16 |
| 12/14/2010 20:55 | N | R_PB2SES_5 | -1.16 |
| 12/14/2010 20:55 | N | AUTO_EPS_390 | 28.86 |

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| 12/14/2010 20:55 | N | TGW_KT | 27.04 |
| 12/14/2010 21:00 | N | DC_ROAD_L_B | 27.42 |
| 12/14/2010 21:00 | N | DC_EGPS_L_A | 21.46 |
| 12/14/2010 21:00 | N | H_HOLLOW_E_1 | -2.68 |
| 12/14/2010 21:00 | N | HHOLLOW4_E_1 | -2.68 |
| 12/14/2010 21:00 | N | R_LH2SES_1 | 29.55 |
| 12/14/2010 21:00 | N | R_PB2SES_1 | -2.93 |
| 12/14/2010 21:00 | N | R_PB2SES_2 | -2.93 |
| 12/14/2010 21:00 | N | R_PB2SES_3 | -2.93 |
| 12/14/2010 21:00 | N | R_PB2SES_4 | -2.93 |
| 12/14/2010 21:00 | N | R_PB2SES_5 | -2.93 |
| 12/14/2010 21:00 | N | AUTO_EPS_390 | 29.44 |
| 12/14/2010 21:00 | N | TGW_KT | 27.47 |
| 12/14/2010 21:01 | N | DC_ROAD_L_B | 26.84 |
| 12/14/2010 21:01 | N | DC_EGPS_L_A | 21.35 |
| 12/14/2010 21:01 | N | H_HOLLOW_E_1 | -0.92 |
| 12/14/2010 21:01 | N | HHOLLOW4_E_1 | -0.92 |
| 12/14/2010 21:01 | N | R_LH2SES_1 | 28.8 |
| 12/14/2010 21:01 | N | R_PB2SES_1 | -1.15 |
| 12/14/2010 21:01 | N | R_PB2SES_2 | -1.15 |
| 12/14/2010 21:01 | N | R_PB2SES_3 | -1.15 |
| 12/14/2010 21:01 | N | R_PB2SES_4 | -1.15 |
| 12/14/2010 21:01 | N | R_PB2SES_5 | -1.15 |
| 12/14/2010 21:01 | N | AUTO_EPS_390 | 28.71 |
| 12/14/2010 21:01 | N | TGW_KT | 26.89 |
| 12/14/2010 21:02 | N | DC_ROAD_L_B | 26.86 |
| 12/14/2010 21:02 | N | DC_EGPS_L_A | 21.36 |
| 12/14/2010 21:02 | N | H_HOLLOW_E_1 | -0.93 |
| 12/14/2010 21:02 | N | HHOLLOW4_E_1 | -0.93 |
| 12/14/2010 21:02 | N | R_LH2SES_1 | 28.82 |
| 12/14/2010 21:02 | N | R_PB2SES_1 | -1.15 |
| 12/14/2010 21:02 | N | R_PB2SES_2 | -1.15 |
| 12/14/2010 21:02 | N | R_PB2SES_3 | -1.15 |
| 12/14/2010 21:02 | N | R_PB2SES_4 | -1.15 |
| 12/14/2010 21:02 | N | R_PB2SES_5 | -1.15 |
| 12/14/2010 21:02 | N | AUTO_EPS_390 | 28.73 |
| 12/14/2010 21:02 | N | TGW_KT | 26.91 |
| 12/14/2010 21:02 | N | DC_ROAD_L_B | 26.86 |
| 12/14/2010 21:02 | N | DC_EGPS_L_A | 21.36 |
| 12/14/2010 21:02 | N | H_HOLLOW_E_1 | -0.93 |
| 12/14/2010 21:02 | N | HHOLLOW4_E_1 | -0.93 |
| 12/14/2010 21:02 | N | R_LH2SES_1 | 28.83 |
| 12/14/2010 21:02 | N | R_PB2SES_1 | -1.16 |
| 12/14/2010 21:02 | N | R_PB2SES_2 | -1.16 |
| 12/14/2010 21:02 | N | R_PB2SES_3 | -1.16 |
| 12/14/2010 21:02 | N | R_PB2SES_4 | -1.16 |
| 12/14/2010 21:02 | N | R_PB2SES_5 | -1.16 |

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| 12/14/2010 21:02 | N | AUTO_EPS_390 | 28.73 |
| 12/14/2010 21:02 | N | TGW_KT | 26.91 |
| 12/14/2010 21:03 | N | DC_ROAD_L_B | 26.94 |
| 12/14/2010 21:03 | N | DC_EGPS_L_A | 21.51 |
| 12/14/2010 21:03 | N | H_HOLLOW_E_1 | -0.47 |
| 12/14/2010 21:03 | N | HHOLLOW4_E_1 | -0.47 |
| 12/14/2010 21:03 | N | R_LH2SES_1 | 28.87 |
| 12/14/2010 21:03 | N | R_PB2SES_1 | -0.7 |
| 12/14/2010 21:03 | N | R_PB2SES_2 | -0.7 |
| 12/14/2010 21:03 | N | R_PB2SES_3 | -0.7 |
| 12/14/2010 21:03 | N | R_PB2SES_4 | -0.7 |
| 12/14/2010 21:03 | N | R_PB2SES_5 | -0.7 |
| 12/14/2010 21:03 | N | AUTO_EPS_390 | 28.78 |
| 12/14/2010 21:03 | N | TGW_KT | 26.99 |
| 12/14/2010 21:03 | N | DC_ROAD_L_B | 26.79 |
| 12/14/2010 21:03 | N | DC_EGPS_L_A | 21.3 |
| 12/14/2010 21:03 | N | H_HOLLOW_E_1 | -0.92 |
| 12/14/2010 21:03 | N | HHOLLOW4_E_1 | -0.92 |
| 12/14/2010 21:03 | N | R_LH2SES_1 | 28.74 |
| 12/14/2010 21:03 | N | R_PB2SES_1 | -1.15 |
| 12/14/2010 21:03 | N | R_PB2SES_2 | -1.15 |
| 12/14/2010 21:03 | N | R_PB2SES_3 | -1.15 |
| 12/14/2010 21:03 | N | R_PB2SES_4 | -1.15 |
| 12/14/2010 21:03 | N | R_PB2SES_5 | -1.15 |
| 12/14/2010 21:03 | N | AUTO_EPS_390 | 28.65 |
| 12/14/2010 21:03 | N | TGW_KT | 26.84 |
| 12/14/2010 21:04 | N | DC_ROAD_L_B | 26.8 |
| 12/14/2010 21:04 | N | DC_EGPS_L_A | 21.31 |
| 12/14/2010 21:04 | N | H_HOLLOW_E_1 | -0.92 |
| 12/14/2010 21:04 | N | HHOLLOW4_E_1 | -0.92 |
| 12/14/2010 21:04 | N | R_LH2SES_1 | 28.75 |
| 12/14/2010 21:04 | N | R_PB2SES_1 | -1.15 |
| 12/14/2010 21:04 | N | R_PB2SES_2 | -1.15 |
| 12/14/2010 21:04 | N | R_PB2SES_3 | -1.15 |
| 12/14/2010 21:04 | N | R_PB2SES_4 | -1.15 |
| 12/14/2010 21:04 | N | R_PB2SES_5 | -1.15 |
| 12/14/2010 21:04 | N | AUTO_EPS_390 | 28.65 |
| 12/14/2010 21:04 | N | TGW_KT | 26.84 |
| 12/14/2010 21:05 | N | DC_ROAD_L_B | 26.77 |
| 12/14/2010 21:05 | N | DC_EGPS_L_A | 21.29 |
| 12/14/2010 21:05 | N | H_HOLLOW_E_1 | -0.92 |
| 12/14/2010 21:05 | N | HHOLLOW4_E_1 | -0.92 |
| 12/14/2010 21:05 | N | R_LH2SES_1 | 28.72 |
| 12/14/2010 21:05 | N | R_PB2SES_1 | -1.15 |
| 12/14/2010 21:05 | N | R_PB2SES_2 | -1.15 |
| 12/14/2010 21:05 | N | R_PB2SES_3 | -1.15 |
| 12/14/2010 21:05 | N | R_PB2SES_4 | -1.15 |

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| 12/14/2010 21:05 | N | R_PB2SES_5 | -1.15 |
| 12/14/2010 21:05 | N | AUTO_EPS_390 | 28.62 |
| 12/14/2010 21:05 | N | TGW_KT | 26.82 |
| 12/14/2010 21:05 | N | DC_ROAD_L_B | 26.91 |
| 12/14/2010 21:05 | N | DC_EGPS_L_A | 21.4 |
| 12/14/2010 21:05 | N | H_HOLLOW_E_1 | -0.93 |
| 12/14/2010 21:05 | N | HHOLLOW4_E_1 | -0.93 |
| 12/14/2010 21:05 | N | R_LH2SES_1 | 28.88 |
| 12/14/2010 21:05 | N | R_PB2SES_1 | -1.16 |
| 12/14/2010 21:05 | N | R_PB2SES_2 | -1.16 |
| 12/14/2010 21:05 | N | R_PB2SES_3 | -1.16 |
| 12/14/2010 21:05 | N | R_PB2SES_4 | -1.16 |
| 12/14/2010 21:05 | N | R_PB2SES_5 | -1.16 |
| 12/14/2010 21:05 | N | AUTO_EPS_390 | 28.78 |
| 12/14/2010 21:05 | N | TGW_KT | 26.96 |
| 12/14/2010 21:06 | N | DC_ROAD_L_B | 26.84 |
| 12/14/2010 21:06 | N | DC_EGPS_L_A | 21.45 |
| 12/14/2010 21:06 | N | H_HOLLOW_E_1 | -0.4 |
| 12/14/2010 21:06 | N | HHOLLOW4_E_1 | -0.4 |
| 12/14/2010 21:06 | N | R_LH2SES_1 | 28.76 |
| 12/14/2010 21:06 | N | R_PB2SES_1 | -0.63 |
| 12/14/2010 21:06 | N | R_PB2SES_2 | -0.63 |
| 12/14/2010 21:06 | N | R_PB2SES_3 | -0.63 |
| 12/14/2010 21:06 | N | R_PB2SES_4 | -0.63 |
| 12/14/2010 21:06 | N | R_PB2SES_5 | -0.63 |
| 12/14/2010 21:06 | N | AUTO_EPS_390 | 28.67 |
| 12/14/2010 21:06 | N | TGW_KT | 26.89 |
| 12/14/2010 21:06 | N | DC_ROAD_L_B | 27.09 |
| 12/14/2010 21:06 | N | DC_EGPS_L_A | 21.55 |
| 12/14/2010 21:06 | N | H_HOLLOW_E_1 | -0.93 |
| 12/14/2010 21:06 | N | HHOLLOW4_E_1 | -0.93 |
| 12/14/2010 21:06 | N | R_LH2SES_1 | 29.07 |
| 12/14/2010 21:06 | N | R_PB2SES_1 | -1.16 |
| 12/14/2010 21:06 | N | R_PB2SES_2 | -1.16 |
| 12/14/2010 21:06 | N | R_PB2SES_3 | -1.16 |
| 12/14/2010 21:06 | N | R_PB2SES_4 | -1.16 |
| 12/14/2010 21:06 | N | R_PB2SES_5 | -1.16 |
| 12/14/2010 21:06 | N | AUTO_EPS_390 | 28.97 |
| 12/14/2010 21:06 | N | TGW_KT | 27.14 |
| 12/14/2010 21:07 | N | DC_ROAD_L_B | 27.26 |
| 12/14/2010 21:07 | N | DC_EGPS_L_A | 21.71 |
| 12/14/2010 21:07 | N | H_HOLLOW_E_1 | -0.94 |
| 12/14/2010 21:07 | N | HHOLLOW4_E_1 | -0.94 |
| 12/14/2010 21:07 | N | R_LH2SES_1 | 29.24 |
| 12/14/2010 21:07 | N | R_PB2SES_1 | -1.17 |
| 12/14/2010 21:07 | N | R_PB2SES_2 | -1.17 |
| 12/14/2010 21:07 | N | R_PB2SES_3 | -1.17 |

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| 12/14/2010 21:07 | N | R_PB2SES_4 | -1.17 |
| 12/14/2010 21:07 | N | R_PB2SES_5 | -1.17 |
| 12/14/2010 21:07 | N | AUTO_EPS_390 | 29.14 |
| 12/14/2010 21:07 | N | TGW_KT | 27.31 |
| 12/14/2010 21:08 | N | DC_ROAD_L_B | 27.56 |
| 12/14/2010 21:08 | N | DC_EGPS_L_A | 22.05 |
| 12/14/2010 21:08 | N | H_HOLLOW_E_1 | -0.44 |
| 12/14/2010 21:08 | N | HHOLLOW4_E_1 | -0.44 |
| 12/14/2010 21:08 | N | R_LH2SES_1 | 29.53 |
| 12/14/2010 21:08 | N | R_PB2SES_1 | -0.67 |
| 12/14/2010 21:08 | N | R_PB2SES_2 | -0.67 |
| 12/14/2010 21:08 | N | R_PB2SES_3 | -0.67 |
| 12/14/2010 21:08 | N | R_PB2SES_4 | -0.67 |
| 12/14/2010 21:08 | N | R_PB2SES_5 | -0.67 |
| 12/14/2010 21:08 | N | AUTO_EPS_390 | 29.43 |
| 12/14/2010 21:08 | N | TGW_KT | 27.61 |
| 12/14/2010 21:08 | N | DC_ROAD_L_B | 27.23 |
| 12/14/2010 21:08 | N | DC_EGPS_L_A | 21.69 |
| 12/14/2010 21:08 | N | H_HOLLOW_E_1 | -0.94 |
| 12/14/2010 21:08 | N | HHOLLOW4_E_1 | -0.94 |
| 12/14/2010 21:08 | N | R_LH2SES_1 | 29.21 |
| 12/14/2010 21:08 | N | R_PB2SES_1 | -1.17 |
| 12/14/2010 21:08 | N | R_PB2SES_2 | -1.17 |
| 12/14/2010 21:08 | N | R_PB2SES_3 | -1.17 |
| 12/14/2010 21:08 | N | R_PB2SES_4 | -1.17 |
| 12/14/2010 21:08 | N | R_PB2SES_5 | -1.17 |
| 12/14/2010 21:08 | N | AUTO_EPS_390 | 29.11 |
| 12/14/2010 21:08 | N | TGW_KT | 27.28 |
| 12/14/2010 21:09 | N | DC_ROAD_L_B | 27.7 |
| 12/14/2010 21:09 | N | DC_EGPS_L_A | 22.16 |
| 12/14/2010 21:09 | N | H_HOLLOW_E_1 | -0.45 |
| 12/14/2010 21:09 | N | HHOLLOW4_E_1 | -0.45 |
| 12/14/2010 21:09 | N | R_LH2SES_1 | 29.68 |
| 12/14/2010 21:09 | N | R_PB2SES_1 | -0.69 |
| 12/14/2010 21:09 | N | R_PB2SES_2 | -0.69 |
| 12/14/2010 21:09 | N | R_PB2SES_3 | -0.69 |
| 12/14/2010 21:09 | N | R_PB2SES_4 | -0.69 |
| 12/14/2010 21:09 | N | R_PB2SES_5 | -0.69 |
| 12/14/2010 21:09 | N | AUTO_EPS_390 | 29.58 |
| 12/14/2010 21:09 | N | TGW_KT | 27.75 |
| 12/14/2010 21:10 | N | DC_ROAD_L_B | 27.59 |
| 12/14/2010 21:10 | N | DC_EGPS_L_A | 22.07 |
| 12/14/2010 21:10 | N | H_HOLLOW_E_1 | -0.44 |
| 12/14/2010 21:10 | N | HHOLLOW4_E_1 | -0.44 |
| 12/14/2010 21:10 | N | R_LH2SES_1 | 29.56 |
| 12/14/2010 21:10 | N | R_PB2SES_1 | -0.67 |
| 12/14/2010 21:10 | N | R_PB2SES_2 | -0.67 |

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| 12/14/2010 21:10 | N | R_PB2SES_3 | -0.67 |
| 12/14/2010 21:10 | N | R_PB2SES_4 | -0.67 |
| 12/14/2010 21:10 | N | R_PB2SES_5 | -0.67 |
| 12/14/2010 21:10 | N | AUTO_EPS_390 | 29.46 |
| 12/14/2010 21:10 | N | TGW_KT | 27.63 |
| 12/14/2010 21:15 | N | DC_ROAD_L_B | 27.03 |
| 12/14/2010 21:15 | N | DC_EGPS_L_A | 21.57 |
| 12/14/2010 21:15 | N | H_HOLLOW_E_1 | -0.92 |
| 12/14/2010 21:15 | N | HHOLLOW4_E_1 | -0.92 |
| 12/14/2010 21:15 | N | R_LH2SES_1 | 29 |
| 12/14/2010 21:15 | N | R_PB2SES_1 | -1.15 |
| 12/14/2010 21:15 | N | R_PB2SES_2 | -1.15 |
| 12/14/2010 21:15 | N | R_PB2SES_3 | -1.15 |
| 12/14/2010 21:15 | N | R_PB2SES_4 | -1.15 |
| 12/14/2010 21:15 | N | R_PB2SES_5 | -1.15 |
| 12/14/2010 21:15 | N | AUTO_EPS_390 | 28.9 |
| 12/14/2010 21:15 | N | TGW_KT | 27.08 |
| 12/14/2010 21:20 | N | DC_ROAD_L_B | 26.99 |
| 12/14/2010 21:20 | N | DC_EGPS_L_A | 21.17 |
| 12/14/2010 21:20 | N | H_HOLLOW_E_1 | -2.85 |
| 12/14/2010 21:20 | N | HHOLLOW4_E_1 | -2.85 |
| 12/14/2010 21:20 | N | R_LH2SES_1 | 29.08 |
| 12/14/2010 21:20 | N | R_PB2SES_1 | -3.1 |
| 12/14/2010 21:20 | N | R_PB2SES_2 | -3.1 |
| 12/14/2010 21:20 | N | R_PB2SES_3 | -3.1 |
| 12/14/2010 21:20 | N | R_PB2SES_4 | -3.1 |
| 12/14/2010 21:20 | N | R_PB2SES_5 | -3.1 |
| 12/14/2010 21:20 | N | AUTO_EPS_390 | 28.97 |
| 12/14/2010 21:20 | N | TGW_KT | 27.04 |
| 12/14/2010 21:21 | N | DC_ROAD_L_B | 26.84 |
| 12/14/2010 21:21 | N | DC_EGPS_L_A | 21.06 |
| 12/14/2010 21:21 | N | H_HOLLOW_E_1 | -2.85 |
| 12/14/2010 21:21 | N | HHOLLOW4_E_1 | -2.85 |
| 12/14/2010 21:21 | N | R_LH2SES_1 | 28.92 |
| 12/14/2010 21:21 | N | R_PB2SES_1 | -3.1 |
| 12/14/2010 21:21 | N | R_PB2SES_2 | -3.1 |
| 12/14/2010 21:21 | N | R_PB2SES_3 | -3.1 |
| 12/14/2010 21:21 | N | R_PB2SES_4 | -3.1 |
| 12/14/2010 21:21 | N | R_PB2SES_5 | -3.1 |
| 12/14/2010 21:21 | N | AUTO_EPS_390 | 28.82 |
| 12/14/2010 21:21 | N | TGW_KT | 26.9 |
| 12/14/2010 21:25 | N | DC_ROAD_L_B | 26.71 |
| 12/14/2010 21:25 | N | DC_EGPS_L_A | 20.65 |
| 12/14/2010 21:25 | N | H_HOLLOW_E_1 | -4.38 |
| 12/14/2010 21:25 | N | HHOLLOW4_E_1 | -4.38 |
| 12/14/2010 21:25 | N | R_LH2SES_1 | 28.89 |
| 12/14/2010 21:25 | N | R_PB2SES_1 | -4.64 |

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| 12/14/2010 21:25 | N | R_PB2SES_2 | -4.64 |
| 12/14/2010 21:25 | N | R_PB2SES_3 | -4.64 |
| 12/14/2010 21:25 | N | R_PB2SES_4 | -4.64 |
| 12/14/2010 21:25 | N | R_PB2SES_5 | -4.64 |
| 12/14/2010 21:25 | N | AUTO_EPS_390 | 28.78 |
| 12/14/2010 21:25 | N | TGW_KT | 26.77 |
| 12/14/2010 21:30 | N | DC_ROAD_L_B | 26.55 |
| 12/14/2010 21:30 | N | DC_EGPS_L_A | 20.8 |
| 12/14/2010 21:30 | N | H_HOLLOW_E_1 | -2.85 |
| 12/14/2010 21:30 | N | HHOLLOW4_E_1 | -2.85 |
| 12/14/2010 21:30 | N | R_LH2SES_1 | 28.61 |
| 12/14/2010 21:30 | N | R_PB2SES_1 | -3.1 |
| 12/14/2010 21:30 | N | R_PB2SES_2 | -3.1 |
| 12/14/2010 21:30 | N | R_PB2SES_3 | -3.1 |
| 12/14/2010 21:30 | N | R_PB2SES_4 | -3.1 |
| 12/14/2010 21:30 | N | R_PB2SES_5 | -3.1 |
| 12/14/2010 21:30 | N | AUTO_EPS_390 | 28.51 |
| 12/14/2010 21:30 | N | TGW_KT | 26.6 |
| 12/14/2010 21:35 | N | DC_ROAD_L_B | 26.14 |
| 12/14/2010 21:35 | N | DC_EGPS_L_A | 20.47 |
| 12/14/2010 21:35 | N | H_HOLLOW_E_1 | -2.85 |
| 12/14/2010 21:35 | N | HHOLLOW4_E_1 | -2.85 |
| 12/14/2010 21:35 | N | R_LH2SES_1 | 28.18 |
| 12/14/2010 21:35 | N | R_PB2SES_1 | -3.1 |
| 12/14/2010 21:35 | N | R_PB2SES_2 | -3.1 |
| 12/14/2010 21:35 | N | R_PB2SES_3 | -3.1 |
| 12/14/2010 21:35 | N | R_PB2SES_4 | -3.1 |
| 12/14/2010 21:35 | N | R_PB2SES_5 | -3.1 |
| 12/14/2010 21:35 | N | AUTO_EPS_390 | 28.07 |
| 12/14/2010 21:35 | N | TGW_KT | 26.19 |
| 12/14/2010 21:40 | N | DC_ROAD_L_B | 25.1 |
| 12/14/2010 21:40 | N | DC_EGPS_L_A | 19.62 |
| 12/14/2010 21:40 | N | H_HOLLOW_E_1 | -2.86 |
| 12/14/2010 21:40 | N | HHOLLOW4_E_1 | -2.86 |
| 12/14/2010 21:40 | N | R_LH2SES_1 | 27.07 |
| 12/14/2010 21:40 | N | R_PB2SES_1 | -3.09 |
| 12/14/2010 21:40 | N | R_PB2SES_2 | -3.09 |
| 12/14/2010 21:40 | N | R_PB2SES_3 | -3.09 |
| 12/14/2010 21:40 | N | R_PB2SES_4 | -3.09 |
| 12/14/2010 21:40 | N | R_PB2SES_5 | -3.09 |
| 12/14/2010 21:40 | N | AUTO_EPS_390 | 26.97 |
| 12/14/2010 21:40 | N | TGW_KT | 25.15 |
| 12/14/2010 21:45 | N | DC_ROAD_L_B | 25.01 |
| 12/14/2010 21:45 | N | DC_EGPS_L_A | 19.54 |
| 12/14/2010 21:45 | N | H_HOLLOW_E_1 | -2.86 |
| 12/14/2010 21:45 | N | HHOLLOW4_E_1 | -2.86 |
| 12/14/2010 21:45 | N | R_LH2SES_1 | 26.97 |

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|---|---|---|---|
| 12/14/2010 21:45 | N | R_PB2SES_1 | -3.09 |
| 12/14/2010 21:45 | N | R_PB2SES_2 | -3.09 |
| 12/14/2010 21:45 | N | R_PB2SES_3 | -3.09 |
| 12/14/2010 21:45 | N | R_PB2SES_4 | -3.09 |
| 12/14/2010 21:45 | N | R_PB2SES_5 | -3.09 |
| 12/14/2010 21:45 | N | AUTO_EPS_390 | 26.87 |
| 12/14/2010 21:45 | N | TGW_KT | 25.06 |
| 12/14/2010 21:49 | N | DC_ROAD_L_B | 24.65 |
| 12/14/2010 21:49 | N | DC_EGPS_L_A | 19.25 |
| 12/14/2010 21:49 | N | H_HOLLOW_E_1 | -2.86 |
| 12/14/2010 21:49 | N | HHOLLOW4_E_1 | -2.86 |
| 12/14/2010 21:49 | N | R_LH2SES_1 | 26.58 |
| 12/14/2010 21:49 | N | R_PB2SES_1 | -3.09 |
| 12/14/2010 21:49 | N | R_PB2SES_2 | -3.09 |
| 12/14/2010 21:49 | N | R_PB2SES_3 | -3.09 |
| 12/14/2010 21:49 | N | R_PB2SES_4 | -3.09 |
| 12/14/2010 21:49 | N | R_PB2SES_5 | -3.09 |
| 12/14/2010 21:49 | N | AUTO_EPS_390 | 26.49 |
| 12/14/2010 21:49 | N | TGW_KT | 24.7 |
| 12/14/2010 21:50 | N | DC_ROAD_L_B | 24.67 |
| 12/14/2010 21:50 | N | DC_EGPS_L_A | 19.27 |
| 12/14/2010 21:50 | N | H_HOLLOW_E_1 | -2.86 |
| 12/14/2010 21:50 | N | HHOLLOW4_E_1 | -2.86 |
| 12/14/2010 21:50 | N | R_LH2SES_1 | 26.6 |
| 12/14/2010 21:50 | N | R_PB2SES_1 | -3.09 |
| 12/14/2010 21:50 | N | R_PB2SES_2 | -3.09 |
| 12/14/2010 21:50 | N | R_PB2SES_3 | -3.09 |
| 12/14/2010 21:50 | N | R_PB2SES_4 | -3.09 |
| 12/14/2010 21:50 | N | R_PB2SES_5 | -3.09 |
| 12/14/2010 21:50 | N | AUTO_EPS_390 | 26.5 |
| 12/14/2010 21:50 | N | TGW_KT | 24.72 |
| 12/14/2010 21:55 | N | DC_ROAD_L_B | 24.15 |
| 12/14/2010 21:55 | N | DC_EGPS_L_A | 18.85 |
| 12/14/2010 21:55 | N | H_HOLLOW_E_1 | -2.87 |
| 12/14/2010 21:55 | N | HHOLLOW4_E_1 | -2.87 |
| 12/14/2010 21:55 | N | R_LH2SES_1 | 26.05 |
| 12/14/2010 21:55 | N | R_PB2SES_1 | -3.09 |
| 12/14/2010 21:55 | N | R_PB2SES_2 | -3.09 |
| 12/14/2010 21:55 | N | R_PB2SES_3 | -3.09 |
| 12/14/2010 21:55 | N | R_PB2SES_4 | -3.09 |
| 12/14/2010 21:55 | N | R_PB2SES_5 | -3.09 |
| 12/14/2010 21:55 | N | AUTO_EPS_390 | 25.95 |
| 12/14/2010 21:55 | N | TGW_KT | 24.2 |
| 12/14/2010 22:00 | N | DC_ROAD_L_B | 24.87 |
| 12/14/2010 22:00 | N | DC_EGPS_L_A | 18.85 |
| 12/14/2010 22:00 | N | H_HOLLOW_E_1 | -5.72 |
| 12/14/2010 22:00 | N | HHOLLOW4_E_1 | -5.72 |

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|---|---|---|---|
| 12/14/2010 22:00 | N | R_LH2SES_1 | 27.03 |
| 12/14/2010 22:00 | N | R_PB2SES_1 | -5.98 |
| 12/14/2010 22:00 | N | R_PB2SES_2 | -5.98 |
| 12/14/2010 22:00 | N | R_PB2SES_3 | -5.98 |
| 12/14/2010 22:00 | N | R_PB2SES_4 | -5.98 |
| 12/14/2010 22:00 | N | R_PB2SES_5 | -5.98 |
| 12/14/2010 22:00 | N | AUTO_EPS_390 | 26.92 |
| 12/14/2010 22:00 | N | TGW_KT | 24.93 |
| 12/14/2010 22:05 | N | DC_ROAD_L_B | 23.92 |
| 12/14/2010 22:05 | N | DC_EGPS_L_A | 18.53 |
| 12/14/2010 22:05 | N | H_HOLLOW_E_1 | -4.32 |
| 12/14/2010 22:05 | N | HHOLLOW4_E_1 | -4.32 |
| 12/14/2010 22:05 | N | R_LH2SES_1 | 27.83 |
| 12/14/2010 22:05 | N | R_PB2SES_1 | -4.58 |
| 12/14/2010 22:05 | N | R_PB2SES_2 | -4.58 |
| 12/14/2010 22:05 | N | R_PB2SES_3 | -4.58 |
| 12/14/2010 22:05 | N | R_PB2SES_4 | -4.58 |
| 12/14/2010 22:05 | N | R_PB2SES_5 | -4.58 |
| 12/14/2010 22:05 | N | AUTO_EPS_390 | 27.77 |
| 12/14/2010 22:05 | N | TGW_KT | 23.96 |
| 12/14/2010 22:06 | N | DC_ROAD_L_B | 25.24 |
| 12/14/2010 22:06 | N | DC_EGPS_L_A | 19.43 |
| 12/14/2010 22:06 | N | H_HOLLOW_E_1 | -4.32 |
| 12/14/2010 22:06 | N | HHOLLOW4_E_1 | -4.32 |
| 12/14/2010 22:06 | N | R_LH2SES_1 | 27.32 |
| 12/14/2010 22:06 | N | R_PB2SES_1 | -4.56 |
| 12/14/2010 22:06 | N | R_PB2SES_2 | -4.56 |
| 12/14/2010 22:06 | N | R_PB2SES_3 | -4.56 |
| 12/14/2010 22:06 | N | R_PB2SES_4 | -4.56 |
| 12/14/2010 22:06 | N | R_PB2SES_5 | -4.56 |
| 12/14/2010 22:06 | N | AUTO_EPS_390 | 27.22 |
| 12/14/2010 22:06 | N | TGW_KT | 25.3 |
| 12/14/2010 22:06 | N | DC_ROAD_L_B | 25.28 |
| 12/14/2010 22:06 | N | DC_EGPS_L_A | 19.18 |
| 12/14/2010 22:06 | N | H_HOLLOW_E_1 | -5.72 |
| 12/14/2010 22:06 | N | HHOLLOW4_E_1 | -5.72 |
| 12/14/2010 22:06 | N | R_LH2SES_1 | 27.46 |
| 12/14/2010 22:06 | N | R_PB2SES_1 | -5.98 |
| 12/14/2010 22:06 | N | R_PB2SES_2 | -5.98 |
| 12/14/2010 22:06 | N | R_PB2SES_3 | -5.98 |
| 12/14/2010 22:06 | N | R_PB2SES_4 | -5.98 |
| 12/14/2010 22:06 | N | R_PB2SES_5 | -5.98 |
| 12/14/2010 22:06 | N | AUTO_EPS_390 | 27.36 |
| 12/14/2010 22:06 | N | TGW_KT | 25.34 |
| 12/14/2010 22:10 | N | DC_ROAD_L_B | 24.97 |
| 12/14/2010 22:10 | N | DC_EGPS_L_A | 18.93 |
| 12/14/2010 22:10 | N | H_HOLLOW_E_1 | -5.72 |

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| 12/14/2010 22:10 | N | HHOLLOW4_E_1 | -5.72 |
| 12/14/2010 22:10 | N | R_LH2SES_1 | 27.13 |
| 12/14/2010 22:10 | N | R_PB2SES_1 | -5.98 |
| 12/14/2010 22:10 | N | R_PB2SES_2 | -5.98 |
| 12/14/2010 22:10 | N | R_PB2SES_3 | -5.98 |
| 12/14/2010 22:10 | N | R_PB2SES_4 | -5.98 |
| 12/14/2010 22:10 | N | R_PB2SES_5 | -5.98 |
| 12/14/2010 22:10 | N | AUTO_EPS_390 | 27.02 |
| 12/14/2010 22:10 | N | TGW_KT | 25.02 |
| 12/14/2010 22:15 | N | DC_ROAD_L_B | 24.83 |
| 12/14/2010 22:15 | N | DC_EGPS_L_A | 18.82 |
| 12/14/2010 22:15 | N | H_HOLLOW_E_1 | -5.72 |
| 12/14/2010 22:15 | N | HHOLLOW4_E_1 | -5.72 |
| 12/14/2010 22:15 | N | R_LH2SES_1 | 26.98 |
| 12/14/2010 22:15 | N | R_PB2SES_1 | -5.98 |
| 12/14/2010 22:15 | N | R_PB2SES_2 | -5.98 |
| 12/14/2010 22:15 | N | R_PB2SES_3 | -5.98 |
| 12/14/2010 22:15 | N | R_PB2SES_4 | -5.98 |
| 12/14/2010 22:15 | N | R_PB2SES_5 | -5.98 |
| 12/14/2010 22:15 | N | AUTO_EPS_390 | 26.87 |
| 12/14/2010 22:15 | N | TGW_KT | 24.89 |
| 12/14/2010 22:20 | N | DC_ROAD_L_B | 23.08 |
| 12/14/2010 22:20 | N | DC_EGPS_L_A | 17.69 |
| 12/14/2010 22:20 | N | H_HOLLOW_E_1 | -4.22 |
| 12/14/2010 22:20 | N | HHOLLOW4_E_1 | -4.22 |
| 12/14/2010 22:20 | N | R_LH2SES_1 | 25 |
| 12/14/2010 22:20 | N | R_PB2SES_1 | -4.44 |
| 12/14/2010 22:20 | N | R_PB2SES_2 | -4.44 |
| 12/14/2010 22:20 | N | R_PB2SES_3 | -4.44 |
| 12/14/2010 22:20 | N | R_PB2SES_4 | -4.44 |
| 12/14/2010 22:20 | N | R_PB2SES_5 | -4.44 |
| 12/14/2010 22:20 | N | AUTO_EPS_390 | 24.9 |
| 12/14/2010 22:20 | N | TGW_KT | 23.13 |
| 12/14/2010 22:25 | N | DC_ROAD_L_B | 21.5 |
| 12/14/2010 22:25 | N | DC_EGPS_L_A | 16.43 |
| 12/14/2010 22:25 | N | H_HOLLOW_E_1 | -4.15 |
| 12/14/2010 22:25 | N | HHOLLOW4_E_1 | -4.15 |
| 12/14/2010 22:25 | N | R_LH2SES_1 | 23.31 |
| 12/14/2010 22:25 | N | R_PB2SES_1 | -4.36 |
| 12/14/2010 22:25 | N | R_PB2SES_2 | -4.36 |
| 12/14/2010 22:25 | N | R_PB2SES_3 | -4.36 |
| 12/14/2010 22:25 | N | R_PB2SES_4 | -4.36 |
| 12/14/2010 22:25 | N | R_PB2SES_5 | -4.36 |
| 12/14/2010 22:25 | N | AUTO_EPS_390 | 23.21 |
| 12/14/2010 22:25 | N | TGW_KT | 21.54 |
| 12/14/2010 22:30 | N | DC_ROAD_L_B | 19.77 |
| 12/14/2010 22:30 | N | DC_EGPS_L_A | 15.29 |

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| 12/14/2010 22:30 | N | H_HOLLOW_E_1 | -2.89 |
| 12/14/2010 22:30 | N | HHOLLOW4_E_1 | -2.89 |
| 12/14/2010 22:30 | N | R_LH2SES_1 | 21.37 |
| 12/14/2010 22:30 | N | R_PB2SES_1 | -3.07 |
| 12/14/2010 22:30 | N | R_PB2SES_2 | -3.07 |
| 12/14/2010 22:30 | N | R_PB2SES_3 | -3.07 |
| 12/14/2010 22:30 | N | R_PB2SES_4 | -3.07 |
| 12/14/2010 22:30 | N | R_PB2SES_5 | -3.07 |
| 12/14/2010 22:30 | N | AUTO_EPS_390 | 21.29 |
| 12/14/2010 22:30 | N | TGW_KT | 19.81 |
| 12/14/2010 22:35 | N | DC_ROAD_L_B | 20.73 |
| 12/14/2010 22:35 | N | DC_EGPS_L_A | 15.81 |
| 12/14/2010 22:35 | N | H_HOLLOW_E_1 | -4.11 |
| 12/14/2010 22:35 | N | HHOLLOW4_E_1 | -4.11 |
| 12/14/2010 22:35 | N | R_LH2SES_1 | 22.48 |
| 12/14/2010 22:35 | N | R_PB2SES_1 | -4.32 |
| 12/14/2010 22:35 | N | R_PB2SES_2 | -4.32 |
| 12/14/2010 22:35 | N | R_PB2SES_3 | -4.32 |
| 12/14/2010 22:35 | N | R_PB2SES_4 | -4.32 |
| 12/14/2010 22:35 | N | R_PB2SES_5 | -4.32 |
| 12/14/2010 22:35 | N | AUTO_EPS_390 | 22.39 |
| 12/14/2010 22:35 | N | TGW_KT | 20.77 |
| 12/14/2010 22:40 | N | DC_ROAD_L_B | 20.17 |
| 12/14/2010 22:40 | N | DC_EGPS_L_A | 15.37 |
| 12/14/2010 22:40 | N | H_HOLLOW_E_1 | -4.09 |
| 12/14/2010 22:40 | N | HHOLLOW4_E_1 | -4.09 |
| 12/14/2010 22:40 | N | R_LH2SES_1 | 21.88 |
| 12/14/2010 22:40 | N | R_PB2SES_1 | -4.29 |
| 12/14/2010 22:40 | N | R_PB2SES_2 | -4.29 |
| 12/14/2010 22:40 | N | R_PB2SES_3 | -4.29 |
| 12/14/2010 22:40 | N | R_PB2SES_4 | -4.29 |
| 12/14/2010 22:40 | N | R_PB2SES_5 | -4.29 |
| 12/14/2010 22:40 | N | AUTO_EPS_390 | 21.8 |
| 12/14/2010 22:40 | N | TGW_KT | 20.21 |
| 12/14/2010 22:45 | N | DC_ROAD_L_B | 19.51 |
| 12/14/2010 22:45 | N | DC_EGPS_L_A | 14.85 |
| 12/14/2010 22:45 | N | H_HOLLOW_E_1 | -4.06 |
| 12/14/2010 22:45 | N | HHOLLOW4_E_1 | -4.06 |
| 12/14/2010 22:45 | N | R_LH2SES_1 | 21.18 |
| 12/14/2010 22:45 | N | R_PB2SES_1 | -4.25 |
| 12/14/2010 22:45 | N | R_PB2SES_2 | -4.25 |
| 12/14/2010 22:45 | N | R_PB2SES_3 | -4.25 |
| 12/14/2010 22:45 | N | R_PB2SES_4 | -4.25 |
| 12/14/2010 22:45 | N | R_PB2SES_5 | -4.25 |
| 12/14/2010 22:45 | N | AUTO_EPS_390 | 21.09 |
| 12/14/2010 22:45 | N | TGW_KT | 19.55 |
| 12/14/2010 22:50 | N | DC_ROAD_L_B | 18.99 |

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| 12/14/2010 22:50 | N | DC_EGPS_L_A | 14.43 |
| 12/14/2010 22:50 | N | H_HOLLOW_E_1 | -4.03 |
| 12/14/2010 22:50 | N | HHOLLOW4_E_1 | -4.03 |
| 12/14/2010 22:50 | N | R_LH2SES_1 | 20.61 |
| 12/14/2010 22:50 | N | R_PB2SES_1 | -4.22 |
| 12/14/2010 22:50 | N | R_PB2SES_2 | -4.22 |
| 12/14/2010 22:50 | N | R_PB2SES_3 | -4.22 |
| 12/14/2010 22:50 | N | R_PB2SES_4 | -4.22 |
| 12/14/2010 22:50 | N | R_PB2SES_5 | -4.22 |
| 12/14/2010 22:50 | N | AUTO_EPS_390 | 20.53 |
| 12/14/2010 22:50 | N | TGW_KT | 19.03 |
| 12/14/2010 22:55 | N | DC_ROAD_L_B | 18.89 |
| 12/14/2010 22:55 | N | DC_EGPS_L_A | 14.01 |
| 12/14/2010 22:55 | N | H_HOLLOW_E_1 | -5.78 |
| 12/14/2010 22:55 | N | HHOLLOW4_E_1 | -5.78 |
| 12/14/2010 22:55 | N | R_LH2SES_1 | 20.64 |
| 12/14/2010 22:55 | N | R_PB2SES_1 | -5.98 |
| 12/14/2010 22:55 | N | R_PB2SES_2 | -5.98 |
| 12/14/2010 22:55 | N | R_PB2SES_3 | -5.98 |
| 12/14/2010 22:55 | N | R_PB2SES_4 | -5.98 |
| 12/14/2010 22:55 | N | R_PB2SES_5 | -5.98 |
| 12/14/2010 22:55 | N | AUTO_EPS_390 | 20.55 |
| 12/14/2010 22:55 | N | TGW_KT | 18.94 |
| 12/14/2010 23:00 | N | DC_ROAD_L_B | 18.32 |
| 12/14/2010 23:00 | N | DC_EGPS_L_A | 13.89 |
| 12/14/2010 23:00 | N | H_HOLLOW_E_1 | -4 |
| 12/14/2010 23:00 | N | HHOLLOW4_E_1 | -4 |
| 12/14/2010 23:00 | N | R_LH2SES_1 | 19.9 |
| 12/14/2010 23:00 | N | R_PB2SES_1 | -4.18 |
| 12/14/2010 23:00 | N | R_PB2SES_2 | -4.18 |
| 12/14/2010 23:00 | N | R_PB2SES_3 | -4.18 |
| 12/14/2010 23:00 | N | R_PB2SES_4 | -4.18 |
| 12/14/2010 23:00 | N | R_PB2SES_5 | -4.18 |
| 12/14/2010 23:00 | N | AUTO_EPS_390 | 19.82 |
| 12/14/2010 23:00 | N | TGW_KT | 18.36 |
| 12/14/2010 23:03 | N | DC_ROAD_L_B | 18.39 |
| 12/14/2010 23:03 | N | DC_EGPS_L_A | 14.02 |
| 12/14/2010 23:03 | N | H_HOLLOW_E_1 | -3.63 |
| 12/14/2010 23:03 | N | HHOLLOW4_E_1 | -3.63 |
| 12/14/2010 23:03 | N | R_LH2SES_1 | 19.94 |
| 12/14/2010 23:03 | N | R_PB2SES_1 | -3.81 |
| 12/14/2010 23:03 | N | R_PB2SES_2 | -3.81 |
| 12/14/2010 23:03 | N | R_PB2SES_3 | -3.81 |
| 12/14/2010 23:03 | N | R_PB2SES_4 | -3.81 |
| 12/14/2010 23:03 | N | R_PB2SES_5 | -3.81 |
| 12/14/2010 23:03 | N | AUTO_EPS_390 | 19.86 |
| 12/14/2010 23:03 | N | TGW_KT | 18.42 |

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| 12/14/2010 23:05 | N | DC_ROAD_L_B | 18.02 |
| 12/14/2010 23:05 | N | DC_EGPS_L_A | 13.65 |
| 12/14/2010 23:05 | N | H_HOLLOW_E_1 | -3.99 |
| 12/14/2010 23:05 | N | HHOLLOW4_E_1 | -3.99 |
| 12/14/2010 23:05 | N | R_LH2SES_1 | 19.58 |
| 12/14/2010 23:05 | N | R_PB2SES_1 | -4.17 |
| 12/14/2010 23:05 | N | R_PB2SES_2 | -4.17 |
| 12/14/2010 23:05 | N | R_PB2SES_3 | -4.17 |
| 12/14/2010 23:05 | N | R_PB2SES_4 | -4.17 |
| 12/14/2010 23:05 | N | R_PB2SES_5 | -4.17 |
| 12/14/2010 23:05 | N | AUTO_EPS_390 | 19.5 |
| 12/14/2010 23:05 | N | TGW_KT | 18.06 |
| 12/14/2010 23:09 | N | DC_ROAD_L_B | 18.41 |
| 12/14/2010 23:09 | N | DC_EGPS_L_A | 14.04 |
| 12/14/2010 23:09 | N | H_HOLLOW_E_1 | -3.63 |
| 12/14/2010 23:09 | N | HHOLLOW4_E_1 | -3.63 |
| 12/14/2010 23:09 | N | R_LH2SES_1 | 19.96 |
| 12/14/2010 23:09 | N | R_PB2SES_1 | -3.81 |
| 12/14/2010 23:09 | N | R_PB2SES_2 | -3.81 |
| 12/14/2010 23:09 | N | R_PB2SES_3 | -3.81 |
| 12/14/2010 23:09 | N | R_PB2SES_4 | -3.81 |
| 12/14/2010 23:09 | N | R_PB2SES_5 | -3.81 |
| 12/14/2010 23:09 | N | AUTO_EPS_390 | 19.89 |
| 12/14/2010 23:09 | N | TGW_KT | 18.45 |
| 12/14/2010 23:10 | N | DC_ROAD_L_B | 18.35 |
| 12/14/2010 23:10 | N | DC_EGPS_L_A | 13.99 |
| 12/14/2010 23:10 | N | H_HOLLOW_E_1 | -3.62 |
| 12/14/2010 23:10 | N | HHOLLOW4_E_1 | -3.62 |
| 12/14/2010 23:10 | N | R_LH2SES_1 | 19.91 |
| 12/14/2010 23:10 | N | R_PB2SES_1 | -3.81 |
| 12/14/2010 23:10 | N | R_PB2SES_2 | -3.81 |
| 12/14/2010 23:10 | N | R_PB2SES_3 | -3.81 |
| 12/14/2010 23:10 | N | R_PB2SES_4 | -3.81 |
| 12/14/2010 23:10 | N | R_PB2SES_5 | -3.81 |
| 12/14/2010 23:10 | N | AUTO_EPS_390 | 19.83 |
| 12/14/2010 23:10 | N | TGW_KT | 18.39 |
| 12/14/2010 23:15 | N | DC_ROAD_L_B | 18.31 |
| 12/14/2010 23:15 | N | DC_EGPS_L_A | 13.9 |
| 12/14/2010 23:15 | N | H_HOLLOW_E_1 | -4 |
| 12/14/2010 23:15 | N | HHOLLOW4_E_1 | -4 |
| 12/14/2010 23:15 | N | R_LH2SES_1 | 19.89 |
| 12/14/2010 23:15 | N | R_PB2SES_1 | -4.18 |
| 12/14/2010 23:15 | N | R_PB2SES_2 | -4.18 |
| 12/14/2010 23:15 | N | R_PB2SES_3 | -4.18 |
| 12/14/2010 23:15 | N | R_PB2SES_4 | -4.18 |
| 12/14/2010 23:15 | N | R_PB2SES_5 | -4.18 |
| 12/14/2010 23:15 | N | AUTO_EPS_390 | 19.81 |

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| 12/14/2010 23:15 | N | TGW_KT | 18.35 |
| 12/14/2010 23:20 | N | DC_ROAD_L_B | 17.8 |
| 12/14/2010 23:20 | N | DC_EGPS_L_A | 13.49 |
| 12/14/2010 23:20 | N | H_HOLLOW_E_1 | -3.98 |
| 12/14/2010 23:20 | N | HHOLLOW4_E_1 | -3.98 |
| 12/14/2010 23:20 | N | R_LH2SES_1 | 19.33 |
| 12/14/2010 23:20 | N | R_PB2SES_1 | -4.16 |
| 12/14/2010 23:20 | N | R_PB2SES_2 | -4.16 |
| 12/14/2010 23:20 | N | R_PB2SES_3 | -4.16 |
| 12/14/2010 23:20 | N | R_PB2SES_4 | -4.16 |
| 12/14/2010 23:20 | N | R_PB2SES_5 | -4.16 |
| 12/14/2010 23:20 | N | AUTO_EPS_390 | 19.26 |
| 12/14/2010 23:20 | N | TGW_KT | 17.83 |
| 12/14/2010 23:21 | N | DC_ROAD_L_B | 18.21 |
| 12/14/2010 23:21 | N | DC_EGPS_L_A | 13.82 |
| 12/14/2010 23:21 | N | H_HOLLOW_E_1 | -3.99 |
| 12/14/2010 23:21 | N | HHOLLOW4_E_1 | -3.99 |
| 12/14/2010 23:21 | N | R_LH2SES_1 | 19.78 |
| 12/14/2010 23:21 | N | R_PB2SES_1 | -4.18 |
| 12/14/2010 23:21 | N | R_PB2SES_2 | -4.18 |
| 12/14/2010 23:21 | N | R_PB2SES_3 | -4.18 |
| 12/14/2010 23:21 | N | R_PB2SES_4 | -4.18 |
| 12/14/2010 23:21 | N | R_PB2SES_5 | -4.18 |
| 12/14/2010 23:21 | N | AUTO_EPS_390 | 19.7 |
| 12/14/2010 23:21 | N | TGW_KT | 18.25 |
| 12/14/2010 23:25 | N | DC_ROAD_L_B | 17.95 |
| 12/14/2010 23:25 | N | DC_EGPS_L_A | 13.61 |
| 12/14/2010 23:25 | N | H_HOLLOW_E_1 | -3.98 |
| 12/14/2010 23:25 | N | HHOLLOW4_E_1 | -3.98 |
| 12/14/2010 23:25 | N | R_LH2SES_1 | 19.5 |
| 12/14/2010 23:25 | N | R_PB2SES_1 | -4.16 |
| 12/14/2010 23:25 | N | R_PB2SES_2 | -4.16 |
| 12/14/2010 23:25 | N | R_PB2SES_3 | -4.16 |
| 12/14/2010 23:25 | N | R_PB2SES_4 | -4.16 |
| 12/14/2010 23:25 | N | R_PB2SES_5 | -4.16 |
| 12/14/2010 23:25 | N | AUTO_EPS_390 | 19.42 |
| 12/14/2010 23:25 | N | TGW_KT | 17.99 |
| 12/14/2010 23:30 | N | DC_ROAD_L_B | 17.7 |
| 12/14/2010 23:30 | N | DC_EGPS_L_A | 13.49 |
| 12/14/2010 23:30 | N | H_HOLLOW_E_1 | -3.61 |
| 12/14/2010 23:30 | N | HHOLLOW4_E_1 | -3.61 |
| 12/14/2010 23:30 | N | R_LH2SES_1 | 19.21 |
| 12/14/2010 23:30 | N | R_PB2SES_1 | -3.78 |
| 12/14/2010 23:30 | N | R_PB2SES_2 | -3.78 |
| 12/14/2010 23:30 | N | R_PB2SES_3 | -3.78 |
| 12/14/2010 23:30 | N | R_PB2SES_4 | -3.78 |
| 12/14/2010 23:30 | N | R_PB2SES_5 | -3.78 |

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| 12/14/2010 23:30 | N | AUTO_EPS_390 | 19.13 |
| 12/14/2010 23:30 | N | TGW_KT | 17.74 |
| 12/14/2010 23:32 | N | DC_ROAD_L_B | 17.5 |
| 12/14/2010 23:32 | N | DC_EGPS_L_A | 13.25 |
| 12/14/2010 23:32 | N | H_HOLLOW_E_1 | -3.96 |
| 12/14/2010 23:32 | N | HHOLLOW4_E_1 | -3.96 |
| 12/14/2010 23:32 | N | R_LH2SES_1 | 19.02 |
| 12/14/2010 23:32 | N | R_PB2SES_1 | -4.14 |
| 12/14/2010 23:32 | N | R_PB2SES_2 | -4.14 |
| 12/14/2010 23:32 | N | R_PB2SES_3 | -4.14 |
| 12/14/2010 23:32 | N | R_PB2SES_4 | -4.14 |
| 12/14/2010 23:32 | N | R_PB2SES_5 | -4.14 |
| 12/14/2010 23:32 | N | AUTO_EPS_390 | 18.94 |
| 12/14/2010 23:32 | N | TGW_KT | 17.54 |
| 12/14/2010 23:32 | N | DC_ROAD_L_B | 17.4 |
| 12/14/2010 23:32 | N | DC_EGPS_L_A | 13.24 |
| 12/14/2010 23:32 | N | H_HOLLOW_E_1 | -3.6 |
| 12/14/2010 23:32 | N | HHOLLOW4_E_1 | -3.6 |
| 12/14/2010 23:32 | N | R_LH2SES_1 | 18.88 |
| 12/14/2010 23:32 | N | R_PB2SES_1 | -3.77 |
| 12/14/2010 23:32 | N | R_PB2SES_2 | -3.77 |
| 12/14/2010 23:32 | N | R_PB2SES_3 | -3.77 |
| 12/14/2010 23:32 | N | R_PB2SES_4 | -3.77 |
| 12/14/2010 23:32 | N | R_PB2SES_5 | -3.77 |
| 12/14/2010 23:32 | N | AUTO_EPS_390 | 18.81 |
| 12/14/2010 23:32 | N | TGW_KT | 17.44 |
| 12/14/2010 23:33 | N | DC_ROAD_L_B | 17.46 |
| 12/14/2010 23:33 | N | DC_EGPS_L_A | 13.29 |
| 12/14/2010 23:33 | N | H_HOLLOW_E_1 | -3.6 |
| 12/14/2010 23:33 | N | HHOLLOW4_E_1 | -3.6 |
| 12/14/2010 23:33 | N | R_LH2SES_1 | 18.95 |
| 12/14/2010 23:33 | N | R_PB2SES_1 | -3.77 |
| 12/14/2010 23:33 | N | R_PB2SES_2 | -3.77 |
| 12/14/2010 23:33 | N | R_PB2SES_3 | -3.77 |
| 12/14/2010 23:33 | N | R_PB2SES_4 | -3.77 |
| 12/14/2010 23:33 | N | R_PB2SES_5 | -3.77 |
| 12/14/2010 23:33 | N | AUTO_EPS_390 | 18.88 |
| 12/14/2010 23:33 | N | TGW_KT | 17.5 |
| 12/14/2010 23:33 | N | DC_ROAD_L_B | 17.59 |
| 12/14/2010 23:33 | N | DC_EGPS_L_A | 13.32 |
| 12/14/2010 23:33 | N | H_HOLLOW_E_1 | -3.97 |
| 12/14/2010 23:33 | N | HHOLLOW4_E_1 | -3.97 |
| 12/14/2010 23:33 | N | R_LH2SES_1 | 19.11 |
| 12/14/2010 23:33 | N | R_PB2SES_1 | -4.14 |
| 12/14/2010 23:33 | N | R_PB2SES_2 | -4.14 |
| 12/14/2010 23:33 | N | R_PB2SES_3 | -4.14 |
| 12/14/2010 23:33 | N | R_PB2SES_4 | -4.14 |

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| 12/14/2010 23:33 | N | R_PB2SES_5 | -4.14 |
| 12/14/2010 23:33 | N | AUTO_EPS_390 | 19.04 |
| 12/14/2010 23:33 | N | TGW_KT | 17.63 |
| 12/14/2010 23:34 | N | DC_ROAD_L_B | 17.57 |
| 12/14/2010 23:34 | N | DC_EGPS_L_A | 13.52 |
| 12/14/2010 23:34 | N | H_HOLLOW_E_1 | -2.9 |
| 12/14/2010 23:34 | N | HHOLLOW4_E_1 | -2.9 |
| 12/14/2010 23:34 | N | R_LH2SES_1 | 19.02 |
| 12/14/2010 23:34 | N | R_PB2SES_1 | -3.07 |
| 12/14/2010 23:34 | N | R_PB2SES_2 | -3.07 |
| 12/14/2010 23:34 | N | R_PB2SES_3 | -3.07 |
| 12/14/2010 23:34 | N | R_PB2SES_4 | -3.07 |
| 12/14/2010 23:34 | N | R_PB2SES_5 | -3.07 |
| 12/14/2010 23:34 | N | AUTO_EPS_390 | 18.95 |
| 12/14/2010 23:34 | N | TGW_KT | 17.61 |
| 12/14/2010 23:34 | N | DC_ROAD_L_B | 17.92 |
| 12/14/2010 23:34 | N | DC_EGPS_L_A | 13.8 |
| 12/14/2010 23:34 | N | H_HOLLOW_E_1 | -2.89 |
| 12/14/2010 23:34 | N | HHOLLOW4_E_1 | -2.89 |
| 12/14/2010 23:34 | N | R_LH2SES_1 | 19.39 |
| 12/14/2010 23:34 | N | R_PB2SES_1 | -3.07 |
| 12/14/2010 23:34 | N | R_PB2SES_2 | -3.07 |
| 12/14/2010 23:34 | N | R_PB2SES_3 | -3.07 |
| 12/14/2010 23:34 | N | R_PB2SES_4 | -3.07 |
| 12/14/2010 23:34 | N | R_PB2SES_5 | -3.07 |
| 12/14/2010 23:34 | N | AUTO_EPS_390 | 19.31 |
| 12/14/2010 23:34 | N | TGW_KT | 17.96 |
| 12/14/2010 23:35 | N | DC_ROAD_L_B | 17.59 |
| 12/14/2010 23:35 | N | DC_EGPS_L_A | 13.39 |
| 12/14/2010 23:35 | N | H_HOLLOW_E_1 | -3.6 |
| 12/14/2010 23:35 | N | HHOLLOW4_E_1 | -3.6 |
| 12/14/2010 23:35 | N | R_LH2SES_1 | 19.08 |
| 12/14/2010 23:35 | N | R_PB2SES_1 | -3.78 |
| 12/14/2010 23:35 | N | R_PB2SES_2 | -3.78 |
| 12/14/2010 23:35 | N | R_PB2SES_3 | -3.78 |
| 12/14/2010 23:35 | N | R_PB2SES_4 | -3.78 |
| 12/14/2010 23:35 | N | R_PB2SES_5 | -3.78 |
| 12/14/2010 23:35 | N | AUTO_EPS_390 | 19.01 |
| 12/14/2010 23:35 | N | TGW_KT | 17.63 |
| 12/14/2010 23:35 | N | DC_ROAD_L_B | 17.56 |
| 12/14/2010 23:35 | N | DC_EGPS_L_A | 13.37 |
| 12/14/2010 23:35 | N | H_HOLLOW_E_1 | -3.6 |
| 12/14/2010 23:35 | N | HHOLLOW4_E_1 | -3.6 |
| 12/14/2010 23:35 | N | R_LH2SES_1 | 19.05 |
| 12/14/2010 23:35 | N | R_PB2SES_1 | -3.78 |
| 12/14/2010 23:35 | N | R_PB2SES_2 | -3.78 |
| 12/14/2010 23:35 | N | R_PB2SES_3 | -3.78 |

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| 12/14/2010 23:35 | N | R_PB2SES_4 | -3.78 |
| 12/14/2010 23:35 | N | R_PB2SES_5 | -3.78 |
| 12/14/2010 23:35 | N | AUTO_EPS_390 | 18.98 |
| 12/14/2010 23:35 | N | TGW_KT | 17.6 |
| 12/14/2010 23:36 | N | DC_ROAD_L_B | 17.57 |
| 12/14/2010 23:36 | N | DC_EGPS_L_A | 13.38 |
| 12/14/2010 23:36 | N | H_HOLLOW_E_1 | -3.6 |
| 12/14/2010 23:36 | N | HHOLLOW4_E_1 | -3.6 |
| 12/14/2010 23:36 | N | R_LH2SES_1 | 19.07 |
| 12/14/2010 23:36 | N | R_PB2SES_1 | -3.78 |
| 12/14/2010 23:36 | N | R_PB2SES_2 | -3.78 |
| 12/14/2010 23:36 | N | R_PB2SES_3 | -3.78 |
| 12/14/2010 23:36 | N | R_PB2SES_4 | -3.78 |
| 12/14/2010 23:36 | N | R_PB2SES_5 | -3.78 |
| 12/14/2010 23:36 | N | AUTO_EPS_390 | 18.99 |
| 12/14/2010 23:36 | N | TGW_KT | 17.61 |
| 12/14/2010 23:36 | N | DC_ROAD_L_B | 17.55 |
| 12/14/2010 23:36 | N | DC_EGPS_L_A | 13.36 |
| 12/14/2010 23:36 | N | H_HOLLOW_E_1 | -3.6 |
| 12/14/2010 23:36 | N | HHOLLOW4_E_1 | -3.6 |
| 12/14/2010 23:36 | N | R_LH2SES_1 | 19.04 |
| 12/14/2010 23:36 | N | R_PB2SES_1 | -3.78 |
| 12/14/2010 23:36 | N | R_PB2SES_2 | -3.78 |
| 12/14/2010 23:36 | N | R_PB2SES_3 | -3.78 |
| 12/14/2010 23:36 | N | R_PB2SES_4 | -3.78 |
| 12/14/2010 23:36 | N | R_PB2SES_5 | -3.78 |
| 12/14/2010 23:36 | N | AUTO_EPS_390 | 18.97 |
| 12/14/2010 23:36 | N | TGW_KT | 17.59 |
| 12/14/2010 23:38 | N | DC_ROAD_L_B | 17.79 |
| 12/14/2010 23:38 | N | DC_EGPS_L_A | 13.69 |
| 12/14/2010 23:38 | N | H_HOLLOW_E_1 | -2.9 |
| 12/14/2010 23:38 | N | HHOLLOW4_E_1 | -2.9 |
| 12/14/2010 23:38 | N | R_LH2SES_1 | 19.25 |
| 12/14/2010 23:38 | N | R_PB2SES_1 | -3.07 |
| 12/14/2010 23:38 | N | R_PB2SES_2 | -3.07 |
| 12/14/2010 23:38 | N | R_PB2SES_3 | -3.07 |
| 12/14/2010 23:38 | N | R_PB2SES_4 | -3.07 |
| 12/14/2010 23:38 | N | R_PB2SES_5 | -3.07 |
| 12/14/2010 23:38 | N | AUTO_EPS_390 | 19.18 |
| 12/14/2010 23:38 | N | TGW_KT | 17.83 |
| 12/14/2010 23:39 | N | DC_ROAD_L_B | 17.49 |
| 12/14/2010 23:39 | N | DC_EGPS_L_A | 13.32 |
| 12/14/2010 23:39 | N | H_HOLLOW_E_1 | -3.6 |
| 12/14/2010 23:39 | N | HHOLLOW4_E_1 | -3.6 |
| 12/14/2010 23:39 | N | R_LH2SES_1 | 18.98 |
| 12/14/2010 23:39 | N | R_PB2SES_1 | -3.77 |
| 12/14/2010 23:39 | N | R_PB2SES_2 | -3.77 |

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| 12/14/2010 23:39 | N | R_PB2SES_3 | -3.77 |
| 12/14/2010 23:39 | N | R_PB2SES_4 | -3.77 |
| 12/14/2010 23:39 | N | R_PB2SES_5 | -3.77 |
| 12/14/2010 23:39 | N | AUTO_EPS_390 | 18.91 |
| 12/14/2010 23:39 | N | TGW_KT | 17.53 |
| 12/14/2010 23:40 | N | DC_ROAD_L_B | 17.45 |
| 12/14/2010 23:40 | N | DC_EGPS_L_A | 13.28 |
| 12/14/2010 23:40 | N | H_HOLLOW_E_1 | -3.6 |
| 12/14/2010 23:40 | N | HHOLLOW4_E_1 | -3.6 |
| 12/14/2010 23:40 | N | R_LH2SES_1 | 18.94 |
| 12/14/2010 23:40 | N | R_PB2SES_1 | -3.77 |
| 12/14/2010 23:40 | N | R_PB2SES_2 | -3.77 |
| 12/14/2010 23:40 | N | R_PB2SES_3 | -3.77 |
| 12/14/2010 23:40 | N | R_PB2SES_4 | -3.77 |
| 12/14/2010 23:40 | N | R_PB2SES_5 | -3.77 |
| 12/14/2010 23:40 | N | AUTO_EPS_390 | 18.87 |
| 12/14/2010 23:40 | N | TGW_KT | 17.49 |
| 12/14/2010 23:45 | N | DC_ROAD_L_B | 17.26 |
| 12/14/2010 23:45 | N | DC_EGPS_L_A | 13.13 |
| 12/14/2010 23:45 | N | H_HOLLOW_E_1 | -3.59 |
| 12/14/2010 23:45 | N | HHOLLOW4_E_1 | -3.59 |
| 12/14/2010 23:45 | N | R_LH2SES_1 | 18.74 |
| 12/14/2010 23:45 | N | R_PB2SES_1 | -3.76 |
| 12/14/2010 23:45 | N | R_PB2SES_2 | -3.76 |
| 12/14/2010 23:45 | N | R_PB2SES_3 | -3.76 |
| 12/14/2010 23:45 | N | R_PB2SES_4 | -3.76 |
| 12/14/2010 23:45 | N | R_PB2SES_5 | -3.76 |
| 12/14/2010 23:45 | N | AUTO_EPS_390 | 18.66 |
| 12/14/2010 23:45 | N | TGW_KT | 17.3 |
| 12/14/2010 23:50 | N | DC_ROAD_L_B | 16.89 |
| 12/14/2010 23:50 | N | DC_EGPS_L_A | 12.95 |
| 12/14/2010 23:50 | N | H_HOLLOW_E_1 | -2.9 |
| 12/14/2010 23:50 | N | HHOLLOW4_E_1 | -2.9 |
| 12/14/2010 23:50 | N | R_LH2SES_1 | 18.29 |
| 12/14/2010 23:50 | N | R_PB2SES_1 | -3.06 |
| 12/14/2010 23:50 | N | R_PB2SES_2 | -3.06 |
| 12/14/2010 23:50 | N | R_PB2SES_3 | -3.06 |
| 12/14/2010 23:50 | N | R_PB2SES_4 | -3.06 |
| 12/14/2010 23:50 | N | R_PB2SES_5 | -3.06 |
| 12/14/2010 23:50 | N | AUTO_EPS_390 | 18.22 |
| 12/14/2010 23:50 | N | TGW_KT | 16.92 |
| 12/14/2010 23:52 | N | DC_ROAD_L_B | 16.94 |
| 12/14/2010 23:52 | N | DC_EGPS_L_A | 13 |
| 12/14/2010 23:52 | N | H_HOLLOW_E_1 | -2.9 |
| 12/14/2010 23:52 | N | HHOLLOW4_E_1 | -2.9 |
| 12/14/2010 23:52 | N | R_LH2SES_1 | 18.35 |
| 12/14/2010 23:52 | N | R_PB2SES_1 | -3.06 |

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| 12/14/2010 23:52 | N | R_PB2SES_2 | -3.06 |
| 12/14/2010 23:52 | N | R_PB2SES_3 | -3.06 |
| 12/14/2010 23:52 | N | R_PB2SES_4 | -3.06 |
| 12/14/2010 23:52 | N | R_PB2SES_5 | -3.06 |
| 12/14/2010 23:52 | N | AUTO_EPS_390 | 18.28 |
| 12/14/2010 23:52 | N | TGW_KT | 16.98 |
| 12/14/2010 23:54 | N | DC_ROAD_L_B | 16.64 |
| 12/14/2010 23:54 | N | DC_EGPS_L_A | 12.75 |
| 12/14/2010 23:54 | N | H_HOLLOW_E_1 | -2.9 |
| 12/14/2010 23:54 | N | HHOLLOW4_E_1 | -2.9 |
| 12/14/2010 23:54 | N | R_LH2SES_1 | 18.02 |
| 12/14/2010 23:54 | N | R_PB2SES_1 | -3.06 |
| 12/14/2010 23:54 | N | R_PB2SES_2 | -3.06 |
| 12/14/2010 23:54 | N | R_PB2SES_3 | -3.06 |
| 12/14/2010 23:54 | N | R_PB2SES_4 | -3.06 |
| 12/14/2010 23:54 | N | R_PB2SES_5 | -3.06 |
| 12/14/2010 23:54 | N | AUTO_EPS_390 | 17.95 |
| 12/14/2010 23:54 | N | TGW_KT | 16.67 |
| 12/14/2010 23:55 | N | DC_ROAD_L_B | 16.71 |
| 12/14/2010 23:55 | N | DC_EGPS_L_A | 12.81 |
| 12/14/2010 23:55 | N | H_HOLLOW_E_1 | -2.9 |
| 12/14/2010 23:55 | N | HHOLLOW4_E_1 | -2.9 |
| 12/14/2010 23:55 | N | R_LH2SES_1 | 18.09 |
| 12/14/2010 23:55 | N | R_PB2SES_1 | -3.06 |
| 12/14/2010 23:55 | N | R_PB2SES_2 | -3.06 |
| 12/14/2010 23:55 | N | R_PB2SES_3 | -3.06 |
| 12/14/2010 23:55 | N | R_PB2SES_4 | -3.06 |
| 12/14/2010 23:55 | N | R_PB2SES_5 | -3.06 |
| 12/14/2010 23:55 | N | AUTO_EPS_390 | 18.02 |
| 12/14/2010 23:55 | N | TGW_KT | 16.74 |
| 12/14/2010 23:56 | N | DC_ROAD_L_B | 16.58 |
| 12/14/2010 23:56 | N | DC_EGPS_L_A | 12.7 |
| 12/14/2010 23:56 | N | H_HOLLOW_E_1 | -2.9 |
| 12/14/2010 23:56 | N | HHOLLOW4_E_1 | -2.9 |
| 12/14/2010 23:56 | N | R_LH2SES_1 | 17.95 |
| 12/14/2010 23:56 | N | R_PB2SES_1 | -3.06 |
| 12/14/2010 23:56 | N | R_PB2SES_2 | -3.06 |
| 12/14/2010 23:56 | N | R_PB2SES_3 | -3.06 |
| 12/14/2010 23:56 | N | R_PB2SES_4 | -3.06 |
| 12/14/2010 23:56 | N | R_PB2SES_5 | -3.06 |
| 12/14/2010 23:56 | N | AUTO_EPS_390 | 17.89 |
| 12/14/2010 23:56 | N | TGW_KT | 16.61 |
| 12/14/2010 23:57 | N | DC_ROAD_L_B | 16.78 |
| 12/14/2010 23:57 | N | DC_EGPS_L_A | 12.87 |
| 12/14/2010 23:57 | N | H_HOLLOW_E_1 | -2.9 |
| 12/14/2010 23:57 | N | HHOLLOW4_E_1 | -2.9 |
| 12/14/2010 23:57 | N | R_LH2SES_1 | 18.18 |

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|---|---|---|---|
| 12/14/2010 23:57 | N | R_PB2SES_1 | -3.06 |
| 12/14/2010 23:57 | N | R_PB2SES_2 | -3.06 |
| 12/14/2010 23:57 | N | R_PB2SES_3 | -3.06 |
| 12/14/2010 23:57 | N | R_PB2SES_4 | -3.06 |
| 12/14/2010 23:57 | N | R_PB2SES_5 | -3.06 |
| 12/14/2010 23:57 | N | AUTO_EPS_390 | 18.11 |
| 12/14/2010 23:57 | N | TGW_KT | 16.82 |
| 12/14/2010 23:58 | N | DC_ROAD_L_B | 15.63 |
| 12/14/2010 23:58 | N | DC_EGPS_L_A | 11.94 |
| 12/14/2010 23:58 | N | H_HOLLOW_E_1 | -2.91 |
| 12/14/2010 23:58 | N | HHOLLOW4_E_1 | -2.91 |
| 12/14/2010 23:58 | N | R_LH2SES_1 | 16.94 |
| 12/14/2010 23:58 | N | R_PB2SES_1 | -3.06 |
| 12/14/2010 23:58 | N | R_PB2SES_2 | -3.06 |
| 12/14/2010 23:58 | N | R_PB2SES_3 | -3.06 |
| 12/14/2010 23:58 | N | R_PB2SES_4 | -3.06 |
| 12/14/2010 23:58 | N | R_PB2SES_5 | -3.06 |
| 12/14/2010 23:58 | N | AUTO_EPS_390 | 16.87 |
| 12/14/2010 23:58 | N | TGW_KT | 15.66 |
| 12/14/2010 23:59 | N | DC_ROAD_L_B | 16.37 |
| 12/14/2010 23:59 | N | DC_EGPS_L_A | 12.4 |
| 12/14/2010 23:59 | N | H_HOLLOW_E_1 | -3.57 |
| 12/14/2010 23:59 | N | HHOLLOW4_E_1 | -3.57 |
| 12/14/2010 23:59 | N | R_LH2SES_1 | 17.78 |
| 12/14/2010 23:59 | N | R_PB2SES_1 | -3.73 |
| 12/14/2010 23:59 | N | R_PB2SES_2 | -3.73 |
| 12/14/2010 23:59 | N | R_PB2SES_3 | -3.73 |
| 12/14/2010 23:59 | N | R_PB2SES_4 | -3.73 |
| 12/14/2010 23:59 | N | R_PB2SES_5 | -3.73 |
| 12/14/2010 23:59 | N | AUTO_EPS_390 | 17.7 |
| 12/14/2010 23:59 | N | TGW_KT | 16.4 |
| 12/14/2010 23:59 | N | DC_ROAD_L_B | 17.56 |
| 12/14/2010 23:59 | N | DC_EGPS_L_A | 13.51 |
| 12/14/2010 23:59 | N | H_HOLLOW_E_1 | -2.78 |
| 12/14/2010 23:59 | N | HHOLLOW4_E_1 | -2.78 |
| 12/14/2010 23:59 | N | R_LH2SES_1 | 19 |
| 12/14/2010 23:59 | N | R_PB2SES_1 | -2.95 |
| 12/14/2010 23:59 | N | R_PB2SES_2 | -2.95 |
| 12/14/2010 23:59 | N | R_PB2SES_3 | -2.95 |
| 12/14/2010 23:59 | N | R_PB2SES_4 | -2.95 |
| 12/14/2010 23:59 | N | R_PB2SES_5 | -2.95 |
| 12/14/2010 23:59 | N | AUTO_EPS_390 | 18.93 |
| 12/14/2010 23:59 | N | TGW_KT | 17.6 |
| 12/14/2010 23:59 | N | DC_ROAD_L_B | 17.56 |
| 12/14/2010 23:59 | N | DC_EGPS_L_A | 13.51 |
| 12/14/2010 23:59 | N | H_HOLLOW_E_1 | -2.78 |
| 12/14/2010 23:59 | N | HHOLLOW4_E_1 | -2.78 |

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|---|---|---|---|
| 12/14/2010 23:59 | N | R_LH2SES_1 | 19 |
| 12/14/2010 23:59 | N | R_PB2SES_1 | -2.95 |
| 12/14/2010 23:59 | N | R_PB2SES_2 | -2.95 |
| 12/14/2010 23:59 | N | R_PB2SES_3 | -2.95 |
| 12/14/2010 23:59 | N | R_PB2SES_4 | -2.95 |
| 12/14/2010 23:59 | N | R_PB2SES_5 | -2.95 |
| 12/14/2010 23:59 | N | AUTO_EPS_390 | 18.93 |
| 12/14/2010 23:59 | N | TGW_KT | 17.6 |
| 12/15/2010 0:00 | N | DC_ROAD_L_B | 17.56 |
| 12/15/2010 0:00 | N | DC_EGPS_L_A | 13.51 |
| 12/15/2010 0:00 | N | H_HOLLOW_E_1 | -2.78 |
| 12/15/2010 0:00 | N | HHOLLOW4_E_1 | -2.78 |
| 12/15/2010 0:00 | N | R_LH2SES_1 | 19 |
| 12/15/2010 0:00 | N | R_PB2SES_1 | -2.95 |
| 12/15/2010 0:00 | N | R_PB2SES_2 | -2.95 |
| 12/15/2010 0:00 | N | R_PB2SES_3 | -2.95 |
| 12/15/2010 0:00 | N | R_PB2SES_4 | -2.95 |
| 12/15/2010 0:00 | N | R_PB2SES_5 | -2.95 |
| 12/15/2010 0:00 | N | AUTO_EPS_390 | 18.93 |
| 12/15/2010 0:00 | N | TGW_KT | 17.6 |
| 12/15/2010 0:01 | N | DC_ROAD_L_B | 17.56 |
| 12/15/2010 0:01 | N | DC_EGPS_L_A | 13.51 |
| 12/15/2010 0:01 | N | H_HOLLOW_E_1 | -2.78 |
| 12/15/2010 0:01 | N | HHOLLOW4_E_1 | -2.78 |
| 12/15/2010 0:01 | N | R_LH2SES_1 | 19 |
| 12/15/2010 0:01 | N | R_PB2SES_1 | -2.95 |
| 12/15/2010 0:01 | N | R_PB2SES_2 | -2.95 |
| 12/15/2010 0:01 | N | R_PB2SES_3 | -2.95 |
| 12/15/2010 0:01 | N | R_PB2SES_4 | -2.95 |
| 12/15/2010 0:01 | N | R_PB2SES_5 | -2.95 |
| 12/15/2010 0:01 | N | AUTO_EPS_390 | 18.93 |
| 12/15/2010 0:01 | N | TGW_KT | 17.6 |
| 12/15/2010 0:01 | N | DC_ROAD_L_B | 17.56 |
| 12/15/2010 0:01 | N | DC_EGPS_L_A | 13.51 |
| 12/15/2010 0:01 | N | H_HOLLOW_E_1 | -2.78 |
| 12/15/2010 0:01 | N | HHOLLOW4_E_1 | -2.78 |
| 12/15/2010 0:01 | N | R_LH2SES_1 | 19 |
| 12/15/2010 0:01 | N | R_PB2SES_1 | -2.95 |
| 12/15/2010 0:01 | N | R_PB2SES_2 | -2.95 |
| 12/15/2010 0:01 | N | R_PB2SES_3 | -2.95 |
| 12/15/2010 0:01 | N | R_PB2SES_4 | -2.95 |
| 12/15/2010 0:01 | N | R_PB2SES_5 | -2.95 |
| 12/15/2010 0:01 | N | AUTO_EPS_390 | 18.93 |
| 12/15/2010 0:01 | N | TGW_KT | 17.6 |
| 12/15/2010 0:05 | N | DC_ROAD_L_B | 19.4 |
| 12/15/2010 0:05 | N | DC_EGPS_L_A | 14.39 |
| 12/15/2010 0:05 | N | H_HOLLOW_E_1 | -5.77 |

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|---|---|---|---|
| 12/15/2010 0:05 | N | HHOLLOW4_E_1 | -5.77 |
| 12/15/2010 0:05 | N | R_LH2SES_1 | 21.18 |
| 12/15/2010 0:05 | N | R_PB2SES_1 | -5.98 |
| 12/15/2010 0:05 | N | R_PB2SES_2 | -5.98 |
| 12/15/2010 0:05 | N | R_PB2SES_3 | -5.98 |
| 12/15/2010 0:05 | N | R_PB2SES_4 | -5.98 |
| 12/15/2010 0:05 | N | R_PB2SES_5 | -5.98 |
| 12/15/2010 0:05 | N | AUTO_EPS_390 | 21.09 |
| 12/15/2010 0:05 | N | TGW_KT | 19.44 |
| 12/15/2010 0:05 | N | DC_ROAD_L_B | 18.68 |
| 12/15/2010 0:05 | N | DC_EGPS_L_A | 11.3 |
| 12/15/2010 0:05 | N | H_HOLLOW_E_1 | -18.43 |
| 12/15/2010 0:05 | N | HHOLLOW4_E_1 | -18.43 |
| 12/15/2010 0:05 | N | R_LH2SES_1 | 21.31 |
| 12/15/2010 0:05 | N | R_PB2SES_1 | -18.74 |
| 12/15/2010 0:05 | N | R_PB2SES_2 | -18.74 |
| 12/15/2010 0:05 | N | R_PB2SES_3 | -18.74 |
| 12/15/2010 0:05 | N | R_PB2SES_4 | -18.74 |
| 12/15/2010 0:05 | N | R_PB2SES_5 | -18.74 |
| 12/15/2010 0:05 | N | AUTO_EPS_390 | 21.17 |
| 12/15/2010 0:05 | N | TGW_KT | 18.75 |
| 12/15/2010 0:06 | N | DC_ROAD_L_B | 18.75 |
| 12/15/2010 0:06 | N | DC_EGPS_L_A | 11.33 |
| 12/15/2010 0:06 | N | H_HOLLOW_E_1 | -18.55 |
| 12/15/2010 0:06 | N | HHOLLOW4_E_1 | -18.55 |
| 12/15/2010 0:06 | N | R_LH2SES_1 | 21.39 |
| 12/15/2010 0:06 | N | R_PB2SES_1 | -18.85 |
| 12/15/2010 0:06 | N | R_PB2SES_2 | -18.85 |
| 12/15/2010 0:06 | N | R_PB2SES_3 | -18.85 |
| 12/15/2010 0:06 | N | R_PB2SES_4 | -18.85 |
| 12/15/2010 0:06 | N | R_PB2SES_5 | -18.85 |
| 12/15/2010 0:06 | N | AUTO_EPS_390 | 21.26 |
| 12/15/2010 0:06 | N | TGW_KT | 18.82 |
| 12/15/2010 0:07 | N | DC_ROAD_L_B | 18.75 |
| 12/15/2010 0:07 | N | DC_EGPS_L_A | 11.33 |
| 12/15/2010 0:07 | N | H_HOLLOW_E_1 | -18.55 |
| 12/15/2010 0:07 | N | HHOLLOW4_E_1 | -18.55 |
| 12/15/2010 0:07 | N | R_LH2SES_1 | 21.39 |
| 12/15/2010 0:07 | N | R_PB2SES_1 | -18.85 |
| 12/15/2010 0:07 | N | R_PB2SES_2 | -18.85 |
| 12/15/2010 0:07 | N | R_PB2SES_3 | -18.85 |
| 12/15/2010 0:07 | N | R_PB2SES_4 | -18.85 |
| 12/15/2010 0:07 | N | R_PB2SES_5 | -18.85 |
| 12/15/2010 0:07 | N | AUTO_EPS_390 | 21.26 |
| 12/15/2010 0:07 | N | TGW_KT | 18.82 |
| 12/15/2010 0:10 | N | DC_ROAD_L_B | 18.17 |
| 12/15/2010 0:10 | N | DC_EGPS_L_A | 13.8 |

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|---|---|---|---|
| 12/15/2010 0:10 | N | H_HOLLOW_E_1 | -3.62 |
| 12/15/2010 0:10 | N | HHOLLOW4_E_1 | -3.62 |
| 12/15/2010 0:10 | N | R_LH2SES_1 | 19.73 |
| 12/15/2010 0:10 | N | R_PB2SES_1 | -3.8 |
| 12/15/2010 0:10 | N | R_PB2SES_2 | -3.8 |
| 12/15/2010 0:10 | N | R_PB2SES_3 | -3.8 |
| 12/15/2010 0:10 | N | R_PB2SES_4 | -3.8 |
| 12/15/2010 0:10 | N | R_PB2SES_5 | -3.8 |
| 12/15/2010 0:10 | N | AUTO_EPS_390 | 19.65 |
| 12/15/2010 0:10 | N | TGW_KT | 18.21 |
| 12/15/2010 0:15 | N | DC_ROAD_L_B | 17.29 |
| 12/15/2010 0:15 | N | DC_EGPS_L_A | 13.72 |
| 12/15/2010 0:15 | N | H_HOLLOW_E_1 | -0.48 |
| 12/15/2010 0:15 | N | HHOLLOW4_E_1 | -0.48 |
| 12/15/2010 0:15 | N | R_LH2SES_1 | 18.56 |
| 12/15/2010 0:15 | N | R_PB2SES_1 | -0.62 |
| 12/15/2010 0:15 | N | R_PB2SES_2 | -0.62 |
| 12/15/2010 0:15 | N | R_PB2SES_3 | -0.62 |
| 12/15/2010 0:15 | N | R_PB2SES_4 | -0.62 |
| 12/15/2010 0:15 | N | R_PB2SES_5 | -0.62 |
| 12/15/2010 0:15 | N | AUTO_EPS_390 | 18.5 |
| 12/15/2010 0:15 | N | TGW_KT | 17.32 |
| 12/15/2010 0:20 | N | DC_ROAD_L_B | 17.21 |
| 12/15/2010 0:20 | N | DC_EGPS_L_A | 13.66 |
| 12/15/2010 0:20 | N | H_HOLLOW_E_1 | -0.47 |
| 12/15/2010 0:20 | N | HHOLLOW4_E_1 | -0.47 |
| 12/15/2010 0:20 | N | R_LH2SES_1 | 18.48 |
| 12/15/2010 0:20 | N | R_PB2SES_1 | -0.61 |
| 12/15/2010 0:20 | N | R_PB2SES_2 | -0.61 |
| 12/15/2010 0:20 | N | R_PB2SES_3 | -0.61 |
| 12/15/2010 0:20 | N | R_PB2SES_4 | -0.61 |
| 12/15/2010 0:20 | N | R_PB2SES_5 | -0.61 |
| 12/15/2010 0:20 | N | AUTO_EPS_390 | 18.41 |
| 12/15/2010 0:20 | N | TGW_KT | 17.24 |
| 12/15/2010 0:25 | N | DC_ROAD_L_B | 18.16 |
| 12/15/2010 0:25 | N | DC_EGPS_L_A | 14.41 |
| 12/15/2010 0:25 | N | H_HOLLOW_E_1 | -0.55 |
| 12/15/2010 0:25 | N | HHOLLOW4_E_1 | -0.55 |
| 12/15/2010 0:25 | N | R_LH2SES_1 | 19.49 |
| 12/15/2010 0:25 | N | R_PB2SES_1 | -0.71 |
| 12/15/2010 0:25 | N | R_PB2SES_2 | -0.71 |
| 12/15/2010 0:25 | N | R_PB2SES_3 | -0.71 |
| 12/15/2010 0:25 | N | R_PB2SES_4 | -0.71 |
| 12/15/2010 0:25 | N | R_PB2SES_5 | -0.71 |
| 12/15/2010 0:25 | N | AUTO_EPS_390 | 19.42 |
| 12/15/2010 0:25 | N | TGW_KT | 18.19 |
| 12/15/2010 0:27 | N | DC_ROAD_L_B | 18.01 |

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|---|---|---|---|
| 12/15/2010 0:27 | N | DC_EGPS_L_A | 13.83 |
| 12/15/2010 0:27 | N | H_HOLLOW_E_1 | -2.89 |
| 12/15/2010 0:27 | N | HHOLLOW4_E_1 | -2.89 |
| 12/15/2010 0:27 | N | R_LH2SES_1 | 19.5 |
| 12/15/2010 0:27 | N | R_PB2SES_1 | -3.07 |
| 12/15/2010 0:27 | N | R_PB2SES_2 | -3.07 |
| 12/15/2010 0:27 | N | R_PB2SES_3 | -3.07 |
| 12/15/2010 0:27 | N | R_PB2SES_4 | -3.07 |
| 12/15/2010 0:27 | N | R_PB2SES_5 | -3.07 |
| 12/15/2010 0:27 | N | AUTO_EPS_390 | 19.42 |
| 12/15/2010 0:27 | N | TGW_KT | 18.05 |
| 12/15/2010 0:28 | N | DC_ROAD_L_B | 17.21 |
| 12/15/2010 0:28 | N | DC_EGPS_L_A | 13.19 |
| 12/15/2010 0:28 | N | H_HOLLOW_E_1 | -2.9 |
| 12/15/2010 0:28 | N | HHOLLOW4_E_1 | -2.9 |
| 12/15/2010 0:28 | N | R_LH2SES_1 | 18.64 |
| 12/15/2010 0:28 | N | R_PB2SES_1 | -3.06 |
| 12/15/2010 0:28 | N | R_PB2SES_2 | -3.06 |
| 12/15/2010 0:28 | N | R_PB2SES_3 | -3.06 |
| 12/15/2010 0:28 | N | R_PB2SES_4 | -3.06 |
| 12/15/2010 0:28 | N | R_PB2SES_5 | -3.06 |
| 12/15/2010 0:28 | N | AUTO_EPS_390 | 18.57 |
| 12/15/2010 0:28 | N | TGW_KT | 17.24 |
| 12/15/2010 0:30 | N | DC_ROAD_L_B | 18.27 |
| 12/15/2010 0:30 | N | DC_EGPS_L_A | 10.81 |
| 12/15/2010 0:30 | N | H_HOLLOW_E_1 | -19.06 |
| 12/15/2010 0:30 | N | HHOLLOW4_E_1 | -19.06 |
| 12/15/2010 0:30 | N | R_LH2SES_1 | 20.93 |
| 12/15/2010 0:30 | N | R_PB2SES_1 | -19.37 |
| 12/15/2010 0:30 | N | R_PB2SES_2 | -19.37 |
| 12/15/2010 0:30 | N | R_PB2SES_3 | -19.37 |
| 12/15/2010 0:30 | N | R_PB2SES_4 | -19.37 |
| 12/15/2010 0:30 | N | R_PB2SES_5 | -19.37 |
| 12/15/2010 0:30 | N | AUTO_EPS_390 | 20.79 |
| 12/15/2010 0:30 | N | TGW_KT | 18.34 |
| 12/15/2010 0:30 | N | DC_ROAD_L_B | 18.46 |
| 12/15/2010 0:30 | N | DC_EGPS_L_A | 10.93 |
| 12/15/2010 0:30 | N | H_HOLLOW_E_1 | -19.26 |
| 12/15/2010 0:30 | N | HHOLLOW4_E_1 | -19.26 |
| 12/15/2010 0:30 | N | R_LH2SES_1 | 21.14 |
| 12/15/2010 0:30 | N | R_PB2SES_1 | -19.57 |
| 12/15/2010 0:30 | N | R_PB2SES_2 | -19.57 |
| 12/15/2010 0:30 | N | R_PB2SES_3 | -19.57 |
| 12/15/2010 0:30 | N | R_PB2SES_4 | -19.57 |
| 12/15/2010 0:30 | N | R_PB2SES_5 | -19.57 |
| 12/15/2010 0:30 | N | AUTO_EPS_390 | 21.01 |
| 12/15/2010 0:30 | N | TGW_KT | 18.53 |

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|---|---|---|---|
| 12/15/2010 0:31 | N | DC_ROAD_L_B | 18.59 |
| 12/15/2010 0:31 | N | DC_EGPS_L_A | 11.26 |
| 12/15/2010 0:31 | N | H_HOLLOW_E_1 | -18.08 |
| 12/15/2010 0:31 | N | HHOLLOW4_E_1 | -18.08 |
| 12/15/2010 0:31 | N | R_LH2SES_1 | 21.2 |
| 12/15/2010 0:31 | N | R_PB2SES_1 | -18.38 |
| 12/15/2010 0:31 | N | R_PB2SES_2 | -18.38 |
| 12/15/2010 0:31 | N | R_PB2SES_3 | -18.38 |
| 12/15/2010 0:31 | N | R_PB2SES_4 | -18.38 |
| 12/15/2010 0:31 | N | R_PB2SES_5 | -18.38 |
| 12/15/2010 0:31 | N | AUTO_EPS_390 | 21.07 |
| 12/15/2010 0:31 | N | TGW_KT | 18.66 |
| 12/15/2010 0:31 | N | DC_ROAD_L_B | 18.77 |
| 12/15/2010 0:31 | N | DC_EGPS_L_A | 11.39 |
| 12/15/2010 0:31 | N | H_HOLLOW_E_1 | -18.15 |
| 12/15/2010 0:31 | N | HHOLLOW4_E_1 | -18.15 |
| 12/15/2010 0:31 | N | R_LH2SES_1 | 21.39 |
| 12/15/2010 0:31 | N | R_PB2SES_1 | -18.46 |
| 12/15/2010 0:31 | N | R_PB2SES_2 | -18.46 |
| 12/15/2010 0:31 | N | R_PB2SES_3 | -18.46 |
| 12/15/2010 0:31 | N | R_PB2SES_4 | -18.46 |
| 12/15/2010 0:31 | N | R_PB2SES_5 | -18.46 |
| 12/15/2010 0:31 | N | AUTO_EPS_390 | 21.26 |
| 12/15/2010 0:31 | N | TGW_KT | 18.83 |
| 12/15/2010 0:32 | N | DC_ROAD_L_B | 18.74 |
| 12/15/2010 0:32 | N | DC_EGPS_L_A | 11.14 |
| 12/15/2010 0:32 | N | H_HOLLOW_E_1 | -19.29 |
| 12/15/2010 0:32 | N | HHOLLOW4_E_1 | -19.29 |
| 12/15/2010 0:32 | N | R_LH2SES_1 | 21.44 |
| 12/15/2010 0:32 | N | R_PB2SES_1 | -19.6 |
| 12/15/2010 0:32 | N | R_PB2SES_2 | -19.6 |
| 12/15/2010 0:32 | N | R_PB2SES_3 | -19.6 |
| 12/15/2010 0:32 | N | R_PB2SES_4 | -19.6 |
| 12/15/2010 0:32 | N | R_PB2SES_5 | -19.6 |
| 12/15/2010 0:32 | N | AUTO_EPS_390 | 21.3 |
| 12/15/2010 0:32 | N | TGW_KT | 18.81 |
| 12/15/2010 0:32 | N | DC_ROAD_L_B | 18.69 |
| 12/15/2010 0:32 | N | DC_EGPS_L_A | 11.07 |
| 12/15/2010 0:32 | N | H_HOLLOW_E_1 | -19.43 |
| 12/15/2010 0:32 | N | HHOLLOW4_E_1 | -19.43 |
| 12/15/2010 0:32 | N | R_LH2SES_1 | 21.4 |
| 12/15/2010 0:32 | N | R_PB2SES_1 | -19.74 |
| 12/15/2010 0:32 | N | R_PB2SES_2 | -19.74 |
| 12/15/2010 0:32 | N | R_PB2SES_3 | -19.74 |
| 12/15/2010 0:32 | N | R_PB2SES_4 | -19.74 |
| 12/15/2010 0:32 | N | R_PB2SES_5 | -19.74 |
| 12/15/2010 0:32 | N | AUTO_EPS_390 | 21.27 |

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| 12/15/2010 0:32 | N | TGW_KT | 18.76 |
| 12/15/2010 0:33 | N | DC_ROAD_L_B | 19.03 |
| 12/15/2010 0:33 | N | DC_EGPS_L_A | 11.37 |
| 12/15/2010 0:33 | N | H_HOLLOW_E_1 | -19.31 |
| 12/15/2010 0:33 | N | HHOLLOW4_E_1 | -19.31 |
| 12/15/2010 0:33 | N | R_LH2SES_1 | 21.75 |
| 12/15/2010 0:33 | N | R_PB2SES_1 | -19.63 |
| 12/15/2010 0:33 | N | R_PB2SES_2 | -19.63 |
| 12/15/2010 0:33 | N | R_PB2SES_3 | -19.63 |
| 12/15/2010 0:33 | N | R_PB2SES_4 | -19.63 |
| 12/15/2010 0:33 | N | R_PB2SES_5 | -19.63 |
| 12/15/2010 0:33 | N | AUTO_EPS_390 | 21.61 |
| 12/15/2010 0:33 | N | TGW_KT | 19.1 |
| 12/15/2010 0:33 | N | DC_ROAD_L_B | 18.91 |
| 12/15/2010 0:33 | N | DC_EGPS_L_A | 11.24 |
| 12/15/2010 0:33 | N | H_HOLLOW_E_1 | -19.49 |
| 12/15/2010 0:33 | N | HHOLLOW4_E_1 | -19.49 |
| 12/15/2010 0:33 | N | R_LH2SES_1 | 21.64 |
| 12/15/2010 0:33 | N | R_PB2SES_1 | -19.81 |
| 12/15/2010 0:33 | N | R_PB2SES_2 | -19.81 |
| 12/15/2010 0:33 | N | R_PB2SES_3 | -19.81 |
| 12/15/2010 0:33 | N | R_PB2SES_4 | -19.81 |
| 12/15/2010 0:33 | N | R_PB2SES_5 | -19.81 |
| 12/15/2010 0:33 | N | AUTO_EPS_390 | 21.51 |
| 12/15/2010 0:33 | N | TGW_KT | 18.98 |
| 12/15/2010 0:34 | N | DC_ROAD_L_B | 19.12 |
| 12/15/2010 0:34 | N | DC_EGPS_L_A | 11.41 |
| 12/15/2010 0:34 | N | H_HOLLOW_E_1 | -19.43 |
| 12/15/2010 0:34 | N | HHOLLOW4_E_1 | -19.43 |
| 12/15/2010 0:34 | N | R_LH2SES_1 | 21.85 |
| 12/15/2010 0:34 | N | R_PB2SES_1 | -19.75 |
| 12/15/2010 0:34 | N | R_PB2SES_2 | -19.75 |
| 12/15/2010 0:34 | N | R_PB2SES_3 | -19.75 |
| 12/15/2010 0:34 | N | R_PB2SES_4 | -19.75 |
| 12/15/2010 0:34 | N | R_PB2SES_5 | -19.75 |
| 12/15/2010 0:34 | N | AUTO_EPS_390 | 21.72 |
| 12/15/2010 0:34 | N | TGW_KT | 19.18 |
| 12/15/2010 0:34 | N | DC_ROAD_L_B | 18.67 |
| 12/15/2010 0:34 | N | DC_EGPS_L_A | 13.78 |
| 12/15/2010 0:34 | N | H_HOLLOW_E_1 | -5.78 |
| 12/15/2010 0:34 | N | HHOLLOW4_E_1 | -5.78 |
| 12/15/2010 0:34 | N | R_LH2SES_1 | 20.41 |
| 12/15/2010 0:34 | N | R_PB2SES_1 | -5.98 |
| 12/15/2010 0:34 | N | R_PB2SES_2 | -5.98 |
| 12/15/2010 0:34 | N | R_PB2SES_3 | -5.98 |
| 12/15/2010 0:34 | N | R_PB2SES_4 | -5.98 |
| 12/15/2010 0:34 | N | R_PB2SES_5 | -5.98 |

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|---|---|---|---|
| 12/15/2010 0:34 | N | AUTO_EPS_390 | 20.32 |
| 12/15/2010 0:34 | N | TGW_KT | 18.71 |
| 12/15/2010 0:35 | N | DC_ROAD_L_B | 18.67 |
| 12/15/2010 0:35 | N | DC_EGPS_L_A | 13.78 |
| 12/15/2010 0:35 | N | H_HOLLOW_E_1 | -5.78 |
| 12/15/2010 0:35 | N | HHOLLOW4_E_1 | -5.78 |
| 12/15/2010 0:35 | N | R_LH2SES_1 | 20.41 |
| 12/15/2010 0:35 | N | R_PB2SES_1 | -5.98 |
| 12/15/2010 0:35 | N | R_PB2SES_2 | -5.98 |
| 12/15/2010 0:35 | N | R_PB2SES_3 | -5.98 |
| 12/15/2010 0:35 | N | R_PB2SES_4 | -5.98 |
| 12/15/2010 0:35 | N | R_PB2SES_5 | -5.98 |
| 12/15/2010 0:35 | N | AUTO_EPS_390 | 20.32 |
| 12/15/2010 0:35 | N | TGW_KT | 18.71 |
| 12/15/2010 0:36 | N | DC_ROAD_L_B | 18.78 |
| 12/15/2010 0:36 | N | DC_EGPS_L_A | 13.87 |
| 12/15/2010 0:36 | N | H_HOLLOW_E_1 | -5.78 |
| 12/15/2010 0:36 | N | HHOLLOW4_E_1 | -5.78 |
| 12/15/2010 0:36 | N | R_LH2SES_1 | 20.53 |
| 12/15/2010 0:36 | N | R_PB2SES_1 | -5.98 |
| 12/15/2010 0:36 | N | R_PB2SES_2 | -5.98 |
| 12/15/2010 0:36 | N | R_PB2SES_3 | -5.98 |
| 12/15/2010 0:36 | N | R_PB2SES_4 | -5.98 |
| 12/15/2010 0:36 | N | R_PB2SES_5 | -5.98 |
| 12/15/2010 0:36 | N | AUTO_EPS_390 | 20.44 |
| 12/15/2010 0:36 | N | TGW_KT | 18.82 |
| 12/15/2010 0:36 | N | DC_ROAD_L_B | 18.13 |
| 12/15/2010 0:36 | N | DC_EGPS_L_A | 13.76 |
| 12/15/2010 0:36 | N | H_HOLLOW_E_1 | -3.62 |
| 12/15/2010 0:36 | N | HHOLLOW4_E_1 | -3.62 |
| 12/15/2010 0:36 | N | R_LH2SES_1 | 19.68 |
| 12/15/2010 0:36 | N | R_PB2SES_1 | -3.79 |
| 12/15/2010 0:36 | N | R_PB2SES_2 | -3.79 |
| 12/15/2010 0:36 | N | R_PB2SES_3 | -3.79 |
| 12/15/2010 0:36 | N | R_PB2SES_4 | -3.79 |
| 12/15/2010 0:36 | N | R_PB2SES_5 | -3.79 |
| 12/15/2010 0:36 | N | AUTO_EPS_390 | 19.61 |
| 12/15/2010 0:36 | N | TGW_KT | 18.17 |
| 12/15/2010 0:40 | N | DC_ROAD_L_B | 18.06 |
| 12/15/2010 0:40 | N | DC_EGPS_L_A | 13.7 |
| 12/15/2010 0:40 | N | H_HOLLOW_E_1 | -3.62 |
| 12/15/2010 0:40 | N | HHOLLOW4_E_1 | -3.62 |
| 12/15/2010 0:40 | N | R_LH2SES_1 | 19.6 |
| 12/15/2010 0:40 | N | R_PB2SES_1 | -3.79 |
| 12/15/2010 0:40 | N | R_PB2SES_2 | -3.79 |
| 12/15/2010 0:40 | N | R_PB2SES_3 | -3.79 |
| 12/15/2010 0:40 | N | R_PB2SES_4 | -3.79 |

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|---|---|---|---|
| 12/15/2010 0:40 | N | R_PB2SES_5 | -3.79 |
| 12/15/2010 0:40 | N | AUTO_EPS_390 | 19.53 |
| 12/15/2010 0:40 | N | TGW_KT | 18.09 |
| 12/15/2010 0:45 | N | DC_ROAD_L_B | 15.61 |
| 12/15/2010 0:45 | N | DC_EGPS_L_A | 12.29 |
| 12/15/2010 0:45 | N | H_HOLLOW_E_1 | -0.88 |
| 12/15/2010 0:45 | N | HHOLLOW4_E_1 | -0.88 |
| 12/15/2010 0:45 | N | R_LH2SES_1 | 16.79 |
| 12/15/2010 0:45 | N | R_PB2SES_1 | -1.02 |
| 12/15/2010 0:45 | N | R_PB2SES_2 | -1.02 |
| 12/15/2010 0:45 | N | R_PB2SES_3 | -1.02 |
| 12/15/2010 0:45 | N | R_PB2SES_4 | -1.02 |
| 12/15/2010 0:45 | N | R_PB2SES_5 | -1.02 |
| 12/15/2010 0:45 | N | AUTO_EPS_390 | 16.73 |
| 12/15/2010 0:45 | N | TGW_KT | 15.64 |
| 12/15/2010 0:50 | N | DC_ROAD_L_B | 15.69 |
| 12/15/2010 0:50 | N | DC_EGPS_L_A | 11.95 |
| 12/15/2010 0:50 | N | H_HOLLOW_E_1 | -2.9 |
| 12/15/2010 0:50 | N | HHOLLOW4_E_1 | -2.9 |
| 12/15/2010 0:50 | N | R_LH2SES_1 | 17.02 |
| 12/15/2010 0:50 | N | R_PB2SES_1 | -3.06 |
| 12/15/2010 0:50 | N | R_PB2SES_2 | -3.06 |
| 12/15/2010 0:50 | N | R_PB2SES_3 | -3.06 |
| 12/15/2010 0:50 | N | R_PB2SES_4 | -3.06 |
| 12/15/2010 0:50 | N | R_PB2SES_5 | -3.06 |
| 12/15/2010 0:50 | N | AUTO_EPS_390 | 16.96 |
| 12/15/2010 0:50 | N | TGW_KT | 15.72 |
| 12/15/2010 0:55 | N | DC_ROAD_L_B | 15.82 |
| 12/15/2010 0:55 | N | DC_EGPS_L_A | 12.08 |
| 12/15/2010 0:55 | N | H_HOLLOW_E_1 | -2.8 |
| 12/15/2010 0:55 | N | HHOLLOW4_E_1 | -2.8 |
| 12/15/2010 0:55 | N | R_LH2SES_1 | 17.16 |
| 12/15/2010 0:55 | N | R_PB2SES_1 | -2.95 |
| 12/15/2010 0:55 | N | R_PB2SES_2 | -2.95 |
| 12/15/2010 0:55 | N | R_PB2SES_3 | -2.95 |
| 12/15/2010 0:55 | N | R_PB2SES_4 | -2.95 |
| 12/15/2010 0:55 | N | R_PB2SES_5 | -2.95 |
| 12/15/2010 0:55 | N | AUTO_EPS_390 | 17.09 |
| 12/15/2010 0:55 | N | TGW_KT | 15.86 |
| 12/15/2010 1:00 | N | DC_ROAD_L_B | 15.45 |
| 12/15/2010 1:00 | N | DC_EGPS_L_A | 12.19 |
| 12/15/2010 1:00 | N | H_HOLLOW_E_1 | -0.77 |
| 12/15/2010 1:00 | N | HHOLLOW4_E_1 | -0.77 |
| 12/15/2010 1:00 | N | R_LH2SES_1 | 16.61 |
| 12/15/2010 1:00 | N | R_PB2SES_1 | -0.91 |
| 12/15/2010 1:00 | N | R_PB2SES_2 | -0.91 |
| 12/15/2010 1:00 | N | R_PB2SES_3 | -0.91 |

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|---|---|---|---|
| 12/15/2010 1:00 | N | R_PB2SES_4 | -0.91 |
| 12/15/2010 1:00 | N | R_PB2SES_5 | -0.91 |
| 12/15/2010 1:00 | N | AUTO_EPS_390 | 16.56 |
| 12/15/2010 1:00 | N | TGW_KT | 15.48 |
| 12/15/2010 1:05 | N | DC_ROAD_L_B | 18.06 |
| 12/15/2010 1:05 | N | DC_EGPS_L_A | 13.87 |
| 12/15/2010 1:05 | N | H_HOLLOW_E_1 | -2.78 |
| 12/15/2010 1:05 | N | HHOLLOW4_E_1 | -2.78 |
| 12/15/2010 1:05 | N | R_LH2SES_1 | 19.55 |
| 12/15/2010 1:05 | N | R_PB2SES_1 | -2.95 |
| 12/15/2010 1:05 | N | R_PB2SES_2 | -2.95 |
| 12/15/2010 1:05 | N | R_PB2SES_3 | -2.95 |
| 12/15/2010 1:05 | N | R_PB2SES_4 | -2.95 |
| 12/15/2010 1:05 | N | R_PB2SES_5 | -2.95 |
| 12/15/2010 1:05 | N | AUTO_EPS_390 | 19.47 |
| 12/15/2010 1:05 | N | TGW_KT | 18.1 |
| 12/15/2010 1:10 | N | DC_ROAD_L_B | 18.35 |
| 12/15/2010 1:10 | N | DC_EGPS_L_A | 14.08 |
| 12/15/2010 1:10 | N | H_HOLLOW_E_1 | -2.89 |
| 12/15/2010 1:10 | N | HHOLLOW4_E_1 | -2.89 |
| 12/15/2010 1:10 | N | R_LH2SES_1 | 19.86 |
| 12/15/2010 1:10 | N | R_PB2SES_1 | -3.06 |
| 12/15/2010 1:10 | N | R_PB2SES_2 | -3.06 |
| 12/15/2010 1:10 | N | R_PB2SES_3 | -3.06 |
| 12/15/2010 1:10 | N | R_PB2SES_4 | -3.06 |
| 12/15/2010 1:10 | N | R_PB2SES_5 | -3.06 |
| 12/15/2010 1:10 | N | AUTO_EPS_390 | 19.79 |
| 12/15/2010 1:10 | N | TGW_KT | 18.39 |
| 12/15/2010 1:15 | N | DC_ROAD_L_B | 18.3 |
| 12/15/2010 1:15 | N | DC_EGPS_L_A | 14.53 |
| 12/15/2010 1:15 | N | H_HOLLOW_E_1 | -0.47 |
| 12/15/2010 1:15 | N | HHOLLOW4_E_1 | -0.47 |
| 12/15/2010 1:15 | N | R_LH2SES_1 | 19.64 |
| 12/15/2010 1:15 | N | R_PB2SES_1 | -0.62 |
| 12/15/2010 1:15 | N | R_PB2SES_2 | -0.62 |
| 12/15/2010 1:15 | N | R_PB2SES_3 | -0.62 |
| 12/15/2010 1:15 | N | R_PB2SES_4 | -0.62 |
| 12/15/2010 1:15 | N | R_PB2SES_5 | -0.62 |
| 12/15/2010 1:15 | N | AUTO_EPS_390 | 19.57 |
| 12/15/2010 1:15 | N | TGW_KT | 18.33 |
| 12/15/2010 1:20 | N | DC_ROAD_L_B | 16.22 |
| 12/15/2010 1:20 | N | DC_EGPS_L_A | 12.41 |
| 12/15/2010 1:20 | N | H_HOLLOW_E_1 | -2.8 |
| 12/15/2010 1:20 | N | HHOLLOW4_E_1 | -2.8 |
| 12/15/2010 1:20 | N | R_LH2SES_1 | 17.58 |
| 12/15/2010 1:20 | N | R_PB2SES_1 | -2.95 |
| 12/15/2010 1:20 | N | R_PB2SES_2 | -2.95 |

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| 12/15/2010 1:20 | N | R_PB2SES_3 | -2.95 |
| 12/15/2010 1:20 | N | R_PB2SES_4 | -2.95 |
| 12/15/2010 1:20 | N | R_PB2SES_5 | -2.95 |
| 12/15/2010 1:20 | N | AUTO_EPS_390 | 17.51 |
| 12/15/2010 1:20 | N | TGW_KT | 16.26 |
| 12/15/2010 1:25 | N | DC_ROAD_L_B | 16.51 |
| 12/15/2010 1:25 | N | DC_EGPS_L_A | 12.61 |
| 12/15/2010 1:25 | N | H_HOLLOW_E_1 | -2.9 |
| 12/15/2010 1:25 | N | HHOLLOW4_E_1 | -2.9 |
| 12/15/2010 1:25 | N | R_LH2SES_1 | 17.89 |
| 12/15/2010 1:25 | N | R_PB2SES_1 | -3.06 |
| 12/15/2010 1:25 | N | R_PB2SES_2 | -3.06 |
| 12/15/2010 1:25 | N | R_PB2SES_3 | -3.06 |
| 12/15/2010 1:25 | N | R_PB2SES_4 | -3.06 |
| 12/15/2010 1:25 | N | R_PB2SES_5 | -3.06 |
| 12/15/2010 1:25 | N | AUTO_EPS_390 | 17.82 |
| 12/15/2010 1:25 | N | TGW_KT | 16.54 |
| 12/15/2010 1:30 | N | DC_ROAD_L_B | 15.81 |
| 12/15/2010 1:30 | N | DC_EGPS_L_A | 12.07 |
| 12/15/2010 1:30 | N | H_HOLLOW_E_1 | -2.8 |
| 12/15/2010 1:30 | N | HHOLLOW4_E_1 | -2.8 |
| 12/15/2010 1:30 | N | R_LH2SES_1 | 17.13 |
| 12/15/2010 1:30 | N | R_PB2SES_1 | -2.95 |
| 12/15/2010 1:30 | N | R_PB2SES_2 | -2.95 |
| 12/15/2010 1:30 | N | R_PB2SES_3 | -2.95 |
| 12/15/2010 1:30 | N | R_PB2SES_4 | -2.95 |
| 12/15/2010 1:30 | N | R_PB2SES_5 | -2.95 |
| 12/15/2010 1:30 | N | AUTO_EPS_390 | 17.07 |
| 12/15/2010 1:30 | N | TGW_KT | 15.84 |
| 12/15/2010 1:35 | N | DC_ROAD_L_B | 16.05 |
| 12/15/2010 1:35 | N | DC_EGPS_L_A | 12.25 |
| 12/15/2010 1:35 | N | H_HOLLOW_E_1 | -2.9 |
| 12/15/2010 1:35 | N | HHOLLOW4_E_1 | -2.9 |
| 12/15/2010 1:35 | N | R_LH2SES_1 | 17.41 |
| 12/15/2010 1:35 | N | R_PB2SES_1 | -3.06 |
| 12/15/2010 1:35 | N | R_PB2SES_2 | -3.06 |
| 12/15/2010 1:35 | N | R_PB2SES_3 | -3.06 |
| 12/15/2010 1:35 | N | R_PB2SES_4 | -3.06 |
| 12/15/2010 1:35 | N | R_PB2SES_5 | -3.06 |
| 12/15/2010 1:35 | N | AUTO_EPS_390 | 17.34 |
| 12/15/2010 1:35 | N | TGW_KT | 16.09 |
| 12/15/2010 1:40 | N | DC_ROAD_L_B | 16.12 |
| 12/15/2010 1:40 | N | DC_EGPS_L_A | 12.3 |
| 12/15/2010 1:40 | N | H_HOLLOW_E_1 | -2.9 |
| 12/15/2010 1:40 | N | HHOLLOW4_E_1 | -2.9 |
| 12/15/2010 1:40 | N | R_LH2SES_1 | 17.47 |
| 12/15/2010 1:40 | N | R_PB2SES_1 | -3.06 |

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| 12/15/2010 1:40 | N | R_PB2SES_2 | -3.06 |
| 12/15/2010 1:40 | N | R_PB2SES_3 | -3.06 |
| 12/15/2010 1:40 | N | R_PB2SES_4 | -3.06 |
| 12/15/2010 1:40 | N | R_PB2SES_5 | -3.06 |
| 12/15/2010 1:40 | N | AUTO_EPS_390 | 17.41 |
| 12/15/2010 1:40 | N | TGW_KT | 16.15 |
| 12/15/2010 1:45 | N | DC_ROAD_L_B | 17.39 |
| 12/15/2010 1:45 | N | DC_EGPS_L_A | 13.33 |
| 12/15/2010 1:45 | N | H_HOLLOW_E_1 | -2.9 |
| 12/15/2010 1:45 | N | HHOLLOW4_E_1 | -2.9 |
| 12/15/2010 1:45 | N | R_LH2SES_1 | 18.83 |
| 12/15/2010 1:45 | N | R_PB2SES_1 | -3.06 |
| 12/15/2010 1:45 | N | R_PB2SES_2 | -3.06 |
| 12/15/2010 1:45 | N | R_PB2SES_3 | -3.06 |
| 12/15/2010 1:45 | N | R_PB2SES_4 | -3.06 |
| 12/15/2010 1:45 | N | R_PB2SES_5 | -3.06 |
| 12/15/2010 1:45 | N | AUTO_EPS_390 | 18.76 |
| 12/15/2010 1:45 | N | TGW_KT | 17.43 |
| 12/15/2010 1:50 | N | DC_ROAD_L_B | 17.77 |
| 12/15/2010 1:50 | N | DC_EGPS_L_A | 13.63 |
| 12/15/2010 1:50 | N | H_HOLLOW_E_1 | -2.9 |
| 12/15/2010 1:50 | N | HHOLLOW4_E_1 | -2.9 |
| 12/15/2010 1:50 | N | R_LH2SES_1 | 19.24 |
| 12/15/2010 1:50 | N | R_PB2SES_1 | -3.06 |
| 12/15/2010 1:50 | N | R_PB2SES_2 | -3.06 |
| 12/15/2010 1:50 | N | R_PB2SES_3 | -3.06 |
| 12/15/2010 1:50 | N | R_PB2SES_4 | -3.06 |
| 12/15/2010 1:50 | N | R_PB2SES_5 | -3.06 |
| 12/15/2010 1:50 | N | AUTO_EPS_390 | 19.16 |
| 12/15/2010 1:50 | N | TGW_KT | 17.81 |
| 12/15/2010 1:55 | N | DC_ROAD_L_B | 16.2 |
| 12/15/2010 1:55 | N | DC_EGPS_L_A | 12.37 |
| 12/15/2010 1:55 | N | H_HOLLOW_E_1 | -2.9 |
| 12/15/2010 1:55 | N | HHOLLOW4_E_1 | -2.9 |
| 12/15/2010 1:55 | N | R_LH2SES_1 | 17.56 |
| 12/15/2010 1:55 | N | R_PB2SES_1 | -3.06 |
| 12/15/2010 1:55 | N | R_PB2SES_2 | -3.06 |
| 12/15/2010 1:55 | N | R_PB2SES_3 | -3.06 |
| 12/15/2010 1:55 | N | R_PB2SES_4 | -3.06 |
| 12/15/2010 1:55 | N | R_PB2SES_5 | -3.06 |
| 12/15/2010 1:55 | N | AUTO_EPS_390 | 17.49 |
| 12/15/2010 1:55 | N | TGW_KT | 16.23 |
| 12/15/2010 2:01 | N | DC_ROAD_L_B | 14.62 |
| 12/15/2010 2:01 | N | DC_EGPS_L_A | 11.1 |
| 12/15/2010 2:01 | N | H_HOLLOW_E_1 | -2.91 |
| 12/15/2010 2:01 | N | HHOLLOW4_E_1 | -2.91 |
| 12/15/2010 2:01 | N | R_LH2SES_1 | 15.87 |

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| 12/15/2010 2:01 | N | R_PB2SES_1 | -3.05 |
| 12/15/2010 2:01 | N | R_PB2SES_2 | -3.05 |
| 12/15/2010 2:01 | N | R_PB2SES_3 | -3.05 |
| 12/15/2010 2:01 | N | R_PB2SES_4 | -3.05 |
| 12/15/2010 2:01 | N | R_PB2SES_5 | -3.05 |
| 12/15/2010 2:01 | N | AUTO_EPS_390 | 15.81 |
| 12/15/2010 2:01 | N | TGW_KT | 14.65 |
| 12/15/2010 2:05 | N | DC_ROAD_L_B | 15.94 |
| 12/15/2010 2:05 | N | DC_EGPS_L_A | 12.16 |
| 12/15/2010 2:05 | N | H_HOLLOW_E_1 | -2.9 |
| 12/15/2010 2:05 | N | HHOLLOW4_E_1 | -2.9 |
| 12/15/2010 2:05 | N | R_LH2SES_1 | 17.29 |
| 12/15/2010 2:05 | N | R_PB2SES_1 | -3.06 |
| 12/15/2010 2:05 | N | R_PB2SES_2 | -3.06 |
| 12/15/2010 2:05 | N | R_PB2SES_3 | -3.06 |
| 12/15/2010 2:05 | N | R_PB2SES_4 | -3.06 |
| 12/15/2010 2:05 | N | R_PB2SES_5 | -3.06 |
| 12/15/2010 2:05 | N | AUTO_EPS_390 | 17.22 |
| 12/15/2010 2:10 | N | DC_ROAD_L_B | 15.99 |
| 12/15/2010 2:10 | N | DC_EGPS_L_A | 12.2 |
| 12/15/2010 2:10 | N | H_HOLLOW_E_1 | -2.9 |
| 12/15/2010 2:10 | N | HHOLLOW4_E_1 | -2.9 |
| 12/15/2010 2:10 | N | R_LH2SES_1 | 17.34 |
| 12/15/2010 2:10 | N | R_PB2SES_1 | -3.06 |
| 12/15/2010 2:10 | N | R_PB2SES_2 | -3.06 |
| 12/15/2010 2:10 | N | R_PB2SES_3 | -3.06 |
| 12/15/2010 2:10 | N | R_PB2SES_4 | -3.06 |
| 12/15/2010 2:10 | N | R_PB2SES_5 | -3.06 |
| 12/15/2010 2:10 | N | AUTO_EPS_390 | 17.27 |
| 12/15/2010 2:14 | N | DC_ROAD_L_B | 15.97 |
| 12/15/2010 2:14 | N | DC_EGPS_L_A | 12.19 |
| 12/15/2010 2:14 | N | H_HOLLOW_E_1 | -2.9 |
| 12/15/2010 2:14 | N | HHOLLOW4_E_1 | -2.9 |
| 12/15/2010 2:14 | N | R_LH2SES_1 | 17.32 |
| 12/15/2010 2:14 | N | R_PB2SES_1 | -3.06 |
| 12/15/2010 2:14 | N | R_PB2SES_2 | -3.06 |
| 12/15/2010 2:14 | N | R_PB2SES_3 | -3.06 |
| 12/15/2010 2:14 | N | R_PB2SES_4 | -3.06 |
| 12/15/2010 2:14 | N | R_PB2SES_5 | -3.06 |
| 12/15/2010 2:14 | N | AUTO_EPS_390 | 17.25 |
| 12/15/2010 2:15 | N | DC_ROAD_L_B | 15.85 |
| 12/15/2010 2:15 | N | DC_EGPS_L_A | 12.09 |
| 12/15/2010 2:15 | N | H_HOLLOW_E_1 | -2.9 |
| 12/15/2010 2:15 | N | HHOLLOW4_E_1 | -2.9 |
| 12/15/2010 2:15 | N | R_LH2SES_1 | 17.18 |
| 12/15/2010 2:15 | N | R_PB2SES_1 | -3.06 |
| 12/15/2010 2:15 | N | R_PB2SES_2 | -3.06 |

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| 12/15/2010 2:15 | N | R_PB2SES_3 | -3.06 |
| 12/15/2010 2:15 | N | R_PB2SES_4 | -3.06 |
| 12/15/2010 2:15 | N | R_PB2SES_5 | -3.06 |
| 12/15/2010 2:15 | N | AUTO_EPS_390 | 17.12 |
| 12/15/2010 2:20 | N | DC_ROAD_L_B | 15.98 |
| 12/15/2010 2:20 | N | DC_EGPS_L_A | 12.2 |
| 12/15/2010 2:20 | N | H_HOLLOW_E_1 | -2.9 |
| 12/15/2010 2:20 | N | HHOLLOW4_E_1 | -2.9 |
| 12/15/2010 2:20 | N | R_LH2SES_1 | 17.33 |
| 12/15/2010 2:20 | N | R_PB2SES_1 | -3.06 |
| 12/15/2010 2:20 | N | R_PB2SES_2 | -3.06 |
| 12/15/2010 2:20 | N | R_PB2SES_3 | -3.06 |
| 12/15/2010 2:20 | N | R_PB2SES_4 | -3.06 |
| 12/15/2010 2:20 | N | R_PB2SES_5 | -3.06 |
| 12/15/2010 2:20 | N | AUTO_EPS_390 | 17.26 |
| 12/15/2010 2:25 | N | DC_ROAD_L_B | 16.31 |
| 12/15/2010 2:25 | N | DC_EGPS_L_A | 12.45 |
| 12/15/2010 2:25 | N | H_HOLLOW_E_1 | -2.9 |
| 12/15/2010 2:25 | N | HHOLLOW4_E_1 | -2.9 |
| 12/15/2010 2:25 | N | R_LH2SES_1 | 17.67 |
| 12/15/2010 2:25 | N | R_PB2SES_1 | -3.06 |
| 12/15/2010 2:25 | N | R_PB2SES_2 | -3.06 |
| 12/15/2010 2:25 | N | R_PB2SES_3 | -3.06 |
| 12/15/2010 2:25 | N | R_PB2SES_4 | -3.06 |
| 12/15/2010 2:25 | N | R_PB2SES_5 | -3.06 |
| 12/15/2010 2:25 | N | AUTO_EPS_390 | 17.61 |
| 12/15/2010 2:30 | N | DC_ROAD_L_B | 15.9 |
| 12/15/2010 2:30 | N | DC_EGPS_L_A | 12.13 |
| 12/15/2010 2:30 | N | H_HOLLOW_E_1 | -2.9 |
| 12/15/2010 2:30 | N | HHOLLOW4_E_1 | -2.9 |
| 12/15/2010 2:30 | N | R_LH2SES_1 | 17.24 |
| 12/15/2010 2:30 | N | R_PB2SES_1 | -3.06 |
| 12/15/2010 2:30 | N | R_PB2SES_2 | -3.06 |
| 12/15/2010 2:30 | N | R_PB2SES_3 | -3.06 |
| 12/15/2010 2:30 | N | R_PB2SES_4 | -3.06 |
| 12/15/2010 2:30 | N | R_PB2SES_5 | -3.06 |
| 12/15/2010 2:30 | N | AUTO_EPS_390 | 17.17 |
| 12/15/2010 2:30 | N | DC_ROAD_L_B | 15.91 |
| 12/15/2010 2:30 | N | DC_EGPS_L_A | 12.14 |
| 12/15/2010 2:30 | N | H_HOLLOW_E_1 | -2.9 |
| 12/15/2010 2:30 | N | HHOLLOW4_E_1 | -2.9 |
| 12/15/2010 2:30 | N | R_LH2SES_1 | 17.25 |
| 12/15/2010 2:30 | N | R_PB2SES_1 | -3.06 |
| 12/15/2010 2:30 | N | R_PB2SES_2 | -3.06 |
| 12/15/2010 2:30 | N | R_PB2SES_3 | -3.06 |
| 12/15/2010 2:30 | N | R_PB2SES_4 | -3.06 |
| 12/15/2010 2:30 | N | R_PB2SES_5 | -3.06 |

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| 12/15/2010 2:30 | N | AUTO_EPS_390 | 17.18 |
| 12/15/2010 2:31 | N | DC_ROAD_L_B | 17.3 |
| 12/15/2010 2:31 | N | DC_EGPS_L_A | 13.25 |
| 12/15/2010 2:31 | N | H_HOLLOW_E_1 | -2.9 |
| 12/15/2010 2:31 | N | HHOLLOW4_E_1 | -2.9 |
| 12/15/2010 2:31 | N | R_LH2SES_1 | 18.74 |
| 12/15/2010 2:31 | N | R_PB2SES_1 | -3.06 |
| 12/15/2010 2:31 | N | R_PB2SES_2 | -3.06 |
| 12/15/2010 2:31 | N | R_PB2SES_3 | -3.06 |
| 12/15/2010 2:31 | N | R_PB2SES_4 | -3.06 |
| 12/15/2010 2:31 | N | R_PB2SES_5 | -3.06 |
| 12/15/2010 2:31 | N | AUTO_EPS_390 | 18.67 |
| 12/15/2010 2:35 | N | DC_ROAD_L_B | 16.03 |
| 12/15/2010 2:35 | N | DC_EGPS_L_A | 12.23 |
| 12/15/2010 2:35 | N | H_HOLLOW_E_1 | -2.9 |
| 12/15/2010 2:35 | N | HHOLLOW4_E_1 | -2.9 |
| 12/15/2010 2:35 | N | R_LH2SES_1 | 17.38 |
| 12/15/2010 2:35 | N | R_PB2SES_1 | -3.06 |
| 12/15/2010 2:35 | N | R_PB2SES_2 | -3.06 |
| 12/15/2010 2:35 | N | R_PB2SES_3 | -3.06 |
| 12/15/2010 2:35 | N | R_PB2SES_4 | -3.06 |
| 12/15/2010 2:35 | N | R_PB2SES_5 | -3.06 |
| 12/15/2010 2:35 | N | AUTO_EPS_390 | 17.31 |
| 12/15/2010 2:40 | N | DC_ROAD_L_B | 15.6 |
| 12/15/2010 2:40 | N | DC_EGPS_L_A | 11.89 |
| 12/15/2010 2:40 | N | H_HOLLOW_E_1 | -2.91 |
| 12/15/2010 2:40 | N | HHOLLOW4_E_1 | -2.91 |
| 12/15/2010 2:40 | N | R_LH2SES_1 | 16.92 |
| 12/15/2010 2:40 | N | R_PB2SES_1 | -3.06 |
| 12/15/2010 2:40 | N | R_PB2SES_2 | -3.06 |
| 12/15/2010 2:40 | N | R_PB2SES_3 | -3.06 |
| 12/15/2010 2:40 | N | R_PB2SES_4 | -3.06 |
| 12/15/2010 2:40 | N | R_PB2SES_5 | -3.06 |
| 12/15/2010 2:40 | N | AUTO_EPS_390 | 16.85 |
| 12/15/2010 2:45 | N | DC_ROAD_L_B | 16.03 |
| 12/15/2010 2:45 | N | DC_EGPS_L_A | 12.23 |
| 12/15/2010 2:45 | N | H_HOLLOW_E_1 | -2.9 |
| 12/15/2010 2:45 | N | HHOLLOW4_E_1 | -2.9 |
| 12/15/2010 2:45 | N | R_LH2SES_1 | 17.38 |
| 12/15/2010 2:45 | N | R_PB2SES_1 | -3.06 |
| 12/15/2010 2:45 | N | R_PB2SES_2 | -3.06 |
| 12/15/2010 2:45 | N | R_PB2SES_3 | -3.06 |
| 12/15/2010 2:45 | N | R_PB2SES_4 | -3.06 |
| 12/15/2010 2:45 | N | R_PB2SES_5 | -3.06 |
| 12/15/2010 2:45 | N | AUTO_EPS_390 | 17.31 |
| 12/15/2010 2:49 | N | DC_ROAD_L_B | 15.78 |
| 12/15/2010 2:49 | N | DC_EGPS_L_A | 12.03 |

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| 12/15/2010 2:49 | N | H_HOLLOW_E_1 | -2.9 |
| 12/15/2010 2:49 | N | HHOLLOW4_E_1 | -2.9 |
| 12/15/2010 2:49 | N | R_LH2SES_1 | 17.11 |
| 12/15/2010 2:49 | N | R_PB2SES_1 | -3.06 |
| 12/15/2010 2:49 | N | R_PB2SES_2 | -3.06 |
| 12/15/2010 2:49 | N | R_PB2SES_3 | -3.06 |
| 12/15/2010 2:49 | N | R_PB2SES_4 | -3.06 |
| 12/15/2010 2:49 | N | R_PB2SES_5 | -3.06 |
| 12/15/2010 2:49 | N | AUTO_EPS_390 | 17.04 |
| 12/15/2010 2:50 | N | DC_ROAD_L_B | 15.76 |
| 12/15/2010 2:50 | N | DC_EGPS_L_A | 12.02 |
| 12/15/2010 2:50 | N | H_HOLLOW_E_1 | -2.91 |
| 12/15/2010 2:50 | N | HHOLLOW4_E_1 | -2.91 |
| 12/15/2010 2:50 | N | R_LH2SES_1 | 17.09 |
| 12/15/2010 2:50 | N | R_PB2SES_1 | -3.06 |
| 12/15/2010 2:50 | N | R_PB2SES_2 | -3.06 |
| 12/15/2010 2:50 | N | R_PB2SES_3 | -3.06 |
| 12/15/2010 2:50 | N | R_PB2SES_4 | -3.06 |
| 12/15/2010 2:50 | N | R_PB2SES_5 | -3.06 |
| 12/15/2010 2:50 | N | AUTO_EPS_390 | 17.02 |
| 12/15/2010 2:50 | N | DC_ROAD_L_B | 15.7 |
| 12/15/2010 2:50 | N | DC_EGPS_L_A | 11.84 |
| 12/15/2010 2:50 | N | H_HOLLOW_E_1 | -3.55 |
| 12/15/2010 2:50 | N | HHOLLOW4_E_1 | -3.55 |
| 12/15/2010 2:50 | N | R_LH2SES_1 | 17.07 |
| 12/15/2010 2:50 | N | R_PB2SES_1 | -3.7 |
| 12/15/2010 2:50 | N | R_PB2SES_2 | -3.7 |
| 12/15/2010 2:50 | N | R_PB2SES_3 | -3.7 |
| 12/15/2010 2:50 | N | R_PB2SES_4 | -3.7 |
| 12/15/2010 2:50 | N | R_PB2SES_5 | -3.7 |
| 12/15/2010 2:50 | N | AUTO_EPS_390 | 17 |
| 12/15/2010 2:51 | N | DC_ROAD_L_B | 15.81 |
| 12/15/2010 2:51 | N | DC_EGPS_L_A | 12.06 |
| 12/15/2010 2:51 | N | H_HOLLOW_E_1 | -2.91 |
| 12/15/2010 2:51 | N | HHOLLOW4_E_1 | -2.91 |
| 12/15/2010 2:51 | N | R_LH2SES_1 | 17.15 |
| 12/15/2010 2:51 | N | R_PB2SES_1 | -3.06 |
| 12/15/2010 2:51 | N | R_PB2SES_2 | -3.06 |
| 12/15/2010 2:51 | N | R_PB2SES_3 | -3.06 |
| 12/15/2010 2:51 | N | R_PB2SES_4 | -3.06 |
| 12/15/2010 2:51 | N | R_PB2SES_5 | -3.06 |
| 12/15/2010 2:51 | N | AUTO_EPS_390 | 17.08 |
| 12/15/2010 2:55 | N | DC_ROAD_L_B | 15.76 |
| 12/15/2010 2:55 | N | DC_EGPS_L_A | 11.89 |
| 12/15/2010 2:55 | N | H_HOLLOW_E_1 | -3.55 |
| 12/15/2010 2:55 | N | HHOLLOW4_E_1 | -3.55 |
| 12/15/2010 2:55 | N | R_LH2SES_1 | 17.13 |

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| 12/15/2010 2:55 | N | R_PB2SES_1 | -3.71 |
| 12/15/2010 2:55 | N | R_PB2SES_2 | -3.71 |
| 12/15/2010 2:55 | N | R_PB2SES_3 | -3.71 |
| 12/15/2010 2:55 | N | R_PB2SES_4 | -3.71 |
| 12/15/2010 2:55 | N | R_PB2SES_5 | -3.71 |
| 12/15/2010 2:55 | N | AUTO_EPS_390 | 17.06 |
| 12/15/2010 3:00 | N | DC_ROAD_L_B | 15.73 |
| 12/15/2010 3:00 | N | DC_EGPS_L_A | 11.88 |
| 12/15/2010 3:00 | N | H_HOLLOW_E_1 | -3.55 |
| 12/15/2010 3:00 | N | HHOLLOW4_E_1 | -3.55 |
| 12/15/2010 3:00 | N | R_LH2SES_1 | 17.11 |
| 12/15/2010 3:00 | N | R_PB2SES_1 | -3.71 |
| 12/15/2010 3:00 | N | R_PB2SES_2 | -3.71 |
| 12/15/2010 3:00 | N | R_PB2SES_3 | -3.71 |
| 12/15/2010 3:00 | N | R_PB2SES_4 | -3.71 |
| 12/15/2010 3:00 | N | R_PB2SES_5 | -3.71 |
| 12/15/2010 3:00 | N | AUTO_EPS_390 | 17.04 |
| 12/15/2010 3:05 | N | DC_ROAD_L_B | 18.25 |
| 12/15/2010 3:05 | N | DC_EGPS_L_A | 13.8 |
| 12/15/2010 3:05 | N | H_HOLLOW_E_1 | -4 |
| 12/15/2010 3:05 | N | HHOLLOW4_E_1 | -4 |
| 12/15/2010 3:05 | N | R_LH2SES_1 | 19.83 |
| 12/15/2010 3:05 | N | R_PB2SES_1 | -4.18 |
| 12/15/2010 3:05 | N | R_PB2SES_2 | -4.18 |
| 12/15/2010 3:05 | N | R_PB2SES_3 | -4.18 |
| 12/15/2010 3:05 | N | R_PB2SES_4 | -4.18 |
| 12/15/2010 3:05 | N | R_PB2SES_5 | -4.18 |
| 12/15/2010 3:05 | N | AUTO_EPS_390 | 19.75 |
| 12/15/2010 3:10 | N | DC_ROAD_L_B | 18.01 |
| 12/15/2010 3:10 | N | DC_EGPS_L_A | 13.68 |
| 12/15/2010 3:10 | N | H_HOLLOW_E_1 | -3.61 |
| 12/15/2010 3:10 | N | HHOLLOW4_E_1 | -3.61 |
| 12/15/2010 3:10 | N | R_LH2SES_1 | 19.55 |
| 12/15/2010 3:10 | N | R_PB2SES_1 | -3.79 |
| 12/15/2010 3:10 | N | R_PB2SES_2 | -3.79 |
| 12/15/2010 3:10 | N | R_PB2SES_3 | -3.79 |
| 12/15/2010 3:10 | N | R_PB2SES_4 | -3.79 |
| 12/15/2010 3:10 | N | R_PB2SES_5 | -3.79 |
| 12/15/2010 3:10 | N | AUTO_EPS_390 | 19.47 |
| 12/15/2010 3:15 | N | DC_ROAD_L_B | 17.07 |
| 12/15/2010 3:15 | N | DC_EGPS_L_A | 12.93 |
| 12/15/2010 3:15 | N | H_HOLLOW_E_1 | -3.59 |
| 12/15/2010 3:15 | N | HHOLLOW4_E_1 | -3.59 |
| 12/15/2010 3:15 | N | R_LH2SES_1 | 18.54 |
| 12/15/2010 3:15 | N | R_PB2SES_1 | -3.76 |
| 12/15/2010 3:15 | N | R_PB2SES_2 | -3.76 |
| 12/15/2010 3:15 | N | R_PB2SES_3 | -3.76 |

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| 12/15/2010 3:15 | N | R_PB2SES_4 | -3.76 |
| 12/15/2010 3:15 | N | R_PB2SES_5 | -3.76 |
| 12/15/2010 3:15 | N | AUTO_EPS_390 | 18.47 |
| 12/15/2010 3:20 | N | DC_ROAD_L_B | 16.24 |
| 12/15/2010 3:20 | N | DC_EGPS_L_A | 12.42 |
| 12/15/2010 3:20 | N | H_HOLLOW_E_1 | -2.8 |
| 12/15/2010 3:20 | N | HHOLLOW4_E_1 | -2.8 |
| 12/15/2010 3:20 | N | R_LH2SES_1 | 17.6 |
| 12/15/2010 3:20 | N | R_PB2SES_1 | -2.95 |
| 12/15/2010 3:20 | N | R_PB2SES_2 | -2.95 |
| 12/15/2010 3:20 | N | R_PB2SES_3 | -2.95 |
| 12/15/2010 3:20 | N | R_PB2SES_4 | -2.95 |
| 12/15/2010 3:20 | N | R_PB2SES_5 | -2.95 |
| 12/15/2010 3:20 | N | AUTO_EPS_390 | 17.53 |
| 12/15/2010 3:25 | N | DC_ROAD_L_B | 17.32 |
| 12/15/2010 3:25 | N | DC_EGPS_L_A | 13.27 |
| 12/15/2010 3:25 | N | H_HOLLOW_E_1 | -2.9 |
| 12/15/2010 3:25 | N | HHOLLOW4_E_1 | -2.9 |
| 12/15/2010 3:25 | N | R_LH2SES_1 | 18.76 |
| 12/15/2010 3:25 | N | R_PB2SES_1 | -3.06 |
| 12/15/2010 3:25 | N | R_PB2SES_2 | -3.06 |
| 12/15/2010 3:25 | N | R_PB2SES_3 | -3.06 |
| 12/15/2010 3:25 | N | R_PB2SES_4 | -3.06 |
| 12/15/2010 3:25 | N | R_PB2SES_5 | -3.06 |
| 12/15/2010 3:25 | N | AUTO_EPS_390 | 18.69 |
| 12/15/2010 3:30 | N | DC_ROAD_L_B | 15.99 |
| 12/15/2010 3:30 | N | DC_EGPS_L_A | 12.22 |
| 12/15/2010 3:30 | N | H_HOLLOW_E_1 | -2.8 |
| 12/15/2010 3:30 | N | HHOLLOW4_E_1 | -2.8 |
| 12/15/2010 3:30 | N | R_LH2SES_1 | 17.33 |
| 12/15/2010 3:30 | N | R_PB2SES_1 | -2.95 |
| 12/15/2010 3:30 | N | R_PB2SES_2 | -2.95 |
| 12/15/2010 3:30 | N | R_PB2SES_3 | -2.95 |
| 12/15/2010 3:30 | N | R_PB2SES_4 | -2.95 |
| 12/15/2010 3:30 | N | R_PB2SES_5 | -2.95 |
| 12/15/2010 3:30 | N | AUTO_EPS_390 | 17.26 |
| 12/15/2010 3:35 | N | DC_ROAD_L_B | 15.99 |
| 12/15/2010 3:35 | N | DC_EGPS_L_A | 12.22 |
| 12/15/2010 3:35 | N | H_HOLLOW_E_1 | -2.8 |
| 12/15/2010 3:35 | N | HHOLLOW4_E_1 | -2.8 |
| 12/15/2010 3:35 | N | R_LH2SES_1 | 17.33 |
| 12/15/2010 3:35 | N | R_PB2SES_1 | -2.95 |
| 12/15/2010 3:35 | N | R_PB2SES_2 | -2.95 |
| 12/15/2010 3:35 | N | R_PB2SES_3 | -2.95 |
| 12/15/2010 3:35 | N | R_PB2SES_4 | -2.95 |
| 12/15/2010 3:35 | N | R_PB2SES_5 | -2.95 |
| 12/15/2010 3:35 | N | AUTO_EPS_390 | 17.26 |

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| 12/15/2010 3:40 | N | DC_ROAD_L_B | 15.97 |
| 12/15/2010 3:40 | N | DC_EGPS_L_A | 12.6 |
| 12/15/2010 3:40 | N | H_HOLLOW_E_1 | -0.86 |
| 12/15/2010 3:40 | N | HHOLLOW4_E_1 | -0.86 |
| 12/15/2010 3:40 | N | R_LH2SES_1 | 17.18 |
| 12/15/2010 3:40 | N | R_PB2SES_1 | -1 |
| 12/15/2010 3:40 | N | R_PB2SES_2 | -1 |
| 12/15/2010 3:40 | N | R_PB2SES_3 | -1 |
| 12/15/2010 3:40 | N | R_PB2SES_4 | -1 |
| 12/15/2010 3:40 | N | R_PB2SES_5 | -1 |
| 12/15/2010 3:40 | N | AUTO_EPS_390 | 17.12 |
| 12/15/2010 3:45 | N | DC_ROAD_L_B | 16.85 |
| 12/15/2010 3:45 | N | DC_EGPS_L_A | 12.9 |
| 12/15/2010 3:45 | N | H_HOLLOW_E_1 | -2.9 |
| 12/15/2010 3:45 | N | HHOLLOW4_E_1 | -2.9 |
| 12/15/2010 3:45 | N | R_LH2SES_1 | 18.26 |
| 12/15/2010 3:45 | N | R_PB2SES_1 | -3.06 |
| 12/15/2010 3:45 | N | R_PB2SES_2 | -3.06 |
| 12/15/2010 3:45 | N | R_PB2SES_3 | -3.06 |
| 12/15/2010 3:45 | N | R_PB2SES_4 | -3.06 |
| 12/15/2010 3:45 | N | R_PB2SES_5 | -3.06 |
| 12/15/2010 3:45 | N | AUTO_EPS_390 | 18.19 |
| 12/15/2010 3:50 | N | DC_ROAD_L_B | 18.01 |
| 12/15/2010 3:50 | N | DC_EGPS_L_A | 13.83 |
| 12/15/2010 3:50 | N | H_HOLLOW_E_1 | -2.89 |
| 12/15/2010 3:50 | N | HHOLLOW4_E_1 | -2.89 |
| 12/15/2010 3:50 | N | R_LH2SES_1 | 19.5 |
| 12/15/2010 3:50 | N | R_PB2SES_1 | -3.06 |
| 12/15/2010 3:50 | N | R_PB2SES_2 | -3.06 |
| 12/15/2010 3:50 | N | R_PB2SES_3 | -3.06 |
| 12/15/2010 3:50 | N | R_PB2SES_4 | -3.06 |
| 12/15/2010 3:50 | N | R_PB2SES_5 | -3.06 |
| 12/15/2010 3:50 | N | AUTO_EPS_390 | 19.43 |
| 12/15/2010 3:55 | N | DC_ROAD_L_B | 18.1 |
| 12/15/2010 3:55 | N | DC_EGPS_L_A | 13.9 |
| 12/15/2010 3:55 | N | H_HOLLOW_E_1 | -2.89 |
| 12/15/2010 3:55 | N | HHOLLOW4_E_1 | -2.89 |
| 12/15/2010 3:55 | N | R_LH2SES_1 | 19.6 |
| 12/15/2010 3:55 | N | R_PB2SES_1 | -3.07 |
| 12/15/2010 3:55 | N | R_PB2SES_2 | -3.07 |
| 12/15/2010 3:55 | N | R_PB2SES_3 | -3.07 |
| 12/15/2010 3:55 | N | R_PB2SES_4 | -3.07 |
| 12/15/2010 3:55 | N | R_PB2SES_5 | -3.07 |
| 12/15/2010 3:55 | N | AUTO_EPS_390 | 19.52 |
| 12/15/2010 4:00 | N | DC_ROAD_L_B | 18.11 |
| 12/15/2010 4:00 | N | DC_EGPS_L_A | 13.93 |
| 12/15/2010 4:00 | N | H_HOLLOW_E_1 | -2.78 |

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| 12/15/2010 4:00 | N | HHOLLOW4_E_1 | -2.78 |
| 12/15/2010 4:00 | N | R_LH2SES_1 | 19.6 |
| 12/15/2010 4:00 | N | R_PB2SES_1 | -2.95 |
| 12/15/2010 4:00 | N | R_PB2SES_2 | -2.95 |
| 12/15/2010 4:00 | N | R_PB2SES_3 | -2.95 |
| 12/15/2010 4:00 | N | R_PB2SES_4 | -2.95 |
| 12/15/2010 4:00 | N | R_PB2SES_5 | -2.95 |
| 12/15/2010 4:00 | N | AUTO_EPS_390 | 19.52 |
| 12/15/2010 4:05 | N | DC_ROAD_L_B | 19.94 |
| 12/15/2010 4:05 | N | DC_EGPS_L_A | 15.37 |
| 12/15/2010 4:05 | N | H_HOLLOW_E_1 | -2.88 |
| 12/15/2010 4:05 | N | HHOLLOW4_E_1 | -2.88 |
| 12/15/2010 4:05 | N | R_LH2SES_1 | 21.56 |
| 12/15/2010 4:05 | N | R_PB2SES_1 | -3.07 |
| 12/15/2010 4:05 | N | R_PB2SES_2 | -3.07 |
| 12/15/2010 4:05 | N | R_PB2SES_3 | -3.07 |
| 12/15/2010 4:05 | N | R_PB2SES_4 | -3.07 |
| 12/15/2010 4:05 | N | R_PB2SES_5 | -3.07 |
| 12/15/2010 4:05 | N | AUTO_EPS_390 | 21.48 |
| 12/15/2010 4:06 | N | DC_ROAD_L_B | 20.45 |
| 12/15/2010 4:06 | N | DC_EGPS_L_A | 16.23 |
| 12/15/2010 4:06 | N | H_HOLLOW_E_1 | -0.65 |
| 12/15/2010 4:06 | N | HHOLLOW4_E_1 | -0.65 |
| 12/15/2010 4:06 | N | R_LH2SES_1 | 21.96 |
| 12/15/2010 4:06 | N | R_PB2SES_1 | -0.83 |
| 12/15/2010 4:06 | N | R_PB2SES_2 | -0.83 |
| 12/15/2010 4:06 | N | R_PB2SES_3 | -0.83 |
| 12/15/2010 4:06 | N | R_PB2SES_4 | -0.83 |
| 12/15/2010 4:06 | N | R_PB2SES_5 | -0.83 |
| 12/15/2010 4:06 | N | AUTO_EPS_390 | 21.88 |
| 12/15/2010 4:07 | N | DC_ROAD_L_B | 20.11 |
| 12/15/2010 4:07 | N | DC_EGPS_L_A | 15.94 |
| 12/15/2010 4:07 | N | H_HOLLOW_E_1 | -0.7 |
| 12/15/2010 4:07 | N | HHOLLOW4_E_1 | -0.7 |
| 12/15/2010 4:07 | N | R_LH2SES_1 | 21.59 |
| 12/15/2010 4:07 | N | R_PB2SES_1 | -0.88 |
| 12/15/2010 4:07 | N | R_PB2SES_2 | -0.88 |
| 12/15/2010 4:07 | N | R_PB2SES_3 | -0.88 |
| 12/15/2010 4:07 | N | R_PB2SES_4 | -0.88 |
| 12/15/2010 4:07 | N | R_PB2SES_5 | -0.88 |
| 12/15/2010 4:07 | N | AUTO_EPS_390 | 21.51 |
| 12/15/2010 4:10 | N | DC_ROAD_L_B | 19.54 |
| 12/15/2010 4:10 | N | DC_EGPS_L_A | 15.54 |
| 12/15/2010 4:10 | N | H_HOLLOW_E_1 | -0.46 |
| 12/15/2010 4:10 | N | HHOLLOW4_E_1 | -0.46 |
| 12/15/2010 4:10 | N | R_LH2SES_1 | 20.97 |
| 12/15/2010 4:10 | N | R_PB2SES_1 | -0.62 |

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|---|---|---|---|
| 12/15/2010 4:10 | N | R_PB2SES_2 | -0.62 |
| 12/15/2010 4:10 | N | R_PB2SES_3 | -0.62 |
| 12/15/2010 4:10 | N | R_PB2SES_4 | -0.62 |
| 12/15/2010 4:10 | N | R_PB2SES_5 | -0.62 |
| 12/15/2010 4:10 | N | AUTO_EPS_390 | 20.9 |
| 12/15/2010 4:15 | N | DC_ROAD_L_B | 19.49 |
| 12/15/2010 4:15 | N | DC_EGPS_L_A | 15.49 |
| 12/15/2010 4:15 | N | H_HOLLOW_E_1 | -0.51 |
| 12/15/2010 4:15 | N | HHOLLOW4_E_1 | -0.51 |
| 12/15/2010 4:15 | N | R_LH2SES_1 | 20.91 |
| 12/15/2010 4:15 | N | R_PB2SES_1 | -0.67 |
| 12/15/2010 4:15 | N | R_PB2SES_2 | -0.67 |
| 12/15/2010 4:15 | N | R_PB2SES_3 | -0.67 |
| 12/15/2010 4:15 | N | R_PB2SES_4 | -0.67 |
| 12/15/2010 4:15 | N | R_PB2SES_5 | -0.67 |
| 12/15/2010 4:15 | N | AUTO_EPS_390 | 20.84 |
| 12/15/2010 4:18 | N | DC_ROAD_L_B | 18.79 |
| 12/15/2010 4:18 | N | DC_EGPS_L_A | 14.94 |
| 12/15/2010 4:18 | N | H_HOLLOW_E_1 | -0.46 |
| 12/15/2010 4:18 | N | HHOLLOW4_E_1 | -0.46 |
| 12/15/2010 4:18 | N | R_LH2SES_1 | 20.16 |
| 12/15/2010 4:18 | N | R_PB2SES_1 | -0.62 |
| 12/15/2010 4:18 | N | R_PB2SES_2 | -0.62 |
| 12/15/2010 4:18 | N | R_PB2SES_3 | -0.62 |
| 12/15/2010 4:18 | N | R_PB2SES_4 | -0.62 |
| 12/15/2010 4:18 | N | R_PB2SES_5 | -0.62 |
| 12/15/2010 4:18 | N | AUTO_EPS_390 | 20.1 |
| 12/15/2010 4:18 | N | DC_ROAD_L_B | 18.57 |
| 12/15/2010 4:18 | N | DC_EGPS_L_A | 14.76 |
| 12/15/2010 4:18 | N | H_HOLLOW_E_1 | -0.46 |
| 12/15/2010 4:18 | N | HHOLLOW4_E_1 | -0.46 |
| 12/15/2010 4:18 | N | R_LH2SES_1 | 19.93 |
| 12/15/2010 4:18 | N | R_PB2SES_1 | -0.62 |
| 12/15/2010 4:18 | N | R_PB2SES_2 | -0.62 |
| 12/15/2010 4:18 | N | R_PB2SES_3 | -0.62 |
| 12/15/2010 4:18 | N | R_PB2SES_4 | -0.62 |
| 12/15/2010 4:18 | N | R_PB2SES_5 | -0.62 |
| 12/15/2010 4:18 | N | AUTO_EPS_390 | 19.86 |
| 12/15/2010 4:19 | N | DC_ROAD_L_B | 18.49 |
| 12/15/2010 4:19 | N | DC_EGPS_L_A | 14.7 |
| 12/15/2010 4:19 | N | H_HOLLOW_E_1 | -0.46 |
| 12/15/2010 4:19 | N | HHOLLOW4_E_1 | -0.46 |
| 12/15/2010 4:19 | N | R_LH2SES_1 | 19.84 |
| 12/15/2010 4:19 | N | R_PB2SES_1 | -0.62 |
| 12/15/2010 4:19 | N | R_PB2SES_2 | -0.62 |
| 12/15/2010 4:19 | N | R_PB2SES_3 | -0.62 |
| 12/15/2010 4:19 | N | R_PB2SES_4 | -0.62 |

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|---|---|---|---|
| 12/15/2010 4:19 | N | R_PB2SES_5 | -0.62 |
| 12/15/2010 4:19 | N | AUTO_EPS_390 | 19.77 |
| 12/15/2010 4:20 | N | DC_ROAD_L_B | 18.91 |
| 12/15/2010 4:20 | N | DC_EGPS_L_A | 15.04 |
| 12/15/2010 4:20 | N | H_HOLLOW_E_1 | -0.46 |
| 12/15/2010 4:20 | N | HHOLLOW4_E_1 | -0.46 |
| 12/15/2010 4:20 | N | R_LH2SES_1 | 20.29 |
| 12/15/2010 4:20 | N | R_PB2SES_1 | -0.62 |
| 12/15/2010 4:20 | N | R_PB2SES_2 | -0.62 |
| 12/15/2010 4:20 | N | R_PB2SES_3 | -0.62 |
| 12/15/2010 4:20 | N | R_PB2SES_4 | -0.62 |
| 12/15/2010 4:20 | N | R_PB2SES_5 | -0.62 |
| 12/15/2010 4:20 | N | AUTO_EPS_390 | 20.22 |
| 12/15/2010 4:20 | N | DC_ROAD_L_B | 18.91 |
| 12/15/2010 4:20 | N | DC_EGPS_L_A | 15.03 |
| 12/15/2010 4:20 | N | H_HOLLOW_E_1 | -0.46 |
| 12/15/2010 4:20 | N | HHOLLOW4_E_1 | -0.46 |
| 12/15/2010 4:20 | N | R_LH2SES_1 | 20.29 |
| 12/15/2010 4:20 | N | R_PB2SES_1 | -0.62 |
| 12/15/2010 4:20 | N | R_PB2SES_2 | -0.62 |
| 12/15/2010 4:20 | N | R_PB2SES_3 | -0.62 |
| 12/15/2010 4:20 | N | R_PB2SES_4 | -0.62 |
| 12/15/2010 4:20 | N | R_PB2SES_5 | -0.62 |
| 12/15/2010 4:20 | N | AUTO_EPS_390 | 20.22 |
| 12/15/2010 4:21 | N | DC_ROAD_L_B | 18.76 |
| 12/15/2010 4:21 | N | DC_EGPS_L_A | 14.91 |
| 12/15/2010 4:21 | N | H_HOLLOW_E_1 | -0.46 |
| 12/15/2010 4:21 | N | HHOLLOW4_E_1 | -0.46 |
| 12/15/2010 4:21 | N | R_LH2SES_1 | 20.13 |
| 12/15/2010 4:21 | N | R_PB2SES_1 | -0.62 |
| 12/15/2010 4:21 | N | R_PB2SES_2 | -0.62 |
| 12/15/2010 4:21 | N | R_PB2SES_3 | -0.62 |
| 12/15/2010 4:21 | N | R_PB2SES_4 | -0.62 |
| 12/15/2010 4:21 | N | R_PB2SES_5 | -0.62 |
| 12/15/2010 4:21 | N | AUTO_EPS_390 | 20.06 |
| 12/15/2010 4:23 | N | DC_ROAD_L_B | 19.62 |
| 12/15/2010 4:23 | N | DC_EGPS_L_A | 15.14 |
| 12/15/2010 4:23 | N | H_HOLLOW_E_1 | -2.76 |
| 12/15/2010 4:23 | N | HHOLLOW4_E_1 | -2.76 |
| 12/15/2010 4:23 | N | R_LH2SES_1 | 21.22 |
| 12/15/2010 4:23 | N | R_PB2SES_1 | -2.94 |
| 12/15/2010 4:23 | N | R_PB2SES_2 | -2.94 |
| 12/15/2010 4:23 | N | R_PB2SES_3 | -2.94 |
| 12/15/2010 4:23 | N | R_PB2SES_4 | -2.94 |
| 12/15/2010 4:23 | N | R_PB2SES_5 | -2.94 |
| 12/15/2010 4:23 | N | AUTO_EPS_390 | 21.14 |
| 12/15/2010 4:24 | N | DC_ROAD_L_B | 19.16 |

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| 12/15/2010 4:24 | N | DC_EGPS_L_A | 15.21 |
| 12/15/2010 4:24 | N | H_HOLLOW_E_1 | -0.6 |
| 12/15/2010 4:24 | N | HHOLLOW4_E_1 | -0.6 |
| 12/15/2010 4:24 | N | R_LH2SES_1 | 20.57 |
| 12/15/2010 4:24 | N | R_PB2SES_1 | -0.76 |
| 12/15/2010 4:24 | N | R_PB2SES_2 | -0.76 |
| 12/15/2010 4:24 | N | R_PB2SES_3 | -0.76 |
| 12/15/2010 4:24 | N | R_PB2SES_4 | -0.76 |
| 12/15/2010 4:24 | N | R_PB2SES_5 | -0.76 |
| 12/15/2010 4:24 | N | AUTO_EPS_390 | 20.5 |
| 12/15/2010 4:25 | N | DC_ROAD_L_B | 19.06 |
| 12/15/2010 4:25 | N | DC_EGPS_L_A | 14.92 |
| 12/15/2010 4:25 | N | H_HOLLOW_E_1 | -1.61 |
| 12/15/2010 4:25 | N | HHOLLOW4_E_1 | -1.61 |
| 12/15/2010 4:25 | N | R_LH2SES_1 | 20.53 |
| 12/15/2010 4:25 | N | R_PB2SES_1 | -1.78 |
| 12/15/2010 4:25 | N | R_PB2SES_2 | -1.78 |
| 12/15/2010 4:25 | N | R_PB2SES_3 | -1.78 |
| 12/15/2010 4:25 | N | R_PB2SES_4 | -1.78 |
| 12/15/2010 4:25 | N | R_PB2SES_5 | -1.78 |
| 12/15/2010 4:25 | N | AUTO_EPS_390 | 20.46 |
| 12/15/2010 4:26 | N | DC_ROAD_L_B | 20.73 |
| 12/15/2010 4:26 | N | DC_EGPS_L_A | 16.01 |
| 12/15/2010 4:26 | N | H_HOLLOW_E_1 | -2.88 |
| 12/15/2010 4:26 | N | HHOLLOW4_E_1 | -2.88 |
| 12/15/2010 4:26 | N | R_LH2SES_1 | 22.4 |
| 12/15/2010 4:26 | N | R_PB2SES_1 | -3.07 |
| 12/15/2010 4:26 | N | R_PB2SES_2 | -3.07 |
| 12/15/2010 4:26 | N | R_PB2SES_3 | -3.07 |
| 12/15/2010 4:26 | N | R_PB2SES_4 | -3.07 |
| 12/15/2010 4:26 | N | R_PB2SES_5 | -3.07 |
| 12/15/2010 4:26 | N | AUTO_EPS_390 | 22.32 |
| 12/15/2010 4:27 | N | DC_ROAD_L_B | 20.86 |
| 12/15/2010 4:27 | N | DC_EGPS_L_A | 15.95 |
| 12/15/2010 4:27 | N | H_HOLLOW_E_1 | -3.7 |
| 12/15/2010 4:27 | N | HHOLLOW4_E_1 | -3.7 |
| 12/15/2010 4:27 | N | R_LH2SES_1 | 22.61 |
| 12/15/2010 4:27 | N | R_PB2SES_1 | -3.9 |
| 12/15/2010 4:27 | N | R_PB2SES_2 | -3.9 |
| 12/15/2010 4:27 | N | R_PB2SES_3 | -3.9 |
| 12/15/2010 4:27 | N | R_PB2SES_4 | -3.9 |
| 12/15/2010 4:27 | N | R_PB2SES_5 | -3.9 |
| 12/15/2010 4:27 | N | AUTO_EPS_390 | 22.52 |
| 12/15/2010 4:28 | N | DC_ROAD_L_B | 21.39 |
| 12/15/2010 4:28 | N | DC_EGPS_L_A | 16.38 |
| 12/15/2010 4:28 | N | H_HOLLOW_E_1 | -3.71 |
| 12/15/2010 4:28 | N | HHOLLOW4_E_1 | -3.71 |

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| 12/15/2010 4:28 | N | R_LH2SES_1 | 23.18 |
| 12/15/2010 4:28 | N | R_PB2SES_1 | -3.92 |
| 12/15/2010 4:28 | N | R_PB2SES_2 | -3.92 |
| 12/15/2010 4:28 | N | R_PB2SES_3 | -3.92 |
| 12/15/2010 4:28 | N | R_PB2SES_4 | -3.92 |
| 12/15/2010 4:28 | N | R_PB2SES_5 | -3.92 |
| 12/15/2010 4:28 | N | AUTO_EPS_390 | 23.09 |
| 12/15/2010 4:29 | N | DC_ROAD_L_B | 21.39 |
| 12/15/2010 4:29 | N | DC_EGPS_L_A | 16.37 |
| 12/15/2010 4:29 | N | H_HOLLOW_E_1 | -3.71 |
| 12/15/2010 4:29 | N | HHOLLOW4_E_1 | -3.71 |
| 12/15/2010 4:29 | N | R_LH2SES_1 | 23.17 |
| 12/15/2010 4:29 | N | R_PB2SES_1 | -3.92 |
| 12/15/2010 4:29 | N | R_PB2SES_2 | -3.92 |
| 12/15/2010 4:29 | N | R_PB2SES_3 | -3.92 |
| 12/15/2010 4:29 | N | R_PB2SES_4 | -3.92 |
| 12/15/2010 4:29 | N | R_PB2SES_5 | -3.92 |
| 12/15/2010 4:29 | N | AUTO_EPS_390 | 23.08 |
| 12/15/2010 4:30 | N | DC_ROAD_L_B | 23.81 |
| 12/15/2010 4:30 | N | DC_EGPS_L_A | 18.29 |
| 12/15/2010 4:30 | N | H_HOLLOW_E_1 | -3.78 |
| 12/15/2010 4:30 | N | HHOLLOW4_E_1 | -3.78 |
| 12/15/2010 4:30 | N | R_LH2SES_1 | 25.77 |
| 12/15/2010 4:30 | N | R_PB2SES_1 | -4.01 |
| 12/15/2010 4:30 | N | R_PB2SES_2 | -4.01 |
| 12/15/2010 4:30 | N | R_PB2SES_3 | -4.01 |
| 12/15/2010 4:30 | N | R_PB2SES_4 | -4.01 |
| 12/15/2010 4:30 | N | R_PB2SES_5 | -4.01 |
| 12/15/2010 4:30 | N | AUTO_EPS_390 | 25.67 |
| 12/15/2010 4:35 | N | DC_ROAD_L_B | 23.79 |
| 12/15/2010 4:35 | N | DC_EGPS_L_A | 18.19 |
| 12/15/2010 4:35 | N | H_HOLLOW_E_1 | -4.26 |
| 12/15/2010 4:35 | N | HHOLLOW4_E_1 | -4.26 |
| 12/15/2010 4:35 | N | R_LH2SES_1 | 25.79 |
| 12/15/2010 4:35 | N | R_PB2SES_1 | -4.49 |
| 12/15/2010 4:35 | N | R_PB2SES_2 | -4.49 |
| 12/15/2010 4:35 | N | R_PB2SES_3 | -4.49 |
| 12/15/2010 4:35 | N | R_PB2SES_4 | -4.49 |
| 12/15/2010 4:35 | N | R_PB2SES_5 | -4.49 |
| 12/15/2010 4:35 | N | AUTO_EPS_390 | 25.69 |
| 12/15/2010 4:38 | N | DC_ROAD_L_B | 19.46 |
| 12/15/2010 4:38 | N | DC_EGPS_L_A | 15 |
| 12/15/2010 4:38 | N | H_HOLLOW_E_1 | -2.76 |
| 12/15/2010 4:38 | N | HHOLLOW4_E_1 | -2.76 |
| 12/15/2010 4:38 | N | R_LH2SES_1 | 21.05 |
| 12/15/2010 4:38 | N | R_PB2SES_1 | -2.94 |
| 12/15/2010 4:38 | N | R_PB2SES_2 | -2.94 |

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| 12/15/2010 4:38 | N | R_PB2SES_3 | -2.94 |
| 12/15/2010 4:38 | N | R_PB2SES_4 | -2.94 |
| 12/15/2010 4:38 | N | R_PB2SES_5 | -2.94 |
| 12/15/2010 4:38 | N | AUTO_EPS_390 | 20.97 |
| 12/15/2010 4:40 | N | DC_ROAD_L_B | 19.71 |
| 12/15/2010 4:40 | N | DC_EGPS_L_A | 15.17 |
| 12/15/2010 4:40 | N | H_HOLLOW_E_1 | -2.88 |
| 12/15/2010 4:40 | N | HHOLLOW4_E_1 | -2.88 |
| 12/15/2010 4:40 | N | R_LH2SES_1 | 21.32 |
| 12/15/2010 4:40 | N | R_PB2SES_1 | -3.07 |
| 12/15/2010 4:40 | N | R_PB2SES_2 | -3.07 |
| 12/15/2010 4:40 | N | R_PB2SES_3 | -3.07 |
| 12/15/2010 4:40 | N | R_PB2SES_4 | -3.07 |
| 12/15/2010 4:40 | N | R_PB2SES_5 | -3.07 |
| 12/15/2010 4:40 | N | AUTO_EPS_390 | 21.24 |
| 12/15/2010 4:45 | N | DC_ROAD_L_B | 19.31 |
| 12/15/2010 4:45 | N | DC_EGPS_L_A | 15.3 |
| 12/15/2010 4:45 | N | H_HOLLOW_E_1 | -0.68 |
| 12/15/2010 4:45 | N | HHOLLOW4_E_1 | -0.68 |
| 12/15/2010 4:45 | N | R_LH2SES_1 | 20.74 |
| 12/15/2010 4:45 | N | R_PB2SES_1 | -0.84 |
| 12/15/2010 4:45 | N | R_PB2SES_2 | -0.84 |
| 12/15/2010 4:45 | N | R_PB2SES_3 | -0.84 |
| 12/15/2010 4:45 | N | R_PB2SES_4 | -0.84 |
| 12/15/2010 4:45 | N | R_PB2SES_5 | -0.84 |
| 12/15/2010 4:45 | N | AUTO_EPS_390 | 20.67 |
| 12/15/2010 4:49 | N | DC_ROAD_L_B | 19.13 |
| 12/15/2010 4:49 | N | DC_EGPS_L_A | 15.14 |
| 12/15/2010 4:49 | N | H_HOLLOW_E_1 | -0.69 |
| 12/15/2010 4:49 | N | HHOLLOW4_E_1 | -0.69 |
| 12/15/2010 4:49 | N | R_LH2SES_1 | 20.55 |
| 12/15/2010 4:49 | N | R_PB2SES_1 | -0.86 |
| 12/15/2010 4:49 | N | R_PB2SES_2 | -0.86 |
| 12/15/2010 4:49 | N | R_PB2SES_3 | -0.86 |
| 12/15/2010 4:49 | N | R_PB2SES_4 | -0.86 |
| 12/15/2010 4:49 | N | R_PB2SES_5 | -0.86 |
| 12/15/2010 4:49 | N | AUTO_EPS_390 | 20.48 |
| 12/15/2010 4:50 | N | DC_ROAD_L_B | 19.12 |
| 12/15/2010 4:50 | N | DC_EGPS_L_A | 15.15 |
| 12/15/2010 4:50 | N | H_HOLLOW_E_1 | -0.67 |
| 12/15/2010 4:50 | N | HHOLLOW4_E_1 | -0.67 |
| 12/15/2010 4:50 | N | R_LH2SES_1 | 20.54 |
| 12/15/2010 4:50 | N | R_PB2SES_1 | -0.84 |
| 12/15/2010 4:50 | N | R_PB2SES_2 | -0.84 |
| 12/15/2010 4:50 | N | R_PB2SES_3 | -0.84 |
| 12/15/2010 4:50 | N | R_PB2SES_4 | -0.84 |
| 12/15/2010 4:50 | N | R_PB2SES_5 | -0.84 |

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| 12/15/2010 4:50 | N | AUTO_EPS_390 | 20.47 |
| 12/15/2010 4:52 | N | DC_ROAD_L_B | 18.9 |
| 12/15/2010 4:52 | N | DC_EGPS_L_A | 14.97 |
| 12/15/2010 4:52 | N | H_HOLLOW_E_1 | -0.67 |
| 12/15/2010 4:52 | N | HHOLLOW4_E_1 | -0.67 |
| 12/15/2010 4:52 | N | R_LH2SES_1 | 20.3 |
| 12/15/2010 4:52 | N | R_PB2SES_1 | -0.83 |
| 12/15/2010 4:52 | N | R_PB2SES_2 | -0.83 |
| 12/15/2010 4:52 | N | R_PB2SES_3 | -0.83 |
| 12/15/2010 4:52 | N | R_PB2SES_4 | -0.83 |
| 12/15/2010 4:52 | N | R_PB2SES_5 | -0.83 |
| 12/15/2010 4:52 | N | AUTO_EPS_390 | 20.23 |
| 12/15/2010 4:53 | N | DC_ROAD_L_B | 19.37 |
| 12/15/2010 4:53 | N | DC_EGPS_L_A | 14.93 |
| 12/15/2010 4:53 | N | H_HOLLOW_E_1 | -2.76 |
| 12/15/2010 4:53 | N | HHOLLOW4_E_1 | -2.76 |
| 12/15/2010 4:53 | N | R_LH2SES_1 | 20.96 |
| 12/15/2010 4:53 | N | R_PB2SES_1 | -2.95 |
| 12/15/2010 4:53 | N | R_PB2SES_2 | -2.95 |
| 12/15/2010 4:53 | N | R_PB2SES_3 | -2.95 |
| 12/15/2010 4:53 | N | R_PB2SES_4 | -2.95 |
| 12/15/2010 4:53 | N | R_PB2SES_5 | -2.95 |
| 12/15/2010 4:53 | N | AUTO_EPS_390 | 20.88 |
| 12/15/2010 4:54 | N | DC_ROAD_L_B | 19.19 |
| 12/15/2010 4:54 | N | DC_EGPS_L_A | 14.76 |
| 12/15/2010 4:54 | N | H_HOLLOW_E_1 | -2.89 |
| 12/15/2010 4:54 | N | HHOLLOW4_E_1 | -2.89 |
| 12/15/2010 4:54 | N | R_LH2SES_1 | 20.77 |
| 12/15/2010 4:54 | N | R_PB2SES_1 | -3.07 |
| 12/15/2010 4:54 | N | R_PB2SES_2 | -3.07 |
| 12/15/2010 4:54 | N | R_PB2SES_3 | -3.07 |
| 12/15/2010 4:54 | N | R_PB2SES_4 | -3.07 |
| 12/15/2010 4:54 | N | R_PB2SES_5 | -3.07 |
| 12/15/2010 4:54 | N | AUTO_EPS_390 | 20.69 |
| 12/15/2010 4:55 | N | DC_ROAD_L_B | 19.36 |
| 12/15/2010 4:55 | N | DC_EGPS_L_A | 14.92 |
| 12/15/2010 4:55 | N | H_HOLLOW_E_1 | -2.76 |
| 12/15/2010 4:55 | N | HHOLLOW4_E_1 | -2.76 |
| 12/15/2010 4:55 | N | R_LH2SES_1 | 20.94 |
| 12/15/2010 4:55 | N | R_PB2SES_1 | -2.95 |
| 12/15/2010 4:55 | N | R_PB2SES_2 | -2.95 |
| 12/15/2010 4:55 | N | R_PB2SES_3 | -2.95 |
| 12/15/2010 4:55 | N | R_PB2SES_4 | -2.95 |
| 12/15/2010 4:55 | N | R_PB2SES_5 | -2.95 |
| 12/15/2010 4:55 | N | AUTO_EPS_390 | 20.86 |
| 12/15/2010 4:56 | N | DC_ROAD_L_B | 19.35 |
| 12/15/2010 4:56 | N | DC_EGPS_L_A | 14.89 |

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| 12/15/2010 4:56 | N | H_HOLLOW_E_1 | -2.89 |
| 12/15/2010 4:56 | N | HHOLLOW4_E_1 | -2.89 |
| 12/15/2010 4:56 | N | R_LH2SES_1 | 20.94 |
| 12/15/2010 4:56 | N | R_PB2SES_1 | -3.07 |
| 12/15/2010 4:56 | N | R_PB2SES_2 | -3.07 |
| 12/15/2010 4:56 | N | R_PB2SES_3 | -3.07 |
| 12/15/2010 4:56 | N | R_PB2SES_4 | -3.07 |
| 12/15/2010 4:56 | N | R_PB2SES_5 | -3.07 |
| 12/15/2010 4:56 | N | AUTO_EPS_390 | 20.86 |
| 12/15/2010 5:00 | N | DC_ROAD_L_B | 23.82 |
| 12/15/2010 5:00 | N | DC_EGPS_L_A | 18.48 |
| 12/15/2010 5:00 | N | H_HOLLOW_E_1 | -2.86 |
| 12/15/2010 5:00 | N | HHOLLOW4_E_1 | -2.86 |
| 12/15/2010 5:00 | N | R_LH2SES_1 | 25.72 |
| 12/15/2010 5:00 | N | R_PB2SES_1 | -3.08 |
| 12/15/2010 5:00 | N | R_PB2SES_2 | -3.08 |
| 12/15/2010 5:00 | N | R_PB2SES_3 | -3.08 |
| 12/15/2010 5:00 | N | R_PB2SES_4 | -3.08 |
| 12/15/2010 5:00 | N | R_PB2SES_5 | -3.08 |
| 12/15/2010 5:00 | N | AUTO_EPS_390 | 25.63 |
| 12/15/2010 5:01 | N | DC_ROAD_L_B | 21.13 |
| 12/15/2010 5:01 | N | DC_EGPS_L_A | 16.16 |
| 12/15/2010 5:01 | N | H_HOLLOW_E_1 | -3.7 |
| 12/15/2010 5:01 | N | HHOLLOW4_E_1 | -3.7 |
| 12/15/2010 5:01 | N | R_LH2SES_1 | 22.9 |
| 12/15/2010 5:01 | N | R_PB2SES_1 | -3.91 |
| 12/15/2010 5:01 | N | R_PB2SES_2 | -3.91 |
| 12/15/2010 5:01 | N | R_PB2SES_3 | -3.91 |
| 12/15/2010 5:01 | N | R_PB2SES_4 | -3.91 |
| 12/15/2010 5:01 | N | R_PB2SES_5 | -3.91 |
| 12/15/2010 5:01 | N | AUTO_EPS_390 | 22.82 |
| 12/15/2010 5:04 | N | DC_ROAD_L_B | 24.51 |
| 12/15/2010 5:04 | N | DC_EGPS_L_A | 18.84 |
| 12/15/2010 5:04 | N | H_HOLLOW_E_1 | -3.8 |
| 12/15/2010 5:04 | N | HHOLLOW4_E_1 | -3.8 |
| 12/15/2010 5:04 | N | R_LH2SES_1 | 26.53 |
| 12/15/2010 5:04 | N | R_PB2SES_1 | -4.04 |
| 12/15/2010 5:04 | N | R_PB2SES_2 | -4.04 |
| 12/15/2010 5:04 | N | R_PB2SES_3 | -4.04 |
| 12/15/2010 5:04 | N | R_PB2SES_4 | -4.04 |
| 12/15/2010 5:04 | N | R_PB2SES_5 | -4.04 |
| 12/15/2010 5:04 | N | AUTO_EPS_390 | 26.42 |
| 12/15/2010 5:05 | N | DC_ROAD_L_B | 20.92 |
| 12/15/2010 5:05 | N | DC_EGPS_L_A | 15.99 |
| 12/15/2010 5:05 | N | H_HOLLOW_E_1 | -3.7 |
| 12/15/2010 5:05 | N | HHOLLOW4_E_1 | -3.7 |
| 12/15/2010 5:05 | N | R_LH2SES_1 | 22.68 |

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| 12/15/2010 5:05 | N | R_PB2SES_1 | -3.9 |
| 12/15/2010 5:05 | N | R_PB2SES_2 | -3.9 |
| 12/15/2010 5:05 | N | R_PB2SES_3 | -3.9 |
| 12/15/2010 5:05 | N | R_PB2SES_4 | -3.9 |
| 12/15/2010 5:05 | N | R_PB2SES_5 | -3.9 |
| 12/15/2010 5:05 | N | AUTO_EPS_390 | 22.59 |
| 12/15/2010 5:10 | N | DC_ROAD_L_B | 21.19 |
| 12/15/2010 5:10 | N | DC_EGPS_L_A | 16.38 |
| 12/15/2010 5:10 | N | H_HOLLOW_E_1 | -2.88 |
| 12/15/2010 5:10 | N | HHOLLOW4_E_1 | -2.88 |
| 12/15/2010 5:10 | N | R_LH2SES_1 | 22.91 |
| 12/15/2010 5:10 | N | R_PB2SES_1 | -3.07 |
| 12/15/2010 5:10 | N | R_PB2SES_2 | -3.07 |
| 12/15/2010 5:10 | N | R_PB2SES_3 | -3.07 |
| 12/15/2010 5:10 | N | R_PB2SES_4 | -3.07 |
| 12/15/2010 5:10 | N | R_PB2SES_5 | -3.07 |
| 12/15/2010 5:10 | N | AUTO_EPS_390 | 22.82 |
| 12/15/2010 5:15 | N | DC_ROAD_L_B | 21.03 |
| 12/15/2010 5:15 | N | DC_EGPS_L_A | 16.23 |
| 12/15/2010 5:15 | N | H_HOLLOW_E_1 | -2.88 |
| 12/15/2010 5:15 | N | HHOLLOW4_E_1 | -2.88 |
| 12/15/2010 5:15 | N | R_LH2SES_1 | 22.73 |
| 12/15/2010 5:15 | N | R_PB2SES_1 | -3.07 |
| 12/15/2010 5:15 | N | R_PB2SES_2 | -3.07 |
| 12/15/2010 5:15 | N | R_PB2SES_3 | -3.07 |
| 12/15/2010 5:15 | N | R_PB2SES_4 | -3.07 |
| 12/15/2010 5:15 | N | R_PB2SES_5 | -3.07 |
| 12/15/2010 5:15 | N | AUTO_EPS_390 | 22.65 |
| 12/15/2010 5:20 | N | DC_ROAD_L_B | 21.13 |
| 12/15/2010 5:20 | N | DC_EGPS_L_A | 16.33 |
| 12/15/2010 5:20 | N | H_HOLLOW_E_1 | -2.74 |
| 12/15/2010 5:20 | N | HHOLLOW4_E_1 | -2.74 |
| 12/15/2010 5:20 | N | R_LH2SES_1 | 22.83 |
| 12/15/2010 5:20 | N | R_PB2SES_1 | -2.94 |
| 12/15/2010 5:20 | N | R_PB2SES_2 | -2.94 |
| 12/15/2010 5:20 | N | R_PB2SES_3 | -2.94 |
| 12/15/2010 5:20 | N | R_PB2SES_4 | -2.94 |
| 12/15/2010 5:20 | N | R_PB2SES_5 | -2.94 |
| 12/15/2010 5:20 | N | AUTO_EPS_390 | 22.75 |
| 12/15/2010 5:25 | N | DC_ROAD_L_B | 21.43 |
| 12/15/2010 5:25 | N | DC_EGPS_L_A | 16.55 |
| 12/15/2010 5:25 | N | H_HOLLOW_E_1 | -2.87 |
| 12/15/2010 5:25 | N | HHOLLOW4_E_1 | -2.87 |
| 12/15/2010 5:25 | N | R_LH2SES_1 | 23.16 |
| 12/15/2010 5:25 | N | R_PB2SES_1 | -3.07 |
| 12/15/2010 5:25 | N | R_PB2SES_2 | -3.07 |
| 12/15/2010 5:25 | N | R_PB2SES_3 | -3.07 |

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| 12/15/2010 5:25 | N | R_PB2SES_4 | -3.07 |
| 12/15/2010 5:25 | N | R_PB2SES_5 | -3.07 |
| 12/15/2010 5:25 | N | AUTO_EPS_390 | 23.08 |
| 12/15/2010 5:30 | N | DC_ROAD_L_B | 21.48 |
| 12/15/2010 5:30 | N | DC_EGPS_L_A | 16.62 |
| 12/15/2010 5:30 | N | H_HOLLOW_E_1 | -2.74 |
| 12/15/2010 5:30 | N | HHOLLOW4_E_1 | -2.74 |
| 12/15/2010 5:30 | N | R_LH2SES_1 | 23.21 |
| 12/15/2010 5:30 | N | R_PB2SES_1 | -2.94 |
| 12/15/2010 5:30 | N | R_PB2SES_2 | -2.94 |
| 12/15/2010 5:30 | N | R_PB2SES_3 | -2.94 |
| 12/15/2010 5:30 | N | R_PB2SES_4 | -2.94 |
| 12/15/2010 5:30 | N | R_PB2SES_5 | -2.94 |
| 12/15/2010 5:30 | N | AUTO_EPS_390 | 23.13 |
| 12/15/2010 5:35 | N | DC_ROAD_L_B | 22.28 |
| 12/15/2010 5:35 | N | DC_EGPS_L_A | 17.23 |
| 12/15/2010 5:35 | N | H_HOLLOW_E_1 | -2.87 |
| 12/15/2010 5:35 | N | HHOLLOW4_E_1 | -2.87 |
| 12/15/2010 5:35 | N | R_LH2SES_1 | 24.08 |
| 12/15/2010 5:35 | N | R_PB2SES_1 | -3.08 |
| 12/15/2010 5:35 | N | R_PB2SES_2 | -3.08 |
| 12/15/2010 5:35 | N | R_PB2SES_3 | -3.08 |
| 12/15/2010 5:35 | N | R_PB2SES_4 | -3.08 |
| 12/15/2010 5:35 | N | R_PB2SES_5 | -3.08 |
| 12/15/2010 5:35 | N | AUTO_EPS_390 | 23.99 |
| 12/15/2010 5:40 | N | DC_ROAD_L_B | 21.81 |
| 12/15/2010 5:40 | N | DC_EGPS_L_A | 16.89 |
| 12/15/2010 5:40 | N | H_HOLLOW_E_1 | -2.74 |
| 12/15/2010 5:40 | N | HHOLLOW4_E_1 | -2.74 |
| 12/15/2010 5:40 | N | R_LH2SES_1 | 23.56 |
| 12/15/2010 5:40 | N | R_PB2SES_1 | -2.94 |
| 12/15/2010 5:40 | N | R_PB2SES_2 | -2.94 |
| 12/15/2010 5:40 | N | R_PB2SES_3 | -2.94 |
| 12/15/2010 5:40 | N | R_PB2SES_4 | -2.94 |
| 12/15/2010 5:40 | N | R_PB2SES_5 | -2.94 |
| 12/15/2010 5:40 | N | AUTO_EPS_390 | 23.48 |
| 12/15/2010 5:45 | N | DC_ROAD_L_B | 22.23 |
| 12/15/2010 5:45 | N | DC_EGPS_L_A | 17.22 |
| 12/15/2010 5:45 | N | H_HOLLOW_E_1 | -2.73 |
| 12/15/2010 5:45 | N | HHOLLOW4_E_1 | -2.73 |
| 12/15/2010 5:45 | N | R_LH2SES_1 | 24.01 |
| 12/15/2010 5:45 | N | R_PB2SES_1 | -2.94 |
| 12/15/2010 5:45 | N | R_PB2SES_2 | -2.94 |
| 12/15/2010 5:45 | N | R_PB2SES_3 | -2.94 |
| 12/15/2010 5:45 | N | R_PB2SES_4 | -2.94 |
| 12/15/2010 5:45 | N | R_PB2SES_5 | -2.94 |
| 12/15/2010 5:45 | N | AUTO_EPS_390 | 23.92 |

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| 12/15/2010 5:50 | N | DC_ROAD_L_B | 23.83 |
| 12/15/2010 5:50 | N | DC_EGPS_L_A | 18.49 |
| 12/15/2010 5:50 | N | H_HOLLOW_E_1 | -2.86 |
| 12/15/2010 5:50 | N | HHOLLOW4_E_1 | -2.86 |
| 12/15/2010 5:50 | N | R_LH2SES_1 | 25.73 |
| 12/15/2010 5:50 | N | R_PB2SES_1 | -3.08 |
| 12/15/2010 5:50 | N | R_PB2SES_2 | -3.08 |
| 12/15/2010 5:50 | N | R_PB2SES_3 | -3.08 |
| 12/15/2010 5:50 | N | R_PB2SES_4 | -3.08 |
| 12/15/2010 5:50 | N | R_PB2SES_5 | -3.08 |
| 12/15/2010 5:50 | N | AUTO_EPS_390 | 25.64 |
| 12/15/2010 5:55 | N | DC_ROAD_L_B | 23.26 |
| 12/15/2010 5:55 | N | DC_EGPS_L_A | 17.76 |
| 12/15/2010 5:55 | N | H_HOLLOW_E_1 | -4.24 |
| 12/15/2010 5:55 | N | HHOLLOW4_E_1 | -4.24 |
| 12/15/2010 5:55 | N | R_LH2SES_1 | 25.22 |
| 12/15/2010 5:55 | N | R_PB2SES_1 | -4.47 |
| 12/15/2010 5:55 | N | R_PB2SES_2 | -4.47 |
| 12/15/2010 5:55 | N | R_PB2SES_3 | -4.47 |
| 12/15/2010 5:55 | N | R_PB2SES_4 | -4.47 |
| 12/15/2010 5:55 | N | R_PB2SES_5 | -4.47 |
| 12/15/2010 5:55 | N | AUTO_EPS_390 | 25.12 |
| 12/15/2010 5:57 | N | DC_ROAD_L_B | 22.11 |
| 12/15/2010 5:57 | N | DC_EGPS_L_A | 16.85 |
| 12/15/2010 5:57 | N | H_HOLLOW_E_1 | -4.19 |
| 12/15/2010 5:57 | N | HHOLLOW4_E_1 | -4.19 |
| 12/15/2010 5:57 | N | R_LH2SES_1 | 23.99 |
| 12/15/2010 5:57 | N | R_PB2SES_1 | -4.4 |
| 12/15/2010 5:57 | N | R_PB2SES_2 | -4.4 |
| 12/15/2010 5:57 | N | R_PB2SES_3 | -4.4 |
| 12/15/2010 5:57 | N | R_PB2SES_4 | -4.4 |
| 12/15/2010 5:57 | N | R_PB2SES_5 | -4.4 |
| 12/15/2010 5:57 | N | AUTO_EPS_390 | 23.89 |
| 12/15/2010 5:59 | N | DC_ROAD_L_B | 21.83 |
| 12/15/2010 5:59 | N | DC_EGPS_L_A | 16.72 |
| 12/15/2010 5:59 | N | H_HOLLOW_E_1 | -3.72 |
| 12/15/2010 5:59 | N | HHOLLOW4_E_1 | -3.72 |
| 12/15/2010 5:59 | N | R_LH2SES_1 | 23.65 |
| 12/15/2010 5:59 | N | R_PB2SES_1 | -3.94 |
| 12/15/2010 5:59 | N | R_PB2SES_2 | -3.94 |
| 12/15/2010 5:59 | N | R_PB2SES_3 | -3.94 |
| 12/15/2010 5:59 | N | R_PB2SES_4 | -3.94 |
| 12/15/2010 5:59 | N | R_PB2SES_5 | -3.94 |
| 12/15/2010 5:59 | N | AUTO_EPS_390 | 23.56 |
| 12/15/2010 6:00 | N | DC_ROAD_L_B | 17.34 |
| 12/15/2010 6:00 | N | DC_EGPS_L_A | 13.87 |
| 12/15/2010 6:00 | N | H_HOLLOW_E_1 | -2.87 |

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| 12/15/2010 6:00 | N | HHOLLOW4_E_1 | -2.87 |
| 12/15/2010 6:00 | N | R_LH2SES_1 | 25.56 |
| 12/15/2010 6:00 | N | R_PB2SES_1 | -3.15 |
| 12/15/2010 6:00 | N | R_PB2SES_2 | -3.15 |
| 12/15/2010 6:00 | N | R_PB2SES_3 | -3.15 |
| 12/15/2010 6:00 | N | R_PB2SES_4 | -3.15 |
| 12/15/2010 6:00 | N | R_PB2SES_5 | -3.15 |
| 12/15/2010 6:00 | N | AUTO_EPS_390 | 25.61 |
| 12/15/2010 6:01 | N | DC_ROAD_L_B | 19.83 |
| 12/15/2010 6:01 | N | DC_EGPS_L_A | 15.44 |
| 12/15/2010 6:01 | N | H_HOLLOW_E_1 | -3.78 |
| 12/15/2010 6:01 | N | HHOLLOW4_E_1 | -3.78 |
| 12/15/2010 6:01 | N | R_LH2SES_1 | 25.42 |
| 12/15/2010 6:01 | N | R_PB2SES_1 | -4.04 |
| 12/15/2010 6:01 | N | R_PB2SES_2 | -4.04 |
| 12/15/2010 6:01 | N | R_PB2SES_3 | -4.04 |
| 12/15/2010 6:01 | N | R_PB2SES_4 | -4.04 |
| 12/15/2010 6:01 | N | R_PB2SES_5 | -4.04 |
| 12/15/2010 6:01 | N | AUTO_EPS_390 | 25.4 |
| 12/15/2010 6:02 | N | DC_ROAD_L_B | 20.79 |
| 12/15/2010 6:02 | N | DC_EGPS_L_A | 16.32 |
| 12/15/2010 6:02 | N | H_HOLLOW_E_1 | -2.87 |
| 12/15/2010 6:02 | N | HHOLLOW4_E_1 | -2.87 |
| 12/15/2010 6:02 | N | R_LH2SES_1 | 25.55 |
| 12/15/2010 6:02 | N | R_PB2SES_1 | -3.11 |
| 12/15/2010 6:02 | N | R_PB2SES_2 | -3.11 |
| 12/15/2010 6:02 | N | R_PB2SES_3 | -3.11 |
| 12/15/2010 6:02 | N | R_PB2SES_4 | -3.11 |
| 12/15/2010 6:02 | N | R_PB2SES_5 | -3.11 |
| 12/15/2010 6:02 | N | AUTO_EPS_390 | 25.52 |
| 12/15/2010 6:03 | N | DC_ROAD_L_B | 19.55 |
| 12/15/2010 6:03 | N | DC_EGPS_L_A | 15.49 |
| 12/15/2010 6:03 | N | H_HOLLOW_E_1 | -2.87 |
| 12/15/2010 6:03 | N | HHOLLOW4_E_1 | -2.87 |
| 12/15/2010 6:03 | N | R_LH2SES_1 | 26.06 |
| 12/15/2010 6:03 | N | R_PB2SES_1 | -3.13 |
| 12/15/2010 6:03 | N | R_PB2SES_2 | -3.13 |
| 12/15/2010 6:03 | N | R_PB2SES_3 | -3.13 |
| 12/15/2010 6:03 | N | R_PB2SES_4 | -3.13 |
| 12/15/2010 6:03 | N | R_PB2SES_5 | -3.13 |
| 12/15/2010 6:03 | N | AUTO_EPS_390 | 26.07 |
| 12/15/2010 6:04 | N | DC_ROAD_L_B | 18.26 |
| 12/15/2010 6:04 | N | DC_EGPS_L_A | 14.41 |
| 12/15/2010 6:04 | N | H_HOLLOW_E_1 | -2.88 |
| 12/15/2010 6:04 | N | HHOLLOW4_E_1 | -2.88 |
| 12/15/2010 6:04 | N | R_LH2SES_1 | 24.21 |
| 12/15/2010 6:04 | N | R_PB2SES_1 | -3.12 |

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| 12/15/2010 6:04 | N | R_PB2SES_2 | -3.12 |
| 12/15/2010 6:04 | N | R_PB2SES_3 | -3.12 |
| 12/15/2010 6:04 | N | R_PB2SES_4 | -3.12 |
| 12/15/2010 6:04 | N | R_PB2SES_5 | -3.12 |
| 12/15/2010 6:04 | N | AUTO_EPS_390 | 24.21 |
| 12/15/2010 6:05 | N | DC_ROAD_L_B | 16.13 |
| 12/15/2010 6:05 | N | DC_EGPS_L_A | 12.78 |
| 12/15/2010 6:05 | N | H_HOLLOW_E_1 | -3.78 |
| 12/15/2010 6:05 | N | HHOLLOW4_E_1 | -3.78 |
| 12/15/2010 6:05 | N | R_LH2SES_1 | 25.01 |
| 12/15/2010 6:05 | N | R_PB2SES_1 | -4.06 |
| 12/15/2010 6:05 | N | R_PB2SES_2 | -4.06 |
| 12/15/2010 6:05 | N | R_PB2SES_3 | -4.06 |
| 12/15/2010 6:05 | N | R_PB2SES_4 | -4.06 |
| 12/15/2010 6:05 | N | R_PB2SES_5 | -4.06 |
| 12/15/2010 6:05 | N | AUTO_EPS_390 | 25.06 |
| 12/15/2010 6:09 | N | DC_ROAD_L_B | 16.68 |
| 12/15/2010 6:09 | N | DC_EGPS_L_A | 13.22 |
| 12/15/2010 6:09 | N | H_HOLLOW_E_1 | -3.8 |
| 12/15/2010 6:09 | N | HHOLLOW4_E_1 | -3.8 |
| 12/15/2010 6:09 | N | R_LH2SES_1 | 25.6 |
| 12/15/2010 6:09 | N | R_PB2SES_1 | -4.08 |
| 12/15/2010 6:09 | N | R_PB2SES_2 | -4.08 |
| 12/15/2010 6:09 | N | R_PB2SES_3 | -4.08 |
| 12/15/2010 6:09 | N | R_PB2SES_4 | -4.08 |
| 12/15/2010 6:09 | N | R_PB2SES_5 | -4.08 |
| 12/15/2010 6:09 | N | AUTO_EPS_390 | 25.66 |
| 12/15/2010 6:10 | N | DC_ROAD_L_B | 20.17 |
| 12/15/2010 6:10 | N | DC_EGPS_L_A | 15.7 |
| 12/15/2010 6:10 | N | H_HOLLOW_E_1 | -3.79 |
| 12/15/2010 6:10 | N | HHOLLOW4_E_1 | -3.79 |
| 12/15/2010 6:10 | N | R_LH2SES_1 | 25.66 |
| 12/15/2010 6:10 | N | R_PB2SES_1 | -4.05 |
| 12/15/2010 6:10 | N | R_PB2SES_2 | -4.05 |
| 12/15/2010 6:10 | N | R_PB2SES_3 | -4.05 |
| 12/15/2010 6:10 | N | R_PB2SES_4 | -4.05 |
| 12/15/2010 6:10 | N | R_PB2SES_5 | -4.05 |
| 12/15/2010 6:10 | N | AUTO_EPS_390 | 25.64 |
| 12/15/2010 6:12 | N | DC_ROAD_L_B | 21.98 |
| 12/15/2010 6:12 | N | DC_EGPS_L_A | 17.04 |
| 12/15/2010 6:12 | N | H_HOLLOW_E_1 | -3.8 |
| 12/15/2010 6:12 | N | HHOLLOW4_E_1 | -3.8 |
| 12/15/2010 6:12 | N | R_LH2SES_1 | 26.3 |
| 12/15/2010 6:12 | N | R_PB2SES_1 | -4.06 |
| 12/15/2010 6:12 | N | R_PB2SES_2 | -4.06 |
| 12/15/2010 6:12 | N | R_PB2SES_3 | -4.06 |
| 12/15/2010 6:12 | N | R_PB2SES_4 | -4.06 |

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| 12/15/2010 6:12 | N | R_PB2SES_5 | -4.06 |
| 12/15/2010 6:12 | N | AUTO_EPS_390 | 26.25 |
| 12/15/2010 6:15 | N | DC_ROAD_L_B | 22.27 |
| 12/15/2010 6:15 | N | DC_EGPS_L_A | 17.23 |
| 12/15/2010 6:15 | N | H_HOLLOW_E_1 | -3.79 |
| 12/15/2010 6:15 | N | HHOLLOW4_E_1 | -3.79 |
| 12/15/2010 6:15 | N | R_LH2SES_1 | 26.03 |
| 12/15/2010 6:15 | N | R_PB2SES_1 | -4.04 |
| 12/15/2010 6:15 | N | R_PB2SES_2 | -4.04 |
| 12/15/2010 6:15 | N | R_PB2SES_3 | -4.04 |
| 12/15/2010 6:15 | N | R_PB2SES_4 | -4.04 |
| 12/15/2010 6:15 | N | R_PB2SES_5 | -4.04 |
| 12/15/2010 6:15 | N | AUTO_EPS_390 | 25.97 |
| 12/15/2010 6:20 | N | DC_ROAD_L_B | 22.75 |
| 12/15/2010 6:20 | N | DC_EGPS_L_A | 17.88 |
| 12/15/2010 6:20 | N | H_HOLLOW_E_1 | -2.7 |
| 12/15/2010 6:20 | N | HHOLLOW4_E_1 | -2.7 |
| 12/15/2010 6:20 | N | R_LH2SES_1 | 27.06 |
| 12/15/2010 6:20 | N | R_PB2SES_1 | -2.95 |
| 12/15/2010 6:20 | N | R_PB2SES_2 | -2.95 |
| 12/15/2010 6:20 | N | R_PB2SES_3 | -2.95 |
| 12/15/2010 6:20 | N | R_PB2SES_4 | -2.95 |
| 12/15/2010 6:20 | N | R_PB2SES_5 | -2.95 |
| 12/15/2010 6:20 | N | AUTO_EPS_390 | 27.01 |
| 12/15/2010 6:25 | N | DC_ROAD_L_B | 23.37 |
| 12/15/2010 6:25 | N | DC_EGPS_L_A | 18.47 |
| 12/15/2010 6:25 | N | H_HOLLOW_E_1 | -2.68 |
| 12/15/2010 6:25 | N | HHOLLOW4_E_1 | -2.68 |
| 12/15/2010 6:25 | N | R_LH2SES_1 | 28.88 |
| 12/15/2010 6:25 | N | R_PB2SES_1 | -2.95 |
| 12/15/2010 6:25 | N | R_PB2SES_2 | -2.95 |
| 12/15/2010 6:25 | N | R_PB2SES_3 | -2.95 |
| 12/15/2010 6:25 | N | R_PB2SES_4 | -2.95 |
| 12/15/2010 6:25 | N | R_PB2SES_5 | -2.95 |
| 12/15/2010 6:25 | N | AUTO_EPS_390 | 28.85 |
| 12/15/2010 6:30 | N | DC_ROAD_L_B | 23.46 |
| 12/15/2010 6:30 | N | DC_EGPS_L_A | 18.98 |
| 12/15/2010 6:30 | N | H_HOLLOW_E_1 | -0.55 |
| 12/15/2010 6:30 | N | HHOLLOW4_E_1 | -0.55 |
| 12/15/2010 6:30 | N | R_LH2SES_1 | 28.96 |
| 12/15/2010 6:30 | N | R_PB2SES_1 | -0.81 |
| 12/15/2010 6:30 | N | R_PB2SES_2 | -0.81 |
| 12/15/2010 6:30 | N | R_PB2SES_3 | -0.81 |
| 12/15/2010 6:30 | N | R_PB2SES_4 | -0.81 |
| 12/15/2010 6:30 | N | R_PB2SES_5 | -0.81 |
| 12/15/2010 6:30 | N | AUTO_EPS_390 | 28.94 |
| 12/15/2010 6:35 | N | DC_ROAD_L_B | 23.23 |

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| 12/15/2010 6:35 | N | DC_EGPS_L_A | 18.33 |
| 12/15/2010 6:35 | N | H_HOLLOW_E_1 | -2.69 |
| 12/15/2010 6:35 | N | HHOLLOW4_E_1 | -2.69 |
| 12/15/2010 6:35 | N | R_LH2SES_1 | 28.22 |
| 12/15/2010 6:35 | N | R_PB2SES_1 | -2.95 |
| 12/15/2010 6:35 | N | R_PB2SES_2 | -2.95 |
| 12/15/2010 6:35 | N | R_PB2SES_3 | -2.95 |
| 12/15/2010 6:35 | N | R_PB2SES_4 | -2.95 |
| 12/15/2010 6:35 | N | R_PB2SES_5 | -2.95 |
| 12/15/2010 6:35 | N | AUTO_EPS_390 | 28.18 |
| 12/15/2010 6:40 | N | DC_ROAD_L_B | 23.53 |
| 12/15/2010 6:40 | N | DC_EGPS_L_A | 18.92 |
| 12/15/2010 6:40 | N | H_HOLLOW_E_1 | -0.8 |
| 12/15/2010 6:40 | N | HHOLLOW4_E_1 | -0.8 |
| 12/15/2010 6:40 | N | R_LH2SES_1 | 27.92 |
| 12/15/2010 6:40 | N | R_PB2SES_1 | -1.04 |
| 12/15/2010 6:40 | N | R_PB2SES_2 | -1.04 |
| 12/15/2010 6:40 | N | R_PB2SES_3 | -1.04 |
| 12/15/2010 6:40 | N | R_PB2SES_4 | -1.04 |
| 12/15/2010 6:40 | N | R_PB2SES_5 | -1.04 |
| 12/15/2010 6:40 | N | AUTO_EPS_390 | 27.88 |
| 12/15/2010 6:45 | N | DC_ROAD_L_B | 23.63 |
| 12/15/2010 6:45 | N | DC_EGPS_L_A | 18.67 |
| 12/15/2010 6:45 | N | H_HOLLOW_E_1 | -2.68 |
| 12/15/2010 6:45 | N | HHOLLOW4_E_1 | -2.68 |
| 12/15/2010 6:45 | N | R_LH2SES_1 | 28.54 |
| 12/15/2010 6:45 | N | R_PB2SES_1 | -2.95 |
| 12/15/2010 6:45 | N | R_PB2SES_2 | -2.95 |
| 12/15/2010 6:45 | N | R_PB2SES_3 | -2.95 |
| 12/15/2010 6:45 | N | R_PB2SES_4 | -2.95 |
| 12/15/2010 6:45 | N | R_PB2SES_5 | -2.95 |
| 12/15/2010 6:45 | N | AUTO_EPS_390 | 28.5 |
| 12/15/2010 6:50 | N | DC_ROAD_L_B | 23.74 |
| 12/15/2010 6:50 | N | DC_EGPS_L_A | 19.21 |
| 12/15/2010 6:50 | N | H_HOLLOW_E_1 | -0.54 |
| 12/15/2010 6:50 | N | HHOLLOW4_E_1 | -0.54 |
| 12/15/2010 6:50 | N | R_LH2SES_1 | 28.93 |
| 12/15/2010 6:50 | N | R_PB2SES_1 | -0.8 |
| 12/15/2010 6:50 | N | R_PB2SES_2 | -0.8 |
| 12/15/2010 6:50 | N | R_PB2SES_3 | -0.8 |
| 12/15/2010 6:50 | N | R_PB2SES_4 | -0.8 |
| 12/15/2010 6:50 | N | R_PB2SES_5 | -0.8 |
| 12/15/2010 6:50 | N | AUTO_EPS_390 | 28.9 |
| 12/15/2010 6:55 | N | DC_ROAD_L_B | 24.86 |
| 12/15/2010 6:55 | N | DC_EGPS_L_A | 19.83 |
| 12/15/2010 6:55 | N | H_HOLLOW_E_1 | -2.65 |
| 12/15/2010 6:55 | N | HHOLLOW4_E_1 | -2.65 |

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| 12/15/2010 6:55 | N | R_LH2SES_1 | 31.69 |
| 12/15/2010 6:55 | N | R_PB2SES_1 | -2.96 |
| 12/15/2010 6:55 | N | R_PB2SES_2 | -2.96 |
| 12/15/2010 6:55 | N | R_PB2SES_3 | -2.96 |
| 12/15/2010 6:55 | N | R_PB2SES_4 | -2.96 |
| 12/15/2010 6:55 | N | R_PB2SES_5 | -2.96 |
| 12/15/2010 6:55 | N | AUTO_EPS_390 | 31.67 |
| 12/15/2010 7:00 | N | DC_ROAD_L_B | 25.47 |
| 12/15/2010 7:00 | N | DC_EGPS_L_A | 20.44 |
| 12/15/2010 7:00 | N | H_HOLLOW_E_1 | -2.63 |
| 12/15/2010 7:00 | N | HHOLLOW4_E_1 | -2.63 |
| 12/15/2010 7:00 | N | R_LH2SES_1 | 33.7 |
| 12/15/2010 7:00 | N | R_PB2SES_1 | -2.96 |
| 12/15/2010 7:00 | N | R_PB2SES_2 | -2.96 |
| 12/15/2010 7:00 | N | R_PB2SES_3 | -2.96 |
| 12/15/2010 7:00 | N | R_PB2SES_4 | -2.96 |
| 12/15/2010 7:00 | N | R_PB2SES_5 | -2.96 |
| 12/15/2010 7:00 | N | AUTO_EPS_390 | 33.71 |
| 12/15/2010 7:05 | N | DC_ROAD_L_B | 24.85 |
| 12/15/2010 7:05 | N | DC_EGPS_L_A | 19.84 |
| 12/15/2010 7:05 | N | H_HOLLOW_E_1 | -2.65 |
| 12/15/2010 7:05 | N | HHOLLOW4_E_1 | -2.65 |
| 12/15/2010 7:05 | N | R_LH2SES_1 | 31.88 |
| 12/15/2010 7:05 | N | R_PB2SES_1 | -2.96 |
| 12/15/2010 7:05 | N | R_PB2SES_2 | -2.96 |
| 12/15/2010 7:05 | N | R_PB2SES_3 | -2.96 |
| 12/15/2010 7:05 | N | R_PB2SES_4 | -2.96 |
| 12/15/2010 7:05 | N | R_PB2SES_5 | -2.96 |
| 12/15/2010 7:05 | N | AUTO_EPS_390 | 31.87 |
| 12/15/2010 7:10 | N | DC_ROAD_L_B | 24.53 |
| 12/15/2010 7:10 | N | DC_EGPS_L_A | 19.88 |
| 12/15/2010 7:10 | N | H_HOLLOW_E_1 | -0.81 |
| 12/15/2010 7:10 | N | HHOLLOW4_E_1 | -0.81 |
| 12/15/2010 7:10 | N | R_LH2SES_1 | 30.78 |
| 12/15/2010 7:10 | N | R_PB2SES_1 | -1.09 |
| 12/15/2010 7:10 | N | R_PB2SES_2 | -1.09 |
| 12/15/2010 7:10 | N | R_PB2SES_3 | -1.09 |
| 12/15/2010 7:10 | N | R_PB2SES_4 | -1.09 |
| 12/15/2010 7:10 | N | R_PB2SES_5 | -1.09 |
| 12/15/2010 7:10 | N | AUTO_EPS_390 | 30.76 |
| 12/15/2010 7:11 | N | DC_ROAD_L_B | 23.86 |
| 12/15/2010 7:11 | N | DC_EGPS_L_A | 18.92 |
| 12/15/2010 7:11 | N | H_HOLLOW_E_1 | -2.67 |
| 12/15/2010 7:11 | N | HHOLLOW4_E_1 | -2.67 |
| 12/15/2010 7:11 | N | R_LH2SES_1 | 29.61 |
| 12/15/2010 7:11 | N | R_PB2SES_1 | -2.95 |
| 12/15/2010 7:11 | N | R_PB2SES_2 | -2.95 |

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| 12/15/2010 7:11 | N | R_PB2SES_3 | -2.95 |
| 12/15/2010 7:11 | N | R_PB2SES_4 | -2.95 |
| 12/15/2010 7:11 | N | R_PB2SES_5 | -2.95 |
| 12/15/2010 7:11 | N | AUTO_EPS_390 | 29.58 |
| 12/15/2010 7:15 | N | DC_ROAD_L_B | 23.8 |
| 12/15/2010 7:15 | N | DC_EGPS_L_A | 19.24 |
| 12/15/2010 7:15 | N | H_HOLLOW_E_1 | -0.48 |
| 12/15/2010 7:15 | N | HHOLLOW4_E_1 | -0.48 |
| 12/15/2010 7:15 | N | R_LH2SES_1 | 28.52 |
| 12/15/2010 7:15 | N | R_PB2SES_1 | -0.73 |
| 12/15/2010 7:15 | N | R_PB2SES_2 | -0.73 |
| 12/15/2010 7:15 | N | R_PB2SES_3 | -0.73 |
| 12/15/2010 7:15 | N | R_PB2SES_4 | -0.73 |
| 12/15/2010 7:15 | N | R_PB2SES_5 | -0.73 |
| 12/15/2010 7:15 | N | AUTO_EPS_390 | 28.48 |
| 12/15/2010 7:20 | N | DC_ROAD_L_B | 24.01 |
| 12/15/2010 7:20 | N | DC_EGPS_L_A | 19.38 |
| 12/15/2010 7:20 | N | H_HOLLOW_E_1 | -0.56 |
| 12/15/2010 7:20 | N | HHOLLOW4_E_1 | -0.56 |
| 12/15/2010 7:20 | N | R_LH2SES_1 | 28.6 |
| 12/15/2010 7:20 | N | R_PB2SES_1 | -0.8 |
| 12/15/2010 7:20 | N | R_PB2SES_2 | -0.8 |
| 12/15/2010 7:20 | N | R_PB2SES_3 | -0.8 |
| 12/15/2010 7:20 | N | R_PB2SES_4 | -0.8 |
| 12/15/2010 7:20 | N | R_PB2SES_5 | -0.8 |
| 12/15/2010 7:20 | N | AUTO_EPS_390 | 28.56 |
| 12/15/2010 7:25 | N | DC_ROAD_L_B | 23.71 |
| 12/15/2010 7:25 | N | DC_EGPS_L_A | 19.17 |
| 12/15/2010 7:25 | N | H_HOLLOW_E_1 | -0.4 |
| 12/15/2010 7:25 | N | HHOLLOW4_E_1 | -0.4 |
| 12/15/2010 7:25 | N | R_LH2SES_1 | 28.5 |
| 12/15/2010 7:25 | N | R_PB2SES_1 | -0.65 |
| 12/15/2010 7:25 | N | R_PB2SES_2 | -0.65 |
| 12/15/2010 7:25 | N | R_PB2SES_3 | -0.65 |
| 12/15/2010 7:25 | N | R_PB2SES_4 | -0.65 |
| 12/15/2010 7:25 | N | R_PB2SES_5 | -0.65 |
| 12/15/2010 7:25 | N | AUTO_EPS_390 | 28.47 |
| 12/15/2010 7:30 | N | DC_ROAD_L_B | 23.41 |
| 12/15/2010 7:30 | N | DC_EGPS_L_A | 18.87 |
| 12/15/2010 7:30 | N | H_HOLLOW_E_1 | -0.79 |
| 12/15/2010 7:30 | N | HHOLLOW4_E_1 | -0.79 |
| 12/15/2010 7:30 | N | R_LH2SES_1 | 28.34 |
| 12/15/2010 7:30 | N | R_PB2SES_1 | -1.04 |
| 12/15/2010 7:30 | N | R_PB2SES_2 | -1.04 |
| 12/15/2010 7:30 | N | R_PB2SES_3 | -1.04 |
| 12/15/2010 7:30 | N | R_PB2SES_4 | -1.04 |
| 12/15/2010 7:30 | N | R_PB2SES_5 | -1.04 |

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| 12/15/2010 7:30 | N | AUTO_EPS_390 | 28.31 |
| 12/15/2010 7:35 | N | DC_ROAD_L_B | 22.73 |
| 12/15/2010 7:35 | N | DC_EGPS_L_A | 18.42 |
| 12/15/2010 7:35 | N | H_HOLLOW_E_1 | -0.41 |
| 12/15/2010 7:35 | N | HHOLLOW4_E_1 | -0.41 |
| 12/15/2010 7:35 | N | R_LH2SES_1 | 27.84 |
| 12/15/2010 7:35 | N | R_PB2SES_1 | -0.65 |
| 12/15/2010 7:35 | N | R_PB2SES_2 | -0.65 |
| 12/15/2010 7:35 | N | R_PB2SES_3 | -0.65 |
| 12/15/2010 7:35 | N | R_PB2SES_4 | -0.65 |
| 12/15/2010 7:35 | N | R_PB2SES_5 | -0.65 |
| 12/15/2010 7:35 | N | AUTO_EPS_390 | 27.81 |
| 12/15/2010 7:40 | N | DC_ROAD_L_B | 22.19 |
| 12/15/2010 7:40 | N | DC_EGPS_L_A | 17.92 |
| 12/15/2010 7:40 | N | H_HOLLOW_E_1 | -0.53 |
| 12/15/2010 7:40 | N | HHOLLOW4_E_1 | -0.53 |
| 12/15/2010 7:40 | N | R_LH2SES_1 | 26.78 |
| 12/15/2010 7:40 | N | R_PB2SES_1 | -0.76 |
| 12/15/2010 7:40 | N | R_PB2SES_2 | -0.76 |
| 12/15/2010 7:40 | N | R_PB2SES_3 | -0.76 |
| 12/15/2010 7:40 | N | R_PB2SES_4 | -0.76 |
| 12/15/2010 7:40 | N | R_PB2SES_5 | -0.76 |
| 12/15/2010 7:40 | N | AUTO_EPS_390 | 26.75 |
| 12/15/2010 7:45 | N | DC_ROAD_L_B | 22.26 |
| 12/15/2010 7:45 | N | DC_EGPS_L_A | 17.94 |
| 12/15/2010 7:45 | N | H_HOLLOW_E_1 | -0.54 |
| 12/15/2010 7:45 | N | HHOLLOW4_E_1 | -0.54 |
| 12/15/2010 7:45 | N | R_LH2SES_1 | 26.47 |
| 12/15/2010 7:45 | N | R_PB2SES_1 | -0.77 |
| 12/15/2010 7:45 | N | R_PB2SES_2 | -0.77 |
| 12/15/2010 7:45 | N | R_PB2SES_3 | -0.77 |
| 12/15/2010 7:45 | N | R_PB2SES_4 | -0.77 |
| 12/15/2010 7:45 | N | R_PB2SES_5 | -0.77 |
| 12/15/2010 7:45 | N | AUTO_EPS_390 | 26.43 |
| 12/15/2010 7:47 | N | DC_ROAD_L_B | 22.16 |
| 12/15/2010 7:47 | N | DC_EGPS_L_A | 17.4 |
| 12/15/2010 7:47 | N | H_HOLLOW_E_1 | -2.86 |
| 12/15/2010 7:47 | N | HHOLLOW4_E_1 | -2.86 |
| 12/15/2010 7:47 | N | R_LH2SES_1 | 26.52 |
| 12/15/2010 7:47 | N | R_PB2SES_1 | -3.11 |
| 12/15/2010 7:47 | N | R_PB2SES_2 | -3.11 |
| 12/15/2010 7:47 | N | R_PB2SES_3 | -3.11 |
| 12/15/2010 7:47 | N | R_PB2SES_4 | -3.11 |
| 12/15/2010 7:47 | N | R_PB2SES_5 | -3.11 |
| 12/15/2010 7:47 | N | AUTO_EPS_390 | 26.47 |
| 12/15/2010 7:50 | N | DC_ROAD_L_B | 21.99 |
| 12/15/2010 7:50 | N | DC_EGPS_L_A | 16.77 |

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| 12/15/2010 7:50 | N | H_HOLLOW_E_1 | -5.33 |
| 12/15/2010 7:50 | N | HHOLLOW4_E_1 | -5.33 |
| 12/15/2010 7:50 | N | R_LH2SES_1 | 26.32 |
| 12/15/2010 7:50 | N | R_PB2SES_1 | -5.59 |
| 12/15/2010 7:50 | N | R_PB2SES_2 | -5.59 |
| 12/15/2010 7:50 | N | R_PB2SES_3 | -5.59 |
| 12/15/2010 7:50 | N | R_PB2SES_4 | -5.59 |
| 12/15/2010 7:50 | N | R_PB2SES_5 | -5.59 |
| 12/15/2010 7:50 | N | AUTO_EPS_390 | 26.26 |
| 12/15/2010 7:54 | N | DC_ROAD_L_B | 22.21 |
| 12/15/2010 7:54 | N | DC_EGPS_L_A | 16.93 |
| 12/15/2010 7:54 | N | H_HOLLOW_E_1 | -5.35 |
| 12/15/2010 7:54 | N | HHOLLOW4_E_1 | -5.35 |
| 12/15/2010 7:54 | N | R_LH2SES_1 | 26.45 |
| 12/15/2010 7:54 | N | R_PB2SES_1 | -5.62 |
| 12/15/2010 7:54 | N | R_PB2SES_2 | -5.62 |
| 12/15/2010 7:54 | N | R_PB2SES_3 | -5.62 |
| 12/15/2010 7:54 | N | R_PB2SES_4 | -5.62 |
| 12/15/2010 7:54 | N | R_PB2SES_5 | -5.62 |
| 12/15/2010 7:54 | N | AUTO_EPS_390 | 26.39 |
| 12/15/2010 7:55 | N | DC_ROAD_L_B | 22.38 |
| 12/15/2010 7:55 | N | DC_EGPS_L_A | 17.38 |
| 12/15/2010 7:55 | N | H_HOLLOW_E_1 | -3.81 |
| 12/15/2010 7:55 | N | HHOLLOW4_E_1 | -3.81 |
| 12/15/2010 7:55 | N | R_LH2SES_1 | 26.61 |
| 12/15/2010 7:55 | N | R_PB2SES_1 | -4.07 |
| 12/15/2010 7:55 | N | R_PB2SES_2 | -4.07 |
| 12/15/2010 7:55 | N | R_PB2SES_3 | -4.07 |
| 12/15/2010 7:55 | N | R_PB2SES_4 | -4.07 |
| 12/15/2010 7:55 | N | R_PB2SES_5 | -4.07 |
| 12/15/2010 7:55 | N | AUTO_EPS_390 | 26.55 |
| 12/15/2010 8:00 | N | DC_ROAD_L_B | 22.48 |
| 12/15/2010 8:00 | N | DC_EGPS_L_A | 17.45 |
| 12/15/2010 8:00 | N | H_HOLLOW_E_1 | -3.81 |
| 12/15/2010 8:00 | N | HHOLLOW4_E_1 | -3.81 |
| 12/15/2010 8:00 | N | R_LH2SES_1 | 26.7 |
| 12/15/2010 8:00 | N | R_PB2SES_1 | -4.07 |
| 12/15/2010 8:00 | N | R_PB2SES_2 | -4.07 |
| 12/15/2010 8:00 | N | R_PB2SES_3 | -4.07 |
| 12/15/2010 8:00 | N | R_PB2SES_4 | -4.07 |
| 12/15/2010 8:00 | N | R_PB2SES_5 | -4.07 |
| 12/15/2010 8:00 | N | AUTO_EPS_390 | 26.65 |
| 12/15/2010 8:05 | N | DC_ROAD_L_B | 22.53 |
| 12/15/2010 8:05 | N | DC_EGPS_L_A | 18.13 |
| 12/15/2010 8:05 | N | H_HOLLOW_E_1 | -0.66 |
| 12/15/2010 8:05 | N | HHOLLOW4_E_1 | -0.66 |
| 12/15/2010 8:05 | N | R_LH2SES_1 | 26.83 |

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|---|---|---|---|
| 12/15/2010 8:05 | N | R_PB2SES_1 | -0.89 |
| 12/15/2010 8:05 | N | R_PB2SES_2 | -0.89 |
| 12/15/2010 8:05 | N | R_PB2SES_3 | -0.89 |
| 12/15/2010 8:05 | N | R_PB2SES_4 | -0.89 |
| 12/15/2010 8:05 | N | R_PB2SES_5 | -0.89 |
| 12/15/2010 8:05 | N | AUTO_EPS_390 | 26.79 |
| 12/15/2010 8:10 | N | DC_ROAD_L_B | 22.12 |
| 12/15/2010 8:10 | N | DC_EGPS_L_A | 17.82 |
| 12/15/2010 8:10 | N | H_HOLLOW_E_1 | -0.42 |
| 12/15/2010 8:10 | N | HHOLLOW4_E_1 | -0.42 |
| 12/15/2010 8:10 | N | R_LH2SES_1 | 26.14 |
| 12/15/2010 8:10 | N | R_PB2SES_1 | -0.64 |
| 12/15/2010 8:10 | N | R_PB2SES_2 | -0.64 |
| 12/15/2010 8:10 | N | R_PB2SES_3 | -0.64 |
| 12/15/2010 8:10 | N | R_PB2SES_4 | -0.64 |
| 12/15/2010 8:10 | N | R_PB2SES_5 | -0.64 |
| 12/15/2010 8:10 | N | AUTO_EPS_390 | 26.1 |
| 12/15/2010 8:15 | N | DC_ROAD_L_B | 22.11 |
| 12/15/2010 8:15 | N | DC_EGPS_L_A | 17.37 |
| 12/15/2010 8:15 | N | H_HOLLOW_E_1 | -2.71 |
| 12/15/2010 8:15 | N | HHOLLOW4_E_1 | -2.71 |
| 12/15/2010 8:15 | N | R_LH2SES_1 | 26.47 |
| 12/15/2010 8:15 | N | R_PB2SES_1 | -2.95 |
| 12/15/2010 8:15 | N | R_PB2SES_2 | -2.95 |
| 12/15/2010 8:15 | N | R_PB2SES_3 | -2.95 |
| 12/15/2010 8:15 | N | R_PB2SES_4 | -2.95 |
| 12/15/2010 8:15 | N | R_PB2SES_5 | -2.95 |
| 12/15/2010 8:15 | N | AUTO_EPS_390 | 26.42 |
| 12/15/2010 8:20 | N | DC_ROAD_L_B | 22.16 |
| 12/15/2010 8:20 | N | DC_EGPS_L_A | 17.42 |
| 12/15/2010 8:20 | N | H_HOLLOW_E_1 | -2.7 |
| 12/15/2010 8:20 | N | HHOLLOW4_E_1 | -2.7 |
| 12/15/2010 8:20 | N | R_LH2SES_1 | 26.69 |
| 12/15/2010 8:20 | N | R_PB2SES_1 | -2.95 |
| 12/15/2010 8:20 | N | R_PB2SES_2 | -2.95 |
| 12/15/2010 8:20 | N | R_PB2SES_3 | -2.95 |
| 12/15/2010 8:20 | N | R_PB2SES_4 | -2.95 |
| 12/15/2010 8:20 | N | R_PB2SES_5 | -2.95 |
| 12/15/2010 8:20 | N | AUTO_EPS_390 | 26.65 |
| 12/15/2010 8:25 | N | DC_ROAD_L_B | 22.26 |
| 12/15/2010 8:25 | N | DC_EGPS_L_A | 17.47 |
| 12/15/2010 8:25 | N | H_HOLLOW_E_1 | -2.71 |
| 12/15/2010 8:25 | N | HHOLLOW4_E_1 | -2.71 |
| 12/15/2010 8:25 | N | R_LH2SES_1 | 26.33 |
| 12/15/2010 8:25 | N | R_PB2SES_1 | -2.95 |
| 12/15/2010 8:25 | N | R_PB2SES_2 | -2.95 |
| 12/15/2010 8:25 | N | R_PB2SES_3 | -2.95 |

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| 12/15/2010 8:25 | N | R_PB2SES_4 | -2.95 |
| 12/15/2010 8:25 | N | R_PB2SES_5 | -2.95 |
| 12/15/2010 8:25 | N | AUTO_EPS_390 | 26.28 |
| 12/15/2010 8:30 | N | DC_ROAD_L_B | 22.21 |
| 12/15/2010 8:30 | N | DC_EGPS_L_A | 17.83 |
| 12/15/2010 8:30 | N | H_HOLLOW_E_1 | -0.56 |
| 12/15/2010 8:30 | N | HHOLLOW4_E_1 | -0.56 |
| 12/15/2010 8:30 | N | R_LH2SES_1 | 25.74 |
| 12/15/2010 8:30 | N | R_PB2SES_1 | -0.78 |
| 12/15/2010 8:30 | N | R_PB2SES_2 | -0.78 |
| 12/15/2010 8:30 | N | R_PB2SES_3 | -0.78 |
| 12/15/2010 8:30 | N | R_PB2SES_4 | -0.78 |
| 12/15/2010 8:30 | N | R_PB2SES_5 | -0.78 |
| 12/15/2010 8:30 | N | AUTO_EPS_390 | 25.69 |
| 12/15/2010 8:35 | N | DC_ROAD_L_B | 22.33 |
| 12/15/2010 8:35 | N | DC_EGPS_L_A | 17.89 |
| 12/15/2010 8:35 | N | H_HOLLOW_E_1 | -0.58 |
| 12/15/2010 8:35 | N | HHOLLOW4_E_1 | -0.58 |
| 12/15/2010 8:35 | N | R_LH2SES_1 | 25.54 |
| 12/15/2010 8:35 | N | R_PB2SES_1 | -0.8 |
| 12/15/2010 8:35 | N | R_PB2SES_2 | -0.8 |
| 12/15/2010 8:35 | N | R_PB2SES_3 | -0.8 |
| 12/15/2010 8:35 | N | R_PB2SES_4 | -0.8 |
| 12/15/2010 8:35 | N | R_PB2SES_5 | -0.8 |
| 12/15/2010 8:35 | N | AUTO_EPS_390 | 25.48 |
| 12/15/2010 8:40 | N | DC_ROAD_L_B | 22.27 |
| 12/15/2010 8:40 | N | DC_EGPS_L_A | 17.87 |
| 12/15/2010 8:40 | N | H_HOLLOW_E_1 | -0.53 |
| 12/15/2010 8:40 | N | HHOLLOW4_E_1 | -0.53 |
| 12/15/2010 8:40 | N | R_LH2SES_1 | 25.61 |
| 12/15/2010 8:40 | N | R_PB2SES_1 | -0.75 |
| 12/15/2010 8:40 | N | R_PB2SES_2 | -0.75 |
| 12/15/2010 8:40 | N | R_PB2SES_3 | -0.75 |
| 12/15/2010 8:40 | N | R_PB2SES_4 | -0.75 |
| 12/15/2010 8:40 | N | R_PB2SES_5 | -0.75 |
| 12/15/2010 8:40 | N | AUTO_EPS_390 | 25.56 |
| 12/15/2010 8:45 | N | DC_ROAD_L_B | 22.27 |
| 12/15/2010 8:45 | N | DC_EGPS_L_A | 17.43 |
| 12/15/2010 8:45 | N | H_HOLLOW_E_1 | -2.71 |
| 12/15/2010 8:45 | N | HHOLLOW4_E_1 | -2.71 |
| 12/15/2010 8:45 | N | R_LH2SES_1 | 25.83 |
| 12/15/2010 8:45 | N | R_PB2SES_1 | -2.95 |
| 12/15/2010 8:45 | N | R_PB2SES_2 | -2.95 |
| 12/15/2010 8:45 | N | R_PB2SES_3 | -2.95 |
| 12/15/2010 8:45 | N | R_PB2SES_4 | -2.95 |
| 12/15/2010 8:45 | N | R_PB2SES_5 | -2.95 |
| 12/15/2010 8:45 | N | AUTO_EPS_390 | 25.77 |

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| 12/15/2010 8:50 | N | DC_ROAD_L_B | 22.37 |
| 12/15/2010 8:50 | N | DC_EGPS_L_A | 17.5 |
| 12/15/2010 8:50 | N | H_HOLLOW_E_1 | -2.71 |
| 12/15/2010 8:50 | N | HHOLLOW4_E_1 | -2.71 |
| 12/15/2010 8:50 | N | R_LH2SES_1 | 25.74 |
| 12/15/2010 8:50 | N | R_PB2SES_1 | -2.95 |
| 12/15/2010 8:50 | N | R_PB2SES_2 | -2.95 |
| 12/15/2010 8:50 | N | R_PB2SES_3 | -2.95 |
| 12/15/2010 8:50 | N | R_PB2SES_4 | -2.95 |
| 12/15/2010 8:50 | N | R_PB2SES_5 | -2.95 |
| 12/15/2010 8:50 | N | AUTO_EPS_390 | 25.68 |
| 12/15/2010 8:55 | N | DC_ROAD_L_B | 22.44 |
| 12/15/2010 8:55 | N | DC_EGPS_L_A | 17.98 |
| 12/15/2010 8:55 | N | H_HOLLOW_E_1 | -0.58 |
| 12/15/2010 8:55 | N | HHOLLOW4_E_1 | -0.58 |
| 12/15/2010 8:55 | N | R_LH2SES_1 | 25.69 |
| 12/15/2010 8:55 | N | R_PB2SES_1 | -0.79 |
| 12/15/2010 8:55 | N | R_PB2SES_2 | -0.79 |
| 12/15/2010 8:55 | N | R_PB2SES_3 | -0.79 |
| 12/15/2010 8:55 | N | R_PB2SES_4 | -0.79 |
| 12/15/2010 8:55 | N | R_PB2SES_5 | -0.79 |
| 12/15/2010 8:55 | N | AUTO_EPS_390 | 25.64 |
| 12/15/2010 9:00 | N | DC_ROAD_L_B | 22.4 |
| 12/15/2010 9:00 | N | DC_EGPS_L_A | 17.98 |
| 12/15/2010 9:00 | N | H_HOLLOW_E_1 | -0.42 |
| 12/15/2010 9:00 | N | HHOLLOW4_E_1 | -0.42 |
| 12/15/2010 9:00 | N | R_LH2SES_1 | 25.59 |
| 12/15/2010 9:00 | N | R_PB2SES_1 | -0.64 |
| 12/15/2010 9:00 | N | R_PB2SES_2 | -0.64 |
| 12/15/2010 9:00 | N | R_PB2SES_3 | -0.64 |
| 12/15/2010 9:00 | N | R_PB2SES_4 | -0.64 |
| 12/15/2010 9:00 | N | R_PB2SES_5 | -0.64 |
| 12/15/2010 9:00 | N | AUTO_EPS_390 | 25.54 |
| 12/15/2010 9:00 | N | ISSUE_48 | 22.43 |
| 12/15/2010 9:00 | N | PWRPLT69 | 22.43 |
| 12/15/2010 9:00 | N | R_SILASRAY_1 | 22.43 |
| 12/15/2010 9:00 | N | R_SILASRAY_2 | 22.43 |
| 12/15/2010 9:05 | N | DC_ROAD_L_B | 22.89 |
| 12/15/2010 9:05 | N | DC_EGPS_L_A | 18.35 |
| 12/15/2010 9:05 | N | H_HOLLOW_E_1 | -0.42 |
| 12/15/2010 9:05 | N | HHOLLOW4_E_1 | -0.42 |
| 12/15/2010 9:05 | N | R_LH2SES_1 | 25.88 |
| 12/15/2010 9:05 | N | R_PB2SES_1 | -0.63 |
| 12/15/2010 9:05 | N | R_PB2SES_2 | -0.63 |
| 12/15/2010 9:05 | N | R_PB2SES_3 | -0.63 |
| 12/15/2010 9:05 | N | R_PB2SES_4 | -0.63 |
| 12/15/2010 9:05 | N | R_PB2SES_5 | -0.63 |

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|---|---|---|---|
| 12/15/2010 9:05 | N | AUTO_EPS_390 | 25.82 |
| 12/15/2010 9:05 | N | ISSUE_48 | 22.92 |
| 12/15/2010 9:05 | N | PWRPLT69 | 22.92 |
| 12/15/2010 9:05 | N | R_SILASRAY_1 | 22.92 |
| 12/15/2010 9:05 | N | R_SILASRAY_2 | 22.92 |
| 12/15/2010 9:06 | N | DC_ROAD_L_B | 23.01 |
| 12/15/2010 9:06 | N | DC_EGPS_L_A | 18.46 |
| 12/15/2010 9:06 | N | H_HOLLOW_E_1 | -0.41 |
| 12/15/2010 9:06 | N | HHOLLOW4_E_1 | -0.41 |
| 12/15/2010 9:06 | N | R_LH2SES_1 | 26.11 |
| 12/15/2010 9:06 | N | R_PB2SES_1 | -0.63 |
| 12/15/2010 9:06 | N | R_PB2SES_2 | -0.63 |
| 12/15/2010 9:06 | N | R_PB2SES_3 | -0.63 |
| 12/15/2010 9:06 | N | R_PB2SES_4 | -0.63 |
| 12/15/2010 9:06 | N | R_PB2SES_5 | -0.63 |
| 12/15/2010 9:06 | N | AUTO_EPS_390 | 26.05 |
| 12/15/2010 9:06 | N | ISSUE_48 | 23.04 |
| 12/15/2010 9:06 | N | PWRPLT69 | 23.04 |
| 12/15/2010 9:06 | N | R_SILASRAY_1 | 23.04 |
| 12/15/2010 9:06 | N | R_SILASRAY_2 | 23.04 |
| 12/15/2010 9:10 | N | DC_ROAD_L_B | 24.12 |
| 12/15/2010 9:10 | N | DC_EGPS_L_A | 19.22 |
| 12/15/2010 9:10 | N | H_HOLLOW_E_1 | -0.44 |
| 12/15/2010 9:10 | N | HHOLLOW4_E_1 | -0.44 |
| 12/15/2010 9:10 | N | R_LH2SES_1 | 25.86 |
| 12/15/2010 9:10 | N | R_PB2SES_1 | -0.62 |
| 12/15/2010 9:10 | N | R_PB2SES_2 | -0.62 |
| 12/15/2010 9:10 | N | R_PB2SES_3 | -0.62 |
| 12/15/2010 9:10 | N | R_PB2SES_4 | -0.62 |
| 12/15/2010 9:10 | N | R_PB2SES_5 | -0.62 |
| 12/15/2010 9:10 | N | AUTO_EPS_390 | 25.77 |
| 12/15/2010 9:10 | N | ISSUE_48 | 24.15 |
| 12/15/2010 9:10 | N | PWRPLT69 | 24.15 |
| 12/15/2010 9:10 | N | R_SILASRAY_1 | 24.15 |
| 12/15/2010 9:10 | N | R_SILASRAY_2 | 24.15 |
| 12/15/2010 9:14 | N | DC_ROAD_L_B | 23.81 |
| 12/15/2010 9:14 | N | DC_EGPS_L_A | 19 |
| 12/15/2010 9:14 | N | H_HOLLOW_E_1 | -0.33 |
| 12/15/2010 9:14 | N | HHOLLOW4_E_1 | -0.33 |
| 12/15/2010 9:14 | N | R_LH2SES_1 | 25.53 |
| 12/15/2010 9:14 | N | R_PB2SES_1 | -0.51 |
| 12/15/2010 9:14 | N | R_PB2SES_2 | -0.51 |
| 12/15/2010 9:14 | N | R_PB2SES_3 | -0.51 |
| 12/15/2010 9:14 | N | R_PB2SES_4 | -0.51 |
| 12/15/2010 9:14 | N | R_PB2SES_5 | -0.51 |
| 12/15/2010 9:14 | N | AUTO_EPS_390 | 25.44 |
| 12/15/2010 9:14 | N | ISSUE_48 | 23.85 |

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|---|---|---|---|
| 12/15/2010 9:14 | N | PWRPLT69 | 23.85 |
| 12/15/2010 9:14 | N | R_SILASRAY_1 | 23.85 |
| 12/15/2010 9:14 | N | R_SILASRAY_2 | 23.85 |
| 12/15/2010 9:15 | N | DC_ROAD_L_B | 23.83 |
| 12/15/2010 9:15 | N | DC_EGPS_L_A | 19.1 |
| 12/15/2010 9:15 | N | H_HOLLOW_E_1 | 0.09 |
| 12/15/2010 9:15 | N | HHOLLOW4_E_1 | 0.09 |
| 12/15/2010 9:15 | N | R_LH2SES_1 | 25.52 |
| 12/15/2010 9:15 | N | R_PB2SES_1 | -0.08 |
| 12/15/2010 9:15 | N | R_PB2SES_2 | -0.08 |
| 12/15/2010 9:15 | N | R_PB2SES_3 | -0.08 |
| 12/15/2010 9:15 | N | R_PB2SES_4 | -0.08 |
| 12/15/2010 9:15 | N | R_PB2SES_5 | -0.08 |
| 12/15/2010 9:15 | N | AUTO_EPS_390 | 25.43 |
| 12/15/2010 9:15 | N | ISSUE_48 | 23.87 |
| 12/15/2010 9:15 | N | PWRPLT69 | 23.87 |
| 12/15/2010 9:15 | N | R_SILASRAY_1 | 23.87 |
| 12/15/2010 9:15 | N | R_SILASRAY_2 | 23.87 |
| 12/15/2010 9:16 | N | DC_ROAD_L_B | 23.99 |
| 12/15/2010 9:16 | N | DC_EGPS_L_A | 19.22 |
| 12/15/2010 9:16 | N | H_HOLLOW_E_1 | 0.05 |
| 12/15/2010 9:16 | N | HHOLLOW4_E_1 | 0.05 |
| 12/15/2010 9:16 | N | R_LH2SES_1 | 25.69 |
| 12/15/2010 9:16 | N | R_PB2SES_1 | -0.12 |
| 12/15/2010 9:16 | N | R_PB2SES_2 | -0.12 |
| 12/15/2010 9:16 | N | R_PB2SES_3 | -0.12 |
| 12/15/2010 9:16 | N | R_PB2SES_4 | -0.12 |
| 12/15/2010 9:16 | N | R_PB2SES_5 | -0.12 |
| 12/15/2010 9:16 | N | AUTO_EPS_390 | 25.61 |
| 12/15/2010 9:16 | N | ISSUE_48 | 24.03 |
| 12/15/2010 9:16 | N | PWRPLT69 | 24.03 |
| 12/15/2010 9:16 | N | R_SILASRAY_1 | 24.03 |
| 12/15/2010 9:16 | N | R_SILASRAY_2 | 24.03 |
| 12/15/2010 9:20 | N | DC_ROAD_L_B | 23.93 |
| 12/15/2010 9:20 | N | DC_EGPS_L_A | 19.17 |
| 12/15/2010 9:20 | N | H_HOLLOW_E_1 | 0.03 |
| 12/15/2010 9:20 | N | HHOLLOW4_E_1 | 0.03 |
| 12/15/2010 9:20 | N | R_LH2SES_1 | 25.63 |
| 12/15/2010 9:20 | N | R_PB2SES_1 | -0.14 |
| 12/15/2010 9:20 | N | R_PB2SES_2 | -0.14 |
| 12/15/2010 9:20 | N | R_PB2SES_3 | -0.14 |
| 12/15/2010 9:20 | N | R_PB2SES_4 | -0.14 |
| 12/15/2010 9:20 | N | R_PB2SES_5 | -0.14 |
| 12/15/2010 9:20 | N | AUTO_EPS_390 | 25.54 |
| 12/15/2010 9:20 | N | ISSUE_48 | 23.97 |
| 12/15/2010 9:20 | N | PWRPLT69 | 23.97 |
| 12/15/2010 9:20 | N | R_SILASRAY_1 | 23.97 |

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|---|---|---|---|
| 12/15/2010 9:20 | N | R_SILASRAY_2 | 23.97 |
| 12/15/2010 9:25 | N | DC_ROAD_L_B | 23.54 |
| 12/15/2010 9:25 | N | DC_EGPS_L_A | 18.94 |
| 12/15/2010 9:25 | N | H_HOLLOW_E_1 | 0.14 |
| 12/15/2010 9:25 | N | HHOLLOW4_E_1 | 0.14 |
| 12/15/2010 9:25 | N | R_LH2SES_1 | 26.07 |
| 12/15/2010 9:25 | N | R_PB2SES_1 | -0.04 |
| 12/15/2010 9:25 | N | R_PB2SES_2 | -0.04 |
| 12/15/2010 9:25 | N | R_PB2SES_3 | -0.04 |
| 12/15/2010 9:25 | N | R_PB2SES_4 | -0.04 |
| 12/15/2010 9:25 | N | R_PB2SES_5 | -0.04 |
| 12/15/2010 9:25 | N | AUTO_EPS_390 | 26 |
| 12/15/2010 9:25 | N | ISSUE_48 | 23.57 |
| 12/15/2010 9:25 | N | PWRPLT69 | 23.57 |
| 12/15/2010 9:25 | N | R_SILASRAY_1 | 23.57 |
| 12/15/2010 9:25 | N | R_SILASRAY_2 | 23.57 |
| 12/15/2010 9:28 | N | DC_ROAD_L_B | 23.55 |
| 12/15/2010 9:28 | N | DC_EGPS_L_A | 18.95 |
| 12/15/2010 9:28 | N | H_HOLLOW_E_1 | 0.39 |
| 12/15/2010 9:28 | N | HHOLLOW4_E_1 | 0.39 |
| 12/15/2010 9:28 | N | R_LH2SES_1 | 25.46 |
| 12/15/2010 9:28 | N | R_PB2SES_1 | 0.22 |
| 12/15/2010 9:28 | N | R_PB2SES_2 | 0.22 |
| 12/15/2010 9:28 | N | R_PB2SES_3 | 0.22 |
| 12/15/2010 9:28 | N | R_PB2SES_4 | 0.22 |
| 12/15/2010 9:28 | N | R_PB2SES_5 | 0.22 |
| 12/15/2010 9:28 | N | AUTO_EPS_390 | 25.38 |
| 12/15/2010 9:28 | N | ISSUE_48 | 23.59 |
| 12/15/2010 9:28 | N | PWRPLT69 | 23.59 |
| 12/15/2010 9:28 | N | R_SILASRAY_1 | 23.59 |
| 12/15/2010 9:28 | N | R_SILASRAY_2 | 23.59 |
| 12/15/2010 9:30 | N | DC_ROAD_L_B | 23.62 |
| 12/15/2010 9:30 | N | DC_EGPS_L_A | 18.97 |
| 12/15/2010 9:30 | N | H_HOLLOW_E_1 | 0.35 |
| 12/15/2010 9:30 | N | HHOLLOW4_E_1 | 0.35 |
| 12/15/2010 9:30 | N | R_LH2SES_1 | 25.28 |
| 12/15/2010 9:30 | N | R_PB2SES_1 | 0.18 |
| 12/15/2010 9:30 | N | R_PB2SES_2 | 0.18 |
| 12/15/2010 9:30 | N | R_PB2SES_3 | 0.18 |
| 12/15/2010 9:30 | N | R_PB2SES_4 | 0.18 |
| 12/15/2010 9:30 | N | R_PB2SES_5 | 0.18 |
| 12/15/2010 9:30 | N | AUTO_EPS_390 | 25.2 |
| 12/15/2010 9:30 | N | ISSUE_48 | 23.66 |
| 12/15/2010 9:30 | N | PWRPLT69 | 23.66 |
| 12/15/2010 9:30 | N | R_SILASRAY_1 | 23.66 |
| 12/15/2010 9:30 | N | R_SILASRAY_2 | 23.66 |
| 12/15/2010 9:35 | N | DC_ROAD_L_B | 23.57 |

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| 12/15/2010 9:35 | N | DC_EGPS_L_A | 18.97 |
| 12/15/2010 9:35 | N | H_HOLLOW_E_1 | 0.42 |
| 12/15/2010 9:35 | N | HHOLLOW4_E_1 | 0.42 |
| 12/15/2010 9:35 | N | R_LH2SES_1 | 25.48 |
| 12/15/2010 9:35 | N | R_PB2SES_1 | 0.25 |
| 12/15/2010 9:35 | N | R_PB2SES_2 | 0.25 |
| 12/15/2010 9:35 | N | R_PB2SES_3 | 0.25 |
| 12/15/2010 9:35 | N | R_PB2SES_4 | 0.25 |
| 12/15/2010 9:35 | N | R_PB2SES_5 | 0.25 |
| 12/15/2010 9:35 | N | AUTO_EPS_390 | 25.41 |
| 12/15/2010 9:35 | N | ISSUE_48 | 23.6 |
| 12/15/2010 9:35 | N | PWRPLT69 | 23.6 |
| 12/15/2010 9:35 | N | R_SILASRAY_1 | 23.6 |
| 12/15/2010 9:35 | N | R_SILASRAY_2 | 23.6 |
| 12/15/2010 9:38 | N | DC_ROAD_L_B | 23.94 |
| 12/15/2010 9:38 | N | DC_EGPS_L_A | 19.23 |
| 12/15/2010 9:38 | N | H_HOLLOW_E_1 | 0.29 |
| 12/15/2010 9:38 | N | HHOLLOW4_E_1 | 0.29 |
| 12/15/2010 9:38 | N | R_LH2SES_1 | 25.64 |
| 12/15/2010 9:38 | N | R_PB2SES_1 | 0.13 |
| 12/15/2010 9:38 | N | R_PB2SES_2 | 0.13 |
| 12/15/2010 9:38 | N | R_PB2SES_3 | 0.13 |
| 12/15/2010 9:38 | N | R_PB2SES_4 | 0.13 |
| 12/15/2010 9:38 | N | R_PB2SES_5 | 0.13 |
| 12/15/2010 9:38 | N | AUTO_EPS_390 | 25.55 |
| 12/15/2010 9:38 | N | ISSUE_48 | 23.98 |
| 12/15/2010 9:38 | N | PWRPLT69 | 23.98 |
| 12/15/2010 9:38 | N | R_SILASRAY_1 | 23.98 |
| 12/15/2010 9:38 | N | R_SILASRAY_2 | 23.98 |
| 12/15/2010 9:40 | N | DC_ROAD_L_B | 24.06 |
| 12/15/2010 9:40 | N | DC_EGPS_L_A | 19.33 |
| 12/15/2010 9:40 | N | H_HOLLOW_E_1 | 0.35 |
| 12/15/2010 9:40 | N | HHOLLOW4_E_1 | 0.35 |
| 12/15/2010 9:40 | N | R_LH2SES_1 | 25.75 |
| 12/15/2010 9:40 | N | R_PB2SES_1 | 0.19 |
| 12/15/2010 9:40 | N | R_PB2SES_2 | 0.19 |
| 12/15/2010 9:40 | N | R_PB2SES_3 | 0.19 |
| 12/15/2010 9:40 | N | R_PB2SES_4 | 0.19 |
| 12/15/2010 9:40 | N | R_PB2SES_5 | 0.19 |
| 12/15/2010 9:40 | N | AUTO_EPS_390 | 25.67 |
| 12/15/2010 9:40 | N | ISSUE_48 | 24.1 |
| 12/15/2010 9:40 | N | PWRPLT69 | 24.1 |
| 12/15/2010 9:40 | N | R_SILASRAY_1 | 24.1 |
| 12/15/2010 9:40 | N | R_SILASRAY_2 | 24.1 |
| 12/15/2010 9:45 | N | DC_ROAD_L_B | 23.8 |
| 12/15/2010 9:45 | N | DC_EGPS_L_A | 19.18 |
| 12/15/2010 9:45 | N | H_HOLLOW_E_1 | 0.56 |

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| 12/15/2010 9:45 | N | HHOLLOW4_E_1 | 0.56 |
| 12/15/2010 9:45 | N | R_LH2SES_1 | 25.67 |
| 12/15/2010 9:45 | N | R_PB2SES_1 | 0.4 |
| 12/15/2010 9:45 | N | R_PB2SES_2 | 0.4 |
| 12/15/2010 9:45 | N | R_PB2SES_3 | 0.4 |
| 12/15/2010 9:45 | N | R_PB2SES_4 | 0.4 |
| 12/15/2010 9:45 | N | R_PB2SES_5 | 0.4 |
| 12/15/2010 9:45 | N | AUTO_EPS_390 | 25.59 |
| 12/15/2010 9:45 | N | ISSUE_48 | 23.83 |
| 12/15/2010 9:45 | N | PWRPLT69 | 23.83 |
| 12/15/2010 9:45 | N | R_SILASRAY_1 | 23.83 |
| 12/15/2010 9:45 | N | R_SILASRAY_2 | 23.83 |
| 12/15/2010 10:30 | N | DC_ROAD_L_B | 26.08 |
| 12/15/2010 10:30 | N | DC_EGPS_L_A | 25.16 |
| 12/15/2010 10:30 | N | H_HOLLOW_E_1 | 21.47 |
| 12/15/2010 10:30 | N | HHOLLOW4_E_1 | 21.47 |
| 12/15/2010 10:30 | N | R_LH2SES_1 | 26.4 |
| 12/15/2010 10:30 | N | R_PB2SES_1 | 21.43 |
| 12/15/2010 10:30 | N | R_PB2SES_2 | 21.43 |
| 12/15/2010 10:30 | N | R_PB2SES_3 | 21.43 |
| 12/15/2010 10:30 | N | R_PB2SES_4 | 21.43 |
| 12/15/2010 10:30 | N | R_PB2SES_5 | 21.43 |
| 12/15/2010 10:30 | N | AUTO_EPS_390 | 26.39 |
| 12/15/2010 10:30 | N | ISSUE_48 | 26.08 |
| 12/15/2010 10:30 | N | PWRPLT69 | 26.08 |
| 12/15/2010 10:30 | N | R_SILASRAY_1 | 26.08 |
| 12/15/2010 10:30 | N | R_SILASRAY_2 | 26.08 |
| 12/15/2010 10:55 | N | DC_ROAD_L_B | 25.34 |
| 12/15/2010 10:55 | N | DC_EGPS_L_A | 24.29 |
| 12/15/2010 10:55 | N | H_HOLLOW_E_1 | 20.11 |
| 12/15/2010 10:55 | N | HHOLLOW4_E_1 | 20.11 |
| 12/15/2010 10:55 | N | R_LH2SES_1 | 25.71 |
| 12/15/2010 10:55 | N | R_PB2SES_1 | 20.08 |
| 12/15/2010 10:55 | N | R_PB2SES_2 | 20.08 |
| 12/15/2010 10:55 | N | R_PB2SES_3 | 20.08 |
| 12/15/2010 10:55 | N | R_PB2SES_4 | 20.08 |
| 12/15/2010 10:55 | N | R_PB2SES_5 | 20.08 |
| 12/15/2010 10:55 | N | AUTO_EPS_390 | 25.69 |
| 12/15/2010 10:55 | N | ISSUE_48 | 25.34 |
| 12/15/2010 10:55 | N | PWRPLT69 | 25.34 |
| 12/15/2010 10:55 | N | R_SILASRAY_1 | 25.34 |
| 12/15/2010 10:55 | N | R_SILASRAY_2 | 25.34 |
| 12/15/2010 11:00 | N | DC_ROAD_L_B | 24.29 |
| 12/15/2010 11:00 | N | DC_EGPS_L_A | 19.77 |
| 12/15/2010 11:00 | N | H_HOLLOW_E_1 | 1.62 |
| 12/15/2010 11:00 | N | HHOLLOW4_E_1 | 1.62 |
| 12/15/2010 11:00 | N | R_LH2SES_1 | 25.89 |

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|---|---|---|---|
| 12/15/2010 11:00 | N | R_PB2SES_1 | 1.45 |
| 12/15/2010 11:00 | N | R_PB2SES_2 | 1.45 |
| 12/15/2010 11:00 | N | R_PB2SES_3 | 1.45 |
| 12/15/2010 11:00 | N | R_PB2SES_4 | 1.45 |
| 12/15/2010 11:00 | N | R_PB2SES_5 | 1.45 |
| 12/15/2010 11:00 | N | AUTO_EPS_390 | 25.81 |
| 12/15/2010 11:00 | N | ISSUE_48 | 24.32 |
| 12/15/2010 11:00 | N | PWRPLT69 | 24.32 |
| 12/15/2010 11:00 | N | R_SILASRAY_1 | 24.32 |
| 12/15/2010 11:00 | N | R_SILASRAY_2 | 24.32 |
| 12/15/2010 11:05 | N | DC_ROAD_L_B | 24.26 |
| 12/15/2010 11:05 | N | DC_EGPS_L_A | 19.73 |
| 12/15/2010 11:05 | N | H_HOLLOW_E_1 | 1.54 |
| 12/15/2010 11:05 | N | HHOLLOW4_E_1 | 1.54 |
| 12/15/2010 11:05 | N | R_LH2SES_1 | 25.87 |
| 12/15/2010 11:05 | N | R_PB2SES_1 | 1.37 |
| 12/15/2010 11:05 | N | R_PB2SES_2 | 1.37 |
| 12/15/2010 11:05 | N | R_PB2SES_3 | 1.37 |
| 12/15/2010 11:05 | N | R_PB2SES_4 | 1.37 |
| 12/15/2010 11:05 | N | R_PB2SES_5 | 1.37 |
| 12/15/2010 11:05 | N | AUTO_EPS_390 | 25.79 |
| 12/15/2010 11:05 | N | ISSUE_48 | 24.29 |
| 12/15/2010 11:05 | N | PWRPLT69 | 24.29 |
| 12/15/2010 11:05 | N | R_SILASRAY_1 | 24.29 |
| 12/15/2010 11:05 | N | R_SILASRAY_2 | 24.29 |
| 12/15/2010 11:10 | N | DC_ROAD_L_B | 24.29 |
| 12/15/2010 11:10 | N | DC_EGPS_L_A | 19.5 |
| 12/15/2010 11:10 | N | H_HOLLOW_E_1 | 0.26 |
| 12/15/2010 11:10 | N | HHOLLOW4_E_1 | 0.26 |
| 12/15/2010 11:10 | N | R_LH2SES_1 | 25.99 |
| 12/15/2010 11:10 | N | R_PB2SES_1 | 0.08 |
| 12/15/2010 11:10 | N | R_PB2SES_2 | 0.08 |
| 12/15/2010 11:10 | N | R_PB2SES_3 | 0.08 |
| 12/15/2010 11:10 | N | R_PB2SES_4 | 0.08 |
| 12/15/2010 11:10 | N | R_PB2SES_5 | 0.08 |
| 12/15/2010 11:10 | N | AUTO_EPS_390 | 25.91 |
| 12/15/2010 11:10 | N | ISSUE_48 | 24.33 |
| 12/15/2010 11:10 | N | PWRPLT69 | 24.33 |
| 12/15/2010 11:10 | N | R_SILASRAY_1 | 24.33 |
| 12/15/2010 11:10 | N | R_SILASRAY_2 | 24.33 |
| 12/15/2010 11:15 | N | DC_ROAD_L_B | 24.34 |
| 12/15/2010 11:15 | N | DC_EGPS_L_A | 19.55 |
| 12/15/2010 11:15 | N | H_HOLLOW_E_1 | 0.26 |
| 12/15/2010 11:15 | N | HHOLLOW4_E_1 | 0.26 |
| 12/15/2010 11:15 | N | R_LH2SES_1 | 26.05 |
| 12/15/2010 11:15 | N | R_PB2SES_1 | 0.08 |
| 12/15/2010 11:15 | N | R_PB2SES_2 | 0.08 |

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| 12/15/2010 11:15 | N | R_PB2SES_3 | 0.08 |
| 12/15/2010 11:15 | N | R_PB2SES_4 | 0.08 |
| 12/15/2010 11:15 | N | R_PB2SES_5 | 0.08 |
| 12/15/2010 11:15 | N | AUTO_EPS_390 | 25.96 |
| 12/15/2010 11:15 | N | ISSUE_48 | 24.38 |
| 12/15/2010 11:15 | N | PWRPLT69 | 24.38 |
| 12/15/2010 11:15 | N | R_SILASRAY_1 | 24.38 |
| 12/15/2010 11:15 | N | R_SILASRAY_2 | 24.38 |
| 12/15/2010 11:20 | N | DC_ROAD_L_B | 25.02 |
| 12/15/2010 11:20 | N | DC_EGPS_L_A | 20.05 |
| 12/15/2010 11:20 | N | H_HOLLOW_E_1 | 0.02 |
| 12/15/2010 11:20 | N | HHOLLOW4_E_1 | 0.02 |
| 12/15/2010 11:20 | N | R_LH2SES_1 | 26.79 |
| 12/15/2010 11:20 | N | R_PB2SES_1 | -0.16 |
| 12/15/2010 11:20 | N | R_PB2SES_2 | -0.16 |
| 12/15/2010 11:20 | N | R_PB2SES_3 | -0.16 |
| 12/15/2010 11:20 | N | R_PB2SES_4 | -0.16 |
| 12/15/2010 11:20 | N | R_PB2SES_5 | -0.16 |
| 12/15/2010 11:20 | N | AUTO_EPS_390 | 26.7 |
| 12/15/2010 11:20 | N | ISSUE_48 | 25.06 |
| 12/15/2010 11:20 | N | PWRPLT69 | 25.06 |
| 12/15/2010 11:20 | N | R_SILASRAY_1 | 25.06 |
| 12/15/2010 11:20 | N | R_SILASRAY_2 | 25.06 |
| 12/15/2010 11:25 | N | DC_ROAD_L_B | 24.6 |
| 12/15/2010 11:25 | N | DC_EGPS_L_A | 19.86 |
| 12/15/2010 11:25 | N | H_HOLLOW_E_1 | 0.68 |
| 12/15/2010 11:25 | N | HHOLLOW4_E_1 | 0.68 |
| 12/15/2010 11:25 | N | R_LH2SES_1 | 26.29 |
| 12/15/2010 11:25 | N | R_PB2SES_1 | 0.5 |
| 12/15/2010 11:25 | N | R_PB2SES_2 | 0.5 |
| 12/15/2010 11:25 | N | R_PB2SES_3 | 0.5 |
| 12/15/2010 11:25 | N | R_PB2SES_4 | 0.5 |
| 12/15/2010 11:25 | N | R_PB2SES_5 | 0.5 |
| 12/15/2010 11:25 | N | AUTO_EPS_390 | 26.21 |
| 12/15/2010 11:25 | N | ISSUE_48 | 24.64 |
| 12/15/2010 11:25 | N | PWRPLT69 | 24.64 |
| 12/15/2010 11:25 | N | R_SILASRAY_1 | 24.64 |
| 12/15/2010 11:25 | N | R_SILASRAY_2 | 24.64 |
| 12/15/2010 11:32 | N | DC_ROAD_L_B | 26.17 |
| 12/15/2010 11:32 | N | DC_EGPS_L_A | 21.31 |
| 12/15/2010 11:32 | N | H_HOLLOW_E_1 | 1.66 |
| 12/15/2010 11:32 | N | HHOLLOW4_E_1 | 1.66 |
| 12/15/2010 11:32 | N | R_LH2SES_1 | 27.9 |
| 12/15/2010 11:32 | N | R_PB2SES_1 | 1.48 |
| 12/15/2010 11:32 | N | R_PB2SES_2 | 1.48 |
| 12/15/2010 11:32 | N | R_PB2SES_3 | 1.48 |
| 12/15/2010 11:32 | N | R_PB2SES_4 | 1.48 |

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| 12/15/2010 11:32 | N | R_PB2SES_5 | 1.48 |
| 12/15/2010 11:32 | N | AUTO_EPS_390 | 27.82 |
| 12/15/2010 11:32 | N | ISSUE_48 | 26.21 |
| 12/15/2010 11:32 | N | PWRPLT69 | 26.21 |
| 12/15/2010 11:32 | N | R_SILASRAY_1 | 26.21 |
| 12/15/2010 11:32 | N | R_SILASRAY_2 | 26.21 |
| 12/15/2010 11:33 | N | DC_ROAD_L_B | 26.33 |
| 12/15/2010 11:33 | N | DC_EGPS_L_A | 21.21 |
| 12/15/2010 11:33 | N | H_HOLLOW_E_1 | 0.53 |
| 12/15/2010 11:33 | N | HHOLLOW4_E_1 | 0.53 |
| 12/15/2010 11:33 | N | R_LH2SES_1 | 28.15 |
| 12/15/2010 11:33 | N | R_PB2SES_1 | 0.34 |
| 12/15/2010 11:33 | N | R_PB2SES_2 | 0.34 |
| 12/15/2010 11:33 | N | R_PB2SES_3 | 0.34 |
| 12/15/2010 11:33 | N | R_PB2SES_4 | 0.34 |
| 12/15/2010 11:33 | N | R_PB2SES_5 | 0.34 |
| 12/15/2010 11:33 | N | AUTO_EPS_390 | 28.06 |
| 12/15/2010 11:33 | N | ISSUE_48 | 26.36 |
| 12/15/2010 11:33 | N | PWRPLT69 | 26.36 |
| 12/15/2010 11:33 | N | R_SILASRAY_1 | 26.36 |
| 12/15/2010 11:33 | N | R_SILASRAY_2 | 26.36 |
| 12/15/2010 11:35 | N | DC_ROAD_L_B | 27.67 |
| 12/15/2010 11:35 | N | DC_EGPS_L_A | 22.24 |
| 12/15/2010 11:35 | N | H_HOLLOW_E_1 | 0.29 |
| 12/15/2010 11:35 | N | HHOLLOW4_E_1 | 0.29 |
| 12/15/2010 11:35 | N | R_LH2SES_1 | 29.6 |
| 12/15/2010 11:35 | N | R_PB2SES_1 | 0.08 |
| 12/15/2010 11:35 | N | R_PB2SES_2 | 0.08 |
| 12/15/2010 11:35 | N | R_PB2SES_3 | 0.08 |
| 12/15/2010 11:35 | N | R_PB2SES_4 | 0.08 |
| 12/15/2010 11:35 | N | R_PB2SES_5 | 0.08 |
| 12/15/2010 11:35 | N | AUTO_EPS_390 | 29.51 |
| 12/15/2010 11:35 | N | ISSUE_48 | 27.71 |
| 12/15/2010 11:35 | N | PWRPLT69 | 27.71 |
| 12/15/2010 11:35 | N | R_SILASRAY_1 | 27.71 |
| 12/15/2010 11:35 | N | R_SILASRAY_2 | 27.71 |
| 12/15/2010 11:50 | N | DC_ROAD_L_B | 22.52 |
| 12/15/2010 11:50 | N | DC_EGPS_L_A | 17.97 |
| 12/15/2010 11:50 | N | H_HOLLOW_E_1 | 0.37 |
| 12/15/2010 11:50 | N | HHOLLOW4_E_1 | 0.37 |
| 12/15/2010 11:50 | N | R_LH2SES_1 | 24.12 |
| 12/15/2010 11:50 | N | R_PB2SES_1 | 0.2 |
| 12/15/2010 11:50 | N | R_PB2SES_2 | 0.2 |
| 12/15/2010 11:50 | N | R_PB2SES_3 | 0.2 |
| 12/15/2010 11:50 | N | R_PB2SES_4 | 0.2 |
| 12/15/2010 11:50 | N | R_PB2SES_5 | 0.2 |
| 12/15/2010 11:50 | N | AUTO_EPS_390 | 24.04 |

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|---|---|---|---|
| 12/15/2010 11:50 | N | ISSUE_48 | 22.55 |
| 12/15/2010 11:50 | N | PWRPLT69 | 22.55 |
| 12/15/2010 11:50 | N | R_SILASRAY_1 | 22.55 |
| 12/15/2010 11:50 | N | R_SILASRAY_2 | 22.55 |
| 12/15/2010 11:55 | N | DC_ROAD_L_B | 24.08 |
| 12/15/2010 11:55 | N | DC_EGPS_L_A | 19.18 |
| 12/15/2010 11:55 | N | H_HOLLOW_E_1 | 0.12 |
| 12/15/2010 11:55 | N | HHOLLOW4_E_1 | 0.12 |
| 12/15/2010 11:55 | N | R_LH2SES_1 | 25.81 |
| 12/15/2010 11:55 | N | R_PB2SES_1 | -0.05 |
| 12/15/2010 11:55 | N | R_PB2SES_2 | -0.05 |
| 12/15/2010 11:55 | N | R_PB2SES_3 | -0.05 |
| 12/15/2010 11:55 | N | R_PB2SES_4 | -0.05 |
| 12/15/2010 11:55 | N | R_PB2SES_5 | -0.05 |
| 12/15/2010 11:55 | N | AUTO_EPS_390 | 25.73 |
| 12/15/2010 11:55 | N | ISSUE_48 | 24.12 |
| 12/15/2010 11:55 | N | PWRPLT69 | 24.12 |
| 12/15/2010 11:55 | N | R_SILASRAY_1 | 24.12 |
| 12/15/2010 11:55 | N | R_SILASRAY_2 | 24.12 |
| 12/15/2010 12:00 | N | DC_ROAD_L_B | 26.34 |
| 12/15/2010 12:00 | N | DC_EGPS_L_A | 20.9 |
| 12/15/2010 12:00 | N | H_HOLLOW_E_1 | -0.24 |
| 12/15/2010 12:00 | N | HHOLLOW4_E_1 | -0.24 |
| 12/15/2010 12:00 | N | R_LH2SES_1 | 28.25 |
| 12/15/2010 12:00 | N | R_PB2SES_1 | -0.44 |
| 12/15/2010 12:00 | N | R_PB2SES_2 | -0.44 |
| 12/15/2010 12:00 | N | R_PB2SES_3 | -0.44 |
| 12/15/2010 12:00 | N | R_PB2SES_4 | -0.44 |
| 12/15/2010 12:00 | N | R_PB2SES_5 | -0.44 |
| 12/15/2010 12:00 | N | AUTO_EPS_390 | 28.16 |
| 12/15/2010 12:00 | N | ISSUE_48 | 26.38 |
| 12/15/2010 12:00 | N | PWRPLT69 | 26.38 |
| 12/15/2010 12:00 | N | R_SILASRAY_1 | 26.38 |
| 12/15/2010 12:00 | N | R_SILASRAY_2 | 26.38 |
| 12/15/2010 12:05 | N | DC_ROAD_L_B | 27.03 |
| 12/15/2010 12:05 | N | DC_EGPS_L_A | 21.42 |
| 12/15/2010 12:05 | N | H_HOLLOW_E_1 | -0.44 |
| 12/15/2010 12:05 | N | HHOLLOW4_E_1 | -0.44 |
| 12/15/2010 12:05 | N | R_LH2SES_1 | 29 |
| 12/15/2010 12:05 | N | R_PB2SES_1 | -0.64 |
| 12/15/2010 12:05 | N | R_PB2SES_2 | -0.64 |
| 12/15/2010 12:05 | N | R_PB2SES_3 | -0.64 |
| 12/15/2010 12:05 | N | R_PB2SES_4 | -0.64 |
| 12/15/2010 12:05 | N | R_PB2SES_5 | -0.64 |
| 12/15/2010 12:05 | N | AUTO_EPS_390 | 28.9 |
| 12/15/2010 12:05 | N | ISSUE_48 | 27.07 |
| 12/15/2010 12:05 | N | PWRPLT69 | 27.07 |

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| 12/15/2010 12:05 | N | R_SILASRAY_1 | 27.07 |
| 12/15/2010 12:05 | N | R_SILASRAY_2 | 27.07 |
| 12/15/2010 12:10 | N | DC_ROAD_L_B | 26.36 |
| 12/15/2010 12:10 | N | DC_EGPS_L_A | 20.89 |
| 12/15/2010 12:10 | N | H_HOLLOW_E_1 | -0.38 |
| 12/15/2010 12:10 | N | HHOLLOW4_E_1 | -0.38 |
| 12/15/2010 12:10 | N | R_LH2SES_1 | 28.29 |
| 12/15/2010 12:10 | N | R_PB2SES_1 | -0.58 |
| 12/15/2010 12:10 | N | R_PB2SES_2 | -0.58 |
| 12/15/2010 12:10 | N | R_PB2SES_3 | -0.58 |
| 12/15/2010 12:10 | N | R_PB2SES_4 | -0.58 |
| 12/15/2010 12:10 | N | R_PB2SES_5 | -0.58 |
| 12/15/2010 12:10 | N | AUTO_EPS_390 | 28.19 |
| 12/15/2010 12:10 | N | ISSUE_48 | 26.4 |
| 12/15/2010 12:10 | N | PWRPLT69 | 26.4 |
| 12/15/2010 12:10 | N | R_SILASRAY_1 | 26.4 |
| 12/15/2010 12:10 | N | R_SILASRAY_2 | 26.4 |
| 12/15/2010 12:15 | N | DC_ROAD_L_B | 25.02 |
| 12/15/2010 12:15 | N | DC_EGPS_L_A | 19.88 |
| 12/15/2010 12:15 | N | H_HOLLOW_E_1 | -0.1 |
| 12/15/2010 12:15 | N | HHOLLOW4_E_1 | -0.1 |
| 12/15/2010 12:15 | N | R_LH2SES_1 | 26.83 |
| 12/15/2010 12:15 | N | R_PB2SES_1 | -0.28 |
| 12/15/2010 12:15 | N | R_PB2SES_2 | -0.28 |
| 12/15/2010 12:15 | N | R_PB2SES_3 | -0.28 |
| 12/15/2010 12:15 | N | R_PB2SES_4 | -0.28 |
| 12/15/2010 12:15 | N | R_PB2SES_5 | -0.28 |
| 12/15/2010 12:15 | N | AUTO_EPS_390 | 26.74 |
| 12/15/2010 12:15 | N | ISSUE_48 | 25.06 |
| 12/15/2010 12:15 | N | PWRPLT69 | 25.06 |
| 12/15/2010 12:15 | N | R_SILASRAY_1 | 25.06 |
| 12/15/2010 12:15 | N | R_SILASRAY_2 | 25.06 |
| 12/15/2010 12:20 | N | DC_ROAD_L_B | 24.28 |
| 12/15/2010 12:20 | N | DC_EGPS_L_A | 19.33 |
| 12/15/2010 12:20 | N | H_HOLLOW_E_1 | 0.04 |
| 12/15/2010 12:20 | N | HHOLLOW4_E_1 | 0.04 |
| 12/15/2010 12:20 | N | R_LH2SES_1 | 26.03 |
| 12/15/2010 12:20 | N | R_PB2SES_1 | -0.14 |
| 12/15/2010 12:20 | N | R_PB2SES_2 | -0.14 |
| 12/15/2010 12:20 | N | R_PB2SES_3 | -0.14 |
| 12/15/2010 12:20 | N | R_PB2SES_4 | -0.14 |
| 12/15/2010 12:20 | N | R_PB2SES_5 | -0.14 |
| 12/15/2010 12:20 | N | AUTO_EPS_390 | 25.94 |
| 12/15/2010 12:20 | N | ISSUE_48 | 24.32 |
| 12/15/2010 12:20 | N | PWRPLT69 | 24.32 |
| 12/15/2010 12:20 | N | R_SILASRAY_1 | 24.32 |
| 12/15/2010 12:20 | N | R_SILASRAY_2 | 24.32 |

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| 12/15/2010 12:25 | N | DC_ROAD_L_B | 24.29 |
| 12/15/2010 12:25 | N | DC_EGPS_L_A | 19.34 |
| 12/15/2010 12:25 | N | H_HOLLOW_E_1 | 0.11 |
| 12/15/2010 12:25 | N | HHOLLOW4_E_1 | 0.11 |
| 12/15/2010 12:25 | N | R_LH2SES_1 | 26.03 |
| 12/15/2010 12:25 | N | R_PB2SES_1 | -0.07 |
| 12/15/2010 12:25 | N | R_PB2SES_2 | -0.07 |
| 12/15/2010 12:25 | N | R_PB2SES_3 | -0.07 |
| 12/15/2010 12:25 | N | R_PB2SES_4 | -0.07 |
| 12/15/2010 12:25 | N | R_PB2SES_5 | -0.07 |
| 12/15/2010 12:25 | N | AUTO_EPS_390 | 25.94 |
| 12/15/2010 12:25 | N | ISSUE_48 | 24.32 |
| 12/15/2010 12:25 | N | PWRPLT69 | 24.32 |
| 12/15/2010 12:25 | N | R_SILASRAY_1 | 24.32 |
| 12/15/2010 12:25 | N | R_SILASRAY_2 | 24.32 |
| 12/15/2010 12:30 | N | DC_ROAD_L_B | 24.22 |
| 12/15/2010 12:30 | N | DC_EGPS_L_A | 19.25 |
| 12/15/2010 12:30 | N | H_HOLLOW_E_1 | -0.06 |
| 12/15/2010 12:30 | N | HHOLLOW4_E_1 | -0.06 |
| 12/15/2010 12:30 | N | R_LH2SES_1 | 25.97 |
| 12/15/2010 12:30 | N | R_PB2SES_1 | -0.24 |
| 12/15/2010 12:30 | N | R_PB2SES_2 | -0.24 |
| 12/15/2010 12:30 | N | R_PB2SES_3 | -0.24 |
| 12/15/2010 12:30 | N | R_PB2SES_4 | -0.24 |
| 12/15/2010 12:30 | N | R_PB2SES_5 | -0.24 |
| 12/15/2010 12:30 | N | AUTO_EPS_390 | 25.88 |
| 12/15/2010 12:30 | N | ISSUE_48 | 24.26 |
| 12/15/2010 12:30 | N | PWRPLT69 | 24.26 |
| 12/15/2010 12:30 | N | R_SILASRAY_1 | 24.26 |
| 12/15/2010 12:30 | N | R_SILASRAY_2 | 24.26 |
| 12/15/2010 12:35 | N | DC_ROAD_L_B | 25.79 |
| 12/15/2010 12:35 | N | DC_EGPS_L_A | 20.43 |
| 12/15/2010 12:35 | N | H_HOLLOW_E_1 | -0.45 |
| 12/15/2010 12:35 | N | HHOLLOW4_E_1 | -0.45 |
| 12/15/2010 12:35 | N | R_LH2SES_1 | 27.67 |
| 12/15/2010 12:35 | N | R_PB2SES_1 | -0.64 |
| 12/15/2010 12:35 | N | R_PB2SES_2 | -0.64 |
| 12/15/2010 12:35 | N | R_PB2SES_3 | -0.64 |
| 12/15/2010 12:35 | N | R_PB2SES_4 | -0.64 |
| 12/15/2010 12:35 | N | R_PB2SES_5 | -0.64 |
| 12/15/2010 12:35 | N | AUTO_EPS_390 | 27.58 |
| 12/15/2010 12:35 | N | ISSUE_48 | 25.83 |
| 12/15/2010 12:35 | N | PWRPLT69 | 25.83 |
| 12/15/2010 12:35 | N | R_SILASRAY_1 | 25.83 |
| 12/15/2010 12:35 | N | R_SILASRAY_2 | 25.83 |
| 12/15/2010 12:40 | N | DC_ROAD_L_B | 26.07 |
| 12/15/2010 12:40 | N | DC_EGPS_L_A | 20.66 |

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| 12/15/2010 12:40 | N | H_HOLLOW_E_1 | -0.45 |
| 12/15/2010 12:40 | N | HHOLLOW4_E_1 | -0.45 |
| 12/15/2010 12:40 | N | R_LH2SES_1 | 27.98 |
| 12/15/2010 12:40 | N | R_PB2SES_1 | -0.64 |
| 12/15/2010 12:40 | N | R_PB2SES_2 | -0.64 |
| 12/15/2010 12:40 | N | R_PB2SES_3 | -0.64 |
| 12/15/2010 12:40 | N | R_PB2SES_4 | -0.64 |
| 12/15/2010 12:40 | N | R_PB2SES_5 | -0.64 |
| 12/15/2010 12:40 | N | AUTO_EPS_390 | 27.89 |
| 12/15/2010 12:40 | N | ISSUE_48 | 26.12 |
| 12/15/2010 12:40 | N | PWRPLT69 | 26.12 |
| 12/15/2010 12:40 | N | R_SILASRAY_1 | 26.12 |
| 12/15/2010 12:40 | N | R_SILASRAY_2 | 26.12 |
| 12/15/2010 12:45 | N | DC_ROAD_L_B | 24.93 |
| 12/15/2010 12:45 | N | DC_EGPS_L_A | 19.74 |
| 12/15/2010 12:45 | N | H_HOLLOW_E_1 | -0.45 |
| 12/15/2010 12:45 | N | HHOLLOW4_E_1 | -0.45 |
| 12/15/2010 12:45 | N | R_LH2SES_1 | 26.76 |
| 12/15/2010 12:45 | N | R_PB2SES_1 | -0.64 |
| 12/15/2010 12:45 | N | R_PB2SES_2 | -0.64 |
| 12/15/2010 12:45 | N | R_PB2SES_3 | -0.64 |
| 12/15/2010 12:45 | N | R_PB2SES_4 | -0.64 |
| 12/15/2010 12:45 | N | R_PB2SES_5 | -0.64 |
| 12/15/2010 12:45 | N | AUTO_EPS_390 | 26.66 |
| 12/15/2010 12:45 | N | ISSUE_48 | 24.97 |
| 12/15/2010 12:45 | N | PWRPLT69 | 24.97 |
| 12/15/2010 12:45 | N | R_SILASRAY_1 | 24.97 |
| 12/15/2010 12:45 | N | R_SILASRAY_2 | 24.97 |
| 12/15/2010 12:50 | N | DC_ROAD_L_B | 24.54 |
| 12/15/2010 12:50 | N | DC_EGPS_L_A | 19.42 |
| 12/15/2010 12:50 | N | H_HOLLOW_E_1 | -0.45 |
| 12/15/2010 12:50 | N | HHOLLOW4_E_1 | -0.45 |
| 12/15/2010 12:50 | N | R_LH2SES_1 | 26.34 |
| 12/15/2010 12:50 | N | R_PB2SES_1 | -0.64 |
| 12/15/2010 12:50 | N | R_PB2SES_2 | -0.64 |
| 12/15/2010 12:50 | N | R_PB2SES_3 | -0.64 |
| 12/15/2010 12:50 | N | R_PB2SES_4 | -0.64 |
| 12/15/2010 12:50 | N | R_PB2SES_5 | -0.64 |
| 12/15/2010 12:50 | N | AUTO_EPS_390 | 26.25 |
| 12/15/2010 12:50 | N | ISSUE_48 | 24.57 |
| 12/15/2010 12:50 | N | PWRPLT69 | 24.57 |
| 12/15/2010 12:50 | N | R_SILASRAY_1 | 24.57 |
| 12/15/2010 12:50 | N | R_SILASRAY_2 | 24.57 |
| 12/15/2010 12:54 | N | DC_ROAD_L_B | 24.42 |
| 12/15/2010 12:54 | N | DC_EGPS_L_A | 19.36 |
| 12/15/2010 12:54 | N | H_HOLLOW_E_1 | -0.34 |
| 12/15/2010 12:54 | N | HHOLLOW4_E_1 | -0.34 |

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| 12/15/2010 12:54 | N | R_LH2SES_1 | 26.21 |
| 12/15/2010 12:54 | N | R_PB2SES_1 | -0.52 |
| 12/15/2010 12:54 | N | R_PB2SES_2 | -0.52 |
| 12/15/2010 12:54 | N | R_PB2SES_3 | -0.52 |
| 12/15/2010 12:54 | N | R_PB2SES_4 | -0.52 |
| 12/15/2010 12:54 | N | R_PB2SES_5 | -0.52 |
| 12/15/2010 12:54 | N | AUTO_EPS_390 | 26.12 |
| 12/15/2010 12:54 | N | ISSUE_48 | 24.46 |
| 12/15/2010 12:54 | N | PWRPLT69 | 24.46 |
| 12/15/2010 12:54 | N | R_SILASRAY_1 | 24.46 |
| 12/15/2010 12:54 | N | R_SILASRAY_2 | 24.46 |
| 12/15/2010 12:55 | N | DC_ROAD_L_B | 24.92 |
| 12/15/2010 12:55 | N | DC_EGPS_L_A | 19.76 |
| 12/15/2010 12:55 | N | H_HOLLOW_E_1 | -0.32 |
| 12/15/2010 12:55 | N | HHOLLOW4_E_1 | -0.32 |
| 12/15/2010 12:55 | N | R_LH2SES_1 | 26.74 |
| 12/15/2010 12:55 | N | R_PB2SES_1 | -0.5 |
| 12/15/2010 12:55 | N | R_PB2SES_2 | -0.5 |
| 12/15/2010 12:55 | N | R_PB2SES_3 | -0.5 |
| 12/15/2010 12:55 | N | R_PB2SES_4 | -0.5 |
| 12/15/2010 12:55 | N | R_PB2SES_5 | -0.5 |
| 12/15/2010 12:55 | N | AUTO_EPS_390 | 26.65 |
| 12/15/2010 12:55 | N | ISSUE_48 | 24.96 |
| 12/15/2010 12:55 | N | PWRPLT69 | 24.96 |
| 12/15/2010 12:55 | N | R_SILASRAY_1 | 24.96 |
| 12/15/2010 12:55 | N | R_SILASRAY_2 | 24.96 |
| 12/15/2010 13:00 | N | DC_ROAD_L_B | 24.44 |
| 12/15/2010 13:00 | N | DC_EGPS_L_A | 19.4 |
| 12/15/2010 13:00 | N | H_HOLLOW_E_1 | -0.21 |
| 12/15/2010 13:00 | N | HHOLLOW4_E_1 | -0.21 |
| 12/15/2010 13:00 | N | R_LH2SES_1 | 26.22 |
| 12/15/2010 13:00 | N | R_PB2SES_1 | -0.39 |
| 12/15/2010 13:00 | N | R_PB2SES_2 | -0.39 |
| 12/15/2010 13:00 | N | R_PB2SES_3 | -0.39 |
| 12/15/2010 13:00 | N | R_PB2SES_4 | -0.39 |
| 12/15/2010 13:00 | N | R_PB2SES_5 | -0.39 |
| 12/15/2010 13:00 | N | AUTO_EPS_390 | 26.13 |
| 12/15/2010 13:00 | N | ISSUE_48 | 24.48 |
| 12/15/2010 13:00 | N | PWRPLT69 | 24.48 |
| 12/15/2010 13:00 | N | R_SILASRAY_1 | 24.48 |
| 12/15/2010 13:00 | N | R_SILASRAY_2 | 24.48 |
| 12/15/2010 13:05 | N | DC_ROAD_L_B | 23.51 |
| 12/15/2010 13:05 | N | DC_EGPS_L_A | 18.67 |
| 12/15/2010 13:05 | N | H_HOLLOW_E_1 | -0.14 |
| 12/15/2010 13:05 | N | HHOLLOW4_E_1 | -0.14 |
| 12/15/2010 13:05 | N | R_LH2SES_1 | 25.23 |
| 12/15/2010 13:05 | N | R_PB2SES_1 | -0.31 |

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| 12/15/2010 13:05 | N | R_PB2SES_2 | -0.31 |
| 12/15/2010 13:05 | N | R_PB2SES_3 | -0.31 |
| 12/15/2010 13:05 | N | R_PB2SES_4 | -0.31 |
| 12/15/2010 13:05 | N | R_PB2SES_5 | -0.31 |
| 12/15/2010 13:05 | N | AUTO_EPS_390 | 25.14 |
| 12/15/2010 13:05 | N | ISSUE_48 | 23.55 |
| 12/15/2010 13:05 | N | PWRPLT69 | 23.55 |
| 12/15/2010 13:05 | N | R_SILASRAY_1 | 23.55 |
| 12/15/2010 13:05 | N | R_SILASRAY_2 | 23.55 |
| 12/15/2010 13:10 | N | DC_ROAD_L_B | 24.21 |
| 12/15/2010 13:10 | N | DC_EGPS_L_A | 19.22 |
| 12/15/2010 13:10 | N | H_HOLLOW_E_1 | -0.19 |
| 12/15/2010 13:10 | N | HHOLLOW4_E_1 | -0.19 |
| 12/15/2010 13:10 | N | R_LH2SES_1 | 25.97 |
| 12/15/2010 13:10 | N | R_PB2SES_1 | -0.37 |
| 12/15/2010 13:10 | N | R_PB2SES_2 | -0.37 |
| 12/15/2010 13:10 | N | R_PB2SES_3 | -0.37 |
| 12/15/2010 13:10 | N | R_PB2SES_4 | -0.37 |
| 12/15/2010 13:10 | N | R_PB2SES_5 | -0.37 |
| 12/15/2010 13:10 | N | AUTO_EPS_390 | 25.89 |
| 12/15/2010 13:10 | N | ISSUE_48 | 24.24 |
| 12/15/2010 13:10 | N | PWRPLT69 | 24.24 |
| 12/15/2010 13:10 | N | R_SILASRAY_1 | 24.24 |
| 12/15/2010 13:10 | N | R_SILASRAY_2 | 24.24 |
| 12/15/2010 13:15 | N | DC_ROAD_L_B | 24.94 |
| 12/15/2010 13:15 | N | DC_EGPS_L_A | 19.78 |
| 12/15/2010 13:15 | N | H_HOLLOW_E_1 | -0.34 |
| 12/15/2010 13:15 | N | HHOLLOW4_E_1 | -0.34 |
| 12/15/2010 13:15 | N | R_LH2SES_1 | 26.76 |
| 12/15/2010 13:15 | N | R_PB2SES_1 | -0.53 |
| 12/15/2010 13:15 | N | R_PB2SES_2 | -0.53 |
| 12/15/2010 13:15 | N | R_PB2SES_3 | -0.53 |
| 12/15/2010 13:15 | N | R_PB2SES_4 | -0.53 |
| 12/15/2010 13:15 | N | R_PB2SES_5 | -0.53 |
| 12/15/2010 13:15 | N | AUTO_EPS_390 | 26.67 |
| 12/15/2010 13:15 | N | ISSUE_48 | 24.98 |
| 12/15/2010 13:15 | N | PWRPLT69 | 24.98 |
| 12/15/2010 13:15 | N | R_SILASRAY_1 | 24.98 |
| 12/15/2010 13:15 | N | R_SILASRAY_2 | 24.98 |
| 12/15/2010 13:20 | N | DC_ROAD_L_B | 24.66 |
| 12/15/2010 13:20 | N | DC_EGPS_L_A | 19.53 |
| 12/15/2010 13:20 | N | H_HOLLOW_E_1 | -0.45 |
| 12/15/2010 13:20 | N | HHOLLOW4_E_1 | -0.45 |
| 12/15/2010 13:20 | N | R_LH2SES_1 | 26.47 |
| 12/15/2010 13:20 | N | R_PB2SES_1 | -0.64 |
| 12/15/2010 13:20 | N | R_PB2SES_2 | -0.64 |
| 12/15/2010 13:20 | N | R_PB2SES_3 | -0.64 |

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| 12/15/2010 13:20 | N | R_PB2SES_4 | -0.64 |
| 12/15/2010 13:20 | N | R_PB2SES_5 | -0.64 |
| 12/15/2010 13:20 | N | AUTO_EPS_390 | 26.38 |
| 12/15/2010 13:20 | N | ISSUE_48 | 24.7 |
| 12/15/2010 13:20 | N | PWRPLT69 | 24.7 |
| 12/15/2010 13:20 | N | R_SILASRAY_1 | 24.7 |
| 12/15/2010 13:20 | N | R_SILASRAY_2 | 24.7 |
| 12/15/2010 13:22 | N | DC_ROAD_L_B | 24.41 |
| 12/15/2010 13:22 | N | DC_EGPS_L_A | 19.33 |
| 12/15/2010 13:22 | N | H_HOLLOW_E_1 | -0.46 |
| 12/15/2010 13:22 | N | HHOLLOW4_E_1 | -0.46 |
| 12/15/2010 13:22 | N | R_LH2SES_1 | 26.2 |
| 12/15/2010 13:22 | N | R_PB2SES_1 | -0.64 |
| 12/15/2010 13:22 | N | R_PB2SES_2 | -0.64 |
| 12/15/2010 13:22 | N | R_PB2SES_3 | -0.64 |
| 12/15/2010 13:22 | N | R_PB2SES_4 | -0.64 |
| 12/15/2010 13:22 | N | R_PB2SES_5 | -0.64 |
| 12/15/2010 13:22 | N | AUTO_EPS_390 | 26.11 |
| 12/15/2010 13:22 | N | ISSUE_48 | 24.44 |
| 12/15/2010 13:22 | N | PWRPLT69 | 24.44 |
| 12/15/2010 13:22 | N | R_SILASRAY_1 | 24.44 |
| 12/15/2010 13:22 | N | R_SILASRAY_2 | 24.44 |
| 12/15/2010 13:23 | N | DC_ROAD_L_B | 24.92 |
| 12/15/2010 13:23 | N | DC_EGPS_L_A | 19.74 |
| 12/15/2010 13:23 | N | H_HOLLOW_E_1 | -0.45 |
| 12/15/2010 13:23 | N | HHOLLOW4_E_1 | -0.45 |
| 12/15/2010 13:23 | N | R_LH2SES_1 | 26.75 |
| 12/15/2010 13:23 | N | R_PB2SES_1 | -0.64 |
| 12/15/2010 13:23 | N | R_PB2SES_2 | -0.64 |
| 12/15/2010 13:23 | N | R_PB2SES_3 | -0.64 |
| 12/15/2010 13:23 | N | R_PB2SES_4 | -0.64 |
| 12/15/2010 13:23 | N | R_PB2SES_5 | -0.64 |
| 12/15/2010 13:23 | N | AUTO_EPS_390 | 26.66 |
| 12/15/2010 13:23 | N | ISSUE_48 | 24.96 |
| 12/15/2010 13:23 | N | PWRPLT69 | 24.96 |
| 12/15/2010 13:23 | N | R_SILASRAY_1 | 24.96 |
| 12/15/2010 13:23 | N | R_SILASRAY_2 | 24.96 |
| 12/15/2010 13:24 | N | DC_ROAD_L_B | 24.95 |
| 12/15/2010 13:24 | N | DC_EGPS_L_A | 19.67 |
| 12/15/2010 13:24 | N | H_HOLLOW_E_1 | -0.91 |
| 12/15/2010 13:24 | N | HHOLLOW4_E_1 | -0.91 |
| 12/15/2010 13:24 | N | R_LH2SES_1 | 26.81 |
| 12/15/2010 13:24 | N | R_PB2SES_1 | -1.1 |
| 12/15/2010 13:24 | N | R_PB2SES_2 | -1.1 |
| 12/15/2010 13:24 | N | R_PB2SES_3 | -1.1 |
| 12/15/2010 13:24 | N | R_PB2SES_4 | -1.1 |
| 12/15/2010 13:24 | N | R_PB2SES_5 | -1.1 |

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| 12/15/2010 13:24 | N | AUTO_EPS_390 | 26.72 |
| 12/15/2010 13:24 | N | ISSUE_48 | 24.99 |
| 12/15/2010 13:24 | N | PWRPLT69 | 24.99 |
| 12/15/2010 13:24 | N | R_SILASRAY_1 | 24.99 |
| 12/15/2010 13:24 | N | R_SILASRAY_2 | 24.99 |
| 12/15/2010 13:25 | N | DC_ROAD_L_B | 24.94 |
| 12/15/2010 13:25 | N | DC_EGPS_L_A | 19.73 |
| 12/15/2010 13:25 | N | H_HOLLOW_E_1 | -0.58 |
| 12/15/2010 13:25 | N | HHOLLOW4_E_1 | -0.58 |
| 12/15/2010 13:25 | N | R_LH2SES_1 | 26.78 |
| 12/15/2010 13:25 | N | R_PB2SES_1 | -0.77 |
| 12/15/2010 13:25 | N | R_PB2SES_2 | -0.77 |
| 12/15/2010 13:25 | N | R_PB2SES_3 | -0.77 |
| 12/15/2010 13:25 | N | R_PB2SES_4 | -0.77 |
| 12/15/2010 13:25 | N | R_PB2SES_5 | -0.77 |
| 12/15/2010 13:25 | N | AUTO_EPS_390 | 26.69 |
| 12/15/2010 13:25 | N | ISSUE_48 | 24.98 |
| 12/15/2010 13:25 | N | PWRPLT69 | 24.98 |
| 12/15/2010 13:25 | N | R_SILASRAY_1 | 24.98 |
| 12/15/2010 13:25 | N | R_SILASRAY_2 | 24.98 |
| 12/15/2010 13:26 | N | DC_ROAD_L_B | 24.9 |
| 12/15/2010 13:26 | N | DC_EGPS_L_A | 19.7 |
| 12/15/2010 13:26 | N | H_HOLLOW_E_1 | -0.58 |
| 12/15/2010 13:26 | N | HHOLLOW4_E_1 | -0.58 |
| 12/15/2010 13:26 | N | R_LH2SES_1 | 26.74 |
| 12/15/2010 13:26 | N | R_PB2SES_1 | -0.77 |
| 12/15/2010 13:26 | N | R_PB2SES_2 | -0.77 |
| 12/15/2010 13:26 | N | R_PB2SES_3 | -0.77 |
| 12/15/2010 13:26 | N | R_PB2SES_4 | -0.77 |
| 12/15/2010 13:26 | N | R_PB2SES_5 | -0.77 |
| 12/15/2010 13:26 | N | AUTO_EPS_390 | 26.65 |
| 12/15/2010 13:26 | N | ISSUE_48 | 24.94 |
| 12/15/2010 13:26 | N | PWRPLT69 | 24.94 |
| 12/15/2010 13:26 | N | R_SILASRAY_1 | 24.94 |
| 12/15/2010 13:26 | N | R_SILASRAY_2 | 24.94 |
| 12/15/2010 13:26 | N | DC_ROAD_L_B | 24.9 |
| 12/15/2010 13:26 | N | DC_EGPS_L_A | 19.7 |
| 12/15/2010 13:26 | N | H_HOLLOW_E_1 | -0.59 |
| 12/15/2010 13:26 | N | HHOLLOW4_E_1 | -0.59 |
| 12/15/2010 13:26 | N | R_LH2SES_1 | 26.74 |
| 12/15/2010 13:26 | N | R_PB2SES_1 | -0.78 |
| 12/15/2010 13:26 | N | R_PB2SES_2 | -0.78 |
| 12/15/2010 13:26 | N | R_PB2SES_3 | -0.78 |
| 12/15/2010 13:26 | N | R_PB2SES_4 | -0.78 |
| 12/15/2010 13:26 | N | R_PB2SES_5 | -0.78 |
| 12/15/2010 13:26 | N | AUTO_EPS_390 | 26.65 |
| 12/15/2010 13:26 | N | ISSUE_48 | 24.94 |

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| 12/15/2010 13:26 | N | PWRPLT69 | 24.94 |
| 12/15/2010 13:26 | N | R_SILASRAY_1 | 24.94 |
| 12/15/2010 13:26 | N | R_SILASRAY_2 | 24.94 |
| 12/15/2010 13:27 | N | DC_ROAD_L_B | 24.92 |
| 12/15/2010 13:27 | N | DC_EGPS_L_A | 19.74 |
| 12/15/2010 13:27 | N | H_HOLLOW_E_1 | -0.45 |
| 12/15/2010 13:27 | N | HHOLLOW4_E_1 | -0.45 |
| 12/15/2010 13:27 | N | R_LH2SES_1 | 26.75 |
| 12/15/2010 13:27 | N | R_PB2SES_1 | -0.64 |
| 12/15/2010 13:27 | N | R_PB2SES_2 | -0.64 |
| 12/15/2010 13:27 | N | R_PB2SES_3 | -0.64 |
| 12/15/2010 13:27 | N | R_PB2SES_4 | -0.64 |
| 12/15/2010 13:27 | N | R_PB2SES_5 | -0.64 |
| 12/15/2010 13:27 | N | AUTO_EPS_390 | 26.66 |
| 12/15/2010 13:27 | N | ISSUE_48 | 24.96 |
| 12/15/2010 13:27 | N | PWRPLT69 | 24.96 |
| 12/15/2010 13:27 | N | R_SILASRAY_1 | 24.96 |
| 12/15/2010 13:27 | N | R_SILASRAY_2 | 24.96 |
| 12/15/2010 13:28 | N | DC_ROAD_L_B | 24.64 |
| 12/15/2010 13:28 | N | DC_EGPS_L_A | 18.43 |
| 12/15/2010 13:28 | N | H_HOLLOW_E_1 | -5.75 |
| 12/15/2010 13:28 | N | HHOLLOW4_E_1 | -5.75 |
| 12/15/2010 13:28 | N | R_LH2SES_1 | 26.83 |
| 12/15/2010 13:28 | N | R_PB2SES_1 | -5.98 |
| 12/15/2010 13:28 | N | R_PB2SES_2 | -5.98 |
| 12/15/2010 13:28 | N | R_PB2SES_3 | -5.98 |
| 12/15/2010 13:28 | N | R_PB2SES_4 | -5.98 |
| 12/15/2010 13:28 | N | R_PB2SES_5 | -5.98 |
| 12/15/2010 13:28 | N | AUTO_EPS_390 | 26.72 |
| 12/15/2010 13:28 | N | ISSUE_48 | 24.68 |
| 12/15/2010 13:28 | N | PWRPLT69 | 24.68 |
| 12/15/2010 13:28 | N | R_SILASRAY_1 | 24.68 |
| 12/15/2010 13:28 | N | R_SILASRAY_2 | 24.68 |
| 12/15/2010 13:30 | N | DC_ROAD_L_B | 24.91 |
| 12/15/2010 13:30 | N | DC_EGPS_L_A | 19.7 |
| 12/15/2010 13:30 | N | H_HOLLOW_E_1 | -0.6 |
| 12/15/2010 13:30 | N | HHOLLOW4_E_1 | -0.6 |
| 12/15/2010 13:30 | N | R_LH2SES_1 | 26.75 |
| 12/15/2010 13:30 | N | R_PB2SES_1 | -0.79 |
| 12/15/2010 13:30 | N | R_PB2SES_2 | -0.79 |
| 12/15/2010 13:30 | N | R_PB2SES_3 | -0.79 |
| 12/15/2010 13:30 | N | R_PB2SES_4 | -0.79 |
| 12/15/2010 13:30 | N | R_PB2SES_5 | -0.79 |
| 12/15/2010 13:30 | N | AUTO_EPS_390 | 26.66 |
| 12/15/2010 13:30 | N | ISSUE_48 | 24.95 |
| 12/15/2010 13:30 | N | PWRPLT69 | 24.95 |
| 12/15/2010 13:30 | N | R_SILASRAY_1 | 24.95 |

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| 12/15/2010 13:30 | N | R_SILASRAY_2 | 24.95 |
| 12/15/2010 13:30 | N | DC_ROAD_L_B | 24.92 |
| 12/15/2010 13:30 | N | DC_EGPS_L_A | 19.73 |
| 12/15/2010 13:30 | N | H_HOLLOW_E_1 | -0.53 |
| 12/15/2010 13:30 | N | HHOLLOW4_E_1 | -0.53 |
| 12/15/2010 13:30 | N | R_LH2SES_1 | 26.76 |
| 12/15/2010 13:30 | N | R_PB2SES_1 | -0.72 |
| 12/15/2010 13:30 | N | R_PB2SES_2 | -0.72 |
| 12/15/2010 13:30 | N | R_PB2SES_3 | -0.72 |
| 12/15/2010 13:30 | N | R_PB2SES_4 | -0.72 |
| 12/15/2010 13:30 | N | R_PB2SES_5 | -0.72 |
| 12/15/2010 13:30 | N | AUTO_EPS_390 | 26.67 |
| 12/15/2010 13:30 | N | ISSUE_48 | 24.96 |
| 12/15/2010 13:30 | N | PWRPLT69 | 24.96 |
| 12/15/2010 13:30 | N | R_SILASRAY_1 | 24.96 |
| 12/15/2010 13:30 | N | R_SILASRAY_2 | 24.96 |
| 12/15/2010 13:31 | N | DC_ROAD_L_B | 24.71 |
| 12/15/2010 13:31 | N | DC_EGPS_L_A | 19.56 |
| 12/15/2010 13:31 | N | H_HOLLOW_E_1 | -0.45 |
| 12/15/2010 13:31 | N | HHOLLOW4_E_1 | -0.45 |
| 12/15/2010 13:31 | N | R_LH2SES_1 | 26.53 |
| 12/15/2010 13:31 | N | R_PB2SES_1 | -0.64 |
| 12/15/2010 13:31 | N | R_PB2SES_2 | -0.64 |
| 12/15/2010 13:31 | N | R_PB2SES_3 | -0.64 |
| 12/15/2010 13:31 | N | R_PB2SES_4 | -0.64 |
| 12/15/2010 13:31 | N | R_PB2SES_5 | -0.64 |
| 12/15/2010 13:31 | N | AUTO_EPS_390 | 26.43 |
| 12/15/2010 13:31 | N | ISSUE_48 | 24.75 |
| 12/15/2010 13:31 | N | PWRPLT69 | 24.75 |
| 12/15/2010 13:31 | N | R_SILASRAY_1 | 24.75 |
| 12/15/2010 13:31 | N | R_SILASRAY_2 | 24.75 |
| 12/15/2010 13:32 | N | DC_ROAD_L_B | 24.79 |
| 12/15/2010 13:32 | N | DC_EGPS_L_A | 19.63 |
| 12/15/2010 13:32 | N | H_HOLLOW_E_1 | -0.46 |
| 12/15/2010 13:32 | N | HHOLLOW4_E_1 | -0.46 |
| 12/15/2010 13:32 | N | R_LH2SES_1 | 26.62 |
| 12/15/2010 13:32 | N | R_PB2SES_1 | -0.64 |
| 12/15/2010 13:32 | N | R_PB2SES_2 | -0.64 |
| 12/15/2010 13:32 | N | R_PB2SES_3 | -0.64 |
| 12/15/2010 13:32 | N | R_PB2SES_4 | -0.64 |
| 12/15/2010 13:32 | N | R_PB2SES_5 | -0.64 |
| 12/15/2010 13:32 | N | AUTO_EPS_390 | 26.53 |
| 12/15/2010 13:32 | N | ISSUE_48 | 24.83 |
| 12/15/2010 13:32 | N | PWRPLT69 | 24.83 |
| 12/15/2010 13:32 | N | R_SILASRAY_1 | 24.83 |
| 12/15/2010 13:32 | N | R_SILASRAY_2 | 24.83 |
| 12/15/2010 13:34 | N | DC_ROAD_L_B | 24.83 |

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| 12/15/2010 13:34 | N | DC_EGPS_L_A | 19.66 |
| 12/15/2010 13:34 | N | H_HOLLOW_E_1 | -0.45 |
| 12/15/2010 13:34 | N | HHOLLOW4_E_1 | -0.45 |
| 12/15/2010 13:34 | N | R_LH2SES_1 | 26.66 |
| 12/15/2010 13:34 | N | R_PB2SES_1 | -0.64 |
| 12/15/2010 13:34 | N | R_PB2SES_2 | -0.64 |
| 12/15/2010 13:34 | N | R_PB2SES_3 | -0.64 |
| 12/15/2010 13:34 | N | R_PB2SES_4 | -0.64 |
| 12/15/2010 13:34 | N | R_PB2SES_5 | -0.64 |
| 12/15/2010 13:34 | N | AUTO_EPS_390 | 26.56 |
| 12/15/2010 13:34 | N | ISSUE_48 | 24.87 |
| 12/15/2010 13:34 | N | PWRPLT69 | 24.87 |
| 12/15/2010 13:34 | N | R_SILASRAY_1 | 24.87 |
| 12/15/2010 13:34 | N | R_SILASRAY_2 | 24.87 |
| 12/15/2010 13:35 | N | DC_ROAD_L_B | 24.25 |
| 12/15/2010 13:35 | N | DC_EGPS_L_A | 19.2 |
| 12/15/2010 13:35 | N | H_HOLLOW_E_1 | -0.46 |
| 12/15/2010 13:35 | N | HHOLLOW4_E_1 | -0.46 |
| 12/15/2010 13:35 | N | R_LH2SES_1 | 26.04 |
| 12/15/2010 13:35 | N | R_PB2SES_1 | -0.64 |
| 12/15/2010 13:35 | N | R_PB2SES_2 | -0.64 |
| 12/15/2010 13:35 | N | R_PB2SES_3 | -0.64 |
| 12/15/2010 13:35 | N | R_PB2SES_4 | -0.64 |
| 12/15/2010 13:35 | N | R_PB2SES_5 | -0.64 |
| 12/15/2010 13:35 | N | AUTO_EPS_390 | 25.95 |
| 12/15/2010 13:35 | N | ISSUE_48 | 24.29 |
| 12/15/2010 13:35 | N | PWRPLT69 | 24.29 |
| 12/15/2010 13:35 | N | R_SILASRAY_1 | 24.29 |
| 12/15/2010 13:35 | N | R_SILASRAY_2 | 24.29 |
| 12/15/2010 13:40 | N | DC_ROAD_L_B | 24.26 |
| 12/15/2010 13:40 | N | DC_EGPS_L_A | 19.2 |
| 12/15/2010 13:40 | N | H_HOLLOW_E_1 | -0.46 |
| 12/15/2010 13:40 | N | HHOLLOW4_E_1 | -0.46 |
| 12/15/2010 13:40 | N | R_LH2SES_1 | 26.05 |
| 12/15/2010 13:40 | N | R_PB2SES_1 | -0.64 |
| 12/15/2010 13:40 | N | R_PB2SES_2 | -0.64 |
| 12/15/2010 13:40 | N | R_PB2SES_3 | -0.64 |
| 12/15/2010 13:40 | N | R_PB2SES_4 | -0.64 |
| 12/15/2010 13:40 | N | R_PB2SES_5 | -0.64 |
| 12/15/2010 13:40 | N | AUTO_EPS_390 | 25.96 |
| 12/15/2010 13:40 | N | ISSUE_48 | 24.3 |
| 12/15/2010 13:40 | N | PWRPLT69 | 24.3 |
| 12/15/2010 13:40 | N | R_SILASRAY_1 | 24.3 |
| 12/15/2010 13:40 | N | R_SILASRAY_2 | 24.3 |
| 12/15/2010 13:41 | N | DC_ROAD_L_B | 24.81 |
| 12/15/2010 13:41 | N | DC_EGPS_L_A | 19.47 |
| 12/15/2010 13:41 | N | H_HOLLOW_E_1 | -1.32 |

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| 12/15/2010 13:41 | N | HHOLLOW4_E_1 | -1.32 |
| 12/15/2010 13:41 | N | R_LH2SES_1 | 26.7 |
| 12/15/2010 13:41 | N | R_PB2SES_1 | -1.51 |
| 12/15/2010 13:41 | N | R_PB2SES_2 | -1.51 |
| 12/15/2010 13:41 | N | R_PB2SES_3 | -1.51 |
| 12/15/2010 13:41 | N | R_PB2SES_4 | -1.51 |
| 12/15/2010 13:41 | N | R_PB2SES_5 | -1.51 |
| 12/15/2010 13:41 | N | AUTO_EPS_390 | 26.61 |
| 12/15/2010 13:41 | N | ISSUE_48 | 24.86 |
| 12/15/2010 13:41 | N | PWRPLT69 | 24.86 |
| 12/15/2010 13:41 | N | R_SILASRAY_1 | 24.86 |
| 12/15/2010 13:41 | N | R_SILASRAY_2 | 24.86 |
| 12/15/2010 13:43 | N | DC_ROAD_L_B | 24.8 |
| 12/15/2010 13:43 | N | DC_EGPS_L_A | 19.41 |
| 12/15/2010 13:43 | N | H_HOLLOW_E_1 | -1.52 |
| 12/15/2010 13:43 | N | HHOLLOW4_E_1 | -1.52 |
| 12/15/2010 13:43 | N | R_LH2SES_1 | 26.7 |
| 12/15/2010 13:43 | N | R_PB2SES_1 | -1.71 |
| 12/15/2010 13:43 | N | R_PB2SES_2 | -1.71 |
| 12/15/2010 13:43 | N | R_PB2SES_3 | -1.71 |
| 12/15/2010 13:43 | N | R_PB2SES_4 | -1.71 |
| 12/15/2010 13:43 | N | R_PB2SES_5 | -1.71 |
| 12/15/2010 13:43 | N | AUTO_EPS_390 | 26.6 |
| 12/15/2010 13:43 | N | ISSUE_48 | 24.84 |
| 12/15/2010 13:43 | N | PWRPLT69 | 24.84 |
| 12/15/2010 13:43 | N | R_SILASRAY_1 | 24.84 |
| 12/15/2010 13:43 | N | R_SILASRAY_2 | 24.84 |
| 12/15/2010 13:44 | N | DC_ROAD_L_B | 24.94 |
| 12/15/2010 13:44 | N | DC_EGPS_L_A | 19.53 |
| 12/15/2010 13:44 | N | H_HOLLOW_E_1 | -1.52 |
| 12/15/2010 13:44 | N | HHOLLOW4_E_1 | -1.52 |
| 12/15/2010 13:44 | N | R_LH2SES_1 | 26.85 |
| 12/15/2010 13:44 | N | R_PB2SES_1 | -1.71 |
| 12/15/2010 13:44 | N | R_PB2SES_2 | -1.71 |
| 12/15/2010 13:44 | N | R_PB2SES_3 | -1.71 |
| 12/15/2010 13:44 | N | R_PB2SES_4 | -1.71 |
| 12/15/2010 13:44 | N | R_PB2SES_5 | -1.71 |
| 12/15/2010 13:44 | N | AUTO_EPS_390 | 26.76 |
| 12/15/2010 13:44 | N | ISSUE_48 | 24.98 |
| 12/15/2010 13:44 | N | PWRPLT69 | 24.98 |
| 12/15/2010 13:44 | N | R_SILASRAY_1 | 24.98 |
| 12/15/2010 13:44 | N | R_SILASRAY_2 | 24.98 |
| 12/15/2010 13:45 | N | DC_ROAD_L_B | 24.68 |
| 12/15/2010 13:45 | N | DC_EGPS_L_A | 19.16 |
| 12/15/2010 13:45 | N | H_HOLLOW_E_1 | -2.3 |
| 12/15/2010 13:45 | N | HHOLLOW4_E_1 | -2.3 |
| 12/15/2010 13:45 | N | R_LH2SES_1 | 26.63 |

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| 12/15/2010 13:45 | N | R_PB2SES_1 | -2.5 |
| 12/15/2010 13:45 | N | R_PB2SES_2 | -2.5 |
| 12/15/2010 13:45 | N | R_PB2SES_3 | -2.5 |
| 12/15/2010 13:45 | N | R_PB2SES_4 | -2.5 |
| 12/15/2010 13:45 | N | R_PB2SES_5 | -2.5 |
| 12/15/2010 13:45 | N | AUTO_EPS_390 | 26.53 |
| 12/15/2010 13:45 | N | ISSUE_48 | 24.73 |
| 12/15/2010 13:45 | N | PWRPLT69 | 24.73 |
| 12/15/2010 13:45 | N | R_SILASRAY_1 | 24.73 |
| 12/15/2010 13:45 | N | R_SILASRAY_2 | 24.73 |
| 12/15/2010 13:50 | N | DC_ROAD_L_B | 24.51 |
| 12/15/2010 13:50 | N | DC_EGPS_L_A | 19.41 |
| 12/15/2010 13:50 | N | H_HOLLOW_E_1 | -0.46 |
| 12/15/2010 13:50 | N | HHOLLOW4_E_1 | -0.46 |
| 12/15/2010 13:50 | N | R_LH2SES_1 | 26.32 |
| 12/15/2010 13:50 | N | R_PB2SES_1 | -0.64 |
| 12/15/2010 13:50 | N | R_PB2SES_2 | -0.64 |
| 12/15/2010 13:50 | N | R_PB2SES_3 | -0.64 |
| 12/15/2010 13:50 | N | R_PB2SES_4 | -0.64 |
| 12/15/2010 13:50 | N | R_PB2SES_5 | -0.64 |
| 12/15/2010 13:50 | N | AUTO_EPS_390 | 26.23 |
| 12/15/2010 13:50 | N | ISSUE_48 | 24.55 |
| 12/15/2010 13:50 | N | PWRPLT69 | 24.55 |
| 12/15/2010 13:50 | N | R_SILASRAY_1 | 24.55 |
| 12/15/2010 13:50 | N | R_SILASRAY_2 | 24.55 |
| 12/15/2010 13:51 | N | DC_ROAD_L_B | 24.52 |
| 12/15/2010 13:51 | N | DC_EGPS_L_A | 19.42 |
| 12/15/2010 13:51 | N | H_HOLLOW_E_1 | -0.46 |
| 12/15/2010 13:51 | N | HHOLLOW4_E_1 | -0.46 |
| 12/15/2010 13:51 | N | R_LH2SES_1 | 26.32 |
| 12/15/2010 13:51 | N | R_PB2SES_1 | -0.64 |
| 12/15/2010 13:51 | N | R_PB2SES_2 | -0.64 |
| 12/15/2010 13:51 | N | R_PB2SES_3 | -0.64 |
| 12/15/2010 13:51 | N | R_PB2SES_4 | -0.64 |
| 12/15/2010 13:51 | N | R_PB2SES_5 | -0.64 |
| 12/15/2010 13:51 | N | AUTO_EPS_390 | 26.22 |
| 12/15/2010 13:51 | N | ISSUE_48 | 24.56 |
| 12/15/2010 13:51 | N | PWRPLT69 | 24.56 |
| 12/15/2010 13:51 | N | R_SILASRAY_1 | 24.56 |
| 12/15/2010 13:51 | N | R_SILASRAY_2 | 24.56 |
| 12/15/2010 13:53 | N | DC_ROAD_L_B | 24.26 |
| 12/15/2010 13:53 | N | DC_EGPS_L_A | 19.21 |
| 12/15/2010 13:53 | N | H_HOLLOW_E_1 | -0.46 |
| 12/15/2010 13:53 | N | HHOLLOW4_E_1 | -0.46 |
| 12/15/2010 13:53 | N | R_LH2SES_1 | 26.04 |
| 12/15/2010 13:53 | N | R_PB2SES_1 | -0.64 |
| 12/15/2010 13:53 | N | R_PB2SES_2 | -0.64 |

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| 12/15/2010 13:53 | N | R_PB2SES_3 | -0.64 |
| 12/15/2010 13:53 | N | R_PB2SES_4 | -0.64 |
| 12/15/2010 13:53 | N | R_PB2SES_5 | -0.64 |
| 12/15/2010 13:53 | N | AUTO_EPS_390 | 25.94 |
| 12/15/2010 13:53 | N | ISSUE_48 | 24.3 |
| 12/15/2010 13:53 | N | PWRPLT69 | 24.3 |
| 12/15/2010 13:53 | N | R_SILASRAY_1 | 24.3 |
| 12/15/2010 13:53 | N | R_SILASRAY_2 | 24.3 |
| 12/15/2010 13:54 | N | DC_ROAD_L_B | 24.19 |
| 12/15/2010 13:54 | N | DC_EGPS_L_A | 19.14 |
| 12/15/2010 13:54 | N | H_HOLLOW_E_1 | -0.52 |
| 12/15/2010 13:54 | N | HHOLLOW4_E_1 | -0.52 |
| 12/15/2010 13:54 | N | R_LH2SES_1 | 25.97 |
| 12/15/2010 13:54 | N | R_PB2SES_1 | -0.7 |
| 12/15/2010 13:54 | N | R_PB2SES_2 | -0.7 |
| 12/15/2010 13:54 | N | R_PB2SES_3 | -0.7 |
| 12/15/2010 13:54 | N | R_PB2SES_4 | -0.7 |
| 12/15/2010 13:54 | N | R_PB2SES_5 | -0.7 |
| 12/15/2010 13:54 | N | AUTO_EPS_390 | 25.87 |
| 12/15/2010 13:54 | N | ISSUE_48 | 24.23 |
| 12/15/2010 13:54 | N | PWRPLT69 | 24.23 |
| 12/15/2010 13:54 | N | R_SILASRAY_1 | 24.23 |
| 12/15/2010 13:54 | N | R_SILASRAY_2 | 24.23 |
| 12/15/2010 13:55 | N | DC_ROAD_L_B | 24.24 |
| 12/15/2010 13:55 | N | DC_EGPS_L_A | 19.17 |
| 12/15/2010 13:55 | N | H_HOLLOW_E_1 | -0.55 |
| 12/15/2010 13:55 | N | HHOLLOW4_E_1 | -0.55 |
| 12/15/2010 13:55 | N | R_LH2SES_1 | 26.02 |
| 12/15/2010 13:55 | N | R_PB2SES_1 | -0.73 |
| 12/15/2010 13:55 | N | R_PB2SES_2 | -0.73 |
| 12/15/2010 13:55 | N | R_PB2SES_3 | -0.73 |
| 12/15/2010 13:55 | N | R_PB2SES_4 | -0.73 |
| 12/15/2010 13:55 | N | R_PB2SES_5 | -0.73 |
| 12/15/2010 13:55 | N | AUTO_EPS_390 | 25.91 |
| 12/15/2010 13:55 | N | ISSUE_48 | 24.27 |
| 12/15/2010 13:55 | N | PWRPLT69 | 24.27 |
| 12/15/2010 13:55 | N | R_SILASRAY_1 | 24.27 |
| 12/15/2010 13:55 | N | R_SILASRAY_2 | 24.27 |
| 12/15/2010 13:56 | N | DC_ROAD_L_B | 24.9 |
| 12/15/2010 13:56 | N | DC_EGPS_L_A | 19.72 |
| 12/15/2010 13:56 | N | H_HOLLOW_E_1 | -0.46 |
| 12/15/2010 13:56 | N | HHOLLOW4_E_1 | -0.46 |
| 12/15/2010 13:56 | N | R_LH2SES_1 | 26.72 |
| 12/15/2010 13:56 | N | R_PB2SES_1 | -0.64 |
| 12/15/2010 13:56 | N | R_PB2SES_2 | -0.64 |
| 12/15/2010 13:56 | N | R_PB2SES_3 | -0.64 |
| 12/15/2010 13:56 | N | R_PB2SES_4 | -0.64 |

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| 12/15/2010 13:56 | N | R_PB2SES_5 | -0.64 |
| 12/15/2010 13:56 | N | AUTO_EPS_390 | 26.61 |
| 12/15/2010 13:56 | N | ISSUE_48 | 24.94 |
| 12/15/2010 13:56 | N | PWRPLT69 | 24.94 |
| 12/15/2010 13:56 | N | R_SILASRAY_1 | 24.94 |
| 12/15/2010 13:56 | N | R_SILASRAY_2 | 24.94 |
| 12/15/2010 13:58 | N | DC_ROAD_L_B | 24.75 |
| 12/15/2010 13:58 | N | DC_EGPS_L_A | 19.39 |
| 12/15/2010 13:58 | N | H_HOLLOW_E_1 | -1.52 |
| 12/15/2010 13:58 | N | HHOLLOW4_E_1 | -1.52 |
| 12/15/2010 13:58 | N | R_LH2SES_1 | 26.64 |
| 12/15/2010 13:58 | N | R_PB2SES_1 | -1.71 |
| 12/15/2010 13:58 | N | R_PB2SES_2 | -1.71 |
| 12/15/2010 13:58 | N | R_PB2SES_3 | -1.71 |
| 12/15/2010 13:58 | N | R_PB2SES_4 | -1.71 |
| 12/15/2010 13:58 | N | R_PB2SES_5 | -1.71 |
| 12/15/2010 13:58 | N | AUTO_EPS_390 | 26.53 |
| 12/15/2010 13:58 | N | ISSUE_48 | 24.8 |
| 12/15/2010 13:58 | N | PWRPLT69 | 24.8 |
| 12/15/2010 13:58 | N | R_SILASRAY_1 | 24.8 |
| 12/15/2010 13:58 | N | R_SILASRAY_2 | 24.8 |
| 12/15/2010 14:00 | N | DC_ROAD_L_B | 24.71 |
| 12/15/2010 14:00 | N | DC_EGPS_L_A | 19.58 |
| 12/15/2010 14:00 | N | H_HOLLOW_E_1 | -0.46 |
| 12/15/2010 14:00 | N | HHOLLOW4_E_1 | -0.46 |
| 12/15/2010 14:00 | N | R_LH2SES_1 | 26.52 |
| 12/15/2010 14:00 | N | R_PB2SES_1 | -0.64 |
| 12/15/2010 14:00 | N | R_PB2SES_2 | -0.64 |
| 12/15/2010 14:00 | N | R_PB2SES_3 | -0.64 |
| 12/15/2010 14:00 | N | R_PB2SES_4 | -0.64 |
| 12/15/2010 14:00 | N | R_PB2SES_5 | -0.64 |
| 12/15/2010 14:00 | N | AUTO_EPS_390 | 26.41 |
| 12/15/2010 14:00 | N | ISSUE_48 | 24.75 |
| 12/15/2010 14:00 | N | PWRPLT69 | 24.75 |
| 12/15/2010 14:00 | N | R_SILASRAY_1 | 24.75 |
| 12/15/2010 14:00 | N | R_SILASRAY_2 | 24.75 |
| 12/15/2010 14:01 | N | DC_ROAD_L_B | 24.71 |
| 12/15/2010 14:01 | N | DC_EGPS_L_A | 19.36 |
| 12/15/2010 14:01 | N | H_HOLLOW_E_1 | -1.52 |
| 12/15/2010 14:01 | N | HHOLLOW4_E_1 | -1.52 |
| 12/15/2010 14:01 | N | R_LH2SES_1 | 26.59 |
| 12/15/2010 14:01 | N | R_PB2SES_1 | -1.71 |
| 12/15/2010 14:01 | N | R_PB2SES_2 | -1.71 |
| 12/15/2010 14:01 | N | R_PB2SES_3 | -1.71 |
| 12/15/2010 14:01 | N | R_PB2SES_4 | -1.71 |
| 12/15/2010 14:01 | N | R_PB2SES_5 | -1.71 |
| 12/15/2010 14:01 | N | AUTO_EPS_390 | 26.48 |

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| 12/15/2010 14:01 | N | ISSUE_48 | 24.75 |
| 12/15/2010 14:01 | N | PWRPLT69 | 24.75 |
| 12/15/2010 14:01 | N | R_SILASRAY_1 | 24.75 |
| 12/15/2010 14:01 | N | R_SILASRAY_2 | 24.75 |
| 12/15/2010 14:05 | N | DC_ROAD_L_B | 25.16 |
| 12/15/2010 14:05 | N | DC_EGPS_L_A | 19.91 |
| 12/15/2010 14:05 | N | H_HOLLOW_E_1 | -0.57 |
| 12/15/2010 14:05 | N | HHOLLOW4_E_1 | -0.57 |
| 12/15/2010 14:05 | N | R_LH2SES_1 | 27.01 |
| 12/15/2010 14:05 | N | R_PB2SES_1 | -0.76 |
| 12/15/2010 14:05 | N | R_PB2SES_2 | -0.76 |
| 12/15/2010 14:05 | N | R_PB2SES_3 | -0.76 |
| 12/15/2010 14:05 | N | R_PB2SES_4 | -0.76 |
| 12/15/2010 14:05 | N | R_PB2SES_5 | -0.76 |
| 12/15/2010 14:05 | N | AUTO_EPS_390 | 26.9 |
| 12/15/2010 14:05 | N | ISSUE_48 | 25.21 |
| 12/15/2010 14:05 | N | PWRPLT69 | 25.21 |
| 12/15/2010 14:05 | N | R_SILASRAY_1 | 25.21 |
| 12/15/2010 14:05 | N | R_SILASRAY_2 | 25.21 |
| 12/15/2010 14:10 | N | DC_ROAD_L_B | 25.17 |
| 12/15/2010 14:10 | N | DC_EGPS_L_A | 19.76 |
| 12/15/2010 14:10 | N | H_HOLLOW_E_1 | -1.35 |
| 12/15/2010 14:10 | N | HHOLLOW4_E_1 | -1.35 |
| 12/15/2010 14:10 | N | R_LH2SES_1 | 27.07 |
| 12/15/2010 14:10 | N | R_PB2SES_1 | -1.54 |
| 12/15/2010 14:10 | N | R_PB2SES_2 | -1.54 |
| 12/15/2010 14:10 | N | R_PB2SES_3 | -1.54 |
| 12/15/2010 14:10 | N | R_PB2SES_4 | -1.54 |
| 12/15/2010 14:10 | N | R_PB2SES_5 | -1.54 |
| 12/15/2010 14:10 | N | AUTO_EPS_390 | 26.96 |
| 12/15/2010 14:10 | N | ISSUE_48 | 25.21 |
| 12/15/2010 14:10 | N | PWRPLT69 | 25.21 |
| 12/15/2010 14:10 | N | R_SILASRAY_1 | 25.21 |
| 12/15/2010 14:10 | N | R_SILASRAY_2 | 25.21 |
| 12/15/2010 14:15 | N | DC_ROAD_L_B | 24.47 |
| 12/15/2010 14:15 | N | DC_EGPS_L_A | 18.31 |
| 12/15/2010 14:15 | N | H_HOLLOW_E_1 | -5.71 |
| 12/15/2010 14:15 | N | HHOLLOW4_E_1 | -5.71 |
| 12/15/2010 14:15 | N | R_LH2SES_1 | 26.64 |
| 12/15/2010 14:15 | N | R_PB2SES_1 | -5.93 |
| 12/15/2010 14:15 | N | R_PB2SES_2 | -5.93 |
| 12/15/2010 14:15 | N | R_PB2SES_3 | -5.93 |
| 12/15/2010 14:15 | N | R_PB2SES_4 | -5.93 |
| 12/15/2010 14:15 | N | R_PB2SES_5 | -5.93 |
| 12/15/2010 14:15 | N | AUTO_EPS_390 | 26.51 |
| 12/15/2010 14:15 | N | ISSUE_48 | 24.52 |
| 12/15/2010 14:15 | N | PWRPLT69 | 24.52 |

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| 12/15/2010 14:15 | N | R_SILASRAY_1 | 24.52 |
| 12/15/2010 14:15 | N | R_SILASRAY_2 | 24.52 |
| 12/15/2010 14:20 | N | DC_ROAD_L_B | 25.08 |
| 12/15/2010 14:20 | N | DC_EGPS_L_A | 19.69 |
| 12/15/2010 14:20 | N | H_HOLLOW_E_1 | -1.34 |
| 12/15/2010 14:20 | N | HHOLLOW4_E_1 | -1.34 |
| 12/15/2010 14:20 | N | R_LH2SES_1 | 26.97 |
| 12/15/2010 14:20 | N | R_PB2SES_1 | -1.53 |
| 12/15/2010 14:20 | N | R_PB2SES_2 | -1.53 |
| 12/15/2010 14:20 | N | R_PB2SES_3 | -1.53 |
| 12/15/2010 14:20 | N | R_PB2SES_4 | -1.53 |
| 12/15/2010 14:20 | N | R_PB2SES_5 | -1.53 |
| 12/15/2010 14:20 | N | AUTO_EPS_390 | 26.86 |
| 12/15/2010 14:20 | N | ISSUE_48 | 25.12 |
| 12/15/2010 14:20 | N | PWRPLT69 | 25.12 |
| 12/15/2010 14:20 | N | R_SILASRAY_1 | 25.12 |
| 12/15/2010 14:20 | N | R_SILASRAY_2 | 25.12 |
| 12/15/2010 14:25 | N | DC_ROAD_L_B | 24.86 |
| 12/15/2010 14:25 | N | DC_EGPS_L_A | 19.68 |
| 12/15/2010 14:25 | N | H_HOLLOW_E_1 | -0.54 |
| 12/15/2010 14:25 | N | HHOLLOW4_E_1 | -0.54 |
| 12/15/2010 14:25 | N | R_LH2SES_1 | 26.69 |
| 12/15/2010 14:25 | N | R_PB2SES_1 | -0.72 |
| 12/15/2010 14:25 | N | R_PB2SES_2 | -0.72 |
| 12/15/2010 14:25 | N | R_PB2SES_3 | -0.72 |
| 12/15/2010 14:25 | N | R_PB2SES_4 | -0.72 |
| 12/15/2010 14:25 | N | R_PB2SES_5 | -0.72 |
| 12/15/2010 14:25 | N | AUTO_EPS_390 | 26.58 |
| 12/15/2010 14:25 | N | ISSUE_48 | 24.9 |
| 12/15/2010 14:25 | N | PWRPLT69 | 24.9 |
| 12/15/2010 14:25 | N | R_SILASRAY_1 | 24.9 |
| 12/15/2010 14:25 | N | R_SILASRAY_2 | 24.9 |
| 12/15/2010 14:30 | N | DC_ROAD_L_B | 24.9 |
| 12/15/2010 14:30 | N | DC_EGPS_L_A | 19.72 |
| 12/15/2010 14:30 | N | H_HOLLOW_E_1 | -0.5 |
| 12/15/2010 14:30 | N | HHOLLOW4_E_1 | -0.5 |
| 12/15/2010 14:30 | N | R_LH2SES_1 | 26.73 |
| 12/15/2010 14:30 | N | R_PB2SES_1 | -0.69 |
| 12/15/2010 14:30 | N | R_PB2SES_2 | -0.69 |
| 12/15/2010 14:30 | N | R_PB2SES_3 | -0.69 |
| 12/15/2010 14:30 | N | R_PB2SES_4 | -0.69 |
| 12/15/2010 14:30 | N | R_PB2SES_5 | -0.69 |
| 12/15/2010 14:30 | N | AUTO_EPS_390 | 26.62 |
| 12/15/2010 14:30 | N | ISSUE_48 | 24.94 |
| 12/15/2010 14:30 | N | PWRPLT69 | 24.94 |
| 12/15/2010 14:30 | N | R_SILASRAY_1 | 24.94 |
| 12/15/2010 14:30 | N | R_SILASRAY_2 | 24.94 |

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| 12/15/2010 14:35 | N | DC_ROAD_L_B | 24.67 |
| 12/15/2010 14:35 | N | DC_EGPS_L_A | 19.54 |
| 12/15/2010 14:35 | N | H_HOLLOW_E_1 | -0.46 |
| 12/15/2010 14:35 | N | HHOLLOW4_E_1 | -0.46 |
| 12/15/2010 14:35 | N | R_LH2SES_1 | 26.47 |
| 12/15/2010 14:35 | N | R_PB2SES_1 | -0.64 |
| 12/15/2010 14:35 | N | R_PB2SES_2 | -0.64 |
| 12/15/2010 14:35 | N | R_PB2SES_3 | -0.64 |
| 12/15/2010 14:35 | N | R_PB2SES_4 | -0.64 |
| 12/15/2010 14:35 | N | R_PB2SES_5 | -0.64 |
| 12/15/2010 14:35 | N | AUTO_EPS_390 | 26.37 |
| 12/15/2010 14:35 | N | ISSUE_48 | 24.71 |
| 12/15/2010 14:35 | N | PWRPLT69 | 24.71 |
| 12/15/2010 14:35 | N | R_SILASRAY_1 | 24.71 |
| 12/15/2010 14:35 | N | R_SILASRAY_2 | 24.71 |
| 12/15/2010 14:36 | N | DC_ROAD_L_B | 24.83 |
| 12/15/2010 14:36 | N | DC_EGPS_L_A | 19.66 |
| 12/15/2010 14:36 | N | H_HOLLOW_E_1 | -0.46 |
| 12/15/2010 14:36 | N | HHOLLOW4_E_1 | -0.46 |
| 12/15/2010 14:36 | N | R_LH2SES_1 | 26.65 |
| 12/15/2010 14:36 | N | R_PB2SES_1 | -0.64 |
| 12/15/2010 14:36 | N | R_PB2SES_2 | -0.64 |
| 12/15/2010 14:36 | N | R_PB2SES_3 | -0.64 |
| 12/15/2010 14:36 | N | R_PB2SES_4 | -0.64 |
| 12/15/2010 14:36 | N | R_PB2SES_5 | -0.64 |
| 12/15/2010 14:36 | N | AUTO_EPS_390 | 26.54 |
| 12/15/2010 14:36 | N | ISSUE_48 | 24.87 |
| 12/15/2010 14:36 | N | PWRPLT69 | 24.87 |
| 12/15/2010 14:36 | N | R_SILASRAY_1 | 24.87 |
| 12/15/2010 14:36 | N | R_SILASRAY_2 | 24.87 |
| 12/15/2010 14:40 | N | DC_ROAD_L_B | 24.72 |
| 12/15/2010 14:40 | N | DC_EGPS_L_A | 19.57 |
| 12/15/2010 14:40 | N | H_HOLLOW_E_1 | -0.46 |
| 12/15/2010 14:40 | N | HHOLLOW4_E_1 | -0.46 |
| 12/15/2010 14:40 | N | R_LH2SES_1 | 26.53 |
| 12/15/2010 14:40 | N | R_PB2SES_1 | -0.64 |
| 12/15/2010 14:40 | N | R_PB2SES_2 | -0.64 |
| 12/15/2010 14:40 | N | R_PB2SES_3 | -0.64 |
| 12/15/2010 14:40 | N | R_PB2SES_4 | -0.64 |
| 12/15/2010 14:40 | N | R_PB2SES_5 | -0.64 |
| 12/15/2010 14:40 | N | AUTO_EPS_390 | 26.42 |
| 12/15/2010 14:40 | N | ISSUE_48 | 24.76 |
| 12/15/2010 14:40 | N | PWRPLT69 | 24.76 |
| 12/15/2010 14:40 | N | R_SILASRAY_1 | 24.76 |
| 12/15/2010 14:40 | N | R_SILASRAY_2 | 24.76 |
| 12/15/2010 14:45 | N | DC_ROAD_L_B | 24.42 |
| 12/15/2010 14:45 | N | DC_EGPS_L_A | 19.33 |

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| 12/15/2010 14:45 | N | H_HOLLOW_E_1 | -0.46 |
| 12/15/2010 14:45 | N | HHOLLOW4_E_1 | -0.46 |
| 12/15/2010 14:45 | N | R_LH2SES_1 | 26.2 |
| 12/15/2010 14:45 | N | R_PB2SES_1 | -0.64 |
| 12/15/2010 14:45 | N | R_PB2SES_2 | -0.64 |
| 12/15/2010 14:45 | N | R_PB2SES_3 | -0.64 |
| 12/15/2010 14:45 | N | R_PB2SES_4 | -0.64 |
| 12/15/2010 14:45 | N | R_PB2SES_5 | -0.64 |
| 12/15/2010 14:45 | N | AUTO_EPS_390 | 26.1 |
| 12/15/2010 14:45 | N | ISSUE_48 | 24.46 |
| 12/15/2010 14:45 | N | PWRPLT69 | 24.46 |
| 12/15/2010 14:45 | N | R_SILASRAY_1 | 24.46 |
| 12/15/2010 14:45 | N | R_SILASRAY_2 | 24.46 |
| 12/15/2010 14:50 | N | DC_ROAD_L_B | 24.17 |
| 12/15/2010 14:50 | N | DC_EGPS_L_A | 19.14 |
| 12/15/2010 14:50 | N | H_HOLLOW_E_1 | -0.46 |
| 12/15/2010 14:50 | N | HHOLLOW4_E_1 | -0.46 |
| 12/15/2010 14:50 | N | R_LH2SES_1 | 25.93 |
| 12/15/2010 14:50 | N | R_PB2SES_1 | -0.64 |
| 12/15/2010 14:50 | N | R_PB2SES_2 | -0.64 |
| 12/15/2010 14:50 | N | R_PB2SES_3 | -0.64 |
| 12/15/2010 14:50 | N | R_PB2SES_4 | -0.64 |
| 12/15/2010 14:50 | N | R_PB2SES_5 | -0.64 |
| 12/15/2010 14:50 | N | AUTO_EPS_390 | 25.83 |
| 12/15/2010 14:50 | N | ISSUE_48 | 24.21 |
| 12/15/2010 14:50 | N | PWRPLT69 | 24.21 |
| 12/15/2010 14:50 | N | R_SILASRAY_1 | 24.21 |
| 12/15/2010 14:50 | N | R_SILASRAY_2 | 24.21 |
| 12/15/2010 14:55 | N | DC_ROAD_L_B | 23.51 |
| 12/15/2010 14:55 | N | DC_EGPS_L_A | 18.62 |
| 12/15/2010 14:55 | N | H_HOLLOW_E_1 | -0.46 |
| 12/15/2010 14:55 | N | HHOLLOW4_E_1 | -0.46 |
| 12/15/2010 14:55 | N | R_LH2SES_1 | 25.23 |
| 12/15/2010 14:55 | N | R_PB2SES_1 | -0.64 |
| 12/15/2010 14:55 | N | R_PB2SES_2 | -0.64 |
| 12/15/2010 14:55 | N | R_PB2SES_3 | -0.64 |
| 12/15/2010 14:55 | N | R_PB2SES_4 | -0.64 |
| 12/15/2010 14:55 | N | R_PB2SES_5 | -0.64 |
| 12/15/2010 14:55 | N | AUTO_EPS_390 | 25.13 |
| 12/15/2010 14:55 | N | ISSUE_48 | 23.55 |
| 12/15/2010 14:55 | N | PWRPLT69 | 23.55 |
| 12/15/2010 14:55 | N | R_SILASRAY_1 | 23.55 |
| 12/15/2010 14:55 | N | R_SILASRAY_2 | 23.55 |
| 12/15/2010 15:00 | N | DC_ROAD_L_B | 24.05 |
| 12/15/2010 15:00 | N | DC_EGPS_L_A | 19.05 |
| 12/15/2010 15:00 | N | H_HOLLOW_E_1 | -0.46 |
| 12/15/2010 15:00 | N | HHOLLOW4_E_1 | -0.46 |

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| 12/15/2010 15:00 | N | R_LH2SES_1 | 25.81 |
| 12/15/2010 15:00 | N | R_PB2SES_1 | -0.64 |
| 12/15/2010 15:00 | N | R_PB2SES_2 | -0.64 |
| 12/15/2010 15:00 | N | R_PB2SES_3 | -0.64 |
| 12/15/2010 15:00 | N | R_PB2SES_4 | -0.64 |
| 12/15/2010 15:00 | N | R_PB2SES_5 | -0.64 |
| 12/15/2010 15:00 | N | AUTO_EPS_390 | 25.7 |
| 12/15/2010 15:00 | N | ISSUE_48 | 24.09 |
| 12/15/2010 15:00 | N | PWRPLT69 | 24.09 |
| 12/15/2010 15:00 | N | R_SILASRAY_1 | 24.09 |
| 12/15/2010 15:00 | N | R_SILASRAY_2 | 24.09 |
| 12/15/2010 15:05 | N | DC_ROAD_L_B | 24.35 |
| 12/15/2010 15:05 | N | DC_EGPS_L_A | 19.11 |
| 12/15/2010 15:05 | N | H_HOLLOW_E_1 | -1.31 |
| 12/15/2010 15:05 | N | HHOLLOW4_E_1 | -1.31 |
| 12/15/2010 15:05 | N | R_LH2SES_1 | 26.18 |
| 12/15/2010 15:05 | N | R_PB2SES_1 | -1.49 |
| 12/15/2010 15:05 | N | R_PB2SES_2 | -1.49 |
| 12/15/2010 15:05 | N | R_PB2SES_3 | -1.49 |
| 12/15/2010 15:05 | N | R_PB2SES_4 | -1.49 |
| 12/15/2010 15:05 | N | R_PB2SES_5 | -1.49 |
| 12/15/2010 15:05 | N | AUTO_EPS_390 | 26.07 |
| 12/15/2010 15:05 | N | ISSUE_48 | 24.39 |
| 12/15/2010 15:05 | N | PWRPLT69 | 24.39 |
| 12/15/2010 15:05 | N | R_SILASRAY_1 | 24.39 |
| 12/15/2010 15:05 | N | R_SILASRAY_2 | 24.39 |
| 12/15/2010 15:10 | N | DC_ROAD_L_B | 24.7 |
| 12/15/2010 15:10 | N | DC_EGPS_L_A | 19.47 |
| 12/15/2010 15:10 | N | H_HOLLOW_E_1 | -0.9 |
| 12/15/2010 15:10 | N | HHOLLOW4_E_1 | -0.9 |
| 12/15/2010 15:10 | N | R_LH2SES_1 | 26.53 |
| 12/15/2010 15:10 | N | R_PB2SES_1 | -1.09 |
| 12/15/2010 15:10 | N | R_PB2SES_2 | -1.09 |
| 12/15/2010 15:10 | N | R_PB2SES_3 | -1.09 |
| 12/15/2010 15:10 | N | R_PB2SES_4 | -1.09 |
| 12/15/2010 15:10 | N | R_PB2SES_5 | -1.09 |
| 12/15/2010 15:10 | N | AUTO_EPS_390 | 26.42 |
| 12/15/2010 15:10 | N | ISSUE_48 | 24.74 |
| 12/15/2010 15:10 | N | PWRPLT69 | 24.74 |
| 12/15/2010 15:10 | N | R_SILASRAY_1 | 24.74 |
| 12/15/2010 15:10 | N | R_SILASRAY_2 | 24.74 |
| 12/15/2010 15:15 | N | DC_ROAD_L_B | 23.53 |
| 12/15/2010 15:15 | N | DC_EGPS_L_A | 18.63 |
| 12/15/2010 15:15 | N | H_HOLLOW_E_1 | -0.47 |
| 12/15/2010 15:15 | N | HHOLLOW4_E_1 | -0.47 |
| 12/15/2010 15:15 | N | R_LH2SES_1 | 25.25 |
| 12/15/2010 15:15 | N | R_PB2SES_1 | -0.64 |

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| 12/15/2010 15:15 | N | R_PB2SES_2 | -0.64 |
| 12/15/2010 15:15 | N | R_PB2SES_3 | -0.64 |
| 12/15/2010 15:15 | N | R_PB2SES_4 | -0.64 |
| 12/15/2010 15:15 | N | R_PB2SES_5 | -0.64 |
| 12/15/2010 15:15 | N | AUTO_EPS_390 | 25.15 |
| 12/15/2010 15:15 | N | ISSUE_48 | 23.57 |
| 12/15/2010 15:15 | N | PWRPLT69 | 23.57 |
| 12/15/2010 15:15 | N | R_SILASRAY_1 | 23.57 |
| 12/15/2010 15:15 | N | R_SILASRAY_2 | 23.57 |
| 12/15/2010 15:20 | N | DC_ROAD_L_B | 23.9 |
| 12/15/2010 15:20 | N | DC_EGPS_L_A | 18.93 |
| 12/15/2010 15:20 | N | H_HOLLOW_E_1 | -0.46 |
| 12/15/2010 15:20 | N | HHOLLOW4_E_1 | -0.46 |
| 12/15/2010 15:20 | N | R_LH2SES_1 | 25.65 |
| 12/15/2010 15:20 | N | R_PB2SES_1 | -0.64 |
| 12/15/2010 15:20 | N | R_PB2SES_2 | -0.64 |
| 12/15/2010 15:20 | N | R_PB2SES_3 | -0.64 |
| 12/15/2010 15:20 | N | R_PB2SES_4 | -0.64 |
| 12/15/2010 15:20 | N | R_PB2SES_5 | -0.64 |
| 12/15/2010 15:20 | N | AUTO_EPS_390 | 25.54 |
| 12/15/2010 15:20 | N | ISSUE_48 | 23.94 |
| 12/15/2010 15:20 | N | PWRPLT69 | 23.94 |
| 12/15/2010 15:20 | N | R_SILASRAY_1 | 23.94 |
| 12/15/2010 15:20 | N | R_SILASRAY_2 | 23.94 |
| 12/15/2010 15:25 | N | DC_ROAD_L_B | 24.07 |
| 12/15/2010 15:25 | N | DC_EGPS_L_A | 19.06 |
| 12/15/2010 15:25 | N | H_HOLLOW_E_1 | -0.46 |
| 12/15/2010 15:25 | N | HHOLLOW4_E_1 | -0.46 |
| 12/15/2010 15:25 | N | R_LH2SES_1 | 25.82 |
| 12/15/2010 15:25 | N | R_PB2SES_1 | -0.64 |
| 12/15/2010 15:25 | N | R_PB2SES_2 | -0.64 |
| 12/15/2010 15:25 | N | R_PB2SES_3 | -0.64 |
| 12/15/2010 15:25 | N | R_PB2SES_4 | -0.64 |
| 12/15/2010 15:25 | N | R_PB2SES_5 | -0.64 |
| 12/15/2010 15:25 | N | AUTO_EPS_390 | 25.72 |
| 12/15/2010 15:25 | N | ISSUE_48 | 24.1 |
| 12/15/2010 15:25 | N | PWRPLT69 | 24.1 |
| 12/15/2010 15:25 | N | R_SILASRAY_1 | 24.1 |
| 12/15/2010 15:25 | N | R_SILASRAY_2 | 24.1 |
| 12/15/2010 15:30 | N | DC_ROAD_L_B | 24.13 |
| 12/15/2010 15:30 | N | DC_EGPS_L_A | 19.12 |
| 12/15/2010 15:30 | N | H_HOLLOW_E_1 | -0.46 |
| 12/15/2010 15:30 | N | HHOLLOW4_E_1 | -0.46 |
| 12/15/2010 15:30 | N | R_LH2SES_1 | 25.89 |
| 12/15/2010 15:30 | N | R_PB2SES_1 | -0.64 |
| 12/15/2010 15:30 | N | R_PB2SES_2 | -0.64 |
| 12/15/2010 15:30 | N | R_PB2SES_3 | -0.64 |

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| 12/15/2010 15:30 | N | R_PB2SES_4 | -0.64 |
| 12/15/2010 15:30 | N | R_PB2SES_5 | -0.64 |
| 12/15/2010 15:30 | N | AUTO_EPS_390 | 25.79 |
| 12/15/2010 15:30 | N | ISSUE_48 | 24.17 |
| 12/15/2010 15:30 | N | PWRPLT69 | 24.17 |
| 12/15/2010 15:30 | N | R_SILASRAY_1 | 24.17 |
| 12/15/2010 15:30 | N | R_SILASRAY_2 | 24.17 |
| 12/15/2010 15:35 | N | DC_ROAD_L_B | 24.09 |
| 12/15/2010 15:35 | N | DC_EGPS_L_A | 19.09 |
| 12/15/2010 15:35 | N | H_HOLLOW_E_1 | -0.46 |
| 12/15/2010 15:35 | N | HHOLLOW4_E_1 | -0.46 |
| 12/15/2010 15:35 | N | R_LH2SES_1 | 25.85 |
| 12/15/2010 15:35 | N | R_PB2SES_1 | -0.64 |
| 12/15/2010 15:35 | N | R_PB2SES_2 | -0.64 |
| 12/15/2010 15:35 | N | R_PB2SES_3 | -0.64 |
| 12/15/2010 15:35 | N | R_PB2SES_4 | -0.64 |
| 12/15/2010 15:35 | N | R_PB2SES_5 | -0.64 |
| 12/15/2010 15:35 | N | AUTO_EPS_390 | 25.75 |
| 12/15/2010 15:35 | N | ISSUE_48 | 24.13 |
| 12/15/2010 15:35 | N | PWRPLT69 | 24.13 |
| 12/15/2010 15:35 | N | R_SILASRAY_1 | 24.13 |
| 12/15/2010 15:35 | N | R_SILASRAY_2 | 24.13 |
| 12/15/2010 15:40 | N | DC_ROAD_L_B | 24.11 |
| 12/15/2010 15:40 | N | DC_EGPS_L_A | 19.09 |
| 12/15/2010 15:40 | N | H_HOLLOW_E_1 | -0.51 |
| 12/15/2010 15:40 | N | HHOLLOW4_E_1 | -0.51 |
| 12/15/2010 15:40 | N | R_LH2SES_1 | 25.87 |
| 12/15/2010 15:40 | N | R_PB2SES_1 | -0.69 |
| 12/15/2010 15:40 | N | R_PB2SES_2 | -0.69 |
| 12/15/2010 15:40 | N | R_PB2SES_3 | -0.69 |
| 12/15/2010 15:40 | N | R_PB2SES_4 | -0.69 |
| 12/15/2010 15:40 | N | R_PB2SES_5 | -0.69 |
| 12/15/2010 15:40 | N | AUTO_EPS_390 | 25.76 |
| 12/15/2010 15:40 | N | ISSUE_48 | 24.14 |
| 12/15/2010 15:40 | N | PWRPLT69 | 24.14 |
| 12/15/2010 15:40 | N | R_SILASRAY_1 | 24.14 |
| 12/15/2010 15:40 | N | R_SILASRAY_2 | 24.14 |
| 12/15/2010 15:45 | N | DC_ROAD_L_B | 24 |
| 12/15/2010 15:45 | N | DC_EGPS_L_A | 18.84 |
| 12/15/2010 15:45 | N | H_HOLLOW_E_1 | -1.29 |
| 12/15/2010 15:45 | N | HHOLLOW4_E_1 | -1.29 |
| 12/15/2010 15:45 | N | R_LH2SES_1 | 25.81 |
| 12/15/2010 15:45 | N | R_PB2SES_1 | -1.47 |
| 12/15/2010 15:45 | N | R_PB2SES_2 | -1.47 |
| 12/15/2010 15:45 | N | R_PB2SES_3 | -1.47 |
| 12/15/2010 15:45 | N | R_PB2SES_4 | -1.47 |
| 12/15/2010 15:45 | N | R_PB2SES_5 | -1.47 |

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| 12/15/2010 15:45 | N | AUTO_EPS_390 | 25.7 |
| 12/15/2010 15:45 | N | ISSUE_48 | 24.04 |
| 12/15/2010 15:45 | N | PWRPLT69 | 24.04 |
| 12/15/2010 15:45 | N | R_SILASRAY_1 | 24.04 |
| 12/15/2010 15:45 | N | R_SILASRAY_2 | 24.04 |
| 12/15/2010 15:50 | N | DC_ROAD_L_B | 23.98 |
| 12/15/2010 15:50 | N | DC_EGPS_L_A | 18.99 |
| 12/15/2010 15:50 | N | H_HOLLOW_E_1 | -0.48 |
| 12/15/2010 15:50 | N | HHOLLOW4_E_1 | -0.48 |
| 12/15/2010 15:50 | N | R_LH2SES_1 | 25.73 |
| 12/15/2010 15:50 | N | R_PB2SES_1 | -0.66 |
| 12/15/2010 15:50 | N | R_PB2SES_2 | -0.66 |
| 12/15/2010 15:50 | N | R_PB2SES_3 | -0.66 |
| 12/15/2010 15:50 | N | R_PB2SES_4 | -0.66 |
| 12/15/2010 15:50 | N | R_PB2SES_5 | -0.66 |
| 12/15/2010 15:50 | N | AUTO_EPS_390 | 25.63 |
| 12/15/2010 15:50 | N | ISSUE_48 | 24.02 |
| 12/15/2010 15:50 | N | PWRPLT69 | 24.02 |
| 12/15/2010 15:50 | N | R_SILASRAY_1 | 24.02 |
| 12/15/2010 15:50 | N | R_SILASRAY_2 | 24.02 |
| 12/15/2010 15:55 | N | DC_ROAD_L_B | 23.78 |
| 12/15/2010 15:55 | N | DC_EGPS_L_A | 18.84 |
| 12/15/2010 15:55 | N | H_HOLLOW_E_1 | -0.47 |
| 12/15/2010 15:55 | N | HHOLLOW4_E_1 | -0.47 |
| 12/15/2010 15:55 | N | R_LH2SES_1 | 25.52 |
| 12/15/2010 15:55 | N | R_PB2SES_1 | -0.64 |
| 12/15/2010 15:55 | N | R_PB2SES_2 | -0.64 |
| 12/15/2010 15:55 | N | R_PB2SES_3 | -0.64 |
| 12/15/2010 15:55 | N | R_PB2SES_4 | -0.64 |
| 12/15/2010 15:55 | N | R_PB2SES_5 | -0.64 |
| 12/15/2010 15:55 | N | AUTO_EPS_390 | 25.42 |
| 12/15/2010 15:55 | N | ISSUE_48 | 23.82 |
| 12/15/2010 15:55 | N | PWRPLT69 | 23.82 |
| 12/15/2010 15:55 | N | R_SILASRAY_1 | 23.82 |
| 12/15/2010 15:55 | N | R_SILASRAY_2 | 23.82 |
| 12/15/2010 16:00 | N | DC_ROAD_L_B | 24.05 |
| 12/15/2010 16:00 | N | DC_EGPS_L_A | 19.04 |
| 12/15/2010 16:00 | N | H_HOLLOW_E_1 | -0.46 |
| 12/15/2010 16:00 | N | HHOLLOW4_E_1 | -0.46 |
| 12/15/2010 16:00 | N | R_LH2SES_1 | 25.8 |
| 12/15/2010 16:00 | N | R_PB2SES_1 | -0.64 |
| 12/15/2010 16:00 | N | R_PB2SES_2 | -0.64 |
| 12/15/2010 16:00 | N | R_PB2SES_3 | -0.64 |
| 12/15/2010 16:00 | N | R_PB2SES_4 | -0.64 |
| 12/15/2010 16:00 | N | R_PB2SES_5 | -0.64 |
| 12/15/2010 16:00 | N | AUTO_EPS_390 | 25.7 |
| 12/15/2010 16:00 | N | ISSUE_48 | 24.08 |

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| 12/15/2010 16:00 | N | PWRPLT69 | 24.08 |
| 12/15/2010 16:00 | N | R_SILASRAY_1 | 24.08 |
| 12/15/2010 16:00 | N | R_SILASRAY_2 | 24.08 |
| 12/15/2010 16:05 | N | DC_ROAD_L_B | 24.21 |
| 12/15/2010 16:05 | N | DC_EGPS_L_A | 19.17 |
| 12/15/2010 16:05 | N | H_HOLLOW_E_1 | -0.42 |
| 12/15/2010 16:05 | N | HHOLLOW4_E_1 | -0.42 |
| 12/15/2010 16:05 | N | R_LH2SES_1 | 25.97 |
| 12/15/2010 16:05 | N | R_PB2SES_1 | -0.6 |
| 12/15/2010 16:05 | N | R_PB2SES_2 | -0.6 |
| 12/15/2010 16:05 | N | R_PB2SES_3 | -0.6 |
| 12/15/2010 16:05 | N | R_PB2SES_4 | -0.6 |
| 12/15/2010 16:05 | N | R_PB2SES_5 | -0.6 |
| 12/15/2010 16:05 | N | AUTO_EPS_390 | 25.87 |
| 12/15/2010 16:05 | N | ISSUE_48 | 24.25 |
| 12/15/2010 16:05 | N | PWRPLT69 | 24.25 |
| 12/15/2010 16:05 | N | R_SILASRAY_1 | 24.25 |
| 12/15/2010 16:05 | N | R_SILASRAY_2 | 24.25 |
| 12/15/2010 16:10 | N | DC_ROAD_L_B | 24.18 |
| 12/15/2010 16:10 | N | DC_EGPS_L_A | 19.15 |
| 12/15/2010 16:10 | N | H_HOLLOW_E_1 | -0.46 |
| 12/15/2010 16:10 | N | HHOLLOW4_E_1 | -0.46 |
| 12/15/2010 16:10 | N | R_LH2SES_1 | 25.95 |
| 12/15/2010 16:10 | N | R_PB2SES_1 | -0.63 |
| 12/15/2010 16:10 | N | R_PB2SES_2 | -0.63 |
| 12/15/2010 16:10 | N | R_PB2SES_3 | -0.63 |
| 12/15/2010 16:10 | N | R_PB2SES_4 | -0.63 |
| 12/15/2010 16:10 | N | R_PB2SES_5 | -0.63 |
| 12/15/2010 16:10 | N | AUTO_EPS_390 | 25.85 |
| 12/15/2010 16:10 | N | ISSUE_48 | 24.22 |
| 12/15/2010 16:10 | N | PWRPLT69 | 24.22 |
| 12/15/2010 16:10 | N | R_SILASRAY_1 | 24.22 |
| 12/15/2010 16:10 | N | R_SILASRAY_2 | 24.22 |
| 12/15/2010 16:15 | N | DC_ROAD_L_B | 24.15 |
| 12/15/2010 16:15 | N | DC_EGPS_L_A | 19.2 |
| 12/15/2010 16:15 | N | H_HOLLOW_E_1 | -0.05 |
| 12/15/2010 16:15 | N | HHOLLOW4_E_1 | -0.05 |
| 12/15/2010 16:15 | N | R_LH2SES_1 | 25.89 |
| 12/15/2010 16:15 | N | R_PB2SES_1 | -0.23 |
| 12/15/2010 16:15 | N | R_PB2SES_2 | -0.23 |
| 12/15/2010 16:15 | N | R_PB2SES_3 | -0.23 |
| 12/15/2010 16:15 | N | R_PB2SES_4 | -0.23 |
| 12/15/2010 16:15 | N | R_PB2SES_5 | -0.23 |
| 12/15/2010 16:15 | N | AUTO_EPS_390 | 25.79 |
| 12/15/2010 16:15 | N | ISSUE_48 | 24.19 |
| 12/15/2010 16:15 | N | PWRPLT69 | 24.19 |
| 12/15/2010 16:15 | N | R_SILASRAY_1 | 24.19 |

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| 12/15/2010 16:15 | N | R_SILASRAY_2 | 24.19 |
| 12/15/2010 16:20 | N | DC_ROAD_L_B | 24.54 |
| 12/15/2010 16:20 | N | DC_EGPS_L_A | 19.48 |
| 12/15/2010 16:20 | N | H_HOLLOW_E_1 | -0.21 |
| 12/15/2010 16:20 | N | HHOLLOW4_E_1 | -0.21 |
| 12/15/2010 16:20 | N | R_LH2SES_1 | 26.32 |
| 12/15/2010 16:20 | N | R_PB2SES_1 | -0.39 |
| 12/15/2010 16:20 | N | R_PB2SES_2 | -0.39 |
| 12/15/2010 16:20 | N | R_PB2SES_3 | -0.39 |
| 12/15/2010 16:20 | N | R_PB2SES_4 | -0.39 |
| 12/15/2010 16:20 | N | R_PB2SES_5 | -0.39 |
| 12/15/2010 16:20 | N | AUTO_EPS_390 | 26.22 |
| 12/15/2010 16:20 | N | ISSUE_48 | 24.58 |
| 12/15/2010 16:20 | N | PWRPLT69 | 24.58 |
| 12/15/2010 16:20 | N | R_SILASRAY_1 | 24.58 |
| 12/15/2010 16:20 | N | R_SILASRAY_2 | 24.58 |
| 12/15/2010 16:25 | N | DC_ROAD_L_B | 24.19 |
| 12/15/2010 16:25 | N | DC_EGPS_L_A | 19.26 |
| 12/15/2010 16:25 | N | H_HOLLOW_E_1 | 0.06 |
| 12/15/2010 16:25 | N | HHOLLOW4_E_1 | 0.06 |
| 12/15/2010 16:25 | N | R_LH2SES_1 | 25.92 |
| 12/15/2010 16:25 | N | R_PB2SES_1 | -0.11 |
| 12/15/2010 16:25 | N | R_PB2SES_2 | -0.11 |
| 12/15/2010 16:25 | N | R_PB2SES_3 | -0.11 |
| 12/15/2010 16:25 | N | R_PB2SES_4 | -0.11 |
| 12/15/2010 16:25 | N | R_PB2SES_5 | -0.11 |
| 12/15/2010 16:25 | N | AUTO_EPS_390 | 25.82 |
| 12/15/2010 16:25 | N | ISSUE_48 | 24.23 |
| 12/15/2010 16:25 | N | PWRPLT69 | 24.23 |
| 12/15/2010 16:25 | N | R_SILASRAY_1 | 24.23 |
| 12/15/2010 16:25 | N | R_SILASRAY_2 | 24.23 |
| 12/15/2010 16:30 | N | DC_ROAD_L_B | 23.89 |
| 12/15/2010 16:30 | N | DC_EGPS_L_A | 19.05 |
| 12/15/2010 16:30 | N | H_HOLLOW_E_1 | 0.25 |
| 12/15/2010 16:30 | N | HHOLLOW4_E_1 | 0.25 |
| 12/15/2010 16:30 | N | R_LH2SES_1 | 25.58 |
| 12/15/2010 16:30 | N | R_PB2SES_1 | 0.08 |
| 12/15/2010 16:30 | N | R_PB2SES_2 | 0.08 |
| 12/15/2010 16:30 | N | R_PB2SES_3 | 0.08 |
| 12/15/2010 16:30 | N | R_PB2SES_4 | 0.08 |
| 12/15/2010 16:30 | N | R_PB2SES_5 | 0.08 |
| 12/15/2010 16:30 | N | AUTO_EPS_390 | 25.48 |
| 12/15/2010 16:30 | N | ISSUE_48 | 23.92 |
| 12/15/2010 16:30 | N | PWRPLT69 | 23.92 |
| 12/15/2010 16:30 | N | R_SILASRAY_1 | 23.92 |
| 12/15/2010 16:30 | N | R_SILASRAY_2 | 23.92 |
| 12/15/2010 16:35 | N | DC_ROAD_L_B | 24.22 |

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| 12/15/2010 16:35 | N | DC_EGPS_L_A | 19.59 |
| 12/15/2010 16:35 | N | H_HOLLOW_E_1 | 1.55 |
| 12/15/2010 16:35 | N | HHOLLOW4_E_1 | 1.55 |
| 12/15/2010 16:35 | N | R_LH2SES_1 | 25.85 |
| 12/15/2010 16:35 | N | R_PB2SES_1 | 1.38 |
| 12/15/2010 16:35 | N | R_PB2SES_2 | 1.38 |
| 12/15/2010 16:35 | N | R_PB2SES_3 | 1.38 |
| 12/15/2010 16:35 | N | R_PB2SES_4 | 1.38 |
| 12/15/2010 16:35 | N | R_PB2SES_5 | 1.38 |
| 12/15/2010 16:35 | N | AUTO_EPS_390 | 25.76 |
| 12/15/2010 16:35 | N | ISSUE_48 | 24.26 |
| 12/15/2010 16:35 | N | PWRPLT69 | 24.26 |
| 12/15/2010 16:35 | N | R_SILASRAY_1 | 24.26 |
| 12/15/2010 16:35 | N | R_SILASRAY_2 | 24.26 |
| 12/15/2010 16:40 | N | DC_ROAD_L_B | 24.17 |
| 12/15/2010 16:40 | N | DC_EGPS_L_A | 19.54 |
| 12/15/2010 16:40 | N | H_HOLLOW_E_1 | 1.55 |
| 12/15/2010 16:40 | N | HHOLLOW4_E_1 | 1.55 |
| 12/15/2010 16:40 | N | R_LH2SES_1 | 25.79 |
| 12/15/2010 16:40 | N | R_PB2SES_1 | 1.38 |
| 12/15/2010 16:40 | N | R_PB2SES_2 | 1.38 |
| 12/15/2010 16:40 | N | R_PB2SES_3 | 1.38 |
| 12/15/2010 16:40 | N | R_PB2SES_4 | 1.38 |
| 12/15/2010 16:40 | N | R_PB2SES_5 | 1.38 |
| 12/15/2010 16:40 | N | AUTO_EPS_390 | 25.69 |
| 12/15/2010 16:40 | N | ISSUE_48 | 24.2 |
| 12/15/2010 16:40 | N | PWRPLT69 | 24.2 |
| 12/15/2010 16:40 | N | R_SILASRAY_1 | 24.2 |
| 12/15/2010 16:40 | N | R_SILASRAY_2 | 24.2 |
| 12/15/2010 16:45 | N | DC_ROAD_L_B | 24.22 |
| 12/15/2010 16:45 | N | DC_EGPS_L_A | 19.61 |
| 12/15/2010 16:45 | N | H_HOLLOW_E_1 | 1.62 |
| 12/15/2010 16:45 | N | HHOLLOW4_E_1 | 1.62 |
| 12/15/2010 16:45 | N | R_LH2SES_1 | 25.84 |
| 12/15/2010 16:45 | N | R_PB2SES_1 | 1.46 |
| 12/15/2010 16:45 | N | R_PB2SES_2 | 1.46 |
| 12/15/2010 16:45 | N | R_PB2SES_3 | 1.46 |
| 12/15/2010 16:45 | N | R_PB2SES_4 | 1.46 |
| 12/15/2010 16:45 | N | R_PB2SES_5 | 1.46 |
| 12/15/2010 16:45 | N | AUTO_EPS_390 | 25.74 |
| 12/15/2010 16:45 | N | ISSUE_48 | 24.25 |
| 12/15/2010 16:45 | N | PWRPLT69 | 24.25 |
| 12/15/2010 16:45 | N | R_SILASRAY_1 | 24.25 |
| 12/15/2010 16:45 | N | R_SILASRAY_2 | 24.25 |
| 12/15/2010 16:50 | N | DC_ROAD_L_B | 24.68 |
| 12/15/2010 16:50 | N | DC_EGPS_L_A | 19.98 |
| 12/15/2010 16:50 | N | H_HOLLOW_E_1 | 1.63 |

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| 12/15/2010 16:50 | N | HHOLLOW4_E_1 | 1.63 |
| 12/15/2010 16:50 | N | R_LH2SES_1 | 26.34 |
| 12/15/2010 16:50 | N | R_PB2SES_1 | 1.47 |
| 12/15/2010 16:50 | N | R_PB2SES_2 | 1.47 |
| 12/15/2010 16:50 | N | R_PB2SES_3 | 1.47 |
| 12/15/2010 16:50 | N | R_PB2SES_4 | 1.47 |
| 12/15/2010 16:50 | N | R_PB2SES_5 | 1.47 |
| 12/15/2010 16:50 | N | AUTO_EPS_390 | 26.24 |
| 12/15/2010 16:50 | N | ISSUE_48 | 24.72 |
| 12/15/2010 16:50 | N | PWRPLT69 | 24.72 |
| 12/15/2010 16:50 | N | R_SILASRAY_1 | 24.72 |
| 12/15/2010 16:50 | N | R_SILASRAY_2 | 24.72 |
| 12/15/2010 17:47 | N | DC_ROAD_L_B | 93.47 |
| 12/15/2010 17:47 | N | DC_EGPS_L_A | 113.48 |
| 12/15/2010 17:47 | N | H_HOLLOW_E_1 | 159.93 |
| 12/15/2010 17:47 | N | HHOLLOW4_E_1 | 159.93 |
| 12/15/2010 17:47 | N | R_LH2SES_1 | 165.08 |
| 12/15/2010 17:47 | N | R_PB2SES_1 | 159.25 |
| 12/15/2010 17:47 | N | R_PB2SES_2 | 159.25 |
| 12/15/2010 17:47 | N | R_PB2SES_3 | 159.25 |
| 12/15/2010 17:47 | N | R_PB2SES_4 | 159.25 |
| 12/15/2010 17:47 | N | R_PB2SES_5 | 159.25 |
| 12/15/2010 17:47 | N | AUTO_EPS_390 | 166.88 |
| 12/15/2010 17:47 | N | ISSUE_48 | 92.98 |
| 12/15/2010 17:47 | N | PWRPLT69 | 92.98 |
| 12/15/2010 17:47 | N | R_SILASRAY_1 | 92.98 |
| 12/15/2010 17:47 | N | R_SILASRAY_2 | 92.98 |
| 12/15/2010 17:48 | N | DC_ROAD_L_B | 93.51 |
| 12/15/2010 17:48 | N | DC_EGPS_L_A | 113.57 |
| 12/15/2010 17:48 | N | H_HOLLOW_E_1 | 160.14 |
| 12/15/2010 17:48 | N | HHOLLOW4_E_1 | 160.14 |
| 12/15/2010 17:48 | N | R_LH2SES_1 | 165.31 |
| 12/15/2010 17:48 | N | R_PB2SES_1 | 159.46 |
| 12/15/2010 17:48 | N | R_PB2SES_2 | 159.46 |
| 12/15/2010 17:48 | N | R_PB2SES_3 | 159.46 |
| 12/15/2010 17:48 | N | R_PB2SES_4 | 159.46 |
| 12/15/2010 17:48 | N | R_PB2SES_5 | 159.46 |
| 12/15/2010 17:48 | N | AUTO_EPS_390 | 167.11 |
| 12/15/2010 17:48 | N | ISSUE_48 | 93.02 |
| 12/15/2010 17:48 | N | PWRPLT69 | 93.02 |
| 12/15/2010 17:48 | N | R_SILASRAY_1 | 93.02 |
| 12/15/2010 17:48 | N | R_SILASRAY_2 | 93.02 |
| 12/15/2010 17:48 | N | DC_ROAD_L_B | 95.22 |
| 12/15/2010 17:48 | N | DC_EGPS_L_A | 115.89 |
| 12/15/2010 17:48 | N | H_HOLLOW_E_1 | 163.86 |
| 12/15/2010 17:48 | N | HHOLLOW4_E_1 | 163.86 |
| 12/15/2010 17:48 | N | R_LH2SES_1 | 169.18 |

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| 12/15/2010 17:48 | N | R_PB2SES_1 | 163.15 |
| 12/15/2010 17:48 | N | R_PB2SES_2 | 163.15 |
| 12/15/2010 17:48 | N | R_PB2SES_3 | 163.15 |
| 12/15/2010 17:48 | N | R_PB2SES_4 | 163.15 |
| 12/15/2010 17:48 | N | R_PB2SES_5 | 163.15 |
| 12/15/2010 17:48 | N | AUTO_EPS_390 | 171.03 |
| 12/15/2010 17:48 | N | ISSUE_48 | 94.72 |
| 12/15/2010 17:48 | N | PWRPLT69 | 94.72 |
| 12/15/2010 17:48 | N | R_SILASRAY_1 | 94.72 |
| 12/15/2010 17:48 | N | R_SILASRAY_2 | 94.72 |
| 12/15/2010 17:55 | N | DC_ROAD_L_B | 2081.53 |
| 12/15/2010 17:55 | N | DC_EGPS_L_A | 2131.83 |
| 12/15/2010 17:55 | N | H_HOLLOW_E_1 | 2248.62 |
| 12/15/2010 17:55 | N | HHOLLOW4_E_1 | 2248.62 |
| 12/15/2010 17:55 | N | R_LH2SES_1 | 2261.55 |
| 12/15/2010 17:55 | N | R_PB2SES_1 | 2246.91 |
| 12/15/2010 17:55 | N | R_PB2SES_2 | 2246.91 |
| 12/15/2010 17:55 | N | R_PB2SES_3 | 2246.91 |
| 12/15/2010 17:55 | N | R_PB2SES_4 | 2246.91 |
| 12/15/2010 17:55 | N | R_PB2SES_5 | 2246.91 |
| 12/15/2010 17:55 | N | AUTO_EPS_390 | 2266.09 |
| 12/15/2010 17:55 | N | ISSUE_48 | 2080.34 |
| 12/15/2010 17:55 | N | PWRPLT69 | 2080.34 |
| 12/15/2010 17:55 | N | R_SILASRAY_1 | 2080.34 |
| 12/15/2010 17:55 | N | R_SILASRAY_2 | 2080.34 |
| 12/15/2010 18:00 | N | DC_ROAD_L_B | 2082.41 |
| 12/15/2010 18:00 | N | DC_EGPS_L_A | 2132.67 |
| 12/15/2010 18:00 | N | H_HOLLOW_E_1 | 2249.46 |
| 12/15/2010 18:00 | N | HHOLLOW4_E_1 | 2249.46 |
| 12/15/2010 18:00 | N | R_LH2SES_1 | 2262.4 |
| 12/15/2010 18:00 | N | R_PB2SES_1 | 2247.75 |
| 12/15/2010 18:00 | N | R_PB2SES_2 | 2247.75 |
| 12/15/2010 18:00 | N | R_PB2SES_3 | 2247.75 |
| 12/15/2010 18:00 | N | R_PB2SES_4 | 2247.75 |
| 12/15/2010 18:00 | N | R_PB2SES_5 | 2247.75 |
| 12/15/2010 18:00 | N | AUTO_EPS_390 | 2266.93 |
| 12/15/2010 18:00 | N | ISSUE_48 | 2081.18 |
| 12/15/2010 18:00 | N | PWRPLT69 | 2081.18 |
| 12/15/2010 18:00 | N | R_SILASRAY_1 | 2081.18 |
| 12/15/2010 18:00 | N | R_SILASRAY_2 | 2081.18 |
| 12/15/2010 18:01 | N | DC_ROAD_L_B | 2082.41 |
| 12/15/2010 18:01 | N | DC_EGPS_L_A | 2132.67 |
| 12/15/2010 18:01 | N | H_HOLLOW_E_1 | 2249.46 |
| 12/15/2010 18:01 | N | HHOLLOW4_E_1 | 2249.46 |
| 12/15/2010 18:01 | N | R_LH2SES_1 | 2262.4 |
| 12/15/2010 18:01 | N | R_PB2SES_1 | 2247.75 |
| 12/15/2010 18:01 | N | R_PB2SES_2 | 2247.75 |

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| 12/15/2010 18:01 | N | R_PB2SES_3 | 2247.75 |
| 12/15/2010 18:01 | N | R_PB2SES_4 | 2247.75 |
| 12/15/2010 18:01 | N | R_PB2SES_5 | 2247.75 |
| 12/15/2010 18:01 | N | AUTO_EPS_390 | 2266.93 |
| 12/15/2010 18:01 | N | ISSUE_48 | 2081.18 |
| 12/15/2010 18:01 | N | PWRPLT69 | 2081.18 |
| 12/15/2010 18:01 | N | R_SILASRAY_1 | 2081.18 |
| 12/15/2010 18:01 | N | R_SILASRAY_2 | 2081.18 |
| 12/15/2010 18:03 | N | DC_ROAD_L_B | 317.61 |
| 12/15/2010 18:03 | N | DC_EGPS_L_A | 271.78 |
| 12/15/2010 18:03 | N | H_HOLLOW_E_1 | 15.24 |
| 12/15/2010 18:03 | N | HHOLLOW4_E_1 | 15.24 |
| 12/15/2010 18:03 | N | R_LH2SES_1 | 531.43 |
| 12/15/2010 18:03 | N | R_PB2SES_1 | 10.1 |
| 12/15/2010 18:03 | N | R_PB2SES_2 | 10.1 |
| 12/15/2010 18:03 | N | R_PB2SES_3 | 10.1 |
| 12/15/2010 18:03 | N | R_PB2SES_4 | 10.1 |
| 12/15/2010 18:03 | N | R_PB2SES_5 | 10.1 |
| 12/15/2010 18:03 | N | AUTO_EPS_390 | 533.93 |
| 12/15/2010 18:03 | N | ISSUE_48 | 317.12 |
| 12/15/2010 18:03 | N | PWRPLT69 | 317.12 |
| 12/15/2010 18:03 | N | R_SILASRAY_1 | 317.12 |
| 12/15/2010 18:03 | N | R_SILASRAY_2 | 317.12 |
| 12/15/2010 18:04 | N | DC_ROAD_L_B | 102.32 |
| 12/15/2010 18:04 | N | DC_EGPS_L_A | 85.83 |
| 12/15/2010 18:04 | N | H_HOLLOW_E_1 | 21.75 |
| 12/15/2010 18:04 | N | HHOLLOW4_E_1 | 21.75 |
| 12/15/2010 18:04 | N | R_LH2SES_1 | 108.13 |
| 12/15/2010 18:04 | N | R_PB2SES_1 | 21.16 |
| 12/15/2010 18:04 | N | R_PB2SES_2 | 21.16 |
| 12/15/2010 18:04 | N | R_PB2SES_3 | 21.16 |
| 12/15/2010 18:04 | N | R_PB2SES_4 | 21.16 |
| 12/15/2010 18:04 | N | R_PB2SES_5 | 21.16 |
| 12/15/2010 18:04 | N | AUTO_EPS_390 | 107.78 |
| 12/15/2010 18:04 | N | ISSUE_48 | 102.45 |
| 12/15/2010 18:04 | N | PWRPLT69 | 102.45 |
| 12/15/2010 18:04 | N | R_SILASRAY_1 | 102.45 |
| 12/15/2010 18:04 | N | R_SILASRAY_2 | 102.45 |
| 12/15/2010 18:11 | N | DC_ROAD_L_B | 27.59 |
| 12/15/2010 18:11 | N | DC_EGPS_L_A | 26.07 |
| 12/15/2010 18:11 | N | H_HOLLOW_E_1 | 20.17 |
| 12/15/2010 18:11 | N | HHOLLOW4_E_1 | 20.17 |
| 12/15/2010 18:11 | N | R_LH2SES_1 | 28.13 |
| 12/15/2010 18:11 | N | R_PB2SES_1 | 20.11 |
| 12/15/2010 18:11 | N | R_PB2SES_2 | 20.11 |
| 12/15/2010 18:11 | N | R_PB2SES_3 | 20.11 |
| 12/15/2010 18:11 | N | R_PB2SES_4 | 20.11 |

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| 12/15/2010 18:11 | N | R_PB2SES_5 | 20.11 |
| 12/15/2010 18:11 | N | AUTO_EPS_390 | 28.1 |
| 12/15/2010 18:11 | N | ISSUE_48 | 27.6 |
| 12/15/2010 18:11 | N | PWRPLT69 | 27.6 |
| 12/15/2010 18:11 | N | R_SILASRAY_1 | 27.6 |
| 12/15/2010 18:11 | N | R_SILASRAY_2 | 27.6 |
| 12/15/2010 18:12 | N | DC_ROAD_L_B | 27.03 |
| 12/15/2010 18:12 | N | DC_EGPS_L_A | 25.32 |
| 12/15/2010 18:12 | N | H_HOLLOW_E_1 | 18.72 |
| 12/15/2010 18:12 | N | HHOLLOW4_E_1 | 18.72 |
| 12/15/2010 18:12 | N | R_LH2SES_1 | 27.63 |
| 12/15/2010 18:12 | N | R_PB2SES_1 | 18.65 |
| 12/15/2010 18:12 | N | R_PB2SES_2 | 18.65 |
| 12/15/2010 18:12 | N | R_PB2SES_3 | 18.65 |
| 12/15/2010 18:12 | N | R_PB2SES_4 | 18.65 |
| 12/15/2010 18:12 | N | R_PB2SES_5 | 18.65 |
| 12/15/2010 18:12 | N | AUTO_EPS_390 | 27.59 |
| 12/15/2010 18:12 | N | ISSUE_48 | 27.04 |
| 12/15/2010 18:12 | N | PWRPLT69 | 27.04 |
| 12/15/2010 18:12 | N | R_SILASRAY_1 | 27.04 |
| 12/15/2010 18:12 | N | R_SILASRAY_2 | 27.04 |
| 12/15/2010 18:15 | N | DC_ROAD_L_B | 27.01 |
| 12/15/2010 18:15 | N | DC_EGPS_L_A | 24.66 |
| 12/15/2010 18:15 | N | H_HOLLOW_E_1 | 15.54 |
| 12/15/2010 18:15 | N | HHOLLOW4_E_1 | 15.54 |
| 12/15/2010 18:15 | N | R_LH2SES_1 | 27.83 |
| 12/15/2010 18:15 | N | R_PB2SES_1 | 15.46 |
| 12/15/2010 18:15 | N | R_PB2SES_2 | 15.46 |
| 12/15/2010 18:15 | N | R_PB2SES_3 | 15.46 |
| 12/15/2010 18:15 | N | R_PB2SES_4 | 15.46 |
| 12/15/2010 18:15 | N | R_PB2SES_5 | 15.46 |
| 12/15/2010 18:15 | N | AUTO_EPS_390 | 27.78 |
| 12/15/2010 18:15 | N | ISSUE_48 | 27.03 |
| 12/15/2010 18:15 | N | PWRPLT69 | 27.03 |
| 12/15/2010 18:15 | N | R_SILASRAY_1 | 27.03 |
| 12/15/2010 18:15 | N | R_SILASRAY_2 | 27.03 |
| 12/15/2010 18:17 | N | DC_ROAD_L_B | 25.75 |
| 12/15/2010 18:17 | N | DC_EGPS_L_A | 24.6 |
| 12/15/2010 18:17 | N | H_HOLLOW_E_1 | 20.13 |
| 12/15/2010 18:17 | N | HHOLLOW4_E_1 | 20.13 |
| 12/15/2010 18:17 | N | R_LH2SES_1 | 26.15 |
| 12/15/2010 18:17 | N | R_PB2SES_1 | 20.09 |
| 12/15/2010 18:17 | N | R_PB2SES_2 | 20.09 |
| 12/15/2010 18:17 | N | R_PB2SES_3 | 20.09 |
| 12/15/2010 18:17 | N | R_PB2SES_4 | 20.09 |
| 12/15/2010 18:17 | N | R_PB2SES_5 | 20.09 |
| 12/15/2010 18:17 | N | AUTO_EPS_390 | 26.13 |

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| 12/15/2010 18:17 | N | ISSUE_48 | 25.76 |
| 12/15/2010 18:17 | N | PWRPLT69 | 25.76 |
| 12/15/2010 18:17 | N | R_SILASRAY_1 | 25.76 |
| 12/15/2010 18:17 | N | R_SILASRAY_2 | 25.76 |
| 12/15/2010 18:17 | N | DC_ROAD_L_B | 25.75 |
| 12/15/2010 18:17 | N | DC_EGPS_L_A | 24.3 |
| 12/15/2010 18:17 | N | H_HOLLOW_E_1 | 18.69 |
| 12/15/2010 18:17 | N | HHOLLOW4_E_1 | 18.69 |
| 12/15/2010 18:17 | N | R_LH2SES_1 | 26.25 |
| 12/15/2010 18:17 | N | R_PB2SES_1 | 18.64 |
| 12/15/2010 18:17 | N | R_PB2SES_2 | 18.64 |
| 12/15/2010 18:17 | N | R_PB2SES_3 | 18.64 |
| 12/15/2010 18:17 | N | R_PB2SES_4 | 18.64 |
| 12/15/2010 18:17 | N | R_PB2SES_5 | 18.64 |
| 12/15/2010 18:17 | N | AUTO_EPS_390 | 26.22 |
| 12/15/2010 18:17 | N | ISSUE_48 | 25.76 |
| 12/15/2010 18:17 | N | PWRPLT69 | 25.76 |
| 12/15/2010 18:17 | N | R_SILASRAY_1 | 25.76 |
| 12/15/2010 18:17 | N | R_SILASRAY_2 | 25.76 |
| 12/15/2010 18:19 | N | DC_ROAD_L_B | 26.62 |
| 12/15/2010 18:19 | N | DC_EGPS_L_A | 21.51 |
| 12/15/2010 18:19 | N | H_HOLLOW_E_1 | 1.69 |
| 12/15/2010 18:19 | N | HHOLLOW4_E_1 | 1.69 |
| 12/15/2010 18:19 | N | R_LH2SES_1 | 28.41 |
| 12/15/2010 18:19 | N | R_PB2SES_1 | 1.51 |
| 12/15/2010 18:19 | N | R_PB2SES_2 | 1.51 |
| 12/15/2010 18:19 | N | R_PB2SES_3 | 1.51 |
| 12/15/2010 18:19 | N | R_PB2SES_4 | 1.51 |
| 12/15/2010 18:19 | N | R_PB2SES_5 | 1.51 |
| 12/15/2010 18:19 | N | AUTO_EPS_390 | 28.31 |
| 12/15/2010 18:19 | N | ISSUE_48 | 26.66 |
| 12/15/2010 18:19 | N | PWRPLT69 | 26.66 |
| 12/15/2010 18:19 | N | R_SILASRAY_1 | 26.66 |
| 12/15/2010 18:19 | N | R_SILASRAY_2 | 26.66 |
| 12/15/2010 18:20 | N | DC_ROAD_L_B | 26.75 |
| 12/15/2010 18:20 | N | DC_EGPS_L_A | 21.33 |
| 12/15/2010 18:20 | N | H_HOLLOW_E_1 | 0.28 |
| 12/15/2010 18:20 | N | HHOLLOW4_E_1 | 0.28 |
| 12/15/2010 18:20 | N | R_LH2SES_1 | 28.64 |
| 12/15/2010 18:20 | N | R_PB2SES_1 | 0.09 |
| 12/15/2010 18:20 | N | R_PB2SES_2 | 0.09 |
| 12/15/2010 18:20 | N | R_PB2SES_3 | 0.09 |
| 12/15/2010 18:20 | N | R_PB2SES_4 | 0.09 |
| 12/15/2010 18:20 | N | R_PB2SES_5 | 0.09 |
| 12/15/2010 18:20 | N | AUTO_EPS_390 | 28.53 |
| 12/15/2010 18:20 | N | ISSUE_48 | 26.79 |
| 12/15/2010 18:20 | N | PWRPLT69 | 26.79 |

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| 12/15/2010 18:20 | N | R_SILASRAY_1 | 26.79 |
| 12/15/2010 18:20 | N | R_SILASRAY_2 | 26.79 |
| 12/15/2010 18:25 | N | DC_ROAD_L_B | 30.13 |
| 12/15/2010 18:25 | N | DC_EGPS_L_A | 24.01 |
| 12/15/2010 18:25 | N | H_HOLLOW_E_1 | 0.2 |
| 12/15/2010 18:25 | N | HHOLLOW4_E_1 | 0.2 |
| 12/15/2010 18:25 | N | R_LH2SES_1 | 32.28 |
| 12/15/2010 18:25 | N | R_PB2SES_1 | -0.01 |
| 12/15/2010 18:25 | N | R_PB2SES_2 | -0.01 |
| 12/15/2010 18:25 | N | R_PB2SES_3 | -0.01 |
| 12/15/2010 18:25 | N | R_PB2SES_4 | -0.01 |
| 12/15/2010 18:25 | N | R_PB2SES_5 | -0.01 |
| 12/15/2010 18:25 | N | AUTO_EPS_390 | 32.15 |
| 12/15/2010 18:25 | N | ISSUE_48 | 30.18 |
| 12/15/2010 18:25 | N | PWRPLT69 | 30.18 |
| 12/15/2010 18:25 | N | R_SILASRAY_1 | 30.18 |
| 12/15/2010 18:25 | N | R_SILASRAY_2 | 30.18 |
| 12/15/2010 18:30 | N | DC_ROAD_L_B | 29.91 |
| 12/15/2010 18:30 | N | DC_EGPS_L_A | 23.86 |
| 12/15/2010 18:30 | N | H_HOLLOW_E_1 | 0.31 |
| 12/15/2010 18:30 | N | HHOLLOW4_E_1 | 0.31 |
| 12/15/2010 18:30 | N | R_LH2SES_1 | 32.03 |
| 12/15/2010 18:30 | N | R_PB2SES_1 | 0.1 |
| 12/15/2010 18:30 | N | R_PB2SES_2 | 0.1 |
| 12/15/2010 18:30 | N | R_PB2SES_3 | 0.1 |
| 12/15/2010 18:30 | N | R_PB2SES_4 | 0.1 |
| 12/15/2010 18:30 | N | R_PB2SES_5 | 0.1 |
| 12/15/2010 18:30 | N | AUTO_EPS_390 | 31.9 |
| 12/15/2010 18:30 | N | ISSUE_48 | 29.95 |
| 12/15/2010 18:30 | N | PWRPLT69 | 29.95 |
| 12/15/2010 18:30 | N | R_SILASRAY_1 | 29.95 |
| 12/15/2010 18:30 | N | R_SILASRAY_2 | 29.95 |
| 12/15/2010 18:35 | N | DC_ROAD_L_B | 29.61 |
| 12/15/2010 18:35 | N | DC_EGPS_L_A | 23.61 |
| 12/15/2010 18:35 | N | H_HOLLOW_E_1 | 0.31 |
| 12/15/2010 18:35 | N | HHOLLOW4_E_1 | 0.31 |
| 12/15/2010 18:35 | N | R_LH2SES_1 | 31.71 |
| 12/15/2010 18:35 | N | R_PB2SES_1 | 0.1 |
| 12/15/2010 18:35 | N | R_PB2SES_2 | 0.1 |
| 12/15/2010 18:35 | N | R_PB2SES_3 | 0.1 |
| 12/15/2010 18:35 | N | R_PB2SES_4 | 0.1 |
| 12/15/2010 18:35 | N | R_PB2SES_5 | 0.1 |
| 12/15/2010 18:35 | N | AUTO_EPS_390 | 31.59 |
| 12/15/2010 18:35 | N | ISSUE_48 | 29.65 |
| 12/15/2010 18:35 | N | PWRPLT69 | 29.65 |
| 12/15/2010 18:35 | N | R_SILASRAY_1 | 29.65 |
| 12/15/2010 18:35 | N | R_SILASRAY_2 | 29.65 |

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| 12/15/2010 18:40 | N | DC_ROAD_L_B | 27.51 |
| 12/15/2010 18:40 | N | DC_EGPS_L_A | 21.94 |
| 12/15/2010 18:40 | N | H_HOLLOW_E_1 | 0.33 |
| 12/15/2010 18:40 | N | HHOLLOW4_E_1 | 0.33 |
| 12/15/2010 18:40 | N | R_LH2SES_1 | 29.46 |
| 12/15/2010 18:40 | N | R_PB2SES_1 | 0.13 |
| 12/15/2010 18:40 | N | R_PB2SES_2 | 0.13 |
| 12/15/2010 18:40 | N | R_PB2SES_3 | 0.13 |
| 12/15/2010 18:40 | N | R_PB2SES_4 | 0.13 |
| 12/15/2010 18:40 | N | R_PB2SES_5 | 0.13 |
| 12/15/2010 18:40 | N | AUTO_EPS_390 | 29.34 |
| 12/15/2010 18:40 | N | ISSUE_48 | 27.55 |
| 12/15/2010 18:40 | N | PWRPLT69 | 27.55 |
| 12/15/2010 18:40 | N | R_SILASRAY_1 | 27.55 |
| 12/15/2010 18:40 | N | R_SILASRAY_2 | 27.55 |
| 12/15/2010 18:43 | N | DC_ROAD_L_B | 26.72 |
| 12/15/2010 18:43 | N | DC_EGPS_L_A | 21.31 |
| 12/15/2010 18:43 | N | H_HOLLOW_E_1 | 0.28 |
| 12/15/2010 18:43 | N | HHOLLOW4_E_1 | 0.28 |
| 12/15/2010 18:43 | N | R_LH2SES_1 | 28.62 |
| 12/15/2010 18:43 | N | R_PB2SES_1 | 0.09 |
| 12/15/2010 18:43 | N | R_PB2SES_2 | 0.09 |
| 12/15/2010 18:43 | N | R_PB2SES_3 | 0.09 |
| 12/15/2010 18:43 | N | R_PB2SES_4 | 0.09 |
| 12/15/2010 18:43 | N | R_PB2SES_5 | 0.09 |
| 12/15/2010 18:43 | N | AUTO_EPS_390 | 28.5 |
| 12/15/2010 18:43 | N | ISSUE_48 | 26.76 |
| 12/15/2010 18:43 | N | PWRPLT69 | 26.76 |
| 12/15/2010 18:43 | N | R_SILASRAY_1 | 26.76 |
| 12/15/2010 18:43 | N | R_SILASRAY_2 | 26.76 |
| 12/15/2010 18:44 | N | DC_ROAD_L_B | 26.38 |
| 12/15/2010 18:44 | N | DC_EGPS_L_A | 21.03 |
| 12/15/2010 18:44 | N | H_HOLLOW_E_1 | 0.28 |
| 12/15/2010 18:44 | N | HHOLLOW4_E_1 | 0.28 |
| 12/15/2010 18:44 | N | R_LH2SES_1 | 28.25 |
| 12/15/2010 18:44 | N | R_PB2SES_1 | 0.09 |
| 12/15/2010 18:44 | N | R_PB2SES_2 | 0.09 |
| 12/15/2010 18:44 | N | R_PB2SES_3 | 0.09 |
| 12/15/2010 18:44 | N | R_PB2SES_4 | 0.09 |
| 12/15/2010 18:44 | N | R_PB2SES_5 | 0.09 |
| 12/15/2010 18:44 | N | AUTO_EPS_390 | 28.14 |
| 12/15/2010 18:44 | N | ISSUE_48 | 26.42 |
| 12/15/2010 18:44 | N | PWRPLT69 | 26.42 |
| 12/15/2010 18:44 | N | R_SILASRAY_1 | 26.42 |
| 12/15/2010 18:44 | N | R_SILASRAY_2 | 26.42 |
| 12/15/2010 18:45 | N | DC_ROAD_L_B | 26.63 |
| 12/15/2010 18:45 | N | DC_EGPS_L_A | 21.23 |

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| 12/15/2010 18:45 | N | H_HOLLOW_E_1 | 0.28 |
| 12/15/2010 18:45 | N | HHOLLOW4_E_1 | 0.28 |
| 12/15/2010 18:45 | N | R_LH2SES_1 | 28.52 |
| 12/15/2010 18:45 | N | R_PB2SES_1 | 0.09 |
| 12/15/2010 18:45 | N | R_PB2SES_2 | 0.09 |
| 12/15/2010 18:45 | N | R_PB2SES_3 | 0.09 |
| 12/15/2010 18:45 | N | R_PB2SES_4 | 0.09 |
| 12/15/2010 18:45 | N | R_PB2SES_5 | 0.09 |
| 12/15/2010 18:45 | N | AUTO_EPS_390 | 28.41 |
| 12/15/2010 18:45 | N | ISSUE_48 | 26.67 |
| 12/15/2010 18:45 | N | PWRPLT69 | 26.67 |
| 12/15/2010 18:45 | N | R_SILASRAY_1 | 26.67 |
| 12/15/2010 18:45 | N | R_SILASRAY_2 | 26.67 |
| 12/15/2010 18:46 | N | DC_ROAD_L_B | 26.14 |
| 12/15/2010 18:46 | N | DC_EGPS_L_A | 20.84 |
| 12/15/2010 18:46 | N | H_HOLLOW_E_1 | 0.28 |
| 12/15/2010 18:46 | N | HHOLLOW4_E_1 | 0.28 |
| 12/15/2010 18:46 | N | R_LH2SES_1 | 27.99 |
| 12/15/2010 18:46 | N | R_PB2SES_1 | 0.09 |
| 12/15/2010 18:46 | N | R_PB2SES_2 | 0.09 |
| 12/15/2010 18:46 | N | R_PB2SES_3 | 0.09 |
| 12/15/2010 18:46 | N | R_PB2SES_4 | 0.09 |
| 12/15/2010 18:46 | N | R_PB2SES_5 | 0.09 |
| 12/15/2010 18:46 | N | AUTO_EPS_390 | 27.88 |
| 12/15/2010 18:46 | N | ISSUE_48 | 26.18 |
| 12/15/2010 18:46 | N | PWRPLT69 | 26.18 |
| 12/15/2010 18:46 | N | R_SILASRAY_1 | 26.18 |
| 12/15/2010 18:46 | N | R_SILASRAY_2 | 26.18 |
| 12/15/2010 18:50 | N | DC_ROAD_L_B | 26.17 |
| 12/15/2010 18:50 | N | DC_EGPS_L_A | 20.87 |
| 12/15/2010 18:50 | N | H_HOLLOW_E_1 | 0.29 |
| 12/15/2010 18:50 | N | HHOLLOW4_E_1 | 0.29 |
| 12/15/2010 18:50 | N | R_LH2SES_1 | 28.02 |
| 12/15/2010 18:50 | N | R_PB2SES_1 | 0.11 |
| 12/15/2010 18:50 | N | R_PB2SES_2 | 0.11 |
| 12/15/2010 18:50 | N | R_PB2SES_3 | 0.11 |
| 12/15/2010 18:50 | N | R_PB2SES_4 | 0.11 |
| 12/15/2010 18:50 | N | R_PB2SES_5 | 0.11 |
| 12/15/2010 18:50 | N | AUTO_EPS_390 | 27.91 |
| 12/15/2010 18:50 | N | ISSUE_48 | 26.21 |
| 12/15/2010 18:50 | N | PWRPLT69 | 26.21 |
| 12/15/2010 18:50 | N | R_SILASRAY_1 | 26.21 |
| 12/15/2010 18:50 | N | R_SILASRAY_2 | 26.21 |
| 12/15/2010 18:55 | N | DC_ROAD_L_B | 26.6 |
| 12/15/2010 18:55 | N | DC_EGPS_L_A | 21.21 |
| 12/15/2010 18:55 | N | H_HOLLOW_E_1 | 0.27 |
| 12/15/2010 18:55 | N | HHOLLOW4_E_1 | 0.27 |

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| 12/15/2010 18:55 | N | R_LH2SES_1 | 28.49 |
| 12/15/2010 18:55 | N | R_PB2SES_1 | 0.08 |
| 12/15/2010 18:55 | N | R_PB2SES_2 | 0.08 |
| 12/15/2010 18:55 | N | R_PB2SES_3 | 0.08 |
| 12/15/2010 18:55 | N | R_PB2SES_4 | 0.08 |
| 12/15/2010 18:55 | N | R_PB2SES_5 | 0.08 |
| 12/15/2010 18:55 | N | AUTO_EPS_390 | 28.37 |
| 12/15/2010 18:55 | N | ISSUE_48 | 26.64 |
| 12/15/2010 18:55 | N | PWRPLT69 | 26.64 |
| 12/15/2010 18:55 | N | R_SILASRAY_1 | 26.64 |
| 12/15/2010 18:55 | N | R_SILASRAY_2 | 26.64 |
| 12/15/2010 19:00 | N | DC_ROAD_L_B | 26.32 |
| 12/15/2010 19:00 | N | DC_EGPS_L_A | 21 |
| 12/15/2010 19:00 | N | H_HOLLOW_E_1 | 0.3 |
| 12/15/2010 19:00 | N | HHOLLOW4_E_1 | 0.3 |
| 12/15/2010 19:00 | N | R_LH2SES_1 | 28.19 |
| 12/15/2010 19:00 | N | R_PB2SES_1 | 0.09 |
| 12/15/2010 19:00 | N | R_PB2SES_2 | 0.09 |
| 12/15/2010 19:00 | N | R_PB2SES_3 | 0.09 |
| 12/15/2010 19:00 | N | R_PB2SES_4 | 0.09 |
| 12/15/2010 19:00 | N | R_PB2SES_5 | 0.09 |
| 12/15/2010 19:00 | N | AUTO_EPS_390 | 28.08 |
| 12/15/2010 19:00 | N | ISSUE_48 | 26.36 |
| 12/15/2010 19:00 | N | PWRPLT69 | 26.36 |
| 12/15/2010 19:00 | N | R_SILASRAY_1 | 26.36 |
| 12/15/2010 19:00 | N | R_SILASRAY_2 | 26.36 |
| 12/15/2010 19:01 | N | DC_ROAD_L_B | 26.41 |
| 12/15/2010 19:01 | N | DC_EGPS_L_A | 21.06 |
| 12/15/2010 19:01 | N | H_HOLLOW_E_1 | 0.24 |
| 12/15/2010 19:01 | N | HHOLLOW4_E_1 | 0.24 |
| 12/15/2010 19:01 | N | R_LH2SES_1 | 28.29 |
| 12/15/2010 19:01 | N | R_PB2SES_1 | 0.03 |
| 12/15/2010 19:01 | N | R_PB2SES_2 | 0.03 |
| 12/15/2010 19:01 | N | R_PB2SES_3 | 0.03 |
| 12/15/2010 19:01 | N | R_PB2SES_4 | 0.03 |
| 12/15/2010 19:01 | N | R_PB2SES_5 | 0.03 |
| 12/15/2010 19:01 | N | AUTO_EPS_390 | 28.18 |
| 12/15/2010 19:01 | N | ISSUE_48 | 26.46 |
| 12/15/2010 19:01 | N | PWRPLT69 | 26.46 |
| 12/15/2010 19:01 | N | R_SILASRAY_1 | 26.46 |
| 12/15/2010 19:01 | N | R_SILASRAY_2 | 26.46 |
| 12/15/2010 19:02 | N | DC_ROAD_L_B | 26.21 |
| 12/15/2010 19:02 | N | DC_EGPS_L_A | 20.89 |
| 12/15/2010 19:02 | N | H_HOLLOW_E_1 | 0.22 |
| 12/15/2010 19:02 | N | HHOLLOW4_E_1 | 0.22 |
| 12/15/2010 19:02 | N | R_LH2SES_1 | 28.07 |
| 12/15/2010 19:02 | N | R_PB2SES_1 | 0.01 |

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| 12/15/2010 19:02 | N | R_PB2SES_2 | 0.01 |
| 12/15/2010 19:02 | N | R_PB2SES_3 | 0.01 |
| 12/15/2010 19:02 | N | R_PB2SES_4 | 0.01 |
| 12/15/2010 19:02 | N | R_PB2SES_5 | 0.01 |
| 12/15/2010 19:02 | N | AUTO_EPS_390 | 27.96 |
| 12/15/2010 19:02 | N | ISSUE_48 | 26.25 |
| 12/15/2010 19:02 | N | PWRPLT69 | 26.25 |
| 12/15/2010 19:02 | N | R_SILASRAY_1 | 26.25 |
| 12/15/2010 19:02 | N | R_SILASRAY_2 | 26.25 |
| 12/15/2010 19:03 | N | DC_ROAD_L_B | 25 |
| 12/15/2010 19:03 | N | DC_EGPS_L_A | 19.91 |
| 12/15/2010 19:03 | N | H_HOLLOW_E_1 | 0.15 |
| 12/15/2010 19:03 | N | HHOLLOW4_E_1 | 0.15 |
| 12/15/2010 19:03 | N | R_LH2SES_1 | 26.78 |
| 12/15/2010 19:03 | N | R_PB2SES_1 | -0.06 |
| 12/15/2010 19:03 | N | R_PB2SES_2 | -0.06 |
| 12/15/2010 19:03 | N | R_PB2SES_3 | -0.06 |
| 12/15/2010 19:03 | N | R_PB2SES_4 | -0.06 |
| 12/15/2010 19:03 | N | R_PB2SES_5 | -0.06 |
| 12/15/2010 19:03 | N | AUTO_EPS_390 | 26.68 |
| 12/15/2010 19:03 | N | ISSUE_48 | 25.04 |
| 12/15/2010 19:03 | N | PWRPLT69 | 25.04 |
| 12/15/2010 19:03 | N | R_SILASRAY_1 | 25.04 |
| 12/15/2010 19:03 | N | R_SILASRAY_2 | 25.04 |
| 12/15/2010 19:04 | N | DC_ROAD_L_B | 24.69 |
| 12/15/2010 19:04 | N | DC_EGPS_L_A | 19.66 |
| 12/15/2010 19:04 | N | H_HOLLOW_E_1 | 0.09 |
| 12/15/2010 19:04 | N | HHOLLOW4_E_1 | 0.09 |
| 12/15/2010 19:04 | N | R_LH2SES_1 | 26.46 |
| 12/15/2010 19:04 | N | R_PB2SES_1 | -0.11 |
| 12/15/2010 19:04 | N | R_PB2SES_2 | -0.11 |
| 12/15/2010 19:04 | N | R_PB2SES_3 | -0.11 |
| 12/15/2010 19:04 | N | R_PB2SES_4 | -0.11 |
| 12/15/2010 19:04 | N | R_PB2SES_5 | -0.11 |
| 12/15/2010 19:04 | N | AUTO_EPS_390 | 26.35 |
| 12/15/2010 19:04 | N | ISSUE_48 | 24.73 |
| 12/15/2010 19:04 | N | PWRPLT69 | 24.73 |
| 12/15/2010 19:04 | N | R_SILASRAY_1 | 24.73 |
| 12/15/2010 19:04 | N | R_SILASRAY_2 | 24.73 |
| 12/15/2010 19:05 | N | DC_ROAD_L_B | 24.87 |
| 12/15/2010 19:05 | N | DC_EGPS_L_A | 19.8 |
| 12/15/2010 19:05 | N | H_HOLLOW_E_1 | 0.11 |
| 12/15/2010 19:05 | N | HHOLLOW4_E_1 | 0.11 |
| 12/15/2010 19:05 | N | R_LH2SES_1 | 26.64 |
| 12/15/2010 19:05 | N | R_PB2SES_1 | -0.1 |
| 12/15/2010 19:05 | N | R_PB2SES_2 | -0.1 |
| 12/15/2010 19:05 | N | R_PB2SES_3 | -0.1 |

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| 12/15/2010 19:05 | N | R_PB2SES_4 | -0.1 |
| 12/15/2010 19:05 | N | R_PB2SES_5 | -0.1 |
| 12/15/2010 19:05 | N | AUTO_EPS_390 | 26.54 |
| 12/15/2010 19:05 | N | ISSUE_48 | 24.91 |
| 12/15/2010 19:05 | N | PWRPLT69 | 24.91 |
| 12/15/2010 19:05 | N | R_SILASRAY_1 | 24.91 |
| 12/15/2010 19:05 | N | R_SILASRAY_2 | 24.91 |
| 12/15/2010 19:09 | N | DC_ROAD_L_B | 24.08 |
| 12/15/2010 19:09 | N | DC_EGPS_L_A | 19.18 |
| 12/15/2010 19:09 | N | H_HOLLOW_E_1 | 0.12 |
| 12/15/2010 19:09 | N | HHOLLOW4_E_1 | 0.12 |
| 12/15/2010 19:09 | N | R_LH2SES_1 | 25.8 |
| 12/15/2010 19:09 | N | R_PB2SES_1 | -0.08 |
| 12/15/2010 19:09 | N | R_PB2SES_2 | -0.08 |
| 12/15/2010 19:09 | N | R_PB2SES_3 | -0.08 |
| 12/15/2010 19:09 | N | R_PB2SES_4 | -0.08 |
| 12/15/2010 19:09 | N | R_PB2SES_5 | -0.08 |
| 12/15/2010 19:09 | N | AUTO_EPS_390 | 25.69 |
| 12/15/2010 19:09 | N | ISSUE_48 | 24.12 |
| 12/15/2010 19:09 | N | PWRPLT69 | 24.12 |
| 12/15/2010 19:09 | N | R_SILASRAY_1 | 24.12 |
| 12/15/2010 19:09 | N | R_SILASRAY_2 | 24.12 |
| 12/15/2010 19:10 | N | DC_ROAD_L_B | 24.05 |
| 12/15/2010 19:10 | N | DC_EGPS_L_A | 19.16 |
| 12/15/2010 19:10 | N | H_HOLLOW_E_1 | 0.16 |
| 12/15/2010 19:10 | N | HHOLLOW4_E_1 | 0.16 |
| 12/15/2010 19:10 | N | R_LH2SES_1 | 25.76 |
| 12/15/2010 19:10 | N | R_PB2SES_1 | -0.03 |
| 12/15/2010 19:10 | N | R_PB2SES_2 | -0.03 |
| 12/15/2010 19:10 | N | R_PB2SES_3 | -0.03 |
| 12/15/2010 19:10 | N | R_PB2SES_4 | -0.03 |
| 12/15/2010 19:10 | N | R_PB2SES_5 | -0.03 |
| 12/15/2010 19:10 | N | AUTO_EPS_390 | 25.66 |
| 12/15/2010 19:10 | N | ISSUE_48 | 24.09 |
| 12/15/2010 19:10 | N | PWRPLT69 | 24.09 |
| 12/15/2010 19:10 | N | R_SILASRAY_1 | 24.09 |
| 12/15/2010 19:10 | N | R_SILASRAY_2 | 24.09 |
| 12/15/2010 19:15 | N | DC_ROAD_L_B | 24.87 |
| 12/15/2010 19:15 | N | DC_EGPS_L_A | 19.84 |
| 12/15/2010 19:15 | N | H_HOLLOW_E_1 | 0.26 |
| 12/15/2010 19:15 | N | HHOLLOW4_E_1 | 0.26 |
| 12/15/2010 19:15 | N | R_LH2SES_1 | 26.63 |
| 12/15/2010 19:15 | N | R_PB2SES_1 | 0.06 |
| 12/15/2010 19:15 | N | R_PB2SES_2 | 0.06 |
| 12/15/2010 19:15 | N | R_PB2SES_3 | 0.06 |
| 12/15/2010 19:15 | N | R_PB2SES_4 | 0.06 |
| 12/15/2010 19:15 | N | R_PB2SES_5 | 0.06 |

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| 12/15/2010 19:15 | N | AUTO_EPS_390 | 26.53 |
| 12/15/2010 19:15 | N | ISSUE_48 | 24.91 |
| 12/15/2010 19:15 | N | PWRPLT69 | 24.91 |
| 12/15/2010 19:15 | N | R_SILASRAY_1 | 24.91 |
| 12/15/2010 19:15 | N | R_SILASRAY_2 | 24.91 |
| 12/15/2010 19:20 | N | DC_ROAD_L_B | 26.41 |
| 12/15/2010 19:20 | N | DC_EGPS_L_A | 21.09 |
| 12/15/2010 19:20 | N | H_HOLLOW_E_1 | 0.4 |
| 12/15/2010 19:20 | N | HHOLLOW4_E_1 | 0.4 |
| 12/15/2010 19:20 | N | R_LH2SES_1 | 28.27 |
| 12/15/2010 19:20 | N | R_PB2SES_1 | 0.19 |
| 12/15/2010 19:20 | N | R_PB2SES_2 | 0.19 |
| 12/15/2010 19:20 | N | R_PB2SES_3 | 0.19 |
| 12/15/2010 19:20 | N | R_PB2SES_4 | 0.19 |
| 12/15/2010 19:20 | N | R_PB2SES_5 | 0.19 |
| 12/15/2010 19:20 | N | AUTO_EPS_390 | 28.16 |
| 12/15/2010 19:20 | N | ISSUE_48 | 26.45 |
| 12/15/2010 19:20 | N | PWRPLT69 | 26.45 |
| 12/15/2010 19:20 | N | R_SILASRAY_1 | 26.45 |
| 12/15/2010 19:20 | N | R_SILASRAY_2 | 26.45 |
| 12/15/2010 19:21 | N | DC_ROAD_L_B | 26.16 |
| 12/15/2010 19:21 | N | DC_EGPS_L_A | 20.88 |
| 12/15/2010 19:21 | N | H_HOLLOW_E_1 | 0.34 |
| 12/15/2010 19:21 | N | HHOLLOW4_E_1 | 0.34 |
| 12/15/2010 19:21 | N | R_LH2SES_1 | 28.01 |
| 12/15/2010 19:21 | N | R_PB2SES_1 | 0.13 |
| 12/15/2010 19:21 | N | R_PB2SES_2 | 0.13 |
| 12/15/2010 19:21 | N | R_PB2SES_3 | 0.13 |
| 12/15/2010 19:21 | N | R_PB2SES_4 | 0.13 |
| 12/15/2010 19:21 | N | R_PB2SES_5 | 0.13 |
| 12/15/2010 19:21 | N | AUTO_EPS_390 | 27.9 |
| 12/15/2010 19:21 | N | ISSUE_48 | 26.2 |
| 12/15/2010 19:21 | N | PWRPLT69 | 26.2 |
| 12/15/2010 19:21 | N | R_SILASRAY_1 | 26.2 |
| 12/15/2010 19:21 | N | R_SILASRAY_2 | 26.2 |
| 12/15/2010 19:22 | N | DC_ROAD_L_B | 26.16 |
| 12/15/2010 19:22 | N | DC_EGPS_L_A | 20.88 |
| 12/15/2010 19:22 | N | H_HOLLOW_E_1 | 0.34 |
| 12/15/2010 19:22 | N | HHOLLOW4_E_1 | 0.34 |
| 12/15/2010 19:22 | N | R_LH2SES_1 | 28.01 |
| 12/15/2010 19:22 | N | R_PB2SES_1 | 0.12 |
| 12/15/2010 19:22 | N | R_PB2SES_2 | 0.12 |
| 12/15/2010 19:22 | N | R_PB2SES_3 | 0.12 |
| 12/15/2010 19:22 | N | R_PB2SES_4 | 0.12 |
| 12/15/2010 19:22 | N | R_PB2SES_5 | 0.12 |
| 12/15/2010 19:22 | N | AUTO_EPS_390 | 27.9 |
| 12/15/2010 19:22 | N | ISSUE_48 | 26.2 |

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| 12/15/2010 19:22 | N | PWRPLT69 | 26.2 |
| 12/15/2010 19:22 | N | R_SILASRAY_1 | 26.2 |
| 12/15/2010 19:22 | N | R_SILASRAY_2 | 26.2 |
| 12/15/2010 19:22 | N | DC_ROAD_L_B | 26.18 |
| 12/15/2010 19:22 | N | DC_EGPS_L_A | 20.89 |
| 12/15/2010 19:22 | N | H_HOLLOW_E_1 | 0.33 |
| 12/15/2010 19:22 | N | HHOLLOW4_E_1 | 0.33 |
| 12/15/2010 19:22 | N | R_LH2SES_1 | 28.03 |
| 12/15/2010 19:22 | N | R_PB2SES_1 | 0.11 |
| 12/15/2010 19:22 | N | R_PB2SES_2 | 0.11 |
| 12/15/2010 19:22 | N | R_PB2SES_3 | 0.11 |
| 12/15/2010 19:22 | N | R_PB2SES_4 | 0.11 |
| 12/15/2010 19:22 | N | R_PB2SES_5 | 0.11 |
| 12/15/2010 19:22 | N | AUTO_EPS_390 | 27.92 |
| 12/15/2010 19:22 | N | ISSUE_48 | 26.22 |
| 12/15/2010 19:22 | N | PWRPLT69 | 26.22 |
| 12/15/2010 19:22 | N | R_SILASRAY_1 | 26.22 |
| 12/15/2010 19:22 | N | R_SILASRAY_2 | 26.22 |
| 12/15/2010 19:25 | N | DC_ROAD_L_B | 25.57 |
| 12/15/2010 19:25 | N | DC_EGPS_L_A | 20.49 |
| 12/15/2010 19:25 | N | H_HOLLOW_E_1 | 0.69 |
| 12/15/2010 19:25 | N | HHOLLOW4_E_1 | 0.69 |
| 12/15/2010 19:25 | N | R_LH2SES_1 | 27.35 |
| 12/15/2010 19:25 | N | R_PB2SES_1 | 0.48 |
| 12/15/2010 19:25 | N | R_PB2SES_2 | 0.48 |
| 12/15/2010 19:25 | N | R_PB2SES_3 | 0.48 |
| 12/15/2010 19:25 | N | R_PB2SES_4 | 0.48 |
| 12/15/2010 19:25 | N | R_PB2SES_5 | 0.48 |
| 12/15/2010 19:25 | N | AUTO_EPS_390 | 27.25 |
| 12/15/2010 19:25 | N | ISSUE_48 | 25.61 |
| 12/15/2010 19:25 | N | PWRPLT69 | 25.61 |
| 12/15/2010 19:25 | N | R_SILASRAY_1 | 25.61 |
| 12/15/2010 19:25 | N | R_SILASRAY_2 | 25.61 |
| 12/15/2010 19:30 | N | DC_ROAD_L_B | 25.7 |
| 12/15/2010 19:30 | N | DC_EGPS_L_A | 20.55 |
| 12/15/2010 19:30 | N | H_HOLLOW_E_1 | 0.5 |
| 12/15/2010 19:30 | N | HHOLLOW4_E_1 | 0.5 |
| 12/15/2010 19:30 | N | R_LH2SES_1 | 27.5 |
| 12/15/2010 19:30 | N | R_PB2SES_1 | 0.3 |
| 12/15/2010 19:30 | N | R_PB2SES_2 | 0.3 |
| 12/15/2010 19:30 | N | R_PB2SES_3 | 0.3 |
| 12/15/2010 19:30 | N | R_PB2SES_4 | 0.3 |
| 12/15/2010 19:30 | N | R_PB2SES_5 | 0.3 |
| 12/15/2010 19:30 | N | AUTO_EPS_390 | 27.39 |
| 12/15/2010 19:30 | N | ISSUE_48 | 25.74 |
| 12/15/2010 19:30 | N | PWRPLT69 | 25.74 |
| 12/15/2010 19:30 | N | R_SILASRAY_1 | 25.74 |

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| 12/15/2010 19:30 | N | R_SILASRAY_2 | 25.74 |
| 12/15/2010 19:35 | N | DC_ROAD_L_B | 25.95 |
| 12/15/2010 19:35 | N | DC_EGPS_L_A | 20.71 |
| 12/15/2010 19:35 | N | H_HOLLOW_E_1 | 0.24 |
| 12/15/2010 19:35 | N | HHOLLOW4_E_1 | 0.24 |
| 12/15/2010 19:35 | N | R_LH2SES_1 | 27.78 |
| 12/15/2010 19:35 | N | R_PB2SES_1 | 0.03 |
| 12/15/2010 19:35 | N | R_PB2SES_2 | 0.03 |
| 12/15/2010 19:35 | N | R_PB2SES_3 | 0.03 |
| 12/15/2010 19:35 | N | R_PB2SES_4 | 0.03 |
| 12/15/2010 19:35 | N | R_PB2SES_5 | 0.03 |
| 12/15/2010 19:35 | N | AUTO_EPS_390 | 27.67 |
| 12/15/2010 19:35 | N | ISSUE_48 | 25.99 |
| 12/15/2010 19:35 | N | PWRPLT69 | 25.99 |
| 12/15/2010 19:35 | N | R_SILASRAY_1 | 25.99 |
| 12/15/2010 19:35 | N | R_SILASRAY_2 | 25.99 |
| 12/15/2010 19:40 | N | DC_ROAD_L_B | 25.76 |
| 12/15/2010 19:40 | N | DC_EGPS_L_A | 20.47 |
| 12/15/2010 19:40 | N | H_HOLLOW_E_1 | -0.17 |
| 12/15/2010 19:40 | N | HHOLLOW4_E_1 | -0.17 |
| 12/15/2010 19:40 | N | R_LH2SES_1 | 27.61 |
| 12/15/2010 19:40 | N | R_PB2SES_1 | -0.38 |
| 12/15/2010 19:40 | N | R_PB2SES_2 | -0.38 |
| 12/15/2010 19:40 | N | R_PB2SES_3 | -0.38 |
| 12/15/2010 19:40 | N | R_PB2SES_4 | -0.38 |
| 12/15/2010 19:40 | N | R_PB2SES_5 | -0.38 |
| 12/15/2010 19:40 | N | AUTO_EPS_390 | 27.5 |
| 12/15/2010 19:40 | N | ISSUE_48 | 25.8 |
| 12/15/2010 19:40 | N | PWRPLT69 | 25.8 |
| 12/15/2010 19:40 | N | R_SILASRAY_1 | 25.8 |
| 12/15/2010 19:40 | N | R_SILASRAY_2 | 25.8 |
| 12/15/2010 19:45 | N | DC_ROAD_L_B | 26.26 |
| 12/15/2010 19:45 | N | DC_EGPS_L_A | 20.91 |
| 12/15/2010 19:45 | N | H_HOLLOW_E_1 | -0.01 |
| 12/15/2010 19:45 | N | HHOLLOW4_E_1 | -0.01 |
| 12/15/2010 19:45 | N | R_LH2SES_1 | 28.14 |
| 12/15/2010 19:45 | N | R_PB2SES_1 | -0.22 |
| 12/15/2010 19:45 | N | R_PB2SES_2 | -0.22 |
| 12/15/2010 19:45 | N | R_PB2SES_3 | -0.22 |
| 12/15/2010 19:45 | N | R_PB2SES_4 | -0.22 |
| 12/15/2010 19:45 | N | R_PB2SES_5 | -0.22 |
| 12/15/2010 19:45 | N | AUTO_EPS_390 | 28.03 |
| 12/15/2010 19:45 | N | ISSUE_48 | 26.3 |
| 12/15/2010 19:45 | N | PWRPLT69 | 26.3 |
| 12/15/2010 19:45 | N | R_SILASRAY_1 | 26.3 |
| 12/15/2010 19:45 | N | R_SILASRAY_2 | 26.3 |
| 12/15/2010 19:50 | N | DC_ROAD_L_B | 25.71 |

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| 12/15/2010 19:50 | N | DC_EGPS_L_A | 20.47 |
| 12/15/2010 19:50 | N | H_HOLLOW_E_1 | 0.05 |
| 12/15/2010 19:50 | N | HHOLLOW4_E_1 | 0.05 |
| 12/15/2010 19:50 | N | R_LH2SES_1 | 27.55 |
| 12/15/2010 19:50 | N | R_PB2SES_1 | -0.16 |
| 12/15/2010 19:50 | N | R_PB2SES_2 | -0.16 |
| 12/15/2010 19:50 | N | R_PB2SES_3 | -0.16 |
| 12/15/2010 19:50 | N | R_PB2SES_4 | -0.16 |
| 12/15/2010 19:50 | N | R_PB2SES_5 | -0.16 |
| 12/15/2010 19:50 | N | AUTO_EPS_390 | 27.44 |
| 12/15/2010 19:50 | N | ISSUE_48 | 25.75 |
| 12/15/2010 19:50 | N | PWRPLT69 | 25.75 |
| 12/15/2010 19:50 | N | R_SILASRAY_1 | 25.75 |
| 12/15/2010 19:50 | N | R_SILASRAY_2 | 25.75 |
| 12/15/2010 19:55 | N | DC_ROAD_L_B | 25.74 |
| 12/15/2010 19:55 | N | DC_EGPS_L_A | 20.51 |
| 12/15/2010 19:55 | N | H_HOLLOW_E_1 | 0.09 |
| 12/15/2010 19:55 | N | HHOLLOW4_E_1 | 0.09 |
| 12/15/2010 19:55 | N | R_LH2SES_1 | 27.58 |
| 12/15/2010 19:55 | N | R_PB2SES_1 | -0.12 |
| 12/15/2010 19:55 | N | R_PB2SES_2 | -0.12 |
| 12/15/2010 19:55 | N | R_PB2SES_3 | -0.12 |
| 12/15/2010 19:55 | N | R_PB2SES_4 | -0.12 |
| 12/15/2010 19:55 | N | R_PB2SES_5 | -0.12 |
| 12/15/2010 19:55 | N | AUTO_EPS_390 | 27.48 |
| 12/15/2010 19:55 | N | ISSUE_48 | 25.78 |
| 12/15/2010 19:55 | N | PWRPLT69 | 25.78 |
| 12/15/2010 19:55 | N | R_SILASRAY_1 | 25.78 |
| 12/15/2010 19:55 | N | R_SILASRAY_2 | 25.78 |
| 12/15/2010 20:00 | N | DC_ROAD_L_B | 25.73 |
| 12/15/2010 20:00 | N | DC_EGPS_L_A | 20.49 |
| 12/15/2010 20:00 | N | H_HOLLOW_E_1 | 0.04 |
| 12/15/2010 20:00 | N | HHOLLOW4_E_1 | 0.04 |
| 12/15/2010 20:00 | N | R_LH2SES_1 | 27.58 |
| 12/15/2010 20:00 | N | R_PB2SES_1 | -0.18 |
| 12/15/2010 20:00 | N | R_PB2SES_2 | -0.18 |
| 12/15/2010 20:00 | N | R_PB2SES_3 | -0.18 |
| 12/15/2010 20:00 | N | R_PB2SES_4 | -0.18 |
| 12/15/2010 20:00 | N | R_PB2SES_5 | -0.18 |
| 12/15/2010 20:00 | N | AUTO_EPS_390 | 27.47 |
| 12/15/2010 20:00 | N | ISSUE_48 | 25.77 |
| 12/15/2010 20:00 | N | PWRPLT69 | 25.77 |
| 12/15/2010 20:00 | N | R_SILASRAY_1 | 25.77 |
| 12/15/2010 20:00 | N | R_SILASRAY_2 | 25.77 |
| 12/15/2010 20:02 | N | DC_ROAD_L_B | 26.14 |
| 12/15/2010 20:02 | N | DC_EGPS_L_A | 20.81 |
| 12/15/2010 20:02 | N | H_HOLLOW_E_1 | 0.05 |

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| 12/15/2010 20:02 | N | HHOLLOW4_E_1 | 0.05 |
| 12/15/2010 20:02 | N | R_LH2SES_1 | 28.01 |
| 12/15/2010 20:02 | N | R_PB2SES_1 | -0.16 |
| 12/15/2010 20:02 | N | R_PB2SES_2 | -0.16 |
| 12/15/2010 20:02 | N | R_PB2SES_3 | -0.16 |
| 12/15/2010 20:02 | N | R_PB2SES_4 | -0.16 |
| 12/15/2010 20:02 | N | R_PB2SES_5 | -0.16 |
| 12/15/2010 20:02 | N | AUTO_EPS_390 | 27.9 |
| 12/15/2010 20:02 | N | ISSUE_48 | 26.18 |
| 12/15/2010 20:02 | N | PWRPLT69 | 26.18 |
| 12/15/2010 20:02 | N | R_SILASRAY_1 | 26.18 |
| 12/15/2010 20:02 | N | R_SILASRAY_2 | 26.18 |
| 12/15/2010 20:03 | N | DC_ROAD_L_B | 25.99 |
| 12/15/2010 20:03 | N | DC_EGPS_L_A | 20.72 |
| 12/15/2010 20:03 | N | H_HOLLOW_E_1 | 0.19 |
| 12/15/2010 20:03 | N | HHOLLOW4_E_1 | 0.19 |
| 12/15/2010 20:03 | N | R_LH2SES_1 | 27.85 |
| 12/15/2010 20:03 | N | R_PB2SES_1 | -0.02 |
| 12/15/2010 20:03 | N | R_PB2SES_2 | -0.02 |
| 12/15/2010 20:03 | N | R_PB2SES_3 | -0.02 |
| 12/15/2010 20:03 | N | R_PB2SES_4 | -0.02 |
| 12/15/2010 20:03 | N | R_PB2SES_5 | -0.02 |
| 12/15/2010 20:03 | N | AUTO_EPS_390 | 27.74 |
| 12/15/2010 20:03 | N | ISSUE_48 | 26.03 |
| 12/15/2010 20:03 | N | PWRPLT69 | 26.03 |
| 12/15/2010 20:03 | N | R_SILASRAY_1 | 26.03 |
| 12/15/2010 20:03 | N | R_SILASRAY_2 | 26.03 |
| 12/15/2010 20:04 | N | DC_ROAD_L_B | 26.07 |
| 12/15/2010 20:04 | N | DC_EGPS_L_A | 20.77 |
| 12/15/2010 20:04 | N | H_HOLLOW_E_1 | 0.15 |
| 12/15/2010 20:04 | N | HHOLLOW4_E_1 | 0.15 |
| 12/15/2010 20:04 | N | R_LH2SES_1 | 27.93 |
| 12/15/2010 20:04 | N | R_PB2SES_1 | -0.06 |
| 12/15/2010 20:04 | N | R_PB2SES_2 | -0.06 |
| 12/15/2010 20:04 | N | R_PB2SES_3 | -0.06 |
| 12/15/2010 20:04 | N | R_PB2SES_4 | -0.06 |
| 12/15/2010 20:04 | N | R_PB2SES_5 | -0.06 |
| 12/15/2010 20:04 | N | AUTO_EPS_390 | 27.82 |
| 12/15/2010 20:04 | N | ISSUE_48 | 26.11 |
| 12/15/2010 20:04 | N | PWRPLT69 | 26.11 |
| 12/15/2010 20:04 | N | R_SILASRAY_1 | 26.11 |
| 12/15/2010 20:04 | N | R_SILASRAY_2 | 26.11 |
| 12/15/2010 20:05 | N | DC_ROAD_L_B | 26.13 |
| 12/15/2010 20:05 | N | DC_EGPS_L_A | 20.82 |
| 12/15/2010 20:05 | N | H_HOLLOW_E_1 | 0.2 |
| 12/15/2010 20:05 | N | HHOLLOW4_E_1 | 0.2 |
| 12/15/2010 20:05 | N | R_LH2SES_1 | 27.99 |

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| 12/15/2010 20:05 | N | R_PB2SES_1 | -0.02 |
| 12/15/2010 20:05 | N | R_PB2SES_2 | -0.02 |
| 12/15/2010 20:05 | N | R_PB2SES_3 | -0.02 |
| 12/15/2010 20:05 | N | R_PB2SES_4 | -0.02 |
| 12/15/2010 20:05 | N | R_PB2SES_5 | -0.02 |
| 12/15/2010 20:05 | N | AUTO_EPS_390 | 27.88 |
| 12/15/2010 20:05 | N | ISSUE_48 | 26.17 |
| 12/15/2010 20:05 | N | PWRPLT69 | 26.17 |
| 12/15/2010 20:05 | N | R_SILASRAY_1 | 26.17 |
| 12/15/2010 20:05 | N | R_SILASRAY_2 | 26.17 |
| 12/15/2010 20:06 | N | DC_ROAD_L_B | 26.08 |
| 12/15/2010 20:06 | N | DC_EGPS_L_A | 20.79 |
| 12/15/2010 20:06 | N | H_HOLLOW_E_1 | 0.21 |
| 12/15/2010 20:06 | N | HHOLLOW4_E_1 | 0.21 |
| 12/15/2010 20:06 | N | R_LH2SES_1 | 27.94 |
| 12/15/2010 20:06 | N | R_PB2SES_1 | 0 |
| 12/15/2010 20:06 | N | R_PB2SES_2 | 0 |
| 12/15/2010 20:06 | N | R_PB2SES_3 | 0 |
| 12/15/2010 20:06 | N | R_PB2SES_4 | 0 |
| 12/15/2010 20:06 | N | R_PB2SES_5 | 0 |
| 12/15/2010 20:06 | N | AUTO_EPS_390 | 27.83 |
| 12/15/2010 20:06 | N | ISSUE_48 | 26.12 |
| 12/15/2010 20:06 | N | PWRPLT69 | 26.12 |
| 12/15/2010 20:06 | N | R_SILASRAY_1 | 26.12 |
| 12/15/2010 20:06 | N | R_SILASRAY_2 | 26.12 |
| 12/15/2010 20:07 | N | DC_ROAD_L_B | 26.16 |
| 12/15/2010 20:07 | N | DC_EGPS_L_A | 20.85 |
| 12/15/2010 20:07 | N | H_HOLLOW_E_1 | 0.22 |
| 12/15/2010 20:07 | N | HHOLLOW4_E_1 | 0.22 |
| 12/15/2010 20:07 | N | R_LH2SES_1 | 28.02 |
| 12/15/2010 20:07 | N | R_PB2SES_1 | 0 |
| 12/15/2010 20:07 | N | R_PB2SES_2 | 0 |
| 12/15/2010 20:07 | N | R_PB2SES_3 | 0 |
| 12/15/2010 20:07 | N | R_PB2SES_4 | 0 |
| 12/15/2010 20:07 | N | R_PB2SES_5 | 0 |
| 12/15/2010 20:07 | N | AUTO_EPS_390 | 27.91 |
| 12/15/2010 20:07 | N | ISSUE_48 | 26.2 |
| 12/15/2010 20:07 | N | PWRPLT69 | 26.2 |
| 12/15/2010 20:07 | N | R_SILASRAY_1 | 26.2 |
| 12/15/2010 20:07 | N | R_SILASRAY_2 | 26.2 |
| 12/15/2010 20:10 | N | DC_ROAD_L_B | 25.99 |
| 12/15/2010 20:10 | N | DC_EGPS_L_A | 20.71 |
| 12/15/2010 20:10 | N | H_HOLLOW_E_1 | 0.2 |
| 12/15/2010 20:10 | N | HHOLLOW4_E_1 | 0.2 |
| 12/15/2010 20:10 | N | R_LH2SES_1 | 27.84 |
| 12/15/2010 20:10 | N | R_PB2SES_1 | -0.02 |
| 12/15/2010 20:10 | N | R_PB2SES_2 | -0.02 |

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| 12/15/2010 20:10 | N | R_PB2SES_3 | -0.02 |
| 12/15/2010 20:10 | N | R_PB2SES_4 | -0.02 |
| 12/15/2010 20:10 | N | R_PB2SES_5 | -0.02 |
| 12/15/2010 20:10 | N | AUTO_EPS_390 | 27.73 |
| 12/15/2010 20:10 | N | ISSUE_48 | 26.03 |
| 12/15/2010 20:10 | N | PWRPLT69 | 26.03 |
| 12/15/2010 20:10 | N | R_SILASRAY_1 | 26.03 |
| 12/15/2010 20:10 | N | R_SILASRAY_2 | 26.03 |
| 12/15/2010 20:15 | N | DC_ROAD_L_B | 26.18 |
| 12/15/2010 20:15 | N | DC_EGPS_L_A | 20.85 |
| 12/15/2010 20:15 | N | H_HOLLOW_E_1 | 0.16 |
| 12/15/2010 20:15 | N | HHOLLOW4_E_1 | 0.16 |
| 12/15/2010 20:15 | N | R_LH2SES_1 | 28.04 |
| 12/15/2010 20:15 | N | R_PB2SES_1 | -0.05 |
| 12/15/2010 20:15 | N | R_PB2SES_2 | -0.05 |
| 12/15/2010 20:15 | N | R_PB2SES_3 | -0.05 |
| 12/15/2010 20:15 | N | R_PB2SES_4 | -0.05 |
| 12/15/2010 20:15 | N | R_PB2SES_5 | -0.05 |
| 12/15/2010 20:15 | N | AUTO_EPS_390 | 27.93 |
| 12/15/2010 20:15 | N | ISSUE_48 | 26.22 |
| 12/15/2010 20:15 | N | PWRPLT69 | 26.22 |
| 12/15/2010 20:15 | N | R_SILASRAY_1 | 26.22 |
| 12/15/2010 20:15 | N | R_SILASRAY_2 | 26.22 |
| 12/15/2010 20:20 | N | DC_ROAD_L_B | 26.1 |
| 12/15/2010 20:20 | N | DC_EGPS_L_A | 20.76 |
| 12/15/2010 20:20 | N | H_HOLLOW_E_1 | -0.05 |
| 12/15/2010 20:20 | N | HHOLLOW4_E_1 | -0.05 |
| 12/15/2010 20:20 | N | R_LH2SES_1 | 27.97 |
| 12/15/2010 20:20 | N | R_PB2SES_1 | -0.26 |
| 12/15/2010 20:20 | N | R_PB2SES_2 | -0.26 |
| 12/15/2010 20:20 | N | R_PB2SES_3 | -0.26 |
| 12/15/2010 20:20 | N | R_PB2SES_4 | -0.26 |
| 12/15/2010 20:20 | N | R_PB2SES_5 | -0.26 |
| 12/15/2010 20:20 | N | AUTO_EPS_390 | 27.86 |
| 12/15/2010 20:20 | N | ISSUE_48 | 26.14 |
| 12/15/2010 20:20 | N | PWRPLT69 | 26.14 |
| 12/15/2010 20:20 | N | R_SILASRAY_1 | 26.14 |
| 12/15/2010 20:20 | N | R_SILASRAY_2 | 26.14 |
| 12/15/2010 20:25 | N | DC_ROAD_L_B | 26.37 |
| 12/15/2010 20:25 | N | DC_EGPS_L_A | 20.94 |
| 12/15/2010 20:25 | N | H_HOLLOW_E_1 | -0.24 |
| 12/15/2010 20:25 | N | HHOLLOW4_E_1 | -0.24 |
| 12/15/2010 20:25 | N | R_LH2SES_1 | 28.28 |
| 12/15/2010 20:25 | N | R_PB2SES_1 | -0.46 |
| 12/15/2010 20:25 | N | R_PB2SES_2 | -0.46 |
| 12/15/2010 20:25 | N | R_PB2SES_3 | -0.46 |
| 12/15/2010 20:25 | N | R_PB2SES_4 | -0.46 |

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| 12/15/2010 20:25 | N | R_PB2SES_5 | -0.46 |
| 12/15/2010 20:25 | N | AUTO_EPS_390 | 28.16 |
| 12/15/2010 20:25 | N | ISSUE_48 | 26.41 |
| 12/15/2010 20:25 | N | PWRPLT69 | 26.41 |
| 12/15/2010 20:25 | N | R_SILASRAY_1 | 26.41 |
| 12/15/2010 20:25 | N | R_SILASRAY_2 | 26.41 |
| 12/15/2010 20:27 | N | DC_ROAD_L_B | 26.61 |
| 12/15/2010 20:27 | N | DC_EGPS_L_A | 21.11 |
| 12/15/2010 20:27 | N | H_HOLLOW_E_1 | -0.34 |
| 12/15/2010 20:27 | N | HHOLLOW4_E_1 | -0.34 |
| 12/15/2010 20:27 | N | R_LH2SES_1 | 28.54 |
| 12/15/2010 20:27 | N | R_PB2SES_1 | -0.56 |
| 12/15/2010 20:27 | N | R_PB2SES_2 | -0.56 |
| 12/15/2010 20:27 | N | R_PB2SES_3 | -0.56 |
| 12/15/2010 20:27 | N | R_PB2SES_4 | -0.56 |
| 12/15/2010 20:27 | N | R_PB2SES_5 | -0.56 |
| 12/15/2010 20:27 | N | AUTO_EPS_390 | 28.43 |
| 12/15/2010 20:27 | N | ISSUE_48 | 26.65 |
| 12/15/2010 20:27 | N | PWRPLT69 | 26.65 |
| 12/15/2010 20:27 | N | R_SILASRAY_1 | 26.65 |
| 12/15/2010 20:27 | N | R_SILASRAY_2 | 26.65 |
| 12/15/2010 20:30 | N | DC_ROAD_L_B | 24.83 |
| 12/15/2010 20:30 | N | DC_EGPS_L_A | 19.93 |
| 12/15/2010 20:30 | N | H_HOLLOW_E_1 | -0.22 |
| 12/15/2010 20:30 | N | HHOLLOW4_E_1 | -0.22 |
| 12/15/2010 20:30 | N | R_LH2SES_1 | 29.25 |
| 12/15/2010 20:30 | N | R_PB2SES_1 | -0.47 |
| 12/15/2010 20:30 | N | R_PB2SES_2 | -0.47 |
| 12/15/2010 20:30 | N | R_PB2SES_3 | -0.47 |
| 12/15/2010 20:30 | N | R_PB2SES_4 | -0.47 |
| 12/15/2010 20:30 | N | R_PB2SES_5 | -0.47 |
| 12/15/2010 20:30 | N | AUTO_EPS_390 | 29.2 |
| 12/15/2010 20:30 | N | ISSUE_48 | 24.86 |
| 12/15/2010 20:30 | N | PWRPLT69 | 24.86 |
| 12/15/2010 20:30 | N | R_SILASRAY_1 | 24.86 |
| 12/15/2010 20:30 | N | R_SILASRAY_2 | 24.86 |
| 12/15/2010 20:35 | N | DC_ROAD_L_B | 24.45 |
| 12/15/2010 20:35 | N | DC_EGPS_L_A | 19.7 |
| 12/15/2010 20:35 | N | H_HOLLOW_E_1 | -0.02 |
| 12/15/2010 20:35 | N | HHOLLOW4_E_1 | -0.02 |
| 12/15/2010 20:35 | N | R_LH2SES_1 | 29.3 |
| 12/15/2010 20:35 | N | R_PB2SES_1 | -0.28 |
| 12/15/2010 20:35 | N | R_PB2SES_2 | -0.28 |
| 12/15/2010 20:35 | N | R_PB2SES_3 | -0.28 |
| 12/15/2010 20:35 | N | R_PB2SES_4 | -0.28 |
| 12/15/2010 20:35 | N | R_PB2SES_5 | -0.28 |
| 12/15/2010 20:35 | N | AUTO_EPS_390 | 29.25 |

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| 12/15/2010 20:35 | N | ISSUE_48 | 24.47 |
| 12/15/2010 20:35 | N | PWRPLT69 | 24.47 |
| 12/15/2010 20:35 | N | R_SILASRAY_1 | 24.47 |
| 12/15/2010 20:35 | N | R_SILASRAY_2 | 24.47 |
| 12/15/2010 20:40 | N | DC_ROAD_L_B | 24.28 |
| 12/15/2010 20:40 | N | DC_EGPS_L_A | 19.59 |
| 12/15/2010 20:40 | N | H_HOLLOW_E_1 | 0.12 |
| 12/15/2010 20:40 | N | HHOLLOW4_E_1 | 0.12 |
| 12/15/2010 20:40 | N | R_LH2SES_1 | 29.08 |
| 12/15/2010 20:40 | N | R_PB2SES_1 | -0.13 |
| 12/15/2010 20:40 | N | R_PB2SES_2 | -0.13 |
| 12/15/2010 20:40 | N | R_PB2SES_3 | -0.13 |
| 12/15/2010 20:40 | N | R_PB2SES_4 | -0.13 |
| 12/15/2010 20:40 | N | R_PB2SES_5 | -0.13 |
| 12/15/2010 20:40 | N | AUTO_EPS_390 | 29.04 |
| 12/15/2010 20:40 | N | ISSUE_48 | 24.3 |
| 12/15/2010 20:40 | N | PWRPLT69 | 24.3 |
| 12/15/2010 20:40 | N | R_SILASRAY_1 | 24.3 |
| 12/15/2010 20:40 | N | R_SILASRAY_2 | 24.3 |
| 12/15/2010 20:45 | N | DC_ROAD_L_B | 24.19 |
| 12/15/2010 20:45 | N | DC_EGPS_L_A | 19.43 |
| 12/15/2010 20:45 | N | H_HOLLOW_E_1 | 0.05 |
| 12/15/2010 20:45 | N | HHOLLOW4_E_1 | 0.05 |
| 12/15/2010 20:45 | N | R_LH2SES_1 | 28.11 |
| 12/15/2010 20:45 | N | R_PB2SES_1 | -0.19 |
| 12/15/2010 20:45 | N | R_PB2SES_2 | -0.19 |
| 12/15/2010 20:45 | N | R_PB2SES_3 | -0.19 |
| 12/15/2010 20:45 | N | R_PB2SES_4 | -0.19 |
| 12/15/2010 20:45 | N | R_PB2SES_5 | -0.19 |
| 12/15/2010 20:45 | N | AUTO_EPS_390 | 28.05 |
| 12/15/2010 20:45 | N | ISSUE_48 | 24.21 |
| 12/15/2010 20:45 | N | PWRPLT69 | 24.21 |
| 12/15/2010 20:45 | N | R_SILASRAY_1 | 24.21 |
| 12/15/2010 20:45 | N | R_SILASRAY_2 | 24.21 |
| 12/15/2010 20:50 | N | DC_ROAD_L_B | 24.44 |
| 12/15/2010 20:50 | N | DC_EGPS_L_A | 19.52 |
| 12/15/2010 20:50 | N | H_HOLLOW_E_1 | 0.03 |
| 12/15/2010 20:50 | N | HHOLLOW4_E_1 | 0.03 |
| 12/15/2010 20:50 | N | R_LH2SES_1 | 26.98 |
| 12/15/2010 20:50 | N | R_PB2SES_1 | -0.18 |
| 12/15/2010 20:50 | N | R_PB2SES_2 | -0.18 |
| 12/15/2010 20:50 | N | R_PB2SES_3 | -0.18 |
| 12/15/2010 20:50 | N | R_PB2SES_4 | -0.18 |
| 12/15/2010 20:50 | N | R_PB2SES_5 | -0.18 |
| 12/15/2010 20:50 | N | AUTO_EPS_390 | 26.89 |
| 12/15/2010 20:50 | N | ISSUE_48 | 24.47 |
| 12/15/2010 20:50 | N | PWRPLT69 | 24.47 |

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| 12/15/2010 20:50 | N | R_SILASRAY_1 | 24.47 |
| 12/15/2010 20:50 | N | R_SILASRAY_2 | 24.47 |
| 12/15/2010 20:52 | N | DC_ROAD_L_B | 25.55 |
| 12/15/2010 20:52 | N | DC_EGPS_L_A | 20.35 |
| 12/15/2010 20:52 | N | H_HOLLOW_E_1 | 0.07 |
| 12/15/2010 20:52 | N | HHOLLOW4_E_1 | 0.07 |
| 12/15/2010 20:52 | N | R_LH2SES_1 | 27.37 |
| 12/15/2010 20:52 | N | R_PB2SES_1 | -0.14 |
| 12/15/2010 20:52 | N | R_PB2SES_2 | -0.14 |
| 12/15/2010 20:52 | N | R_PB2SES_3 | -0.14 |
| 12/15/2010 20:52 | N | R_PB2SES_4 | -0.14 |
| 12/15/2010 20:52 | N | R_PB2SES_5 | -0.14 |
| 12/15/2010 20:52 | N | AUTO_EPS_390 | 27.27 |
| 12/15/2010 20:52 | N | ISSUE_48 | 25.59 |
| 12/15/2010 20:52 | N | PWRPLT69 | 25.59 |
| 12/15/2010 20:52 | N | R_SILASRAY_1 | 25.59 |
| 12/15/2010 20:52 | N | R_SILASRAY_2 | 25.59 |
| 12/15/2010 20:55 | N | DC_ROAD_L_B | 25.01 |
| 12/15/2010 20:55 | N | DC_EGPS_L_A | 20.02 |
| 12/15/2010 20:55 | N | H_HOLLOW_E_1 | 0 |
| 12/15/2010 20:55 | N | HHOLLOW4_E_1 | 0 |
| 12/15/2010 20:55 | N | R_LH2SES_1 | 28.21 |
| 12/15/2010 20:55 | N | R_PB2SES_1 | -0.23 |
| 12/15/2010 20:55 | N | R_PB2SES_2 | -0.23 |
| 12/15/2010 20:55 | N | R_PB2SES_3 | -0.23 |
| 12/15/2010 20:55 | N | R_PB2SES_4 | -0.23 |
| 12/15/2010 20:55 | N | R_PB2SES_5 | -0.23 |
| 12/15/2010 20:55 | N | AUTO_EPS_390 | 28.13 |
| 12/15/2010 20:55 | N | ISSUE_48 | 25.05 |
| 12/15/2010 20:55 | N | PWRPLT69 | 25.05 |
| 12/15/2010 20:55 | N | R_SILASRAY_1 | 25.05 |
| 12/15/2010 20:55 | N | R_SILASRAY_2 | 25.05 |
| 12/15/2010 21:00 | N | DC_ROAD_L_B | 24.69 |
| 12/15/2010 21:00 | N | DC_EGPS_L_A | 19.88 |
| 12/15/2010 21:00 | N | H_HOLLOW_E_1 | 0.01 |
| 12/15/2010 21:00 | N | HHOLLOW4_E_1 | 0.01 |
| 12/15/2010 21:00 | N | R_LH2SES_1 | 29.21 |
| 12/15/2010 21:00 | N | R_PB2SES_1 | -0.24 |
| 12/15/2010 21:00 | N | R_PB2SES_2 | -0.24 |
| 12/15/2010 21:00 | N | R_PB2SES_3 | -0.24 |
| 12/15/2010 21:00 | N | R_PB2SES_4 | -0.24 |
| 12/15/2010 21:00 | N | R_PB2SES_5 | -0.24 |
| 12/15/2010 21:00 | N | AUTO_EPS_390 | 29.16 |
| 12/15/2010 21:00 | N | ISSUE_48 | 24.72 |
| 12/15/2010 21:00 | N | PWRPLT69 | 24.72 |
| 12/15/2010 21:00 | N | R_SILASRAY_1 | 24.72 |
| 12/15/2010 21:00 | N | R_SILASRAY_2 | 24.72 |

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| 12/15/2010 21:05 | N | DC_ROAD_L_B | 24.66 |
| 12/15/2010 21:05 | N | DC_EGPS_L_A | 19.87 |
| 12/15/2010 21:05 | N | H_HOLLOW_E_1 | 0.02 |
| 12/15/2010 21:05 | N | HHOLLOW4_E_1 | 0.02 |
| 12/15/2010 21:05 | N | R_LH2SES_1 | 29.21 |
| 12/15/2010 21:05 | N | R_PB2SES_1 | -0.24 |
| 12/15/2010 21:05 | N | R_PB2SES_2 | -0.24 |
| 12/15/2010 21:05 | N | R_PB2SES_3 | -0.24 |
| 12/15/2010 21:05 | N | R_PB2SES_4 | -0.24 |
| 12/15/2010 21:05 | N | R_PB2SES_5 | -0.24 |
| 12/15/2010 21:05 | N | AUTO_EPS_390 | 29.16 |
| 12/15/2010 21:05 | N | ISSUE_48 | 24.69 |
| 12/15/2010 21:05 | N | PWRPLT69 | 24.69 |
| 12/15/2010 21:05 | N | R_SILASRAY_1 | 24.69 |
| 12/15/2010 21:05 | N | R_SILASRAY_2 | 24.69 |
| 12/15/2010 21:06 | N | DC_ROAD_L_B | 24.75 |
| 12/15/2010 21:06 | N | DC_EGPS_L_A | 19.97 |
| 12/15/2010 21:06 | N | H_HOLLOW_E_1 | 0.02 |
| 12/15/2010 21:06 | N | HHOLLOW4_E_1 | 0.02 |
| 12/15/2010 21:06 | N | R_LH2SES_1 | 29.52 |
| 12/15/2010 21:06 | N | R_PB2SES_1 | -0.23 |
| 12/15/2010 21:06 | N | R_PB2SES_2 | -0.23 |
| 12/15/2010 21:06 | N | R_PB2SES_3 | -0.23 |
| 12/15/2010 21:06 | N | R_PB2SES_4 | -0.23 |
| 12/15/2010 21:06 | N | R_PB2SES_5 | -0.23 |
| 12/15/2010 21:06 | N | AUTO_EPS_390 | 29.48 |
| 12/15/2010 21:06 | N | ISSUE_48 | 24.78 |
| 12/15/2010 21:06 | N | PWRPLT69 | 24.78 |
| 12/15/2010 21:06 | N | R_SILASRAY_1 | 24.78 |
| 12/15/2010 21:06 | N | R_SILASRAY_2 | 24.78 |
| 12/15/2010 21:07 | N | DC_ROAD_L_B | 24.78 |
| 12/15/2010 21:07 | N | DC_EGPS_L_A | 19.97 |
| 12/15/2010 21:07 | N | H_HOLLOW_E_1 | 0 |
| 12/15/2010 21:07 | N | HHOLLOW4_E_1 | 0 |
| 12/15/2010 21:07 | N | R_LH2SES_1 | 29.5 |
| 12/15/2010 21:07 | N | R_PB2SES_1 | -0.26 |
| 12/15/2010 21:07 | N | R_PB2SES_2 | -0.26 |
| 12/15/2010 21:07 | N | R_PB2SES_3 | -0.26 |
| 12/15/2010 21:07 | N | R_PB2SES_4 | -0.26 |
| 12/15/2010 21:07 | N | R_PB2SES_5 | -0.26 |
| 12/15/2010 21:07 | N | AUTO_EPS_390 | 29.45 |
| 12/15/2010 21:07 | N | ISSUE_48 | 24.8 |
| 12/15/2010 21:07 | N | PWRPLT69 | 24.8 |
| 12/15/2010 21:07 | N | R_SILASRAY_1 | 24.8 |
| 12/15/2010 21:07 | N | R_SILASRAY_2 | 24.8 |
| 12/15/2010 21:09 | N | DC_ROAD_L_B | 24.88 |
| 12/15/2010 21:09 | N | DC_EGPS_L_A | 20.03 |

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| 12/15/2010 21:09 | N | H_HOLLOW_E_1 | 0.01 |
| 12/15/2010 21:09 | N | HHOLLOW4_E_1 | 0.01 |
| 12/15/2010 21:09 | N | R_LH2SES_1 | 29.26 |
| 12/15/2010 21:09 | N | R_PB2SES_1 | -0.24 |
| 12/15/2010 21:09 | N | R_PB2SES_2 | -0.24 |
| 12/15/2010 21:09 | N | R_PB2SES_3 | -0.24 |
| 12/15/2010 21:09 | N | R_PB2SES_4 | -0.24 |
| 12/15/2010 21:09 | N | R_PB2SES_5 | -0.24 |
| 12/15/2010 21:09 | N | AUTO_EPS_390 | 29.21 |
| 12/15/2010 21:09 | N | ISSUE_48 | 24.91 |
| 12/15/2010 21:09 | N | PWRPLT69 | 24.91 |
| 12/15/2010 21:09 | N | R_SILASRAY_1 | 24.91 |
| 12/15/2010 21:09 | N | R_SILASRAY_2 | 24.91 |
| 12/15/2010 21:10 | N | DC_ROAD_L_B | 24.93 |
| 12/15/2010 21:10 | N | DC_EGPS_L_A | 20.08 |
| 12/15/2010 21:10 | N | H_HOLLOW_E_1 | 0.05 |
| 12/15/2010 21:10 | N | HHOLLOW4_E_1 | 0.05 |
| 12/15/2010 21:10 | N | R_LH2SES_1 | 29.34 |
| 12/15/2010 21:10 | N | R_PB2SES_1 | -0.2 |
| 12/15/2010 21:10 | N | R_PB2SES_2 | -0.2 |
| 12/15/2010 21:10 | N | R_PB2SES_3 | -0.2 |
| 12/15/2010 21:10 | N | R_PB2SES_4 | -0.2 |
| 12/15/2010 21:10 | N | R_PB2SES_5 | -0.2 |
| 12/15/2010 21:10 | N | AUTO_EPS_390 | 29.28 |
| 12/15/2010 21:10 | N | ISSUE_48 | 24.95 |
| 12/15/2010 21:10 | N | PWRPLT69 | 24.95 |
| 12/15/2010 21:10 | N | R_SILASRAY_1 | 24.95 |
| 12/15/2010 21:10 | N | R_SILASRAY_2 | 24.95 |
| 12/15/2010 21:11 | N | DC_ROAD_L_B | 25.35 |
| 12/15/2010 21:11 | N | DC_EGPS_L_A | 20.39 |
| 12/15/2010 21:11 | N | H_HOLLOW_E_1 | 0.01 |
| 12/15/2010 21:11 | N | HHOLLOW4_E_1 | 0.01 |
| 12/15/2010 21:11 | N | R_LH2SES_1 | 29.53 |
| 12/15/2010 21:11 | N | R_PB2SES_1 | -0.24 |
| 12/15/2010 21:11 | N | R_PB2SES_2 | -0.24 |
| 12/15/2010 21:11 | N | R_PB2SES_3 | -0.24 |
| 12/15/2010 21:11 | N | R_PB2SES_4 | -0.24 |
| 12/15/2010 21:11 | N | R_PB2SES_5 | -0.24 |
| 12/15/2010 21:11 | N | AUTO_EPS_390 | 29.47 |
| 12/15/2010 21:11 | N | ISSUE_48 | 25.38 |
| 12/15/2010 21:11 | N | PWRPLT69 | 25.38 |
| 12/15/2010 21:11 | N | R_SILASRAY_1 | 25.38 |
| 12/15/2010 21:11 | N | R_SILASRAY_2 | 25.38 |
| 12/15/2010 21:11 | N | DC_ROAD_L_B | 25.43 |
| 12/15/2010 21:11 | N | DC_EGPS_L_A | 20.45 |
| 12/15/2010 21:11 | N | H_HOLLOW_E_1 | 0.01 |
| 12/15/2010 21:11 | N | HHOLLOW4_E_1 | 0.01 |

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| 12/15/2010 21:11 | N | R_LH2SES_1 | 29.6 |
| 12/15/2010 21:11 | N | R_PB2SES_1 | -0.24 |
| 12/15/2010 21:11 | N | R_PB2SES_2 | -0.24 |
| 12/15/2010 21:11 | N | R_PB2SES_3 | -0.24 |
| 12/15/2010 21:11 | N | R_PB2SES_4 | -0.24 |
| 12/15/2010 21:11 | N | R_PB2SES_5 | -0.24 |
| 12/15/2010 21:11 | N | AUTO_EPS_390 | 29.54 |
| 12/15/2010 21:11 | N | ISSUE_48 | 25.46 |
| 12/15/2010 21:11 | N | PWRPLT69 | 25.46 |
| 12/15/2010 21:11 | N | R_SILASRAY_1 | 25.46 |
| 12/15/2010 21:11 | N | R_SILASRAY_2 | 25.46 |
| 12/15/2010 21:12 | N | DC_ROAD_L_B | 25.44 |
| 12/15/2010 21:12 | N | DC_EGPS_L_A | 20.45 |
| 12/15/2010 21:12 | N | H_HOLLOW_E_1 | 0.01 |
| 12/15/2010 21:12 | N | HHOLLOW4_E_1 | 0.01 |
| 12/15/2010 21:12 | N | R_LH2SES_1 | 29.6 |
| 12/15/2010 21:12 | N | R_PB2SES_1 | -0.24 |
| 12/15/2010 21:12 | N | R_PB2SES_2 | -0.24 |
| 12/15/2010 21:12 | N | R_PB2SES_3 | -0.24 |
| 12/15/2010 21:12 | N | R_PB2SES_4 | -0.24 |
| 12/15/2010 21:12 | N | R_PB2SES_5 | -0.24 |
| 12/15/2010 21:12 | N | AUTO_EPS_390 | 29.54 |
| 12/15/2010 21:12 | N | ISSUE_48 | 25.47 |
| 12/15/2010 21:12 | N | PWRPLT69 | 25.47 |
| 12/15/2010 21:12 | N | R_SILASRAY_1 | 25.47 |
| 12/15/2010 21:12 | N | R_SILASRAY_2 | 25.47 |
| 12/15/2010 21:13 | N | DC_ROAD_L_B | 25.71 |
| 12/15/2010 21:13 | N | DC_EGPS_L_A | 20.61 |
| 12/15/2010 21:13 | N | H_HOLLOW_E_1 | 0.07 |
| 12/15/2010 21:13 | N | HHOLLOW4_E_1 | 0.07 |
| 12/15/2010 21:13 | N | R_LH2SES_1 | 28.87 |
| 12/15/2010 21:13 | N | R_PB2SES_1 | -0.17 |
| 12/15/2010 21:13 | N | R_PB2SES_2 | -0.17 |
| 12/15/2010 21:13 | N | R_PB2SES_3 | -0.17 |
| 12/15/2010 21:13 | N | R_PB2SES_4 | -0.17 |
| 12/15/2010 21:13 | N | R_PB2SES_5 | -0.17 |
| 12/15/2010 21:13 | N | AUTO_EPS_390 | 28.78 |
| 12/15/2010 21:13 | N | ISSUE_48 | 25.74 |
| 12/15/2010 21:13 | N | PWRPLT69 | 25.74 |
| 12/15/2010 21:13 | N | R_SILASRAY_1 | 25.74 |
| 12/15/2010 21:13 | N | R_SILASRAY_2 | 25.74 |
| 12/15/2010 21:14 | N | DC_ROAD_L_B | 27.14 |
| 12/15/2010 21:14 | N | DC_EGPS_L_A | 21.62 |
| 12/15/2010 21:14 | N | H_HOLLOW_E_1 | 0 |
| 12/15/2010 21:14 | N | HHOLLOW4_E_1 | 0 |
| 12/15/2010 21:14 | N | R_LH2SES_1 | 29.08 |
| 12/15/2010 21:14 | N | R_PB2SES_1 | -0.23 |

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| 12/15/2010 21:14 | N | R_PB2SES_2 | -0.23 |
| 12/15/2010 21:14 | N | R_PB2SES_3 | -0.23 |
| 12/15/2010 21:14 | N | R_PB2SES_4 | -0.23 |
| 12/15/2010 21:14 | N | R_PB2SES_5 | -0.23 |
| 12/15/2010 21:14 | N | AUTO_EPS_390 | 28.96 |
| 12/15/2010 21:14 | N | ISSUE_48 | 27.18 |
| 12/15/2010 21:14 | N | PWRPLT69 | 27.18 |
| 12/15/2010 21:14 | N | R_SILASRAY_1 | 27.18 |
| 12/15/2010 21:14 | N | R_SILASRAY_2 | 27.18 |
| 12/15/2010 21:15 | N | DC_ROAD_L_B | 27.39 |
| 12/15/2010 21:15 | N | DC_EGPS_L_A | 21.85 |
| 12/15/2010 21:15 | N | H_HOLLOW_E_1 | 0.14 |
| 12/15/2010 21:15 | N | HHOLLOW4_E_1 | 0.14 |
| 12/15/2010 21:15 | N | R_LH2SES_1 | 29.34 |
| 12/15/2010 21:15 | N | R_PB2SES_1 | -0.09 |
| 12/15/2010 21:15 | N | R_PB2SES_2 | -0.09 |
| 12/15/2010 21:15 | N | R_PB2SES_3 | -0.09 |
| 12/15/2010 21:15 | N | R_PB2SES_4 | -0.09 |
| 12/15/2010 21:15 | N | R_PB2SES_5 | -0.09 |
| 12/15/2010 21:15 | N | AUTO_EPS_390 | 29.22 |
| 12/15/2010 21:15 | N | ISSUE_48 | 27.43 |
| 12/15/2010 21:15 | N | PWRPLT69 | 27.43 |
| 12/15/2010 21:15 | N | R_SILASRAY_1 | 27.43 |
| 12/15/2010 21:15 | N | R_SILASRAY_2 | 27.43 |
| 12/15/2010 21:15 | N | DC_ROAD_L_B | 27.64 |
| 12/15/2010 21:15 | N | DC_EGPS_L_A | 22.04 |
| 12/15/2010 21:15 | N | H_HOLLOW_E_1 | 0.1 |
| 12/15/2010 21:15 | N | HHOLLOW4_E_1 | 0.1 |
| 12/15/2010 21:15 | N | R_LH2SES_1 | 29.6 |
| 12/15/2010 21:15 | N | R_PB2SES_1 | -0.13 |
| 12/15/2010 21:15 | N | R_PB2SES_2 | -0.13 |
| 12/15/2010 21:15 | N | R_PB2SES_3 | -0.13 |
| 12/15/2010 21:15 | N | R_PB2SES_4 | -0.13 |
| 12/15/2010 21:15 | N | R_PB2SES_5 | -0.13 |
| 12/15/2010 21:15 | N | AUTO_EPS_390 | 29.49 |
| 12/15/2010 21:15 | N | ISSUE_48 | 27.68 |
| 12/15/2010 21:15 | N | PWRPLT69 | 27.68 |
| 12/15/2010 21:15 | N | R_SILASRAY_1 | 27.68 |
| 12/15/2010 21:15 | N | R_SILASRAY_2 | 27.68 |
| 12/15/2010 21:16 | N | DC_ROAD_L_B | 29.88 |
| 12/15/2010 21:16 | N | DC_EGPS_L_A | 23.83 |
| 12/15/2010 21:16 | N | H_HOLLOW_E_1 | 0.07 |
| 12/15/2010 21:16 | N | HHOLLOW4_E_1 | 0.07 |
| 12/15/2010 21:16 | N | R_LH2SES_1 | 32.01 |
| 12/15/2010 21:16 | N | R_PB2SES_1 | -0.18 |
| 12/15/2010 21:16 | N | R_PB2SES_2 | -0.18 |
| 12/15/2010 21:16 | N | R_PB2SES_3 | -0.18 |

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| 12/15/2010 21:16 | N | R_PB2SES_4 | -0.18 |
| 12/15/2010 21:16 | N | R_PB2SES_5 | -0.18 |
| 12/15/2010 21:16 | N | AUTO_EPS_390 | 31.89 |
| 12/15/2010 21:16 | N | ISSUE_48 | 29.93 |
| 12/15/2010 21:16 | N | PWRPLT69 | 29.93 |
| 12/15/2010 21:16 | N | R_SILASRAY_1 | 29.93 |
| 12/15/2010 21:16 | N | R_SILASRAY_2 | 29.93 |
| 12/15/2010 21:17 | N | DC_ROAD_L_B | 27.78 |
| 12/15/2010 21:17 | N | DC_EGPS_L_A | 22.16 |
| 12/15/2010 21:17 | N | H_HOLLOW_E_1 | 0.13 |
| 12/15/2010 21:17 | N | HHOLLOW4_E_1 | 0.13 |
| 12/15/2010 21:17 | N | R_LH2SES_1 | 29.76 |
| 12/15/2010 21:17 | N | R_PB2SES_1 | -0.1 |
| 12/15/2010 21:17 | N | R_PB2SES_2 | -0.1 |
| 12/15/2010 21:17 | N | R_PB2SES_3 | -0.1 |
| 12/15/2010 21:17 | N | R_PB2SES_4 | -0.1 |
| 12/15/2010 21:17 | N | R_PB2SES_5 | -0.1 |
| 12/15/2010 21:17 | N | AUTO_EPS_390 | 29.64 |
| 12/15/2010 21:17 | N | ISSUE_48 | 27.83 |
| 12/15/2010 21:17 | N | PWRPLT69 | 27.83 |
| 12/15/2010 21:17 | N | R_SILASRAY_1 | 27.83 |
| 12/15/2010 21:17 | N | R_SILASRAY_2 | 27.83 |
| 12/15/2010 21:17 | N | DC_ROAD_L_B | 27.5 |
| 12/15/2010 21:17 | N | DC_EGPS_L_A | 21.92 |
| 12/15/2010 21:17 | N | H_HOLLOW_E_1 | 0.01 |
| 12/15/2010 21:17 | N | HHOLLOW4_E_1 | 0.01 |
| 12/15/2010 21:17 | N | R_LH2SES_1 | 29.47 |
| 12/15/2010 21:17 | N | R_PB2SES_1 | -0.21 |
| 12/15/2010 21:17 | N | R_PB2SES_2 | -0.21 |
| 12/15/2010 21:17 | N | R_PB2SES_3 | -0.21 |
| 12/15/2010 21:17 | N | R_PB2SES_4 | -0.21 |
| 12/15/2010 21:17 | N | R_PB2SES_5 | -0.21 |
| 12/15/2010 21:17 | N | AUTO_EPS_390 | 29.35 |
| 12/15/2010 21:17 | N | ISSUE_48 | 27.55 |
| 12/15/2010 21:17 | N | PWRPLT69 | 27.55 |
| 12/15/2010 21:17 | N | R_SILASRAY_1 | 27.55 |
| 12/15/2010 21:17 | N | R_SILASRAY_2 | 27.55 |
| 12/15/2010 21:18 | N | DC_ROAD_L_B | 27.5 |
| 12/15/2010 21:18 | N | DC_EGPS_L_A | 21.95 |
| 12/15/2010 21:18 | N | H_HOLLOW_E_1 | 0.18 |
| 12/15/2010 21:18 | N | HHOLLOW4_E_1 | 0.18 |
| 12/15/2010 21:18 | N | R_LH2SES_1 | 29.45 |
| 12/15/2010 21:18 | N | R_PB2SES_1 | -0.05 |
| 12/15/2010 21:18 | N | R_PB2SES_2 | -0.05 |
| 12/15/2010 21:18 | N | R_PB2SES_3 | -0.05 |
| 12/15/2010 21:18 | N | R_PB2SES_4 | -0.05 |
| 12/15/2010 21:18 | N | R_PB2SES_5 | -0.05 |

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|---|---|---|---|
| 12/15/2010 21:18 | N | AUTO_EPS_390 | 29.33 |
| 12/15/2010 21:18 | N | ISSUE_48 | 27.54 |
| 12/15/2010 21:18 | N | PWRPLT69 | 27.54 |
| 12/15/2010 21:18 | N | R_SILASRAY_1 | 27.54 |
| 12/15/2010 21:18 | N | R_SILASRAY_2 | 27.54 |
| 12/15/2010 21:19 | N | DC_ROAD_L_B | 27.52 |
| 12/15/2010 21:19 | N | DC_EGPS_L_A | 21.97 |
| 12/15/2010 21:19 | N | H_HOLLOW_E_1 | 0.22 |
| 12/15/2010 21:19 | N | HHOLLOW4_E_1 | 0.22 |
| 12/15/2010 21:19 | N | R_LH2SES_1 | 29.47 |
| 12/15/2010 21:19 | N | R_PB2SES_1 | -0.01 |
| 12/15/2010 21:19 | N | R_PB2SES_2 | -0.01 |
| 12/15/2010 21:19 | N | R_PB2SES_3 | -0.01 |
| 12/15/2010 21:19 | N | R_PB2SES_4 | -0.01 |
| 12/15/2010 21:19 | N | R_PB2SES_5 | -0.01 |
| 12/15/2010 21:19 | N | AUTO_EPS_390 | 29.36 |
| 12/15/2010 21:19 | N | ISSUE_48 | 27.57 |
| 12/15/2010 21:19 | N | PWRPLT69 | 27.57 |
| 12/15/2010 21:19 | N | R_SILASRAY_1 | 27.57 |
| 12/15/2010 21:19 | N | R_SILASRAY_2 | 27.57 |
| 12/15/2010 21:20 | N | DC_ROAD_L_B | 28.04 |
| 12/15/2010 21:20 | N | DC_EGPS_L_A | 22.38 |
| 12/15/2010 21:20 | N | H_HOLLOW_E_1 | 0.2 |
| 12/15/2010 21:20 | N | HHOLLOW4_E_1 | 0.2 |
| 12/15/2010 21:20 | N | R_LH2SES_1 | 30.03 |
| 12/15/2010 21:20 | N | R_PB2SES_1 | -0.03 |
| 12/15/2010 21:20 | N | R_PB2SES_2 | -0.03 |
| 12/15/2010 21:20 | N | R_PB2SES_3 | -0.03 |
| 12/15/2010 21:20 | N | R_PB2SES_4 | -0.03 |
| 12/15/2010 21:20 | N | R_PB2SES_5 | -0.03 |
| 12/15/2010 21:20 | N | AUTO_EPS_390 | 29.91 |
| 12/15/2010 21:20 | N | ISSUE_48 | 28.08 |
| 12/15/2010 21:20 | N | PWRPLT69 | 28.08 |
| 12/15/2010 21:20 | N | R_SILASRAY_1 | 28.08 |
| 12/15/2010 21:20 | N | R_SILASRAY_2 | 28.08 |
| 12/15/2010 21:20 | N | DC_ROAD_L_B | 28.17 |
| 12/15/2010 21:20 | N | DC_EGPS_L_A | 22.49 |
| 12/15/2010 21:20 | N | H_HOLLOW_E_1 | 0.2 |
| 12/15/2010 21:20 | N | HHOLLOW4_E_1 | 0.2 |
| 12/15/2010 21:20 | N | R_LH2SES_1 | 30.17 |
| 12/15/2010 21:20 | N | R_PB2SES_1 | -0.03 |
| 12/15/2010 21:20 | N | R_PB2SES_2 | -0.03 |
| 12/15/2010 21:20 | N | R_PB2SES_3 | -0.03 |
| 12/15/2010 21:20 | N | R_PB2SES_4 | -0.03 |
| 12/15/2010 21:20 | N | R_PB2SES_5 | -0.03 |
| 12/15/2010 21:20 | N | AUTO_EPS_390 | 30.05 |
| 12/15/2010 21:20 | N | ISSUE_48 | 28.21 |

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|---|---|---|---|
| 12/15/2010 21:20 | N | PWRPLT69 | 28.21 |
| 12/15/2010 21:20 | N | R_SILASRAY_1 | 28.21 |
| 12/15/2010 21:20 | N | R_SILASRAY_2 | 28.21 |
| 12/15/2010 21:21 | N | DC_ROAD_L_B | 28.62 |
| 12/15/2010 21:21 | N | DC_EGPS_L_A | 22.86 |
| 12/15/2010 21:21 | N | H_HOLLOW_E_1 | 0.27 |
| 12/15/2010 21:21 | N | HHOLLOW4_E_1 | 0.27 |
| 12/15/2010 21:21 | N | R_LH2SES_1 | 30.65 |
| 12/15/2010 21:21 | N | R_PB2SES_1 | 0.04 |
| 12/15/2010 21:21 | N | R_PB2SES_2 | 0.04 |
| 12/15/2010 21:21 | N | R_PB2SES_3 | 0.04 |
| 12/15/2010 21:21 | N | R_PB2SES_4 | 0.04 |
| 12/15/2010 21:21 | N | R_PB2SES_5 | 0.04 |
| 12/15/2010 21:21 | N | AUTO_EPS_390 | 30.53 |
| 12/15/2010 21:21 | N | ISSUE_48 | 28.67 |
| 12/15/2010 21:21 | N | PWRPLT69 | 28.67 |
| 12/15/2010 21:21 | N | R_SILASRAY_1 | 28.67 |
| 12/15/2010 21:21 | N | R_SILASRAY_2 | 28.67 |
| 12/15/2010 21:22 | N | DC_ROAD_L_B | 28.77 |
| 12/15/2010 21:22 | N | DC_EGPS_L_A | 22.97 |
| 12/15/2010 21:22 | N | H_HOLLOW_E_1 | 0.24 |
| 12/15/2010 21:22 | N | HHOLLOW4_E_1 | 0.24 |
| 12/15/2010 21:22 | N | R_LH2SES_1 | 30.81 |
| 12/15/2010 21:22 | N | R_PB2SES_1 | 0 |
| 12/15/2010 21:22 | N | R_PB2SES_2 | 0 |
| 12/15/2010 21:22 | N | R_PB2SES_3 | 0 |
| 12/15/2010 21:22 | N | R_PB2SES_4 | 0 |
| 12/15/2010 21:22 | N | R_PB2SES_5 | 0 |
| 12/15/2010 21:22 | N | AUTO_EPS_390 | 30.69 |
| 12/15/2010 21:22 | N | ISSUE_48 | 28.82 |
| 12/15/2010 21:22 | N | PWRPLT69 | 28.82 |
| 12/15/2010 21:22 | N | R_SILASRAY_1 | 28.82 |
| 12/15/2010 21:22 | N | R_SILASRAY_2 | 28.82 |
| 12/15/2010 21:22 | N | DC_ROAD_L_B | 29.16 |
| 12/15/2010 21:22 | N | DC_EGPS_L_A | 23.3 |
| 12/15/2010 21:22 | N | H_HOLLOW_E_1 | 0.3 |
| 12/15/2010 21:22 | N | HHOLLOW4_E_1 | 0.3 |
| 12/15/2010 21:22 | N | R_LH2SES_1 | 31.22 |
| 12/15/2010 21:22 | N | R_PB2SES_1 | 0.07 |
| 12/15/2010 21:22 | N | R_PB2SES_2 | 0.07 |
| 12/15/2010 21:22 | N | R_PB2SES_3 | 0.07 |
| 12/15/2010 21:22 | N | R_PB2SES_4 | 0.07 |
| 12/15/2010 21:22 | N | R_PB2SES_5 | 0.07 |
| 12/15/2010 21:22 | N | AUTO_EPS_390 | 31.1 |
| 12/15/2010 21:22 | N | ISSUE_48 | 29.21 |
| 12/15/2010 21:22 | N | PWRPLT69 | 29.21 |
| 12/15/2010 21:22 | N | R_SILASRAY_1 | 29.21 |

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| 12/15/2010 21:22 | N | R_SILASRAY_2 | 29.21 |
| 12/15/2010 21:25 | N | DC_ROAD_L_B | 29.41 |
| 12/15/2010 21:25 | N | DC_EGPS_L_A | 23.52 |
| 12/15/2010 21:25 | N | H_HOLLOW_E_1 | 0.34 |
| 12/15/2010 21:25 | N | HHOLLOW4_E_1 | 0.34 |
| 12/15/2010 21:25 | N | R_LH2SES_1 | 31.49 |
| 12/15/2010 21:25 | N | R_PB2SES_1 | 0.1 |
| 12/15/2010 21:25 | N | R_PB2SES_2 | 0.1 |
| 12/15/2010 21:25 | N | R_PB2SES_3 | 0.1 |
| 12/15/2010 21:25 | N | R_PB2SES_4 | 0.1 |
| 12/15/2010 21:25 | N | R_PB2SES_5 | 0.1 |
| 12/15/2010 21:25 | N | AUTO_EPS_390 | 31.36 |
| 12/15/2010 21:25 | N | ISSUE_48 | 29.46 |
| 12/15/2010 21:25 | N | PWRPLT69 | 29.46 |
| 12/15/2010 21:25 | N | R_SILASRAY_1 | 29.46 |
| 12/15/2010 21:25 | N | R_SILASRAY_2 | 29.46 |
| 12/15/2010 21:26 | N | DC_ROAD_L_B | 27.98 |
| 12/15/2010 21:26 | N | DC_EGPS_L_A | 22.38 |
| 12/15/2010 21:26 | N | H_HOLLOW_E_1 | 0.33 |
| 12/15/2010 21:26 | N | HHOLLOW4_E_1 | 0.33 |
| 12/15/2010 21:26 | N | R_LH2SES_1 | 29.96 |
| 12/15/2010 21:26 | N | R_PB2SES_1 | 0.1 |
| 12/15/2010 21:26 | N | R_PB2SES_2 | 0.1 |
| 12/15/2010 21:26 | N | R_PB2SES_3 | 0.1 |
| 12/15/2010 21:26 | N | R_PB2SES_4 | 0.1 |
| 12/15/2010 21:26 | N | R_PB2SES_5 | 0.1 |
| 12/15/2010 21:26 | N | AUTO_EPS_390 | 29.84 |
| 12/15/2010 21:26 | N | ISSUE_48 | 28.03 |
| 12/15/2010 21:26 | N | PWRPLT69 | 28.03 |
| 12/15/2010 21:26 | N | R_SILASRAY_1 | 28.03 |
| 12/15/2010 21:26 | N | R_SILASRAY_2 | 28.03 |
| 12/15/2010 21:27 | N | DC_ROAD_L_B | 27.51 |
| 12/15/2010 21:27 | N | DC_EGPS_L_A | 22 |
| 12/15/2010 21:27 | N | H_HOLLOW_E_1 | 0.34 |
| 12/15/2010 21:27 | N | HHOLLOW4_E_1 | 0.34 |
| 12/15/2010 21:27 | N | R_LH2SES_1 | 29.45 |
| 12/15/2010 21:27 | N | R_PB2SES_1 | 0.11 |
| 12/15/2010 21:27 | N | R_PB2SES_2 | 0.11 |
| 12/15/2010 21:27 | N | R_PB2SES_3 | 0.11 |
| 12/15/2010 21:27 | N | R_PB2SES_4 | 0.11 |
| 12/15/2010 21:27 | N | R_PB2SES_5 | 0.11 |
| 12/15/2010 21:27 | N | AUTO_EPS_390 | 29.33 |
| 12/15/2010 21:27 | N | ISSUE_48 | 27.55 |
| 12/15/2010 21:27 | N | PWRPLT69 | 27.55 |
| 12/15/2010 21:27 | N | R_SILASRAY_1 | 27.55 |
| 12/15/2010 21:27 | N | R_SILASRAY_2 | 27.55 |
| 12/15/2010 21:29 | N | DC_ROAD_L_B | 27.97 |

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| 12/15/2010 21:29 | N | DC_EGPS_L_A | 22.36 |
| 12/15/2010 21:29 | N | H_HOLLOW_E_1 | 0.32 |
| 12/15/2010 21:29 | N | HHOLLOW4_E_1 | 0.32 |
| 12/15/2010 21:29 | N | R_LH2SES_1 | 29.94 |
| 12/15/2010 21:29 | N | R_PB2SES_1 | 0.09 |
| 12/15/2010 21:29 | N | R_PB2SES_2 | 0.09 |
| 12/15/2010 21:29 | N | R_PB2SES_3 | 0.09 |
| 12/15/2010 21:29 | N | R_PB2SES_4 | 0.09 |
| 12/15/2010 21:29 | N | R_PB2SES_5 | 0.09 |
| 12/15/2010 21:29 | N | AUTO_EPS_390 | 29.82 |
| 12/15/2010 21:29 | N | ISSUE_48 | 28.01 |
| 12/15/2010 21:29 | N | PWRPLT69 | 28.01 |
| 12/15/2010 21:29 | N | R_SILASRAY_1 | 28.01 |
| 12/15/2010 21:29 | N | R_SILASRAY_2 | 28.01 |
| 12/15/2010 21:30 | N | DC_ROAD_L_B | 27.78 |
| 12/15/2010 21:30 | N | DC_EGPS_L_A | 22.21 |
| 12/15/2010 21:30 | N | H_HOLLOW_E_1 | 0.32 |
| 12/15/2010 21:30 | N | HHOLLOW4_E_1 | 0.32 |
| 12/15/2010 21:30 | N | R_LH2SES_1 | 29.74 |
| 12/15/2010 21:30 | N | R_PB2SES_1 | 0.09 |
| 12/15/2010 21:30 | N | R_PB2SES_2 | 0.09 |
| 12/15/2010 21:30 | N | R_PB2SES_3 | 0.09 |
| 12/15/2010 21:30 | N | R_PB2SES_4 | 0.09 |
| 12/15/2010 21:30 | N | R_PB2SES_5 | 0.09 |
| 12/15/2010 21:30 | N | AUTO_EPS_390 | 29.62 |
| 12/15/2010 21:30 | N | ISSUE_48 | 27.82 |
| 12/15/2010 21:30 | N | PWRPLT69 | 27.82 |
| 12/15/2010 21:30 | N | R_SILASRAY_1 | 27.82 |
| 12/15/2010 21:30 | N | R_SILASRAY_2 | 27.82 |
| 12/15/2010 21:31 | N | DC_ROAD_L_B | 28.36 |
| 12/15/2010 21:31 | N | DC_EGPS_L_A | 22.68 |
| 12/15/2010 21:31 | N | H_HOLLOW_E_1 | 0.33 |
| 12/15/2010 21:31 | N | HHOLLOW4_E_1 | 0.33 |
| 12/15/2010 21:31 | N | R_LH2SES_1 | 30.36 |
| 12/15/2010 21:31 | N | R_PB2SES_1 | 0.1 |
| 12/15/2010 21:31 | N | R_PB2SES_2 | 0.1 |
| 12/15/2010 21:31 | N | R_PB2SES_3 | 0.1 |
| 12/15/2010 21:31 | N | R_PB2SES_4 | 0.1 |
| 12/15/2010 21:31 | N | R_PB2SES_5 | 0.1 |
| 12/15/2010 21:31 | N | AUTO_EPS_390 | 30.24 |
| 12/15/2010 21:31 | N | ISSUE_48 | 28.4 |
| 12/15/2010 21:31 | N | PWRPLT69 | 28.4 |
| 12/15/2010 21:31 | N | R_SILASRAY_1 | 28.4 |
| 12/15/2010 21:31 | N | R_SILASRAY_2 | 28.4 |
| 12/15/2010 21:35 | N | DC_ROAD_L_B | 26.76 |
| 12/15/2010 21:35 | N | DC_EGPS_L_A | 21.48 |
| 12/15/2010 21:35 | N | H_HOLLOW_E_1 | 0.33 |

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| 12/15/2010 21:35 | N | HHOLLOW4_E_1 | 0.33 |
| 12/15/2010 21:35 | N | R_LH2SES_1 | 28.53 |
| 12/15/2010 21:35 | N | R_PB2SES_1 | 0.06 |
| 12/15/2010 21:35 | N | R_PB2SES_2 | 0.06 |
| 12/15/2010 21:35 | N | R_PB2SES_3 | 0.06 |
| 12/15/2010 21:35 | N | R_PB2SES_4 | 0.06 |
| 12/15/2010 21:35 | N | R_PB2SES_5 | 0.06 |
| 12/15/2010 21:35 | N | AUTO_EPS_390 | 28.42 |
| 12/15/2010 21:35 | N | ISSUE_48 | 26.8 |
| 12/15/2010 21:35 | N | PWRPLT69 | 26.8 |
| 12/15/2010 21:35 | N | R_SILASRAY_1 | 26.8 |
| 12/15/2010 21:35 | N | R_SILASRAY_2 | 26.8 |
| 12/15/2010 21:40 | N | DC_ROAD_L_B | 26.35 |
| 12/15/2010 21:40 | N | DC_EGPS_L_A | 21.14 |
| 12/15/2010 21:40 | N | H_HOLLOW_E_1 | 0.28 |
| 12/15/2010 21:40 | N | HHOLLOW4_E_1 | 0.28 |
| 12/15/2010 21:40 | N | R_LH2SES_1 | 28.09 |
| 12/15/2010 21:40 | N | R_PB2SES_1 | 0.01 |
| 12/15/2010 21:40 | N | R_PB2SES_2 | 0.01 |
| 12/15/2010 21:40 | N | R_PB2SES_3 | 0.01 |
| 12/15/2010 21:40 | N | R_PB2SES_4 | 0.01 |
| 12/15/2010 21:40 | N | R_PB2SES_5 | 0.01 |
| 12/15/2010 21:40 | N | AUTO_EPS_390 | 27.99 |
| 12/15/2010 21:40 | N | ISSUE_48 | 26.39 |
| 12/15/2010 21:40 | N | PWRPLT69 | 26.39 |
| 12/15/2010 21:40 | N | R_SILASRAY_1 | 26.39 |
| 12/15/2010 21:40 | N | R_SILASRAY_2 | 26.39 |
| 12/15/2010 21:43 | N | DC_ROAD_L_B | 26.3 |
| 12/15/2010 21:43 | N | DC_EGPS_L_A | 21.1 |
| 12/15/2010 21:43 | N | H_HOLLOW_E_1 | 0.27 |
| 12/15/2010 21:43 | N | HHOLLOW4_E_1 | 0.27 |
| 12/15/2010 21:43 | N | R_LH2SES_1 | 28.04 |
| 12/15/2010 21:43 | N | R_PB2SES_1 | 0 |
| 12/15/2010 21:43 | N | R_PB2SES_2 | 0 |
| 12/15/2010 21:43 | N | R_PB2SES_3 | 0 |
| 12/15/2010 21:43 | N | R_PB2SES_4 | 0 |
| 12/15/2010 21:43 | N | R_PB2SES_5 | 0 |
| 12/15/2010 21:43 | N | AUTO_EPS_390 | 27.93 |
| 12/15/2010 21:43 | N | ISSUE_48 | 26.33 |
| 12/15/2010 21:43 | N | PWRPLT69 | 26.33 |
| 12/15/2010 21:43 | N | R_SILASRAY_1 | 26.33 |
| 12/15/2010 21:43 | N | R_SILASRAY_2 | 26.33 |
| 12/15/2010 21:45 | N | DC_ROAD_L_B | 26.04 |
| 12/15/2010 21:45 | N | DC_EGPS_L_A | 20.9 |
| 12/15/2010 21:45 | N | H_HOLLOW_E_1 | 0.32 |
| 12/15/2010 21:45 | N | HHOLLOW4_E_1 | 0.32 |
| 12/15/2010 21:45 | N | R_LH2SES_1 | 27.75 |

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| 12/15/2010 21:45 | N | R_PB2SES_1 | 0.06 |
| 12/15/2010 21:45 | N | R_PB2SES_2 | 0.06 |
| 12/15/2010 21:45 | N | R_PB2SES_3 | 0.06 |
| 12/15/2010 21:45 | N | R_PB2SES_4 | 0.06 |
| 12/15/2010 21:45 | N | R_PB2SES_5 | 0.06 |
| 12/15/2010 21:45 | N | AUTO_EPS_390 | 27.65 |
| 12/15/2010 21:45 | N | ISSUE_48 | 26.07 |
| 12/15/2010 21:45 | N | PWRPLT69 | 26.07 |
| 12/15/2010 21:45 | N | R_SILASRAY_1 | 26.07 |
| 12/15/2010 21:45 | N | R_SILASRAY_2 | 26.07 |
| 12/15/2010 21:46 | N | DC_ROAD_L_B | 25.81 |
| 12/15/2010 21:46 | N | DC_EGPS_L_A | 20.72 |
| 12/15/2010 21:46 | N | H_HOLLOW_E_1 | 0.32 |
| 12/15/2010 21:46 | N | HHOLLOW4_E_1 | 0.32 |
| 12/15/2010 21:46 | N | R_LH2SES_1 | 27.52 |
| 12/15/2010 21:46 | N | R_PB2SES_1 | 0.06 |
| 12/15/2010 21:46 | N | R_PB2SES_2 | 0.06 |
| 12/15/2010 21:46 | N | R_PB2SES_3 | 0.06 |
| 12/15/2010 21:46 | N | R_PB2SES_4 | 0.06 |
| 12/15/2010 21:46 | N | R_PB2SES_5 | 0.06 |
| 12/15/2010 21:46 | N | AUTO_EPS_390 | 27.42 |
| 12/15/2010 21:46 | N | ISSUE_48 | 25.85 |
| 12/15/2010 21:46 | N | PWRPLT69 | 25.85 |
| 12/15/2010 21:46 | N | R_SILASRAY_1 | 25.85 |
| 12/15/2010 21:46 | N | R_SILASRAY_2 | 25.85 |
| 12/15/2010 21:50 | N | DC_ROAD_L_B | 24.51 |
| 12/15/2010 21:50 | N | DC_EGPS_L_A | 19.71 |
| 12/15/2010 21:50 | N | H_HOLLOW_E_1 | 0.49 |
| 12/15/2010 21:50 | N | HHOLLOW4_E_1 | 0.49 |
| 12/15/2010 21:50 | N | R_LH2SES_1 | 26.12 |
| 12/15/2010 21:50 | N | R_PB2SES_1 | 0.24 |
| 12/15/2010 21:50 | N | R_PB2SES_2 | 0.24 |
| 12/15/2010 21:50 | N | R_PB2SES_3 | 0.24 |
| 12/15/2010 21:50 | N | R_PB2SES_4 | 0.24 |
| 12/15/2010 21:50 | N | R_PB2SES_5 | 0.24 |
| 12/15/2010 21:50 | N | AUTO_EPS_390 | 26.02 |
| 12/15/2010 21:50 | N | ISSUE_48 | 24.55 |
| 12/15/2010 21:50 | N | PWRPLT69 | 24.55 |
| 12/15/2010 21:50 | N | R_SILASRAY_1 | 24.55 |
| 12/15/2010 21:50 | N | R_SILASRAY_2 | 24.55 |
| 12/15/2010 21:55 | N | DC_ROAD_L_B | 24.16 |
| 12/15/2010 21:55 | N | DC_EGPS_L_A | 19.42 |
| 12/15/2010 21:55 | N | H_HOLLOW_E_1 | 0.44 |
| 12/15/2010 21:55 | N | HHOLLOW4_E_1 | 0.44 |
| 12/15/2010 21:55 | N | R_LH2SES_1 | 25.75 |
| 12/15/2010 21:55 | N | R_PB2SES_1 | 0.2 |
| 12/15/2010 21:55 | N | R_PB2SES_2 | 0.2 |

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| 12/15/2010 21:55 | N | R_PB2SES_3 | 0.2 |
| 12/15/2010 21:55 | N | R_PB2SES_4 | 0.2 |
| 12/15/2010 21:55 | N | R_PB2SES_5 | 0.2 |
| 12/15/2010 21:55 | N | AUTO_EPS_390 | 25.65 |
| 12/15/2010 21:55 | N | ISSUE_48 | 24.19 |
| 12/15/2010 21:55 | N | PWRPLT69 | 24.19 |
| 12/15/2010 21:55 | N | R_SILASRAY_1 | 24.19 |
| 12/15/2010 21:55 | N | R_SILASRAY_2 | 24.19 |
| 12/15/2010 21:55 | N | DC_ROAD_L_B | 24.15 |
| 12/15/2010 21:55 | N | DC_EGPS_L_A | 19.42 |
| 12/15/2010 21:55 | N | H_HOLLOW_E_1 | 0.46 |
| 12/15/2010 21:55 | N | HHOLLOW4_E_1 | 0.46 |
| 12/15/2010 21:55 | N | R_LH2SES_1 | 25.73 |
| 12/15/2010 21:55 | N | R_PB2SES_1 | 0.21 |
| 12/15/2010 21:55 | N | R_PB2SES_2 | 0.21 |
| 12/15/2010 21:55 | N | R_PB2SES_3 | 0.21 |
| 12/15/2010 21:55 | N | R_PB2SES_4 | 0.21 |
| 12/15/2010 21:55 | N | R_PB2SES_5 | 0.21 |
| 12/15/2010 21:55 | N | AUTO_EPS_390 | 25.64 |
| 12/15/2010 21:55 | N | ISSUE_48 | 24.18 |
| 12/15/2010 21:55 | N | PWRPLT69 | 24.18 |
| 12/15/2010 21:55 | N | R_SILASRAY_1 | 24.18 |
| 12/15/2010 21:55 | N | R_SILASRAY_2 | 24.18 |
| 12/15/2010 21:57 | N | DC_ROAD_L_B | 24.51 |
| 12/15/2010 21:57 | N | DC_EGPS_L_A | 19.92 |
| 12/15/2010 21:57 | N | H_HOLLOW_E_1 | 1.54 |
| 12/15/2010 21:57 | N | HHOLLOW4_E_1 | 1.54 |
| 12/15/2010 21:57 | N | R_LH2SES_1 | 26.05 |
| 12/15/2010 21:57 | N | R_PB2SES_1 | 1.3 |
| 12/15/2010 21:57 | N | R_PB2SES_2 | 1.3 |
| 12/15/2010 21:57 | N | R_PB2SES_3 | 1.3 |
| 12/15/2010 21:57 | N | R_PB2SES_4 | 1.3 |
| 12/15/2010 21:57 | N | R_PB2SES_5 | 1.3 |
| 12/15/2010 21:57 | N | AUTO_EPS_390 | 25.96 |
| 12/15/2010 21:57 | N | ISSUE_48 | 24.55 |
| 12/15/2010 21:57 | N | PWRPLT69 | 24.55 |
| 12/15/2010 21:57 | N | R_SILASRAY_1 | 24.55 |
| 12/15/2010 21:57 | N | R_SILASRAY_2 | 24.55 |
| 12/15/2010 21:57 | N | DC_ROAD_L_B | 24.37 |
| 12/15/2010 21:57 | N | DC_EGPS_L_A | 19.61 |
| 12/15/2010 21:57 | N | H_HOLLOW_E_1 | 0.55 |
| 12/15/2010 21:57 | N | HHOLLOW4_E_1 | 0.55 |
| 12/15/2010 21:57 | N | R_LH2SES_1 | 25.96 |
| 12/15/2010 21:57 | N | R_PB2SES_1 | 0.31 |
| 12/15/2010 21:57 | N | R_PB2SES_2 | 0.31 |
| 12/15/2010 21:57 | N | R_PB2SES_3 | 0.31 |
| 12/15/2010 21:57 | N | R_PB2SES_4 | 0.31 |

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| 12/15/2010 21:57 | N | R_PB2SES_5 | 0.31 |
| 12/15/2010 21:57 | N | AUTO_EPS_390 | 25.87 |
| 12/15/2010 21:57 | N | ISSUE_48 | 24.4 |
| 12/15/2010 21:57 | N | PWRPLT69 | 24.4 |
| 12/15/2010 21:57 | N | R_SILASRAY_1 | 24.4 |
| 12/15/2010 21:57 | N | R_SILASRAY_2 | 24.4 |
| 12/15/2010 21:58 | N | DC_ROAD_L_B | 24.4 |
| 12/15/2010 21:58 | N | DC_EGPS_L_A | 19.81 |
| 12/15/2010 21:58 | N | H_HOLLOW_E_1 | 1.54 |
| 12/15/2010 21:58 | N | HHOLLOW4_E_1 | 1.54 |
| 12/15/2010 21:58 | N | R_LH2SES_1 | 25.93 |
| 12/15/2010 21:58 | N | R_PB2SES_1 | 1.3 |
| 12/15/2010 21:58 | N | R_PB2SES_2 | 1.3 |
| 12/15/2010 21:58 | N | R_PB2SES_3 | 1.3 |
| 12/15/2010 21:58 | N | R_PB2SES_4 | 1.3 |
| 12/15/2010 21:58 | N | R_PB2SES_5 | 1.3 |
| 12/15/2010 21:58 | N | AUTO_EPS_390 | 25.84 |
| 12/15/2010 21:58 | N | ISSUE_48 | 24.43 |
| 12/15/2010 21:58 | N | PWRPLT69 | 24.43 |
| 12/15/2010 21:58 | N | R_SILASRAY_1 | 24.43 |
| 12/15/2010 21:58 | N | R_SILASRAY_2 | 24.43 |
| 12/15/2010 21:59 | N | DC_ROAD_L_B | 24.73 |
| 12/15/2010 21:59 | N | DC_EGPS_L_A | 20.08 |
| 12/15/2010 21:59 | N | H_HOLLOW_E_1 | 1.56 |
| 12/15/2010 21:59 | N | HHOLLOW4_E_1 | 1.56 |
| 12/15/2010 21:59 | N | R_LH2SES_1 | 26.28 |
| 12/15/2010 21:59 | N | R_PB2SES_1 | 1.32 |
| 12/15/2010 21:59 | N | R_PB2SES_2 | 1.32 |
| 12/15/2010 21:59 | N | R_PB2SES_3 | 1.32 |
| 12/15/2010 21:59 | N | R_PB2SES_4 | 1.32 |
| 12/15/2010 21:59 | N | R_PB2SES_5 | 1.32 |
| 12/15/2010 21:59 | N | AUTO_EPS_390 | 26.19 |
| 12/15/2010 21:59 | N | ISSUE_48 | 24.76 |
| 12/15/2010 21:59 | N | PWRPLT69 | 24.76 |
| 12/15/2010 21:59 | N | R_SILASRAY_1 | 24.76 |
| 12/15/2010 21:59 | N | R_SILASRAY_2 | 24.76 |
| 12/15/2010 22:00 | N | DC_ROAD_L_B | 25.4 |
| 12/15/2010 22:00 | N | DC_EGPS_L_A | 24.34 |
| 12/15/2010 22:00 | N | H_HOLLOW_E_1 | 20.11 |
| 12/15/2010 22:00 | N | HHOLLOW4_E_1 | 20.11 |
| 12/15/2010 22:00 | N | R_LH2SES_1 | 25.76 |
| 12/15/2010 22:00 | N | R_PB2SES_1 | 20.06 |
| 12/15/2010 22:00 | N | R_PB2SES_2 | 20.06 |
| 12/15/2010 22:00 | N | R_PB2SES_3 | 20.06 |
| 12/15/2010 22:00 | N | R_PB2SES_4 | 20.06 |
| 12/15/2010 22:00 | N | R_PB2SES_5 | 20.06 |
| 12/15/2010 22:00 | N | AUTO_EPS_390 | 25.74 |

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| 12/15/2010 22:00 | N | ISSUE_48 | 25.41 |
| 12/15/2010 22:00 | N | PWRPLT69 | 25.41 |
| 12/15/2010 22:00 | N | R_SILASRAY_1 | 25.41 |
| 12/15/2010 22:00 | N | R_SILASRAY_2 | 25.41 |
| 12/15/2010 22:00 | N | DC_ROAD_L_B | 25.32 |
| 12/15/2010 22:00 | N | DC_EGPS_L_A | 23.68 |
| 12/15/2010 22:00 | N | H_HOLLOW_E_1 | 17.12 |
| 12/15/2010 22:00 | N | HHOLLOW4_E_1 | 17.12 |
| 12/15/2010 22:00 | N | R_LH2SES_1 | 25.87 |
| 12/15/2010 22:00 | N | R_PB2SES_1 | 17.04 |
| 12/15/2010 22:00 | N | R_PB2SES_2 | 17.04 |
| 12/15/2010 22:00 | N | R_PB2SES_3 | 17.04 |
| 12/15/2010 22:00 | N | R_PB2SES_4 | 17.04 |
| 12/15/2010 22:00 | N | R_PB2SES_5 | 17.04 |
| 12/15/2010 22:00 | N | AUTO_EPS_390 | 25.84 |
| 12/15/2010 22:00 | N | ISSUE_48 | 25.34 |
| 12/15/2010 22:00 | N | PWRPLT69 | 25.34 |
| 12/15/2010 22:00 | N | R_SILASRAY_1 | 25.34 |
| 12/15/2010 22:00 | N | R_SILASRAY_2 | 25.34 |
| 12/15/2010 22:02 | N | DC_ROAD_L_B | 24.08 |
| 12/15/2010 22:02 | N | DC_EGPS_L_A | 19.58 |
| 12/15/2010 22:02 | N | H_HOLLOW_E_1 | 1.64 |
| 12/15/2010 22:02 | N | HHOLLOW4_E_1 | 1.64 |
| 12/15/2010 22:02 | N | R_LH2SES_1 | 25.58 |
| 12/15/2010 22:02 | N | R_PB2SES_1 | 1.41 |
| 12/15/2010 22:02 | N | R_PB2SES_2 | 1.41 |
| 12/15/2010 22:02 | N | R_PB2SES_3 | 1.41 |
| 12/15/2010 22:02 | N | R_PB2SES_4 | 1.41 |
| 12/15/2010 22:02 | N | R_PB2SES_5 | 1.41 |
| 12/15/2010 22:02 | N | AUTO_EPS_390 | 25.49 |
| 12/15/2010 22:02 | N | ISSUE_48 | 24.11 |
| 12/15/2010 22:02 | N | PWRPLT69 | 24.11 |
| 12/15/2010 22:02 | N | R_SILASRAY_1 | 24.11 |
| 12/15/2010 22:02 | N | R_SILASRAY_2 | 24.11 |
| 12/15/2010 22:58 | N | DC_ROAD_L_B | 15.75 |
| 12/15/2010 22:58 | N | DC_EGPS_L_A | 12.63 |
| 12/15/2010 22:58 | N | H_HOLLOW_E_1 | 0.2 |
| 12/15/2010 22:58 | N | HHOLLOW4_E_1 | 0.2 |
| 12/15/2010 22:58 | N | R_LH2SES_1 | 16.8 |
| 12/15/2010 22:58 | N | R_PB2SES_1 | 0.04 |
| 12/15/2010 22:58 | N | R_PB2SES_2 | 0.04 |
| 12/15/2010 22:58 | N | R_PB2SES_3 | 0.04 |
| 12/15/2010 22:58 | N | R_PB2SES_4 | 0.04 |
| 12/15/2010 22:58 | N | R_PB2SES_5 | 0.04 |
| 12/15/2010 22:58 | N | AUTO_EPS_390 | 16.74 |
| 12/15/2010 22:58 | N | ISSUE_48 | 15.78 |
| 12/15/2010 22:58 | N | PWRPLT69 | 15.78 |

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| 12/15/2010 22:58 | N | R_SILASRAY_1 | 15.78 |
| 12/15/2010 22:58 | N | R_SILASRAY_2 | 15.78 |
| 12/15/2010 23:00 | N | DC_ROAD_L_B | 14.35 |
| 12/15/2010 23:00 | N | DC_EGPS_L_A | 11.46 |
| 12/15/2010 23:00 | N | H_HOLLOW_E_1 | -0.04 |
| 12/15/2010 23:00 | N | HHOLLOW4_E_1 | -0.04 |
| 12/15/2010 23:00 | N | R_LH2SES_1 | 15.32 |
| 12/15/2010 23:00 | N | R_PB2SES_1 | -0.19 |
| 12/15/2010 23:00 | N | R_PB2SES_2 | -0.19 |
| 12/15/2010 23:00 | N | R_PB2SES_3 | -0.19 |
| 12/15/2010 23:00 | N | R_PB2SES_4 | -0.19 |
| 12/15/2010 23:00 | N | R_PB2SES_5 | -0.19 |
| 12/15/2010 23:00 | N | AUTO_EPS_390 | 15.26 |
| 12/15/2010 23:00 | N | ISSUE_48 | 14.38 |
| 12/15/2010 23:00 | N | PWRPLT69 | 14.38 |
| 12/15/2010 23:00 | N | R_SILASRAY_1 | 14.38 |
| 12/15/2010 23:00 | N | R_SILASRAY_2 | 14.38 |
| 12/15/2010 23:05 | N | DC_ROAD_L_B | 17.23 |
| 12/15/2010 23:05 | N | DC_EGPS_L_A | 13.81 |
| 12/15/2010 23:05 | N | H_HOLLOW_E_1 | 0.22 |
| 12/15/2010 23:05 | N | HHOLLOW4_E_1 | 0.22 |
| 12/15/2010 23:05 | N | R_LH2SES_1 | 18.37 |
| 12/15/2010 23:05 | N | R_PB2SES_1 | 0.04 |
| 12/15/2010 23:05 | N | R_PB2SES_2 | 0.04 |
| 12/15/2010 23:05 | N | R_PB2SES_3 | 0.04 |
| 12/15/2010 23:05 | N | R_PB2SES_4 | 0.04 |
| 12/15/2010 23:05 | N | R_PB2SES_5 | 0.04 |
| 12/15/2010 23:05 | N | AUTO_EPS_390 | 18.3 |
| 12/15/2010 23:05 | N | ISSUE_48 | 17.25 |
| 12/15/2010 23:05 | N | PWRPLT69 | 17.25 |
| 12/15/2010 23:05 | N | R_SILASRAY_1 | 17.25 |
| 12/15/2010 23:05 | N | R_SILASRAY_2 | 17.25 |
| 12/15/2010 23:10 | N | DC_ROAD_L_B | 16.82 |
| 12/15/2010 23:10 | N | DC_EGPS_L_A | 13.49 |
| 12/15/2010 23:10 | N | H_HOLLOW_E_1 | 0.25 |
| 12/15/2010 23:10 | N | HHOLLOW4_E_1 | 0.25 |
| 12/15/2010 23:10 | N | R_LH2SES_1 | 17.94 |
| 12/15/2010 23:10 | N | R_PB2SES_1 | 0.08 |
| 12/15/2010 23:10 | N | R_PB2SES_2 | 0.08 |
| 12/15/2010 23:10 | N | R_PB2SES_3 | 0.08 |
| 12/15/2010 23:10 | N | R_PB2SES_4 | 0.08 |
| 12/15/2010 23:10 | N | R_PB2SES_5 | 0.08 |
| 12/15/2010 23:10 | N | AUTO_EPS_390 | 17.87 |
| 12/15/2010 23:10 | N | ISSUE_48 | 16.85 |
| 12/15/2010 23:10 | N | PWRPLT69 | 16.85 |
| 12/15/2010 23:10 | N | R_SILASRAY_1 | 16.85 |
| 12/15/2010 23:10 | N | R_SILASRAY_2 | 16.85 |

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| 12/15/2010 23:15 | N | DC_ROAD_L_B | 15.28 |
| 12/15/2010 23:15 | N | DC_EGPS_L_A | 12.25 |
| 12/15/2010 23:15 | N | H_HOLLOW_E_1 | 0.19 |
| 12/15/2010 23:15 | N | HHOLLOW4_E_1 | 0.19 |
| 12/15/2010 23:15 | N | R_LH2SES_1 | 16.29 |
| 12/15/2010 23:15 | N | R_PB2SES_1 | 0.04 |
| 12/15/2010 23:15 | N | R_PB2SES_2 | 0.04 |
| 12/15/2010 23:15 | N | R_PB2SES_3 | 0.04 |
| 12/15/2010 23:15 | N | R_PB2SES_4 | 0.04 |
| 12/15/2010 23:15 | N | R_PB2SES_5 | 0.04 |
| 12/15/2010 23:15 | N | AUTO_EPS_390 | 16.23 |
| 12/15/2010 23:15 | N | ISSUE_48 | 15.3 |
| 12/15/2010 23:15 | N | PWRPLT69 | 15.3 |
| 12/15/2010 23:15 | N | R_SILASRAY_1 | 15.3 |
| 12/15/2010 23:15 | N | R_SILASRAY_2 | 15.3 |
| 12/15/2010 23:20 | N | DC_ROAD_L_B | 12.51 |
| 12/15/2010 23:20 | N | DC_EGPS_L_A | 10.04 |
| 12/15/2010 23:20 | N | H_HOLLOW_E_1 | 0.23 |
| 12/15/2010 23:20 | N | HHOLLOW4_E_1 | 0.23 |
| 12/15/2010 23:20 | N | R_LH2SES_1 | 13.33 |
| 12/15/2010 23:20 | N | R_PB2SES_1 | 0.1 |
| 12/15/2010 23:20 | N | R_PB2SES_2 | 0.1 |
| 12/15/2010 23:20 | N | R_PB2SES_3 | 0.1 |
| 12/15/2010 23:20 | N | R_PB2SES_4 | 0.1 |
| 12/15/2010 23:20 | N | R_PB2SES_5 | 0.1 |
| 12/15/2010 23:20 | N | AUTO_EPS_390 | 13.28 |
| 12/15/2010 23:20 | N | ISSUE_48 | 12.52 |
| 12/15/2010 23:20 | N | PWRPLT69 | 12.52 |
| 12/15/2010 23:20 | N | R_SILASRAY_1 | 12.52 |
| 12/15/2010 23:20 | N | R_SILASRAY_2 | 12.52 |
| 12/15/2010 23:30 | N | DC_ROAD_L_B | 14.37 |
| 12/15/2010 23:30 | N | DC_EGPS_L_A | 11.55 |
| 12/15/2010 23:30 | N | H_HOLLOW_E_1 | 0.32 |
| 12/15/2010 23:30 | N | HHOLLOW4_E_1 | 0.32 |
| 12/15/2010 23:30 | N | R_LH2SES_1 | 15.31 |
| 12/15/2010 23:30 | N | R_PB2SES_1 | 0.18 |
| 12/15/2010 23:30 | N | R_PB2SES_2 | 0.18 |
| 12/15/2010 23:30 | N | R_PB2SES_3 | 0.18 |
| 12/15/2010 23:30 | N | R_PB2SES_4 | 0.18 |
| 12/15/2010 23:30 | N | R_PB2SES_5 | 0.18 |
| 12/15/2010 23:30 | N | AUTO_EPS_390 | 15.26 |
| 12/15/2010 23:30 | N | ISSUE_48 | 14.39 |
| 12/15/2010 23:30 | N | PWRPLT69 | 14.39 |
| 12/15/2010 23:30 | N | R_SILASRAY_1 | 14.39 |
| 12/15/2010 23:30 | N | R_SILASRAY_2 | 14.39 |
| 12/15/2010 23:35 | N | DC_ROAD_L_B | 15.25 |
| 12/15/2010 23:35 | N | DC_EGPS_L_A | 12.17 |

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| 12/15/2010 23:35 | N | H_HOLLOW_E_1 | -0.09 |
| 12/15/2010 23:35 | N | HHOLLOW4_E_1 | -0.09 |
| 12/15/2010 23:35 | N | R_LH2SES_1 | 16.28 |
| 12/15/2010 23:35 | N | R_PB2SES_1 | -0.25 |
| 12/15/2010 23:35 | N | R_PB2SES_2 | -0.25 |
| 12/15/2010 23:35 | N | R_PB2SES_3 | -0.25 |
| 12/15/2010 23:35 | N | R_PB2SES_4 | -0.25 |
| 12/15/2010 23:35 | N | R_PB2SES_5 | -0.25 |
| 12/15/2010 23:35 | N | AUTO_EPS_390 | 16.22 |
| 12/15/2010 23:35 | N | ISSUE_48 | 15.27 |
| 12/15/2010 23:35 | N | PWRPLT69 | 15.27 |
| 12/15/2010 23:35 | N | R_SILASRAY_1 | 15.27 |
| 12/15/2010 23:35 | N | R_SILASRAY_2 | 15.27 |
| 12/15/2010 23:40 | N | DC_ROAD_L_B | 15.24 |
| 12/15/2010 23:40 | N | DC_EGPS_L_A | 12.09 |
| 12/15/2010 23:40 | N | H_HOLLOW_E_1 | -0.43 |
| 12/15/2010 23:40 | N | HHOLLOW4_E_1 | -0.43 |
| 12/15/2010 23:40 | N | R_LH2SES_1 | 16.29 |
| 12/15/2010 23:40 | N | R_PB2SES_1 | -0.59 |
| 12/15/2010 23:40 | N | R_PB2SES_2 | -0.59 |
| 12/15/2010 23:40 | N | R_PB2SES_3 | -0.59 |
| 12/15/2010 23:40 | N | R_PB2SES_4 | -0.59 |
| 12/15/2010 23:40 | N | R_PB2SES_5 | -0.59 |
| 12/15/2010 23:40 | N | AUTO_EPS_390 | 16.22 |
| 12/15/2010 23:40 | N | ISSUE_48 | 15.26 |
| 12/15/2010 23:40 | N | PWRPLT69 | 15.26 |
| 12/15/2010 23:40 | N | R_SILASRAY_1 | 15.26 |
| 12/15/2010 23:40 | N | R_SILASRAY_2 | 15.26 |
| 12/15/2010 23:45 | N | DC_ROAD_L_B | 15.27 |
| 12/15/2010 23:45 | N | DC_EGPS_L_A | 12.13 |
| 12/15/2010 23:45 | N | H_HOLLOW_E_1 | -0.38 |
| 12/15/2010 23:45 | N | HHOLLOW4_E_1 | -0.38 |
| 12/15/2010 23:45 | N | R_LH2SES_1 | 16.32 |
| 12/15/2010 23:45 | N | R_PB2SES_1 | -0.54 |
| 12/15/2010 23:45 | N | R_PB2SES_2 | -0.54 |
| 12/15/2010 23:45 | N | R_PB2SES_3 | -0.54 |
| 12/15/2010 23:45 | N | R_PB2SES_4 | -0.54 |
| 12/15/2010 23:45 | N | R_PB2SES_5 | -0.54 |
| 12/15/2010 23:45 | N | AUTO_EPS_390 | 16.26 |
| 12/15/2010 23:45 | N | ISSUE_48 | 15.3 |
| 12/15/2010 23:45 | N | PWRPLT69 | 15.3 |
| 12/15/2010 23:45 | N | R_SILASRAY_1 | 15.3 |
| 12/15/2010 23:45 | N | R_SILASRAY_2 | 15.3 |
| 12/15/2010 23:47 | N | DC_ROAD_L_B | 15.37 |
| 12/15/2010 23:47 | N | DC_EGPS_L_A | 12.21 |
| 12/15/2010 23:47 | N | H_HOLLOW_E_1 | -0.33 |
| 12/15/2010 23:47 | N | HHOLLOW4_E_1 | -0.33 |

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| 12/15/2010 23:47 | N | R_LH2SES_1 | 16.42 |
| 12/15/2010 23:47 | N | R_PB2SES_1 | -0.49 |
| 12/15/2010 23:47 | N | R_PB2SES_2 | -0.49 |
| 12/15/2010 23:47 | N | R_PB2SES_3 | -0.49 |
| 12/15/2010 23:47 | N | R_PB2SES_4 | -0.49 |
| 12/15/2010 23:47 | N | R_PB2SES_5 | -0.49 |
| 12/15/2010 23:47 | N | AUTO_EPS_390 | 16.36 |
| 12/15/2010 23:47 | N | ISSUE_48 | 15.39 |
| 12/15/2010 23:47 | N | PWRPLT69 | 15.39 |
| 12/15/2010 23:47 | N | R_SILASRAY_1 | 15.39 |
| 12/15/2010 23:47 | N | R_SILASRAY_2 | 15.39 |
| 12/16/2010 1:02 | N | DC_ROAD_L_B | 15.83 |
| 12/16/2010 1:02 | N | DC_EGPS_L_A | 12.68 |
| 12/16/2010 1:02 | N | H_HOLLOW_E_1 | 0.13 |
| 12/16/2010 1:02 | N | HHOLLOW4_E_1 | 0.13 |
| 12/16/2010 1:02 | N | R_LH2SES_1 | 16.88 |
| 12/16/2010 1:02 | N | R_PB2SES_1 | -0.03 |
| 12/16/2010 1:02 | N | R_PB2SES_2 | -0.03 |
| 12/16/2010 1:02 | N | R_PB2SES_3 | -0.03 |
| 12/16/2010 1:02 | N | R_PB2SES_4 | -0.03 |
| 12/16/2010 1:02 | N | R_PB2SES_5 | -0.03 |
| 12/16/2010 1:02 | N | AUTO_EPS_390 | 16.82 |
| 12/16/2010 1:02 | N | ISSUE_48 | 15.85 |
| 12/16/2010 1:02 | N | PWRPLT69 | 15.85 |
| 12/16/2010 1:02 | N | R_SILASRAY_1 | 15.85 |
| 12/16/2010 1:02 | N | R_SILASRAY_2 | 15.85 |
| 12/16/2010 1:03 | N | DC_ROAD_L_B | 15.89 |
| 12/16/2010 1:03 | N | DC_EGPS_L_A | 12.69 |
| 12/16/2010 1:03 | N | H_HOLLOW_E_1 | 0.01 |
| 12/16/2010 1:03 | N | HHOLLOW4_E_1 | 0.01 |
| 12/16/2010 1:03 | N | R_LH2SES_1 | 16.95 |
| 12/16/2010 1:03 | N | R_PB2SES_1 | -0.15 |
| 12/16/2010 1:03 | N | R_PB2SES_2 | -0.15 |
| 12/16/2010 1:03 | N | R_PB2SES_3 | -0.15 |
| 12/16/2010 1:03 | N | R_PB2SES_4 | -0.15 |
| 12/16/2010 1:03 | N | R_PB2SES_5 | -0.15 |
| 12/16/2010 1:03 | N | AUTO_EPS_390 | 16.89 |
| 12/16/2010 1:03 | N | ISSUE_48 | 15.91 |
| 12/16/2010 1:03 | N | PWRPLT69 | 15.91 |
| 12/16/2010 1:03 | N | R_SILASRAY_1 | 15.91 |
| 12/16/2010 1:03 | N | R_SILASRAY_2 | 15.91 |
| 12/16/2010 1:05 | N | DC_ROAD_L_B | 16.44 |
| 12/16/2010 1:05 | N | DC_EGPS_L_A | 13.15 |
| 12/16/2010 1:05 | N | H_HOLLOW_E_1 | 0.08 |
| 12/16/2010 1:05 | N | HHOLLOW4_E_1 | 0.08 |
| 12/16/2010 1:05 | N | R_LH2SES_1 | 17.54 |
| 12/16/2010 1:05 | N | R_PB2SES_1 | -0.08 |

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| 12/16/2010 1:05 | N | R_PB2SES_2 | -0.08 |
| 12/16/2010 1:05 | N | R_PB2SES_3 | -0.08 |
| 12/16/2010 1:05 | N | R_PB2SES_4 | -0.08 |
| 12/16/2010 1:05 | N | R_PB2SES_5 | -0.08 |
| 12/16/2010 1:05 | N | AUTO_EPS_390 | 17.47 |
| 12/16/2010 1:05 | N | ISSUE_48 | 16.47 |
| 12/16/2010 1:05 | N | PWRPLT69 | 16.47 |
| 12/16/2010 1:05 | N | R_SILASRAY_1 | 16.47 |
| 12/16/2010 1:05 | N | R_SILASRAY_2 | 16.47 |
| 12/16/2010 1:08 | N | DC_ROAD_L_B | 18.48 |
| 12/16/2010 1:08 | N | DC_EGPS_L_A | 14.68 |
| 12/16/2010 1:08 | N | H_HOLLOW_E_1 | -0.45 |
| 12/16/2010 1:08 | N | HHOLLOW4_E_1 | -0.45 |
| 12/16/2010 1:08 | N | R_LH2SES_1 | 19.75 |
| 12/16/2010 1:08 | N | R_PB2SES_1 | -0.64 |
| 12/16/2010 1:08 | N | R_PB2SES_2 | -0.64 |
| 12/16/2010 1:08 | N | R_PB2SES_3 | -0.64 |
| 12/16/2010 1:08 | N | R_PB2SES_4 | -0.64 |
| 12/16/2010 1:08 | N | R_PB2SES_5 | -0.64 |
| 12/16/2010 1:08 | N | AUTO_EPS_390 | 19.68 |
| 12/16/2010 1:08 | N | ISSUE_48 | 18.51 |
| 12/16/2010 1:08 | N | PWRPLT69 | 18.51 |
| 12/16/2010 1:08 | N | R_SILASRAY_1 | 18.51 |
| 12/16/2010 1:08 | N | R_SILASRAY_2 | 18.51 |
| 12/16/2010 1:10 | N | DC_ROAD_L_B | 17.71 |
| 12/16/2010 1:10 | N | DC_EGPS_L_A | 14.06 |
| 12/16/2010 1:10 | N | H_HOLLOW_E_1 | -0.45 |
| 12/16/2010 1:10 | N | HHOLLOW4_E_1 | -0.45 |
| 12/16/2010 1:10 | N | R_LH2SES_1 | 18.93 |
| 12/16/2010 1:10 | N | R_PB2SES_1 | -0.64 |
| 12/16/2010 1:10 | N | R_PB2SES_2 | -0.64 |
| 12/16/2010 1:10 | N | R_PB2SES_3 | -0.64 |
| 12/16/2010 1:10 | N | R_PB2SES_4 | -0.64 |
| 12/16/2010 1:10 | N | R_PB2SES_5 | -0.64 |
| 12/16/2010 1:10 | N | AUTO_EPS_390 | 18.86 |
| 12/16/2010 1:10 | N | ISSUE_48 | 17.74 |
| 12/16/2010 1:10 | N | PWRPLT69 | 17.74 |
| 12/16/2010 1:10 | N | R_SILASRAY_1 | 17.74 |
| 12/16/2010 1:10 | N | R_SILASRAY_2 | 17.74 |
| 12/16/2010 1:15 | N | DC_ROAD_L_B | 17.45 |
| 12/16/2010 1:15 | N | DC_EGPS_L_A | 13.87 |
| 12/16/2010 1:15 | N | H_HOLLOW_E_1 | -0.36 |
| 12/16/2010 1:15 | N | HHOLLOW4_E_1 | -0.36 |
| 12/16/2010 1:15 | N | R_LH2SES_1 | 18.65 |
| 12/16/2010 1:15 | N | R_PB2SES_1 | -0.54 |
| 12/16/2010 1:15 | N | R_PB2SES_2 | -0.54 |
| 12/16/2010 1:15 | N | R_PB2SES_3 | -0.54 |

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| 12/16/2010 1:15 | N | R_PB2SES_4 | -0.54 |
| 12/16/2010 1:15 | N | R_PB2SES_5 | -0.54 |
| 12/16/2010 1:15 | N | AUTO_EPS_390 | 18.58 |
| 12/16/2010 1:15 | N | ISSUE_48 | 17.48 |
| 12/16/2010 1:15 | N | PWRPLT69 | 17.48 |
| 12/16/2010 1:15 | N | R_SILASRAY_1 | 17.48 |
| 12/16/2010 1:15 | N | R_SILASRAY_2 | 17.48 |
| 12/16/2010 1:19 | N | DC_ROAD_L_B | 14.21 |
| 12/16/2010 1:19 | N | DC_EGPS_L_A | 11.27 |
| 12/16/2010 1:19 | N | H_HOLLOW_E_1 | -0.39 |
| 12/16/2010 1:19 | N | HHOLLOW4_E_1 | -0.39 |
| 12/16/2010 1:19 | N | R_LH2SES_1 | 15.19 |
| 12/16/2010 1:19 | N | R_PB2SES_1 | -0.54 |
| 12/16/2010 1:19 | N | R_PB2SES_2 | -0.54 |
| 12/16/2010 1:19 | N | R_PB2SES_3 | -0.54 |
| 12/16/2010 1:19 | N | R_PB2SES_4 | -0.54 |
| 12/16/2010 1:19 | N | R_PB2SES_5 | -0.54 |
| 12/16/2010 1:19 | N | AUTO_EPS_390 | 15.13 |
| 12/16/2010 1:19 | N | ISSUE_48 | 14.23 |
| 12/16/2010 1:19 | N | PWRPLT69 | 14.23 |
| 12/16/2010 1:19 | N | R_SILASRAY_1 | 14.23 |
| 12/16/2010 1:19 | N | R_SILASRAY_2 | 14.23 |
| 12/16/2010 1:20 | N | DC_ROAD_L_B | 14.84 |
| 12/16/2010 1:20 | N | DC_EGPS_L_A | 11.78 |
| 12/16/2010 1:20 | N | H_HOLLOW_E_1 | -0.36 |
| 12/16/2010 1:20 | N | HHOLLOW4_E_1 | -0.36 |
| 12/16/2010 1:20 | N | R_LH2SES_1 | 15.86 |
| 12/16/2010 1:20 | N | R_PB2SES_1 | -0.51 |
| 12/16/2010 1:20 | N | R_PB2SES_2 | -0.51 |
| 12/16/2010 1:20 | N | R_PB2SES_3 | -0.51 |
| 12/16/2010 1:20 | N | R_PB2SES_4 | -0.51 |
| 12/16/2010 1:20 | N | R_PB2SES_5 | -0.51 |
| 12/16/2010 1:20 | N | AUTO_EPS_390 | 15.8 |
| 12/16/2010 1:20 | N | ISSUE_48 | 14.86 |
| 12/16/2010 1:20 | N | PWRPLT69 | 14.86 |
| 12/16/2010 1:20 | N | R_SILASRAY_1 | 14.86 |
| 12/16/2010 1:20 | N | R_SILASRAY_2 | 14.86 |
| 12/16/2010 1:25 | N | DC_ROAD_L_B | 15.66 |
| 12/16/2010 1:25 | N | DC_EGPS_L_A | 12.41 |
| 12/16/2010 1:25 | N | H_HOLLOW_E_1 | -0.45 |
| 12/16/2010 1:25 | N | HHOLLOW4_E_1 | -0.45 |
| 12/16/2010 1:25 | N | R_LH2SES_1 | 16.74 |
| 12/16/2010 1:25 | N | R_PB2SES_1 | -0.61 |
| 12/16/2010 1:25 | N | R_PB2SES_2 | -0.61 |
| 12/16/2010 1:25 | N | R_PB2SES_3 | -0.61 |
| 12/16/2010 1:25 | N | R_PB2SES_4 | -0.61 |
| 12/16/2010 1:25 | N | R_PB2SES_5 | -0.61 |

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|---|---|---|---|
| 12/16/2010 1:25 | N | AUTO_EPS_390 | 16.67 |
| 12/16/2010 1:25 | N | ISSUE_48 | 15.68 |
| 12/16/2010 1:25 | N | PWRPLT69 | 15.68 |
| 12/16/2010 1:25 | N | R_SILASRAY_1 | 15.68 |
| 12/16/2010 1:25 | N | R_SILASRAY_2 | 15.68 |
| 12/16/2010 1:25 | N | DC_ROAD_L_B | 14.46 |
| 12/16/2010 1:25 | N | DC_EGPS_L_A | 11.45 |
| 12/16/2010 1:25 | N | H_HOLLOW_E_1 | -0.48 |
| 12/16/2010 1:25 | N | HHOLLOW4_E_1 | -0.48 |
| 12/16/2010 1:25 | N | R_LH2SES_1 | 15.46 |
| 12/16/2010 1:25 | N | R_PB2SES_1 | -0.64 |
| 12/16/2010 1:25 | N | R_PB2SES_2 | -0.64 |
| 12/16/2010 1:25 | N | R_PB2SES_3 | -0.64 |
| 12/16/2010 1:25 | N | R_PB2SES_4 | -0.64 |
| 12/16/2010 1:25 | N | R_PB2SES_5 | -0.64 |
| 12/16/2010 1:25 | N | AUTO_EPS_390 | 15.4 |
| 12/16/2010 1:25 | N | ISSUE_48 | 14.48 |
| 12/16/2010 1:25 | N | PWRPLT69 | 14.48 |
| 12/16/2010 1:25 | N | R_SILASRAY_1 | 14.48 |
| 12/16/2010 1:25 | N | R_SILASRAY_2 | 14.48 |
| 12/16/2010 1:27 | N | DC_ROAD_L_B | 14.33 |
| 12/16/2010 1:27 | N | DC_EGPS_L_A | 11.35 |
| 12/16/2010 1:27 | N | H_HOLLOW_E_1 | -0.48 |
| 12/16/2010 1:27 | N | HHOLLOW4_E_1 | -0.48 |
| 12/16/2010 1:27 | N | R_LH2SES_1 | 15.33 |
| 12/16/2010 1:27 | N | R_PB2SES_1 | -0.63 |
| 12/16/2010 1:27 | N | R_PB2SES_2 | -0.63 |
| 12/16/2010 1:27 | N | R_PB2SES_3 | -0.63 |
| 12/16/2010 1:27 | N | R_PB2SES_4 | -0.63 |
| 12/16/2010 1:27 | N | R_PB2SES_5 | -0.63 |
| 12/16/2010 1:27 | N | AUTO_EPS_390 | 15.27 |
| 12/16/2010 1:27 | N | ISSUE_48 | 14.36 |
| 12/16/2010 1:27 | N | PWRPLT69 | 14.36 |
| 12/16/2010 1:27 | N | R_SILASRAY_1 | 14.36 |
| 12/16/2010 1:27 | N | R_SILASRAY_2 | 14.36 |
| 12/16/2010 1:29 | N | DC_ROAD_L_B | 14.32 |
| 12/16/2010 1:29 | N | DC_EGPS_L_A | 11.33 |
| 12/16/2010 1:29 | N | H_HOLLOW_E_1 | -0.49 |
| 12/16/2010 1:29 | N | HHOLLOW4_E_1 | -0.49 |
| 12/16/2010 1:29 | N | R_LH2SES_1 | 15.31 |
| 12/16/2010 1:29 | N | R_PB2SES_1 | -0.64 |
| 12/16/2010 1:29 | N | R_PB2SES_2 | -0.64 |
| 12/16/2010 1:29 | N | R_PB2SES_3 | -0.64 |
| 12/16/2010 1:29 | N | R_PB2SES_4 | -0.64 |
| 12/16/2010 1:29 | N | R_PB2SES_5 | -0.64 |
| 12/16/2010 1:29 | N | AUTO_EPS_390 | 15.25 |
| 12/16/2010 1:29 | N | ISSUE_48 | 14.34 |

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| 12/16/2010 1:29 | N | PWRPLT69 | 14.34 |
| 12/16/2010 1:29 | N | R_SILASRAY_1 | 14.34 |
| 12/16/2010 1:29 | N | R_SILASRAY_2 | 14.34 |
| 12/16/2010 1:30 | N | DC_ROAD_L_B | 14.32 |
| 12/16/2010 1:30 | N | DC_EGPS_L_A | 11.34 |
| 12/16/2010 1:30 | N | H_HOLLOW_E_1 | -0.49 |
| 12/16/2010 1:30 | N | HHOLLOW4_E_1 | -0.49 |
| 12/16/2010 1:30 | N | R_LH2SES_1 | 15.31 |
| 12/16/2010 1:30 | N | R_PB2SES_1 | -0.64 |
| 12/16/2010 1:30 | N | R_PB2SES_2 | -0.64 |
| 12/16/2010 1:30 | N | R_PB2SES_3 | -0.64 |
| 12/16/2010 1:30 | N | R_PB2SES_4 | -0.64 |
| 12/16/2010 1:30 | N | R_PB2SES_5 | -0.64 |
| 12/16/2010 1:30 | N | AUTO_EPS_390 | 15.26 |
| 12/16/2010 1:30 | N | ISSUE_48 | 14.34 |
| 12/16/2010 1:30 | N | PWRPLT69 | 14.34 |
| 12/16/2010 1:30 | N | R_SILASRAY_1 | 14.34 |
| 12/16/2010 1:30 | N | R_SILASRAY_2 | 14.34 |
| 12/16/2010 1:35 | N | DC_ROAD_L_B | 14.32 |
| 12/16/2010 1:35 | N | DC_EGPS_L_A | 11.34 |
| 12/16/2010 1:35 | N | H_HOLLOW_E_1 | -0.49 |
| 12/16/2010 1:35 | N | HHOLLOW4_E_1 | -0.49 |
| 12/16/2010 1:35 | N | R_LH2SES_1 | 15.31 |
| 12/16/2010 1:35 | N | R_PB2SES_1 | -0.64 |
| 12/16/2010 1:35 | N | R_PB2SES_2 | -0.64 |
| 12/16/2010 1:35 | N | R_PB2SES_3 | -0.64 |
| 12/16/2010 1:35 | N | R_PB2SES_4 | -0.64 |
| 12/16/2010 1:35 | N | R_PB2SES_5 | -0.64 |
| 12/16/2010 1:35 | N | AUTO_EPS_390 | 15.25 |
| 12/16/2010 1:35 | N | ISSUE_48 | 14.34 |
| 12/16/2010 1:35 | N | PWRPLT69 | 14.34 |
| 12/16/2010 1:35 | N | R_SILASRAY_1 | 14.34 |
| 12/16/2010 1:35 | N | R_SILASRAY_2 | 14.34 |
| 12/16/2010 1:40 | N | DC_ROAD_L_B | 14.31 |
| 12/16/2010 1:40 | N | DC_EGPS_L_A | 11.32 |
| 12/16/2010 1:40 | N | H_HOLLOW_E_1 | -0.48 |
| 12/16/2010 1:40 | N | HHOLLOW4_E_1 | -0.48 |
| 12/16/2010 1:40 | N | R_LH2SES_1 | 15.31 |
| 12/16/2010 1:40 | N | R_PB2SES_1 | -0.63 |
| 12/16/2010 1:40 | N | R_PB2SES_2 | -0.63 |
| 12/16/2010 1:40 | N | R_PB2SES_3 | -0.63 |
| 12/16/2010 1:40 | N | R_PB2SES_4 | -0.63 |
| 12/16/2010 1:40 | N | R_PB2SES_5 | -0.63 |
| 12/16/2010 1:40 | N | AUTO_EPS_390 | 15.25 |
| 12/16/2010 1:40 | N | ISSUE_48 | 14.33 |
| 12/16/2010 1:40 | N | PWRPLT69 | 14.33 |
| 12/16/2010 1:40 | N | R_SILASRAY_1 | 14.33 |

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| 12/16/2010 1:40 | N | R_SILASRAY_2 | 14.33 |
| 12/16/2010 1:44 | N | DC_ROAD_L_B | 13.7 |
| 12/16/2010 1:44 | N | DC_EGPS_L_A | 10.83 |
| 12/16/2010 1:44 | N | H_HOLLOW_E_1 | -0.49 |
| 12/16/2010 1:44 | N | HHOLLOW4_E_1 | -0.49 |
| 12/16/2010 1:44 | N | R_LH2SES_1 | 14.65 |
| 12/16/2010 1:44 | N | R_PB2SES_1 | -0.64 |
| 12/16/2010 1:44 | N | R_PB2SES_2 | -0.64 |
| 12/16/2010 1:44 | N | R_PB2SES_3 | -0.64 |
| 12/16/2010 1:44 | N | R_PB2SES_4 | -0.64 |
| 12/16/2010 1:44 | N | R_PB2SES_5 | -0.64 |
| 12/16/2010 1:44 | N | AUTO_EPS_390 | 14.6 |
| 12/16/2010 1:44 | N | ISSUE_48 | 13.72 |
| 12/16/2010 1:44 | N | PWRPLT69 | 13.72 |
| 12/16/2010 1:44 | N | R_SILASRAY_1 | 13.72 |
| 12/16/2010 1:44 | N | R_SILASRAY_2 | 13.72 |
| 12/16/2010 1:45 | N | DC_ROAD_L_B | 13.55 |
| 12/16/2010 1:45 | N | DC_EGPS_L_A | 10.71 |
| 12/16/2010 1:45 | N | H_HOLLOW_E_1 | -0.49 |
| 12/16/2010 1:45 | N | HHOLLOW4_E_1 | -0.49 |
| 12/16/2010 1:45 | N | R_LH2SES_1 | 14.5 |
| 12/16/2010 1:45 | N | R_PB2SES_1 | -0.64 |
| 12/16/2010 1:45 | N | R_PB2SES_2 | -0.64 |
| 12/16/2010 1:45 | N | R_PB2SES_3 | -0.64 |
| 12/16/2010 1:45 | N | R_PB2SES_4 | -0.64 |
| 12/16/2010 1:45 | N | R_PB2SES_5 | -0.64 |
| 12/16/2010 1:45 | N | AUTO_EPS_390 | 14.44 |
| 12/16/2010 1:45 | N | ISSUE_48 | 13.57 |
| 12/16/2010 1:45 | N | PWRPLT69 | 13.57 |
| 12/16/2010 1:45 | N | R_SILASRAY_1 | 13.57 |
| 12/16/2010 1:45 | N | R_SILASRAY_2 | 13.57 |
| 12/16/2010 1:49 | N | DC_ROAD_L_B | 15.14 |
| 12/16/2010 1:49 | N | DC_EGPS_L_A | 11.25 |
| 12/16/2010 1:49 | N | H_HOLLOW_E_1 | -4.14 |
| 12/16/2010 1:49 | N | HHOLLOW4_E_1 | -4.14 |
| 12/16/2010 1:49 | N | R_LH2SES_1 | 16.44 |
| 12/16/2010 1:49 | N | R_PB2SES_1 | -4.34 |
| 12/16/2010 1:49 | N | R_PB2SES_2 | -4.34 |
| 12/16/2010 1:49 | N | R_PB2SES_3 | -4.34 |
| 12/16/2010 1:49 | N | R_PB2SES_4 | -4.34 |
| 12/16/2010 1:49 | N | R_PB2SES_5 | -4.34 |
| 12/16/2010 1:49 | N | AUTO_EPS_390 | 16.36 |
| 12/16/2010 1:49 | N | ISSUE_48 | 15.17 |
| 12/16/2010 1:49 | N | PWRPLT69 | 15.17 |
| 12/16/2010 1:49 | N | R_SILASRAY_1 | 15.17 |
| 12/16/2010 1:49 | N | R_SILASRAY_2 | 15.17 |
| 12/16/2010 1:50 | N | DC_ROAD_L_B | 14.17 |

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| 12/16/2010 1:50 | N | DC_EGPS_L_A | 10.5 |
| 12/16/2010 1:50 | N | H_HOLLOW_E_1 | -4.02 |
| 12/16/2010 1:50 | N | HHOLLOW4_E_1 | -4.02 |
| 12/16/2010 1:50 | N | R_LH2SES_1 | 15.4 |
| 12/16/2010 1:50 | N | R_PB2SES_1 | -4.2 |
| 12/16/2010 1:50 | N | R_PB2SES_2 | -4.2 |
| 12/16/2010 1:50 | N | R_PB2SES_3 | -4.2 |
| 12/16/2010 1:50 | N | R_PB2SES_4 | -4.2 |
| 12/16/2010 1:50 | N | R_PB2SES_5 | -4.2 |
| 12/16/2010 1:50 | N | AUTO_EPS_390 | 15.33 |
| 12/16/2010 1:50 | N | ISSUE_48 | 14.2 |
| 12/16/2010 1:50 | N | PWRPLT69 | 14.2 |
| 12/16/2010 1:50 | N | R_SILASRAY_1 | 14.2 |
| 12/16/2010 1:50 | N | R_SILASRAY_2 | 14.2 |
| 12/16/2010 1:55 | N | DC_ROAD_L_B | 10.7 |
| 12/16/2010 1:55 | N | DC_EGPS_L_A | 8.43 |
| 12/16/2010 1:55 | N | H_HOLLOW_E_1 | -0.52 |
| 12/16/2010 1:55 | N | HHOLLOW4_E_1 | -0.52 |
| 12/16/2010 1:55 | N | R_LH2SES_1 | 11.46 |
| 12/16/2010 1:55 | N | R_PB2SES_1 | -0.63 |
| 12/16/2010 1:55 | N | R_PB2SES_2 | -0.63 |
| 12/16/2010 1:55 | N | R_PB2SES_3 | -0.63 |
| 12/16/2010 1:55 | N | R_PB2SES_4 | -0.63 |
| 12/16/2010 1:55 | N | R_PB2SES_5 | -0.63 |
| 12/16/2010 1:55 | N | AUTO_EPS_390 | 11.41 |
| 12/16/2010 1:55 | N | ISSUE_48 | 10.72 |
| 12/16/2010 1:55 | N | PWRPLT69 | 10.72 |
| 12/16/2010 1:55 | N | R_SILASRAY_1 | 10.72 |
| 12/16/2010 1:55 | N | R_SILASRAY_2 | 10.72 |
| 12/16/2010 1:56 | N | DC_ROAD_L_B | 10.28 |
| 12/16/2010 1:56 | N | DC_EGPS_L_A | 8.1 |
| 12/16/2010 1:56 | N | H_HOLLOW_E_1 | -0.52 |
| 12/16/2010 1:56 | N | HHOLLOW4_E_1 | -0.52 |
| 12/16/2010 1:56 | N | R_LH2SES_1 | 11.01 |
| 12/16/2010 1:56 | N | R_PB2SES_1 | -0.63 |
| 12/16/2010 1:56 | N | R_PB2SES_2 | -0.63 |
| 12/16/2010 1:56 | N | R_PB2SES_3 | -0.63 |
| 12/16/2010 1:56 | N | R_PB2SES_4 | -0.63 |
| 12/16/2010 1:56 | N | R_PB2SES_5 | -0.63 |
| 12/16/2010 1:56 | N | AUTO_EPS_390 | 10.97 |
| 12/16/2010 1:56 | N | ISSUE_48 | 10.3 |
| 12/16/2010 1:56 | N | PWRPLT69 | 10.3 |
| 12/16/2010 1:56 | N | R_SILASRAY_1 | 10.3 |
| 12/16/2010 1:56 | N | R_SILASRAY_2 | 10.3 |
| 12/16/2010 2:00 | N | DC_ROAD_L_B | 10.81 |
| 12/16/2010 2:00 | N | DC_EGPS_L_A | 8.52 |
| 12/16/2010 2:00 | N | H_HOLLOW_E_1 | -0.52 |

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| 12/16/2010 2:00 | N | HHOLLOW4_E_1 | -0.52 |
| 12/16/2010 2:00 | N | R_LH2SES_1 | 11.58 |
| 12/16/2010 2:00 | N | R_PB2SES_1 | -0.63 |
| 12/16/2010 2:00 | N | R_PB2SES_2 | -0.63 |
| 12/16/2010 2:00 | N | R_PB2SES_3 | -0.63 |
| 12/16/2010 2:00 | N | R_PB2SES_4 | -0.63 |
| 12/16/2010 2:00 | N | R_PB2SES_5 | -0.63 |
| 12/16/2010 2:00 | N | AUTO_EPS_390 | 11.53 |
| 12/16/2010 2:00 | N | ISSUE_48 | 10.83 |
| 12/16/2010 2:00 | N | PWRPLT69 | 10.83 |
| 12/16/2010 2:00 | N | R_SILASRAY_1 | 10.83 |
| 12/16/2010 2:00 | N | R_SILASRAY_2 | 10.83 |
| 12/16/2010 2:00 | N | DC_ROAD_L_B | 12.53 |
| 12/16/2010 2:00 | N | DC_EGPS_L_A | 9.9 |
| 12/16/2010 2:00 | N | H_HOLLOW_E_1 | -0.5 |
| 12/16/2010 2:00 | N | HHOLLOW4_E_1 | -0.5 |
| 12/16/2010 2:00 | N | R_LH2SES_1 | 13.41 |
| 12/16/2010 2:00 | N | R_PB2SES_1 | -0.64 |
| 12/16/2010 2:00 | N | R_PB2SES_2 | -0.64 |
| 12/16/2010 2:00 | N | R_PB2SES_3 | -0.64 |
| 12/16/2010 2:00 | N | R_PB2SES_4 | -0.64 |
| 12/16/2010 2:00 | N | R_PB2SES_5 | -0.64 |
| 12/16/2010 2:00 | N | AUTO_EPS_390 | 13.36 |
| 12/16/2010 2:00 | N | ISSUE_48 | 12.55 |
| 12/16/2010 2:00 | N | PWRPLT69 | 12.55 |
| 12/16/2010 2:00 | N | R_SILASRAY_1 | 12.55 |
| 12/16/2010 2:00 | N | R_SILASRAY_2 | 12.55 |
| 12/16/2010 2:02 | N | DC_ROAD_L_B | 13.15 |
| 12/16/2010 2:02 | N | DC_EGPS_L_A | 10.39 |
| 12/16/2010 2:02 | N | H_HOLLOW_E_1 | -0.5 |
| 12/16/2010 2:02 | N | HHOLLOW4_E_1 | -0.5 |
| 12/16/2010 2:02 | N | R_LH2SES_1 | 14.07 |
| 12/16/2010 2:02 | N | R_PB2SES_1 | -0.63 |
| 12/16/2010 2:02 | N | R_PB2SES_2 | -0.63 |
| 12/16/2010 2:02 | N | R_PB2SES_3 | -0.63 |
| 12/16/2010 2:02 | N | R_PB2SES_4 | -0.63 |
| 12/16/2010 2:02 | N | R_PB2SES_5 | -0.63 |
| 12/16/2010 2:02 | N | AUTO_EPS_390 | 14.02 |
| 12/16/2010 2:02 | N | ISSUE_48 | 13.17 |
| 12/16/2010 2:02 | N | PWRPLT69 | 13.17 |
| 12/16/2010 2:02 | N | R_SILASRAY_1 | 13.17 |
| 12/16/2010 2:02 | N | R_SILASRAY_2 | 13.17 |
| 12/16/2010 2:05 | N | DC_ROAD_L_B | 12.54 |
| 12/16/2010 2:05 | N | DC_EGPS_L_A | 9.91 |
| 12/16/2010 2:05 | N | H_HOLLOW_E_1 | -0.49 |
| 12/16/2010 2:05 | N | HHOLLOW4_E_1 | -0.49 |
| 12/16/2010 2:05 | N | R_LH2SES_1 | 13.42 |

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| 12/16/2010 2:05 | N | R_PB2SES_1 | -0.62 |
| 12/16/2010 2:05 | N | R_PB2SES_2 | -0.62 |
| 12/16/2010 2:05 | N | R_PB2SES_3 | -0.62 |
| 12/16/2010 2:05 | N | R_PB2SES_4 | -0.62 |
| 12/16/2010 2:05 | N | R_PB2SES_5 | -0.62 |
| 12/16/2010 2:05 | N | AUTO_EPS_390 | 13.37 |
| 12/16/2010 2:05 | N | ISSUE_48 | 12.56 |
| 12/16/2010 2:05 | N | PWRPLT69 | 12.56 |
| 12/16/2010 2:05 | N | R_SILASRAY_1 | 12.56 |
| 12/16/2010 2:05 | N | R_SILASRAY_2 | 12.56 |
| 12/16/2010 2:10 | N | DC_ROAD_L_B | 13.36 |
| 12/16/2010 2:10 | N | DC_EGPS_L_A | 10.58 |
| 12/16/2010 2:10 | N | H_HOLLOW_E_1 | -0.41 |
| 12/16/2010 2:10 | N | HHOLLOW4_E_1 | -0.41 |
| 12/16/2010 2:10 | N | R_LH2SES_1 | 14.28 |
| 12/16/2010 2:10 | N | R_PB2SES_1 | -0.55 |
| 12/16/2010 2:10 | N | R_PB2SES_2 | -0.55 |
| 12/16/2010 2:10 | N | R_PB2SES_3 | -0.55 |
| 12/16/2010 2:10 | N | R_PB2SES_4 | -0.55 |
| 12/16/2010 2:10 | N | R_PB2SES_5 | -0.55 |
| 12/16/2010 2:10 | N | AUTO_EPS_390 | 14.23 |
| 12/16/2010 2:10 | N | ISSUE_48 | 13.38 |
| 12/16/2010 2:10 | N | PWRPLT69 | 13.38 |
| 12/16/2010 2:10 | N | R_SILASRAY_1 | 13.38 |
| 12/16/2010 2:10 | N | R_SILASRAY_2 | 13.38 |
| 12/16/2010 2:15 | N | DC_ROAD_L_B | 13.29 |
| 12/16/2010 2:15 | N | DC_EGPS_L_A | 10.51 |
| 12/16/2010 2:15 | N | H_HOLLOW_E_1 | -0.5 |
| 12/16/2010 2:15 | N | HHOLLOW4_E_1 | -0.5 |
| 12/16/2010 2:15 | N | R_LH2SES_1 | 14.22 |
| 12/16/2010 2:15 | N | R_PB2SES_1 | -0.64 |
| 12/16/2010 2:15 | N | R_PB2SES_2 | -0.64 |
| 12/16/2010 2:15 | N | R_PB2SES_3 | -0.64 |
| 12/16/2010 2:15 | N | R_PB2SES_4 | -0.64 |
| 12/16/2010 2:15 | N | R_PB2SES_5 | -0.64 |
| 12/16/2010 2:15 | N | AUTO_EPS_390 | 14.16 |
| 12/16/2010 2:15 | N | ISSUE_48 | 13.31 |
| 12/16/2010 2:15 | N | PWRPLT69 | 13.31 |
| 12/16/2010 2:15 | N | R_SILASRAY_1 | 13.31 |
| 12/16/2010 2:15 | N | R_SILASRAY_2 | 13.31 |
| 12/16/2010 2:16 | N | DC_ROAD_L_B | 13.42 |
| 12/16/2010 2:16 | N | DC_EGPS_L_A | 10.6 |
| 12/16/2010 2:16 | N | H_HOLLOW_E_1 | -0.59 |
| 12/16/2010 2:16 | N | HHOLLOW4_E_1 | -0.59 |
| 12/16/2010 2:16 | N | R_LH2SES_1 | 14.36 |
| 12/16/2010 2:16 | N | R_PB2SES_1 | -0.73 |
| 12/16/2010 2:16 | N | R_PB2SES_2 | -0.73 |

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|---|---|---|---|
| 12/16/2010 2:16 | N | R_PB2SES_3 | -0.73 |
| 12/16/2010 2:16 | N | R_PB2SES_4 | -0.73 |
| 12/16/2010 2:16 | N | R_PB2SES_5 | -0.73 |
| 12/16/2010 2:16 | N | AUTO_EPS_390 | 14.3 |
| 12/16/2010 2:16 | N | ISSUE_48 | 13.44 |
| 12/16/2010 2:16 | N | PWRPLT69 | 13.44 |
| 12/16/2010 2:16 | N | R_SILASRAY_1 | 13.44 |
| 12/16/2010 2:16 | N | R_SILASRAY_2 | 13.44 |
| 12/16/2010 2:20 | N | DC_ROAD_L_B | 14.32 |
| 12/16/2010 2:20 | N | DC_EGPS_L_A | 11.3 |
| 12/16/2010 2:20 | N | H_HOLLOW_E_1 | -0.69 |
| 12/16/2010 2:20 | N | HHOLLOW4_E_1 | -0.69 |
| 12/16/2010 2:20 | N | R_LH2SES_1 | 15.33 |
| 12/16/2010 2:20 | N | R_PB2SES_1 | -0.84 |
| 12/16/2010 2:20 | N | R_PB2SES_2 | -0.84 |
| 12/16/2010 2:20 | N | R_PB2SES_3 | -0.84 |
| 12/16/2010 2:20 | N | R_PB2SES_4 | -0.84 |
| 12/16/2010 2:20 | N | R_PB2SES_5 | -0.84 |
| 12/16/2010 2:20 | N | AUTO_EPS_390 | 15.27 |
| 12/16/2010 2:20 | N | ISSUE_48 | 14.34 |
| 12/16/2010 2:20 | N | PWRPLT69 | 14.34 |
| 12/16/2010 2:20 | N | R_SILASRAY_1 | 14.34 |
| 12/16/2010 2:20 | N | R_SILASRAY_2 | 14.34 |
| 12/16/2010 2:25 | N | DC_ROAD_L_B | 14.05 |
| 12/16/2010 2:25 | N | DC_EGPS_L_A | 11.05 |
| 12/16/2010 2:25 | N | H_HOLLOW_E_1 | -0.81 |
| 12/16/2010 2:25 | N | HHOLLOW4_E_1 | -0.81 |
| 12/16/2010 2:25 | N | R_LH2SES_1 | 15.04 |
| 12/16/2010 2:25 | N | R_PB2SES_1 | -0.96 |
| 12/16/2010 2:25 | N | R_PB2SES_2 | -0.96 |
| 12/16/2010 2:25 | N | R_PB2SES_3 | -0.96 |
| 12/16/2010 2:25 | N | R_PB2SES_4 | -0.96 |
| 12/16/2010 2:25 | N | R_PB2SES_5 | -0.96 |
| 12/16/2010 2:25 | N | AUTO_EPS_390 | 14.99 |
| 12/16/2010 2:25 | N | ISSUE_48 | 14.07 |
| 12/16/2010 2:25 | N | PWRPLT69 | 14.07 |
| 12/16/2010 2:25 | N | R_SILASRAY_1 | 14.07 |
| 12/16/2010 2:25 | N | R_SILASRAY_2 | 14.07 |
| 12/16/2010 2:26 | N | DC_ROAD_L_B | 13.13 |
| 12/16/2010 2:26 | N | DC_EGPS_L_A | 10.3 |
| 12/16/2010 2:26 | N | H_HOLLOW_E_1 | -0.91 |
| 12/16/2010 2:26 | N | HHOLLOW4_E_1 | -0.91 |
| 12/16/2010 2:26 | N | R_LH2SES_1 | 14.07 |
| 12/16/2010 2:26 | N | R_PB2SES_1 | -1.05 |
| 12/16/2010 2:26 | N | R_PB2SES_2 | -1.05 |
| 12/16/2010 2:26 | N | R_PB2SES_3 | -1.05 |
| 12/16/2010 2:26 | N | R_PB2SES_4 | -1.05 |

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| 12/16/2010 2:26 | N | R_PB2SES_5 | -1.05 |
| 12/16/2010 2:26 | N | AUTO_EPS_390 | 14.01 |
| 12/16/2010 2:26 | N | ISSUE_48 | 13.15 |
| 12/16/2010 2:26 | N | PWRPLT69 | 13.15 |
| 12/16/2010 2:26 | N | R_SILASRAY_1 | 13.15 |
| 12/16/2010 2:26 | N | R_SILASRAY_2 | 13.15 |
| 12/16/2010 2:27 | N | DC_ROAD_L_B | 13.1 |
| 12/16/2010 2:27 | N | DC_EGPS_L_A | 10.29 |
| 12/16/2010 2:27 | N | H_HOLLOW_E_1 | -0.86 |
| 12/16/2010 2:27 | N | HHOLLOW4_E_1 | -0.86 |
| 12/16/2010 2:27 | N | R_LH2SES_1 | 14.04 |
| 12/16/2010 2:27 | N | R_PB2SES_1 | -1.01 |
| 12/16/2010 2:27 | N | R_PB2SES_2 | -1.01 |
| 12/16/2010 2:27 | N | R_PB2SES_3 | -1.01 |
| 12/16/2010 2:27 | N | R_PB2SES_4 | -1.01 |
| 12/16/2010 2:27 | N | R_PB2SES_5 | -1.01 |
| 12/16/2010 2:27 | N | AUTO_EPS_390 | 13.99 |
| 12/16/2010 2:27 | N | ISSUE_48 | 13.12 |
| 12/16/2010 2:27 | N | PWRPLT69 | 13.12 |
| 12/16/2010 2:27 | N | R_SILASRAY_1 | 13.12 |
| 12/16/2010 2:27 | N | R_SILASRAY_2 | 13.12 |
| 12/16/2010 2:28 | N | DC_ROAD_L_B | 13.01 |
| 12/16/2010 2:28 | N | DC_EGPS_L_A | 10.04 |
| 12/16/2010 2:28 | N | H_HOLLOW_E_1 | -1.71 |
| 12/16/2010 2:28 | N | HHOLLOW4_E_1 | -1.71 |
| 12/16/2010 2:28 | N | R_LH2SES_1 | 14 |
| 12/16/2010 2:28 | N | R_PB2SES_1 | -1.86 |
| 12/16/2010 2:28 | N | R_PB2SES_2 | -1.86 |
| 12/16/2010 2:28 | N | R_PB2SES_3 | -1.86 |
| 12/16/2010 2:28 | N | R_PB2SES_4 | -1.86 |
| 12/16/2010 2:28 | N | R_PB2SES_5 | -1.86 |
| 12/16/2010 2:28 | N | AUTO_EPS_390 | 13.94 |
| 12/16/2010 2:28 | N | ISSUE_48 | 13.03 |
| 12/16/2010 2:28 | N | PWRPLT69 | 13.03 |
| 12/16/2010 2:28 | N | R_SILASRAY_1 | 13.03 |
| 12/16/2010 2:28 | N | R_SILASRAY_2 | 13.03 |
| 12/16/2010 2:29 | N | DC_ROAD_L_B | 12.94 |
| 12/16/2010 2:29 | N | DC_EGPS_L_A | 9.55 |
| 12/16/2010 2:29 | N | H_HOLLOW_E_1 | -3.86 |
| 12/16/2010 2:29 | N | HHOLLOW4_E_1 | -3.86 |
| 12/16/2010 2:29 | N | R_LH2SES_1 | 14.07 |
| 12/16/2010 2:29 | N | R_PB2SES_1 | -4.03 |
| 12/16/2010 2:29 | N | R_PB2SES_2 | -4.03 |
| 12/16/2010 2:29 | N | R_PB2SES_3 | -4.03 |
| 12/16/2010 2:29 | N | R_PB2SES_4 | -4.03 |
| 12/16/2010 2:29 | N | R_PB2SES_5 | -4.03 |
| 12/16/2010 2:29 | N | AUTO_EPS_390 | 14 |

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|---|---|---|---|
| 12/16/2010 2:29 | N | ISSUE_48 | 12.96 |
| 12/16/2010 2:29 | N | PWRPLT69 | 12.96 |
| 12/16/2010 2:29 | N | R_SILASRAY_1 | 12.96 |
| 12/16/2010 2:29 | N | R_SILASRAY_2 | 12.96 |
| 12/16/2010 2:30 | N | DC_ROAD_L_B | 12.34 |
| 12/16/2010 2:30 | N | DC_EGPS_L_A | 9.09 |
| 12/16/2010 2:30 | N | H_HOLLOW_E_1 | -3.78 |
| 12/16/2010 2:30 | N | HHOLLOW4_E_1 | -3.78 |
| 12/16/2010 2:30 | N | R_LH2SES_1 | 13.42 |
| 12/16/2010 2:30 | N | R_PB2SES_1 | -3.95 |
| 12/16/2010 2:30 | N | R_PB2SES_2 | -3.95 |
| 12/16/2010 2:30 | N | R_PB2SES_3 | -3.95 |
| 12/16/2010 2:30 | N | R_PB2SES_4 | -3.95 |
| 12/16/2010 2:30 | N | R_PB2SES_5 | -3.95 |
| 12/16/2010 2:30 | N | AUTO_EPS_390 | 13.36 |
| 12/16/2010 2:30 | N | ISSUE_48 | 12.36 |
| 12/16/2010 2:30 | N | PWRPLT69 | 12.36 |
| 12/16/2010 2:30 | N | R_SILASRAY_1 | 12.36 |
| 12/16/2010 2:30 | N | R_SILASRAY_2 | 12.36 |
| 12/16/2010 2:31 | N | DC_ROAD_L_B | 13.75 |
| 12/16/2010 2:31 | N | DC_EGPS_L_A | 7.28 |
| 12/16/2010 2:31 | N | H_HOLLOW_E_1 | -18.37 |
| 12/16/2010 2:31 | N | HHOLLOW4_E_1 | -18.37 |
| 12/16/2010 2:31 | N | R_LH2SES_1 | 15.91 |
| 12/16/2010 2:31 | N | R_PB2SES_1 | -18.7 |
| 12/16/2010 2:31 | N | R_PB2SES_2 | -18.7 |
| 12/16/2010 2:31 | N | R_PB2SES_3 | -18.7 |
| 12/16/2010 2:31 | N | R_PB2SES_4 | -18.7 |
| 12/16/2010 2:31 | N | R_PB2SES_5 | -18.7 |
| 12/16/2010 2:31 | N | AUTO_EPS_390 | 15.78 |
| 12/16/2010 2:31 | N | ISSUE_48 | 13.8 |
| 12/16/2010 2:31 | N | PWRPLT69 | 13.8 |
| 12/16/2010 2:31 | N | R_SILASRAY_1 | 13.8 |
| 12/16/2010 2:31 | N | R_SILASRAY_2 | 13.8 |
| 12/16/2010 2:32 | N | DC_ROAD_L_B | 13.55 |
| 12/16/2010 2:32 | N | DC_EGPS_L_A | 7.06 |
| 12/16/2010 2:32 | N | H_HOLLOW_E_1 | -18.68 |
| 12/16/2010 2:32 | N | HHOLLOW4_E_1 | -18.68 |
| 12/16/2010 2:32 | N | R_LH2SES_1 | 15.71 |
| 12/16/2010 2:32 | N | R_PB2SES_1 | -19.01 |
| 12/16/2010 2:32 | N | R_PB2SES_2 | -19.01 |
| 12/16/2010 2:32 | N | R_PB2SES_3 | -19.01 |
| 12/16/2010 2:32 | N | R_PB2SES_4 | -19.01 |
| 12/16/2010 2:32 | N | R_PB2SES_5 | -19.01 |
| 12/16/2010 2:32 | N | AUTO_EPS_390 | 15.58 |
| 12/16/2010 2:32 | N | ISSUE_48 | 13.6 |
| 12/16/2010 2:32 | N | PWRPLT69 | 13.6 |

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| 12/16/2010 2:32 | N | R_SILASRAY_1 | 13.6 |
| 12/16/2010 2:32 | N | R_SILASRAY_2 | 13.6 |
| 12/16/2010 2:33 | N | DC_ROAD_L_B | 15.14 |
| 12/16/2010 2:33 | N | DC_EGPS_L_A | 8.31 |
| 12/16/2010 2:33 | N | H_HOLLOW_E_1 | -18.75 |
| 12/16/2010 2:33 | N | HHOLLOW4_E_1 | -18.75 |
| 12/16/2010 2:33 | N | R_LH2SES_1 | 17.42 |
| 12/16/2010 2:33 | N | R_PB2SES_1 | -19.1 |
| 12/16/2010 2:33 | N | R_PB2SES_2 | -19.1 |
| 12/16/2010 2:33 | N | R_PB2SES_3 | -19.1 |
| 12/16/2010 2:33 | N | R_PB2SES_4 | -19.1 |
| 12/16/2010 2:33 | N | R_PB2SES_5 | -19.1 |
| 12/16/2010 2:33 | N | AUTO_EPS_390 | 17.28 |
| 12/16/2010 2:33 | N | ISSUE_48 | 15.19 |
| 12/16/2010 2:33 | N | PWRPLT69 | 15.19 |
| 12/16/2010 2:33 | N | R_SILASRAY_1 | 15.19 |
| 12/16/2010 2:33 | N | R_SILASRAY_2 | 15.19 |
| 12/16/2010 2:35 | N | DC_ROAD_L_B | 14.01 |
| 12/16/2010 2:35 | N | DC_EGPS_L_A | 7.34 |
| 12/16/2010 2:35 | N | H_HOLLOW_E_1 | -19.1 |
| 12/16/2010 2:35 | N | HHOLLOW4_E_1 | -19.1 |
| 12/16/2010 2:35 | N | R_LH2SES_1 | 16.23 |
| 12/16/2010 2:35 | N | R_PB2SES_1 | -19.43 |
| 12/16/2010 2:35 | N | R_PB2SES_2 | -19.43 |
| 12/16/2010 2:35 | N | R_PB2SES_3 | -19.43 |
| 12/16/2010 2:35 | N | R_PB2SES_4 | -19.43 |
| 12/16/2010 2:35 | N | R_PB2SES_5 | -19.43 |
| 12/16/2010 2:35 | N | AUTO_EPS_390 | 16.1 |
| 12/16/2010 2:35 | N | ISSUE_48 | 14.06 |
| 12/16/2010 2:35 | N | PWRPLT69 | 14.06 |
| 12/16/2010 2:35 | N | R_SILASRAY_1 | 14.06 |
| 12/16/2010 2:35 | N | R_SILASRAY_2 | 14.06 |
| 12/16/2010 2:40 | N | DC_ROAD_L_B | 14.01 |
| 12/16/2010 2:40 | N | DC_EGPS_L_A | 7.33 |
| 12/16/2010 2:40 | N | H_HOLLOW_E_1 | -19.03 |
| 12/16/2010 2:40 | N | HHOLLOW4_E_1 | -19.03 |
| 12/16/2010 2:40 | N | R_LH2SES_1 | 16.23 |
| 12/16/2010 2:40 | N | R_PB2SES_1 | -19.37 |
| 12/16/2010 2:40 | N | R_PB2SES_2 | -19.37 |
| 12/16/2010 2:40 | N | R_PB2SES_3 | -19.37 |
| 12/16/2010 2:40 | N | R_PB2SES_4 | -19.37 |
| 12/16/2010 2:40 | N | R_PB2SES_5 | -19.37 |
| 12/16/2010 2:40 | N | AUTO_EPS_390 | 16.1 |
| 12/16/2010 2:40 | N | ISSUE_48 | 14.06 |
| 12/16/2010 2:40 | N | PWRPLT69 | 14.06 |
| 12/16/2010 2:40 | N | R_SILASRAY_1 | 14.06 |
| 12/16/2010 2:40 | N | R_SILASRAY_2 | 14.06 |

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| 12/16/2010 2:45 | N | DC_ROAD_L_B | 12.5 |
| 12/16/2010 2:45 | N | DC_EGPS_L_A | 8.79 |
| 12/16/2010 2:45 | N | H_HOLLOW_E_1 | -5.8 |
| 12/16/2010 2:45 | N | HHOLLOW4_E_1 | -5.8 |
| 12/16/2010 2:45 | N | R_LH2SES_1 | 13.74 |
| 12/16/2010 2:45 | N | R_PB2SES_1 | -5.99 |
| 12/16/2010 2:45 | N | R_PB2SES_2 | -5.99 |
| 12/16/2010 2:45 | N | R_PB2SES_3 | -5.99 |
| 12/16/2010 2:45 | N | R_PB2SES_4 | -5.99 |
| 12/16/2010 2:45 | N | R_PB2SES_5 | -5.99 |
| 12/16/2010 2:45 | N | AUTO_EPS_390 | 13.66 |
| 12/16/2010 2:45 | N | ISSUE_48 | 12.53 |
| 12/16/2010 2:45 | N | PWRPLT69 | 12.53 |
| 12/16/2010 2:45 | N | R_SILASRAY_1 | 12.53 |
| 12/16/2010 2:45 | N | R_SILASRAY_2 | 12.53 |
| 12/16/2010 2:45 | N | DC_ROAD_L_B | 12.38 |
| 12/16/2010 2:45 | N | DC_EGPS_L_A | 8.69 |
| 12/16/2010 2:45 | N | H_HOLLOW_E_1 | -5.81 |
| 12/16/2010 2:45 | N | HHOLLOW4_E_1 | -5.81 |
| 12/16/2010 2:45 | N | R_LH2SES_1 | 13.61 |
| 12/16/2010 2:45 | N | R_PB2SES_1 | -5.99 |
| 12/16/2010 2:45 | N | R_PB2SES_2 | -5.99 |
| 12/16/2010 2:45 | N | R_PB2SES_3 | -5.99 |
| 12/16/2010 2:45 | N | R_PB2SES_4 | -5.99 |
| 12/16/2010 2:45 | N | R_PB2SES_5 | -5.99 |
| 12/16/2010 2:45 | N | AUTO_EPS_390 | 13.54 |
| 12/16/2010 2:45 | N | ISSUE_48 | 12.41 |
| 12/16/2010 2:45 | N | PWRPLT69 | 12.41 |
| 12/16/2010 2:45 | N | R_SILASRAY_1 | 12.41 |
| 12/16/2010 2:45 | N | R_SILASRAY_2 | 12.41 |
| 12/16/2010 2:50 | N | DC_ROAD_L_B | 12.21 |
| 12/16/2010 2:50 | N | DC_EGPS_L_A | 8.55 |
| 12/16/2010 2:50 | N | H_HOLLOW_E_1 | -5.81 |
| 12/16/2010 2:50 | N | HHOLLOW4_E_1 | -5.81 |
| 12/16/2010 2:50 | N | R_LH2SES_1 | 13.43 |
| 12/16/2010 2:50 | N | R_PB2SES_1 | -5.99 |
| 12/16/2010 2:50 | N | R_PB2SES_2 | -5.99 |
| 12/16/2010 2:50 | N | R_PB2SES_3 | -5.99 |
| 12/16/2010 2:50 | N | R_PB2SES_4 | -5.99 |
| 12/16/2010 2:50 | N | R_PB2SES_5 | -5.99 |
| 12/16/2010 2:50 | N | AUTO_EPS_390 | 13.36 |
| 12/16/2010 2:50 | N | ISSUE_48 | 12.24 |
| 12/16/2010 2:50 | N | PWRPLT69 | 12.24 |
| 12/16/2010 2:50 | N | R_SILASRAY_1 | 12.24 |
| 12/16/2010 2:50 | N | R_SILASRAY_2 | 12.24 |
| 12/16/2010 2:53 | N | DC_ROAD_L_B | 12.43 |
| 12/16/2010 2:53 | N | DC_EGPS_L_A | 6.25 |

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| 12/16/2010 2:53 | N | H_HOLLOW_E_1 | -18.02 |
| 12/16/2010 2:53 | N | HHOLLOW4_E_1 | -18.02 |
| 12/16/2010 2:53 | N | R_LH2SES_1 | 14.49 |
| 12/16/2010 2:53 | N | R_PB2SES_1 | -18.33 |
| 12/16/2010 2:53 | N | R_PB2SES_2 | -18.33 |
| 12/16/2010 2:53 | N | R_PB2SES_3 | -18.33 |
| 12/16/2010 2:53 | N | R_PB2SES_4 | -18.33 |
| 12/16/2010 2:53 | N | R_PB2SES_5 | -18.33 |
| 12/16/2010 2:53 | N | AUTO_EPS_390 | 14.37 |
| 12/16/2010 2:53 | N | ISSUE_48 | 12.48 |
| 12/16/2010 2:53 | N | PWRPLT69 | 12.48 |
| 12/16/2010 2:53 | N | R_SILASRAY_1 | 12.48 |
| 12/16/2010 2:53 | N | R_SILASRAY_2 | 12.48 |
| 12/16/2010 2:55 | N | DC_ROAD_L_B | 12.74 |
| 12/16/2010 2:55 | N | DC_EGPS_L_A | 8.97 |
| 12/16/2010 2:55 | N | H_HOLLOW_E_1 | -5.8 |
| 12/16/2010 2:55 | N | HHOLLOW4_E_1 | -5.8 |
| 12/16/2010 2:55 | N | R_LH2SES_1 | 13.99 |
| 12/16/2010 2:55 | N | R_PB2SES_1 | -5.99 |
| 12/16/2010 2:55 | N | R_PB2SES_2 | -5.99 |
| 12/16/2010 2:55 | N | R_PB2SES_3 | -5.99 |
| 12/16/2010 2:55 | N | R_PB2SES_4 | -5.99 |
| 12/16/2010 2:55 | N | R_PB2SES_5 | -5.99 |
| 12/16/2010 2:55 | N | AUTO_EPS_390 | 13.92 |
| 12/16/2010 2:55 | N | ISSUE_48 | 12.76 |
| 12/16/2010 2:55 | N | PWRPLT69 | 12.76 |
| 12/16/2010 2:55 | N | R_SILASRAY_1 | 12.76 |
| 12/16/2010 2:55 | N | R_SILASRAY_2 | 12.76 |
| 12/16/2010 2:58 | N | DC_ROAD_L_B | 10.94 |
| 12/16/2010 2:58 | N | DC_EGPS_L_A | 7.53 |
| 12/16/2010 2:58 | N | H_HOLLOW_E_1 | -5.82 |
| 12/16/2010 2:58 | N | HHOLLOW4_E_1 | -5.82 |
| 12/16/2010 2:58 | N | R_LH2SES_1 | 12.07 |
| 12/16/2010 2:58 | N | R_PB2SES_1 | -5.99 |
| 12/16/2010 2:58 | N | R_PB2SES_2 | -5.99 |
| 12/16/2010 2:58 | N | R_PB2SES_3 | -5.99 |
| 12/16/2010 2:58 | N | R_PB2SES_4 | -5.99 |
| 12/16/2010 2:58 | N | R_PB2SES_5 | -5.99 |
| 12/16/2010 2:58 | N | AUTO_EPS_390 | 12.01 |
| 12/16/2010 2:58 | N | ISSUE_48 | 10.96 |
| 12/16/2010 2:58 | N | PWRPLT69 | 10.96 |
| 12/16/2010 2:58 | N | R_SILASRAY_1 | 10.96 |
| 12/16/2010 2:58 | N | R_SILASRAY_2 | 10.96 |
| 12/16/2010 3:00 | N | DC_ROAD_L_B | 11.82 |
| 12/16/2010 3:00 | N | DC_EGPS_L_A | 5.68 |
| 12/16/2010 3:00 | N | H_HOLLOW_E_1 | -18.41 |
| 12/16/2010 3:00 | N | HHOLLOW4_E_1 | -18.41 |

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| 12/16/2010 3:00 | N | R_LH2SES_1 | 13.86 |
| 12/16/2010 3:00 | N | R_PB2SES_1 | -18.71 |
| 12/16/2010 3:00 | N | R_PB2SES_2 | -18.71 |
| 12/16/2010 3:00 | N | R_PB2SES_3 | -18.71 |
| 12/16/2010 3:00 | N | R_PB2SES_4 | -18.71 |
| 12/16/2010 3:00 | N | R_PB2SES_5 | -18.71 |
| 12/16/2010 3:00 | N | AUTO_EPS_390 | 13.74 |
| 12/16/2010 3:00 | N | ISSUE_48 | 11.86 |
| 12/16/2010 3:00 | N | PWRPLT69 | 11.86 |
| 12/16/2010 3:00 | N | R_SILASRAY_1 | 11.86 |
| 12/16/2010 3:00 | N | R_SILASRAY_2 | 11.86 |
| 12/16/2010 3:05 | N | DC_ROAD_L_B | 13.53 |
| 12/16/2010 3:05 | N | DC_EGPS_L_A | 6.94 |
| 12/16/2010 3:05 | N | H_HOLLOW_E_1 | -18.96 |
| 12/16/2010 3:05 | N | HHOLLOW4_E_1 | -18.96 |
| 12/16/2010 3:05 | N | R_LH2SES_1 | 15.72 |
| 12/16/2010 3:05 | N | R_PB2SES_1 | -19.29 |
| 12/16/2010 3:05 | N | R_PB2SES_2 | -19.29 |
| 12/16/2010 3:05 | N | R_PB2SES_3 | -19.29 |
| 12/16/2010 3:05 | N | R_PB2SES_4 | -19.29 |
| 12/16/2010 3:05 | N | R_PB2SES_5 | -19.29 |
| 12/16/2010 3:05 | N | AUTO_EPS_390 | 15.59 |
| 12/16/2010 3:05 | N | ISSUE_48 | 13.58 |
| 12/16/2010 3:05 | N | PWRPLT69 | 13.58 |
| 12/16/2010 3:05 | N | R_SILASRAY_1 | 13.58 |
| 12/16/2010 3:05 | N | R_SILASRAY_2 | 13.58 |
| 12/16/2010 3:10 | N | DC_ROAD_L_B | 13.39 |
| 12/16/2010 3:10 | N | DC_EGPS_L_A | 6.81 |
| 12/16/2010 3:10 | N | H_HOLLOW_E_1 | -19.03 |
| 12/16/2010 3:10 | N | HHOLLOW4_E_1 | -19.03 |
| 12/16/2010 3:10 | N | R_LH2SES_1 | 15.58 |
| 12/16/2010 3:10 | N | R_PB2SES_1 | -19.36 |
| 12/16/2010 3:10 | N | R_PB2SES_2 | -19.36 |
| 12/16/2010 3:10 | N | R_PB2SES_3 | -19.36 |
| 12/16/2010 3:10 | N | R_PB2SES_4 | -19.36 |
| 12/16/2010 3:10 | N | R_PB2SES_5 | -19.36 |
| 12/16/2010 3:10 | N | AUTO_EPS_390 | 15.45 |
| 12/16/2010 3:10 | N | ISSUE_48 | 13.44 |
| 12/16/2010 3:10 | N | PWRPLT69 | 13.44 |
| 12/16/2010 3:10 | N | R_SILASRAY_1 | 13.44 |
| 12/16/2010 3:10 | N | R_SILASRAY_2 | 13.44 |
| 12/16/2010 3:11 | N | DC_ROAD_L_B | 12.42 |
| 12/16/2010 3:11 | N | DC_EGPS_L_A | 6.02 |
| 12/16/2010 3:11 | N | H_HOLLOW_E_1 | -19.12 |
| 12/16/2010 3:11 | N | HHOLLOW4_E_1 | -19.12 |
| 12/16/2010 3:11 | N | R_LH2SES_1 | 14.56 |
| 12/16/2010 3:11 | N | R_PB2SES_1 | -19.44 |

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| 12/16/2010 3:11 | N | R_PB2SES_2 | -19.44 |
| 12/16/2010 3:11 | N | R_PB2SES_3 | -19.44 |
| 12/16/2010 3:11 | N | R_PB2SES_4 | -19.44 |
| 12/16/2010 3:11 | N | R_PB2SES_5 | -19.44 |
| 12/16/2010 3:11 | N | AUTO_EPS_390 | 14.43 |
| 12/16/2010 3:11 | N | ISSUE_48 | 12.47 |
| 12/16/2010 3:11 | N | PWRPLT69 | 12.47 |
| 12/16/2010 3:11 | N | R_SILASRAY_1 | 12.47 |
| 12/16/2010 3:11 | N | R_SILASRAY_2 | 12.47 |
| 12/16/2010 3:13 | N | DC_ROAD_L_B | 12.74 |
| 12/16/2010 3:13 | N | DC_EGPS_L_A | 6.4 |
| 12/16/2010 3:13 | N | H_HOLLOW_E_1 | -18.45 |
| 12/16/2010 3:13 | N | HHOLLOW4_E_1 | -18.45 |
| 12/16/2010 3:13 | N | R_LH2SES_1 | 14.85 |
| 12/16/2010 3:13 | N | R_PB2SES_1 | -18.76 |
| 12/16/2010 3:13 | N | R_PB2SES_2 | -18.76 |
| 12/16/2010 3:13 | N | R_PB2SES_3 | -18.76 |
| 12/16/2010 3:13 | N | R_PB2SES_4 | -18.76 |
| 12/16/2010 3:13 | N | R_PB2SES_5 | -18.76 |
| 12/16/2010 3:13 | N | AUTO_EPS_390 | 14.72 |
| 12/16/2010 3:13 | N | ISSUE_48 | 12.78 |
| 12/16/2010 3:13 | N | PWRPLT69 | 12.78 |
| 12/16/2010 3:13 | N | R_SILASRAY_1 | 12.78 |
| 12/16/2010 3:13 | N | R_SILASRAY_2 | 12.78 |
| 12/16/2010 3:15 | N | DC_ROAD_L_B | 12.71 |
| 12/16/2010 3:15 | N | DC_EGPS_L_A | 6.36 |
| 12/16/2010 3:15 | N | H_HOLLOW_E_1 | -18.58 |
| 12/16/2010 3:15 | N | HHOLLOW4_E_1 | -18.58 |
| 12/16/2010 3:15 | N | R_LH2SES_1 | 14.83 |
| 12/16/2010 3:15 | N | R_PB2SES_1 | -18.9 |
| 12/16/2010 3:15 | N | R_PB2SES_2 | -18.9 |
| 12/16/2010 3:15 | N | R_PB2SES_3 | -18.9 |
| 12/16/2010 3:15 | N | R_PB2SES_4 | -18.9 |
| 12/16/2010 3:15 | N | R_PB2SES_5 | -18.9 |
| 12/16/2010 3:15 | N | AUTO_EPS_390 | 14.71 |
| 12/16/2010 3:15 | N | ISSUE_48 | 12.76 |
| 12/16/2010 3:15 | N | PWRPLT69 | 12.76 |
| 12/16/2010 3:15 | N | R_SILASRAY_1 | 12.76 |
| 12/16/2010 3:15 | N | R_SILASRAY_2 | 12.76 |
| 12/16/2010 3:20 | N | DC_ROAD_L_B | 12.99 |
| 12/16/2010 3:20 | N | DC_EGPS_L_A | 6.66 |
| 12/16/2010 3:20 | N | H_HOLLOW_E_1 | -18.16 |
| 12/16/2010 3:20 | N | HHOLLOW4_E_1 | -18.16 |
| 12/16/2010 3:20 | N | R_LH2SES_1 | 15.1 |
| 12/16/2010 3:20 | N | R_PB2SES_1 | -18.47 |
| 12/16/2010 3:20 | N | R_PB2SES_2 | -18.47 |
| 12/16/2010 3:20 | N | R_PB2SES_3 | -18.47 |

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| 12/16/2010 3:20 | N | R_PB2SES_4 | -18.47 |
| 12/16/2010 3:20 | N | R_PB2SES_5 | -18.47 |
| 12/16/2010 3:20 | N | AUTO_EPS_390 | 14.97 |
| 12/16/2010 3:20 | N | ISSUE_48 | 13.04 |
| 12/16/2010 3:20 | N | PWRPLT69 | 13.04 |
| 12/16/2010 3:20 | N | R_SILASRAY_1 | 13.04 |
| 12/16/2010 3:20 | N | R_SILASRAY_2 | 13.04 |
| 12/16/2010 3:25 | N | DC_ROAD_L_B | 12.46 |
| 12/16/2010 3:25 | N | DC_EGPS_L_A | 6.32 |
| 12/16/2010 3:25 | N | H_HOLLOW_E_1 | -17.76 |
| 12/16/2010 3:25 | N | HHOLLOW4_E_1 | -17.76 |
| 12/16/2010 3:25 | N | R_LH2SES_1 | 14.5 |
| 12/16/2010 3:25 | N | R_PB2SES_1 | -18.06 |
| 12/16/2010 3:25 | N | R_PB2SES_2 | -18.06 |
| 12/16/2010 3:25 | N | R_PB2SES_3 | -18.06 |
| 12/16/2010 3:25 | N | R_PB2SES_4 | -18.06 |
| 12/16/2010 3:25 | N | R_PB2SES_5 | -18.06 |
| 12/16/2010 3:25 | N | AUTO_EPS_390 | 14.38 |
| 12/16/2010 3:25 | N | ISSUE_48 | 12.5 |
| 12/16/2010 3:25 | N | PWRPLT69 | 12.5 |
| 12/16/2010 3:25 | N | R_SILASRAY_1 | 12.5 |
| 12/16/2010 3:25 | N | R_SILASRAY_2 | 12.5 |
| 12/16/2010 3:28 | N | DC_ROAD_L_B | 12.22 |
| 12/16/2010 3:28 | N | DC_EGPS_L_A | 8.56 |
| 12/16/2010 3:28 | N | H_HOLLOW_E_1 | -5.81 |
| 12/16/2010 3:28 | N | HHOLLOW4_E_1 | -5.81 |
| 12/16/2010 3:28 | N | R_LH2SES_1 | 13.44 |
| 12/16/2010 3:28 | N | R_PB2SES_1 | -5.99 |
| 12/16/2010 3:28 | N | R_PB2SES_2 | -5.99 |
| 12/16/2010 3:28 | N | R_PB2SES_3 | -5.99 |
| 12/16/2010 3:28 | N | R_PB2SES_4 | -5.99 |
| 12/16/2010 3:28 | N | R_PB2SES_5 | -5.99 |
| 12/16/2010 3:28 | N | AUTO_EPS_390 | 13.37 |
| 12/16/2010 3:28 | N | ISSUE_48 | 12.25 |
| 12/16/2010 3:28 | N | PWRPLT69 | 12.25 |
| 12/16/2010 3:28 | N | R_SILASRAY_1 | 12.25 |
| 12/16/2010 3:28 | N | R_SILASRAY_2 | 12.25 |
| 12/16/2010 3:30 | N | DC_ROAD_L_B | 12.44 |
| 12/16/2010 3:30 | N | DC_EGPS_L_A | 8.73 |
| 12/16/2010 3:30 | N | H_HOLLOW_E_1 | -5.8 |
| 12/16/2010 3:30 | N | HHOLLOW4_E_1 | -5.8 |
| 12/16/2010 3:30 | N | R_LH2SES_1 | 13.67 |
| 12/16/2010 3:30 | N | R_PB2SES_1 | -5.99 |
| 12/16/2010 3:30 | N | R_PB2SES_2 | -5.99 |
| 12/16/2010 3:30 | N | R_PB2SES_3 | -5.99 |
| 12/16/2010 3:30 | N | R_PB2SES_4 | -5.99 |
| 12/16/2010 3:30 | N | R_PB2SES_5 | -5.99 |

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| 12/16/2010 3:30 | N | AUTO_EPS_390 | 13.6 |
| 12/16/2010 3:30 | N | ISSUE_48 | 12.47 |
| 12/16/2010 3:30 | N | PWRPLT69 | 12.47 |
| 12/16/2010 3:30 | N | R_SILASRAY_1 | 12.47 |
| 12/16/2010 3:30 | N | R_SILASRAY_2 | 12.47 |
| 12/16/2010 3:35 | N | DC_ROAD_L_B | 14.09 |
| 12/16/2010 3:35 | N | DC_EGPS_L_A | 10.05 |
| 12/16/2010 3:35 | N | H_HOLLOW_E_1 | -5.79 |
| 12/16/2010 3:35 | N | HHOLLOW4_E_1 | -5.79 |
| 12/16/2010 3:35 | N | R_LH2SES_1 | 15.44 |
| 12/16/2010 3:35 | N | R_PB2SES_1 | -5.99 |
| 12/16/2010 3:35 | N | R_PB2SES_2 | -5.99 |
| 12/16/2010 3:35 | N | R_PB2SES_3 | -5.99 |
| 12/16/2010 3:35 | N | R_PB2SES_4 | -5.99 |
| 12/16/2010 3:35 | N | R_PB2SES_5 | -5.99 |
| 12/16/2010 3:35 | N | AUTO_EPS_390 | 15.36 |
| 12/16/2010 3:35 | N | ISSUE_48 | 14.12 |
| 12/16/2010 3:35 | N | PWRPLT69 | 14.12 |
| 12/16/2010 3:35 | N | R_SILASRAY_1 | 14.12 |
| 12/16/2010 3:35 | N | R_SILASRAY_2 | 14.12 |
| 12/16/2010 3:40 | N | DC_ROAD_L_B | 14 |
| 12/16/2010 3:40 | N | DC_EGPS_L_A | 9.98 |
| 12/16/2010 3:40 | N | H_HOLLOW_E_1 | -5.79 |
| 12/16/2010 3:40 | N | HHOLLOW4_E_1 | -5.79 |
| 12/16/2010 3:40 | N | R_LH2SES_1 | 15.34 |
| 12/16/2010 3:40 | N | R_PB2SES_1 | -5.99 |
| 12/16/2010 3:40 | N | R_PB2SES_2 | -5.99 |
| 12/16/2010 3:40 | N | R_PB2SES_3 | -5.99 |
| 12/16/2010 3:40 | N | R_PB2SES_4 | -5.99 |
| 12/16/2010 3:40 | N | R_PB2SES_5 | -5.99 |
| 12/16/2010 3:40 | N | AUTO_EPS_390 | 15.26 |
| 12/16/2010 3:40 | N | ISSUE_48 | 14.03 |
| 12/16/2010 3:40 | N | PWRPLT69 | 14.03 |
| 12/16/2010 3:40 | N | R_SILASRAY_1 | 14.03 |
| 12/16/2010 3:40 | N | R_SILASRAY_2 | 14.03 |
| 12/16/2010 3:45 | N | DC_ROAD_L_B | 13.45 |
| 12/16/2010 3:45 | N | DC_EGPS_L_A | 9.54 |
| 12/16/2010 3:45 | N | H_HOLLOW_E_1 | -5.79 |
| 12/16/2010 3:45 | N | HHOLLOW4_E_1 | -5.79 |
| 12/16/2010 3:45 | N | R_LH2SES_1 | 14.76 |
| 12/16/2010 3:45 | N | R_PB2SES_1 | -5.99 |
| 12/16/2010 3:45 | N | R_PB2SES_2 | -5.99 |
| 12/16/2010 3:45 | N | R_PB2SES_3 | -5.99 |
| 12/16/2010 3:45 | N | R_PB2SES_4 | -5.99 |
| 12/16/2010 3:45 | N | R_PB2SES_5 | -5.99 |
| 12/16/2010 3:45 | N | AUTO_EPS_390 | 14.68 |
| 12/16/2010 3:45 | N | ISSUE_48 | 13.48 |

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|---|---|---|---|
| 12/16/2010 3:45 | N | PWRPLT69 | 13.48 |
| 12/16/2010 3:45 | N | R_SILASRAY_1 | 13.48 |
| 12/16/2010 3:45 | N | R_SILASRAY_2 | 13.48 |
| 12/16/2010 3:50 | N | DC_ROAD_L_B | 14.01 |
| 12/16/2010 3:50 | N | DC_EGPS_L_A | 9.99 |
| 12/16/2010 3:50 | N | H_HOLLOW_E_1 | -5.79 |
| 12/16/2010 3:50 | N | HHOLLOW4_E_1 | -5.79 |
| 12/16/2010 3:50 | N | R_LH2SES_1 | 15.35 |
| 12/16/2010 3:50 | N | R_PB2SES_1 | -5.99 |
| 12/16/2010 3:50 | N | R_PB2SES_2 | -5.99 |
| 12/16/2010 3:50 | N | R_PB2SES_3 | -5.99 |
| 12/16/2010 3:50 | N | R_PB2SES_4 | -5.99 |
| 12/16/2010 3:50 | N | R_PB2SES_5 | -5.99 |
| 12/16/2010 3:50 | N | AUTO_EPS_390 | 15.27 |
| 12/16/2010 3:50 | N | ISSUE_48 | 14.04 |
| 12/16/2010 3:50 | N | PWRPLT69 | 14.04 |
| 12/16/2010 3:50 | N | R_SILASRAY_1 | 14.04 |
| 12/16/2010 3:50 | N | R_SILASRAY_2 | 14.04 |
| 12/16/2010 3:55 | N | DC_ROAD_L_B | 13.65 |
| 12/16/2010 3:55 | N | DC_EGPS_L_A | 9.7 |
| 12/16/2010 3:55 | N | H_HOLLOW_E_1 | -5.79 |
| 12/16/2010 3:55 | N | HHOLLOW4_E_1 | -5.79 |
| 12/16/2010 3:55 | N | R_LH2SES_1 | 14.97 |
| 12/16/2010 3:55 | N | R_PB2SES_1 | -5.99 |
| 12/16/2010 3:55 | N | R_PB2SES_2 | -5.99 |
| 12/16/2010 3:55 | N | R_PB2SES_3 | -5.99 |
| 12/16/2010 3:55 | N | R_PB2SES_4 | -5.99 |
| 12/16/2010 3:55 | N | R_PB2SES_5 | -5.99 |
| 12/16/2010 3:55 | N | AUTO_EPS_390 | 14.89 |
| 12/16/2010 3:55 | N | ISSUE_48 | 13.68 |
| 12/16/2010 3:55 | N | PWRPLT69 | 13.68 |
| 12/16/2010 3:55 | N | R_SILASRAY_1 | 13.68 |
| 12/16/2010 3:55 | N | R_SILASRAY_2 | 13.68 |
| 12/16/2010 4:00 | N | DC_ROAD_L_B | 13.34 |
| 12/16/2010 4:00 | N | DC_EGPS_L_A | 9.46 |
| 12/16/2010 4:00 | N | H_HOLLOW_E_1 | -5.79 |
| 12/16/2010 4:00 | N | HHOLLOW4_E_1 | -5.79 |
| 12/16/2010 4:00 | N | R_LH2SES_1 | 14.64 |
| 12/16/2010 4:00 | N | R_PB2SES_1 | -5.99 |
| 12/16/2010 4:00 | N | R_PB2SES_2 | -5.99 |
| 12/16/2010 4:00 | N | R_PB2SES_3 | -5.99 |
| 12/16/2010 4:00 | N | R_PB2SES_4 | -5.99 |
| 12/16/2010 4:00 | N | R_PB2SES_5 | -5.99 |
| 12/16/2010 4:00 | N | AUTO_EPS_390 | 14.56 |
| 12/16/2010 4:00 | N | ISSUE_48 | 13.37 |
| 12/16/2010 4:00 | N | PWRPLT69 | 13.37 |
| 12/16/2010 4:00 | N | R_SILASRAY_1 | 13.37 |

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| 12/16/2010 4:00 | N | R_SILASRAY_2 | 13.37 |
| 12/16/2010 4:03 | N | DC_ROAD_L_B | 14.1 |
| 12/16/2010 4:03 | N | DC_EGPS_L_A | 10.06 |
| 12/16/2010 4:03 | N | H_HOLLOW_E_1 | -5.79 |
| 12/16/2010 4:03 | N | HHOLLOW4_E_1 | -5.79 |
| 12/16/2010 4:03 | N | R_LH2SES_1 | 15.44 |
| 12/16/2010 4:03 | N | R_PB2SES_1 | -5.99 |
| 12/16/2010 4:03 | N | R_PB2SES_2 | -5.99 |
| 12/16/2010 4:03 | N | R_PB2SES_3 | -5.99 |
| 12/16/2010 4:03 | N | R_PB2SES_4 | -5.99 |
| 12/16/2010 4:03 | N | R_PB2SES_5 | -5.99 |
| 12/16/2010 4:03 | N | AUTO_EPS_390 | 15.36 |
| 12/16/2010 4:03 | N | ISSUE_48 | 14.13 |
| 12/16/2010 4:03 | N | PWRPLT69 | 14.13 |
| 12/16/2010 4:03 | N | R_SILASRAY_1 | 14.13 |
| 12/16/2010 4:03 | N | R_SILASRAY_2 | 14.13 |
| 12/16/2010 4:04 | N | DC_ROAD_L_B | 15.82 |
| 12/16/2010 4:04 | N | DC_EGPS_L_A | 11.43 |
| 12/16/2010 4:04 | N | H_HOLLOW_E_1 | -5.77 |
| 12/16/2010 4:04 | N | HHOLLOW4_E_1 | -5.77 |
| 12/16/2010 4:04 | N | R_LH2SES_1 | 17.28 |
| 12/16/2010 4:04 | N | R_PB2SES_1 | -5.99 |
| 12/16/2010 4:04 | N | R_PB2SES_2 | -5.99 |
| 12/16/2010 4:04 | N | R_PB2SES_3 | -5.99 |
| 12/16/2010 4:04 | N | R_PB2SES_4 | -5.99 |
| 12/16/2010 4:04 | N | R_PB2SES_5 | -5.99 |
| 12/16/2010 4:04 | N | AUTO_EPS_390 | 17.19 |
| 12/16/2010 4:04 | N | ISSUE_48 | 15.85 |
| 12/16/2010 4:04 | N | PWRPLT69 | 15.85 |
| 12/16/2010 4:04 | N | R_SILASRAY_1 | 15.85 |
| 12/16/2010 4:04 | N | R_SILASRAY_2 | 15.85 |
| 12/16/2010 4:05 | N | DC_ROAD_L_B | 15.41 |
| 12/16/2010 4:05 | N | DC_EGPS_L_A | 11.1 |
| 12/16/2010 4:05 | N | H_HOLLOW_E_1 | -5.77 |
| 12/16/2010 4:05 | N | HHOLLOW4_E_1 | -5.77 |
| 12/16/2010 4:05 | N | R_LH2SES_1 | 16.84 |
| 12/16/2010 4:05 | N | R_PB2SES_1 | -5.99 |
| 12/16/2010 4:05 | N | R_PB2SES_2 | -5.99 |
| 12/16/2010 4:05 | N | R_PB2SES_3 | -5.99 |
| 12/16/2010 4:05 | N | R_PB2SES_4 | -5.99 |
| 12/16/2010 4:05 | N | R_PB2SES_5 | -5.99 |
| 12/16/2010 4:05 | N | AUTO_EPS_390 | 16.76 |
| 12/16/2010 4:05 | N | ISSUE_48 | 15.44 |
| 12/16/2010 4:05 | N | PWRPLT69 | 15.44 |
| 12/16/2010 4:05 | N | R_SILASRAY_1 | 15.44 |
| 12/16/2010 4:05 | N | R_SILASRAY_2 | 15.44 |
| 12/16/2010 4:05 | N | DC_ROAD_L_B | 15.65 |

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| 12/16/2010 4:05 | N | DC_EGPS_L_A | 11.3 |
| 12/16/2010 4:05 | N | H_HOLLOW_E_1 | -5.77 |
| 12/16/2010 4:05 | N | HHOLLOW4_E_1 | -5.77 |
| 12/16/2010 4:05 | N | R_LH2SES_1 | 17.1 |
| 12/16/2010 4:05 | N | R_PB2SES_1 | -5.99 |
| 12/16/2010 4:05 | N | R_PB2SES_2 | -5.99 |
| 12/16/2010 4:05 | N | R_PB2SES_3 | -5.99 |
| 12/16/2010 4:05 | N | R_PB2SES_4 | -5.99 |
| 12/16/2010 4:05 | N | R_PB2SES_5 | -5.99 |
| 12/16/2010 4:05 | N | AUTO_EPS_390 | 17.02 |
| 12/16/2010 4:05 | N | ISSUE_48 | 15.69 |
| 12/16/2010 4:05 | N | PWRPLT69 | 15.69 |
| 12/16/2010 4:05 | N | R_SILASRAY_1 | 15.69 |
| 12/16/2010 4:05 | N | R_SILASRAY_2 | 15.69 |
| 12/16/2010 4:10 | N | DC_ROAD_L_B | 15.46 |
| 12/16/2010 4:10 | N | DC_EGPS_L_A | 11.15 |
| 12/16/2010 4:10 | N | H_HOLLOW_E_1 | -5.77 |
| 12/16/2010 4:10 | N | HHOLLOW4_E_1 | -5.77 |
| 12/16/2010 4:10 | N | R_LH2SES_1 | 16.9 |
| 12/16/2010 4:10 | N | R_PB2SES_1 | -5.99 |
| 12/16/2010 4:10 | N | R_PB2SES_2 | -5.99 |
| 12/16/2010 4:10 | N | R_PB2SES_3 | -5.99 |
| 12/16/2010 4:10 | N | R_PB2SES_4 | -5.99 |
| 12/16/2010 4:10 | N | R_PB2SES_5 | -5.99 |
| 12/16/2010 4:10 | N | AUTO_EPS_390 | 16.81 |
| 12/16/2010 4:10 | N | ISSUE_48 | 15.49 |
| 12/16/2010 4:10 | N | PWRPLT69 | 15.49 |
| 12/16/2010 4:10 | N | R_SILASRAY_1 | 15.49 |
| 12/16/2010 4:10 | N | R_SILASRAY_2 | 15.49 |
| 12/16/2010 4:15 | N | DC_ROAD_L_B | 15.28 |
| 12/16/2010 4:15 | N | DC_EGPS_L_A | 12 |
| 12/16/2010 4:15 | N | H_HOLLOW_E_1 | -0.88 |
| 12/16/2010 4:15 | N | HHOLLOW4_E_1 | -0.88 |
| 12/16/2010 4:15 | N | R_LH2SES_1 | 16.38 |
| 12/16/2010 4:15 | N | R_PB2SES_1 | -1.04 |
| 12/16/2010 4:15 | N | R_PB2SES_2 | -1.04 |
| 12/16/2010 4:15 | N | R_PB2SES_3 | -1.04 |
| 12/16/2010 4:15 | N | R_PB2SES_4 | -1.04 |
| 12/16/2010 4:15 | N | R_PB2SES_5 | -1.04 |
| 12/16/2010 4:15 | N | AUTO_EPS_390 | 16.31 |
| 12/16/2010 4:15 | N | ISSUE_48 | 15.31 |
| 12/16/2010 4:15 | N | PWRPLT69 | 15.31 |
| 12/16/2010 4:15 | N | R_SILASRAY_1 | 15.31 |
| 12/16/2010 4:15 | N | R_SILASRAY_2 | 15.31 |
| 12/16/2010 4:20 | N | DC_ROAD_L_B | 15.14 |
| 12/16/2010 4:20 | N | DC_EGPS_L_A | 11.22 |
| 12/16/2010 4:20 | N | H_HOLLOW_E_1 | -4.16 |

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| 12/16/2010 4:20 | N | HHOLLOW4_E_1 | -4.16 |
| 12/16/2010 4:20 | N | R_LH2SES_1 | 16.45 |
| 12/16/2010 4:20 | N | R_PB2SES_1 | -4.35 |
| 12/16/2010 4:20 | N | R_PB2SES_2 | -4.35 |
| 12/16/2010 4:20 | N | R_PB2SES_3 | -4.35 |
| 12/16/2010 4:20 | N | R_PB2SES_4 | -4.35 |
| 12/16/2010 4:20 | N | R_PB2SES_5 | -4.35 |
| 12/16/2010 4:20 | N | AUTO_EPS_390 | 16.37 |
| 12/16/2010 4:20 | N | ISSUE_48 | 15.17 |
| 12/16/2010 4:20 | N | PWRPLT69 | 15.17 |
| 12/16/2010 4:20 | N | R_SILASRAY_1 | 15.17 |
| 12/16/2010 4:20 | N | R_SILASRAY_2 | 15.17 |
| 12/16/2010 4:21 | N | DC_ROAD_L_B | 14.66 |
| 12/16/2010 4:21 | N | DC_EGPS_L_A | 10.5 |
| 12/16/2010 4:21 | N | H_HOLLOW_E_1 | -5.78 |
| 12/16/2010 4:21 | N | HHOLLOW4_E_1 | -5.78 |
| 12/16/2010 4:21 | N | R_LH2SES_1 | 16.04 |
| 12/16/2010 4:21 | N | R_PB2SES_1 | -5.99 |
| 12/16/2010 4:21 | N | R_PB2SES_2 | -5.99 |
| 12/16/2010 4:21 | N | R_PB2SES_3 | -5.99 |
| 12/16/2010 4:21 | N | R_PB2SES_4 | -5.99 |
| 12/16/2010 4:21 | N | R_PB2SES_5 | -5.99 |
| 12/16/2010 4:21 | N | AUTO_EPS_390 | 15.96 |
| 12/16/2010 4:21 | N | ISSUE_48 | 14.69 |
| 12/16/2010 4:21 | N | PWRPLT69 | 14.69 |
| 12/16/2010 4:21 | N | R_SILASRAY_1 | 14.69 |
| 12/16/2010 4:21 | N | R_SILASRAY_2 | 14.69 |
| 12/16/2010 4:23 | N | DC_ROAD_L_B | 14.71 |
| 12/16/2010 4:23 | N | DC_EGPS_L_A | 10.55 |
| 12/16/2010 4:23 | N | H_HOLLOW_E_1 | -5.78 |
| 12/16/2010 4:23 | N | HHOLLOW4_E_1 | -5.78 |
| 12/16/2010 4:23 | N | R_LH2SES_1 | 16.1 |
| 12/16/2010 4:23 | N | R_PB2SES_1 | -5.99 |
| 12/16/2010 4:23 | N | R_PB2SES_2 | -5.99 |
| 12/16/2010 4:23 | N | R_PB2SES_3 | -5.99 |
| 12/16/2010 4:23 | N | R_PB2SES_4 | -5.99 |
| 12/16/2010 4:23 | N | R_PB2SES_5 | -5.99 |
| 12/16/2010 4:23 | N | AUTO_EPS_390 | 16.02 |
| 12/16/2010 4:23 | N | ISSUE_48 | 14.74 |
| 12/16/2010 4:23 | N | PWRPLT69 | 14.74 |
| 12/16/2010 4:23 | N | R_SILASRAY_1 | 14.74 |
| 12/16/2010 4:23 | N | R_SILASRAY_2 | 14.74 |
| 12/16/2010 4:25 | N | DC_ROAD_L_B | 14.94 |
| 12/16/2010 4:25 | N | DC_EGPS_L_A | 10.73 |
| 12/16/2010 4:25 | N | H_HOLLOW_E_1 | -5.78 |
| 12/16/2010 4:25 | N | HHOLLOW4_E_1 | -5.78 |
| 12/16/2010 4:25 | N | R_LH2SES_1 | 16.34 |

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| 12/16/2010 4:25 | N | R_PB2SES_1 | -5.99 |
| 12/16/2010 4:25 | N | R_PB2SES_2 | -5.99 |
| 12/16/2010 4:25 | N | R_PB2SES_3 | -5.99 |
| 12/16/2010 4:25 | N | R_PB2SES_4 | -5.99 |
| 12/16/2010 4:25 | N | R_PB2SES_5 | -5.99 |
| 12/16/2010 4:25 | N | AUTO_EPS_390 | 16.26 |
| 12/16/2010 4:25 | N | ISSUE_48 | 14.97 |
| 12/16/2010 4:25 | N | PWRPLT69 | 14.97 |
| 12/16/2010 4:25 | N | R_SILASRAY_1 | 14.97 |
| 12/16/2010 4:25 | N | R_SILASRAY_2 | 14.97 |
| 12/16/2010 4:30 | N | DC_ROAD_L_B | 14.82 |
| 12/16/2010 4:30 | N | DC_EGPS_L_A | 10.63 |
| 12/16/2010 4:30 | N | H_HOLLOW_E_1 | -5.78 |
| 12/16/2010 4:30 | N | HHOLLOW4_E_1 | -5.78 |
| 12/16/2010 4:30 | N | R_LH2SES_1 | 16.21 |
| 12/16/2010 4:30 | N | R_PB2SES_1 | -5.99 |
| 12/16/2010 4:30 | N | R_PB2SES_2 | -5.99 |
| 12/16/2010 4:30 | N | R_PB2SES_3 | -5.99 |
| 12/16/2010 4:30 | N | R_PB2SES_4 | -5.99 |
| 12/16/2010 4:30 | N | R_PB2SES_5 | -5.99 |
| 12/16/2010 4:30 | N | AUTO_EPS_390 | 16.13 |
| 12/16/2010 4:30 | N | ISSUE_48 | 14.85 |
| 12/16/2010 4:30 | N | PWRPLT69 | 14.85 |
| 12/16/2010 4:30 | N | R_SILASRAY_1 | 14.85 |
| 12/16/2010 4:30 | N | R_SILASRAY_2 | 14.85 |
| 12/16/2010 4:35 | N | DC_ROAD_L_B | 15.18 |
| 12/16/2010 4:35 | N | DC_EGPS_L_A | 10.92 |
| 12/16/2010 4:35 | N | H_HOLLOW_E_1 | -5.77 |
| 12/16/2010 4:35 | N | HHOLLOW4_E_1 | -5.77 |
| 12/16/2010 4:35 | N | R_LH2SES_1 | 16.59 |
| 12/16/2010 4:35 | N | R_PB2SES_1 | -5.99 |
| 12/16/2010 4:35 | N | R_PB2SES_2 | -5.99 |
| 12/16/2010 4:35 | N | R_PB2SES_3 | -5.99 |
| 12/16/2010 4:35 | N | R_PB2SES_4 | -5.99 |
| 12/16/2010 4:35 | N | R_PB2SES_5 | -5.99 |
| 12/16/2010 4:35 | N | AUTO_EPS_390 | 16.51 |
| 12/16/2010 4:35 | N | ISSUE_48 | 15.21 |
| 12/16/2010 4:35 | N | PWRPLT69 | 15.21 |
| 12/16/2010 4:35 | N | R_SILASRAY_1 | 15.21 |
| 12/16/2010 4:35 | N | R_SILASRAY_2 | 15.21 |
| 12/16/2010 4:40 | N | DC_ROAD_L_B | 15.39 |
| 12/16/2010 4:40 | N | DC_EGPS_L_A | 11.41 |
| 12/16/2010 4:40 | N | H_HOLLOW_E_1 | -4.19 |
| 12/16/2010 4:40 | N | HHOLLOW4_E_1 | -4.19 |
| 12/16/2010 4:40 | N | R_LH2SES_1 | 16.72 |
| 12/16/2010 4:40 | N | R_PB2SES_1 | -4.39 |
| 12/16/2010 4:40 | N | R_PB2SES_2 | -4.39 |

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| 12/16/2010 4:40 | N | R_PB2SES_3 | -4.39 |
| 12/16/2010 4:40 | N | R_PB2SES_4 | -4.39 |
| 12/16/2010 4:40 | N | R_PB2SES_5 | -4.39 |
| 12/16/2010 4:40 | N | AUTO_EPS_390 | 16.64 |
| 12/16/2010 4:40 | N | ISSUE_48 | 15.42 |
| 12/16/2010 4:40 | N | PWRPLT69 | 15.42 |
| 12/16/2010 4:40 | N | R_SILASRAY_1 | 15.42 |
| 12/16/2010 4:40 | N | R_SILASRAY_2 | 15.42 |
| 12/16/2010 4:45 | N | DC_ROAD_L_B | 15.41 |
| 12/16/2010 4:45 | N | DC_EGPS_L_A | 12.11 |
| 12/16/2010 4:45 | N | H_HOLLOW_E_1 | -0.8 |
| 12/16/2010 4:45 | N | HHOLLOW4_E_1 | -0.8 |
| 12/16/2010 4:45 | N | R_LH2SES_1 | 16.51 |
| 12/16/2010 4:45 | N | R_PB2SES_1 | -0.96 |
| 12/16/2010 4:45 | N | R_PB2SES_2 | -0.96 |
| 12/16/2010 4:45 | N | R_PB2SES_3 | -0.96 |
| 12/16/2010 4:45 | N | R_PB2SES_4 | -0.96 |
| 12/16/2010 4:45 | N | R_PB2SES_5 | -0.96 |
| 12/16/2010 4:45 | N | AUTO_EPS_390 | 16.44 |
| 12/16/2010 4:45 | N | ISSUE_48 | 15.43 |
| 12/16/2010 4:45 | N | PWRPLT69 | 15.43 |
| 12/16/2010 4:45 | N | R_SILASRAY_1 | 15.43 |
| 12/16/2010 4:45 | N | R_SILASRAY_2 | 15.43 |
| 12/16/2010 4:46 | N | DC_ROAD_L_B | 15.44 |
| 12/16/2010 4:46 | N | DC_EGPS_L_A | 12.15 |
| 12/16/2010 4:46 | N | H_HOLLOW_E_1 | -0.7 |
| 12/16/2010 4:46 | N | HHOLLOW4_E_1 | -0.7 |
| 12/16/2010 4:46 | N | R_LH2SES_1 | 16.53 |
| 12/16/2010 4:46 | N | R_PB2SES_1 | -0.86 |
| 12/16/2010 4:46 | N | R_PB2SES_2 | -0.86 |
| 12/16/2010 4:46 | N | R_PB2SES_3 | -0.86 |
| 12/16/2010 4:46 | N | R_PB2SES_4 | -0.86 |
| 12/16/2010 4:46 | N | R_PB2SES_5 | -0.86 |
| 12/16/2010 4:46 | N | AUTO_EPS_390 | 16.47 |
| 12/16/2010 4:46 | N | ISSUE_48 | 15.46 |
| 12/16/2010 4:46 | N | PWRPLT69 | 15.46 |
| 12/16/2010 4:46 | N | R_SILASRAY_1 | 15.46 |
| 12/16/2010 4:46 | N | R_SILASRAY_2 | 15.46 |
| 12/16/2010 4:47 | N | DC_ROAD_L_B | 15.42 |
| 12/16/2010 4:47 | N | DC_EGPS_L_A | 12.12 |
| 12/16/2010 4:47 | N | H_HOLLOW_E_1 | -0.79 |
| 12/16/2010 4:47 | N | HHOLLOW4_E_1 | -0.79 |
| 12/16/2010 4:47 | N | R_LH2SES_1 | 16.52 |
| 12/16/2010 4:47 | N | R_PB2SES_1 | -0.95 |
| 12/16/2010 4:47 | N | R_PB2SES_2 | -0.95 |
| 12/16/2010 4:47 | N | R_PB2SES_3 | -0.95 |
| 12/16/2010 4:47 | N | R_PB2SES_4 | -0.95 |

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| 12/16/2010 4:47 | N | R_PB2SES_5 | -0.95 |
| 12/16/2010 4:47 | N | AUTO_EPS_390 | 16.46 |
| 12/16/2010 4:47 | N | ISSUE_48 | 15.44 |
| 12/16/2010 4:47 | N | PWRPLT69 | 15.44 |
| 12/16/2010 4:47 | N | R_SILASRAY_1 | 15.44 |
| 12/16/2010 4:47 | N | R_SILASRAY_2 | 15.44 |
| 12/16/2010 4:50 | N | DC_ROAD_L_B | 15.21 |
| 12/16/2010 4:50 | N | DC_EGPS_L_A | 12.01 |
| 12/16/2010 4:50 | N | H_HOLLOW_E_1 | -0.48 |
| 12/16/2010 4:50 | N | HHOLLOW4_E_1 | -0.48 |
| 12/16/2010 4:50 | N | R_LH2SES_1 | 16.28 |
| 12/16/2010 4:50 | N | R_PB2SES_1 | -0.64 |
| 12/16/2010 4:50 | N | R_PB2SES_2 | -0.64 |
| 12/16/2010 4:50 | N | R_PB2SES_3 | -0.64 |
| 12/16/2010 4:50 | N | R_PB2SES_4 | -0.64 |
| 12/16/2010 4:50 | N | R_PB2SES_5 | -0.64 |
| 12/16/2010 4:50 | N | AUTO_EPS_390 | 16.22 |
| 12/16/2010 4:50 | N | ISSUE_48 | 15.24 |
| 12/16/2010 4:50 | N | PWRPLT69 | 15.24 |
| 12/16/2010 4:50 | N | R_SILASRAY_1 | 15.24 |
| 12/16/2010 4:50 | N | R_SILASRAY_2 | 15.24 |
| 12/16/2010 4:52 | N | DC_ROAD_L_B | 14.41 |
| 12/16/2010 4:52 | N | DC_EGPS_L_A | 11.34 |
| 12/16/2010 4:52 | N | H_HOLLOW_E_1 | -0.65 |
| 12/16/2010 4:52 | N | HHOLLOW4_E_1 | -0.65 |
| 12/16/2010 4:52 | N | R_LH2SES_1 | 15.43 |
| 12/16/2010 4:52 | N | R_PB2SES_1 | -0.8 |
| 12/16/2010 4:52 | N | R_PB2SES_2 | -0.8 |
| 12/16/2010 4:52 | N | R_PB2SES_3 | -0.8 |
| 12/16/2010 4:52 | N | R_PB2SES_4 | -0.8 |
| 12/16/2010 4:52 | N | R_PB2SES_5 | -0.8 |
| 12/16/2010 4:52 | N | AUTO_EPS_390 | 15.37 |
| 12/16/2010 4:52 | N | ISSUE_48 | 14.43 |
| 12/16/2010 4:52 | N | PWRPLT69 | 14.43 |
| 12/16/2010 4:52 | N | R_SILASRAY_1 | 14.43 |
| 12/16/2010 4:52 | N | R_SILASRAY_2 | 14.43 |
| 12/16/2010 4:53 | N | DC_ROAD_L_B | 14.29 |
| 12/16/2010 4:53 | N | DC_EGPS_L_A | 11.28 |
| 12/16/2010 4:53 | N | H_HOLLOW_E_1 | -0.49 |
| 12/16/2010 4:53 | N | HHOLLOW4_E_1 | -0.49 |
| 12/16/2010 4:53 | N | R_LH2SES_1 | 15.29 |
| 12/16/2010 4:53 | N | R_PB2SES_1 | -0.64 |
| 12/16/2010 4:53 | N | R_PB2SES_2 | -0.64 |
| 12/16/2010 4:53 | N | R_PB2SES_3 | -0.64 |
| 12/16/2010 4:53 | N | R_PB2SES_4 | -0.64 |
| 12/16/2010 4:53 | N | R_PB2SES_5 | -0.64 |
| 12/16/2010 4:53 | N | AUTO_EPS_390 | 15.24 |

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| 12/16/2010 4:53 | N | ISSUE_48 | 14.31 |
| 12/16/2010 4:53 | N | PWRPLT69 | 14.31 |
| 12/16/2010 4:53 | N | R_SILASRAY_1 | 14.31 |
| 12/16/2010 4:53 | N | R_SILASRAY_2 | 14.31 |
| 12/16/2010 4:55 | N | DC_ROAD_L_B | 14.68 |
| 12/16/2010 4:55 | N | DC_EGPS_L_A | 11.59 |
| 12/16/2010 4:55 | N | H_HOLLOW_E_1 | -0.49 |
| 12/16/2010 4:55 | N | HHOLLOW4_E_1 | -0.49 |
| 12/16/2010 4:55 | N | R_LH2SES_1 | 15.71 |
| 12/16/2010 4:55 | N | R_PB2SES_1 | -0.64 |
| 12/16/2010 4:55 | N | R_PB2SES_2 | -0.64 |
| 12/16/2010 4:55 | N | R_PB2SES_3 | -0.64 |
| 12/16/2010 4:55 | N | R_PB2SES_4 | -0.64 |
| 12/16/2010 4:55 | N | R_PB2SES_5 | -0.64 |
| 12/16/2010 4:55 | N | AUTO_EPS_390 | 15.65 |
| 12/16/2010 4:55 | N | ISSUE_48 | 14.7 |
| 12/16/2010 4:55 | N | PWRPLT69 | 14.7 |
| 12/16/2010 4:55 | N | R_SILASRAY_1 | 14.7 |
| 12/16/2010 4:55 | N | R_SILASRAY_2 | 14.7 |
| 12/16/2010 5:00 | N | DC_ROAD_L_B | 15.14 |
| 12/16/2010 5:00 | N | DC_EGPS_L_A | 11.94 |
| 12/16/2010 5:00 | N | H_HOLLOW_E_1 | -0.54 |
| 12/16/2010 5:00 | N | HHOLLOW4_E_1 | -0.54 |
| 12/16/2010 5:00 | N | R_LH2SES_1 | 16.21 |
| 12/16/2010 5:00 | N | R_PB2SES_1 | -0.7 |
| 12/16/2010 5:00 | N | R_PB2SES_2 | -0.7 |
| 12/16/2010 5:00 | N | R_PB2SES_3 | -0.7 |
| 12/16/2010 5:00 | N | R_PB2SES_4 | -0.7 |
| 12/16/2010 5:00 | N | R_PB2SES_5 | -0.7 |
| 12/16/2010 5:00 | N | AUTO_EPS_390 | 16.15 |
| 12/16/2010 5:00 | N | ISSUE_48 | 15.17 |
| 12/16/2010 5:00 | N | PWRPLT69 | 15.17 |
| 12/16/2010 5:00 | N | R_SILASRAY_1 | 15.17 |
| 12/16/2010 5:00 | N | R_SILASRAY_2 | 15.17 |
| 12/16/2010 5:05 | N | DC_ROAD_L_B | 14.93 |
| 12/16/2010 5:05 | N | DC_EGPS_L_A | 11.74 |
| 12/16/2010 5:05 | N | H_HOLLOW_E_1 | -0.72 |
| 12/16/2010 5:05 | N | HHOLLOW4_E_1 | -0.72 |
| 12/16/2010 5:05 | N | R_LH2SES_1 | 16 |
| 12/16/2010 5:05 | N | R_PB2SES_1 | -0.88 |
| 12/16/2010 5:05 | N | R_PB2SES_2 | -0.88 |
| 12/16/2010 5:05 | N | R_PB2SES_3 | -0.88 |
| 12/16/2010 5:05 | N | R_PB2SES_4 | -0.88 |
| 12/16/2010 5:05 | N | R_PB2SES_5 | -0.88 |
| 12/16/2010 5:05 | N | AUTO_EPS_390 | 15.93 |
| 12/16/2010 5:05 | N | ISSUE_48 | 14.96 |
| 12/16/2010 5:05 | N | PWRPLT69 | 14.96 |

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| 12/16/2010 5:05 | N | R_SILASRAY_1 | 14.96 |
| 12/16/2010 5:05 | N | R_SILASRAY_2 | 14.96 |
| 12/16/2010 5:10 | N | DC_ROAD_L_B | 17.88 |
| 12/16/2010 5:10 | N | DC_EGPS_L_A | 14.08 |
| 12/16/2010 5:10 | N | H_HOLLOW_E_1 | -0.8 |
| 12/16/2010 5:10 | N | HHOLLOW4_E_1 | -0.8 |
| 12/16/2010 5:10 | N | R_LH2SES_1 | 19.15 |
| 12/16/2010 5:10 | N | R_PB2SES_1 | -0.99 |
| 12/16/2010 5:10 | N | R_PB2SES_2 | -0.99 |
| 12/16/2010 5:10 | N | R_PB2SES_3 | -0.99 |
| 12/16/2010 5:10 | N | R_PB2SES_4 | -0.99 |
| 12/16/2010 5:10 | N | R_PB2SES_5 | -0.99 |
| 12/16/2010 5:10 | N | AUTO_EPS_390 | 19.07 |
| 12/16/2010 5:10 | N | ISSUE_48 | 17.91 |
| 12/16/2010 5:10 | N | PWRPLT69 | 17.91 |
| 12/16/2010 5:10 | N | R_SILASRAY_1 | 17.91 |
| 12/16/2010 5:10 | N | R_SILASRAY_2 | 17.91 |
| 12/16/2010 5:15 | N | DC_ROAD_L_B | 18.03 |
| 12/16/2010 5:15 | N | DC_EGPS_L_A | 14.19 |
| 12/16/2010 5:15 | N | H_HOLLOW_E_1 | -0.81 |
| 12/16/2010 5:15 | N | HHOLLOW4_E_1 | -0.81 |
| 12/16/2010 5:15 | N | R_LH2SES_1 | 19.3 |
| 12/16/2010 5:15 | N | R_PB2SES_1 | -1 |
| 12/16/2010 5:15 | N | R_PB2SES_2 | -1 |
| 12/16/2010 5:15 | N | R_PB2SES_3 | -1 |
| 12/16/2010 5:15 | N | R_PB2SES_4 | -1 |
| 12/16/2010 5:15 | N | R_PB2SES_5 | -1 |
| 12/16/2010 5:15 | N | AUTO_EPS_390 | 19.23 |
| 12/16/2010 5:15 | N | ISSUE_48 | 18.05 |
| 12/16/2010 5:15 | N | PWRPLT69 | 18.05 |
| 12/16/2010 5:15 | N | R_SILASRAY_1 | 18.05 |
| 12/16/2010 5:15 | N | R_SILASRAY_2 | 18.05 |
| 12/16/2010 5:20 | N | DC_ROAD_L_B | 18.74 |
| 12/16/2010 5:20 | N | DC_EGPS_L_A | 14.59 |
| 12/16/2010 5:20 | N | H_HOLLOW_E_1 | -1.61 |
| 12/16/2010 5:20 | N | HHOLLOW4_E_1 | -1.61 |
| 12/16/2010 5:20 | N | R_LH2SES_1 | 20.12 |
| 12/16/2010 5:20 | N | R_PB2SES_1 | -1.81 |
| 12/16/2010 5:20 | N | R_PB2SES_2 | -1.81 |
| 12/16/2010 5:20 | N | R_PB2SES_3 | -1.81 |
| 12/16/2010 5:20 | N | R_PB2SES_4 | -1.81 |
| 12/16/2010 5:20 | N | R_PB2SES_5 | -1.81 |
| 12/16/2010 5:20 | N | AUTO_EPS_390 | 20.03 |
| 12/16/2010 5:20 | N | ISSUE_48 | 18.77 |
| 12/16/2010 5:20 | N | PWRPLT69 | 18.77 |
| 12/16/2010 5:20 | N | R_SILASRAY_1 | 18.77 |
| 12/16/2010 5:20 | N | R_SILASRAY_2 | 18.77 |

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| 12/16/2010 5:25 | N | DC_ROAD_L_B | 19.28 |
| 12/16/2010 5:25 | N | DC_EGPS_L_A | 14.18 |
| 12/16/2010 5:25 | N | H_HOLLOW_E_1 | -5.73 |
| 12/16/2010 5:25 | N | HHOLLOW4_E_1 | -5.73 |
| 12/16/2010 5:25 | N | R_LH2SES_1 | 20.97 |
| 12/16/2010 5:25 | N | R_PB2SES_1 | -5.98 |
| 12/16/2010 5:25 | N | R_PB2SES_2 | -5.98 |
| 12/16/2010 5:25 | N | R_PB2SES_3 | -5.98 |
| 12/16/2010 5:25 | N | R_PB2SES_4 | -5.98 |
| 12/16/2010 5:25 | N | R_PB2SES_5 | -5.98 |
| 12/16/2010 5:25 | N | AUTO_EPS_390 | 20.87 |
| 12/16/2010 5:25 | N | ISSUE_48 | 19.31 |
| 12/16/2010 5:25 | N | PWRPLT69 | 19.31 |
| 12/16/2010 5:25 | N | R_SILASRAY_1 | 19.31 |
| 12/16/2010 5:25 | N | R_SILASRAY_2 | 19.31 |
| 12/16/2010 5:30 | N | DC_ROAD_L_B | 18.86 |
| 12/16/2010 5:30 | N | DC_EGPS_L_A | 14.08 |
| 12/16/2010 5:30 | N | H_HOLLOW_E_1 | -4.63 |
| 12/16/2010 5:30 | N | HHOLLOW4_E_1 | -4.63 |
| 12/16/2010 5:30 | N | R_LH2SES_1 | 20.45 |
| 12/16/2010 5:30 | N | R_PB2SES_1 | -4.87 |
| 12/16/2010 5:30 | N | R_PB2SES_2 | -4.87 |
| 12/16/2010 5:30 | N | R_PB2SES_3 | -4.87 |
| 12/16/2010 5:30 | N | R_PB2SES_4 | -4.87 |
| 12/16/2010 5:30 | N | R_PB2SES_5 | -4.87 |
| 12/16/2010 5:30 | N | AUTO_EPS_390 | 20.36 |
| 12/16/2010 5:30 | N | ISSUE_48 | 18.89 |
| 12/16/2010 5:30 | N | PWRPLT69 | 18.89 |
| 12/16/2010 5:30 | N | R_SILASRAY_1 | 18.89 |
| 12/16/2010 5:30 | N | R_SILASRAY_2 | 18.89 |
| 12/16/2010 5:35 | N | DC_ROAD_L_B | 19.38 |
| 12/16/2010 5:35 | N | DC_EGPS_L_A | 15.3 |
| 12/16/2010 5:35 | N | H_HOLLOW_E_1 | -0.61 |
| 12/16/2010 5:35 | N | HHOLLOW4_E_1 | -0.61 |
| 12/16/2010 5:35 | N | R_LH2SES_1 | 20.74 |
| 12/16/2010 5:35 | N | R_PB2SES_1 | -0.81 |
| 12/16/2010 5:35 | N | R_PB2SES_2 | -0.81 |
| 12/16/2010 5:35 | N | R_PB2SES_3 | -0.81 |
| 12/16/2010 5:35 | N | R_PB2SES_4 | -0.81 |
| 12/16/2010 5:35 | N | R_PB2SES_5 | -0.81 |
| 12/16/2010 5:35 | N | AUTO_EPS_390 | 20.66 |
| 12/16/2010 5:35 | N | ISSUE_48 | 19.41 |
| 12/16/2010 5:35 | N | PWRPLT69 | 19.41 |
| 12/16/2010 5:35 | N | R_SILASRAY_1 | 19.41 |
| 12/16/2010 5:35 | N | R_SILASRAY_2 | 19.41 |
| 12/16/2010 5:40 | N | DC_ROAD_L_B | 19.21 |
| 12/16/2010 5:40 | N | DC_EGPS_L_A | 15.18 |

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| 12/16/2010 5:40 | N | H_HOLLOW_E_1 | -0.55 |
| 12/16/2010 5:40 | N | HHOLLOW4_E_1 | -0.55 |
| 12/16/2010 5:40 | N | R_LH2SES_1 | 20.56 |
| 12/16/2010 5:40 | N | R_PB2SES_1 | -0.75 |
| 12/16/2010 5:40 | N | R_PB2SES_2 | -0.75 |
| 12/16/2010 5:40 | N | R_PB2SES_3 | -0.75 |
| 12/16/2010 5:40 | N | R_PB2SES_4 | -0.75 |
| 12/16/2010 5:40 | N | R_PB2SES_5 | -0.75 |
| 12/16/2010 5:40 | N | AUTO_EPS_390 | 20.48 |
| 12/16/2010 5:40 | N | ISSUE_48 | 19.24 |
| 12/16/2010 5:40 | N | PWRPLT69 | 19.24 |
| 12/16/2010 5:40 | N | R_SILASRAY_1 | 19.24 |
| 12/16/2010 5:40 | N | R_SILASRAY_2 | 19.24 |
| 12/16/2010 5:45 | N | DC_ROAD_L_B | 19.33 |
| 12/16/2010 5:45 | N | DC_EGPS_L_A | 15.28 |
| 12/16/2010 5:45 | N | H_HOLLOW_E_1 | -0.54 |
| 12/16/2010 5:45 | N | HHOLLOW4_E_1 | -0.54 |
| 12/16/2010 5:45 | N | R_LH2SES_1 | 20.68 |
| 12/16/2010 5:45 | N | R_PB2SES_1 | -0.74 |
| 12/16/2010 5:45 | N | R_PB2SES_2 | -0.74 |
| 12/16/2010 5:45 | N | R_PB2SES_3 | -0.74 |
| 12/16/2010 5:45 | N | R_PB2SES_4 | -0.74 |
| 12/16/2010 5:45 | N | R_PB2SES_5 | -0.74 |
| 12/16/2010 5:45 | N | AUTO_EPS_390 | 20.6 |
| 12/16/2010 5:45 | N | ISSUE_48 | 19.36 |
| 12/16/2010 5:45 | N | PWRPLT69 | 19.36 |
| 12/16/2010 5:45 | N | R_SILASRAY_1 | 19.36 |
| 12/16/2010 5:45 | N | R_SILASRAY_2 | 19.36 |
| 12/16/2010 5:50 | N | DC_ROAD_L_B | 19.23 |
| 12/16/2010 5:50 | N | DC_EGPS_L_A | 15.2 |
| 12/16/2010 5:50 | N | H_HOLLOW_E_1 | -0.56 |
| 12/16/2010 5:50 | N | HHOLLOW4_E_1 | -0.56 |
| 12/16/2010 5:50 | N | R_LH2SES_1 | 20.57 |
| 12/16/2010 5:50 | N | R_PB2SES_1 | -0.76 |
| 12/16/2010 5:50 | N | R_PB2SES_2 | -0.76 |
| 12/16/2010 5:50 | N | R_PB2SES_3 | -0.76 |
| 12/16/2010 5:50 | N | R_PB2SES_4 | -0.76 |
| 12/16/2010 5:50 | N | R_PB2SES_5 | -0.76 |
| 12/16/2010 5:50 | N | AUTO_EPS_390 | 20.49 |
| 12/16/2010 5:50 | N | ISSUE_48 | 19.25 |
| 12/16/2010 5:50 | N | PWRPLT69 | 19.25 |
| 12/16/2010 5:50 | N | R_SILASRAY_1 | 19.25 |
| 12/16/2010 5:50 | N | R_SILASRAY_2 | 19.25 |
| 12/16/2010 6:00 | N | DC_ROAD_L_B | 18.52 |
| 12/16/2010 6:00 | N | DC_EGPS_L_A | 14.99 |
| 12/16/2010 6:00 | N | H_HOLLOW_E_1 | 1.17 |
| 12/16/2010 6:00 | N | HHOLLOW4_E_1 | 1.17 |

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| 12/16/2010 6:00 | N | R_LH2SES_1 | 19.7 |
| 12/16/2010 6:00 | N | R_PB2SES_1 | 1 |
| 12/16/2010 6:00 | N | R_PB2SES_2 | 1 |
| 12/16/2010 6:00 | N | R_PB2SES_3 | 1 |
| 12/16/2010 6:00 | N | R_PB2SES_4 | 1 |
| 12/16/2010 6:00 | N | R_PB2SES_5 | 1 |
| 12/16/2010 6:00 | N | AUTO_EPS_390 | 19.63 |
| 12/16/2010 6:00 | N | ISSUE_48 | 18.55 |
| 12/16/2010 6:00 | N | PWRPLT69 | 18.55 |
| 12/16/2010 6:00 | N | R_SILASRAY_1 | 18.55 |
| 12/16/2010 6:00 | N | R_SILASRAY_2 | 18.55 |
| 12/16/2010 6:04 | N | DC_ROAD_L_B | 17.25 |
| 12/16/2010 6:04 | N | DC_EGPS_L_A | 14.04 |
| 12/16/2010 6:04 | N | H_HOLLOW_E_1 | 1.45 |
| 12/16/2010 6:04 | N | HHOLLOW4_E_1 | 1.45 |
| 12/16/2010 6:04 | N | R_LH2SES_1 | 18.32 |
| 12/16/2010 6:04 | N | R_PB2SES_1 | 1.29 |
| 12/16/2010 6:04 | N | R_PB2SES_2 | 1.29 |
| 12/16/2010 6:04 | N | R_PB2SES_3 | 1.29 |
| 12/16/2010 6:04 | N | R_PB2SES_4 | 1.29 |
| 12/16/2010 6:04 | N | R_PB2SES_5 | 1.29 |
| 12/16/2010 6:04 | N | AUTO_EPS_390 | 18.26 |
| 12/16/2010 6:04 | N | ISSUE_48 | 17.27 |
| 12/16/2010 6:04 | N | PWRPLT69 | 17.27 |
| 12/16/2010 6:04 | N | R_SILASRAY_1 | 17.27 |
| 12/16/2010 6:04 | N | R_SILASRAY_2 | 17.27 |
| 12/16/2010 6:05 | N | DC_ROAD_L_B | 18.9 |
| 12/16/2010 6:05 | N | DC_EGPS_L_A | 15.06 |
| 12/16/2010 6:05 | N | H_HOLLOW_E_1 | -0.13 |
| 12/16/2010 6:05 | N | HHOLLOW4_E_1 | -0.13 |
| 12/16/2010 6:05 | N | R_LH2SES_1 | 20.18 |
| 12/16/2010 6:05 | N | R_PB2SES_1 | -0.32 |
| 12/16/2010 6:05 | N | R_PB2SES_2 | -0.32 |
| 12/16/2010 6:05 | N | R_PB2SES_3 | -0.32 |
| 12/16/2010 6:05 | N | R_PB2SES_4 | -0.32 |
| 12/16/2010 6:05 | N | R_PB2SES_5 | -0.32 |
| 12/16/2010 6:05 | N | AUTO_EPS_390 | 20.1 |
| 12/16/2010 6:05 | N | ISSUE_48 | 18.93 |
| 12/16/2010 6:05 | N | PWRPLT69 | 18.93 |
| 12/16/2010 6:05 | N | R_SILASRAY_1 | 18.93 |
| 12/16/2010 6:05 | N | R_SILASRAY_2 | 18.93 |
| 12/16/2010 6:07 | N | DC_ROAD_L_B | 18.67 |
| 12/16/2010 6:07 | N | DC_EGPS_L_A | 14.89 |
| 12/16/2010 6:07 | N | H_HOLLOW_E_1 | -0.02 |
| 12/16/2010 6:07 | N | HHOLLOW4_E_1 | -0.02 |
| 12/16/2010 6:07 | N | R_LH2SES_1 | 19.92 |
| 12/16/2010 6:07 | N | R_PB2SES_1 | -0.2 |

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| 12/16/2010 6:07 | N | R_PB2SES_2 | -0.2 |
| 12/16/2010 6:07 | N | R_PB2SES_3 | -0.2 |
| 12/16/2010 6:07 | N | R_PB2SES_4 | -0.2 |
| 12/16/2010 6:07 | N | R_PB2SES_5 | -0.2 |
| 12/16/2010 6:07 | N | AUTO_EPS_390 | 19.85 |
| 12/16/2010 6:07 | N | ISSUE_48 | 18.69 |
| 12/16/2010 6:07 | N | PWRPLT69 | 18.69 |
| 12/16/2010 6:07 | N | R_SILASRAY_1 | 18.69 |
| 12/16/2010 6:07 | N | R_SILASRAY_2 | 18.69 |
| 12/16/2010 6:10 | N | DC_ROAD_L_B | 19.79 |
| 12/16/2010 6:10 | N | DC_EGPS_L_A | 15.73 |
| 12/16/2010 6:10 | N | H_HOLLOW_E_1 | -0.36 |
| 12/16/2010 6:10 | N | HHOLLOW4_E_1 | -0.36 |
| 12/16/2010 6:10 | N | R_LH2SES_1 | 21.14 |
| 12/16/2010 6:10 | N | R_PB2SES_1 | -0.56 |
| 12/16/2010 6:10 | N | R_PB2SES_2 | -0.56 |
| 12/16/2010 6:10 | N | R_PB2SES_3 | -0.56 |
| 12/16/2010 6:10 | N | R_PB2SES_4 | -0.56 |
| 12/16/2010 6:10 | N | R_PB2SES_5 | -0.56 |
| 12/16/2010 6:10 | N | AUTO_EPS_390 | 21.06 |
| 12/16/2010 6:10 | N | ISSUE_48 | 19.82 |
| 12/16/2010 6:10 | N | PWRPLT69 | 19.82 |
| 12/16/2010 6:10 | N | R_SILASRAY_1 | 19.82 |
| 12/16/2010 6:10 | N | R_SILASRAY_2 | 19.82 |
| 12/16/2010 6:15 | N | DC_ROAD_L_B | 20.06 |
| 12/16/2010 6:15 | N | DC_EGPS_L_A | 15.96 |
| 12/16/2010 6:15 | N | H_HOLLOW_E_1 | -0.33 |
| 12/16/2010 6:15 | N | HHOLLOW4_E_1 | -0.33 |
| 12/16/2010 6:15 | N | R_LH2SES_1 | 21.43 |
| 12/16/2010 6:15 | N | R_PB2SES_1 | -0.54 |
| 12/16/2010 6:15 | N | R_PB2SES_2 | -0.54 |
| 12/16/2010 6:15 | N | R_PB2SES_3 | -0.54 |
| 12/16/2010 6:15 | N | R_PB2SES_4 | -0.54 |
| 12/16/2010 6:15 | N | R_PB2SES_5 | -0.54 |
| 12/16/2010 6:15 | N | AUTO_EPS_390 | 21.35 |
| 12/16/2010 6:15 | N | ISSUE_48 | 20.09 |
| 12/16/2010 6:15 | N | PWRPLT69 | 20.09 |
| 12/16/2010 6:15 | N | R_SILASRAY_1 | 20.09 |
| 12/16/2010 6:15 | N | R_SILASRAY_2 | 20.09 |
| 12/16/2010 6:16 | N | DC_ROAD_L_B | 24.54 |
| 12/16/2010 6:16 | N | DC_EGPS_L_A | 19.59 |
| 12/16/2010 6:16 | N | H_HOLLOW_E_1 | -0.03 |
| 12/16/2010 6:16 | N | HHOLLOW4_E_1 | -0.03 |
| 12/16/2010 6:16 | N | R_LH2SES_1 | 26.19 |
| 12/16/2010 6:16 | N | R_PB2SES_1 | -0.28 |
| 12/16/2010 6:16 | N | R_PB2SES_2 | -0.28 |
| 12/16/2010 6:16 | N | R_PB2SES_3 | -0.28 |

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| 12/16/2010 6:16 | N | R_PB2SES_4 | -0.28 |
| 12/16/2010 6:16 | N | R_PB2SES_5 | -0.28 |
| 12/16/2010 6:16 | N | AUTO_EPS_390 | 26.09 |
| 12/16/2010 6:16 | N | ISSUE_48 | 24.58 |
| 12/16/2010 6:16 | N | PWRPLT69 | 24.58 |
| 12/16/2010 6:16 | N | R_SILASRAY_1 | 24.58 |
| 12/16/2010 6:16 | N | R_SILASRAY_2 | 24.58 |
| 12/16/2010 6:16 | N | DC_ROAD_L_B | 24.57 |
| 12/16/2010 6:16 | N | DC_EGPS_L_A | 19.61 |
| 12/16/2010 6:16 | N | H_HOLLOW_E_1 | -0.07 |
| 12/16/2010 6:16 | N | HHOLLOW4_E_1 | -0.07 |
| 12/16/2010 6:16 | N | R_LH2SES_1 | 26.23 |
| 12/16/2010 6:16 | N | R_PB2SES_1 | -0.32 |
| 12/16/2010 6:16 | N | R_PB2SES_2 | -0.32 |
| 12/16/2010 6:16 | N | R_PB2SES_3 | -0.32 |
| 12/16/2010 6:16 | N | R_PB2SES_4 | -0.32 |
| 12/16/2010 6:16 | N | R_PB2SES_5 | -0.32 |
| 12/16/2010 6:16 | N | AUTO_EPS_390 | 26.13 |
| 12/16/2010 6:16 | N | ISSUE_48 | 24.61 |
| 12/16/2010 6:16 | N | PWRPLT69 | 24.61 |
| 12/16/2010 6:16 | N | R_SILASRAY_1 | 24.61 |
| 12/16/2010 6:16 | N | R_SILASRAY_2 | 24.61 |
| 12/16/2010 6:19 | N | DC_ROAD_L_B | 24.88 |
| 12/16/2010 6:19 | N | DC_EGPS_L_A | 19.93 |
| 12/16/2010 6:19 | N | H_HOLLOW_E_1 | 0.31 |
| 12/16/2010 6:19 | N | HHOLLOW4_E_1 | 0.31 |
| 12/16/2010 6:19 | N | R_LH2SES_1 | 26.53 |
| 12/16/2010 6:19 | N | R_PB2SES_1 | 0.07 |
| 12/16/2010 6:19 | N | R_PB2SES_2 | 0.07 |
| 12/16/2010 6:19 | N | R_PB2SES_3 | 0.07 |
| 12/16/2010 6:19 | N | R_PB2SES_4 | 0.07 |
| 12/16/2010 6:19 | N | R_PB2SES_5 | 0.07 |
| 12/16/2010 6:19 | N | AUTO_EPS_390 | 26.43 |
| 12/16/2010 6:19 | N | ISSUE_48 | 24.92 |
| 12/16/2010 6:19 | N | PWRPLT69 | 24.92 |
| 12/16/2010 6:19 | N | R_SILASRAY_1 | 24.92 |
| 12/16/2010 6:19 | N | R_SILASRAY_2 | 24.92 |
| 12/16/2010 6:20 | N | DC_ROAD_L_B | 24.74 |
| 12/16/2010 6:20 | N | DC_EGPS_L_A | 19.81 |
| 12/16/2010 6:20 | N | H_HOLLOW_E_1 | 0.3 |
| 12/16/2010 6:20 | N | HHOLLOW4_E_1 | 0.3 |
| 12/16/2010 6:20 | N | R_LH2SES_1 | 26.38 |
| 12/16/2010 6:20 | N | R_PB2SES_1 | 0.06 |
| 12/16/2010 6:20 | N | R_PB2SES_2 | 0.06 |
| 12/16/2010 6:20 | N | R_PB2SES_3 | 0.06 |
| 12/16/2010 6:20 | N | R_PB2SES_4 | 0.06 |
| 12/16/2010 6:20 | N | R_PB2SES_5 | 0.06 |

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| 12/16/2010 6:20 | N | AUTO_EPS_390 | 26.28 |
| 12/16/2010 6:20 | N | ISSUE_48 | 24.77 |
| 12/16/2010 6:20 | N | PWRPLT69 | 24.77 |
| 12/16/2010 6:20 | N | R_SILASRAY_1 | 24.77 |
| 12/16/2010 6:20 | N | R_SILASRAY_2 | 24.77 |
| 12/16/2010 6:22 | N | DC_ROAD_L_B | 24.74 |
| 12/16/2010 6:22 | N | DC_EGPS_L_A | 20.09 |
| 12/16/2010 6:22 | N | H_HOLLOW_E_1 | 1.65 |
| 12/16/2010 6:22 | N | HHOLLOW4_E_1 | 1.65 |
| 12/16/2010 6:22 | N | R_LH2SES_1 | 26.29 |
| 12/16/2010 6:22 | N | R_PB2SES_1 | 1.42 |
| 12/16/2010 6:22 | N | R_PB2SES_2 | 1.42 |
| 12/16/2010 6:22 | N | R_PB2SES_3 | 1.42 |
| 12/16/2010 6:22 | N | R_PB2SES_4 | 1.42 |
| 12/16/2010 6:22 | N | R_PB2SES_5 | 1.42 |
| 12/16/2010 6:22 | N | AUTO_EPS_390 | 26.2 |
| 12/16/2010 6:22 | N | ISSUE_48 | 24.77 |
| 12/16/2010 6:22 | N | PWRPLT69 | 24.77 |
| 12/16/2010 6:22 | N | R_SILASRAY_1 | 24.77 |
| 12/16/2010 6:22 | N | R_SILASRAY_2 | 24.77 |
| 12/16/2010 6:24 | N | DC_ROAD_L_B | 24.66 |
| 12/16/2010 6:24 | N | DC_EGPS_L_A | 19.79 |
| 12/16/2010 6:24 | N | H_HOLLOW_E_1 | 0.45 |
| 12/16/2010 6:24 | N | HHOLLOW4_E_1 | 0.45 |
| 12/16/2010 6:24 | N | R_LH2SES_1 | 26.29 |
| 12/16/2010 6:24 | N | R_PB2SES_1 | 0.21 |
| 12/16/2010 6:24 | N | R_PB2SES_2 | 0.21 |
| 12/16/2010 6:24 | N | R_PB2SES_3 | 0.21 |
| 12/16/2010 6:24 | N | R_PB2SES_4 | 0.21 |
| 12/16/2010 6:24 | N | R_PB2SES_5 | 0.21 |
| 12/16/2010 6:24 | N | AUTO_EPS_390 | 26.2 |
| 12/16/2010 6:24 | N | ISSUE_48 | 24.7 |
| 12/16/2010 6:24 | N | PWRPLT69 | 24.7 |
| 12/16/2010 6:24 | N | R_SILASRAY_1 | 24.7 |
| 12/16/2010 6:24 | N | R_SILASRAY_2 | 24.7 |
| 12/16/2010 6:25 | N | DC_ROAD_L_B | 26.14 |
| 12/16/2010 6:25 | N | DC_EGPS_L_A | 20.94 |
| 12/16/2010 6:25 | N | H_HOLLOW_E_1 | 0.32 |
| 12/16/2010 6:25 | N | HHOLLOW4_E_1 | 0.32 |
| 12/16/2010 6:25 | N | R_LH2SES_1 | 27.88 |
| 12/16/2010 6:25 | N | R_PB2SES_1 | 0.06 |
| 12/16/2010 6:25 | N | R_PB2SES_2 | 0.06 |
| 12/16/2010 6:25 | N | R_PB2SES_3 | 0.06 |
| 12/16/2010 6:25 | N | R_PB2SES_4 | 0.06 |
| 12/16/2010 6:25 | N | R_PB2SES_5 | 0.06 |
| 12/16/2010 6:25 | N | AUTO_EPS_390 | 27.78 |
| 12/16/2010 6:25 | N | ISSUE_48 | 26.18 |

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| 12/16/2010 6:25 | N | PWRPLT69 | 26.18 |
| 12/16/2010 6:25 | N | R_SILASRAY_1 | 26.18 |
| 12/16/2010 6:25 | N | R_SILASRAY_2 | 26.18 |
| 12/16/2010 6:27 | N | DC_ROAD_L_B | 25.5 |
| 12/16/2010 6:27 | N | DC_EGPS_L_A | 20.43 |
| 12/16/2010 6:27 | N | H_HOLLOW_E_1 | 0.32 |
| 12/16/2010 6:27 | N | HHOLLOW4_E_1 | 0.32 |
| 12/16/2010 6:27 | N | R_LH2SES_1 | 27.19 |
| 12/16/2010 6:27 | N | R_PB2SES_1 | 0.06 |
| 12/16/2010 6:27 | N | R_PB2SES_2 | 0.06 |
| 12/16/2010 6:27 | N | R_PB2SES_3 | 0.06 |
| 12/16/2010 6:27 | N | R_PB2SES_4 | 0.06 |
| 12/16/2010 6:27 | N | R_PB2SES_5 | 0.06 |
| 12/16/2010 6:27 | N | AUTO_EPS_390 | 27.09 |
| 12/16/2010 6:27 | N | ISSUE_48 | 25.54 |
| 12/16/2010 6:27 | N | PWRPLT69 | 25.54 |
| 12/16/2010 6:27 | N | R_SILASRAY_1 | 25.54 |
| 12/16/2010 6:27 | N | R_SILASRAY_2 | 25.54 |
| 12/16/2010 6:30 | N | DC_ROAD_L_B | 25.59 |
| 12/16/2010 6:30 | N | DC_EGPS_L_A | 20.5 |
| 12/16/2010 6:30 | N | H_HOLLOW_E_1 | 0.31 |
| 12/16/2010 6:30 | N | HHOLLOW4_E_1 | 0.31 |
| 12/16/2010 6:30 | N | R_LH2SES_1 | 27.29 |
| 12/16/2010 6:30 | N | R_PB2SES_1 | 0.06 |
| 12/16/2010 6:30 | N | R_PB2SES_2 | 0.06 |
| 12/16/2010 6:30 | N | R_PB2SES_3 | 0.06 |
| 12/16/2010 6:30 | N | R_PB2SES_4 | 0.06 |
| 12/16/2010 6:30 | N | R_PB2SES_5 | 0.06 |
| 12/16/2010 6:30 | N | AUTO_EPS_390 | 27.19 |
| 12/16/2010 6:30 | N | ISSUE_48 | 25.63 |
| 12/16/2010 6:30 | N | PWRPLT69 | 25.63 |
| 12/16/2010 6:30 | N | R_SILASRAY_1 | 25.63 |
| 12/16/2010 6:30 | N | R_SILASRAY_2 | 25.63 |
| 12/16/2010 6:35 | N | DC_ROAD_L_B | 26.09 |
| 12/16/2010 6:35 | N | DC_EGPS_L_A | 20.91 |
| 12/16/2010 6:35 | N | H_HOLLOW_E_1 | 0.3 |
| 12/16/2010 6:35 | N | HHOLLOW4_E_1 | 0.3 |
| 12/16/2010 6:35 | N | R_LH2SES_1 | 27.82 |
| 12/16/2010 6:35 | N | R_PB2SES_1 | 0.04 |
| 12/16/2010 6:35 | N | R_PB2SES_2 | 0.04 |
| 12/16/2010 6:35 | N | R_PB2SES_3 | 0.04 |
| 12/16/2010 6:35 | N | R_PB2SES_4 | 0.04 |
| 12/16/2010 6:35 | N | R_PB2SES_5 | 0.04 |
| 12/16/2010 6:35 | N | AUTO_EPS_390 | 27.72 |
| 12/16/2010 6:35 | N | ISSUE_48 | 26.13 |
| 12/16/2010 6:35 | N | PWRPLT69 | 26.13 |
| 12/16/2010 6:35 | N | R_SILASRAY_1 | 26.13 |

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|---|---|---|---|
| 12/16/2010 6:35 | N | R_SILASRAY_2 | 26.13 |
| 12/16/2010 6:40 | N | DC_ROAD_L_B | 25.95 |
| 12/16/2010 6:40 | N | DC_EGPS_L_A | 20.86 |
| 12/16/2010 6:40 | N | H_HOLLOW_E_1 | 0.63 |
| 12/16/2010 6:40 | N | HHOLLOW4_E_1 | 0.63 |
| 12/16/2010 6:40 | N | R_LH2SES_1 | 27.71 |
| 12/16/2010 6:40 | N | R_PB2SES_1 | 0.38 |
| 12/16/2010 6:40 | N | R_PB2SES_2 | 0.38 |
| 12/16/2010 6:40 | N | R_PB2SES_3 | 0.38 |
| 12/16/2010 6:40 | N | R_PB2SES_4 | 0.38 |
| 12/16/2010 6:40 | N | R_PB2SES_5 | 0.38 |
| 12/16/2010 6:40 | N | AUTO_EPS_390 | 27.61 |
| 12/16/2010 6:40 | N | ISSUE_48 | 25.99 |
| 12/16/2010 6:40 | N | PWRPLT69 | 25.99 |
| 12/16/2010 6:40 | N | R_SILASRAY_1 | 25.99 |
| 12/16/2010 6:40 | N | R_SILASRAY_2 | 25.99 |
| 12/16/2010 6:45 | N | DC_ROAD_L_B | 26.65 |
| 12/16/2010 6:45 | N | DC_EGPS_L_A | 24.13 |
| 12/16/2010 6:45 | N | H_HOLLOW_E_1 | 14.15 |
| 12/16/2010 6:45 | N | HHOLLOW4_E_1 | 14.15 |
| 12/16/2010 6:45 | N | R_LH2SES_1 | 27.52 |
| 12/16/2010 6:45 | N | R_PB2SES_1 | 14.02 |
| 12/16/2010 6:45 | N | R_PB2SES_2 | 14.02 |
| 12/16/2010 6:45 | N | R_PB2SES_3 | 14.02 |
| 12/16/2010 6:45 | N | R_PB2SES_4 | 14.02 |
| 12/16/2010 6:45 | N | R_PB2SES_5 | 14.02 |
| 12/16/2010 6:45 | N | AUTO_EPS_390 | 27.47 |
| 12/16/2010 6:45 | N | ISSUE_48 | 26.67 |
| 12/16/2010 6:45 | N | PWRPLT69 | 26.67 |
| 12/16/2010 6:45 | N | R_SILASRAY_1 | 26.67 |
| 12/16/2010 6:45 | N | R_SILASRAY_2 | 26.67 |
| 12/16/2010 6:50 | N | DC_ROAD_L_B | 26.41 |
| 12/16/2010 6:50 | N | DC_EGPS_L_A | 21.44 |
| 12/16/2010 6:50 | N | H_HOLLOW_E_1 | 1.66 |
| 12/16/2010 6:50 | N | HHOLLOW4_E_1 | 1.66 |
| 12/16/2010 6:50 | N | R_LH2SES_1 | 28.13 |
| 12/16/2010 6:50 | N | R_PB2SES_1 | 1.41 |
| 12/16/2010 6:50 | N | R_PB2SES_2 | 1.41 |
| 12/16/2010 6:50 | N | R_PB2SES_3 | 1.41 |
| 12/16/2010 6:50 | N | R_PB2SES_4 | 1.41 |
| 12/16/2010 6:50 | N | R_PB2SES_5 | 1.41 |
| 12/16/2010 6:50 | N | AUTO_EPS_390 | 28.03 |
| 12/16/2010 6:50 | N | ISSUE_48 | 26.44 |
| 12/16/2010 6:50 | N | PWRPLT69 | 26.44 |
| 12/16/2010 6:50 | N | R_SILASRAY_1 | 26.44 |
| 12/16/2010 6:50 | N | R_SILASRAY_2 | 26.44 |
| 12/16/2010 6:55 | N | DC_ROAD_L_B | 25.37 |

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| 12/16/2010 6:55 | N | DC_EGPS_L_A | 20.68 |
| 12/16/2010 6:55 | N | H_HOLLOW_E_1 | 0.58 |
| 12/16/2010 6:55 | N | HHOLLOW4_E_1 | 0.58 |
| 12/16/2010 6:55 | N | R_LH2SES_1 | 30.48 |
| 12/16/2010 6:55 | N | R_PB2SES_1 | 0.27 |
| 12/16/2010 6:55 | N | R_PB2SES_2 | 0.27 |
| 12/16/2010 6:55 | N | R_PB2SES_3 | 0.27 |
| 12/16/2010 6:55 | N | R_PB2SES_4 | 0.27 |
| 12/16/2010 6:55 | N | R_PB2SES_5 | 0.27 |
| 12/16/2010 6:55 | N | AUTO_EPS_390 | 30.45 |
| 12/16/2010 6:55 | N | ISSUE_48 | 25.39 |
| 12/16/2010 6:55 | N | PWRPLT69 | 25.39 |
| 12/16/2010 6:55 | N | R_SILASRAY_1 | 25.39 |
| 12/16/2010 6:55 | N | R_SILASRAY_2 | 25.39 |
| 12/16/2010 7:00 | N | DC_ROAD_L_B | 25.47 |
| 12/16/2010 7:00 | N | DC_EGPS_L_A | 20.74 |
| 12/16/2010 7:00 | N | H_HOLLOW_E_1 | 0.54 |
| 12/16/2010 7:00 | N | HHOLLOW4_E_1 | 0.54 |
| 12/16/2010 7:00 | N | R_LH2SES_1 | 32.43 |
| 12/16/2010 7:00 | N | R_PB2SES_1 | 0.2 |
| 12/16/2010 7:00 | N | R_PB2SES_2 | 0.2 |
| 12/16/2010 7:00 | N | R_PB2SES_3 | 0.2 |
| 12/16/2010 7:00 | N | R_PB2SES_4 | 0.2 |
| 12/16/2010 7:00 | N | R_PB2SES_5 | 0.2 |
| 12/16/2010 7:00 | N | AUTO_EPS_390 | 32.37 |
| 12/16/2010 7:00 | N | ISSUE_48 | 25.49 |
| 12/16/2010 7:00 | N | PWRPLT69 | 25.49 |
| 12/16/2010 7:00 | N | R_SILASRAY_1 | 25.49 |
| 12/16/2010 7:00 | N | R_SILASRAY_2 | 25.49 |
| 12/16/2010 7:05 | N | DC_ROAD_L_B | 24.53 |
| 12/16/2010 7:05 | N | DC_EGPS_L_A | 20.12 |
| 12/16/2010 7:05 | N | H_HOLLOW_E_1 | 1.68 |
| 12/16/2010 7:05 | N | HHOLLOW4_E_1 | 1.68 |
| 12/16/2010 7:05 | N | R_LH2SES_1 | 29.79 |
| 12/16/2010 7:05 | N | R_PB2SES_1 | 1.38 |
| 12/16/2010 7:05 | N | R_PB2SES_2 | 1.38 |
| 12/16/2010 7:05 | N | R_PB2SES_3 | 1.38 |
| 12/16/2010 7:05 | N | R_PB2SES_4 | 1.38 |
| 12/16/2010 7:05 | N | R_PB2SES_5 | 1.38 |
| 12/16/2010 7:05 | N | AUTO_EPS_390 | 29.72 |
| 12/16/2010 7:05 | N | ISSUE_48 | 24.55 |
| 12/16/2010 7:05 | N | PWRPLT69 | 24.55 |
| 12/16/2010 7:05 | N | R_SILASRAY_1 | 24.55 |
| 12/16/2010 7:05 | N | R_SILASRAY_2 | 24.55 |
| 12/16/2010 7:10 | N | DC_ROAD_L_B | 24.51 |
| 12/16/2010 7:10 | N | DC_EGPS_L_A | 20.1 |
| 12/16/2010 7:10 | N | H_HOLLOW_E_1 | 1.69 |

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| 12/16/2010 7:10 | N | HHOLLOW4_E_1 | 1.69 |
| 12/16/2010 7:10 | N | R_LH2SES_1 | 29.92 |
| 12/16/2010 7:10 | N | R_PB2SES_1 | 1.39 |
| 12/16/2010 7:10 | N | R_PB2SES_2 | 1.39 |
| 12/16/2010 7:10 | N | R_PB2SES_3 | 1.39 |
| 12/16/2010 7:10 | N | R_PB2SES_4 | 1.39 |
| 12/16/2010 7:10 | N | R_PB2SES_5 | 1.39 |
| 12/16/2010 7:10 | N | AUTO_EPS_390 | 29.86 |
| 12/16/2010 7:10 | N | ISSUE_48 | 24.53 |
| 12/16/2010 7:10 | N | PWRPLT69 | 24.53 |
| 12/16/2010 7:10 | N | R_SILASRAY_1 | 24.53 |
| 12/16/2010 7:10 | N | R_SILASRAY_2 | 24.53 |
| 12/16/2010 7:15 | N | DC_ROAD_L_B | 24.2 |
| 12/16/2010 7:15 | N | DC_EGPS_L_A | 22.17 |
| 12/16/2010 7:15 | N | H_HOLLOW_E_1 | 13.03 |
| 12/16/2010 7:15 | N | HHOLLOW4_E_1 | 13.03 |
| 12/16/2010 7:15 | N | R_LH2SES_1 | 28.88 |
| 12/16/2010 7:15 | N | R_PB2SES_1 | 12.93 |
| 12/16/2010 7:15 | N | R_PB2SES_2 | 12.93 |
| 12/16/2010 7:15 | N | R_PB2SES_3 | 12.93 |
| 12/16/2010 7:15 | N | R_PB2SES_4 | 12.93 |
| 12/16/2010 7:15 | N | R_PB2SES_5 | 12.93 |
| 12/16/2010 7:15 | N | AUTO_EPS_390 | 28.88 |
| 12/16/2010 7:15 | N | ISSUE_48 | 24.2 |
| 12/16/2010 7:15 | N | PWRPLT69 | 24.2 |
| 12/16/2010 7:15 | N | R_SILASRAY_1 | 24.2 |
| 12/16/2010 7:15 | N | R_SILASRAY_2 | 24.2 |
| 12/16/2010 7:20 | N | DC_ROAD_L_B | 24.26 |
| 12/16/2010 7:20 | N | DC_EGPS_L_A | 23.83 |
| 12/16/2010 7:20 | N | H_HOLLOW_E_1 | 21.09 |
| 12/16/2010 7:20 | N | HHOLLOW4_E_1 | 21.09 |
| 12/16/2010 7:20 | N | R_LH2SES_1 | 28.05 |
| 12/16/2010 7:20 | N | R_PB2SES_1 | 21.03 |
| 12/16/2010 7:20 | N | R_PB2SES_2 | 21.03 |
| 12/16/2010 7:20 | N | R_PB2SES_3 | 21.03 |
| 12/16/2010 7:20 | N | R_PB2SES_4 | 21.03 |
| 12/16/2010 7:20 | N | R_PB2SES_5 | 21.03 |
| 12/16/2010 7:20 | N | AUTO_EPS_390 | 28.08 |
| 12/16/2010 7:20 | N | ISSUE_48 | 24.25 |
| 12/16/2010 7:20 | N | PWRPLT69 | 24.25 |
| 12/16/2010 7:20 | N | R_SILASRAY_1 | 24.25 |
| 12/16/2010 7:20 | N | R_SILASRAY_2 | 24.25 |
| 12/16/2010 7:25 | N | DC_ROAD_L_B | 24.77 |
| 12/16/2010 7:25 | N | DC_EGPS_L_A | 25.64 |
| 12/16/2010 7:25 | N | H_HOLLOW_E_1 | 28 |
| 12/16/2010 7:25 | N | HHOLLOW4_E_1 | 28 |
| 12/16/2010 7:25 | N | R_LH2SES_1 | 28.22 |

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| 12/16/2010 7:25 | N | R_PB2SES_1 | 27.97 |
| 12/16/2010 7:25 | N | R_PB2SES_2 | 27.97 |
| 12/16/2010 7:25 | N | R_PB2SES_3 | 27.97 |
| 12/16/2010 7:25 | N | R_PB2SES_4 | 27.97 |
| 12/16/2010 7:25 | N | R_PB2SES_5 | 27.97 |
| 12/16/2010 7:25 | N | AUTO_EPS_390 | 28.28 |
| 12/16/2010 7:25 | N | ISSUE_48 | 24.76 |
| 12/16/2010 7:25 | N | PWRPLT69 | 24.76 |
| 12/16/2010 7:25 | N | R_SILASRAY_1 | 24.76 |
| 12/16/2010 7:25 | N | R_SILASRAY_2 | 24.76 |
| 12/16/2010 7:30 | N | DC_ROAD_L_B | 24.67 |
| 12/16/2010 7:30 | N | DC_EGPS_L_A | 25.58 |
| 12/16/2010 7:30 | N | H_HOLLOW_E_1 | 28.06 |
| 12/16/2010 7:30 | N | HHOLLOW4_E_1 | 28.06 |
| 12/16/2010 7:30 | N | R_LH2SES_1 | 28.29 |
| 12/16/2010 7:30 | N | R_PB2SES_1 | 28.03 |
| 12/16/2010 7:30 | N | R_PB2SES_2 | 28.03 |
| 12/16/2010 7:30 | N | R_PB2SES_3 | 28.03 |
| 12/16/2010 7:30 | N | R_PB2SES_4 | 28.03 |
| 12/16/2010 7:30 | N | R_PB2SES_5 | 28.03 |
| 12/16/2010 7:30 | N | AUTO_EPS_390 | 28.35 |
| 12/16/2010 7:30 | N | ISSUE_48 | 24.65 |
| 12/16/2010 7:30 | N | PWRPLT69 | 24.65 |
| 12/16/2010 7:30 | N | R_SILASRAY_1 | 24.65 |
| 12/16/2010 7:30 | N | R_SILASRAY_2 | 24.65 |
| 12/16/2010 7:35 | N | DC_ROAD_L_B | 24.78 |
| 12/16/2010 7:35 | N | DC_EGPS_L_A | 25.63 |
| 12/16/2010 7:35 | N | H_HOLLOW_E_1 | 27.95 |
| 12/16/2010 7:35 | N | HHOLLOW4_E_1 | 27.95 |
| 12/16/2010 7:35 | N | R_LH2SES_1 | 28.17 |
| 12/16/2010 7:35 | N | R_PB2SES_1 | 27.92 |
| 12/16/2010 7:35 | N | R_PB2SES_2 | 27.92 |
| 12/16/2010 7:35 | N | R_PB2SES_3 | 27.92 |
| 12/16/2010 7:35 | N | R_PB2SES_4 | 27.92 |
| 12/16/2010 7:35 | N | R_PB2SES_5 | 27.92 |
| 12/16/2010 7:35 | N | AUTO_EPS_390 | 28.22 |
| 12/16/2010 7:35 | N | ISSUE_48 | 24.77 |
| 12/16/2010 7:35 | N | PWRPLT69 | 24.77 |
| 12/16/2010 7:35 | N | R_SILASRAY_1 | 24.77 |
| 12/16/2010 7:35 | N | R_SILASRAY_2 | 24.77 |
| 12/16/2010 7:40 | N | DC_ROAD_L_B | 25.02 |
| 12/16/2010 7:40 | N | DC_EGPS_L_A | 25.82 |
| 12/16/2010 7:40 | N | H_HOLLOW_E_1 | 28.03 |
| 12/16/2010 7:40 | N | HHOLLOW4_E_1 | 28.03 |
| 12/16/2010 7:40 | N | R_LH2SES_1 | 28.23 |
| 12/16/2010 7:40 | N | R_PB2SES_1 | 28 |
| 12/16/2010 7:40 | N | R_PB2SES_2 | 28 |

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| 12/16/2010 7:40 | N | R_PB2SES_3 | 28 |
| 12/16/2010 7:40 | N | R_PB2SES_4 | 28 |
| 12/16/2010 7:40 | N | R_PB2SES_5 | 28 |
| 12/16/2010 7:40 | N | AUTO_EPS_390 | 28.28 |
| 12/16/2010 7:40 | N | ISSUE_48 | 25 |
| 12/16/2010 7:40 | N | PWRPLT69 | 25 |
| 12/16/2010 7:40 | N | R_SILASRAY_1 | 25 |
| 12/16/2010 7:40 | N | R_SILASRAY_2 | 25 |
| 12/16/2010 7:45 | N | DC_ROAD_L_B | 24.98 |
| 12/16/2010 7:45 | N | DC_EGPS_L_A | 25.76 |
| 12/16/2010 7:45 | N | H_HOLLOW_E_1 | 27.91 |
| 12/16/2010 7:45 | N | HHOLLOW4_E_1 | 27.91 |
| 12/16/2010 7:45 | N | R_LH2SES_1 | 28.11 |
| 12/16/2010 7:45 | N | R_PB2SES_1 | 27.88 |
| 12/16/2010 7:45 | N | R_PB2SES_2 | 27.88 |
| 12/16/2010 7:45 | N | R_PB2SES_3 | 27.88 |
| 12/16/2010 7:45 | N | R_PB2SES_4 | 27.88 |
| 12/16/2010 7:45 | N | R_PB2SES_5 | 27.88 |
| 12/16/2010 7:45 | N | AUTO_EPS_390 | 28.16 |
| 12/16/2010 7:45 | N | ISSUE_48 | 24.96 |
| 12/16/2010 7:45 | N | PWRPLT69 | 24.96 |
| 12/16/2010 7:45 | N | R_SILASRAY_1 | 24.96 |
| 12/16/2010 7:45 | N | R_SILASRAY_2 | 24.96 |
| 12/16/2010 7:50 | N | DC_ROAD_L_B | 24.78 |
| 12/16/2010 7:50 | N | DC_EGPS_L_A | 25.52 |
| 12/16/2010 7:50 | N | H_HOLLOW_E_1 | 27.55 |
| 12/16/2010 7:50 | N | HHOLLOW4_E_1 | 27.55 |
| 12/16/2010 7:50 | N | R_LH2SES_1 | 27.74 |
| 12/16/2010 7:50 | N | R_PB2SES_1 | 27.52 |
| 12/16/2010 7:50 | N | R_PB2SES_2 | 27.52 |
| 12/16/2010 7:50 | N | R_PB2SES_3 | 27.52 |
| 12/16/2010 7:50 | N | R_PB2SES_4 | 27.52 |
| 12/16/2010 7:50 | N | R_PB2SES_5 | 27.52 |
| 12/16/2010 7:50 | N | AUTO_EPS_390 | 27.78 |
| 12/16/2010 7:50 | N | ISSUE_48 | 24.76 |
| 12/16/2010 7:50 | N | PWRPLT69 | 24.76 |
| 12/16/2010 7:50 | N | R_SILASRAY_1 | 24.76 |
| 12/16/2010 7:50 | N | R_SILASRAY_2 | 24.76 |
| 12/16/2010 7:55 | N | DC_ROAD_L_B | 24.73 |
| 12/16/2010 7:55 | N | DC_EGPS_L_A | 25.39 |
| 12/16/2010 7:55 | N | H_HOLLOW_E_1 | 27.19 |
| 12/16/2010 7:55 | N | HHOLLOW4_E_1 | 27.19 |
| 12/16/2010 7:55 | N | R_LH2SES_1 | 27.36 |
| 12/16/2010 7:55 | N | R_PB2SES_1 | 27.17 |
| 12/16/2010 7:55 | N | R_PB2SES_2 | 27.17 |
| 12/16/2010 7:55 | N | R_PB2SES_3 | 27.17 |
| 12/16/2010 7:55 | N | R_PB2SES_4 | 27.17 |

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| 12/16/2010 7:55 | N | R_PB2SES_5 | 27.17 |
| 12/16/2010 7:55 | N | AUTO_EPS_390 | 27.41 |
| 12/16/2010 7:55 | N | ISSUE_48 | 24.71 |
| 12/16/2010 7:55 | N | PWRPLT69 | 24.71 |
| 12/16/2010 7:55 | N | R_SILASRAY_1 | 24.71 |
| 12/16/2010 7:55 | N | R_SILASRAY_2 | 24.71 |
| 12/16/2010 8:00 | N | DC_ROAD_L_B | 25.14 |
| 12/16/2010 8:00 | N | DC_EGPS_L_A | 25.7 |
| 12/16/2010 8:00 | N | H_HOLLOW_E_1 | 27.23 |
| 12/16/2010 8:00 | N | HHOLLOW4_E_1 | 27.23 |
| 12/16/2010 8:00 | N | R_LH2SES_1 | 27.38 |
| 12/16/2010 8:00 | N | R_PB2SES_1 | 27.21 |
| 12/16/2010 8:00 | N | R_PB2SES_2 | 27.21 |
| 12/16/2010 8:00 | N | R_PB2SES_3 | 27.21 |
| 12/16/2010 8:00 | N | R_PB2SES_4 | 27.21 |
| 12/16/2010 8:00 | N | R_PB2SES_5 | 27.21 |
| 12/16/2010 8:00 | N | AUTO_EPS_390 | 27.41 |
| 12/16/2010 8:00 | N | ISSUE_48 | 25.13 |
| 12/16/2010 8:00 | N | PWRPLT69 | 25.13 |
| 12/16/2010 8:00 | N | R_SILASRAY_1 | 25.13 |
| 12/16/2010 8:00 | N | R_SILASRAY_2 | 25.13 |
| 12/16/2010 8:05 | N | DC_ROAD_L_B | 25.7 |
| 12/16/2010 8:05 | N | DC_EGPS_L_A | 26.34 |
| 12/16/2010 8:05 | N | H_HOLLOW_E_1 | 28.08 |
| 12/16/2010 8:05 | N | HHOLLOW4_E_1 | 28.08 |
| 12/16/2010 8:05 | N | R_LH2SES_1 | 28.25 |
| 12/16/2010 8:05 | N | R_PB2SES_1 | 28.06 |
| 12/16/2010 8:05 | N | R_PB2SES_2 | 28.06 |
| 12/16/2010 8:05 | N | R_PB2SES_3 | 28.06 |
| 12/16/2010 8:05 | N | R_PB2SES_4 | 28.06 |
| 12/16/2010 8:05 | N | R_PB2SES_5 | 28.06 |
| 12/16/2010 8:05 | N | AUTO_EPS_390 | 28.29 |
| 12/16/2010 8:05 | N | ISSUE_48 | 25.69 |
| 12/16/2010 8:05 | N | PWRPLT69 | 25.69 |
| 12/16/2010 8:05 | N | R_SILASRAY_1 | 25.69 |
| 12/16/2010 8:05 | N | R_SILASRAY_2 | 25.69 |
| 12/16/2010 8:10 | N | DC_ROAD_L_B | 26.06 |
| 12/16/2010 8:10 | N | DC_EGPS_L_A | 26.58 |
| 12/16/2010 8:10 | N | H_HOLLOW_E_1 | 27.99 |
| 12/16/2010 8:10 | N | HHOLLOW4_E_1 | 27.99 |
| 12/16/2010 8:10 | N | R_LH2SES_1 | 28.13 |
| 12/16/2010 8:10 | N | R_PB2SES_1 | 27.98 |
| 12/16/2010 8:10 | N | R_PB2SES_2 | 27.98 |
| 12/16/2010 8:10 | N | R_PB2SES_3 | 27.98 |
| 12/16/2010 8:10 | N | R_PB2SES_4 | 27.98 |
| 12/16/2010 8:10 | N | R_PB2SES_5 | 27.98 |
| 12/16/2010 8:10 | N | AUTO_EPS_390 | 28.16 |

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| 12/16/2010 8:10 | N | ISSUE_48 | 26.05 |
| 12/16/2010 8:10 | N | PWRPLT69 | 26.05 |
| 12/16/2010 8:10 | N | R_SILASRAY_1 | 26.05 |
| 12/16/2010 8:10 | N | R_SILASRAY_2 | 26.05 |
| 12/16/2010 8:15 | N | DC_ROAD_L_B | 26.06 |
| 12/16/2010 8:15 | N | DC_EGPS_L_A | 26.62 |
| 12/16/2010 8:15 | N | H_HOLLOW_E_1 | 28.15 |
| 12/16/2010 8:15 | N | HHOLLOW4_E_1 | 28.15 |
| 12/16/2010 8:15 | N | R_LH2SES_1 | 28.29 |
| 12/16/2010 8:15 | N | R_PB2SES_1 | 28.13 |
| 12/16/2010 8:15 | N | R_PB2SES_2 | 28.13 |
| 12/16/2010 8:15 | N | R_PB2SES_3 | 28.13 |
| 12/16/2010 8:15 | N | R_PB2SES_4 | 28.13 |
| 12/16/2010 8:15 | N | R_PB2SES_5 | 28.13 |
| 12/16/2010 8:15 | N | AUTO_EPS_390 | 28.33 |
| 12/16/2010 8:15 | N | ISSUE_48 | 26.04 |
| 12/16/2010 8:15 | N | PWRPLT69 | 26.04 |
| 12/16/2010 8:15 | N | R_SILASRAY_1 | 26.04 |
| 12/16/2010 8:15 | N | R_SILASRAY_2 | 26.04 |
| 12/16/2010 8:20 | N | DC_ROAD_L_B | 25.79 |
| 12/16/2010 8:20 | N | DC_EGPS_L_A | 26.55 |
| 12/16/2010 8:20 | N | H_HOLLOW_E_1 | 28.64 |
| 12/16/2010 8:20 | N | HHOLLOW4_E_1 | 28.64 |
| 12/16/2010 8:20 | N | R_LH2SES_1 | 28.84 |
| 12/16/2010 8:20 | N | R_PB2SES_1 | 28.62 |
| 12/16/2010 8:20 | N | R_PB2SES_2 | 28.62 |
| 12/16/2010 8:20 | N | R_PB2SES_3 | 28.62 |
| 12/16/2010 8:20 | N | R_PB2SES_4 | 28.62 |
| 12/16/2010 8:20 | N | R_PB2SES_5 | 28.62 |
| 12/16/2010 8:20 | N | AUTO_EPS_390 | 28.89 |
| 12/16/2010 8:20 | N | ISSUE_48 | 25.77 |
| 12/16/2010 8:20 | N | PWRPLT69 | 25.77 |
| 12/16/2010 8:20 | N | R_SILASRAY_1 | 25.77 |
| 12/16/2010 8:20 | N | R_SILASRAY_2 | 25.77 |
| 12/16/2010 8:21 | N | DC_ROAD_L_B | 25.95 |
| 12/16/2010 8:21 | N | DC_EGPS_L_A | 26.73 |
| 12/16/2010 8:21 | N | H_HOLLOW_E_1 | 28.88 |
| 12/16/2010 8:21 | N | HHOLLOW4_E_1 | 28.88 |
| 12/16/2010 8:21 | N | R_LH2SES_1 | 29.08 |
| 12/16/2010 8:21 | N | R_PB2SES_1 | 28.85 |
| 12/16/2010 8:21 | N | R_PB2SES_2 | 28.85 |
| 12/16/2010 8:21 | N | R_PB2SES_3 | 28.85 |
| 12/16/2010 8:21 | N | R_PB2SES_4 | 28.85 |
| 12/16/2010 8:21 | N | R_PB2SES_5 | 28.85 |
| 12/16/2010 8:21 | N | AUTO_EPS_390 | 29.13 |
| 12/16/2010 8:21 | N | ISSUE_48 | 25.93 |
| 12/16/2010 8:21 | N | PWRPLT69 | 25.93 |

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| 12/16/2010 8:21 | N | R_SILASRAY_1 | 25.93 |
| 12/16/2010 8:21 | N | R_SILASRAY_2 | 25.93 |
| 12/16/2010 8:21 | N | DC_ROAD_L_B | 25.88 |
| 12/16/2010 8:21 | N | DC_EGPS_L_A | 26.67 |
| 12/16/2010 8:21 | N | H_HOLLOW_E_1 | 28.83 |
| 12/16/2010 8:21 | N | HHOLLOW4_E_1 | 28.83 |
| 12/16/2010 8:21 | N | R_LH2SES_1 | 29.03 |
| 12/16/2010 8:21 | N | R_PB2SES_1 | 28.8 |
| 12/16/2010 8:21 | N | R_PB2SES_2 | 28.8 |
| 12/16/2010 8:21 | N | R_PB2SES_3 | 28.8 |
| 12/16/2010 8:21 | N | R_PB2SES_4 | 28.8 |
| 12/16/2010 8:21 | N | R_PB2SES_5 | 28.8 |
| 12/16/2010 8:21 | N | AUTO_EPS_390 | 29.09 |
| 12/16/2010 8:21 | N | ISSUE_48 | 25.86 |
| 12/16/2010 8:21 | N | PWRPLT69 | 25.86 |
| 12/16/2010 8:21 | N | R_SILASRAY_1 | 25.86 |
| 12/16/2010 8:21 | N | R_SILASRAY_2 | 25.86 |
| 12/16/2010 9:20 | N | DC_ROAD_L_B | 28.19 |
| 12/16/2010 9:20 | N | DC_EGPS_L_A | 25.92 |
| 12/16/2010 9:20 | N | H_HOLLOW_E_1 | 16.87 |
| 12/16/2010 9:20 | N | HHOLLOW4_E_1 | 16.87 |
| 12/16/2010 9:20 | N | R_LH2SES_1 | 29.11 |
| 12/16/2010 9:20 | N | R_PB2SES_1 | 16.82 |
| 12/16/2010 9:20 | N | R_PB2SES_2 | 16.82 |
| 12/16/2010 9:20 | N | R_PB2SES_3 | 16.82 |
| 12/16/2010 9:20 | N | R_PB2SES_4 | 16.82 |
| 12/16/2010 9:20 | N | R_PB2SES_5 | 16.82 |
| 12/16/2010 9:20 | N | AUTO_EPS_390 | 29.06 |
| 12/16/2010 9:20 | N | ISSUE_48 | 28.21 |
| 12/16/2010 9:20 | N | PWRPLT69 | 28.21 |
| 12/16/2010 9:20 | N | R_SILASRAY_1 | 28.21 |
| 12/16/2010 9:20 | N | R_SILASRAY_2 | 28.21 |
| 12/16/2010 9:30 | N | DC_ROAD_L_B | 28.24 |
| 12/16/2010 9:30 | N | DC_EGPS_L_A | 28.2 |
| 12/16/2010 9:30 | N | H_HOLLOW_E_1 | 28.05 |
| 12/16/2010 9:30 | N | HHOLLOW4_E_1 | 28.05 |
| 12/16/2010 9:30 | N | R_LH2SES_1 | 28.26 |
| 12/16/2010 9:30 | N | R_PB2SES_1 | 28.05 |
| 12/16/2010 9:30 | N | R_PB2SES_2 | 28.05 |
| 12/16/2010 9:30 | N | R_PB2SES_3 | 28.05 |
| 12/16/2010 9:30 | N | R_PB2SES_4 | 28.05 |
| 12/16/2010 9:30 | N | R_PB2SES_5 | 28.05 |
| 12/16/2010 9:30 | N | AUTO_EPS_390 | 28.26 |
| 12/16/2010 9:30 | N | ISSUE_48 | 28.24 |
| 12/16/2010 9:30 | N | PWRPLT69 | 28.24 |
| 12/16/2010 9:30 | N | R_SILASRAY_1 | 28.24 |
| 12/16/2010 9:30 | N | R_SILASRAY_2 | 28.24 |

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| 12/16/2010 9:35 | N | DC_ROAD_L_B | 27.19 |
| 12/16/2010 9:35 | N | DC_EGPS_L_A | 25.75 |
| 12/16/2010 9:35 | N | H_HOLLOW_E_1 | 20.07 |
| 12/16/2010 9:35 | N | HHOLLOW4_E_1 | 20.07 |
| 12/16/2010 9:35 | N | R_LH2SES_1 | 27.77 |
| 12/16/2010 9:35 | N | R_PB2SES_1 | 20.04 |
| 12/16/2010 9:35 | N | R_PB2SES_2 | 20.04 |
| 12/16/2010 9:35 | N | R_PB2SES_3 | 20.04 |
| 12/16/2010 9:35 | N | R_PB2SES_4 | 20.04 |
| 12/16/2010 9:35 | N | R_PB2SES_5 | 20.04 |
| 12/16/2010 9:35 | N | AUTO_EPS_390 | 27.74 |
| 12/16/2010 9:35 | N | ISSUE_48 | 27.2 |
| 12/16/2010 9:35 | N | PWRPLT69 | 27.2 |
| 12/16/2010 9:35 | N | R_SILASRAY_1 | 27.2 |
| 12/16/2010 9:35 | N | R_SILASRAY_2 | 27.2 |
| 12/16/2010 9:40 | N | DC_ROAD_L_B | 26.35 |
| 12/16/2010 9:40 | N | DC_EGPS_L_A | 21.35 |
| 12/16/2010 9:40 | N | H_HOLLOW_E_1 | 1.54 |
| 12/16/2010 9:40 | N | HHOLLOW4_E_1 | 1.54 |
| 12/16/2010 9:40 | N | R_LH2SES_1 | 28.38 |
| 12/16/2010 9:40 | N | R_PB2SES_1 | 1.43 |
| 12/16/2010 9:40 | N | R_PB2SES_2 | 1.43 |
| 12/16/2010 9:40 | N | R_PB2SES_3 | 1.43 |
| 12/16/2010 9:40 | N | R_PB2SES_4 | 1.43 |
| 12/16/2010 9:40 | N | R_PB2SES_5 | 1.43 |
| 12/16/2010 9:40 | N | AUTO_EPS_390 | 28.27 |
| 12/16/2010 9:40 | N | ISSUE_48 | 26.39 |
| 12/16/2010 9:40 | N | PWRPLT69 | 26.39 |
| 12/16/2010 9:40 | N | R_SILASRAY_1 | 26.39 |
| 12/16/2010 9:40 | N | R_SILASRAY_2 | 26.39 |
| 12/16/2010 10:00 | N | DC_ROAD_L_B | 27.65 |
| 12/16/2010 10:00 | N | DC_EGPS_L_A | 26.12 |
| 12/16/2010 10:00 | N | H_HOLLOW_E_1 | 20.09 |
| 12/16/2010 10:00 | N | HHOLLOW4_E_1 | 20.09 |
| 12/16/2010 10:00 | N | R_LH2SES_1 | 28.28 |
| 12/16/2010 10:00 | N | AUTO_EPS_390 | 28.24 |
| 12/16/2010 10:00 | N | ISSUE_48 | 27.66 |
| 12/16/2010 10:00 | N | PWRPLT69 | 27.66 |
| 12/16/2010 10:00 | N | R_SILASRAY_1 | 27.66 |
| 12/16/2010 10:00 | N | R_SILASRAY_2 | 27.66 |
| 12/16/2010 12:20 | N | DC_EGPS_L_A | 30.59 |
| 12/16/2010 12:25 | N | DC_EGPS_L_A | 30.25 |
| 12/16/2010 12:30 | N | DC_EGPS_L_A | 28.47 |
| 12/16/2010 12:35 | N | DC_EGPS_L_A | 29.39 |
| 12/16/2010 12:40 | N | DC_EGPS_L_A | 29.71 |
| 12/16/2010 12:45 | N | DC_EGPS_L_A | 29.67 |
| 12/16/2010 12:50 | N | DC_EGPS_L_A | 28.7 |

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| 12/16/2010 12:55 | N | DC_EGPS_L_A | 28.38 |
| 12/16/2010 13:00 | N | DC_EGPS_L_A | 28.19 |
| 12/16/2010 13:05 | N | DC_ROAD_L_B | 26.81 |
| 12/16/2010 13:05 | N | DC_EGPS_L_A | 27.31 |
| 12/16/2010 13:05 | N | H_HOLLOW_E_1 | 28.16 |
| 12/16/2010 13:05 | N | HHOLLOW4_E_1 | 28.16 |
| 12/16/2010 13:05 | N | R_LH2SES_1 | 28.25 |
| 12/16/2010 13:05 | N | AUTO_EPS_390 | 28.28 |
| 12/16/2010 13:05 | N | ISSUE_48 | 26.8 |
| 12/16/2010 13:05 | N | PWRPLT69 | 26.8 |
| 12/16/2010 13:05 | N | R_SILASRAY_1 | 26.8 |
| 12/16/2010 13:05 | N | R_SILASRAY_2 | 26.8 |
| 12/16/2010 13:10 | N | DC_EGPS_L_A | 27.29 |
| 12/16/2010 13:15 | N | DC_ROAD_L_B | 26.72 |
| 12/16/2010 13:15 | N | DC_EGPS_L_A | 26.95 |
| 12/16/2010 13:15 | N | H_HOLLOW_E_1 | 27.02 |
| 12/16/2010 13:15 | N | HHOLLOW4_E_1 | 27.02 |
| 12/16/2010 13:15 | N | R_LH2SES_1 | 27.04 |
| 12/16/2010 13:15 | N | AUTO_EPS_390 | 27.05 |
| 12/16/2010 13:15 | N | ISSUE_48 | 26.72 |
| 12/16/2010 13:15 | N | PWRPLT69 | 26.72 |
| 12/16/2010 13:15 | N | R_SILASRAY_1 | 26.72 |
| 12/16/2010 13:15 | N | R_SILASRAY_2 | 26.72 |
| 12/16/2010 13:20 | N | DC_ROAD_L_B | 26.59 |
| 12/16/2010 13:20 | N | DC_EGPS_L_A | 26.94 |
| 12/16/2010 13:20 | N | H_HOLLOW_E_1 | 27.33 |
| 12/16/2010 13:20 | N | HHOLLOW4_E_1 | 27.33 |
| 12/16/2010 13:20 | N | R_LH2SES_1 | 27.38 |
| 12/16/2010 13:20 | N | AUTO_EPS_390 | 27.39 |
| 12/16/2010 13:20 | N | ISSUE_48 | 26.59 |
| 12/16/2010 13:20 | N | PWRPLT69 | 26.59 |
| 12/16/2010 13:20 | N | R_SILASRAY_1 | 26.59 |
| 12/16/2010 13:20 | N | R_SILASRAY_2 | 26.59 |
| 12/16/2010 13:25 | N | DC_ROAD_L_B | 25.99 |
| 12/16/2010 13:25 | N | DC_EGPS_L_A | 26.69 |
| 12/16/2010 13:25 | N | H_HOLLOW_E_1 | 28.09 |
| 12/16/2010 13:25 | N | HHOLLOW4_E_1 | 28.09 |
| 12/16/2010 13:25 | N | R_LH2SES_1 | 28.23 |
| 12/16/2010 13:25 | N | AUTO_EPS_390 | 28.26 |
| 12/16/2010 13:25 | N | ISSUE_48 | 25.98 |
| 12/16/2010 13:25 | N | PWRPLT69 | 25.98 |
| 12/16/2010 13:25 | N | R_SILASRAY_1 | 25.98 |
| 12/16/2010 13:25 | N | R_SILASRAY_2 | 25.98 |
| 12/16/2010 13:30 | N | DC_ROAD_L_B | 25.8 |
| 12/16/2010 13:30 | N | DC_EGPS_L_A | 26.55 |
| 12/16/2010 13:30 | N | H_HOLLOW_E_1 | 28.09 |
| 12/16/2010 13:30 | N | HHOLLOW4_E_1 | 28.09 |

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| 12/16/2010 13:30 | N | R_LH2SES_1 | 28.24 |
| 12/16/2010 13:30 | N | AUTO_EPS_390 | 28.28 |
| 12/16/2010 13:30 | N | ISSUE_48 | 25.79 |
| 12/16/2010 13:30 | N | PWRPLT69 | 25.79 |
| 12/16/2010 13:30 | N | R_SILASRAY_1 | 25.79 |
| 12/16/2010 13:30 | N | R_SILASRAY_2 | 25.79 |
| 12/16/2010 13:35 | N | DC_ROAD_L_B | 26.15 |
| 12/16/2010 13:35 | N | DC_EGPS_L_A | 26.83 |
| 12/16/2010 13:35 | N | H_HOLLOW_E_1 | 28.18 |
| 12/16/2010 13:35 | N | HHOLLOW4_E_1 | 28.18 |
| 12/16/2010 13:35 | N | R_LH2SES_1 | 28.32 |
| 12/16/2010 13:35 | N | AUTO_EPS_390 | 28.35 |
| 12/16/2010 13:35 | N | ISSUE_48 | 26.14 |
| 12/16/2010 13:35 | N | PWRPLT69 | 26.14 |
| 12/16/2010 13:35 | N | R_SILASRAY_1 | 26.14 |
| 12/16/2010 13:35 | N | R_SILASRAY_2 | 26.14 |
| 12/16/2010 13:40 | N | DC_ROAD_L_B | 26.5 |
| 12/16/2010 13:40 | N | DC_EGPS_L_A | 26.93 |
| 12/16/2010 13:40 | N | H_HOLLOW_E_1 | 27.56 |
| 12/16/2010 13:40 | N | HHOLLOW4_E_1 | 27.56 |
| 12/16/2010 13:40 | N | R_LH2SES_1 | 27.64 |
| 12/16/2010 13:40 | N | AUTO_EPS_390 | 27.65 |
| 12/16/2010 13:40 | N | ISSUE_48 | 26.49 |
| 12/16/2010 13:40 | N | PWRPLT69 | 26.49 |
| 12/16/2010 13:40 | N | R_SILASRAY_1 | 26.49 |
| 12/16/2010 13:40 | N | R_SILASRAY_2 | 26.49 |
| 12/16/2010 13:45 | N | DC_ROAD_L_B | 27.4 |
| 12/16/2010 13:45 | N | DC_EGPS_L_A | 27.59 |
| 12/16/2010 13:45 | N | H_HOLLOW_E_1 | 27.6 |
| 12/16/2010 13:45 | N | HHOLLOW4_E_1 | 27.6 |
| 12/16/2010 13:45 | N | R_LH2SES_1 | 27.62 |
| 12/16/2010 13:45 | N | AUTO_EPS_390 | 27.62 |
| 12/16/2010 13:45 | N | ISSUE_48 | 27.4 |
| 12/16/2010 13:45 | N | PWRPLT69 | 27.4 |
| 12/16/2010 13:45 | N | R_SILASRAY_1 | 27.4 |
| 12/16/2010 13:45 | N | R_SILASRAY_2 | 27.4 |
| 12/16/2010 13:50 | N | DC_ROAD_L_B | 26.43 |
| 12/16/2010 13:50 | N | DC_EGPS_L_A | 26.92 |
| 12/16/2010 13:50 | N | H_HOLLOW_E_1 | 27.72 |
| 12/16/2010 13:50 | N | HHOLLOW4_E_1 | 27.72 |
| 12/16/2010 13:50 | N | R_LH2SES_1 | 27.8 |
| 12/16/2010 13:50 | N | AUTO_EPS_390 | 27.82 |
| 12/16/2010 13:50 | N | ISSUE_48 | 26.42 |
| 12/16/2010 13:50 | N | PWRPLT69 | 26.42 |
| 12/16/2010 13:50 | N | R_SILASRAY_1 | 26.42 |
| 12/16/2010 13:50 | N | R_SILASRAY_2 | 26.42 |
| 12/16/2010 13:55 | N | DC_ROAD_L_B | 26.33 |

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| 12/16/2010 13:55 | N | DC_EGPS_L_A | 26.95 |
| 12/16/2010 13:55 | N | H_HOLLOW_E_1 | 28.12 |
| 12/16/2010 13:55 | N | HHOLLOW4_E_1 | 28.12 |
| 12/16/2010 13:55 | N | R_LH2SES_1 | 28.24 |
| 12/16/2010 13:55 | N | AUTO_EPS_390 | 28.27 |
| 12/16/2010 13:55 | N | ISSUE_48 | 26.32 |
| 12/16/2010 13:55 | N | PWRPLT69 | 26.32 |
| 12/16/2010 13:55 | N | R_SILASRAY_1 | 26.32 |
| 12/16/2010 13:55 | N | R_SILASRAY_2 | 26.32 |
| 12/16/2010 14:00 | N | DC_ROAD_L_B | 26.54 |
| 12/16/2010 14:00 | N | DC_EGPS_L_A | 26.93 |
| 12/16/2010 14:00 | N | H_HOLLOW_E_1 | 27.47 |
| 12/16/2010 14:00 | N | HHOLLOW4_E_1 | 27.47 |
| 12/16/2010 14:00 | N | R_LH2SES_1 | 27.53 |
| 12/16/2010 14:00 | N | AUTO_EPS_390 | 27.55 |
| 12/16/2010 14:00 | N | ISSUE_48 | 26.53 |
| 12/16/2010 14:00 | N | PWRPLT69 | 26.53 |
| 12/16/2010 14:00 | N | R_SILASRAY_1 | 26.53 |
| 12/16/2010 14:00 | N | R_SILASRAY_2 | 26.53 |
| 12/16/2010 14:05 | N | DC_EGPS_L_A | 27.51 |
| 12/16/2010 14:10 | N | DC_EGPS_L_A | 27.25 |
| 12/16/2010 14:15 | N | DC_EGPS_L_A | 27.2 |
| 12/16/2010 14:20 | N | DC_EGPS_L_A | 27.27 |
| 12/16/2010 14:25 | N | DC_EGPS_L_A | 27.52 |
| 12/16/2010 14:30 | N | DC_EGPS_L_A | 27.21 |
| 12/16/2010 14:35 | N | DC_ROAD_L_B | 26.73 |
| 12/16/2010 14:35 | N | DC_EGPS_L_A | 26.95 |
| 12/16/2010 14:35 | N | H_HOLLOW_E_1 | 27.01 |
| 12/16/2010 14:35 | N | HHOLLOW4_E_1 | 27.01 |
| 12/16/2010 14:35 | N | R_LH2SES_1 | 27.02 |
| 12/16/2010 14:35 | N | AUTO_EPS_390 | 27.03 |
| 12/16/2010 14:35 | N | ISSUE_48 | 26.73 |
| 12/16/2010 14:35 | N | PWRPLT69 | 26.73 |
| 12/16/2010 14:35 | N | R_SILASRAY_1 | 26.73 |
| 12/16/2010 14:35 | N | R_SILASRAY_2 | 26.73 |
| 12/16/2010 14:40 | N | DC_ROAD_L_B | 26.36 |
| 12/16/2010 14:40 | N | DC_EGPS_L_A | 26.68 |
| 12/16/2010 14:40 | N | H_HOLLOW_E_1 | 27 |
| 12/16/2010 14:40 | N | HHOLLOW4_E_1 | 27 |
| 12/16/2010 14:40 | N | R_LH2SES_1 | 27.04 |
| 12/16/2010 14:40 | N | AUTO_EPS_390 | 27.05 |
| 12/16/2010 14:40 | N | ISSUE_48 | 26.36 |
| 12/16/2010 14:40 | N | PWRPLT69 | 26.36 |
| 12/16/2010 14:40 | N | R_SILASRAY_1 | 26.36 |
| 12/16/2010 14:40 | N | R_SILASRAY_2 | 26.36 |
| 12/16/2010 14:45 | N | DC_ROAD_L_B | 25.9 |
| 12/16/2010 14:45 | N | DC_EGPS_L_A | 26.42 |

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| 12/16/2010 14:45 | N | H_HOLLOW_E_1 | 27.28 |
| 12/16/2010 14:45 | N | HHOLLOW4_E_1 | 27.28 |
| 12/16/2010 14:45 | N | R_LH2SES_1 | 27.37 |
| 12/16/2010 14:45 | N | AUTO_EPS_390 | 27.4 |
| 12/16/2010 14:45 | N | ISSUE_48 | 25.9 |
| 12/16/2010 14:45 | N | PWRPLT69 | 25.9 |
| 12/16/2010 14:45 | N | R_SILASRAY_1 | 25.9 |
| 12/16/2010 14:45 | N | R_SILASRAY_2 | 25.9 |
| 12/16/2010 14:50 | N | DC_ROAD_L_B | 24.99 |
| 12/16/2010 14:50 | N | DC_EGPS_L_A | 25.79 |
| 12/16/2010 14:50 | N | H_HOLLOW_E_1 | 27.47 |
| 12/16/2010 14:50 | N | HHOLLOW4_E_1 | 27.47 |
| 12/16/2010 14:50 | N | R_LH2SES_1 | 27.63 |
| 12/16/2010 14:50 | N | AUTO_EPS_390 | 27.68 |
| 12/16/2010 14:50 | N | ISSUE_48 | 24.97 |
| 12/16/2010 14:50 | N | PWRPLT69 | 24.97 |
| 12/16/2010 14:50 | N | R_SILASRAY_1 | 24.97 |
| 12/16/2010 14:50 | N | R_SILASRAY_2 | 24.97 |
| 12/16/2010 14:55 | N | DC_ROAD_L_B | 24.75 |
| 12/16/2010 14:55 | N | DC_EGPS_L_A | 25.37 |
| 12/16/2010 14:55 | N | H_HOLLOW_E_1 | 26.49 |
| 12/16/2010 14:55 | N | HHOLLOW4_E_1 | 26.49 |
| 12/16/2010 14:55 | N | R_LH2SES_1 | 26.6 |
| 12/16/2010 14:55 | N | AUTO_EPS_390 | 26.64 |
| 12/16/2010 14:55 | N | ISSUE_48 | 24.74 |
| 12/16/2010 14:55 | N | PWRPLT69 | 24.74 |
| 12/16/2010 14:55 | N | R_SILASRAY_1 | 24.74 |
| 12/16/2010 14:55 | N | R_SILASRAY_2 | 24.74 |
| 12/16/2010 15:00 | N | DC_ROAD_L_B | 25.52 |
| 12/16/2010 15:00 | N | DC_EGPS_L_A | 25.83 |
| 12/16/2010 15:00 | N | H_HOLLOW_E_1 | 26.17 |
| 12/16/2010 15:00 | N | HHOLLOW4_E_1 | 26.17 |
| 12/16/2010 15:00 | N | R_LH2SES_1 | 26.22 |
| 12/16/2010 15:00 | N | AUTO_EPS_390 | 26.23 |
| 12/16/2010 15:00 | N | ISSUE_48 | 25.52 |
| 12/16/2010 15:00 | N | PWRPLT69 | 25.52 |
| 12/16/2010 15:00 | N | R_SILASRAY_1 | 25.52 |
| 12/16/2010 15:00 | N | R_SILASRAY_2 | 25.52 |
| 12/16/2010 15:05 | N | DC_ROAD_L_B | 25.65 |
| 12/16/2010 15:05 | N | DC_EGPS_L_A | 25.92 |
| 12/16/2010 15:05 | N | H_HOLLOW_E_1 | 26.16 |
| 12/16/2010 15:05 | N | HHOLLOW4_E_1 | 26.16 |
| 12/16/2010 15:05 | N | R_LH2SES_1 | 26.2 |
| 12/16/2010 15:05 | N | AUTO_EPS_390 | 26.21 |
| 12/16/2010 15:05 | N | ISSUE_48 | 25.64 |
| 12/16/2010 15:05 | N | PWRPLT69 | 25.64 |
| 12/16/2010 15:05 | N | R_SILASRAY_1 | 25.64 |

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|---|---|---|---|
| 12/16/2010 15:05 | N | R_SILASRAY_2 | 25.64 |
| 12/16/2010 15:10 | N | DC_EGPS_L_A | 26.15 |
| 12/16/2010 15:15 | N | DC_EGPS_L_A | 26.25 |
| 12/16/2010 15:17 | N | DC_EGPS_L_A | 27.13 |
| 12/16/2010 15:20 | N | DC_EGPS_L_A | 27.07 |
| 12/16/2010 15:25 | N | DC_ROAD_L_B | 24.67 |
| 12/16/2010 15:25 | N | DC_EGPS_L_A | 25.78 |
| 12/16/2010 15:25 | N | H_HOLLOW_E_1 | 28.73 |
| 12/16/2010 15:25 | N | HHOLLOW4_E_1 | 28.73 |
| 12/16/2010 15:25 | N | R_LH2SES_1 | 29.03 |
| 12/16/2010 15:25 | N | AUTO_EPS_390 | 29.11 |
| 12/16/2010 15:25 | N | ISSUE_48 | 24.65 |
| 12/16/2010 15:25 | N | PWRPLT69 | 24.65 |
| 12/16/2010 15:25 | N | R_SILASRAY_1 | 24.65 |
| 12/16/2010 15:25 | N | R_SILASRAY_2 | 24.65 |
| 12/16/2010 15:30 | N | DC_ROAD_L_B | 24.34 |
| 12/16/2010 15:30 | N | DC_EGPS_L_A | 25.5 |
| 12/16/2010 15:30 | N | H_HOLLOW_E_1 | 28.61 |
| 12/16/2010 15:30 | N | HHOLLOW4_E_1 | 28.61 |
| 12/16/2010 15:30 | N | R_LH2SES_1 | 28.92 |
| 12/16/2010 15:30 | N | AUTO_EPS_390 | 29 |
| 12/16/2010 15:30 | N | ISSUE_48 | 24.33 |
| 12/16/2010 15:30 | N | PWRPLT69 | 24.33 |
| 12/16/2010 15:30 | N | R_SILASRAY_1 | 24.33 |
| 12/16/2010 15:30 | N | R_SILASRAY_2 | 24.33 |
| 12/16/2010 15:35 | N | DC_ROAD_L_B | 24.37 |
| 12/16/2010 15:35 | N | DC_EGPS_L_A | 25.4 |
| 12/16/2010 15:35 | N | H_HOLLOW_E_1 | 28.08 |
| 12/16/2010 15:35 | N | HHOLLOW4_E_1 | 28.08 |
| 12/16/2010 15:35 | N | R_LH2SES_1 | 28.35 |
| 12/16/2010 15:35 | N | AUTO_EPS_390 | 28.42 |
| 12/16/2010 15:35 | N | ISSUE_48 | 24.35 |
| 12/16/2010 15:35 | N | PWRPLT69 | 24.35 |
| 12/16/2010 15:35 | N | R_SILASRAY_1 | 24.35 |
| 12/16/2010 15:35 | N | R_SILASRAY_2 | 24.35 |
| 12/16/2010 15:40 | N | DC_ROAD_L_B | 25.13 |
| 12/16/2010 15:40 | N | DC_EGPS_L_A | 25.99 |
| 12/16/2010 15:40 | N | H_HOLLOW_E_1 | 28.13 |
| 12/16/2010 15:40 | N | HHOLLOW4_E_1 | 28.13 |
| 12/16/2010 15:40 | N | R_LH2SES_1 | 28.35 |
| 12/16/2010 15:40 | N | AUTO_EPS_390 | 28.4 |
| 12/16/2010 15:40 | N | ISSUE_48 | 25.11 |
| 12/16/2010 15:40 | N | PWRPLT69 | 25.11 |
| 12/16/2010 15:40 | N | R_SILASRAY_1 | 25.11 |
| 12/16/2010 15:40 | N | R_SILASRAY_2 | 25.11 |
| 12/16/2010 15:45 | N | DC_ROAD_L_B | 25.61 |
| 12/16/2010 15:45 | N | DC_EGPS_L_A | 26.34 |

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| 12/16/2010 15:45 | N | H_HOLLOW_E_1 | 28.09 |
| 12/16/2010 15:45 | N | HHOLLOW4_E_1 | 28.09 |
| 12/16/2010 15:45 | N | R_LH2SES_1 | 28.27 |
| 12/16/2010 15:45 | N | AUTO_EPS_390 | 28.32 |
| 12/16/2010 15:45 | N | ISSUE_48 | 25.6 |
| 12/16/2010 15:45 | N | PWRPLT69 | 25.6 |
| 12/16/2010 15:45 | N | R_SILASRAY_1 | 25.6 |
| 12/16/2010 15:45 | N | R_SILASRAY_2 | 25.6 |
| 12/16/2010 15:50 | N | DC_ROAD_L_B | 25.19 |
| 12/16/2010 15:50 | N | DC_EGPS_L_A | 26.03 |
| 12/16/2010 15:50 | N | H_HOLLOW_E_1 | 28.12 |
| 12/16/2010 15:50 | N | HHOLLOW4_E_1 | 28.12 |
| 12/16/2010 15:50 | N | R_LH2SES_1 | 28.34 |
| 12/16/2010 15:50 | N | AUTO_EPS_390 | 28.39 |
| 12/16/2010 15:50 | N | ISSUE_48 | 25.18 |
| 12/16/2010 15:50 | N | PWRPLT69 | 25.18 |
| 12/16/2010 15:50 | N | R_SILASRAY_1 | 25.18 |
| 12/16/2010 15:50 | N | R_SILASRAY_2 | 25.18 |
| 12/16/2010 15:55 | N | DC_ROAD_L_B | 25.32 |
| 12/16/2010 15:55 | N | DC_EGPS_L_A | 26.14 |
| 12/16/2010 15:55 | N | H_HOLLOW_E_1 | 28.14 |
| 12/16/2010 15:55 | N | HHOLLOW4_E_1 | 28.14 |
| 12/16/2010 15:55 | N | R_LH2SES_1 | 28.34 |
| 12/16/2010 15:55 | N | AUTO_EPS_390 | 28.4 |
| 12/16/2010 15:55 | N | ISSUE_48 | 25.31 |
| 12/16/2010 15:55 | N | PWRPLT69 | 25.31 |
| 12/16/2010 15:55 | N | R_SILASRAY_1 | 25.31 |
| 12/16/2010 15:55 | N | R_SILASRAY_2 | 25.31 |
| 12/16/2010 16:00 | N | DC_ROAD_L_B | 24.7 |
| 12/16/2010 16:00 | N | DC_EGPS_L_A | 25.64 |
| 12/16/2010 16:00 | N | H_HOLLOW_E_1 | 28.02 |
| 12/16/2010 16:00 | N | HHOLLOW4_E_1 | 28.02 |
| 12/16/2010 16:00 | N | R_LH2SES_1 | 28.26 |
| 12/16/2010 16:00 | N | AUTO_EPS_390 | 28.33 |
| 12/16/2010 16:05 | N | DC_ROAD_L_B | 24.17 |
| 12/16/2010 16:05 | N | DC_EGPS_L_A | 25.18 |
| 12/16/2010 16:05 | N | H_HOLLOW_E_1 | 27.75 |
| 12/16/2010 16:05 | N | HHOLLOW4_E_1 | 27.75 |
| 12/16/2010 16:05 | N | R_LH2SES_1 | 28.01 |
| 12/16/2010 16:05 | N | AUTO_EPS_390 | 28.08 |
| 12/16/2010 16:10 | N | DC_ROAD_L_B | 23.93 |
| 12/16/2010 16:10 | N | DC_EGPS_L_A | 26.84 |
| 12/16/2010 16:10 | N | H_HOLLOW_E_1 | 27.39 |
| 12/16/2010 16:10 | N | HHOLLOW4_E_1 | 27.39 |
| 12/16/2010 16:10 | N | R_LH2SES_1 | 27.65 |
| 12/16/2010 16:10 | N | AUTO_EPS_390 | 27.71 |
| 12/16/2010 16:15 | N | DC_ROAD_L_B | 23.86 |

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| 12/16/2010 16:15 | N | DC_EGPS_L_A | 26.78 |
| 12/16/2010 16:15 | N | H_HOLLOW_E_1 | 27.36 |
| 12/16/2010 16:15 | N | HHOLLOW4_E_1 | 27.36 |
| 12/16/2010 16:15 | N | R_LH2SES_1 | 27.63 |
| 12/16/2010 16:15 | N | AUTO_EPS_390 | 27.68 |
| 12/16/2010 16:20 | N | DC_ROAD_L_B | 23.26 |
| 12/16/2010 16:20 | N | DC_EGPS_L_A | 26.26 |
| 12/16/2010 16:20 | N | H_HOLLOW_E_1 | 27.1 |
| 12/16/2010 16:20 | N | HHOLLOW4_E_1 | 27.1 |
| 12/16/2010 16:20 | N | R_LH2SES_1 | 27.39 |
| 12/16/2010 16:20 | N | AUTO_EPS_390 | 27.45 |
| 12/16/2010 16:25 | N | DC_ROAD_L_B | 23.33 |
| 12/16/2010 16:25 | N | DC_EGPS_L_A | 26.35 |
| 12/16/2010 16:25 | N | H_HOLLOW_E_1 | 27.23 |
| 12/16/2010 16:25 | N | HHOLLOW4_E_1 | 27.23 |
| 12/16/2010 16:25 | N | R_LH2SES_1 | 27.52 |
| 12/16/2010 16:25 | N | AUTO_EPS_390 | 27.59 |
| 12/16/2010 16:30 | N | DC_ROAD_L_B | 23.36 |
| 12/16/2010 16:30 | N | DC_EGPS_L_A | 26.36 |
| 12/16/2010 16:30 | N | H_HOLLOW_E_1 | 27.19 |
| 12/16/2010 16:30 | N | HHOLLOW4_E_1 | 27.19 |
| 12/16/2010 16:30 | N | R_LH2SES_1 | 27.48 |
| 12/16/2010 16:30 | N | AUTO_EPS_390 | 27.54 |
| 12/16/2010 16:35 | N | DC_ROAD_L_B | 23.68 |
| 12/16/2010 16:35 | N | DC_EGPS_L_A | 24.76 |
| 12/16/2010 16:35 | N | H_HOLLOW_E_1 | 27.56 |
| 12/16/2010 16:35 | N | HHOLLOW4_E_1 | 27.56 |
| 12/16/2010 16:35 | N | R_LH2SES_1 | 27.85 |
| 12/16/2010 16:35 | N | AUTO_EPS_390 | 27.91 |
| 12/16/2010 16:40 | N | DC_ROAD_L_B | 23.76 |
| 12/16/2010 16:40 | N | DC_EGPS_L_A | 26.77 |
| 12/16/2010 16:40 | N | H_HOLLOW_E_1 | 27.61 |
| 12/16/2010 16:40 | N | HHOLLOW4_E_1 | 27.61 |
| 12/16/2010 16:40 | N | R_LH2SES_1 | 27.89 |
| 12/16/2010 16:40 | N | AUTO_EPS_390 | 27.96 |
| 12/16/2010 16:45 | N | DC_ROAD_L_B | 23.87 |
| 12/16/2010 16:45 | N | DC_EGPS_L_A | 26.94 |
| 12/16/2010 16:45 | N | H_HOLLOW_E_1 | 27.97 |
| 12/16/2010 16:45 | N | HHOLLOW4_E_1 | 27.97 |
| 12/16/2010 16:45 | N | R_LH2SES_1 | 28.27 |
| 12/16/2010 16:45 | N | AUTO_EPS_390 | 28.34 |
| 12/16/2010 16:50 | N | DC_ROAD_L_B | 23.73 |
| 12/16/2010 16:50 | N | DC_EGPS_L_A | 26.9 |
| 12/16/2010 16:50 | N | H_HOLLOW_E_1 | 28.25 |
| 12/16/2010 16:50 | N | HHOLLOW4_E_1 | 28.25 |
| 12/16/2010 16:50 | N | R_LH2SES_1 | 28.59 |
| 12/16/2010 16:50 | N | AUTO_EPS_390 | 28.67 |

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| 12/16/2010 16:55 | N | DC_ROAD_L_B | 23.89 |
| 12/16/2010 16:55 | N | DC_EGPS_L_A | 27.04 |
| 12/16/2010 16:55 | N | H_HOLLOW_E_1 | 28.36 |
| 12/16/2010 16:55 | N | HHOLLOW4_E_1 | 28.36 |
| 12/16/2010 16:55 | N | R_LH2SES_1 | 28.69 |
| 12/16/2010 16:55 | N | AUTO_EPS_390 | 28.77 |
| 12/16/2010 17:00 | N | DC_ROAD_L_B | 22.97 |
| 12/16/2010 17:00 | N | DC_EGPS_L_A | 24.3 |
| 12/16/2010 17:00 | N | H_HOLLOW_E_1 | 27.91 |
| 12/16/2010 17:00 | N | HHOLLOW4_E_1 | 27.91 |
| 12/16/2010 17:00 | N | R_LH2SES_1 | 28.29 |
| 12/16/2010 17:00 | N | AUTO_EPS_390 | 28.37 |
| 12/16/2010 17:05 | N | WLSH_L_A | 28.58 |
| 12/16/2010 17:05 | N | DC_ROAD_L_B | 23.44 |
| 12/16/2010 17:05 | N | DC_EGPS_L_A | 24.6 |
| 12/16/2010 17:05 | N | H_HOLLOW_E_1 | 28.23 |
| 12/16/2010 17:05 | N | HHOLLOW4_E_1 | 28.23 |
| 12/16/2010 17:05 | N | R_LH2SES_1 | 28.59 |
| 12/16/2010 17:05 | N | AUTO_EPS_390 | 28.67 |
| 12/16/2010 17:10 | N | DC_ROAD_L_B | 23.62 |
| 12/16/2010 17:10 | N | DC_EGPS_L_A | 24.76 |
| 12/16/2010 17:10 | N | H_HOLLOW_E_1 | 28.34 |
| 12/16/2010 17:10 | N | HHOLLOW4_E_1 | 28.34 |
| 12/16/2010 17:10 | N | R_LH2SES_1 | 28.7 |
| 12/16/2010 17:10 | N | AUTO_EPS_390 | 28.77 |
| 12/16/2010 17:15 | N | DC_ROAD_L_B | 24.38 |
| 12/16/2010 17:15 | N | DC_EGPS_L_A | 25.83 |
| 12/16/2010 17:15 | N | H_HOLLOW_E_1 | 29.93 |
| 12/16/2010 17:15 | N | HHOLLOW4_E_1 | 29.93 |
| 12/16/2010 17:15 | N | R_LH2SES_1 | 30.35 |
| 12/16/2010 17:15 | N | AUTO_EPS_390 | 30.44 |
| 12/16/2010 17:20 | N | DC_ROAD_L_B | 24.9 |
| 12/16/2010 17:20 | N | DC_EGPS_L_A | 26.49 |
| 12/16/2010 17:20 | N | H_HOLLOW_E_1 | 31.07 |
| 12/16/2010 17:20 | N | HHOLLOW4_E_1 | 31.07 |
| 12/16/2010 17:20 | N | R_LH2SES_1 | 31.53 |
| 12/16/2010 17:20 | N | AUTO_EPS_390 | 31.63 |
| 12/16/2010 17:25 | N | DC_ROAD_L_B | 25.56 |
| 12/16/2010 17:25 | N | DC_EGPS_L_A | 27.43 |
| 12/16/2010 17:25 | N | H_HOLLOW_E_1 | 32.96 |
| 12/16/2010 17:25 | N | HHOLLOW4_E_1 | 32.96 |
| 12/16/2010 17:25 | N | R_LH2SES_1 | 33.51 |
| 12/16/2010 17:25 | N | AUTO_EPS_390 | 33.63 |
| 12/16/2010 17:30 | N | DC_ROAD_L_B | 26.29 |
| 12/16/2010 17:30 | N | DC_EGPS_L_A | 28.46 |
| 12/16/2010 17:30 | N | H_HOLLOW_E_1 | 35.04 |
| 12/16/2010 17:30 | N | HHOLLOW4_E_1 | 35.04 |

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| 12/16/2010 17:30 | N | R_LH2SES_1 | 35.7 |
| 12/16/2010 17:30 | N | AUTO_EPS_390 | 35.84 |
| 12/16/2010 17:32 | N | DC_ROAD_L_B | 28.79 |
| 12/16/2010 17:32 | N | DC_EGPS_L_A | 32.27 |
| 12/16/2010 17:32 | N | H_HOLLOW_E_1 | 43.28 |
| 12/16/2010 17:32 | N | HHOLLOW4_E_1 | 43.28 |
| 12/16/2010 17:32 | N | R_LH2SES_1 | 44.36 |
| 12/16/2010 17:32 | N | AUTO_EPS_390 | 44.59 |
| 12/16/2010 17:35 | N | DC_ROAD_L_B | 32.52 |
| 12/16/2010 17:35 | N | DC_EGPS_L_A | 84.54 |
| 12/16/2010 17:35 | N | H_HOLLOW_E_1 | 240.24 |
| 12/16/2010 17:35 | N | HHOLLOW4_E_1 | 240.24 |
| 12/16/2010 17:35 | N | R_LH2SES_1 | 255.75 |
| 12/16/2010 17:35 | N | AUTO_EPS_390 | 259.14 |
| 12/16/2010 17:40 | N | DC_ROAD_L_B | 88.36 |
| 12/16/2010 17:40 | N | DC_EGPS_L_A | 138.34 |
| 12/16/2010 17:40 | N | H_HOLLOW_E_1 | 296.08 |
| 12/16/2010 17:40 | N | HHOLLOW4_E_1 | 296.08 |
| 12/16/2010 17:40 | N | R_LH2SES_1 | 311.59 |
| 12/16/2010 17:40 | N | AUTO_EPS_390 | 314.98 |
| 12/16/2010 17:42 | N | DC_ROAD_L_B | 121.45 |
| 12/16/2010 17:42 | N | DC_EGPS_L_A | 173.48 |
| 12/16/2010 17:42 | N | H_HOLLOW_E_1 | 329.18 |
| 12/16/2010 17:42 | N | HHOLLOW4_E_1 | 329.18 |
| 12/16/2010 17:42 | N | R_LH2SES_1 | 344.68 |
| 12/16/2010 17:42 | N | AUTO_EPS_390 | 348.08 |
| 12/16/2010 17:45 | N | DC_ROAD_L_B | 122.03 |
| 12/16/2010 17:45 | N | DC_EGPS_L_A | 173.88 |
| 12/16/2010 17:45 | N | H_HOLLOW_E_1 | 329.82 |
| 12/16/2010 17:45 | N | HHOLLOW4_E_1 | 329.82 |
| 12/16/2010 17:45 | N | R_LH2SES_1 | 345.31 |
| 12/16/2010 17:45 | N | AUTO_EPS_390 | 348.69 |
| 12/16/2010 17:50 | N | DC_ROAD_L_B | 126.99 |
| 12/16/2010 17:50 | N | DC_EGPS_L_A | 176.8 |
| 12/16/2010 17:50 | N | H_HOLLOW_E_1 | 334.79 |
| 12/16/2010 17:50 | N | HHOLLOW4_E_1 | 334.79 |
| 12/16/2010 17:50 | N | R_LH2SES_1 | 350.26 |
| 12/16/2010 17:50 | N | AUTO_EPS_390 | 353.65 |
| 12/16/2010 17:54 | N | DC_ROAD_L_B | 217.51 |
| 12/16/2010 17:54 | N | DC_EGPS_L_A | 267.32 |
| 12/16/2010 17:54 | N | H_HOLLOW_E_1 | 425.31 |
| 12/16/2010 17:54 | N | HHOLLOW4_E_1 | 425.31 |
| 12/16/2010 17:54 | N | R_LH2SES_1 | 440.78 |
| 12/16/2010 17:54 | N | AUTO_EPS_390 | 444.17 |
| 12/16/2010 17:55 | N | DC_ROAD_L_B | 164.45 |
| 12/16/2010 17:55 | N | DC_EGPS_L_A | 214.26 |
| 12/16/2010 17:55 | N | H_HOLLOW_E_1 | 372.25 |

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| 12/16/2010 17:55 | N | HHOLLOW4_E_1 | 372.25 |
| 12/16/2010 17:55 | N | R_LH2SES_1 | 387.7 |
| 12/16/2010 17:55 | N | AUTO_EPS_390 | 391.08 |
| 12/16/2010 18:00 | N | DC_ROAD_L_B | 316.29 |
| 12/16/2010 18:00 | N | DC_EGPS_L_A | 366.02 |
| 12/16/2010 18:00 | N | H_HOLLOW_E_1 | 523.77 |
| 12/16/2010 18:00 | N | HHOLLOW4_E_1 | 523.77 |
| 12/16/2010 18:00 | N | R_LH2SES_1 | 539.2 |
| 12/16/2010 18:00 | N | AUTO_EPS_390 | 542.6 |
| 12/16/2010 18:01 | N | DC_ROAD_L_B | 163.74 |
| 12/16/2010 18:01 | N | DC_EGPS_L_A | 213.47 |
| 12/16/2010 18:01 | N | H_HOLLOW_E_1 | 371.22 |
| 12/16/2010 18:01 | N | HHOLLOW4_E_1 | 371.22 |
| 12/16/2010 18:01 | N | R_LH2SES_1 | 386.65 |
| 12/16/2010 18:01 | N | AUTO_EPS_390 | 390.05 |
| 12/16/2010 18:05 | N | DC_ROAD_L_B | 88.38 |
| 12/16/2010 18:05 | N | DC_EGPS_L_A | 138.08 |
| 12/16/2010 18:05 | N | H_HOLLOW_E_1 | 295.82 |
| 12/16/2010 18:05 | N | HHOLLOW4_E_1 | 295.82 |
| 12/16/2010 18:05 | N | R_LH2SES_1 | 311.26 |
| 12/16/2010 18:05 | N | AUTO_EPS_390 | 314.65 |
| 12/16/2010 18:10 | N | DC_ROAD_L_B | 122.46 |
| 12/16/2010 18:10 | N | DC_EGPS_L_A | 172.19 |
| 12/16/2010 18:10 | N | H_HOLLOW_E_1 | 329.9 |
| 12/16/2010 18:10 | N | HHOLLOW4_E_1 | 329.9 |
| 12/16/2010 18:10 | N | R_LH2SES_1 | 345.35 |
| 12/16/2010 18:10 | N | AUTO_EPS_390 | 348.73 |
| 12/16/2010 18:11 | N | DC_ROAD_L_B | 122.25 |
| 12/16/2010 18:11 | N | DC_EGPS_L_A | 171.98 |
| 12/16/2010 18:11 | N | H_HOLLOW_E_1 | 329.69 |
| 12/16/2010 18:11 | N | HHOLLOW4_E_1 | 329.69 |
| 12/16/2010 18:11 | N | R_LH2SES_1 | 345.14 |
| 12/16/2010 18:11 | N | AUTO_EPS_390 | 348.52 |
| 12/16/2010 18:13 | N | DC_ROAD_L_B | 122.55 |
| 12/16/2010 18:13 | N | DC_EGPS_L_A | 172.29 |
| 12/16/2010 18:13 | N | H_HOLLOW_E_1 | 330 |
| 12/16/2010 18:13 | N | HHOLLOW4_E_1 | 330 |
| 12/16/2010 18:13 | N | R_LH2SES_1 | 345.45 |
| 12/16/2010 18:13 | N | AUTO_EPS_390 | 348.83 |
| 12/16/2010 18:15 | N | DC_ROAD_L_B | 119.13 |
| 12/16/2010 18:15 | N | DC_EGPS_L_A | 166.62 |
| 12/16/2010 18:15 | N | H_HOLLOW_E_1 | 316.53 |
| 12/16/2010 18:15 | N | HHOLLOW4_E_1 | 316.53 |
| 12/16/2010 18:15 | N | R_LH2SES_1 | 331.24 |
| 12/16/2010 18:15 | N | AUTO_EPS_390 | 334.45 |
| 12/16/2010 18:20 | N | DC_ROAD_L_B | 122.71 |
| 12/16/2010 18:20 | N | DC_EGPS_L_A | 170.03 |

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| 12/16/2010 18:20 | N | H_HOLLOW_E_1 | 320.14 |
| 12/16/2010 18:20 | N | HHOLLOW4_E_1 | 320.14 |
| 12/16/2010 18:20 | N | R_LH2SES_1 | 334.84 |
| 12/16/2010 18:20 | N | AUTO_EPS_390 | 338.06 |
| 12/16/2010 18:20 | N | DC_ROAD_L_B | 119.48 |
| 12/16/2010 18:20 | N | DC_EGPS_L_A | 166.8 |
| 12/16/2010 18:20 | N | H_HOLLOW_E_1 | 316.92 |
| 12/16/2010 18:20 | N | HHOLLOW4_E_1 | 316.92 |
| 12/16/2010 18:20 | N | R_LH2SES_1 | 331.62 |
| 12/16/2010 18:20 | N | AUTO_EPS_390 | 334.84 |
| 12/16/2010 18:22 | N | DC_ROAD_L_B | 39.03 |
| 12/16/2010 18:22 | N | DC_EGPS_L_A | 45.49 |
| 12/16/2010 18:22 | N | H_HOLLOW_E_1 | 66.01 |
| 12/16/2010 18:22 | N | HHOLLOW4_E_1 | 66.01 |
| 12/16/2010 18:22 | N | R_LH2SES_1 | 68.02 |
| 12/16/2010 18:22 | N | AUTO_EPS_390 | 68.46 |
| 12/16/2010 18:25 | N | DC_ROAD_L_B | 33.03 |
| 12/16/2010 18:25 | N | DC_EGPS_L_A | 35.93 |
| 12/16/2010 18:25 | N | H_HOLLOW_E_1 | 45.12 |
| 12/16/2010 18:25 | N | HHOLLOW4_E_1 | 45.12 |
| 12/16/2010 18:25 | N | R_LH2SES_1 | 46.03 |
| 12/16/2010 18:25 | N | AUTO_EPS_390 | 46.22 |
| 12/16/2010 18:26 | N | DC_ROAD_L_B | 32.83 |
| 12/16/2010 18:26 | N | DC_EGPS_L_A | 36.09 |
| 12/16/2010 18:26 | N | H_HOLLOW_E_1 | 46.45 |
| 12/16/2010 18:26 | N | HHOLLOW4_E_1 | 46.45 |
| 12/16/2010 18:26 | N | R_LH2SES_1 | 47.46 |
| 12/16/2010 18:26 | N | AUTO_EPS_390 | 47.68 |
| 12/16/2010 18:27 | N | DC_ROAD_L_B | 31.79 |
| 12/16/2010 18:27 | N | DC_EGPS_L_A | 34.61 |
| 12/16/2010 18:27 | N | H_HOLLOW_E_1 | 43.58 |
| 12/16/2010 18:27 | N | HHOLLOW4_E_1 | 43.58 |
| 12/16/2010 18:27 | N | R_LH2SES_1 | 44.46 |
| 12/16/2010 18:27 | N | AUTO_EPS_390 | 44.65 |
| 12/16/2010 18:29 | N | DC_ROAD_L_B | 36.22 |
| 12/16/2010 18:29 | N | DC_EGPS_L_A | 37 |
| 12/16/2010 18:29 | N | H_HOLLOW_E_1 | 39.47 |
| 12/16/2010 18:29 | N | HHOLLOW4_E_1 | 39.47 |
| 12/16/2010 18:29 | N | R_LH2SES_1 | 39.71 |
| 12/16/2010 18:29 | N | AUTO_EPS_390 | 39.76 |
| 12/16/2010 18:30 | N | DC_ROAD_L_B | 35.62 |
| 12/16/2010 18:30 | N | DC_EGPS_L_A | 35.83 |
| 12/16/2010 18:30 | N | H_HOLLOW_E_1 | 36.52 |
| 12/16/2010 18:30 | N | HHOLLOW4_E_1 | 36.52 |
| 12/16/2010 18:30 | N | R_LH2SES_1 | 36.59 |
| 12/16/2010 18:30 | N | AUTO_EPS_390 | 36.6 |
| 12/16/2010 18:31 | N | DC_ROAD_L_B | 33.96 |

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| 12/16/2010 18:31 | N | DC_EGPS_L_A | 34.55 |
| 12/16/2010 18:31 | N | H_HOLLOW_E_1 | 36.4 |
| 12/16/2010 18:31 | N | HHOLLOW4_E_1 | 36.4 |
| 12/16/2010 18:31 | N | R_LH2SES_1 | 36.58 |
| 12/16/2010 18:31 | N | AUTO_EPS_390 | 36.62 |
| 12/16/2010 18:35 | N | DC_ROAD_L_B | 33.28 |
| 12/16/2010 18:35 | N | DC_EGPS_L_A | 35.77 |
| 12/16/2010 18:35 | N | H_HOLLOW_E_1 | 43.57 |
| 12/16/2010 18:35 | N | HHOLLOW4_E_1 | 43.57 |
| 12/16/2010 18:35 | N | R_LH2SES_1 | 44.34 |
| 12/16/2010 18:35 | N | AUTO_EPS_390 | 44.5 |
| 12/16/2010 18:38 | N | DC_ROAD_L_B | 35.48 |
| 12/16/2010 18:38 | N | DC_EGPS_L_A | 37.37 |
| 12/16/2010 18:38 | N | H_HOLLOW_E_1 | 43.31 |
| 12/16/2010 18:38 | N | HHOLLOW4_E_1 | 43.31 |
| 12/16/2010 18:38 | N | R_LH2SES_1 | 43.9 |
| 12/16/2010 18:38 | N | AUTO_EPS_390 | 44.02 |
| 12/16/2010 18:39 | N | DC_ROAD_L_B | 33.15 |
| 12/16/2010 18:39 | N | DC_EGPS_L_A | 37.86 |
| 12/16/2010 18:39 | N | H_HOLLOW_E_1 | 52.72 |
| 12/16/2010 18:39 | N | HHOLLOW4_E_1 | 52.72 |
| 12/16/2010 18:39 | N | R_LH2SES_1 | 54.18 |
| 12/16/2010 18:39 | N | AUTO_EPS_390 | 54.5 |
| 12/16/2010 18:40 | N | DC_ROAD_L_B | 32.86 |
| 12/16/2010 18:40 | N | DC_EGPS_L_A | 37.35 |
| 12/16/2010 18:40 | N | H_HOLLOW_E_1 | 51.54 |
| 12/16/2010 18:40 | N | HHOLLOW4_E_1 | 51.54 |
| 12/16/2010 18:40 | N | R_LH2SES_1 | 52.93 |
| 12/16/2010 18:40 | N | AUTO_EPS_390 | 53.24 |
| 12/16/2010 18:41 | N | DC_ROAD_L_B | 30.55 |
| 12/16/2010 18:41 | N | DC_EGPS_L_A | 34.11 |
| 12/16/2010 18:41 | N | H_HOLLOW_E_1 | 45.35 |
| 12/16/2010 18:41 | N | HHOLLOW4_E_1 | 45.35 |
| 12/16/2010 18:41 | N | R_LH2SES_1 | 46.46 |
| 12/16/2010 18:41 | N | AUTO_EPS_390 | 46.7 |
| 12/16/2010 18:41 | N | DC_ROAD_L_B | 30.22 |
| 12/16/2010 18:41 | N | DC_EGPS_L_A | 33.68 |
| 12/16/2010 18:41 | N | H_HOLLOW_E_1 | 44.59 |
| 12/16/2010 18:41 | N | HHOLLOW4_E_1 | 44.59 |
| 12/16/2010 18:41 | N | R_LH2SES_1 | 45.67 |
| 12/16/2010 18:41 | N | AUTO_EPS_390 | 45.9 |
| 12/16/2010 18:42 | N | DC_ROAD_L_B | 29.87 |
| 12/16/2010 18:42 | N | DC_EGPS_L_A | 33.25 |
| 12/16/2010 18:42 | N | H_HOLLOW_E_1 | 43.93 |
| 12/16/2010 18:42 | N | HHOLLOW4_E_1 | 43.93 |
| 12/16/2010 18:42 | N | R_LH2SES_1 | 44.98 |
| 12/16/2010 18:42 | N | AUTO_EPS_390 | 45.21 |

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| 12/16/2010 18:43 | N | DC_ROAD_L_B | 29.56 |
| 12/16/2010 18:43 | N | DC_EGPS_L_A | 32.94 |
| 12/16/2010 18:43 | N | H_HOLLOW_E_1 | 43.6 |
| 12/16/2010 18:43 | N | HHOLLOW4_E_1 | 43.6 |
| 12/16/2010 18:43 | N | R_LH2SES_1 | 44.65 |
| 12/16/2010 18:43 | N | AUTO_EPS_390 | 44.88 |
| 12/16/2010 18:45 | N | DC_ROAD_L_B | 29.18 |
| 12/16/2010 18:45 | N | DC_EGPS_L_A | 32.18 |
| 12/16/2010 18:45 | N | H_HOLLOW_E_1 | 41.58 |
| 12/16/2010 18:45 | N | HHOLLOW4_E_1 | 41.58 |
| 12/16/2010 18:45 | N | R_LH2SES_1 | 42.51 |
| 12/16/2010 18:45 | N | AUTO_EPS_390 | 42.71 |
| 12/16/2010 18:46 | N | DC_ROAD_L_B | 28.93 |
| 12/16/2010 18:46 | N | DC_EGPS_L_A | 31.97 |
| 12/16/2010 18:46 | N | H_HOLLOW_E_1 | 41.44 |
| 12/16/2010 18:46 | N | HHOLLOW4_E_1 | 41.44 |
| 12/16/2010 18:46 | N | R_LH2SES_1 | 42.38 |
| 12/16/2010 18:46 | N | AUTO_EPS_390 | 42.58 |
| 12/16/2010 18:47 | N | DC_ROAD_L_B | 28.57 |
| 12/16/2010 18:47 | N | DC_EGPS_L_A | 31.51 |
| 12/16/2010 18:47 | N | H_HOLLOW_E_1 | 40.71 |
| 12/16/2010 18:47 | N | HHOLLOW4_E_1 | 40.71 |
| 12/16/2010 18:47 | N | R_LH2SES_1 | 41.61 |
| 12/16/2010 18:47 | N | AUTO_EPS_390 | 41.81 |
| 12/16/2010 18:48 | N | DC_ROAD_L_B | 28.12 |
| 12/16/2010 18:48 | N | DC_EGPS_L_A | 30.97 |
| 12/16/2010 18:48 | N | H_HOLLOW_E_1 | 39.89 |
| 12/16/2010 18:48 | N | HHOLLOW4_E_1 | 39.89 |
| 12/16/2010 18:48 | N | R_LH2SES_1 | 40.77 |
| 12/16/2010 18:48 | N | AUTO_EPS_390 | 40.96 |
| 12/16/2010 18:49 | N | DC_ROAD_L_B | 26.7 |
| 12/16/2010 18:49 | N | DC_EGPS_L_A | 28.93 |
| 12/16/2010 18:49 | N | H_HOLLOW_E_1 | 35.92 |
| 12/16/2010 18:49 | N | HHOLLOW4_E_1 | 35.92 |
| 12/16/2010 18:49 | N | R_LH2SES_1 | 36.61 |
| 12/16/2010 18:49 | N | AUTO_EPS_390 | 36.76 |
| 12/16/2010 18:49 | N | DC_ROAD_L_B | 28.54 |
| 12/16/2010 18:49 | N | DC_EGPS_L_A | 29.73 |
| 12/16/2010 18:49 | N | H_HOLLOW_E_1 | 33.43 |
| 12/16/2010 18:49 | N | HHOLLOW4_E_1 | 33.43 |
| 12/16/2010 18:49 | N | R_LH2SES_1 | 33.79 |
| 12/16/2010 18:49 | N | AUTO_EPS_390 | 33.87 |
| 12/16/2010 18:50 | N | DC_ROAD_L_B | 28.19 |
| 12/16/2010 18:50 | N | DC_EGPS_L_A | 29.35 |
| 12/16/2010 18:50 | N | H_HOLLOW_E_1 | 32.95 |
| 12/16/2010 18:50 | N | HHOLLOW4_E_1 | 32.95 |
| 12/16/2010 18:50 | N | R_LH2SES_1 | 33.31 |

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| 12/16/2010 18:50 | N | AUTO_EPS_390 | 33.39 |
| 12/16/2010 18:50 | N | DC_ROAD_L_B | 26.64 |
| 12/16/2010 18:50 | N | DC_EGPS_L_A | 28.09 |
| 12/16/2010 18:50 | N | H_HOLLOW_E_1 | 32.58 |
| 12/16/2010 18:50 | N | HHOLLOW4_E_1 | 32.58 |
| 12/16/2010 18:50 | N | R_LH2SES_1 | 33.02 |
| 12/16/2010 18:50 | N | AUTO_EPS_390 | 33.12 |
| 12/16/2010 18:55 | N | DC_ROAD_L_B | 30.23 |
| 12/16/2010 18:55 | N | DC_EGPS_L_A | 30.4 |
| 12/16/2010 18:55 | N | H_HOLLOW_E_1 | 30.9 |
| 12/16/2010 18:55 | N | HHOLLOW4_E_1 | 30.9 |
| 12/16/2010 18:55 | N | R_LH2SES_1 | 30.95 |
| 12/16/2010 18:55 | N | AUTO_EPS_390 | 30.96 |
| 12/16/2010 19:00 | N | DC_ROAD_L_B | 26.26 |
| 12/16/2010 19:00 | N | DC_EGPS_L_A | 27.04 |
| 12/16/2010 19:00 | N | H_HOLLOW_E_1 | 29.44 |
| 12/16/2010 19:00 | N | HHOLLOW4_E_1 | 29.44 |
| 12/16/2010 19:00 | N | R_LH2SES_1 | 29.68 |
| 12/16/2010 19:00 | N | AUTO_EPS_390 | 29.73 |
| 12/16/2010 19:00 | N | DC_ROAD_L_B | 26.6 |
| 12/16/2010 19:00 | N | DC_EGPS_L_A | 27.51 |
| 12/16/2010 19:00 | N | H_HOLLOW_E_1 | 30.33 |
| 12/16/2010 19:00 | N | HHOLLOW4_E_1 | 30.33 |
| 12/16/2010 19:00 | N | R_LH2SES_1 | 30.61 |
| 12/16/2010 19:00 | N | AUTO_EPS_390 | 30.67 |
| 12/16/2010 19:05 | N | DC_ROAD_L_B | 26.15 |
| 12/16/2010 19:05 | N | DC_EGPS_L_A | 26.93 |
| 12/16/2010 19:05 | N | H_HOLLOW_E_1 | 29.33 |
| 12/16/2010 19:05 | N | HHOLLOW4_E_1 | 29.33 |
| 12/16/2010 19:05 | N | R_LH2SES_1 | 29.56 |
| 12/16/2010 19:05 | N | AUTO_EPS_390 | 29.62 |
| 12/16/2010 19:07 | N | DC_ROAD_L_B | 24.77 |
| 12/16/2010 19:07 | N | DC_EGPS_L_A | 25.76 |
| 12/16/2010 19:07 | N | H_HOLLOW_E_1 | 28.8 |
| 12/16/2010 19:07 | N | HHOLLOW4_E_1 | 28.8 |
| 12/16/2010 19:07 | N | R_LH2SES_1 | 29.11 |
| 12/16/2010 19:07 | N | AUTO_EPS_390 | 29.17 |
| 12/16/2010 19:09 | N | DC_ROAD_L_B | 24.42 |
| 12/16/2010 19:09 | N | DC_EGPS_L_A | 25.37 |
| 12/16/2010 19:09 | N | H_HOLLOW_E_1 | 28.27 |
| 12/16/2010 19:09 | N | HHOLLOW4_E_1 | 28.27 |
| 12/16/2010 19:09 | N | R_LH2SES_1 | 28.56 |
| 12/16/2010 19:09 | N | AUTO_EPS_390 | 28.62 |
| 12/16/2010 19:10 | N | DC_ROAD_L_B | 24.47 |
| 12/16/2010 19:10 | N | DC_EGPS_L_A | 25.38 |
| 12/16/2010 19:10 | N | H_HOLLOW_E_1 | 28.18 |
| 12/16/2010 19:10 | N | HHOLLOW4_E_1 | 28.18 |

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| 12/16/2010 19:10 | N | R_LH2SES_1 | 28.46 |
| 12/16/2010 19:10 | N | AUTO_EPS_390 | 28.52 |
| 12/16/2010 19:15 | N | DC_ROAD_L_B | 24.74 |
| 12/16/2010 19:15 | N | DC_EGPS_L_A | 25.7 |
| 12/16/2010 19:15 | N | H_HOLLOW_E_1 | 28.62 |
| 12/16/2010 19:15 | N | HHOLLOW4_E_1 | 28.62 |
| 12/16/2010 19:15 | N | R_LH2SES_1 | 28.91 |
| 12/16/2010 19:15 | N | AUTO_EPS_390 | 28.98 |
| 12/16/2010 19:20 | N | DC_ROAD_L_B | 24.49 |
| 12/16/2010 19:20 | N | DC_EGPS_L_A | 25.5 |
| 12/16/2010 19:20 | N | H_HOLLOW_E_1 | 28.6 |
| 12/16/2010 19:20 | N | HHOLLOW4_E_1 | 28.6 |
| 12/16/2010 19:20 | N | R_LH2SES_1 | 28.9 |
| 12/16/2010 19:20 | N | AUTO_EPS_390 | 28.97 |
| 12/16/2010 19:25 | N | DC_ROAD_L_B | 24.56 |
| 12/16/2010 19:25 | N | DC_EGPS_L_A | 25.52 |
| 12/16/2010 19:25 | N | H_HOLLOW_E_1 | 28.46 |
| 12/16/2010 19:25 | N | HHOLLOW4_E_1 | 28.46 |
| 12/16/2010 19:25 | N | R_LH2SES_1 | 28.75 |
| 12/16/2010 19:25 | N | AUTO_EPS_390 | 28.82 |
| 12/16/2010 19:30 | N | DC_ROAD_L_B | 24.72 |
| 12/16/2010 19:30 | N | DC_EGPS_L_A | 25.72 |
| 12/16/2010 19:30 | N | H_HOLLOW_E_1 | 28.79 |
| 12/16/2010 19:30 | N | HHOLLOW4_E_1 | 28.79 |
| 12/16/2010 19:30 | N | R_LH2SES_1 | 29.09 |
| 12/16/2010 19:30 | N | AUTO_EPS_390 | 29.16 |
| 12/16/2010 19:35 | N | DC_ROAD_L_B | 24.5 |
| 12/16/2010 19:35 | N | DC_EGPS_L_A | 25.49 |
| 12/16/2010 19:35 | N | H_HOLLOW_E_1 | 28.54 |
| 12/16/2010 19:35 | N | HHOLLOW4_E_1 | 28.54 |
| 12/16/2010 19:35 | N | R_LH2SES_1 | 28.84 |
| 12/16/2010 19:35 | N | AUTO_EPS_390 | 28.91 |
| 12/16/2010 19:40 | N | DC_ROAD_L_B | 24.19 |
| 12/16/2010 19:40 | N | DC_EGPS_L_A | 25.15 |
| 12/16/2010 19:40 | N | H_HOLLOW_E_1 | 28.08 |
| 12/16/2010 19:40 | N | HHOLLOW4_E_1 | 28.08 |
| 12/16/2010 19:40 | N | R_LH2SES_1 | 28.37 |
| 12/16/2010 19:40 | N | AUTO_EPS_390 | 28.43 |
| 12/16/2010 19:45 | N | DC_ROAD_L_B | 24.01 |
| 12/16/2010 19:45 | N | DC_EGPS_L_A | 25 |
| 12/16/2010 19:45 | N | H_HOLLOW_E_1 | 28.04 |
| 12/16/2010 19:45 | N | HHOLLOW4_E_1 | 28.04 |
| 12/16/2010 19:45 | N | R_LH2SES_1 | 28.34 |
| 12/16/2010 19:45 | N | AUTO_EPS_390 | 28.41 |
| 12/16/2010 19:50 | N | DC_ROAD_L_B | 24.8 |
| 12/16/2010 19:50 | N | DC_EGPS_L_A | 25.98 |
| 12/16/2010 19:50 | N | H_HOLLOW_E_1 | 29.57 |

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| 12/16/2010 19:50 | N | HHOLLOW4_E_1 | 29.57 |
| 12/16/2010 19:50 | N | R_LH2SES_1 | 29.93 |
| 12/16/2010 19:50 | N | AUTO_EPS_390 | 30 |
| 12/16/2010 19:55 | N | DC_ROAD_L_B | 25.14 |
| 12/16/2010 19:55 | N | DC_EGPS_L_A | 26.55 |
| 12/16/2010 19:55 | N | H_HOLLOW_E_1 | 30.83 |
| 12/16/2010 19:55 | N | HHOLLOW4_E_1 | 30.83 |
| 12/16/2010 19:55 | N | R_LH2SES_1 | 31.25 |
| 12/16/2010 19:55 | N | AUTO_EPS_390 | 31.35 |
| 12/16/2010 20:00 | N | DC_ROAD_L_B | 24.99 |
| 12/16/2010 20:00 | N | DC_EGPS_L_A | 26.27 |
| 12/16/2010 20:00 | N | H_HOLLOW_E_1 | 30.17 |
| 12/16/2010 20:00 | N | HHOLLOW4_E_1 | 30.17 |
| 12/16/2010 20:00 | N | R_LH2SES_1 | 30.56 |
| 12/16/2010 20:00 | N | AUTO_EPS_390 | 30.64 |
| 12/16/2010 20:05 | N | DC_ROAD_L_B | 25.16 |
| 12/16/2010 20:05 | N | DC_EGPS_L_A | 26.13 |
| 12/16/2010 20:05 | N | H_HOLLOW_E_1 | 29.09 |
| 12/16/2010 20:05 | N | HHOLLOW4_E_1 | 29.09 |
| 12/16/2010 20:05 | N | R_LH2SES_1 | 29.38 |
| 12/16/2010 20:05 | N | AUTO_EPS_390 | 29.45 |
| 12/16/2010 20:10 | N | DC_ROAD_L_B | 25.12 |
| 12/16/2010 20:10 | N | DC_EGPS_L_A | 26.18 |
| 12/16/2010 20:10 | N | H_HOLLOW_E_1 | 29.42 |
| 12/16/2010 20:10 | N | HHOLLOW4_E_1 | 29.42 |
| 12/16/2010 20:10 | N | R_LH2SES_1 | 29.75 |
| 12/16/2010 20:10 | N | AUTO_EPS_390 | 29.82 |
| 12/16/2010 20:15 | N | DC_ROAD_L_B | 25.16 |
| 12/16/2010 20:15 | N | DC_EGPS_L_A | 26.26 |
| 12/16/2010 20:15 | N | H_HOLLOW_E_1 | 29.62 |
| 12/16/2010 20:15 | N | HHOLLOW4_E_1 | 29.62 |
| 12/16/2010 20:15 | N | R_LH2SES_1 | 29.95 |
| 12/16/2010 20:15 | N | AUTO_EPS_390 | 30.02 |
| 12/16/2010 20:20 | N | DC_ROAD_L_B | 25.55 |
| 12/16/2010 20:20 | N | DC_EGPS_L_A | 26.68 |
| 12/16/2010 20:20 | N | H_HOLLOW_E_1 | 30.13 |
| 12/16/2010 20:20 | N | HHOLLOW4_E_1 | 30.13 |
| 12/16/2010 20:20 | N | R_LH2SES_1 | 30.48 |
| 12/16/2010 20:20 | N | AUTO_EPS_390 | 30.55 |
| 12/16/2010 20:25 | N | DC_ROAD_L_B | 25.58 |
| 12/16/2010 20:25 | N | DC_EGPS_L_A | 26.65 |
| 12/16/2010 20:25 | N | H_HOLLOW_E_1 | 29.94 |
| 12/16/2010 20:25 | N | HHOLLOW4_E_1 | 29.94 |
| 12/16/2010 20:25 | N | R_LH2SES_1 | 30.27 |
| 12/16/2010 20:25 | N | AUTO_EPS_390 | 30.34 |
| 12/16/2010 20:30 | N | DC_ROAD_L_B | 25.34 |
| 12/16/2010 20:30 | N | DC_EGPS_L_A | 26.5 |

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|---|---|---|---|
| 12/16/2010 20:30 | N | H_HOLLOW_E_1 | 30.03 |
| 12/16/2010 20:30 | N | HHOLLOW4_E_1 | 30.03 |
| 12/16/2010 20:30 | N | R_LH2SES_1 | 30.38 |
| 12/16/2010 20:30 | N | AUTO_EPS_390 | 30.46 |
| 12/16/2010 20:35 | N | DC_ROAD_L_B | 25.34 |
| 12/16/2010 20:35 | N | DC_EGPS_L_A | 27.61 |
| 12/16/2010 20:35 | N | H_HOLLOW_E_1 | 30.31 |
| 12/16/2010 20:35 | N | HHOLLOW4_E_1 | 30.31 |
| 12/16/2010 20:35 | N | R_LH2SES_1 | 30.66 |
| 12/16/2010 20:35 | N | AUTO_EPS_390 | 30.74 |
| 12/16/2010 20:40 | N | DC_ROAD_L_B | 25.51 |
| 12/16/2010 20:40 | N | DC_EGPS_L_A | 26.71 |
| 12/16/2010 20:40 | N | H_HOLLOW_E_1 | 30.37 |
| 12/16/2010 20:40 | N | HHOLLOW4_E_1 | 30.37 |
| 12/16/2010 20:40 | N | R_LH2SES_1 | 30.74 |
| 12/16/2010 20:40 | N | AUTO_EPS_390 | 30.82 |
| 12/16/2010 20:45 | N | DC_ROAD_L_B | 25.81 |
| 12/16/2010 20:45 | N | DC_EGPS_L_A | 26.93 |
| 12/16/2010 20:45 | N | H_HOLLOW_E_1 | 30.33 |
| 12/16/2010 20:45 | N | HHOLLOW4_E_1 | 30.33 |
| 12/16/2010 20:45 | N | R_LH2SES_1 | 30.66 |
| 12/16/2010 20:45 | N | AUTO_EPS_390 | 30.74 |
| 12/16/2010 20:50 | N | DC_ROAD_L_B | 26.03 |
| 12/16/2010 20:50 | N | DC_EGPS_L_A | 27.15 |
| 12/16/2010 20:50 | N | H_HOLLOW_E_1 | 30.53 |
| 12/16/2010 20:50 | N | HHOLLOW4_E_1 | 30.53 |
| 12/16/2010 20:50 | N | R_LH2SES_1 | 30.87 |
| 12/16/2010 20:50 | N | AUTO_EPS_390 | 30.94 |
| 12/16/2010 20:50 | N | DC_ROAD_L_B | 25.93 |
| 12/16/2010 20:50 | N | DC_EGPS_L_A | 27.05 |
| 12/16/2010 20:50 | N | H_HOLLOW_E_1 | 30.47 |
| 12/16/2010 20:50 | N | HHOLLOW4_E_1 | 30.47 |
| 12/16/2010 20:50 | N | R_LH2SES_1 | 30.81 |
| 12/16/2010 20:50 | N | AUTO_EPS_390 | 30.89 |
| 12/16/2010 20:55 | N | DC_ROAD_L_B | 25.99 |
| 12/16/2010 20:55 | N | DC_EGPS_L_A | 27.07 |
| 12/16/2010 20:55 | N | H_HOLLOW_E_1 | 30.35 |
| 12/16/2010 20:55 | N | HHOLLOW4_E_1 | 30.35 |
| 12/16/2010 20:55 | N | R_LH2SES_1 | 30.68 |
| 12/16/2010 20:55 | N | AUTO_EPS_390 | 30.75 |
| 12/16/2010 20:56 | N | DC_ROAD_L_B | 26.1 |
| 12/16/2010 20:56 | N | DC_EGPS_L_A | 27.12 |
| 12/16/2010 20:56 | N | H_HOLLOW_E_1 | 30.21 |
| 12/16/2010 20:56 | N | HHOLLOW4_E_1 | 30.21 |
| 12/16/2010 20:56 | N | R_LH2SES_1 | 30.52 |
| 12/16/2010 20:56 | N | AUTO_EPS_390 | 30.59 |
| 12/16/2010 20:57 | N | DC_ROAD_L_B | 26.1 |

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|---|---|---|---|
| 12/16/2010 20:57 | N | DC_EGPS_L_A | 27.12 |
| 12/16/2010 20:57 | N | H_HOLLOW_E_1 | 30.21 |
| 12/16/2010 20:57 | N | HHOLLOW4_E_1 | 30.21 |
| 12/16/2010 20:57 | N | R_LH2SES_1 | 30.51 |
| 12/16/2010 20:57 | N | AUTO_EPS_390 | 30.58 |
| 12/16/2010 20:58 | N | DC_ROAD_L_B | 26.15 |
| 12/16/2010 20:58 | N | DC_EGPS_L_A | 27.25 |
| 12/16/2010 20:58 | N | H_HOLLOW_E_1 | 30.6 |
| 12/16/2010 20:58 | N | HHOLLOW4_E_1 | 30.6 |
| 12/16/2010 20:58 | N | R_LH2SES_1 | 30.93 |
| 12/16/2010 20:58 | N | AUTO_EPS_390 | 31.01 |
| 12/16/2010 20:59 | N | DC_ROAD_L_B | 26.28 |
| 12/16/2010 20:59 | N | DC_EGPS_L_A | 27.53 |
| 12/16/2010 20:59 | N | H_HOLLOW_E_1 | 31.34 |
| 12/16/2010 20:59 | N | HHOLLOW4_E_1 | 31.34 |
| 12/16/2010 20:59 | N | R_LH2SES_1 | 31.71 |
| 12/16/2010 20:59 | N | AUTO_EPS_390 | 31.8 |
| 12/16/2010 21:00 | N | DC_ROAD_L_B | 26.76 |
| 12/16/2010 21:00 | N | DC_EGPS_L_A | 28.12 |
| 12/16/2010 21:00 | N | H_HOLLOW_E_1 | 32.26 |
| 12/16/2010 21:00 | N | HHOLLOW4_E_1 | 32.26 |
| 12/16/2010 21:00 | N | R_LH2SES_1 | 32.67 |
| 12/16/2010 21:00 | N | AUTO_EPS_390 | 32.75 |
| 12/16/2010 21:00 | N | DC_ROAD_L_B | 26.76 |
| 12/16/2010 21:00 | N | DC_EGPS_L_A | 28.16 |
| 12/16/2010 21:00 | N | H_HOLLOW_E_1 | 32.41 |
| 12/16/2010 21:00 | N | HHOLLOW4_E_1 | 32.41 |
| 12/16/2010 21:00 | N | R_LH2SES_1 | 32.83 |
| 12/16/2010 21:00 | N | AUTO_EPS_390 | 32.92 |
| 12/16/2010 21:01 | N | DC_ROAD_L_B | 26.63 |
| 12/16/2010 21:01 | N | DC_EGPS_L_A | 27.96 |
| 12/16/2010 21:01 | N | H_HOLLOW_E_1 | 32.02 |
| 12/16/2010 21:01 | N | HHOLLOW4_E_1 | 32.02 |
| 12/16/2010 21:01 | N | R_LH2SES_1 | 32.42 |
| 12/16/2010 21:01 | N | AUTO_EPS_390 | 32.51 |
| 12/16/2010 21:02 | N | DC_ROAD_L_B | 29.32 |
| 12/16/2010 21:02 | N | DC_EGPS_L_A | 31.87 |
| 12/16/2010 21:02 | N | H_HOLLOW_E_1 | 39.63 |
| 12/16/2010 21:02 | N | HHOLLOW4_E_1 | 39.63 |
| 12/16/2010 21:02 | N | R_LH2SES_1 | 40.4 |
| 12/16/2010 21:02 | N | AUTO_EPS_390 | 40.56 |
| 12/16/2010 21:04 | N | DC_ROAD_L_B | 28.18 |
| 12/16/2010 21:04 | N | DC_EGPS_L_A | 30.19 |
| 12/16/2010 21:04 | N | H_HOLLOW_E_1 | 36.34 |
| 12/16/2010 21:04 | N | HHOLLOW4_E_1 | 36.34 |
| 12/16/2010 21:04 | N | R_LH2SES_1 | 36.95 |
| 12/16/2010 21:04 | N | AUTO_EPS_390 | 37.09 |

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| 12/16/2010 21:05 | N | DC_ROAD_L_B | 28.26 |
| 12/16/2010 21:05 | N | DC_EGPS_L_A | 30.26 |
| 12/16/2010 21:05 | N | H_HOLLOW_E_1 | 36.36 |
| 12/16/2010 21:05 | N | HHOLLOW4_E_1 | 36.36 |
| 12/16/2010 21:05 | N | R_LH2SES_1 | 36.97 |
| 12/16/2010 21:05 | N | AUTO_EPS_390 | 37.1 |
| 12/16/2010 21:06 | N | DC_ROAD_L_B | 29.23 |
| 12/16/2010 21:06 | N | DC_EGPS_L_A | 31.65 |
| 12/16/2010 21:06 | N | H_HOLLOW_E_1 | 39.04 |
| 12/16/2010 21:06 | N | HHOLLOW4_E_1 | 39.04 |
| 12/16/2010 21:06 | N | R_LH2SES_1 | 39.78 |
| 12/16/2010 21:06 | N | AUTO_EPS_390 | 39.94 |
| 12/16/2010 21:09 | N | DC_ROAD_L_B | 29.75 |
| 12/16/2010 21:09 | N | DC_EGPS_L_A | 32.44 |
| 12/16/2010 21:09 | N | H_HOLLOW_E_1 | 40.67 |
| 12/16/2010 21:09 | N | HHOLLOW4_E_1 | 40.67 |
| 12/16/2010 21:09 | N | R_LH2SES_1 | 41.48 |
| 12/16/2010 21:09 | N | AUTO_EPS_390 | 41.66 |
| 12/16/2010 21:10 | N | DC_ROAD_L_B | 29.85 |
| 12/16/2010 21:10 | N | DC_EGPS_L_A | 32.61 |
| 12/16/2010 21:10 | N | H_HOLLOW_E_1 | 41.06 |
| 12/16/2010 21:10 | N | HHOLLOW4_E_1 | 41.06 |
| 12/16/2010 21:10 | N | R_LH2SES_1 | 41.9 |
| 12/16/2010 21:10 | N | AUTO_EPS_390 | 42.08 |
| 12/16/2010 21:11 | N | DC_ROAD_L_B | 30.1 |
| 12/16/2010 21:11 | N | DC_EGPS_L_A | 33.16 |
| 12/16/2010 21:11 | N | H_HOLLOW_E_1 | 42.54 |
| 12/16/2010 21:11 | N | HHOLLOW4_E_1 | 42.54 |
| 12/16/2010 21:11 | N | R_LH2SES_1 | 43.47 |
| 12/16/2010 21:11 | N | AUTO_EPS_390 | 43.67 |
| 12/16/2010 21:15 | N | DC_ROAD_L_B | 28.39 |
| 12/16/2010 21:15 | N | DC_EGPS_L_A | 30.19 |
| 12/16/2010 21:15 | N | H_HOLLOW_E_1 | 35.72 |
| 12/16/2010 21:15 | N | HHOLLOW4_E_1 | 35.72 |
| 12/16/2010 21:15 | N | R_LH2SES_1 | 36.27 |
| 12/16/2010 21:15 | N | AUTO_EPS_390 | 36.39 |
| 12/16/2010 21:20 | N | DC_ROAD_L_B | 27.4 |
| 12/16/2010 21:20 | N | DC_EGPS_L_A | 29.13 |
| 12/16/2010 21:20 | N | H_HOLLOW_E_1 | 34.46 |
| 12/16/2010 21:20 | N | HHOLLOW4_E_1 | 34.46 |
| 12/16/2010 21:20 | N | R_LH2SES_1 | 34.98 |
| 12/16/2010 21:20 | N | R_PB2SES_1 | 34.39 |
| 12/16/2010 21:20 | N | R_PB2SES_2 | 34.39 |
| 12/16/2010 21:20 | N | R_PB2SES_3 | 34.39 |
| 12/16/2010 21:20 | N | R_PB2SES_4 | 34.39 |
| 12/16/2010 21:20 | N | R_PB2SES_5 | 34.39 |
| 12/16/2010 21:20 | N | AUTO_EPS_390 | 35.1 |

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| 12/16/2010 21:21 | N | DC_ROAD_L_B | 27.39 |
| 12/16/2010 21:21 | N | DC_EGPS_L_A | 29.1 |
| 12/16/2010 21:21 | N | H_HOLLOW_E_1 | 34.35 |
| 12/16/2010 21:21 | N | HHOLLOW4_E_1 | 34.35 |
| 12/16/2010 21:21 | N | R_LH2SES_1 | 34.86 |
| 12/16/2010 21:21 | N | R_PB2SES_1 | 34.28 |
| 12/16/2010 21:21 | N | R_PB2SES_2 | 34.28 |
| 12/16/2010 21:21 | N | R_PB2SES_3 | 34.28 |
| 12/16/2010 21:21 | N | R_PB2SES_4 | 34.28 |
| 12/16/2010 21:21 | N | R_PB2SES_5 | 34.28 |
| 12/16/2010 21:21 | N | AUTO_EPS_390 | 34.98 |
| 12/16/2010 21:23 | N | DC_ROAD_L_B | 27.42 |
| 12/16/2010 21:23 | N | DC_EGPS_L_A | 29.12 |
| 12/16/2010 21:23 | N | H_HOLLOW_E_1 | 34.31 |
| 12/16/2010 21:23 | N | HHOLLOW4_E_1 | 34.31 |
| 12/16/2010 21:23 | N | R_LH2SES_1 | 34.82 |
| 12/16/2010 21:23 | N | R_PB2SES_1 | 34.24 |
| 12/16/2010 21:23 | N | R_PB2SES_2 | 34.24 |
| 12/16/2010 21:23 | N | R_PB2SES_3 | 34.24 |
| 12/16/2010 21:23 | N | R_PB2SES_4 | 34.24 |
| 12/16/2010 21:23 | N | R_PB2SES_5 | 34.24 |
| 12/16/2010 21:23 | N | AUTO_EPS_390 | 34.93 |
| 12/16/2010 21:25 | N | DC_ROAD_L_B | 27.21 |
| 12/16/2010 21:25 | N | DC_EGPS_L_A | 28.96 |
| 12/16/2010 21:25 | N | H_HOLLOW_E_1 | 34.33 |
| 12/16/2010 21:25 | N | HHOLLOW4_E_1 | 34.33 |
| 12/16/2010 21:25 | N | R_LH2SES_1 | 34.86 |
| 12/16/2010 21:25 | N | R_PB2SES_1 | 34.26 |
| 12/16/2010 21:25 | N | R_PB2SES_2 | 34.26 |
| 12/16/2010 21:25 | N | R_PB2SES_3 | 34.26 |
| 12/16/2010 21:25 | N | R_PB2SES_4 | 34.26 |
| 12/16/2010 21:25 | N | R_PB2SES_5 | 34.26 |
| 12/16/2010 21:25 | N | AUTO_EPS_390 | 34.98 |
| 12/16/2010 21:30 | N | DC_ROAD_L_B | 26.05 |
| 12/16/2010 21:30 | N | DC_EGPS_L_A | 27.22 |
| 12/16/2010 21:30 | N | H_HOLLOW_E_1 | 30.82 |
| 12/16/2010 21:30 | N | HHOLLOW4_E_1 | 30.82 |
| 12/16/2010 21:30 | N | R_LH2SES_1 | 31.18 |
| 12/16/2010 21:30 | N | R_PB2SES_1 | 30.78 |
| 12/16/2010 21:30 | N | R_PB2SES_2 | 30.78 |
| 12/16/2010 21:30 | N | R_PB2SES_3 | 30.78 |
| 12/16/2010 21:30 | N | R_PB2SES_4 | 30.78 |
| 12/16/2010 21:30 | N | R_PB2SES_5 | 30.78 |
| 12/16/2010 21:30 | N | AUTO_EPS_390 | 31.26 |
| 12/16/2010 21:35 | N | DC_ROAD_L_B | 26.49 |
| 12/16/2010 21:35 | N | DC_EGPS_L_A | 27.78 |
| 12/16/2010 21:35 | N | H_HOLLOW_E_1 | 31.73 |

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| 12/16/2010 21:35 | N | HHOLLOW4_E_1 | 31.73 |
| 12/16/2010 21:35 | N | R_LH2SES_1 | 32.12 |
| 12/16/2010 21:35 | N | R_PB2SES_1 | 31.68 |
| 12/16/2010 21:35 | N | R_PB2SES_2 | 31.68 |
| 12/16/2010 21:35 | N | R_PB2SES_3 | 31.68 |
| 12/16/2010 21:35 | N | R_PB2SES_4 | 31.68 |
| 12/16/2010 21:35 | N | R_PB2SES_5 | 31.68 |
| 12/16/2010 21:35 | N | AUTO_EPS_390 | 32.21 |
| 12/16/2010 21:40 | N | DC_ROAD_L_B | 26.2 |
| 12/16/2010 21:40 | N | DC_EGPS_L_A | 27.56 |
| 12/16/2010 21:40 | N | H_HOLLOW_E_1 | 31.71 |
| 12/16/2010 21:40 | N | HHOLLOW4_E_1 | 31.71 |
| 12/16/2010 21:40 | N | R_LH2SES_1 | 32.13 |
| 12/16/2010 21:40 | N | R_PB2SES_1 | 31.66 |
| 12/16/2010 21:40 | N | R_PB2SES_2 | 31.66 |
| 12/16/2010 21:40 | N | R_PB2SES_3 | 31.66 |
| 12/16/2010 21:40 | N | R_PB2SES_4 | 31.66 |
| 12/16/2010 21:40 | N | R_PB2SES_5 | 31.66 |
| 12/16/2010 21:40 | N | AUTO_EPS_390 | 32.22 |
| 12/16/2010 21:45 | N | DC_ROAD_L_B | 26.88 |
| 12/16/2010 21:45 | N | DC_EGPS_L_A | 28.59 |
| 12/16/2010 21:45 | N | H_HOLLOW_E_1 | 33.81 |
| 12/16/2010 21:45 | N | HHOLLOW4_E_1 | 33.81 |
| 12/16/2010 21:45 | N | R_LH2SES_1 | 34.33 |
| 12/16/2010 21:45 | N | R_PB2SES_1 | 33.74 |
| 12/16/2010 21:45 | N | R_PB2SES_2 | 33.74 |
| 12/16/2010 21:45 | N | R_PB2SES_3 | 33.74 |
| 12/16/2010 21:45 | N | R_PB2SES_4 | 33.74 |
| 12/16/2010 21:45 | N | R_PB2SES_5 | 33.74 |
| 12/16/2010 21:45 | N | AUTO_EPS_390 | 34.44 |
| 12/16/2010 21:50 | N | DC_ROAD_L_B | 26.06 |
| 12/16/2010 21:50 | N | DC_EGPS_L_A | 27.39 |
| 12/16/2010 21:50 | N | H_HOLLOW_E_1 | 31.44 |
| 12/16/2010 21:50 | N | HHOLLOW4_E_1 | 31.44 |
| 12/16/2010 21:50 | N | R_LH2SES_1 | 31.84 |
| 12/16/2010 21:50 | N | R_PB2SES_1 | 31.39 |
| 12/16/2010 21:50 | N | R_PB2SES_2 | 31.39 |
| 12/16/2010 21:50 | N | R_PB2SES_3 | 31.39 |
| 12/16/2010 21:50 | N | R_PB2SES_4 | 31.39 |
| 12/16/2010 21:50 | N | R_PB2SES_5 | 31.39 |
| 12/16/2010 21:50 | N | AUTO_EPS_390 | 31.93 |
| 12/16/2010 21:51 | N | DC_ROAD_L_B | 26.67 |
| 12/16/2010 21:51 | N | DC_EGPS_L_A | 28.25 |
| 12/16/2010 21:51 | N | H_HOLLOW_E_1 | 33.1 |
| 12/16/2010 21:51 | N | HHOLLOW4_E_1 | 33.1 |
| 12/16/2010 21:51 | N | R_LH2SES_1 | 33.58 |
| 12/16/2010 21:51 | N | R_PB2SES_1 | 33.04 |

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| 12/16/2010 21:51 | N | R_PB2SES_2 | 33.04 |
| 12/16/2010 21:51 | N | R_PB2SES_3 | 33.04 |
| 12/16/2010 21:51 | N | R_PB2SES_4 | 33.04 |
| 12/16/2010 21:51 | N | R_PB2SES_5 | 33.04 |
| 12/16/2010 21:51 | N | AUTO_EPS_390 | 33.68 |
| 12/16/2010 21:52 | N | DC_ROAD_L_B | 26.95 |
| 12/16/2010 21:52 | N | DC_EGPS_L_A | 28.65 |
| 12/16/2010 21:52 | N | H_HOLLOW_E_1 | 33.83 |
| 12/16/2010 21:52 | N | HHOLLOW4_E_1 | 33.83 |
| 12/16/2010 21:52 | N | R_LH2SES_1 | 34.35 |
| 12/16/2010 21:52 | N | R_PB2SES_1 | 33.77 |
| 12/16/2010 21:52 | N | R_PB2SES_2 | 33.77 |
| 12/16/2010 21:52 | N | R_PB2SES_3 | 33.77 |
| 12/16/2010 21:52 | N | R_PB2SES_4 | 33.77 |
| 12/16/2010 21:52 | N | R_PB2SES_5 | 33.77 |
| 12/16/2010 21:52 | N | AUTO_EPS_390 | 34.46 |
| 12/16/2010 21:54 | N | DC_ROAD_L_B | 26.39 |
| 12/16/2010 21:54 | N | DC_EGPS_L_A | 27.66 |
| 12/16/2010 21:54 | N | H_HOLLOW_E_1 | 31.58 |
| 12/16/2010 21:54 | N | HHOLLOW4_E_1 | 31.58 |
| 12/16/2010 21:54 | N | R_LH2SES_1 | 31.97 |
| 12/16/2010 21:54 | N | R_PB2SES_1 | 31.53 |
| 12/16/2010 21:54 | N | R_PB2SES_2 | 31.53 |
| 12/16/2010 21:54 | N | R_PB2SES_3 | 31.53 |
| 12/16/2010 21:54 | N | R_PB2SES_4 | 31.53 |
| 12/16/2010 21:54 | N | R_PB2SES_5 | 31.53 |
| 12/16/2010 21:54 | N | AUTO_EPS_390 | 32.06 |
| 12/16/2010 21:55 | N | DC_ROAD_L_B | 26.31 |
| 12/16/2010 21:55 | N | DC_EGPS_L_A | 27.55 |
| 12/16/2010 21:55 | N | H_HOLLOW_E_1 | 31.34 |
| 12/16/2010 21:55 | N | HHOLLOW4_E_1 | 31.34 |
| 12/16/2010 21:55 | N | R_LH2SES_1 | 31.72 |
| 12/16/2010 21:55 | N | R_PB2SES_1 | 31.29 |
| 12/16/2010 21:55 | N | R_PB2SES_2 | 31.29 |
| 12/16/2010 21:55 | N | R_PB2SES_3 | 31.29 |
| 12/16/2010 21:55 | N | R_PB2SES_4 | 31.29 |
| 12/16/2010 21:55 | N | R_PB2SES_5 | 31.29 |
| 12/16/2010 21:55 | N | AUTO_EPS_390 | 31.8 |
| 12/16/2010 21:56 | N | DC_ROAD_L_B | 27.32 |
| 12/16/2010 21:56 | N | DC_EGPS_L_A | 29.03 |
| 12/16/2010 21:56 | N | H_HOLLOW_E_1 | 34.26 |
| 12/16/2010 21:56 | N | HHOLLOW4_E_1 | 34.26 |
| 12/16/2010 21:56 | N | R_LH2SES_1 | 34.78 |
| 12/16/2010 21:56 | N | R_PB2SES_1 | 34.19 |
| 12/16/2010 21:56 | N | R_PB2SES_2 | 34.19 |
| 12/16/2010 21:56 | N | R_PB2SES_3 | 34.19 |
| 12/16/2010 21:56 | N | R_PB2SES_4 | 34.19 |

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| 12/16/2010 21:56 | N | R_PB2SES_5 | 34.19 |
| 12/16/2010 21:56 | N | AUTO_EPS_390 | 34.89 |
| 12/16/2010 21:56 | N | DC_ROAD_L_B | 27.02 |
| 12/16/2010 21:56 | N | DC_EGPS_L_A | 28.51 |
| 12/16/2010 21:56 | N | H_HOLLOW_E_1 | 33.07 |
| 12/16/2010 21:56 | N | HHOLLOW4_E_1 | 33.07 |
| 12/16/2010 21:56 | N | R_LH2SES_1 | 33.52 |
| 12/16/2010 21:56 | N | R_PB2SES_1 | 33.01 |
| 12/16/2010 21:56 | N | R_PB2SES_2 | 33.01 |
| 12/16/2010 21:56 | N | R_PB2SES_3 | 33.01 |
| 12/16/2010 21:56 | N | R_PB2SES_4 | 33.01 |
| 12/16/2010 21:56 | N | R_PB2SES_5 | 33.01 |
| 12/16/2010 21:56 | N | AUTO_EPS_390 | 33.62 |
| 12/16/2010 21:57 | N | DC_ROAD_L_B | 26.96 |
| 12/16/2010 21:57 | N | DC_EGPS_L_A | 28.4 |
| 12/16/2010 21:57 | N | H_HOLLOW_E_1 | 32.81 |
| 12/16/2010 21:57 | N | HHOLLOW4_E_1 | 32.81 |
| 12/16/2010 21:57 | N | R_LH2SES_1 | 33.25 |
| 12/16/2010 21:57 | N | R_PB2SES_1 | 32.76 |
| 12/16/2010 21:57 | N | R_PB2SES_2 | 32.76 |
| 12/16/2010 21:57 | N | R_PB2SES_3 | 32.76 |
| 12/16/2010 21:57 | N | R_PB2SES_4 | 32.76 |
| 12/16/2010 21:57 | N | R_PB2SES_5 | 32.76 |
| 12/16/2010 21:57 | N | AUTO_EPS_390 | 33.35 |
| 12/16/2010 21:58 | N | DC_ROAD_L_B | 27.4 |
| 12/16/2010 21:58 | N | DC_EGPS_L_A | 29.07 |
| 12/16/2010 21:58 | N | H_HOLLOW_E_1 | 34.2 |
| 12/16/2010 21:58 | N | HHOLLOW4_E_1 | 34.2 |
| 12/16/2010 21:58 | N | R_LH2SES_1 | 34.7 |
| 12/16/2010 21:58 | N | R_PB2SES_1 | 34.13 |
| 12/16/2010 21:58 | N | R_PB2SES_2 | 34.13 |
| 12/16/2010 21:58 | N | R_PB2SES_3 | 34.13 |
| 12/16/2010 21:58 | N | R_PB2SES_4 | 34.13 |
| 12/16/2010 21:58 | N | R_PB2SES_5 | 34.13 |
| 12/16/2010 21:58 | N | AUTO_EPS_390 | 34.81 |
| 12/16/2010 21:58 | N | DC_ROAD_L_B | 29.72 |
| 12/16/2010 21:58 | N | DC_EGPS_L_A | 32.25 |
| 12/16/2010 21:58 | N | H_HOLLOW_E_1 | 40.01 |
| 12/16/2010 21:58 | N | HHOLLOW4_E_1 | 40.01 |
| 12/16/2010 21:58 | N | R_LH2SES_1 | 40.78 |
| 12/16/2010 21:58 | N | R_PB2SES_1 | 39.91 |
| 12/16/2010 21:58 | N | R_PB2SES_2 | 39.91 |
| 12/16/2010 21:58 | N | R_PB2SES_3 | 39.91 |
| 12/16/2010 21:58 | N | R_PB2SES_4 | 39.91 |
| 12/16/2010 21:58 | N | R_PB2SES_5 | 39.91 |
| 12/16/2010 21:58 | N | AUTO_EPS_390 | 40.94 |
| 12/16/2010 21:59 | N | DC_ROAD_L_B | 30.91 |

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| 12/16/2010 21:59 | N | DC_EGPS_L_A | 32.21 |
| 12/16/2010 21:59 | N | H_HOLLOW_E_1 | 36.18 |
| 12/16/2010 21:59 | N | HHOLLOW4_E_1 | 36.18 |
| 12/16/2010 21:59 | N | R_LH2SES_1 | 36.57 |
| 12/16/2010 21:59 | N | R_PB2SES_1 | 36.13 |
| 12/16/2010 21:59 | N | R_PB2SES_2 | 36.13 |
| 12/16/2010 21:59 | N | R_PB2SES_3 | 36.13 |
| 12/16/2010 21:59 | N | R_PB2SES_4 | 36.13 |
| 12/16/2010 21:59 | N | R_PB2SES_5 | 36.13 |
| 12/16/2010 21:59 | N | AUTO_EPS_390 | 36.66 |
| 12/16/2010 22:00 | N | DC_ROAD_L_B | 32.52 |
| 12/16/2010 22:00 | N | DC_EGPS_L_A | 33.08 |
| 12/16/2010 22:00 | N | H_HOLLOW_E_1 | 34.76 |
| 12/16/2010 22:00 | N | HHOLLOW4_E_1 | 34.76 |
| 12/16/2010 22:00 | N | R_LH2SES_1 | 34.93 |
| 12/16/2010 22:00 | N | R_PB2SES_1 | 34.74 |
| 12/16/2010 22:00 | N | R_PB2SES_2 | 34.74 |
| 12/16/2010 22:00 | N | R_PB2SES_3 | 34.74 |
| 12/16/2010 22:00 | N | R_PB2SES_4 | 34.74 |
| 12/16/2010 22:00 | N | R_PB2SES_5 | 34.74 |
| 12/16/2010 22:00 | N | AUTO_EPS_390 | 34.97 |
| 12/16/2010 22:00 | N | DC_ROAD_L_B | 32.44 |
| 12/16/2010 22:00 | N | DC_EGPS_L_A | 33 |
| 12/16/2010 22:00 | N | H_HOLLOW_E_1 | 34.7 |
| 12/16/2010 22:00 | N | HHOLLOW4_E_1 | 34.7 |
| 12/16/2010 22:00 | N | R_LH2SES_1 | 34.87 |
| 12/16/2010 22:00 | N | R_PB2SES_1 | 34.68 |
| 12/16/2010 22:00 | N | R_PB2SES_2 | 34.68 |
| 12/16/2010 22:00 | N | R_PB2SES_3 | 34.68 |
| 12/16/2010 22:00 | N | R_PB2SES_4 | 34.68 |
| 12/16/2010 22:00 | N | R_PB2SES_5 | 34.68 |
| 12/16/2010 22:00 | N | AUTO_EPS_390 | 34.9 |
| 12/16/2010 22:05 | N | DC_ROAD_L_B | 118.11 |
| 12/16/2010 22:05 | N | DC_EGPS_L_A | 168.93 |
| 12/16/2010 22:05 | N | H_HOLLOW_E_1 | 325.34 |
| 12/16/2010 22:05 | N | HHOLLOW4_E_1 | 325.34 |
| 12/16/2010 22:05 | N | R_LH2SES_1 | 340.81 |
| 12/16/2010 22:05 | N | R_PB2SES_1 | 323.38 |
| 12/16/2010 22:05 | N | R_PB2SES_2 | 323.38 |
| 12/16/2010 22:05 | N | R_PB2SES_3 | 323.38 |
| 12/16/2010 22:05 | N | R_PB2SES_4 | 323.38 |
| 12/16/2010 22:05 | N | R_PB2SES_5 | 323.38 |
| 12/16/2010 22:05 | N | AUTO_EPS_390 | 344.21 |
| 12/16/2010 22:10 | N | DC_ROAD_L_B | 27.48 |
| 12/16/2010 22:10 | N | DC_EGPS_L_A | 77.99 |
| 12/16/2010 22:10 | N | H_HOLLOW_E_1 | 234.79 |
| 12/16/2010 22:10 | N | HHOLLOW4_E_1 | 234.79 |

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| 12/16/2010 22:10 | N | R_LH2SES_1 | 250.22 |
| 12/16/2010 22:10 | N | R_PB2SES_1 | 232.83 |
| 12/16/2010 22:10 | N | R_PB2SES_2 | 232.83 |
| 12/16/2010 22:10 | N | R_PB2SES_3 | 232.83 |
| 12/16/2010 22:10 | N | R_PB2SES_4 | 232.83 |
| 12/16/2010 22:10 | N | R_PB2SES_5 | 232.83 |
| 12/16/2010 22:10 | N | AUTO_EPS_390 | 253.62 |
| 12/16/2010 22:15 | N | DC_ROAD_L_B | 40.53 |
| 12/16/2010 22:15 | N | DC_EGPS_L_A | 91.04 |
| 12/16/2010 22:15 | N | H_HOLLOW_E_1 | 247.84 |
| 12/16/2010 22:15 | N | HHOLLOW4_E_1 | 247.84 |
| 12/16/2010 22:15 | N | R_LH2SES_1 | 263.27 |
| 12/16/2010 22:15 | N | R_PB2SES_1 | 245.88 |
| 12/16/2010 22:15 | N | R_PB2SES_2 | 245.88 |
| 12/16/2010 22:15 | N | R_PB2SES_3 | 245.88 |
| 12/16/2010 22:15 | N | R_PB2SES_4 | 245.88 |
| 12/16/2010 22:15 | N | R_PB2SES_5 | 245.88 |
| 12/16/2010 22:15 | N | AUTO_EPS_390 | 266.67 |
| 12/16/2010 22:17 | N | DC_ROAD_L_B | 38.74 |
| 12/16/2010 22:17 | N | DC_EGPS_L_A | 89.25 |
| 12/16/2010 22:17 | N | H_HOLLOW_E_1 | 246.05 |
| 12/16/2010 22:17 | N | HHOLLOW4_E_1 | 246.05 |
| 12/16/2010 22:17 | N | R_LH2SES_1 | 261.48 |
| 12/16/2010 22:17 | N | R_PB2SES_1 | 244.09 |
| 12/16/2010 22:17 | N | R_PB2SES_2 | 244.09 |
| 12/16/2010 22:17 | N | R_PB2SES_3 | 244.09 |
| 12/16/2010 22:17 | N | R_PB2SES_4 | 244.09 |
| 12/16/2010 22:17 | N | R_PB2SES_5 | 244.09 |
| 12/16/2010 22:17 | N | AUTO_EPS_390 | 264.88 |
| 12/16/2010 22:18 | N | DC_ROAD_L_B | 40.53 |
| 12/16/2010 22:18 | N | DC_EGPS_L_A | 91.04 |
| 12/16/2010 22:18 | N | H_HOLLOW_E_1 | 247.84 |
| 12/16/2010 22:18 | N | HHOLLOW4_E_1 | 247.84 |
| 12/16/2010 22:18 | N | R_LH2SES_1 | 263.27 |
| 12/16/2010 22:18 | N | R_PB2SES_1 | 245.88 |
| 12/16/2010 22:18 | N | R_PB2SES_2 | 245.88 |
| 12/16/2010 22:18 | N | R_PB2SES_3 | 245.88 |
| 12/16/2010 22:18 | N | R_PB2SES_4 | 245.88 |
| 12/16/2010 22:18 | N | R_PB2SES_5 | 245.88 |
| 12/16/2010 22:18 | N | AUTO_EPS_390 | 266.67 |
| 12/16/2010 22:19 | N | DC_ROAD_L_B | 32.35 |
| 12/16/2010 22:19 | N | DC_EGPS_L_A | 37.79 |
| 12/16/2010 22:19 | N | H_HOLLOW_E_1 | 54.68 |
| 12/16/2010 22:19 | N | HHOLLOW4_E_1 | 54.68 |
| 12/16/2010 22:19 | N | R_LH2SES_1 | 56.34 |
| 12/16/2010 22:19 | N | R_PB2SES_1 | 54.47 |
| 12/16/2010 22:19 | N | R_PB2SES_2 | 54.47 |

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| 12/16/2010 22:19 | N | R_PB2SES_3 | 54.47 |
| 12/16/2010 22:19 | N | R_PB2SES_4 | 54.47 |
| 12/16/2010 22:19 | N | R_PB2SES_5 | 54.47 |
| 12/16/2010 22:19 | N | AUTO_EPS_390 | 56.7 |
| 12/16/2010 22:20 | N | DC_ROAD_L_B | 36.43 |
| 12/16/2010 22:20 | N | DC_EGPS_L_A | 43.89 |
| 12/16/2010 22:20 | N | H_HOLLOW_E_1 | 67.07 |
| 12/16/2010 22:20 | N | HHOLLOW4_E_1 | 67.07 |
| 12/16/2010 22:20 | N | R_LH2SES_1 | 69.35 |
| 12/16/2010 22:20 | N | R_PB2SES_1 | 66.78 |
| 12/16/2010 22:20 | N | R_PB2SES_2 | 66.78 |
| 12/16/2010 22:20 | N | R_PB2SES_3 | 66.78 |
| 12/16/2010 22:20 | N | R_PB2SES_4 | 66.78 |
| 12/16/2010 22:20 | N | R_PB2SES_5 | 66.78 |
| 12/16/2010 22:20 | N | AUTO_EPS_390 | 69.85 |
| 12/16/2010 22:22 | N | DC_ROAD_L_B | 29.88 |
| 12/16/2010 22:22 | N | DC_EGPS_L_A | 33.15 |
| 12/16/2010 22:22 | N | H_HOLLOW_E_1 | 43.29 |
| 12/16/2010 22:22 | N | HHOLLOW4_E_1 | 43.29 |
| 12/16/2010 22:22 | N | R_LH2SES_1 | 44.29 |
| 12/16/2010 22:22 | N | R_PB2SES_1 | 43.16 |
| 12/16/2010 22:22 | N | R_PB2SES_2 | 43.16 |
| 12/16/2010 22:22 | N | R_PB2SES_3 | 43.16 |
| 12/16/2010 22:22 | N | R_PB2SES_4 | 43.16 |
| 12/16/2010 22:22 | N | R_PB2SES_5 | 43.16 |
| 12/16/2010 22:22 | N | AUTO_EPS_390 | 44.5 |
| 12/16/2010 22:23 | N | DC_ROAD_L_B | 29.58 |
| 12/16/2010 22:23 | N | DC_EGPS_L_A | 32.92 |
| 12/16/2010 22:23 | N | H_HOLLOW_E_1 | 43.28 |
| 12/16/2010 22:23 | N | HHOLLOW4_E_1 | 43.28 |
| 12/16/2010 22:23 | N | R_LH2SES_1 | 44.31 |
| 12/16/2010 22:23 | N | R_PB2SES_1 | 43.16 |
| 12/16/2010 22:23 | N | R_PB2SES_2 | 43.16 |
| 12/16/2010 22:23 | N | R_PB2SES_3 | 43.16 |
| 12/16/2010 22:23 | N | R_PB2SES_4 | 43.16 |
| 12/16/2010 22:23 | N | R_PB2SES_5 | 43.16 |
| 12/16/2010 22:23 | N | AUTO_EPS_390 | 44.53 |
| 12/16/2010 22:24 | N | DC_ROAD_L_B | 29.37 |
| 12/16/2010 22:24 | N | DC_EGPS_L_A | 32.76 |
| 12/16/2010 22:24 | N | H_HOLLOW_E_1 | 43.28 |
| 12/16/2010 22:24 | N | HHOLLOW4_E_1 | 43.28 |
| 12/16/2010 22:24 | N | R_LH2SES_1 | 44.32 |
| 12/16/2010 22:24 | N | R_PB2SES_1 | 43.15 |
| 12/16/2010 22:24 | N | R_PB2SES_2 | 43.15 |
| 12/16/2010 22:24 | N | R_PB2SES_3 | 43.15 |
| 12/16/2010 22:24 | N | R_PB2SES_4 | 43.15 |
| 12/16/2010 22:24 | N | R_PB2SES_5 | 43.15 |

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| 12/16/2010 22:24 | N | AUTO_EPS_390 | 44.54 |
| 12/16/2010 22:25 | N | DC_ROAD_L_B | 29 |
| 12/16/2010 22:25 | N | DC_EGPS_L_A | 30.72 |
| 12/16/2010 22:25 | N | H_HOLLOW_E_1 | 36.04 |
| 12/16/2010 22:25 | N | HHOLLOW4_E_1 | 36.04 |
| 12/16/2010 22:25 | N | R_LH2SES_1 | 36.57 |
| 12/16/2010 22:25 | N | R_PB2SES_1 | 35.98 |
| 12/16/2010 22:25 | N | R_PB2SES_2 | 35.98 |
| 12/16/2010 22:25 | N | R_PB2SES_3 | 35.98 |
| 12/16/2010 22:25 | N | R_PB2SES_4 | 35.98 |
| 12/16/2010 22:25 | N | R_PB2SES_5 | 35.98 |
| 12/16/2010 22:25 | N | AUTO_EPS_390 | 36.68 |
| 12/16/2010 22:25 | N | DC_ROAD_L_B | 28.99 |
| 12/16/2010 22:25 | N | DC_EGPS_L_A | 31.05 |
| 12/16/2010 22:25 | N | H_HOLLOW_E_1 | 37.43 |
| 12/16/2010 22:25 | N | HHOLLOW4_E_1 | 37.43 |
| 12/16/2010 22:25 | N | R_LH2SES_1 | 38.06 |
| 12/16/2010 22:25 | N | R_PB2SES_1 | 37.36 |
| 12/16/2010 22:25 | N | R_PB2SES_2 | 37.36 |
| 12/16/2010 22:25 | N | R_PB2SES_3 | 37.36 |
| 12/16/2010 22:25 | N | R_PB2SES_4 | 37.36 |
| 12/16/2010 22:25 | N | R_PB2SES_5 | 37.36 |
| 12/16/2010 22:25 | N | AUTO_EPS_390 | 38.2 |
| 12/16/2010 22:26 | N | DC_ROAD_L_B | 28.29 |
| 12/16/2010 22:26 | N | DC_EGPS_L_A | 30.02 |
| 12/16/2010 22:26 | N | H_HOLLOW_E_1 | 35.4 |
| 12/16/2010 22:26 | N | HHOLLOW4_E_1 | 35.4 |
| 12/16/2010 22:26 | N | R_LH2SES_1 | 35.93 |
| 12/16/2010 22:26 | N | AUTO_EPS_390 | 36.04 |
| 12/16/2010 22:27 | N | DC_ROAD_L_B | 27.72 |
| 12/16/2010 22:27 | N | DC_EGPS_L_A | 29.29 |
| 12/16/2010 22:27 | N | H_HOLLOW_E_1 | 34.15 |
| 12/16/2010 22:27 | N | HHOLLOW4_E_1 | 34.15 |
| 12/16/2010 22:27 | N | R_LH2SES_1 | 34.63 |
| 12/16/2010 22:27 | N | AUTO_EPS_390 | 34.74 |
| 12/16/2010 22:28 | N | DC_ROAD_L_B | 26.67 |
| 12/16/2010 22:28 | N | DC_EGPS_L_A | 27.91 |
| 12/16/2010 22:28 | N | H_HOLLOW_E_1 | 31.78 |
| 12/16/2010 22:28 | N | HHOLLOW4_E_1 | 31.78 |
| 12/16/2010 22:28 | N | R_LH2SES_1 | 32.16 |
| 12/16/2010 22:28 | N | AUTO_EPS_390 | 32.24 |
| 12/16/2010 22:29 | N | DC_ROAD_L_B | 26.11 |
| 12/16/2010 22:29 | N | DC_EGPS_L_A | 26.63 |
| 12/16/2010 22:29 | N | H_HOLLOW_E_1 | 29 |
| 12/16/2010 22:29 | N | HHOLLOW4_E_1 | 29 |
| 12/16/2010 22:29 | N | R_LH2SES_1 | 29.25 |
| 12/16/2010 22:29 | N | AUTO_EPS_390 | 29.3 |

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| 12/16/2010 22:29 | N | DC_ROAD_L_B | 26.54 |
| 12/16/2010 22:29 | N | DC_EGPS_L_A | 26.92 |
| 12/16/2010 22:29 | N | H_HOLLOW_E_1 | 28.13 |
| 12/16/2010 22:29 | N | HHOLLOW4_E_1 | 28.13 |
| 12/16/2010 22:29 | N | R_LH2SES_1 | 28.24 |
| 12/16/2010 22:29 | N | AUTO_EPS_390 | 28.27 |
| 12/16/2010 22:30 | N | DC_ROAD_L_B | 26.31 |
| 12/16/2010 22:30 | N | DC_EGPS_L_A | 26.75 |
| 12/16/2010 22:30 | N | H_HOLLOW_E_1 | 28.12 |
| 12/16/2010 22:30 | N | HHOLLOW4_E_1 | 28.12 |
| 12/16/2010 22:30 | N | R_LH2SES_1 | 28.26 |
| 12/16/2010 22:30 | N | AUTO_EPS_390 | 28.29 |
| 12/16/2010 22:30 | N | DC_ROAD_L_B | 26.15 |
| 12/16/2010 22:30 | N | DC_EGPS_L_A | 26.63 |
| 12/16/2010 22:30 | N | H_HOLLOW_E_1 | 28.1 |
| 12/16/2010 22:30 | N | HHOLLOW4_E_1 | 28.1 |
| 12/16/2010 22:30 | N | R_LH2SES_1 | 28.25 |
| 12/16/2010 22:30 | N | AUTO_EPS_390 | 28.28 |
| 12/16/2010 22:31 | N | DC_ROAD_L_B | 26.34 |
| 12/16/2010 22:31 | N | DC_EGPS_L_A | 26.79 |
| 12/16/2010 22:31 | N | H_HOLLOW_E_1 | 28.17 |
| 12/16/2010 22:31 | N | HHOLLOW4_E_1 | 28.17 |
| 12/16/2010 22:31 | N | R_LH2SES_1 | 28.31 |
| 12/16/2010 22:31 | N | AUTO_EPS_390 | 28.34 |
| 12/16/2010 22:32 | N | DC_ROAD_L_B | 26.1 |
| 12/16/2010 22:32 | N | DC_EGPS_L_A | 26.59 |
| 12/16/2010 22:32 | N | H_HOLLOW_E_1 | 28.12 |
| 12/16/2010 22:32 | N | HHOLLOW4_E_1 | 28.12 |
| 12/16/2010 22:32 | N | R_LH2SES_1 | 28.27 |
| 12/16/2010 22:32 | N | AUTO_EPS_390 | 28.3 |
| 12/16/2010 23:04 | N | DC_ROAD_L_B | 25.27 |
| 12/16/2010 23:04 | N | DC_EGPS_L_A | 25.39 |
| 12/16/2010 23:04 | N | H_HOLLOW_E_1 | 25.78 |
| 12/16/2010 23:04 | N | HHOLLOW4_E_1 | 25.78 |
| 12/16/2010 23:04 | N | R_LH2SES_1 | 25.82 |
| 12/16/2010 23:04 | N | AUTO_EPS_390 | 25.83 |
| 12/16/2010 23:05 | N | DC_ROAD_L_B | 25.45 |
| 12/16/2010 23:05 | N | DC_EGPS_L_A | 25.65 |
| 12/16/2010 23:05 | N | H_HOLLOW_E_1 | 26.27 |
| 12/16/2010 23:05 | N | HHOLLOW4_E_1 | 26.27 |
| 12/16/2010 23:05 | N | R_LH2SES_1 | 26.33 |
| 12/16/2010 23:05 | N | AUTO_EPS_390 | 26.35 |
| 12/16/2010 23:06 | N | DC_ROAD_L_B | 25.6 |
| 12/16/2010 23:06 | N | DC_EGPS_L_A | 25.83 |
| 12/16/2010 23:06 | N | H_HOLLOW_E_1 | 26.56 |
| 12/16/2010 23:06 | N | HHOLLOW4_E_1 | 26.56 |
| 12/16/2010 23:06 | N | R_LH2SES_1 | 26.63 |

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| 12/16/2010 23:06 | N | AUTO_EPS_390 | 26.64 |
| 12/16/2010 23:06 | N | DC_ROAD_L_B | 25.51 |
| 12/16/2010 23:06 | N | DC_EGPS_L_A | 25.79 |
| 12/16/2010 23:06 | N | H_HOLLOW_E_1 | 26.64 |
| 12/16/2010 23:06 | N | HHOLLOW4_E_1 | 26.64 |
| 12/16/2010 23:06 | N | R_LH2SES_1 | 26.73 |
| 12/16/2010 23:06 | N | AUTO_EPS_390 | 26.75 |
| 12/17/2010 2:50 | N | DC_ROAD_L_B | 22.51 |
| 12/17/2010 2:50 | N | DC_EGPS_L_A | 22.79 |
| 12/17/2010 2:50 | N | H_HOLLOW_E_1 | 23.65 |
| 12/17/2010 2:50 | N | HHOLLOW4_E_1 | 23.65 |
| 12/17/2010 2:50 | N | R_LH2SES_1 | 23.74 |
| 12/17/2010 2:50 | N | R_PB2SES_1 | 23.64 |
| 12/17/2010 2:50 | N | R_PB2SES_2 | 23.64 |
| 12/17/2010 2:50 | N | R_PB2SES_3 | 23.64 |
| 12/17/2010 2:50 | N | R_PB2SES_4 | 23.64 |
| 12/17/2010 2:50 | N | R_PB2SES_5 | 23.64 |
| 12/17/2010 2:50 | N | AUTO_EPS_390 | 23.76 |
| 12/17/2010 2:55 | N | DC_ROAD_L_B | 22.69 |
| 12/17/2010 2:55 | N | DC_EGPS_L_A | 22.98 |
| 12/17/2010 2:55 | N | H_HOLLOW_E_1 | 23.89 |
| 12/17/2010 2:55 | N | HHOLLOW4_E_1 | 23.89 |
| 12/17/2010 2:55 | N | R_LH2SES_1 | 23.98 |
| 12/17/2010 2:55 | N | R_PB2SES_1 | 23.88 |
| 12/17/2010 2:55 | N | R_PB2SES_2 | 23.88 |
| 12/17/2010 2:55 | N | R_PB2SES_3 | 23.88 |
| 12/17/2010 2:55 | N | R_PB2SES_4 | 23.88 |
| 12/17/2010 2:55 | N | R_PB2SES_5 | 23.88 |
| 12/17/2010 2:55 | N | AUTO_EPS_390 | 24 |
| 12/17/2010 3:00 | N | DC_ROAD_L_B | 22.6 |
| 12/17/2010 3:00 | N | DC_EGPS_L_A | 22.82 |
| 12/17/2010 3:00 | N | H_HOLLOW_E_1 | 23.53 |
| 12/17/2010 3:00 | N | HHOLLOW4_E_1 | 23.53 |
| 12/17/2010 3:00 | N | R_LH2SES_1 | 23.6 |
| 12/17/2010 3:00 | N | R_PB2SES_1 | 23.52 |
| 12/17/2010 3:00 | N | R_PB2SES_2 | 23.52 |
| 12/17/2010 3:00 | N | R_PB2SES_3 | 23.52 |
| 12/17/2010 3:00 | N | R_PB2SES_4 | 23.52 |
| 12/17/2010 3:00 | N | R_PB2SES_5 | 23.52 |
| 12/17/2010 3:00 | N | AUTO_EPS_390 | 23.61 |
| 12/17/2010 3:05 | N | DC_ROAD_L_B | 23.01 |
| 12/17/2010 3:05 | N | DC_EGPS_L_A | 23.22 |
| 12/17/2010 3:05 | N | H_HOLLOW_E_1 | 23.84 |
| 12/17/2010 3:05 | N | HHOLLOW4_E_1 | 23.84 |
| 12/17/2010 3:05 | N | R_LH2SES_1 | 23.9 |
| 12/17/2010 3:05 | N | R_PB2SES_1 | 23.83 |
| 12/17/2010 3:05 | N | R_PB2SES_2 | 23.83 |

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| 12/17/2010 3:05 | N | R_PB2SES_3 | 23.83 |
| 12/17/2010 3:05 | N | R_PB2SES_4 | 23.83 |
| 12/17/2010 3:05 | N | R_PB2SES_5 | 23.83 |
| 12/17/2010 3:05 | N | AUTO_EPS_390 | 23.92 |
| 12/17/2010 3:10 | N | DC_ROAD_L_B | 22.81 |
| 12/17/2010 3:10 | N | DC_EGPS_L_A | 23.29 |
| 12/17/2010 3:10 | N | H_HOLLOW_E_1 | 24.78 |
| 12/17/2010 3:10 | N | HHOLLOW4_E_1 | 24.78 |
| 12/17/2010 3:10 | N | R_LH2SES_1 | 24.93 |
| 12/17/2010 3:10 | N | R_PB2SES_1 | 24.76 |
| 12/17/2010 3:10 | N | R_PB2SES_2 | 24.76 |
| 12/17/2010 3:10 | N | R_PB2SES_3 | 24.76 |
| 12/17/2010 3:10 | N | R_PB2SES_4 | 24.76 |
| 12/17/2010 3:10 | N | R_PB2SES_5 | 24.76 |
| 12/17/2010 3:10 | N | AUTO_EPS_390 | 24.96 |
| 12/17/2010 3:15 | N | DC_ROAD_L_B | 22.48 |
| 12/17/2010 3:15 | N | DC_EGPS_L_A | 22.91 |
| 12/17/2010 3:15 | N | H_HOLLOW_E_1 | 24.23 |
| 12/17/2010 3:15 | N | HHOLLOW4_E_1 | 24.23 |
| 12/17/2010 3:15 | N | R_LH2SES_1 | 24.36 |
| 12/17/2010 3:15 | N | R_PB2SES_1 | 24.22 |
| 12/17/2010 3:15 | N | R_PB2SES_2 | 24.22 |
| 12/17/2010 3:15 | N | R_PB2SES_3 | 24.22 |
| 12/17/2010 3:15 | N | R_PB2SES_4 | 24.22 |
| 12/17/2010 3:15 | N | R_PB2SES_5 | 24.22 |
| 12/17/2010 3:15 | N | AUTO_EPS_390 | 24.39 |
| 12/17/2010 3:20 | N | DC_ROAD_L_B | 23 |
| 12/17/2010 3:20 | N | DC_EGPS_L_A | 23.31 |
| 12/17/2010 3:20 | N | H_HOLLOW_E_1 | 24.26 |
| 12/17/2010 3:20 | N | HHOLLOW4_E_1 | 24.26 |
| 12/17/2010 3:20 | N | R_LH2SES_1 | 24.35 |
| 12/17/2010 3:20 | N | R_PB2SES_1 | 24.25 |
| 12/17/2010 3:20 | N | R_PB2SES_2 | 24.25 |
| 12/17/2010 3:20 | N | R_PB2SES_3 | 24.25 |
| 12/17/2010 3:20 | N | R_PB2SES_4 | 24.25 |
| 12/17/2010 3:20 | N | R_PB2SES_5 | 24.25 |
| 12/17/2010 3:20 | N | AUTO_EPS_390 | 24.37 |
| 12/17/2010 3:25 | N | DC_ROAD_L_B | 22.95 |
| 12/17/2010 3:25 | N | DC_EGPS_L_A | 23.25 |
| 12/17/2010 3:25 | N | H_HOLLOW_E_1 | 24.22 |
| 12/17/2010 3:25 | N | HHOLLOW4_E_1 | 24.22 |
| 12/17/2010 3:25 | N | R_LH2SES_1 | 24.31 |
| 12/17/2010 3:25 | N | R_PB2SES_1 | 24.21 |
| 12/17/2010 3:25 | N | R_PB2SES_2 | 24.21 |
| 12/17/2010 3:25 | N | R_PB2SES_3 | 24.21 |
| 12/17/2010 3:25 | N | R_PB2SES_4 | 24.21 |
| 12/17/2010 3:25 | N | R_PB2SES_5 | 24.21 |

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| 12/17/2010 3:25 | N | AUTO_EPS_390 | 24.33 |
| 12/17/2010 3:30 | N | DC_ROAD_L_B | 22.74 |
| 12/17/2010 3:30 | N | DC_EGPS_L_A | 23.12 |
| 12/17/2010 3:30 | N | H_HOLLOW_E_1 | 24.32 |
| 12/17/2010 3:30 | N | HHOLLOW4_E_1 | 24.32 |
| 12/17/2010 3:30 | N | R_LH2SES_1 | 24.44 |
| 12/17/2010 3:30 | N | R_PB2SES_1 | 24.31 |
| 12/17/2010 3:30 | N | R_PB2SES_2 | 24.31 |
| 12/17/2010 3:30 | N | R_PB2SES_3 | 24.31 |
| 12/17/2010 3:30 | N | R_PB2SES_4 | 24.31 |
| 12/17/2010 3:30 | N | R_PB2SES_5 | 24.31 |
| 12/17/2010 3:30 | N | AUTO_EPS_390 | 24.47 |
| 12/17/2010 3:31 | N | DC_ROAD_L_B | 21.98 |
| 12/17/2010 3:31 | N | DC_EGPS_L_A | 22.47 |
| 12/17/2010 3:31 | N | H_HOLLOW_E_1 | 23.99 |
| 12/17/2010 3:31 | N | HHOLLOW4_E_1 | 23.99 |
| 12/17/2010 3:31 | N | R_LH2SES_1 | 24.13 |
| 12/17/2010 3:31 | N | R_PB2SES_1 | 23.97 |
| 12/17/2010 3:31 | N | R_PB2SES_2 | 23.97 |
| 12/17/2010 3:31 | N | R_PB2SES_3 | 23.97 |
| 12/17/2010 3:31 | N | R_PB2SES_4 | 23.97 |
| 12/17/2010 3:31 | N | R_PB2SES_5 | 23.97 |
| 12/17/2010 3:31 | N | AUTO_EPS_390 | 24.17 |
| 12/17/2010 3:33 | N | DC_ROAD_L_B | 22.07 |
| 12/17/2010 3:33 | N | DC_EGPS_L_A | 22.47 |
| 12/17/2010 3:33 | N | H_HOLLOW_E_1 | 23.71 |
| 12/17/2010 3:33 | N | HHOLLOW4_E_1 | 23.71 |
| 12/17/2010 3:33 | N | R_LH2SES_1 | 23.83 |
| 12/17/2010 3:33 | N | R_PB2SES_1 | 23.69 |
| 12/17/2010 3:33 | N | R_PB2SES_2 | 23.69 |
| 12/17/2010 3:33 | N | R_PB2SES_3 | 23.69 |
| 12/17/2010 3:33 | N | R_PB2SES_4 | 23.69 |
| 12/17/2010 3:33 | N | R_PB2SES_5 | 23.69 |
| 12/17/2010 3:33 | N | AUTO_EPS_390 | 23.86 |
| 12/17/2010 3:35 | N | DC_ROAD_L_B | 22.94 |
| 12/17/2010 3:35 | N | DC_EGPS_L_A | 23.08 |
| 12/17/2010 3:35 | N | H_HOLLOW_E_1 | 23.53 |
| 12/17/2010 3:35 | N | HHOLLOW4_E_1 | 23.53 |
| 12/17/2010 3:35 | N | R_LH2SES_1 | 23.57 |
| 12/17/2010 3:35 | N | R_PB2SES_1 | 23.52 |
| 12/17/2010 3:35 | N | R_PB2SES_2 | 23.52 |
| 12/17/2010 3:35 | N | R_PB2SES_3 | 23.52 |
| 12/17/2010 3:35 | N | R_PB2SES_4 | 23.52 |
| 12/17/2010 3:35 | N | R_PB2SES_5 | 23.52 |
| 12/17/2010 3:35 | N | AUTO_EPS_390 | 23.58 |
| 12/17/2010 3:37 | N | DC_ROAD_L_B | 22.85 |
| 12/17/2010 3:37 | N | DC_EGPS_L_A | 22.99 |

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| 12/17/2010 3:37 | N | H_HOLLOW_E_1 | 23.42 |
| 12/17/2010 3:37 | N | HHOLLOW4_E_1 | 23.42 |
| 12/17/2010 3:37 | N | R_LH2SES_1 | 23.46 |
| 12/17/2010 3:37 | N | R_PB2SES_1 | 23.41 |
| 12/17/2010 3:37 | N | R_PB2SES_2 | 23.41 |
| 12/17/2010 3:37 | N | R_PB2SES_3 | 23.41 |
| 12/17/2010 3:37 | N | R_PB2SES_4 | 23.41 |
| 12/17/2010 3:37 | N | R_PB2SES_5 | 23.41 |
| 12/17/2010 3:37 | N | AUTO_EPS_390 | 23.47 |
| 12/17/2010 3:40 | N | DC_ROAD_L_B | 22.92 |
| 12/17/2010 3:40 | N | DC_EGPS_L_A | 23.01 |
| 12/17/2010 3:40 | N | H_HOLLOW_E_1 | 23.27 |
| 12/17/2010 3:40 | N | HHOLLOW4_E_1 | 23.27 |
| 12/17/2010 3:40 | N | R_LH2SES_1 | 23.29 |
| 12/17/2010 3:40 | N | R_PB2SES_1 | 23.27 |
| 12/17/2010 3:40 | N | R_PB2SES_2 | 23.27 |
| 12/17/2010 3:40 | N | R_PB2SES_3 | 23.27 |
| 12/17/2010 3:40 | N | R_PB2SES_4 | 23.27 |
| 12/17/2010 3:40 | N | R_PB2SES_5 | 23.27 |
| 12/17/2010 3:40 | N | AUTO_EPS_390 | 23.3 |
| 12/17/2010 3:45 | N | DC_ROAD_L_B | 23.02 |
| 12/17/2010 3:45 | N | DC_EGPS_L_A | 23.19 |
| 12/17/2010 3:45 | N | H_HOLLOW_E_1 | 23.7 |
| 12/17/2010 3:45 | N | HHOLLOW4_E_1 | 23.7 |
| 12/17/2010 3:45 | N | R_LH2SES_1 | 23.75 |
| 12/17/2010 3:45 | N | R_PB2SES_1 | 23.69 |
| 12/17/2010 3:45 | N | R_PB2SES_2 | 23.69 |
| 12/17/2010 3:45 | N | R_PB2SES_3 | 23.69 |
| 12/17/2010 3:45 | N | R_PB2SES_4 | 23.69 |
| 12/17/2010 3:45 | N | R_PB2SES_5 | 23.69 |
| 12/17/2010 3:45 | N | AUTO_EPS_390 | 23.76 |
| 12/17/2010 3:50 | N | DC_ROAD_L_B | 23.13 |
| 12/17/2010 3:50 | N | DC_EGPS_L_A | 23.33 |
| 12/17/2010 3:50 | N | H_HOLLOW_E_1 | 23.98 |
| 12/17/2010 3:50 | N | HHOLLOW4_E_1 | 23.98 |
| 12/17/2010 3:50 | N | R_LH2SES_1 | 24.04 |
| 12/17/2010 3:50 | N | R_PB2SES_1 | 23.97 |
| 12/17/2010 3:50 | N | R_PB2SES_2 | 23.97 |
| 12/17/2010 3:50 | N | R_PB2SES_3 | 23.97 |
| 12/17/2010 3:50 | N | R_PB2SES_4 | 23.97 |
| 12/17/2010 3:50 | N | R_PB2SES_5 | 23.97 |
| 12/17/2010 3:50 | N | AUTO_EPS_390 | 24.06 |
| 12/17/2010 3:55 | N | DC_ROAD_L_B | 23.31 |
| 12/17/2010 3:55 | N | DC_EGPS_L_A | 23.49 |
| 12/17/2010 3:55 | N | H_HOLLOW_E_1 | 24.04 |
| 12/17/2010 3:55 | N | HHOLLOW4_E_1 | 24.04 |
| 12/17/2010 3:55 | N | R_LH2SES_1 | 24.09 |

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| 12/17/2010 3:55 | N | R_PB2SES_1 | 24.03 |
| 12/17/2010 3:55 | N | R_PB2SES_2 | 24.03 |
| 12/17/2010 3:55 | N | R_PB2SES_3 | 24.03 |
| 12/17/2010 3:55 | N | R_PB2SES_4 | 24.03 |
| 12/17/2010 3:55 | N | R_PB2SES_5 | 24.03 |
| 12/17/2010 3:55 | N | AUTO_EPS_390 | 24.1 |
| 12/17/2010 4:01 | N | DC_ROAD_L_B | 23.4 |
| 12/17/2010 4:01 | N | DC_EGPS_L_A | 23.57 |
| 12/17/2010 4:01 | N | H_HOLLOW_E_1 | 24.11 |
| 12/17/2010 4:01 | N | HHOLLOW4_E_1 | 24.11 |
| 12/17/2010 4:01 | N | R_LH2SES_1 | 24.17 |
| 12/17/2010 4:01 | N | R_PB2SES_1 | 24.11 |
| 12/17/2010 4:01 | N | R_PB2SES_2 | 24.11 |
| 12/17/2010 4:01 | N | R_PB2SES_3 | 24.11 |
| 12/17/2010 4:01 | N | R_PB2SES_4 | 24.11 |
| 12/17/2010 4:01 | N | R_PB2SES_5 | 24.11 |
| 12/17/2010 4:01 | N | AUTO_EPS_390 | 24.18 |
| 12/17/2010 4:05 | N | DC_ROAD_L_B | 24.29 |
| 12/17/2010 4:05 | N | DC_EGPS_L_A | 24.78 |
| 12/17/2010 4:05 | N | H_HOLLOW_E_1 | 26.32 |
| 12/17/2010 4:05 | N | HHOLLOW4_E_1 | 26.32 |
| 12/17/2010 4:05 | N | R_LH2SES_1 | 26.47 |
| 12/17/2010 4:05 | N | AUTO_EPS_390 | 26.51 |
| 12/17/2010 4:10 | N | DC_ROAD_L_B | 24.29 |
| 12/17/2010 4:10 | N | DC_EGPS_L_A | 24.84 |
| 12/17/2010 4:10 | N | H_HOLLOW_E_1 | 26.56 |
| 12/17/2010 4:10 | N | HHOLLOW4_E_1 | 26.56 |
| 12/17/2010 4:10 | N | R_LH2SES_1 | 26.73 |
| 12/17/2010 4:10 | N | AUTO_EPS_390 | 26.76 |
| 12/17/2010 4:15 | N | DC_ROAD_L_B | 24.15 |
| 12/17/2010 4:15 | N | DC_EGPS_L_A | 24.4 |
| 12/17/2010 4:15 | N | H_HOLLOW_E_1 | 25.19 |
| 12/17/2010 4:15 | N | HHOLLOW4_E_1 | 25.19 |
| 12/17/2010 4:15 | N | R_LH2SES_1 | 25.27 |
| 12/17/2010 4:15 | N | AUTO_EPS_390 | 25.28 |
| 12/17/2010 4:20 | N | DC_ROAD_L_B | 24.86 |
| 12/17/2010 4:20 | N | DC_EGPS_L_A | 24.99 |
| 12/17/2010 4:20 | N | H_HOLLOW_E_1 | 25.39 |
| 12/17/2010 4:20 | N | HHOLLOW4_E_1 | 25.39 |
| 12/17/2010 4:20 | N | R_LH2SES_1 | 25.42 |
| 12/17/2010 4:20 | N | AUTO_EPS_390 | 25.43 |
| 12/17/2010 4:25 | N | DC_ROAD_L_B | 25.19 |
| 12/17/2010 4:25 | N | DC_EGPS_L_A | 25.53 |
| 12/17/2010 4:25 | N | H_HOLLOW_E_1 | 26.59 |
| 12/17/2010 4:25 | N | HHOLLOW4_E_1 | 26.59 |
| 12/17/2010 4:25 | N | R_LH2SES_1 | 26.69 |
| 12/17/2010 4:25 | N | AUTO_EPS_390 | 26.71 |

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| 12/17/2010 4:30 | N | DC_ROAD_L_B | 25.14 |
| 12/17/2010 4:30 | N | DC_EGPS_L_A | 25.5 |
| 12/17/2010 4:30 | N | H_HOLLOW_E_1 | 26.61 |
| 12/17/2010 4:30 | N | HHOLLOW4_E_1 | 26.61 |
| 12/17/2010 4:30 | N | R_LH2SES_1 | 26.72 |
| 12/17/2010 4:30 | N | AUTO_EPS_390 | 26.74 |
| 12/17/2010 4:35 | N | DC_ROAD_L_B | 25.12 |
| 12/17/2010 4:35 | N | DC_EGPS_L_A | 25.54 |
| 12/17/2010 4:35 | N | H_HOLLOW_E_1 | 26.83 |
| 12/17/2010 4:35 | N | HHOLLOW4_E_1 | 26.83 |
| 12/17/2010 4:35 | N | R_LH2SES_1 | 26.96 |
| 12/17/2010 4:35 | N | AUTO_EPS_390 | 26.99 |
| 12/17/2010 4:40 | N | DC_ROAD_L_B | 24.91 |
| 12/17/2010 4:40 | N | DC_EGPS_L_A | 25.16 |
| 12/17/2010 4:40 | N | H_HOLLOW_E_1 | 25.94 |
| 12/17/2010 4:40 | N | HHOLLOW4_E_1 | 25.94 |
| 12/17/2010 4:40 | N | R_LH2SES_1 | 26.01 |
| 12/17/2010 4:40 | N | AUTO_EPS_390 | 26.03 |
| 12/17/2010 4:45 | N | DC_ROAD_L_B | 24.93 |
| 12/17/2010 4:45 | N | DC_EGPS_L_A | 25.18 |
| 12/17/2010 4:45 | N | H_HOLLOW_E_1 | 25.96 |
| 12/17/2010 4:45 | N | HHOLLOW4_E_1 | 25.96 |
| 12/17/2010 4:45 | N | R_LH2SES_1 | 26.04 |
| 12/17/2010 4:45 | N | AUTO_EPS_390 | 26.05 |
| 12/17/2010 4:50 | N | DC_ROAD_L_B | 25.3 |
| 12/17/2010 4:50 | N | DC_EGPS_L_A | 25.84 |
| 12/17/2010 4:50 | N | H_HOLLOW_E_1 | 27.52 |
| 12/17/2010 4:50 | N | HHOLLOW4_E_1 | 27.52 |
| 12/17/2010 4:50 | N | R_LH2SES_1 | 27.69 |
| 12/17/2010 4:50 | N | AUTO_EPS_390 | 27.72 |
| 12/17/2010 4:55 | N | DC_ROAD_L_B | 25.25 |
| 12/17/2010 4:55 | N | DC_EGPS_L_A | 26 |
| 12/17/2010 4:55 | N | H_HOLLOW_E_1 | 28.36 |
| 12/17/2010 4:55 | N | HHOLLOW4_E_1 | 28.36 |
| 12/17/2010 4:55 | N | R_LH2SES_1 | 28.59 |
| 12/17/2010 4:55 | N | AUTO_EPS_390 | 28.64 |
| 12/17/2010 5:00 | N | DC_ROAD_L_B | 24.31 |
| 12/17/2010 5:00 | N | DC_EGPS_L_A | 25.11 |
| 12/17/2010 5:00 | N | H_HOLLOW_E_1 | 27.62 |
| 12/17/2010 5:00 | N | HHOLLOW4_E_1 | 27.62 |
| 12/17/2010 5:00 | N | R_LH2SES_1 | 27.87 |
| 12/17/2010 5:00 | N | AUTO_EPS_390 | 27.92 |
| 12/17/2010 5:05 | N | DC_ROAD_L_B | 23.64 |
| 12/17/2010 5:05 | N | DC_EGPS_L_A | 24.44 |
| 12/17/2010 5:05 | N | H_HOLLOW_E_1 | 26.95 |
| 12/17/2010 5:05 | N | HHOLLOW4_E_1 | 26.95 |
| 12/17/2010 5:05 | N | R_LH2SES_1 | 27.2 |

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| 12/17/2010 5:05 | N | AUTO_EPS_390 | 27.25 |
| 12/17/2010 5:10 | N | DC_ROAD_L_B | 23.56 |
| 12/17/2010 5:10 | N | DC_EGPS_L_A | 24.4 |
| 12/17/2010 5:10 | N | H_HOLLOW_E_1 | 27.02 |
| 12/17/2010 5:10 | N | HHOLLOW4_E_1 | 27.02 |
| 12/17/2010 5:10 | N | R_LH2SES_1 | 27.28 |
| 12/17/2010 5:10 | N | AUTO_EPS_390 | 27.33 |
| 12/17/2010 5:15 | N | DC_ROAD_L_B | 23.34 |
| 12/17/2010 5:15 | N | DC_EGPS_L_A | 24.27 |
| 12/17/2010 5:15 | N | H_HOLLOW_E_1 | 27.16 |
| 12/17/2010 5:15 | N | HHOLLOW4_E_1 | 27.16 |
| 12/17/2010 5:15 | N | R_LH2SES_1 | 27.44 |
| 12/17/2010 5:15 | N | AUTO_EPS_390 | 27.51 |
| 12/17/2010 5:20 | N | DC_ROAD_L_B | 22.98 |
| 12/17/2010 5:20 | N | DC_EGPS_L_A | 24.01 |
| 12/17/2010 5:20 | N | H_HOLLOW_E_1 | 27.27 |
| 12/17/2010 5:20 | N | HHOLLOW4_E_1 | 27.27 |
| 12/17/2010 5:20 | N | R_LH2SES_1 | 27.59 |
| 12/17/2010 5:20 | N | AUTO_EPS_390 | 27.66 |
| 12/17/2010 5:25 | N | DC_ROAD_L_B | 22.85 |
| 12/17/2010 5:25 | N | DC_EGPS_L_A | 23.89 |
| 12/17/2010 5:25 | N | H_HOLLOW_E_1 | 27.15 |
| 12/17/2010 5:25 | N | HHOLLOW4_E_1 | 27.15 |
| 12/17/2010 5:25 | N | R_LH2SES_1 | 27.47 |
| 12/17/2010 5:25 | N | AUTO_EPS_390 | 27.54 |
| 12/17/2010 5:30 | N | DC_ROAD_L_B | 24.17 |
| 12/17/2010 5:30 | N | DC_EGPS_L_A | 25 |
| 12/17/2010 5:30 | N | H_HOLLOW_E_1 | 27.61 |
| 12/17/2010 5:30 | N | HHOLLOW4_E_1 | 27.61 |
| 12/17/2010 5:30 | N | R_LH2SES_1 | 27.87 |
| 12/17/2010 5:30 | N | AUTO_EPS_390 | 27.92 |
| 12/17/2010 5:35 | N | DC_ROAD_L_B | 24.78 |
| 12/17/2010 5:35 | N | DC_EGPS_L_A | 25.66 |
| 12/17/2010 5:35 | N | H_HOLLOW_E_1 | 28.44 |
| 12/17/2010 5:35 | N | HHOLLOW4_E_1 | 28.44 |
| 12/17/2010 5:35 | N | R_LH2SES_1 | 28.71 |
| 12/17/2010 5:35 | N | AUTO_EPS_390 | 28.77 |
| 12/17/2010 5:40 | N | DC_ROAD_L_B | 24.67 |
| 12/17/2010 5:40 | N | DC_EGPS_L_A | 25.68 |
| 12/17/2010 5:40 | N | H_HOLLOW_E_1 | 28.86 |
| 12/17/2010 5:40 | N | HHOLLOW4_E_1 | 28.86 |
| 12/17/2010 5:40 | N | R_LH2SES_1 | 29.17 |
| 12/17/2010 5:40 | N | AUTO_EPS_390 | 29.24 |
| 12/17/2010 5:45 | N | DC_ROAD_L_B | 25.07 |
| 12/17/2010 5:45 | N | DC_EGPS_L_A | 25.92 |
| 12/17/2010 5:45 | N | H_HOLLOW_E_1 | 28.59 |
| 12/17/2010 5:45 | N | HHOLLOW4_E_1 | 28.59 |

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| 12/17/2010 5:45 | N | R_LH2SES_1 | 28.85 |
| 12/17/2010 5:45 | N | AUTO_EPS_390 | 28.9 |
| 12/17/2010 5:50 | N | DC_ROAD_L_B | 24.66 |
| 12/17/2010 5:50 | N | DC_EGPS_L_A | 25.49 |
| 12/17/2010 5:50 | N | H_HOLLOW_E_1 | 28.11 |
| 12/17/2010 5:50 | N | HHOLLOW4_E_1 | 28.11 |
| 12/17/2010 5:50 | N | R_LH2SES_1 | 28.36 |
| 12/17/2010 5:50 | N | AUTO_EPS_390 | 28.42 |
| 12/17/2010 5:55 | N | DC_ROAD_L_B | 24.47 |
| 12/17/2010 5:55 | N | DC_EGPS_L_A | 25.4 |
| 12/17/2010 5:55 | N | H_HOLLOW_E_1 | 28.33 |
| 12/17/2010 5:55 | N | HHOLLOW4_E_1 | 28.33 |
| 12/17/2010 5:55 | N | R_LH2SES_1 | 28.62 |
| 12/17/2010 5:55 | N | AUTO_EPS_390 | 28.68 |
| 12/17/2010 6:01 | N | DC_ROAD_L_B | 23.49 |
| 12/17/2010 6:01 | N | DC_EGPS_L_A | 24.63 |
| 12/17/2010 6:01 | N | H_HOLLOW_E_1 | 28.22 |
| 12/17/2010 6:01 | N | HHOLLOW4_E_1 | 28.22 |
| 12/17/2010 6:01 | N | R_LH2SES_1 | 28.58 |
| 12/17/2010 6:01 | N | AUTO_EPS_390 | 28.65 |
| 12/17/2010 6:05 | N | DC_ROAD_L_B | 23.8 |
| 12/17/2010 6:05 | N | DC_EGPS_L_A | 24.73 |
| 12/17/2010 6:05 | N | H_HOLLOW_E_1 | 27.64 |
| 12/17/2010 6:05 | N | HHOLLOW4_E_1 | 27.64 |
| 12/17/2010 6:05 | N | R_LH2SES_1 | 27.92 |
| 12/17/2010 6:05 | N | AUTO_EPS_390 | 27.98 |
| 12/17/2010 6:10 | N | DC_ROAD_L_B | 26.54 |
| 12/17/2010 6:10 | N | DC_EGPS_L_A | 29.35 |
| 12/17/2010 6:10 | N | H_HOLLOW_E_1 | 27.82 |
| 12/17/2010 6:10 | N | HHOLLOW4_E_1 | 27.82 |
| 12/17/2010 6:10 | N | R_LH2SES_1 | 27.85 |
| 12/17/2010 6:10 | N | AUTO_EPS_390 | 27.87 |
| 12/17/2010 6:15 | N | DC_ROAD_L_B | 26.63 |
| 12/17/2010 6:15 | N | DC_EGPS_L_A | 29.8 |
| 12/17/2010 6:15 | N | H_HOLLOW_E_1 | 28.08 |
| 12/17/2010 6:15 | N | HHOLLOW4_E_1 | 28.08 |
| 12/17/2010 6:15 | N | R_LH2SES_1 | 28.11 |
| 12/17/2010 6:15 | N | AUTO_EPS_390 | 28.14 |
| 12/17/2010 6:20 | N | DC_ROAD_L_B | 26.48 |
| 12/17/2010 6:20 | N | DC_EGPS_L_A | 29.94 |
| 12/17/2010 6:20 | N | H_HOLLOW_E_1 | 29.18 |
| 12/17/2010 6:20 | N | HHOLLOW4_E_1 | 29.18 |
| 12/17/2010 6:20 | N | R_LH2SES_1 | 29.32 |
| 12/17/2010 6:20 | N | AUTO_EPS_390 | 29.36 |
| 12/17/2010 6:25 | N | DC_ROAD_L_B | 26.46 |
| 12/17/2010 6:25 | N | DC_EGPS_L_A | 29.97 |
| 12/17/2010 6:25 | N | H_HOLLOW_E_1 | 29.4 |

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| 12/17/2010 6:25 | N | HHOLLOW4_E_1 | 29.4 |
| 12/17/2010 6:25 | N | R_LH2SES_1 | 29.54 |
| 12/17/2010 6:25 | N | AUTO_EPS_390 | 29.59 |
| 12/17/2010 6:30 | N | DC_ROAD_L_B | 26.34 |
| 12/17/2010 6:30 | N | DC_EGPS_L_A | 29.97 |
| 12/17/2010 6:30 | N | H_HOLLOW_E_1 | 30.14 |
| 12/17/2010 6:30 | N | HHOLLOW4_E_1 | 30.14 |
| 12/17/2010 6:30 | N | R_LH2SES_1 | 30.36 |
| 12/17/2010 6:30 | N | AUTO_EPS_390 | 30.42 |
| 12/17/2010 6:35 | N | DC_ROAD_L_B | 27.76 |
| 12/17/2010 6:35 | N | DC_EGPS_L_A | 31.51 |
| 12/17/2010 6:35 | N | H_HOLLOW_E_1 | 30.36 |
| 12/17/2010 6:35 | N | HHOLLOW4_E_1 | 30.36 |
| 12/17/2010 6:35 | N | R_LH2SES_1 | 30.48 |
| 12/17/2010 6:35 | N | AUTO_EPS_390 | 30.52 |
| 12/17/2010 6:40 | N | DC_ROAD_L_B | 28.48 |
| 12/17/2010 6:40 | N | DC_EGPS_L_A | 32.41 |
| 12/17/2010 6:40 | N | H_HOLLOW_E_1 | 30.76 |
| 12/17/2010 6:40 | N | HHOLLOW4_E_1 | 30.76 |
| 12/17/2010 6:40 | N | R_LH2SES_1 | 30.84 |
| 12/17/2010 6:40 | N | AUTO_EPS_390 | 30.88 |
| 12/17/2010 6:45 | N | DC_ROAD_L_B | 28.95 |
| 12/17/2010 6:45 | N | DC_EGPS_L_A | 32.89 |
| 12/17/2010 6:45 | N | H_HOLLOW_E_1 | 30.4 |
| 12/17/2010 6:45 | N | HHOLLOW4_E_1 | 30.4 |
| 12/17/2010 6:45 | N | R_LH2SES_1 | 30.42 |
| 12/17/2010 6:45 | N | AUTO_EPS_390 | 30.44 |
| 12/17/2010 6:50 | N | DC_ROAD_L_B | 30.04 |
| 12/17/2010 6:50 | N | DC_EGPS_L_A | 34.44 |
| 12/17/2010 6:50 | N | H_HOLLOW_E_1 | 31.56 |
| 12/17/2010 6:50 | N | HHOLLOW4_E_1 | 31.56 |
| 12/17/2010 6:50 | N | R_LH2SES_1 | 31.57 |
| 12/17/2010 6:50 | N | AUTO_EPS_390 | 31.59 |
| 12/17/2010 6:55 | N | DC_ROAD_L_B | 30.46 |
| 12/17/2010 6:55 | N | DC_EGPS_L_A | 35.27 |
| 12/17/2010 6:55 | N | H_HOLLOW_E_1 | 33.02 |
| 12/17/2010 6:55 | N | HHOLLOW4_E_1 | 33.02 |
| 12/17/2010 6:55 | N | R_LH2SES_1 | 33.11 |
| 12/17/2010 6:55 | N | AUTO_EPS_390 | 33.15 |
| 12/17/2010 7:01 | N | DC_ROAD_L_B | 29.88 |
| 12/17/2010 7:01 | N | DC_EGPS_L_A | 34.93 |
| 12/17/2010 7:01 | N | H_HOLLOW_E_1 | 34.39 |
| 12/17/2010 7:01 | N | HHOLLOW4_E_1 | 34.39 |
| 12/17/2010 7:01 | N | R_LH2SES_1 | 34.63 |
| 12/17/2010 7:01 | N | AUTO_EPS_390 | 34.7 |
| 12/17/2010 7:05 | N | DC_ROAD_L_B | 29.1 |
| 12/17/2010 7:05 | N | DC_EGPS_L_A | 33.77 |

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| 12/17/2010 7:05 | N | H_HOLLOW_E_1 | 32.94 |
| 12/17/2010 7:05 | N | HHOLLOW4_E_1 | 32.94 |
| 12/17/2010 7:05 | N | R_LH2SES_1 | 33.13 |
| 12/17/2010 7:05 | N | AUTO_EPS_390 | 33.19 |
| 12/17/2010 7:10 | N | DC_ROAD_L_B | 29.06 |
| 12/17/2010 7:10 | N | DC_EGPS_L_A | 33.66 |
| 12/17/2010 7:10 | N | H_HOLLOW_E_1 | 32.63 |
| 12/17/2010 7:10 | N | HHOLLOW4_E_1 | 32.63 |
| 12/17/2010 7:10 | N | R_LH2SES_1 | 32.81 |
| 12/17/2010 7:10 | N | AUTO_EPS_390 | 32.86 |
| 12/17/2010 7:15 | N | DC_ROAD_L_B | 28.39 |
| 12/17/2010 7:15 | N | DC_EGPS_L_A | 33.4 |
| 12/17/2010 7:15 | N | H_HOLLOW_E_1 | 34.33 |
| 12/17/2010 7:15 | N | HHOLLOW4_E_1 | 34.33 |
| 12/17/2010 7:15 | N | R_LH2SES_1 | 34.68 |
| 12/17/2010 7:15 | N | AUTO_EPS_390 | 34.78 |
| 12/17/2010 7:20 | N | DC_ROAD_L_B | 27.6 |
| 12/17/2010 7:20 | N | DC_EGPS_L_A | 31.92 |
| 12/17/2010 7:20 | N | H_HOLLOW_E_1 | 32.35 |
| 12/17/2010 7:20 | N | HHOLLOW4_E_1 | 32.35 |
| 12/17/2010 7:20 | N | R_LH2SES_1 | 32.55 |
| 12/17/2010 7:20 | N | AUTO_EPS_390 | 32.59 |
| 12/17/2010 7:25 | N | DC_ROAD_L_B | 26.98 |
| 12/17/2010 7:25 | N | DC_EGPS_L_A | 31.01 |
| 12/17/2010 7:25 | N | H_HOLLOW_E_1 | 31.56 |
| 12/17/2010 7:25 | N | HHOLLOW4_E_1 | 31.56 |
| 12/17/2010 7:25 | N | R_LH2SES_1 | 31.73 |
| 12/17/2010 7:25 | N | AUTO_EPS_390 | 31.76 |
| 12/17/2010 7:30 | N | DC_ROAD_L_B | 27.77 |
| 12/17/2010 7:30 | N | DC_EGPS_L_A | 31.83 |
| 12/17/2010 7:30 | N | H_HOLLOW_E_1 | 31.61 |
| 12/17/2010 7:30 | N | HHOLLOW4_E_1 | 31.61 |
| 12/17/2010 7:30 | N | R_LH2SES_1 | 31.73 |
| 12/17/2010 7:30 | N | AUTO_EPS_390 | 31.76 |
| 12/17/2010 7:35 | N | DC_ROAD_L_B | 26.54 |
| 12/17/2010 7:35 | N | DC_EGPS_L_A | 30.36 |
| 12/17/2010 7:35 | N | H_HOLLOW_E_1 | 31.18 |
| 12/17/2010 7:35 | N | HHOLLOW4_E_1 | 31.18 |
| 12/17/2010 7:35 | N | R_LH2SES_1 | 31.37 |
| 12/17/2010 7:35 | N | AUTO_EPS_390 | 31.41 |
| 12/17/2010 7:40 | N | DC_ROAD_L_B | 26.26 |
| 12/17/2010 7:40 | N | DC_EGPS_L_A | 30.01 |
| 12/17/2010 7:40 | N | H_HOLLOW_E_1 | 31.2 |
| 12/17/2010 7:40 | N | HHOLLOW4_E_1 | 31.2 |
| 12/17/2010 7:40 | N | R_LH2SES_1 | 31.42 |
| 12/17/2010 7:40 | N | AUTO_EPS_390 | 31.46 |
| 12/17/2010 7:45 | N | DC_ROAD_L_B | 26.47 |

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| 12/17/2010 7:45 | N | DC_EGPS_L_A | 30.26 |
| 12/17/2010 7:45 | N | H_HOLLOW_E_1 | 31.33 |
| 12/17/2010 7:45 | N | HHOLLOW4_E_1 | 31.33 |
| 12/17/2010 7:45 | N | R_LH2SES_1 | 31.55 |
| 12/17/2010 7:45 | N | AUTO_EPS_390 | 31.6 |
| 12/17/2010 7:50 | N | DC_ROAD_L_B | 26.64 |
| 12/17/2010 7:50 | N | DC_EGPS_L_A | 30.33 |
| 12/17/2010 7:50 | N | H_HOLLOW_E_1 | 30.87 |
| 12/17/2010 7:50 | N | HHOLLOW4_E_1 | 30.87 |
| 12/17/2010 7:50 | N | R_LH2SES_1 | 31.07 |
| 12/17/2010 7:50 | N | AUTO_EPS_390 | 31.13 |
| 12/17/2010 7:55 | N | DC_ROAD_L_B | 26.58 |
| 12/17/2010 7:55 | N | DC_EGPS_L_A | 30.29 |
| 12/17/2010 7:55 | N | H_HOLLOW_E_1 | 31.18 |
| 12/17/2010 7:55 | N | HHOLLOW4_E_1 | 31.18 |
| 12/17/2010 7:55 | N | R_LH2SES_1 | 31.38 |
| 12/17/2010 7:55 | N | AUTO_EPS_390 | 31.43 |
| 12/17/2010 8:00 | N | DC_ROAD_L_B | 26.45 |
| 12/17/2010 8:00 | N | DC_EGPS_L_A | 30.26 |
| 12/17/2010 8:00 | N | H_HOLLOW_E_1 | 31.77 |
| 12/17/2010 8:00 | N | HHOLLOW4_E_1 | 31.77 |
| 12/17/2010 8:00 | N | R_LH2SES_1 | 32.01 |
| 12/17/2010 8:00 | N | AUTO_EPS_390 | 32.06 |
| 12/17/2010 8:05 | N | DC_ROAD_L_B | 26.73 |
| 12/17/2010 8:05 | N | DC_EGPS_L_A | 30.91 |
| 12/17/2010 8:05 | N | H_HOLLOW_E_1 | 33.08 |
| 12/17/2010 8:05 | N | HHOLLOW4_E_1 | 33.08 |
| 12/17/2010 8:05 | N | R_LH2SES_1 | 33.39 |
| 12/17/2010 8:05 | N | AUTO_EPS_390 | 33.46 |
| 12/17/2010 8:10 | N | DC_ROAD_L_B | 26.59 |
| 12/17/2010 8:10 | N | DC_EGPS_L_A | 30.71 |
| 12/17/2010 8:10 | N | H_HOLLOW_E_1 | 32.65 |
| 12/17/2010 8:10 | N | HHOLLOW4_E_1 | 32.65 |
| 12/17/2010 8:10 | N | R_LH2SES_1 | 32.95 |
| 12/17/2010 8:10 | N | AUTO_EPS_390 | 33.01 |
| 12/17/2010 8:15 | N | DC_ROAD_L_B | 26.62 |
| 12/17/2010 8:15 | N | DC_EGPS_L_A | 30.7 |
| 12/17/2010 8:15 | N | H_HOLLOW_E_1 | 32.58 |
| 12/17/2010 8:15 | N | HHOLLOW4_E_1 | 32.58 |
| 12/17/2010 8:15 | N | R_LH2SES_1 | 32.88 |
| 12/17/2010 8:15 | N | AUTO_EPS_390 | 32.94 |
| 12/17/2010 8:20 | N | DC_ROAD_L_B | 26.64 |
| 12/17/2010 8:20 | N | DC_EGPS_L_A | 30.66 |
| 12/17/2010 8:20 | N | H_HOLLOW_E_1 | 32.53 |
| 12/17/2010 8:20 | N | HHOLLOW4_E_1 | 32.53 |
| 12/17/2010 8:20 | N | R_LH2SES_1 | 32.83 |
| 12/17/2010 8:20 | N | AUTO_EPS_390 | 32.89 |

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| 12/17/2010 8:25 | N | DC_ROAD_L_B | 26.2 |
| 12/17/2010 8:25 | N | DC_EGPS_L_A | 29.97 |
| 12/17/2010 8:25 | N | H_HOLLOW_E_1 | 31.8 |
| 12/17/2010 8:25 | N | HHOLLOW4_E_1 | 31.8 |
| 12/17/2010 8:25 | N | R_LH2SES_1 | 32.06 |
| 12/17/2010 8:25 | N | AUTO_EPS_390 | 32.11 |
| 12/17/2010 8:30 | N | DC_ROAD_L_B | 26.48 |
| 12/17/2010 8:30 | N | DC_EGPS_L_A | 30.55 |
| 12/17/2010 8:30 | N | H_HOLLOW_E_1 | 32.74 |
| 12/17/2010 8:30 | N | HHOLLOW4_E_1 | 32.74 |
| 12/17/2010 8:30 | N | R_LH2SES_1 | 33.05 |
| 12/17/2010 8:30 | N | AUTO_EPS_390 | 33.11 |
| 12/17/2010 8:35 | N | DC_ROAD_L_B | 26.69 |
| 12/17/2010 8:35 | N | DC_EGPS_L_A | 31.48 |
| 12/17/2010 8:35 | N | H_HOLLOW_E_1 | 35.55 |
| 12/17/2010 8:35 | N | HHOLLOW4_E_1 | 35.55 |
| 12/17/2010 8:35 | N | R_LH2SES_1 | 36.05 |
| 12/17/2010 8:35 | N | AUTO_EPS_390 | 36.16 |
| 12/17/2010 8:40 | N | DC_ROAD_L_B | 26.34 |
| 12/17/2010 8:40 | N | DC_EGPS_L_A | 30.55 |
| 12/17/2010 8:40 | N | H_HOLLOW_E_1 | 33.68 |
| 12/17/2010 8:40 | N | HHOLLOW4_E_1 | 33.68 |
| 12/17/2010 8:40 | N | R_LH2SES_1 | 34.06 |
| 12/17/2010 8:40 | N | AUTO_EPS_390 | 34.14 |
| 12/17/2010 8:45 | N | DC_ROAD_L_B | 26.4 |
| 12/17/2010 8:45 | N | DC_EGPS_L_A | 30.48 |
| 12/17/2010 8:45 | N | H_HOLLOW_E_1 | 33.16 |
| 12/17/2010 8:45 | N | HHOLLOW4_E_1 | 33.16 |
| 12/17/2010 8:45 | N | R_LH2SES_1 | 33.51 |
| 12/17/2010 8:45 | N | AUTO_EPS_390 | 33.58 |
| 12/17/2010 8:50 | N | DC_ROAD_L_B | 26.34 |
| 12/17/2010 8:50 | N | DC_EGPS_L_A | 30.28 |
| 12/17/2010 8:50 | N | H_HOLLOW_E_1 | 32.75 |
| 12/17/2010 8:50 | N | HHOLLOW4_E_1 | 32.75 |
| 12/17/2010 8:50 | N | R_LH2SES_1 | 33.07 |
| 12/17/2010 8:50 | N | AUTO_EPS_390 | 33.13 |
| 12/17/2010 8:55 | N | DC_ROAD_L_B | 26.37 |
| 12/17/2010 8:55 | N | DC_EGPS_L_A | 30.17 |
| 12/17/2010 8:55 | N | H_HOLLOW_E_1 | 32.22 |
| 12/17/2010 8:55 | N | HHOLLOW4_E_1 | 32.22 |
| 12/17/2010 8:55 | N | R_LH2SES_1 | 32.51 |
| 12/17/2010 8:55 | N | AUTO_EPS_390 | 32.57 |
| 12/17/2010 9:01 | N | DC_ROAD_L_B | 26.33 |
| 12/17/2010 9:01 | N | DC_EGPS_L_A | 30.07 |
| 12/17/2010 9:01 | N | H_HOLLOW_E_1 | 32.02 |
| 12/17/2010 9:01 | N | HHOLLOW4_E_1 | 32.02 |
| 12/17/2010 9:01 | N | R_LH2SES_1 | 32.3 |

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| 12/17/2010 9:01 | N | AUTO_EPS_390 | 32.35 |
| 12/17/2010 9:05 | N | DC_ROAD_L_B | 25.1 |
| 12/17/2010 9:05 | N | DC_EGPS_L_A | 28.91 |
| 12/17/2010 9:05 | N | H_HOLLOW_E_1 | 34.4 |
| 12/17/2010 9:05 | N | HHOLLOW4_E_1 | 34.4 |
| 12/17/2010 9:05 | N | R_LH2SES_1 | 34.38 |
| 12/17/2010 9:05 | N | AUTO_EPS_390 | 34.25 |
| 12/17/2010 9:10 | N | DC_ROAD_L_B | 26.2 |
| 12/17/2010 9:10 | N | DC_EGPS_L_A | 30.13 |
| 12/17/2010 9:10 | N | H_HOLLOW_E_1 | 33.03 |
| 12/17/2010 9:10 | N | HHOLLOW4_E_1 | 33.03 |
| 12/17/2010 9:10 | N | R_LH2SES_1 | 33.3 |
| 12/17/2010 9:10 | N | AUTO_EPS_390 | 33.33 |
| 12/17/2010 9:15 | N | DC_ROAD_L_B | 26.46 |
| 12/17/2010 9:15 | N | DC_EGPS_L_A | 30.42 |
| 12/17/2010 9:15 | N | H_HOLLOW_E_1 | 32.92 |
| 12/17/2010 9:15 | N | HHOLLOW4_E_1 | 32.92 |
| 12/17/2010 9:15 | N | R_LH2SES_1 | 33.24 |
| 12/17/2010 9:15 | N | AUTO_EPS_390 | 33.3 |
| 12/17/2010 9:20 | N | DC_ROAD_L_B | 26.43 |
| 12/17/2010 9:20 | N | DC_EGPS_L_A | 30.35 |
| 12/17/2010 9:20 | N | H_HOLLOW_E_1 | 32.93 |
| 12/17/2010 9:20 | N | HHOLLOW4_E_1 | 32.93 |
| 12/17/2010 9:20 | N | R_LH2SES_1 | 33.26 |
| 12/17/2010 9:20 | N | AUTO_EPS_390 | 33.33 |
| 12/17/2010 9:25 | N | DC_ROAD_L_B | 26.17 |
| 12/17/2010 9:25 | N | DC_EGPS_L_A | 31.85 |
| 12/17/2010 9:25 | N | H_HOLLOW_E_1 | 33.31 |
| 12/17/2010 9:25 | N | HHOLLOW4_E_1 | 33.31 |
| 12/17/2010 9:25 | N | R_LH2SES_1 | 33.64 |
| 12/17/2010 9:25 | N | AUTO_EPS_390 | 33.7 |
| 12/17/2010 9:30 | N | DC_ROAD_L_B | 25.92 |
| 12/17/2010 9:30 | N | DC_EGPS_L_A | 30.01 |
| 12/17/2010 9:30 | N | H_HOLLOW_E_1 | 33.72 |
| 12/17/2010 9:30 | N | HHOLLOW4_E_1 | 33.72 |
| 12/17/2010 9:30 | N | R_LH2SES_1 | 34.06 |
| 12/17/2010 9:30 | N | AUTO_EPS_390 | 34.11 |
| 12/17/2010 9:35 | N | DC_ROAD_L_B | 25.87 |
| 12/17/2010 9:35 | N | DC_EGPS_L_A | 29.92 |
| 12/17/2010 9:35 | N | H_HOLLOW_E_1 | 33.58 |
| 12/17/2010 9:35 | N | HHOLLOW4_E_1 | 33.58 |
| 12/17/2010 9:35 | N | R_LH2SES_1 | 33.92 |
| 12/17/2010 9:35 | N | AUTO_EPS_390 | 33.97 |
| 12/17/2010 9:40 | N | DC_ROAD_L_B | 25.92 |
| 12/17/2010 9:40 | N | DC_EGPS_L_A | 29.82 |
| 12/17/2010 9:40 | N | H_HOLLOW_E_1 | 33.1 |
| 12/17/2010 9:40 | N | HHOLLOW4_E_1 | 33.1 |

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|---|---|---|---|
| 12/17/2010 9:40 | N | R_LH2SES_1 | 33.44 |
| 12/17/2010 9:40 | N | AUTO_EPS_390 | 33.51 |
| 12/17/2010 9:45 | N | DC_ROAD_L_B | 25.8 |
| 12/17/2010 9:45 | N | DC_EGPS_L_A | 29.68 |
| 12/17/2010 9:45 | N | H_HOLLOW_E_1 | 33.15 |
| 12/17/2010 9:45 | N | HHOLLOW4_E_1 | 33.15 |
| 12/17/2010 9:45 | N | R_LH2SES_1 | 33.5 |
| 12/17/2010 9:45 | N | AUTO_EPS_390 | 33.56 |
| 12/17/2010 9:50 | N | DC_ROAD_L_B | 25.9 |
| 12/17/2010 9:50 | N | DC_EGPS_L_A | 29.82 |
| 12/17/2010 9:50 | N | H_HOLLOW_E_1 | 33.28 |
| 12/17/2010 9:50 | N | HHOLLOW4_E_1 | 33.28 |
| 12/17/2010 9:50 | N | R_LH2SES_1 | 33.64 |
| 12/17/2010 9:50 | N | AUTO_EPS_390 | 33.7 |
| 12/17/2010 9:55 | N | DC_ROAD_L_B | 26 |
| 12/17/2010 9:55 | N | DC_EGPS_L_A | 29.98 |
| 12/17/2010 9:55 | N | H_HOLLOW_E_1 | 33.49 |
| 12/17/2010 9:55 | N | HHOLLOW4_E_1 | 33.49 |
| 12/17/2010 9:55 | N | R_LH2SES_1 | 33.88 |
| 12/17/2010 9:55 | N | AUTO_EPS_390 | 33.95 |
| 12/17/2010 10:00 | N | DC_ROAD_L_B | 25.61 |
| 12/17/2010 10:00 | N | DC_EGPS_L_A | 28.28 |
| 12/17/2010 10:00 | N | H_HOLLOW_E_1 | 32.75 |
| 12/17/2010 10:00 | N | HHOLLOW4_E_1 | 32.75 |
| 12/17/2010 10:00 | N | R_LH2SES_1 | 33.17 |
| 12/17/2010 10:00 | N | AUTO_EPS_390 | 33.25 |
| 12/17/2010 10:05 | N | DC_ROAD_L_B | 26.2 |
| 12/17/2010 10:05 | N | DC_EGPS_L_A | 30.06 |
| 12/17/2010 10:05 | N | H_HOLLOW_E_1 | 32.5 |
| 12/17/2010 10:05 | N | HHOLLOW4_E_1 | 32.5 |
| 12/17/2010 10:05 | N | R_LH2SES_1 | 32.91 |
| 12/17/2010 10:05 | N | AUTO_EPS_390 | 33.01 |
| 12/17/2010 10:10 | N | DC_ROAD_L_B | 26.06 |
| 12/17/2010 10:10 | N | DC_EGPS_L_A | 30.06 |
| 12/17/2010 10:10 | N | H_HOLLOW_E_1 | 33.17 |
| 12/17/2010 10:10 | N | HHOLLOW4_E_1 | 33.17 |
| 12/17/2010 10:10 | N | R_LH2SES_1 | 33.55 |
| 12/17/2010 10:10 | N | AUTO_EPS_390 | 33.63 |
| 12/17/2010 10:15 | N | DC_ROAD_L_B | 26 |
| 12/17/2010 10:15 | N | DC_EGPS_L_A | 29.87 |
| 12/17/2010 10:15 | N | H_HOLLOW_E_1 | 32.58 |
| 12/17/2010 10:15 | N | HHOLLOW4_E_1 | 32.58 |
| 12/17/2010 10:15 | N | R_LH2SES_1 | 33.01 |
| 12/17/2010 10:15 | N | AUTO_EPS_390 | 33.12 |
| 12/17/2010 10:20 | N | DC_ROAD_L_B | 25.77 |
| 12/17/2010 10:20 | N | DC_EGPS_L_A | 28.81 |
| 12/17/2010 10:20 | N | H_HOLLOW_E_1 | 31.57 |

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|---|---|---|---|
| 12/17/2010 10:20 | N | HHOLLOW4_E_1 | 31.57 |
| 12/17/2010 10:20 | N | R_LH2SES_1 | 31.96 |
| 12/17/2010 10:20 | N | AUTO_EPS_390 | 32.06 |
| 12/17/2010 10:25 | N | DC_ROAD_L_B | 25.54 |
| 12/17/2010 10:25 | N | DC_EGPS_L_A | 26.98 |
| 12/17/2010 10:25 | N | H_HOLLOW_E_1 | 31.45 |
| 12/17/2010 10:25 | N | HHOLLOW4_E_1 | 31.45 |
| 12/17/2010 10:25 | N | R_LH2SES_1 | 31.89 |
| 12/17/2010 10:25 | N | AUTO_EPS_390 | 31.98 |
| 12/17/2010 10:30 | N | DC_ROAD_L_B | 25.93 |
| 12/17/2010 10:30 | N | DC_EGPS_L_A | 29.07 |
| 12/17/2010 10:30 | N | H_HOLLOW_E_1 | 31.63 |
| 12/17/2010 10:30 | N | HHOLLOW4_E_1 | 31.63 |
| 12/17/2010 10:30 | N | R_LH2SES_1 | 32.01 |
| 12/17/2010 10:30 | N | AUTO_EPS_390 | 32.1 |
| 12/17/2010 10:35 | N | DC_ROAD_L_B | 25.64 |
| 12/17/2010 10:35 | N | DC_EGPS_L_A | 27.01 |
| 12/17/2010 10:35 | N | H_HOLLOW_E_1 | 31.25 |
| 12/17/2010 10:35 | N | HHOLLOW4_E_1 | 31.25 |
| 12/17/2010 10:35 | N | R_LH2SES_1 | 31.67 |
| 12/17/2010 10:35 | N | AUTO_EPS_390 | 31.76 |
| 12/17/2010 10:40 | N | DC_ROAD_L_B | 25.84 |
| 12/17/2010 10:40 | N | DC_EGPS_L_A | 27.37 |
| 12/17/2010 10:40 | N | H_HOLLOW_E_1 | 32.15 |
| 12/17/2010 10:40 | N | HHOLLOW4_E_1 | 32.15 |
| 12/17/2010 10:40 | N | R_LH2SES_1 | 32.61 |
| 12/17/2010 10:40 | N | AUTO_EPS_390 | 32.7 |
| 12/17/2010 10:45 | N | DC_ROAD_L_B | 25.92 |
| 12/17/2010 10:45 | N | DC_EGPS_L_A | 27.36 |
| 12/17/2010 10:45 | N | H_HOLLOW_E_1 | 31.9 |
| 12/17/2010 10:45 | N | HHOLLOW4_E_1 | 31.9 |
| 12/17/2010 10:45 | N | R_LH2SES_1 | 32.33 |
| 12/17/2010 10:45 | N | AUTO_EPS_390 | 32.41 |
| 12/17/2010 10:50 | N | DC_ROAD_L_B | 25.85 |
| 12/17/2010 10:50 | N | DC_EGPS_L_A | 27.26 |
| 12/17/2010 10:50 | N | H_HOLLOW_E_1 | 31.72 |
| 12/17/2010 10:50 | N | HHOLLOW4_E_1 | 31.72 |
| 12/17/2010 10:50 | N | R_LH2SES_1 | 32.14 |
| 12/17/2010 10:50 | N | AUTO_EPS_390 | 32.23 |
| 12/17/2010 10:55 | N | DC_ROAD_L_B | 25.81 |
| 12/17/2010 10:55 | N | DC_EGPS_L_A | 27.27 |
| 12/17/2010 10:55 | N | H_HOLLOW_E_1 | 31.9 |
| 12/17/2010 10:55 | N | HHOLLOW4_E_1 | 31.9 |
| 12/17/2010 10:55 | N | R_LH2SES_1 | 32.34 |
| 12/17/2010 10:55 | N | AUTO_EPS_390 | 32.42 |
| 12/17/2010 11:00 | N | DC_ROAD_L_B | 25.77 |
| 12/17/2010 11:00 | N | DC_EGPS_L_A | 27.32 |

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|---|---|---|---|
| 12/17/2010 11:00 | N | H_HOLLOW_E_1 | 32.22 |
| 12/17/2010 11:00 | N | HHOLLOW4_E_1 | 32.22 |
| 12/17/2010 11:00 | N | R_LH2SES_1 | 32.69 |
| 12/17/2010 11:00 | N | AUTO_EPS_390 | 32.8 |
| 12/17/2010 11:05 | N | DC_ROAD_L_B | 25.66 |
| 12/17/2010 11:05 | N | DC_EGPS_L_A | 27.28 |
| 12/17/2010 11:05 | N | H_HOLLOW_E_1 | 32.36 |
| 12/17/2010 11:05 | N | HHOLLOW4_E_1 | 32.36 |
| 12/17/2010 11:05 | N | R_LH2SES_1 | 32.86 |
| 12/17/2010 11:05 | N | AUTO_EPS_390 | 32.97 |
| 12/17/2010 11:10 | N | DC_ROAD_L_B | 25.6 |
| 12/17/2010 11:10 | N | DC_EGPS_L_A | 27.25 |
| 12/17/2010 11:10 | N | H_HOLLOW_E_1 | 32.45 |
| 12/17/2010 11:10 | N | HHOLLOW4_E_1 | 32.45 |
| 12/17/2010 11:10 | N | R_LH2SES_1 | 32.96 |
| 12/17/2010 11:10 | N | AUTO_EPS_390 | 33.07 |
| 12/17/2010 11:15 | N | DC_ROAD_L_B | 25.74 |
| 12/17/2010 11:15 | N | DC_EGPS_L_A | 27.39 |
| 12/17/2010 11:15 | N | H_HOLLOW_E_1 | 32.65 |
| 12/17/2010 11:15 | N | HHOLLOW4_E_1 | 32.65 |
| 12/17/2010 11:15 | N | R_LH2SES_1 | 33.16 |
| 12/17/2010 11:15 | N | AUTO_EPS_390 | 33.27 |
| 12/17/2010 11:20 | N | DC_ROAD_L_B | 25.82 |
| 12/17/2010 11:20 | N | DC_EGPS_L_A | 27.36 |
| 12/17/2010 11:20 | N | H_HOLLOW_E_1 | 32.24 |
| 12/17/2010 11:20 | N | HHOLLOW4_E_1 | 32.24 |
| 12/17/2010 11:20 | N | R_LH2SES_1 | 32.71 |
| 12/17/2010 11:20 | N | AUTO_EPS_390 | 32.82 |
| 12/17/2010 11:25 | N | DC_ROAD_L_B | 26.01 |
| 12/17/2010 11:25 | N | DC_EGPS_L_A | 27.29 |
| 12/17/2010 11:25 | N | H_HOLLOW_E_1 | 31.34 |
| 12/17/2010 11:25 | N | HHOLLOW4_E_1 | 31.34 |
| 12/17/2010 11:25 | N | R_LH2SES_1 | 31.74 |
| 12/17/2010 11:25 | N | AUTO_EPS_390 | 31.82 |
| 12/17/2010 11:30 | N | DC_ROAD_L_B | 25.85 |
| 12/17/2010 11:30 | N | DC_EGPS_L_A | 27.45 |
| 12/17/2010 11:30 | N | H_HOLLOW_E_1 | 32.12 |
| 12/17/2010 11:30 | N | HHOLLOW4_E_1 | 32.12 |
| 12/17/2010 11:30 | N | R_LH2SES_1 | 32.58 |
| 12/17/2010 11:30 | N | AUTO_EPS_390 | 32.69 |
| 12/17/2010 11:35 | N | DC_ROAD_L_B | 25.69 |
| 12/17/2010 11:35 | N | DC_EGPS_L_A | 27.37 |
| 12/17/2010 11:35 | N | H_HOLLOW_E_1 | 32.09 |
| 12/17/2010 11:35 | N | HHOLLOW4_E_1 | 32.09 |
| 12/17/2010 11:35 | N | R_LH2SES_1 | 32.56 |
| 12/17/2010 11:35 | N | AUTO_EPS_390 | 32.67 |
| 12/17/2010 11:40 | N | DC_ROAD_L_B | 25.64 |

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| 12/17/2010 11:40 | N | DC_EGPS_L_A | 29.26 |
| 12/17/2010 11:40 | N | H_HOLLOW_E_1 | 32.24 |
| 12/17/2010 11:40 | N | HHOLLOW4_E_1 | 32.24 |
| 12/17/2010 11:40 | N | R_LH2SES_1 | 32.72 |
| 12/17/2010 11:40 | N | AUTO_EPS_390 | 32.83 |
| 12/17/2010 11:45 | N | DC_ROAD_L_B | 25.47 |
| 12/17/2010 11:45 | N | DC_EGPS_L_A | 29.13 |
| 12/17/2010 11:45 | N | H_HOLLOW_E_1 | 32.23 |
| 12/17/2010 11:45 | N | HHOLLOW4_E_1 | 32.23 |
| 12/17/2010 11:45 | N | R_LH2SES_1 | 32.73 |
| 12/17/2010 11:45 | N | AUTO_EPS_390 | 32.84 |
| 12/17/2010 11:50 | N | DC_ROAD_L_B | 24.96 |
| 12/17/2010 11:50 | N | DC_EGPS_L_A | 28.45 |
| 12/17/2010 11:50 | N | H_HOLLOW_E_1 | 30.98 |
| 12/17/2010 11:50 | N | HHOLLOW4_E_1 | 30.98 |
| 12/17/2010 11:50 | N | R_LH2SES_1 | 31.42 |
| 12/17/2010 11:50 | N | AUTO_EPS_390 | 31.52 |
| 12/17/2010 11:55 | N | DC_ROAD_L_B | 24.98 |
| 12/17/2010 11:55 | N | DC_EGPS_L_A | 26.48 |
| 12/17/2010 11:55 | N | H_HOLLOW_E_1 | 30.75 |
| 12/17/2010 11:55 | N | HHOLLOW4_E_1 | 30.75 |
| 12/17/2010 11:55 | N | R_LH2SES_1 | 31.18 |
| 12/17/2010 11:55 | N | AUTO_EPS_390 | 31.28 |
| 12/17/2010 12:00 | N | DC_ROAD_L_B | 24.98 |
| 12/17/2010 12:00 | N | DC_EGPS_L_A | 26.4 |
| 12/17/2010 12:00 | N | H_HOLLOW_E_1 | 30.44 |
| 12/17/2010 12:00 | N | HHOLLOW4_E_1 | 30.44 |
| 12/17/2010 12:00 | N | R_LH2SES_1 | 30.84 |
| 12/17/2010 12:00 | N | AUTO_EPS_390 | 30.93 |
| 12/17/2010 12:05 | N | DC_ROAD_L_B | 25.67 |
| 12/17/2010 12:05 | N | DC_EGPS_L_A | 28.89 |
| 12/17/2010 12:05 | N | H_HOLLOW_E_1 | 30.56 |
| 12/17/2010 12:05 | N | HHOLLOW4_E_1 | 30.56 |
| 12/17/2010 12:05 | N | R_LH2SES_1 | 30.92 |
| 12/17/2010 12:05 | N | AUTO_EPS_390 | 31 |
| 12/17/2010 12:10 | N | DC_ROAD_L_B | 26.2 |
| 12/17/2010 12:10 | N | DC_EGPS_L_A | 27.32 |
| 12/17/2010 12:10 | N | H_HOLLOW_E_1 | 30.41 |
| 12/17/2010 12:10 | N | HHOLLOW4_E_1 | 30.41 |
| 12/17/2010 12:10 | N | R_LH2SES_1 | 30.72 |
| 12/17/2010 12:10 | N | AUTO_EPS_390 | 30.79 |
| 12/17/2010 12:15 | N | DC_ROAD_L_B | 26.18 |
| 12/17/2010 12:15 | N | DC_EGPS_L_A | 29.26 |
| 12/17/2010 12:15 | N | H_HOLLOW_E_1 | 30.51 |
| 12/17/2010 12:15 | N | HHOLLOW4_E_1 | 30.51 |
| 12/17/2010 12:15 | N | R_LH2SES_1 | 30.83 |
| 12/17/2010 12:15 | N | AUTO_EPS_390 | 30.9 |

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| 12/17/2010 12:18 | N | DC_ROAD_L_B | 26.01 |
| 12/17/2010 12:18 | N | DC_EGPS_L_A | 27.23 |
| 12/17/2010 12:18 | N | H_HOLLOW_E_1 | 31.09 |
| 12/17/2010 12:18 | N | HHOLLOW4_E_1 | 31.09 |
| 12/17/2010 12:18 | N | R_LH2SES_1 | 31.46 |
| 12/17/2010 12:18 | N | AUTO_EPS_390 | 31.54 |
| 12/17/2010 12:20 | N | DC_ROAD_L_B | 26 |
| 12/17/2010 12:20 | N | DC_EGPS_L_A | 27.2 |
| 12/17/2010 12:20 | N | H_HOLLOW_E_1 | 31 |
| 12/17/2010 12:20 | N | HHOLLOW4_E_1 | 31 |
| 12/17/2010 12:20 | N | R_LH2SES_1 | 31.37 |
| 12/17/2010 12:20 | N | AUTO_EPS_390 | 31.46 |
| 12/17/2010 12:25 | N | DC_ROAD_L_B | 25.28 |
| 12/17/2010 12:25 | N | DC_EGPS_L_A | 26.55 |
| 12/17/2010 12:25 | N | H_HOLLOW_E_1 | 30.56 |
| 12/17/2010 12:25 | N | HHOLLOW4_E_1 | 30.56 |
| 12/17/2010 12:25 | N | R_LH2SES_1 | 30.95 |
| 12/17/2010 12:25 | N | AUTO_EPS_390 | 31.04 |
| 12/17/2010 12:30 | N | DC_ROAD_L_B | 25.18 |
| 12/17/2010 12:30 | N | DC_EGPS_L_A | 26.41 |
| 12/17/2010 12:30 | N | H_HOLLOW_E_1 | 30.31 |
| 12/17/2010 12:30 | N | HHOLLOW4_E_1 | 30.31 |
| 12/17/2010 12:30 | N | R_LH2SES_1 | 30.69 |
| 12/17/2010 12:30 | N | AUTO_EPS_390 | 30.77 |
| 12/17/2010 12:35 | N | DC_ROAD_L_B | 24.11 |
| 12/17/2010 12:35 | N | DC_EGPS_L_A | 25.47 |
| 12/17/2010 12:35 | N | H_HOLLOW_E_1 | 29.95 |
| 12/17/2010 12:35 | N | HHOLLOW4_E_1 | 29.95 |
| 12/17/2010 12:35 | N | R_LH2SES_1 | 30.3 |
| 12/17/2010 12:35 | N | AUTO_EPS_390 | 30.36 |
| 12/17/2010 12:40 | N | DC_ROAD_L_B | 19.02 |
| 12/17/2010 12:40 | N | DC_EGPS_L_A | 22.36 |
| 12/17/2010 12:40 | N | H_HOLLOW_E_1 | 36.94 |
| 12/17/2010 12:40 | N | HHOLLOW4_E_1 | 36.94 |
| 12/17/2010 12:40 | N | R_LH2SES_1 | 36.48 |
| 12/17/2010 12:40 | N | AUTO_EPS_390 | 36.02 |
| 12/17/2010 12:45 | N | DC_ROAD_L_B | 19.6 |
| 12/17/2010 12:45 | N | DC_EGPS_L_A | 22.87 |
| 12/17/2010 12:45 | N | H_HOLLOW_E_1 | 36.8 |
| 12/17/2010 12:45 | N | HHOLLOW4_E_1 | 36.8 |
| 12/17/2010 12:45 | N | R_LH2SES_1 | 36.46 |
| 12/17/2010 12:45 | N | AUTO_EPS_390 | 36.07 |
| 12/17/2010 12:50 | N | DC_ROAD_L_B | 25.17 |
| 12/17/2010 12:50 | N | DC_EGPS_L_A | 26.51 |
| 12/17/2010 12:50 | N | H_HOLLOW_E_1 | 31.66 |
| 12/17/2010 12:50 | N | HHOLLOW4_E_1 | 31.66 |
| 12/17/2010 12:50 | N | R_LH2SES_1 | 31.73 |

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| 12/17/2010 12:50 | N | AUTO_EPS_390 | 31.66 |
| 12/17/2010 12:55 | N | DC_ROAD_L_B | 25.84 |
| 12/17/2010 12:55 | N | DC_EGPS_L_A | 26.67 |
| 12/17/2010 12:55 | N | H_HOLLOW_E_1 | 29.29 |
| 12/17/2010 12:55 | N | HHOLLOW4_E_1 | 29.29 |
| 12/17/2010 12:55 | N | R_LH2SES_1 | 29.54 |
| 12/17/2010 12:55 | N | AUTO_EPS_390 | 29.6 |
| 12/17/2010 13:00 | N | DC_ROAD_L_B | 25.64 |
| 12/17/2010 13:00 | N | DC_EGPS_L_A | 26.4 |
| 12/17/2010 13:00 | N | H_HOLLOW_E_1 | 28.82 |
| 12/17/2010 13:00 | N | HHOLLOW4_E_1 | 28.82 |
| 12/17/2010 13:00 | N | R_LH2SES_1 | 29.06 |
| 12/17/2010 13:00 | N | AUTO_EPS_390 | 29.11 |
| 12/17/2010 13:05 | N | DC_ROAD_L_B | 25.97 |
| 12/17/2010 13:05 | N | DC_EGPS_L_A | 26.61 |
| 12/17/2010 13:05 | N | H_HOLLOW_E_1 | 28.66 |
| 12/17/2010 13:05 | N | HHOLLOW4_E_1 | 28.66 |
| 12/17/2010 13:05 | N | R_LH2SES_1 | 28.86 |
| 12/17/2010 13:05 | N | AUTO_EPS_390 | 28.9 |
| 12/17/2010 13:10 | N | DC_ROAD_L_B | 26.43 |
| 12/17/2010 13:10 | N | DC_EGPS_L_A | 26.81 |
| 12/17/2010 13:10 | N | H_HOLLOW_E_1 | 28.01 |
| 12/17/2010 13:10 | N | HHOLLOW4_E_1 | 28.01 |
| 12/17/2010 13:10 | N | R_LH2SES_1 | 28.13 |
| 12/17/2010 13:10 | N | AUTO_EPS_390 | 28.15 |
| 12/17/2010 13:15 | N | DC_ROAD_L_B | 25 |
| 12/17/2010 13:15 | N | DC_EGPS_L_A | 25.75 |
| 12/17/2010 13:15 | N | H_HOLLOW_E_1 | 28.12 |
| 12/17/2010 13:15 | N | HHOLLOW4_E_1 | 28.12 |
| 12/17/2010 13:15 | N | R_LH2SES_1 | 28.35 |
| 12/17/2010 13:15 | N | AUTO_EPS_390 | 28.4 |
| 12/17/2010 13:20 | N | DC_ROAD_L_B | 17.43 |
| 12/17/2010 13:20 | N | DC_EGPS_L_A | 19.85 |
| 12/17/2010 13:20 | N | H_HOLLOW_E_1 | 27.51 |
| 12/17/2010 13:20 | N | HHOLLOW4_E_1 | 27.51 |
| 12/17/2010 13:20 | N | R_LH2SES_1 | 28.25 |
| 12/17/2010 13:20 | N | AUTO_EPS_390 | 28.42 |
| 12/17/2010 13:25 | N | DC_ROAD_L_B | 14.81 |
| 12/17/2010 13:25 | N | DC_EGPS_L_A | 18.01 |
| 12/17/2010 13:25 | N | H_HOLLOW_E_1 | 28.15 |
| 12/17/2010 13:25 | N | HHOLLOW4_E_1 | 28.15 |
| 12/17/2010 13:25 | N | R_LH2SES_1 | 29.13 |
| 12/17/2010 13:25 | N | AUTO_EPS_390 | 29.35 |
| 12/17/2010 13:30 | N | DC_ROAD_L_B | 20.43 |
| 12/17/2010 13:30 | N | DC_EGPS_L_A | 22.37 |
| 12/17/2010 13:30 | N | H_HOLLOW_E_1 | 28.54 |
| 12/17/2010 13:30 | N | HHOLLOW4_E_1 | 28.54 |

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| 12/17/2010 13:30 | N | R_LH2SES_1 | 29.14 |
| 12/17/2010 13:30 | N | AUTO_EPS_390 | 29.27 |
| 12/17/2010 13:35 | N | DC_ROAD_L_B | 24.44 |
| 12/17/2010 13:35 | N | DC_EGPS_L_A | 25.45 |
| 12/17/2010 13:35 | N | H_HOLLOW_E_1 | 28.66 |
| 12/17/2010 13:35 | N | HHOLLOW4_E_1 | 28.66 |
| 12/17/2010 13:35 | N | R_LH2SES_1 | 28.98 |
| 12/17/2010 13:35 | N | AUTO_EPS_390 | 29.04 |
| 12/17/2010 13:40 | N | DC_ROAD_L_B | 26.73 |
| 12/17/2010 13:40 | N | DC_EGPS_L_A | 26.98 |
| 12/17/2010 13:40 | N | H_HOLLOW_E_1 | 27.75 |
| 12/17/2010 13:40 | N | HHOLLOW4_E_1 | 27.75 |
| 12/17/2010 13:40 | N | R_LH2SES_1 | 27.82 |
| 12/17/2010 13:40 | N | AUTO_EPS_390 | 27.84 |
| 12/17/2010 13:50 | N | DC_ROAD_L_B | 25.55 |
| 12/17/2010 13:50 | N | DC_EGPS_L_A | 25.75 |
| 12/17/2010 13:50 | N | H_HOLLOW_E_1 | 26.39 |
| 12/17/2010 13:50 | N | HHOLLOW4_E_1 | 26.39 |
| 12/17/2010 13:50 | N | R_LH2SES_1 | 26.45 |
| 12/17/2010 13:50 | N | AUTO_EPS_390 | 26.47 |
| 12/17/2010 13:55 | N | DC_ROAD_L_B | 23.79 |
| 12/17/2010 13:55 | N | DC_EGPS_L_A | 24.42 |
| 12/17/2010 13:55 | N | H_HOLLOW_E_1 | 26.41 |
| 12/17/2010 13:55 | N | HHOLLOW4_E_1 | 26.41 |
| 12/17/2010 13:55 | N | R_LH2SES_1 | 26.61 |
| 12/17/2010 13:55 | N | AUTO_EPS_390 | 26.65 |
| 12/17/2010 14:00 | N | DC_ROAD_L_B | 21.78 |
| 12/17/2010 14:00 | N | DC_EGPS_L_A | 23 |
| 12/17/2010 14:00 | N | H_HOLLOW_E_1 | 26.86 |
| 12/17/2010 14:00 | N | HHOLLOW4_E_1 | 26.86 |
| 12/17/2010 14:00 | N | R_LH2SES_1 | 27.23 |
| 12/17/2010 14:00 | N | AUTO_EPS_390 | 27.32 |
| 12/17/2010 14:05 | N | DC_ROAD_L_B | 23.86 |
| 12/17/2010 14:05 | N | DC_EGPS_L_A | 24.76 |
| 12/17/2010 14:05 | N | H_HOLLOW_E_1 | 27.63 |
| 12/17/2010 14:05 | N | HHOLLOW4_E_1 | 27.63 |
| 12/17/2010 14:05 | N | R_LH2SES_1 | 27.91 |
| 12/17/2010 14:05 | N | AUTO_EPS_390 | 27.97 |
| 12/17/2010 14:10 | N | DC_ROAD_L_B | 23.72 |
| 12/17/2010 14:10 | N | DC_EGPS_L_A | 24.65 |
| 12/17/2010 14:10 | N | H_HOLLOW_E_1 | 27.6 |
| 12/17/2010 14:10 | N | HHOLLOW4_E_1 | 27.6 |
| 12/17/2010 14:10 | N | R_LH2SES_1 | 27.89 |
| 12/17/2010 14:10 | N | AUTO_EPS_390 | 27.95 |
| 12/17/2010 14:15 | N | DC_ROAD_L_B | 24.44 |
| 12/17/2010 14:15 | N | DC_EGPS_L_A | 25.21 |
| 12/17/2010 14:15 | N | H_HOLLOW_E_1 | 27.63 |

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|---|---|---|---|
| 12/17/2010 14:15 | N | HHOLLOW4_E_1 | 27.63 |
| 12/17/2010 14:15 | N | R_LH2SES_1 | 27.87 |
| 12/17/2010 14:15 | N | AUTO_EPS_390 | 27.92 |
| 12/17/2010 14:20 | N | DC_ROAD_L_B | 25.74 |
| 12/17/2010 14:20 | N | DC_EGPS_L_A | 25.98 |
| 12/17/2010 14:20 | N | H_HOLLOW_E_1 | 26.73 |
| 12/17/2010 14:20 | N | HHOLLOW4_E_1 | 26.73 |
| 12/17/2010 14:20 | N | R_LH2SES_1 | 26.8 |
| 12/17/2010 14:20 | N | AUTO_EPS_390 | 26.82 |
| 12/17/2010 14:35 | N | DC_ROAD_L_B | 23.41 |
| 12/17/2010 14:35 | N | DC_EGPS_L_A | 23.96 |
| 12/17/2010 14:35 | N | H_HOLLOW_E_1 | 25.69 |
| 12/17/2010 14:35 | N | HHOLLOW4_E_1 | 25.69 |
| 12/17/2010 14:35 | N | R_LH2SES_1 | 25.86 |
| 12/17/2010 14:35 | N | AUTO_EPS_390 | 25.9 |
| 12/17/2010 14:40 | N | DC_ROAD_L_B | 23.36 |
| 12/17/2010 14:40 | N | DC_EGPS_L_A | 23.99 |
| 12/17/2010 14:40 | N | H_HOLLOW_E_1 | 26.01 |
| 12/17/2010 14:40 | N | HHOLLOW4_E_1 | 26.01 |
| 12/17/2010 14:40 | N | R_LH2SES_1 | 26.2 |
| 12/17/2010 14:40 | N | AUTO_EPS_390 | 26.24 |
| 12/17/2010 14:45 | N | DC_ROAD_L_B | 23.03 |
| 12/17/2010 14:45 | N | DC_EGPS_L_A | 23.79 |
| 12/17/2010 14:45 | N | H_HOLLOW_E_1 | 26.22 |
| 12/17/2010 14:45 | N | HHOLLOW4_E_1 | 26.22 |
| 12/17/2010 14:45 | N | R_LH2SES_1 | 26.46 |
| 12/17/2010 14:45 | N | AUTO_EPS_390 | 26.51 |
| 12/17/2010 14:50 | N | DC_ROAD_L_B | 23.33 |
| 12/17/2010 14:50 | N | DC_EGPS_L_A | 24.12 |
| 12/17/2010 14:50 | N | H_HOLLOW_E_1 | 26.62 |
| 12/17/2010 14:50 | N | HHOLLOW4_E_1 | 26.62 |
| 12/17/2010 14:50 | N | R_LH2SES_1 | 26.87 |
| 12/17/2010 14:50 | N | AUTO_EPS_390 | 26.92 |
| 12/17/2010 14:55 | N | DC_ROAD_L_B | 23.71 |
| 12/17/2010 14:55 | N | DC_EGPS_L_A | 24.29 |
| 12/17/2010 14:55 | N | H_HOLLOW_E_1 | 26.15 |
| 12/17/2010 14:55 | N | HHOLLOW4_E_1 | 26.15 |
| 12/17/2010 14:55 | N | R_LH2SES_1 | 26.34 |
| 12/17/2010 14:55 | N | AUTO_EPS_390 | 26.38 |
| 12/17/2010 15:10 | N | DC_ROAD_L_B | 25.77 |
| 12/17/2010 15:10 | N | DC_EGPS_L_A | 25.89 |
| 12/17/2010 15:10 | N | H_HOLLOW_E_1 | 26.26 |
| 12/17/2010 15:10 | N | HHOLLOW4_E_1 | 26.26 |
| 12/17/2010 15:10 | N | R_LH2SES_1 | 26.29 |
| 12/17/2010 15:10 | N | AUTO_EPS_390 | 26.3 |
| 12/17/2010 15:15 | N | DC_ROAD_L_B | 23.35 |
| 12/17/2010 15:15 | N | DC_EGPS_L_A | 24.06 |

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| 12/17/2010 15:15 | N | H_HOLLOW_E_1 | 26.3 |
| 12/17/2010 15:15 | N | HHOLLOW4_E_1 | 26.3 |
| 12/17/2010 15:15 | N | R_LH2SES_1 | 26.51 |
| 12/17/2010 15:15 | N | AUTO_EPS_390 | 26.56 |
| 12/17/2010 15:20 | N | DC_ROAD_L_B | 23.06 |
| 12/17/2010 15:20 | N | DC_EGPS_L_A | 24.04 |
| 12/17/2010 15:20 | N | H_HOLLOW_E_1 | 27.14 |
| 12/17/2010 15:20 | N | HHOLLOW4_E_1 | 27.14 |
| 12/17/2010 15:20 | N | R_LH2SES_1 | 27.45 |
| 12/17/2010 15:20 | N | AUTO_EPS_390 | 27.51 |
| 12/17/2010 15:25 | N | DC_ROAD_L_B | 22.77 |
| 12/17/2010 15:25 | N | DC_EGPS_L_A | 23.84 |
| 12/17/2010 15:25 | N | H_HOLLOW_E_1 | 27.22 |
| 12/17/2010 15:25 | N | HHOLLOW4_E_1 | 27.22 |
| 12/17/2010 15:25 | N | R_LH2SES_1 | 27.55 |
| 12/17/2010 15:25 | N | AUTO_EPS_390 | 27.62 |
| 12/17/2010 15:30 | N | DC_ROAD_L_B | 23.2 |
| 12/17/2010 15:30 | N | DC_EGPS_L_A | 24 |
| 12/17/2010 15:30 | N | H_HOLLOW_E_1 | 26.55 |
| 12/17/2010 15:30 | N | HHOLLOW4_E_1 | 26.55 |
| 12/17/2010 15:30 | N | R_LH2SES_1 | 26.8 |
| 12/17/2010 15:30 | N | AUTO_EPS_390 | 26.85 |
| 12/17/2010 15:35 | N | DC_ROAD_L_B | 25.78 |
| 12/17/2010 15:35 | N | DC_EGPS_L_A | 25.94 |
| 12/17/2010 15:35 | N | H_HOLLOW_E_1 | 26.43 |
| 12/17/2010 15:35 | N | HHOLLOW4_E_1 | 26.43 |
| 12/17/2010 15:35 | N | R_LH2SES_1 | 26.48 |
| 12/17/2010 15:35 | N | AUTO_EPS_390 | 26.49 |
| 12/17/2010 15:50 | N | DC_ROAD_L_B | 25.82 |
| 12/17/2010 15:50 | N | DC_EGPS_L_A | 25.89 |
| 12/17/2010 15:50 | N | H_HOLLOW_E_1 | 26.11 |
| 12/17/2010 15:50 | N | HHOLLOW4_E_1 | 26.11 |
| 12/17/2010 15:50 | N | R_LH2SES_1 | 26.13 |
| 12/17/2010 15:50 | N | AUTO_EPS_390 | 26.14 |
| 12/17/2010 15:55 | N | DC_ROAD_L_B | 23.54 |
| 12/17/2010 15:55 | N | DC_EGPS_L_A | 24.17 |
| 12/17/2010 15:55 | N | H_HOLLOW_E_1 | 26.16 |
| 12/17/2010 15:55 | N | HHOLLOW4_E_1 | 26.16 |
| 12/17/2010 15:55 | N | R_LH2SES_1 | 26.35 |
| 12/17/2010 15:55 | N | AUTO_EPS_390 | 26.4 |
| 12/17/2010 16:00 | N | DC_ROAD_L_B | 21.38 |
| 12/17/2010 16:00 | N | DC_EGPS_L_A | 22.61 |
| 12/17/2010 16:00 | N | H_HOLLOW_E_1 | 26.59 |
| 12/17/2010 16:00 | N | HHOLLOW4_E_1 | 26.59 |
| 12/17/2010 16:00 | N | R_LH2SES_1 | 26.94 |
| 12/17/2010 16:00 | N | AUTO_EPS_390 | 27.01 |
| 12/17/2010 16:05 | N | DC_ROAD_L_B | 23.47 |

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| 12/17/2010 16:05 | N | DC_EGPS_L_A | 24.37 |
| 12/17/2010 16:05 | N | H_HOLLOW_E_1 | 27.21 |
| 12/17/2010 16:05 | N | HHOLLOW4_E_1 | 27.21 |
| 12/17/2010 16:05 | N | R_LH2SES_1 | 27.49 |
| 12/17/2010 16:05 | N | AUTO_EPS_390 | 27.55 |
| 12/17/2010 16:10 | N | DC_ROAD_L_B | 23.88 |
| 12/17/2010 16:10 | N | DC_EGPS_L_A | 24.63 |
| 12/17/2010 16:10 | N | H_HOLLOW_E_1 | 27.01 |
| 12/17/2010 16:10 | N | HHOLLOW4_E_1 | 27.01 |
| 12/17/2010 16:10 | N | R_LH2SES_1 | 27.24 |
| 12/17/2010 16:10 | N | AUTO_EPS_390 | 27.29 |
| 12/17/2010 16:25 | N | DC_ROAD_L_B | 25.86 |
| 12/17/2010 16:25 | N | DC_EGPS_L_A | 25.92 |
| 12/17/2010 16:25 | N | H_HOLLOW_E_1 | 26.09 |
| 12/17/2010 16:25 | N | HHOLLOW4_E_1 | 26.09 |
| 12/17/2010 16:25 | N | R_LH2SES_1 | 26.11 |
| 12/17/2010 16:25 | N | AUTO_EPS_390 | 26.11 |
| 12/17/2010 16:30 | N | DC_ROAD_L_B | 23.71 |
| 12/17/2010 16:30 | N | DC_EGPS_L_A | 24.24 |
| 12/17/2010 16:30 | N | H_HOLLOW_E_1 | 25.92 |
| 12/17/2010 16:30 | N | HHOLLOW4_E_1 | 25.92 |
| 12/17/2010 16:30 | N | R_LH2SES_1 | 26.08 |
| 12/17/2010 16:30 | N | AUTO_EPS_390 | 26.12 |
| 12/17/2010 16:35 | N | DC_ROAD_L_B | 22.99 |
| 12/17/2010 16:35 | N | DC_EGPS_L_A | 23.72 |
| 12/17/2010 16:35 | N | H_HOLLOW_E_1 | 26.02 |
| 12/17/2010 16:35 | N | HHOLLOW4_E_1 | 26.02 |
| 12/17/2010 16:35 | N | R_LH2SES_1 | 26.24 |
| 12/17/2010 16:35 | N | AUTO_EPS_390 | 26.29 |
| 12/17/2010 16:40 | N | DC_ROAD_L_B | 23.14 |
| 12/17/2010 16:40 | N | DC_EGPS_L_A | 23.88 |
| 12/17/2010 16:40 | N | H_HOLLOW_E_1 | 26.21 |
| 12/17/2010 16:40 | N | HHOLLOW4_E_1 | 26.21 |
| 12/17/2010 16:40 | N | R_LH2SES_1 | 26.44 |
| 12/17/2010 16:40 | N | AUTO_EPS_390 | 26.49 |
| 12/17/2010 16:45 | N | DC_ROAD_L_B | 23.47 |
| 12/17/2010 16:45 | N | DC_EGPS_L_A | 24.15 |
| 12/17/2010 16:45 | N | H_HOLLOW_E_1 | 26.31 |
| 12/17/2010 16:45 | N | HHOLLOW4_E_1 | 26.31 |
| 12/17/2010 16:45 | N | R_LH2SES_1 | 26.52 |
| 12/17/2010 16:45 | N | AUTO_EPS_390 | 26.57 |
| 12/17/2010 16:50 | N | DC_ROAD_L_B | 25.12 |
| 12/17/2010 16:50 | N | DC_EGPS_L_A | 25.48 |
| 12/17/2010 16:50 | N | H_HOLLOW_E_1 | 26.63 |
| 12/17/2010 16:50 | N | HHOLLOW4_E_1 | 26.63 |
| 12/17/2010 16:50 | N | R_LH2SES_1 | 26.74 |
| 12/17/2010 16:50 | N | AUTO_EPS_390 | 26.77 |

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| 12/17/2010 16:55 | N | DC_ROAD_L_B | 24.33 |
| 12/17/2010 16:55 | N | DC_EGPS_L_A | 24.86 |
| 12/17/2010 16:55 | N | H_HOLLOW_E_1 | 26.52 |
| 12/17/2010 16:55 | N | HHOLLOW4_E_1 | 26.52 |
| 12/17/2010 16:55 | N | R_LH2SES_1 | 26.68 |
| 12/17/2010 16:55 | N | AUTO_EPS_390 | 26.72 |
| 12/17/2010 17:00 | N | DC_ROAD_L_B | 24.19 |
| 12/17/2010 17:00 | N | DC_EGPS_L_A | 24.73 |
| 12/17/2010 17:00 | N | H_HOLLOW_E_1 | 26.45 |
| 12/17/2010 17:00 | N | HHOLLOW4_E_1 | 26.45 |
| 12/17/2010 17:00 | N | R_LH2SES_1 | 26.61 |
| 12/17/2010 17:00 | N | AUTO_EPS_390 | 26.65 |
| 12/17/2010 17:05 | N | DC_ROAD_L_B | 25.7 |
| 12/17/2010 17:05 | N | DC_EGPS_L_A | 26.03 |
| 12/17/2010 17:05 | N | H_HOLLOW_E_1 | 27.06 |
| 12/17/2010 17:05 | N | HHOLLOW4_E_1 | 27.06 |
| 12/17/2010 17:05 | N | R_LH2SES_1 | 27.16 |
| 12/17/2010 17:05 | N | AUTO_EPS_390 | 27.18 |
| 12/17/2010 17:10 | N | DC_ROAD_L_B | 25.63 |
| 12/17/2010 17:10 | N | DC_EGPS_L_A | 26.12 |
| 12/17/2010 17:10 | N | H_HOLLOW_E_1 | 27.68 |
| 12/17/2010 17:10 | N | HHOLLOW4_E_1 | 27.68 |
| 12/17/2010 17:10 | N | R_LH2SES_1 | 27.83 |
| 12/17/2010 17:10 | N | AUTO_EPS_390 | 27.86 |
| 12/17/2010 17:15 | N | DC_ROAD_L_B | 25.56 |
| 12/17/2010 17:15 | N | DC_EGPS_L_A | 26.2 |
| 12/17/2010 17:15 | N | H_HOLLOW_E_1 | 28.22 |
| 12/17/2010 17:15 | N | HHOLLOW4_E_1 | 28.22 |
| 12/17/2010 17:15 | N | R_LH2SES_1 | 28.42 |
| 12/17/2010 17:15 | N | AUTO_EPS_390 | 28.46 |
| 12/17/2010 17:20 | N | DC_ROAD_L_B | 25.54 |
| 12/17/2010 17:20 | N | DC_EGPS_L_A | 26.24 |
| 12/17/2010 17:20 | N | H_HOLLOW_E_1 | 28.45 |
| 12/17/2010 17:20 | N | HHOLLOW4_E_1 | 28.45 |
| 12/17/2010 17:20 | N | R_LH2SES_1 | 28.67 |
| 12/17/2010 17:20 | N | AUTO_EPS_390 | 28.71 |
| 12/17/2010 17:25 | N | DC_ROAD_L_B | 25.52 |
| 12/17/2010 17:25 | N | DC_EGPS_L_A | 26.27 |
| 12/17/2010 17:25 | N | H_HOLLOW_E_1 | 28.67 |
| 12/17/2010 17:25 | N | HHOLLOW4_E_1 | 28.67 |
| 12/17/2010 17:25 | N | R_LH2SES_1 | 28.9 |
| 12/17/2010 17:25 | N | AUTO_EPS_390 | 28.95 |
| 12/17/2010 17:29 | N | DC_ROAD_L_B | 28.35 |
| 12/17/2010 17:29 | N | DC_EGPS_L_A | 29.27 |
| 12/17/2010 17:29 | N | H_HOLLOW_E_1 | 32.19 |
| 12/17/2010 17:29 | N | HHOLLOW4_E_1 | 32.19 |
| 12/17/2010 17:29 | N | R_LH2SES_1 | 32.47 |

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| 12/17/2010 17:29 | N | AUTO_EPS_390 | 32.54 |
| 12/17/2010 17:30 | N | DC_ROAD_L_B | 29.16 |
| 12/17/2010 17:30 | N | DC_EGPS_L_A | 30.46 |
| 12/17/2010 17:30 | N | H_HOLLOW_E_1 | 34.57 |
| 12/17/2010 17:30 | N | HHOLLOW4_E_1 | 34.57 |
| 12/17/2010 17:30 | N | R_LH2SES_1 | 34.98 |
| 12/17/2010 17:30 | N | AUTO_EPS_390 | 35.06 |
| 12/17/2010 17:35 | N | DC_ROAD_L_B | 27.32 |
| 12/17/2010 17:35 | N | DC_EGPS_L_A | 30.2 |
| 12/17/2010 17:35 | N | H_HOLLOW_E_1 | 39.34 |
| 12/17/2010 17:35 | N | HHOLLOW4_E_1 | 39.34 |
| 12/17/2010 17:35 | N | R_LH2SES_1 | 40.23 |
| 12/17/2010 17:35 | N | AUTO_EPS_390 | 40.42 |
| 12/17/2010 17:40 | N | DC_ROAD_L_B | 26.93 |
| 12/17/2010 17:40 | N | DC_EGPS_L_A | 35.17 |
| 12/17/2010 17:40 | N | H_HOLLOW_E_1 | 61.27 |
| 12/17/2010 17:40 | N | HHOLLOW4_E_1 | 61.27 |
| 12/17/2010 17:40 | N | R_LH2SES_1 | 63.81 |
| 12/17/2010 17:40 | N | AUTO_EPS_390 | 64.37 |
| 12/17/2010 17:45 | N | DC_ROAD_L_B | 29.73 |
| 12/17/2010 17:45 | N | DC_EGPS_L_A | 34.5 |
| 12/17/2010 17:45 | N | H_HOLLOW_E_1 | 49.87 |
| 12/17/2010 17:45 | N | HHOLLOW4_E_1 | 49.87 |
| 12/17/2010 17:45 | N | R_LH2SES_1 | 51.23 |
| 12/17/2010 17:45 | N | AUTO_EPS_390 | 51.51 |
| 12/17/2010 17:50 | N | DC_ROAD_L_B | 30.27 |
| 12/17/2010 17:50 | N | DC_EGPS_L_A | 33.65 |
| 12/17/2010 17:50 | N | H_HOLLOW_E_1 | 44.5 |
| 12/17/2010 17:50 | N | HHOLLOW4_E_1 | 44.5 |
| 12/17/2010 17:50 | N | R_LH2SES_1 | 45.48 |
| 12/17/2010 17:50 | N | AUTO_EPS_390 | 45.68 |
| 12/17/2010 17:55 | N | DC_ROAD_L_B | 30.65 |
| 12/17/2010 17:55 | N | DC_EGPS_L_A | 33.99 |
| 12/17/2010 17:55 | N | H_HOLLOW_E_1 | 44.68 |
| 12/17/2010 17:55 | N | HHOLLOW4_E_1 | 44.68 |
| 12/17/2010 17:55 | N | R_LH2SES_1 | 45.65 |
| 12/17/2010 17:55 | N | AUTO_EPS_390 | 45.86 |
| 12/17/2010 18:00 | N | DC_ROAD_L_B | 31.18 |
| 12/17/2010 18:00 | N | DC_EGPS_L_A | 33.03 |
| 12/17/2010 18:00 | N | H_HOLLOW_E_1 | 39.09 |
| 12/17/2010 18:00 | N | HHOLLOW4_E_1 | 39.09 |
| 12/17/2010 18:00 | N | R_LH2SES_1 | 39.59 |
| 12/17/2010 18:00 | N | AUTO_EPS_390 | 39.69 |
| 12/17/2010 18:05 | N | DC_ROAD_L_B | 31.3 |
| 12/17/2010 18:05 | N | DC_EGPS_L_A | 32.36 |
| 12/17/2010 18:05 | N | H_HOLLOW_E_1 | 35.74 |
| 12/17/2010 18:05 | N | HHOLLOW4_E_1 | 35.74 |

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| 12/17/2010 18:05 | N | R_LH2SES_1 | 36.05 |
| 12/17/2010 18:05 | N | AUTO_EPS_390 | 36.12 |
| 12/17/2010 18:10 | N | DC_ROAD_L_B | 31.01 |
| 12/17/2010 18:10 | N | DC_EGPS_L_A | 32.02 |
| 12/17/2010 18:10 | N | H_HOLLOW_E_1 | 35.26 |
| 12/17/2010 18:10 | N | HHOLLOW4_E_1 | 35.26 |
| 12/17/2010 18:10 | N | R_LH2SES_1 | 35.55 |
| 12/17/2010 18:10 | N | AUTO_EPS_390 | 35.61 |
| 12/17/2010 18:15 | N | DC_ROAD_L_B | 30.23 |
| 12/17/2010 18:15 | N | DC_EGPS_L_A | 32.63 |
| 12/17/2010 18:15 | N | H_HOLLOW_E_1 | 40.27 |
| 12/17/2010 18:15 | N | HHOLLOW4_E_1 | 40.27 |
| 12/17/2010 18:15 | N | R_LH2SES_1 | 41 |
| 12/17/2010 18:15 | N | AUTO_EPS_390 | 41.16 |
| 12/17/2010 18:20 | N | DC_ROAD_L_B | 30.35 |
| 12/17/2010 18:20 | N | DC_EGPS_L_A | 32.58 |
| 12/17/2010 18:20 | N | H_HOLLOW_E_1 | 39.67 |
| 12/17/2010 18:20 | N | HHOLLOW4_E_1 | 39.67 |
| 12/17/2010 18:20 | N | R_LH2SES_1 | 40.35 |
| 12/17/2010 18:20 | N | AUTO_EPS_390 | 40.5 |
| 12/17/2010 18:25 | N | DC_ROAD_L_B | 30.05 |
| 12/17/2010 18:25 | N | DC_EGPS_L_A | 32.73 |
| 12/17/2010 18:25 | N | H_HOLLOW_E_1 | 41.23 |
| 12/17/2010 18:25 | N | HHOLLOW4_E_1 | 41.23 |
| 12/17/2010 18:25 | N | R_LH2SES_1 | 42.05 |
| 12/17/2010 18:25 | N | AUTO_EPS_390 | 42.23 |
| 12/17/2010 18:30 | N | DC_ROAD_L_B | 30.52 |
| 12/17/2010 18:30 | N | DC_EGPS_L_A | 33.46 |
| 12/17/2010 18:30 | N | H_HOLLOW_E_1 | 42.77 |
| 12/17/2010 18:30 | N | HHOLLOW4_E_1 | 42.77 |
| 12/17/2010 18:30 | N | R_LH2SES_1 | 43.68 |
| 12/17/2010 18:30 | N | AUTO_EPS_390 | 43.88 |
| 12/17/2010 18:35 | N | DC_ROAD_L_B | 31.42 |
| 12/17/2010 18:35 | N | DC_EGPS_L_A | 33.89 |
| 12/17/2010 18:35 | N | H_HOLLOW_E_1 | 45.46 |
| 12/17/2010 18:35 | N | HHOLLOW4_E_1 | 45.46 |
| 12/17/2010 18:35 | N | R_LH2SES_1 | 44.97 |
| 12/17/2010 18:35 | N | AUTO_EPS_390 | 44.57 |
| 12/17/2010 18:40 | N | DC_ROAD_L_B | 31.42 |
| 12/17/2010 18:40 | N | DC_EGPS_L_A | 33.89 |
| 12/17/2010 18:40 | N | H_HOLLOW_E_1 | 45.46 |
| 12/17/2010 18:40 | N | HHOLLOW4_E_1 | 45.46 |
| 12/17/2010 18:40 | N | R_LH2SES_1 | 44.97 |
| 12/17/2010 18:40 | N | AUTO_EPS_390 | 44.57 |
| 12/17/2010 18:45 | N | DC_ROAD_L_B | 30.72 |
| 12/17/2010 18:45 | N | DC_EGPS_L_A | 33.5 |
| 12/17/2010 18:45 | N | H_HOLLOW_E_1 | 46.47 |

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| 12/17/2010 18:45 | N | HHOLLOW4_E_1 | 46.47 |
| 12/17/2010 18:45 | N | R_LH2SES_1 | 45.93 |
| 12/17/2010 18:45 | N | AUTO_EPS_390 | 45.48 |
| 12/17/2010 18:50 | N | DC_ROAD_L_B | 30.94 |
| 12/17/2010 18:50 | N | DC_EGPS_L_A | 33.62 |
| 12/17/2010 18:50 | N | H_HOLLOW_E_1 | 46.13 |
| 12/17/2010 18:50 | N | HHOLLOW4_E_1 | 46.13 |
| 12/17/2010 18:50 | N | R_LH2SES_1 | 45.61 |
| 12/17/2010 18:50 | N | AUTO_EPS_390 | 45.18 |
| 12/17/2010 18:55 | N | DC_ROAD_L_B | 32.19 |
| 12/17/2010 18:55 | N | DC_EGPS_L_A | 34.17 |
| 12/17/2010 18:55 | N | H_HOLLOW_E_1 | 43.43 |
| 12/17/2010 18:55 | N | HHOLLOW4_E_1 | 43.43 |
| 12/17/2010 18:55 | N | R_LH2SES_1 | 43.05 |
| 12/17/2010 18:55 | N | AUTO_EPS_390 | 42.73 |
| 12/17/2010 19:00 | N | DC_ROAD_L_B | 32.08 |
| 12/17/2010 19:00 | N | DC_EGPS_L_A | 32.87 |
| 12/17/2010 19:00 | N | H_HOLLOW_E_1 | 36.58 |
| 12/17/2010 19:00 | N | HHOLLOW4_E_1 | 36.58 |
| 12/17/2010 19:00 | N | R_LH2SES_1 | 36.43 |
| 12/17/2010 19:00 | N | AUTO_EPS_390 | 36.3 |
| 12/17/2010 19:05 | N | DC_ROAD_L_B | 28.7 |
| 12/17/2010 19:05 | N | DC_EGPS_L_A | 32.42 |
| 12/17/2010 19:05 | N | H_HOLLOW_E_1 | 49.83 |
| 12/17/2010 19:05 | N | HHOLLOW4_E_1 | 49.83 |
| 12/17/2010 19:05 | N | R_LH2SES_1 | 49.11 |
| 12/17/2010 19:05 | N | AUTO_EPS_390 | 48.5 |
| 12/17/2010 19:10 | N | DC_ROAD_L_B | 29.47 |
| 12/17/2010 19:10 | N | DC_EGPS_L_A | 31.22 |
| 12/17/2010 19:10 | N | H_HOLLOW_E_1 | 39.4 |
| 12/17/2010 19:10 | N | HHOLLOW4_E_1 | 39.4 |
| 12/17/2010 19:10 | N | R_LH2SES_1 | 39.05 |
| 12/17/2010 19:10 | N | AUTO_EPS_390 | 38.77 |
| 12/17/2010 19:15 | N | DC_ROAD_L_B | 29.67 |
| 12/17/2010 19:15 | N | DC_EGPS_L_A | 32.02 |
| 12/17/2010 19:15 | N | H_HOLLOW_E_1 | 43 |
| 12/17/2010 19:15 | N | HHOLLOW4_E_1 | 43 |
| 12/17/2010 19:15 | N | R_LH2SES_1 | 42.54 |
| 12/17/2010 19:15 | N | AUTO_EPS_390 | 42.16 |
| 12/17/2010 19:20 | N | DC_ROAD_L_B | 30.27 |
| 12/17/2010 19:20 | N | DC_EGPS_L_A | 32.87 |
| 12/17/2010 19:20 | N | H_HOLLOW_E_1 | 45.03 |
| 12/17/2010 19:20 | N | HHOLLOW4_E_1 | 45.03 |
| 12/17/2010 19:20 | N | R_LH2SES_1 | 44.52 |
| 12/17/2010 19:20 | N | AUTO_EPS_390 | 44.1 |
| 12/17/2010 19:25 | N | DC_ROAD_L_B | 31.82 |
| 12/17/2010 19:25 | N | DC_EGPS_L_A | 31.88 |

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| 12/17/2010 19:25 | N | H_HOLLOW_E_1 | 32.17 |
| 12/17/2010 19:25 | N | HHOLLOW4_E_1 | 32.17 |
| 12/17/2010 19:25 | N | R_LH2SES_1 | 32.16 |
| 12/17/2010 19:25 | N | AUTO_EPS_390 | 32.15 |
| 12/17/2010 19:30 | N | DC_ROAD_L_B | 31.82 |
| 12/17/2010 19:30 | N | DC_EGPS_L_A | 31.87 |
| 12/17/2010 19:30 | N | H_HOLLOW_E_1 | 32.13 |
| 12/17/2010 19:30 | N | HHOLLOW4_E_1 | 32.13 |
| 12/17/2010 19:30 | N | R_LH2SES_1 | 32.12 |
| 12/17/2010 19:30 | N | AUTO_EPS_390 | 32.11 |
| 12/17/2010 19:35 | N | DC_ROAD_L_B | 32.11 |
| 12/17/2010 19:35 | N | DC_EGPS_L_A | 32.12 |
| 12/17/2010 19:35 | N | H_HOLLOW_E_1 | 32.16 |
| 12/17/2010 19:35 | N | HHOLLOW4_E_1 | 32.16 |
| 12/17/2010 19:35 | N | R_LH2SES_1 | 32.16 |
| 12/17/2010 19:35 | N | AUTO_EPS_390 | 32.16 |
| 12/17/2010 19:45 | N | DC_ROAD_L_B | 31.99 |
| 12/17/2010 19:45 | N | DC_EGPS_L_A | 32.01 |
| 12/17/2010 19:45 | N | H_HOLLOW_E_1 | 32.12 |
| 12/17/2010 19:45 | N | HHOLLOW4_E_1 | 32.12 |
| 12/17/2010 19:45 | N | R_LH2SES_1 | 32.12 |
| 12/17/2010 19:45 | N | AUTO_EPS_390 | 32.11 |
| 12/17/2010 19:50 | N | DC_ROAD_L_B | 32.39 |
| 12/17/2010 19:50 | N | DC_EGPS_L_A | 36.33 |
| 12/17/2010 19:50 | N | H_HOLLOW_E_1 | 32.14 |
| 12/17/2010 19:50 | N | HHOLLOW4_E_1 | 32.14 |
| 12/17/2010 19:50 | N | R_LH2SES_1 | 31.98 |
| 12/17/2010 19:50 | N | AUTO_EPS_390 | 31.96 |
| 12/17/2010 19:55 | N | DC_ROAD_L_B | 32.38 |
| 12/17/2010 19:55 | N | DC_EGPS_L_A | 36.36 |
| 12/17/2010 19:55 | N | H_HOLLOW_E_1 | 32.11 |
| 12/17/2010 19:55 | N | HHOLLOW4_E_1 | 32.11 |
| 12/17/2010 19:55 | N | R_LH2SES_1 | 31.95 |
| 12/17/2010 19:55 | N | AUTO_EPS_390 | 31.93 |
| 12/17/2010 20:00 | N | DC_ROAD_L_B | 32.51 |
| 12/17/2010 20:00 | N | DC_EGPS_L_A | 36.59 |
| 12/17/2010 20:00 | N | H_HOLLOW_E_1 | 32.05 |
| 12/17/2010 20:00 | N | HHOLLOW4_E_1 | 32.05 |
| 12/17/2010 20:00 | N | R_LH2SES_1 | 31.89 |
| 12/17/2010 20:00 | N | AUTO_EPS_390 | 31.88 |
| 12/17/2010 20:05 | N | DC_ROAD_L_B | 32.33 |
| 12/17/2010 20:05 | N | DC_EGPS_L_A | 36.41 |
| 12/17/2010 20:05 | N | H_HOLLOW_E_1 | 32.26 |
| 12/17/2010 20:05 | N | HHOLLOW4_E_1 | 32.26 |
| 12/17/2010 20:05 | N | R_LH2SES_1 | 32.09 |
| 12/17/2010 20:05 | N | AUTO_EPS_390 | 32.06 |
| 12/17/2010 20:10 | N | DC_ROAD_L_B | 32.41 |

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| 12/17/2010 20:10 | N | DC_EGPS_L_A | 36.4 |
| 12/17/2010 20:10 | N | H_HOLLOW_E_1 | 32.08 |
| 12/17/2010 20:10 | N | HHOLLOW4_E_1 | 32.08 |
| 12/17/2010 20:10 | N | R_LH2SES_1 | 31.92 |
| 12/17/2010 20:10 | N | AUTO_EPS_390 | 31.9 |
| 12/17/2010 20:15 | N | DC_ROAD_L_B | 32.17 |
| 12/17/2010 20:15 | N | DC_EGPS_L_A | 35.1 |
| 12/17/2010 20:15 | N | H_HOLLOW_E_1 | 32.1 |
| 12/17/2010 20:15 | N | HHOLLOW4_E_1 | 32.1 |
| 12/17/2010 20:15 | N | R_LH2SES_1 | 31.98 |
| 12/17/2010 20:15 | N | AUTO_EPS_390 | 31.96 |
| 12/17/2010 20:20 | N | DC_ROAD_L_B | 31.95 |
| 12/17/2010 20:20 | N | DC_EGPS_L_A | 34.2 |
| 12/17/2010 20:20 | N | H_HOLLOW_E_1 | 32.03 |
| 12/17/2010 20:20 | N | HHOLLOW4_E_1 | 32.03 |
| 12/17/2010 20:20 | N | R_LH2SES_1 | 31.93 |
| 12/17/2010 20:20 | N | AUTO_EPS_390 | 31.92 |
| 12/17/2010 20:25 | N | DC_ROAD_L_B | 32.19 |
| 12/17/2010 20:25 | N | DC_EGPS_L_A | 36.1 |
| 12/17/2010 20:25 | N | H_HOLLOW_E_1 | 31.87 |
| 12/17/2010 20:25 | N | HHOLLOW4_E_1 | 31.87 |
| 12/17/2010 20:25 | N | R_LH2SES_1 | 31.71 |
| 12/17/2010 20:25 | N | AUTO_EPS_390 | 31.69 |
| 12/17/2010 20:30 | N | DC_ROAD_L_B | 32.37 |
| 12/17/2010 20:30 | N | DC_EGPS_L_A | 36.4 |
| 12/17/2010 20:30 | N | H_HOLLOW_E_1 | 31.94 |
| 12/17/2010 20:30 | N | HHOLLOW4_E_1 | 31.94 |
| 12/17/2010 20:30 | N | R_LH2SES_1 | 31.78 |
| 12/17/2010 20:30 | N | AUTO_EPS_390 | 31.76 |
| 12/17/2010 20:35 | N | DC_ROAD_L_B | 32.37 |
| 12/17/2010 20:35 | N | DC_EGPS_L_A | 36.42 |
| 12/17/2010 20:35 | N | H_HOLLOW_E_1 | 31.88 |
| 12/17/2010 20:35 | N | HHOLLOW4_E_1 | 31.88 |
| 12/17/2010 20:35 | N | R_LH2SES_1 | 31.73 |
| 12/17/2010 20:35 | N | AUTO_EPS_390 | 31.71 |
| 12/17/2010 20:40 | N | DC_ROAD_L_B | 32.31 |
| 12/17/2010 20:40 | N | DC_EGPS_L_A | 36.27 |
| 12/17/2010 20:40 | N | H_HOLLOW_E_1 | 31.81 |
| 12/17/2010 20:40 | N | HHOLLOW4_E_1 | 31.81 |
| 12/17/2010 20:40 | N | R_LH2SES_1 | 31.66 |
| 12/17/2010 20:40 | N | AUTO_EPS_390 | 31.65 |
| 12/17/2010 20:45 | N | DC_ROAD_L_B | 31.83 |
| 12/17/2010 20:45 | N | DC_EGPS_L_A | 35.62 |
| 12/17/2010 20:45 | N | H_HOLLOW_E_1 | 31.48 |
| 12/17/2010 20:45 | N | HHOLLOW4_E_1 | 31.48 |
| 12/17/2010 20:45 | N | R_LH2SES_1 | 31.33 |
| 12/17/2010 20:45 | N | AUTO_EPS_390 | 31.32 |

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| 12/17/2010 20:50 | N | DC_ROAD_L_B | 31.08 |
| 12/17/2010 20:50 | N | DC_EGPS_L_A | 34.62 |
| 12/17/2010 20:50 | N | H_HOLLOW_E_1 | 30.95 |
| 12/17/2010 20:50 | N | HHOLLOW4_E_1 | 30.95 |
| 12/17/2010 20:50 | N | R_LH2SES_1 | 30.8 |
| 12/17/2010 20:50 | N | AUTO_EPS_390 | 30.78 |
| 12/17/2010 20:55 | N | DC_ROAD_L_B | 31.32 |
| 12/17/2010 20:55 | N | DC_EGPS_L_A | 34.98 |
| 12/17/2010 20:55 | N | H_HOLLOW_E_1 | 31.14 |
| 12/17/2010 20:55 | N | HHOLLOW4_E_1 | 31.14 |
| 12/17/2010 20:55 | N | R_LH2SES_1 | 30.99 |
| 12/17/2010 20:55 | N | AUTO_EPS_390 | 30.97 |
| 12/17/2010 21:00 | N | DC_ROAD_L_B | 30.98 |
| 12/17/2010 21:00 | N | DC_EGPS_L_A | 34.64 |
| 12/17/2010 21:00 | N | H_HOLLOW_E_1 | 30.78 |
| 12/17/2010 21:00 | N | HHOLLOW4_E_1 | 30.78 |
| 12/17/2010 21:00 | N | R_LH2SES_1 | 30.63 |
| 12/17/2010 21:00 | N | AUTO_EPS_390 | 30.61 |
| 12/17/2010 21:05 | N | DC_ROAD_L_B | 29.14 |
| 12/17/2010 21:05 | N | DC_EGPS_L_A | 32.34 |
| 12/17/2010 21:05 | N | H_HOLLOW_E_1 | 29.27 |
| 12/17/2010 21:05 | N | HHOLLOW4_E_1 | 29.27 |
| 12/17/2010 21:05 | N | R_LH2SES_1 | 29.13 |
| 12/17/2010 21:05 | N | AUTO_EPS_390 | 29.11 |
| 12/17/2010 21:10 | N | DC_ROAD_L_B | 30.77 |
| 12/17/2010 21:10 | N | DC_EGPS_L_A | 34.35 |
| 12/17/2010 21:10 | N | H_HOLLOW_E_1 | 30.44 |
| 12/17/2010 21:10 | N | HHOLLOW4_E_1 | 30.44 |
| 12/17/2010 21:10 | N | R_LH2SES_1 | 30.3 |
| 12/17/2010 21:10 | N | AUTO_EPS_390 | 30.28 |
| 12/17/2010 21:15 | N | DC_ROAD_L_B | 31.38 |
| 12/17/2010 21:15 | N | DC_EGPS_L_A | 35.06 |
| 12/17/2010 21:15 | N | H_HOLLOW_E_1 | 30.76 |
| 12/17/2010 21:15 | N | HHOLLOW4_E_1 | 30.76 |
| 12/17/2010 21:15 | N | R_LH2SES_1 | 30.62 |
| 12/17/2010 21:15 | N | AUTO_EPS_390 | 30.61 |
| 12/17/2010 21:20 | N | DC_ROAD_L_B | 30.75 |
| 12/17/2010 21:20 | N | DC_EGPS_L_A | 34.35 |
| 12/17/2010 21:20 | N | H_HOLLOW_E_1 | 30.65 |
| 12/17/2010 21:20 | N | HHOLLOW4_E_1 | 30.65 |
| 12/17/2010 21:20 | N | R_LH2SES_1 | 30.5 |
| 12/17/2010 21:20 | N | AUTO_EPS_390 | 30.48 |
| 12/17/2010 21:25 | N | DC_ROAD_L_B | 30.47 |
| 12/17/2010 21:25 | N | DC_EGPS_L_A | 34.13 |
| 12/17/2010 21:25 | N | H_HOLLOW_E_1 | 30.73 |
| 12/17/2010 21:25 | N | HHOLLOW4_E_1 | 30.73 |
| 12/17/2010 21:25 | N | R_LH2SES_1 | 30.57 |

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| 12/17/2010 21:25 | N | AUTO_EPS_390 | 30.54 |
| 12/17/2010 21:30 | N | DC_ROAD_L_B | 30.38 |
| 12/17/2010 21:30 | N | DC_EGPS_L_A | 34.13 |
| 12/17/2010 21:30 | N | H_HOLLOW_E_1 | 31.18 |
| 12/17/2010 21:30 | N | HHOLLOW4_E_1 | 31.18 |
| 12/17/2010 21:30 | N | R_LH2SES_1 | 31 |
| 12/17/2010 21:30 | N | AUTO_EPS_390 | 30.95 |
| 12/17/2010 21:35 | N | DC_ROAD_L_B | 29.21 |
| 12/17/2010 21:35 | N | DC_EGPS_L_A | 32.79 |
| 12/17/2010 21:35 | N | H_HOLLOW_E_1 | 31.28 |
| 12/17/2010 21:35 | N | HHOLLOW4_E_1 | 31.28 |
| 12/17/2010 21:35 | N | R_LH2SES_1 | 31.08 |
| 12/17/2010 21:35 | N | AUTO_EPS_390 | 31 |
| 12/17/2010 21:40 | N | DC_ROAD_L_B | 28.87 |
| 12/17/2010 21:40 | N | DC_EGPS_L_A | 32.15 |
| 12/17/2010 21:40 | N | H_HOLLOW_E_1 | 29.99 |
| 12/17/2010 21:40 | N | HHOLLOW4_E_1 | 29.99 |
| 12/17/2010 21:40 | N | R_LH2SES_1 | 29.82 |
| 12/17/2010 21:40 | N | AUTO_EPS_390 | 29.77 |
| 12/17/2010 21:45 | N | DC_ROAD_L_B | 28.04 |
| 12/17/2010 21:45 | N | DC_EGPS_L_A | 30.97 |
| 12/17/2010 21:45 | N | H_HOLLOW_E_1 | 28.82 |
| 12/17/2010 21:45 | N | HHOLLOW4_E_1 | 28.82 |
| 12/17/2010 21:45 | N | R_LH2SES_1 | 28.67 |
| 12/17/2010 21:45 | N | AUTO_EPS_390 | 28.63 |
| 12/17/2010 21:50 | N | DC_ROAD_L_B | 28.34 |
| 12/17/2010 21:50 | N | DC_EGPS_L_A | 31.29 |
| 12/17/2010 21:50 | N | H_HOLLOW_E_1 | 28.89 |
| 12/17/2010 21:50 | N | HHOLLOW4_E_1 | 28.89 |
| 12/17/2010 21:50 | N | R_LH2SES_1 | 28.75 |
| 12/17/2010 21:50 | N | AUTO_EPS_390 | 28.71 |
| 12/17/2010 21:55 | N | DC_ROAD_L_B | 28.02 |
| 12/17/2010 21:55 | N | DC_EGPS_L_A | 30.92 |
| 12/17/2010 21:55 | N | H_HOLLOW_E_1 | 28.72 |
| 12/17/2010 21:55 | N | HHOLLOW4_E_1 | 28.72 |
| 12/17/2010 21:55 | N | R_LH2SES_1 | 28.58 |
| 12/17/2010 21:55 | N | AUTO_EPS_390 | 28.54 |
| 12/17/2010 22:00 | N | DC_ROAD_L_B | 29.69 |
| 12/17/2010 22:00 | N | DC_EGPS_L_A | 33.05 |
| 12/17/2010 22:00 | N | H_HOLLOW_E_1 | 30.12 |
| 12/17/2010 22:00 | N | HHOLLOW4_E_1 | 30.12 |
| 12/17/2010 22:00 | N | R_LH2SES_1 | 29.97 |
| 12/17/2010 22:00 | N | AUTO_EPS_390 | 29.93 |
| 12/17/2010 22:01 | N | DC_ROAD_L_B | 32.11 |
| 12/17/2010 22:01 | N | DC_EGPS_L_A | 36.08 |
| 12/17/2010 22:01 | N | H_HOLLOW_E_1 | 31.93 |
| 12/17/2010 22:01 | N | HHOLLOW4_E_1 | 31.93 |

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| 12/17/2010 22:01 | N | R_LH2SES_1 | 31.77 |
| 12/17/2010 22:01 | N | AUTO_EPS_390 | 31.75 |
| 12/17/2010 22:02 | N | DC_ROAD_L_B | 32.02 |
| 12/17/2010 22:02 | N | DC_EGPS_L_A | 36 |
| 12/17/2010 22:02 | N | H_HOLLOW_E_1 | 31.97 |
| 12/17/2010 22:02 | N | HHOLLOW4_E_1 | 31.97 |
| 12/17/2010 22:02 | N | R_LH2SES_1 | 31.8 |
| 12/17/2010 22:02 | N | AUTO_EPS_390 | 31.77 |
| 12/17/2010 22:03 | N | DC_ROAD_L_B | 32.1 |
| 12/17/2010 22:03 | N | DC_EGPS_L_A | 36.09 |
| 12/17/2010 22:03 | N | H_HOLLOW_E_1 | 32.02 |
| 12/17/2010 22:03 | N | HHOLLOW4_E_1 | 32.02 |
| 12/17/2010 22:03 | N | R_LH2SES_1 | 31.86 |
| 12/17/2010 22:03 | N | AUTO_EPS_390 | 31.83 |
| 12/17/2010 22:05 | N | DC_ROAD_L_B | 30.87 |
| 12/17/2010 22:05 | N | DC_EGPS_L_A | 35.08 |
| 12/17/2010 22:05 | N | H_HOLLOW_E_1 | 34.17 |
| 12/17/2010 22:05 | N | HHOLLOW4_E_1 | 34.17 |
| 12/17/2010 22:05 | N | R_LH2SES_1 | 33.91 |
| 12/17/2010 22:05 | N | AUTO_EPS_390 | 33.78 |
| 12/17/2010 22:10 | N | DC_ROAD_L_B | 37.56 |
| 12/17/2010 22:10 | N | DC_EGPS_L_A | 43.14 |
| 12/17/2010 22:10 | N | H_HOLLOW_E_1 | 36.62 |
| 12/17/2010 22:10 | N | HHOLLOW4_E_1 | 36.62 |
| 12/17/2010 22:10 | N | R_LH2SES_1 | 36.41 |
| 12/17/2010 22:10 | N | AUTO_EPS_390 | 36.4 |
| 12/17/2010 22:15 | N | DC_ROAD_L_B | 55.71 |
| 12/17/2010 22:15 | N | DC_EGPS_L_A | 66.6 |
| 12/17/2010 22:15 | N | H_HOLLOW_E_1 | 53.89 |
| 12/17/2010 22:15 | N | HHOLLOW4_E_1 | 53.89 |
| 12/17/2010 22:15 | N | R_LH2SES_1 | 53.48 |
| 12/17/2010 22:15 | N | AUTO_EPS_390 | 53.46 |
| 12/17/2010 22:20 | N | DC_ROAD_L_B | 85.79 |
| 12/17/2010 22:20 | N | DC_EGPS_L_A | 89.68 |
| 12/17/2010 22:20 | N | H_HOLLOW_E_1 | 85.14 |
| 12/17/2010 22:20 | N | HHOLLOW4_E_1 | 85.14 |
| 12/17/2010 22:20 | N | R_LH2SES_1 | 84.99 |
| 12/17/2010 22:20 | N | AUTO_EPS_390 | 84.98 |
| 12/17/2010 22:25 | N | DC_ROAD_L_B | 41.27 |
| 12/17/2010 22:25 | N | DC_EGPS_L_A | 47.78 |
| 12/17/2010 22:25 | N | H_HOLLOW_E_1 | 40.19 |
| 12/17/2010 22:25 | N | HHOLLOW4_E_1 | 40.19 |
| 12/17/2010 22:25 | N | R_LH2SES_1 | 39.94 |
| 12/17/2010 22:25 | N | AUTO_EPS_390 | 39.92 |
| 12/17/2010 22:30 | N | DC_ROAD_L_B | 33.85 |
| 12/17/2010 22:30 | N | DC_EGPS_L_A | 36.44 |
| 12/17/2010 22:30 | N | H_HOLLOW_E_1 | 33.42 |

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| 12/17/2010 22:30 | N | HHOLLOW4_E_1 | 33.42 |
| 12/17/2010 22:30 | N | R_LH2SES_1 | 33.32 |
| 12/17/2010 22:30 | N | AUTO_EPS_390 | 33.32 |
| 12/18/2010 6:00 | N | DC_EGPS_L_A | 29.52 |
| 12/18/2010 6:15 | N | DC_EGPS_L_A | 30.47 |
| 12/18/2010 6:20 | N | DC_EGPS_L_A | 30.46 |
| 12/18/2010 6:25 | N | DC_EGPS_L_A | 30.08 |
| 12/18/2010 6:30 | N | DC_EGPS_L_A | 30.48 |
| 12/18/2010 6:35 | N | DC_EGPS_L_A | 30.75 |
| 12/18/2010 6:40 | N | DC_EGPS_L_A | 31.23 |
| 12/18/2010 6:45 | N | DC_EGPS_L_A | 32.52 |
| 12/18/2010 6:50 | N | DC_ROAD_L_B | 31.38 |
| 12/18/2010 6:50 | N | DC_EGPS_L_A | 31.51 |
| 12/18/2010 6:50 | N | H_HOLLOW_E_1 | 31.64 |
| 12/18/2010 6:50 | N | HHOLLOW4_E_1 | 31.64 |
| 12/18/2010 6:50 | N | R_LH2SES_1 | 31.63 |
| 12/18/2010 6:50 | N | AUTO_EPS_390 | 31.62 |
| 12/18/2010 6:55 | N | DC_ROAD_L_B | 30.93 |
| 12/18/2010 6:55 | N | DC_EGPS_L_A | 31.11 |
| 12/18/2010 6:55 | N | H_HOLLOW_E_1 | 31.44 |
| 12/18/2010 6:55 | N | HHOLLOW4_E_1 | 31.44 |
| 12/18/2010 6:55 | N | R_LH2SES_1 | 31.42 |
| 12/18/2010 6:55 | N | AUTO_EPS_390 | 31.4 |
| 12/18/2010 7:00 | N | DC_ROAD_L_B | 30.86 |
| 12/18/2010 7:00 | N | DC_EGPS_L_A | 31.07 |
| 12/18/2010 7:00 | N | H_HOLLOW_E_1 | 31.54 |
| 12/18/2010 7:00 | N | HHOLLOW4_E_1 | 31.54 |
| 12/18/2010 7:00 | N | R_LH2SES_1 | 31.51 |
| 12/18/2010 7:00 | N | AUTO_EPS_390 | 31.49 |
| 12/18/2010 7:05 | N | DC_ROAD_L_B | 32.39 |
| 12/18/2010 7:05 | N | DC_EGPS_L_A | 33.51 |
| 12/18/2010 7:05 | N | H_HOLLOW_E_1 | 35.16 |
| 12/18/2010 7:05 | N | HHOLLOW4_E_1 | 35.16 |
| 12/18/2010 7:05 | N | R_LH2SES_1 | 35.05 |
| 12/18/2010 7:05 | N | AUTO_EPS_390 | 34.96 |
| 12/18/2010 7:10 | N | DC_ROAD_L_B | 32.23 |
| 12/18/2010 7:10 | N | DC_EGPS_L_A | 38.18 |
| 12/18/2010 7:10 | N | H_HOLLOW_E_1 | 53.74 |
| 12/18/2010 7:10 | N | HHOLLOW4_E_1 | 53.74 |
| 12/18/2010 7:10 | N | R_LH2SES_1 | 52.9 |
| 12/18/2010 7:10 | N | AUTO_EPS_390 | 52.2 |
| 12/18/2010 7:15 | N | DC_ROAD_L_B | 27.8 |
| 12/18/2010 7:15 | N | DC_EGPS_L_A | 57.1 |
| 12/18/2010 7:15 | N | H_HOLLOW_E_1 | 190.38 |
| 12/18/2010 7:15 | N | HHOLLOW4_E_1 | 190.38 |
| 12/18/2010 7:15 | N | R_LH2SES_1 | 184.01 |
| 12/18/2010 7:15 | N | AUTO_EPS_390 | 178.72 |

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| 12/18/2010 7:20 | N | DC_ROAD_L_B | 29.26 |
| 12/18/2010 7:20 | N | DC_EGPS_L_A | 34.11 |
| 12/18/2010 7:20 | N | H_HOLLOW_E_1 | 56.18 |
| 12/18/2010 7:20 | N | HHOLLOW4_E_1 | 56.18 |
| 12/18/2010 7:20 | N | R_LH2SES_1 | 55.13 |
| 12/18/2010 7:20 | N | AUTO_EPS_390 | 54.25 |
| 12/18/2010 7:25 | N | DC_ROAD_L_B | 32.62 |
| 12/18/2010 7:25 | N | DC_EGPS_L_A | 32.95 |
| 12/18/2010 7:25 | N | H_HOLLOW_E_1 | 34.41 |
| 12/18/2010 7:25 | N | HHOLLOW4_E_1 | 34.41 |
| 12/18/2010 7:25 | N | R_LH2SES_1 | 34.34 |
| 12/18/2010 7:25 | N | AUTO_EPS_390 | 34.29 |
| 12/18/2010 7:30 | N | DC_ROAD_L_B | 33.3 |
| 12/18/2010 7:30 | N | DC_EGPS_L_A | 33.39 |
| 12/18/2010 7:30 | N | H_HOLLOW_E_1 | 33.81 |
| 12/18/2010 7:30 | N | HHOLLOW4_E_1 | 33.81 |
| 12/18/2010 7:30 | N | R_LH2SES_1 | 33.79 |
| 12/18/2010 7:30 | N | AUTO_EPS_390 | 33.77 |
| 12/18/2010 7:50 | N | DC_ROAD_L_B | 33.57 |
| 12/18/2010 7:50 | N | DC_EGPS_L_A | 33.83 |
| 12/18/2010 7:50 | N | H_HOLLOW_E_1 | 34.99 |
| 12/18/2010 7:50 | N | HHOLLOW4_E_1 | 34.99 |
| 12/18/2010 7:50 | N | R_LH2SES_1 | 34.93 |
| 12/18/2010 7:50 | N | AUTO_EPS_390 | 34.89 |
| 12/18/2010 7:55 | N | DC_ROAD_L_B | 33.58 |
| 12/18/2010 7:55 | N | DC_EGPS_L_A | 33.86 |
| 12/18/2010 7:55 | N | H_HOLLOW_E_1 | 35.1 |
| 12/18/2010 7:55 | N | HHOLLOW4_E_1 | 35.1 |
| 12/18/2010 7:55 | N | R_LH2SES_1 | 35.04 |
| 12/18/2010 7:55 | N | AUTO_EPS_390 | 34.99 |
| 12/18/2010 8:00 | N | DC_ROAD_L_B | 33.34 |
| 12/18/2010 8:00 | N | DC_EGPS_L_A | 33.66 |
| 12/18/2010 8:00 | N | H_HOLLOW_E_1 | 35.11 |
| 12/18/2010 8:00 | N | HHOLLOW4_E_1 | 35.11 |
| 12/18/2010 8:00 | N | R_LH2SES_1 | 35.04 |
| 12/18/2010 8:00 | N | AUTO_EPS_390 | 34.98 |
| 12/18/2010 8:05 | N | DC_ROAD_L_B | 32.62 |
| 12/18/2010 8:05 | N | DC_EGPS_L_A | 32.94 |
| 12/18/2010 8:05 | N | H_HOLLOW_E_1 | 34.4 |
| 12/18/2010 8:05 | N | HHOLLOW4_E_1 | 34.4 |
| 12/18/2010 8:05 | N | R_LH2SES_1 | 34.34 |
| 12/18/2010 8:05 | N | AUTO_EPS_390 | 34.28 |
| 12/18/2010 8:10 | N | DC_ROAD_L_B | 32.94 |
| 12/18/2010 8:10 | N | DC_EGPS_L_A | 33.23 |
| 12/18/2010 8:10 | N | H_HOLLOW_E_1 | 34.51 |
| 12/18/2010 8:10 | N | HHOLLOW4_E_1 | 34.51 |
| 12/18/2010 8:10 | N | R_LH2SES_1 | 34.45 |

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| 12/18/2010 8:10 | N | AUTO_EPS_390 | 34.4 |
| 12/18/2010 8:30 | N | DC_ROAD_L_B | 35.52 |
| 12/18/2010 8:30 | N | DC_EGPS_L_A | 35.72 |
| 12/18/2010 8:30 | N | H_HOLLOW_E_1 | 36.59 |
| 12/18/2010 8:30 | N | HHOLLOW4_E_1 | 36.59 |
| 12/18/2010 8:30 | N | R_LH2SES_1 | 36.55 |
| 12/18/2010 8:30 | N | AUTO_EPS_390 | 36.52 |
| 12/18/2010 8:35 | N | DC_ROAD_L_B | 33.72 |
| 12/18/2010 8:35 | N | DC_EGPS_L_A | 33.97 |
| 12/18/2010 8:35 | N | H_HOLLOW_E_1 | 35.09 |
| 12/18/2010 8:35 | N | HHOLLOW4_E_1 | 35.09 |
| 12/18/2010 8:35 | N | R_LH2SES_1 | 35.04 |
| 12/18/2010 8:35 | N | AUTO_EPS_390 | 34.99 |
| 12/18/2010 8:40 | N | DC_ROAD_L_B | 33.71 |
| 12/18/2010 8:40 | N | DC_EGPS_L_A | 33.96 |
| 12/18/2010 8:40 | N | H_HOLLOW_E_1 | 35.09 |
| 12/18/2010 8:40 | N | HHOLLOW4_E_1 | 35.09 |
| 12/18/2010 8:40 | N | R_LH2SES_1 | 35.04 |
| 12/18/2010 8:40 | N | AUTO_EPS_390 | 34.99 |
| 12/18/2010 8:45 | N | DC_ROAD_L_B | 33.68 |
| 12/18/2010 8:45 | N | DC_EGPS_L_A | 33.93 |
| 12/18/2010 8:45 | N | H_HOLLOW_E_1 | 35.07 |
| 12/18/2010 8:45 | N | HHOLLOW4_E_1 | 35.07 |
| 12/18/2010 8:45 | N | R_LH2SES_1 | 35.02 |
| 12/18/2010 8:45 | N | AUTO_EPS_390 | 34.97 |
| 12/18/2010 8:50 | N | DC_ROAD_L_B | 33.75 |
| 12/18/2010 8:50 | N | DC_EGPS_L_A | 33.99 |
| 12/18/2010 8:50 | N | H_HOLLOW_E_1 | 35.09 |
| 12/18/2010 8:50 | N | HHOLLOW4_E_1 | 35.09 |
| 12/18/2010 8:50 | N | R_LH2SES_1 | 35.04 |
| 12/18/2010 8:50 | N | AUTO_EPS_390 | 35 |
| 12/18/2010 8:55 | N | DC_ROAD_L_B | 35.37 |
| 12/18/2010 8:55 | N | DC_EGPS_L_A | 35.57 |
| 12/18/2010 8:55 | N | H_HOLLOW_E_1 | 36.45 |
| 12/18/2010 8:55 | N | HHOLLOW4_E_1 | 36.45 |
| 12/18/2010 8:55 | N | R_LH2SES_1 | 36.41 |
| 12/18/2010 8:55 | N | AUTO_EPS_390 | 36.37 |
| 12/18/2010 9:00 | N | DC_ROAD_L_B | 38.77 |
| 12/18/2010 9:00 | N | DC_EGPS_L_A | 38.84 |
| 12/18/2010 9:00 | N | H_HOLLOW_E_1 | 39.18 |
| 12/18/2010 9:00 | N | HHOLLOW4_E_1 | 39.18 |
| 12/18/2010 9:00 | N | R_LH2SES_1 | 39.16 |
| 12/18/2010 9:00 | N | AUTO_EPS_390 | 39.15 |
| 12/18/2010 9:05 | N | DC_ROAD_L_B | 40.47 |
| 12/18/2010 9:05 | N | DC_EGPS_L_A | 70.01 |
| 12/18/2010 9:05 | N | H_HOLLOW_E_1 | 202.97 |
| 12/18/2010 9:05 | N | HHOLLOW4_E_1 | 202.97 |

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| 12/18/2010 9:05 | N | R_LH2SES_1 | 196.64 |
| 12/18/2010 9:05 | N | AUTO_EPS_390 | 191.35 |
| 12/18/2010 9:10 | N | DC_ROAD_L_B | 33.89 |
| 12/18/2010 9:10 | N | DC_EGPS_L_A | 34.11 |
| 12/18/2010 9:10 | N | H_HOLLOW_E_1 | 35.09 |
| 12/18/2010 9:10 | N | HHOLLOW4_E_1 | 35.09 |
| 12/18/2010 9:10 | N | R_LH2SES_1 | 35.04 |
| 12/18/2010 9:10 | N | AUTO_EPS_390 | 35 |
| 12/18/2010 9:15 | N | DC_ROAD_L_B | 33.93 |
| 12/18/2010 9:15 | N | DC_EGPS_L_A | 34.14 |
| 12/18/2010 9:15 | N | H_HOLLOW_E_1 | 35.09 |
| 12/18/2010 9:15 | N | HHOLLOW4_E_1 | 35.09 |
| 12/18/2010 9:15 | N | R_LH2SES_1 | 35.04 |
| 12/18/2010 9:15 | N | AUTO_EPS_390 | 35.01 |
| 12/18/2010 9:20 | N | DC_ROAD_L_B | 34.03 |
| 12/18/2010 9:20 | N | DC_EGPS_L_A | 34.22 |
| 12/18/2010 9:20 | N | H_HOLLOW_E_1 | 35.08 |
| 12/18/2010 9:20 | N | HHOLLOW4_E_1 | 35.08 |
| 12/18/2010 9:20 | N | R_LH2SES_1 | 35.04 |
| 12/18/2010 9:20 | N | AUTO_EPS_390 | 35 |
| 12/18/2010 9:30 | N | DC_ROAD_L_B | 33.21 |
| 12/18/2010 9:30 | N | DC_EGPS_L_A | 33.24 |
| 12/18/2010 9:30 | N | H_HOLLOW_E_1 | 33.35 |
| 12/18/2010 9:30 | N | HHOLLOW4_E_1 | 33.35 |
| 12/18/2010 9:30 | N | R_LH2SES_1 | 33.34 |
| 12/18/2010 9:30 | N | AUTO_EPS_390 | 33.34 |
| 12/18/2010 9:35 | N | DC_ROAD_L_B | 31.18 |
| 12/18/2010 9:35 | N | DC_EGPS_L_A | 31.53 |
| 12/18/2010 9:35 | N | H_HOLLOW_E_1 | 33.12 |
| 12/18/2010 9:35 | N | HHOLLOW4_E_1 | 33.12 |
| 12/18/2010 9:35 | N | R_LH2SES_1 | 33.05 |
| 12/18/2010 9:35 | N | AUTO_EPS_390 | 32.98 |
| 12/18/2010 9:40 | N | DC_ROAD_L_B | 30.65 |
| 12/18/2010 9:40 | N | DC_EGPS_L_A | 31.61 |
| 12/18/2010 9:40 | N | H_HOLLOW_E_1 | 35.96 |
| 12/18/2010 9:40 | N | HHOLLOW4_E_1 | 35.96 |
| 12/18/2010 9:40 | N | R_LH2SES_1 | 35.75 |
| 12/18/2010 9:40 | N | AUTO_EPS_390 | 35.58 |
| 12/18/2010 9:45 | N | DC_ROAD_L_B | 30.03 |
| 12/18/2010 9:45 | N | DC_EGPS_L_A | 30.94 |
| 12/18/2010 9:45 | N | H_HOLLOW_E_1 | 35.07 |
| 12/18/2010 9:45 | N | HHOLLOW4_E_1 | 35.07 |
| 12/18/2010 9:45 | N | R_LH2SES_1 | 34.87 |
| 12/18/2010 9:45 | N | AUTO_EPS_390 | 34.71 |
| 12/18/2010 9:50 | N | DC_ROAD_L_B | 29.84 |
| 12/18/2010 9:50 | N | DC_EGPS_L_A | 29.97 |
| 12/18/2010 9:50 | N | H_HOLLOW_E_1 | 30.59 |

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| 12/18/2010 9:50 | N | HHOLLOW4_E_1 | 30.59 |
| 12/18/2010 9:50 | N | R_LH2SES_1 | 30.56 |
| 12/18/2010 9:50 | N | AUTO_EPS_390 | 30.54 |
| 12/18/2010 11:35 | N | DC_EGPS_L_A | 25.94 |
| 12/18/2010 11:35 | N | H_HOLLOW_E_1 | 24.47 |
| 12/18/2010 11:35 | N | HHOLLOW4_E_1 | 24.47 |
| 12/18/2010 11:35 | N | R_LH2SES_1 | 25.52 |
| 12/18/2010 11:35 | N | AUTO_EPS_390 | 32.52 |
| 12/18/2010 12:00 | N | DC_EGPS_L_A | 25.62 |
| 12/18/2010 12:00 | N | H_HOLLOW_E_1 | 24.11 |
| 12/18/2010 12:00 | N | HHOLLOW4_E_1 | 24.11 |
| 12/18/2010 12:00 | N | R_LH2SES_1 | 25.16 |
| 12/18/2010 12:00 | N | AUTO_EPS_390 | 32.16 |
| 12/18/2010 12:02 | N | DC_EGPS_L_A | 25.97 |
| 12/18/2010 12:02 | N | H_HOLLOW_E_1 | 24.46 |
| 12/18/2010 12:02 | N | HHOLLOW4_E_1 | 24.46 |
| 12/18/2010 12:02 | N | R_LH2SES_1 | 25.51 |
| 12/18/2010 12:02 | N | AUTO_EPS_390 | 32.51 |
| 12/18/2010 12:04 | N | DC_EGPS_L_A | 25.71 |
| 12/18/2010 12:04 | N | H_HOLLOW_E_1 | 24.2 |
| 12/18/2010 12:04 | N | HHOLLOW4_E_1 | 24.2 |
| 12/18/2010 12:04 | N | R_LH2SES_1 | 25.25 |
| 12/18/2010 12:04 | N | AUTO_EPS_390 | 32.25 |
| 12/18/2010 12:05 | N | DC_EGPS_L_A | 25.67 |
| 12/18/2010 12:05 | N | H_HOLLOW_E_1 | 24.16 |
| 12/18/2010 12:05 | N | HHOLLOW4_E_1 | 24.16 |
| 12/18/2010 12:05 | N | R_LH2SES_1 | 25.21 |
| 12/18/2010 12:05 | N | AUTO_EPS_390 | 32.21 |
| 12/18/2010 20:05 | N | DC_ROAD_L_B | 24.27 |
| 12/18/2010 20:05 | N | DC_EGPS_L_A | 19.22 |
| 12/18/2010 20:05 | N | H_HOLLOW_E_1 | -0.54 |
| 12/18/2010 20:05 | N | HHOLLOW4_E_1 | -0.54 |
| 12/18/2010 20:05 | N | R_LH2SES_1 | 26.4 |
| 12/18/2010 20:05 | N | AUTO_EPS_390 | 26.29 |
| 12/18/2010 20:10 | N | DC_ROAD_L_B | 24.57 |
| 12/18/2010 20:10 | N | DC_EGPS_L_A | 18.41 |
| 12/18/2010 20:10 | N | H_HOLLOW_E_1 | -5.71 |
| 12/18/2010 20:10 | N | HHOLLOW4_E_1 | -5.71 |
| 12/18/2010 20:10 | N | R_LH2SES_1 | 27.17 |
| 12/18/2010 20:10 | N | AUTO_EPS_390 | 27.03 |
| 12/18/2010 20:15 | N | DC_ROAD_L_B | 24.45 |
| 12/18/2010 20:15 | N | DC_EGPS_L_A | 18.31 |
| 12/18/2010 20:15 | N | H_HOLLOW_E_1 | -5.69 |
| 12/18/2010 20:15 | N | HHOLLOW4_E_1 | -5.69 |
| 12/18/2010 20:15 | N | R_LH2SES_1 | 27.05 |
| 12/18/2010 20:15 | N | AUTO_EPS_390 | 26.91 |
| 12/18/2010 20:20 | N | DC_ROAD_L_B | 24.21 |

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| 12/18/2010 20:20 | N | DC_EGPS_L_A | 19.09 |
| 12/18/2010 20:20 | N | H_HOLLOW_E_1 | -0.85 |
| 12/18/2010 20:20 | N | HHOLLOW4_E_1 | -0.85 |
| 12/18/2010 20:20 | N | R_LH2SES_1 | 26.37 |
| 12/18/2010 20:20 | N | AUTO_EPS_390 | 26.26 |
| 12/18/2010 20:25 | N | DC_ROAD_L_B | 23.56 |
| 12/18/2010 20:25 | N | DC_EGPS_L_A | 18.7 |
| 12/18/2010 20:25 | N | H_HOLLOW_E_1 | -0.16 |
| 12/18/2010 20:25 | N | HHOLLOW4_E_1 | -0.16 |
| 12/18/2010 20:25 | N | R_LH2SES_1 | 25.61 |
| 12/18/2010 20:25 | N | AUTO_EPS_390 | 25.5 |
| 12/18/2010 20:30 | N | DC_ROAD_L_B | 23.96 |
| 12/18/2010 20:30 | N | DC_EGPS_L_A | 19.01 |
| 12/18/2010 20:30 | N | H_HOLLOW_E_1 | -0.19 |
| 12/18/2010 20:30 | N | HHOLLOW4_E_1 | -0.19 |
| 12/18/2010 20:30 | N | R_LH2SES_1 | 26.04 |
| 12/18/2010 20:30 | N | AUTO_EPS_390 | 25.93 |
| 12/18/2010 20:35 | N | DC_ROAD_L_B | 24.1 |
| 12/18/2010 20:35 | N | DC_EGPS_L_A | 19.18 |
| 12/18/2010 20:35 | N | H_HOLLOW_E_1 | 0.09 |
| 12/18/2010 20:35 | N | HHOLLOW4_E_1 | 0.09 |
| 12/18/2010 20:35 | N | R_LH2SES_1 | 26.17 |
| 12/18/2010 20:35 | N | AUTO_EPS_390 | 26.06 |
| 12/18/2010 20:37 | N | DC_ROAD_L_B | 24.07 |
| 12/18/2010 20:37 | N | DC_EGPS_L_A | 19.08 |
| 12/18/2010 20:37 | N | H_HOLLOW_E_1 | -0.42 |
| 12/18/2010 20:37 | N | HHOLLOW4_E_1 | -0.42 |
| 12/18/2010 20:37 | N | R_LH2SES_1 | 26.18 |
| 12/18/2010 20:37 | N | AUTO_EPS_390 | 26.07 |
| 12/18/2010 20:40 | N | DC_ROAD_L_B | 24.12 |
| 12/18/2010 20:40 | N | DC_EGPS_L_A | 19.11 |
| 12/18/2010 20:40 | N | H_HOLLOW_E_1 | -0.42 |
| 12/18/2010 20:40 | N | HHOLLOW4_E_1 | -0.42 |
| 12/18/2010 20:40 | N | R_LH2SES_1 | 26.23 |
| 12/18/2010 20:40 | N | AUTO_EPS_390 | 26.12 |
| 12/18/2010 20:45 | N | DC_ROAD_L_B | 24.34 |
| 12/18/2010 20:45 | N | DC_EGPS_L_A | 19.34 |
| 12/18/2010 20:45 | N | H_HOLLOW_E_1 | -0.54 |
| 12/18/2010 20:45 | N | HHOLLOW4_E_1 | -0.54 |
| 12/18/2010 20:45 | N | R_LH2SES_1 | 26.34 |
| 12/18/2010 20:45 | N | AUTO_EPS_390 | 26.24 |
| 12/18/2010 20:50 | N | DC_ROAD_L_B | 24.41 |
| 12/18/2010 20:50 | N | DC_EGPS_L_A | 19.37 |
| 12/18/2010 20:50 | N | H_HOLLOW_E_1 | -0.68 |
| 12/18/2010 20:50 | N | HHOLLOW4_E_1 | -0.68 |
| 12/18/2010 20:50 | N | R_LH2SES_1 | 26.43 |
| 12/18/2010 20:50 | N | AUTO_EPS_390 | 26.32 |

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| 12/18/2010 20:55 | N | DC_ROAD_L_B | 24.29 |
| 12/18/2010 20:55 | N | DC_EGPS_L_A | 19.31 |
| 12/18/2010 20:55 | N | H_HOLLOW_E_1 | -0.41 |
| 12/18/2010 20:55 | N | HHOLLOW4_E_1 | -0.41 |
| 12/18/2010 20:55 | N | R_LH2SES_1 | 26.29 |
| 12/18/2010 20:55 | N | AUTO_EPS_390 | 26.18 |
| 12/18/2010 21:00 | N | DC_ROAD_L_B | 24.57 |
| 12/18/2010 21:00 | N | DC_EGPS_L_A | 19.53 |
| 12/18/2010 21:00 | N | H_HOLLOW_E_1 | -0.41 |
| 12/18/2010 21:00 | N | HHOLLOW4_E_1 | -0.41 |
| 12/18/2010 21:00 | N | R_LH2SES_1 | 26.59 |
| 12/18/2010 21:00 | N | AUTO_EPS_390 | 26.48 |
| 12/18/2010 21:05 | N | DC_ROAD_L_B | 24.45 |
| 12/18/2010 21:05 | N | DC_EGPS_L_A | 19.44 |
| 12/18/2010 21:05 | N | H_HOLLOW_E_1 | -0.4 |
| 12/18/2010 21:05 | N | HHOLLOW4_E_1 | -0.4 |
| 12/18/2010 21:05 | N | R_LH2SES_1 | 26.46 |
| 12/18/2010 21:05 | N | AUTO_EPS_390 | 26.35 |
| 12/18/2010 21:10 | N | DC_ROAD_L_B | 24.56 |
| 12/18/2010 21:10 | N | DC_EGPS_L_A | 19.57 |
| 12/18/2010 21:10 | N | H_HOLLOW_E_1 | -0.41 |
| 12/18/2010 21:10 | N | HHOLLOW4_E_1 | -0.41 |
| 12/18/2010 21:10 | N | R_LH2SES_1 | 26.56 |
| 12/18/2010 21:10 | N | AUTO_EPS_390 | 26.46 |
| 12/18/2010 21:15 | N | DC_ROAD_L_B | 24.67 |
| 12/18/2010 21:15 | N | DC_EGPS_L_A | 19.64 |
| 12/18/2010 21:15 | N | H_HOLLOW_E_1 | -0.47 |
| 12/18/2010 21:15 | N | HHOLLOW4_E_1 | -0.47 |
| 12/18/2010 21:15 | N | R_LH2SES_1 | 26.69 |
| 12/18/2010 21:15 | N | AUTO_EPS_390 | 26.58 |
| 12/18/2010 21:20 | N | DC_ROAD_L_B | 24.69 |
| 12/18/2010 21:20 | N | DC_EGPS_L_A | 19.66 |
| 12/18/2010 21:20 | N | H_HOLLOW_E_1 | -0.47 |
| 12/18/2010 21:20 | N | HHOLLOW4_E_1 | -0.47 |
| 12/18/2010 21:20 | N | R_LH2SES_1 | 26.71 |
| 12/18/2010 21:20 | N | AUTO_EPS_390 | 26.6 |
| 12/18/2010 21:25 | N | DC_ROAD_L_B | 24.43 |
| 12/18/2010 21:25 | N | DC_EGPS_L_A | 19.45 |
| 12/18/2010 21:25 | N | H_HOLLOW_E_1 | -0.49 |
| 12/18/2010 21:25 | N | HHOLLOW4_E_1 | -0.49 |
| 12/18/2010 21:25 | N | R_LH2SES_1 | 26.43 |
| 12/18/2010 21:25 | N | AUTO_EPS_390 | 26.32 |
| 12/18/2010 21:30 | N | DC_ROAD_L_B | 24.43 |
| 12/18/2010 21:30 | N | DC_EGPS_L_A | 19.43 |
| 12/18/2010 21:30 | N | H_HOLLOW_E_1 | -0.58 |
| 12/18/2010 21:30 | N | HHOLLOW4_E_1 | -0.58 |
| 12/18/2010 21:30 | N | R_LH2SES_1 | 26.44 |

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| 12/18/2010 21:30 | N | AUTO_EPS_390 | 26.33 |
| 12/18/2010 21:35 | N | DC_ROAD_L_B | 24.41 |
| 12/18/2010 21:35 | N | DC_EGPS_L_A | 19.39 |
| 12/18/2010 21:35 | N | H_HOLLOW_E_1 | -0.67 |
| 12/18/2010 21:35 | N | HHOLLOW4_E_1 | -0.67 |
| 12/18/2010 21:35 | N | R_LH2SES_1 | 26.42 |
| 12/18/2010 21:35 | N | AUTO_EPS_390 | 26.31 |
| 12/18/2010 21:40 | N | DC_ROAD_L_B | 24.3 |
| 12/18/2010 21:40 | N | DC_EGPS_L_A | 19.31 |
| 12/18/2010 21:40 | N | H_HOLLOW_E_1 | -0.67 |
| 12/18/2010 21:40 | N | HHOLLOW4_E_1 | -0.67 |
| 12/18/2010 21:40 | N | R_LH2SES_1 | 26.31 |
| 12/18/2010 21:40 | N | AUTO_EPS_390 | 26.2 |
| 12/18/2010 21:45 | N | DC_ROAD_L_B | 24.29 |
| 12/18/2010 21:45 | N | DC_EGPS_L_A | 19.3 |
| 12/18/2010 21:45 | N | H_HOLLOW_E_1 | -0.67 |
| 12/18/2010 21:45 | N | HHOLLOW4_E_1 | -0.67 |
| 12/18/2010 21:45 | N | R_LH2SES_1 | 26.3 |
| 12/18/2010 21:45 | N | AUTO_EPS_390 | 26.19 |
| 12/18/2010 21:47 | N | DC_ROAD_L_B | 23.99 |
| 12/18/2010 21:47 | N | DC_EGPS_L_A | 18.15 |
| 12/18/2010 21:47 | N | H_HOLLOW_E_1 | -5.23 |
| 12/18/2010 21:47 | N | HHOLLOW4_E_1 | -5.23 |
| 12/18/2010 21:47 | N | R_LH2SES_1 | 26.33 |
| 12/18/2010 21:47 | N | AUTO_EPS_390 | 26.21 |
| 12/18/2010 21:50 | N | DC_ROAD_L_B | 23.31 |
| 12/18/2010 21:50 | N | DC_EGPS_L_A | 15.11 |
| 12/18/2010 21:50 | N | H_HOLLOW_E_1 | -17.7 |
| 12/18/2010 21:50 | N | HHOLLOW4_E_1 | -17.7 |
| 12/18/2010 21:50 | N | R_LH2SES_1 | 26.6 |
| 12/18/2010 21:50 | N | AUTO_EPS_390 | 26.43 |
| 12/18/2010 21:55 | N | DC_ROAD_L_B | 23.98 |
| 12/18/2010 21:55 | N | DC_EGPS_L_A | 18.14 |
| 12/18/2010 21:55 | N | H_HOLLOW_E_1 | -5.23 |
| 12/18/2010 21:55 | N | HHOLLOW4_E_1 | -5.23 |
| 12/18/2010 21:55 | N | R_LH2SES_1 | 26.33 |
| 12/18/2010 21:55 | N | AUTO_EPS_390 | 26.2 |
| 12/18/2010 22:00 | N | DC_ROAD_L_B | 24.23 |
| 12/18/2010 22:00 | N | DC_EGPS_L_A | 19.07 |
| 12/18/2010 22:00 | N | H_HOLLOW_E_1 | -1.5 |
| 12/18/2010 22:00 | N | HHOLLOW4_E_1 | -1.5 |
| 12/18/2010 22:00 | N | R_LH2SES_1 | 26.3 |
| 12/18/2010 22:00 | N | AUTO_EPS_390 | 26.19 |
| 12/18/2010 22:05 | N | DC_ROAD_L_B | 24.28 |
| 12/18/2010 22:05 | N | DC_EGPS_L_A | 19.25 |
| 12/18/2010 22:05 | N | H_HOLLOW_E_1 | -0.68 |
| 12/18/2010 22:05 | N | HHOLLOW4_E_1 | -0.68 |

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| 12/18/2010 22:05 | N | R_LH2SES_1 | 26.3 |
| 12/18/2010 22:05 | N | AUTO_EPS_390 | 26.19 |
| 12/18/2010 22:10 | N | DC_ROAD_L_B | 24.15 |
| 12/18/2010 22:10 | N | DC_EGPS_L_A | 18.22 |
| 12/18/2010 22:10 | N | H_HOLLOW_E_1 | -5.28 |
| 12/18/2010 22:10 | N | HHOLLOW4_E_1 | -5.28 |
| 12/18/2010 22:10 | N | R_LH2SES_1 | 26.52 |
| 12/18/2010 22:10 | N | AUTO_EPS_390 | 26.39 |
| 12/18/2010 22:15 | N | DC_ROAD_L_B | 24.42 |
| 12/18/2010 22:15 | N | DC_EGPS_L_A | 19.26 |
| 12/18/2010 22:15 | N | H_HOLLOW_E_1 | -1.24 |
| 12/18/2010 22:15 | N | HHOLLOW4_E_1 | -1.24 |
| 12/18/2010 22:15 | N | R_LH2SES_1 | 26.49 |
| 12/18/2010 22:15 | N | AUTO_EPS_390 | 26.38 |
| 12/18/2010 22:20 | N | DC_ROAD_L_B | 24.31 |
| 12/18/2010 22:20 | N | DC_EGPS_L_A | 19.33 |
| 12/18/2010 22:20 | N | H_HOLLOW_E_1 | -0.41 |
| 12/18/2010 22:20 | N | HHOLLOW4_E_1 | -0.41 |
| 12/18/2010 22:20 | N | R_LH2SES_1 | 26.31 |
| 12/18/2010 22:20 | N | AUTO_EPS_390 | 26.2 |
| 12/18/2010 22:25 | N | DC_ROAD_L_B | 24.27 |
| 12/18/2010 22:25 | N | DC_EGPS_L_A | 19.3 |
| 12/18/2010 22:25 | N | H_HOLLOW_E_1 | -0.41 |
| 12/18/2010 22:25 | N | HHOLLOW4_E_1 | -0.41 |
| 12/18/2010 22:25 | N | R_LH2SES_1 | 26.27 |
| 12/18/2010 22:25 | N | AUTO_EPS_390 | 26.16 |
| 12/18/2010 22:30 | N | DC_ROAD_L_B | 24.25 |
| 12/18/2010 22:30 | N | DC_EGPS_L_A | 19.28 |
| 12/18/2010 22:30 | N | H_HOLLOW_E_1 | -0.41 |
| 12/18/2010 22:30 | N | HHOLLOW4_E_1 | -0.41 |
| 12/18/2010 22:30 | N | R_LH2SES_1 | 26.24 |
| 12/18/2010 22:30 | N | AUTO_EPS_390 | 26.14 |
| 12/18/2010 22:35 | N | DC_ROAD_L_B | 24.2 |
| 12/18/2010 22:35 | N | DC_EGPS_L_A | 19.25 |
| 12/18/2010 22:35 | N | H_HOLLOW_E_1 | -0.41 |
| 12/18/2010 22:35 | N | HHOLLOW4_E_1 | -0.41 |
| 12/18/2010 22:35 | N | R_LH2SES_1 | 26.19 |
| 12/18/2010 22:35 | N | AUTO_EPS_390 | 26.08 |
| 12/18/2010 22:40 | N | DC_ROAD_L_B | 24.09 |
| 12/18/2010 22:40 | N | DC_EGPS_L_A | 18.96 |
| 12/18/2010 22:40 | N | H_HOLLOW_E_1 | -1.5 |
| 12/18/2010 22:40 | N | HHOLLOW4_E_1 | -1.5 |
| 12/18/2010 22:40 | N | R_LH2SES_1 | 26.15 |
| 12/18/2010 22:40 | N | AUTO_EPS_390 | 26.04 |
| 12/18/2010 22:45 | N | DC_ROAD_L_B | 23.78 |
| 12/18/2010 22:45 | N | DC_EGPS_L_A | 17.97 |
| 12/18/2010 22:45 | N | H_HOLLOW_E_1 | -5.22 |

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| 12/18/2010 22:45 | N | HHOLLOW4_E_1 | -5.22 |
| 12/18/2010 22:45 | N | R_LH2SES_1 | 26.12 |
| 12/18/2010 22:45 | N | AUTO_EPS_390 | 25.99 |
| 12/18/2010 22:50 | N | DC_ROAD_L_B | 23.67 |
| 12/18/2010 22:50 | N | DC_EGPS_L_A | 17.77 |
| 12/18/2010 22:50 | N | H_HOLLOW_E_1 | -5.67 |
| 12/18/2010 22:50 | N | HHOLLOW4_E_1 | -5.67 |
| 12/18/2010 22:50 | N | R_LH2SES_1 | 26.04 |
| 12/18/2010 22:50 | N | AUTO_EPS_390 | 25.91 |
| 12/18/2010 22:55 | N | DC_ROAD_L_B | 23.26 |
| 12/18/2010 22:55 | N | DC_EGPS_L_A | 17.44 |
| 12/18/2010 22:55 | N | H_HOLLOW_E_1 | -5.68 |
| 12/18/2010 22:55 | N | HHOLLOW4_E_1 | -5.68 |
| 12/18/2010 22:55 | N | R_LH2SES_1 | 25.59 |
| 12/18/2010 22:55 | N | AUTO_EPS_390 | 25.47 |
| 12/18/2010 23:00 | N | DC_ROAD_L_B | 23.51 |
| 12/18/2010 23:00 | N | DC_EGPS_L_A | 18.53 |
| 12/18/2010 23:00 | N | H_HOLLOW_E_1 | -1.2 |
| 12/18/2010 23:00 | N | HHOLLOW4_E_1 | -1.2 |
| 12/18/2010 23:00 | N | R_LH2SES_1 | 25.51 |
| 12/18/2010 23:00 | N | AUTO_EPS_390 | 25.4 |
| 12/18/2010 23:05 | N | DC_ROAD_L_B | 23.68 |
| 12/18/2010 23:05 | N | DC_EGPS_L_A | 18.77 |
| 12/18/2010 23:05 | N | H_HOLLOW_E_1 | -0.58 |
| 12/18/2010 23:05 | N | HHOLLOW4_E_1 | -0.58 |
| 12/18/2010 23:05 | N | R_LH2SES_1 | 25.64 |
| 12/18/2010 23:05 | N | AUTO_EPS_390 | 25.54 |
| 12/18/2010 23:10 | N | DC_ROAD_L_B | 23.45 |
| 12/18/2010 23:10 | N | DC_EGPS_L_A | 18.62 |
| 12/18/2010 23:10 | N | H_HOLLOW_E_1 | -0.42 |
| 12/18/2010 23:10 | N | HHOLLOW4_E_1 | -0.42 |
| 12/18/2010 23:10 | N | R_LH2SES_1 | 25.38 |
| 12/18/2010 23:10 | N | AUTO_EPS_390 | 25.28 |
| 12/18/2010 23:15 | N | DC_ROAD_L_B | 23.17 |
| 12/18/2010 23:15 | N | DC_EGPS_L_A | 18.37 |
| 12/18/2010 23:15 | N | H_HOLLOW_E_1 | -0.57 |
| 12/18/2010 23:15 | N | HHOLLOW4_E_1 | -0.57 |
| 12/18/2010 23:15 | N | R_LH2SES_1 | 25.1 |
| 12/18/2010 23:15 | N | AUTO_EPS_390 | 24.99 |
| 12/18/2010 23:20 | N | DC_ROAD_L_B | 22.86 |
| 12/18/2010 23:20 | N | DC_EGPS_L_A | 18.15 |
| 12/18/2010 23:20 | N | H_HOLLOW_E_1 | -0.42 |
| 12/18/2010 23:20 | N | HHOLLOW4_E_1 | -0.42 |
| 12/18/2010 23:20 | N | R_LH2SES_1 | 24.75 |
| 12/18/2010 23:20 | N | AUTO_EPS_390 | 24.64 |
| 12/18/2010 23:25 | N | DC_ROAD_L_B | 22.78 |
| 12/18/2010 23:25 | N | DC_EGPS_L_A | 17.95 |

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| 12/18/2010 23:25 | N | H_HOLLOW_E_1 | -1.16 |
| 12/18/2010 23:25 | N | HHOLLOW4_E_1 | -1.16 |
| 12/18/2010 23:25 | N | R_LH2SES_1 | 24.72 |
| 12/18/2010 23:25 | N | AUTO_EPS_390 | 24.61 |
| 12/18/2010 23:30 | N | DC_ROAD_L_B | 22.59 |
| 12/18/2010 23:30 | N | DC_EGPS_L_A | 17.74 |
| 12/18/2010 23:30 | N | H_HOLLOW_E_1 | -1.52 |
| 12/18/2010 23:30 | N | HHOLLOW4_E_1 | -1.52 |
| 12/18/2010 23:30 | N | R_LH2SES_1 | 24.54 |
| 12/18/2010 23:30 | N | AUTO_EPS_390 | 24.43 |
| 12/18/2010 23:35 | N | DC_ROAD_L_B | 22.26 |
| 12/18/2010 23:35 | N | DC_EGPS_L_A | 16.78 |
| 12/18/2010 23:35 | N | H_HOLLOW_E_1 | -5.04 |
| 12/18/2010 23:35 | N | HHOLLOW4_E_1 | -5.04 |
| 12/18/2010 23:35 | N | R_LH2SES_1 | 24.47 |
| 12/18/2010 23:35 | N | AUTO_EPS_390 | 24.35 |
| 12/18/2010 23:40 | N | DC_ROAD_L_B | 22.19 |
| 12/18/2010 23:40 | N | DC_EGPS_L_A | 16.58 |
| 12/18/2010 23:40 | N | H_HOLLOW_E_1 | -5.69 |
| 12/18/2010 23:40 | N | HHOLLOW4_E_1 | -5.69 |
| 12/18/2010 23:40 | N | R_LH2SES_1 | 24.44 |
| 12/18/2010 23:40 | N | AUTO_EPS_390 | 24.32 |
| 12/18/2010 23:45 | N | DC_ROAD_L_B | 22.36 |
| 12/18/2010 23:45 | N | DC_EGPS_L_A | 17.72 |
| 12/18/2010 23:45 | N | H_HOLLOW_E_1 | -0.62 |
| 12/18/2010 23:45 | N | HHOLLOW4_E_1 | -0.62 |
| 12/18/2010 23:45 | N | R_LH2SES_1 | 24.23 |
| 12/18/2010 23:45 | N | AUTO_EPS_390 | 24.13 |
| 12/18/2010 23:50 | N | DC_ROAD_L_B | 22.24 |
| 12/18/2010 23:50 | N | DC_EGPS_L_A | 17.64 |
| 12/18/2010 23:50 | N | H_HOLLOW_E_1 | -0.52 |
| 12/18/2010 23:50 | N | HHOLLOW4_E_1 | -0.52 |
| 12/18/2010 23:50 | N | R_LH2SES_1 | 24.09 |
| 12/18/2010 23:50 | N | AUTO_EPS_390 | 23.99 |
| 12/18/2010 23:55 | N | DC_ROAD_L_B | 22.18 |
| 12/18/2010 23:55 | N | DC_EGPS_L_A | 17.57 |
| 12/18/2010 23:55 | N | H_HOLLOW_E_1 | -0.62 |
| 12/18/2010 23:55 | N | HHOLLOW4_E_1 | -0.62 |
| 12/18/2010 23:55 | N | R_LH2SES_1 | 24.03 |
| 12/18/2010 23:55 | N | AUTO_EPS_390 | 23.93 |
| 12/18/2010 23:55 | N | DC_ROAD_L_B | 22.18 |
| 12/18/2010 23:55 | N | DC_EGPS_L_A | 17.57 |
| 12/18/2010 23:55 | N | H_HOLLOW_E_1 | -0.62 |
| 12/18/2010 23:55 | N | HHOLLOW4_E_1 | -0.62 |
| 12/18/2010 23:55 | N | R_LH2SES_1 | 24.03 |
| 12/18/2010 23:55 | N | AUTO_EPS_390 | 23.93 |
| 12/19/2010 0:00 | N | DC_ROAD_L_B | 22.69 |

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| 12/19/2010 0:00 | N | DC_EGPS_L_A | 18.01 |
| 12/19/2010 0:00 | N | H_HOLLOW_E_1 | -0.47 |
| 12/19/2010 0:00 | N | HHOLLOW4_E_1 | -0.47 |
| 12/19/2010 0:00 | N | R_LH2SES_1 | 24.57 |
| 12/19/2010 0:00 | N | AUTO_EPS_390 | 24.47 |
| 12/19/2010 0:05 | N | DC_ROAD_L_B | 22.8 |
| 12/19/2010 0:05 | N | DC_EGPS_L_A | 18.11 |
| 12/19/2010 0:05 | N | H_HOLLOW_E_1 | -0.42 |
| 12/19/2010 0:05 | N | HHOLLOW4_E_1 | -0.42 |
| 12/19/2010 0:05 | N | R_LH2SES_1 | 24.69 |
| 12/19/2010 0:05 | N | AUTO_EPS_390 | 24.59 |
| 12/19/2010 0:10 | N | DC_ROAD_L_B | 22.79 |
| 12/19/2010 0:10 | N | DC_EGPS_L_A | 18.1 |
| 12/19/2010 0:10 | N | H_HOLLOW_E_1 | -0.42 |
| 12/19/2010 0:10 | N | HHOLLOW4_E_1 | -0.42 |
| 12/19/2010 0:10 | N | R_LH2SES_1 | 24.67 |
| 12/19/2010 0:10 | N | AUTO_EPS_390 | 24.57 |
| 12/19/2010 0:15 | N | DC_ROAD_L_B | 22.69 |
| 12/19/2010 0:15 | N | DC_EGPS_L_A | 18.03 |
| 12/19/2010 0:15 | N | H_HOLLOW_E_1 | -0.42 |
| 12/19/2010 0:15 | N | HHOLLOW4_E_1 | -0.42 |
| 12/19/2010 0:15 | N | R_LH2SES_1 | 24.56 |
| 12/19/2010 0:15 | N | AUTO_EPS_390 | 24.46 |
| 12/19/2010 0:20 | N | DC_ROAD_L_B | 22.6 |
| 12/19/2010 0:20 | N | DC_EGPS_L_A | 17.96 |
| 12/19/2010 0:20 | N | H_HOLLOW_E_1 | -0.42 |
| 12/19/2010 0:20 | N | HHOLLOW4_E_1 | -0.42 |
| 12/19/2010 0:20 | N | R_LH2SES_1 | 24.46 |
| 12/19/2010 0:20 | N | AUTO_EPS_390 | 24.36 |
| 12/19/2010 0:25 | N | DC_ROAD_L_B | 22.55 |
| 12/19/2010 0:25 | N | DC_EGPS_L_A | 17.92 |
| 12/19/2010 0:25 | N | H_HOLLOW_E_1 | -0.42 |
| 12/19/2010 0:25 | N | HHOLLOW4_E_1 | -0.42 |
| 12/19/2010 0:25 | N | R_LH2SES_1 | 24.41 |
| 12/19/2010 0:25 | N | AUTO_EPS_390 | 24.31 |
| 12/19/2010 0:30 | N | DC_ROAD_L_B | 22.34 |
| 12/19/2010 0:30 | N | DC_EGPS_L_A | 17.75 |
| 12/19/2010 0:30 | N | H_HOLLOW_E_1 | -0.43 |
| 12/19/2010 0:30 | N | HHOLLOW4_E_1 | -0.43 |
| 12/19/2010 0:30 | N | R_LH2SES_1 | 24.19 |
| 12/19/2010 0:30 | N | AUTO_EPS_390 | 24.09 |
| 12/19/2010 0:35 | N | DC_ROAD_L_B | 22.29 |
| 12/19/2010 0:35 | N | DC_EGPS_L_A | 17.72 |
| 12/19/2010 0:35 | N | H_HOLLOW_E_1 | -0.4 |
| 12/19/2010 0:35 | N | HHOLLOW4_E_1 | -0.4 |
| 12/19/2010 0:35 | N | R_LH2SES_1 | 24.13 |
| 12/19/2010 0:35 | N | AUTO_EPS_390 | 24.03 |

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|---|---|---|---|
| 12/19/2010 0:40 | N | DC_ROAD_L_B | 22.22 |
| 12/19/2010 0:40 | N | DC_EGPS_L_A | 17.65 |
| 12/19/2010 0:40 | N | H_HOLLOW_E_1 | -0.42 |
| 12/19/2010 0:40 | N | HHOLLOW4_E_1 | -0.42 |
| 12/19/2010 0:40 | N | R_LH2SES_1 | 24.05 |
| 12/19/2010 0:40 | N | AUTO_EPS_390 | 23.95 |
| 12/19/2010 0:42 | N | DC_ROAD_L_B | 22.19 |
| 12/19/2010 0:42 | N | DC_EGPS_L_A | 17.7 |
| 12/19/2010 0:42 | N | H_HOLLOW_E_1 | -0.09 |
| 12/19/2010 0:42 | N | HHOLLOW4_E_1 | -0.09 |
| 12/19/2010 0:42 | N | R_LH2SES_1 | 23.99 |
| 12/19/2010 0:42 | N | AUTO_EPS_390 | 23.89 |
| 12/19/2010 0:45 | N | DC_ROAD_L_B | 22.25 |
| 12/19/2010 0:45 | N | DC_EGPS_L_A | 17.69 |
| 12/19/2010 0:45 | N | H_HOLLOW_E_1 | -0.39 |
| 12/19/2010 0:45 | N | HHOLLOW4_E_1 | -0.39 |
| 12/19/2010 0:45 | N | R_LH2SES_1 | 24.08 |
| 12/19/2010 0:45 | N | AUTO_EPS_390 | 23.99 |
| 12/19/2010 0:50 | N | DC_ROAD_L_B | 22.17 |
| 12/19/2010 0:50 | N | DC_EGPS_L_A | 17.65 |
| 12/19/2010 0:50 | N | H_HOLLOW_E_1 | -0.27 |
| 12/19/2010 0:50 | N | HHOLLOW4_E_1 | -0.27 |
| 12/19/2010 0:50 | N | R_LH2SES_1 | 23.99 |
| 12/19/2010 0:50 | N | AUTO_EPS_390 | 23.89 |
| 12/19/2010 0:55 | N | DC_ROAD_L_B | 22.03 |
| 12/19/2010 0:55 | N | DC_EGPS_L_A | 17.53 |
| 12/19/2010 0:55 | N | H_HOLLOW_E_1 | -0.31 |
| 12/19/2010 0:55 | N | HHOLLOW4_E_1 | -0.31 |
| 12/19/2010 0:55 | N | R_LH2SES_1 | 23.84 |
| 12/19/2010 0:55 | N | AUTO_EPS_390 | 23.74 |
| 12/19/2010 1:00 | N | DC_ROAD_L_B | 21.88 |
| 12/19/2010 1:00 | N | DC_EGPS_L_A | 17.4 |
| 12/19/2010 1:00 | N | H_HOLLOW_E_1 | -0.33 |
| 12/19/2010 1:00 | N | HHOLLOW4_E_1 | -0.33 |
| 12/19/2010 1:00 | N | R_LH2SES_1 | 23.68 |
| 12/19/2010 1:00 | N | AUTO_EPS_390 | 23.58 |
| 12/19/2010 1:05 | N | DC_ROAD_L_B | 21.63 |
| 12/19/2010 1:05 | N | DC_EGPS_L_A | 17.26 |
| 12/19/2010 1:05 | N | H_HOLLOW_E_1 | -0.13 |
| 12/19/2010 1:05 | N | HHOLLOW4_E_1 | -0.13 |
| 12/19/2010 1:05 | N | R_LH2SES_1 | 23.39 |
| 12/19/2010 1:05 | N | AUTO_EPS_390 | 23.3 |
| 12/19/2010 1:10 | N | DC_ROAD_L_B | 21.61 |
| 12/19/2010 1:10 | N | DC_EGPS_L_A | 17.22 |
| 12/19/2010 1:10 | N | H_HOLLOW_E_1 | -0.19 |
| 12/19/2010 1:10 | N | HHOLLOW4_E_1 | -0.19 |
| 12/19/2010 1:10 | N | R_LH2SES_1 | 23.37 |

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|---|---|---|---|
| 12/19/2010 1:10 | N | AUTO_EPS_390 | 23.27 |
| 12/19/2010 1:15 | N | DC_ROAD_L_B | 21.62 |
| 12/19/2010 1:15 | N | DC_EGPS_L_A | 17.26 |
| 12/19/2010 1:15 | N | H_HOLLOW_E_1 | -0.09 |
| 12/19/2010 1:15 | N | HHOLLOW4_E_1 | -0.09 |
| 12/19/2010 1:15 | N | R_LH2SES_1 | 23.37 |
| 12/19/2010 1:15 | N | AUTO_EPS_390 | 23.28 |
| 12/19/2010 1:20 | N | DC_ROAD_L_B | 21.65 |
| 12/19/2010 1:20 | N | DC_EGPS_L_A | 17.28 |
| 12/19/2010 1:20 | N | H_HOLLOW_E_1 | -0.07 |
| 12/19/2010 1:20 | N | HHOLLOW4_E_1 | -0.07 |
| 12/19/2010 1:20 | N | R_LH2SES_1 | 23.4 |
| 12/19/2010 1:20 | N | AUTO_EPS_390 | 23.31 |
| 12/19/2010 1:25 | N | DC_ROAD_L_B | 21.53 |
| 12/19/2010 1:25 | N | DC_EGPS_L_A | 17.18 |
| 12/19/2010 1:25 | N | H_HOLLOW_E_1 | -0.13 |
| 12/19/2010 1:25 | N | HHOLLOW4_E_1 | -0.13 |
| 12/19/2010 1:25 | N | R_LH2SES_1 | 23.28 |
| 12/19/2010 1:25 | N | AUTO_EPS_390 | 23.19 |
| 12/19/2010 1:30 | N | DC_ROAD_L_B | 21.45 |
| 12/19/2010 1:30 | N | DC_EGPS_L_A | 17.1 |
| 12/19/2010 1:30 | N | H_HOLLOW_E_1 | -0.23 |
| 12/19/2010 1:30 | N | HHOLLOW4_E_1 | -0.23 |
| 12/19/2010 1:30 | N | R_LH2SES_1 | 23.2 |
| 12/19/2010 1:30 | N | AUTO_EPS_390 | 23.1 |
| 12/19/2010 1:35 | N | DC_ROAD_L_B | 21.55 |
| 12/19/2010 1:35 | N | DC_EGPS_L_A | 17.2 |
| 12/19/2010 1:35 | N | H_HOLLOW_E_1 | -0.09 |
| 12/19/2010 1:35 | N | HHOLLOW4_E_1 | -0.09 |
| 12/19/2010 1:35 | N | R_LH2SES_1 | 23.3 |
| 12/19/2010 1:35 | N | AUTO_EPS_390 | 23.21 |
| 12/19/2010 1:40 | N | DC_ROAD_L_B | 21.38 |
| 12/19/2010 1:40 | N | DC_EGPS_L_A | 17 |
| 12/19/2010 1:40 | N | H_HOLLOW_E_1 | -0.36 |
| 12/19/2010 1:40 | N | HHOLLOW4_E_1 | -0.36 |
| 12/19/2010 1:40 | N | R_LH2SES_1 | 23.14 |
| 12/19/2010 1:40 | N | AUTO_EPS_390 | 23.04 |
| 12/19/2010 1:45 | N | DC_ROAD_L_B | 21.24 |
| 12/19/2010 1:45 | N | DC_EGPS_L_A | 16.94 |
| 12/19/2010 1:45 | N | H_HOLLOW_E_1 | -0.08 |
| 12/19/2010 1:45 | N | HHOLLOW4_E_1 | -0.08 |
| 12/19/2010 1:45 | N | R_LH2SES_1 | 22.96 |
| 12/19/2010 1:45 | N | AUTO_EPS_390 | 22.87 |
| 12/19/2010 1:50 | N | DC_ROAD_L_B | 21.19 |
| 12/19/2010 1:50 | N | DC_EGPS_L_A | 16.92 |
| 12/19/2010 1:50 | N | H_HOLLOW_E_1 | 0.01 |
| 12/19/2010 1:50 | N | HHOLLOW4_E_1 | 0.01 |

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|---|---|---|---|
| 12/19/2010 1:50 | N | R_LH2SES_1 | 22.9 |
| 12/19/2010 1:50 | N | AUTO_EPS_390 | 22.81 |
| 12/19/2010 1:55 | N | DC_ROAD_L_B | 21.35 |
| 12/19/2010 1:55 | N | DC_EGPS_L_A | 17.07 |
| 12/19/2010 1:55 | N | H_HOLLOW_E_1 | 0.1 |
| 12/19/2010 1:55 | N | HHOLLOW4_E_1 | 0.1 |
| 12/19/2010 1:55 | N | R_LH2SES_1 | 23.07 |
| 12/19/2010 1:55 | N | AUTO_EPS_390 | 22.98 |
| 12/19/2010 2:00 | N | DC_ROAD_L_B | 21.23 |
| 12/19/2010 2:00 | N | DC_EGPS_L_A | 16.97 |
| 12/19/2010 2:00 | N | H_HOLLOW_E_1 | 0.09 |
| 12/19/2010 2:00 | N | HHOLLOW4_E_1 | 0.09 |
| 12/19/2010 2:00 | N | R_LH2SES_1 | 22.94 |
| 12/19/2010 2:00 | N | AUTO_EPS_390 | 22.85 |
| 12/19/2010 2:05 | N | DC_ROAD_L_B | 22.21 |
| 12/19/2010 2:05 | N | DC_EGPS_L_A | 17.73 |
| 12/19/2010 2:05 | N | H_HOLLOW_E_1 | -0.04 |
| 12/19/2010 2:05 | N | HHOLLOW4_E_1 | -0.04 |
| 12/19/2010 2:05 | N | R_LH2SES_1 | 24.01 |
| 12/19/2010 2:05 | N | AUTO_EPS_390 | 23.91 |
| 12/19/2010 2:10 | N | DC_ROAD_L_B | 21.71 |
| 12/19/2010 2:10 | N | DC_EGPS_L_A | 17.37 |
| 12/19/2010 2:10 | N | H_HOLLOW_E_1 | 0.2 |
| 12/19/2010 2:10 | N | HHOLLOW4_E_1 | 0.2 |
| 12/19/2010 2:10 | N | R_LH2SES_1 | 23.44 |
| 12/19/2010 2:10 | N | AUTO_EPS_390 | 23.35 |
| 12/19/2010 2:15 | N | DC_ROAD_L_B | 21.54 |
| 12/19/2010 2:15 | N | DC_EGPS_L_A | 17.27 |
| 12/19/2010 2:15 | N | H_HOLLOW_E_1 | 0.38 |
| 12/19/2010 2:15 | N | HHOLLOW4_E_1 | 0.38 |
| 12/19/2010 2:15 | N | R_LH2SES_1 | 23.25 |
| 12/19/2010 2:15 | N | AUTO_EPS_390 | 23.16 |
| 12/19/2010 2:20 | N | DC_ROAD_L_B | 21.6 |
| 12/19/2010 2:20 | N | DC_EGPS_L_A | 17.3 |
| 12/19/2010 2:20 | N | H_HOLLOW_E_1 | 0.27 |
| 12/19/2010 2:20 | N | HHOLLOW4_E_1 | 0.27 |
| 12/19/2010 2:20 | N | R_LH2SES_1 | 23.32 |
| 12/19/2010 2:20 | N | AUTO_EPS_390 | 23.23 |
| 12/19/2010 2:25 | N | DC_ROAD_L_B | 21.45 |
| 12/19/2010 2:25 | N | DC_EGPS_L_A | 17.15 |
| 12/19/2010 2:25 | N | H_HOLLOW_E_1 | 0.11 |
| 12/19/2010 2:25 | N | HHOLLOW4_E_1 | 0.11 |
| 12/19/2010 2:25 | N | R_LH2SES_1 | 23.17 |
| 12/19/2010 2:25 | N | AUTO_EPS_390 | 23.08 |
| 12/19/2010 2:30 | N | DC_ROAD_L_B | 21.35 |
| 12/19/2010 2:30 | N | DC_EGPS_L_A | 17.11 |
| 12/19/2010 2:30 | N | H_HOLLOW_E_1 | 0.31 |

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| 12/19/2010 2:30 | N | HHOLLOW4_E_1 | 0.31 |
| 12/19/2010 2:30 | N | R_LH2SES_1 | 23.05 |
| 12/19/2010 2:30 | N | AUTO_EPS_390 | 22.96 |
| 12/19/2010 2:35 | N | DC_ROAD_L_B | 21.47 |
| 12/19/2010 2:35 | N | DC_EGPS_L_A | 17.21 |
| 12/19/2010 2:35 | N | H_HOLLOW_E_1 | 0.35 |
| 12/19/2010 2:35 | N | HHOLLOW4_E_1 | 0.35 |
| 12/19/2010 2:35 | N | R_LH2SES_1 | 23.18 |
| 12/19/2010 2:35 | N | AUTO_EPS_390 | 23.09 |
| 12/19/2010 2:40 | N | DC_ROAD_L_B | 22.25 |
| 12/19/2010 2:40 | N | DC_EGPS_L_A | 17.88 |
| 12/19/2010 2:40 | N | H_HOLLOW_E_1 | 0.57 |
| 12/19/2010 2:40 | N | HHOLLOW4_E_1 | 0.57 |
| 12/19/2010 2:40 | N | R_LH2SES_1 | 24 |
| 12/19/2010 2:40 | N | AUTO_EPS_390 | 23.91 |
| 12/19/2010 2:40 | N | DC_ROAD_L_B | 22.79 |
| 12/19/2010 2:40 | N | DC_EGPS_L_A | 18.3 |
| 12/19/2010 2:40 | N | H_HOLLOW_E_1 | 0.54 |
| 12/19/2010 2:40 | N | HHOLLOW4_E_1 | 0.54 |
| 12/19/2010 2:40 | N | R_LH2SES_1 | 24.58 |
| 12/19/2010 2:40 | N | AUTO_EPS_390 | 24.49 |
| 12/19/2010 2:43 | N | DC_ROAD_L_B | 22.95 |
| 12/19/2010 2:43 | N | DC_EGPS_L_A | 18.44 |
| 12/19/2010 2:43 | N | H_HOLLOW_E_1 | 0.6 |
| 12/19/2010 2:43 | N | HHOLLOW4_E_1 | 0.6 |
| 12/19/2010 2:43 | N | R_LH2SES_1 | 24.76 |
| 12/19/2010 2:43 | N | AUTO_EPS_390 | 24.66 |
| 12/19/2010 2:45 | N | DC_ROAD_L_B | 22.7 |
| 12/19/2010 2:45 | N | DC_EGPS_L_A | 18.22 |
| 12/19/2010 2:45 | N | H_HOLLOW_E_1 | 0.34 |
| 12/19/2010 2:45 | N | HHOLLOW4_E_1 | 0.34 |
| 12/19/2010 2:45 | N | R_LH2SES_1 | 24.51 |
| 12/19/2010 2:45 | N | AUTO_EPS_390 | 24.41 |
| 12/19/2010 2:50 | N | DC_ROAD_L_B | 22.9 |
| 12/19/2010 2:50 | N | DC_EGPS_L_A | 18.36 |
| 12/19/2010 2:50 | N | H_HOLLOW_E_1 | 0.29 |
| 12/19/2010 2:50 | N | HHOLLOW4_E_1 | 0.29 |
| 12/19/2010 2:50 | N | R_LH2SES_1 | 24.72 |
| 12/19/2010 2:50 | N | AUTO_EPS_390 | 24.62 |
| 12/19/2010 2:55 | N | DC_ROAD_L_B | 22.7 |
| 12/19/2010 2:55 | N | DC_EGPS_L_A | 18.22 |
| 12/19/2010 2:55 | N | H_HOLLOW_E_1 | 0.31 |
| 12/19/2010 2:55 | N | HHOLLOW4_E_1 | 0.31 |
| 12/19/2010 2:55 | N | R_LH2SES_1 | 24.49 |
| 12/19/2010 2:55 | N | AUTO_EPS_390 | 24.4 |
| 12/19/2010 3:00 | N | DC_ROAD_L_B | 22.84 |
| 12/19/2010 3:00 | N | DC_EGPS_L_A | 18.34 |

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|---|---|---|---|
| 12/19/2010 3:00 | N | H_HOLLOW_E_1 | 0.29 |
| 12/19/2010 3:00 | N | HHOLLOW4_E_1 | 0.29 |
| 12/19/2010 3:00 | N | R_LH2SES_1 | 24.64 |
| 12/19/2010 3:00 | N | AUTO_EPS_390 | 24.54 |
| 12/19/2010 3:05 | N | DC_ROAD_L_B | 22.91 |
| 12/19/2010 3:05 | N | DC_EGPS_L_A | 18.4 |
| 12/19/2010 3:05 | N | H_HOLLOW_E_1 | 0.29 |
| 12/19/2010 3:05 | N | HHOLLOW4_E_1 | 0.29 |
| 12/19/2010 3:05 | N | R_LH2SES_1 | 24.72 |
| 12/19/2010 3:05 | N | AUTO_EPS_390 | 24.62 |
| 12/19/2010 3:10 | N | DC_ROAD_L_B | 22.86 |
| 12/19/2010 3:10 | N | DC_EGPS_L_A | 18.34 |
| 12/19/2010 3:10 | N | H_HOLLOW_E_1 | 0.2 |
| 12/19/2010 3:10 | N | HHOLLOW4_E_1 | 0.2 |
| 12/19/2010 3:10 | N | R_LH2SES_1 | 24.67 |
| 12/19/2010 3:10 | N | AUTO_EPS_390 | 24.57 |
| 12/19/2010 3:15 | N | DC_ROAD_L_B | 22.88 |
| 12/19/2010 3:15 | N | DC_EGPS_L_A | 18.34 |
| 12/19/2010 3:15 | N | H_HOLLOW_E_1 | 0.11 |
| 12/19/2010 3:15 | N | HHOLLOW4_E_1 | 0.11 |
| 12/19/2010 3:15 | N | R_LH2SES_1 | 24.7 |
| 12/19/2010 3:15 | N | AUTO_EPS_390 | 24.6 |
| 12/19/2010 3:20 | N | DC_ROAD_L_B | 22.81 |
| 12/19/2010 3:20 | N | DC_EGPS_L_A | 18.31 |
| 12/19/2010 3:20 | N | H_HOLLOW_E_1 | 0.29 |
| 12/19/2010 3:20 | N | HHOLLOW4_E_1 | 0.29 |
| 12/19/2010 3:20 | N | R_LH2SES_1 | 24.61 |
| 12/19/2010 3:20 | N | AUTO_EPS_390 | 24.51 |
| 12/19/2010 3:25 | N | DC_ROAD_L_B | 22.49 |
| 12/19/2010 3:25 | N | DC_EGPS_L_A | 18.29 |
| 12/19/2010 3:25 | N | H_HOLLOW_E_1 | 1.46 |
| 12/19/2010 3:25 | N | HHOLLOW4_E_1 | 1.46 |
| 12/19/2010 3:25 | N | R_LH2SES_1 | 24.18 |
| 12/19/2010 3:25 | N | AUTO_EPS_390 | 24.09 |
| 12/19/2010 3:30 | N | DC_ROAD_L_B | 22.72 |
| 12/19/2010 3:30 | N | DC_EGPS_L_A | 18.23 |
| 12/19/2010 3:30 | N | H_HOLLOW_E_1 | 0.29 |
| 12/19/2010 3:30 | N | HHOLLOW4_E_1 | 0.29 |
| 12/19/2010 3:30 | N | R_LH2SES_1 | 24.51 |
| 12/19/2010 3:30 | N | AUTO_EPS_390 | 24.42 |
| 12/19/2010 3:35 | N | DC_ROAD_L_B | 22.73 |
| 12/19/2010 3:35 | N | DC_EGPS_L_A | 18.48 |
| 12/19/2010 3:35 | N | H_HOLLOW_E_1 | 1.48 |
| 12/19/2010 3:35 | N | HHOLLOW4_E_1 | 1.48 |
| 12/19/2010 3:35 | N | R_LH2SES_1 | 24.43 |
| 12/19/2010 3:35 | N | AUTO_EPS_390 | 24.34 |
| 12/19/2010 3:40 | N | DC_ROAD_L_B | 22.91 |

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|---|---|---|---|
| 12/19/2010 3:40 | N | DC_EGPS_L_A | 18.39 |
| 12/19/2010 3:40 | N | H_HOLLOW_E_1 | 0.29 |
| 12/19/2010 3:40 | N | HHOLLOW4_E_1 | 0.29 |
| 12/19/2010 3:40 | N | R_LH2SES_1 | 24.72 |
| 12/19/2010 3:40 | N | AUTO_EPS_390 | 24.62 |
| 12/19/2010 3:45 | N | DC_ROAD_L_B | 22.84 |
| 12/19/2010 3:45 | N | DC_EGPS_L_A | 18.57 |
| 12/19/2010 3:45 | N | H_HOLLOW_E_1 | 1.48 |
| 12/19/2010 3:45 | N | HHOLLOW4_E_1 | 1.48 |
| 12/19/2010 3:45 | N | R_LH2SES_1 | 24.55 |
| 12/19/2010 3:45 | N | AUTO_EPS_390 | 24.45 |
| 12/19/2010 3:50 | N | DC_ROAD_L_B | 22.93 |
| 12/19/2010 3:50 | N | DC_EGPS_L_A | 18.43 |
| 12/19/2010 3:50 | N | H_HOLLOW_E_1 | 0.36 |
| 12/19/2010 3:50 | N | HHOLLOW4_E_1 | 0.36 |
| 12/19/2010 3:50 | N | R_LH2SES_1 | 24.73 |
| 12/19/2010 3:50 | N | AUTO_EPS_390 | 24.63 |
| 12/19/2010 3:55 | N | DC_ROAD_L_B | 22.89 |
| 12/19/2010 3:55 | N | DC_EGPS_L_A | 18.35 |
| 12/19/2010 3:55 | N | H_HOLLOW_E_1 | 0.11 |
| 12/19/2010 3:55 | N | HHOLLOW4_E_1 | 0.11 |
| 12/19/2010 3:55 | N | R_LH2SES_1 | 24.71 |
| 12/19/2010 3:55 | N | AUTO_EPS_390 | 24.61 |
| 12/19/2010 4:01 | N | DC_ROAD_L_B | 22.71 |
| 12/19/2010 4:01 | N | DC_EGPS_L_A | 18.28 |
| 12/19/2010 4:01 | N | H_HOLLOW_E_1 | 0.42 |
| 12/19/2010 4:01 | N | HHOLLOW4_E_1 | 0.42 |
| 12/19/2010 4:01 | N | R_LH2SES_1 | 24.49 |
| 12/19/2010 4:01 | N | AUTO_EPS_390 | 24.4 |
| 12/19/2010 4:05 | N | DC_ROAD_L_B | 22.93 |
| 12/19/2010 4:05 | N | DC_EGPS_L_A | 18.44 |
| 12/19/2010 4:05 | N | H_HOLLOW_E_1 | 0.34 |
| 12/19/2010 4:05 | N | HHOLLOW4_E_1 | 0.34 |
| 12/19/2010 4:05 | N | R_LH2SES_1 | 24.73 |
| 12/19/2010 4:05 | N | AUTO_EPS_390 | 24.64 |
| 12/19/2010 4:10 | N | DC_ROAD_L_B | 22.94 |
| 12/19/2010 4:10 | N | DC_EGPS_L_A | 18.45 |
| 12/19/2010 4:10 | N | H_HOLLOW_E_1 | 0.35 |
| 12/19/2010 4:10 | N | HHOLLOW4_E_1 | 0.35 |
| 12/19/2010 4:10 | N | R_LH2SES_1 | 24.74 |
| 12/19/2010 4:10 | N | AUTO_EPS_390 | 24.65 |
| 12/19/2010 4:15 | N | DC_ROAD_L_B | 23.2 |
| 12/19/2010 4:15 | N | DC_EGPS_L_A | 18.62 |
| 12/19/2010 4:15 | N | H_HOLLOW_E_1 | 0.14 |
| 12/19/2010 4:15 | N | HHOLLOW4_E_1 | 0.14 |
| 12/19/2010 4:15 | N | R_LH2SES_1 | 25.03 |
| 12/19/2010 4:15 | N | AUTO_EPS_390 | 24.94 |

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| 12/19/2010 4:20 | N | DC_ROAD_L_B | 22.95 |
| 12/19/2010 4:20 | N | DC_EGPS_L_A | 18.45 |
| 12/19/2010 4:20 | N | H_HOLLOW_E_1 | 0.29 |
| 12/19/2010 4:20 | N | HHOLLOW4_E_1 | 0.29 |
| 12/19/2010 4:20 | N | R_LH2SES_1 | 24.76 |
| 12/19/2010 4:20 | N | AUTO_EPS_390 | 24.67 |
| 12/19/2010 4:25 | N | DC_ROAD_L_B | 22.95 |
| 12/19/2010 4:25 | N | DC_EGPS_L_A | 18.44 |
| 12/19/2010 4:25 | N | H_HOLLOW_E_1 | 0.22 |
| 12/19/2010 4:25 | N | HHOLLOW4_E_1 | 0.22 |
| 12/19/2010 4:25 | N | R_LH2SES_1 | 24.76 |
| 12/19/2010 4:25 | N | AUTO_EPS_390 | 24.67 |
| 12/19/2010 4:30 | N | DC_ROAD_L_B | 23 |
| 12/19/2010 4:30 | N | DC_EGPS_L_A | 18.45 |
| 12/19/2010 4:30 | N | H_HOLLOW_E_1 | 0.21 |
| 12/19/2010 4:30 | N | HHOLLOW4_E_1 | 0.21 |
| 12/19/2010 4:30 | N | R_LH2SES_1 | 24.82 |
| 12/19/2010 4:30 | N | AUTO_EPS_390 | 24.72 |
| 12/19/2010 4:35 | N | DC_ROAD_L_B | 23 |
| 12/19/2010 4:35 | N | DC_EGPS_L_A | 18.54 |
| 12/19/2010 4:35 | N | H_HOLLOW_E_1 | 0.61 |
| 12/19/2010 4:35 | N | HHOLLOW4_E_1 | 0.61 |
| 12/19/2010 4:35 | N | R_LH2SES_1 | 24.79 |
| 12/19/2010 4:35 | N | AUTO_EPS_390 | 24.69 |
| 12/19/2010 4:40 | N | DC_ROAD_L_B | 23.08 |
| 12/19/2010 4:40 | N | DC_EGPS_L_A | 18.78 |
| 12/19/2010 4:40 | N | H_HOLLOW_E_1 | 1.5 |
| 12/19/2010 4:40 | N | HHOLLOW4_E_1 | 1.5 |
| 12/19/2010 4:40 | N | R_LH2SES_1 | 24.81 |
| 12/19/2010 4:40 | N | AUTO_EPS_390 | 24.72 |
| 12/19/2010 4:45 | N | DC_ROAD_L_B | 23.08 |
| 12/19/2010 4:45 | N | DC_EGPS_L_A | 18.77 |
| 12/19/2010 4:45 | N | H_HOLLOW_E_1 | 1.5 |
| 12/19/2010 4:45 | N | HHOLLOW4_E_1 | 1.5 |
| 12/19/2010 4:45 | N | R_LH2SES_1 | 24.81 |
| 12/19/2010 4:45 | N | AUTO_EPS_390 | 24.71 |
| 12/19/2010 4:50 | N | DC_ROAD_L_B | 22.74 |
| 12/19/2010 4:50 | N | DC_EGPS_L_A | 18.49 |
| 12/19/2010 4:50 | N | H_HOLLOW_E_1 | 1.48 |
| 12/19/2010 4:50 | N | HHOLLOW4_E_1 | 1.48 |
| 12/19/2010 4:50 | N | R_LH2SES_1 | 24.44 |
| 12/19/2010 4:50 | N | AUTO_EPS_390 | 24.35 |
| 12/19/2010 4:55 | N | DC_ROAD_L_B | 23.3 |
| 12/19/2010 4:55 | N | DC_EGPS_L_A | 21.31 |
| 12/19/2010 4:55 | N | H_HOLLOW_E_1 | 13.35 |
| 12/19/2010 4:55 | N | HHOLLOW4_E_1 | 13.35 |
| 12/19/2010 4:55 | N | R_LH2SES_1 | 24.1 |

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|---|---|---|---|
| 12/19/2010 4:55 | N | AUTO_EPS_390 | 24.06 |
| 12/19/2010 5:10 | N | DC_ROAD_L_B | 24.18 |
| 12/19/2010 5:10 | N | DC_EGPS_L_A | 23.82 |
| 12/19/2010 5:10 | N | H_HOLLOW_E_1 | 22.4 |
| 12/19/2010 5:10 | N | HHOLLOW4_E_1 | 22.4 |
| 12/19/2010 5:10 | N | R_LH2SES_1 | 24.32 |
| 12/19/2010 5:10 | N | AUTO_EPS_390 | 24.31 |
| 12/19/2010 5:15 | N | DC_ROAD_L_B | 24.05 |
| 12/19/2010 5:15 | N | DC_EGPS_L_A | 19.58 |
| 12/19/2010 5:15 | N | H_HOLLOW_E_1 | 1.65 |
| 12/19/2010 5:15 | N | HHOLLOW4_E_1 | 1.65 |
| 12/19/2010 5:15 | N | R_LH2SES_1 | 25.84 |
| 12/19/2010 5:15 | N | AUTO_EPS_390 | 25.74 |
| 12/19/2010 5:20 | N | DC_ROAD_L_B | 24.27 |
| 12/19/2010 5:20 | N | DC_EGPS_L_A | 21.57 |
| 12/19/2010 5:20 | N | H_HOLLOW_E_1 | 10.75 |
| 12/19/2010 5:20 | N | HHOLLOW4_E_1 | 10.75 |
| 12/19/2010 5:20 | N | R_LH2SES_1 | 25.35 |
| 12/19/2010 5:20 | N | AUTO_EPS_390 | 25.29 |
| 12/19/2010 5:35 | N | DC_ROAD_L_B | 25.08 |
| 12/19/2010 5:35 | N | DC_EGPS_L_A | 23.53 |
| 12/19/2010 5:35 | N | H_HOLLOW_E_1 | 17.29 |
| 12/19/2010 5:35 | N | HHOLLOW4_E_1 | 17.29 |
| 12/19/2010 5:35 | N | R_LH2SES_1 | 25.71 |
| 12/19/2010 5:35 | N | AUTO_EPS_390 | 25.67 |
| 12/19/2010 20:00 | N | DC_ROAD_L_B | 24.18 |
| 12/19/2010 20:00 | N | DC_EGPS_L_A | 19.31 |
| 12/19/2010 20:00 | N | H_HOLLOW_E_1 | -0.51 |
| 12/19/2010 20:00 | N | HHOLLOW4_E_1 | -0.51 |
| 12/19/2010 20:00 | N | R_LH2SES_1 | 25.86 |
| 12/19/2010 20:00 | N | AUTO_EPS_390 | 25.77 |
| 12/19/2010 20:05 | N | DC_ROAD_L_B | 24.17 |
| 12/19/2010 20:05 | N | DC_EGPS_L_A | 18.37 |
| 12/19/2010 20:05 | N | H_HOLLOW_E_1 | -5.22 |
| 12/19/2010 20:05 | N | HHOLLOW4_E_1 | -5.22 |
| 12/19/2010 20:05 | N | R_LH2SES_1 | 26.18 |
| 12/19/2010 20:05 | N | AUTO_EPS_390 | 26.06 |
| 12/19/2010 20:10 | N | DC_ROAD_L_B | 23.44 |
| 12/19/2010 20:10 | N | DC_EGPS_L_A | 17.74 |
| 12/19/2010 20:10 | N | H_HOLLOW_E_1 | -5.16 |
| 12/19/2010 20:10 | N | HHOLLOW4_E_1 | -5.16 |
| 12/19/2010 20:10 | N | R_LH2SES_1 | 25.4 |
| 12/19/2010 20:10 | N | AUTO_EPS_390 | 25.28 |
| 12/19/2010 20:11 | N | DC_ROAD_L_B | 23.45 |
| 12/19/2010 20:11 | N | DC_EGPS_L_A | 17.64 |
| 12/19/2010 20:11 | N | H_HOLLOW_E_1 | -5.68 |
| 12/19/2010 20:11 | N | HHOLLOW4_E_1 | -5.68 |

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|---|---|---|---|
| 12/19/2010 20:11 | N | R_LH2SES_1 | 25.45 |
| 12/19/2010 20:11 | N | AUTO_EPS_390 | 25.33 |
| 12/19/2010 20:15 | N | DC_ROAD_L_B | 22.76 |
| 12/19/2010 20:15 | N | DC_EGPS_L_A | 18.23 |
| 12/19/2010 20:15 | N | H_HOLLOW_E_1 | 0.04 |
| 12/19/2010 20:15 | N | HHOLLOW4_E_1 | 0.04 |
| 12/19/2010 20:15 | N | R_LH2SES_1 | 24.32 |
| 12/19/2010 20:15 | N | AUTO_EPS_390 | 24.23 |
| 12/19/2010 20:19 | N | DC_ROAD_L_B | 23.18 |
| 12/19/2010 20:19 | N | DC_EGPS_L_A | 18.57 |
| 12/19/2010 20:19 | N | H_HOLLOW_E_1 | 0.08 |
| 12/19/2010 20:19 | N | HHOLLOW4_E_1 | 0.08 |
| 12/19/2010 20:19 | N | R_LH2SES_1 | 24.76 |
| 12/19/2010 20:19 | N | AUTO_EPS_390 | 24.67 |
| 12/19/2010 20:20 | N | DC_ROAD_L_B | 23.18 |
| 12/19/2010 20:20 | N | DC_EGPS_L_A | 18.59 |
| 12/19/2010 20:20 | N | H_HOLLOW_E_1 | 0.15 |
| 12/19/2010 20:20 | N | HHOLLOW4_E_1 | 0.15 |
| 12/19/2010 20:20 | N | R_LH2SES_1 | 24.77 |
| 12/19/2010 20:20 | N | AUTO_EPS_390 | 24.68 |
| 12/19/2010 20:20 | N | DC_ROAD_L_B | 23.81 |
| 12/19/2010 20:20 | N | DC_EGPS_L_A | 19.12 |
| 12/19/2010 20:20 | N | H_HOLLOW_E_1 | 0.26 |
| 12/19/2010 20:20 | N | HHOLLOW4_E_1 | 0.26 |
| 12/19/2010 20:20 | N | R_LH2SES_1 | 25.43 |
| 12/19/2010 20:20 | N | AUTO_EPS_390 | 25.34 |
| 12/19/2010 20:23 | N | DC_ROAD_L_B | 23.56 |
| 12/19/2010 20:23 | N | DC_EGPS_L_A | 19.15 |
| 12/19/2010 20:23 | N | H_HOLLOW_E_1 | 1.52 |
| 12/19/2010 20:23 | N | HHOLLOW4_E_1 | 1.52 |
| 12/19/2010 20:23 | N | R_LH2SES_1 | 25.08 |
| 12/19/2010 20:23 | N | AUTO_EPS_390 | 24.99 |
| 12/19/2010 20:25 | N | DC_ROAD_L_B | 23.32 |
| 12/19/2010 20:25 | N | DC_EGPS_L_A | 18.7 |
| 12/19/2010 20:25 | N | H_HOLLOW_E_1 | 0.24 |
| 12/19/2010 20:25 | N | HHOLLOW4_E_1 | 0.24 |
| 12/19/2010 20:25 | N | R_LH2SES_1 | 24.91 |
| 12/19/2010 20:25 | N | AUTO_EPS_390 | 24.81 |
| 12/19/2010 20:28 | N | DC_ROAD_L_B | 24.53 |
| 12/19/2010 20:28 | N | DC_EGPS_L_A | 18.61 |
| 12/19/2010 20:28 | N | H_HOLLOW_E_1 | -5.29 |
| 12/19/2010 20:28 | N | HHOLLOW4_E_1 | -5.29 |
| 12/19/2010 20:28 | N | R_LH2SES_1 | 26.57 |
| 12/19/2010 20:28 | N | AUTO_EPS_390 | 26.46 |
| 12/19/2010 20:30 | N | DC_ROAD_L_B | 24.62 |
| 12/19/2010 20:30 | N | DC_EGPS_L_A | 18.6 |
| 12/19/2010 20:30 | N | H_HOLLOW_E_1 | -5.67 |

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| 12/19/2010 20:30 | N | HHOLLOW4_E_1 | -5.67 |
| 12/19/2010 20:30 | N | R_LH2SES_1 | 26.69 |
| 12/19/2010 20:30 | N | AUTO_EPS_390 | 26.57 |
| 12/19/2010 20:35 | N | DC_ROAD_L_B | 26.86 |
| 12/19/2010 20:35 | N | DC_EGPS_L_A | 17.41 |
| 12/19/2010 20:35 | N | H_HOLLOW_E_1 | -21.16 |
| 12/19/2010 20:35 | N | HHOLLOW4_E_1 | -21.16 |
| 12/19/2010 20:35 | N | R_LH2SES_1 | 30.12 |
| 12/19/2010 20:35 | N | AUTO_EPS_390 | 29.93 |
| 12/19/2010 20:40 | N | DC_ROAD_L_B | 25.2 |
| 12/19/2010 20:40 | N | DC_EGPS_L_A | 16.04 |
| 12/19/2010 20:40 | N | H_HOLLOW_E_1 | -21.06 |
| 12/19/2010 20:40 | N | HHOLLOW4_E_1 | -21.06 |
| 12/19/2010 20:40 | N | R_LH2SES_1 | 28.35 |
| 12/19/2010 20:40 | N | AUTO_EPS_390 | 28.17 |
| 12/19/2010 20:45 | N | DC_ROAD_L_B | 23.57 |
| 12/19/2010 20:45 | N | DC_EGPS_L_A | 14.88 |
| 12/19/2010 20:45 | N | H_HOLLOW_E_1 | -19.65 |
| 12/19/2010 20:45 | N | HHOLLOW4_E_1 | -19.65 |
| 12/19/2010 20:45 | N | R_LH2SES_1 | 26.56 |
| 12/19/2010 20:45 | N | AUTO_EPS_390 | 26.39 |
| 12/19/2010 20:50 | N | DC_ROAD_L_B | 23.09 |
| 12/19/2010 20:50 | N | DC_EGPS_L_A | 18.29 |
| 12/19/2010 20:50 | N | H_HOLLOW_E_1 | -0.66 |
| 12/19/2010 20:50 | N | HHOLLOW4_E_1 | -0.66 |
| 12/19/2010 20:50 | N | R_LH2SES_1 | 24.75 |
| 12/19/2010 20:50 | N | AUTO_EPS_390 | 24.65 |
| 12/19/2010 20:55 | N | DC_ROAD_L_B | 23.06 |
| 12/19/2010 20:55 | N | DC_EGPS_L_A | 18.3 |
| 12/19/2010 20:55 | N | H_HOLLOW_E_1 | -0.42 |
| 12/19/2010 20:55 | N | HHOLLOW4_E_1 | -0.42 |
| 12/19/2010 20:55 | N | R_LH2SES_1 | 24.7 |
| 12/19/2010 20:55 | N | AUTO_EPS_390 | 24.61 |
| 12/19/2010 20:57 | N | DC_ROAD_L_B | 23 |
| 12/19/2010 20:57 | N | DC_EGPS_L_A | 17.31 |
| 12/19/2010 20:57 | N | H_HOLLOW_E_1 | -5.16 |
| 12/19/2010 20:57 | N | HHOLLOW4_E_1 | -5.16 |
| 12/19/2010 20:57 | N | R_LH2SES_1 | 24.95 |
| 12/19/2010 20:57 | N | AUTO_EPS_390 | 24.84 |
| 12/19/2010 21:00 | N | DC_ROAD_L_B | 23.17 |
| 12/19/2010 21:00 | N | DC_EGPS_L_A | 18.25 |
| 12/19/2010 21:00 | N | H_HOLLOW_E_1 | -1.17 |
| 12/19/2010 21:00 | N | HHOLLOW4_E_1 | -1.17 |
| 12/19/2010 21:00 | N | R_LH2SES_1 | 24.86 |
| 12/19/2010 21:00 | N | AUTO_EPS_390 | 24.76 |
| 12/19/2010 21:03 | N | DC_ROAD_L_B | 23.41 |
| 12/19/2010 21:03 | N | DC_EGPS_L_A | 14.83 |

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| 12/19/2010 21:03 | N | H_HOLLOW_E_1 | -19.28 |
| 12/19/2010 21:03 | N | HHOLLOW4_E_1 | -19.28 |
| 12/19/2010 21:03 | N | R_LH2SES_1 | 26.36 |
| 12/19/2010 21:03 | N | AUTO_EPS_390 | 26.19 |
| 12/19/2010 21:05 | N | DC_ROAD_L_B | 23.39 |
| 12/19/2010 21:05 | N | DC_EGPS_L_A | 14.85 |
| 12/19/2010 21:05 | N | H_HOLLOW_E_1 | -19.11 |
| 12/19/2010 21:05 | N | HHOLLOW4_E_1 | -19.11 |
| 12/19/2010 21:05 | N | R_LH2SES_1 | 26.33 |
| 12/19/2010 21:05 | N | AUTO_EPS_390 | 26.16 |
| 12/19/2010 21:10 | N | DC_ROAD_L_B | 24.75 |
| 12/19/2010 21:10 | N | DC_EGPS_L_A | 15.47 |
| 12/19/2010 21:10 | N | H_HOLLOW_E_1 | -21.27 |
| 12/19/2010 21:10 | N | HHOLLOW4_E_1 | -21.27 |
| 12/19/2010 21:10 | N | R_LH2SES_1 | 27.93 |
| 12/19/2010 21:10 | N | AUTO_EPS_390 | 27.75 |
| 12/19/2010 21:15 | N | DC_ROAD_L_B | 25.12 |
| 12/19/2010 21:15 | N | DC_EGPS_L_A | 15.32 |
| 12/19/2010 21:15 | N | H_HOLLOW_E_1 | -23.54 |
| 12/19/2010 21:15 | N | HHOLLOW4_E_1 | -23.54 |
| 12/19/2010 21:15 | N | R_LH2SES_1 | 28.5 |
| 12/19/2010 21:15 | N | AUTO_EPS_390 | 28.3 |
| 12/19/2010 21:20 | N | DC_ROAD_L_B | 24.35 |
| 12/19/2010 21:20 | N | DC_EGPS_L_A | 15.09 |
| 12/19/2010 21:20 | N | H_HOLLOW_E_1 | -21.25 |
| 12/19/2010 21:20 | N | HHOLLOW4_E_1 | -21.25 |
| 12/19/2010 21:20 | N | R_LH2SES_1 | 27.54 |
| 12/19/2010 21:20 | N | AUTO_EPS_390 | 27.36 |
| 12/19/2010 21:21 | N | DC_ROAD_L_B | 22.74 |
| 12/19/2010 21:21 | N | DC_EGPS_L_A | 17.88 |
| 12/19/2010 21:21 | N | H_HOLLOW_E_1 | -1.14 |
| 12/19/2010 21:21 | N | HHOLLOW4_E_1 | -1.14 |
| 12/19/2010 21:21 | N | R_LH2SES_1 | 24.42 |
| 12/19/2010 21:21 | N | AUTO_EPS_390 | 24.33 |
| 12/19/2010 21:25 | N | DC_ROAD_L_B | 22.89 |
| 12/19/2010 21:25 | N | DC_EGPS_L_A | 18.1 |
| 12/19/2010 21:25 | N | H_HOLLOW_E_1 | -0.63 |
| 12/19/2010 21:25 | N | HHOLLOW4_E_1 | -0.63 |
| 12/19/2010 21:25 | N | R_LH2SES_1 | 24.54 |
| 12/19/2010 21:25 | N | AUTO_EPS_390 | 24.45 |
| 12/19/2010 21:30 | N | DC_ROAD_L_B | 21.84 |
| 12/19/2010 21:30 | N | DC_EGPS_L_A | 17.4 |
| 12/19/2010 21:30 | N | H_HOLLOW_E_1 | 0.01 |
| 12/19/2010 21:30 | N | HHOLLOW4_E_1 | 0.01 |
| 12/19/2010 21:30 | N | R_LH2SES_1 | 23.38 |
| 12/19/2010 21:30 | N | AUTO_EPS_390 | 23.29 |
| 12/19/2010 21:35 | N | DC_ROAD_L_B | 22.51 |

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| 12/19/2010 21:35 | N | DC_EGPS_L_A | 16.88 |
| 12/19/2010 21:35 | N | H_HOLLOW_E_1 | -5.14 |
| 12/19/2010 21:35 | N | HHOLLOW4_E_1 | -5.14 |
| 12/19/2010 21:35 | N | R_LH2SES_1 | 24.45 |
| 12/19/2010 21:35 | N | AUTO_EPS_390 | 24.34 |
| 12/19/2010 21:38 | N | DC_ROAD_L_B | 22.49 |
| 12/19/2010 21:38 | N | DC_EGPS_L_A | 16.87 |
| 12/19/2010 21:38 | N | H_HOLLOW_E_1 | -5.14 |
| 12/19/2010 21:38 | N | HHOLLOW4_E_1 | -5.14 |
| 12/19/2010 21:38 | N | R_LH2SES_1 | 24.43 |
| 12/19/2010 21:38 | N | AUTO_EPS_390 | 24.31 |
| 12/19/2010 21:40 | N | DC_ROAD_L_B | 21.5 |
| 12/19/2010 21:40 | N | DC_EGPS_L_A | 13.46 |
| 12/19/2010 21:40 | N | H_HOLLOW_E_1 | -18.04 |
| 12/19/2010 21:40 | N | HHOLLOW4_E_1 | -18.04 |
| 12/19/2010 21:40 | N | R_LH2SES_1 | 24.27 |
| 12/19/2010 21:40 | N | AUTO_EPS_390 | 24.11 |
| 12/19/2010 21:45 | N | DC_ROAD_L_B | 21.92 |
| 12/19/2010 21:45 | N | DC_EGPS_L_A | 13.53 |
| 12/19/2010 21:45 | N | H_HOLLOW_E_1 | -19.49 |
| 12/19/2010 21:45 | N | HHOLLOW4_E_1 | -19.49 |
| 12/19/2010 21:45 | N | R_LH2SES_1 | 24.81 |
| 12/19/2010 21:45 | N | AUTO_EPS_390 | 24.65 |
| 12/19/2010 21:50 | N | DC_ROAD_L_B | 21.93 |
| 12/19/2010 21:50 | N | DC_EGPS_L_A | 13.51 |
| 12/19/2010 21:50 | N | H_HOLLOW_E_1 | -19.62 |
| 12/19/2010 21:50 | N | HHOLLOW4_E_1 | -19.62 |
| 12/19/2010 21:50 | N | R_LH2SES_1 | 24.83 |
| 12/19/2010 21:50 | N | AUTO_EPS_390 | 24.66 |
| 12/19/2010 21:55 | N | DC_ROAD_L_B | 21.75 |
| 12/19/2010 21:55 | N | DC_EGPS_L_A | 13.4 |
| 12/19/2010 21:55 | N | H_HOLLOW_E_1 | -19.44 |
| 12/19/2010 21:55 | N | HHOLLOW4_E_1 | -19.44 |
| 12/19/2010 21:55 | N | R_LH2SES_1 | 24.63 |
| 12/19/2010 21:55 | N | AUTO_EPS_390 | 24.47 |
| 12/19/2010 22:00 | N | DC_ROAD_L_B | 22.63 |
| 12/19/2010 22:00 | N | DC_EGPS_L_A | 14.13 |
| 12/19/2010 22:00 | N | H_HOLLOW_E_1 | -19.23 |
| 12/19/2010 22:00 | N | HHOLLOW4_E_1 | -19.23 |
| 12/19/2010 22:00 | N | R_LH2SES_1 | 25.56 |
| 12/19/2010 22:00 | N | AUTO_EPS_390 | 25.39 |
| 12/19/2010 22:05 | N | DC_ROAD_L_B | 23.82 |
| 12/19/2010 22:05 | N | DC_EGPS_L_A | 15.12 |
| 12/19/2010 22:05 | N | H_HOLLOW_E_1 | -18.98 |
| 12/19/2010 22:05 | N | HHOLLOW4_E_1 | -18.98 |
| 12/19/2010 22:05 | N | R_LH2SES_1 | 26.82 |
| 12/19/2010 22:05 | N | AUTO_EPS_390 | 26.65 |

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| 12/19/2010 22:10 | N | DC_ROAD_L_B | 22.57 |
| 12/19/2010 22:10 | N | DC_EGPS_L_A | 16.93 |
| 12/19/2010 22:10 | N | H_HOLLOW_E_1 | -5.15 |
| 12/19/2010 22:10 | N | HHOLLOW4_E_1 | -5.15 |
| 12/19/2010 22:10 | N | R_LH2SES_1 | 24.52 |
| 12/19/2010 22:10 | N | AUTO_EPS_390 | 24.4 |
| 12/19/2010 22:15 | N | DC_ROAD_L_B | 22.4 |
| 12/19/2010 22:15 | N | DC_EGPS_L_A | 17.71 |
| 12/19/2010 22:15 | N | H_HOLLOW_E_1 | -0.65 |
| 12/19/2010 22:15 | N | HHOLLOW4_E_1 | -0.65 |
| 12/19/2010 22:15 | N | R_LH2SES_1 | 24.01 |
| 12/19/2010 22:15 | N | AUTO_EPS_390 | 23.92 |
| 12/19/2010 22:20 | N | DC_ROAD_L_B | 22.58 |
| 12/19/2010 22:20 | N | DC_EGPS_L_A | 17.76 |
| 12/19/2010 22:20 | N | H_HOLLOW_E_1 | -1.13 |
| 12/19/2010 22:20 | N | HHOLLOW4_E_1 | -1.13 |
| 12/19/2010 22:20 | N | R_LH2SES_1 | 24.24 |
| 12/19/2010 22:20 | N | AUTO_EPS_390 | 24.15 |
| 12/19/2010 22:25 | N | DC_ROAD_L_B | 21.49 |
| 12/19/2010 22:25 | N | DC_EGPS_L_A | 13.55 |
| 12/19/2010 22:25 | N | H_HOLLOW_E_1 | -17.63 |
| 12/19/2010 22:25 | N | HHOLLOW4_E_1 | -17.63 |
| 12/19/2010 22:25 | N | R_LH2SES_1 | 24.23 |
| 12/19/2010 22:25 | N | AUTO_EPS_390 | 24.07 |
| 12/19/2010 22:30 | N | DC_ROAD_L_B | 20.98 |
| 12/19/2010 22:30 | N | DC_EGPS_L_A | 12.99 |
| 12/19/2010 22:30 | N | H_HOLLOW_E_1 | -18.36 |
| 12/19/2010 22:30 | N | HHOLLOW4_E_1 | -18.36 |
| 12/19/2010 22:30 | N | R_LH2SES_1 | 23.73 |
| 12/19/2010 22:30 | N | AUTO_EPS_390 | 23.57 |
| 12/19/2010 22:35 | N | DC_ROAD_L_B | 20.61 |
| 12/19/2010 22:35 | N | DC_EGPS_L_A | 12.63 |
| 12/19/2010 22:35 | N | H_HOLLOW_E_1 | -18.66 |
| 12/19/2010 22:35 | N | HHOLLOW4_E_1 | -18.66 |
| 12/19/2010 22:35 | N | R_LH2SES_1 | 23.36 |
| 12/19/2010 22:35 | N | AUTO_EPS_390 | 23.2 |
| 12/19/2010 22:40 | N | DC_ROAD_L_B | 20.43 |
| 12/19/2010 22:40 | N | DC_EGPS_L_A | 12.55 |
| 12/19/2010 22:40 | N | H_HOLLOW_E_1 | -18.35 |
| 12/19/2010 22:40 | N | HHOLLOW4_E_1 | -18.35 |
| 12/19/2010 22:40 | N | R_LH2SES_1 | 23.14 |
| 12/19/2010 22:40 | N | AUTO_EPS_390 | 22.99 |
| 12/19/2010 22:45 | N | DC_ROAD_L_B | 20.86 |
| 12/19/2010 22:45 | N | DC_EGPS_L_A | 16.4 |
| 12/19/2010 22:45 | N | H_HOLLOW_E_1 | -1.05 |
| 12/19/2010 22:45 | N | HHOLLOW4_E_1 | -1.05 |
| 12/19/2010 22:45 | N | R_LH2SES_1 | 22.39 |

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|---|---|---|---|
| 12/19/2010 22:45 | N | AUTO_EPS_390 | 22.3 |
| 12/19/2010 22:50 | N | DC_ROAD_L_B | 20.76 |
| 12/19/2010 22:50 | N | DC_EGPS_L_A | 16.4 |
| 12/19/2010 22:50 | N | H_HOLLOW_E_1 | -0.67 |
| 12/19/2010 22:50 | N | HHOLLOW4_E_1 | -0.67 |
| 12/19/2010 22:50 | N | R_LH2SES_1 | 22.26 |
| 12/19/2010 22:50 | N | AUTO_EPS_390 | 22.17 |
| 12/19/2010 22:55 | N | DC_ROAD_L_B | 20.12 |
| 12/19/2010 22:55 | N | DC_EGPS_L_A | 15.9 |
| 12/19/2010 22:55 | N | H_HOLLOW_E_1 | -0.65 |
| 12/19/2010 22:55 | N | HHOLLOW4_E_1 | -0.65 |
| 12/19/2010 22:55 | N | R_LH2SES_1 | 21.57 |
| 12/19/2010 22:55 | N | AUTO_EPS_390 | 21.49 |
| 12/19/2010 23:00 | N | DC_ROAD_L_B | 20.69 |
| 12/19/2010 23:00 | N | DC_EGPS_L_A | 16.27 |
| 12/19/2010 23:00 | N | H_HOLLOW_E_1 | -1.04 |
| 12/19/2010 23:00 | N | HHOLLOW4_E_1 | -1.04 |
| 12/19/2010 23:00 | N | R_LH2SES_1 | 22.21 |
| 12/19/2010 23:00 | N | AUTO_EPS_390 | 22.13 |
| 12/19/2010 23:05 | N | DC_ROAD_L_B | 20.57 |
| 12/19/2010 23:05 | N | DC_EGPS_L_A | 15.22 |
| 12/19/2010 23:05 | N | H_HOLLOW_E_1 | -5.71 |
| 12/19/2010 23:05 | N | HHOLLOW4_E_1 | -5.71 |
| 12/19/2010 23:05 | N | R_LH2SES_1 | 22.41 |
| 12/19/2010 23:05 | N | AUTO_EPS_390 | 22.3 |
| 12/19/2010 23:10 | N | DC_ROAD_L_B | 20.05 |
| 12/19/2010 23:10 | N | DC_EGPS_L_A | 12.3 |
| 12/19/2010 23:10 | N | H_HOLLOW_E_1 | -18.1 |
| 12/19/2010 23:10 | N | HHOLLOW4_E_1 | -18.1 |
| 12/19/2010 23:10 | N | R_LH2SES_1 | 22.72 |
| 12/19/2010 23:10 | N | AUTO_EPS_390 | 22.57 |
| 12/19/2010 23:15 | N | DC_ROAD_L_B | 19.9 |
| 12/19/2010 23:15 | N | DC_EGPS_L_A | 12 |
| 12/19/2010 23:15 | N | H_HOLLOW_E_1 | -19.1 |
| 12/19/2010 23:15 | N | HHOLLOW4_E_1 | -19.1 |
| 12/19/2010 23:15 | N | R_LH2SES_1 | 22.63 |
| 12/19/2010 23:15 | N | AUTO_EPS_390 | 22.47 |
| 12/19/2010 23:20 | N | DC_ROAD_L_B | 18.96 |
| 12/19/2010 23:20 | N | DC_EGPS_L_A | 11.32 |
| 12/19/2010 23:20 | N | H_HOLLOW_E_1 | -18.74 |
| 12/19/2010 23:20 | N | HHOLLOW4_E_1 | -18.74 |
| 12/19/2010 23:20 | N | R_LH2SES_1 | 21.59 |
| 12/19/2010 23:20 | N | AUTO_EPS_390 | 21.44 |
| 12/19/2010 23:25 | N | DC_ROAD_L_B | 18.4 |
| 12/19/2010 23:25 | N | DC_EGPS_L_A | 14.48 |
| 12/19/2010 23:25 | N | H_HOLLOW_E_1 | -0.93 |
| 12/19/2010 23:25 | N | HHOLLOW4_E_1 | -0.93 |

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|---|---|---|---|
| 12/19/2010 23:25 | N | R_LH2SES_1 | 19.75 |
| 12/19/2010 23:25 | N | AUTO_EPS_390 | 19.67 |
| 12/19/2010 23:30 | N | DC_ROAD_L_B | 17.77 |
| 12/19/2010 23:30 | N | DC_EGPS_L_A | 14.05 |
| 12/19/2010 23:30 | N | H_HOLLOW_E_1 | -0.51 |
| 12/19/2010 23:30 | N | HHOLLOW4_E_1 | -0.51 |
| 12/19/2010 23:30 | N | R_LH2SES_1 | 19.05 |
| 12/19/2010 23:30 | N | AUTO_EPS_390 | 18.97 |
| 12/19/2010 23:35 | N | DC_ROAD_L_B | 17.81 |
| 12/19/2010 23:35 | N | DC_EGPS_L_A | 14.06 |
| 12/19/2010 23:35 | N | H_HOLLOW_E_1 | -0.66 |
| 12/19/2010 23:35 | N | HHOLLOW4_E_1 | -0.66 |
| 12/19/2010 23:35 | N | R_LH2SES_1 | 19.1 |
| 12/19/2010 23:35 | N | AUTO_EPS_390 | 19.03 |
| 12/19/2010 23:40 | N | DC_ROAD_L_B | 17.55 |
| 12/19/2010 23:40 | N | DC_EGPS_L_A | 13.82 |
| 12/19/2010 23:40 | N | H_HOLLOW_E_1 | -0.82 |
| 12/19/2010 23:40 | N | HHOLLOW4_E_1 | -0.82 |
| 12/19/2010 23:40 | N | R_LH2SES_1 | 18.83 |
| 12/19/2010 23:40 | N | AUTO_EPS_390 | 18.76 |
| 12/19/2010 23:45 | N | DC_ROAD_L_B | 17.29 |
| 12/19/2010 23:45 | N | DC_EGPS_L_A | 10.08 |
| 12/19/2010 23:45 | N | H_HOLLOW_E_1 | -18.28 |
| 12/19/2010 23:45 | N | HHOLLOW4_E_1 | -18.28 |
| 12/19/2010 23:45 | N | R_LH2SES_1 | 19.77 |
| 12/19/2010 23:45 | N | AUTO_EPS_390 | 19.63 |
| 12/19/2010 23:50 | N | DC_ROAD_L_B | 17.07 |
| 12/19/2010 23:50 | N | DC_EGPS_L_A | 12.44 |
| 12/19/2010 23:50 | N | H_HOLLOW_E_1 | -5.75 |
| 12/19/2010 23:50 | N | HHOLLOW4_E_1 | -5.75 |
| 12/19/2010 23:50 | N | R_LH2SES_1 | 18.66 |
| 12/19/2010 23:50 | N | AUTO_EPS_390 | 18.57 |
| 12/19/2010 23:55 | N | DC_ROAD_L_B | 16.8 |
| 12/19/2010 23:55 | N | DC_EGPS_L_A | 13.26 |
| 12/19/2010 23:55 | N | H_HOLLOW_E_1 | -0.68 |
| 12/19/2010 23:55 | N | HHOLLOW4_E_1 | -0.68 |
| 12/19/2010 23:55 | N | R_LH2SES_1 | 18.02 |
| 12/19/2010 23:55 | N | AUTO_EPS_390 | 17.95 |
| 12/19/2010 23:55 | N | DC_ROAD_L_B | 16.8 |
| 12/19/2010 23:55 | N | DC_EGPS_L_A | 13.26 |
| 12/19/2010 23:55 | N | H_HOLLOW_E_1 | -0.68 |
| 12/19/2010 23:55 | N | HHOLLOW4_E_1 | -0.68 |
| 12/19/2010 23:55 | N | R_LH2SES_1 | 18.02 |
| 12/19/2010 23:55 | N | AUTO_EPS_390 | 17.95 |
| 12/20/2010 0:00 | N | DC_ROAD_L_B | 17.18 |
| 12/20/2010 0:00 | N | DC_EGPS_L_A | 13.6 |
| 12/20/2010 0:00 | N | H_HOLLOW_E_1 | -0.47 |

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|---|---|---|---|
| 12/20/2010 0:00 | N | HHOLLOW4_E_1 | -0.47 |
| 12/20/2010 0:00 | N | R_LH2SES_1 | 18.42 |
| 12/20/2010 0:00 | N | AUTO_EPS_390 | 18.35 |
| 12/20/2010 0:03 | N | DC_ROAD_L_B | 19.04 |
| 12/20/2010 0:03 | N | DC_EGPS_L_A | 15.08 |
| 12/20/2010 0:03 | N | H_HOLLOW_E_1 | -0.46 |
| 12/20/2010 0:03 | N | HHOLLOW4_E_1 | -0.46 |
| 12/20/2010 0:03 | N | R_LH2SES_1 | 20.4 |
| 12/20/2010 0:03 | N | AUTO_EPS_390 | 20.33 |
| 12/20/2010 0:04 | N | DC_ROAD_L_B | 19.26 |
| 12/20/2010 0:04 | N | DC_EGPS_L_A | 15.26 |
| 12/20/2010 0:04 | N | H_HOLLOW_E_1 | -0.45 |
| 12/20/2010 0:04 | N | HHOLLOW4_E_1 | -0.45 |
| 12/20/2010 0:04 | N | R_LH2SES_1 | 20.64 |
| 12/20/2010 0:04 | N | AUTO_EPS_390 | 20.56 |
| 12/20/2010 0:05 | N | DC_ROAD_L_B | 19.39 |
| 12/20/2010 0:05 | N | DC_EGPS_L_A | 15.36 |
| 12/20/2010 0:05 | N | H_HOLLOW_E_1 | -0.45 |
| 12/20/2010 0:05 | N | HHOLLOW4_E_1 | -0.45 |
| 12/20/2010 0:05 | N | R_LH2SES_1 | 20.78 |
| 12/20/2010 0:05 | N | AUTO_EPS_390 | 20.7 |
| 12/20/2010 0:10 | N | DC_ROAD_L_B | 19.06 |
| 12/20/2010 0:10 | N | DC_EGPS_L_A | 15.11 |
| 12/20/2010 0:10 | N | H_HOLLOW_E_1 | -0.46 |
| 12/20/2010 0:10 | N | HHOLLOW4_E_1 | -0.46 |
| 12/20/2010 0:10 | N | R_LH2SES_1 | 20.42 |
| 12/20/2010 0:10 | N | AUTO_EPS_390 | 20.35 |
| 12/20/2010 0:15 | N | DC_ROAD_L_B | 18.94 |
| 12/20/2010 0:15 | N | DC_EGPS_L_A | 15.02 |
| 12/20/2010 0:15 | N | H_HOLLOW_E_1 | -0.46 |
| 12/20/2010 0:15 | N | HHOLLOW4_E_1 | -0.46 |
| 12/20/2010 0:15 | N | R_LH2SES_1 | 20.29 |
| 12/20/2010 0:15 | N | AUTO_EPS_390 | 20.21 |
| 12/20/2010 0:20 | N | DC_ROAD_L_B | 18.9 |
| 12/20/2010 0:20 | N | DC_EGPS_L_A | 14.76 |
| 12/20/2010 0:20 | N | H_HOLLOW_E_1 | -1.6 |
| 12/20/2010 0:20 | N | HHOLLOW4_E_1 | -1.6 |
| 12/20/2010 0:20 | N | R_LH2SES_1 | 20.33 |
| 12/20/2010 0:20 | N | AUTO_EPS_390 | 20.24 |
| 12/20/2010 0:25 | N | DC_ROAD_L_B | 18.64 |
| 12/20/2010 0:25 | N | DC_EGPS_L_A | 13.16 |
| 12/20/2010 0:25 | N | H_HOLLOW_E_1 | -8.5 |
| 12/20/2010 0:25 | N | HHOLLOW4_E_1 | -8.5 |
| 12/20/2010 0:25 | N | R_LH2SES_1 | 20.52 |
| 12/20/2010 0:25 | N | AUTO_EPS_390 | 20.41 |
| 12/20/2010 0:30 | N | DC_ROAD_L_B | 18.59 |
| 12/20/2010 0:30 | N | DC_EGPS_L_A | 10.93 |

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| 12/20/2010 0:30 | N | H_HOLLOW_E_1 | -19.32 |
| 12/20/2010 0:30 | N | HHOLLOW4_E_1 | -19.32 |
| 12/20/2010 0:30 | N | R_LH2SES_1 | 21.23 |
| 12/20/2010 0:30 | N | AUTO_EPS_390 | 21.07 |
| 12/20/2010 0:35 | N | DC_ROAD_L_B | 18.68 |
| 12/20/2010 0:35 | N | DC_EGPS_L_A | 13.97 |
| 12/20/2010 0:35 | N | H_HOLLOW_E_1 | -4.62 |
| 12/20/2010 0:35 | N | HHOLLOW4_E_1 | -4.62 |
| 12/20/2010 0:35 | N | R_LH2SES_1 | 20.31 |
| 12/20/2010 0:35 | N | AUTO_EPS_390 | 20.21 |
| 12/20/2010 0:40 | N | DC_ROAD_L_B | 18.42 |
| 12/20/2010 0:40 | N | DC_EGPS_L_A | 14.59 |
| 12/20/2010 0:40 | N | H_HOLLOW_E_1 | -0.46 |
| 12/20/2010 0:40 | N | HHOLLOW4_E_1 | -0.46 |
| 12/20/2010 0:40 | N | R_LH2SES_1 | 19.73 |
| 12/20/2010 0:40 | N | AUTO_EPS_390 | 19.66 |
| 12/20/2010 0:45 | N | DC_ROAD_L_B | 18.72 |
| 12/20/2010 0:45 | N | DC_EGPS_L_A | 14.78 |
| 12/20/2010 0:45 | N | H_HOLLOW_E_1 | -0.7 |
| 12/20/2010 0:45 | N | HHOLLOW4_E_1 | -0.7 |
| 12/20/2010 0:45 | N | R_LH2SES_1 | 20.07 |
| 12/20/2010 0:45 | N | AUTO_EPS_390 | 19.99 |
| 12/20/2010 0:50 | N | DC_ROAD_L_B | 18.66 |
| 12/20/2010 0:50 | N | DC_EGPS_L_A | 14.73 |
| 12/20/2010 0:50 | N | H_HOLLOW_E_1 | -0.72 |
| 12/20/2010 0:50 | N | HHOLLOW4_E_1 | -0.72 |
| 12/20/2010 0:50 | N | R_LH2SES_1 | 20.01 |
| 12/20/2010 0:50 | N | AUTO_EPS_390 | 19.93 |
| 12/20/2010 0:55 | N | DC_ROAD_L_B | 18.6 |
| 12/20/2010 0:55 | N | DC_EGPS_L_A | 14.65 |
| 12/20/2010 0:55 | N | H_HOLLOW_E_1 | -0.94 |
| 12/20/2010 0:55 | N | HHOLLOW4_E_1 | -0.94 |
| 12/20/2010 0:55 | N | R_LH2SES_1 | 19.97 |
| 12/20/2010 0:55 | N | AUTO_EPS_390 | 19.89 |
| 12/20/2010 1:00 | N | DC_ROAD_L_B | 18.33 |
| 12/20/2010 1:00 | N | DC_EGPS_L_A | 13.46 |
| 12/20/2010 1:00 | N | H_HOLLOW_E_1 | -5.74 |
| 12/20/2010 1:00 | N | HHOLLOW4_E_1 | -5.74 |
| 12/20/2010 1:00 | N | R_LH2SES_1 | 20.01 |
| 12/20/2010 1:00 | N | AUTO_EPS_390 | 19.91 |
| 12/20/2010 1:05 | N | DC_ROAD_L_B | 18.45 |
| 12/20/2010 1:05 | N | DC_EGPS_L_A | 10.8 |
| 12/20/2010 1:05 | N | H_HOLLOW_E_1 | -19.31 |
| 12/20/2010 1:05 | N | HHOLLOW4_E_1 | -19.31 |
| 12/20/2010 1:05 | N | R_LH2SES_1 | 21.08 |
| 12/20/2010 1:05 | N | AUTO_EPS_390 | 20.93 |
| 12/20/2010 1:10 | N | DC_ROAD_L_B | 18.78 |

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| 12/20/2010 1:10 | N | DC_EGPS_L_A | 13.82 |
| 12/20/2010 1:10 | N | H_HOLLOW_E_1 | -5.73 |
| 12/20/2010 1:10 | N | HHOLLOW4_E_1 | -5.73 |
| 12/20/2010 1:10 | N | R_LH2SES_1 | 20.49 |
| 12/20/2010 1:10 | N | AUTO_EPS_390 | 20.39 |
| 12/20/2010 1:15 | N | DC_ROAD_L_B | 18.82 |
| 12/20/2010 1:15 | N | DC_EGPS_L_A | 14.86 |
| 12/20/2010 1:15 | N | H_HOLLOW_E_1 | -0.73 |
| 12/20/2010 1:15 | N | HHOLLOW4_E_1 | -0.73 |
| 12/20/2010 1:15 | N | R_LH2SES_1 | 20.18 |
| 12/20/2010 1:15 | N | AUTO_EPS_390 | 20.1 |
| 12/20/2010 1:20 | N | DC_ROAD_L_B | 18.64 |
| 12/20/2010 1:20 | N | DC_EGPS_L_A | 13.7 |
| 12/20/2010 1:20 | N | H_HOLLOW_E_1 | -5.73 |
| 12/20/2010 1:20 | N | HHOLLOW4_E_1 | -5.73 |
| 12/20/2010 1:20 | N | R_LH2SES_1 | 20.34 |
| 12/20/2010 1:20 | N | AUTO_EPS_390 | 20.24 |
| 12/20/2010 1:25 | N | DC_ROAD_L_B | 17.64 |
| 12/20/2010 1:25 | N | DC_EGPS_L_A | 13.96 |
| 12/20/2010 1:25 | N | H_HOLLOW_E_1 | -0.47 |
| 12/20/2010 1:25 | N | HHOLLOW4_E_1 | -0.47 |
| 12/20/2010 1:25 | N | R_LH2SES_1 | 18.91 |
| 12/20/2010 1:25 | N | AUTO_EPS_390 | 18.84 |
| 12/20/2010 1:30 | N | DC_ROAD_L_B | 16.09 |
| 12/20/2010 1:30 | N | DC_EGPS_L_A | 12.72 |
| 12/20/2010 1:30 | N | H_HOLLOW_E_1 | -0.48 |
| 12/20/2010 1:30 | N | HHOLLOW4_E_1 | -0.48 |
| 12/20/2010 1:30 | N | R_LH2SES_1 | 17.26 |
| 12/20/2010 1:30 | N | AUTO_EPS_390 | 17.19 |
| 12/20/2010 1:35 | N | DC_ROAD_L_B | 17.39 |
| 12/20/2010 1:35 | N | DC_EGPS_L_A | 13.76 |
| 12/20/2010 1:35 | N | H_HOLLOW_E_1 | -0.48 |
| 12/20/2010 1:35 | N | HHOLLOW4_E_1 | -0.48 |
| 12/20/2010 1:35 | N | R_LH2SES_1 | 18.65 |
| 12/20/2010 1:35 | N | AUTO_EPS_390 | 18.57 |
| 12/20/2010 1:40 | N | DC_ROAD_L_B | 17.91 |
| 12/20/2010 1:40 | N | DC_EGPS_L_A | 13.95 |
| 12/20/2010 1:40 | N | H_HOLLOW_E_1 | -1.62 |
| 12/20/2010 1:40 | N | HHOLLOW4_E_1 | -1.62 |
| 12/20/2010 1:40 | N | R_LH2SES_1 | 19.27 |
| 12/20/2010 1:40 | N | AUTO_EPS_390 | 19.19 |
| 12/20/2010 1:45 | N | DC_ROAD_L_B | 18.07 |
| 12/20/2010 1:45 | N | DC_EGPS_L_A | 13.25 |
| 12/20/2010 1:45 | N | H_HOLLOW_E_1 | -5.74 |
| 12/20/2010 1:45 | N | HHOLLOW4_E_1 | -5.74 |
| 12/20/2010 1:45 | N | R_LH2SES_1 | 19.72 |
| 12/20/2010 1:45 | N | AUTO_EPS_390 | 19.63 |

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| 12/20/2010 1:50 | N | DC_ROAD_L_B | 18.08 |
| 12/20/2010 1:50 | N | DC_EGPS_L_A | 13.25 |
| 12/20/2010 1:50 | N | H_HOLLOW_E_1 | -5.74 |
| 12/20/2010 1:50 | N | HHOLLOW4_E_1 | -5.74 |
| 12/20/2010 1:50 | N | R_LH2SES_1 | 19.74 |
| 12/20/2010 1:50 | N | AUTO_EPS_390 | 19.65 |
| 12/20/2010 1:55 | N | DC_ROAD_L_B | 18.01 |
| 12/20/2010 1:55 | N | DC_EGPS_L_A | 13.43 |
| 12/20/2010 1:55 | N | H_HOLLOW_E_1 | -4.55 |
| 12/20/2010 1:55 | N | HHOLLOW4_E_1 | -4.55 |
| 12/20/2010 1:55 | N | R_LH2SES_1 | 19.59 |
| 12/20/2010 1:55 | N | AUTO_EPS_390 | 19.5 |
| 12/20/2010 2:00 | N | DC_ROAD_L_B | 17.73 |
| 12/20/2010 2:00 | N | DC_EGPS_L_A | 14.03 |
| 12/20/2010 2:00 | N | H_HOLLOW_E_1 | -0.47 |
| 12/20/2010 2:00 | N | HHOLLOW4_E_1 | -0.47 |
| 12/20/2010 2:00 | N | R_LH2SES_1 | 19 |
| 12/20/2010 2:00 | N | AUTO_EPS_390 | 18.93 |
| 12/20/2010 2:05 | N | DC_ROAD_L_B | 17.62 |
| 12/20/2010 2:05 | N | DC_EGPS_L_A | 13.94 |
| 12/20/2010 2:05 | N | H_HOLLOW_E_1 | -0.47 |
| 12/20/2010 2:05 | N | HHOLLOW4_E_1 | -0.47 |
| 12/20/2010 2:05 | N | R_LH2SES_1 | 18.88 |
| 12/20/2010 2:05 | N | AUTO_EPS_390 | 18.81 |
| 12/20/2010 2:10 | N | DC_ROAD_L_B | 17.21 |
| 12/20/2010 2:10 | N | DC_EGPS_L_A | 13.61 |
| 12/20/2010 2:10 | N | H_HOLLOW_E_1 | -0.47 |
| 12/20/2010 2:10 | N | HHOLLOW4_E_1 | -0.47 |
| 12/20/2010 2:10 | N | R_LH2SES_1 | 18.45 |
| 12/20/2010 2:10 | N | AUTO_EPS_390 | 18.38 |
| 12/20/2010 2:15 | N | DC_ROAD_L_B | 17.97 |
| 12/20/2010 2:15 | N | DC_EGPS_L_A | 14.18 |
| 12/20/2010 2:15 | N | H_HOLLOW_E_1 | -0.63 |
| 12/20/2010 2:15 | N | HHOLLOW4_E_1 | -0.63 |
| 12/20/2010 2:15 | N | R_LH2SES_1 | 19.27 |
| 12/20/2010 2:15 | N | AUTO_EPS_390 | 19.19 |
| 12/20/2010 2:20 | N | DC_ROAD_L_B | 18.21 |
| 12/20/2010 2:20 | N | DC_EGPS_L_A | 10.58 |
| 12/20/2010 2:20 | N | H_HOLLOW_E_1 | -19.35 |
| 12/20/2010 2:20 | N | HHOLLOW4_E_1 | -19.35 |
| 12/20/2010 2:20 | N | R_LH2SES_1 | 20.84 |
| 12/20/2010 2:20 | N | AUTO_EPS_390 | 20.69 |
| 12/20/2010 2:25 | N | DC_ROAD_L_B | 18.46 |
| 12/20/2010 2:25 | N | DC_EGPS_L_A | 10.71 |
| 12/20/2010 2:25 | N | H_HOLLOW_E_1 | -19.69 |
| 12/20/2010 2:25 | N | HHOLLOW4_E_1 | -19.69 |
| 12/20/2010 2:25 | N | R_LH2SES_1 | 21.12 |

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| 12/20/2010 2:25 | N | AUTO_EPS_390 | 20.97 |
| 12/20/2010 2:30 | N | DC_ROAD_L_B | 18.57 |
| 12/20/2010 2:30 | N | DC_EGPS_L_A | 13.63 |
| 12/20/2010 2:30 | N | H_HOLLOW_E_1 | -5.73 |
| 12/20/2010 2:30 | N | HHOLLOW4_E_1 | -5.73 |
| 12/20/2010 2:30 | N | R_LH2SES_1 | 20.28 |
| 12/20/2010 2:30 | N | AUTO_EPS_390 | 20.18 |
| 12/20/2010 2:31 | N | DC_ROAD_L_B | 18.31 |
| 12/20/2010 2:31 | N | DC_EGPS_L_A | 14.44 |
| 12/20/2010 2:31 | N | H_HOLLOW_E_1 | -0.68 |
| 12/20/2010 2:31 | N | HHOLLOW4_E_1 | -0.68 |
| 12/20/2010 2:31 | N | R_LH2SES_1 | 19.64 |
| 12/20/2010 2:31 | N | AUTO_EPS_390 | 19.57 |
| 12/20/2010 2:35 | N | DC_ROAD_L_B | 17.79 |
| 12/20/2010 2:35 | N | DC_EGPS_L_A | 14.08 |
| 12/20/2010 2:35 | N | H_HOLLOW_E_1 | -0.46 |
| 12/20/2010 2:35 | N | HHOLLOW4_E_1 | -0.46 |
| 12/20/2010 2:35 | N | R_LH2SES_1 | 19.07 |
| 12/20/2010 2:35 | N | AUTO_EPS_390 | 19 |
| 12/20/2010 2:40 | N | DC_ROAD_L_B | 18.16 |
| 12/20/2010 2:40 | N | DC_EGPS_L_A | 14.33 |
| 12/20/2010 2:40 | N | H_HOLLOW_E_1 | -0.69 |
| 12/20/2010 2:40 | N | HHOLLOW4_E_1 | -0.69 |
| 12/20/2010 2:40 | N | R_LH2SES_1 | 19.49 |
| 12/20/2010 2:40 | N | AUTO_EPS_390 | 19.41 |
| 12/20/2010 2:45 | N | DC_ROAD_L_B | 18.63 |
| 12/20/2010 2:45 | N | DC_EGPS_L_A | 13.69 |
| 12/20/2010 2:45 | N | H_HOLLOW_E_1 | -5.73 |
| 12/20/2010 2:45 | N | HHOLLOW4_E_1 | -5.73 |
| 12/20/2010 2:45 | N | R_LH2SES_1 | 20.33 |
| 12/20/2010 2:45 | N | AUTO_EPS_390 | 20.23 |
| 12/20/2010 2:50 | N | DC_ROAD_L_B | 19.06 |
| 12/20/2010 2:50 | N | DC_EGPS_L_A | 14.03 |
| 12/20/2010 2:50 | N | H_HOLLOW_E_1 | -5.73 |
| 12/20/2010 2:50 | N | HHOLLOW4_E_1 | -5.73 |
| 12/20/2010 2:50 | N | R_LH2SES_1 | 20.79 |
| 12/20/2010 2:50 | N | AUTO_EPS_390 | 20.69 |
| 12/20/2010 2:50 | N | DC_ROAD_L_B | 18.96 |
| 12/20/2010 2:50 | N | DC_EGPS_L_A | 13.96 |
| 12/20/2010 2:50 | N | H_HOLLOW_E_1 | -5.73 |
| 12/20/2010 2:50 | N | HHOLLOW4_E_1 | -5.73 |
| 12/20/2010 2:50 | N | R_LH2SES_1 | 20.69 |
| 12/20/2010 2:50 | N | AUTO_EPS_390 | 20.59 |
| 12/20/2010 2:55 | N | DC_ROAD_L_B | 18.82 |
| 12/20/2010 2:55 | N | DC_EGPS_L_A | 14.04 |
| 12/20/2010 2:55 | N | H_HOLLOW_E_1 | -4.67 |
| 12/20/2010 2:55 | N | HHOLLOW4_E_1 | -4.67 |

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| 12/20/2010 2:55 | N | R_LH2SES_1 | 20.47 |
| 12/20/2010 2:55 | N | AUTO_EPS_390 | 20.38 |
| 12/20/2010 3:00 | N | DC_ROAD_L_B | 18.48 |
| 12/20/2010 3:00 | N | DC_EGPS_L_A | 14.62 |
| 12/20/2010 3:00 | N | H_HOLLOW_E_1 | -0.46 |
| 12/20/2010 3:00 | N | HHOLLOW4_E_1 | -0.46 |
| 12/20/2010 3:00 | N | R_LH2SES_1 | 19.8 |
| 12/20/2010 3:00 | N | AUTO_EPS_390 | 19.73 |
| 12/20/2010 3:05 | N | DC_ROAD_L_B | 18.5 |
| 12/20/2010 3:05 | N | DC_EGPS_L_A | 14.65 |
| 12/20/2010 3:05 | N | H_HOLLOW_E_1 | -0.45 |
| 12/20/2010 3:05 | N | HHOLLOW4_E_1 | -0.45 |
| 12/20/2010 3:05 | N | R_LH2SES_1 | 19.84 |
| 12/20/2010 3:05 | N | AUTO_EPS_390 | 19.76 |
| 12/20/2010 3:10 | N | DC_ROAD_L_B | 18.53 |
| 12/20/2010 3:10 | N | DC_EGPS_L_A | 14.67 |
| 12/20/2010 3:10 | N | H_HOLLOW_E_1 | -0.45 |
| 12/20/2010 3:10 | N | HHOLLOW4_E_1 | -0.45 |
| 12/20/2010 3:10 | N | R_LH2SES_1 | 19.87 |
| 12/20/2010 3:10 | N | AUTO_EPS_390 | 19.79 |
| 12/20/2010 3:15 | N | DC_ROAD_L_B | 18.52 |
| 12/20/2010 3:15 | N | DC_EGPS_L_A | 14.66 |
| 12/20/2010 3:15 | N | H_HOLLOW_E_1 | -0.45 |
| 12/20/2010 3:15 | N | HHOLLOW4_E_1 | -0.45 |
| 12/20/2010 3:15 | N | R_LH2SES_1 | 19.85 |
| 12/20/2010 3:15 | N | AUTO_EPS_390 | 19.77 |
| 12/20/2010 3:20 | N | DC_ROAD_L_B | 18.65 |
| 12/20/2010 3:20 | N | DC_EGPS_L_A | 14.76 |
| 12/20/2010 3:20 | N | H_HOLLOW_E_1 | -0.46 |
| 12/20/2010 3:20 | N | HHOLLOW4_E_1 | -0.46 |
| 12/20/2010 3:20 | N | R_LH2SES_1 | 19.99 |
| 12/20/2010 3:20 | N | AUTO_EPS_390 | 19.91 |
| 12/20/2010 3:25 | N | DC_ROAD_L_B | 18.68 |
| 12/20/2010 3:25 | N | DC_EGPS_L_A | 14.79 |
| 12/20/2010 3:25 | N | H_HOLLOW_E_1 | -0.46 |
| 12/20/2010 3:25 | N | HHOLLOW4_E_1 | -0.46 |
| 12/20/2010 3:25 | N | R_LH2SES_1 | 20.03 |
| 12/20/2010 3:25 | N | AUTO_EPS_390 | 19.95 |
| 12/20/2010 3:30 | N | DC_ROAD_L_B | 18.58 |
| 12/20/2010 3:30 | N | DC_EGPS_L_A | 14.71 |
| 12/20/2010 3:30 | N | H_HOLLOW_E_1 | -0.46 |
| 12/20/2010 3:30 | N | HHOLLOW4_E_1 | -0.46 |
| 12/20/2010 3:30 | N | R_LH2SES_1 | 19.92 |
| 12/20/2010 3:30 | N | AUTO_EPS_390 | 19.84 |
| 12/20/2010 3:35 | N | DC_ROAD_L_B | 18.62 |
| 12/20/2010 3:35 | N | DC_EGPS_L_A | 14.74 |
| 12/20/2010 3:35 | N | H_HOLLOW_E_1 | -0.46 |

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| 12/20/2010 3:35 | N | HHOLLOW4_E_1 | -0.46 |
| 12/20/2010 3:35 | N | R_LH2SES_1 | 19.96 |
| 12/20/2010 3:35 | N | AUTO_EPS_390 | 19.88 |
| 12/20/2010 3:40 | N | DC_ROAD_L_B | 18.8 |
| 12/20/2010 3:40 | N | DC_EGPS_L_A | 14.88 |
| 12/20/2010 3:40 | N | H_HOLLOW_E_1 | -0.53 |
| 12/20/2010 3:40 | N | HHOLLOW4_E_1 | -0.53 |
| 12/20/2010 3:40 | N | R_LH2SES_1 | 20.15 |
| 12/20/2010 3:40 | N | AUTO_EPS_390 | 20.07 |
| 12/20/2010 3:45 | N | DC_ROAD_L_B | 18.71 |
| 12/20/2010 3:45 | N | DC_EGPS_L_A | 14.79 |
| 12/20/2010 3:45 | N | H_HOLLOW_E_1 | -0.64 |
| 12/20/2010 3:45 | N | HHOLLOW4_E_1 | -0.64 |
| 12/20/2010 3:45 | N | R_LH2SES_1 | 20.06 |
| 12/20/2010 3:45 | N | AUTO_EPS_390 | 19.98 |
| 12/20/2010 3:50 | N | DC_ROAD_L_B | 18.75 |
| 12/20/2010 3:50 | N | DC_EGPS_L_A | 14.82 |
| 12/20/2010 3:50 | N | H_HOLLOW_E_1 | -0.66 |
| 12/20/2010 3:50 | N | HHOLLOW4_E_1 | -0.66 |
| 12/20/2010 3:50 | N | R_LH2SES_1 | 20.11 |
| 12/20/2010 3:50 | N | AUTO_EPS_390 | 20.03 |
| 12/20/2010 3:55 | N | DC_ROAD_L_B | 18.82 |
| 12/20/2010 3:55 | N | DC_EGPS_L_A | 14.89 |
| 12/20/2010 3:55 | N | H_HOLLOW_E_1 | -0.54 |
| 12/20/2010 3:55 | N | HHOLLOW4_E_1 | -0.54 |
| 12/20/2010 3:55 | N | R_LH2SES_1 | 20.17 |
| 12/20/2010 3:55 | N | AUTO_EPS_390 | 20.09 |
| 12/20/2010 4:01 | N | DC_ROAD_L_B | 18.89 |
| 12/20/2010 4:01 | N | DC_EGPS_L_A | 14.94 |
| 12/20/2010 4:01 | N | H_HOLLOW_E_1 | -0.6 |
| 12/20/2010 4:01 | N | HHOLLOW4_E_1 | -0.6 |
| 12/20/2010 4:01 | N | R_LH2SES_1 | 20.25 |
| 12/20/2010 4:01 | N | AUTO_EPS_390 | 20.18 |
| 12/20/2010 4:05 | N | DC_ROAD_L_B | 19.43 |
| 12/20/2010 4:05 | N | DC_EGPS_L_A | 15.39 |
| 12/20/2010 4:05 | N | H_HOLLOW_E_1 | -0.48 |
| 12/20/2010 4:05 | N | HHOLLOW4_E_1 | -0.48 |
| 12/20/2010 4:05 | N | R_LH2SES_1 | 20.82 |
| 12/20/2010 4:05 | N | AUTO_EPS_390 | 20.74 |
| 12/20/2010 4:10 | N | DC_ROAD_L_B | 19.58 |
| 12/20/2010 4:10 | N | DC_EGPS_L_A | 15.51 |
| 12/20/2010 4:10 | N | H_HOLLOW_E_1 | -0.52 |
| 12/20/2010 4:10 | N | HHOLLOW4_E_1 | -0.52 |
| 12/20/2010 4:10 | N | R_LH2SES_1 | 20.99 |
| 12/20/2010 4:10 | N | AUTO_EPS_390 | 20.91 |
| 12/20/2010 4:15 | N | DC_ROAD_L_B | 19.32 |
| 12/20/2010 4:15 | N | DC_EGPS_L_A | 15.31 |

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| 12/20/2010 4:15 | N | H_HOLLOW_E_1 | -0.46 |
| 12/20/2010 4:15 | N | HHOLLOW4_E_1 | -0.46 |
| 12/20/2010 4:15 | N | R_LH2SES_1 | 20.7 |
| 12/20/2010 4:15 | N | AUTO_EPS_390 | 20.62 |
| 12/20/2010 4:20 | N | DC_ROAD_L_B | 19.34 |
| 12/20/2010 4:20 | N | DC_EGPS_L_A | 15.3 |
| 12/20/2010 4:20 | N | H_HOLLOW_E_1 | -0.59 |
| 12/20/2010 4:20 | N | HHOLLOW4_E_1 | -0.59 |
| 12/20/2010 4:20 | N | R_LH2SES_1 | 20.73 |
| 12/20/2010 4:20 | N | AUTO_EPS_390 | 20.65 |
| 12/20/2010 4:25 | N | DC_ROAD_L_B | 19.58 |
| 12/20/2010 4:25 | N | DC_EGPS_L_A | 15.41 |
| 12/20/2010 4:25 | N | H_HOLLOW_E_1 | -0.99 |
| 12/20/2010 4:25 | N | HHOLLOW4_E_1 | -0.99 |
| 12/20/2010 4:25 | N | R_LH2SES_1 | 21.01 |
| 12/20/2010 4:25 | N | AUTO_EPS_390 | 20.93 |
| 12/20/2010 4:30 | N | DC_ROAD_L_B | 19.51 |
| 12/20/2010 4:30 | N | DC_EGPS_L_A | 15.24 |
| 12/20/2010 4:30 | N | H_HOLLOW_E_1 | -1.59 |
| 12/20/2010 4:30 | N | HHOLLOW4_E_1 | -1.59 |
| 12/20/2010 4:30 | N | R_LH2SES_1 | 20.98 |
| 12/20/2010 4:30 | N | AUTO_EPS_390 | 20.89 |
| 12/20/2010 4:35 | N | DC_ROAD_L_B | 19.64 |
| 12/20/2010 4:35 | N | DC_EGPS_L_A | 14.51 |
| 12/20/2010 4:35 | N | H_HOLLOW_E_1 | -5.72 |
| 12/20/2010 4:35 | N | HHOLLOW4_E_1 | -5.72 |
| 12/20/2010 4:35 | N | R_LH2SES_1 | 21.41 |
| 12/20/2010 4:35 | N | AUTO_EPS_390 | 21.31 |
| 12/20/2010 4:40 | N | DC_ROAD_L_B | 19.25 |
| 12/20/2010 4:40 | N | DC_EGPS_L_A | 11.46 |
| 12/20/2010 4:40 | N | H_HOLLOW_E_1 | -19.24 |
| 12/20/2010 4:40 | N | HHOLLOW4_E_1 | -19.24 |
| 12/20/2010 4:40 | N | R_LH2SES_1 | 21.94 |
| 12/20/2010 4:40 | N | AUTO_EPS_390 | 21.78 |
| 12/20/2010 4:45 | N | DC_ROAD_L_B | 19.29 |
| 12/20/2010 4:45 | N | DC_EGPS_L_A | 14.22 |
| 12/20/2010 4:45 | N | H_HOLLOW_E_1 | -5.73 |
| 12/20/2010 4:45 | N | HHOLLOW4_E_1 | -5.73 |
| 12/20/2010 4:45 | N | R_LH2SES_1 | 21.04 |
| 12/20/2010 4:45 | N | AUTO_EPS_390 | 20.94 |
| 12/20/2010 4:50 | N | DC_ROAD_L_B | 19.32 |
| 12/20/2010 4:50 | N | DC_EGPS_L_A | 14.25 |
| 12/20/2010 4:50 | N | H_HOLLOW_E_1 | -5.73 |
| 12/20/2010 4:50 | N | HHOLLOW4_E_1 | -5.73 |
| 12/20/2010 4:50 | N | R_LH2SES_1 | 21.08 |
| 12/20/2010 4:50 | N | AUTO_EPS_390 | 20.97 |
| 12/20/2010 4:55 | N | DC_ROAD_L_B | 19.77 |

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| 12/20/2010 4:55 | N | DC_EGPS_L_A | 15.64 |
| 12/20/2010 4:55 | N | H_HOLLOW_E_1 | -0.58 |
| 12/20/2010 4:55 | N | HHOLLOW4_E_1 | -0.58 |
| 12/20/2010 4:55 | N | R_LH2SES_1 | 21.2 |
| 12/20/2010 4:55 | N | AUTO_EPS_390 | 21.12 |
| 12/20/2010 5:01 | N | DC_ROAD_L_B | 19.26 |
| 12/20/2010 5:01 | N | DC_EGPS_L_A | 15.15 |
| 12/20/2010 5:01 | N | H_HOLLOW_E_1 | -0.97 |
| 12/20/2010 5:01 | N | HHOLLOW4_E_1 | -0.97 |
| 12/20/2010 5:01 | N | R_LH2SES_1 | 20.68 |
| 12/20/2010 5:01 | N | AUTO_EPS_390 | 20.6 |
| 12/20/2010 5:05 | N | DC_ROAD_L_B | 19.76 |
| 12/20/2010 5:05 | N | DC_EGPS_L_A | 15.61 |
| 12/20/2010 5:05 | N | H_HOLLOW_E_1 | -0.73 |
| 12/20/2010 5:05 | N | HHOLLOW4_E_1 | -0.73 |
| 12/20/2010 5:05 | N | R_LH2SES_1 | 21.2 |
| 12/20/2010 5:05 | N | AUTO_EPS_390 | 21.11 |
| 12/20/2010 5:10 | N | DC_ROAD_L_B | 20.43 |
| 12/20/2010 5:10 | N | DC_EGPS_L_A | 16.08 |
| 12/20/2010 5:10 | N | H_HOLLOW_E_1 | -1.03 |
| 12/20/2010 5:10 | N | HHOLLOW4_E_1 | -1.03 |
| 12/20/2010 5:10 | N | R_LH2SES_1 | 21.93 |
| 12/20/2010 5:10 | N | AUTO_EPS_390 | 21.85 |
| 12/20/2010 5:15 | N | DC_ROAD_L_B | 20.55 |
| 12/20/2010 5:15 | N | DC_EGPS_L_A | 12.56 |
| 12/20/2010 5:15 | N | H_HOLLOW_E_1 | -18.85 |
| 12/20/2010 5:15 | N | HHOLLOW4_E_1 | -18.85 |
| 12/20/2010 5:15 | N | R_LH2SES_1 | 23.31 |
| 12/20/2010 5:15 | N | AUTO_EPS_390 | 23.15 |
| 12/20/2010 5:20 | N | DC_ROAD_L_B | 19.8 |
| 12/20/2010 5:20 | N | DC_EGPS_L_A | 12.12 |
| 12/20/2010 5:20 | N | H_HOLLOW_E_1 | -18.08 |
| 12/20/2010 5:20 | N | HHOLLOW4_E_1 | -18.08 |
| 12/20/2010 5:20 | N | R_LH2SES_1 | 22.44 |
| 12/20/2010 5:20 | N | AUTO_EPS_390 | 22.29 |
| 12/20/2010 5:25 | N | DC_ROAD_L_B | 20.02 |
| 12/20/2010 5:25 | N | DC_EGPS_L_A | 15.85 |
| 12/20/2010 5:25 | N | H_HOLLOW_E_1 | -0.58 |
| 12/20/2010 5:25 | N | HHOLLOW4_E_1 | -0.58 |
| 12/20/2010 5:25 | N | R_LH2SES_1 | 21.46 |
| 12/20/2010 5:25 | N | AUTO_EPS_390 | 21.38 |
| 12/20/2010 5:30 | N | DC_ROAD_L_B | 20.21 |
| 12/20/2010 5:30 | N | DC_EGPS_L_A | 16.02 |
| 12/20/2010 5:30 | N | H_HOLLOW_E_1 | -0.44 |
| 12/20/2010 5:30 | N | HHOLLOW4_E_1 | -0.44 |
| 12/20/2010 5:30 | N | R_LH2SES_1 | 21.65 |
| 12/20/2010 5:30 | N | AUTO_EPS_390 | 21.57 |

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| 12/20/2010 5:35 | N | DC_ROAD_L_B | 20.42 |
| 12/20/2010 5:35 | N | DC_EGPS_L_A | 16.19 |
| 12/20/2010 5:35 | N | H_HOLLOW_E_1 | -0.44 |
| 12/20/2010 5:35 | N | HHOLLOW4_E_1 | -0.44 |
| 12/20/2010 5:35 | N | R_LH2SES_1 | 21.88 |
| 12/20/2010 5:35 | N | AUTO_EPS_390 | 21.8 |
| 12/20/2010 5:40 | N | DC_ROAD_L_B | 20.47 |
| 12/20/2010 5:40 | N | DC_EGPS_L_A | 16.23 |
| 12/20/2010 5:40 | N | H_HOLLOW_E_1 | -0.44 |
| 12/20/2010 5:40 | N | HHOLLOW4_E_1 | -0.44 |
| 12/20/2010 5:40 | N | R_LH2SES_1 | 21.94 |
| 12/20/2010 5:40 | N | AUTO_EPS_390 | 21.85 |
| 12/20/2010 5:45 | N | DC_ROAD_L_B | 20.86 |
| 12/20/2010 5:45 | N | DC_EGPS_L_A | 16.55 |
| 12/20/2010 5:45 | N | H_HOLLOW_E_1 | -0.44 |
| 12/20/2010 5:45 | N | HHOLLOW4_E_1 | -0.44 |
| 12/20/2010 5:45 | N | R_LH2SES_1 | 22.34 |
| 12/20/2010 5:45 | N | AUTO_EPS_390 | 22.26 |
| 12/20/2010 5:50 | N | DC_ROAD_L_B | 21.13 |
| 12/20/2010 5:50 | N | DC_EGPS_L_A | 16.77 |
| 12/20/2010 5:50 | N | H_HOLLOW_E_1 | -0.44 |
| 12/20/2010 5:50 | N | HHOLLOW4_E_1 | -0.44 |
| 12/20/2010 5:50 | N | R_LH2SES_1 | 22.63 |
| 12/20/2010 5:50 | N | AUTO_EPS_390 | 22.55 |
| 12/20/2010 5:55 | N | DC_ROAD_L_B | 20.71 |
| 12/20/2010 5:55 | N | DC_EGPS_L_A | 16.39 |
| 12/20/2010 5:55 | N | H_HOLLOW_E_1 | -0.66 |
| 12/20/2010 5:55 | N | HHOLLOW4_E_1 | -0.66 |
| 12/20/2010 5:55 | N | R_LH2SES_1 | 22.2 |
| 12/20/2010 5:55 | N | AUTO_EPS_390 | 22.11 |
| 12/20/2010 6:01 | N | DC_ROAD_L_B | 20.65 |
| 12/20/2010 6:01 | N | DC_EGPS_L_A | 16.36 |
| 12/20/2010 6:01 | N | H_HOLLOW_E_1 | -0.59 |
| 12/20/2010 6:01 | N | HHOLLOW4_E_1 | -0.59 |
| 12/20/2010 6:01 | N | R_LH2SES_1 | 22.13 |
| 12/20/2010 6:01 | N | AUTO_EPS_390 | 22.05 |
| 12/20/2010 6:05 | N | DC_ROAD_L_B | 20.63 |
| 12/20/2010 6:05 | N | DC_EGPS_L_A | 16.35 |
| 12/20/2010 6:05 | N | H_HOLLOW_E_1 | -0.59 |
| 12/20/2010 6:05 | N | HHOLLOW4_E_1 | -0.59 |
| 12/20/2010 6:05 | N | R_LH2SES_1 | 22.11 |
| 12/20/2010 6:05 | N | AUTO_EPS_390 | 22.03 |
| 12/20/2010 6:10 | N | DC_ROAD_L_B | 20.91 |
| 12/20/2010 6:10 | N | DC_EGPS_L_A | 16.57 |
| 12/20/2010 6:10 | N | H_HOLLOW_E_1 | -0.53 |
| 12/20/2010 6:10 | N | HHOLLOW4_E_1 | -0.53 |
| 12/20/2010 6:10 | N | R_LH2SES_1 | 22.41 |

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| 12/20/2010 6:10 | N | AUTO_EPS_390 | 22.33 |
| 12/20/2010 6:15 | N | DC_ROAD_L_B | 21.61 |
| 12/20/2010 6:15 | N | DC_EGPS_L_A | 17.15 |
| 12/20/2010 6:15 | N | H_HOLLOW_E_1 | -0.44 |
| 12/20/2010 6:15 | N | HHOLLOW4_E_1 | -0.44 |
| 12/20/2010 6:15 | N | R_LH2SES_1 | 23.15 |
| 12/20/2010 6:15 | N | AUTO_EPS_390 | 23.06 |
| 12/20/2010 6:20 | N | DC_ROAD_L_B | 21.3 |
| 12/20/2010 6:20 | N | DC_EGPS_L_A | 16.9 |
| 12/20/2010 6:20 | N | H_HOLLOW_E_1 | -0.43 |
| 12/20/2010 6:20 | N | HHOLLOW4_E_1 | -0.43 |
| 12/20/2010 6:20 | N | R_LH2SES_1 | 22.82 |
| 12/20/2010 6:20 | N | AUTO_EPS_390 | 22.73 |
| 12/20/2010 6:25 | N | DC_ROAD_L_B | 21.06 |
| 12/20/2010 6:25 | N | DC_EGPS_L_A | 16.73 |
| 12/20/2010 6:25 | N | H_HOLLOW_E_1 | -0.35 |
| 12/20/2010 6:25 | N | HHOLLOW4_E_1 | -0.35 |
| 12/20/2010 6:25 | N | R_LH2SES_1 | 22.56 |
| 12/20/2010 6:25 | N | AUTO_EPS_390 | 22.47 |
| 12/20/2010 6:30 | N | DC_ROAD_L_B | 21.13 |
| 12/20/2010 6:30 | N | DC_EGPS_L_A | 16.81 |
| 12/20/2010 6:30 | N | H_HOLLOW_E_1 | -0.27 |
| 12/20/2010 6:30 | N | HHOLLOW4_E_1 | -0.27 |
| 12/20/2010 6:30 | N | R_LH2SES_1 | 22.63 |
| 12/20/2010 6:30 | N | AUTO_EPS_390 | 22.54 |
| 12/20/2010 6:35 | N | DC_ROAD_L_B | 22.12 |
| 12/20/2010 6:35 | N | DC_EGPS_L_A | 17.57 |
| 12/20/2010 6:35 | N | H_HOLLOW_E_1 | -0.43 |
| 12/20/2010 6:35 | N | HHOLLOW4_E_1 | -0.43 |
| 12/20/2010 6:35 | N | R_LH2SES_1 | 23.69 |
| 12/20/2010 6:35 | N | AUTO_EPS_390 | 23.6 |
| 12/20/2010 6:40 | N | DC_ROAD_L_B | 23.04 |
| 12/20/2010 6:40 | N | DC_EGPS_L_A | 18.3 |
| 12/20/2010 6:40 | N | H_HOLLOW_E_1 | -0.46 |
| 12/20/2010 6:40 | N | HHOLLOW4_E_1 | -0.46 |
| 12/20/2010 6:40 | N | R_LH2SES_1 | 24.68 |
| 12/20/2010 6:40 | N | AUTO_EPS_390 | 24.58 |
| 12/20/2010 6:45 | N | DC_ROAD_L_B | 22.58 |
| 12/20/2010 6:45 | N | DC_EGPS_L_A | 17.94 |
| 12/20/2010 6:45 | N | H_HOLLOW_E_1 | -0.43 |
| 12/20/2010 6:45 | N | HHOLLOW4_E_1 | -0.43 |
| 12/20/2010 6:45 | N | R_LH2SES_1 | 24.18 |
| 12/20/2010 6:45 | N | AUTO_EPS_390 | 24.09 |
| 12/20/2010 6:50 | N | DC_ROAD_L_B | 21.91 |
| 12/20/2010 6:50 | N | DC_EGPS_L_A | 17.46 |
| 12/20/2010 6:50 | N | H_HOLLOW_E_1 | -0.09 |
| 12/20/2010 6:50 | N | HHOLLOW4_E_1 | -0.09 |

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| 12/20/2010 6:50 | N | R_LH2SES_1 | 23.45 |
| 12/20/2010 6:50 | N | AUTO_EPS_390 | 23.36 |
| 12/20/2010 6:55 | N | DC_ROAD_L_B | 22.08 |
| 12/20/2010 6:55 | N | DC_EGPS_L_A | 17.63 |
| 12/20/2010 6:55 | N | H_HOLLOW_E_1 | -0.03 |
| 12/20/2010 6:55 | N | HHOLLOW4_E_1 | -0.03 |
| 12/20/2010 6:55 | N | R_LH2SES_1 | 23.63 |
| 12/20/2010 6:55 | N | AUTO_EPS_390 | 23.54 |
| 12/20/2010 7:00 | N | DC_ROAD_L_B | 22.41 |
| 12/20/2010 7:00 | N | DC_EGPS_L_A | 17.83 |
| 12/20/2010 7:00 | N | H_HOLLOW_E_1 | -0.42 |
| 12/20/2010 7:00 | N | HHOLLOW4_E_1 | -0.42 |
| 12/20/2010 7:00 | N | R_LH2SES_1 | 24 |
| 12/20/2010 7:00 | N | AUTO_EPS_390 | 23.91 |
| 12/20/2010 7:05 | N | DC_ROAD_L_B | 22.43 |
| 12/20/2010 7:05 | N | DC_EGPS_L_A | 17.85 |
| 12/20/2010 7:05 | N | H_HOLLOW_E_1 | -0.42 |
| 12/20/2010 7:05 | N | HHOLLOW4_E_1 | -0.42 |
| 12/20/2010 7:05 | N | R_LH2SES_1 | 24.03 |
| 12/20/2010 7:05 | N | AUTO_EPS_390 | 23.93 |
| 12/20/2010 7:10 | N | DC_ROAD_L_B | 22.52 |
| 12/20/2010 7:10 | N | DC_EGPS_L_A | 17.92 |
| 12/20/2010 7:10 | N | H_HOLLOW_E_1 | -0.42 |
| 12/20/2010 7:10 | N | HHOLLOW4_E_1 | -0.42 |
| 12/20/2010 7:10 | N | R_LH2SES_1 | 24.13 |
| 12/20/2010 7:10 | N | AUTO_EPS_390 | 24.03 |
| 12/20/2010 7:15 | N | DC_ROAD_L_B | 22.46 |
| 12/20/2010 7:15 | N | DC_EGPS_L_A | 17.88 |
| 12/20/2010 7:15 | N | H_HOLLOW_E_1 | -0.33 |
| 12/20/2010 7:15 | N | HHOLLOW4_E_1 | -0.33 |
| 12/20/2010 7:15 | N | R_LH2SES_1 | 24.06 |
| 12/20/2010 7:15 | N | AUTO_EPS_390 | 23.97 |
| 12/20/2010 7:20 | N | DC_ROAD_L_B | 21.98 |
| 12/20/2010 7:20 | N | DC_EGPS_L_A | 17.57 |
| 12/20/2010 7:20 | N | H_HOLLOW_E_1 | 0.05 |
| 12/20/2010 7:20 | N | HHOLLOW4_E_1 | 0.05 |
| 12/20/2010 7:20 | N | R_LH2SES_1 | 23.52 |
| 12/20/2010 7:20 | N | AUTO_EPS_390 | 23.43 |
| 12/20/2010 7:25 | N | DC_ROAD_L_B | 21.09 |
| 12/20/2010 7:25 | N | DC_EGPS_L_A | 16.9 |
| 12/20/2010 7:25 | N | H_HOLLOW_E_1 | 0.21 |
| 12/20/2010 7:25 | N | HHOLLOW4_E_1 | 0.21 |
| 12/20/2010 7:25 | N | R_LH2SES_1 | 22.56 |
| 12/20/2010 7:25 | N | AUTO_EPS_390 | 22.47 |
| 12/20/2010 7:30 | N | DC_ROAD_L_B | 20.87 |
| 12/20/2010 7:30 | N | DC_EGPS_L_A | 16.73 |
| 12/20/2010 7:30 | N | H_HOLLOW_E_1 | 0.25 |

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|---|---|---|---|
| 12/20/2010 7:30 | N | HHOLLOW4_E_1 | 0.25 |
| 12/20/2010 7:30 | N | R_LH2SES_1 | 22.32 |
| 12/20/2010 7:30 | N | AUTO_EPS_390 | 22.23 |
| 12/20/2010 7:35 | N | DC_ROAD_L_B | 21.56 |
| 12/20/2010 7:35 | N | DC_EGPS_L_A | 17.23 |
| 12/20/2010 7:35 | N | H_HOLLOW_E_1 | -0.08 |
| 12/20/2010 7:35 | N | HHOLLOW4_E_1 | -0.08 |
| 12/20/2010 7:35 | N | R_LH2SES_1 | 23.07 |
| 12/20/2010 7:35 | N | AUTO_EPS_390 | 22.98 |
| 12/20/2010 7:40 | N | DC_ROAD_L_B | 21.59 |
| 12/20/2010 7:40 | N | DC_EGPS_L_A | 17.22 |
| 12/20/2010 7:40 | N | H_HOLLOW_E_1 | -0.31 |
| 12/20/2010 7:40 | N | HHOLLOW4_E_1 | -0.31 |
| 12/20/2010 7:40 | N | R_LH2SES_1 | 23.11 |
| 12/20/2010 7:40 | N | AUTO_EPS_390 | 23.02 |
| 12/20/2010 7:45 | N | DC_ROAD_L_B | 21.36 |
| 12/20/2010 7:45 | N | DC_EGPS_L_A | 17.07 |
| 12/20/2010 7:45 | N | H_HOLLOW_E_1 | -0.11 |
| 12/20/2010 7:45 | N | HHOLLOW4_E_1 | -0.11 |
| 12/20/2010 7:45 | N | R_LH2SES_1 | 22.86 |
| 12/20/2010 7:45 | N | AUTO_EPS_390 | 22.77 |
| 12/20/2010 7:50 | N | DC_ROAD_L_B | 21.43 |
| 12/20/2010 7:50 | N | DC_EGPS_L_A | 17.11 |
| 12/20/2010 7:50 | N | H_HOLLOW_E_1 | -0.14 |
| 12/20/2010 7:50 | N | HHOLLOW4_E_1 | -0.14 |
| 12/20/2010 7:50 | N | R_LH2SES_1 | 22.94 |
| 12/20/2010 7:50 | N | AUTO_EPS_390 | 22.85 |
| 12/20/2010 7:55 | N | DC_ROAD_L_B | 21.42 |
| 12/20/2010 7:55 | N | DC_EGPS_L_A | 17.14 |
| 12/20/2010 7:55 | N | H_HOLLOW_E_1 | 0.05 |
| 12/20/2010 7:55 | N | HHOLLOW4_E_1 | 0.05 |
| 12/20/2010 7:55 | N | R_LH2SES_1 | 22.92 |
| 12/20/2010 7:55 | N | AUTO_EPS_390 | 22.83 |
| 12/20/2010 8:00 | N | DC_ROAD_L_B | 21.57 |
| 12/20/2010 8:00 | N | DC_EGPS_L_A | 17.27 |
| 12/20/2010 8:00 | N | H_HOLLOW_E_1 | 0.14 |
| 12/20/2010 8:00 | N | HHOLLOW4_E_1 | 0.14 |
| 12/20/2010 8:00 | N | R_LH2SES_1 | 23.07 |
| 12/20/2010 8:00 | N | AUTO_EPS_390 | 22.98 |
| 12/20/2010 8:05 | N | DC_ROAD_L_B | 21.92 |
| 12/20/2010 8:05 | N | DC_EGPS_L_A | 17.62 |
| 12/20/2010 8:05 | N | H_HOLLOW_E_1 | 0.44 |
| 12/20/2010 8:05 | N | HHOLLOW4_E_1 | 0.44 |
| 12/20/2010 8:05 | N | R_LH2SES_1 | 23.43 |
| 12/20/2010 8:05 | N | AUTO_EPS_390 | 23.34 |
| 12/20/2010 8:10 | N | DC_ROAD_L_B | 22.18 |
| 12/20/2010 8:10 | N | DC_EGPS_L_A | 17.79 |

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| 12/20/2010 8:10 | N | H_HOLLOW_E_1 | 0.28 |
| 12/20/2010 8:10 | N | HHOLLOW4_E_1 | 0.28 |
| 12/20/2010 8:10 | N | R_LH2SES_1 | 23.72 |
| 12/20/2010 8:10 | N | AUTO_EPS_390 | 23.63 |
| 12/20/2010 8:15 | N | DC_ROAD_L_B | 22.34 |
| 12/20/2010 8:15 | N | DC_EGPS_L_A | 17.93 |
| 12/20/2010 8:15 | N | H_HOLLOW_E_1 | 0.27 |
| 12/20/2010 8:15 | N | HHOLLOW4_E_1 | 0.27 |
| 12/20/2010 8:15 | N | R_LH2SES_1 | 23.88 |
| 12/20/2010 8:15 | N | AUTO_EPS_390 | 23.79 |
| 12/20/2010 8:20 | N | DC_ROAD_L_B | 22.36 |
| 12/20/2010 8:20 | N | DC_EGPS_L_A | 17.94 |
| 12/20/2010 8:20 | N | H_HOLLOW_E_1 | 0.28 |
| 12/20/2010 8:20 | N | HHOLLOW4_E_1 | 0.28 |
| 12/20/2010 8:20 | N | R_LH2SES_1 | 23.9 |
| 12/20/2010 8:20 | N | AUTO_EPS_390 | 23.81 |
| 12/20/2010 8:25 | N | DC_ROAD_L_B | 22.46 |
| 12/20/2010 8:25 | N | DC_EGPS_L_A | 18.09 |
| 12/20/2010 8:25 | N | H_HOLLOW_E_1 | 0.57 |
| 12/20/2010 8:25 | N | HHOLLOW4_E_1 | 0.57 |
| 12/20/2010 8:25 | N | R_LH2SES_1 | 23.99 |
| 12/20/2010 8:25 | N | AUTO_EPS_390 | 23.9 |
| 12/20/2010 8:30 | N | DC_ROAD_L_B | 21.98 |
| 12/20/2010 8:30 | N | DC_EGPS_L_A | 17.89 |
| 12/20/2010 8:30 | N | H_HOLLOW_E_1 | 1.59 |
| 12/20/2010 8:30 | N | HHOLLOW4_E_1 | 1.59 |
| 12/20/2010 8:30 | N | R_LH2SES_1 | 23.41 |
| 12/20/2010 8:30 | N | R_PB2SES_1 | 1.38 |
| 12/20/2010 8:30 | N | R_PB2SES_2 | 1.38 |
| 12/20/2010 8:30 | N | R_PB2SES_3 | 1.38 |
| 12/20/2010 8:30 | N | R_PB2SES_4 | 1.38 |
| 12/20/2010 8:30 | N | R_PB2SES_5 | 1.38 |
| 12/20/2010 8:30 | N | AUTO_EPS_390 | 23.33 |
| 12/20/2010 8:35 | N | DC_ROAD_L_B | 22.15 |
| 12/20/2010 8:35 | N | DC_EGPS_L_A | 17.99 |
| 12/20/2010 8:35 | N | H_HOLLOW_E_1 | 1.44 |
| 12/20/2010 8:35 | N | HHOLLOW4_E_1 | 1.44 |
| 12/20/2010 8:35 | N | R_LH2SES_1 | 23.6 |
| 12/20/2010 8:35 | N | R_PB2SES_1 | 1.22 |
| 12/20/2010 8:35 | N | R_PB2SES_2 | 1.22 |
| 12/20/2010 8:35 | N | R_PB2SES_3 | 1.22 |
| 12/20/2010 8:35 | N | R_PB2SES_4 | 1.22 |
| 12/20/2010 8:35 | N | R_PB2SES_5 | 1.22 |
| 12/20/2010 8:35 | N | AUTO_EPS_390 | 23.51 |
| 12/20/2010 8:40 | N | DC_ROAD_L_B | 23.14 |
| 12/20/2010 8:40 | N | DC_EGPS_L_A | 22.24 |
| 12/20/2010 8:40 | N | H_HOLLOW_E_1 | 18.65 |

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| 12/20/2010 8:40 | N | HHOLLOW4_E_1 | 18.65 |
| 12/20/2010 8:40 | N | R_LH2SES_1 | 23.45 |
| 12/20/2010 8:40 | N | R_PB2SES_1 | 18.6 |
| 12/20/2010 8:40 | N | R_PB2SES_2 | 18.6 |
| 12/20/2010 8:40 | N | R_PB2SES_3 | 18.6 |
| 12/20/2010 8:40 | N | R_PB2SES_4 | 18.6 |
| 12/20/2010 8:40 | N | R_PB2SES_5 | 18.6 |
| 12/20/2010 8:40 | N | AUTO_EPS_390 | 23.43 |
| 12/20/2010 8:45 | N | DC_ROAD_L_B | 23.16 |
| 12/20/2010 8:45 | N | DC_EGPS_L_A | 22.3 |
| 12/20/2010 8:45 | N | H_HOLLOW_E_1 | 18.88 |
| 12/20/2010 8:45 | N | HHOLLOW4_E_1 | 18.88 |
| 12/20/2010 8:45 | N | R_LH2SES_1 | 23.46 |
| 12/20/2010 8:45 | N | R_PB2SES_1 | 18.83 |
| 12/20/2010 8:45 | N | R_PB2SES_2 | 18.83 |
| 12/20/2010 8:45 | N | R_PB2SES_3 | 18.83 |
| 12/20/2010 8:45 | N | R_PB2SES_4 | 18.83 |
| 12/20/2010 8:45 | N | R_PB2SES_5 | 18.83 |
| 12/20/2010 8:45 | N | AUTO_EPS_390 | 23.44 |
| 12/20/2010 8:50 | N | DC_ROAD_L_B | 22.56 |
| 12/20/2010 8:50 | N | DC_EGPS_L_A | 18.15 |
| 12/20/2010 8:50 | N | H_HOLLOW_E_1 | 0.53 |
| 12/20/2010 8:50 | N | HHOLLOW4_E_1 | 0.53 |
| 12/20/2010 8:50 | N | R_LH2SES_1 | 24.1 |
| 12/20/2010 8:50 | N | R_PB2SES_1 | 0.31 |
| 12/20/2010 8:50 | N | R_PB2SES_2 | 0.31 |
| 12/20/2010 8:50 | N | R_PB2SES_3 | 0.31 |
| 12/20/2010 8:50 | N | R_PB2SES_4 | 0.31 |
| 12/20/2010 8:50 | N | R_PB2SES_5 | 0.31 |
| 12/20/2010 8:50 | N | AUTO_EPS_390 | 24.01 |
| 12/20/2010 8:55 | N | DC_ROAD_L_B | 22.71 |
| 12/20/2010 8:55 | N | DC_EGPS_L_A | 18.45 |
| 12/20/2010 8:55 | N | H_HOLLOW_E_1 | 1.47 |
| 12/20/2010 8:55 | N | HHOLLOW4_E_1 | 1.47 |
| 12/20/2010 8:55 | N | R_LH2SES_1 | 24.19 |
| 12/20/2010 8:55 | N | R_PB2SES_1 | 1.25 |
| 12/20/2010 8:55 | N | R_PB2SES_2 | 1.25 |
| 12/20/2010 8:55 | N | R_PB2SES_3 | 1.25 |
| 12/20/2010 8:55 | N | R_PB2SES_4 | 1.25 |
| 12/20/2010 8:55 | N | R_PB2SES_5 | 1.25 |
| 12/20/2010 8:55 | N | AUTO_EPS_390 | 24.11 |
| 12/20/2010 9:00 | N | DC_ROAD_L_B | 22.72 |
| 12/20/2010 9:00 | N | DC_EGPS_L_A | 18.46 |
| 12/20/2010 9:00 | N | H_HOLLOW_E_1 | 1.48 |
| 12/20/2010 9:00 | N | HHOLLOW4_E_1 | 1.48 |
| 12/20/2010 9:00 | N | R_LH2SES_1 | 24.2 |
| 12/20/2010 9:00 | N | R_PB2SES_1 | 1.26 |

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| 12/20/2010 9:00 | N | R_PB2SES_2 | 1.26 |
| 12/20/2010 9:00 | N | R_PB2SES_3 | 1.26 |
| 12/20/2010 9:00 | N | R_PB2SES_4 | 1.26 |
| 12/20/2010 9:00 | N | R_PB2SES_5 | 1.26 |
| 12/20/2010 9:00 | N | AUTO_EPS_390 | 24.12 |
| 12/20/2010 11:03 | N | DC_ROAD_L_B | 21.99 |
| 12/20/2010 11:03 | N | DC_EGPS_L_A | 17.55 |
| 12/20/2010 11:03 | N | H_HOLLOW_E_1 | 0.19 |
| 12/20/2010 11:03 | N | HHOLLOW4_E_1 | 0.19 |
| 12/20/2010 11:03 | N | R_LH2SES_1 | 23.47 |
| 12/20/2010 11:03 | N | R_PB2SES_1 | -0.24 |
| 12/20/2010 11:03 | N | R_PB2SES_2 | -0.24 |
| 12/20/2010 11:03 | N | R_PB2SES_3 | -0.24 |
| 12/20/2010 11:03 | N | R_PB2SES_4 | -0.24 |
| 12/20/2010 11:03 | N | R_PB2SES_5 | -0.24 |
| 12/20/2010 11:03 | N | AUTO_EPS_390 | 23.38 |
| 12/20/2010 11:05 | N | DC_ROAD_L_B | 21.89 |
| 12/20/2010 11:05 | N | DC_EGPS_L_A | 17.44 |
| 12/20/2010 11:05 | N | H_HOLLOW_E_1 | 0.02 |
| 12/20/2010 11:05 | N | HHOLLOW4_E_1 | 0.02 |
| 12/20/2010 11:05 | N | R_LH2SES_1 | 23.38 |
| 12/20/2010 11:05 | N | R_PB2SES_1 | -0.41 |
| 12/20/2010 11:05 | N | R_PB2SES_2 | -0.41 |
| 12/20/2010 11:05 | N | R_PB2SES_3 | -0.41 |
| 12/20/2010 11:05 | N | R_PB2SES_4 | -0.41 |
| 12/20/2010 11:05 | N | R_PB2SES_5 | -0.41 |
| 12/20/2010 11:05 | N | AUTO_EPS_390 | 23.29 |
| 12/20/2010 11:08 | N | DC_ROAD_L_B | 21.93 |
| 12/20/2010 11:08 | N | DC_EGPS_L_A | 17.45 |
| 12/20/2010 11:08 | N | H_HOLLOW_E_1 | -0.09 |
| 12/20/2010 11:08 | N | HHOLLOW4_E_1 | -0.09 |
| 12/20/2010 11:08 | N | R_LH2SES_1 | 23.42 |
| 12/20/2010 11:08 | N | R_PB2SES_1 | -0.53 |
| 12/20/2010 11:08 | N | R_PB2SES_2 | -0.53 |
| 12/20/2010 11:08 | N | R_PB2SES_3 | -0.53 |
| 12/20/2010 11:08 | N | R_PB2SES_4 | -0.53 |
| 12/20/2010 11:08 | N | R_PB2SES_5 | -0.53 |
| 12/20/2010 11:08 | N | AUTO_EPS_390 | 23.34 |
| 12/20/2010 11:10 | N | DC_ROAD_L_B | 22.04 |
| 12/20/2010 11:10 | N | DC_EGPS_L_A | 17.47 |
| 12/20/2010 11:10 | N | H_HOLLOW_E_1 | -0.46 |
| 12/20/2010 11:10 | N | HHOLLOW4_E_1 | -0.46 |
| 12/20/2010 11:10 | N | R_LH2SES_1 | 23.57 |
| 12/20/2010 11:10 | N | R_PB2SES_1 | -0.9 |
| 12/20/2010 11:10 | N | R_PB2SES_2 | -0.9 |
| 12/20/2010 11:10 | N | R_PB2SES_3 | -0.9 |
| 12/20/2010 11:10 | N | R_PB2SES_4 | -0.9 |

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| 12/20/2010 11:10 | N | R_PB2SES_5 | -0.9 |
| 12/20/2010 11:10 | N | AUTO_EPS_390 | 23.48 |
| 12/20/2010 11:15 | N | DC_ROAD_L_B | 22.1 |
| 12/20/2010 11:15 | N | DC_EGPS_L_A | 17.56 |
| 12/20/2010 11:15 | N | H_HOLLOW_E_1 | -0.23 |
| 12/20/2010 11:15 | N | HHOLLOW4_E_1 | -0.23 |
| 12/20/2010 11:15 | N | R_LH2SES_1 | 23.62 |
| 12/20/2010 11:15 | N | R_PB2SES_1 | -0.67 |
| 12/20/2010 11:15 | N | R_PB2SES_2 | -0.67 |
| 12/20/2010 11:15 | N | R_PB2SES_3 | -0.67 |
| 12/20/2010 11:15 | N | R_PB2SES_4 | -0.67 |
| 12/20/2010 11:15 | N | R_PB2SES_5 | -0.67 |
| 12/20/2010 11:15 | N | AUTO_EPS_390 | 23.53 |
| 12/20/2010 11:20 | N | DC_ROAD_L_B | 21.71 |
| 12/20/2010 11:20 | N | DC_EGPS_L_A | 17.34 |
| 12/20/2010 11:20 | N | H_HOLLOW_E_1 | 0.25 |
| 12/20/2010 11:20 | N | HHOLLOW4_E_1 | 0.25 |
| 12/20/2010 11:20 | N | R_LH2SES_1 | 23.17 |
| 12/20/2010 11:20 | N | R_PB2SES_1 | -0.18 |
| 12/20/2010 11:20 | N | R_PB2SES_2 | -0.18 |
| 12/20/2010 11:20 | N | R_PB2SES_3 | -0.18 |
| 12/20/2010 11:20 | N | R_PB2SES_4 | -0.18 |
| 12/20/2010 11:20 | N | R_PB2SES_5 | -0.18 |
| 12/20/2010 11:20 | N | AUTO_EPS_390 | 23.08 |
| 12/20/2010 11:25 | N | DC_ROAD_L_B | 21.47 |
| 12/20/2010 11:25 | N | DC_EGPS_L_A | 17.18 |
| 12/20/2010 11:25 | N | H_HOLLOW_E_1 | 0.38 |
| 12/20/2010 11:25 | N | HHOLLOW4_E_1 | 0.38 |
| 12/20/2010 11:25 | N | R_LH2SES_1 | 22.91 |
| 12/20/2010 11:25 | N | R_PB2SES_1 | -0.03 |
| 12/20/2010 11:25 | N | R_PB2SES_2 | -0.03 |
| 12/20/2010 11:25 | N | R_PB2SES_3 | -0.03 |
| 12/20/2010 11:25 | N | R_PB2SES_4 | -0.03 |
| 12/20/2010 11:25 | N | R_PB2SES_5 | -0.03 |
| 12/20/2010 11:25 | N | AUTO_EPS_390 | 22.83 |
| 12/20/2010 11:30 | N | DC_ROAD_L_B | 21.38 |
| 12/20/2010 11:30 | N | DC_EGPS_L_A | 17.15 |
| 12/20/2010 11:30 | N | H_HOLLOW_E_1 | 0.6 |
| 12/20/2010 11:30 | N | HHOLLOW4_E_1 | 0.6 |
| 12/20/2010 11:30 | N | R_LH2SES_1 | 22.79 |
| 12/20/2010 11:30 | N | R_PB2SES_1 | 0.19 |
| 12/20/2010 11:30 | N | R_PB2SES_2 | 0.19 |
| 12/20/2010 11:30 | N | R_PB2SES_3 | 0.19 |
| 12/20/2010 11:30 | N | R_PB2SES_4 | 0.19 |
| 12/20/2010 11:30 | N | R_PB2SES_5 | 0.19 |
| 12/20/2010 11:30 | N | AUTO_EPS_390 | 22.71 |
| 12/20/2010 11:35 | N | DC_ROAD_L_B | 21.38 |

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| 12/20/2010 11:35 | N | DC_EGPS_L_A | 17.15 |
| 12/20/2010 11:35 | N | H_HOLLOW_E_1 | 0.57 |
| 12/20/2010 11:35 | N | HHOLLOW4_E_1 | 0.57 |
| 12/20/2010 11:35 | N | R_LH2SES_1 | 22.8 |
| 12/20/2010 11:35 | N | R_PB2SES_1 | 0.16 |
| 12/20/2010 11:35 | N | R_PB2SES_2 | 0.16 |
| 12/20/2010 11:35 | N | R_PB2SES_3 | 0.16 |
| 12/20/2010 11:35 | N | R_PB2SES_4 | 0.16 |
| 12/20/2010 11:35 | N | R_PB2SES_5 | 0.16 |
| 12/20/2010 11:35 | N | AUTO_EPS_390 | 22.72 |
| 12/20/2010 11:40 | N | DC_ROAD_L_B | 21.64 |
| 12/20/2010 11:40 | N | DC_EGPS_L_A | 17.24 |
| 12/20/2010 11:40 | N | H_HOLLOW_E_1 | -0.08 |
| 12/20/2010 11:40 | N | HHOLLOW4_E_1 | -0.08 |
| 12/20/2010 11:40 | N | R_LH2SES_1 | 23.11 |
| 12/20/2010 11:40 | N | R_PB2SES_1 | -0.51 |
| 12/20/2010 11:40 | N | R_PB2SES_2 | -0.51 |
| 12/20/2010 11:40 | N | R_PB2SES_3 | -0.51 |
| 12/20/2010 11:40 | N | R_PB2SES_4 | -0.51 |
| 12/20/2010 11:40 | N | R_PB2SES_5 | -0.51 |
| 12/20/2010 11:40 | N | AUTO_EPS_390 | 23.03 |
| 12/20/2010 11:45 | N | DC_ROAD_L_B | 22.11 |
| 12/20/2010 11:45 | N | DC_EGPS_L_A | 17.13 |
| 12/20/2010 11:45 | N | H_HOLLOW_E_1 | -2.58 |
| 12/20/2010 11:45 | N | HHOLLOW4_E_1 | -2.58 |
| 12/20/2010 11:45 | N | R_LH2SES_1 | 23.78 |
| 12/20/2010 11:45 | N | R_PB2SES_1 | -3.06 |
| 12/20/2010 11:45 | N | R_PB2SES_2 | -3.06 |
| 12/20/2010 11:45 | N | R_PB2SES_3 | -3.06 |
| 12/20/2010 11:45 | N | R_PB2SES_4 | -3.06 |
| 12/20/2010 11:45 | N | R_PB2SES_5 | -3.06 |
| 12/20/2010 11:45 | N | AUTO_EPS_390 | 23.68 |
| 12/20/2010 11:50 | N | DC_ROAD_L_B | 21.45 |
| 12/20/2010 11:50 | N | DC_EGPS_L_A | 13.34 |
| 12/20/2010 11:50 | N | H_HOLLOW_E_1 | -18.67 |
| 12/20/2010 11:50 | N | HHOLLOW4_E_1 | -18.67 |
| 12/20/2010 11:50 | N | R_LH2SES_1 | 24.16 |
| 12/20/2010 11:50 | N | R_PB2SES_1 | -19.47 |
| 12/20/2010 11:50 | N | R_PB2SES_2 | -19.47 |
| 12/20/2010 11:50 | N | R_PB2SES_3 | -19.47 |
| 12/20/2010 11:50 | N | R_PB2SES_4 | -19.47 |
| 12/20/2010 11:50 | N | R_PB2SES_5 | -19.47 |
| 12/20/2010 11:50 | N | AUTO_EPS_390 | 24 |
| 12/20/2010 11:55 | N | DC_ROAD_L_B | 21.61 |
| 12/20/2010 11:55 | N | DC_EGPS_L_A | 16.1 |
| 12/20/2010 11:55 | N | H_HOLLOW_E_1 | -5.47 |
| 12/20/2010 11:55 | N | HHOLLOW4_E_1 | -5.47 |

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| 12/20/2010 11:55 | N | R_LH2SES_1 | 23.45 |
| 12/20/2010 11:55 | N | R_PB2SES_1 | -6.01 |
| 12/20/2010 11:55 | N | R_PB2SES_2 | -6.01 |
| 12/20/2010 11:55 | N | R_PB2SES_3 | -6.01 |
| 12/20/2010 11:55 | N | R_PB2SES_4 | -6.01 |
| 12/20/2010 11:55 | N | R_PB2SES_5 | -6.01 |
| 12/20/2010 11:55 | N | AUTO_EPS_390 | 23.35 |
| 12/20/2010 12:00 | N | DC_ROAD_L_B | 21.9 |
| 12/20/2010 12:00 | N | DC_EGPS_L_A | 16.31 |
| 12/20/2010 12:00 | N | H_HOLLOW_E_1 | -5.47 |
| 12/20/2010 12:00 | N | HHOLLOW4_E_1 | -5.47 |
| 12/20/2010 12:00 | N | R_LH2SES_1 | 23.77 |
| 12/20/2010 12:00 | N | R_PB2SES_1 | -6.01 |
| 12/20/2010 12:00 | N | R_PB2SES_2 | -6.01 |
| 12/20/2010 12:00 | N | R_PB2SES_3 | -6.01 |
| 12/20/2010 12:00 | N | R_PB2SES_4 | -6.01 |
| 12/20/2010 12:00 | N | R_PB2SES_5 | -6.01 |
| 12/20/2010 12:00 | N | AUTO_EPS_390 | 23.66 |
| 12/20/2010 12:05 | N | DC_ROAD_L_B | 21.74 |
| 12/20/2010 12:05 | N | DC_EGPS_L_A | 17.28 |
| 12/20/2010 12:05 | N | H_HOLLOW_E_1 | -0.08 |
| 12/20/2010 12:05 | N | HHOLLOW4_E_1 | -0.08 |
| 12/20/2010 12:05 | N | R_LH2SES_1 | 23.24 |
| 12/20/2010 12:05 | N | R_PB2SES_1 | -0.51 |
| 12/20/2010 12:05 | N | R_PB2SES_2 | -0.51 |
| 12/20/2010 12:05 | N | R_PB2SES_3 | -0.51 |
| 12/20/2010 12:05 | N | R_PB2SES_4 | -0.51 |
| 12/20/2010 12:05 | N | R_PB2SES_5 | -0.51 |
| 12/20/2010 12:05 | N | AUTO_EPS_390 | 23.15 |
| 12/20/2010 12:10 | N | DC_ROAD_L_B | 21.35 |
| 12/20/2010 12:10 | N | DC_EGPS_L_A | 17.35 |
| 12/20/2010 12:10 | N | H_HOLLOW_E_1 | 1.8 |
| 12/20/2010 12:10 | N | HHOLLOW4_E_1 | 1.8 |
| 12/20/2010 12:10 | N | R_LH2SES_1 | 22.69 |
| 12/20/2010 12:10 | N | R_PB2SES_1 | 1.41 |
| 12/20/2010 12:10 | N | R_PB2SES_2 | 1.41 |
| 12/20/2010 12:10 | N | R_PB2SES_3 | 1.41 |
| 12/20/2010 12:10 | N | R_PB2SES_4 | 1.41 |
| 12/20/2010 12:10 | N | R_PB2SES_5 | 1.41 |
| 12/20/2010 12:10 | N | AUTO_EPS_390 | 22.62 |
| 12/20/2010 12:20 | N | DC_ROAD_L_B | 21.32 |
| 12/20/2010 12:20 | N | DC_EGPS_L_A | 17.06 |
| 12/20/2010 12:20 | N | H_HOLLOW_E_1 | 0.35 |
| 12/20/2010 12:20 | N | HHOLLOW4_E_1 | 0.35 |
| 12/20/2010 12:20 | N | R_LH2SES_1 | 22.74 |
| 12/20/2010 12:20 | N | R_PB2SES_1 | -0.06 |
| 12/20/2010 12:20 | N | R_PB2SES_2 | -0.06 |

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| 12/20/2010 12:20 | N | R_PB2SES_3 | -0.06 |
| 12/20/2010 12:20 | N | R_PB2SES_4 | -0.06 |
| 12/20/2010 12:20 | N | R_PB2SES_5 | -0.06 |
| 12/20/2010 12:20 | N | AUTO_EPS_390 | 22.66 |
| 12/20/2010 12:25 | N | DC_ROAD_L_B | 21.68 |
| 12/20/2010 12:25 | N | DC_EGPS_L_A | 17.03 |
| 12/20/2010 12:25 | N | H_HOLLOW_E_1 | -1.38 |
| 12/20/2010 12:25 | N | HHOLLOW4_E_1 | -1.38 |
| 12/20/2010 12:25 | N | R_LH2SES_1 | 23.23 |
| 12/20/2010 12:25 | N | R_PB2SES_1 | -1.84 |
| 12/20/2010 12:25 | N | R_PB2SES_2 | -1.84 |
| 12/20/2010 12:25 | N | R_PB2SES_3 | -1.84 |
| 12/20/2010 12:25 | N | R_PB2SES_4 | -1.84 |
| 12/20/2010 12:25 | N | R_PB2SES_5 | -1.84 |
| 12/20/2010 12:25 | N | AUTO_EPS_390 | 23.15 |
| 12/20/2010 12:30 | N | DC_ROAD_L_B | 22.02 |
| 12/20/2010 12:30 | N | DC_EGPS_L_A | 16.48 |
| 12/20/2010 12:30 | N | H_HOLLOW_E_1 | -5.47 |
| 12/20/2010 12:30 | N | HHOLLOW4_E_1 | -5.47 |
| 12/20/2010 12:30 | N | R_LH2SES_1 | 23.87 |
| 12/20/2010 12:30 | N | R_PB2SES_1 | -6.01 |
| 12/20/2010 12:30 | N | R_PB2SES_2 | -6.01 |
| 12/20/2010 12:30 | N | R_PB2SES_3 | -6.01 |
| 12/20/2010 12:30 | N | R_PB2SES_4 | -6.01 |
| 12/20/2010 12:30 | N | R_PB2SES_5 | -6.01 |
| 12/20/2010 12:30 | N | AUTO_EPS_390 | 23.76 |
| 12/20/2010 12:35 | N | DC_ROAD_L_B | 21.66 |
| 12/20/2010 12:35 | N | DC_EGPS_L_A | 13.47 |
| 12/20/2010 12:35 | N | H_HOLLOW_E_1 | -18.99 |
| 12/20/2010 12:35 | N | HHOLLOW4_E_1 | -18.99 |
| 12/20/2010 12:35 | N | R_LH2SES_1 | 24.39 |
| 12/20/2010 12:35 | N | R_PB2SES_1 | -19.79 |
| 12/20/2010 12:35 | N | R_PB2SES_2 | -19.79 |
| 12/20/2010 12:35 | N | R_PB2SES_3 | -19.79 |
| 12/20/2010 12:35 | N | R_PB2SES_4 | -19.79 |
| 12/20/2010 12:35 | N | R_PB2SES_5 | -19.79 |
| 12/20/2010 12:35 | N | AUTO_EPS_390 | 24.24 |
| 12/20/2010 12:40 | N | DC_ROAD_L_B | 22.03 |
| 12/20/2010 12:40 | N | DC_EGPS_L_A | 16.45 |
| 12/20/2010 12:40 | N | H_HOLLOW_E_1 | -5.46 |
| 12/20/2010 12:40 | N | HHOLLOW4_E_1 | -5.46 |
| 12/20/2010 12:40 | N | R_LH2SES_1 | 23.89 |
| 12/20/2010 12:40 | N | R_PB2SES_1 | -6.01 |
| 12/20/2010 12:40 | N | R_PB2SES_2 | -6.01 |
| 12/20/2010 12:40 | N | R_PB2SES_3 | -6.01 |
| 12/20/2010 12:40 | N | R_PB2SES_4 | -6.01 |
| 12/20/2010 12:40 | N | R_PB2SES_5 | -6.01 |

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| 12/20/2010 12:40 | N | AUTO_EPS_390 | 23.79 |
| 12/20/2010 12:43 | N | DC_ROAD_L_B | 21.88 |
| 12/20/2010 12:43 | N | DC_EGPS_L_A | 16.44 |
| 12/20/2010 12:43 | N | H_HOLLOW_E_1 | -4.92 |
| 12/20/2010 12:43 | N | HHOLLOW4_E_1 | -4.92 |
| 12/20/2010 12:43 | N | R_LH2SES_1 | 23.7 |
| 12/20/2010 12:43 | N | R_PB2SES_1 | -5.45 |
| 12/20/2010 12:43 | N | R_PB2SES_2 | -5.45 |
| 12/20/2010 12:43 | N | R_PB2SES_3 | -5.45 |
| 12/20/2010 12:43 | N | R_PB2SES_4 | -5.45 |
| 12/20/2010 12:43 | N | R_PB2SES_5 | -5.45 |
| 12/20/2010 12:43 | N | AUTO_EPS_390 | 23.6 |
| 12/20/2010 12:45 | N | DC_ROAD_L_B | 21.76 |
| 12/20/2010 12:45 | N | DC_EGPS_L_A | 16.35 |
| 12/20/2010 12:45 | N | H_HOLLOW_E_1 | -4.9 |
| 12/20/2010 12:45 | N | HHOLLOW4_E_1 | -4.9 |
| 12/20/2010 12:45 | N | R_LH2SES_1 | 23.56 |
| 12/20/2010 12:45 | N | R_PB2SES_1 | -5.42 |
| 12/20/2010 12:45 | N | R_PB2SES_2 | -5.42 |
| 12/20/2010 12:45 | N | R_PB2SES_3 | -5.42 |
| 12/20/2010 12:45 | N | R_PB2SES_4 | -5.42 |
| 12/20/2010 12:45 | N | R_PB2SES_5 | -5.42 |
| 12/20/2010 12:45 | N | AUTO_EPS_390 | 23.46 |
| 12/20/2010 12:50 | N | DC_ROAD_L_B | 21.26 |
| 12/20/2010 12:50 | N | DC_EGPS_L_A | 13.34 |
| 12/20/2010 12:50 | N | H_HOLLOW_E_1 | -17.65 |
| 12/20/2010 12:50 | N | HHOLLOW4_E_1 | -17.65 |
| 12/20/2010 12:50 | N | R_LH2SES_1 | 23.92 |
| 12/20/2010 12:50 | N | R_PB2SES_1 | -18.42 |
| 12/20/2010 12:50 | N | R_PB2SES_2 | -18.42 |
| 12/20/2010 12:50 | N | R_PB2SES_3 | -18.42 |
| 12/20/2010 12:50 | N | R_PB2SES_4 | -18.42 |
| 12/20/2010 12:50 | N | R_PB2SES_5 | -18.42 |
| 12/20/2010 12:50 | N | AUTO_EPS_390 | 23.77 |
| 12/20/2010 12:54 | N | DC_ROAD_L_B | 21.37 |
| 12/20/2010 12:54 | N | DC_EGPS_L_A | 13.39 |
| 12/20/2010 12:54 | N | H_HOLLOW_E_1 | -17.8 |
| 12/20/2010 12:54 | N | HHOLLOW4_E_1 | -17.8 |
| 12/20/2010 12:54 | N | R_LH2SES_1 | 24.04 |
| 12/20/2010 12:54 | N | R_PB2SES_1 | -18.57 |
| 12/20/2010 12:54 | N | R_PB2SES_2 | -18.57 |
| 12/20/2010 12:54 | N | R_PB2SES_3 | -18.57 |
| 12/20/2010 12:54 | N | R_PB2SES_4 | -18.57 |
| 12/20/2010 12:54 | N | R_PB2SES_5 | -18.57 |
| 12/20/2010 12:54 | N | AUTO_EPS_390 | 23.89 |
| 12/20/2010 12:55 | N | DC_ROAD_L_B | 21.82 |
| 12/20/2010 12:55 | N | DC_EGPS_L_A | 16.26 |

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| 12/20/2010 12:55 | N | H_HOLLOW_E_1 | -5.46 |
| 12/20/2010 12:55 | N | HHOLLOW4_E_1 | -5.46 |
| 12/20/2010 12:55 | N | R_LH2SES_1 | 23.68 |
| 12/20/2010 12:55 | N | R_PB2SES_1 | -6.01 |
| 12/20/2010 12:55 | N | R_PB2SES_2 | -6.01 |
| 12/20/2010 12:55 | N | R_PB2SES_3 | -6.01 |
| 12/20/2010 12:55 | N | R_PB2SES_4 | -6.01 |
| 12/20/2010 12:55 | N | R_PB2SES_5 | -6.01 |
| 12/20/2010 12:55 | N | AUTO_EPS_390 | 23.57 |
| 12/20/2010 12:58 | N | DC_ROAD_L_B | 21.73 |
| 12/20/2010 12:58 | N | DC_EGPS_L_A | 16.19 |
| 12/20/2010 12:58 | N | H_HOLLOW_E_1 | -5.47 |
| 12/20/2010 12:58 | N | HHOLLOW4_E_1 | -5.47 |
| 12/20/2010 12:58 | N | R_LH2SES_1 | 23.59 |
| 12/20/2010 12:58 | N | R_PB2SES_1 | -6.01 |
| 12/20/2010 12:58 | N | R_PB2SES_2 | -6.01 |
| 12/20/2010 12:58 | N | R_PB2SES_3 | -6.01 |
| 12/20/2010 12:58 | N | R_PB2SES_4 | -6.01 |
| 12/20/2010 12:58 | N | R_PB2SES_5 | -6.01 |
| 12/20/2010 12:58 | N | AUTO_EPS_390 | 23.48 |
| 12/20/2010 13:00 | N | DC_ROAD_L_B | 21.58 |
| 12/20/2010 13:00 | N | DC_EGPS_L_A | 16.19 |
| 12/20/2010 13:00 | N | H_HOLLOW_E_1 | -4.89 |
| 12/20/2010 13:00 | N | HHOLLOW4_E_1 | -4.89 |
| 12/20/2010 13:00 | N | R_LH2SES_1 | 23.39 |
| 12/20/2010 13:00 | N | R_PB2SES_1 | -5.42 |
| 12/20/2010 13:00 | N | R_PB2SES_2 | -5.42 |
| 12/20/2010 13:00 | N | R_PB2SES_3 | -5.42 |
| 12/20/2010 13:00 | N | R_PB2SES_4 | -5.42 |
| 12/20/2010 13:00 | N | R_PB2SES_5 | -5.42 |
| 12/20/2010 13:00 | N | AUTO_EPS_390 | 23.29 |
| 12/20/2010 13:01 | N | DC_ROAD_L_B | 21.48 |
| 12/20/2010 13:01 | N | DC_EGPS_L_A | 15.99 |
| 12/20/2010 13:01 | N | H_HOLLOW_E_1 | -5.47 |
| 12/20/2010 13:01 | N | HHOLLOW4_E_1 | -5.47 |
| 12/20/2010 13:01 | N | R_LH2SES_1 | 23.32 |
| 12/20/2010 13:01 | N | R_PB2SES_1 | -6.01 |
| 12/20/2010 13:01 | N | R_PB2SES_2 | -6.01 |
| 12/20/2010 13:01 | N | R_PB2SES_3 | -6.01 |
| 12/20/2010 13:01 | N | R_PB2SES_4 | -6.01 |
| 12/20/2010 13:01 | N | R_PB2SES_5 | -6.01 |
| 12/20/2010 13:01 | N | AUTO_EPS_390 | 23.21 |
| 12/20/2010 13:05 | N | DC_ROAD_L_B | 21.47 |
| 12/20/2010 13:05 | N | DC_EGPS_L_A | 16.1 |
| 12/20/2010 13:05 | N | H_HOLLOW_E_1 | -4.88 |
| 12/20/2010 13:05 | N | HHOLLOW4_E_1 | -4.88 |
| 12/20/2010 13:05 | N | R_LH2SES_1 | 23.27 |

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| 12/20/2010 13:05 | N | R_PB2SES_1 | -5.4 |
| 12/20/2010 13:05 | N | R_PB2SES_2 | -5.4 |
| 12/20/2010 13:05 | N | R_PB2SES_3 | -5.4 |
| 12/20/2010 13:05 | N | R_PB2SES_4 | -5.4 |
| 12/20/2010 13:05 | N | R_PB2SES_5 | -5.4 |
| 12/20/2010 13:05 | N | AUTO_EPS_390 | 23.17 |
| 12/20/2010 13:07 | N | DC_ROAD_L_B | 21.67 |
| 12/20/2010 13:07 | N | DC_EGPS_L_A | 16.86 |
| 12/20/2010 13:07 | N | H_HOLLOW_E_1 | -1.93 |
| 12/20/2010 13:07 | N | HHOLLOW4_E_1 | -1.93 |
| 12/20/2010 13:07 | N | R_LH2SES_1 | 23.28 |
| 12/20/2010 13:07 | N | R_PB2SES_1 | -2.4 |
| 12/20/2010 13:07 | N | R_PB2SES_2 | -2.4 |
| 12/20/2010 13:07 | N | R_PB2SES_3 | -2.4 |
| 12/20/2010 13:07 | N | R_PB2SES_4 | -2.4 |
| 12/20/2010 13:07 | N | R_PB2SES_5 | -2.4 |
| 12/20/2010 13:07 | N | AUTO_EPS_390 | 23.18 |
| 12/20/2010 13:10 | N | DC_ROAD_L_B | 21.72 |
| 12/20/2010 13:10 | N | DC_EGPS_L_A | 17.2 |
| 12/20/2010 13:10 | N | H_HOLLOW_E_1 | -0.47 |
| 12/20/2010 13:10 | N | HHOLLOW4_E_1 | -0.47 |
| 12/20/2010 13:10 | N | R_LH2SES_1 | 23.23 |
| 12/20/2010 13:10 | N | R_PB2SES_1 | -0.91 |
| 12/20/2010 13:10 | N | R_PB2SES_2 | -0.91 |
| 12/20/2010 13:10 | N | R_PB2SES_3 | -0.91 |
| 12/20/2010 13:10 | N | R_PB2SES_4 | -0.91 |
| 12/20/2010 13:10 | N | R_PB2SES_5 | -0.91 |
| 12/20/2010 13:10 | N | AUTO_EPS_390 | 23.14 |
| 12/20/2010 13:12 | N | DC_ROAD_L_B | 21.65 |
| 12/20/2010 13:12 | N | DC_EGPS_L_A | 17.15 |
| 12/20/2010 13:12 | N | H_HOLLOW_E_1 | -0.47 |
| 12/20/2010 13:12 | N | HHOLLOW4_E_1 | -0.47 |
| 12/20/2010 13:12 | N | R_LH2SES_1 | 23.16 |
| 12/20/2010 13:12 | N | R_PB2SES_1 | -0.91 |
| 12/20/2010 13:12 | N | R_PB2SES_2 | -0.91 |
| 12/20/2010 13:12 | N | R_PB2SES_3 | -0.91 |
| 12/20/2010 13:12 | N | R_PB2SES_4 | -0.91 |
| 12/20/2010 13:12 | N | R_PB2SES_5 | -0.91 |
| 12/20/2010 13:12 | N | AUTO_EPS_390 | 23.08 |
| 12/20/2010 13:15 | N | DC_ROAD_L_B | 21.65 |
| 12/20/2010 13:15 | N | DC_EGPS_L_A | 17.15 |
| 12/20/2010 13:15 | N | H_HOLLOW_E_1 | -0.47 |
| 12/20/2010 13:15 | N | HHOLLOW4_E_1 | -0.47 |
| 12/20/2010 13:15 | N | R_LH2SES_1 | 23.16 |
| 12/20/2010 13:15 | N | R_PB2SES_1 | -0.91 |
| 12/20/2010 13:15 | N | R_PB2SES_2 | -0.91 |
| 12/20/2010 13:15 | N | R_PB2SES_3 | -0.91 |

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| 12/20/2010 13:15 | N | R_PB2SES_4 | -0.91 |
| 12/20/2010 13:15 | N | R_PB2SES_5 | -0.91 |
| 12/20/2010 13:15 | N | AUTO_EPS_390 | 23.08 |
| 12/20/2010 13:16 | N | DC_ROAD_L_B | 21.68 |
| 12/20/2010 13:16 | N | DC_EGPS_L_A | 17.16 |
| 12/20/2010 13:16 | N | H_HOLLOW_E_1 | -0.47 |
| 12/20/2010 13:16 | N | HHOLLOW4_E_1 | -0.47 |
| 12/20/2010 13:16 | N | R_LH2SES_1 | 23.19 |
| 12/20/2010 13:16 | N | R_PB2SES_1 | -0.91 |
| 12/20/2010 13:16 | N | R_PB2SES_2 | -0.91 |
| 12/20/2010 13:16 | N | R_PB2SES_3 | -0.91 |
| 12/20/2010 13:16 | N | R_PB2SES_4 | -0.91 |
| 12/20/2010 13:16 | N | R_PB2SES_5 | -0.91 |
| 12/20/2010 13:16 | N | AUTO_EPS_390 | 23.1 |
| 12/20/2010 13:20 | N | DC_ROAD_L_B | 21.63 |
| 12/20/2010 13:20 | N | DC_EGPS_L_A | 17.15 |
| 12/20/2010 13:20 | N | H_HOLLOW_E_1 | -0.47 |
| 12/20/2010 13:20 | N | HHOLLOW4_E_1 | -0.47 |
| 12/20/2010 13:20 | N | R_LH2SES_1 | 23.14 |
| 12/20/2010 13:20 | N | R_PB2SES_1 | -0.91 |
| 12/20/2010 13:20 | N | R_PB2SES_2 | -0.91 |
| 12/20/2010 13:20 | N | R_PB2SES_3 | -0.91 |
| 12/20/2010 13:20 | N | R_PB2SES_4 | -0.91 |
| 12/20/2010 13:20 | N | R_PB2SES_5 | -0.91 |
| 12/20/2010 13:20 | N | AUTO_EPS_390 | 23.05 |
| 12/20/2010 13:25 | N | DC_ROAD_L_B | 21.52 |
| 12/20/2010 13:25 | N | DC_EGPS_L_A | 16.05 |
| 12/20/2010 13:25 | N | H_HOLLOW_E_1 | -5.47 |
| 12/20/2010 13:25 | N | HHOLLOW4_E_1 | -5.47 |
| 12/20/2010 13:25 | N | R_LH2SES_1 | 23.35 |
| 12/20/2010 13:25 | N | R_PB2SES_1 | -6.01 |
| 12/20/2010 13:25 | N | R_PB2SES_2 | -6.01 |
| 12/20/2010 13:25 | N | R_PB2SES_3 | -6.01 |
| 12/20/2010 13:25 | N | R_PB2SES_4 | -6.01 |
| 12/20/2010 13:25 | N | R_PB2SES_5 | -6.01 |
| 12/20/2010 13:25 | N | AUTO_EPS_390 | 23.25 |
| 12/20/2010 13:27 | N | DC_ROAD_L_B | 21.65 |
| 12/20/2010 13:27 | N | DC_EGPS_L_A | 16.99 |
| 12/20/2010 13:27 | N | H_HOLLOW_E_1 | -1.39 |
| 12/20/2010 13:27 | N | HHOLLOW4_E_1 | -1.39 |
| 12/20/2010 13:27 | N | R_LH2SES_1 | 23.22 |
| 12/20/2010 13:27 | N | R_PB2SES_1 | -1.84 |
| 12/20/2010 13:27 | N | R_PB2SES_2 | -1.84 |
| 12/20/2010 13:27 | N | R_PB2SES_3 | -1.84 |
| 12/20/2010 13:27 | N | R_PB2SES_4 | -1.84 |
| 12/20/2010 13:27 | N | R_PB2SES_5 | -1.84 |
| 12/20/2010 13:27 | N | AUTO_EPS_390 | 23.13 |

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| 12/20/2010 13:30 | N | DC_ROAD_L_B | 21.48 |
| 12/20/2010 13:30 | N | DC_EGPS_L_A | 16.63 |
| 12/20/2010 13:30 | N | H_HOLLOW_E_1 | -2.51 |
| 12/20/2010 13:30 | N | HHOLLOW4_E_1 | -2.51 |
| 12/20/2010 13:30 | N | R_LH2SES_1 | 23.11 |
| 12/20/2010 13:30 | N | R_PB2SES_1 | -2.99 |
| 12/20/2010 13:30 | N | R_PB2SES_2 | -2.99 |
| 12/20/2010 13:30 | N | R_PB2SES_3 | -2.99 |
| 12/20/2010 13:30 | N | R_PB2SES_4 | -2.99 |
| 12/20/2010 13:30 | N | R_PB2SES_5 | -2.99 |
| 12/20/2010 13:30 | N | AUTO_EPS_390 | 23.02 |
| 12/20/2010 13:33 | N | DC_ROAD_L_B | 21.45 |
| 12/20/2010 13:33 | N | DC_EGPS_L_A | 16.83 |
| 12/20/2010 13:33 | N | H_HOLLOW_E_1 | -1.39 |
| 12/20/2010 13:33 | N | HHOLLOW4_E_1 | -1.39 |
| 12/20/2010 13:33 | N | R_LH2SES_1 | 23 |
| 12/20/2010 13:33 | N | R_PB2SES_1 | -1.85 |
| 12/20/2010 13:33 | N | R_PB2SES_2 | -1.85 |
| 12/20/2010 13:33 | N | R_PB2SES_3 | -1.85 |
| 12/20/2010 13:33 | N | R_PB2SES_4 | -1.85 |
| 12/20/2010 13:33 | N | R_PB2SES_5 | -1.85 |
| 12/20/2010 13:33 | N | AUTO_EPS_390 | 22.92 |
| 12/20/2010 13:35 | N | DC_ROAD_L_B | 21.36 |
| 12/20/2010 13:35 | N | DC_EGPS_L_A | 16.05 |
| 12/20/2010 13:35 | N | H_HOLLOW_E_1 | -4.84 |
| 12/20/2010 13:35 | N | HHOLLOW4_E_1 | -4.84 |
| 12/20/2010 13:35 | N | R_LH2SES_1 | 23.14 |
| 12/20/2010 13:35 | N | R_PB2SES_1 | -5.36 |
| 12/20/2010 13:35 | N | R_PB2SES_2 | -5.36 |
| 12/20/2010 13:35 | N | R_PB2SES_3 | -5.36 |
| 12/20/2010 13:35 | N | R_PB2SES_4 | -5.36 |
| 12/20/2010 13:35 | N | R_PB2SES_5 | -5.36 |
| 12/20/2010 13:35 | N | AUTO_EPS_390 | 23.04 |
| 12/20/2010 13:39 | N | DC_ROAD_L_B | 21.49 |
| 12/20/2010 13:39 | N | DC_EGPS_L_A | 16.19 |
| 12/20/2010 13:39 | N | H_HOLLOW_E_1 | -4.83 |
| 12/20/2010 13:39 | N | HHOLLOW4_E_1 | -4.83 |
| 12/20/2010 13:39 | N | R_LH2SES_1 | 23.27 |
| 12/20/2010 13:39 | N | R_PB2SES_1 | -5.36 |
| 12/20/2010 13:39 | N | R_PB2SES_2 | -5.36 |
| 12/20/2010 13:39 | N | R_PB2SES_3 | -5.36 |
| 12/20/2010 13:39 | N | R_PB2SES_4 | -5.36 |
| 12/20/2010 13:39 | N | R_PB2SES_5 | -5.36 |
| 12/20/2010 13:39 | N | AUTO_EPS_390 | 23.17 |
| 12/20/2010 13:40 | N | DC_ROAD_L_B | 21.51 |
| 12/20/2010 13:40 | N | DC_EGPS_L_A | 16.2 |
| 12/20/2010 13:40 | N | H_HOLLOW_E_1 | -4.84 |

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| 12/20/2010 13:40 | N | HHOLLOW4_E_1 | -4.84 |
| 12/20/2010 13:40 | N | R_LH2SES_1 | 23.29 |
| 12/20/2010 13:40 | N | R_PB2SES_1 | -5.36 |
| 12/20/2010 13:40 | N | R_PB2SES_2 | -5.36 |
| 12/20/2010 13:40 | N | R_PB2SES_3 | -5.36 |
| 12/20/2010 13:40 | N | R_PB2SES_4 | -5.36 |
| 12/20/2010 13:40 | N | R_PB2SES_5 | -5.36 |
| 12/20/2010 13:40 | N | AUTO_EPS_390 | 23.19 |
| 12/20/2010 13:45 | N | DC_ROAD_L_B | 21.54 |
| 12/20/2010 13:45 | N | DC_EGPS_L_A | 16.68 |
| 12/20/2010 13:45 | N | H_HOLLOW_E_1 | -2.54 |
| 12/20/2010 13:45 | N | HHOLLOW4_E_1 | -2.54 |
| 12/20/2010 13:45 | N | R_LH2SES_1 | 23.17 |
| 12/20/2010 13:45 | N | R_PB2SES_1 | -3.01 |
| 12/20/2010 13:45 | N | R_PB2SES_2 | -3.01 |
| 12/20/2010 13:45 | N | R_PB2SES_3 | -3.01 |
| 12/20/2010 13:45 | N | R_PB2SES_4 | -3.01 |
| 12/20/2010 13:45 | N | R_PB2SES_5 | -3.01 |
| 12/20/2010 13:45 | N | AUTO_EPS_390 | 23.08 |
| 12/20/2010 13:50 | N | DC_ROAD_L_B | 21.76 |
| 12/20/2010 13:50 | N | DC_EGPS_L_A | 17.26 |
| 12/20/2010 13:50 | N | H_HOLLOW_E_1 | -0.47 |
| 12/20/2010 13:50 | N | HHOLLOW4_E_1 | -0.47 |
| 12/20/2010 13:50 | N | R_LH2SES_1 | 23.26 |
| 12/20/2010 13:50 | N | R_PB2SES_1 | -0.91 |
| 12/20/2010 13:50 | N | R_PB2SES_2 | -0.91 |
| 12/20/2010 13:50 | N | R_PB2SES_3 | -0.91 |
| 12/20/2010 13:50 | N | R_PB2SES_4 | -0.91 |
| 12/20/2010 13:50 | N | R_PB2SES_5 | -0.91 |
| 12/20/2010 13:50 | N | AUTO_EPS_390 | 23.18 |
| 12/20/2010 13:55 | N | DC_ROAD_L_B | 21.72 |
| 12/20/2010 13:55 | N | DC_EGPS_L_A | 17.23 |
| 12/20/2010 13:55 | N | H_HOLLOW_E_1 | -0.45 |
| 12/20/2010 13:55 | N | HHOLLOW4_E_1 | -0.45 |
| 12/20/2010 13:55 | N | R_LH2SES_1 | 23.22 |
| 12/20/2010 13:55 | N | R_PB2SES_1 | -0.89 |
| 12/20/2010 13:55 | N | R_PB2SES_2 | -0.89 |
| 12/20/2010 13:55 | N | R_PB2SES_3 | -0.89 |
| 12/20/2010 13:55 | N | R_PB2SES_4 | -0.89 |
| 12/20/2010 13:55 | N | R_PB2SES_5 | -0.89 |
| 12/20/2010 13:55 | N | AUTO_EPS_390 | 23.14 |
| 12/20/2010 14:00 | N | DC_ROAD_L_B | 21.7 |
| 12/20/2010 14:00 | N | DC_EGPS_L_A | 17.25 |
| 12/20/2010 14:00 | N | H_HOLLOW_E_1 | -0.26 |
| 12/20/2010 14:00 | N | HHOLLOW4_E_1 | -0.26 |
| 12/20/2010 14:00 | N | R_LH2SES_1 | 23.18 |
| 12/20/2010 14:00 | N | R_PB2SES_1 | -0.7 |

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| 12/20/2010 14:00 | N | R_PB2SES_2 | -0.7 |
| 12/20/2010 14:00 | N | R_PB2SES_3 | -0.7 |
| 12/20/2010 14:00 | N | R_PB2SES_4 | -0.7 |
| 12/20/2010 14:00 | N | R_PB2SES_5 | -0.7 |
| 12/20/2010 14:00 | N | AUTO_EPS_390 | 23.1 |
| 12/20/2010 14:05 | N | DC_ROAD_L_B | 21.85 |
| 12/20/2010 14:05 | N | DC_EGPS_L_A | 17.46 |
| 12/20/2010 14:05 | N | H_HOLLOW_E_1 | 0.16 |
| 12/20/2010 14:05 | N | HHOLLOW4_E_1 | 0.16 |
| 12/20/2010 14:05 | N | R_LH2SES_1 | 23.32 |
| 12/20/2010 14:05 | N | R_PB2SES_1 | -0.28 |
| 12/20/2010 14:05 | N | R_PB2SES_2 | -0.28 |
| 12/20/2010 14:05 | N | R_PB2SES_3 | -0.28 |
| 12/20/2010 14:05 | N | R_PB2SES_4 | -0.28 |
| 12/20/2010 14:05 | N | R_PB2SES_5 | -0.28 |
| 12/20/2010 14:05 | N | AUTO_EPS_390 | 23.24 |
| 12/20/2010 14:10 | N | DC_ROAD_L_B | 21.72 |
| 12/20/2010 14:10 | N | DC_EGPS_L_A | 17.29 |
| 12/20/2010 14:10 | N | H_HOLLOW_E_1 | -0.22 |
| 12/20/2010 14:10 | N | HHOLLOW4_E_1 | -0.22 |
| 12/20/2010 14:10 | N | R_LH2SES_1 | 23.2 |
| 12/20/2010 14:10 | N | R_PB2SES_1 | -0.66 |
| 12/20/2010 14:10 | N | R_PB2SES_2 | -0.66 |
| 12/20/2010 14:10 | N | R_PB2SES_3 | -0.66 |
| 12/20/2010 14:10 | N | R_PB2SES_4 | -0.66 |
| 12/20/2010 14:10 | N | R_PB2SES_5 | -0.66 |
| 12/20/2010 14:10 | N | AUTO_EPS_390 | 23.12 |
| 12/20/2010 14:15 | N | DC_ROAD_L_B | 21.96 |
| 12/20/2010 14:15 | N | DC_EGPS_L_A | 17.44 |
| 12/20/2010 14:15 | N | H_HOLLOW_E_1 | -0.44 |
| 12/20/2010 14:15 | N | HHOLLOW4_E_1 | -0.44 |
| 12/20/2010 14:15 | N | R_LH2SES_1 | 23.46 |
| 12/20/2010 14:15 | N | R_PB2SES_1 | -0.89 |
| 12/20/2010 14:15 | N | R_PB2SES_2 | -0.89 |
| 12/20/2010 14:15 | N | R_PB2SES_3 | -0.89 |
| 12/20/2010 14:15 | N | R_PB2SES_4 | -0.89 |
| 12/20/2010 14:15 | N | R_PB2SES_5 | -0.89 |
| 12/20/2010 14:15 | N | AUTO_EPS_390 | 23.38 |
| 12/20/2010 14:18 | N | DC_ROAD_L_B | 22.15 |
| 12/20/2010 14:18 | N | DC_EGPS_L_A | 17.59 |
| 12/20/2010 14:18 | N | H_HOLLOW_E_1 | -0.47 |
| 12/20/2010 14:18 | N | HHOLLOW4_E_1 | -0.47 |
| 12/20/2010 14:18 | N | R_LH2SES_1 | 23.66 |
| 12/20/2010 14:18 | N | R_PB2SES_1 | -0.92 |
| 12/20/2010 14:18 | N | R_PB2SES_2 | -0.92 |
| 12/20/2010 14:18 | N | R_PB2SES_3 | -0.92 |
| 12/20/2010 14:18 | N | R_PB2SES_4 | -0.92 |

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| 12/20/2010 14:18 | N | R_PB2SES_5 | -0.92 |
| 12/20/2010 14:18 | N | AUTO_EPS_390 | 23.58 |
| 12/20/2010 14:20 | N | DC_ROAD_L_B | 22.17 |
| 12/20/2010 14:20 | N | DC_EGPS_L_A | 17.61 |
| 12/20/2010 14:20 | N | H_HOLLOW_E_1 | -0.47 |
| 12/20/2010 14:20 | N | HHOLLOW4_E_1 | -0.47 |
| 12/20/2010 14:20 | N | R_LH2SES_1 | 23.69 |
| 12/20/2010 14:20 | N | R_PB2SES_1 | -0.92 |
| 12/20/2010 14:20 | N | R_PB2SES_2 | -0.92 |
| 12/20/2010 14:20 | N | R_PB2SES_3 | -0.92 |
| 12/20/2010 14:20 | N | R_PB2SES_4 | -0.92 |
| 12/20/2010 14:20 | N | R_PB2SES_5 | -0.92 |
| 12/20/2010 14:20 | N | AUTO_EPS_390 | 23.6 |
| 12/20/2010 14:25 | N | DC_ROAD_L_B | 22.38 |
| 12/20/2010 14:25 | N | DC_EGPS_L_A | 17.77 |
| 12/20/2010 14:25 | N | H_HOLLOW_E_1 | -0.47 |
| 12/20/2010 14:25 | N | HHOLLOW4_E_1 | -0.47 |
| 12/20/2010 14:25 | N | R_LH2SES_1 | 23.91 |
| 12/20/2010 14:25 | N | R_PB2SES_1 | -0.93 |
| 12/20/2010 14:25 | N | R_PB2SES_2 | -0.93 |
| 12/20/2010 14:25 | N | R_PB2SES_3 | -0.93 |
| 12/20/2010 14:25 | N | R_PB2SES_4 | -0.93 |
| 12/20/2010 14:25 | N | R_PB2SES_5 | -0.93 |
| 12/20/2010 14:25 | N | AUTO_EPS_390 | 23.82 |
| 12/20/2010 14:30 | N | DC_ROAD_L_B | 22.18 |
| 12/20/2010 14:30 | N | DC_EGPS_L_A | 17.6 |
| 12/20/2010 14:30 | N | H_HOLLOW_E_1 | -0.47 |
| 12/20/2010 14:30 | N | HHOLLOW4_E_1 | -0.47 |
| 12/20/2010 14:30 | N | R_LH2SES_1 | 23.7 |
| 12/20/2010 14:30 | N | R_PB2SES_1 | -0.92 |
| 12/20/2010 14:30 | N | R_PB2SES_2 | -0.92 |
| 12/20/2010 14:30 | N | R_PB2SES_3 | -0.92 |
| 12/20/2010 14:30 | N | R_PB2SES_4 | -0.92 |
| 12/20/2010 14:30 | N | R_PB2SES_5 | -0.92 |
| 12/20/2010 14:30 | N | AUTO_EPS_390 | 23.62 |
| 12/20/2010 14:35 | N | DC_ROAD_L_B | 21.65 |
| 12/20/2010 14:35 | N | DC_EGPS_L_A | 17.21 |
| 12/20/2010 14:35 | N | H_HOLLOW_E_1 | -0.26 |
| 12/20/2010 14:35 | N | HHOLLOW4_E_1 | -0.26 |
| 12/20/2010 14:35 | N | R_LH2SES_1 | 23.13 |
| 12/20/2010 14:35 | N | R_PB2SES_1 | -0.7 |
| 12/20/2010 14:35 | N | R_PB2SES_2 | -0.7 |
| 12/20/2010 14:35 | N | R_PB2SES_3 | -0.7 |
| 12/20/2010 14:35 | N | R_PB2SES_4 | -0.7 |
| 12/20/2010 14:35 | N | R_PB2SES_5 | -0.7 |
| 12/20/2010 14:35 | N | AUTO_EPS_390 | 23.05 |
| 12/20/2010 14:40 | N | DC_ROAD_L_B | 21.87 |

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| 12/20/2010 14:40 | N | DC_EGPS_L_A | 17.35 |
| 12/20/2010 14:40 | N | H_HOLLOW_E_1 | -0.47 |
| 12/20/2010 14:40 | N | HHOLLOW4_E_1 | -0.47 |
| 12/20/2010 14:40 | N | R_LH2SES_1 | 23.38 |
| 12/20/2010 14:40 | N | R_PB2SES_1 | -0.91 |
| 12/20/2010 14:40 | N | R_PB2SES_2 | -0.91 |
| 12/20/2010 14:40 | N | R_PB2SES_3 | -0.91 |
| 12/20/2010 14:40 | N | R_PB2SES_4 | -0.91 |
| 12/20/2010 14:40 | N | R_PB2SES_5 | -0.91 |
| 12/20/2010 14:40 | N | AUTO_EPS_390 | 23.3 |
| 12/20/2010 14:45 | N | DC_ROAD_L_B | 21.89 |
| 12/20/2010 14:45 | N | DC_EGPS_L_A | 17.4 |
| 12/20/2010 14:45 | N | H_HOLLOW_E_1 | -0.22 |
| 12/20/2010 14:45 | N | HHOLLOW4_E_1 | -0.22 |
| 12/20/2010 14:45 | N | R_LH2SES_1 | 23.38 |
| 12/20/2010 14:45 | N | R_PB2SES_1 | -0.66 |
| 12/20/2010 14:45 | N | R_PB2SES_2 | -0.66 |
| 12/20/2010 14:45 | N | R_PB2SES_3 | -0.66 |
| 12/20/2010 14:45 | N | R_PB2SES_4 | -0.66 |
| 12/20/2010 14:45 | N | R_PB2SES_5 | -0.66 |
| 12/20/2010 14:45 | N | AUTO_EPS_390 | 23.3 |
| 12/20/2010 14:50 | N | DC_ROAD_L_B | 21.93 |
| 12/20/2010 14:50 | N | DC_EGPS_L_A | 17.49 |
| 12/20/2010 14:50 | N | H_HOLLOW_E_1 | 0.06 |
| 12/20/2010 14:50 | N | HHOLLOW4_E_1 | 0.06 |
| 12/20/2010 14:50 | N | R_LH2SES_1 | 23.4 |
| 12/20/2010 14:50 | N | R_PB2SES_1 | -0.37 |
| 12/20/2010 14:50 | N | R_PB2SES_2 | -0.37 |
| 12/20/2010 14:50 | N | R_PB2SES_3 | -0.37 |
| 12/20/2010 14:50 | N | R_PB2SES_4 | -0.37 |
| 12/20/2010 14:50 | N | R_PB2SES_5 | -0.37 |
| 12/20/2010 14:50 | N | AUTO_EPS_390 | 23.32 |
| 12/20/2010 14:55 | N | DC_ROAD_L_B | 21.61 |
| 12/20/2010 14:55 | N | DC_EGPS_L_A | 17.24 |
| 12/20/2010 14:55 | N | H_HOLLOW_E_1 | 0.08 |
| 12/20/2010 14:55 | N | HHOLLOW4_E_1 | 0.08 |
| 12/20/2010 14:55 | N | R_LH2SES_1 | 23.07 |
| 12/20/2010 14:55 | N | R_PB2SES_1 | -0.35 |
| 12/20/2010 14:55 | N | R_PB2SES_2 | -0.35 |
| 12/20/2010 14:55 | N | R_PB2SES_3 | -0.35 |
| 12/20/2010 14:55 | N | R_PB2SES_4 | -0.35 |
| 12/20/2010 14:55 | N | R_PB2SES_5 | -0.35 |
| 12/20/2010 14:55 | N | AUTO_EPS_390 | 22.99 |
| 12/20/2010 15:00 | N | DC_ROAD_L_B | 21.76 |
| 12/20/2010 15:00 | N | DC_EGPS_L_A | 17.33 |
| 12/20/2010 15:00 | N | H_HOLLOW_E_1 | -0.05 |
| 12/20/2010 15:00 | N | HHOLLOW4_E_1 | -0.05 |

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| 12/20/2010 15:00 | N | R_LH2SES_1 | 23.23 |
| 12/20/2010 15:00 | N | R_PB2SES_1 | -0.49 |
| 12/20/2010 15:00 | N | R_PB2SES_2 | -0.49 |
| 12/20/2010 15:00 | N | R_PB2SES_3 | -0.49 |
| 12/20/2010 15:00 | N | R_PB2SES_4 | -0.49 |
| 12/20/2010 15:00 | N | R_PB2SES_5 | -0.49 |
| 12/20/2010 15:00 | N | AUTO_EPS_390 | 23.15 |
| 12/20/2010 15:05 | N | DC_ROAD_L_B | 21.98 |
| 12/20/2010 15:05 | N | DC_EGPS_L_A | 17.51 |
| 12/20/2010 15:05 | N | H_HOLLOW_E_1 | -0.02 |
| 12/20/2010 15:05 | N | HHOLLOW4_E_1 | -0.02 |
| 12/20/2010 15:05 | N | R_LH2SES_1 | 23.47 |
| 12/20/2010 15:05 | N | R_PB2SES_1 | -0.45 |
| 12/20/2010 15:05 | N | R_PB2SES_2 | -0.45 |
| 12/20/2010 15:05 | N | R_PB2SES_3 | -0.45 |
| 12/20/2010 15:05 | N | R_PB2SES_4 | -0.45 |
| 12/20/2010 15:05 | N | R_PB2SES_5 | -0.45 |
| 12/20/2010 15:05 | N | AUTO_EPS_390 | 23.39 |
| 12/20/2010 15:10 | N | DC_ROAD_L_B | 21.93 |
| 12/20/2010 15:10 | N | DC_EGPS_L_A | 17.52 |
| 12/20/2010 15:10 | N | H_HOLLOW_E_1 | 0.21 |
| 12/20/2010 15:10 | N | HHOLLOW4_E_1 | 0.21 |
| 12/20/2010 15:10 | N | R_LH2SES_1 | 23.4 |
| 12/20/2010 15:10 | N | R_PB2SES_1 | -0.22 |
| 12/20/2010 15:10 | N | R_PB2SES_2 | -0.22 |
| 12/20/2010 15:10 | N | R_PB2SES_3 | -0.22 |
| 12/20/2010 15:10 | N | R_PB2SES_4 | -0.22 |
| 12/20/2010 15:10 | N | R_PB2SES_5 | -0.22 |
| 12/20/2010 15:10 | N | AUTO_EPS_390 | 23.32 |
| 12/20/2010 15:15 | N | DC_ROAD_L_B | 21.86 |
| 12/20/2010 15:15 | N | DC_EGPS_L_A | 17.48 |
| 12/20/2010 15:15 | N | H_HOLLOW_E_1 | 0.28 |
| 12/20/2010 15:15 | N | HHOLLOW4_E_1 | 0.28 |
| 12/20/2010 15:15 | N | R_LH2SES_1 | 23.32 |
| 12/20/2010 15:15 | N | R_PB2SES_1 | -0.15 |
| 12/20/2010 15:15 | N | R_PB2SES_2 | -0.15 |
| 12/20/2010 15:15 | N | R_PB2SES_3 | -0.15 |
| 12/20/2010 15:15 | N | R_PB2SES_4 | -0.15 |
| 12/20/2010 15:15 | N | R_PB2SES_5 | -0.15 |
| 12/20/2010 15:15 | N | AUTO_EPS_390 | 23.24 |
| 12/20/2010 15:20 | N | DC_ROAD_L_B | 21.54 |
| 12/20/2010 15:20 | N | DC_EGPS_L_A | 17.26 |
| 12/20/2010 15:20 | N | H_HOLLOW_E_1 | 0.46 |
| 12/20/2010 15:20 | N | HHOLLOW4_E_1 | 0.46 |
| 12/20/2010 15:20 | N | R_LH2SES_1 | 22.97 |
| 12/20/2010 15:20 | N | R_PB2SES_1 | 0.04 |
| 12/20/2010 15:20 | N | R_PB2SES_2 | 0.04 |

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| 12/20/2010 15:20 | N | R_PB2SES_3 | 0.04 |
| 12/20/2010 15:20 | N | R_PB2SES_4 | 0.04 |
| 12/20/2010 15:20 | N | R_PB2SES_5 | 0.04 |
| 12/20/2010 15:20 | N | AUTO_EPS_390 | 22.89 |
| 12/20/2010 15:25 | N | DC_ROAD_L_B | 21.59 |
| 12/20/2010 15:25 | N | DC_EGPS_L_A | 17.27 |
| 12/20/2010 15:25 | N | H_HOLLOW_E_1 | 0.34 |
| 12/20/2010 15:25 | N | HHOLLOW4_E_1 | 0.34 |
| 12/20/2010 15:25 | N | R_LH2SES_1 | 23.03 |
| 12/20/2010 15:25 | N | R_PB2SES_1 | -0.08 |
| 12/20/2010 15:25 | N | R_PB2SES_2 | -0.08 |
| 12/20/2010 15:25 | N | R_PB2SES_3 | -0.08 |
| 12/20/2010 15:25 | N | R_PB2SES_4 | -0.08 |
| 12/20/2010 15:25 | N | R_PB2SES_5 | -0.08 |
| 12/20/2010 15:25 | N | AUTO_EPS_390 | 22.95 |
| 12/20/2010 15:30 | N | DC_ROAD_L_B | 21.66 |
| 12/20/2010 15:30 | N | DC_EGPS_L_A | 17.36 |
| 12/20/2010 15:30 | N | H_HOLLOW_E_1 | 0.56 |
| 12/20/2010 15:30 | N | HHOLLOW4_E_1 | 0.56 |
| 12/20/2010 15:30 | N | R_LH2SES_1 | 23.09 |
| 12/20/2010 15:30 | N | R_PB2SES_1 | 0.14 |
| 12/20/2010 15:30 | N | R_PB2SES_2 | 0.14 |
| 12/20/2010 15:30 | N | R_PB2SES_3 | 0.14 |
| 12/20/2010 15:30 | N | R_PB2SES_4 | 0.14 |
| 12/20/2010 15:30 | N | R_PB2SES_5 | 0.14 |
| 12/20/2010 15:30 | N | AUTO_EPS_390 | 23.02 |
| 12/20/2010 15:35 | N | DC_ROAD_L_B | 21.43 |
| 12/20/2010 15:35 | N | DC_EGPS_L_A | 17.43 |
| 12/20/2010 15:35 | N | H_HOLLOW_E_1 | 1.8 |
| 12/20/2010 15:35 | N | HHOLLOW4_E_1 | 1.8 |
| 12/20/2010 15:35 | N | R_LH2SES_1 | 22.76 |
| 12/20/2010 15:35 | N | R_PB2SES_1 | 1.41 |
| 12/20/2010 15:35 | N | R_PB2SES_2 | 1.41 |
| 12/20/2010 15:35 | N | R_PB2SES_3 | 1.41 |
| 12/20/2010 15:35 | N | R_PB2SES_4 | 1.41 |
| 12/20/2010 15:35 | N | R_PB2SES_5 | 1.41 |
| 12/20/2010 15:35 | N | AUTO_EPS_390 | 22.69 |
| 12/20/2010 15:40 | N | DC_ROAD_L_B | 21.44 |
| 12/20/2010 15:40 | N | DC_EGPS_L_A | 17.47 |
| 12/20/2010 15:40 | N | H_HOLLOW_E_1 | 1.96 |
| 12/20/2010 15:40 | N | HHOLLOW4_E_1 | 1.96 |
| 12/20/2010 15:40 | N | R_LH2SES_1 | 22.76 |
| 12/20/2010 15:40 | N | R_PB2SES_1 | 1.57 |
| 12/20/2010 15:40 | N | R_PB2SES_2 | 1.57 |
| 12/20/2010 15:40 | N | R_PB2SES_3 | 1.57 |
| 12/20/2010 15:40 | N | R_PB2SES_4 | 1.57 |
| 12/20/2010 15:40 | N | R_PB2SES_5 | 1.57 |

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| 12/20/2010 15:40 | N | AUTO_EPS_390 | 22.69 |
| 12/20/2010 15:45 | N | DC_ROAD_L_B | 21.43 |
| 12/20/2010 15:45 | N | DC_EGPS_L_A | 17.44 |
| 12/20/2010 15:45 | N | H_HOLLOW_E_1 | 1.8 |
| 12/20/2010 15:45 | N | HHOLLOW4_E_1 | 1.8 |
| 12/20/2010 15:45 | N | R_LH2SES_1 | 22.76 |
| 12/20/2010 15:45 | N | R_PB2SES_1 | 1.41 |
| 12/20/2010 15:45 | N | R_PB2SES_2 | 1.41 |
| 12/20/2010 15:45 | N | R_PB2SES_3 | 1.41 |
| 12/20/2010 15:45 | N | R_PB2SES_4 | 1.41 |
| 12/20/2010 15:45 | N | R_PB2SES_5 | 1.41 |
| 12/20/2010 15:45 | N | AUTO_EPS_390 | 22.69 |
| 12/20/2010 15:50 | N | DC_ROAD_L_B | 22.13 |
| 12/20/2010 15:50 | N | DC_EGPS_L_A | 21.7 |
| 12/20/2010 15:50 | N | H_HOLLOW_E_1 | 20.02 |
| 12/20/2010 15:50 | N | HHOLLOW4_E_1 | 20.02 |
| 12/20/2010 15:50 | N | R_LH2SES_1 | 22.28 |
| 12/20/2010 15:50 | N | R_PB2SES_1 | 19.98 |
| 12/20/2010 15:50 | N | R_PB2SES_2 | 19.98 |
| 12/20/2010 15:50 | N | R_PB2SES_3 | 19.98 |
| 12/20/2010 15:50 | N | R_PB2SES_4 | 19.98 |
| 12/20/2010 15:50 | N | R_PB2SES_5 | 19.98 |
| 12/20/2010 15:50 | N | AUTO_EPS_390 | 22.27 |
| 12/20/2010 18:44 | N | DC_ROAD_L_B | 28.12 |
| 12/20/2010 18:44 | N | DC_EGPS_L_A | 22.66 |
| 12/20/2010 18:44 | N | H_HOLLOW_E_1 | 1.23 |
| 12/20/2010 18:44 | N | HHOLLOW4_E_1 | 1.23 |
| 12/20/2010 18:44 | N | R_LH2SES_1 | 29.95 |
| 12/20/2010 18:44 | N | R_PB2SES_1 | 0.69 |
| 12/20/2010 18:44 | N | R_PB2SES_2 | 0.69 |
| 12/20/2010 18:44 | N | R_PB2SES_3 | 0.69 |
| 12/20/2010 18:44 | N | R_PB2SES_4 | 0.69 |
| 12/20/2010 18:44 | N | R_PB2SES_5 | 0.69 |
| 12/20/2010 18:44 | N | AUTO_EPS_390 | 29.85 |
| 12/20/2010 18:45 | N | DC_ROAD_L_B | 29.11 |
| 12/20/2010 18:45 | N | DC_EGPS_L_A | 23.25 |
| 12/20/2010 18:45 | N | H_HOLLOW_E_1 | 0.27 |
| 12/20/2010 18:45 | N | HHOLLOW4_E_1 | 0.27 |
| 12/20/2010 18:45 | N | R_LH2SES_1 | 31.06 |
| 12/20/2010 18:45 | N | R_PB2SES_1 | -0.32 |
| 12/20/2010 18:45 | N | R_PB2SES_2 | -0.32 |
| 12/20/2010 18:45 | N | R_PB2SES_3 | -0.32 |
| 12/20/2010 18:45 | N | R_PB2SES_4 | -0.32 |
| 12/20/2010 18:45 | N | R_PB2SES_5 | -0.32 |
| 12/20/2010 18:45 | N | AUTO_EPS_390 | 30.96 |
| 12/20/2010 18:50 | N | DC_ROAD_L_B | 28.97 |
| 12/20/2010 18:50 | N | DC_EGPS_L_A | 23.14 |

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| 12/20/2010 18:50 | N | H_HOLLOW_E_1 | 0.27 |
| 12/20/2010 18:50 | N | HHOLLOW4_E_1 | 0.27 |
| 12/20/2010 18:50 | N | R_LH2SES_1 | 30.91 |
| 12/20/2010 18:50 | N | R_PB2SES_1 | -0.31 |
| 12/20/2010 18:50 | N | R_PB2SES_2 | -0.31 |
| 12/20/2010 18:50 | N | R_PB2SES_3 | -0.31 |
| 12/20/2010 18:50 | N | R_PB2SES_4 | -0.31 |
| 12/20/2010 18:50 | N | R_PB2SES_5 | -0.31 |
| 12/20/2010 18:50 | N | AUTO_EPS_390 | 30.8 |
| 12/20/2010 18:51 | N | DC_ROAD_L_B | 28.31 |
| 12/20/2010 18:51 | N | DC_EGPS_L_A | 22.61 |
| 12/20/2010 18:51 | N | H_HOLLOW_E_1 | 0.32 |
| 12/20/2010 18:51 | N | HHOLLOW4_E_1 | 0.32 |
| 12/20/2010 18:51 | N | R_LH2SES_1 | 30.21 |
| 12/20/2010 18:51 | N | R_PB2SES_1 | -0.25 |
| 12/20/2010 18:51 | N | R_PB2SES_2 | -0.25 |
| 12/20/2010 18:51 | N | R_PB2SES_3 | -0.25 |
| 12/20/2010 18:51 | N | R_PB2SES_4 | -0.25 |
| 12/20/2010 18:51 | N | R_PB2SES_5 | -0.25 |
| 12/20/2010 18:51 | N | AUTO_EPS_390 | 30.1 |
| 12/20/2010 18:55 | N | DC_ROAD_L_B | 28.14 |
| 12/20/2010 18:55 | N | DC_EGPS_L_A | 22.47 |
| 12/20/2010 18:55 | N | H_HOLLOW_E_1 | 0.31 |
| 12/20/2010 18:55 | N | HHOLLOW4_E_1 | 0.31 |
| 12/20/2010 18:55 | N | R_LH2SES_1 | 30.02 |
| 12/20/2010 18:55 | N | R_PB2SES_1 | -0.26 |
| 12/20/2010 18:55 | N | R_PB2SES_2 | -0.26 |
| 12/20/2010 18:55 | N | R_PB2SES_3 | -0.26 |
| 12/20/2010 18:55 | N | R_PB2SES_4 | -0.26 |
| 12/20/2010 18:55 | N | R_PB2SES_5 | -0.26 |
| 12/20/2010 18:55 | N | AUTO_EPS_390 | 29.92 |
| 12/20/2010 18:58 | N | DC_ROAD_L_B | 26.09 |
| 12/20/2010 18:58 | N | DC_EGPS_L_A | 21 |
| 12/20/2010 18:58 | N | H_HOLLOW_E_1 | 1.08 |
| 12/20/2010 18:58 | N | HHOLLOW4_E_1 | 1.08 |
| 12/20/2010 18:58 | N | R_LH2SES_1 | 27.79 |
| 12/20/2010 18:58 | N | R_PB2SES_1 | 0.57 |
| 12/20/2010 18:58 | N | R_PB2SES_2 | 0.57 |
| 12/20/2010 18:58 | N | R_PB2SES_3 | 0.57 |
| 12/20/2010 18:58 | N | R_PB2SES_4 | 0.57 |
| 12/20/2010 18:58 | N | R_PB2SES_5 | 0.57 |
| 12/20/2010 18:58 | N | AUTO_EPS_390 | 27.7 |
| 12/20/2010 19:00 | N | DC_ROAD_L_B | 26.14 |
| 12/20/2010 19:00 | N | DC_EGPS_L_A | 21.02 |
| 12/20/2010 19:00 | N | H_HOLLOW_E_1 | 0.95 |
| 12/20/2010 19:00 | N | HHOLLOW4_E_1 | 0.95 |
| 12/20/2010 19:00 | N | R_LH2SES_1 | 27.86 |

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| 12/20/2010 19:00 | N | R_PB2SES_1 | 0.44 |
| 12/20/2010 19:00 | N | R_PB2SES_2 | 0.44 |
| 12/20/2010 19:00 | N | R_PB2SES_3 | 0.44 |
| 12/20/2010 19:00 | N | R_PB2SES_4 | 0.44 |
| 12/20/2010 19:00 | N | R_PB2SES_5 | 0.44 |
| 12/20/2010 19:00 | N | AUTO_EPS_390 | 27.76 |
| 12/20/2010 19:10 | N | DC_ROAD_L_B | 25.85 |
| 12/20/2010 19:10 | N | DC_EGPS_L_A | 25.14 |
| 12/20/2010 19:10 | N | H_HOLLOW_E_1 | 22.36 |
| 12/20/2010 19:10 | N | HHOLLOW4_E_1 | 22.36 |
| 12/20/2010 19:10 | N | R_LH2SES_1 | 26.09 |
| 12/20/2010 19:10 | N | R_PB2SES_1 | 22.29 |
| 12/20/2010 19:10 | N | R_PB2SES_2 | 22.29 |
| 12/20/2010 19:10 | N | R_PB2SES_3 | 22.29 |
| 12/20/2010 19:10 | N | R_PB2SES_4 | 22.29 |
| 12/20/2010 19:10 | N | R_PB2SES_5 | 22.29 |
| 12/20/2010 19:10 | N | AUTO_EPS_390 | 26.07 |
| 12/20/2010 19:15 | N | DC_ROAD_L_B | 25.83 |
| 12/20/2010 19:15 | N | DC_EGPS_L_A | 24.65 |
| 12/20/2010 19:15 | N | H_HOLLOW_E_1 | 20.07 |
| 12/20/2010 19:15 | N | HHOLLOW4_E_1 | 20.07 |
| 12/20/2010 19:15 | N | R_LH2SES_1 | 26.22 |
| 12/20/2010 19:15 | N | R_PB2SES_1 | 19.95 |
| 12/20/2010 19:15 | N | R_PB2SES_2 | 19.95 |
| 12/20/2010 19:15 | N | R_PB2SES_3 | 19.95 |
| 12/20/2010 19:15 | N | R_PB2SES_4 | 19.95 |
| 12/20/2010 19:15 | N | R_PB2SES_5 | 19.95 |
| 12/20/2010 19:15 | N | AUTO_EPS_390 | 26.2 |
| 12/20/2010 19:20 | N | DC_ROAD_L_B | 25.78 |
| 12/20/2010 19:20 | N | DC_EGPS_L_A | 24.97 |
| 12/20/2010 19:20 | N | H_HOLLOW_E_1 | 21.8 |
| 12/20/2010 19:20 | N | HHOLLOW4_E_1 | 21.8 |
| 12/20/2010 19:20 | N | R_LH2SES_1 | 26.05 |
| 12/20/2010 19:20 | N | R_PB2SES_1 | 21.72 |
| 12/20/2010 19:20 | N | R_PB2SES_2 | 21.72 |
| 12/20/2010 19:20 | N | R_PB2SES_3 | 21.72 |
| 12/20/2010 19:20 | N | R_PB2SES_4 | 21.72 |
| 12/20/2010 19:20 | N | R_PB2SES_5 | 21.72 |
| 12/20/2010 19:20 | N | AUTO_EPS_390 | 26.04 |
| 12/20/2010 19:30 | N | DC_ROAD_L_B | 24.71 |
| 12/20/2010 19:30 | N | DC_EGPS_L_A | 20.07 |
| 12/20/2010 19:30 | N | H_HOLLOW_E_1 | 1.94 |
| 12/20/2010 19:30 | N | HHOLLOW4_E_1 | 1.94 |
| 12/20/2010 19:30 | N | R_LH2SES_1 | 26.26 |
| 12/20/2010 19:30 | N | R_PB2SES_1 | 1.48 |
| 12/20/2010 19:30 | N | R_PB2SES_2 | 1.48 |
| 12/20/2010 19:30 | N | R_PB2SES_3 | 1.48 |

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| 12/20/2010 19:30 | N | R_PB2SES_4 | 1.48 |
| 12/20/2010 19:30 | N | R_PB2SES_5 | 1.48 |
| 12/20/2010 19:30 | N | AUTO_EPS_390 | 26.17 |
| 12/20/2010 19:31 | N | DC_ROAD_L_B | 25.1 |
| 12/20/2010 19:31 | N | DC_EGPS_L_A | 20.13 |
| 12/20/2010 19:31 | N | H_HOLLOW_E_1 | 0.77 |
| 12/20/2010 19:31 | N | HHOLLOW4_E_1 | 0.77 |
| 12/20/2010 19:31 | N | R_LH2SES_1 | 26.75 |
| 12/20/2010 19:31 | N | R_PB2SES_1 | 0.28 |
| 12/20/2010 19:31 | N | R_PB2SES_2 | 0.28 |
| 12/20/2010 19:31 | N | R_PB2SES_3 | 0.28 |
| 12/20/2010 19:31 | N | R_PB2SES_4 | 0.28 |
| 12/20/2010 19:31 | N | R_PB2SES_5 | 0.28 |
| 12/20/2010 19:31 | N | AUTO_EPS_390 | 26.66 |
| 12/20/2010 19:35 | N | DC_ROAD_L_B | 25.44 |
| 12/20/2010 19:35 | N | DC_EGPS_L_A | 20.39 |
| 12/20/2010 19:35 | N | H_HOLLOW_E_1 | 0.66 |
| 12/20/2010 19:35 | N | HHOLLOW4_E_1 | 0.66 |
| 12/20/2010 19:35 | N | R_LH2SES_1 | 27.13 |
| 12/20/2010 19:35 | N | R_PB2SES_1 | 0.16 |
| 12/20/2010 19:35 | N | R_PB2SES_2 | 0.16 |
| 12/20/2010 19:35 | N | R_PB2SES_3 | 0.16 |
| 12/20/2010 19:35 | N | R_PB2SES_4 | 0.16 |
| 12/20/2010 19:35 | N | R_PB2SES_5 | 0.16 |
| 12/20/2010 19:35 | N | AUTO_EPS_390 | 27.04 |
| 12/20/2010 19:40 | N | DC_ROAD_L_B | 25 |
| 12/20/2010 19:40 | N | DC_EGPS_L_A | 20.06 |
| 12/20/2010 19:40 | N | H_HOLLOW_E_1 | 0.79 |
| 12/20/2010 19:40 | N | HHOLLOW4_E_1 | 0.79 |
| 12/20/2010 19:40 | N | R_LH2SES_1 | 26.64 |
| 12/20/2010 19:40 | N | R_PB2SES_1 | 0.3 |
| 12/20/2010 19:40 | N | R_PB2SES_2 | 0.3 |
| 12/20/2010 19:40 | N | R_PB2SES_3 | 0.3 |
| 12/20/2010 19:40 | N | R_PB2SES_4 | 0.3 |
| 12/20/2010 19:40 | N | R_PB2SES_5 | 0.3 |
| 12/20/2010 19:40 | N | AUTO_EPS_390 | 26.55 |
| 12/20/2010 19:45 | N | DC_ROAD_L_B | 24.71 |
| 12/20/2010 19:45 | N | DC_EGPS_L_A | 19.86 |
| 12/20/2010 19:45 | N | H_HOLLOW_E_1 | 0.92 |
| 12/20/2010 19:45 | N | HHOLLOW4_E_1 | 0.92 |
| 12/20/2010 19:45 | N | R_LH2SES_1 | 26.33 |
| 12/20/2010 19:45 | N | R_PB2SES_1 | 0.44 |
| 12/20/2010 19:45 | N | R_PB2SES_2 | 0.44 |
| 12/20/2010 19:45 | N | R_PB2SES_3 | 0.44 |
| 12/20/2010 19:45 | N | R_PB2SES_4 | 0.44 |
| 12/20/2010 19:45 | N | R_PB2SES_5 | 0.44 |
| 12/20/2010 19:45 | N | AUTO_EPS_390 | 26.24 |

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| 12/20/2010 19:50 | N | DC_ROAD_L_B | 24.62 |
| 12/20/2010 19:50 | N | DC_EGPS_L_A | 19.82 |
| 12/20/2010 19:50 | N | H_HOLLOW_E_1 | 1.06 |
| 12/20/2010 19:50 | N | HHOLLOW4_E_1 | 1.06 |
| 12/20/2010 19:50 | N | R_LH2SES_1 | 26.22 |
| 12/20/2010 19:50 | N | R_PB2SES_1 | 0.58 |
| 12/20/2010 19:50 | N | R_PB2SES_2 | 0.58 |
| 12/20/2010 19:50 | N | R_PB2SES_3 | 0.58 |
| 12/20/2010 19:50 | N | R_PB2SES_4 | 0.58 |
| 12/20/2010 19:50 | N | R_PB2SES_5 | 0.58 |
| 12/20/2010 19:50 | N | AUTO_EPS_390 | 26.14 |
| 12/20/2010 20:00 | N | DC_ROAD_L_B | 25.39 |
| 12/20/2010 20:00 | N | DC_EGPS_L_A | 24.3 |
| 12/20/2010 20:00 | N | H_HOLLOW_E_1 | 20.06 |
| 12/20/2010 20:00 | N | HHOLLOW4_E_1 | 20.06 |
| 12/20/2010 20:00 | N | R_LH2SES_1 | 25.75 |
| 12/20/2010 20:00 | N | R_PB2SES_1 | 19.96 |
| 12/20/2010 20:00 | N | R_PB2SES_2 | 19.96 |
| 12/20/2010 20:00 | N | R_PB2SES_3 | 19.96 |
| 12/20/2010 20:00 | N | R_PB2SES_4 | 19.96 |
| 12/20/2010 20:00 | N | R_PB2SES_5 | 19.96 |
| 12/20/2010 20:00 | N | AUTO_EPS_390 | 25.73 |
| 12/20/2010 20:10 | N | DC_ROAD_L_B | 24.73 |
| 12/20/2010 20:10 | N | DC_EGPS_L_A | 20.15 |
| 12/20/2010 20:10 | N | H_HOLLOW_E_1 | 2.28 |
| 12/20/2010 20:10 | N | HHOLLOW4_E_1 | 2.28 |
| 12/20/2010 20:10 | N | R_LH2SES_1 | 26.25 |
| 12/20/2010 20:10 | N | R_PB2SES_1 | 1.83 |
| 12/20/2010 20:10 | N | R_PB2SES_2 | 1.83 |
| 12/20/2010 20:10 | N | R_PB2SES_3 | 1.83 |
| 12/20/2010 20:10 | N | R_PB2SES_4 | 1.83 |
| 12/20/2010 20:10 | N | R_PB2SES_5 | 1.83 |
| 12/20/2010 20:10 | N | AUTO_EPS_390 | 26.17 |
| 12/20/2010 20:15 | N | DC_ROAD_L_B | 24.72 |
| 12/20/2010 20:15 | N | DC_EGPS_L_A | 20.07 |
| 12/20/2010 20:15 | N | H_HOLLOW_E_1 | 1.94 |
| 12/20/2010 20:15 | N | HHOLLOW4_E_1 | 1.94 |
| 12/20/2010 20:15 | N | R_LH2SES_1 | 26.27 |
| 12/20/2010 20:15 | N | R_PB2SES_1 | 1.48 |
| 12/20/2010 20:15 | N | R_PB2SES_2 | 1.48 |
| 12/20/2010 20:15 | N | R_PB2SES_3 | 1.48 |
| 12/20/2010 20:15 | N | R_PB2SES_4 | 1.48 |
| 12/20/2010 20:15 | N | R_PB2SES_5 | 1.48 |
| 12/20/2010 20:15 | N | AUTO_EPS_390 | 26.18 |
| 12/20/2010 20:20 | N | DC_ROAD_L_B | 24.58 |
| 12/20/2010 20:20 | N | DC_EGPS_L_A | 20.03 |
| 12/20/2010 20:20 | N | H_HOLLOW_E_1 | 2.26 |

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| 12/20/2010 20:20 | N | HHOLLOW4_E_1 | 2.26 |
| 12/20/2010 20:20 | N | R_LH2SES_1 | 26.09 |
| 12/20/2010 20:20 | N | R_PB2SES_1 | 1.81 |
| 12/20/2010 20:20 | N | R_PB2SES_2 | 1.81 |
| 12/20/2010 20:20 | N | R_PB2SES_3 | 1.81 |
| 12/20/2010 20:20 | N | R_PB2SES_4 | 1.81 |
| 12/20/2010 20:20 | N | R_PB2SES_5 | 1.81 |
| 12/20/2010 20:20 | N | AUTO_EPS_390 | 26.01 |
| 12/20/2010 20:25 | N | DC_ROAD_L_B | 25.3 |
| 12/20/2010 20:25 | N | DC_EGPS_L_A | 24.23 |
| 12/20/2010 20:25 | N | H_HOLLOW_E_1 | 20.06 |
| 12/20/2010 20:25 | N | HHOLLOW4_E_1 | 20.06 |
| 12/20/2010 20:25 | N | R_LH2SES_1 | 25.65 |
| 12/20/2010 20:25 | N | R_PB2SES_1 | 19.96 |
| 12/20/2010 20:25 | N | R_PB2SES_2 | 19.96 |
| 12/20/2010 20:25 | N | R_PB2SES_3 | 19.96 |
| 12/20/2010 20:25 | N | R_PB2SES_4 | 19.96 |
| 12/20/2010 20:25 | N | R_PB2SES_5 | 19.96 |
| 12/20/2010 20:25 | N | AUTO_EPS_390 | 25.64 |
| 12/20/2010 20:30 | N | DC_ROAD_L_B | 24 |
| 12/20/2010 20:30 | N | DC_EGPS_L_A | 19.57 |
| 12/20/2010 20:30 | N | H_HOLLOW_E_1 | 2.21 |
| 12/20/2010 20:30 | N | HHOLLOW4_E_1 | 2.21 |
| 12/20/2010 20:30 | N | R_LH2SES_1 | 25.48 |
| 12/20/2010 20:30 | N | R_PB2SES_1 | 1.77 |
| 12/20/2010 20:30 | N | R_PB2SES_2 | 1.77 |
| 12/20/2010 20:30 | N | R_PB2SES_3 | 1.77 |
| 12/20/2010 20:30 | N | R_PB2SES_4 | 1.77 |
| 12/20/2010 20:30 | N | R_PB2SES_5 | 1.77 |
| 12/20/2010 20:30 | N | AUTO_EPS_390 | 25.4 |
| 12/20/2010 20:35 | N | DC_ROAD_L_B | 24.48 |
| 12/20/2010 20:35 | N | DC_EGPS_L_A | 21.5 |
| 12/20/2010 20:35 | N | H_HOLLOW_E_1 | 9.87 |
| 12/20/2010 20:35 | N | HHOLLOW4_E_1 | 9.87 |
| 12/20/2010 20:35 | N | R_LH2SES_1 | 25.47 |
| 12/20/2010 20:35 | N | R_PB2SES_1 | 9.57 |
| 12/20/2010 20:35 | N | R_PB2SES_2 | 9.57 |
| 12/20/2010 20:35 | N | R_PB2SES_3 | 9.57 |
| 12/20/2010 20:35 | N | R_PB2SES_4 | 9.57 |
| 12/20/2010 20:35 | N | R_PB2SES_5 | 9.57 |
| 12/20/2010 20:35 | N | AUTO_EPS_390 | 25.41 |
| 12/20/2010 20:40 | N | DC_ROAD_L_B | 23.97 |
| 12/20/2010 20:40 | N | DC_EGPS_L_A | 19.48 |
| 12/20/2010 20:40 | N | H_HOLLOW_E_1 | 1.91 |
| 12/20/2010 20:40 | N | HHOLLOW4_E_1 | 1.91 |
| 12/20/2010 20:40 | N | R_LH2SES_1 | 25.47 |
| 12/20/2010 20:40 | N | R_PB2SES_1 | 1.46 |

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| 12/20/2010 20:40 | N | R_PB2SES_2 | 1.46 |
| 12/20/2010 20:40 | N | R_PB2SES_3 | 1.46 |
| 12/20/2010 20:40 | N | R_PB2SES_4 | 1.46 |
| 12/20/2010 20:40 | N | R_PB2SES_5 | 1.46 |
| 12/20/2010 20:40 | N | AUTO_EPS_390 | 25.38 |
| 12/20/2010 20:45 | N | DC_ROAD_L_B | 24.09 |
| 12/20/2010 20:45 | N | DC_EGPS_L_A | 19.58 |
| 12/20/2010 20:45 | N | H_HOLLOW_E_1 | 1.91 |
| 12/20/2010 20:45 | N | HHOLLOW4_E_1 | 1.91 |
| 12/20/2010 20:45 | N | R_LH2SES_1 | 25.59 |
| 12/20/2010 20:45 | N | R_PB2SES_1 | 1.46 |
| 12/20/2010 20:45 | N | R_PB2SES_2 | 1.46 |
| 12/20/2010 20:45 | N | R_PB2SES_3 | 1.46 |
| 12/20/2010 20:45 | N | R_PB2SES_4 | 1.46 |
| 12/20/2010 20:45 | N | R_PB2SES_5 | 1.46 |
| 12/20/2010 20:45 | N | AUTO_EPS_390 | 25.51 |
| 12/20/2010 20:50 | N | DC_ROAD_L_B | 24.17 |
| 12/20/2010 20:50 | N | DC_EGPS_L_A | 19.71 |
| 12/20/2010 20:50 | N | H_HOLLOW_E_1 | 2.23 |
| 12/20/2010 20:50 | N | HHOLLOW4_E_1 | 2.23 |
| 12/20/2010 20:50 | N | R_LH2SES_1 | 25.66 |
| 12/20/2010 20:50 | N | R_PB2SES_1 | 1.78 |
| 12/20/2010 20:50 | N | R_PB2SES_2 | 1.78 |
| 12/20/2010 20:50 | N | R_PB2SES_3 | 1.78 |
| 12/20/2010 20:50 | N | R_PB2SES_4 | 1.78 |
| 12/20/2010 20:50 | N | R_PB2SES_5 | 1.78 |
| 12/20/2010 20:50 | N | AUTO_EPS_390 | 25.58 |
| 12/20/2010 20:55 | N | DC_ROAD_L_B | 23.67 |
| 12/20/2010 20:55 | N | DC_EGPS_L_A | 19.31 |
| 12/20/2010 20:55 | N | H_HOLLOW_E_1 | 2.18 |
| 12/20/2010 20:55 | N | HHOLLOW4_E_1 | 2.18 |
| 12/20/2010 20:55 | N | R_LH2SES_1 | 25.13 |
| 12/20/2010 20:55 | N | R_PB2SES_1 | 1.75 |
| 12/20/2010 20:55 | N | R_PB2SES_2 | 1.75 |
| 12/20/2010 20:55 | N | R_PB2SES_3 | 1.75 |
| 12/20/2010 20:55 | N | R_PB2SES_4 | 1.75 |
| 12/20/2010 20:55 | N | R_PB2SES_5 | 1.75 |
| 12/20/2010 20:55 | N | AUTO_EPS_390 | 25.05 |
| 12/20/2010 21:00 | N | DC_ROAD_L_B | 23.64 |
| 12/20/2010 21:00 | N | DC_EGPS_L_A | 19.22 |
| 12/20/2010 21:00 | N | H_HOLLOW_E_1 | 1.9 |
| 12/20/2010 21:00 | N | HHOLLOW4_E_1 | 1.9 |
| 12/20/2010 21:00 | N | R_LH2SES_1 | 25.11 |
| 12/20/2010 21:00 | N | R_PB2SES_1 | 1.46 |
| 12/20/2010 21:00 | N | R_PB2SES_2 | 1.46 |
| 12/20/2010 21:00 | N | R_PB2SES_3 | 1.46 |
| 12/20/2010 21:00 | N | R_PB2SES_4 | 1.46 |

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| 12/20/2010 21:00 | N | R_PB2SES_5 | 1.46 |
| 12/20/2010 21:00 | N | AUTO_EPS_390 | 25.03 |
| 12/20/2010 21:05 | N | DC_ROAD_L_B | 23.9 |
| 12/20/2010 21:05 | N | DC_EGPS_L_A | 19.43 |
| 12/20/2010 21:05 | N | H_HOLLOW_E_1 | 1.91 |
| 12/20/2010 21:05 | N | HHOLLOW4_E_1 | 1.91 |
| 12/20/2010 21:05 | N | R_LH2SES_1 | 25.39 |
| 12/20/2010 21:05 | N | R_PB2SES_1 | 1.46 |
| 12/20/2010 21:05 | N | R_PB2SES_2 | 1.46 |
| 12/20/2010 21:05 | N | R_PB2SES_3 | 1.46 |
| 12/20/2010 21:05 | N | R_PB2SES_4 | 1.46 |
| 12/20/2010 21:05 | N | R_PB2SES_5 | 1.46 |
| 12/20/2010 21:05 | N | AUTO_EPS_390 | 25.31 |
| 12/20/2010 21:10 | N | DC_ROAD_L_B | 24.26 |
| 12/20/2010 21:10 | N | DC_EGPS_L_A | 19.54 |
| 12/20/2010 21:10 | N | H_HOLLOW_E_1 | 0.98 |
| 12/20/2010 21:10 | N | HHOLLOW4_E_1 | 0.98 |
| 12/20/2010 21:10 | N | R_LH2SES_1 | 25.84 |
| 12/20/2010 21:10 | N | R_PB2SES_1 | 0.51 |
| 12/20/2010 21:10 | N | R_PB2SES_2 | 0.51 |
| 12/20/2010 21:10 | N | R_PB2SES_3 | 0.51 |
| 12/20/2010 21:10 | N | R_PB2SES_4 | 0.51 |
| 12/20/2010 21:10 | N | R_PB2SES_5 | 0.51 |
| 12/20/2010 21:10 | N | AUTO_EPS_390 | 25.75 |
| 12/20/2010 21:15 | N | DC_ROAD_L_B | 24.24 |
| 12/20/2010 21:15 | N | DC_EGPS_L_A | 19.54 |
| 12/20/2010 21:15 | N | H_HOLLOW_E_1 | 1.08 |
| 12/20/2010 21:15 | N | HHOLLOW4_E_1 | 1.08 |
| 12/20/2010 21:15 | N | R_LH2SES_1 | 25.81 |
| 12/20/2010 21:15 | N | R_PB2SES_1 | 0.61 |
| 12/20/2010 21:15 | N | R_PB2SES_2 | 0.61 |
| 12/20/2010 21:15 | N | R_PB2SES_3 | 0.61 |
| 12/20/2010 21:15 | N | R_PB2SES_4 | 0.61 |
| 12/20/2010 21:15 | N | R_PB2SES_5 | 0.61 |
| 12/20/2010 21:15 | N | AUTO_EPS_390 | 25.72 |
| 12/20/2010 21:50 | N | DC_ROAD_L_B | 22.5 |
| 12/20/2010 21:50 | N | DC_EGPS_L_A | 18.36 |
| 12/20/2010 21:50 | N | H_HOLLOW_E_1 | 2.07 |
| 12/20/2010 21:50 | N | HHOLLOW4_E_1 | 2.07 |
| 12/20/2010 21:50 | N | R_LH2SES_1 | 23.89 |
| 12/20/2010 21:50 | N | R_PB2SES_1 | 1.66 |
| 12/20/2010 21:50 | N | R_PB2SES_2 | 1.66 |
| 12/20/2010 21:50 | N | R_PB2SES_3 | 1.66 |
| 12/20/2010 21:50 | N | R_PB2SES_4 | 1.66 |
| 12/20/2010 21:50 | N | R_PB2SES_5 | 1.66 |
| 12/20/2010 21:50 | N | AUTO_EPS_390 | 23.81 |
| 12/20/2010 21:55 | N | DC_ROAD_L_B | 22.17 |

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| 12/20/2010 21:55 | N | DC_EGPS_L_A | 18.09 |
| 12/20/2010 21:55 | N | H_HOLLOW_E_1 | 2.04 |
| 12/20/2010 21:55 | N | HHOLLOW4_E_1 | 2.04 |
| 12/20/2010 21:55 | N | R_LH2SES_1 | 23.53 |
| 12/20/2010 21:55 | N | R_PB2SES_1 | 1.64 |
| 12/20/2010 21:55 | N | R_PB2SES_2 | 1.64 |
| 12/20/2010 21:55 | N | R_PB2SES_3 | 1.64 |
| 12/20/2010 21:55 | N | R_PB2SES_4 | 1.64 |
| 12/20/2010 21:55 | N | R_PB2SES_5 | 1.64 |
| 12/20/2010 21:55 | N | AUTO_EPS_390 | 23.46 |
| 12/20/2010 21:57 | N | DC_ROAD_L_B | 22.12 |
| 12/20/2010 21:57 | N | DC_EGPS_L_A | 18.05 |
| 12/20/2010 21:57 | N | H_HOLLOW_E_1 | 2.04 |
| 12/20/2010 21:57 | N | HHOLLOW4_E_1 | 2.04 |
| 12/20/2010 21:57 | N | R_LH2SES_1 | 23.48 |
| 12/20/2010 21:57 | N | R_PB2SES_1 | 1.63 |
| 12/20/2010 21:57 | N | R_PB2SES_2 | 1.63 |
| 12/20/2010 21:57 | N | R_PB2SES_3 | 1.63 |
| 12/20/2010 21:57 | N | R_PB2SES_4 | 1.63 |
| 12/20/2010 21:57 | N | R_PB2SES_5 | 1.63 |
| 12/20/2010 21:57 | N | AUTO_EPS_390 | 23.4 |
| 12/20/2010 22:00 | N | DC_ROAD_L_B | 22.07 |
| 12/20/2010 22:00 | N | DC_EGPS_L_A | 18 |
| 12/20/2010 22:00 | N | H_HOLLOW_E_1 | 2.03 |
| 12/20/2010 22:00 | N | HHOLLOW4_E_1 | 2.03 |
| 12/20/2010 22:00 | N | R_LH2SES_1 | 23.42 |
| 12/20/2010 22:00 | N | R_PB2SES_1 | 1.62 |
| 12/20/2010 22:00 | N | R_PB2SES_2 | 1.62 |
| 12/20/2010 22:00 | N | R_PB2SES_3 | 1.62 |
| 12/20/2010 22:00 | N | R_PB2SES_4 | 1.62 |
| 12/20/2010 22:00 | N | R_PB2SES_5 | 1.62 |
| 12/20/2010 22:00 | N | AUTO_EPS_390 | 23.34 |
| 12/20/2010 22:05 | N | DC_ROAD_L_B | 22.22 |
| 12/20/2010 22:05 | N | DC_EGPS_L_A | 18.13 |
| 12/20/2010 22:05 | N | H_HOLLOW_E_1 | 2.05 |
| 12/20/2010 22:05 | N | HHOLLOW4_E_1 | 2.05 |
| 12/20/2010 22:05 | N | R_LH2SES_1 | 23.58 |
| 12/20/2010 22:05 | N | R_PB2SES_1 | 1.64 |
| 12/20/2010 22:05 | N | R_PB2SES_2 | 1.64 |
| 12/20/2010 22:05 | N | R_PB2SES_3 | 1.64 |
| 12/20/2010 22:05 | N | R_PB2SES_4 | 1.64 |
| 12/20/2010 22:05 | N | R_PB2SES_5 | 1.64 |
| 12/20/2010 22:05 | N | AUTO_EPS_390 | 23.51 |
| 12/20/2010 22:25 | N | DC_ROAD_L_B | 21.77 |
| 12/20/2010 22:25 | N | DC_EGPS_L_A | 20.19 |
| 12/20/2010 22:25 | N | H_HOLLOW_E_1 | 14 |
| 12/20/2010 22:25 | N | HHOLLOW4_E_1 | 14 |

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| 12/20/2010 22:25 | N | R_LH2SES_1 | 22.29 |
| 12/20/2010 22:25 | N | R_PB2SES_1 | 13.84 |
| 12/20/2010 22:25 | N | R_PB2SES_2 | 13.84 |
| 12/20/2010 22:25 | N | R_PB2SES_3 | 13.84 |
| 12/20/2010 22:25 | N | R_PB2SES_4 | 13.84 |
| 12/20/2010 22:25 | N | R_PB2SES_5 | 13.84 |
| 12/20/2010 22:25 | N | AUTO_EPS_390 | 22.26 |
| 12/20/2010 22:28 | N | DC_ROAD_L_B | 21.06 |
| 12/20/2010 22:28 | N | DC_EGPS_L_A | 16.92 |
| 12/20/2010 22:28 | N | H_HOLLOW_E_1 | 0.65 |
| 12/20/2010 22:28 | N | HHOLLOW4_E_1 | 0.65 |
| 12/20/2010 22:28 | N | R_LH2SES_1 | 22.44 |
| 12/20/2010 22:28 | N | R_PB2SES_1 | 0.23 |
| 12/20/2010 22:28 | N | R_PB2SES_2 | 0.23 |
| 12/20/2010 22:28 | N | R_PB2SES_3 | 0.23 |
| 12/20/2010 22:28 | N | R_PB2SES_4 | 0.23 |
| 12/20/2010 22:28 | N | R_PB2SES_5 | 0.23 |
| 12/20/2010 22:28 | N | AUTO_EPS_390 | 22.36 |
| 12/20/2010 22:30 | N | DC_ROAD_L_B | 20.98 |
| 12/20/2010 22:30 | N | DC_EGPS_L_A | 16.85 |
| 12/20/2010 22:30 | N | H_HOLLOW_E_1 | 0.62 |
| 12/20/2010 22:30 | N | HHOLLOW4_E_1 | 0.62 |
| 12/20/2010 22:30 | N | R_LH2SES_1 | 22.35 |
| 12/20/2010 22:30 | N | R_PB2SES_1 | 0.21 |
| 12/20/2010 22:30 | N | R_PB2SES_2 | 0.21 |
| 12/20/2010 22:30 | N | R_PB2SES_3 | 0.21 |
| 12/20/2010 22:30 | N | R_PB2SES_4 | 0.21 |
| 12/20/2010 22:30 | N | R_PB2SES_5 | 0.21 |
| 12/20/2010 22:30 | N | AUTO_EPS_390 | 22.27 |
| 12/20/2010 22:35 | N | DC_ROAD_L_B | 21.01 |
| 12/20/2010 22:35 | N | DC_EGPS_L_A | 16.82 |
| 12/20/2010 22:35 | N | H_HOLLOW_E_1 | 0.36 |
| 12/20/2010 22:35 | N | HHOLLOW4_E_1 | 0.36 |
| 12/20/2010 22:35 | N | R_LH2SES_1 | 22.41 |
| 12/20/2010 22:35 | N | R_PB2SES_1 | -0.06 |
| 12/20/2010 22:35 | N | R_PB2SES_2 | -0.06 |
| 12/20/2010 22:35 | N | R_PB2SES_3 | -0.06 |
| 12/20/2010 22:35 | N | R_PB2SES_4 | -0.06 |
| 12/20/2010 22:35 | N | R_PB2SES_5 | -0.06 |
| 12/20/2010 22:35 | N | AUTO_EPS_390 | 22.33 |
| 12/20/2010 22:40 | N | DC_ROAD_L_B | 20.62 |
| 12/20/2010 22:40 | N | DC_EGPS_L_A | 16.51 |
| 12/20/2010 22:40 | N | H_HOLLOW_E_1 | 0.43 |
| 12/20/2010 22:40 | N | HHOLLOW4_E_1 | 0.43 |
| 12/20/2010 22:40 | N | R_LH2SES_1 | 21.98 |
| 12/20/2010 22:40 | N | R_PB2SES_1 | 0.02 |
| 12/20/2010 22:40 | N | R_PB2SES_2 | 0.02 |

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| 12/20/2010 22:40 | N | R_PB2SES_3 | 0.02 |
| 12/20/2010 22:40 | N | R_PB2SES_4 | 0.02 |
| 12/20/2010 22:40 | N | R_PB2SES_5 | 0.02 |
| 12/20/2010 22:40 | N | AUTO_EPS_390 | 21.91 |
| 12/20/2010 22:45 | N | DC_ROAD_L_B | 19.28 |
| 12/20/2010 22:45 | N | DC_EGPS_L_A | 15.48 |
| 12/20/2010 22:45 | N | H_HOLLOW_E_1 | 0.59 |
| 12/20/2010 22:45 | N | HHOLLOW4_E_1 | 0.59 |
| 12/20/2010 22:45 | N | R_LH2SES_1 | 20.54 |
| 12/20/2010 22:45 | N | R_PB2SES_1 | 0.22 |
| 12/20/2010 22:45 | N | R_PB2SES_2 | 0.22 |
| 12/20/2010 22:45 | N | R_PB2SES_3 | 0.22 |
| 12/20/2010 22:45 | N | R_PB2SES_4 | 0.22 |
| 12/20/2010 22:45 | N | R_PB2SES_5 | 0.22 |
| 12/20/2010 22:45 | N | AUTO_EPS_390 | 20.47 |
| 12/20/2010 22:50 | N | DC_ROAD_L_B | 18.64 |
| 12/20/2010 22:50 | N | DC_EGPS_L_A | 15.02 |
| 12/20/2010 22:50 | N | H_HOLLOW_E_1 | 0.81 |
| 12/20/2010 22:50 | N | HHOLLOW4_E_1 | 0.81 |
| 12/20/2010 22:50 | N | R_LH2SES_1 | 19.85 |
| 12/20/2010 22:50 | N | R_PB2SES_1 | 0.45 |
| 12/20/2010 22:50 | N | R_PB2SES_2 | 0.45 |
| 12/20/2010 22:50 | N | R_PB2SES_3 | 0.45 |
| 12/20/2010 22:50 | N | R_PB2SES_4 | 0.45 |
| 12/20/2010 22:50 | N | R_PB2SES_5 | 0.45 |
| 12/20/2010 22:50 | N | AUTO_EPS_390 | 19.78 |
| 12/20/2010 22:55 | N | DC_ROAD_L_B | 17.98 |
| 12/20/2010 22:55 | N | DC_EGPS_L_A | 14.48 |
| 12/20/2010 22:55 | N | H_HOLLOW_E_1 | 0.75 |
| 12/20/2010 22:55 | N | HHOLLOW4_E_1 | 0.75 |
| 12/20/2010 22:55 | N | R_LH2SES_1 | 19.15 |
| 12/20/2010 22:55 | N | R_PB2SES_1 | 0.41 |
| 12/20/2010 22:55 | N | R_PB2SES_2 | 0.41 |
| 12/20/2010 22:55 | N | R_PB2SES_3 | 0.41 |
| 12/20/2010 22:55 | N | R_PB2SES_4 | 0.41 |
| 12/20/2010 22:55 | N | R_PB2SES_5 | 0.41 |
| 12/20/2010 22:55 | N | AUTO_EPS_390 | 19.08 |
| 12/20/2010 23:00 | N | DC_ROAD_L_B | 18.28 |
| 12/20/2010 23:00 | N | DC_EGPS_L_A | 14.69 |
| 12/20/2010 23:00 | N | H_HOLLOW_E_1 | 0.63 |
| 12/20/2010 23:00 | N | HHOLLOW4_E_1 | 0.63 |
| 12/20/2010 23:00 | N | R_LH2SES_1 | 19.47 |
| 12/20/2010 23:00 | N | R_PB2SES_1 | 0.27 |
| 12/20/2010 23:00 | N | R_PB2SES_2 | 0.27 |
| 12/20/2010 23:00 | N | R_PB2SES_3 | 0.27 |
| 12/20/2010 23:00 | N | R_PB2SES_4 | 0.27 |
| 12/20/2010 23:00 | N | R_PB2SES_5 | 0.27 |

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|---|---|---|---|
| 12/20/2010 23:00 | N | AUTO_EPS_390 | 19.41 |
| 12/20/2010 23:05 | N | DC_ROAD_L_B | 19.38 |
| 12/20/2010 23:05 | N | DC_EGPS_L_A | 15.55 |
| 12/20/2010 23:05 | N | H_HOLLOW_E_1 | 0.53 |
| 12/20/2010 23:05 | N | HHOLLOW4_E_1 | 0.53 |
| 12/20/2010 23:05 | N | R_LH2SES_1 | 20.65 |
| 12/20/2010 23:05 | N | R_PB2SES_1 | 0.15 |
| 12/20/2010 23:05 | N | R_PB2SES_2 | 0.15 |
| 12/20/2010 23:05 | N | R_PB2SES_3 | 0.15 |
| 12/20/2010 23:05 | N | R_PB2SES_4 | 0.15 |
| 12/20/2010 23:05 | N | R_PB2SES_5 | 0.15 |
| 12/20/2010 23:05 | N | AUTO_EPS_390 | 20.58 |
| 12/20/2010 23:07 | N | DC_ROAD_L_B | 19.7 |
| 12/20/2010 23:07 | N | DC_EGPS_L_A | 15.81 |
| 12/20/2010 23:07 | N | H_HOLLOW_E_1 | 0.59 |
| 12/20/2010 23:07 | N | HHOLLOW4_E_1 | 0.59 |
| 12/20/2010 23:07 | N | R_LH2SES_1 | 20.99 |
| 12/20/2010 23:07 | N | R_PB2SES_1 | 0.21 |
| 12/20/2010 23:07 | N | R_PB2SES_2 | 0.21 |
| 12/20/2010 23:07 | N | R_PB2SES_3 | 0.21 |
| 12/20/2010 23:07 | N | R_PB2SES_4 | 0.21 |
| 12/20/2010 23:07 | N | R_PB2SES_5 | 0.21 |
| 12/20/2010 23:07 | N | AUTO_EPS_390 | 20.92 |
| 12/20/2010 23:10 | N | DC_ROAD_L_B | 19.93 |
| 12/20/2010 23:10 | N | DC_EGPS_L_A | 15.99 |
| 12/20/2010 23:10 | N | H_HOLLOW_E_1 | 0.53 |
| 12/20/2010 23:10 | N | HHOLLOW4_E_1 | 0.53 |
| 12/20/2010 23:10 | N | R_LH2SES_1 | 21.24 |
| 12/20/2010 23:10 | N | R_PB2SES_1 | 0.14 |
| 12/20/2010 23:10 | N | R_PB2SES_2 | 0.14 |
| 12/20/2010 23:10 | N | R_PB2SES_3 | 0.14 |
| 12/20/2010 23:10 | N | R_PB2SES_4 | 0.14 |
| 12/20/2010 23:10 | N | R_PB2SES_5 | 0.14 |
| 12/20/2010 23:10 | N | AUTO_EPS_390 | 21.17 |
| 12/20/2010 23:15 | N | DC_ROAD_L_B | 18.72 |
| 12/20/2010 23:15 | N | DC_EGPS_L_A | 15.26 |
| 12/20/2010 23:15 | N | H_HOLLOW_E_1 | 1.7 |
| 12/20/2010 23:15 | N | HHOLLOW4_E_1 | 1.7 |
| 12/20/2010 23:15 | N | R_LH2SES_1 | 19.87 |
| 12/20/2010 23:15 | N | R_PB2SES_1 | 1.35 |
| 12/20/2010 23:15 | N | R_PB2SES_2 | 1.35 |
| 12/20/2010 23:15 | N | R_PB2SES_3 | 1.35 |
| 12/20/2010 23:15 | N | R_PB2SES_4 | 1.35 |
| 12/20/2010 23:15 | N | R_PB2SES_5 | 1.35 |
| 12/20/2010 23:15 | N | AUTO_EPS_390 | 19.81 |
| 12/20/2010 23:20 | N | DC_ROAD_L_B | 18.07 |
| 12/20/2010 23:20 | N | DC_EGPS_L_A | 14.74 |

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| 12/20/2010 23:20 | N | H_HOLLOW_E_1 | 1.67 |
| 12/20/2010 23:20 | N | HHOLLOW4_E_1 | 1.67 |
| 12/20/2010 23:20 | N | R_LH2SES_1 | 19.18 |
| 12/20/2010 23:20 | N | R_PB2SES_1 | 1.34 |
| 12/20/2010 23:20 | N | R_PB2SES_2 | 1.34 |
| 12/20/2010 23:20 | N | R_PB2SES_3 | 1.34 |
| 12/20/2010 23:20 | N | R_PB2SES_4 | 1.34 |
| 12/20/2010 23:20 | N | R_PB2SES_5 | 1.34 |
| 12/20/2010 23:20 | N | AUTO_EPS_390 | 19.12 |
| 12/20/2010 23:25 | N | DC_ROAD_L_B | 17.89 |
| 12/20/2010 23:25 | N | DC_EGPS_L_A | 14.39 |
| 12/20/2010 23:25 | N | H_HOLLOW_E_1 | 0.65 |
| 12/20/2010 23:25 | N | HHOLLOW4_E_1 | 0.65 |
| 12/20/2010 23:25 | N | R_LH2SES_1 | 19.05 |
| 12/20/2010 23:25 | N | R_PB2SES_1 | 0.3 |
| 12/20/2010 23:25 | N | R_PB2SES_2 | 0.3 |
| 12/20/2010 23:25 | N | R_PB2SES_3 | 0.3 |
| 12/20/2010 23:25 | N | R_PB2SES_4 | 0.3 |
| 12/20/2010 23:25 | N | R_PB2SES_5 | 0.3 |
| 12/20/2010 23:25 | N | AUTO_EPS_390 | 18.99 |
| 12/20/2010 23:30 | N | DC_ROAD_L_B | 18.13 |
| 12/20/2010 23:30 | N | DC_EGPS_L_A | 14.48 |
| 12/20/2010 23:30 | N | H_HOLLOW_E_1 | 0.06 |
| 12/20/2010 23:30 | N | HHOLLOW4_E_1 | 0.06 |
| 12/20/2010 23:30 | N | R_LH2SES_1 | 19.35 |
| 12/20/2010 23:30 | N | R_PB2SES_1 | -0.3 |
| 12/20/2010 23:30 | N | R_PB2SES_2 | -0.3 |
| 12/20/2010 23:30 | N | R_PB2SES_3 | -0.3 |
| 12/20/2010 23:30 | N | R_PB2SES_4 | -0.3 |
| 12/20/2010 23:30 | N | R_PB2SES_5 | -0.3 |
| 12/20/2010 23:30 | N | AUTO_EPS_390 | 19.28 |
| 12/20/2010 23:35 | N | DC_ROAD_L_B | 17.37 |
| 12/20/2010 23:35 | N | DC_EGPS_L_A | 13.91 |
| 12/20/2010 23:35 | N | H_HOLLOW_E_1 | 0.3 |
| 12/20/2010 23:35 | N | HHOLLOW4_E_1 | 0.3 |
| 12/20/2010 23:35 | N | R_LH2SES_1 | 18.52 |
| 12/20/2010 23:35 | N | R_PB2SES_1 | -0.05 |
| 12/20/2010 23:35 | N | R_PB2SES_2 | -0.05 |
| 12/20/2010 23:35 | N | R_PB2SES_3 | -0.05 |
| 12/20/2010 23:35 | N | R_PB2SES_4 | -0.05 |
| 12/20/2010 23:35 | N | R_PB2SES_5 | -0.05 |
| 12/20/2010 23:35 | N | AUTO_EPS_390 | 18.46 |
| 12/20/2010 23:40 | N | DC_ROAD_L_B | 15 |
| 12/20/2010 23:40 | N | DC_EGPS_L_A | 12.23 |
| 12/20/2010 23:40 | N | H_HOLLOW_E_1 | 1.37 |
| 12/20/2010 23:40 | N | HHOLLOW4_E_1 | 1.37 |
| 12/20/2010 23:40 | N | R_LH2SES_1 | 15.92 |

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| 12/20/2010 23:40 | N | R_PB2SES_1 | 1.1 |
| 12/20/2010 23:40 | N | R_PB2SES_2 | 1.1 |
| 12/20/2010 23:40 | N | R_PB2SES_3 | 1.1 |
| 12/20/2010 23:40 | N | R_PB2SES_4 | 1.1 |
| 12/20/2010 23:40 | N | R_PB2SES_5 | 1.1 |
| 12/20/2010 23:40 | N | AUTO_EPS_390 | 15.87 |
| 12/20/2010 23:45 | N | DC_ROAD_L_B | 10.96 |
| 12/20/2010 23:45 | N | DC_EGPS_L_A | 8.94 |
| 12/20/2010 23:45 | N | H_HOLLOW_E_1 | 1.01 |
| 12/20/2010 23:45 | N | HHOLLOW4_E_1 | 1.01 |
| 12/20/2010 23:45 | N | R_LH2SES_1 | 11.63 |
| 12/20/2010 23:45 | N | R_PB2SES_1 | 0.81 |
| 12/20/2010 23:45 | N | R_PB2SES_2 | 0.81 |
| 12/20/2010 23:45 | N | R_PB2SES_3 | 0.81 |
| 12/20/2010 23:45 | N | R_PB2SES_4 | 0.81 |
| 12/20/2010 23:45 | N | R_PB2SES_5 | 0.81 |
| 12/20/2010 23:45 | N | AUTO_EPS_390 | 11.6 |
| 12/20/2010 23:50 | N | DC_ROAD_L_B | 14.37 |
| 12/20/2010 23:50 | N | DC_EGPS_L_A | 11.57 |
| 12/20/2010 23:50 | N | H_HOLLOW_E_1 | 0.56 |
| 12/20/2010 23:50 | N | HHOLLOW4_E_1 | 0.56 |
| 12/20/2010 23:50 | N | R_LH2SES_1 | 15.31 |
| 12/20/2010 23:50 | N | R_PB2SES_1 | 0.28 |
| 12/20/2010 23:50 | N | R_PB2SES_2 | 0.28 |
| 12/20/2010 23:50 | N | R_PB2SES_3 | 0.28 |
| 12/20/2010 23:50 | N | R_PB2SES_4 | 0.28 |
| 12/20/2010 23:50 | N | R_PB2SES_5 | 0.28 |
| 12/20/2010 23:50 | N | AUTO_EPS_390 | 15.26 |
| 12/20/2010 23:55 | N | DC_ROAD_L_B | 14.37 |
| 12/20/2010 23:55 | N | DC_EGPS_L_A | 11.53 |
| 12/20/2010 23:55 | N | H_HOLLOW_E_1 | 0.36 |
| 12/20/2010 23:55 | N | HHOLLOW4_E_1 | 0.36 |
| 12/20/2010 23:55 | N | R_LH2SES_1 | 15.31 |
| 12/20/2010 23:55 | N | R_PB2SES_1 | 0.08 |
| 12/20/2010 23:55 | N | R_PB2SES_2 | 0.08 |
| 12/20/2010 23:55 | N | R_PB2SES_3 | 0.08 |
| 12/20/2010 23:55 | N | R_PB2SES_4 | 0.08 |
| 12/20/2010 23:55 | N | R_PB2SES_5 | 0.08 |
| 12/20/2010 23:55 | N | AUTO_EPS_390 | 15.26 |
| 12/20/2010 23:57 | N | DC_ROAD_L_B | 15.62 |
| 12/20/2010 23:57 | N | DC_EGPS_L_A | 12.5 |
| 12/20/2010 23:57 | N | H_HOLLOW_E_1 | 0.17 |
| 12/20/2010 23:57 | N | HHOLLOW4_E_1 | 0.17 |
| 12/20/2010 23:57 | N | R_LH2SES_1 | 16.67 |
| 12/20/2010 23:57 | N | R_PB2SES_1 | -0.14 |
| 12/20/2010 23:57 | N | R_PB2SES_2 | -0.14 |
| 12/20/2010 23:57 | N | R_PB2SES_3 | -0.14 |

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| 12/20/2010 23:57 | N | R_PB2SES_4 | -0.14 |
| 12/20/2010 23:57 | N | R_PB2SES_5 | -0.14 |
| 12/20/2010 23:57 | N | AUTO_EPS_390 | 16.61 |
| 12/20/2010 23:57 | N | DC_ROAD_L_B | 15.62 |
| 12/20/2010 23:57 | N | DC_EGPS_L_A | 12.5 |
| 12/20/2010 23:57 | N | H_HOLLOW_E_1 | 0.17 |
| 12/20/2010 23:57 | N | HHOLLOW4_E_1 | 0.17 |
| 12/20/2010 23:57 | N | R_LH2SES_1 | 16.67 |
| 12/20/2010 23:57 | N | R_PB2SES_1 | -0.14 |
| 12/20/2010 23:57 | N | R_PB2SES_2 | -0.14 |
| 12/20/2010 23:57 | N | R_PB2SES_3 | -0.14 |
| 12/20/2010 23:57 | N | R_PB2SES_4 | -0.14 |
| 12/20/2010 23:57 | N | R_PB2SES_5 | -0.14 |
| 12/20/2010 23:57 | N | AUTO_EPS_390 | 16.61 |
| 12/21/2010 0:00 | N | DC_ROAD_L_B | 16.5 |
| 12/21/2010 0:00 | N | DC_EGPS_L_A | 13.17 |
| 12/21/2010 0:00 | N | H_HOLLOW_E_1 | 0.06 |
| 12/21/2010 0:00 | N | HHOLLOW4_E_1 | 0.06 |
| 12/21/2010 0:00 | N | R_LH2SES_1 | 17.61 |
| 12/21/2010 0:00 | N | R_PB2SES_1 | -0.28 |
| 12/21/2010 0:00 | N | R_PB2SES_2 | -0.28 |
| 12/21/2010 0:00 | N | R_PB2SES_3 | -0.28 |
| 12/21/2010 0:00 | N | R_PB2SES_4 | -0.28 |
| 12/21/2010 0:00 | N | R_PB2SES_5 | -0.28 |
| 12/21/2010 0:00 | N | AUTO_EPS_390 | 17.54 |
| 12/21/2010 0:05 | N | DC_ROAD_L_B | 22.95 |
| 12/21/2010 0:05 | N | DC_EGPS_L_A | 18.3 |
| 12/21/2010 0:05 | N | H_HOLLOW_E_1 | 0.08 |
| 12/21/2010 0:05 | N | HHOLLOW4_E_1 | 0.08 |
| 12/21/2010 0:05 | N | R_LH2SES_1 | 24.5 |
| 12/21/2010 0:05 | N | R_PB2SES_1 | -0.38 |
| 12/21/2010 0:05 | N | R_PB2SES_2 | -0.38 |
| 12/21/2010 0:05 | N | R_PB2SES_3 | -0.38 |
| 12/21/2010 0:05 | N | R_PB2SES_4 | -0.38 |
| 12/21/2010 0:05 | N | R_PB2SES_5 | -0.38 |
| 12/21/2010 0:05 | N | AUTO_EPS_390 | 24.42 |
| 12/21/2010 0:05 | N | DC_ROAD_L_B | 19.05 |
| 12/21/2010 0:05 | N | DC_EGPS_L_A | 15.16 |
| 12/21/2010 0:05 | N | H_HOLLOW_E_1 | -0.11 |
| 12/21/2010 0:05 | N | HHOLLOW4_E_1 | -0.11 |
| 12/21/2010 0:05 | N | R_LH2SES_1 | 20.35 |
| 12/21/2010 0:05 | N | R_PB2SES_1 | -0.5 |
| 12/21/2010 0:05 | N | R_PB2SES_2 | -0.5 |
| 12/21/2010 0:05 | N | R_PB2SES_3 | -0.5 |
| 12/21/2010 0:05 | N | R_PB2SES_4 | -0.5 |
| 12/21/2010 0:05 | N | R_PB2SES_5 | -0.5 |
| 12/21/2010 0:05 | N | AUTO_EPS_390 | 20.28 |

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| 12/21/2010 0:07 | N | DC_ROAD_L_B | 21.36 |
| 12/21/2010 0:07 | N | DC_EGPS_L_A | 17.03 |
| 12/21/2010 0:07 | N | H_HOLLOW_E_1 | 0.07 |
| 12/21/2010 0:07 | N | HHOLLOW4_E_1 | 0.07 |
| 12/21/2010 0:07 | N | R_LH2SES_1 | 22.8 |
| 12/21/2010 0:07 | N | R_PB2SES_1 | -0.36 |
| 12/21/2010 0:07 | N | R_PB2SES_2 | -0.36 |
| 12/21/2010 0:07 | N | R_PB2SES_3 | -0.36 |
| 12/21/2010 0:07 | N | R_PB2SES_4 | -0.36 |
| 12/21/2010 0:07 | N | R_PB2SES_5 | -0.36 |
| 12/21/2010 0:07 | N | AUTO_EPS_390 | 22.72 |
| 12/21/2010 0:09 | N | DC_ROAD_L_B | 20.96 |
| 12/21/2010 0:09 | N | DC_EGPS_L_A | 16.69 |
| 12/21/2010 0:09 | N | H_HOLLOW_E_1 | -0.02 |
| 12/21/2010 0:09 | N | HHOLLOW4_E_1 | -0.02 |
| 12/21/2010 0:09 | N | R_LH2SES_1 | 22.38 |
| 12/21/2010 0:09 | N | R_PB2SES_1 | -0.44 |
| 12/21/2010 0:09 | N | R_PB2SES_2 | -0.44 |
| 12/21/2010 0:09 | N | R_PB2SES_3 | -0.44 |
| 12/21/2010 0:09 | N | R_PB2SES_4 | -0.44 |
| 12/21/2010 0:09 | N | R_PB2SES_5 | -0.44 |
| 12/21/2010 0:09 | N | AUTO_EPS_390 | 22.3 |
| 12/21/2010 0:10 | N | DC_ROAD_L_B | 19.02 |
| 12/21/2010 0:10 | N | DC_EGPS_L_A | 15.12 |
| 12/21/2010 0:10 | N | H_HOLLOW_E_1 | -0.14 |
| 12/21/2010 0:10 | N | HHOLLOW4_E_1 | -0.14 |
| 12/21/2010 0:10 | N | R_LH2SES_1 | 20.31 |
| 12/21/2010 0:10 | N | R_PB2SES_1 | -0.53 |
| 12/21/2010 0:10 | N | R_PB2SES_2 | -0.53 |
| 12/21/2010 0:10 | N | R_PB2SES_3 | -0.53 |
| 12/21/2010 0:10 | N | R_PB2SES_4 | -0.53 |
| 12/21/2010 0:10 | N | R_PB2SES_5 | -0.53 |
| 12/21/2010 0:10 | N | AUTO_EPS_390 | 20.24 |
| 12/21/2010 0:15 | N | DC_ROAD_L_B | 18.76 |
| 12/21/2010 0:15 | N | DC_EGPS_L_A | 14.93 |
| 12/21/2010 0:15 | N | H_HOLLOW_E_1 | -0.05 |
| 12/21/2010 0:15 | N | HHOLLOW4_E_1 | -0.05 |
| 12/21/2010 0:15 | N | R_LH2SES_1 | 20.04 |
| 12/21/2010 0:15 | N | R_PB2SES_1 | -0.42 |
| 12/21/2010 0:15 | N | R_PB2SES_2 | -0.42 |
| 12/21/2010 0:15 | N | R_PB2SES_3 | -0.42 |
| 12/21/2010 0:15 | N | R_PB2SES_4 | -0.42 |
| 12/21/2010 0:15 | N | R_PB2SES_5 | -0.42 |
| 12/21/2010 0:15 | N | AUTO_EPS_390 | 19.97 |
| 12/21/2010 0:20 | N | DC_ROAD_L_B | 18.76 |
| 12/21/2010 0:20 | N | DC_EGPS_L_A | 14.94 |
| 12/21/2010 0:20 | N | H_HOLLOW_E_1 | 0.05 |

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| 12/21/2010 0:20 | N | HHOLLOW4_E_1 | 0.05 |
| 12/21/2010 0:20 | N | R_LH2SES_1 | 20.04 |
| 12/21/2010 0:20 | N | R_PB2SES_1 | -0.33 |
| 12/21/2010 0:20 | N | R_PB2SES_2 | -0.33 |
| 12/21/2010 0:20 | N | R_PB2SES_3 | -0.33 |
| 12/21/2010 0:20 | N | R_PB2SES_4 | -0.33 |
| 12/21/2010 0:20 | N | R_PB2SES_5 | -0.33 |
| 12/21/2010 0:20 | N | AUTO_EPS_390 | 19.97 |
| 12/21/2010 0:25 | N | DC_ROAD_L_B | 18.14 |
| 12/21/2010 0:25 | N | DC_EGPS_L_A | 14.47 |
| 12/21/2010 0:25 | N | H_HOLLOW_E_1 | 0.17 |
| 12/21/2010 0:25 | N | HHOLLOW4_E_1 | 0.17 |
| 12/21/2010 0:25 | N | R_LH2SES_1 | 19.36 |
| 12/21/2010 0:25 | N | R_PB2SES_1 | -0.19 |
| 12/21/2010 0:25 | N | R_PB2SES_2 | -0.19 |
| 12/21/2010 0:25 | N | R_PB2SES_3 | -0.19 |
| 12/21/2010 0:25 | N | R_PB2SES_4 | -0.19 |
| 12/21/2010 0:25 | N | R_PB2SES_5 | -0.19 |
| 12/21/2010 0:25 | N | AUTO_EPS_390 | 19.29 |
| 12/21/2010 0:30 | N | DC_ROAD_L_B | 18.13 |
| 12/21/2010 0:30 | N | DC_EGPS_L_A | 14.49 |
| 12/21/2010 0:30 | N | H_HOLLOW_E_1 | 0.3 |
| 12/21/2010 0:30 | N | HHOLLOW4_E_1 | 0.3 |
| 12/21/2010 0:30 | N | R_LH2SES_1 | 19.34 |
| 12/21/2010 0:30 | N | R_PB2SES_1 | -0.05 |
| 12/21/2010 0:30 | N | R_PB2SES_2 | -0.05 |
| 12/21/2010 0:30 | N | R_PB2SES_3 | -0.05 |
| 12/21/2010 0:30 | N | R_PB2SES_4 | -0.05 |
| 12/21/2010 0:30 | N | R_PB2SES_5 | -0.05 |
| 12/21/2010 0:30 | N | AUTO_EPS_390 | 19.28 |
| 12/21/2010 0:35 | N | DC_ROAD_L_B | 18.04 |
| 12/21/2010 0:35 | N | DC_EGPS_L_A | 14.42 |
| 12/21/2010 0:35 | N | H_HOLLOW_E_1 | 0.3 |
| 12/21/2010 0:35 | N | HHOLLOW4_E_1 | 0.3 |
| 12/21/2010 0:35 | N | R_LH2SES_1 | 19.25 |
| 12/21/2010 0:35 | N | R_PB2SES_1 | -0.06 |
| 12/21/2010 0:35 | N | R_PB2SES_2 | -0.06 |
| 12/21/2010 0:35 | N | R_PB2SES_3 | -0.06 |
| 12/21/2010 0:35 | N | R_PB2SES_4 | -0.06 |
| 12/21/2010 0:35 | N | R_PB2SES_5 | -0.06 |
| 12/21/2010 0:35 | N | AUTO_EPS_390 | 19.18 |
| 12/21/2010 0:40 | N | DC_ROAD_L_B | 18.49 |
| 12/21/2010 0:40 | N | DC_EGPS_L_A | 14.73 |
| 12/21/2010 0:40 | N | H_HOLLOW_E_1 | 0.07 |
| 12/21/2010 0:40 | N | HHOLLOW4_E_1 | 0.07 |
| 12/21/2010 0:40 | N | R_LH2SES_1 | 19.75 |
| 12/21/2010 0:40 | N | R_PB2SES_1 | -0.3 |

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| 12/21/2010 0:40 | N | R_PB2SES_2 | -0.3 |
| 12/21/2010 0:40 | N | R_PB2SES_3 | -0.3 |
| 12/21/2010 0:40 | N | R_PB2SES_4 | -0.3 |
| 12/21/2010 0:40 | N | R_PB2SES_5 | -0.3 |
| 12/21/2010 0:40 | N | AUTO_EPS_390 | 19.68 |
| 12/21/2010 0:45 | N | DC_ROAD_L_B | 18.48 |
| 12/21/2010 0:45 | N | DC_EGPS_L_A | 14.67 |
| 12/21/2010 0:45 | N | H_HOLLOW_E_1 | -0.17 |
| 12/21/2010 0:45 | N | HHOLLOW4_E_1 | -0.17 |
| 12/21/2010 0:45 | N | R_LH2SES_1 | 19.75 |
| 12/21/2010 0:45 | N | R_PB2SES_1 | -0.54 |
| 12/21/2010 0:45 | N | R_PB2SES_2 | -0.54 |
| 12/21/2010 0:45 | N | R_PB2SES_3 | -0.54 |
| 12/21/2010 0:45 | N | R_PB2SES_4 | -0.54 |
| 12/21/2010 0:45 | N | R_PB2SES_5 | -0.54 |
| 12/21/2010 0:45 | N | AUTO_EPS_390 | 19.68 |
| 12/21/2010 0:50 | N | DC_ROAD_L_B | 18.34 |
| 12/21/2010 0:50 | N | DC_EGPS_L_A | 14.56 |
| 12/21/2010 0:50 | N | H_HOLLOW_E_1 | -0.16 |
| 12/21/2010 0:50 | N | HHOLLOW4_E_1 | -0.16 |
| 12/21/2010 0:50 | N | R_LH2SES_1 | 19.6 |
| 12/21/2010 0:50 | N | R_PB2SES_1 | -0.54 |
| 12/21/2010 0:50 | N | R_PB2SES_2 | -0.54 |
| 12/21/2010 0:50 | N | R_PB2SES_3 | -0.54 |
| 12/21/2010 0:50 | N | R_PB2SES_4 | -0.54 |
| 12/21/2010 0:50 | N | R_PB2SES_5 | -0.54 |
| 12/21/2010 0:50 | N | AUTO_EPS_390 | 19.53 |
| 12/21/2010 0:55 | N | DC_ROAD_L_B | 18.45 |
| 12/21/2010 0:55 | N | DC_EGPS_L_A | 14.62 |
| 12/21/2010 0:55 | N | H_HOLLOW_E_1 | -0.33 |
| 12/21/2010 0:55 | N | HHOLLOW4_E_1 | -0.33 |
| 12/21/2010 0:55 | N | R_LH2SES_1 | 19.73 |
| 12/21/2010 0:55 | N | R_PB2SES_1 | -0.71 |
| 12/21/2010 0:55 | N | R_PB2SES_2 | -0.71 |
| 12/21/2010 0:55 | N | R_PB2SES_3 | -0.71 |
| 12/21/2010 0:55 | N | R_PB2SES_4 | -0.71 |
| 12/21/2010 0:55 | N | R_PB2SES_5 | -0.71 |
| 12/21/2010 0:55 | N | AUTO_EPS_390 | 19.66 |
| 12/21/2010 1:00 | N | DC_ROAD_L_B | 18.31 |
| 12/21/2010 1:00 | N | DC_EGPS_L_A | 14.5 |
| 12/21/2010 1:00 | N | H_HOLLOW_E_1 | -0.35 |
| 12/21/2010 1:00 | N | HHOLLOW4_E_1 | -0.35 |
| 12/21/2010 1:00 | N | R_LH2SES_1 | 19.58 |
| 12/21/2010 1:00 | N | R_PB2SES_1 | -0.72 |
| 12/21/2010 1:00 | N | R_PB2SES_2 | -0.72 |
| 12/21/2010 1:00 | N | R_PB2SES_3 | -0.72 |
| 12/21/2010 1:00 | N | R_PB2SES_4 | -0.72 |

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| 12/21/2010 1:00 | N | R_PB2SES_5 | -0.72 |
| 12/21/2010 1:00 | N | AUTO_EPS_390 | 19.51 |
| 12/21/2010 1:05 | N | DC_ROAD_L_B | 18.89 |
| 12/21/2010 1:05 | N | DC_EGPS_L_A | 14.93 |
| 12/21/2010 1:05 | N | H_HOLLOW_E_1 | -0.48 |
| 12/21/2010 1:05 | N | HHOLLOW4_E_1 | -0.48 |
| 12/21/2010 1:05 | N | R_LH2SES_1 | 20.21 |
| 12/21/2010 1:05 | N | R_PB2SES_1 | -0.87 |
| 12/21/2010 1:05 | N | R_PB2SES_2 | -0.87 |
| 12/21/2010 1:05 | N | R_PB2SES_3 | -0.87 |
| 12/21/2010 1:05 | N | R_PB2SES_4 | -0.87 |
| 12/21/2010 1:05 | N | R_PB2SES_5 | -0.87 |
| 12/21/2010 1:05 | N | AUTO_EPS_390 | 20.14 |
| 12/21/2010 1:10 | N | DC_ROAD_L_B | 19.1 |
| 12/21/2010 1:10 | N | DC_EGPS_L_A | 14.73 |
| 12/21/2010 1:10 | N | H_HOLLOW_E_1 | -2.26 |
| 12/21/2010 1:10 | N | HHOLLOW4_E_1 | -2.26 |
| 12/21/2010 1:10 | N | R_LH2SES_1 | 20.55 |
| 12/21/2010 1:10 | N | R_PB2SES_1 | -2.69 |
| 12/21/2010 1:10 | N | R_PB2SES_2 | -2.69 |
| 12/21/2010 1:10 | N | R_PB2SES_3 | -2.69 |
| 12/21/2010 1:10 | N | R_PB2SES_4 | -2.69 |
| 12/21/2010 1:10 | N | R_PB2SES_5 | -2.69 |
| 12/21/2010 1:10 | N | AUTO_EPS_390 | 20.47 |
| 12/21/2010 1:12 | N | DC_ROAD_L_B | 18.21 |
| 12/21/2010 1:12 | N | DC_EGPS_L_A | 14.4 |
| 12/21/2010 1:12 | N | H_HOLLOW_E_1 | -0.41 |
| 12/21/2010 1:12 | N | HHOLLOW4_E_1 | -0.41 |
| 12/21/2010 1:12 | N | R_LH2SES_1 | 19.48 |
| 12/21/2010 1:12 | N | R_PB2SES_1 | -0.79 |
| 12/21/2010 1:12 | N | R_PB2SES_2 | -0.79 |
| 12/21/2010 1:12 | N | R_PB2SES_3 | -0.79 |
| 12/21/2010 1:12 | N | R_PB2SES_4 | -0.79 |
| 12/21/2010 1:12 | N | R_PB2SES_5 | -0.79 |
| 12/21/2010 1:12 | N | AUTO_EPS_390 | 19.41 |
| 12/21/2010 1:15 | N | DC_ROAD_L_B | 18.24 |
| 12/21/2010 1:15 | N | DC_EGPS_L_A | 14.43 |
| 12/21/2010 1:15 | N | H_HOLLOW_E_1 | -0.39 |
| 12/21/2010 1:15 | N | HHOLLOW4_E_1 | -0.39 |
| 12/21/2010 1:15 | N | R_LH2SES_1 | 19.51 |
| 12/21/2010 1:15 | N | R_PB2SES_1 | -0.77 |
| 12/21/2010 1:15 | N | R_PB2SES_2 | -0.77 |
| 12/21/2010 1:15 | N | R_PB2SES_3 | -0.77 |
| 12/21/2010 1:15 | N | R_PB2SES_4 | -0.77 |
| 12/21/2010 1:15 | N | R_PB2SES_5 | -0.77 |
| 12/21/2010 1:15 | N | AUTO_EPS_390 | 19.44 |
| 12/21/2010 1:18 | N | DC_ROAD_L_B | 17.5 |

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| 12/21/2010 1:18 | N | DC_EGPS_L_A | 13.98 |
| 12/21/2010 1:18 | N | H_HOLLOW_E_1 | 0.29 |
| 12/21/2010 1:18 | N | HHOLLOW4_E_1 | 0.29 |
| 12/21/2010 1:18 | N | R_LH2SES_1 | 18.67 |
| 12/21/2010 1:18 | N | R_PB2SES_1 | -0.05 |
| 12/21/2010 1:18 | N | R_PB2SES_2 | -0.05 |
| 12/21/2010 1:18 | N | R_PB2SES_3 | -0.05 |
| 12/21/2010 1:18 | N | R_PB2SES_4 | -0.05 |
| 12/21/2010 1:18 | N | R_PB2SES_5 | -0.05 |
| 12/21/2010 1:18 | N | AUTO_EPS_390 | 18.61 |
| 12/21/2010 1:20 | N | DC_ROAD_L_B | 18.15 |
| 12/21/2010 1:20 | N | DC_EGPS_L_A | 14.53 |
| 12/21/2010 1:20 | N | H_HOLLOW_E_1 | 0.42 |
| 12/21/2010 1:20 | N | HHOLLOW4_E_1 | 0.42 |
| 12/21/2010 1:20 | N | R_LH2SES_1 | 19.36 |
| 12/21/2010 1:20 | N | R_PB2SES_1 | 0.06 |
| 12/21/2010 1:20 | N | R_PB2SES_2 | 0.06 |
| 12/21/2010 1:20 | N | R_PB2SES_3 | 0.06 |
| 12/21/2010 1:20 | N | R_PB2SES_4 | 0.06 |
| 12/21/2010 1:20 | N | R_PB2SES_5 | 0.06 |
| 12/21/2010 1:20 | N | AUTO_EPS_390 | 19.3 |
| 12/21/2010 1:25 | N | DC_ROAD_L_B | 17.26 |
| 12/21/2010 1:25 | N | DC_EGPS_L_A | 13.76 |
| 12/21/2010 1:25 | N | H_HOLLOW_E_1 | 0.15 |
| 12/21/2010 1:25 | N | HHOLLOW4_E_1 | 0.15 |
| 12/21/2010 1:25 | N | R_LH2SES_1 | 18.42 |
| 12/21/2010 1:25 | N | R_PB2SES_1 | -0.19 |
| 12/21/2010 1:25 | N | R_PB2SES_2 | -0.19 |
| 12/21/2010 1:25 | N | R_PB2SES_3 | -0.19 |
| 12/21/2010 1:25 | N | R_PB2SES_4 | -0.19 |
| 12/21/2010 1:25 | N | R_PB2SES_5 | -0.19 |
| 12/21/2010 1:25 | N | AUTO_EPS_390 | 18.36 |
| 12/21/2010 1:30 | N | DC_ROAD_L_B | 18.05 |
| 12/21/2010 1:30 | N | DC_EGPS_L_A | 14.36 |
| 12/21/2010 1:30 | N | H_HOLLOW_E_1 | 0.03 |
| 12/21/2010 1:30 | N | HHOLLOW4_E_1 | 0.03 |
| 12/21/2010 1:30 | N | R_LH2SES_1 | 19.27 |
| 12/21/2010 1:30 | N | R_PB2SES_1 | -0.33 |
| 12/21/2010 1:30 | N | R_PB2SES_2 | -0.33 |
| 12/21/2010 1:30 | N | R_PB2SES_3 | -0.33 |
| 12/21/2010 1:30 | N | R_PB2SES_4 | -0.33 |
| 12/21/2010 1:30 | N | R_PB2SES_5 | -0.33 |
| 12/21/2010 1:30 | N | AUTO_EPS_390 | 19.21 |
| 12/21/2010 1:35 | N | DC_ROAD_L_B | 17.84 |
| 12/21/2010 1:35 | N | DC_EGPS_L_A | 14.18 |
| 12/21/2010 1:35 | N | H_HOLLOW_E_1 | -0.07 |
| 12/21/2010 1:35 | N | HHOLLOW4_E_1 | -0.07 |

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| 12/21/2010 1:35 | N | R_LH2SES_1 | 19.06 |
| 12/21/2010 1:35 | N | R_PB2SES_1 | -0.43 |
| 12/21/2010 1:35 | N | R_PB2SES_2 | -0.43 |
| 12/21/2010 1:35 | N | R_PB2SES_3 | -0.43 |
| 12/21/2010 1:35 | N | R_PB2SES_4 | -0.43 |
| 12/21/2010 1:35 | N | R_PB2SES_5 | -0.43 |
| 12/21/2010 1:35 | N | AUTO_EPS_390 | 18.99 |
| 12/21/2010 1:40 | N | DC_ROAD_L_B | 18.14 |
| 12/21/2010 1:40 | N | DC_EGPS_L_A | 14.45 |
| 12/21/2010 1:40 | N | H_HOLLOW_E_1 | 0.06 |
| 12/21/2010 1:40 | N | HHOLLOW4_E_1 | 0.06 |
| 12/21/2010 1:40 | N | R_LH2SES_1 | 19.38 |
| 12/21/2010 1:40 | N | R_PB2SES_1 | -0.3 |
| 12/21/2010 1:40 | N | R_PB2SES_2 | -0.3 |
| 12/21/2010 1:40 | N | R_PB2SES_3 | -0.3 |
| 12/21/2010 1:40 | N | R_PB2SES_4 | -0.3 |
| 12/21/2010 1:40 | N | R_PB2SES_5 | -0.3 |
| 12/21/2010 1:40 | N | AUTO_EPS_390 | 19.31 |
| 12/21/2010 1:45 | N | DC_ROAD_L_B | 17.55 |
| 12/21/2010 1:45 | N | DC_EGPS_L_A | 14.01 |
| 12/21/2010 1:45 | N | H_HOLLOW_E_1 | 0.22 |
| 12/21/2010 1:45 | N | HHOLLOW4_E_1 | 0.22 |
| 12/21/2010 1:45 | N | R_LH2SES_1 | 18.73 |
| 12/21/2010 1:45 | N | R_PB2SES_1 | -0.12 |
| 12/21/2010 1:45 | N | R_PB2SES_2 | -0.12 |
| 12/21/2010 1:45 | N | R_PB2SES_3 | -0.12 |
| 12/21/2010 1:45 | N | R_PB2SES_4 | -0.12 |
| 12/21/2010 1:45 | N | R_PB2SES_5 | -0.12 |
| 12/21/2010 1:45 | N | AUTO_EPS_390 | 18.67 |
| 12/21/2010 1:50 | N | DC_ROAD_L_B | 15.87 |
| 12/21/2010 1:50 | N | DC_EGPS_L_A | 12.7 |
| 12/21/2010 1:50 | N | H_HOLLOW_E_1 | 0.36 |
| 12/21/2010 1:50 | N | HHOLLOW4_E_1 | 0.36 |
| 12/21/2010 1:50 | N | R_LH2SES_1 | 16.93 |
| 12/21/2010 1:50 | N | R_PB2SES_1 | 0.05 |
| 12/21/2010 1:50 | N | R_PB2SES_2 | 0.05 |
| 12/21/2010 1:50 | N | R_PB2SES_3 | 0.05 |
| 12/21/2010 1:50 | N | R_PB2SES_4 | 0.05 |
| 12/21/2010 1:50 | N | R_PB2SES_5 | 0.05 |
| 12/21/2010 1:50 | N | AUTO_EPS_390 | 16.87 |
| 12/21/2010 1:55 | N | DC_ROAD_L_B | 17.13 |
| 12/21/2010 1:55 | N | DC_EGPS_L_A | 13.7 |
| 12/21/2010 1:55 | N | H_HOLLOW_E_1 | 0.32 |
| 12/21/2010 1:55 | N | HHOLLOW4_E_1 | 0.32 |
| 12/21/2010 1:55 | N | R_LH2SES_1 | 18.28 |
| 12/21/2010 1:55 | N | R_PB2SES_1 | -0.02 |
| 12/21/2010 1:55 | N | R_PB2SES_2 | -0.02 |

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| 12/21/2010 1:55 | N | R_PB2SES_3 | -0.02 |
| 12/21/2010 1:55 | N | R_PB2SES_4 | -0.02 |
| 12/21/2010 1:55 | N | R_PB2SES_5 | -0.02 |
| 12/21/2010 1:55 | N | AUTO_EPS_390 | 18.21 |
| 12/21/2010 2:00 | N | DC_ROAD_L_B | 17.56 |
| 12/21/2010 2:00 | N | DC_EGPS_L_A | 14.04 |
| 12/21/2010 2:00 | N | H_HOLLOW_E_1 | 0.29 |
| 12/21/2010 2:00 | N | HHOLLOW4_E_1 | 0.29 |
| 12/21/2010 2:00 | N | R_LH2SES_1 | 18.74 |
| 12/21/2010 2:00 | N | R_PB2SES_1 | -0.05 |
| 12/21/2010 2:00 | N | R_PB2SES_2 | -0.05 |
| 12/21/2010 2:00 | N | R_PB2SES_3 | -0.05 |
| 12/21/2010 2:00 | N | R_PB2SES_4 | -0.05 |
| 12/21/2010 2:00 | N | R_PB2SES_5 | -0.05 |
| 12/21/2010 2:00 | N | AUTO_EPS_390 | 18.67 |
| 12/21/2010 2:05 | N | DC_ROAD_L_B | 18.37 |
| 12/21/2010 2:05 | N | DC_EGPS_L_A | 14.66 |
| 12/21/2010 2:05 | N | H_HOLLOW_E_1 | 0.22 |
| 12/21/2010 2:05 | N | HHOLLOW4_E_1 | 0.22 |
| 12/21/2010 2:05 | N | R_LH2SES_1 | 19.6 |
| 12/21/2010 2:05 | N | AUTO_EPS_390 | 19.54 |
| 12/21/2010 2:10 | N | DC_ROAD_L_B | 18.5 |
| 12/21/2010 2:10 | N | DC_EGPS_L_A | 14.76 |
| 12/21/2010 2:10 | N | H_HOLLOW_E_1 | 0.16 |
| 12/21/2010 2:10 | N | HHOLLOW4_E_1 | 0.16 |
| 12/21/2010 2:10 | N | R_LH2SES_1 | 19.75 |
| 12/21/2010 2:10 | N | AUTO_EPS_390 | 19.68 |
| 12/21/2010 2:15 | N | DC_ROAD_L_B | 18.3 |
| 12/21/2010 2:15 | N | DC_EGPS_L_A | 14.62 |
| 12/21/2010 2:15 | N | H_HOLLOW_E_1 | 0.29 |
| 12/21/2010 2:15 | N | HHOLLOW4_E_1 | 0.29 |
| 12/21/2010 2:15 | N | R_LH2SES_1 | 19.52 |
| 12/21/2010 2:15 | N | AUTO_EPS_390 | 19.45 |
| 12/21/2010 2:20 | N | DC_ROAD_L_B | 18.15 |
| 12/21/2010 2:20 | N | DC_EGPS_L_A | 14.51 |
| 12/21/2010 2:20 | N | H_HOLLOW_E_1 | 0.31 |
| 12/21/2010 2:20 | N | HHOLLOW4_E_1 | 0.31 |
| 12/21/2010 2:20 | N | R_LH2SES_1 | 19.37 |
| 12/21/2010 2:20 | N | AUTO_EPS_390 | 19.3 |
| 12/21/2010 2:25 | N | DC_ROAD_L_B | 18.1 |
| 12/21/2010 2:25 | N | DC_EGPS_L_A | 14.45 |
| 12/21/2010 2:25 | N | H_HOLLOW_E_1 | 0.23 |
| 12/21/2010 2:25 | N | HHOLLOW4_E_1 | 0.23 |
| 12/21/2010 2:25 | N | R_LH2SES_1 | 19.32 |
| 12/21/2010 2:25 | N | AUTO_EPS_390 | 19.25 |
| 12/21/2010 2:30 | N | DC_ROAD_L_B | 18.03 |
| 12/21/2010 2:30 | N | DC_EGPS_L_A | 14.41 |

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| 12/21/2010 2:30 | N | H_HOLLOW_E_1 | 0.3 |
| 12/21/2010 2:30 | N | HHOLLOW4_E_1 | 0.3 |
| 12/21/2010 2:30 | N | R_LH2SES_1 | 19.24 |
| 12/21/2010 2:30 | N | AUTO_EPS_390 | 19.17 |
| 12/21/2010 2:35 | N | DC_ROAD_L_B | 17.27 |
| 12/21/2010 2:35 | N | DC_EGPS_L_A | 13.85 |
| 12/21/2010 2:35 | N | H_HOLLOW_E_1 | 0.53 |
| 12/21/2010 2:35 | N | HHOLLOW4_E_1 | 0.53 |
| 12/21/2010 2:35 | N | R_LH2SES_1 | 18.41 |
| 12/21/2010 2:35 | N | AUTO_EPS_390 | 18.35 |
| 12/21/2010 2:40 | N | DC_ROAD_L_B | 17.21 |
| 12/21/2010 2:40 | N | DC_EGPS_L_A | 13.83 |
| 12/21/2010 2:40 | N | H_HOLLOW_E_1 | 0.66 |
| 12/21/2010 2:40 | N | HHOLLOW4_E_1 | 0.66 |
| 12/21/2010 2:40 | N | R_LH2SES_1 | 18.34 |
| 12/21/2010 2:40 | N | AUTO_EPS_390 | 18.28 |
| 12/21/2010 2:45 | N | DC_ROAD_L_B | 17.67 |
| 12/21/2010 2:45 | N | DC_EGPS_L_A | 14.18 |
| 12/21/2010 2:45 | N | H_HOLLOW_E_1 | 0.61 |
| 12/21/2010 2:45 | N | HHOLLOW4_E_1 | 0.61 |
| 12/21/2010 2:45 | N | R_LH2SES_1 | 18.83 |
| 12/21/2010 2:45 | N | AUTO_EPS_390 | 18.77 |
| 12/21/2010 2:50 | N | DC_ROAD_L_B | 17.72 |
| 12/21/2010 2:50 | N | DC_EGPS_L_A | 14.19 |
| 12/21/2010 2:50 | N | H_HOLLOW_E_1 | 0.42 |
| 12/21/2010 2:50 | N | HHOLLOW4_E_1 | 0.42 |
| 12/21/2010 2:50 | N | R_LH2SES_1 | 18.9 |
| 12/21/2010 2:50 | N | AUTO_EPS_390 | 18.83 |
| 12/21/2010 2:55 | N | DC_ROAD_L_B | 17.99 |
| 12/21/2010 2:55 | N | DC_EGPS_L_A | 14.39 |
| 12/21/2010 2:55 | N | H_HOLLOW_E_1 | 0.31 |
| 12/21/2010 2:55 | N | HHOLLOW4_E_1 | 0.31 |
| 12/21/2010 2:55 | N | R_LH2SES_1 | 19.2 |
| 12/21/2010 2:55 | N | AUTO_EPS_390 | 19.13 |
| 12/21/2010 3:00 | N | DC_ROAD_L_B | 17.93 |
| 12/21/2010 3:00 | N | DC_EGPS_L_A | 14.35 |
| 12/21/2010 3:00 | N | H_HOLLOW_E_1 | 0.39 |
| 12/21/2010 3:00 | N | HHOLLOW4_E_1 | 0.39 |
| 12/21/2010 3:00 | N | R_LH2SES_1 | 19.13 |
| 12/21/2010 3:00 | N | AUTO_EPS_390 | 19.06 |
| 12/21/2010 3:05 | N | DC_ROAD_L_B | 18.05 |
| 12/21/2010 3:05 | N | DC_EGPS_L_A | 14.49 |
| 12/21/2010 3:05 | N | H_HOLLOW_E_1 | 0.65 |
| 12/21/2010 3:05 | N | HHOLLOW4_E_1 | 0.65 |
| 12/21/2010 3:05 | N | R_LH2SES_1 | 19.23 |
| 12/21/2010 3:05 | N | AUTO_EPS_390 | 19.16 |
| 12/21/2010 3:10 | N | DC_ROAD_L_B | 17.72 |

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|---|---|---|---|
| 12/21/2010 3:10 | N | DC_EGPS_L_A | 14.26 |
| 12/21/2010 3:10 | N | H_HOLLOW_E_1 | 0.8 |
| 12/21/2010 3:10 | N | HHOLLOW4_E_1 | 0.8 |
| 12/21/2010 3:10 | N | R_LH2SES_1 | 18.87 |
| 12/21/2010 3:10 | N | AUTO_EPS_390 | 18.81 |
| 12/21/2010 3:15 | N | DC_ROAD_L_B | 17.64 |
| 12/21/2010 3:15 | N | DC_EGPS_L_A | 14.37 |
| 12/21/2010 3:15 | N | H_HOLLOW_E_1 | 1.62 |
| 12/21/2010 3:15 | N | HHOLLOW4_E_1 | 1.62 |
| 12/21/2010 3:15 | N | R_LH2SES_1 | 18.73 |
| 12/21/2010 3:15 | N | AUTO_EPS_390 | 18.67 |
| 12/21/2010 3:20 | N | DC_ROAD_L_B | 17.59 |
| 12/21/2010 3:20 | N | DC_EGPS_L_A | 14.16 |
| 12/21/2010 3:20 | N | H_HOLLOW_E_1 | 0.81 |
| 12/21/2010 3:20 | N | HHOLLOW4_E_1 | 0.81 |
| 12/21/2010 3:20 | N | R_LH2SES_1 | 18.73 |
| 12/21/2010 3:20 | N | AUTO_EPS_390 | 18.67 |
| 12/21/2010 3:25 | N | DC_ROAD_L_B | 17.45 |
| 12/21/2010 3:25 | N | DC_EGPS_L_A | 14.21 |
| 12/21/2010 3:25 | N | H_HOLLOW_E_1 | 1.61 |
| 12/21/2010 3:25 | N | HHOLLOW4_E_1 | 1.61 |
| 12/21/2010 3:25 | N | R_LH2SES_1 | 18.53 |
| 12/21/2010 3:25 | N | AUTO_EPS_390 | 18.47 |
| 12/21/2010 3:30 | N | DC_ROAD_L_B | 18.09 |
| 12/21/2010 3:30 | N | DC_EGPS_L_A | 14.74 |
| 12/21/2010 3:30 | N | H_HOLLOW_E_1 | 1.67 |
| 12/21/2010 3:30 | N | HHOLLOW4_E_1 | 1.67 |
| 12/21/2010 3:30 | N | R_LH2SES_1 | 19.21 |
| 12/21/2010 3:30 | N | AUTO_EPS_390 | 19.15 |
| 12/21/2010 3:35 | N | DC_ROAD_L_B | 18.05 |
| 12/21/2010 3:35 | N | DC_EGPS_L_A | 14.71 |
| 12/21/2010 3:35 | N | H_HOLLOW_E_1 | 1.66 |
| 12/21/2010 3:35 | N | HHOLLOW4_E_1 | 1.66 |
| 12/21/2010 3:35 | N | R_LH2SES_1 | 19.17 |
| 12/21/2010 3:35 | N | AUTO_EPS_390 | 19.11 |
| 12/21/2010 3:40 | N | DC_ROAD_L_B | 17.31 |
| 12/21/2010 3:40 | N | DC_EGPS_L_A | 13.91 |
| 12/21/2010 3:40 | N | H_HOLLOW_E_1 | 0.69 |
| 12/21/2010 3:40 | N | HHOLLOW4_E_1 | 0.69 |
| 12/21/2010 3:40 | N | R_LH2SES_1 | 18.44 |
| 12/21/2010 3:40 | N | AUTO_EPS_390 | 18.38 |
| 12/21/2010 3:45 | N | DC_ROAD_L_B | 17.21 |
| 12/21/2010 3:45 | N | DC_EGPS_L_A | 14.02 |
| 12/21/2010 3:45 | N | H_HOLLOW_E_1 | 1.59 |
| 12/21/2010 3:45 | N | HHOLLOW4_E_1 | 1.59 |
| 12/21/2010 3:45 | N | R_LH2SES_1 | 18.28 |
| 12/21/2010 3:45 | N | AUTO_EPS_390 | 18.22 |

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|---|---|---|---|
| 12/21/2010 3:50 | N | DC_ROAD_L_B | 17.77 |
| 12/21/2010 3:50 | N | DC_EGPS_L_A | 14.48 |
| 12/21/2010 3:50 | N | H_HOLLOW_E_1 | 1.64 |
| 12/21/2010 3:50 | N | HHOLLOW4_E_1 | 1.64 |
| 12/21/2010 3:50 | N | R_LH2SES_1 | 18.87 |
| 12/21/2010 3:50 | N | AUTO_EPS_390 | 18.81 |
| 12/21/2010 3:55 | N | DC_ROAD_L_B | 17.92 |
| 12/21/2010 3:55 | N | DC_EGPS_L_A | 16.93 |
| 12/21/2010 3:55 | N | H_HOLLOW_E_1 | 13.07 |
| 12/21/2010 3:55 | N | HHOLLOW4_E_1 | 13.07 |
| 12/21/2010 3:55 | N | R_LH2SES_1 | 18.25 |
| 12/21/2010 3:55 | N | AUTO_EPS_390 | 18.23 |
| 12/21/2010 4:40 | N | DC_ROAD_L_B | 18.56 |
| 12/21/2010 4:40 | N | DC_EGPS_L_A | 18.16 |
| 12/21/2010 4:40 | N | H_HOLLOW_E_1 | 16.61 |
| 12/21/2010 4:40 | N | HHOLLOW4_E_1 | 16.61 |
| 12/21/2010 4:40 | N | R_LH2SES_1 | 18.69 |
| 12/21/2010 4:40 | N | AUTO_EPS_390 | 18.68 |
| 12/21/2010 4:45 | N | DC_ROAD_L_B | 18.03 |
| 12/21/2010 4:45 | N | DC_EGPS_L_A | 14.69 |
| 12/21/2010 4:45 | N | H_HOLLOW_E_1 | 1.67 |
| 12/21/2010 4:45 | N | HHOLLOW4_E_1 | 1.67 |
| 12/21/2010 4:45 | N | R_LH2SES_1 | 19.15 |
| 12/21/2010 4:45 | N | AUTO_EPS_390 | 19.09 |
| 12/21/2010 4:48 | N | DC_ROAD_L_B | 18.06 |
| 12/21/2010 4:48 | N | DC_EGPS_L_A | 17.55 |
| 12/21/2010 4:48 | N | H_HOLLOW_E_1 | 15.55 |
| 12/21/2010 4:48 | N | HHOLLOW4_E_1 | 15.55 |
| 12/21/2010 4:48 | N | R_LH2SES_1 | 18.23 |
| 12/21/2010 4:48 | N | AUTO_EPS_390 | 18.22 |
| 12/23/2010 14:40 | N | DC_ROAD_L_B | 25.89 |
| 12/23/2010 14:40 | N | DC_EGPS_L_A | 25.89 |
| 12/23/2010 14:40 | N | H_HOLLOW_E_1 | 25.89 |
| 12/23/2010 14:40 | N | HHOLLOW4_E_1 | 25.89 |
| 12/23/2010 14:40 | N | R_LH2SES_1 | 25.89 |
| 12/23/2010 14:40 | N | R_PB2SES_1 | 25.89 |
| 12/23/2010 14:40 | N | R_PB2SES_2 | 25.89 |
| 12/23/2010 14:40 | N | R_PB2SES_3 | 25.89 |
| 12/23/2010 14:40 | N | R_PB2SES_4 | 25.89 |
| 12/23/2010 14:40 | N | R_PB2SES_5 | 25.89 |
| 12/23/2010 14:40 | N | AUTO_EPS_390 | 25.89 |
| 12/24/2010 11:10 | N | DC_ROAD_L_B | 22.69 |
| 12/24/2010 11:10 | N | DC_EGPS_L_A | 17.93 |
| 12/24/2010 11:10 | N | H_HOLLOW_E_1 | -0.47 |
| 12/24/2010 11:10 | N | HHOLLOW4_E_1 | -0.47 |
| 12/24/2010 11:10 | N | R_LH2SES_1 | 24.29 |
| 12/24/2010 11:10 | N | R_PB2SES_1 | -0.92 |

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|---|---|---|---|
| 12/24/2010 11:10 | N | R_PB2SES_2 | -0.92 |
| 12/24/2010 11:10 | N | R_PB2SES_3 | -0.92 |
| 12/24/2010 11:10 | N | R_PB2SES_4 | -0.92 |
| 12/24/2010 11:10 | N | R_PB2SES_5 | -0.92 |
| 12/24/2010 11:10 | N | AUTO_EPS_390 | 24.2 |
| 12/24/2010 11:15 | N | DC_ROAD_L_B | 22.64 |
| 12/24/2010 11:15 | N | DC_EGPS_L_A | 17.71 |
| 12/24/2010 11:15 | N | H_HOLLOW_E_1 | -1.36 |
| 12/24/2010 11:15 | N | HHOLLOW4_E_1 | -1.36 |
| 12/24/2010 11:15 | N | R_LH2SES_1 | 24.3 |
| 12/24/2010 11:15 | N | R_PB2SES_1 | -1.84 |
| 12/24/2010 11:15 | N | R_PB2SES_2 | -1.84 |
| 12/24/2010 11:15 | N | R_PB2SES_3 | -1.84 |
| 12/24/2010 11:15 | N | R_PB2SES_4 | -1.84 |
| 12/24/2010 11:15 | N | R_PB2SES_5 | -1.84 |
| 12/24/2010 11:15 | N | AUTO_EPS_390 | 24.21 |
| 12/24/2010 11:20 | N | DC_ROAD_L_B | 23.02 |
| 12/24/2010 11:20 | N | DC_EGPS_L_A | 22.41 |
| 12/24/2010 11:20 | N | H_HOLLOW_E_1 | 20.04 |
| 12/24/2010 11:20 | N | HHOLLOW4_E_1 | 20.04 |
| 12/24/2010 11:20 | N | R_LH2SES_1 | 23.23 |
| 12/24/2010 11:20 | N | R_PB2SES_1 | 19.99 |
| 12/24/2010 11:20 | N | R_PB2SES_2 | 19.99 |
| 12/24/2010 11:20 | N | R_PB2SES_3 | 19.99 |
| 12/24/2010 11:20 | N | R_PB2SES_4 | 19.99 |
| 12/24/2010 11:20 | N | R_PB2SES_5 | 19.99 |
| 12/24/2010 11:20 | N | AUTO_EPS_390 | 23.22 |
| 12/24/2010 11:35 | N | DC_ROAD_L_B | 22.1 |
| 12/24/2010 11:35 | N | DC_EGPS_L_A | 17.58 |
| 12/24/2010 11:35 | N | H_HOLLOW_E_1 | 0.05 |
| 12/24/2010 11:35 | N | HHOLLOW4_E_1 | 0.05 |
| 12/24/2010 11:35 | N | R_LH2SES_1 | 23.63 |
| 12/24/2010 11:35 | N | R_PB2SES_1 | -0.38 |
| 12/24/2010 11:35 | N | R_PB2SES_2 | -0.38 |
| 12/24/2010 11:35 | N | R_PB2SES_3 | -0.38 |
| 12/24/2010 11:35 | N | R_PB2SES_4 | -0.38 |
| 12/24/2010 11:35 | N | R_PB2SES_5 | -0.38 |
| 12/24/2010 11:35 | N | AUTO_EPS_390 | 23.55 |
| 12/24/2010 11:40 | N | DC_ROAD_L_B | 22.32 |
| 12/24/2010 11:40 | N | DC_EGPS_L_A | 17.65 |
| 12/24/2010 11:40 | N | H_HOLLOW_E_1 | -0.48 |
| 12/24/2010 11:40 | N | HHOLLOW4_E_1 | -0.48 |
| 12/24/2010 11:40 | N | R_LH2SES_1 | 23.9 |
| 12/24/2010 11:40 | N | R_PB2SES_1 | -0.92 |
| 12/24/2010 11:40 | N | R_PB2SES_2 | -0.92 |
| 12/24/2010 11:40 | N | R_PB2SES_3 | -0.92 |
| 12/24/2010 11:40 | N | R_PB2SES_4 | -0.92 |

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|---|---|---|---|
| 12/24/2010 11:40 | N | R_PB2SES_5 | -0.92 |
| 12/24/2010 11:40 | N | AUTO_EPS_390 | 23.81 |
| 12/24/2010 11:45 | N | DC_ROAD_L_B | 22.28 |
| 12/24/2010 11:45 | N | DC_EGPS_L_A | 17.18 |
| 12/24/2010 11:45 | N | H_HOLLOW_E_1 | -2.61 |
| 12/24/2010 11:45 | N | HHOLLOW4_E_1 | -2.61 |
| 12/24/2010 11:45 | N | R_LH2SES_1 | 24 |
| 12/24/2010 11:45 | N | R_PB2SES_1 | -3.09 |
| 12/24/2010 11:45 | N | R_PB2SES_2 | -3.09 |
| 12/24/2010 11:45 | N | R_PB2SES_3 | -3.09 |
| 12/24/2010 11:45 | N | R_PB2SES_4 | -3.09 |
| 12/24/2010 11:45 | N | R_PB2SES_5 | -3.09 |
| 12/24/2010 11:45 | N | AUTO_EPS_390 | 23.91 |
| 12/24/2010 11:50 | N | DC_ROAD_L_B | 22.21 |
| 12/24/2010 11:50 | N | DC_EGPS_L_A | 17.56 |
| 12/24/2010 11:50 | N | H_HOLLOW_E_1 | -0.47 |
| 12/24/2010 11:50 | N | HHOLLOW4_E_1 | -0.47 |
| 12/24/2010 11:50 | N | R_LH2SES_1 | 23.78 |
| 12/24/2010 11:50 | N | R_PB2SES_1 | -0.92 |
| 12/24/2010 11:50 | N | R_PB2SES_2 | -0.92 |
| 12/24/2010 11:50 | N | R_PB2SES_3 | -0.92 |
| 12/24/2010 11:50 | N | R_PB2SES_4 | -0.92 |
| 12/24/2010 11:50 | N | R_PB2SES_5 | -0.92 |
| 12/24/2010 11:50 | N | AUTO_EPS_390 | 23.69 |
| 12/24/2010 11:55 | N | DC_ROAD_L_B | 21.9 |
| 12/24/2010 11:55 | N | DC_EGPS_L_A | 17.32 |
| 12/24/2010 11:55 | N | H_HOLLOW_E_1 | -0.47 |
| 12/24/2010 11:55 | N | HHOLLOW4_E_1 | -0.47 |
| 12/24/2010 11:55 | N | R_LH2SES_1 | 23.45 |
| 12/24/2010 11:55 | N | R_PB2SES_1 | -0.91 |
| 12/24/2010 11:55 | N | R_PB2SES_2 | -0.91 |
| 12/24/2010 11:55 | N | R_PB2SES_3 | -0.91 |
| 12/24/2010 11:55 | N | R_PB2SES_4 | -0.91 |
| 12/24/2010 11:55 | N | R_PB2SES_5 | -0.91 |
| 12/24/2010 11:55 | N | AUTO_EPS_390 | 23.37 |
| 12/24/2010 12:00 | N | DC_ROAD_L_B | 21.94 |
| 12/24/2010 12:00 | N | DC_EGPS_L_A | 17.34 |
| 12/24/2010 12:00 | N | H_HOLLOW_E_1 | -0.48 |
| 12/24/2010 12:00 | N | HHOLLOW4_E_1 | -0.48 |
| 12/24/2010 12:00 | N | R_LH2SES_1 | 23.49 |
| 12/24/2010 12:00 | N | R_PB2SES_1 | -0.91 |
| 12/24/2010 12:00 | N | R_PB2SES_2 | -0.91 |
| 12/24/2010 12:00 | N | R_PB2SES_3 | -0.91 |
| 12/24/2010 12:00 | N | R_PB2SES_4 | -0.91 |
| 12/24/2010 12:00 | N | R_PB2SES_5 | -0.91 |
| 12/24/2010 12:00 | N | AUTO_EPS_390 | 23.4 |
| 12/24/2010 12:05 | N | DC_ROAD_L_B | 22.18 |

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| 12/24/2010 12:05 | N | DC_EGPS_L_A | 17.35 |
| 12/24/2010 12:05 | N | H_HOLLOW_E_1 | -1.38 |
| 12/24/2010 12:05 | N | HHOLLOW4_E_1 | -1.38 |
| 12/24/2010 12:05 | N | R_LH2SES_1 | 23.81 |
| 12/24/2010 12:05 | N | R_PB2SES_1 | -1.84 |
| 12/24/2010 12:05 | N | R_PB2SES_2 | -1.84 |
| 12/24/2010 12:05 | N | R_PB2SES_3 | -1.84 |
| 12/24/2010 12:05 | N | R_PB2SES_4 | -1.84 |
| 12/24/2010 12:05 | N | R_PB2SES_5 | -1.84 |
| 12/24/2010 12:05 | N | AUTO_EPS_390 | 23.71 |
| 12/24/2010 12:10 | N | DC_ROAD_L_B | 22.15 |
| 12/24/2010 12:10 | N | DC_EGPS_L_A | 17.08 |
| 12/24/2010 12:10 | N | H_HOLLOW_E_1 | -2.59 |
| 12/24/2010 12:10 | N | HHOLLOW4_E_1 | -2.59 |
| 12/24/2010 12:10 | N | R_LH2SES_1 | 23.86 |
| 12/24/2010 12:10 | N | R_PB2SES_1 | -3.08 |
| 12/24/2010 12:10 | N | R_PB2SES_2 | -3.08 |
| 12/24/2010 12:10 | N | R_PB2SES_3 | -3.08 |
| 12/24/2010 12:10 | N | R_PB2SES_4 | -3.08 |
| 12/24/2010 12:10 | N | R_PB2SES_5 | -3.08 |
| 12/24/2010 12:10 | N | AUTO_EPS_390 | 23.77 |
| 12/24/2010 12:15 | N | DC_ROAD_L_B | 22.22 |
| 12/24/2010 12:15 | N | DC_EGPS_L_A | 17.53 |
| 12/24/2010 12:15 | N | H_HOLLOW_E_1 | -0.64 |
| 12/24/2010 12:15 | N | HHOLLOW4_E_1 | -0.64 |
| 12/24/2010 12:15 | N | R_LH2SES_1 | 23.8 |
| 12/24/2010 12:15 | N | R_PB2SES_1 | -1.09 |
| 12/24/2010 12:15 | N | R_PB2SES_2 | -1.09 |
| 12/24/2010 12:15 | N | R_PB2SES_3 | -1.09 |
| 12/24/2010 12:15 | N | R_PB2SES_4 | -1.09 |
| 12/24/2010 12:15 | N | R_PB2SES_5 | -1.09 |
| 12/24/2010 12:15 | N | AUTO_EPS_390 | 23.71 |
| 12/24/2010 12:20 | N | DC_ROAD_L_B | 22.11 |
| 12/24/2010 12:20 | N | DC_EGPS_L_A | 17.48 |
| 12/24/2010 12:20 | N | H_HOLLOW_E_1 | -0.47 |
| 12/24/2010 12:20 | N | HHOLLOW4_E_1 | -0.47 |
| 12/24/2010 12:20 | N | R_LH2SES_1 | 23.68 |
| 12/24/2010 12:20 | N | R_PB2SES_1 | -0.92 |
| 12/24/2010 12:20 | N | R_PB2SES_2 | -0.92 |
| 12/24/2010 12:20 | N | R_PB2SES_3 | -0.92 |
| 12/24/2010 12:20 | N | R_PB2SES_4 | -0.92 |
| 12/24/2010 12:20 | N | R_PB2SES_5 | -0.92 |
| 12/24/2010 12:20 | N | AUTO_EPS_390 | 23.59 |
| 12/24/2010 12:25 | N | DC_ROAD_L_B | 22.04 |
| 12/24/2010 12:25 | N | DC_EGPS_L_A | 17.94 |
| 12/24/2010 12:25 | N | H_HOLLOW_E_1 | 2.05 |
| 12/24/2010 12:25 | N | HHOLLOW4_E_1 | 2.05 |

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| 12/24/2010 12:25 | N | R_LH2SES_1 | 23.42 |
| 12/24/2010 12:25 | N | R_PB2SES_1 | 1.66 |
| 12/24/2010 12:25 | N | R_PB2SES_2 | 1.66 |
| 12/24/2010 12:25 | N | R_PB2SES_3 | 1.66 |
| 12/24/2010 12:25 | N | R_PB2SES_4 | 1.66 |
| 12/24/2010 12:25 | N | R_PB2SES_5 | 1.66 |
| 12/24/2010 12:25 | N | AUTO_EPS_390 | 23.35 |
| 12/24/2010 12:30 | N | DC_ROAD_L_B | 21.95 |
| 12/24/2010 12:30 | N | DC_EGPS_L_A | 17.86 |
| 12/24/2010 12:30 | N | H_HOLLOW_E_1 | 2.04 |
| 12/24/2010 12:30 | N | HHOLLOW4_E_1 | 2.04 |
| 12/24/2010 12:30 | N | R_LH2SES_1 | 23.32 |
| 12/24/2010 12:30 | N | R_PB2SES_1 | 1.65 |
| 12/24/2010 12:30 | N | R_PB2SES_2 | 1.65 |
| 12/24/2010 12:30 | N | R_PB2SES_3 | 1.65 |
| 12/24/2010 12:30 | N | R_PB2SES_4 | 1.65 |
| 12/24/2010 12:30 | N | R_PB2SES_5 | 1.65 |
| 12/24/2010 12:30 | N | AUTO_EPS_390 | 23.25 |
| 12/24/2010 12:35 | N | DC_ROAD_L_B | 21.99 |
| 12/24/2010 12:35 | N | DC_EGPS_L_A | 17.9 |
| 12/24/2010 12:35 | N | H_HOLLOW_E_1 | 2.05 |
| 12/24/2010 12:35 | N | HHOLLOW4_E_1 | 2.05 |
| 12/24/2010 12:35 | N | R_LH2SES_1 | 23.37 |
| 12/24/2010 12:35 | N | R_PB2SES_1 | 1.66 |
| 12/24/2010 12:35 | N | R_PB2SES_2 | 1.66 |
| 12/24/2010 12:35 | N | R_PB2SES_3 | 1.66 |
| 12/24/2010 12:35 | N | R_PB2SES_4 | 1.66 |
| 12/24/2010 12:35 | N | R_PB2SES_5 | 1.66 |
| 12/24/2010 12:35 | N | AUTO_EPS_390 | 23.29 |
| 12/24/2010 12:40 | N | DC_ROAD_L_B | 21.94 |
| 12/24/2010 12:40 | N | DC_EGPS_L_A | 17.86 |
| 12/24/2010 12:40 | N | H_HOLLOW_E_1 | 2.05 |
| 12/24/2010 12:40 | N | HHOLLOW4_E_1 | 2.05 |
| 12/24/2010 12:40 | N | R_LH2SES_1 | 23.31 |
| 12/24/2010 12:40 | N | R_PB2SES_1 | 1.65 |
| 12/24/2010 12:40 | N | R_PB2SES_2 | 1.65 |
| 12/24/2010 12:40 | N | R_PB2SES_3 | 1.65 |
| 12/24/2010 12:40 | N | R_PB2SES_4 | 1.65 |
| 12/24/2010 12:40 | N | R_PB2SES_5 | 1.65 |
| 12/24/2010 12:40 | N | AUTO_EPS_390 | 23.24 |
| 12/24/2010 12:45 | N | DC_ROAD_L_B | 21.92 |
| 12/24/2010 12:45 | N | DC_EGPS_L_A | 17.4 |
| 12/24/2010 12:45 | N | H_HOLLOW_E_1 | -0.09 |
| 12/24/2010 12:45 | N | HHOLLOW4_E_1 | -0.09 |
| 12/24/2010 12:45 | N | R_LH2SES_1 | 23.44 |
| 12/24/2010 12:45 | N | R_PB2SES_1 | -0.53 |
| 12/24/2010 12:45 | N | R_PB2SES_2 | -0.53 |

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|---|---|---|---|
| 12/24/2010 12:45 | N | R_PB2SES_3 | -0.53 |
| 12/24/2010 12:45 | N | R_PB2SES_4 | -0.53 |
| 12/24/2010 12:45 | N | R_PB2SES_5 | -0.53 |
| 12/24/2010 12:45 | N | AUTO_EPS_390 | 23.35 |
| 12/24/2010 12:50 | N | DC_ROAD_L_B | 22.01 |
| 12/24/2010 12:50 | N | DC_EGPS_L_A | 17.87 |
| 12/24/2010 12:50 | N | H_HOLLOW_E_1 | 1.83 |
| 12/24/2010 12:50 | N | HHOLLOW4_E_1 | 1.83 |
| 12/24/2010 12:50 | N | R_LH2SES_1 | 23.41 |
| 12/24/2010 12:50 | N | R_PB2SES_1 | 1.43 |
| 12/24/2010 12:50 | N | R_PB2SES_2 | 1.43 |
| 12/24/2010 12:50 | N | R_PB2SES_3 | 1.43 |
| 12/24/2010 12:50 | N | R_PB2SES_4 | 1.43 |
| 12/24/2010 12:50 | N | R_PB2SES_5 | 1.43 |
| 12/24/2010 12:50 | N | AUTO_EPS_390 | 23.33 |
| 12/24/2010 12:55 | N | DC_ROAD_L_B | 22.65 |
| 12/24/2010 12:55 | N | DC_EGPS_L_A | 22.11 |
| 12/24/2010 12:55 | N | H_HOLLOW_E_1 | 20.04 |
| 12/24/2010 12:55 | N | HHOLLOW4_E_1 | 20.04 |
| 12/24/2010 12:55 | N | R_LH2SES_1 | 22.83 |
| 12/24/2010 12:55 | N | R_PB2SES_1 | 19.98 |
| 12/24/2010 12:55 | N | R_PB2SES_2 | 19.98 |
| 12/24/2010 12:55 | N | R_PB2SES_3 | 19.98 |
| 12/24/2010 12:55 | N | R_PB2SES_4 | 19.98 |
| 12/24/2010 12:55 | N | R_PB2SES_5 | 19.98 |
| 12/24/2010 12:55 | N | AUTO_EPS_390 | 22.82 |
| 12/24/2010 13:00 | N | DC_ROAD_L_B | 22.58 |
| 12/24/2010 13:00 | N | DC_EGPS_L_A | 20.68 |
| 12/24/2010 13:00 | N | H_HOLLOW_E_1 | 13.32 |
| 12/24/2010 13:00 | N | HHOLLOW4_E_1 | 13.32 |
| 12/24/2010 13:00 | N | R_LH2SES_1 | 23.22 |
| 12/24/2010 13:00 | N | R_PB2SES_1 | 13.14 |
| 12/24/2010 13:00 | N | R_PB2SES_2 | 13.14 |
| 12/24/2010 13:00 | N | R_PB2SES_3 | 13.14 |
| 12/24/2010 13:00 | N | R_PB2SES_4 | 13.14 |
| 12/24/2010 13:00 | N | R_PB2SES_5 | 13.14 |
| 12/24/2010 13:00 | N | AUTO_EPS_390 | 23.18 |
| 12/24/2010 13:10 | N | DC_ROAD_L_B | 21.98 |
| 12/24/2010 13:10 | N | DC_EGPS_L_A | 17.9 |
| 12/24/2010 13:10 | N | H_HOLLOW_E_1 | 2.05 |
| 12/24/2010 13:10 | N | HHOLLOW4_E_1 | 2.05 |
| 12/24/2010 13:10 | N | R_LH2SES_1 | 23.36 |
| 12/24/2010 13:10 | N | R_PB2SES_1 | 1.66 |
| 12/24/2010 13:10 | N | R_PB2SES_2 | 1.66 |
| 12/24/2010 13:10 | N | R_PB2SES_3 | 1.66 |
| 12/24/2010 13:10 | N | R_PB2SES_4 | 1.66 |
| 12/24/2010 13:10 | N | R_PB2SES_5 | 1.66 |

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|---|---|---|---|
| 12/24/2010 13:10 | N | AUTO_EPS_390 | 23.28 |
| 12/24/2010 13:15 | N | DC_ROAD_L_B | 22.06 |
| 12/24/2010 13:15 | N | DC_EGPS_L_A | 17.92 |
| 12/24/2010 13:15 | N | H_HOLLOW_E_1 | 1.83 |
| 12/24/2010 13:15 | N | HHOLLOW4_E_1 | 1.83 |
| 12/24/2010 13:15 | N | R_LH2SES_1 | 23.47 |
| 12/24/2010 13:15 | N | R_PB2SES_1 | 1.43 |
| 12/24/2010 13:15 | N | R_PB2SES_2 | 1.43 |
| 12/24/2010 13:15 | N | R_PB2SES_3 | 1.43 |
| 12/24/2010 13:15 | N | R_PB2SES_4 | 1.43 |
| 12/24/2010 13:15 | N | R_PB2SES_5 | 1.43 |
| 12/24/2010 13:15 | N | AUTO_EPS_390 | 23.39 |
| 12/24/2010 13:20 | N | DC_ROAD_L_B | 22.82 |
| 12/24/2010 13:20 | N | DC_EGPS_L_A | 21.95 |
| 12/24/2010 13:20 | N | H_HOLLOW_E_1 | 18.57 |
| 12/24/2010 13:20 | N | HHOLLOW4_E_1 | 18.57 |
| 12/24/2010 13:20 | N | R_LH2SES_1 | 23.11 |
| 12/24/2010 13:20 | N | R_PB2SES_1 | 18.49 |
| 12/24/2010 13:20 | N | R_PB2SES_2 | 18.49 |
| 12/24/2010 13:20 | N | R_PB2SES_3 | 18.49 |
| 12/24/2010 13:20 | N | R_PB2SES_4 | 18.49 |
| 12/24/2010 13:20 | N | R_PB2SES_5 | 18.49 |
| 12/24/2010 13:20 | N | AUTO_EPS_390 | 23.1 |
| 12/26/2010 19:10 | N | DC_ROAD_L_B | 25.51 |
| 12/26/2010 19:10 | N | DC_EGPS_L_A | 24.43 |
| 12/26/2010 19:10 | N | H_HOLLOW_E_1 | 20.06 |
| 12/26/2010 19:10 | N | HHOLLOW4_E_1 | 20.06 |
| 12/26/2010 19:10 | N | R_LH2SES_1 | 25.85 |
| 12/26/2010 19:10 | N | R_PB2SES_1 | 19.94 |
| 12/26/2010 19:10 | N | R_PB2SES_2 | 19.94 |
| 12/26/2010 19:10 | N | R_PB2SES_3 | 19.94 |
| 12/26/2010 19:10 | N | R_PB2SES_4 | 19.94 |
| 12/26/2010 19:10 | N | R_PB2SES_5 | 19.94 |
| 12/26/2010 19:10 | N | AUTO_EPS_390 | 25.83 |
| 12/26/2010 19:15 | N | DC_ROAD_L_B | 24.64 |
| 12/26/2010 19:15 | N | DC_EGPS_L_A | 20.15 |
| 12/26/2010 19:15 | N | H_HOLLOW_E_1 | 1.92 |
| 12/26/2010 19:15 | N | HHOLLOW4_E_1 | 1.92 |
| 12/26/2010 19:15 | N | R_LH2SES_1 | 26.08 |
| 12/26/2010 19:15 | N | R_PB2SES_1 | 1.44 |
| 12/26/2010 19:15 | N | R_PB2SES_2 | 1.44 |
| 12/26/2010 19:15 | N | R_PB2SES_3 | 1.44 |
| 12/26/2010 19:15 | N | R_PB2SES_4 | 1.44 |
| 12/26/2010 19:15 | N | R_PB2SES_5 | 1.44 |
| 12/26/2010 19:15 | N | AUTO_EPS_390 | 26 |
| 12/26/2010 19:20 | N | DC_ROAD_L_B | 24.62 |
| 12/26/2010 19:20 | N | DC_EGPS_L_A | 19.93 |

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|---|---|---|---|
| 12/26/2010 19:20 | N | H_HOLLOW_E_1 | 0.72 |
| 12/26/2010 19:20 | N | HHOLLOW4_E_1 | 0.72 |
| 12/26/2010 19:20 | N | R_LH2SES_1 | 26.13 |
| 12/26/2010 19:20 | N | R_PB2SES_1 | 0.21 |
| 12/26/2010 19:20 | N | R_PB2SES_2 | 0.21 |
| 12/26/2010 19:20 | N | R_PB2SES_3 | 0.21 |
| 12/26/2010 19:20 | N | R_PB2SES_4 | 0.21 |
| 12/26/2010 19:20 | N | R_PB2SES_5 | 0.21 |
| 12/26/2010 19:20 | N | AUTO_EPS_390 | 26.05 |
| 12/26/2010 19:25 | N | DC_ROAD_L_B | 24.65 |
| 12/26/2010 19:25 | N | DC_EGPS_L_A | 19.94 |
| 12/26/2010 19:25 | N | H_HOLLOW_E_1 | 0.66 |
| 12/26/2010 19:25 | N | HHOLLOW4_E_1 | 0.66 |
| 12/26/2010 19:25 | N | R_LH2SES_1 | 26.17 |
| 12/26/2010 19:25 | N | R_PB2SES_1 | 0.15 |
| 12/26/2010 19:25 | N | R_PB2SES_2 | 0.15 |
| 12/26/2010 19:25 | N | R_PB2SES_3 | 0.15 |
| 12/26/2010 19:25 | N | R_PB2SES_4 | 0.15 |
| 12/26/2010 19:25 | N | R_PB2SES_5 | 0.15 |
| 12/26/2010 19:25 | N | AUTO_EPS_390 | 26.08 |
| 12/26/2010 19:30 | N | DC_ROAD_L_B | 24.63 |
| 12/26/2010 19:30 | N | DC_EGPS_L_A | 19.9 |
| 12/26/2010 19:30 | N | H_HOLLOW_E_1 | 0.55 |
| 12/26/2010 19:30 | N | HHOLLOW4_E_1 | 0.55 |
| 12/26/2010 19:30 | N | R_LH2SES_1 | 26.15 |
| 12/26/2010 19:30 | N | R_PB2SES_1 | 0.04 |
| 12/26/2010 19:30 | N | R_PB2SES_2 | 0.04 |
| 12/26/2010 19:30 | N | R_PB2SES_3 | 0.04 |
| 12/26/2010 19:30 | N | R_PB2SES_4 | 0.04 |
| 12/26/2010 19:30 | N | R_PB2SES_5 | 0.04 |
| 12/26/2010 19:30 | N | AUTO_EPS_390 | 26.06 |
| 12/26/2010 19:35 | N | DC_ROAD_L_B | 24.65 |
| 12/26/2010 19:35 | N | DC_EGPS_L_A | 19.9 |
| 12/26/2010 19:35 | N | H_HOLLOW_E_1 | 0.47 |
| 12/26/2010 19:35 | N | HHOLLOW4_E_1 | 0.47 |
| 12/26/2010 19:35 | N | R_LH2SES_1 | 26.18 |
| 12/26/2010 19:35 | N | R_PB2SES_1 | -0.04 |
| 12/26/2010 19:35 | N | R_PB2SES_2 | -0.04 |
| 12/26/2010 19:35 | N | R_PB2SES_3 | -0.04 |
| 12/26/2010 19:35 | N | R_PB2SES_4 | -0.04 |
| 12/26/2010 19:35 | N | R_PB2SES_5 | -0.04 |
| 12/26/2010 19:35 | N | AUTO_EPS_390 | 26.09 |
| 12/26/2010 19:40 | N | DC_ROAD_L_B | 24.7 |
| 12/26/2010 19:40 | N | DC_EGPS_L_A | 20.29 |
| 12/26/2010 19:40 | N | H_HOLLOW_E_1 | 2.23 |
| 12/26/2010 19:40 | N | HHOLLOW4_E_1 | 2.23 |
| 12/26/2010 19:40 | N | R_LH2SES_1 | 26.12 |

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| 12/26/2010 19:40 | N | R_PB2SES_1 | 1.76 |
| 12/26/2010 19:40 | N | R_PB2SES_2 | 1.76 |
| 12/26/2010 19:40 | N | R_PB2SES_3 | 1.76 |
| 12/26/2010 19:40 | N | R_PB2SES_4 | 1.76 |
| 12/26/2010 19:40 | N | R_PB2SES_5 | 1.76 |
| 12/26/2010 19:40 | N | AUTO_EPS_390 | 26.04 |
| 12/26/2010 19:45 | N | DC_ROAD_L_B | 24.71 |
| 12/26/2010 19:45 | N | DC_EGPS_L_A | 19.97 |
| 12/26/2010 19:45 | N | H_HOLLOW_E_1 | 0.6 |
| 12/26/2010 19:45 | N | HHOLLOW4_E_1 | 0.6 |
| 12/26/2010 19:45 | N | R_LH2SES_1 | 26.23 |
| 12/26/2010 19:45 | N | R_PB2SES_1 | 0.09 |
| 12/26/2010 19:45 | N | R_PB2SES_2 | 0.09 |
| 12/26/2010 19:45 | N | R_PB2SES_3 | 0.09 |
| 12/26/2010 19:45 | N | R_PB2SES_4 | 0.09 |
| 12/26/2010 19:45 | N | R_PB2SES_5 | 0.09 |
| 12/26/2010 19:45 | N | AUTO_EPS_390 | 26.14 |
| 12/26/2010 19:50 | N | DC_ROAD_L_B | 24.82 |
| 12/26/2010 19:50 | N | DC_EGPS_L_A | 19.95 |
| 12/26/2010 19:50 | N | H_HOLLOW_E_1 | 0.04 |
| 12/26/2010 19:50 | N | HHOLLOW4_E_1 | 0.04 |
| 12/26/2010 19:50 | N | R_LH2SES_1 | 26.38 |
| 12/26/2010 19:50 | N | R_PB2SES_1 | -0.49 |
| 12/26/2010 19:50 | N | R_PB2SES_2 | -0.49 |
| 12/26/2010 19:50 | N | R_PB2SES_3 | -0.49 |
| 12/26/2010 19:50 | N | R_PB2SES_4 | -0.49 |
| 12/26/2010 19:50 | N | R_PB2SES_5 | -0.49 |
| 12/26/2010 19:50 | N | AUTO_EPS_390 | 26.29 |
| 12/26/2010 19:55 | N | DC_ROAD_L_B | 24.84 |
| 12/26/2010 19:55 | N | DC_EGPS_L_A | 19.95 |
| 12/26/2010 19:55 | N | H_HOLLOW_E_1 | -0.04 |
| 12/26/2010 19:55 | N | HHOLLOW4_E_1 | -0.04 |
| 12/26/2010 19:55 | N | R_LH2SES_1 | 26.41 |
| 12/26/2010 19:55 | N | R_PB2SES_1 | -0.56 |
| 12/26/2010 19:55 | N | R_PB2SES_2 | -0.56 |
| 12/26/2010 19:55 | N | R_PB2SES_3 | -0.56 |
| 12/26/2010 19:55 | N | R_PB2SES_4 | -0.56 |
| 12/26/2010 19:55 | N | R_PB2SES_5 | -0.56 |
| 12/26/2010 19:55 | N | AUTO_EPS_390 | 26.32 |
| 12/26/2010 20:00 | N | DC_ROAD_L_B | 24.97 |
| 12/26/2010 20:00 | N | DC_EGPS_L_A | 20.05 |
| 12/26/2010 20:00 | N | H_HOLLOW_E_1 | -0.06 |
| 12/26/2010 20:00 | N | HHOLLOW4_E_1 | -0.06 |
| 12/26/2010 20:00 | N | R_LH2SES_1 | 26.54 |
| 12/26/2010 20:00 | N | R_PB2SES_1 | -0.59 |
| 12/26/2010 20:00 | N | R_PB2SES_2 | -0.59 |
| 12/26/2010 20:00 | N | R_PB2SES_3 | -0.59 |

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| 12/26/2010 20:00 | N | R_PB2SES_4 | -0.59 |
| 12/26/2010 20:00 | N | R_PB2SES_5 | -0.59 |
| 12/26/2010 20:00 | N | AUTO_EPS_390 | 26.46 |
| 12/26/2010 20:05 | N | DC_ROAD_L_B | 25.19 |
| 12/26/2010 20:05 | N | DC_EGPS_L_A | 20.22 |
| 12/26/2010 20:05 | N | H_HOLLOW_E_1 | -0.13 |
| 12/26/2010 20:05 | N | HHOLLOW4_E_1 | -0.13 |
| 12/26/2010 20:05 | N | R_LH2SES_1 | 26.79 |
| 12/26/2010 20:05 | N | R_PB2SES_1 | -0.67 |
| 12/26/2010 20:05 | N | R_PB2SES_2 | -0.67 |
| 12/26/2010 20:05 | N | R_PB2SES_3 | -0.67 |
| 12/26/2010 20:05 | N | R_PB2SES_4 | -0.67 |
| 12/26/2010 20:05 | N | R_PB2SES_5 | -0.67 |
| 12/26/2010 20:05 | N | AUTO_EPS_390 | 26.7 |
| 12/26/2010 20:10 | N | DC_ROAD_L_B | 25.26 |
| 12/26/2010 20:10 | N | DC_EGPS_L_A | 20.26 |
| 12/26/2010 20:10 | N | H_HOLLOW_E_1 | -0.19 |
| 12/26/2010 20:10 | N | HHOLLOW4_E_1 | -0.19 |
| 12/26/2010 20:10 | N | R_LH2SES_1 | 26.86 |
| 12/26/2010 20:10 | N | R_PB2SES_1 | -0.73 |
| 12/26/2010 20:10 | N | R_PB2SES_2 | -0.73 |
| 12/26/2010 20:10 | N | R_PB2SES_3 | -0.73 |
| 12/26/2010 20:10 | N | R_PB2SES_4 | -0.73 |
| 12/26/2010 20:10 | N | R_PB2SES_5 | -0.73 |
| 12/26/2010 20:10 | N | AUTO_EPS_390 | 26.77 |
| 12/26/2010 20:15 | N | DC_ROAD_L_B | 25.34 |
| 12/26/2010 20:15 | N | DC_EGPS_L_A | 20.34 |
| 12/26/2010 20:15 | N | H_HOLLOW_E_1 | -0.09 |
| 12/26/2010 20:15 | N | HHOLLOW4_E_1 | -0.09 |
| 12/26/2010 20:15 | N | R_LH2SES_1 | 26.94 |
| 12/26/2010 20:15 | N | R_PB2SES_1 | -0.62 |
| 12/26/2010 20:15 | N | R_PB2SES_2 | -0.62 |
| 12/26/2010 20:15 | N | R_PB2SES_3 | -0.62 |
| 12/26/2010 20:15 | N | R_PB2SES_4 | -0.62 |
| 12/26/2010 20:15 | N | R_PB2SES_5 | -0.62 |
| 12/26/2010 20:15 | N | AUTO_EPS_390 | 26.85 |
| 12/26/2010 20:20 | N | DC_ROAD_L_B | 25.33 |
| 12/26/2010 20:20 | N | DC_EGPS_L_A | 20.33 |
| 12/26/2010 20:20 | N | H_HOLLOW_E_1 | -0.09 |
| 12/26/2010 20:20 | N | HHOLLOW4_E_1 | -0.09 |
| 12/26/2010 20:20 | N | R_LH2SES_1 | 26.93 |
| 12/26/2010 20:20 | N | R_PB2SES_1 | -0.63 |
| 12/26/2010 20:20 | N | R_PB2SES_2 | -0.63 |
| 12/26/2010 20:20 | N | R_PB2SES_3 | -0.63 |
| 12/26/2010 20:20 | N | R_PB2SES_4 | -0.63 |
| 12/26/2010 20:20 | N | R_PB2SES_5 | -0.63 |
| 12/26/2010 20:20 | N | AUTO_EPS_390 | 26.84 |

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| 12/26/2010 20:25 | N | DC_ROAD_L_B | 25.39 |
| 12/26/2010 20:25 | N | DC_EGPS_L_A | 20.31 |
| 12/26/2010 20:25 | N | H_HOLLOW_E_1 | -0.45 |
| 12/26/2010 20:25 | N | HHOLLOW4_E_1 | -0.45 |
| 12/26/2010 20:25 | N | R_LH2SES_1 | 27.02 |
| 12/26/2010 20:25 | N | R_PB2SES_1 | -0.99 |
| 12/26/2010 20:25 | N | R_PB2SES_2 | -0.99 |
| 12/26/2010 20:25 | N | R_PB2SES_3 | -0.99 |
| 12/26/2010 20:25 | N | R_PB2SES_4 | -0.99 |
| 12/26/2010 20:25 | N | R_PB2SES_5 | -0.99 |
| 12/26/2010 20:25 | N | AUTO_EPS_390 | 26.92 |
| 12/26/2010 20:30 | N | DC_ROAD_L_B | 25.44 |
| 12/26/2010 20:30 | N | DC_EGPS_L_A | 20.35 |
| 12/26/2010 20:30 | N | H_HOLLOW_E_1 | -0.45 |
| 12/26/2010 20:30 | N | HHOLLOW4_E_1 | -0.45 |
| 12/26/2010 20:30 | N | R_LH2SES_1 | 27.07 |
| 12/26/2010 20:30 | N | R_PB2SES_1 | -1 |
| 12/26/2010 20:30 | N | R_PB2SES_2 | -1 |
| 12/26/2010 20:30 | N | R_PB2SES_3 | -1 |
| 12/26/2010 20:30 | N | R_PB2SES_4 | -1 |
| 12/26/2010 20:30 | N | R_PB2SES_5 | -1 |
| 12/26/2010 20:30 | N | AUTO_EPS_390 | 26.98 |
| 12/26/2010 20:35 | N | DC_ROAD_L_B | 25.46 |
| 12/26/2010 20:35 | N | DC_EGPS_L_A | 20.36 |
| 12/26/2010 20:35 | N | H_HOLLOW_E_1 | -0.51 |
| 12/26/2010 20:35 | N | HHOLLOW4_E_1 | -0.51 |
| 12/26/2010 20:35 | N | R_LH2SES_1 | 27.09 |
| 12/26/2010 20:35 | N | R_PB2SES_1 | -1.06 |
| 12/26/2010 20:35 | N | R_PB2SES_2 | -1.06 |
| 12/26/2010 20:35 | N | R_PB2SES_3 | -1.06 |
| 12/26/2010 20:35 | N | R_PB2SES_4 | -1.06 |
| 12/26/2010 20:35 | N | R_PB2SES_5 | -1.06 |
| 12/26/2010 20:35 | N | AUTO_EPS_390 | 27 |
| 12/26/2010 20:40 | N | DC_ROAD_L_B | 25.36 |
| 12/26/2010 20:40 | N | DC_EGPS_L_A | 20.27 |
| 12/26/2010 20:40 | N | H_HOLLOW_E_1 | -0.51 |
| 12/26/2010 20:40 | N | HHOLLOW4_E_1 | -0.51 |
| 12/26/2010 20:40 | N | R_LH2SES_1 | 26.99 |
| 12/26/2010 20:40 | N | R_PB2SES_1 | -1.06 |
| 12/26/2010 20:40 | N | R_PB2SES_2 | -1.06 |
| 12/26/2010 20:40 | N | R_PB2SES_3 | -1.06 |
| 12/26/2010 20:40 | N | R_PB2SES_4 | -1.06 |
| 12/26/2010 20:40 | N | R_PB2SES_5 | -1.06 |
| 12/26/2010 20:40 | N | AUTO_EPS_390 | 26.89 |
| 12/26/2010 20:45 | N | DC_ROAD_L_B | 25.52 |
| 12/26/2010 20:45 | N | DC_EGPS_L_A | 20.41 |
| 12/26/2010 20:45 | N | H_HOLLOW_E_1 | -0.52 |

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| 12/26/2010 20:45 | N | HHOLLOW4_E_1 | -0.52 |
| 12/26/2010 20:45 | N | R_LH2SES_1 | 27.17 |
| 12/26/2010 20:45 | N | R_PB2SES_1 | -1.07 |
| 12/26/2010 20:45 | N | R_PB2SES_2 | -1.07 |
| 12/26/2010 20:45 | N | R_PB2SES_3 | -1.07 |
| 12/26/2010 20:45 | N | R_PB2SES_4 | -1.07 |
| 12/26/2010 20:45 | N | R_PB2SES_5 | -1.07 |
| 12/26/2010 20:45 | N | AUTO_EPS_390 | 27.07 |
| 12/26/2010 20:50 | N | DC_ROAD_L_B | 25.46 |
| 12/26/2010 20:50 | N | DC_EGPS_L_A | 20.36 |
| 12/26/2010 20:50 | N | H_HOLLOW_E_1 | -0.51 |
| 12/26/2010 20:50 | N | HHOLLOW4_E_1 | -0.51 |
| 12/26/2010 20:50 | N | R_LH2SES_1 | 27.1 |
| 12/26/2010 20:50 | N | R_PB2SES_1 | -1.06 |
| 12/26/2010 20:50 | N | R_PB2SES_2 | -1.06 |
| 12/26/2010 20:50 | N | R_PB2SES_3 | -1.06 |
| 12/26/2010 20:50 | N | R_PB2SES_4 | -1.06 |
| 12/26/2010 20:50 | N | R_PB2SES_5 | -1.06 |
| 12/26/2010 20:50 | N | AUTO_EPS_390 | 27.01 |
| 12/26/2010 20:55 | N | DC_ROAD_L_B | 25.38 |
| 12/26/2010 20:55 | N | DC_EGPS_L_A | 20.29 |
| 12/26/2010 20:55 | N | H_HOLLOW_E_1 | -0.51 |
| 12/26/2010 20:55 | N | HHOLLOW4_E_1 | -0.51 |
| 12/26/2010 20:55 | N | R_LH2SES_1 | 27.01 |
| 12/26/2010 20:55 | N | R_PB2SES_1 | -1.06 |
| 12/26/2010 20:55 | N | R_PB2SES_2 | -1.06 |
| 12/26/2010 20:55 | N | R_PB2SES_3 | -1.06 |
| 12/26/2010 20:55 | N | R_PB2SES_4 | -1.06 |
| 12/26/2010 20:55 | N | R_PB2SES_5 | -1.06 |
| 12/26/2010 20:55 | N | AUTO_EPS_390 | 26.92 |
| 12/26/2010 21:00 | N | DC_ROAD_L_B | 25.34 |
| 12/26/2010 21:00 | N | DC_EGPS_L_A | 20.26 |
| 12/26/2010 21:00 | N | H_HOLLOW_E_1 | -0.51 |
| 12/26/2010 21:00 | N | HHOLLOW4_E_1 | -0.51 |
| 12/26/2010 21:00 | N | R_LH2SES_1 | 26.97 |
| 12/26/2010 21:00 | N | R_PB2SES_1 | -1.06 |
| 12/26/2010 21:00 | N | R_PB2SES_2 | -1.06 |
| 12/26/2010 21:00 | N | R_PB2SES_3 | -1.06 |
| 12/26/2010 21:00 | N | R_PB2SES_4 | -1.06 |
| 12/26/2010 21:00 | N | R_PB2SES_5 | -1.06 |
| 12/26/2010 21:00 | N | AUTO_EPS_390 | 26.88 |
| 12/26/2010 21:05 | N | DC_ROAD_L_B | 25.39 |
| 12/26/2010 21:05 | N | DC_EGPS_L_A | 20.32 |
| 12/26/2010 21:05 | N | H_HOLLOW_E_1 | -0.45 |
| 12/26/2010 21:05 | N | HHOLLOW4_E_1 | -0.45 |
| 12/26/2010 21:05 | N | R_LH2SES_1 | 27.02 |
| 12/26/2010 21:05 | N | R_PB2SES_1 | -1 |

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| 12/26/2010 21:05 | N | R_PB2SES_2 | -1 |
| 12/26/2010 21:05 | N | R_PB2SES_3 | -1 |
| 12/26/2010 21:05 | N | R_PB2SES_4 | -1 |
| 12/26/2010 21:05 | N | R_PB2SES_5 | -1 |
| 12/26/2010 21:05 | N | AUTO_EPS_390 | 26.93 |
| 12/26/2010 21:10 | N | DC_ROAD_L_B | 25.26 |
| 12/26/2010 21:10 | N | DC_EGPS_L_A | 20.21 |
| 12/26/2010 21:10 | N | H_HOLLOW_E_1 | -0.45 |
| 12/26/2010 21:10 | N | HHOLLOW4_E_1 | -0.45 |
| 12/26/2010 21:10 | N | R_LH2SES_1 | 26.88 |
| 12/26/2010 21:10 | N | R_PB2SES_1 | -0.99 |
| 12/26/2010 21:10 | N | R_PB2SES_2 | -0.99 |
| 12/26/2010 21:10 | N | R_PB2SES_3 | -0.99 |
| 12/26/2010 21:10 | N | R_PB2SES_4 | -0.99 |
| 12/26/2010 21:10 | N | R_PB2SES_5 | -0.99 |
| 12/26/2010 21:10 | N | AUTO_EPS_390 | 26.79 |
| 12/26/2010 21:15 | N | DC_ROAD_L_B | 25.28 |
| 12/26/2010 21:15 | N | DC_EGPS_L_A | 20.22 |
| 12/26/2010 21:15 | N | H_HOLLOW_E_1 | -0.51 |
| 12/26/2010 21:15 | N | HHOLLOW4_E_1 | -0.51 |
| 12/26/2010 21:15 | N | R_LH2SES_1 | 26.91 |
| 12/26/2010 21:15 | N | R_PB2SES_1 | -1.06 |
| 12/26/2010 21:15 | N | R_PB2SES_2 | -1.06 |
| 12/26/2010 21:15 | N | R_PB2SES_3 | -1.06 |
| 12/26/2010 21:15 | N | R_PB2SES_4 | -1.06 |
| 12/26/2010 21:15 | N | R_PB2SES_5 | -1.06 |
| 12/26/2010 21:15 | N | AUTO_EPS_390 | 26.82 |
| 12/26/2010 21:20 | N | DC_ROAD_L_B | 25.44 |
| 12/26/2010 21:20 | N | DC_EGPS_L_A | 20.19 |
| 12/26/2010 21:20 | N | H_HOLLOW_E_1 | -1.29 |
| 12/26/2010 21:20 | N | HHOLLOW4_E_1 | -1.29 |
| 12/26/2010 21:20 | N | R_LH2SES_1 | 27.12 |
| 12/26/2010 21:20 | N | R_PB2SES_1 | -1.85 |
| 12/26/2010 21:20 | N | R_PB2SES_2 | -1.85 |
| 12/26/2010 21:20 | N | R_PB2SES_3 | -1.85 |
| 12/26/2010 21:20 | N | R_PB2SES_4 | -1.85 |
| 12/26/2010 21:20 | N | R_PB2SES_5 | -1.85 |
| 12/26/2010 21:20 | N | AUTO_EPS_390 | 27.03 |
| 12/26/2010 21:25 | N | DC_ROAD_L_B | 25.42 |
| 12/26/2010 21:25 | N | DC_EGPS_L_A | 19.84 |
| 12/26/2010 21:25 | N | H_HOLLOW_E_1 | -3 |
| 12/26/2010 21:25 | N | HHOLLOW4_E_1 | -3 |
| 12/26/2010 21:25 | N | R_LH2SES_1 | 27.21 |
| 12/26/2010 21:25 | N | R_PB2SES_1 | -3.59 |
| 12/26/2010 21:25 | N | R_PB2SES_2 | -3.59 |
| 12/26/2010 21:25 | N | R_PB2SES_3 | -3.59 |
| 12/26/2010 21:25 | N | R_PB2SES_4 | -3.59 |

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| 12/26/2010 21:25 | N | R_PB2SES_5 | -3.59 |
| 12/26/2010 21:25 | N | AUTO_EPS_390 | 27.11 |
| 12/26/2010 21:30 | N | DC_ROAD_L_B | 25.4 |
| 12/26/2010 21:30 | N | DC_EGPS_L_A | 19.36 |
| 12/26/2010 21:30 | N | H_HOLLOW_E_1 | -5.37 |
| 12/26/2010 21:30 | N | HHOLLOW4_E_1 | -5.37 |
| 12/26/2010 21:30 | N | R_LH2SES_1 | 27.34 |
| 12/26/2010 21:30 | N | R_PB2SES_1 | -6.01 |
| 12/26/2010 21:30 | N | R_PB2SES_2 | -6.01 |
| 12/26/2010 21:30 | N | R_PB2SES_3 | -6.01 |
| 12/26/2010 21:30 | N | R_PB2SES_4 | -6.01 |
| 12/26/2010 21:30 | N | R_PB2SES_5 | -6.01 |
| 12/26/2010 21:30 | N | AUTO_EPS_390 | 27.23 |
| 12/26/2010 21:35 | N | DC_ROAD_L_B | 25.44 |
| 12/26/2010 21:35 | N | DC_EGPS_L_A | 19.39 |
| 12/26/2010 21:35 | N | H_HOLLOW_E_1 | -5.37 |
| 12/26/2010 21:35 | N | HHOLLOW4_E_1 | -5.37 |
| 12/26/2010 21:35 | N | R_LH2SES_1 | 27.38 |
| 12/26/2010 21:35 | N | R_PB2SES_1 | -6.01 |
| 12/26/2010 21:35 | N | R_PB2SES_2 | -6.01 |
| 12/26/2010 21:35 | N | R_PB2SES_3 | -6.01 |
| 12/26/2010 21:35 | N | R_PB2SES_4 | -6.01 |
| 12/26/2010 21:35 | N | R_PB2SES_5 | -6.01 |
| 12/26/2010 21:35 | N | AUTO_EPS_390 | 27.27 |
| 12/26/2010 21:40 | N | DC_ROAD_L_B | 25.33 |
| 12/26/2010 21:40 | N | DC_EGPS_L_A | 19.3 |
| 12/26/2010 21:40 | N | H_HOLLOW_E_1 | -5.37 |
| 12/26/2010 21:40 | N | HHOLLOW4_E_1 | -5.37 |
| 12/26/2010 21:40 | N | R_LH2SES_1 | 27.26 |
| 12/26/2010 21:40 | N | R_PB2SES_1 | -6.01 |
| 12/26/2010 21:40 | N | R_PB2SES_2 | -6.01 |
| 12/26/2010 21:40 | N | R_PB2SES_3 | -6.01 |
| 12/26/2010 21:40 | N | R_PB2SES_4 | -6.01 |
| 12/26/2010 21:40 | N | R_PB2SES_5 | -6.01 |
| 12/26/2010 21:40 | N | AUTO_EPS_390 | 27.15 |
| 12/26/2010 21:45 | N | DC_ROAD_L_B | 25.18 |
| 12/26/2010 21:45 | N | DC_EGPS_L_A | 16.78 |
| 12/26/2010 21:45 | N | H_HOLLOW_E_1 | -17.58 |
| 12/26/2010 21:45 | N | HHOLLOW4_E_1 | -17.58 |
| 12/26/2010 21:45 | N | R_LH2SES_1 | 27.88 |
| 12/26/2010 21:45 | N | R_PB2SES_1 | -18.48 |
| 12/26/2010 21:45 | N | R_PB2SES_2 | -18.48 |
| 12/26/2010 21:45 | N | R_PB2SES_3 | -18.48 |
| 12/26/2010 21:45 | N | R_PB2SES_4 | -18.48 |
| 12/26/2010 21:45 | N | R_PB2SES_5 | -18.48 |
| 12/26/2010 21:45 | N | AUTO_EPS_390 | 27.72 |
| 12/26/2010 21:50 | N | DC_ROAD_L_B | 25.46 |

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| 12/26/2010 21:50 | N | DC_EGPS_L_A | 19.4 |
| 12/26/2010 21:50 | N | H_HOLLOW_E_1 | -5.36 |
| 12/26/2010 21:50 | N | HHOLLOW4_E_1 | -5.36 |
| 12/26/2010 21:50 | N | R_LH2SES_1 | 27.4 |
| 12/26/2010 21:50 | N | R_PB2SES_1 | -6.01 |
| 12/26/2010 21:50 | N | R_PB2SES_2 | -6.01 |
| 12/26/2010 21:50 | N | R_PB2SES_3 | -6.01 |
| 12/26/2010 21:50 | N | R_PB2SES_4 | -6.01 |
| 12/26/2010 21:50 | N | R_PB2SES_5 | -6.01 |
| 12/26/2010 21:50 | N | AUTO_EPS_390 | 27.29 |
| 12/26/2010 21:55 | N | DC_ROAD_L_B | 25.31 |
| 12/26/2010 21:55 | N | DC_EGPS_L_A | 19.29 |
| 12/26/2010 21:55 | N | H_HOLLOW_E_1 | -5.37 |
| 12/26/2010 21:55 | N | HHOLLOW4_E_1 | -5.37 |
| 12/26/2010 21:55 | N | R_LH2SES_1 | 27.25 |
| 12/26/2010 21:55 | N | R_PB2SES_1 | -6.01 |
| 12/26/2010 21:55 | N | R_PB2SES_2 | -6.01 |
| 12/26/2010 21:55 | N | R_PB2SES_3 | -6.01 |
| 12/26/2010 21:55 | N | R_PB2SES_4 | -6.01 |
| 12/26/2010 21:55 | N | R_PB2SES_5 | -6.01 |
| 12/26/2010 21:55 | N | AUTO_EPS_390 | 27.14 |
| 12/26/2010 21:58 | N | DC_ROAD_L_B | 25.49 |
| 12/26/2010 21:58 | N | DC_EGPS_L_A | 19.43 |
| 12/26/2010 21:58 | N | H_HOLLOW_E_1 | -5.36 |
| 12/26/2010 21:58 | N | HHOLLOW4_E_1 | -5.36 |
| 12/26/2010 21:58 | N | R_LH2SES_1 | 27.43 |
| 12/26/2010 21:58 | N | R_PB2SES_1 | -6.01 |
| 12/26/2010 21:58 | N | R_PB2SES_2 | -6.01 |
| 12/26/2010 21:58 | N | R_PB2SES_3 | -6.01 |
| 12/26/2010 21:58 | N | R_PB2SES_4 | -6.01 |
| 12/26/2010 21:58 | N | R_PB2SES_5 | -6.01 |
| 12/26/2010 21:58 | N | AUTO_EPS_390 | 27.32 |
| 12/26/2010 22:00 | N | DC_ROAD_L_B | 25.53 |
| 12/26/2010 22:00 | N | DC_EGPS_L_A | 19.46 |
| 12/26/2010 22:00 | N | H_HOLLOW_E_1 | -5.36 |
| 12/26/2010 22:00 | N | HHOLLOW4_E_1 | -5.36 |
| 12/26/2010 22:00 | N | R_LH2SES_1 | 27.48 |
| 12/26/2010 22:00 | N | R_PB2SES_1 | -6.01 |
| 12/26/2010 22:00 | N | R_PB2SES_2 | -6.01 |
| 12/26/2010 22:00 | N | R_PB2SES_3 | -6.01 |
| 12/26/2010 22:00 | N | R_PB2SES_4 | -6.01 |
| 12/26/2010 22:00 | N | R_PB2SES_5 | -6.01 |
| 12/26/2010 22:00 | N | AUTO_EPS_390 | 27.37 |
| 12/26/2010 22:04 | N | DC_ROAD_L_B | 27.65 |
| 12/26/2010 22:04 | N | DC_EGPS_L_A | 18.81 |
| 12/26/2010 22:04 | N | H_HOLLOW_E_1 | -17.38 |
| 12/26/2010 22:04 | N | HHOLLOW4_E_1 | -17.38 |

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| 12/26/2010 22:04 | N | R_LH2SES_1 | 30.49 |
| 12/26/2010 22:04 | N | R_PB2SES_1 | -18.33 |
| 12/26/2010 22:04 | N | R_PB2SES_2 | -18.33 |
| 12/26/2010 22:04 | N | R_PB2SES_3 | -18.33 |
| 12/26/2010 22:04 | N | R_PB2SES_4 | -18.33 |
| 12/26/2010 22:04 | N | R_PB2SES_5 | -18.33 |
| 12/26/2010 22:04 | N | AUTO_EPS_390 | 30.33 |
| 12/26/2010 22:04 | N | DC_ROAD_L_B | 27.69 |
| 12/26/2010 22:04 | N | DC_EGPS_L_A | 18.79 |
| 12/26/2010 22:04 | N | H_HOLLOW_E_1 | -17.63 |
| 12/26/2010 22:04 | N | HHOLLOW4_E_1 | -17.63 |
| 12/26/2010 22:04 | N | R_LH2SES_1 | 30.54 |
| 12/26/2010 22:04 | N | R_PB2SES_1 | -18.59 |
| 12/26/2010 22:04 | N | R_PB2SES_2 | -18.59 |
| 12/26/2010 22:04 | N | R_PB2SES_3 | -18.59 |
| 12/26/2010 22:04 | N | R_PB2SES_4 | -18.59 |
| 12/26/2010 22:04 | N | R_PB2SES_5 | -18.59 |
| 12/26/2010 22:04 | N | AUTO_EPS_390 | 30.38 |
| 12/26/2010 22:05 | N | DC_ROAD_L_B | 27.78 |
| 12/26/2010 22:05 | N | DC_EGPS_L_A | 18.86 |
| 12/26/2010 22:05 | N | H_HOLLOW_E_1 | -17.64 |
| 12/26/2010 22:05 | N | HHOLLOW4_E_1 | -17.64 |
| 12/26/2010 22:05 | N | R_LH2SES_1 | 30.64 |
| 12/26/2010 22:05 | N | R_PB2SES_1 | -18.6 |
| 12/26/2010 22:05 | N | R_PB2SES_2 | -18.6 |
| 12/26/2010 22:05 | N | R_PB2SES_3 | -18.6 |
| 12/26/2010 22:05 | N | R_PB2SES_4 | -18.6 |
| 12/26/2010 22:05 | N | R_PB2SES_5 | -18.6 |
| 12/26/2010 22:05 | N | AUTO_EPS_390 | 30.48 |
| 12/26/2010 22:07 | N | DC_ROAD_L_B | 29 |
| 12/26/2010 22:07 | N | DC_EGPS_L_A | 19.93 |
| 12/26/2010 22:07 | N | H_HOLLOW_E_1 | -17.21 |
| 12/26/2010 22:07 | N | HHOLLOW4_E_1 | -17.21 |
| 12/26/2010 22:07 | N | R_LH2SES_1 | 31.92 |
| 12/26/2010 22:07 | N | R_PB2SES_1 | -18.18 |
| 12/26/2010 22:07 | N | R_PB2SES_2 | -18.18 |
| 12/26/2010 22:07 | N | R_PB2SES_3 | -18.18 |
| 12/26/2010 22:07 | N | R_PB2SES_4 | -18.18 |
| 12/26/2010 22:07 | N | R_PB2SES_5 | -18.18 |
| 12/26/2010 22:07 | N | AUTO_EPS_390 | 31.75 |
| 12/26/2010 22:10 | N | DC_ROAD_L_B | 28.64 |
| 12/26/2010 22:10 | N | DC_EGPS_L_A | 19.38 |
| 12/26/2010 22:10 | N | H_HOLLOW_E_1 | -18.52 |
| 12/26/2010 22:10 | N | HHOLLOW4_E_1 | -18.52 |
| 12/26/2010 22:10 | N | R_LH2SES_1 | 31.62 |
| 12/26/2010 22:10 | N | R_PB2SES_1 | -19.52 |
| 12/26/2010 22:10 | N | R_PB2SES_2 | -19.52 |

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| 12/26/2010 22:10 | N | R_PB2SES_3 | -19.52 |
| 12/26/2010 22:10 | N | R_PB2SES_4 | -19.52 |
| 12/26/2010 22:10 | N | R_PB2SES_5 | -19.52 |
| 12/26/2010 22:10 | N | AUTO_EPS_390 | 31.45 |
| 12/26/2010 22:15 | N | DC_ROAD_L_B | 28.47 |
| 12/26/2010 22:15 | N | DC_EGPS_L_A | 19.18 |
| 12/26/2010 22:15 | N | H_HOLLOW_E_1 | -18.6 |
| 12/26/2010 22:15 | N | HHOLLOW4_E_1 | -18.6 |
| 12/26/2010 22:15 | N | R_LH2SES_1 | 31.45 |
| 12/26/2010 22:15 | N | R_PB2SES_1 | -19.6 |
| 12/26/2010 22:15 | N | R_PB2SES_2 | -19.6 |
| 12/26/2010 22:15 | N | R_PB2SES_3 | -19.6 |
| 12/26/2010 22:15 | N | R_PB2SES_4 | -19.6 |
| 12/26/2010 22:15 | N | R_PB2SES_5 | -19.6 |
| 12/26/2010 22:15 | N | AUTO_EPS_390 | 31.28 |
| 12/26/2010 22:20 | N | DC_ROAD_L_B | 28.16 |
| 12/26/2010 22:20 | N | DC_EGPS_L_A | 18.89 |
| 12/26/2010 22:20 | N | H_HOLLOW_E_1 | -18.64 |
| 12/26/2010 22:20 | N | HHOLLOW4_E_1 | -18.64 |
| 12/26/2010 22:20 | N | R_LH2SES_1 | 31.13 |
| 12/26/2010 22:20 | N | R_PB2SES_1 | -19.63 |
| 12/26/2010 22:20 | N | R_PB2SES_2 | -19.63 |
| 12/26/2010 22:20 | N | R_PB2SES_3 | -19.63 |
| 12/26/2010 22:20 | N | R_PB2SES_4 | -19.63 |
| 12/26/2010 22:20 | N | R_PB2SES_5 | -19.63 |
| 12/26/2010 22:20 | N | AUTO_EPS_390 | 30.96 |
| 12/26/2010 22:25 | N | DC_ROAD_L_B | 27.95 |
| 12/26/2010 22:25 | N | DC_EGPS_L_A | 18.69 |
| 12/26/2010 22:25 | N | H_HOLLOW_E_1 | -18.85 |
| 12/26/2010 22:25 | N | HHOLLOW4_E_1 | -18.85 |
| 12/26/2010 22:25 | N | R_LH2SES_1 | 30.93 |
| 12/26/2010 22:25 | N | R_PB2SES_1 | -19.84 |
| 12/26/2010 22:25 | N | R_PB2SES_2 | -19.84 |
| 12/26/2010 22:25 | N | R_PB2SES_3 | -19.84 |
| 12/26/2010 22:25 | N | R_PB2SES_4 | -19.84 |
| 12/26/2010 22:25 | N | R_PB2SES_5 | -19.84 |
| 12/26/2010 22:25 | N | AUTO_EPS_390 | 30.76 |
| 12/26/2010 22:30 | N | DC_ROAD_L_B | 28.57 |
| 12/26/2010 22:30 | N | DC_EGPS_L_A | 19.09 |
| 12/26/2010 22:30 | N | H_HOLLOW_E_1 | -19.3 |
| 12/26/2010 22:30 | N | HHOLLOW4_E_1 | -19.3 |
| 12/26/2010 22:30 | N | R_LH2SES_1 | 31.61 |
| 12/26/2010 22:30 | N | R_PB2SES_1 | -20.31 |
| 12/26/2010 22:30 | N | R_PB2SES_2 | -20.31 |
| 12/26/2010 22:30 | N | R_PB2SES_3 | -20.31 |
| 12/26/2010 22:30 | N | R_PB2SES_4 | -20.31 |
| 12/26/2010 22:30 | N | R_PB2SES_5 | -20.31 |

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| 12/26/2010 22:30 | N | AUTO_EPS_390 | 31.44 |
| 12/26/2010 22:35 | N | DC_ROAD_L_B | 28.54 |
| 12/26/2010 22:35 | N | DC_EGPS_L_A | 18.93 |
| 12/26/2010 22:35 | N | H_HOLLOW_E_1 | -20 |
| 12/26/2010 22:35 | N | HHOLLOW4_E_1 | -20 |
| 12/26/2010 22:35 | N | R_LH2SES_1 | 31.62 |
| 12/26/2010 22:35 | N | R_PB2SES_1 | -21.03 |
| 12/26/2010 22:35 | N | R_PB2SES_2 | -21.03 |
| 12/26/2010 22:35 | N | R_PB2SES_3 | -21.03 |
| 12/26/2010 22:35 | N | R_PB2SES_4 | -21.03 |
| 12/26/2010 22:35 | N | R_PB2SES_5 | -21.03 |
| 12/26/2010 22:35 | N | AUTO_EPS_390 | 31.45 |
| 12/26/2010 22:40 | N | DC_ROAD_L_B | 27.22 |
| 12/26/2010 22:40 | N | DC_EGPS_L_A | 17.89 |
| 12/26/2010 22:40 | N | H_HOLLOW_E_1 | -19.76 |
| 12/26/2010 22:40 | N | HHOLLOW4_E_1 | -19.76 |
| 12/26/2010 22:40 | N | R_LH2SES_1 | 30.22 |
| 12/26/2010 22:40 | N | R_PB2SES_1 | -20.76 |
| 12/26/2010 22:40 | N | R_PB2SES_2 | -20.76 |
| 12/26/2010 22:40 | N | R_PB2SES_3 | -20.76 |
| 12/26/2010 22:40 | N | R_PB2SES_4 | -20.76 |
| 12/26/2010 22:40 | N | R_PB2SES_5 | -20.76 |
| 12/26/2010 22:40 | N | AUTO_EPS_390 | 30.05 |
| 12/26/2010 22:45 | N | DC_ROAD_L_B | 27.02 |
| 12/26/2010 22:45 | N | DC_EGPS_L_A | 17.78 |
| 12/26/2010 22:45 | N | H_HOLLOW_E_1 | -19.34 |
| 12/26/2010 22:45 | N | HHOLLOW4_E_1 | -19.34 |
| 12/26/2010 22:45 | N | R_LH2SES_1 | 29.98 |
| 12/26/2010 22:45 | N | R_PB2SES_1 | -20.32 |
| 12/26/2010 22:45 | N | R_PB2SES_2 | -20.32 |
| 12/26/2010 22:45 | N | R_PB2SES_3 | -20.32 |
| 12/26/2010 22:45 | N | R_PB2SES_4 | -20.32 |
| 12/26/2010 22:45 | N | R_PB2SES_5 | -20.32 |
| 12/26/2010 22:45 | N | AUTO_EPS_390 | 29.82 |
| 12/26/2010 22:50 | N | DC_ROAD_L_B | 26.52 |
| 12/26/2010 22:50 | N | DC_EGPS_L_A | 17.4 |
| 12/26/2010 22:50 | N | H_HOLLOW_E_1 | -19.24 |
| 12/26/2010 22:50 | N | HHOLLOW4_E_1 | -19.24 |
| 12/26/2010 22:50 | N | R_LH2SES_1 | 29.44 |
| 12/26/2010 22:50 | N | R_PB2SES_1 | -20.21 |
| 12/26/2010 22:50 | N | R_PB2SES_2 | -20.21 |
| 12/26/2010 22:50 | N | R_PB2SES_3 | -20.21 |
| 12/26/2010 22:50 | N | R_PB2SES_4 | -20.21 |
| 12/26/2010 22:50 | N | R_PB2SES_5 | -20.21 |
| 12/26/2010 22:50 | N | AUTO_EPS_390 | 29.28 |
| 12/26/2010 22:55 | N | DC_ROAD_L_B | 25.29 |
| 12/26/2010 22:55 | N | DC_EGPS_L_A | 16.41 |

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| 12/26/2010 22:55 | N | H_HOLLOW_E_1 | -19.29 |
| 12/26/2010 22:55 | N | HHOLLOW4_E_1 | -19.29 |
| 12/26/2010 22:55 | N | R_LH2SES_1 | 28.15 |
| 12/26/2010 22:55 | N | R_PB2SES_1 | -20.23 |
| 12/26/2010 22:55 | N | R_PB2SES_2 | -20.23 |
| 12/26/2010 22:55 | N | R_PB2SES_3 | -20.23 |
| 12/26/2010 22:55 | N | R_PB2SES_4 | -20.23 |
| 12/26/2010 22:55 | N | R_PB2SES_5 | -20.23 |
| 12/26/2010 22:55 | N | AUTO_EPS_390 | 27.98 |
| 12/26/2010 23:00 | N | DC_ROAD_L_B | 27.76 |
| 12/26/2010 23:00 | N | DC_EGPS_L_A | 18.32 |
| 12/26/2010 23:00 | N | H_HOLLOW_E_1 | -19.6 |
| 12/26/2010 23:00 | N | HHOLLOW4_E_1 | -19.6 |
| 12/26/2010 23:00 | N | R_LH2SES_1 | 30.78 |
| 12/26/2010 23:00 | N | R_PB2SES_1 | -20.61 |
| 12/26/2010 23:00 | N | R_PB2SES_2 | -20.61 |
| 12/26/2010 23:00 | N | R_PB2SES_3 | -20.61 |
| 12/26/2010 23:00 | N | R_PB2SES_4 | -20.61 |
| 12/26/2010 23:00 | N | R_PB2SES_5 | -20.61 |
| 12/26/2010 23:00 | N | AUTO_EPS_390 | 30.61 |
| 12/26/2010 23:02 | N | DC_ROAD_L_B | 28.89 |
| 12/26/2010 23:02 | N | DC_EGPS_L_A | 19.33 |
| 12/26/2010 23:02 | N | H_HOLLOW_E_1 | -18.94 |
| 12/26/2010 23:02 | N | HHOLLOW4_E_1 | -18.94 |
| 12/26/2010 23:02 | N | R_LH2SES_1 | 31.96 |
| 12/26/2010 23:02 | N | R_PB2SES_1 | -19.96 |
| 12/26/2010 23:02 | N | R_PB2SES_2 | -19.96 |
| 12/26/2010 23:02 | N | R_PB2SES_3 | -19.96 |
| 12/26/2010 23:02 | N | R_PB2SES_4 | -19.96 |
| 12/26/2010 23:02 | N | R_PB2SES_5 | -19.96 |
| 12/26/2010 23:02 | N | AUTO_EPS_390 | 31.78 |
| 12/26/2010 23:04 | N | DC_ROAD_L_B | 29.04 |
| 12/26/2010 23:04 | N | DC_EGPS_L_A | 19.45 |
| 12/26/2010 23:04 | N | H_HOLLOW_E_1 | -18.95 |
| 12/26/2010 23:04 | N | HHOLLOW4_E_1 | -18.95 |
| 12/26/2010 23:04 | N | R_LH2SES_1 | 32.12 |
| 12/26/2010 23:04 | N | R_PB2SES_1 | -19.96 |
| 12/26/2010 23:04 | N | R_PB2SES_2 | -19.96 |
| 12/26/2010 23:04 | N | R_PB2SES_3 | -19.96 |
| 12/26/2010 23:04 | N | R_PB2SES_4 | -19.96 |
| 12/26/2010 23:04 | N | R_PB2SES_5 | -19.96 |
| 12/26/2010 23:04 | N | AUTO_EPS_390 | 31.95 |
| 12/26/2010 23:05 | N | DC_ROAD_L_B | 29.01 |
| 12/26/2010 23:05 | N | DC_EGPS_L_A | 19.45 |
| 12/26/2010 23:05 | N | H_HOLLOW_E_1 | -18.82 |
| 12/26/2010 23:05 | N | HHOLLOW4_E_1 | -18.82 |
| 12/26/2010 23:05 | N | R_LH2SES_1 | 32.08 |

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| 12/26/2010 23:05 | N | R_PB2SES_1 | -19.83 |
| 12/26/2010 23:05 | N | R_PB2SES_2 | -19.83 |
| 12/26/2010 23:05 | N | R_PB2SES_3 | -19.83 |
| 12/26/2010 23:05 | N | R_PB2SES_4 | -19.83 |
| 12/26/2010 23:05 | N | R_PB2SES_5 | -19.83 |
| 12/26/2010 23:05 | N | AUTO_EPS_390 | 31.91 |
| 12/26/2010 23:10 | N | DC_ROAD_L_B | 27.64 |
| 12/26/2010 23:10 | N | DC_EGPS_L_A | 18.57 |
| 12/26/2010 23:10 | N | H_HOLLOW_E_1 | -17.34 |
| 12/26/2010 23:10 | N | HHOLLOW4_E_1 | -17.34 |
| 12/26/2010 23:10 | N | R_LH2SES_1 | 30.54 |
| 12/26/2010 23:10 | N | R_PB2SES_1 | -18.3 |
| 12/26/2010 23:10 | N | R_PB2SES_2 | -18.3 |
| 12/26/2010 23:10 | N | R_PB2SES_3 | -18.3 |
| 12/26/2010 23:10 | N | R_PB2SES_4 | -18.3 |
| 12/26/2010 23:10 | N | R_PB2SES_5 | -18.3 |
| 12/26/2010 23:10 | N | AUTO_EPS_390 | 30.38 |
| 12/26/2010 23:15 | N | DC_ROAD_L_B | 25.99 |
| 12/26/2010 23:15 | N | DC_EGPS_L_A | 17.22 |
| 12/26/2010 23:15 | N | H_HOLLOW_E_1 | -17.51 |
| 12/26/2010 23:15 | N | HHOLLOW4_E_1 | -17.51 |
| 12/26/2010 23:15 | N | R_LH2SES_1 | 28.8 |
| 12/26/2010 23:15 | N | R_PB2SES_1 | -18.43 |
| 12/26/2010 23:15 | N | R_PB2SES_2 | -18.43 |
| 12/26/2010 23:15 | N | R_PB2SES_3 | -18.43 |
| 12/26/2010 23:15 | N | R_PB2SES_4 | -18.43 |
| 12/26/2010 23:15 | N | R_PB2SES_5 | -18.43 |
| 12/26/2010 23:15 | N | AUTO_EPS_390 | 28.64 |
| 12/26/2010 23:20 | N | DC_ROAD_L_B | 25.93 |
| 12/26/2010 23:20 | N | DC_EGPS_L_A | 17.07 |
| 12/26/2010 23:20 | N | H_HOLLOW_E_1 | -18.28 |
| 12/26/2010 23:20 | N | HHOLLOW4_E_1 | -18.28 |
| 12/26/2010 23:20 | N | R_LH2SES_1 | 28.78 |
| 12/26/2010 23:20 | N | R_PB2SES_1 | -19.22 |
| 12/26/2010 23:20 | N | R_PB2SES_2 | -19.22 |
| 12/26/2010 23:20 | N | R_PB2SES_3 | -19.22 |
| 12/26/2010 23:20 | N | R_PB2SES_4 | -19.22 |
| 12/26/2010 23:20 | N | R_PB2SES_5 | -19.22 |
| 12/26/2010 23:20 | N | AUTO_EPS_390 | 28.62 |
| 12/26/2010 23:25 | N | DC_ROAD_L_B | 26.98 |
| 12/26/2010 23:25 | N | DC_EGPS_L_A | 17.82 |
| 12/26/2010 23:25 | N | H_HOLLOW_E_1 | -18.85 |
| 12/26/2010 23:25 | N | HHOLLOW4_E_1 | -18.85 |
| 12/26/2010 23:25 | N | R_LH2SES_1 | 29.92 |
| 12/26/2010 23:25 | N | R_PB2SES_1 | -19.83 |
| 12/26/2010 23:25 | N | R_PB2SES_2 | -19.83 |
| 12/26/2010 23:25 | N | R_PB2SES_3 | -19.83 |

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| 12/26/2010 23:25 | N | R_PB2SES_4 | -19.83 |
| 12/26/2010 23:25 | N | R_PB2SES_5 | -19.83 |
| 12/26/2010 23:25 | N | AUTO_EPS_390 | 29.76 |
| 12/26/2010 23:30 | N | DC_ROAD_L_B | 26.5 |
| 12/26/2010 23:30 | N | DC_EGPS_L_A | 17.39 |
| 12/26/2010 23:30 | N | H_HOLLOW_E_1 | -19.04 |
| 12/26/2010 23:30 | N | HHOLLOW4_E_1 | -19.04 |
| 12/26/2010 23:30 | N | R_LH2SES_1 | 29.42 |
| 12/26/2010 23:30 | N | R_PB2SES_1 | -20.01 |
| 12/26/2010 23:30 | N | R_PB2SES_2 | -20.01 |
| 12/26/2010 23:30 | N | R_PB2SES_3 | -20.01 |
| 12/26/2010 23:30 | N | R_PB2SES_4 | -20.01 |
| 12/26/2010 23:30 | N | R_PB2SES_5 | -20.01 |
| 12/26/2010 23:30 | N | AUTO_EPS_390 | 29.25 |
| 12/26/2010 23:35 | N | DC_ROAD_L_B | 25.72 |
| 12/26/2010 23:35 | N | DC_EGPS_L_A | 16.75 |
| 12/26/2010 23:35 | N | H_HOLLOW_E_1 | -19.16 |
| 12/26/2010 23:35 | N | HHOLLOW4_E_1 | -19.16 |
| 12/26/2010 23:35 | N | R_LH2SES_1 | 28.6 |
| 12/26/2010 23:35 | N | R_PB2SES_1 | -20.11 |
| 12/26/2010 23:35 | N | R_PB2SES_2 | -20.11 |
| 12/26/2010 23:35 | N | R_PB2SES_3 | -20.11 |
| 12/26/2010 23:35 | N | R_PB2SES_4 | -20.11 |
| 12/26/2010 23:35 | N | R_PB2SES_5 | -20.11 |
| 12/26/2010 23:35 | N | AUTO_EPS_390 | 28.44 |
| 12/26/2010 23:40 | N | DC_ROAD_L_B | 25.13 |
| 12/26/2010 23:40 | N | DC_EGPS_L_A | 16.26 |
| 12/26/2010 23:40 | N | H_HOLLOW_E_1 | -19.12 |
| 12/26/2010 23:40 | N | HHOLLOW4_E_1 | -19.12 |
| 12/26/2010 23:40 | N | R_LH2SES_1 | 27.97 |
| 12/26/2010 23:40 | N | R_PB2SES_1 | -20.06 |
| 12/26/2010 23:40 | N | R_PB2SES_2 | -20.06 |
| 12/26/2010 23:40 | N | R_PB2SES_3 | -20.06 |
| 12/26/2010 23:40 | N | R_PB2SES_4 | -20.06 |
| 12/26/2010 23:40 | N | R_PB2SES_5 | -20.06 |
| 12/26/2010 23:40 | N | AUTO_EPS_390 | 27.81 |
| 12/26/2010 23:45 | N | DC_ROAD_L_B | 25.03 |
| 12/26/2010 23:45 | N | DC_EGPS_L_A | 16.19 |
| 12/26/2010 23:45 | N | H_HOLLOW_E_1 | -19.05 |
| 12/26/2010 23:45 | N | HHOLLOW4_E_1 | -19.05 |
| 12/26/2010 23:45 | N | R_LH2SES_1 | 27.86 |
| 12/26/2010 23:45 | N | R_PB2SES_1 | -19.99 |
| 12/26/2010 23:45 | N | R_PB2SES_2 | -19.99 |
| 12/26/2010 23:45 | N | R_PB2SES_3 | -19.99 |
| 12/26/2010 23:45 | N | R_PB2SES_4 | -19.99 |
| 12/26/2010 23:45 | N | R_PB2SES_5 | -19.99 |
| 12/26/2010 23:45 | N | AUTO_EPS_390 | 27.71 |

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| 12/26/2010 23:50 | N | DC_ROAD_L_B | 25.3 |
| 12/26/2010 23:50 | N | DC_EGPS_L_A | 16.26 |
| 12/26/2010 23:50 | N | H_HOLLOW_E_1 | -19.75 |
| 12/26/2010 23:50 | N | HHOLLOW4_E_1 | -19.75 |
| 12/26/2010 23:50 | N | R_LH2SES_1 | 28.19 |
| 12/26/2010 23:50 | N | R_PB2SES_1 | -20.7 |
| 12/26/2010 23:50 | N | R_PB2SES_2 | -20.7 |
| 12/26/2010 23:50 | N | R_PB2SES_3 | -20.7 |
| 12/26/2010 23:50 | N | R_PB2SES_4 | -20.7 |
| 12/26/2010 23:50 | N | R_PB2SES_5 | -20.7 |
| 12/26/2010 23:50 | N | AUTO_EPS_390 | 28.03 |
| 12/26/2010 23:55 | N | DC_ROAD_L_B | 28.6 |
| 12/26/2010 23:55 | N | DC_EGPS_L_A | 17.21 |
| 12/26/2010 23:55 | N | H_HOLLOW_E_1 | -28.16 |
| 12/26/2010 23:55 | N | HHOLLOW4_E_1 | -28.16 |
| 12/26/2010 23:55 | N | R_LH2SES_1 | 32.25 |
| 12/26/2010 23:55 | N | R_PB2SES_1 | -29.37 |
| 12/26/2010 23:55 | N | R_PB2SES_2 | -29.37 |
| 12/26/2010 23:55 | N | R_PB2SES_3 | -29.37 |
| 12/26/2010 23:55 | N | R_PB2SES_4 | -29.37 |
| 12/26/2010 23:55 | N | R_PB2SES_5 | -29.37 |
| 12/26/2010 23:55 | N | AUTO_EPS_390 | 32.04 |
| 12/26/2010 23:55 | N | DC_ROAD_L_B | 28.6 |
| 12/26/2010 23:55 | N | DC_EGPS_L_A | 17.21 |
| 12/26/2010 23:55 | N | H_HOLLOW_E_1 | -28.16 |
| 12/26/2010 23:55 | N | HHOLLOW4_E_1 | -28.16 |
| 12/26/2010 23:55 | N | R_LH2SES_1 | 32.25 |
| 12/26/2010 23:55 | N | R_PB2SES_1 | -29.37 |
| 12/26/2010 23:55 | N | R_PB2SES_2 | -29.37 |
| 12/26/2010 23:55 | N | R_PB2SES_3 | -29.37 |
| 12/26/2010 23:55 | N | R_PB2SES_4 | -29.37 |
| 12/26/2010 23:55 | N | R_PB2SES_5 | -29.37 |
| 12/26/2010 23:55 | N | AUTO_EPS_390 | 32.04 |
| 12/27/2010 0:00 | N | DC_ROAD_L_B | 28.9 |
| 12/27/2010 0:00 | N | DC_EGPS_L_A | 17.36 |
| 12/27/2010 0:00 | N | H_HOLLOW_E_1 | -28.49 |
| 12/27/2010 0:00 | N | HHOLLOW4_E_1 | -28.49 |
| 12/27/2010 0:00 | N | R_LH2SES_1 | 32.6 |
| 12/27/2010 0:00 | N | R_PB2SES_1 | -29.71 |
| 12/27/2010 0:00 | N | R_PB2SES_2 | -29.71 |
| 12/27/2010 0:00 | N | R_PB2SES_3 | -29.71 |
| 12/27/2010 0:00 | N | R_PB2SES_4 | -29.71 |
| 12/27/2010 0:00 | N | R_PB2SES_5 | -29.71 |
| 12/27/2010 0:00 | N | AUTO_EPS_390 | 32.39 |
| 12/27/2010 0:05 | N | DC_ROAD_L_B | 28.81 |
| 12/27/2010 0:05 | N | DC_EGPS_L_A | 18.69 |
| 12/27/2010 0:05 | N | H_HOLLOW_E_1 | -21.13 |

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| 12/27/2010 0:05 | N | HHOLLOW4_E_1 | -21.13 |
| 12/27/2010 0:05 | N | R_LH2SES_1 | 32.05 |
| 12/27/2010 0:05 | N | R_PB2SES_1 | -22.19 |
| 12/27/2010 0:05 | N | R_PB2SES_2 | -22.19 |
| 12/27/2010 0:05 | N | R_PB2SES_3 | -22.19 |
| 12/27/2010 0:05 | N | R_PB2SES_4 | -22.19 |
| 12/27/2010 0:05 | N | R_PB2SES_5 | -22.19 |
| 12/27/2010 0:05 | N | AUTO_EPS_390 | 31.87 |
| 12/27/2010 0:07 | N | DC_ROAD_L_B | 28.9 |
| 12/27/2010 0:07 | N | DC_EGPS_L_A | 18.57 |
| 12/27/2010 0:07 | N | H_HOLLOW_E_1 | -22.1 |
| 12/27/2010 0:07 | N | HHOLLOW4_E_1 | -22.1 |
| 12/27/2010 0:07 | N | R_LH2SES_1 | 32.21 |
| 12/27/2010 0:07 | N | R_PB2SES_1 | -23.18 |
| 12/27/2010 0:07 | N | R_PB2SES_2 | -23.18 |
| 12/27/2010 0:07 | N | R_PB2SES_3 | -23.18 |
| 12/27/2010 0:07 | N | R_PB2SES_4 | -23.18 |
| 12/27/2010 0:07 | N | R_PB2SES_5 | -23.18 |
| 12/27/2010 0:07 | N | AUTO_EPS_390 | 32.03 |
| 12/27/2010 0:08 | N | DC_ROAD_L_B | 28.13 |
| 12/27/2010 0:08 | N | DC_EGPS_L_A | 21.31 |
| 12/27/2010 0:08 | N | H_HOLLOW_E_1 | -5.3 |
| 12/27/2010 0:08 | N | HHOLLOW4_E_1 | -5.3 |
| 12/27/2010 0:08 | N | R_LH2SES_1 | 30.32 |
| 12/27/2010 0:08 | N | R_PB2SES_1 | -6.01 |
| 12/27/2010 0:08 | N | R_PB2SES_2 | -6.01 |
| 12/27/2010 0:08 | N | R_PB2SES_3 | -6.01 |
| 12/27/2010 0:08 | N | R_PB2SES_4 | -6.01 |
| 12/27/2010 0:08 | N | R_PB2SES_5 | -6.01 |
| 12/27/2010 0:08 | N | AUTO_EPS_390 | 30.2 |
| 12/27/2010 0:10 | N | DC_ROAD_L_B | 28.64 |
| 12/27/2010 0:10 | N | DC_EGPS_L_A | 22.67 |
| 12/27/2010 0:10 | N | H_HOLLOW_E_1 | -0.62 |
| 12/27/2010 0:10 | N | HHOLLOW4_E_1 | -0.62 |
| 12/27/2010 0:10 | N | R_LH2SES_1 | 30.56 |
| 12/27/2010 0:10 | N | R_PB2SES_1 | -1.25 |
| 12/27/2010 0:10 | N | R_PB2SES_2 | -1.25 |
| 12/27/2010 0:10 | N | R_PB2SES_3 | -1.25 |
| 12/27/2010 0:10 | N | R_PB2SES_4 | -1.25 |
| 12/27/2010 0:10 | N | R_PB2SES_5 | -1.25 |
| 12/27/2010 0:10 | N | AUTO_EPS_390 | 30.45 |
| 12/27/2010 0:15 | N | DC_ROAD_L_B | 27.17 |
| 12/27/2010 0:15 | N | DC_EGPS_L_A | 20.48 |
| 12/27/2010 0:15 | N | H_HOLLOW_E_1 | -5.62 |
| 12/27/2010 0:15 | N | HHOLLOW4_E_1 | -5.62 |
| 12/27/2010 0:15 | N | R_LH2SES_1 | 29.32 |
| 12/27/2010 0:15 | N | R_PB2SES_1 | -6.32 |

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| 12/27/2010 0:15 | N | R_PB2SES_2 | -6.32 |
| 12/27/2010 0:15 | N | R_PB2SES_3 | -6.32 |
| 12/27/2010 0:15 | N | R_PB2SES_4 | -6.32 |
| 12/27/2010 0:15 | N | R_PB2SES_5 | -6.32 |
| 12/27/2010 0:15 | N | AUTO_EPS_390 | 29.19 |
| 12/27/2010 0:20 | N | DC_ROAD_L_B | 28.32 |
| 12/27/2010 0:20 | N | DC_EGPS_L_A | 21.41 |
| 12/27/2010 0:20 | N | H_HOLLOW_E_1 | -5.74 |
| 12/27/2010 0:20 | N | HHOLLOW4_E_1 | -5.74 |
| 12/27/2010 0:20 | N | R_LH2SES_1 | 30.54 |
| 12/27/2010 0:20 | N | R_PB2SES_1 | -6.46 |
| 12/27/2010 0:20 | N | R_PB2SES_2 | -6.46 |
| 12/27/2010 0:20 | N | R_PB2SES_3 | -6.46 |
| 12/27/2010 0:20 | N | R_PB2SES_4 | -6.46 |
| 12/27/2010 0:20 | N | R_PB2SES_5 | -6.46 |
| 12/27/2010 0:20 | N | AUTO_EPS_390 | 30.41 |
| 12/27/2010 0:25 | N | DC_ROAD_L_B | 27.25 |
| 12/27/2010 0:25 | N | DC_EGPS_L_A | 17.92 |
| 12/27/2010 0:25 | N | H_HOLLOW_E_1 | -18.69 |
| 12/27/2010 0:25 | N | HHOLLOW4_E_1 | -18.69 |
| 12/27/2010 0:25 | N | R_LH2SES_1 | 30.24 |
| 12/27/2010 0:25 | N | R_PB2SES_1 | -19.67 |
| 12/27/2010 0:25 | N | R_PB2SES_2 | -19.67 |
| 12/27/2010 0:25 | N | R_PB2SES_3 | -19.67 |
| 12/27/2010 0:25 | N | R_PB2SES_4 | -19.67 |
| 12/27/2010 0:25 | N | R_PB2SES_5 | -19.67 |
| 12/27/2010 0:25 | N | AUTO_EPS_390 | 30.07 |
| 12/27/2010 0:30 | N | DC_ROAD_L_B | 29.69 |
| 12/27/2010 0:30 | N | DC_EGPS_L_A | 18 |
| 12/27/2010 0:30 | N | H_HOLLOW_E_1 | -28.43 |
| 12/27/2010 0:30 | N | HHOLLOW4_E_1 | -28.43 |
| 12/27/2010 0:30 | N | R_LH2SES_1 | 33.43 |
| 12/27/2010 0:30 | N | R_PB2SES_1 | -29.66 |
| 12/27/2010 0:30 | N | R_PB2SES_2 | -29.66 |
| 12/27/2010 0:30 | N | R_PB2SES_3 | -29.66 |
| 12/27/2010 0:30 | N | R_PB2SES_4 | -29.66 |
| 12/27/2010 0:30 | N | R_PB2SES_5 | -29.66 |
| 12/27/2010 0:30 | N | AUTO_EPS_390 | 33.22 |
| 12/27/2010 0:35 | N | DC_ROAD_L_B | 31.7 |
| 12/27/2010 0:35 | N | DC_EGPS_L_A | 19.29 |
| 12/27/2010 0:35 | N | H_HOLLOW_E_1 | -30.01 |
| 12/27/2010 0:35 | N | HHOLLOW4_E_1 | -30.01 |
| 12/27/2010 0:35 | N | R_LH2SES_1 | 35.67 |
| 12/27/2010 0:35 | N | R_PB2SES_1 | -31.32 |
| 12/27/2010 0:35 | N | R_PB2SES_2 | -31.32 |
| 12/27/2010 0:35 | N | R_PB2SES_3 | -31.32 |
| 12/27/2010 0:35 | N | R_PB2SES_4 | -31.32 |

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| 12/27/2010 0:35 | N | R_PB2SES_5 | -31.32 |
| 12/27/2010 0:35 | N | AUTO_EPS_390 | 35.45 |
| 12/27/2010 0:40 | N | DC_ROAD_L_B | 31.16 |
| 12/27/2010 0:40 | N | DC_EGPS_L_A | 18.77 |
| 12/27/2010 0:40 | N | H_HOLLOW_E_1 | -30.02 |
| 12/27/2010 0:40 | N | HHOLLOW4_E_1 | -30.02 |
| 12/27/2010 0:40 | N | R_LH2SES_1 | 35.13 |
| 12/27/2010 0:40 | N | R_PB2SES_1 | -31.32 |
| 12/27/2010 0:40 | N | R_PB2SES_2 | -31.32 |
| 12/27/2010 0:40 | N | R_PB2SES_3 | -31.32 |
| 12/27/2010 0:40 | N | R_PB2SES_4 | -31.32 |
| 12/27/2010 0:40 | N | R_PB2SES_5 | -31.32 |
| 12/27/2010 0:40 | N | AUTO_EPS_390 | 34.91 |
| 12/27/2010 0:45 | N | DC_ROAD_L_B | 29.03 |
| 12/27/2010 0:45 | N | DC_EGPS_L_A | 18.8 |
| 12/27/2010 0:45 | N | H_HOLLOW_E_1 | -21.13 |
| 12/27/2010 0:45 | N | HHOLLOW4_E_1 | -21.13 |
| 12/27/2010 0:45 | N | R_LH2SES_1 | 32.31 |
| 12/27/2010 0:45 | N | R_PB2SES_1 | -22.2 |
| 12/27/2010 0:45 | N | R_PB2SES_2 | -22.2 |
| 12/27/2010 0:45 | N | R_PB2SES_3 | -22.2 |
| 12/27/2010 0:45 | N | R_PB2SES_4 | -22.2 |
| 12/27/2010 0:45 | N | R_PB2SES_5 | -22.2 |
| 12/27/2010 0:45 | N | AUTO_EPS_390 | 32.13 |
| 12/27/2010 0:50 | N | DC_ROAD_L_B | 27.93 |
| 12/27/2010 0:50 | N | DC_EGPS_L_A | 18.32 |
| 12/27/2010 0:50 | N | H_HOLLOW_E_1 | -19.17 |
| 12/27/2010 0:50 | N | HHOLLOW4_E_1 | -19.17 |
| 12/27/2010 0:50 | N | R_LH2SES_1 | 31.03 |
| 12/27/2010 0:50 | N | R_PB2SES_1 | -20.18 |
| 12/27/2010 0:50 | N | R_PB2SES_2 | -20.18 |
| 12/27/2010 0:50 | N | R_PB2SES_3 | -20.18 |
| 12/27/2010 0:50 | N | R_PB2SES_4 | -20.18 |
| 12/27/2010 0:50 | N | R_PB2SES_5 | -20.18 |
| 12/27/2010 0:50 | N | AUTO_EPS_390 | 30.85 |
| 12/27/2010 0:55 | N | DC_ROAD_L_B | 25.62 |
| 12/27/2010 0:55 | N | DC_EGPS_L_A | 20.28 |
| 12/27/2010 0:55 | N | H_HOLLOW_E_1 | -0.55 |
| 12/27/2010 0:55 | N | HHOLLOW4_E_1 | -0.55 |
| 12/27/2010 0:55 | N | R_LH2SES_1 | 27.34 |
| 12/27/2010 0:55 | N | R_PB2SES_1 | -1.11 |
| 12/27/2010 0:55 | N | R_PB2SES_2 | -1.11 |
| 12/27/2010 0:55 | N | R_PB2SES_3 | -1.11 |
| 12/27/2010 0:55 | N | R_PB2SES_4 | -1.11 |
| 12/27/2010 0:55 | N | R_PB2SES_5 | -1.11 |
| 12/27/2010 0:55 | N | AUTO_EPS_390 | 27.24 |
| 12/27/2010 1:00 | N | DC_ROAD_L_B | 25.5 |

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| 12/27/2010 1:00 | N | DC_EGPS_L_A | 20.2 |
| 12/27/2010 1:00 | N | H_HOLLOW_E_1 | -0.44 |
| 12/27/2010 1:00 | N | HHOLLOW4_E_1 | -0.44 |
| 12/27/2010 1:00 | N | R_LH2SES_1 | 27.2 |
| 12/27/2010 1:00 | N | R_PB2SES_1 | -0.99 |
| 12/27/2010 1:00 | N | R_PB2SES_2 | -0.99 |
| 12/27/2010 1:00 | N | R_PB2SES_3 | -0.99 |
| 12/27/2010 1:00 | N | R_PB2SES_4 | -0.99 |
| 12/27/2010 1:00 | N | R_PB2SES_5 | -0.99 |
| 12/27/2010 1:00 | N | AUTO_EPS_390 | 27.1 |
| 12/27/2010 1:05 | N | DC_ROAD_L_B | 25.9 |
| 12/27/2010 1:05 | N | DC_EGPS_L_A | 16.81 |
| 12/27/2010 1:05 | N | H_HOLLOW_E_1 | -18.8 |
| 12/27/2010 1:05 | N | HHOLLOW4_E_1 | -18.8 |
| 12/27/2010 1:05 | N | R_LH2SES_1 | 28.82 |
| 12/27/2010 1:05 | N | R_PB2SES_1 | -19.75 |
| 12/27/2010 1:05 | N | R_PB2SES_2 | -19.75 |
| 12/27/2010 1:05 | N | R_PB2SES_3 | -19.75 |
| 12/27/2010 1:05 | N | R_PB2SES_4 | -19.75 |
| 12/27/2010 1:05 | N | R_PB2SES_5 | -19.75 |
| 12/27/2010 1:05 | N | AUTO_EPS_390 | 28.66 |
| 12/27/2010 1:10 | N | DC_ROAD_L_B | 27.4 |
| 12/27/2010 1:10 | N | DC_EGPS_L_A | 17.99 |
| 12/27/2010 1:10 | N | H_HOLLOW_E_1 | -19.06 |
| 12/27/2010 1:10 | N | HHOLLOW4_E_1 | -19.06 |
| 12/27/2010 1:10 | N | R_LH2SES_1 | 30.42 |
| 12/27/2010 1:10 | N | R_PB2SES_1 | -20.05 |
| 12/27/2010 1:10 | N | R_PB2SES_2 | -20.05 |
| 12/27/2010 1:10 | N | R_PB2SES_3 | -20.05 |
| 12/27/2010 1:10 | N | R_PB2SES_4 | -20.05 |
| 12/27/2010 1:10 | N | R_PB2SES_5 | -20.05 |
| 12/27/2010 1:10 | N | AUTO_EPS_390 | 30.25 |
| 12/27/2010 1:15 | N | DC_ROAD_L_B | 28.66 |
| 12/27/2010 1:15 | N | DC_EGPS_L_A | 18.72 |
| 12/27/2010 1:15 | N | H_HOLLOW_E_1 | -20.38 |
| 12/27/2010 1:15 | N | HHOLLOW4_E_1 | -20.38 |
| 12/27/2010 1:15 | N | R_LH2SES_1 | 31.84 |
| 12/27/2010 1:15 | N | R_PB2SES_1 | -21.42 |
| 12/27/2010 1:15 | N | R_PB2SES_2 | -21.42 |
| 12/27/2010 1:15 | N | R_PB2SES_3 | -21.42 |
| 12/27/2010 1:15 | N | R_PB2SES_4 | -21.42 |
| 12/27/2010 1:15 | N | R_PB2SES_5 | -21.42 |
| 12/27/2010 1:15 | N | AUTO_EPS_390 | 31.66 |
| 12/27/2010 1:20 | N | DC_ROAD_L_B | 28.42 |
| 12/27/2010 1:20 | N | DC_EGPS_L_A | 18.36 |
| 12/27/2010 1:20 | N | H_HOLLOW_E_1 | -21.12 |
| 12/27/2010 1:20 | N | HHOLLOW4_E_1 | -21.12 |

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| 12/27/2010 1:20 | N | R_LH2SES_1 | 31.64 |
| 12/27/2010 1:20 | N | R_PB2SES_1 | -22.18 |
| 12/27/2010 1:20 | N | R_PB2SES_2 | -22.18 |
| 12/27/2010 1:20 | N | R_PB2SES_3 | -22.18 |
| 12/27/2010 1:20 | N | R_PB2SES_4 | -22.18 |
| 12/27/2010 1:20 | N | R_PB2SES_5 | -22.18 |
| 12/27/2010 1:20 | N | AUTO_EPS_390 | 31.46 |
| 12/27/2010 1:25 | N | DC_ROAD_L_B | 28.3 |
| 12/27/2010 1:25 | N | DC_EGPS_L_A | 18.38 |
| 12/27/2010 1:25 | N | H_HOLLOW_E_1 | -20.43 |
| 12/27/2010 1:25 | N | HHOLLOW4_E_1 | -20.43 |
| 12/27/2010 1:25 | N | R_LH2SES_1 | 31.49 |
| 12/27/2010 1:25 | N | R_PB2SES_1 | -21.47 |
| 12/27/2010 1:25 | N | R_PB2SES_2 | -21.47 |
| 12/27/2010 1:25 | N | R_PB2SES_3 | -21.47 |
| 12/27/2010 1:25 | N | R_PB2SES_4 | -21.47 |
| 12/27/2010 1:25 | N | R_PB2SES_5 | -21.47 |
| 12/27/2010 1:25 | N | AUTO_EPS_390 | 31.31 |
| 12/27/2010 1:30 | N | DC_ROAD_L_B | 27.63 |
| 12/27/2010 1:30 | N | DC_EGPS_L_A | 18.07 |
| 12/27/2010 1:30 | N | H_HOLLOW_E_1 | -19.23 |
| 12/27/2010 1:30 | N | HHOLLOW4_E_1 | -19.23 |
| 12/27/2010 1:30 | N | R_LH2SES_1 | 30.7 |
| 12/27/2010 1:30 | N | R_PB2SES_1 | -20.23 |
| 12/27/2010 1:30 | N | R_PB2SES_2 | -20.23 |
| 12/27/2010 1:30 | N | R_PB2SES_3 | -20.23 |
| 12/27/2010 1:30 | N | R_PB2SES_4 | -20.23 |
| 12/27/2010 1:30 | N | R_PB2SES_5 | -20.23 |
| 12/27/2010 1:30 | N | AUTO_EPS_390 | 30.53 |
| 12/27/2010 1:35 | N | DC_ROAD_L_B | 26.6 |
| 12/27/2010 1:35 | N | DC_EGPS_L_A | 21.05 |
| 12/27/2010 1:35 | N | H_HOLLOW_E_1 | -0.58 |
| 12/27/2010 1:35 | N | HHOLLOW4_E_1 | -0.58 |
| 12/27/2010 1:35 | N | R_LH2SES_1 | 28.38 |
| 12/27/2010 1:35 | N | R_PB2SES_1 | -1.16 |
| 12/27/2010 1:35 | N | R_PB2SES_2 | -1.16 |
| 12/27/2010 1:35 | N | R_PB2SES_3 | -1.16 |
| 12/27/2010 1:35 | N | R_PB2SES_4 | -1.16 |
| 12/27/2010 1:35 | N | R_PB2SES_5 | -1.16 |
| 12/27/2010 1:35 | N | AUTO_EPS_390 | 28.28 |
| 12/27/2010 1:40 | N | DC_ROAD_L_B | 26.81 |
| 12/27/2010 1:40 | N | DC_EGPS_L_A | 17.84 |
| 12/27/2010 1:40 | N | H_HOLLOW_E_1 | -17.14 |
| 12/27/2010 1:40 | N | HHOLLOW4_E_1 | -17.14 |
| 12/27/2010 1:40 | N | R_LH2SES_1 | 29.69 |
| 12/27/2010 1:40 | N | R_PB2SES_1 | -18.08 |
| 12/27/2010 1:40 | N | R_PB2SES_2 | -18.08 |

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| 12/27/2010 1:40 | N | R_PB2SES_3 | -18.08 |
| 12/27/2010 1:40 | N | R_PB2SES_4 | -18.08 |
| 12/27/2010 1:40 | N | R_PB2SES_5 | -18.08 |
| 12/27/2010 1:40 | N | AUTO_EPS_390 | 29.53 |
| 12/27/2010 1:45 | N | DC_ROAD_L_B | 26.79 |
| 12/27/2010 1:45 | N | DC_EGPS_L_A | 17.53 |
| 12/27/2010 1:45 | N | H_HOLLOW_E_1 | -18.61 |
| 12/27/2010 1:45 | N | HHOLLOW4_E_1 | -18.61 |
| 12/27/2010 1:45 | N | R_LH2SES_1 | 29.76 |
| 12/27/2010 1:45 | N | R_PB2SES_1 | -19.58 |
| 12/27/2010 1:45 | N | R_PB2SES_2 | -19.58 |
| 12/27/2010 1:45 | N | R_PB2SES_3 | -19.58 |
| 12/27/2010 1:45 | N | R_PB2SES_4 | -19.58 |
| 12/27/2010 1:45 | N | R_PB2SES_5 | -19.58 |
| 12/27/2010 1:45 | N | AUTO_EPS_390 | 29.6 |
| 12/27/2010 1:50 | N | DC_ROAD_L_B | 28.39 |
| 12/27/2010 1:50 | N | DC_EGPS_L_A | 18.66 |
| 12/27/2010 1:50 | N | H_HOLLOW_E_1 | -19.48 |
| 12/27/2010 1:50 | N | HHOLLOW4_E_1 | -19.48 |
| 12/27/2010 1:50 | N | R_LH2SES_1 | 31.51 |
| 12/27/2010 1:50 | N | R_PB2SES_1 | -20.5 |
| 12/27/2010 1:50 | N | R_PB2SES_2 | -20.5 |
| 12/27/2010 1:50 | N | R_PB2SES_3 | -20.5 |
| 12/27/2010 1:50 | N | R_PB2SES_4 | -20.5 |
| 12/27/2010 1:50 | N | R_PB2SES_5 | -20.5 |
| 12/27/2010 1:50 | N | AUTO_EPS_390 | 31.34 |
| 12/27/2010 1:55 | N | DC_ROAD_L_B | 29.01 |
| 12/27/2010 1:55 | N | DC_EGPS_L_A | 18.87 |
| 12/27/2010 1:55 | N | H_HOLLOW_E_1 | -20.83 |
| 12/27/2010 1:55 | N | HHOLLOW4_E_1 | -20.83 |
| 12/27/2010 1:55 | N | R_LH2SES_1 | 32.26 |
| 12/27/2010 1:55 | N | R_PB2SES_1 | -21.89 |
| 12/27/2010 1:55 | N | R_PB2SES_2 | -21.89 |
| 12/27/2010 1:55 | N | R_PB2SES_3 | -21.89 |
| 12/27/2010 1:55 | N | R_PB2SES_4 | -21.89 |
| 12/27/2010 1:55 | N | R_PB2SES_5 | -21.89 |
| 12/27/2010 1:55 | N | AUTO_EPS_390 | 32.07 |
| 12/27/2010 2:01 | N | DC_ROAD_L_B | 29.01 |
| 12/27/2010 2:01 | N | DC_EGPS_L_A | 18.79 |
| 12/27/2010 2:01 | N | H_HOLLOW_E_1 | -21.22 |
| 12/27/2010 2:01 | N | HHOLLOW4_E_1 | -21.22 |
| 12/27/2010 2:01 | N | R_LH2SES_1 | 32.28 |
| 12/27/2010 2:01 | N | R_PB2SES_1 | -22.29 |
| 12/27/2010 2:01 | N | R_PB2SES_2 | -22.29 |
| 12/27/2010 2:01 | N | R_PB2SES_3 | -22.29 |
| 12/27/2010 2:01 | N | R_PB2SES_4 | -22.29 |
| 12/27/2010 2:01 | N | R_PB2SES_5 | -22.29 |

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| 12/27/2010 2:01 | N | AUTO_EPS_390 | 32.1 |
| 12/27/2010 2:05 | N | DC_ROAD_L_B | 29.02 |
| 12/27/2010 2:05 | N | DC_EGPS_L_A | 18.78 |
| 12/27/2010 2:05 | N | H_HOLLOW_E_1 | -21.19 |
| 12/27/2010 2:05 | N | HHOLLOW4_E_1 | -21.19 |
| 12/27/2010 2:05 | N | R_LH2SES_1 | 32.31 |
| 12/27/2010 2:05 | N | R_PB2SES_1 | -22.26 |
| 12/27/2010 2:05 | N | R_PB2SES_2 | -22.26 |
| 12/27/2010 2:05 | N | R_PB2SES_3 | -22.26 |
| 12/27/2010 2:05 | N | R_PB2SES_4 | -22.26 |
| 12/27/2010 2:05 | N | R_PB2SES_5 | -22.26 |
| 12/27/2010 2:05 | N | AUTO_EPS_390 | 32.12 |
| 12/27/2010 2:10 | N | DC_ROAD_L_B | 28.5 |
| 12/27/2010 2:10 | N | DC_EGPS_L_A | 18.75 |
| 12/27/2010 2:10 | N | H_HOLLOW_E_1 | -19.24 |
| 12/27/2010 2:10 | N | HHOLLOW4_E_1 | -19.24 |
| 12/27/2010 2:10 | N | R_LH2SES_1 | 31.63 |
| 12/27/2010 2:10 | N | R_PB2SES_1 | -20.26 |
| 12/27/2010 2:10 | N | R_PB2SES_2 | -20.26 |
| 12/27/2010 2:10 | N | R_PB2SES_3 | -20.26 |
| 12/27/2010 2:10 | N | R_PB2SES_4 | -20.26 |
| 12/27/2010 2:10 | N | R_PB2SES_5 | -20.26 |
| 12/27/2010 2:10 | N | AUTO_EPS_390 | 31.45 |
| 12/27/2010 2:15 | N | DC_ROAD_L_B | 26.56 |
| 12/27/2010 2:15 | N | DC_EGPS_L_A | 17.46 |
| 12/27/2010 2:15 | N | H_HOLLOW_E_1 | -18.03 |
| 12/27/2010 2:15 | N | HHOLLOW4_E_1 | -18.03 |
| 12/27/2010 2:15 | N | R_LH2SES_1 | 29.48 |
| 12/27/2010 2:15 | N | R_PB2SES_1 | -18.98 |
| 12/27/2010 2:15 | N | R_PB2SES_2 | -18.98 |
| 12/27/2010 2:15 | N | R_PB2SES_3 | -18.98 |
| 12/27/2010 2:15 | N | R_PB2SES_4 | -18.98 |
| 12/27/2010 2:15 | N | R_PB2SES_5 | -18.98 |
| 12/27/2010 2:15 | N | AUTO_EPS_390 | 29.32 |
| 12/27/2010 2:20 | N | DC_ROAD_L_B | 25.95 |
| 12/27/2010 2:20 | N | DC_EGPS_L_A | 20.53 |
| 12/27/2010 2:20 | N | H_HOLLOW_E_1 | -0.57 |
| 12/27/2010 2:20 | N | HHOLLOW4_E_1 | -0.57 |
| 12/27/2010 2:20 | N | R_LH2SES_1 | 27.69 |
| 12/27/2010 2:20 | N | R_PB2SES_1 | -1.13 |
| 12/27/2010 2:20 | N | R_PB2SES_2 | -1.13 |
| 12/27/2010 2:20 | N | R_PB2SES_3 | -1.13 |
| 12/27/2010 2:20 | N | R_PB2SES_4 | -1.13 |
| 12/27/2010 2:20 | N | R_PB2SES_5 | -1.13 |
| 12/27/2010 2:20 | N | AUTO_EPS_390 | 27.59 |
| 12/27/2010 2:25 | N | DC_ROAD_L_B | 27.89 |
| 12/27/2010 2:25 | N | DC_EGPS_L_A | 18.38 |

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| 12/27/2010 2:25 | N | H_HOLLOW_E_1 | -18.73 |
| 12/27/2010 2:25 | N | HHOLLOW4_E_1 | -18.73 |
| 12/27/2010 2:25 | N | R_LH2SES_1 | 30.94 |
| 12/27/2010 2:25 | N | R_PB2SES_1 | -19.73 |
| 12/27/2010 2:25 | N | R_PB2SES_2 | -19.73 |
| 12/27/2010 2:25 | N | R_PB2SES_3 | -19.73 |
| 12/27/2010 2:25 | N | R_PB2SES_4 | -19.73 |
| 12/27/2010 2:25 | N | R_PB2SES_5 | -19.73 |
| 12/27/2010 2:25 | N | AUTO_EPS_390 | 30.77 |
| 12/27/2010 2:30 | N | DC_ROAD_L_B | 29.03 |
| 12/27/2010 2:30 | N | DC_EGPS_L_A | 19.22 |
| 12/27/2010 2:30 | N | H_HOLLOW_E_1 | -19.12 |
| 12/27/2010 2:30 | N | HHOLLOW4_E_1 | -19.12 |
| 12/27/2010 2:30 | N | R_LH2SES_1 | 32.17 |
| 12/27/2010 2:30 | N | R_PB2SES_1 | -20.15 |
| 12/27/2010 2:30 | N | R_PB2SES_2 | -20.15 |
| 12/27/2010 2:30 | N | R_PB2SES_3 | -20.15 |
| 12/27/2010 2:30 | N | R_PB2SES_4 | -20.15 |
| 12/27/2010 2:30 | N | R_PB2SES_5 | -20.15 |
| 12/27/2010 2:30 | N | AUTO_EPS_390 | 32 |
| 12/27/2010 2:35 | N | DC_ROAD_L_B | 29.02 |
| 12/27/2010 2:35 | N | DC_EGPS_L_A | 19.13 |
| 12/27/2010 2:35 | N | H_HOLLOW_E_1 | -19.54 |
| 12/27/2010 2:35 | N | HHOLLOW4_E_1 | -19.54 |
| 12/27/2010 2:35 | N | R_LH2SES_1 | 32.2 |
| 12/27/2010 2:35 | N | R_PB2SES_1 | -20.58 |
| 12/27/2010 2:35 | N | R_PB2SES_2 | -20.58 |
| 12/27/2010 2:35 | N | R_PB2SES_3 | -20.58 |
| 12/27/2010 2:35 | N | R_PB2SES_4 | -20.58 |
| 12/27/2010 2:35 | N | R_PB2SES_5 | -20.58 |
| 12/27/2010 2:35 | N | AUTO_EPS_390 | 32.02 |
| 12/27/2010 2:40 | N | DC_ROAD_L_B | 29.04 |
| 12/27/2010 2:40 | N | DC_EGPS_L_A | 19.01 |
| 12/27/2010 2:40 | N | H_HOLLOW_E_1 | -20.18 |
| 12/27/2010 2:40 | N | HHOLLOW4_E_1 | -20.18 |
| 12/27/2010 2:40 | N | R_LH2SES_1 | 32.25 |
| 12/27/2010 2:40 | N | R_PB2SES_1 | -21.23 |
| 12/27/2010 2:40 | N | R_PB2SES_2 | -21.23 |
| 12/27/2010 2:40 | N | R_PB2SES_3 | -21.23 |
| 12/27/2010 2:40 | N | R_PB2SES_4 | -21.23 |
| 12/27/2010 2:40 | N | R_PB2SES_5 | -21.23 |
| 12/27/2010 2:40 | N | AUTO_EPS_390 | 32.07 |
| 12/27/2010 2:45 | N | DC_ROAD_L_B | 29.02 |
| 12/27/2010 2:45 | N | DC_EGPS_L_A | 19.09 |
| 12/27/2010 2:45 | N | H_HOLLOW_E_1 | -19.64 |
| 12/27/2010 2:45 | N | HHOLLOW4_E_1 | -19.64 |
| 12/27/2010 2:45 | N | R_LH2SES_1 | 32.2 |

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| 12/27/2010 2:45 | N | R_PB2SES_1 | -20.67 |
| 12/27/2010 2:45 | N | R_PB2SES_2 | -20.67 |
| 12/27/2010 2:45 | N | R_PB2SES_3 | -20.67 |
| 12/27/2010 2:45 | N | R_PB2SES_4 | -20.67 |
| 12/27/2010 2:45 | N | R_PB2SES_5 | -20.67 |
| 12/27/2010 2:45 | N | AUTO_EPS_390 | 32.03 |
| 12/27/2010 2:50 | N | DC_ROAD_L_B | 29.01 |
| 12/27/2010 2:50 | N | DC_EGPS_L_A | 19.22 |
| 12/27/2010 2:50 | N | H_HOLLOW_E_1 | -18.93 |
| 12/27/2010 2:50 | N | HHOLLOW4_E_1 | -18.93 |
| 12/27/2010 2:50 | N | R_LH2SES_1 | 32.15 |
| 12/27/2010 2:50 | N | R_PB2SES_1 | -19.95 |
| 12/27/2010 2:50 | N | R_PB2SES_2 | -19.95 |
| 12/27/2010 2:50 | N | R_PB2SES_3 | -19.95 |
| 12/27/2010 2:50 | N | R_PB2SES_4 | -19.95 |
| 12/27/2010 2:50 | N | R_PB2SES_5 | -19.95 |
| 12/27/2010 2:50 | N | AUTO_EPS_390 | 31.97 |
| 12/27/2010 2:55 | N | DC_ROAD_L_B | 28.4 |
| 12/27/2010 2:55 | N | DC_EGPS_L_A | 21.42 |
| 12/27/2010 2:55 | N | H_HOLLOW_E_1 | -5.77 |
| 12/27/2010 2:55 | N | HHOLLOW4_E_1 | -5.77 |
| 12/27/2010 2:55 | N | R_LH2SES_1 | 30.64 |
| 12/27/2010 2:55 | N | R_PB2SES_1 | -6.5 |
| 12/27/2010 2:55 | N | R_PB2SES_2 | -6.5 |
| 12/27/2010 2:55 | N | R_PB2SES_3 | -6.5 |
| 12/27/2010 2:55 | N | R_PB2SES_4 | -6.5 |
| 12/27/2010 2:55 | N | R_PB2SES_5 | -6.5 |
| 12/27/2010 2:55 | N | AUTO_EPS_390 | 30.52 |
| 12/27/2010 3:00 | N | DC_ROAD_L_B | 28.01 |
| 12/27/2010 3:00 | N | DC_EGPS_L_A | 18.5 |
| 12/27/2010 3:00 | N | H_HOLLOW_E_1 | -18.58 |
| 12/27/2010 3:00 | N | HHOLLOW4_E_1 | -18.58 |
| 12/27/2010 3:00 | N | R_LH2SES_1 | 31.06 |
| 12/27/2010 3:00 | N | R_PB2SES_1 | -19.58 |
| 12/27/2010 3:00 | N | R_PB2SES_2 | -19.58 |
| 12/27/2010 3:00 | N | R_PB2SES_3 | -19.58 |
| 12/27/2010 3:00 | N | R_PB2SES_4 | -19.58 |
| 12/27/2010 3:00 | N | R_PB2SES_5 | -19.58 |
| 12/27/2010 3:00 | N | AUTO_EPS_390 | 30.89 |
| 12/27/2010 3:05 | N | DC_ROAD_L_B | 28.85 |
| 12/27/2010 3:05 | N | DC_EGPS_L_A | 19.13 |
| 12/27/2010 3:05 | N | H_HOLLOW_E_1 | -18.79 |
| 12/27/2010 3:05 | N | HHOLLOW4_E_1 | -18.79 |
| 12/27/2010 3:05 | N | R_LH2SES_1 | 31.96 |
| 12/27/2010 3:05 | N | R_PB2SES_1 | -19.81 |
| 12/27/2010 3:05 | N | R_PB2SES_2 | -19.81 |
| 12/27/2010 3:05 | N | R_PB2SES_3 | -19.81 |

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| 12/27/2010 3:05 | N | R_PB2SES_4 | -19.81 |
| 12/27/2010 3:05 | N | R_PB2SES_5 | -19.81 |
| 12/27/2010 3:05 | N | AUTO_EPS_390 | 31.79 |
| 12/27/2010 3:10 | N | DC_ROAD_L_B | 29.17 |
| 12/27/2010 3:10 | N | DC_EGPS_L_A | 19.33 |
| 12/27/2010 3:10 | N | H_HOLLOW_E_1 | -19.15 |
| 12/27/2010 3:10 | N | HHOLLOW4_E_1 | -19.15 |
| 12/27/2010 3:10 | N | R_LH2SES_1 | 32.33 |
| 12/27/2010 3:10 | N | R_PB2SES_1 | -20.18 |
| 12/27/2010 3:10 | N | R_PB2SES_2 | -20.18 |
| 12/27/2010 3:10 | N | R_PB2SES_3 | -20.18 |
| 12/27/2010 3:10 | N | R_PB2SES_4 | -20.18 |
| 12/27/2010 3:10 | N | R_PB2SES_5 | -20.18 |
| 12/27/2010 3:10 | N | AUTO_EPS_390 | 32.15 |
| 12/27/2010 3:15 | N | DC_ROAD_L_B | 29.83 |
| 12/27/2010 3:15 | N | DC_EGPS_L_A | 19.75 |
| 12/27/2010 3:15 | N | H_HOLLOW_E_1 | -19.74 |
| 12/27/2010 3:15 | N | HHOLLOW4_E_1 | -19.74 |
| 12/27/2010 3:15 | N | R_LH2SES_1 | 33.06 |
| 12/27/2010 3:15 | N | R_PB2SES_1 | -20.8 |
| 12/27/2010 3:15 | N | R_PB2SES_2 | -20.8 |
| 12/27/2010 3:15 | N | R_PB2SES_3 | -20.8 |
| 12/27/2010 3:15 | N | R_PB2SES_4 | -20.8 |
| 12/27/2010 3:15 | N | R_PB2SES_5 | -20.8 |
| 12/27/2010 3:15 | N | AUTO_EPS_390 | 32.88 |
| 12/27/2010 3:20 | N | DC_ROAD_L_B | 29.93 |
| 12/27/2010 3:20 | N | DC_EGPS_L_A | 19.77 |
| 12/27/2010 3:20 | N | H_HOLLOW_E_1 | -19.93 |
| 12/27/2010 3:20 | N | HHOLLOW4_E_1 | -19.93 |
| 12/27/2010 3:20 | N | R_LH2SES_1 | 33.19 |
| 12/27/2010 3:20 | N | R_PB2SES_1 | -20.99 |
| 12/27/2010 3:20 | N | R_PB2SES_2 | -20.99 |
| 12/27/2010 3:20 | N | R_PB2SES_3 | -20.99 |
| 12/27/2010 3:20 | N | R_PB2SES_4 | -20.99 |
| 12/27/2010 3:20 | N | R_PB2SES_5 | -20.99 |
| 12/27/2010 3:20 | N | AUTO_EPS_390 | 33 |
| 12/27/2010 3:25 | N | DC_ROAD_L_B | 29.73 |
| 12/27/2010 3:25 | N | DC_EGPS_L_A | 19.77 |
| 12/27/2010 3:25 | N | H_HOLLOW_E_1 | -19.06 |
| 12/27/2010 3:25 | N | HHOLLOW4_E_1 | -19.06 |
| 12/27/2010 3:25 | N | R_LH2SES_1 | 32.93 |
| 12/27/2010 3:25 | N | R_PB2SES_1 | -20.11 |
| 12/27/2010 3:25 | N | R_PB2SES_2 | -20.11 |
| 12/27/2010 3:25 | N | R_PB2SES_3 | -20.11 |
| 12/27/2010 3:25 | N | R_PB2SES_4 | -20.11 |
| 12/27/2010 3:25 | N | R_PB2SES_5 | -20.11 |
| 12/27/2010 3:25 | N | AUTO_EPS_390 | 32.75 |

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|---|---|---|---|
| 12/27/2010 3:30 | N | DC_ROAD_L_B | 29.26 |
| 12/27/2010 3:30 | N | DC_EGPS_L_A | 19.46 |
| 12/27/2010 3:30 | N | H_HOLLOW_E_1 | -18.73 |
| 12/27/2010 3:30 | N | HHOLLOW4_E_1 | -18.73 |
| 12/27/2010 3:30 | N | R_LH2SES_1 | 32.41 |
| 12/27/2010 3:30 | N | R_PB2SES_1 | -19.76 |
| 12/27/2010 3:30 | N | R_PB2SES_2 | -19.76 |
| 12/27/2010 3:30 | N | R_PB2SES_3 | -19.76 |
| 12/27/2010 3:30 | N | R_PB2SES_4 | -19.76 |
| 12/27/2010 3:30 | N | R_PB2SES_5 | -19.76 |
| 12/27/2010 3:30 | N | AUTO_EPS_390 | 32.23 |
| 12/27/2010 3:35 | N | DC_ROAD_L_B | 29.58 |
| 12/27/2010 3:35 | N | DC_EGPS_L_A | 22.33 |
| 12/27/2010 3:35 | N | H_HOLLOW_E_1 | -5.92 |
| 12/27/2010 3:35 | N | HHOLLOW4_E_1 | -5.92 |
| 12/27/2010 3:35 | N | R_LH2SES_1 | 31.9 |
| 12/27/2010 3:35 | N | R_PB2SES_1 | -6.68 |
| 12/27/2010 3:35 | N | R_PB2SES_2 | -6.68 |
| 12/27/2010 3:35 | N | R_PB2SES_3 | -6.68 |
| 12/27/2010 3:35 | N | R_PB2SES_4 | -6.68 |
| 12/27/2010 3:35 | N | R_PB2SES_5 | -6.68 |
| 12/27/2010 3:35 | N | AUTO_EPS_390 | 31.77 |
| 12/27/2010 3:40 | N | DC_ROAD_L_B | 29.3 |
| 12/27/2010 3:40 | N | DC_EGPS_L_A | 19.58 |
| 12/27/2010 3:40 | N | H_HOLLOW_E_1 | -18.31 |
| 12/27/2010 3:40 | N | HHOLLOW4_E_1 | -18.31 |
| 12/27/2010 3:40 | N | R_LH2SES_1 | 32.42 |
| 12/27/2010 3:40 | N | R_PB2SES_1 | -19.33 |
| 12/27/2010 3:40 | N | R_PB2SES_2 | -19.33 |
| 12/27/2010 3:40 | N | R_PB2SES_3 | -19.33 |
| 12/27/2010 3:40 | N | R_PB2SES_4 | -19.33 |
| 12/27/2010 3:40 | N | R_PB2SES_5 | -19.33 |
| 12/27/2010 3:40 | N | AUTO_EPS_390 | 32.25 |
| 12/27/2010 3:45 | N | DC_ROAD_L_B | 30.13 |
| 12/27/2010 3:45 | N | DC_EGPS_L_A | 19.96 |
| 12/27/2010 3:45 | N | H_HOLLOW_E_1 | -19.75 |
| 12/27/2010 3:45 | N | HHOLLOW4_E_1 | -19.75 |
| 12/27/2010 3:45 | N | R_LH2SES_1 | 33.39 |
| 12/27/2010 3:45 | N | R_PB2SES_1 | -20.82 |
| 12/27/2010 3:45 | N | R_PB2SES_2 | -20.82 |
| 12/27/2010 3:45 | N | R_PB2SES_3 | -20.82 |
| 12/27/2010 3:45 | N | R_PB2SES_4 | -20.82 |
| 12/27/2010 3:45 | N | R_PB2SES_5 | -20.82 |
| 12/27/2010 3:45 | N | AUTO_EPS_390 | 33.21 |
| 12/27/2010 3:50 | N | DC_ROAD_L_B | 32.09 |
| 12/27/2010 3:50 | N | DC_EGPS_L_A | 21.59 |
| 12/27/2010 3:50 | N | H_HOLLOW_E_1 | -19.45 |

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| 12/27/2010 3:50 | N | HHOLLOW4_E_1 | -19.45 |
| 12/27/2010 3:50 | N | R_LH2SES_1 | 35.46 |
| 12/27/2010 3:50 | N | R_PB2SES_1 | -20.55 |
| 12/27/2010 3:50 | N | R_PB2SES_2 | -20.55 |
| 12/27/2010 3:50 | N | R_PB2SES_3 | -20.55 |
| 12/27/2010 3:50 | N | R_PB2SES_4 | -20.55 |
| 12/27/2010 3:50 | N | R_PB2SES_5 | -20.55 |
| 12/27/2010 3:50 | N | AUTO_EPS_390 | 35.27 |
| 12/27/2010 3:55 | N | DC_ROAD_L_B | 32.25 |
| 12/27/2010 3:55 | N | DC_EGPS_L_A | 21.59 |
| 12/27/2010 3:55 | N | H_HOLLOW_E_1 | -20.06 |
| 12/27/2010 3:55 | N | HHOLLOW4_E_1 | -20.06 |
| 12/27/2010 3:55 | N | R_LH2SES_1 | 35.67 |
| 12/27/2010 3:55 | N | R_PB2SES_1 | -21.17 |
| 12/27/2010 3:55 | N | R_PB2SES_2 | -21.17 |
| 12/27/2010 3:55 | N | R_PB2SES_3 | -21.17 |
| 12/27/2010 3:55 | N | R_PB2SES_4 | -21.17 |
| 12/27/2010 3:55 | N | R_PB2SES_5 | -21.17 |
| 12/27/2010 3:55 | N | AUTO_EPS_390 | 35.48 |
| 12/27/2010 4:01 | N | DC_ROAD_L_B | 32.31 |
| 12/27/2010 4:01 | N | DC_EGPS_L_A | 21.83 |
| 12/27/2010 4:01 | N | H_HOLLOW_E_1 | -19.03 |
| 12/27/2010 4:01 | N | HHOLLOW4_E_1 | -19.03 |
| 12/27/2010 4:01 | N | R_LH2SES_1 | 35.67 |
| 12/27/2010 4:01 | N | R_PB2SES_1 | -20.12 |
| 12/27/2010 4:01 | N | R_PB2SES_2 | -20.12 |
| 12/27/2010 4:01 | N | R_PB2SES_3 | -20.12 |
| 12/27/2010 4:01 | N | R_PB2SES_4 | -20.12 |
| 12/27/2010 4:01 | N | R_PB2SES_5 | -20.12 |
| 12/27/2010 4:01 | N | AUTO_EPS_390 | 35.48 |
| 12/27/2010 4:05 | N | DC_ROAD_L_B | 30.08 |
| 12/27/2010 4:05 | N | DC_EGPS_L_A | 20.12 |
| 12/27/2010 4:05 | N | H_HOLLOW_E_1 | -18.73 |
| 12/27/2010 4:05 | N | HHOLLOW4_E_1 | -18.73 |
| 12/27/2010 4:05 | N | R_LH2SES_1 | 33.28 |
| 12/27/2010 4:05 | N | R_PB2SES_1 | -19.77 |
| 12/27/2010 4:05 | N | R_PB2SES_2 | -19.77 |
| 12/27/2010 4:05 | N | R_PB2SES_3 | -19.77 |
| 12/27/2010 4:05 | N | R_PB2SES_4 | -19.77 |
| 12/27/2010 4:05 | N | R_PB2SES_5 | -19.77 |
| 12/27/2010 4:05 | N | AUTO_EPS_390 | 33.1 |
| 12/27/2010 4:10 | N | DC_ROAD_L_B | 29.59 |
| 12/27/2010 4:10 | N | DC_EGPS_L_A | 22.34 |
| 12/27/2010 4:10 | N | H_HOLLOW_E_1 | -5.92 |
| 12/27/2010 4:10 | N | HHOLLOW4_E_1 | -5.92 |
| 12/27/2010 4:10 | N | R_LH2SES_1 | 31.91 |
| 12/27/2010 4:10 | N | R_PB2SES_1 | -6.68 |

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| 12/27/2010 4:10 | N | R_PB2SES_2 | -6.68 |
| 12/27/2010 4:10 | N | R_PB2SES_3 | -6.68 |
| 12/27/2010 4:10 | N | R_PB2SES_4 | -6.68 |
| 12/27/2010 4:10 | N | R_PB2SES_5 | -6.68 |
| 12/27/2010 4:10 | N | AUTO_EPS_390 | 31.78 |
| 12/27/2010 4:15 | N | DC_ROAD_L_B | 29.42 |
| 12/27/2010 4:15 | N | DC_EGPS_L_A | 22.21 |
| 12/27/2010 4:15 | N | H_HOLLOW_E_1 | -5.9 |
| 12/27/2010 4:15 | N | HHOLLOW4_E_1 | -5.9 |
| 12/27/2010 4:15 | N | R_LH2SES_1 | 31.74 |
| 12/27/2010 4:15 | N | R_PB2SES_1 | -6.66 |
| 12/27/2010 4:15 | N | R_PB2SES_2 | -6.66 |
| 12/27/2010 4:15 | N | R_PB2SES_3 | -6.66 |
| 12/27/2010 4:15 | N | R_PB2SES_4 | -6.66 |
| 12/27/2010 4:15 | N | R_PB2SES_5 | -6.66 |
| 12/27/2010 4:15 | N | AUTO_EPS_390 | 31.61 |
| 12/27/2010 4:20 | N | DC_ROAD_L_B | 29.99 |
| 12/27/2010 4:20 | N | DC_EGPS_L_A | 20.05 |
| 12/27/2010 4:20 | N | H_HOLLOW_E_1 | -18.74 |
| 12/27/2010 4:20 | N | HHOLLOW4_E_1 | -18.74 |
| 12/27/2010 4:20 | N | R_LH2SES_1 | 33.18 |
| 12/27/2010 4:20 | N | R_PB2SES_1 | -19.78 |
| 12/27/2010 4:20 | N | R_PB2SES_2 | -19.78 |
| 12/27/2010 4:20 | N | R_PB2SES_3 | -19.78 |
| 12/27/2010 4:20 | N | R_PB2SES_4 | -19.78 |
| 12/27/2010 4:20 | N | R_PB2SES_5 | -19.78 |
| 12/27/2010 4:20 | N | AUTO_EPS_390 | 33 |
| 12/27/2010 4:25 | N | DC_ROAD_L_B | 31.91 |
| 12/27/2010 4:25 | N | DC_EGPS_L_A | 21.52 |
| 12/27/2010 4:25 | N | H_HOLLOW_E_1 | -19.02 |
| 12/27/2010 4:25 | N | HHOLLOW4_E_1 | -19.02 |
| 12/27/2010 4:25 | N | R_LH2SES_1 | 35.24 |
| 12/27/2010 4:25 | N | R_PB2SES_1 | -20.11 |
| 12/27/2010 4:25 | N | R_PB2SES_2 | -20.11 |
| 12/27/2010 4:25 | N | R_PB2SES_3 | -20.11 |
| 12/27/2010 4:25 | N | R_PB2SES_4 | -20.11 |
| 12/27/2010 4:25 | N | R_PB2SES_5 | -20.11 |
| 12/27/2010 4:25 | N | AUTO_EPS_390 | 35.06 |
| 12/27/2010 4:30 | N | DC_ROAD_L_B | 32.29 |
| 12/27/2010 4:30 | N | DC_EGPS_L_A | 21.74 |
| 12/27/2010 4:30 | N | H_HOLLOW_E_1 | -19.43 |
| 12/27/2010 4:30 | N | HHOLLOW4_E_1 | -19.43 |
| 12/27/2010 4:30 | N | R_LH2SES_1 | 35.67 |
| 12/27/2010 4:30 | N | R_PB2SES_1 | -20.53 |
| 12/27/2010 4:30 | N | R_PB2SES_2 | -20.53 |
| 12/27/2010 4:30 | N | R_PB2SES_3 | -20.53 |
| 12/27/2010 4:30 | N | R_PB2SES_4 | -20.53 |

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| 12/27/2010 4:30 | N | R_PB2SES_5 | -20.53 |
| 12/27/2010 4:30 | N | AUTO_EPS_390 | 35.48 |
| 12/27/2010 4:35 | N | DC_ROAD_L_B | 34.25 |
| 12/27/2010 4:35 | N | DC_EGPS_L_A | 23.19 |
| 12/27/2010 4:35 | N | H_HOLLOW_E_1 | -19.92 |
| 12/27/2010 4:35 | N | HHOLLOW4_E_1 | -19.92 |
| 12/27/2010 4:35 | N | R_LH2SES_1 | 37.79 |
| 12/27/2010 4:35 | N | R_PB2SES_1 | -21.07 |
| 12/27/2010 4:35 | N | R_PB2SES_2 | -21.07 |
| 12/27/2010 4:35 | N | R_PB2SES_3 | -21.07 |
| 12/27/2010 4:35 | N | R_PB2SES_4 | -21.07 |
| 12/27/2010 4:35 | N | R_PB2SES_5 | -21.07 |
| 12/27/2010 4:35 | N | AUTO_EPS_390 | 37.59 |
| 12/27/2010 4:40 | N | DC_ROAD_L_B | 32.31 |
| 12/27/2010 4:40 | N | DC_EGPS_L_A | 21.84 |
| 12/27/2010 4:40 | N | H_HOLLOW_E_1 | -18.95 |
| 12/27/2010 4:40 | N | HHOLLOW4_E_1 | -18.95 |
| 12/27/2010 4:40 | N | R_LH2SES_1 | 35.67 |
| 12/27/2010 4:40 | N | R_PB2SES_1 | -20.05 |
| 12/27/2010 4:40 | N | R_PB2SES_2 | -20.05 |
| 12/27/2010 4:40 | N | R_PB2SES_3 | -20.05 |
| 12/27/2010 4:40 | N | R_PB2SES_4 | -20.05 |
| 12/27/2010 4:40 | N | R_PB2SES_5 | -20.05 |
| 12/27/2010 4:40 | N | AUTO_EPS_390 | 35.48 |
| 12/27/2010 4:45 | N | DC_ROAD_L_B | 29.75 |
| 12/27/2010 4:45 | N | DC_EGPS_L_A | 20.02 |
| 12/27/2010 4:45 | N | H_HOLLOW_E_1 | -17.92 |
| 12/27/2010 4:45 | N | HHOLLOW4_E_1 | -17.92 |
| 12/27/2010 4:45 | N | R_LH2SES_1 | 32.88 |
| 12/27/2010 4:45 | N | R_PB2SES_1 | -18.94 |
| 12/27/2010 4:45 | N | R_PB2SES_2 | -18.94 |
| 12/27/2010 4:45 | N | R_PB2SES_3 | -18.94 |
| 12/27/2010 4:45 | N | R_PB2SES_4 | -18.94 |
| 12/27/2010 4:45 | N | R_PB2SES_5 | -18.94 |
| 12/27/2010 4:45 | N | AUTO_EPS_390 | 32.7 |
| 12/27/2010 4:50 | N | DC_ROAD_L_B | 26.61 |
| 12/27/2010 4:50 | N | DC_EGPS_L_A | 26.03 |
| 12/27/2010 4:50 | N | H_HOLLOW_E_1 | 23.78 |
| 12/27/2010 4:50 | N | HHOLLOW4_E_1 | 23.78 |
| 12/27/2010 4:50 | N | R_LH2SES_1 | 26.8 |
| 12/27/2010 4:50 | N | R_PB2SES_1 | 23.72 |
| 12/27/2010 4:50 | N | R_PB2SES_2 | 23.72 |
| 12/27/2010 4:50 | N | R_PB2SES_3 | 23.72 |
| 12/27/2010 4:50 | N | R_PB2SES_4 | 23.72 |
| 12/27/2010 4:50 | N | R_PB2SES_5 | 23.72 |
| 12/27/2010 4:50 | N | AUTO_EPS_390 | 26.79 |
| 12/27/2010 4:55 | N | DC_ROAD_L_B | 26.62 |

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|---|---|---|---|
| 12/27/2010 4:55 | N | DC_EGPS_L_A | 21.69 |
| 12/27/2010 4:55 | N | H_HOLLOW_E_1 | 2.45 |
| 12/27/2010 4:55 | N | HHOLLOW4_E_1 | 2.45 |
| 12/27/2010 4:55 | N | R_LH2SES_1 | 28.2 |
| 12/27/2010 4:55 | N | R_PB2SES_1 | 1.93 |
| 12/27/2010 4:55 | N | R_PB2SES_2 | 1.93 |
| 12/27/2010 4:55 | N | R_PB2SES_3 | 1.93 |
| 12/27/2010 4:55 | N | R_PB2SES_4 | 1.93 |
| 12/27/2010 4:55 | N | R_PB2SES_5 | 1.93 |
| 12/27/2010 4:55 | N | AUTO_EPS_390 | 28.11 |
| 12/27/2010 5:00 | N | DC_ROAD_L_B | 25.39 |
| 12/27/2010 5:00 | N | DC_EGPS_L_A | 20.4 |
| 12/27/2010 5:00 | N | H_HOLLOW_E_1 | 0.82 |
| 12/27/2010 5:00 | N | HHOLLOW4_E_1 | 0.82 |
| 12/27/2010 5:00 | N | R_LH2SES_1 | 26.98 |
| 12/27/2010 5:00 | N | R_PB2SES_1 | 0.3 |
| 12/27/2010 5:00 | N | R_PB2SES_2 | 0.3 |
| 12/27/2010 5:00 | N | R_PB2SES_3 | 0.3 |
| 12/27/2010 5:00 | N | R_PB2SES_4 | 0.3 |
| 12/27/2010 5:00 | N | R_PB2SES_5 | 0.3 |
| 12/27/2010 5:00 | N | AUTO_EPS_390 | 26.89 |
| 12/27/2010 5:05 | N | DC_ROAD_L_B | 25.36 |
| 12/27/2010 5:05 | N | DC_EGPS_L_A | 20.29 |
| 12/27/2010 5:05 | N | H_HOLLOW_E_1 | 0.14 |
| 12/27/2010 5:05 | N | HHOLLOW4_E_1 | 0.14 |
| 12/27/2010 5:05 | N | R_LH2SES_1 | 26.98 |
| 12/27/2010 5:05 | N | R_PB2SES_1 | -0.39 |
| 12/27/2010 5:05 | N | R_PB2SES_2 | -0.39 |
| 12/27/2010 5:05 | N | R_PB2SES_3 | -0.39 |
| 12/27/2010 5:05 | N | R_PB2SES_4 | -0.39 |
| 12/27/2010 5:05 | N | R_PB2SES_5 | -0.39 |
| 12/27/2010 5:05 | N | AUTO_EPS_390 | 26.89 |
| 12/27/2010 5:10 | N | DC_ROAD_L_B | 25.46 |
| 12/27/2010 5:10 | N | DC_EGPS_L_A | 16.65 |
| 12/27/2010 5:10 | N | H_HOLLOW_E_1 | -18.76 |
| 12/27/2010 5:10 | N | HHOLLOW4_E_1 | -18.76 |
| 12/27/2010 5:10 | N | R_LH2SES_1 | 28.29 |
| 12/27/2010 5:10 | N | R_PB2SES_1 | -19.7 |
| 12/27/2010 5:10 | N | R_PB2SES_2 | -19.7 |
| 12/27/2010 5:10 | N | R_PB2SES_3 | -19.7 |
| 12/27/2010 5:10 | N | R_PB2SES_4 | -19.7 |
| 12/27/2010 5:10 | N | R_PB2SES_5 | -19.7 |
| 12/27/2010 5:10 | N | AUTO_EPS_390 | 28.13 |
| 12/27/2010 5:15 | N | DC_ROAD_L_B | 25.53 |
| 12/27/2010 5:15 | N | DC_EGPS_L_A | 16.69 |
| 12/27/2010 5:15 | N | H_HOLLOW_E_1 | -18.81 |
| 12/27/2010 5:15 | N | HHOLLOW4_E_1 | -18.81 |

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| 12/27/2010 5:15 | N | R_LH2SES_1 | 28.36 |
| 12/27/2010 5:15 | N | R_PB2SES_1 | -19.75 |
| 12/27/2010 5:15 | N | R_PB2SES_2 | -19.75 |
| 12/27/2010 5:15 | N | R_PB2SES_3 | -19.75 |
| 12/27/2010 5:15 | N | R_PB2SES_4 | -19.75 |
| 12/27/2010 5:15 | N | R_PB2SES_5 | -19.75 |
| 12/27/2010 5:15 | N | AUTO_EPS_390 | 28.2 |
| 12/27/2010 5:20 | N | DC_ROAD_L_B | 25.66 |
| 12/27/2010 5:20 | N | DC_EGPS_L_A | 16.83 |
| 12/27/2010 5:20 | N | H_HOLLOW_E_1 | -18.63 |
| 12/27/2010 5:20 | N | HHOLLOW4_E_1 | -18.63 |
| 12/27/2010 5:20 | N | R_LH2SES_1 | 28.48 |
| 12/27/2010 5:20 | N | R_PB2SES_1 | -19.57 |
| 12/27/2010 5:20 | N | R_PB2SES_2 | -19.57 |
| 12/27/2010 5:20 | N | R_PB2SES_3 | -19.57 |
| 12/27/2010 5:20 | N | R_PB2SES_4 | -19.57 |
| 12/27/2010 5:20 | N | R_PB2SES_5 | -19.57 |
| 12/27/2010 5:20 | N | AUTO_EPS_390 | 28.32 |
| 12/27/2010 5:25 | N | DC_ROAD_L_B | 25.79 |
| 12/27/2010 5:25 | N | DC_EGPS_L_A | 19.54 |
| 12/27/2010 5:25 | N | H_HOLLOW_E_1 | -5.37 |
| 12/27/2010 5:25 | N | HHOLLOW4_E_1 | -5.37 |
| 12/27/2010 5:25 | N | R_LH2SES_1 | 27.8 |
| 12/27/2010 5:25 | N | R_PB2SES_1 | -6.03 |
| 12/27/2010 5:25 | N | R_PB2SES_2 | -6.03 |
| 12/27/2010 5:25 | N | R_PB2SES_3 | -6.03 |
| 12/27/2010 5:25 | N | R_PB2SES_4 | -6.03 |
| 12/27/2010 5:25 | N | R_PB2SES_5 | -6.03 |
| 12/27/2010 5:25 | N | AUTO_EPS_390 | 27.68 |
| 12/27/2010 5:30 | N | DC_ROAD_L_B | 25.83 |
| 12/27/2010 5:30 | N | DC_EGPS_L_A | 20.54 |
| 12/27/2010 5:30 | N | H_HOLLOW_E_1 | -0.55 |
| 12/27/2010 5:30 | N | HHOLLOW4_E_1 | -0.55 |
| 12/27/2010 5:30 | N | R_LH2SES_1 | 27.53 |
| 12/27/2010 5:30 | N | R_PB2SES_1 | -1.11 |
| 12/27/2010 5:30 | N | R_PB2SES_2 | -1.11 |
| 12/27/2010 5:30 | N | R_PB2SES_3 | -1.11 |
| 12/27/2010 5:30 | N | R_PB2SES_4 | -1.11 |
| 12/27/2010 5:30 | N | R_PB2SES_5 | -1.11 |
| 12/27/2010 5:30 | N | AUTO_EPS_390 | 27.43 |
| 12/27/2010 5:35 | N | DC_ROAD_L_B | 26.07 |
| 12/27/2010 5:35 | N | DC_EGPS_L_A | 20.75 |
| 12/27/2010 5:35 | N | H_HOLLOW_E_1 | -0.54 |
| 12/27/2010 5:35 | N | HHOLLOW4_E_1 | -0.54 |
| 12/27/2010 5:35 | N | R_LH2SES_1 | 27.77 |
| 12/27/2010 5:35 | N | R_PB2SES_1 | -1.11 |
| 12/27/2010 5:35 | N | R_PB2SES_2 | -1.11 |

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| 12/27/2010 5:35 | N | R_PB2SES_3 | -1.11 |
| 12/27/2010 5:35 | N | R_PB2SES_4 | -1.11 |
| 12/27/2010 5:35 | N | R_PB2SES_5 | -1.11 |
| 12/27/2010 5:35 | N | AUTO_EPS_390 | 27.68 |
| 12/27/2010 5:40 | N | DC_ROAD_L_B | 26.48 |
| 12/27/2010 5:40 | N | DC_EGPS_L_A | 21.08 |
| 12/27/2010 5:40 | N | H_HOLLOW_E_1 | -0.56 |
| 12/27/2010 5:40 | N | HHOLLOW4_E_1 | -0.56 |
| 12/27/2010 5:40 | N | R_LH2SES_1 | 28.22 |
| 12/27/2010 5:40 | N | R_PB2SES_1 | -1.13 |
| 12/27/2010 5:40 | N | R_PB2SES_2 | -1.13 |
| 12/27/2010 5:40 | N | R_PB2SES_3 | -1.13 |
| 12/27/2010 5:40 | N | R_PB2SES_4 | -1.13 |
| 12/27/2010 5:40 | N | R_PB2SES_5 | -1.13 |
| 12/27/2010 5:40 | N | AUTO_EPS_390 | 28.12 |
| 12/27/2010 5:45 | N | DC_ROAD_L_B | 26.38 |
| 12/27/2010 5:45 | N | DC_EGPS_L_A | 21 |
| 12/27/2010 5:45 | N | H_HOLLOW_E_1 | -0.55 |
| 12/27/2010 5:45 | N | HHOLLOW4_E_1 | -0.55 |
| 12/27/2010 5:45 | N | R_LH2SES_1 | 28.11 |
| 12/27/2010 5:45 | N | R_PB2SES_1 | -1.13 |
| 12/27/2010 5:45 | N | R_PB2SES_2 | -1.13 |
| 12/27/2010 5:45 | N | R_PB2SES_3 | -1.13 |
| 12/27/2010 5:45 | N | R_PB2SES_4 | -1.13 |
| 12/27/2010 5:45 | N | R_PB2SES_5 | -1.13 |
| 12/27/2010 5:45 | N | AUTO_EPS_390 | 28.01 |
| 12/27/2010 5:50 | N | DC_ROAD_L_B | 26.55 |
| 12/27/2010 5:50 | N | DC_EGPS_L_A | 21.17 |
| 12/27/2010 5:50 | N | H_HOLLOW_E_1 | -0.55 |
| 12/27/2010 5:50 | N | HHOLLOW4_E_1 | -0.55 |
| 12/27/2010 5:50 | N | R_LH2SES_1 | 28.28 |
| 12/27/2010 5:50 | N | R_PB2SES_1 | -1.12 |
| 12/27/2010 5:50 | N | R_PB2SES_2 | -1.12 |
| 12/27/2010 5:50 | N | R_PB2SES_3 | -1.12 |
| 12/27/2010 5:50 | N | R_PB2SES_4 | -1.12 |
| 12/27/2010 5:50 | N | R_PB2SES_5 | -1.12 |
| 12/27/2010 5:50 | N | AUTO_EPS_390 | 28.18 |
| 12/27/2010 5:55 | N | DC_ROAD_L_B | 26.72 |
| 12/27/2010 5:55 | N | DC_EGPS_L_A | 21.32 |
| 12/27/2010 5:55 | N | H_HOLLOW_E_1 | -0.55 |
| 12/27/2010 5:55 | N | HHOLLOW4_E_1 | -0.55 |
| 12/27/2010 5:55 | N | R_LH2SES_1 | 28.46 |
| 12/27/2010 5:55 | N | R_PB2SES_1 | -1.13 |
| 12/27/2010 5:55 | N | R_PB2SES_2 | -1.13 |
| 12/27/2010 5:55 | N | R_PB2SES_3 | -1.13 |
| 12/27/2010 5:55 | N | R_PB2SES_4 | -1.13 |
| 12/27/2010 5:55 | N | R_PB2SES_5 | -1.13 |

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| 12/27/2010 5:55 | N | AUTO_EPS_390 | 28.36 |
| 12/27/2010 6:00 | N | DC_ROAD_L_B | 26.13 |
| 12/27/2010 6:00 | N | DC_EGPS_L_A | 20.73 |
| 12/27/2010 6:00 | N | H_HOLLOW_E_1 | -1.26 |
| 12/27/2010 6:00 | N | HHOLLOW4_E_1 | -1.26 |
| 12/27/2010 6:00 | N | R_LH2SES_1 | 27.87 |
| 12/27/2010 6:00 | N | R_PB2SES_1 | -1.85 |
| 12/27/2010 6:00 | N | R_PB2SES_2 | -1.85 |
| 12/27/2010 6:00 | N | R_PB2SES_3 | -1.85 |
| 12/27/2010 6:00 | N | R_PB2SES_4 | -1.85 |
| 12/27/2010 6:00 | N | R_PB2SES_5 | -1.85 |
| 12/27/2010 6:00 | N | AUTO_EPS_390 | 27.77 |
| 12/27/2010 6:05 | N | DC_ROAD_L_B | 26.03 |
| 12/27/2010 6:05 | N | DC_EGPS_L_A | 20.81 |
| 12/27/2010 6:05 | N | H_HOLLOW_E_1 | -0.53 |
| 12/27/2010 6:05 | N | HHOLLOW4_E_1 | -0.53 |
| 12/27/2010 6:05 | N | R_LH2SES_1 | 27.7 |
| 12/27/2010 6:05 | N | R_PB2SES_1 | -1.09 |
| 12/27/2010 6:05 | N | R_PB2SES_2 | -1.09 |
| 12/27/2010 6:05 | N | R_PB2SES_3 | -1.09 |
| 12/27/2010 6:05 | N | R_PB2SES_4 | -1.09 |
| 12/27/2010 6:05 | N | R_PB2SES_5 | -1.09 |
| 12/27/2010 6:05 | N | AUTO_EPS_390 | 27.61 |
| 12/27/2010 6:06 | N | DC_ROAD_L_B | 26.08 |
| 12/27/2010 6:06 | N | DC_EGPS_L_A | 20.86 |
| 12/27/2010 6:06 | N | H_HOLLOW_E_1 | -0.53 |
| 12/27/2010 6:06 | N | HHOLLOW4_E_1 | -0.53 |
| 12/27/2010 6:06 | N | R_LH2SES_1 | 27.76 |
| 12/27/2010 6:06 | N | R_PB2SES_1 | -1.1 |
| 12/27/2010 6:06 | N | R_PB2SES_2 | -1.1 |
| 12/27/2010 6:06 | N | R_PB2SES_3 | -1.1 |
| 12/27/2010 6:06 | N | R_PB2SES_4 | -1.1 |
| 12/27/2010 6:06 | N | R_PB2SES_5 | -1.1 |
| 12/27/2010 6:06 | N | AUTO_EPS_390 | 27.67 |
| 12/27/2010 6:10 | N | DC_ROAD_L_B | 27.48 |
| 12/27/2010 6:10 | N | DC_EGPS_L_A | 21.84 |
| 12/27/2010 6:10 | N | H_HOLLOW_E_1 | -1.23 |
| 12/27/2010 6:10 | N | HHOLLOW4_E_1 | -1.23 |
| 12/27/2010 6:10 | N | R_LH2SES_1 | 29.29 |
| 12/27/2010 6:10 | N | R_PB2SES_1 | -1.84 |
| 12/27/2010 6:10 | N | R_PB2SES_2 | -1.84 |
| 12/27/2010 6:10 | N | R_PB2SES_3 | -1.84 |
| 12/27/2010 6:10 | N | R_PB2SES_4 | -1.84 |
| 12/27/2010 6:10 | N | R_PB2SES_5 | -1.84 |
| 12/27/2010 6:10 | N | AUTO_EPS_390 | 29.19 |
| 12/27/2010 6:15 | N | DC_ROAD_L_B | 28.31 |
| 12/27/2010 6:15 | N | DC_EGPS_L_A | 22.64 |

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| 12/27/2010 6:15 | N | H_HOLLOW_E_1 | -0.57 |
| 12/27/2010 6:15 | N | HHOLLOW4_E_1 | -0.57 |
| 12/27/2010 6:15 | N | R_LH2SES_1 | 30.13 |
| 12/27/2010 6:15 | N | R_PB2SES_1 | -1.19 |
| 12/27/2010 6:15 | N | R_PB2SES_2 | -1.19 |
| 12/27/2010 6:15 | N | R_PB2SES_3 | -1.19 |
| 12/27/2010 6:15 | N | R_PB2SES_4 | -1.19 |
| 12/27/2010 6:15 | N | R_PB2SES_5 | -1.19 |
| 12/27/2010 6:15 | N | AUTO_EPS_390 | 30.03 |
| 12/27/2010 6:20 | N | DC_ROAD_L_B | 28.74 |
| 12/27/2010 6:20 | N | DC_EGPS_L_A | 22.98 |
| 12/27/2010 6:20 | N | H_HOLLOW_E_1 | -0.58 |
| 12/27/2010 6:20 | N | HHOLLOW4_E_1 | -0.58 |
| 12/27/2010 6:20 | N | R_LH2SES_1 | 30.59 |
| 12/27/2010 6:20 | N | R_PB2SES_1 | -1.21 |
| 12/27/2010 6:20 | N | R_PB2SES_2 | -1.21 |
| 12/27/2010 6:20 | N | R_PB2SES_3 | -1.21 |
| 12/27/2010 6:20 | N | R_PB2SES_4 | -1.21 |
| 12/27/2010 6:20 | N | R_PB2SES_5 | -1.21 |
| 12/27/2010 6:20 | N | AUTO_EPS_390 | 30.49 |
| 12/27/2010 6:25 | N | DC_ROAD_L_B | 28.65 |
| 12/27/2010 6:25 | N | DC_EGPS_L_A | 22.91 |
| 12/27/2010 6:25 | N | H_HOLLOW_E_1 | -0.42 |
| 12/27/2010 6:25 | N | HHOLLOW4_E_1 | -0.42 |
| 12/27/2010 6:25 | N | R_LH2SES_1 | 30.49 |
| 12/27/2010 6:25 | N | R_PB2SES_1 | -1.04 |
| 12/27/2010 6:25 | N | R_PB2SES_2 | -1.04 |
| 12/27/2010 6:25 | N | R_PB2SES_3 | -1.04 |
| 12/27/2010 6:25 | N | R_PB2SES_4 | -1.04 |
| 12/27/2010 6:25 | N | R_PB2SES_5 | -1.04 |
| 12/27/2010 6:25 | N | AUTO_EPS_390 | 30.38 |
| 12/27/2010 6:30 | N | DC_ROAD_L_B | 28.8 |
| 12/27/2010 6:30 | N | DC_EGPS_L_A | 23.03 |
| 12/27/2010 6:30 | N | H_HOLLOW_E_1 | -0.42 |
| 12/27/2010 6:30 | N | HHOLLOW4_E_1 | -0.42 |
| 12/27/2010 6:30 | N | R_LH2SES_1 | 30.59 |
| 12/27/2010 6:30 | N | R_PB2SES_1 | -1.05 |
| 12/27/2010 6:30 | N | R_PB2SES_2 | -1.05 |
| 12/27/2010 6:30 | N | R_PB2SES_3 | -1.05 |
| 12/27/2010 6:30 | N | R_PB2SES_4 | -1.05 |
| 12/27/2010 6:30 | N | R_PB2SES_5 | -1.05 |
| 12/27/2010 6:30 | N | AUTO_EPS_390 | 30.51 |
| 12/27/2010 6:35 | N | DC_ROAD_L_B | 29.31 |
| 12/27/2010 6:35 | N | DC_EGPS_L_A | 23.45 |
| 12/27/2010 6:35 | N | H_HOLLOW_E_1 | -0.42 |
| 12/27/2010 6:35 | N | HHOLLOW4_E_1 | -0.42 |
| 12/27/2010 6:35 | N | R_LH2SES_1 | 31.14 |

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| 12/27/2010 6:35 | N | R_PB2SES_1 | -1.05 |
| 12/27/2010 6:35 | N | R_PB2SES_2 | -1.05 |
| 12/27/2010 6:35 | N | R_PB2SES_3 | -1.05 |
| 12/27/2010 6:35 | N | R_PB2SES_4 | -1.05 |
| 12/27/2010 6:35 | N | R_PB2SES_5 | -1.05 |
| 12/27/2010 6:35 | N | AUTO_EPS_390 | 31.05 |
| 12/27/2010 6:40 | N | DC_ROAD_L_B | 29.51 |
| 12/27/2010 6:40 | N | DC_EGPS_L_A | 23.7 |
| 12/27/2010 6:40 | N | H_HOLLOW_E_1 | 0.15 |
| 12/27/2010 6:40 | N | HHOLLOW4_E_1 | 0.15 |
| 12/27/2010 6:40 | N | R_LH2SES_1 | 31.32 |
| 12/27/2010 6:40 | N | R_PB2SES_1 | -0.47 |
| 12/27/2010 6:40 | N | R_PB2SES_2 | -0.47 |
| 12/27/2010 6:40 | N | R_PB2SES_3 | -0.47 |
| 12/27/2010 6:40 | N | R_PB2SES_4 | -0.47 |
| 12/27/2010 6:40 | N | R_PB2SES_5 | -0.47 |
| 12/27/2010 6:40 | N | AUTO_EPS_390 | 31.24 |
| 12/27/2010 6:45 | N | DC_ROAD_L_B | 29.91 |
| 12/27/2010 6:45 | N | DC_EGPS_L_A | 24.15 |
| 12/27/2010 6:45 | N | H_HOLLOW_E_1 | 0.83 |
| 12/27/2010 6:45 | N | HHOLLOW4_E_1 | 0.83 |
| 12/27/2010 6:45 | N | R_LH2SES_1 | 31.7 |
| 12/27/2010 6:45 | N | R_PB2SES_1 | 0.21 |
| 12/27/2010 6:45 | N | R_PB2SES_2 | 0.21 |
| 12/27/2010 6:45 | N | R_PB2SES_3 | 0.21 |
| 12/27/2010 6:45 | N | R_PB2SES_4 | 0.21 |
| 12/27/2010 6:45 | N | R_PB2SES_5 | 0.21 |
| 12/27/2010 6:45 | N | AUTO_EPS_390 | 31.62 |
| 12/27/2010 6:50 | N | DC_ROAD_L_B | 30.04 |
| 12/27/2010 6:50 | N | DC_EGPS_L_A | 24.2 |
| 12/27/2010 6:50 | N | H_HOLLOW_E_1 | 0.45 |
| 12/27/2010 6:50 | N | HHOLLOW4_E_1 | 0.45 |
| 12/27/2010 6:50 | N | R_LH2SES_1 | 31.86 |
| 12/27/2010 6:50 | N | R_PB2SES_1 | -0.18 |
| 12/27/2010 6:50 | N | R_PB2SES_2 | -0.18 |
| 12/27/2010 6:50 | N | R_PB2SES_3 | -0.18 |
| 12/27/2010 6:50 | N | R_PB2SES_4 | -0.18 |
| 12/27/2010 6:50 | N | R_PB2SES_5 | -0.18 |
| 12/27/2010 6:50 | N | AUTO_EPS_390 | 31.77 |
| 12/27/2010 6:55 | N | DC_ROAD_L_B | 30.35 |
| 12/27/2010 6:55 | N | DC_EGPS_L_A | 24.49 |
| 12/27/2010 6:55 | N | H_HOLLOW_E_1 | 0.48 |
| 12/27/2010 6:55 | N | HHOLLOW4_E_1 | 0.48 |
| 12/27/2010 6:55 | N | R_LH2SES_1 | 32.19 |
| 12/27/2010 6:55 | N | R_PB2SES_1 | -0.15 |
| 12/27/2010 6:55 | N | R_PB2SES_2 | -0.15 |
| 12/27/2010 6:55 | N | R_PB2SES_3 | -0.15 |

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| 12/27/2010 6:55 | N | R_PB2SES_4 | -0.15 |
| 12/27/2010 6:55 | N | R_PB2SES_5 | -0.15 |
| 12/27/2010 6:55 | N | AUTO_EPS_390 | 32.1 |
| 12/27/2010 7:00 | N | DC_ROAD_L_B | 32.03 |
| 12/27/2010 7:00 | N | DC_EGPS_L_A | 25.83 |
| 12/27/2010 7:00 | N | H_HOLLOW_E_1 | 0.44 |
| 12/27/2010 7:00 | N | HHOLLOW4_E_1 | 0.44 |
| 12/27/2010 7:00 | N | R_LH2SES_1 | 33.97 |
| 12/27/2010 7:00 | N | R_PB2SES_1 | -0.23 |
| 12/27/2010 7:00 | N | R_PB2SES_2 | -0.23 |
| 12/27/2010 7:00 | N | R_PB2SES_3 | -0.23 |
| 12/27/2010 7:00 | N | R_PB2SES_4 | -0.23 |
| 12/27/2010 7:00 | N | R_PB2SES_5 | -0.23 |
| 12/27/2010 7:00 | N | AUTO_EPS_390 | 33.88 |
| 12/27/2010 7:03 | N | DC_ROAD_L_B | 31.18 |
| 12/27/2010 7:03 | N | DC_EGPS_L_A | 25.14 |
| 12/27/2010 7:03 | N | H_HOLLOW_E_1 | 0.44 |
| 12/27/2010 7:03 | N | HHOLLOW4_E_1 | 0.44 |
| 12/27/2010 7:03 | N | R_LH2SES_1 | 33.06 |
| 12/27/2010 7:03 | N | R_PB2SES_1 | -0.22 |
| 12/27/2010 7:03 | N | R_PB2SES_2 | -0.22 |
| 12/27/2010 7:03 | N | R_PB2SES_3 | -0.22 |
| 12/27/2010 7:03 | N | R_PB2SES_4 | -0.22 |
| 12/27/2010 7:03 | N | R_PB2SES_5 | -0.22 |
| 12/27/2010 7:03 | N | AUTO_EPS_390 | 32.97 |
| 12/27/2010 7:05 | N | DC_ROAD_L_B | 31.48 |
| 12/27/2010 7:05 | N | DC_EGPS_L_A | 25.39 |
| 12/27/2010 7:05 | N | H_HOLLOW_E_1 | 0.49 |
| 12/27/2010 7:05 | N | HHOLLOW4_E_1 | 0.49 |
| 12/27/2010 7:05 | N | R_LH2SES_1 | 33.38 |
| 12/27/2010 7:05 | N | R_PB2SES_1 | -0.18 |
| 12/27/2010 7:05 | N | R_PB2SES_2 | -0.18 |
| 12/27/2010 7:05 | N | R_PB2SES_3 | -0.18 |
| 12/27/2010 7:05 | N | R_PB2SES_4 | -0.18 |
| 12/27/2010 7:05 | N | R_PB2SES_5 | -0.18 |
| 12/27/2010 7:05 | N | AUTO_EPS_390 | 33.29 |
| 12/27/2010 7:08 | N | DC_ROAD_L_B | 32.03 |
| 12/27/2010 7:08 | N | DC_EGPS_L_A | 25.85 |
| 12/27/2010 7:08 | N | H_HOLLOW_E_1 | 0.59 |
| 12/27/2010 7:08 | N | HHOLLOW4_E_1 | 0.59 |
| 12/27/2010 7:08 | N | R_LH2SES_1 | 33.95 |
| 12/27/2010 7:08 | N | R_PB2SES_1 | -0.08 |
| 12/27/2010 7:08 | N | R_PB2SES_2 | -0.08 |
| 12/27/2010 7:08 | N | R_PB2SES_3 | -0.08 |
| 12/27/2010 7:08 | N | R_PB2SES_4 | -0.08 |
| 12/27/2010 7:08 | N | R_PB2SES_5 | -0.08 |
| 12/27/2010 7:08 | N | AUTO_EPS_390 | 33.86 |

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| 12/27/2010 7:10 | N | DC_ROAD_L_B | 32.05 |
| 12/27/2010 7:10 | N | DC_EGPS_L_A | 25.87 |
| 12/27/2010 7:10 | N | H_HOLLOW_E_1 | 0.63 |
| 12/27/2010 7:10 | N | HHOLLOW4_E_1 | 0.63 |
| 12/27/2010 7:10 | N | R_LH2SES_1 | 33.97 |
| 12/27/2010 7:10 | N | R_PB2SES_1 | -0.04 |
| 12/27/2010 7:10 | N | R_PB2SES_2 | -0.04 |
| 12/27/2010 7:10 | N | R_PB2SES_3 | -0.04 |
| 12/27/2010 7:10 | N | R_PB2SES_4 | -0.04 |
| 12/27/2010 7:10 | N | R_PB2SES_5 | -0.04 |
| 12/27/2010 7:10 | N | AUTO_EPS_390 | 33.88 |
| 12/27/2010 7:15 | N | DC_ROAD_L_B | 31.51 |
| 12/27/2010 7:15 | N | DC_EGPS_L_A | 25.47 |
| 12/27/2010 7:15 | N | H_HOLLOW_E_1 | 0.77 |
| 12/27/2010 7:15 | N | HHOLLOW4_E_1 | 0.77 |
| 12/27/2010 7:15 | N | R_LH2SES_1 | 33.4 |
| 12/27/2010 7:15 | N | R_PB2SES_1 | 0.12 |
| 12/27/2010 7:15 | N | R_PB2SES_2 | 0.12 |
| 12/27/2010 7:15 | N | R_PB2SES_3 | 0.12 |
| 12/27/2010 7:15 | N | R_PB2SES_4 | 0.12 |
| 12/27/2010 7:15 | N | R_PB2SES_5 | 0.12 |
| 12/27/2010 7:15 | N | AUTO_EPS_390 | 33.31 |
| 12/27/2010 7:20 | N | DC_ROAD_L_B | 32.04 |
| 12/27/2010 7:20 | N | DC_EGPS_L_A | 25.88 |
| 12/27/2010 7:20 | N | H_HOLLOW_E_1 | 0.69 |
| 12/27/2010 7:20 | N | HHOLLOW4_E_1 | 0.69 |
| 12/27/2010 7:20 | N | R_LH2SES_1 | 33.97 |
| 12/27/2010 7:20 | N | R_PB2SES_1 | 0.01 |
| 12/27/2010 7:20 | N | R_PB2SES_2 | 0.01 |
| 12/27/2010 7:20 | N | R_PB2SES_3 | 0.01 |
| 12/27/2010 7:20 | N | R_PB2SES_4 | 0.01 |
| 12/27/2010 7:20 | N | R_PB2SES_5 | 0.01 |
| 12/27/2010 7:20 | N | AUTO_EPS_390 | 33.88 |
| 12/27/2010 7:25 | N | DC_ROAD_L_B | 32.57 |
| 12/27/2010 7:25 | N | DC_EGPS_L_A | 26.29 |
| 12/27/2010 7:25 | N | H_HOLLOW_E_1 | 0.64 |
| 12/27/2010 7:25 | N | HHOLLOW4_E_1 | 0.64 |
| 12/27/2010 7:25 | N | R_LH2SES_1 | 34.53 |
| 12/27/2010 7:25 | N | R_PB2SES_1 | -0.05 |
| 12/27/2010 7:25 | N | R_PB2SES_2 | -0.05 |
| 12/27/2010 7:25 | N | R_PB2SES_3 | -0.05 |
| 12/27/2010 7:25 | N | R_PB2SES_4 | -0.05 |
| 12/27/2010 7:25 | N | R_PB2SES_5 | -0.05 |
| 12/27/2010 7:25 | N | AUTO_EPS_390 | 34.44 |
| 12/27/2010 7:30 | N | DC_ROAD_L_B | 32.04 |
| 12/27/2010 7:30 | N | DC_EGPS_L_A | 25.88 |
| 12/27/2010 7:30 | N | H_HOLLOW_E_1 | 0.8 |

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| 12/27/2010 7:30 | N | HHOLLOW4_E_1 | 0.8 |
| 12/27/2010 7:30 | N | R_LH2SES_1 | 33.97 |
| 12/27/2010 7:30 | N | R_PB2SES_1 | 0.13 |
| 12/27/2010 7:30 | N | R_PB2SES_2 | 0.13 |
| 12/27/2010 7:30 | N | R_PB2SES_3 | 0.13 |
| 12/27/2010 7:30 | N | R_PB2SES_4 | 0.13 |
| 12/27/2010 7:30 | N | R_PB2SES_5 | 0.13 |
| 12/27/2010 7:30 | N | AUTO_EPS_390 | 33.88 |
| 12/27/2010 7:35 | N | DC_ROAD_L_B | 31.05 |
| 12/27/2010 7:35 | N | DC_EGPS_L_A | 25.48 |
| 12/27/2010 7:35 | N | H_HOLLOW_E_1 | 2.83 |
| 12/27/2010 7:35 | N | HHOLLOW4_E_1 | 2.83 |
| 12/27/2010 7:35 | N | R_LH2SES_1 | 32.79 |
| 12/27/2010 7:35 | N | R_PB2SES_1 | 2.22 |
| 12/27/2010 7:35 | N | R_PB2SES_2 | 2.22 |
| 12/27/2010 7:35 | N | R_PB2SES_3 | 2.22 |
| 12/27/2010 7:35 | N | R_PB2SES_4 | 2.22 |
| 12/27/2010 7:35 | N | R_PB2SES_5 | 2.22 |
| 12/27/2010 7:35 | N | AUTO_EPS_390 | 32.71 |
| 12/27/2010 7:40 | N | DC_ROAD_L_B | 30.88 |
| 12/27/2010 7:40 | N | DC_EGPS_L_A | 25.22 |
| 12/27/2010 7:40 | N | H_HOLLOW_E_1 | 2.18 |
| 12/27/2010 7:40 | N | HHOLLOW4_E_1 | 2.18 |
| 12/27/2010 7:40 | N | R_LH2SES_1 | 32.66 |
| 12/27/2010 7:40 | N | R_PB2SES_1 | 1.56 |
| 12/27/2010 7:40 | N | R_PB2SES_2 | 1.56 |
| 12/27/2010 7:40 | N | R_PB2SES_3 | 1.56 |
| 12/27/2010 7:40 | N | R_PB2SES_4 | 1.56 |
| 12/27/2010 7:40 | N | R_PB2SES_5 | 1.56 |
| 12/27/2010 7:40 | N | AUTO_EPS_390 | 32.58 |
| 12/27/2010 7:45 | N | DC_ROAD_L_B | 30.93 |
| 12/27/2010 7:45 | N | DC_EGPS_L_A | 25.26 |
| 12/27/2010 7:45 | N | H_HOLLOW_E_1 | 2.18 |
| 12/27/2010 7:45 | N | HHOLLOW4_E_1 | 2.18 |
| 12/27/2010 7:45 | N | R_LH2SES_1 | 32.71 |
| 12/27/2010 7:45 | N | R_PB2SES_1 | 1.56 |
| 12/27/2010 7:45 | N | R_PB2SES_2 | 1.56 |
| 12/27/2010 7:45 | N | R_PB2SES_3 | 1.56 |
| 12/27/2010 7:45 | N | R_PB2SES_4 | 1.56 |
| 12/27/2010 7:45 | N | R_PB2SES_5 | 1.56 |
| 12/27/2010 7:45 | N | AUTO_EPS_390 | 32.63 |
| 12/27/2010 7:50 | N | DC_ROAD_L_B | 31.33 |
| 12/27/2010 7:50 | N | DC_EGPS_L_A | 29.11 |
| 12/27/2010 7:50 | N | H_HOLLOW_E_1 | 20.1 |
| 12/27/2010 7:50 | N | HHOLLOW4_E_1 | 20.1 |
| 12/27/2010 7:50 | N | R_LH2SES_1 | 32.02 |
| 12/27/2010 7:50 | N | R_PB2SES_1 | 19.86 |

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| 12/27/2010 7:50 | N | R_PB2SES_2 | 19.86 |
| 12/27/2010 7:50 | N | R_PB2SES_3 | 19.86 |
| 12/27/2010 7:50 | N | R_PB2SES_4 | 19.86 |
| 12/27/2010 7:50 | N | R_PB2SES_5 | 19.86 |
| 12/27/2010 7:50 | N | AUTO_EPS_390 | 31.99 |
| 12/27/2010 7:55 | N | DC_ROAD_L_B | 31.12 |
| 12/27/2010 7:55 | N | DC_EGPS_L_A | 28.35 |
| 12/27/2010 7:55 | N | H_HOLLOW_E_1 | 17.07 |
| 12/27/2010 7:55 | N | HHOLLOW4_E_1 | 17.07 |
| 12/27/2010 7:55 | N | R_LH2SES_1 | 31.99 |
| 12/27/2010 7:55 | N | R_PB2SES_1 | 16.77 |
| 12/27/2010 7:55 | N | R_PB2SES_2 | 16.77 |
| 12/27/2010 7:55 | N | R_PB2SES_3 | 16.77 |
| 12/27/2010 7:55 | N | R_PB2SES_4 | 16.77 |
| 12/27/2010 7:55 | N | R_PB2SES_5 | 16.77 |
| 12/27/2010 7:55 | N | AUTO_EPS_390 | 31.95 |
| 12/27/2010 8:00 | N | DC_ROAD_L_B | 31.55 |
| 12/27/2010 8:00 | N | DC_EGPS_L_A | 31.08 |
| 12/27/2010 8:00 | N | H_HOLLOW_E_1 | 29.19 |
| 12/27/2010 8:00 | N | HHOLLOW4_E_1 | 29.19 |
| 12/27/2010 8:00 | N | R_LH2SES_1 | 31.69 |
| 12/27/2010 8:00 | N | R_PB2SES_1 | 29.14 |
| 12/27/2010 8:00 | N | R_PB2SES_2 | 29.14 |
| 12/27/2010 8:00 | N | R_PB2SES_3 | 29.14 |
| 12/27/2010 8:00 | N | R_PB2SES_4 | 29.14 |
| 12/27/2010 8:00 | N | R_PB2SES_5 | 29.14 |
| 12/27/2010 8:00 | N | AUTO_EPS_390 | 31.69 |
| 12/27/2010 8:05 | N | DC_ROAD_L_B | 31.76 |
| 12/27/2010 8:05 | N | DC_EGPS_L_A | 31.3 |
| 12/27/2010 8:05 | N | H_HOLLOW_E_1 | 29.4 |
| 12/27/2010 8:05 | N | HHOLLOW4_E_1 | 29.4 |
| 12/27/2010 8:05 | N | R_LH2SES_1 | 31.91 |
| 12/27/2010 8:05 | N | R_PB2SES_1 | 29.35 |
| 12/27/2010 8:05 | N | R_PB2SES_2 | 29.35 |
| 12/27/2010 8:05 | N | R_PB2SES_3 | 29.35 |
| 12/27/2010 8:05 | N | R_PB2SES_4 | 29.35 |
| 12/27/2010 8:05 | N | R_PB2SES_5 | 29.35 |
| 12/27/2010 8:05 | N | AUTO_EPS_390 | 31.9 |
| 12/27/2010 8:10 | N | DC_ROAD_L_B | 31.54 |
| 12/27/2010 8:10 | N | DC_EGPS_L_A | 31.24 |
| 12/27/2010 8:10 | N | H_HOLLOW_E_1 | 30.05 |
| 12/27/2010 8:10 | N | HHOLLOW4_E_1 | 30.05 |
| 12/27/2010 8:10 | N | R_LH2SES_1 | 31.63 |
| 12/27/2010 8:10 | N | R_PB2SES_1 | 30.01 |
| 12/27/2010 8:10 | N | R_PB2SES_2 | 30.01 |
| 12/27/2010 8:10 | N | R_PB2SES_3 | 30.01 |
| 12/27/2010 8:10 | N | R_PB2SES_4 | 30.01 |

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| 12/27/2010 8:10 | N | R_PB2SES_5 | 30.01 |
| 12/27/2010 8:10 | N | AUTO_EPS_390 | 31.63 |
| 12/27/2010 8:25 | N | DC_ROAD_L_B | 31.26 |
| 12/27/2010 8:25 | N | DC_EGPS_L_A | 31.11 |
| 12/27/2010 8:25 | N | H_HOLLOW_E_1 | 30.48 |
| 12/27/2010 8:25 | N | HHOLLOW4_E_1 | 30.48 |
| 12/27/2010 8:25 | N | R_LH2SES_1 | 31.31 |
| 12/27/2010 8:25 | N | R_PB2SES_1 | 30.46 |
| 12/27/2010 8:25 | N | R_PB2SES_2 | 30.46 |
| 12/27/2010 8:25 | N | R_PB2SES_3 | 30.46 |
| 12/27/2010 8:25 | N | R_PB2SES_4 | 30.46 |
| 12/27/2010 8:25 | N | R_PB2SES_5 | 30.46 |
| 12/27/2010 8:25 | N | AUTO_EPS_390 | 31.31 |
| 12/27/2010 14:40 | N | DC_ROAD_L_B | 24.27 |
| 12/27/2010 14:40 | N | DC_EGPS_L_A | 24.83 |
| 12/27/2010 14:40 | N | H_HOLLOW_E_1 | 24.41 |
| 12/27/2010 14:40 | N | HHOLLOW4_E_1 | 24.41 |
| 12/27/2010 14:40 | N | R_LH2SES_1 | 24.16 |
| 12/27/2010 14:40 | N | AUTO_EPS_390 | 24.16 |
| 12/27/2010 14:45 | N | DC_ROAD_L_B | 24.16 |
| 12/27/2010 14:45 | N | DC_EGPS_L_A | 24.72 |
| 12/27/2010 14:45 | N | H_HOLLOW_E_1 | 24.3 |
| 12/27/2010 14:45 | N | HHOLLOW4_E_1 | 24.3 |
| 12/27/2010 14:45 | N | R_LH2SES_1 | 24.05 |
| 12/27/2010 14:45 | N | AUTO_EPS_390 | 24.05 |
| 12/27/2010 14:50 | N | DC_ROAD_L_B | 24.14 |
| 12/27/2010 14:50 | N | DC_EGPS_L_A | 24.7 |
| 12/27/2010 14:50 | N | H_HOLLOW_E_1 | 24.28 |
| 12/27/2010 14:50 | N | HHOLLOW4_E_1 | 24.28 |
| 12/27/2010 14:50 | N | R_LH2SES_1 | 24.03 |
| 12/27/2010 14:50 | N | AUTO_EPS_390 | 24.03 |
| 12/27/2010 14:55 | N | DC_ROAD_L_B | 24.22 |
| 12/27/2010 14:55 | N | DC_EGPS_L_A | 24.78 |
| 12/27/2010 14:55 | N | H_HOLLOW_E_1 | 24.36 |
| 12/27/2010 14:55 | N | HHOLLOW4_E_1 | 24.36 |
| 12/27/2010 14:55 | N | R_LH2SES_1 | 24.11 |
| 12/27/2010 14:55 | N | AUTO_EPS_390 | 24.11 |
| 12/27/2010 15:00 | N | DC_ROAD_L_B | 23.87 |
| 12/27/2010 15:00 | N | DC_EGPS_L_A | 24.4 |
| 12/27/2010 15:00 | N | H_HOLLOW_E_1 | 23.98 |
| 12/27/2010 15:00 | N | HHOLLOW4_E_1 | 23.98 |
| 12/27/2010 15:00 | N | R_LH2SES_1 | 23.76 |
| 12/27/2010 15:00 | N | AUTO_EPS_390 | 23.76 |
| 12/27/2010 15:05 | N | DC_ROAD_L_B | 23.83 |
| 12/27/2010 15:05 | N | DC_EGPS_L_A | 24.39 |
| 12/27/2010 15:05 | N | H_HOLLOW_E_1 | 23.97 |
| 12/27/2010 15:05 | N | HHOLLOW4_E_1 | 23.97 |

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| 12/27/2010 15:05 | N | R_LH2SES_1 | 23.71 |
| 12/27/2010 15:05 | N | AUTO_EPS_390 | 23.74 |
| 12/27/2010 15:10 | N | DC_ROAD_L_B | 24.02 |
| 12/27/2010 15:10 | N | DC_EGPS_L_A | 24.55 |
| 12/27/2010 15:10 | N | H_HOLLOW_E_1 | 24.13 |
| 12/27/2010 15:10 | N | HHOLLOW4_E_1 | 24.13 |
| 12/27/2010 15:10 | N | R_LH2SES_1 | 23.91 |
| 12/27/2010 15:10 | N | AUTO_EPS_390 | 23.91 |
| 12/27/2010 15:15 | N | DC_ROAD_L_B | 24.38 |
| 12/27/2010 15:15 | N | DC_EGPS_L_A | 24.92 |
| 12/27/2010 15:15 | N | H_HOLLOW_E_1 | 24.52 |
| 12/27/2010 15:15 | N | HHOLLOW4_E_1 | 24.52 |
| 12/27/2010 15:15 | N | R_LH2SES_1 | 24.27 |
| 12/27/2010 15:15 | N | AUTO_EPS_390 | 24.27 |
| 12/27/2010 15:20 | N | DC_ROAD_L_B | 24.37 |
| 12/27/2010 15:20 | N | DC_EGPS_L_A | 24.9 |
| 12/27/2010 15:20 | N | H_HOLLOW_E_1 | 24.51 |
| 12/27/2010 15:20 | N | HHOLLOW4_E_1 | 24.51 |
| 12/27/2010 15:20 | N | R_LH2SES_1 | 24.26 |
| 12/27/2010 15:20 | N | AUTO_EPS_390 | 24.26 |
| 12/27/2010 15:25 | N | DC_ROAD_L_B | 24.37 |
| 12/27/2010 15:25 | N | DC_EGPS_L_A | 24.9 |
| 12/27/2010 15:25 | N | H_HOLLOW_E_1 | 24.48 |
| 12/27/2010 15:25 | N | HHOLLOW4_E_1 | 24.48 |
| 12/27/2010 15:25 | N | R_LH2SES_1 | 24.26 |
| 12/27/2010 15:25 | N | AUTO_EPS_390 | 24.26 |
| 12/27/2010 15:50 | N | DC_ROAD_L_B | 24.42 |
| 12/27/2010 15:50 | N | DC_EGPS_L_A | 24.98 |
| 12/27/2010 15:50 | N | H_HOLLOW_E_1 | 24.56 |
| 12/27/2010 15:50 | N | HHOLLOW4_E_1 | 24.56 |
| 12/27/2010 15:50 | N | R_LH2SES_1 | 24.31 |
| 12/27/2010 15:50 | N | AUTO_EPS_390 | 24.34 |
| 12/27/2010 15:55 | N | DC_ROAD_L_B | 24.39 |
| 12/27/2010 15:55 | N | DC_EGPS_L_A | 24.95 |
| 12/27/2010 15:55 | N | H_HOLLOW_E_1 | 24.53 |
| 12/27/2010 15:55 | N | HHOLLOW4_E_1 | 24.53 |
| 12/27/2010 15:55 | N | R_LH2SES_1 | 24.27 |
| 12/27/2010 15:55 | N | AUTO_EPS_390 | 24.27 |
| 12/27/2010 19:21 | N | DC_ROAD_L_B | 24.98 |
| 12/27/2010 19:21 | N | DC_EGPS_L_A | 20.44 |
| 12/27/2010 19:21 | N | H_HOLLOW_E_1 | 1.95 |
| 12/27/2010 19:21 | N | HHOLLOW4_E_1 | 1.95 |
| 12/27/2010 19:21 | N | R_LH2SES_1 | 26.49 |
| 12/27/2010 19:21 | N | R_PB2SES_1 | 1.48 |
| 12/27/2010 19:21 | N | R_PB2SES_2 | 1.48 |
| 12/27/2010 19:21 | N | R_PB2SES_3 | 1.48 |
| 12/27/2010 19:21 | N | R_PB2SES_4 | 1.48 |

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| 12/27/2010 19:21 | N | R_PB2SES_5 | 1.48 |
| 12/27/2010 19:21 | N | AUTO_EPS_390 | 26.42 |
| 12/27/2010 19:25 | N | DC_ROAD_L_B | 24.97 |
| 12/27/2010 19:25 | N | DC_EGPS_L_A | 20.51 |
| 12/27/2010 19:25 | N | H_HOLLOW_E_1 | 2.31 |
| 12/27/2010 19:25 | N | HHOLLOW4_E_1 | 2.31 |
| 12/27/2010 19:25 | N | R_LH2SES_1 | 26.45 |
| 12/27/2010 19:25 | N | R_PB2SES_1 | 1.86 |
| 12/27/2010 19:25 | N | R_PB2SES_2 | 1.86 |
| 12/27/2010 19:25 | N | R_PB2SES_3 | 1.86 |
| 12/27/2010 19:25 | N | R_PB2SES_4 | 1.86 |
| 12/27/2010 19:25 | N | R_PB2SES_5 | 1.86 |
| 12/27/2010 19:25 | N | AUTO_EPS_390 | 26.38 |
| 12/27/2010 19:30 | N | DC_ROAD_L_B | 24.88 |
| 12/27/2010 19:30 | N | DC_EGPS_L_A | 20.38 |
| 12/27/2010 19:30 | N | H_HOLLOW_E_1 | 1.94 |
| 12/27/2010 19:30 | N | HHOLLOW4_E_1 | 1.94 |
| 12/27/2010 19:30 | N | R_LH2SES_1 | 26.38 |
| 12/27/2010 19:30 | N | R_PB2SES_1 | 1.48 |
| 12/27/2010 19:30 | N | R_PB2SES_2 | 1.48 |
| 12/27/2010 19:30 | N | R_PB2SES_3 | 1.48 |
| 12/27/2010 19:30 | N | R_PB2SES_4 | 1.48 |
| 12/27/2010 19:30 | N | R_PB2SES_5 | 1.48 |
| 12/27/2010 19:30 | N | AUTO_EPS_390 | 26.31 |
| 12/27/2010 19:35 | N | DC_ROAD_L_B | 24.93 |
| 12/27/2010 19:35 | N | DC_EGPS_L_A | 20.21 |
| 12/27/2010 19:35 | N | H_HOLLOW_E_1 | 0.79 |
| 12/27/2010 19:35 | N | HHOLLOW4_E_1 | 0.79 |
| 12/27/2010 19:35 | N | R_LH2SES_1 | 26.5 |
| 12/27/2010 19:35 | N | R_PB2SES_1 | 0.3 |
| 12/27/2010 19:35 | N | R_PB2SES_2 | 0.3 |
| 12/27/2010 19:35 | N | R_PB2SES_3 | 0.3 |
| 12/27/2010 19:35 | N | R_PB2SES_4 | 0.3 |
| 12/27/2010 19:35 | N | R_PB2SES_5 | 0.3 |
| 12/27/2010 19:35 | N | AUTO_EPS_390 | 26.43 |
| 12/27/2010 19:40 | N | DC_ROAD_L_B | 24.68 |
| 12/27/2010 19:40 | N | DC_EGPS_L_A | 19.97 |
| 12/27/2010 19:40 | N | H_HOLLOW_E_1 | 0.55 |
| 12/27/2010 19:40 | N | HHOLLOW4_E_1 | 0.55 |
| 12/27/2010 19:40 | N | R_LH2SES_1 | 26.24 |
| 12/27/2010 19:40 | N | R_PB2SES_1 | 0.06 |
| 12/27/2010 19:40 | N | R_PB2SES_2 | 0.06 |
| 12/27/2010 19:40 | N | R_PB2SES_3 | 0.06 |
| 12/27/2010 19:40 | N | R_PB2SES_4 | 0.06 |
| 12/27/2010 19:40 | N | R_PB2SES_5 | 0.06 |
| 12/27/2010 19:40 | N | AUTO_EPS_390 | 26.17 |
| 12/27/2010 19:45 | N | DC_ROAD_L_B | 24.58 |

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| 12/27/2010 19:45 | N | DC_EGPS_L_A | 19.91 |
| 12/27/2010 19:45 | N | H_HOLLOW_E_1 | 0.6 |
| 12/27/2010 19:45 | N | HHOLLOW4_E_1 | 0.6 |
| 12/27/2010 19:45 | N | R_LH2SES_1 | 26.14 |
| 12/27/2010 19:45 | N | R_PB2SES_1 | 0.12 |
| 12/27/2010 19:45 | N | R_PB2SES_2 | 0.12 |
| 12/27/2010 19:45 | N | R_PB2SES_3 | 0.12 |
| 12/27/2010 19:45 | N | R_PB2SES_4 | 0.12 |
| 12/27/2010 19:45 | N | R_PB2SES_5 | 0.12 |
| 12/27/2010 19:45 | N | AUTO_EPS_390 | 26.07 |
| 12/27/2010 19:50 | N | DC_ROAD_L_B | 24.47 |
| 12/27/2010 19:50 | N | DC_EGPS_L_A | 19.84 |
| 12/27/2010 19:50 | N | H_HOLLOW_E_1 | 0.7 |
| 12/27/2010 19:50 | N | HHOLLOW4_E_1 | 0.7 |
| 12/27/2010 19:50 | N | R_LH2SES_1 | 26.02 |
| 12/27/2010 19:50 | N | R_PB2SES_1 | 0.22 |
| 12/27/2010 19:50 | N | R_PB2SES_2 | 0.22 |
| 12/27/2010 19:50 | N | R_PB2SES_3 | 0.22 |
| 12/27/2010 19:50 | N | R_PB2SES_4 | 0.22 |
| 12/27/2010 19:50 | N | R_PB2SES_5 | 0.22 |
| 12/27/2010 19:50 | N | AUTO_EPS_390 | 25.95 |
| 12/27/2010 19:55 | N | DC_ROAD_L_B | 24.42 |
| 12/27/2010 19:55 | N | DC_EGPS_L_A | 19.8 |
| 12/27/2010 19:55 | N | H_HOLLOW_E_1 | 0.69 |
| 12/27/2010 19:55 | N | HHOLLOW4_E_1 | 0.69 |
| 12/27/2010 19:55 | N | R_LH2SES_1 | 25.96 |
| 12/27/2010 19:55 | N | R_PB2SES_1 | 0.22 |
| 12/27/2010 19:55 | N | R_PB2SES_2 | 0.22 |
| 12/27/2010 19:55 | N | R_PB2SES_3 | 0.22 |
| 12/27/2010 19:55 | N | R_PB2SES_4 | 0.22 |
| 12/27/2010 19:55 | N | R_PB2SES_5 | 0.22 |
| 12/27/2010 19:55 | N | AUTO_EPS_390 | 25.89 |
| 12/27/2010 20:00 | N | DC_ROAD_L_B | 24.54 |
| 12/27/2010 20:00 | N | DC_EGPS_L_A | 19.88 |
| 12/27/2010 20:00 | N | H_HOLLOW_E_1 | 0.64 |
| 12/27/2010 20:00 | N | HHOLLOW4_E_1 | 0.64 |
| 12/27/2010 20:00 | N | R_LH2SES_1 | 26.09 |
| 12/27/2010 20:00 | N | R_PB2SES_1 | 0.15 |
| 12/27/2010 20:00 | N | R_PB2SES_2 | 0.15 |
| 12/27/2010 20:00 | N | R_PB2SES_3 | 0.15 |
| 12/27/2010 20:00 | N | R_PB2SES_4 | 0.15 |
| 12/27/2010 20:00 | N | R_PB2SES_5 | 0.15 |
| 12/27/2010 20:00 | N | AUTO_EPS_390 | 26.02 |
| 12/27/2010 20:05 | N | DC_ROAD_L_B | 24.58 |
| 12/27/2010 20:05 | N | DC_EGPS_L_A | 19.88 |
| 12/27/2010 20:05 | N | H_HOLLOW_E_1 | 0.45 |
| 12/27/2010 20:05 | N | HHOLLOW4_E_1 | 0.45 |

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| 12/27/2010 20:05 | N | R_LH2SES_1 | 26.15 |
| 12/27/2010 20:05 | N | R_PB2SES_1 | -0.03 |
| 12/27/2010 20:05 | N | R_PB2SES_2 | -0.03 |
| 12/27/2010 20:05 | N | R_PB2SES_3 | -0.03 |
| 12/27/2010 20:05 | N | R_PB2SES_4 | -0.03 |
| 12/27/2010 20:05 | N | R_PB2SES_5 | -0.03 |
| 12/27/2010 20:05 | N | AUTO_EPS_390 | 26.07 |
| 12/27/2010 20:10 | N | DC_ROAD_L_B | 24.58 |
| 12/27/2010 20:10 | N | DC_EGPS_L_A | 19.83 |
| 12/27/2010 20:10 | N | H_HOLLOW_E_1 | 0.15 |
| 12/27/2010 20:10 | N | HHOLLOW4_E_1 | 0.15 |
| 12/27/2010 20:10 | N | R_LH2SES_1 | 26.16 |
| 12/27/2010 20:10 | N | R_PB2SES_1 | -0.35 |
| 12/27/2010 20:10 | N | R_PB2SES_2 | -0.35 |
| 12/27/2010 20:10 | N | R_PB2SES_3 | -0.35 |
| 12/27/2010 20:10 | N | R_PB2SES_4 | -0.35 |
| 12/27/2010 20:10 | N | R_PB2SES_5 | -0.35 |
| 12/27/2010 20:10 | N | AUTO_EPS_390 | 26.09 |
| 12/27/2010 20:15 | N | DC_ROAD_L_B | 24.68 |
| 12/27/2010 20:15 | N | DC_EGPS_L_A | 19.76 |
| 12/27/2010 20:15 | N | H_HOLLOW_E_1 | -0.66 |
| 12/27/2010 20:15 | N | HHOLLOW4_E_1 | -0.66 |
| 12/27/2010 20:15 | N | R_LH2SES_1 | 26.33 |
| 12/27/2010 20:15 | N | R_PB2SES_1 | -1.17 |
| 12/27/2010 20:15 | N | R_PB2SES_2 | -1.17 |
| 12/27/2010 20:15 | N | R_PB2SES_3 | -1.17 |
| 12/27/2010 20:15 | N | R_PB2SES_4 | -1.17 |
| 12/27/2010 20:15 | N | R_PB2SES_5 | -1.17 |
| 12/27/2010 20:15 | N | AUTO_EPS_390 | 26.25 |
| 12/27/2010 20:20 | N | DC_ROAD_L_B | 24.63 |
| 12/27/2010 20:20 | N | DC_EGPS_L_A | 19.7 |
| 12/27/2010 20:20 | N | H_HOLLOW_E_1 | -0.65 |
| 12/27/2010 20:20 | N | HHOLLOW4_E_1 | -0.65 |
| 12/27/2010 20:20 | N | R_LH2SES_1 | 26.27 |
| 12/27/2010 20:20 | N | R_PB2SES_1 | -1.16 |
| 12/27/2010 20:20 | N | R_PB2SES_2 | -1.16 |
| 12/27/2010 20:20 | N | R_PB2SES_3 | -1.16 |
| 12/27/2010 20:20 | N | R_PB2SES_4 | -1.16 |
| 12/27/2010 20:20 | N | R_PB2SES_5 | -1.16 |
| 12/27/2010 20:20 | N | AUTO_EPS_390 | 26.19 |
| 12/27/2010 20:25 | N | DC_ROAD_L_B | 24.54 |
| 12/27/2010 20:25 | N | DC_EGPS_L_A | 19.63 |
| 12/27/2010 20:25 | N | H_HOLLOW_E_1 | -0.65 |
| 12/27/2010 20:25 | N | HHOLLOW4_E_1 | -0.65 |
| 12/27/2010 20:25 | N | R_LH2SES_1 | 26.17 |
| 12/27/2010 20:25 | N | R_PB2SES_1 | -1.16 |
| 12/27/2010 20:25 | N | R_PB2SES_2 | -1.16 |

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| 12/27/2010 20:25 | N | R_PB2SES_3 | -1.16 |
| 12/27/2010 20:25 | N | R_PB2SES_4 | -1.16 |
| 12/27/2010 20:25 | N | R_PB2SES_5 | -1.16 |
| 12/27/2010 20:25 | N | AUTO_EPS_390 | 26.1 |
| 12/27/2010 20:30 | N | DC_ROAD_L_B | 24.49 |
| 12/27/2010 20:30 | N | DC_EGPS_L_A | 19.67 |
| 12/27/2010 20:30 | N | H_HOLLOW_E_1 | -0.12 |
| 12/27/2010 20:30 | N | HHOLLOW4_E_1 | -0.12 |
| 12/27/2010 20:30 | N | R_LH2SES_1 | 26.09 |
| 12/27/2010 20:30 | N | R_PB2SES_1 | -0.61 |
| 12/27/2010 20:30 | N | R_PB2SES_2 | -0.61 |
| 12/27/2010 20:30 | N | R_PB2SES_3 | -0.61 |
| 12/27/2010 20:30 | N | R_PB2SES_4 | -0.61 |
| 12/27/2010 20:30 | N | R_PB2SES_5 | -0.61 |
| 12/27/2010 20:30 | N | AUTO_EPS_390 | 26.01 |
| 12/27/2010 20:35 | N | DC_ROAD_L_B | 24.29 |
| 12/27/2010 20:35 | N | DC_EGPS_L_A | 19.52 |
| 12/27/2010 20:35 | N | H_HOLLOW_E_1 | -0.08 |
| 12/27/2010 20:35 | N | HHOLLOW4_E_1 | -0.08 |
| 12/27/2010 20:35 | N | R_LH2SES_1 | 25.88 |
| 12/27/2010 20:35 | N | R_PB2SES_1 | -0.57 |
| 12/27/2010 20:35 | N | R_PB2SES_2 | -0.57 |
| 12/27/2010 20:35 | N | R_PB2SES_3 | -0.57 |
| 12/27/2010 20:35 | N | R_PB2SES_4 | -0.57 |
| 12/27/2010 20:35 | N | R_PB2SES_5 | -0.57 |
| 12/27/2010 20:35 | N | AUTO_EPS_390 | 25.8 |
| 12/27/2010 20:40 | N | DC_ROAD_L_B | 24.08 |
| 12/27/2010 20:40 | N | DC_EGPS_L_A | 19.32 |
| 12/27/2010 20:40 | N | H_HOLLOW_E_1 | -0.19 |
| 12/27/2010 20:40 | N | HHOLLOW4_E_1 | -0.19 |
| 12/27/2010 20:40 | N | R_LH2SES_1 | 25.67 |
| 12/27/2010 20:40 | N | R_PB2SES_1 | -0.67 |
| 12/27/2010 20:40 | N | R_PB2SES_2 | -0.67 |
| 12/27/2010 20:40 | N | R_PB2SES_3 | -0.67 |
| 12/27/2010 20:40 | N | R_PB2SES_4 | -0.67 |
| 12/27/2010 20:40 | N | R_PB2SES_5 | -0.67 |
| 12/27/2010 20:40 | N | AUTO_EPS_390 | 25.59 |
| 12/27/2010 20:45 | N | DC_ROAD_L_B | 23.88 |
| 12/27/2010 20:45 | N | DC_EGPS_L_A | 19.15 |
| 12/27/2010 20:45 | N | H_HOLLOW_E_1 | -0.17 |
| 12/27/2010 20:45 | N | HHOLLOW4_E_1 | -0.17 |
| 12/27/2010 20:45 | N | R_LH2SES_1 | 25.44 |
| 12/27/2010 20:45 | N | R_PB2SES_1 | -0.65 |
| 12/27/2010 20:45 | N | R_PB2SES_2 | -0.65 |
| 12/27/2010 20:45 | N | R_PB2SES_3 | -0.65 |
| 12/27/2010 20:45 | N | R_PB2SES_4 | -0.65 |
| 12/27/2010 20:45 | N | R_PB2SES_5 | -0.65 |

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| 12/27/2010 20:45 | N | AUTO_EPS_390 | 25.37 |
| 12/27/2010 20:50 | N | DC_ROAD_L_B | 23.83 |
| 12/27/2010 20:50 | N | DC_EGPS_L_A | 19.06 |
| 12/27/2010 20:50 | N | H_HOLLOW_E_1 | -0.46 |
| 12/27/2010 20:50 | N | HHOLLOW4_E_1 | -0.46 |
| 12/27/2010 20:50 | N | R_LH2SES_1 | 25.41 |
| 12/27/2010 20:50 | N | R_PB2SES_1 | -0.95 |
| 12/27/2010 20:50 | N | R_PB2SES_2 | -0.95 |
| 12/27/2010 20:50 | N | R_PB2SES_3 | -0.95 |
| 12/27/2010 20:50 | N | R_PB2SES_4 | -0.95 |
| 12/27/2010 20:50 | N | R_PB2SES_5 | -0.95 |
| 12/27/2010 20:50 | N | AUTO_EPS_390 | 25.34 |
| 12/27/2010 20:55 | N | DC_ROAD_L_B | 23.56 |
| 12/27/2010 20:55 | N | DC_EGPS_L_A | 18.81 |
| 12/27/2010 20:55 | N | H_HOLLOW_E_1 | -0.63 |
| 12/27/2010 20:55 | N | HHOLLOW4_E_1 | -0.63 |
| 12/27/2010 20:55 | N | R_LH2SES_1 | 25.14 |
| 12/27/2010 20:55 | N | R_PB2SES_1 | -1.12 |
| 12/27/2010 20:55 | N | R_PB2SES_2 | -1.12 |
| 12/27/2010 20:55 | N | R_PB2SES_3 | -1.12 |
| 12/27/2010 20:55 | N | R_PB2SES_4 | -1.12 |
| 12/27/2010 20:55 | N | R_PB2SES_5 | -1.12 |
| 12/27/2010 20:55 | N | AUTO_EPS_390 | 25.07 |
| 12/27/2010 21:00 | N | DC_ROAD_L_B | 23.79 |
| 12/27/2010 21:00 | N | DC_EGPS_L_A | 18.99 |
| 12/27/2010 21:00 | N | H_HOLLOW_E_1 | -0.64 |
| 12/27/2010 21:00 | N | HHOLLOW4_E_1 | -0.64 |
| 12/27/2010 21:00 | N | R_LH2SES_1 | 25.38 |
| 12/27/2010 21:00 | N | R_PB2SES_1 | -1.13 |
| 12/27/2010 21:00 | N | R_PB2SES_2 | -1.13 |
| 12/27/2010 21:00 | N | R_PB2SES_3 | -1.13 |
| 12/27/2010 21:00 | N | R_PB2SES_4 | -1.13 |
| 12/27/2010 21:00 | N | R_PB2SES_5 | -1.13 |
| 12/27/2010 21:00 | N | AUTO_EPS_390 | 25.31 |
| 12/27/2010 21:05 | N | DC_ROAD_L_B | 23.39 |
| 12/27/2010 21:05 | N | DC_EGPS_L_A | 18.68 |
| 12/27/2010 21:05 | N | H_HOLLOW_E_1 | -0.63 |
| 12/27/2010 21:05 | N | HHOLLOW4_E_1 | -0.63 |
| 12/27/2010 21:05 | N | R_LH2SES_1 | 24.96 |
| 12/27/2010 21:05 | N | R_PB2SES_1 | -1.11 |
| 12/27/2010 21:05 | N | R_PB2SES_2 | -1.11 |
| 12/27/2010 21:05 | N | R_PB2SES_3 | -1.11 |
| 12/27/2010 21:05 | N | R_PB2SES_4 | -1.11 |
| 12/27/2010 21:05 | N | R_PB2SES_5 | -1.11 |
| 12/27/2010 21:05 | N | AUTO_EPS_390 | 24.89 |
| 12/27/2010 21:10 | N | DC_ROAD_L_B | 23.38 |
| 12/27/2010 21:10 | N | DC_EGPS_L_A | 18.66 |

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| 12/27/2010 21:10 | N | H_HOLLOW_E_1 | -0.63 |
| 12/27/2010 21:10 | N | HHOLLOW4_E_1 | -0.63 |
| 12/27/2010 21:10 | N | R_LH2SES_1 | 24.94 |
| 12/27/2010 21:10 | N | R_PB2SES_1 | -1.11 |
| 12/27/2010 21:10 | N | R_PB2SES_2 | -1.11 |
| 12/27/2010 21:10 | N | R_PB2SES_3 | -1.11 |
| 12/27/2010 21:10 | N | R_PB2SES_4 | -1.11 |
| 12/27/2010 21:10 | N | R_PB2SES_5 | -1.11 |
| 12/27/2010 21:10 | N | AUTO_EPS_390 | 24.87 |
| 12/27/2010 21:15 | N | DC_ROAD_L_B | 23.04 |
| 12/27/2010 21:15 | N | DC_EGPS_L_A | 17.98 |
| 12/27/2010 21:15 | N | H_HOLLOW_E_1 | -2.74 |
| 12/27/2010 21:15 | N | HHOLLOW4_E_1 | -2.74 |
| 12/27/2010 21:15 | N | R_LH2SES_1 | 24.72 |
| 12/27/2010 21:15 | N | R_PB2SES_1 | -3.26 |
| 12/27/2010 21:15 | N | R_PB2SES_2 | -3.26 |
| 12/27/2010 21:15 | N | R_PB2SES_3 | -3.26 |
| 12/27/2010 21:15 | N | R_PB2SES_4 | -3.26 |
| 12/27/2010 21:15 | N | R_PB2SES_5 | -3.26 |
| 12/27/2010 21:15 | N | AUTO_EPS_390 | 24.64 |
| 12/27/2010 21:20 | N | DC_ROAD_L_B | 22.92 |
| 12/27/2010 21:20 | N | DC_EGPS_L_A | 17.38 |
| 12/27/2010 21:20 | N | H_HOLLOW_E_1 | -5.31 |
| 12/27/2010 21:20 | N | HHOLLOW4_E_1 | -5.31 |
| 12/27/2010 21:20 | N | R_LH2SES_1 | 24.76 |
| 12/27/2010 21:20 | N | R_PB2SES_1 | -5.87 |
| 12/27/2010 21:20 | N | R_PB2SES_2 | -5.87 |
| 12/27/2010 21:20 | N | R_PB2SES_3 | -5.87 |
| 12/27/2010 21:20 | N | R_PB2SES_4 | -5.87 |
| 12/27/2010 21:20 | N | R_PB2SES_5 | -5.87 |
| 12/27/2010 21:20 | N | AUTO_EPS_390 | 24.67 |
| 12/27/2010 21:25 | N | DC_ROAD_L_B | 22.19 |
| 12/27/2010 21:25 | N | DC_EGPS_L_A | 14.4 |
| 12/27/2010 21:25 | N | H_HOLLOW_E_1 | -17.49 |
| 12/27/2010 21:25 | N | HHOLLOW4_E_1 | -17.49 |
| 12/27/2010 21:25 | N | R_LH2SES_1 | 24.78 |
| 12/27/2010 21:25 | N | R_PB2SES_1 | -18.29 |
| 12/27/2010 21:25 | N | R_PB2SES_2 | -18.29 |
| 12/27/2010 21:25 | N | R_PB2SES_3 | -18.29 |
| 12/27/2010 21:25 | N | R_PB2SES_4 | -18.29 |
| 12/27/2010 21:25 | N | R_PB2SES_5 | -18.29 |
| 12/27/2010 21:25 | N | AUTO_EPS_390 | 24.65 |
| 12/27/2010 21:30 | N | DC_ROAD_L_B | 22.02 |
| 12/27/2010 21:30 | N | DC_EGPS_L_A | 14 |
| 12/27/2010 21:30 | N | H_HOLLOW_E_1 | -18.81 |
| 12/27/2010 21:30 | N | HHOLLOW4_E_1 | -18.81 |
| 12/27/2010 21:30 | N | R_LH2SES_1 | 24.68 |

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| 12/27/2010 21:30 | N | R_PB2SES_1 | -19.63 |
| 12/27/2010 21:30 | N | R_PB2SES_2 | -19.63 |
| 12/27/2010 21:30 | N | R_PB2SES_3 | -19.63 |
| 12/27/2010 21:30 | N | R_PB2SES_4 | -19.63 |
| 12/27/2010 21:30 | N | R_PB2SES_5 | -19.63 |
| 12/27/2010 21:30 | N | AUTO_EPS_390 | 24.56 |
| 12/27/2010 21:35 | N | DC_ROAD_L_B | 21.73 |
| 12/27/2010 21:35 | N | DC_EGPS_L_A | 13.76 |
| 12/27/2010 21:35 | N | H_HOLLOW_E_1 | -18.74 |
| 12/27/2010 21:35 | N | HHOLLOW4_E_1 | -18.74 |
| 12/27/2010 21:35 | N | R_LH2SES_1 | 24.37 |
| 12/27/2010 21:35 | N | R_PB2SES_1 | -19.55 |
| 12/27/2010 21:35 | N | R_PB2SES_2 | -19.55 |
| 12/27/2010 21:35 | N | R_PB2SES_3 | -19.55 |
| 12/27/2010 21:35 | N | R_PB2SES_4 | -19.55 |
| 12/27/2010 21:35 | N | R_PB2SES_5 | -19.55 |
| 12/27/2010 21:35 | N | AUTO_EPS_390 | 24.25 |
| 12/27/2010 21:40 | N | DC_ROAD_L_B | 22.03 |
| 12/27/2010 21:40 | N | DC_EGPS_L_A | 16.59 |
| 12/27/2010 21:40 | N | H_HOLLOW_E_1 | -5.46 |
| 12/27/2010 21:40 | N | HHOLLOW4_E_1 | -5.46 |
| 12/27/2010 21:40 | N | R_LH2SES_1 | 23.84 |
| 12/27/2010 21:40 | N | R_PB2SES_1 | -6.01 |
| 12/27/2010 21:40 | N | R_PB2SES_2 | -6.01 |
| 12/27/2010 21:40 | N | R_PB2SES_3 | -6.01 |
| 12/27/2010 21:40 | N | R_PB2SES_4 | -6.01 |
| 12/27/2010 21:40 | N | R_PB2SES_5 | -6.01 |
| 12/27/2010 21:40 | N | AUTO_EPS_390 | 23.75 |
| 12/27/2010 21:45 | N | DC_ROAD_L_B | 21.95 |
| 12/27/2010 21:45 | N | DC_EGPS_L_A | 16.54 |
| 12/27/2010 21:45 | N | H_HOLLOW_E_1 | -5.23 |
| 12/27/2010 21:45 | N | HHOLLOW4_E_1 | -5.23 |
| 12/27/2010 21:45 | N | R_LH2SES_1 | 23.75 |
| 12/27/2010 21:45 | N | R_PB2SES_1 | -5.78 |
| 12/27/2010 21:45 | N | R_PB2SES_2 | -5.78 |
| 12/27/2010 21:45 | N | R_PB2SES_3 | -5.78 |
| 12/27/2010 21:45 | N | R_PB2SES_4 | -5.78 |
| 12/27/2010 21:45 | N | R_PB2SES_5 | -5.78 |
| 12/27/2010 21:45 | N | AUTO_EPS_390 | 23.66 |
| 12/27/2010 21:50 | N | DC_ROAD_L_B | 22.05 |
| 12/27/2010 21:50 | N | DC_EGPS_L_A | 16.62 |
| 12/27/2010 21:50 | N | H_HOLLOW_E_1 | -5.25 |
| 12/27/2010 21:50 | N | HHOLLOW4_E_1 | -5.25 |
| 12/27/2010 21:50 | N | R_LH2SES_1 | 23.85 |
| 12/27/2010 21:50 | N | R_PB2SES_1 | -5.79 |
| 12/27/2010 21:50 | N | R_PB2SES_2 | -5.79 |
| 12/27/2010 21:50 | N | R_PB2SES_3 | -5.79 |

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| 12/27/2010 21:50 | N | R_PB2SES_4 | -5.79 |
| 12/27/2010 21:50 | N | R_PB2SES_5 | -5.79 |
| 12/27/2010 21:50 | N | AUTO_EPS_390 | 23.77 |
| 12/27/2010 21:55 | N | DC_ROAD_L_B | 21.41 |
| 12/27/2010 21:55 | N | DC_EGPS_L_A | 13.49 |
| 12/27/2010 21:55 | N | H_HOLLOW_E_1 | -18.36 |
| 12/27/2010 21:55 | N | HHOLLOW4_E_1 | -18.36 |
| 12/27/2010 21:55 | N | R_LH2SES_1 | 24.03 |
| 12/27/2010 21:55 | N | R_PB2SES_1 | -19.15 |
| 12/27/2010 21:55 | N | R_PB2SES_2 | -19.15 |
| 12/27/2010 21:55 | N | R_PB2SES_3 | -19.15 |
| 12/27/2010 21:55 | N | R_PB2SES_4 | -19.15 |
| 12/27/2010 21:55 | N | R_PB2SES_5 | -19.15 |
| 12/27/2010 21:55 | N | AUTO_EPS_390 | 23.91 |
| 12/27/2010 22:00 | N | DC_ROAD_L_B | 21.92 |
| 12/27/2010 22:00 | N | DC_EGPS_L_A | 13.9 |
| 12/27/2010 22:00 | N | H_HOLLOW_E_1 | -18.37 |
| 12/27/2010 22:00 | N | HHOLLOW4_E_1 | -18.37 |
| 12/27/2010 22:00 | N | R_LH2SES_1 | 24.58 |
| 12/27/2010 22:00 | N | R_PB2SES_1 | -19.18 |
| 12/27/2010 22:00 | N | R_PB2SES_2 | -19.18 |
| 12/27/2010 22:00 | N | R_PB2SES_3 | -19.18 |
| 12/27/2010 22:00 | N | R_PB2SES_4 | -19.18 |
| 12/27/2010 22:00 | N | R_PB2SES_5 | -19.18 |
| 12/27/2010 22:00 | N | AUTO_EPS_390 | 24.46 |
| 12/27/2010 22:02 | N | DC_ROAD_L_B | 22.39 |
| 12/27/2010 22:02 | N | DC_EGPS_L_A | 16.86 |
| 12/27/2010 22:02 | N | H_HOLLOW_E_1 | -5.3 |
| 12/27/2010 22:02 | N | HHOLLOW4_E_1 | -5.3 |
| 12/27/2010 22:02 | N | R_LH2SES_1 | 24.22 |
| 12/27/2010 22:02 | N | R_PB2SES_1 | -5.86 |
| 12/27/2010 22:02 | N | R_PB2SES_2 | -5.86 |
| 12/27/2010 22:02 | N | R_PB2SES_3 | -5.86 |
| 12/27/2010 22:02 | N | R_PB2SES_4 | -5.86 |
| 12/27/2010 22:02 | N | R_PB2SES_5 | -5.86 |
| 12/27/2010 22:02 | N | AUTO_EPS_390 | 24.14 |
| 12/27/2010 22:05 | N | DC_ROAD_L_B | 22.79 |
| 12/27/2010 22:05 | N | DC_EGPS_L_A | 18.11 |
| 12/27/2010 22:05 | N | H_HOLLOW_E_1 | -0.63 |
| 12/27/2010 22:05 | N | HHOLLOW4_E_1 | -0.63 |
| 12/27/2010 22:05 | N | R_LH2SES_1 | 24.34 |
| 12/27/2010 22:05 | N | R_PB2SES_1 | -1.1 |
| 12/27/2010 22:05 | N | R_PB2SES_2 | -1.1 |
| 12/27/2010 22:05 | N | R_PB2SES_3 | -1.1 |
| 12/27/2010 22:05 | N | R_PB2SES_4 | -1.1 |
| 12/27/2010 22:05 | N | R_PB2SES_5 | -1.1 |
| 12/27/2010 22:05 | N | AUTO_EPS_390 | 24.26 |

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| 12/27/2010 22:10 | N | DC_ROAD_L_B | 21.77 |
| 12/27/2010 22:10 | N | DC_EGPS_L_A | 17.31 |
| 12/27/2010 22:10 | N | H_HOLLOW_E_1 | -0.47 |
| 12/27/2010 22:10 | N | HHOLLOW4_E_1 | -0.47 |
| 12/27/2010 22:10 | N | R_LH2SES_1 | 23.25 |
| 12/27/2010 22:10 | N | R_PB2SES_1 | -0.92 |
| 12/27/2010 22:10 | N | R_PB2SES_2 | -0.92 |
| 12/27/2010 22:10 | N | R_PB2SES_3 | -0.92 |
| 12/27/2010 22:10 | N | R_PB2SES_4 | -0.92 |
| 12/27/2010 22:10 | N | R_PB2SES_5 | -0.92 |
| 12/27/2010 22:10 | N | AUTO_EPS_390 | 23.18 |
| 12/27/2010 22:15 | N | DC_ROAD_L_B | 21.81 |
| 12/27/2010 22:15 | N | DC_EGPS_L_A | 17.31 |
| 12/27/2010 22:15 | N | H_HOLLOW_E_1 | -0.6 |
| 12/27/2010 22:15 | N | HHOLLOW4_E_1 | -0.6 |
| 12/27/2010 22:15 | N | R_LH2SES_1 | 23.3 |
| 12/27/2010 22:15 | N | R_PB2SES_1 | -1.05 |
| 12/27/2010 22:15 | N | R_PB2SES_2 | -1.05 |
| 12/27/2010 22:15 | N | R_PB2SES_3 | -1.05 |
| 12/27/2010 22:15 | N | R_PB2SES_4 | -1.05 |
| 12/27/2010 22:15 | N | R_PB2SES_5 | -1.05 |
| 12/27/2010 22:15 | N | AUTO_EPS_390 | 23.23 |
| 12/27/2010 22:20 | N | DC_ROAD_L_B | 21.5 |
| 12/27/2010 22:20 | N | DC_EGPS_L_A | 17.09 |
| 12/27/2010 22:20 | N | H_HOLLOW_E_1 | -0.48 |
| 12/27/2010 22:20 | N | HHOLLOW4_E_1 | -0.48 |
| 12/27/2010 22:20 | N | R_LH2SES_1 | 22.96 |
| 12/27/2010 22:20 | N | R_PB2SES_1 | -0.92 |
| 12/27/2010 22:20 | N | R_PB2SES_2 | -0.92 |
| 12/27/2010 22:20 | N | R_PB2SES_3 | -0.92 |
| 12/27/2010 22:20 | N | R_PB2SES_4 | -0.92 |
| 12/27/2010 22:20 | N | R_PB2SES_5 | -0.92 |
| 12/27/2010 22:20 | N | AUTO_EPS_390 | 22.89 |
| 12/27/2010 22:25 | N | DC_ROAD_L_B | 20.96 |
| 12/27/2010 22:25 | N | DC_EGPS_L_A | 16.65 |
| 12/27/2010 22:25 | N | H_HOLLOW_E_1 | -0.58 |
| 12/27/2010 22:25 | N | HHOLLOW4_E_1 | -0.58 |
| 12/27/2010 22:25 | N | R_LH2SES_1 | 22.39 |
| 12/27/2010 22:25 | N | R_PB2SES_1 | -1.01 |
| 12/27/2010 22:25 | N | R_PB2SES_2 | -1.01 |
| 12/27/2010 22:25 | N | R_PB2SES_3 | -1.01 |
| 12/27/2010 22:25 | N | R_PB2SES_4 | -1.01 |
| 12/27/2010 22:25 | N | R_PB2SES_5 | -1.01 |
| 12/27/2010 22:25 | N | AUTO_EPS_390 | 22.32 |
| 12/27/2010 22:30 | N | DC_ROAD_L_B | 19.85 |
| 12/27/2010 22:30 | N | DC_EGPS_L_A | 15.76 |
| 12/27/2010 22:30 | N | H_HOLLOW_E_1 | -0.55 |

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| 12/27/2010 22:30 | N | HHOLLOW4_E_1 | -0.55 |
| 12/27/2010 22:30 | N | R_LH2SES_1 | 21.2 |
| 12/27/2010 22:30 | N | R_PB2SES_1 | -0.96 |
| 12/27/2010 22:30 | N | R_PB2SES_2 | -0.96 |
| 12/27/2010 22:30 | N | R_PB2SES_3 | -0.96 |
| 12/27/2010 22:30 | N | R_PB2SES_4 | -0.96 |
| 12/27/2010 22:30 | N | R_PB2SES_5 | -0.96 |
| 12/27/2010 22:30 | N | AUTO_EPS_390 | 21.14 |
| 12/27/2010 22:35 | N | DC_ROAD_L_B | 19.5 |
| 12/27/2010 22:35 | N | DC_EGPS_L_A | 15.32 |
| 12/27/2010 22:35 | N | H_HOLLOW_E_1 | -1.43 |
| 12/27/2010 22:35 | N | HHOLLOW4_E_1 | -1.43 |
| 12/27/2010 22:35 | N | R_LH2SES_1 | 20.89 |
| 12/27/2010 22:35 | N | R_PB2SES_1 | -1.85 |
| 12/27/2010 22:35 | N | R_PB2SES_2 | -1.85 |
| 12/27/2010 22:35 | N | R_PB2SES_3 | -1.85 |
| 12/27/2010 22:35 | N | R_PB2SES_4 | -1.85 |
| 12/27/2010 22:35 | N | R_PB2SES_5 | -1.85 |
| 12/27/2010 22:35 | N | AUTO_EPS_390 | 20.82 |
| 12/27/2010 22:40 | N | DC_ROAD_L_B | 19.35 |
| 12/27/2010 22:40 | N | DC_EGPS_L_A | 15.38 |
| 12/27/2010 22:40 | N | H_HOLLOW_E_1 | -0.54 |
| 12/27/2010 22:40 | N | HHOLLOW4_E_1 | -0.54 |
| 12/27/2010 22:40 | N | R_LH2SES_1 | 20.66 |
| 12/27/2010 22:40 | N | R_PB2SES_1 | -0.94 |
| 12/27/2010 22:40 | N | R_PB2SES_2 | -0.94 |
| 12/27/2010 22:40 | N | R_PB2SES_3 | -0.94 |
| 12/27/2010 22:40 | N | R_PB2SES_4 | -0.94 |
| 12/27/2010 22:40 | N | R_PB2SES_5 | -0.94 |
| 12/27/2010 22:40 | N | AUTO_EPS_390 | 20.6 |
| 12/27/2010 22:45 | N | DC_ROAD_L_B | 18.92 |
| 12/27/2010 22:45 | N | DC_EGPS_L_A | 14.85 |
| 12/27/2010 22:45 | N | H_HOLLOW_E_1 | -1.45 |
| 12/27/2010 22:45 | N | HHOLLOW4_E_1 | -1.45 |
| 12/27/2010 22:45 | N | R_LH2SES_1 | 20.27 |
| 12/27/2010 22:45 | N | R_PB2SES_1 | -1.86 |
| 12/27/2010 22:45 | N | R_PB2SES_2 | -1.86 |
| 12/27/2010 22:45 | N | R_PB2SES_3 | -1.86 |
| 12/27/2010 22:45 | N | R_PB2SES_4 | -1.86 |
| 12/27/2010 22:45 | N | R_PB2SES_5 | -1.86 |
| 12/27/2010 22:45 | N | AUTO_EPS_390 | 20.2 |
| 12/27/2010 22:50 | N | DC_ROAD_L_B | 18.59 |
| 12/27/2010 22:50 | N | DC_EGPS_L_A | 14.44 |
| 12/27/2010 22:50 | N | H_HOLLOW_E_1 | -2.22 |
| 12/27/2010 22:50 | N | HHOLLOW4_E_1 | -2.22 |
| 12/27/2010 22:50 | N | R_LH2SES_1 | 19.97 |
| 12/27/2010 22:50 | N | R_PB2SES_1 | -2.64 |

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| 12/27/2010 22:50 | N | R_PB2SES_2 | -2.64 |
| 12/27/2010 22:50 | N | R_PB2SES_3 | -2.64 |
| 12/27/2010 22:50 | N | R_PB2SES_4 | -2.64 |
| 12/27/2010 22:50 | N | R_PB2SES_5 | -2.64 |
| 12/27/2010 22:50 | N | AUTO_EPS_390 | 19.9 |
| 12/27/2010 22:55 | N | DC_ROAD_L_B | 18.45 |
| 12/27/2010 22:55 | N | DC_EGPS_L_A | 11.05 |
| 12/27/2010 22:55 | N | H_HOLLOW_E_1 | -18.62 |
| 12/27/2010 22:55 | N | HHOLLOW4_E_1 | -18.62 |
| 12/27/2010 22:55 | N | R_LH2SES_1 | 20.9 |
| 12/27/2010 22:55 | N | R_PB2SES_1 | -19.37 |
| 12/27/2010 22:55 | N | R_PB2SES_2 | -19.37 |
| 12/27/2010 22:55 | N | R_PB2SES_3 | -19.37 |
| 12/27/2010 22:55 | N | R_PB2SES_4 | -19.37 |
| 12/27/2010 22:55 | N | R_PB2SES_5 | -19.37 |
| 12/27/2010 22:55 | N | AUTO_EPS_390 | 20.79 |
| 12/27/2010 23:00 | N | DC_ROAD_L_B | 19.12 |
| 12/27/2010 23:00 | N | DC_EGPS_L_A | 11.5 |
| 12/27/2010 23:00 | N | H_HOLLOW_E_1 | -18.98 |
| 12/27/2010 23:00 | N | HHOLLOW4_E_1 | -18.98 |
| 12/27/2010 23:00 | N | R_LH2SES_1 | 21.64 |
| 12/27/2010 23:00 | N | R_PB2SES_1 | -19.75 |
| 12/27/2010 23:00 | N | R_PB2SES_2 | -19.75 |
| 12/27/2010 23:00 | N | R_PB2SES_3 | -19.75 |
| 12/27/2010 23:00 | N | R_PB2SES_4 | -19.75 |
| 12/27/2010 23:00 | N | R_PB2SES_5 | -19.75 |
| 12/27/2010 23:00 | N | AUTO_EPS_390 | 21.53 |
| 12/27/2010 23:02 | N | DC_ROAD_L_B | 20.68 |
| 12/27/2010 23:02 | N | DC_EGPS_L_A | 15.51 |
| 12/27/2010 23:02 | N | H_HOLLOW_E_1 | -5.09 |
| 12/27/2010 23:02 | N | HHOLLOW4_E_1 | -5.09 |
| 12/27/2010 23:02 | N | R_LH2SES_1 | 22.4 |
| 12/27/2010 23:02 | N | R_PB2SES_1 | -5.61 |
| 12/27/2010 23:02 | N | R_PB2SES_2 | -5.61 |
| 12/27/2010 23:02 | N | R_PB2SES_3 | -5.61 |
| 12/27/2010 23:02 | N | R_PB2SES_4 | -5.61 |
| 12/27/2010 23:02 | N | R_PB2SES_5 | -5.61 |
| 12/27/2010 23:02 | N | AUTO_EPS_390 | 22.32 |
| 12/27/2010 23:05 | N | DC_ROAD_L_B | 20.71 |
| 12/27/2010 23:05 | N | DC_EGPS_L_A | 16.27 |
| 12/27/2010 23:05 | N | H_HOLLOW_E_1 | -1.4 |
| 12/27/2010 23:05 | N | HHOLLOW4_E_1 | -1.4 |
| 12/27/2010 23:05 | N | R_LH2SES_1 | 22.19 |
| 12/27/2010 23:05 | N | R_PB2SES_1 | -1.85 |
| 12/27/2010 23:05 | N | R_PB2SES_2 | -1.85 |
| 12/27/2010 23:05 | N | R_PB2SES_3 | -1.85 |
| 12/27/2010 23:05 | N | R_PB2SES_4 | -1.85 |

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| 12/27/2010 23:05 | N | R_PB2SES_5 | -1.85 |
| 12/27/2010 23:05 | N | AUTO_EPS_390 | 22.12 |
| 12/27/2010 23:10 | N | DC_ROAD_L_B | 18.93 |
| 12/27/2010 23:10 | N | DC_EGPS_L_A | 15.01 |
| 12/27/2010 23:10 | N | H_HOLLOW_E_1 | -0.53 |
| 12/27/2010 23:10 | N | HHOLLOW4_E_1 | -0.53 |
| 12/27/2010 23:10 | N | R_LH2SES_1 | 20.23 |
| 12/27/2010 23:10 | N | R_PB2SES_1 | -0.92 |
| 12/27/2010 23:10 | N | R_PB2SES_2 | -0.92 |
| 12/27/2010 23:10 | N | R_PB2SES_3 | -0.92 |
| 12/27/2010 23:10 | N | R_PB2SES_4 | -0.92 |
| 12/27/2010 23:10 | N | R_PB2SES_5 | -0.92 |
| 12/27/2010 23:10 | N | AUTO_EPS_390 | 20.17 |
| 12/27/2010 23:15 | N | DC_ROAD_L_B | 19.21 |
| 12/27/2010 23:15 | N | DC_EGPS_L_A | 15.06 |
| 12/27/2010 23:15 | N | H_HOLLOW_E_1 | -1.44 |
| 12/27/2010 23:15 | N | HHOLLOW4_E_1 | -1.44 |
| 12/27/2010 23:15 | N | R_LH2SES_1 | 20.59 |
| 12/27/2010 23:15 | N | R_PB2SES_1 | -1.86 |
| 12/27/2010 23:15 | N | R_PB2SES_2 | -1.86 |
| 12/27/2010 23:15 | N | R_PB2SES_3 | -1.86 |
| 12/27/2010 23:15 | N | R_PB2SES_4 | -1.86 |
| 12/27/2010 23:15 | N | R_PB2SES_5 | -1.86 |
| 12/27/2010 23:15 | N | AUTO_EPS_390 | 20.52 |
| 12/27/2010 23:20 | N | DC_ROAD_L_B | 19.41 |
| 12/27/2010 23:20 | N | DC_EGPS_L_A | 15.41 |
| 12/27/2010 23:20 | N | H_HOLLOW_E_1 | -0.54 |
| 12/27/2010 23:20 | N | HHOLLOW4_E_1 | -0.54 |
| 12/27/2010 23:20 | N | R_LH2SES_1 | 20.74 |
| 12/27/2010 23:20 | N | R_PB2SES_1 | -0.95 |
| 12/27/2010 23:20 | N | R_PB2SES_2 | -0.95 |
| 12/27/2010 23:20 | N | R_PB2SES_3 | -0.95 |
| 12/27/2010 23:20 | N | R_PB2SES_4 | -0.95 |
| 12/27/2010 23:20 | N | R_PB2SES_5 | -0.95 |
| 12/27/2010 23:20 | N | AUTO_EPS_390 | 20.68 |
| 12/27/2010 23:25 | N | DC_ROAD_L_B | 18.83 |
| 12/27/2010 23:25 | N | DC_EGPS_L_A | 14.96 |
| 12/27/2010 23:25 | N | H_HOLLOW_E_1 | -0.49 |
| 12/27/2010 23:25 | N | HHOLLOW4_E_1 | -0.49 |
| 12/27/2010 23:25 | N | R_LH2SES_1 | 20.12 |
| 12/27/2010 23:25 | N | R_PB2SES_1 | -0.88 |
| 12/27/2010 23:25 | N | R_PB2SES_2 | -0.88 |
| 12/27/2010 23:25 | N | R_PB2SES_3 | -0.88 |
| 12/27/2010 23:25 | N | R_PB2SES_4 | -0.88 |
| 12/27/2010 23:25 | N | R_PB2SES_5 | -0.88 |
| 12/27/2010 23:25 | N | AUTO_EPS_390 | 20.06 |
| 12/27/2010 23:30 | N | DC_ROAD_L_B | 18.73 |

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| 12/27/2010 23:30 | N | DC_EGPS_L_A | 14.88 |
| 12/27/2010 23:30 | N | H_HOLLOW_E_1 | -0.49 |
| 12/27/2010 23:30 | N | HHOLLOW4_E_1 | -0.49 |
| 12/27/2010 23:30 | N | R_LH2SES_1 | 20.02 |
| 12/27/2010 23:30 | N | R_PB2SES_1 | -0.88 |
| 12/27/2010 23:30 | N | R_PB2SES_2 | -0.88 |
| 12/27/2010 23:30 | N | R_PB2SES_3 | -0.88 |
| 12/27/2010 23:30 | N | R_PB2SES_4 | -0.88 |
| 12/27/2010 23:30 | N | R_PB2SES_5 | -0.88 |
| 12/27/2010 23:30 | N | AUTO_EPS_390 | 19.96 |
| 12/27/2010 23:35 | N | DC_ROAD_L_B | 18.51 |
| 12/27/2010 23:35 | N | DC_EGPS_L_A | 14.78 |
| 12/27/2010 23:35 | N | H_HOLLOW_E_1 | -0.13 |
| 12/27/2010 23:35 | N | HHOLLOW4_E_1 | -0.13 |
| 12/27/2010 23:35 | N | R_LH2SES_1 | 19.76 |
| 12/27/2010 23:35 | N | R_PB2SES_1 | -0.51 |
| 12/27/2010 23:35 | N | R_PB2SES_2 | -0.51 |
| 12/27/2010 23:35 | N | R_PB2SES_3 | -0.51 |
| 12/27/2010 23:35 | N | R_PB2SES_4 | -0.51 |
| 12/27/2010 23:35 | N | R_PB2SES_5 | -0.51 |
| 12/27/2010 23:35 | N | AUTO_EPS_390 | 19.7 |
| 12/27/2010 23:40 | N | DC_ROAD_L_B | 18.13 |
| 12/27/2010 23:40 | N | DC_EGPS_L_A | 14.49 |
| 12/27/2010 23:40 | N | H_HOLLOW_E_1 | -0.02 |
| 12/27/2010 23:40 | N | HHOLLOW4_E_1 | -0.02 |
| 12/27/2010 23:40 | N | R_LH2SES_1 | 19.34 |
| 12/27/2010 23:40 | N | R_PB2SES_1 | -0.39 |
| 12/27/2010 23:40 | N | R_PB2SES_2 | -0.39 |
| 12/27/2010 23:40 | N | R_PB2SES_3 | -0.39 |
| 12/27/2010 23:40 | N | R_PB2SES_4 | -0.39 |
| 12/27/2010 23:40 | N | R_PB2SES_5 | -0.39 |
| 12/27/2010 23:40 | N | AUTO_EPS_390 | 19.28 |
| 12/27/2010 23:45 | N | DC_ROAD_L_B | 17.74 |
| 12/27/2010 23:45 | N | DC_EGPS_L_A | 14.14 |
| 12/27/2010 23:45 | N | H_HOLLOW_E_1 | -0.18 |
| 12/27/2010 23:45 | N | HHOLLOW4_E_1 | -0.18 |
| 12/27/2010 23:45 | N | R_LH2SES_1 | 18.94 |
| 12/27/2010 23:45 | N | R_PB2SES_1 | -0.55 |
| 12/27/2010 23:45 | N | R_PB2SES_2 | -0.55 |
| 12/27/2010 23:45 | N | R_PB2SES_3 | -0.55 |
| 12/27/2010 23:45 | N | R_PB2SES_4 | -0.55 |
| 12/27/2010 23:45 | N | R_PB2SES_5 | -0.55 |
| 12/27/2010 23:45 | N | AUTO_EPS_390 | 18.88 |
| 12/27/2010 23:50 | N | DC_ROAD_L_B | 17.6 |
| 12/27/2010 23:50 | N | DC_EGPS_L_A | 14.01 |
| 12/27/2010 23:50 | N | H_HOLLOW_E_1 | -0.25 |
| 12/27/2010 23:50 | N | HHOLLOW4_E_1 | -0.25 |

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| 12/27/2010 23:50 | N | R_LH2SES_1 | 18.79 |
| 12/27/2010 23:50 | N | R_PB2SES_1 | -0.61 |
| 12/27/2010 23:50 | N | R_PB2SES_2 | -0.61 |
| 12/27/2010 23:50 | N | R_PB2SES_3 | -0.61 |
| 12/27/2010 23:50 | N | R_PB2SES_4 | -0.61 |
| 12/27/2010 23:50 | N | R_PB2SES_5 | -0.61 |
| 12/27/2010 23:50 | N | AUTO_EPS_390 | 18.73 |
| 12/27/2010 23:55 | N | DC_ROAD_L_B | 17.9 |
| 12/27/2010 23:55 | N | DC_EGPS_L_A | 14.22 |
| 12/27/2010 23:55 | N | H_HOLLOW_E_1 | -0.38 |
| 12/27/2010 23:55 | N | HHOLLOW4_E_1 | -0.38 |
| 12/27/2010 23:55 | N | R_LH2SES_1 | 19.12 |
| 12/27/2010 23:55 | N | R_PB2SES_1 | -0.75 |
| 12/27/2010 23:55 | N | R_PB2SES_2 | -0.75 |
| 12/27/2010 23:55 | N | R_PB2SES_3 | -0.75 |
| 12/27/2010 23:55 | N | R_PB2SES_4 | -0.75 |
| 12/27/2010 23:55 | N | R_PB2SES_5 | -0.75 |
| 12/27/2010 23:55 | N | AUTO_EPS_390 | 19.06 |
| 12/27/2010 23:55 | N | DC_ROAD_L_B | 17.9 |
| 12/27/2010 23:55 | N | DC_EGPS_L_A | 14.22 |
| 12/27/2010 23:55 | N | H_HOLLOW_E_1 | -0.38 |
| 12/27/2010 23:55 | N | HHOLLOW4_E_1 | -0.38 |
| 12/27/2010 23:55 | N | R_LH2SES_1 | 19.12 |
| 12/27/2010 23:55 | N | R_PB2SES_1 | -0.75 |
| 12/27/2010 23:55 | N | R_PB2SES_2 | -0.75 |
| 12/27/2010 23:55 | N | R_PB2SES_3 | -0.75 |
| 12/27/2010 23:55 | N | R_PB2SES_4 | -0.75 |
| 12/27/2010 23:55 | N | R_PB2SES_5 | -0.75 |
| 12/27/2010 23:55 | N | AUTO_EPS_390 | 19.06 |
| 12/28/2010 0:00 | N | DC_ROAD_L_B | 17.87 |
| 12/28/2010 0:00 | N | DC_EGPS_L_A | 14.2 |
| 12/28/2010 0:00 | N | H_HOLLOW_E_1 | -0.42 |
| 12/28/2010 0:00 | N | HHOLLOW4_E_1 | -0.42 |
| 12/28/2010 0:00 | N | R_LH2SES_1 | 19.1 |
| 12/28/2010 0:00 | N | R_PB2SES_1 | -0.79 |
| 12/28/2010 0:00 | N | R_PB2SES_2 | -0.79 |
| 12/28/2010 0:00 | N | R_PB2SES_3 | -0.79 |
| 12/28/2010 0:00 | N | R_PB2SES_4 | -0.79 |
| 12/28/2010 0:00 | N | R_PB2SES_5 | -0.79 |
| 12/28/2010 0:00 | N | AUTO_EPS_390 | 19.04 |
| 12/28/2010 0:05 | N | DC_ROAD_L_B | 18.22 |
| 12/28/2010 0:05 | N | DC_EGPS_L_A | 14.54 |
| 12/28/2010 0:05 | N | H_HOLLOW_E_1 | -0.1 |
| 12/28/2010 0:05 | N | HHOLLOW4_E_1 | -0.1 |
| 12/28/2010 0:05 | N | R_LH2SES_1 | 19.44 |
| 12/28/2010 0:05 | N | R_PB2SES_1 | -0.47 |
| 12/28/2010 0:05 | N | R_PB2SES_2 | -0.47 |

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|---|---|---|---|
| 12/28/2010 0:05 | N | R_PB2SES_3 | -0.47 |
| 12/28/2010 0:05 | N | R_PB2SES_4 | -0.47 |
| 12/28/2010 0:05 | N | R_PB2SES_5 | -0.47 |
| 12/28/2010 0:05 | N | AUTO_EPS_390 | 19.39 |
| 12/28/2010 0:10 | N | DC_ROAD_L_B | 18.17 |
| 12/28/2010 0:10 | N | DC_EGPS_L_A | 14.54 |
| 12/28/2010 0:10 | N | H_HOLLOW_E_1 | 0.06 |
| 12/28/2010 0:10 | N | HHOLLOW4_E_1 | 0.06 |
| 12/28/2010 0:10 | N | R_LH2SES_1 | 19.38 |
| 12/28/2010 0:10 | N | R_PB2SES_1 | -0.3 |
| 12/28/2010 0:10 | N | R_PB2SES_2 | -0.3 |
| 12/28/2010 0:10 | N | R_PB2SES_3 | -0.3 |
| 12/28/2010 0:10 | N | R_PB2SES_4 | -0.3 |
| 12/28/2010 0:10 | N | R_PB2SES_5 | -0.3 |
| 12/28/2010 0:10 | N | AUTO_EPS_390 | 19.32 |
| 12/28/2010 0:15 | N | DC_ROAD_L_B | 17.34 |
| 12/28/2010 0:15 | N | DC_EGPS_L_A | 13.95 |
| 12/28/2010 0:15 | N | H_HOLLOW_E_1 | 0.4 |
| 12/28/2010 0:15 | N | HHOLLOW4_E_1 | 0.4 |
| 12/28/2010 0:15 | N | R_LH2SES_1 | 18.48 |
| 12/28/2010 0:15 | N | R_PB2SES_1 | 0.06 |
| 12/28/2010 0:15 | N | R_PB2SES_2 | 0.06 |
| 12/28/2010 0:15 | N | R_PB2SES_3 | 0.06 |
| 12/28/2010 0:15 | N | R_PB2SES_4 | 0.06 |
| 12/28/2010 0:15 | N | R_PB2SES_5 | 0.06 |
| 12/28/2010 0:15 | N | AUTO_EPS_390 | 18.42 |
| 12/28/2010 0:20 | N | DC_ROAD_L_B | 17.47 |
| 12/28/2010 0:20 | N | DC_EGPS_L_A | 14.01 |
| 12/28/2010 0:20 | N | H_HOLLOW_E_1 | 0.28 |
| 12/28/2010 0:20 | N | HHOLLOW4_E_1 | 0.28 |
| 12/28/2010 0:20 | N | R_LH2SES_1 | 18.62 |
| 12/28/2010 0:20 | N | R_PB2SES_1 | -0.07 |
| 12/28/2010 0:20 | N | R_PB2SES_2 | -0.07 |
| 12/28/2010 0:20 | N | R_PB2SES_3 | -0.07 |
| 12/28/2010 0:20 | N | R_PB2SES_4 | -0.07 |
| 12/28/2010 0:20 | N | R_PB2SES_5 | -0.07 |
| 12/28/2010 0:20 | N | AUTO_EPS_390 | 18.56 |
| 12/28/2010 0:25 | N | DC_ROAD_L_B | 18.05 |
| 12/28/2010 0:25 | N | DC_EGPS_L_A | 14.45 |
| 12/28/2010 0:25 | N | H_HOLLOW_E_1 | 0.14 |
| 12/28/2010 0:25 | N | HHOLLOW4_E_1 | 0.14 |
| 12/28/2010 0:25 | N | R_LH2SES_1 | 19.25 |
| 12/28/2010 0:25 | N | R_PB2SES_1 | -0.23 |
| 12/28/2010 0:25 | N | R_PB2SES_2 | -0.23 |
| 12/28/2010 0:25 | N | R_PB2SES_3 | -0.23 |
| 12/28/2010 0:25 | N | R_PB2SES_4 | -0.23 |
| 12/28/2010 0:25 | N | R_PB2SES_5 | -0.23 |

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|---|---|---|---|
| 12/28/2010 0:25 | N | AUTO_EPS_390 | 19.2 |
| 12/28/2010 0:30 | N | DC_ROAD_L_B | 18.09 |
| 12/28/2010 0:30 | N | DC_EGPS_L_A | 14.46 |
| 12/28/2010 0:30 | N | H_HOLLOW_E_1 | 0.05 |
| 12/28/2010 0:30 | N | HHOLLOW4_E_1 | 0.05 |
| 12/28/2010 0:30 | N | R_LH2SES_1 | 19.3 |
| 12/28/2010 0:30 | N | R_PB2SES_1 | -0.32 |
| 12/28/2010 0:30 | N | R_PB2SES_2 | -0.32 |
| 12/28/2010 0:30 | N | R_PB2SES_3 | -0.32 |
| 12/28/2010 0:30 | N | R_PB2SES_4 | -0.32 |
| 12/28/2010 0:30 | N | R_PB2SES_5 | -0.32 |
| 12/28/2010 0:30 | N | AUTO_EPS_390 | 19.24 |
| 12/28/2010 0:35 | N | DC_ROAD_L_B | 18.02 |
| 12/28/2010 0:35 | N | DC_EGPS_L_A | 14.42 |
| 12/28/2010 0:35 | N | H_HOLLOW_E_1 | 0.12 |
| 12/28/2010 0:35 | N | HHOLLOW4_E_1 | 0.12 |
| 12/28/2010 0:35 | N | R_LH2SES_1 | 19.22 |
| 12/28/2010 0:35 | N | R_PB2SES_1 | -0.24 |
| 12/28/2010 0:35 | N | R_PB2SES_2 | -0.24 |
| 12/28/2010 0:35 | N | R_PB2SES_3 | -0.24 |
| 12/28/2010 0:35 | N | R_PB2SES_4 | -0.24 |
| 12/28/2010 0:35 | N | R_PB2SES_5 | -0.24 |
| 12/28/2010 0:35 | N | AUTO_EPS_390 | 19.16 |
| 12/28/2010 0:40 | N | DC_ROAD_L_B | 16.4 |
| 12/28/2010 0:40 | N | DC_EGPS_L_A | 13.17 |
| 12/28/2010 0:40 | N | H_HOLLOW_E_1 | 0.31 |
| 12/28/2010 0:40 | N | HHOLLOW4_E_1 | 0.31 |
| 12/28/2010 0:40 | N | R_LH2SES_1 | 17.48 |
| 12/28/2010 0:40 | N | R_PB2SES_1 | -0.02 |
| 12/28/2010 0:40 | N | R_PB2SES_2 | -0.02 |
| 12/28/2010 0:40 | N | R_PB2SES_3 | -0.02 |
| 12/28/2010 0:40 | N | R_PB2SES_4 | -0.02 |
| 12/28/2010 0:40 | N | R_PB2SES_5 | -0.02 |
| 12/28/2010 0:40 | N | AUTO_EPS_390 | 17.43 |
| 12/28/2010 0:45 | N | DC_ROAD_L_B | 16.2 |
| 12/28/2010 0:45 | N | DC_EGPS_L_A | 13.26 |
| 12/28/2010 0:45 | N | H_HOLLOW_E_1 | 1.6 |
| 12/28/2010 0:45 | N | HHOLLOW4_E_1 | 1.6 |
| 12/28/2010 0:45 | N | R_LH2SES_1 | 17.18 |
| 12/28/2010 0:45 | N | R_PB2SES_1 | 1.31 |
| 12/28/2010 0:45 | N | R_PB2SES_2 | 1.31 |
| 12/28/2010 0:45 | N | R_PB2SES_3 | 1.31 |
| 12/28/2010 0:45 | N | R_PB2SES_4 | 1.31 |
| 12/28/2010 0:45 | N | R_PB2SES_5 | 1.31 |
| 12/28/2010 0:45 | N | AUTO_EPS_390 | 17.13 |
| 12/28/2010 1:15 | N | DC_ROAD_L_B | 15.21 |
| 12/28/2010 1:15 | N | DC_EGPS_L_A | 12.47 |

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| 12/28/2010 1:15 | N | H_HOLLOW_E_1 | 1.56 |
| 12/28/2010 1:15 | N | HHOLLOW4_E_1 | 1.56 |
| 12/28/2010 1:15 | N | R_LH2SES_1 | 16.13 |
| 12/28/2010 1:15 | N | R_PB2SES_1 | 1.29 |
| 12/28/2010 1:15 | N | R_PB2SES_2 | 1.29 |
| 12/28/2010 1:15 | N | R_PB2SES_3 | 1.29 |
| 12/28/2010 1:15 | N | R_PB2SES_4 | 1.29 |
| 12/28/2010 1:15 | N | R_PB2SES_5 | 1.29 |
| 12/28/2010 1:15 | N | AUTO_EPS_390 | 16.08 |
| 12/28/2010 1:20 | N | DC_ROAD_L_B | 15.56 |
| 12/28/2010 1:20 | N | DC_EGPS_L_A | 12.75 |
| 12/28/2010 1:20 | N | H_HOLLOW_E_1 | 1.58 |
| 12/28/2010 1:20 | N | HHOLLOW4_E_1 | 1.58 |
| 12/28/2010 1:20 | N | R_LH2SES_1 | 16.49 |
| 12/28/2010 1:20 | N | R_PB2SES_1 | 1.29 |
| 12/28/2010 1:20 | N | R_PB2SES_2 | 1.29 |
| 12/28/2010 1:20 | N | R_PB2SES_3 | 1.29 |
| 12/28/2010 1:20 | N | R_PB2SES_4 | 1.29 |
| 12/28/2010 1:20 | N | R_PB2SES_5 | 1.29 |
| 12/28/2010 1:20 | N | AUTO_EPS_390 | 16.45 |
| 12/29/2010 7:40 | N | DC_ROAD_L_B | 23.29 |
| 12/29/2010 7:40 | N | DC_EGPS_L_A | 23.29 |
| 12/29/2010 7:40 | N | H_HOLLOW_E_1 | 23.29 |
| 12/29/2010 7:40 | N | HHOLLOW4_E_1 | 23.29 |
| 12/29/2010 7:40 | N | R_LH2SES_1 | 23.29 |
| 12/29/2010 7:40 | N | R_PB2SES_1 | 23.29 |
| 12/29/2010 7:40 | N | R_PB2SES_2 | 23.29 |
| 12/29/2010 7:40 | N | R_PB2SES_3 | 23.29 |
| 12/29/2010 7:40 | N | R_PB2SES_4 | 23.29 |
| 12/29/2010 7:40 | N | R_PB2SES_5 | 23.29 |
| 12/29/2010 7:40 | N | AUTO_EPS_390 | 23.29 |
| 12/29/2010 11:48 | N | DC_ROAD_L_B | 23.07 |
| 12/29/2010 11:48 | N | DC_EGPS_L_A | 18.7 |
| 12/29/2010 11:48 | N | H_HOLLOW_E_1 | 1.88 |
| 12/29/2010 11:48 | N | HHOLLOW4_E_1 | 1.88 |
| 12/29/2010 11:48 | N | R_LH2SES_1 | 24.5 |
| 12/29/2010 11:48 | N | R_PB2SES_1 | 1.45 |
| 12/29/2010 11:48 | N | R_PB2SES_2 | 1.45 |
| 12/29/2010 11:48 | N | R_PB2SES_3 | 1.45 |
| 12/29/2010 11:48 | N | R_PB2SES_4 | 1.45 |
| 12/29/2010 11:48 | N | R_PB2SES_5 | 1.45 |
| 12/29/2010 11:48 | N | AUTO_EPS_390 | 24.43 |
| 12/29/2010 11:50 | N | DC_ROAD_L_B | 22.9 |
| 12/29/2010 11:50 | N | DC_EGPS_L_A | 18.57 |
| 12/29/2010 11:50 | N | H_HOLLOW_E_1 | 1.87 |
| 12/29/2010 11:50 | N | HHOLLOW4_E_1 | 1.87 |
| 12/29/2010 11:50 | N | R_LH2SES_1 | 24.32 |

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| 12/29/2010 11:50 | N | R_PB2SES_1 | 1.45 |
| 12/29/2010 11:50 | N | R_PB2SES_2 | 1.45 |
| 12/29/2010 11:50 | N | R_PB2SES_3 | 1.45 |
| 12/29/2010 11:50 | N | R_PB2SES_4 | 1.45 |
| 12/29/2010 11:50 | N | R_PB2SES_5 | 1.45 |
| 12/29/2010 11:50 | N | AUTO_EPS_390 | 24.25 |
| 12/29/2010 11:53 | N | DC_ROAD_L_B | 23.14 |
| 12/29/2010 11:53 | N | DC_EGPS_L_A | 18.44 |
| 12/29/2010 11:53 | N | H_HOLLOW_E_1 | 0.32 |
| 12/29/2010 11:53 | N | HHOLLOW4_E_1 | 0.32 |
| 12/29/2010 11:53 | N | R_LH2SES_1 | 24.67 |
| 12/29/2010 11:53 | N | R_PB2SES_1 | -0.13 |
| 12/29/2010 11:53 | N | R_PB2SES_2 | -0.13 |
| 12/29/2010 11:53 | N | R_PB2SES_3 | -0.13 |
| 12/29/2010 11:53 | N | R_PB2SES_4 | -0.13 |
| 12/29/2010 11:53 | N | R_PB2SES_5 | -0.13 |
| 12/29/2010 11:53 | N | AUTO_EPS_390 | 24.6 |
| 12/29/2010 11:55 | N | DC_ROAD_L_B | 23.05 |
| 12/29/2010 11:55 | N | DC_EGPS_L_A | 18.31 |
| 12/29/2010 11:55 | N | H_HOLLOW_E_1 | 0.06 |
| 12/29/2010 11:55 | N | HHOLLOW4_E_1 | 0.06 |
| 12/29/2010 11:55 | N | R_LH2SES_1 | 24.59 |
| 12/29/2010 11:55 | N | R_PB2SES_1 | -0.4 |
| 12/29/2010 11:55 | N | R_PB2SES_2 | -0.4 |
| 12/29/2010 11:55 | N | R_PB2SES_3 | -0.4 |
| 12/29/2010 11:55 | N | R_PB2SES_4 | -0.4 |
| 12/29/2010 11:55 | N | R_PB2SES_5 | -0.4 |
| 12/29/2010 11:55 | N | AUTO_EPS_390 | 24.52 |
| 12/29/2010 12:00 | N | DC_ROAD_L_B | 23.11 |
| 12/29/2010 12:00 | N | DC_EGPS_L_A | 18.36 |
| 12/29/2010 12:00 | N | H_HOLLOW_E_1 | 0.04 |
| 12/29/2010 12:00 | N | HHOLLOW4_E_1 | 0.04 |
| 12/29/2010 12:00 | N | R_LH2SES_1 | 24.66 |
| 12/29/2010 12:00 | N | R_PB2SES_1 | -0.42 |
| 12/29/2010 12:00 | N | R_PB2SES_2 | -0.42 |
| 12/29/2010 12:00 | N | R_PB2SES_3 | -0.42 |
| 12/29/2010 12:00 | N | R_PB2SES_4 | -0.42 |
| 12/29/2010 12:00 | N | R_PB2SES_5 | -0.42 |
| 12/29/2010 12:00 | N | AUTO_EPS_390 | 24.59 |
| 12/29/2010 12:05 | N | DC_ROAD_L_B | 23.11 |
| 12/29/2010 12:05 | N | DC_EGPS_L_A | 18.26 |
| 12/29/2010 12:05 | N | H_HOLLOW_E_1 | -0.46 |
| 12/29/2010 12:05 | N | HHOLLOW4_E_1 | -0.46 |
| 12/29/2010 12:05 | N | R_LH2SES_1 | 24.69 |
| 12/29/2010 12:05 | N | R_PB2SES_1 | -0.93 |
| 12/29/2010 12:05 | N | R_PB2SES_2 | -0.93 |
| 12/29/2010 12:05 | N | R_PB2SES_3 | -0.93 |

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| 12/29/2010 12:05 | N | R_PB2SES_4 | -0.93 |
| 12/29/2010 12:05 | N | R_PB2SES_5 | -0.93 |
| 12/29/2010 12:05 | N | AUTO_EPS_390 | 24.61 |
| 12/29/2010 12:10 | N | DC_ROAD_L_B | 22.65 |
| 12/29/2010 12:10 | N | DC_EGPS_L_A | 14.19 |
| 12/29/2010 12:10 | N | H_HOLLOW_E_1 | -18.49 |
| 12/29/2010 12:10 | N | HHOLLOW4_E_1 | -18.49 |
| 12/29/2010 12:10 | N | R_LH2SES_1 | 25.41 |
| 12/29/2010 12:10 | N | R_PB2SES_1 | -19.31 |
| 12/29/2010 12:10 | N | R_PB2SES_2 | -19.31 |
| 12/29/2010 12:10 | N | R_PB2SES_3 | -19.31 |
| 12/29/2010 12:10 | N | R_PB2SES_4 | -19.31 |
| 12/29/2010 12:10 | N | R_PB2SES_5 | -19.31 |
| 12/29/2010 12:10 | N | AUTO_EPS_390 | 25.28 |
| 12/29/2010 12:15 | N | DC_ROAD_L_B | 22.29 |
| 12/29/2010 12:15 | N | DC_EGPS_L_A | 13.92 |
| 12/29/2010 12:15 | N | H_HOLLOW_E_1 | -18.36 |
| 12/29/2010 12:15 | N | HHOLLOW4_E_1 | -18.36 |
| 12/29/2010 12:15 | N | R_LH2SES_1 | 25.02 |
| 12/29/2010 12:15 | N | R_PB2SES_1 | -19.17 |
| 12/29/2010 12:15 | N | R_PB2SES_2 | -19.17 |
| 12/29/2010 12:15 | N | R_PB2SES_3 | -19.17 |
| 12/29/2010 12:15 | N | R_PB2SES_4 | -19.17 |
| 12/29/2010 12:15 | N | R_PB2SES_5 | -19.17 |
| 12/29/2010 12:15 | N | AUTO_EPS_390 | 24.89 |
| 12/29/2010 12:20 | N | DC_ROAD_L_B | 22.69 |
| 12/29/2010 12:20 | N | DC_EGPS_L_A | 17.88 |
| 12/29/2010 12:20 | N | H_HOLLOW_E_1 | -0.65 |
| 12/29/2010 12:20 | N | HHOLLOW4_E_1 | -0.65 |
| 12/29/2010 12:20 | N | R_LH2SES_1 | 24.26 |
| 12/29/2010 12:20 | N | R_PB2SES_1 | -1.12 |
| 12/29/2010 12:20 | N | R_PB2SES_2 | -1.12 |
| 12/29/2010 12:20 | N | R_PB2SES_3 | -1.12 |
| 12/29/2010 12:20 | N | R_PB2SES_4 | -1.12 |
| 12/29/2010 12:20 | N | R_PB2SES_5 | -1.12 |
| 12/29/2010 12:20 | N | AUTO_EPS_390 | 24.19 |
| 12/29/2010 12:25 | N | DC_ROAD_L_B | 22.76 |
| 12/29/2010 12:25 | N | DC_EGPS_L_A | 17.94 |
| 12/29/2010 12:25 | N | H_HOLLOW_E_1 | -0.65 |
| 12/29/2010 12:25 | N | HHOLLOW4_E_1 | -0.65 |
| 12/29/2010 12:25 | N | R_LH2SES_1 | 24.34 |
| 12/29/2010 12:25 | N | R_PB2SES_1 | -1.12 |
| 12/29/2010 12:25 | N | R_PB2SES_2 | -1.12 |
| 12/29/2010 12:25 | N | R_PB2SES_3 | -1.12 |
| 12/29/2010 12:25 | N | R_PB2SES_4 | -1.12 |
| 12/29/2010 12:25 | N | R_PB2SES_5 | -1.12 |
| 12/29/2010 12:25 | N | AUTO_EPS_390 | 24.27 |

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| 12/29/2010 12:30 | N | DC_ROAD_L_B | 22.29 |
| 12/29/2010 12:30 | N | DC_EGPS_L_A | 17.41 |
| 12/29/2010 12:30 | N | H_HOLLOW_E_1 | -1.36 |
| 12/29/2010 12:30 | N | HHOLLOW4_E_1 | -1.36 |
| 12/29/2010 12:30 | N | R_LH2SES_1 | 23.88 |
| 12/29/2010 12:30 | N | R_PB2SES_1 | -1.83 |
| 12/29/2010 12:30 | N | R_PB2SES_2 | -1.83 |
| 12/29/2010 12:30 | N | R_PB2SES_3 | -1.83 |
| 12/29/2010 12:30 | N | R_PB2SES_4 | -1.83 |
| 12/29/2010 12:30 | N | R_PB2SES_5 | -1.83 |
| 12/29/2010 12:30 | N | AUTO_EPS_390 | 23.8 |
| 12/29/2010 12:35 | N | DC_ROAD_L_B | 21.85 |
| 12/29/2010 12:35 | N | DC_EGPS_L_A | 13.4 |
| 12/29/2010 12:35 | N | H_HOLLOW_E_1 | -19.19 |
| 12/29/2010 12:35 | N | HHOLLOW4_E_1 | -19.19 |
| 12/29/2010 12:35 | N | R_LH2SES_1 | 24.61 |
| 12/29/2010 12:35 | N | R_PB2SES_1 | -20.01 |
| 12/29/2010 12:35 | N | R_PB2SES_2 | -20.01 |
| 12/29/2010 12:35 | N | R_PB2SES_3 | -20.01 |
| 12/29/2010 12:35 | N | R_PB2SES_4 | -20.01 |
| 12/29/2010 12:35 | N | R_PB2SES_5 | -20.01 |
| 12/29/2010 12:35 | N | AUTO_EPS_390 | 24.48 |
| 12/29/2010 12:38 | N | DC_ROAD_L_B | 21.9 |
| 12/29/2010 12:38 | N | DC_EGPS_L_A | 13.4 |
| 12/29/2010 12:38 | N | H_HOLLOW_E_1 | -19.37 |
| 12/29/2010 12:38 | N | HHOLLOW4_E_1 | -19.37 |
| 12/29/2010 12:38 | N | R_LH2SES_1 | 24.67 |
| 12/29/2010 12:38 | N | R_PB2SES_1 | -20.2 |
| 12/29/2010 12:38 | N | R_PB2SES_2 | -20.2 |
| 12/29/2010 12:38 | N | R_PB2SES_3 | -20.2 |
| 12/29/2010 12:38 | N | R_PB2SES_4 | -20.2 |
| 12/29/2010 12:38 | N | R_PB2SES_5 | -20.2 |
| 12/29/2010 12:38 | N | AUTO_EPS_390 | 24.54 |
| 12/29/2010 12:40 | N | DC_ROAD_L_B | 21.87 |
| 12/29/2010 12:40 | N | DC_EGPS_L_A | 13.36 |
| 12/29/2010 12:40 | N | H_HOLLOW_E_1 | -19.47 |
| 12/29/2010 12:40 | N | HHOLLOW4_E_1 | -19.47 |
| 12/29/2010 12:40 | N | R_LH2SES_1 | 24.65 |
| 12/29/2010 12:40 | N | R_PB2SES_1 | -20.29 |
| 12/29/2010 12:40 | N | R_PB2SES_2 | -20.29 |
| 12/29/2010 12:40 | N | R_PB2SES_3 | -20.29 |
| 12/29/2010 12:40 | N | R_PB2SES_4 | -20.29 |
| 12/29/2010 12:40 | N | R_PB2SES_5 | -20.29 |
| 12/29/2010 12:40 | N | AUTO_EPS_390 | 24.52 |
| 12/29/2010 12:45 | N | DC_ROAD_L_B | 21.6 |
| 12/29/2010 12:45 | N | DC_EGPS_L_A | 13.22 |
| 12/29/2010 12:45 | N | H_HOLLOW_E_1 | -19.1 |

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| 12/29/2010 12:45 | N | HHOLLOW4_E_1 | -19.1 |
| 12/29/2010 12:45 | N | R_LH2SES_1 | 24.34 |
| 12/29/2010 12:45 | N | R_PB2SES_1 | -19.91 |
| 12/29/2010 12:45 | N | R_PB2SES_2 | -19.91 |
| 12/29/2010 12:45 | N | R_PB2SES_3 | -19.91 |
| 12/29/2010 12:45 | N | R_PB2SES_4 | -19.91 |
| 12/29/2010 12:45 | N | R_PB2SES_5 | -19.91 |
| 12/29/2010 12:45 | N | AUTO_EPS_390 | 24.21 |
| 12/29/2010 12:50 | N | DC_ROAD_L_B | 21.74 |
| 12/29/2010 12:50 | N | DC_EGPS_L_A | 16.98 |
| 12/29/2010 12:50 | N | H_HOLLOW_E_1 | -1.38 |
| 12/29/2010 12:50 | N | HHOLLOW4_E_1 | -1.38 |
| 12/29/2010 12:50 | N | R_LH2SES_1 | 23.3 |
| 12/29/2010 12:50 | N | R_PB2SES_1 | -1.84 |
| 12/29/2010 12:50 | N | R_PB2SES_2 | -1.84 |
| 12/29/2010 12:50 | N | R_PB2SES_3 | -1.84 |
| 12/29/2010 12:50 | N | R_PB2SES_4 | -1.84 |
| 12/29/2010 12:50 | N | R_PB2SES_5 | -1.84 |
| 12/29/2010 12:50 | N | AUTO_EPS_390 | 23.23 |
| 12/29/2010 12:55 | N | DC_ROAD_L_B | 21.23 |
| 12/29/2010 12:55 | N | DC_EGPS_L_A | 13 |
| 12/29/2010 12:55 | N | H_HOLLOW_E_1 | -18.72 |
| 12/29/2010 12:55 | N | HHOLLOW4_E_1 | -18.72 |
| 12/29/2010 12:55 | N | R_LH2SES_1 | 23.92 |
| 12/29/2010 12:55 | N | R_PB2SES_1 | -19.52 |
| 12/29/2010 12:55 | N | R_PB2SES_2 | -19.52 |
| 12/29/2010 12:55 | N | R_PB2SES_3 | -19.52 |
| 12/29/2010 12:55 | N | R_PB2SES_4 | -19.52 |
| 12/29/2010 12:55 | N | R_PB2SES_5 | -19.52 |
| 12/29/2010 12:55 | N | AUTO_EPS_390 | 23.79 |
| 12/29/2010 12:57 | N | DC_ROAD_L_B | 21.15 |
| 12/29/2010 12:57 | N | DC_EGPS_L_A | 13.02 |
| 12/29/2010 12:57 | N | H_HOLLOW_E_1 | -18.3 |
| 12/29/2010 12:57 | N | HHOLLOW4_E_1 | -18.3 |
| 12/29/2010 12:57 | N | R_LH2SES_1 | 23.8 |
| 12/29/2010 12:57 | N | R_PB2SES_1 | -19.09 |
| 12/29/2010 12:57 | N | R_PB2SES_2 | -19.09 |
| 12/29/2010 12:57 | N | R_PB2SES_3 | -19.09 |
| 12/29/2010 12:57 | N | R_PB2SES_4 | -19.09 |
| 12/29/2010 12:57 | N | R_PB2SES_5 | -19.09 |
| 12/29/2010 12:57 | N | AUTO_EPS_390 | 23.68 |
| 12/29/2010 13:00 | N | DC_ROAD_L_B | 21.41 |
| 12/29/2010 13:00 | N | DC_EGPS_L_A | 13.03 |
| 12/29/2010 13:00 | N | H_HOLLOW_E_1 | -19.26 |
| 12/29/2010 13:00 | N | HHOLLOW4_E_1 | -19.26 |
| 12/29/2010 13:00 | N | R_LH2SES_1 | 24.14 |
| 12/29/2010 13:00 | N | R_PB2SES_1 | -20.07 |

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| 12/29/2010 13:00 | N | R_PB2SES_2 | -20.07 |
| 12/29/2010 13:00 | N | R_PB2SES_3 | -20.07 |
| 12/29/2010 13:00 | N | R_PB2SES_4 | -20.07 |
| 12/29/2010 13:00 | N | R_PB2SES_5 | -20.07 |
| 12/29/2010 13:00 | N | AUTO_EPS_390 | 24.01 |
| 12/29/2010 13:05 | N | DC_ROAD_L_B | 21.55 |
| 12/29/2010 13:05 | N | DC_EGPS_L_A | 13.14 |
| 12/29/2010 13:05 | N | H_HOLLOW_E_1 | -19.36 |
| 12/29/2010 13:05 | N | HHOLLOW4_E_1 | -19.36 |
| 12/29/2010 13:05 | N | R_LH2SES_1 | 24.29 |
| 12/29/2010 13:05 | N | R_PB2SES_1 | -20.17 |
| 12/29/2010 13:05 | N | R_PB2SES_2 | -20.17 |
| 12/29/2010 13:05 | N | R_PB2SES_3 | -20.17 |
| 12/29/2010 13:05 | N | R_PB2SES_4 | -20.17 |
| 12/29/2010 13:05 | N | R_PB2SES_5 | -20.17 |
| 12/29/2010 13:05 | N | AUTO_EPS_390 | 24.16 |
| 12/29/2010 13:10 | N | DC_ROAD_L_B | 21.33 |
| 12/29/2010 13:10 | N | DC_EGPS_L_A | 12.97 |
| 12/29/2010 13:10 | N | H_HOLLOW_E_1 | -19.26 |
| 12/29/2010 13:10 | N | HHOLLOW4_E_1 | -19.26 |
| 12/29/2010 13:10 | N | R_LH2SES_1 | 24.05 |
| 12/29/2010 13:10 | N | R_PB2SES_1 | -20.07 |
| 12/29/2010 13:10 | N | R_PB2SES_2 | -20.07 |
| 12/29/2010 13:10 | N | R_PB2SES_3 | -20.07 |
| 12/29/2010 13:10 | N | R_PB2SES_4 | -20.07 |
| 12/29/2010 13:10 | N | R_PB2SES_5 | -20.07 |
| 12/29/2010 13:10 | N | AUTO_EPS_390 | 23.93 |
| 12/29/2010 13:15 | N | DC_ROAD_L_B | 21.26 |
| 12/29/2010 13:15 | N | DC_EGPS_L_A | 12.97 |
| 12/29/2010 13:15 | N | H_HOLLOW_E_1 | -19.33 |
| 12/29/2010 13:15 | N | HHOLLOW4_E_1 | -19.33 |
| 12/29/2010 13:15 | N | R_LH2SES_1 | 23.97 |
| 12/29/2010 13:15 | N | R_PB2SES_1 | -17.98 |
| 12/29/2010 13:15 | N | R_PB2SES_2 | -17.98 |
| 12/29/2010 13:15 | N | R_PB2SES_3 | -17.98 |
| 12/29/2010 13:15 | N | R_PB2SES_4 | -17.98 |
| 12/29/2010 13:15 | N | R_PB2SES_5 | -17.98 |
| 12/29/2010 13:15 | N | AUTO_EPS_390 | 23.85 |
| 12/29/2010 13:20 | N | DC_ROAD_L_B | 21.27 |
| 12/29/2010 13:20 | N | DC_EGPS_L_A | 12.97 |
| 12/29/2010 13:20 | N | H_HOLLOW_E_1 | -19.36 |
| 12/29/2010 13:20 | N | HHOLLOW4_E_1 | -19.36 |
| 12/29/2010 13:20 | N | R_LH2SES_1 | 23.98 |
| 12/29/2010 13:20 | N | R_PB2SES_1 | -18 |
| 12/29/2010 13:20 | N | R_PB2SES_2 | -18 |
| 12/29/2010 13:20 | N | R_PB2SES_3 | -18 |
| 12/29/2010 13:20 | N | R_PB2SES_4 | -18 |

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| 12/29/2010 13:20 | N | R_PB2SES_5 | -18 |
| 12/29/2010 13:20 | N | AUTO_EPS_390 | 23.86 |
| 12/29/2010 13:25 | N | DC_ROAD_L_B | 21.41 |
| 12/29/2010 13:25 | N | DC_EGPS_L_A | 12.99 |
| 12/29/2010 13:25 | N | H_HOLLOW_E_1 | -19.82 |
| 12/29/2010 13:25 | N | HHOLLOW4_E_1 | -19.82 |
| 12/29/2010 13:25 | N | R_LH2SES_1 | 24.17 |
| 12/29/2010 13:25 | N | R_PB2SES_1 | -18.43 |
| 12/29/2010 13:25 | N | R_PB2SES_2 | -18.43 |
| 12/29/2010 13:25 | N | R_PB2SES_3 | -18.43 |
| 12/29/2010 13:25 | N | R_PB2SES_4 | -18.43 |
| 12/29/2010 13:25 | N | R_PB2SES_5 | -18.43 |
| 12/29/2010 13:25 | N | AUTO_EPS_390 | 24.04 |
| 12/29/2010 13:30 | N | DC_ROAD_L_B | 21.33 |
| 12/29/2010 13:30 | N | DC_EGPS_L_A | 12.72 |
| 12/29/2010 13:30 | N | H_HOLLOW_E_1 | -20.88 |
| 12/29/2010 13:30 | N | HHOLLOW4_E_1 | -20.88 |
| 12/29/2010 13:30 | N | R_LH2SES_1 | 24.16 |
| 12/29/2010 13:30 | N | R_PB2SES_1 | -19.38 |
| 12/29/2010 13:30 | N | R_PB2SES_2 | -19.38 |
| 12/29/2010 13:30 | N | R_PB2SES_3 | -19.38 |
| 12/29/2010 13:30 | N | R_PB2SES_4 | -19.38 |
| 12/29/2010 13:30 | N | R_PB2SES_5 | -19.38 |
| 12/29/2010 13:30 | N | AUTO_EPS_390 | 24.02 |
| 12/29/2010 13:35 | N | DC_ROAD_L_B | 21.16 |
| 12/29/2010 13:35 | N | DC_EGPS_L_A | 12.79 |
| 12/29/2010 13:35 | N | H_HOLLOW_E_1 | -19.83 |
| 12/29/2010 13:35 | N | HHOLLOW4_E_1 | -19.83 |
| 12/29/2010 13:35 | N | R_LH2SES_1 | 23.91 |
| 12/29/2010 13:35 | N | R_PB2SES_1 | -18.43 |
| 12/29/2010 13:35 | N | R_PB2SES_2 | -18.43 |
| 12/29/2010 13:35 | N | R_PB2SES_3 | -18.43 |
| 12/29/2010 13:35 | N | R_PB2SES_4 | -18.43 |
| 12/29/2010 13:35 | N | R_PB2SES_5 | -18.43 |
| 12/29/2010 13:35 | N | AUTO_EPS_390 | 23.78 |
| 12/29/2010 13:40 | N | DC_ROAD_L_B | 21.42 |
| 12/29/2010 13:40 | N | DC_EGPS_L_A | 16.17 |
| 12/29/2010 13:40 | N | H_HOLLOW_E_1 | -4.11 |
| 12/29/2010 13:40 | N | HHOLLOW4_E_1 | -4.11 |
| 12/29/2010 13:40 | N | R_LH2SES_1 | 23.14 |
| 12/29/2010 13:40 | N | R_PB2SES_1 | -4.21 |
| 12/29/2010 13:40 | N | R_PB2SES_2 | -4.21 |
| 12/29/2010 13:40 | N | R_PB2SES_3 | -4.21 |
| 12/29/2010 13:40 | N | R_PB2SES_4 | -4.21 |
| 12/29/2010 13:40 | N | R_PB2SES_5 | -4.21 |
| 12/29/2010 13:40 | N | AUTO_EPS_390 | 23.06 |
| 12/29/2010 13:45 | N | DC_ROAD_L_B | 21.15 |

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| 12/29/2010 13:45 | N | DC_EGPS_L_A | 15.96 |
| 12/29/2010 13:45 | N | H_HOLLOW_E_1 | -4.05 |
| 12/29/2010 13:45 | N | HHOLLOW4_E_1 | -4.05 |
| 12/29/2010 13:45 | N | R_LH2SES_1 | 22.85 |
| 12/29/2010 13:45 | N | R_PB2SES_1 | -4.55 |
| 12/29/2010 13:45 | N | R_PB2SES_2 | -4.55 |
| 12/29/2010 13:45 | N | R_PB2SES_3 | -4.55 |
| 12/29/2010 13:45 | N | R_PB2SES_4 | -4.55 |
| 12/29/2010 13:45 | N | R_PB2SES_5 | -4.55 |
| 12/29/2010 13:45 | N | AUTO_EPS_390 | 22.77 |
| 12/29/2010 13:50 | N | DC_ROAD_L_B | 20.72 |
| 12/29/2010 13:50 | N | DC_EGPS_L_A | 12.52 |
| 12/29/2010 13:50 | N | H_HOLLOW_E_1 | -19.49 |
| 12/29/2010 13:50 | N | HHOLLOW4_E_1 | -19.49 |
| 12/29/2010 13:50 | N | R_LH2SES_1 | 23.4 |
| 12/29/2010 13:50 | N | R_PB2SES_1 | -18.11 |
| 12/29/2010 13:50 | N | R_PB2SES_2 | -18.11 |
| 12/29/2010 13:50 | N | R_PB2SES_3 | -18.11 |
| 12/29/2010 13:50 | N | R_PB2SES_4 | -18.11 |
| 12/29/2010 13:50 | N | R_PB2SES_5 | -18.11 |
| 12/29/2010 13:50 | N | AUTO_EPS_390 | 23.28 |
| 12/29/2010 13:51 | N | DC_ROAD_L_B | 20.86 |
| 12/29/2010 13:51 | N | DC_EGPS_L_A | 12.63 |
| 12/29/2010 13:51 | N | H_HOLLOW_E_1 | -19.6 |
| 12/29/2010 13:51 | N | HHOLLOW4_E_1 | -19.6 |
| 12/29/2010 13:51 | N | R_LH2SES_1 | 23.56 |
| 12/29/2010 13:51 | N | R_PB2SES_1 | -18.21 |
| 12/29/2010 13:51 | N | R_PB2SES_2 | -18.21 |
| 12/29/2010 13:51 | N | R_PB2SES_3 | -18.21 |
| 12/29/2010 13:51 | N | R_PB2SES_4 | -18.21 |
| 12/29/2010 13:51 | N | R_PB2SES_5 | -18.21 |
| 12/29/2010 13:51 | N | AUTO_EPS_390 | 23.43 |
| 12/29/2010 13:55 | N | DC_ROAD_L_B | 21.25 |
| 12/29/2010 13:55 | N | DC_EGPS_L_A | 12.75 |
| 12/29/2010 13:55 | N | H_HOLLOW_E_1 | -20.49 |
| 12/29/2010 13:55 | N | HHOLLOW4_E_1 | -20.49 |
| 12/29/2010 13:55 | N | R_LH2SES_1 | 24.03 |
| 12/29/2010 13:55 | N | R_PB2SES_1 | -19.03 |
| 12/29/2010 13:55 | N | R_PB2SES_2 | -19.03 |
| 12/29/2010 13:55 | N | R_PB2SES_3 | -19.03 |
| 12/29/2010 13:55 | N | R_PB2SES_4 | -19.03 |
| 12/29/2010 13:55 | N | R_PB2SES_5 | -19.03 |
| 12/29/2010 13:55 | N | AUTO_EPS_390 | 23.9 |
| 12/29/2010 14:00 | N | DC_ROAD_L_B | 22.57 |
| 12/29/2010 14:00 | N | DC_EGPS_L_A | 13.76 |
| 12/29/2010 14:00 | N | H_HOLLOW_E_1 | -20.75 |
| 12/29/2010 14:00 | N | HHOLLOW4_E_1 | -20.75 |

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| 12/29/2010 14:00 | N | R_LH2SES_1 | 25.45 |
| 12/29/2010 14:00 | N | R_PB2SES_1 | -19.29 |
| 12/29/2010 14:00 | N | R_PB2SES_2 | -19.29 |
| 12/29/2010 14:00 | N | R_PB2SES_3 | -19.29 |
| 12/29/2010 14:00 | N | R_PB2SES_4 | -19.29 |
| 12/29/2010 14:00 | N | R_PB2SES_5 | -19.29 |
| 12/29/2010 14:00 | N | AUTO_EPS_390 | 25.32 |
| 12/29/2010 14:05 | N | DC_ROAD_L_B | 21.86 |
| 12/29/2010 14:05 | N | DC_EGPS_L_A | 13.25 |
| 12/29/2010 14:05 | N | H_HOLLOW_E_1 | -20.32 |
| 12/29/2010 14:05 | N | HHOLLOW4_E_1 | -20.32 |
| 12/29/2010 14:05 | N | R_LH2SES_1 | 24.68 |
| 12/29/2010 14:05 | N | R_PB2SES_1 | -18.89 |
| 12/29/2010 14:05 | N | R_PB2SES_2 | -18.89 |
| 12/29/2010 14:05 | N | R_PB2SES_3 | -18.89 |
| 12/29/2010 14:05 | N | R_PB2SES_4 | -18.89 |
| 12/29/2010 14:05 | N | R_PB2SES_5 | -18.89 |
| 12/29/2010 14:05 | N | AUTO_EPS_390 | 24.54 |
| 12/29/2010 14:10 | N | DC_ROAD_L_B | 21.43 |
| 12/29/2010 14:10 | N | DC_EGPS_L_A | 13.03 |
| 12/29/2010 14:10 | N | H_HOLLOW_E_1 | -19.66 |
| 12/29/2010 14:10 | N | HHOLLOW4_E_1 | -19.66 |
| 12/29/2010 14:10 | N | R_LH2SES_1 | 24.18 |
| 12/29/2010 14:10 | N | R_PB2SES_1 | -18.27 |
| 12/29/2010 14:10 | N | R_PB2SES_2 | -18.27 |
| 12/29/2010 14:10 | N | R_PB2SES_3 | -18.27 |
| 12/29/2010 14:10 | N | R_PB2SES_4 | -18.27 |
| 12/29/2010 14:10 | N | R_PB2SES_5 | -18.27 |
| 12/29/2010 14:10 | N | AUTO_EPS_390 | 24.05 |
| 12/29/2010 14:15 | N | DC_ROAD_L_B | 21.22 |
| 12/29/2010 14:15 | N | DC_EGPS_L_A | 13.17 |
| 12/29/2010 14:15 | N | H_HOLLOW_E_1 | -18.17 |
| 12/29/2010 14:15 | N | HHOLLOW4_E_1 | -18.17 |
| 12/29/2010 14:15 | N | R_LH2SES_1 | 23.86 |
| 12/29/2010 14:15 | N | R_PB2SES_1 | -16.93 |
| 12/29/2010 14:15 | N | R_PB2SES_2 | -16.93 |
| 12/29/2010 14:15 | N | R_PB2SES_3 | -16.93 |
| 12/29/2010 14:15 | N | R_PB2SES_4 | -16.93 |
| 12/29/2010 14:15 | N | R_PB2SES_5 | -16.93 |
| 12/29/2010 14:15 | N | AUTO_EPS_390 | 23.74 |
| 12/29/2010 14:20 | N | DC_ROAD_L_B | 21.3 |
| 12/29/2010 14:20 | N | DC_EGPS_L_A | 13.09 |
| 12/29/2010 14:20 | N | H_HOLLOW_E_1 | -18.98 |
| 12/29/2010 14:20 | N | HHOLLOW4_E_1 | -18.98 |
| 12/29/2010 14:20 | N | R_LH2SES_1 | 24 |
| 12/29/2010 14:20 | N | R_PB2SES_1 | -17.66 |
| 12/29/2010 14:20 | N | R_PB2SES_2 | -17.66 |

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| 12/29/2010 14:20 | N | R_PB2SES_3 | -17.66 |
| 12/29/2010 14:20 | N | R_PB2SES_4 | -17.66 |
| 12/29/2010 14:20 | N | R_PB2SES_5 | -17.66 |
| 12/29/2010 14:20 | N | AUTO_EPS_390 | 23.87 |
| 12/29/2010 14:24 | N | DC_ROAD_L_B | 21.52 |
| 12/29/2010 14:24 | N | DC_EGPS_L_A | 13.1 |
| 12/29/2010 14:24 | N | H_HOLLOW_E_1 | -19.87 |
| 12/29/2010 14:24 | N | HHOLLOW4_E_1 | -19.87 |
| 12/29/2010 14:24 | N | R_LH2SES_1 | 24.27 |
| 12/29/2010 14:24 | N | R_PB2SES_1 | -18.47 |
| 12/29/2010 14:24 | N | R_PB2SES_2 | -18.47 |
| 12/29/2010 14:24 | N | R_PB2SES_3 | -18.47 |
| 12/29/2010 14:24 | N | R_PB2SES_4 | -18.47 |
| 12/29/2010 14:24 | N | R_PB2SES_5 | -18.47 |
| 12/29/2010 14:24 | N | AUTO_EPS_390 | 24.14 |
| 12/29/2010 14:25 | N | DC_ROAD_L_B | 21.54 |
| 12/29/2010 14:25 | N | DC_EGPS_L_A | 13.1 |
| 12/29/2010 14:25 | N | H_HOLLOW_E_1 | -19.97 |
| 12/29/2010 14:25 | N | HHOLLOW4_E_1 | -19.97 |
| 12/29/2010 14:25 | N | R_LH2SES_1 | 24.3 |
| 12/29/2010 14:25 | N | R_PB2SES_1 | -18.56 |
| 12/29/2010 14:25 | N | R_PB2SES_2 | -18.56 |
| 12/29/2010 14:25 | N | R_PB2SES_3 | -18.56 |
| 12/29/2010 14:25 | N | R_PB2SES_4 | -18.56 |
| 12/29/2010 14:25 | N | R_PB2SES_5 | -18.56 |
| 12/29/2010 14:25 | N | AUTO_EPS_390 | 24.17 |
| 12/29/2010 14:30 | N | DC_ROAD_L_B | 22.15 |
| 12/29/2010 14:30 | N | DC_EGPS_L_A | 13.51 |
| 12/29/2010 14:30 | N | H_HOLLOW_E_1 | -20.34 |
| 12/29/2010 14:30 | N | HHOLLOW4_E_1 | -20.34 |
| 12/29/2010 14:30 | N | R_LH2SES_1 | 24.97 |
| 12/29/2010 14:30 | N | R_PB2SES_1 | -18.91 |
| 12/29/2010 14:30 | N | R_PB2SES_2 | -18.91 |
| 12/29/2010 14:30 | N | R_PB2SES_3 | -18.91 |
| 12/29/2010 14:30 | N | R_PB2SES_4 | -18.91 |
| 12/29/2010 14:30 | N | R_PB2SES_5 | -18.91 |
| 12/29/2010 14:30 | N | AUTO_EPS_390 | 24.84 |
| 12/29/2010 14:35 | N | DC_ROAD_L_B | 21.78 |
| 12/29/2010 14:35 | N | DC_EGPS_L_A | 13.26 |
| 12/29/2010 14:35 | N | H_HOLLOW_E_1 | -20.01 |
| 12/29/2010 14:35 | N | HHOLLOW4_E_1 | -20.01 |
| 12/29/2010 14:35 | N | R_LH2SES_1 | 24.57 |
| 12/29/2010 14:35 | N | R_PB2SES_1 | -18.6 |
| 12/29/2010 14:35 | N | R_PB2SES_2 | -18.6 |
| 12/29/2010 14:35 | N | R_PB2SES_3 | -18.6 |
| 12/29/2010 14:35 | N | R_PB2SES_4 | -18.6 |
| 12/29/2010 14:35 | N | R_PB2SES_5 | -18.6 |

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| 12/29/2010 14:35 | N | AUTO_EPS_390 | 24.44 |
| 12/29/2010 14:40 | N | DC_ROAD_L_B | 21.59 |
| 12/29/2010 14:40 | N | DC_EGPS_L_A | 13.13 |
| 12/29/2010 14:40 | N | H_HOLLOW_E_1 | -19.82 |
| 12/29/2010 14:40 | N | HHOLLOW4_E_1 | -19.82 |
| 12/29/2010 14:40 | N | R_LH2SES_1 | 24.36 |
| 12/29/2010 14:40 | N | R_PB2SES_1 | -18.43 |
| 12/29/2010 14:40 | N | R_PB2SES_2 | -18.43 |
| 12/29/2010 14:40 | N | R_PB2SES_3 | -18.43 |
| 12/29/2010 14:40 | N | R_PB2SES_4 | -18.43 |
| 12/29/2010 14:40 | N | R_PB2SES_5 | -18.43 |
| 12/29/2010 14:40 | N | AUTO_EPS_390 | 24.23 |
| 12/29/2010 14:45 | N | DC_ROAD_L_B | 21.31 |
| 12/29/2010 14:45 | N | DC_EGPS_L_A | 12.99 |
| 12/29/2010 14:45 | N | H_HOLLOW_E_1 | -19.44 |
| 12/29/2010 14:45 | N | HHOLLOW4_E_1 | -19.44 |
| 12/29/2010 14:45 | N | R_LH2SES_1 | 24.04 |
| 12/29/2010 14:45 | N | R_PB2SES_1 | -18.08 |
| 12/29/2010 14:45 | N | R_PB2SES_2 | -18.08 |
| 12/29/2010 14:45 | N | R_PB2SES_3 | -18.08 |
| 12/29/2010 14:45 | N | R_PB2SES_4 | -18.08 |
| 12/29/2010 14:45 | N | R_PB2SES_5 | -18.08 |
| 12/29/2010 14:45 | N | AUTO_EPS_390 | 23.91 |
| 12/29/2010 14:50 | N | DC_ROAD_L_B | 21.39 |
| 12/29/2010 14:50 | N | DC_EGPS_L_A | 13.12 |
| 12/29/2010 14:50 | N | H_HOLLOW_E_1 | -20.09 |
| 12/29/2010 14:50 | N | HHOLLOW4_E_1 | -20.09 |
| 12/29/2010 14:50 | N | R_LH2SES_1 | 24.12 |
| 12/29/2010 14:50 | N | R_PB2SES_1 | -12.37 |
| 12/29/2010 14:50 | N | R_PB2SES_2 | -12.37 |
| 12/29/2010 14:50 | N | R_PB2SES_3 | -12.37 |
| 12/29/2010 14:50 | N | R_PB2SES_4 | -12.37 |
| 12/29/2010 14:50 | N | R_PB2SES_5 | -12.37 |
| 12/29/2010 14:50 | N | AUTO_EPS_390 | 23.99 |
| 12/29/2010 14:55 | N | DC_ROAD_L_B | 21.66 |
| 12/29/2010 14:55 | N | DC_EGPS_L_A | 13.28 |
| 12/29/2010 14:55 | N | H_HOLLOW_E_1 | -20.45 |
| 12/29/2010 14:55 | N | HHOLLOW4_E_1 | -20.45 |
| 12/29/2010 14:55 | N | R_LH2SES_1 | 24.44 |
| 12/29/2010 14:55 | N | R_PB2SES_1 | -12.53 |
| 12/29/2010 14:55 | N | R_PB2SES_2 | -12.53 |
| 12/29/2010 14:55 | N | R_PB2SES_3 | -12.53 |
| 12/29/2010 14:55 | N | R_PB2SES_4 | -12.53 |
| 12/29/2010 14:55 | N | R_PB2SES_5 | -12.53 |
| 12/29/2010 14:55 | N | AUTO_EPS_390 | 24.3 |
| 12/29/2010 15:00 | N | DC_ROAD_L_B | 21.47 |
| 12/29/2010 15:00 | N | DC_EGPS_L_A | 13.11 |

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| 12/29/2010 15:00 | N | H_HOLLOW_E_1 | -20.56 |
| 12/29/2010 15:00 | N | HHOLLOW4_E_1 | -20.56 |
| 12/29/2010 15:00 | N | R_LH2SES_1 | 24.23 |
| 12/29/2010 15:00 | N | R_PB2SES_1 | -12.57 |
| 12/29/2010 15:00 | N | R_PB2SES_2 | -12.57 |
| 12/29/2010 15:00 | N | R_PB2SES_3 | -12.57 |
| 12/29/2010 15:00 | N | R_PB2SES_4 | -12.57 |
| 12/29/2010 15:00 | N | R_PB2SES_5 | -12.57 |
| 12/29/2010 15:00 | N | AUTO_EPS_390 | 24.1 |
| 12/29/2010 15:05 | N | DC_ROAD_L_B | 21.48 |
| 12/29/2010 15:05 | N | DC_EGPS_L_A | 13.13 |
| 12/29/2010 15:05 | N | H_HOLLOW_E_1 | -20.51 |
| 12/29/2010 15:05 | N | HHOLLOW4_E_1 | -20.51 |
| 12/29/2010 15:05 | N | R_LH2SES_1 | 24.24 |
| 12/29/2010 15:05 | N | R_PB2SES_1 | -12.55 |
| 12/29/2010 15:05 | N | R_PB2SES_2 | -12.55 |
| 12/29/2010 15:05 | N | R_PB2SES_3 | -12.55 |
| 12/29/2010 15:05 | N | R_PB2SES_4 | -12.55 |
| 12/29/2010 15:05 | N | R_PB2SES_5 | -12.55 |
| 12/29/2010 15:05 | N | AUTO_EPS_390 | 24.11 |
| 12/29/2010 15:10 | N | DC_ROAD_L_B | 21.45 |
| 12/29/2010 15:10 | N | DC_EGPS_L_A | 13.12 |
| 12/29/2010 15:10 | N | H_HOLLOW_E_1 | -20.4 |
| 12/29/2010 15:10 | N | HHOLLOW4_E_1 | -20.4 |
| 12/29/2010 15:10 | N | R_LH2SES_1 | 24.2 |
| 12/29/2010 15:10 | N | R_PB2SES_1 | -12.5 |
| 12/29/2010 15:10 | N | R_PB2SES_2 | -12.5 |
| 12/29/2010 15:10 | N | R_PB2SES_3 | -12.5 |
| 12/29/2010 15:10 | N | R_PB2SES_4 | -12.5 |
| 12/29/2010 15:10 | N | R_PB2SES_5 | -12.5 |
| 12/29/2010 15:10 | N | AUTO_EPS_390 | 24.08 |
| 12/29/2010 15:15 | N | DC_ROAD_L_B | 21.32 |
| 12/29/2010 15:15 | N | DC_EGPS_L_A | 13.06 |
| 12/29/2010 15:15 | N | H_HOLLOW_E_1 | -20.18 |
| 12/29/2010 15:15 | N | HHOLLOW4_E_1 | -20.18 |
| 12/29/2010 15:15 | N | R_LH2SES_1 | 24.05 |
| 12/29/2010 15:15 | N | R_PB2SES_1 | -12.4 |
| 12/29/2010 15:15 | N | R_PB2SES_2 | -12.4 |
| 12/29/2010 15:15 | N | R_PB2SES_3 | -12.4 |
| 12/29/2010 15:15 | N | R_PB2SES_4 | -12.4 |
| 12/29/2010 15:15 | N | R_PB2SES_5 | -12.4 |
| 12/29/2010 15:15 | N | AUTO_EPS_390 | 23.93 |
| 12/29/2010 15:20 | N | DC_ROAD_L_B | 21.36 |
| 12/29/2010 15:20 | N | DC_EGPS_L_A | 13.05 |
| 12/29/2010 15:20 | N | H_HOLLOW_E_1 | -20.38 |
| 12/29/2010 15:20 | N | HHOLLOW4_E_1 | -20.38 |
| 12/29/2010 15:20 | N | R_LH2SES_1 | 24.11 |

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| 12/29/2010 15:20 | N | R_PB2SES_1 | -12.49 |
| 12/29/2010 15:20 | N | R_PB2SES_2 | -12.49 |
| 12/29/2010 15:20 | N | R_PB2SES_3 | -12.49 |
| 12/29/2010 15:20 | N | R_PB2SES_4 | -12.49 |
| 12/29/2010 15:20 | N | R_PB2SES_5 | -12.49 |
| 12/29/2010 15:20 | N | AUTO_EPS_390 | 23.98 |
| 12/29/2010 15:25 | N | DC_ROAD_L_B | 21.64 |
| 12/29/2010 15:25 | N | DC_EGPS_L_A | 13.24 |
| 12/29/2010 15:25 | N | H_HOLLOW_E_1 | -20.56 |
| 12/29/2010 15:25 | N | HHOLLOW4_E_1 | -20.56 |
| 12/29/2010 15:25 | N | R_LH2SES_1 | 24.41 |
| 12/29/2010 15:25 | N | R_PB2SES_1 | -12.57 |
| 12/29/2010 15:25 | N | R_PB2SES_2 | -12.57 |
| 12/29/2010 15:25 | N | R_PB2SES_3 | -12.57 |
| 12/29/2010 15:25 | N | R_PB2SES_4 | -12.57 |
| 12/29/2010 15:25 | N | R_PB2SES_5 | -12.57 |
| 12/29/2010 15:25 | N | AUTO_EPS_390 | 24.28 |
| 12/29/2010 15:30 | N | DC_ROAD_L_B | 21.48 |
| 12/29/2010 15:30 | N | DC_EGPS_L_A | 13.13 |
| 12/29/2010 15:30 | N | H_HOLLOW_E_1 | -20.51 |
| 12/29/2010 15:30 | N | HHOLLOW4_E_1 | -20.51 |
| 12/29/2010 15:30 | N | R_LH2SES_1 | 24.24 |
| 12/29/2010 15:30 | N | R_PB2SES_1 | -12.55 |
| 12/29/2010 15:30 | N | R_PB2SES_2 | -12.55 |
| 12/29/2010 15:30 | N | R_PB2SES_3 | -12.55 |
| 12/29/2010 15:30 | N | R_PB2SES_4 | -12.55 |
| 12/29/2010 15:30 | N | R_PB2SES_5 | -12.55 |
| 12/29/2010 15:30 | N | AUTO_EPS_390 | 24.11 |
| 12/29/2010 15:35 | N | DC_ROAD_L_B | 21.32 |
| 12/29/2010 15:35 | N | DC_EGPS_L_A | 13.06 |
| 12/29/2010 15:35 | N | H_HOLLOW_E_1 | -20.18 |
| 12/29/2010 15:35 | N | HHOLLOW4_E_1 | -20.18 |
| 12/29/2010 15:35 | N | R_LH2SES_1 | 24.06 |
| 12/29/2010 15:35 | N | R_PB2SES_1 | -12.41 |
| 12/29/2010 15:35 | N | R_PB2SES_2 | -12.41 |
| 12/29/2010 15:35 | N | R_PB2SES_3 | -12.41 |
| 12/29/2010 15:35 | N | R_PB2SES_4 | -12.41 |
| 12/29/2010 15:35 | N | R_PB2SES_5 | -12.41 |
| 12/29/2010 15:35 | N | AUTO_EPS_390 | 23.93 |
| 12/29/2010 15:40 | N | DC_ROAD_L_B | 21.21 |
| 12/29/2010 15:40 | N | DC_EGPS_L_A | 13.02 |
| 12/29/2010 15:40 | N | H_HOLLOW_E_1 | -19.95 |
| 12/29/2010 15:40 | N | HHOLLOW4_E_1 | -19.95 |
| 12/29/2010 15:40 | N | R_LH2SES_1 | 23.93 |
| 12/29/2010 15:40 | N | R_PB2SES_1 | -12.3 |
| 12/29/2010 15:40 | N | R_PB2SES_2 | -12.3 |
| 12/29/2010 15:40 | N | R_PB2SES_3 | -12.3 |

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| 12/29/2010 15:40 | N | R_PB2SES_4 | -12.3 |
| 12/29/2010 15:40 | N | R_PB2SES_5 | -12.3 |
| 12/29/2010 15:40 | N | AUTO_EPS_390 | 23.8 |
| 12/29/2010 15:45 | N | DC_ROAD_L_B | 21.29 |
| 12/29/2010 15:45 | N | DC_EGPS_L_A | 13.06 |
| 12/29/2010 15:45 | N | H_HOLLOW_E_1 | -20.07 |
| 12/29/2010 15:45 | N | HHOLLOW4_E_1 | -20.07 |
| 12/29/2010 15:45 | N | R_LH2SES_1 | 24.03 |
| 12/29/2010 15:45 | N | R_PB2SES_1 | -12.36 |
| 12/29/2010 15:45 | N | R_PB2SES_2 | -12.36 |
| 12/29/2010 15:45 | N | R_PB2SES_3 | -12.36 |
| 12/29/2010 15:45 | N | R_PB2SES_4 | -12.36 |
| 12/29/2010 15:45 | N | R_PB2SES_5 | -12.36 |
| 12/29/2010 15:45 | N | AUTO_EPS_390 | 23.9 |
| 12/29/2010 15:50 | N | DC_ROAD_L_B | 21.49 |
| 12/29/2010 15:50 | N | DC_EGPS_L_A | 13.16 |
| 12/29/2010 15:50 | N | H_HOLLOW_E_1 | -20.49 |
| 12/29/2010 15:50 | N | HHOLLOW4_E_1 | -20.49 |
| 12/29/2010 15:50 | N | R_LH2SES_1 | 24.26 |
| 12/29/2010 15:50 | N | R_PB2SES_1 | -12.54 |
| 12/29/2010 15:50 | N | R_PB2SES_2 | -12.54 |
| 12/29/2010 15:50 | N | R_PB2SES_3 | -12.54 |
| 12/29/2010 15:50 | N | R_PB2SES_4 | -12.54 |
| 12/29/2010 15:50 | N | R_PB2SES_5 | -12.54 |
| 12/29/2010 15:50 | N | AUTO_EPS_390 | 24.13 |
| 12/29/2010 15:55 | N | DC_ROAD_L_B | 21.64 |
| 12/29/2010 15:55 | N | DC_EGPS_L_A | 13.25 |
| 12/29/2010 15:55 | N | H_HOLLOW_E_1 | -20.62 |
| 12/29/2010 15:55 | N | HHOLLOW4_E_1 | -20.62 |
| 12/29/2010 15:55 | N | R_LH2SES_1 | 24.43 |
| 12/29/2010 15:55 | N | R_PB2SES_1 | -12.6 |
| 12/29/2010 15:55 | N | R_PB2SES_2 | -12.6 |
| 12/29/2010 15:55 | N | R_PB2SES_3 | -12.6 |
| 12/29/2010 15:55 | N | R_PB2SES_4 | -12.6 |
| 12/29/2010 15:55 | N | R_PB2SES_5 | -12.6 |
| 12/29/2010 15:55 | N | AUTO_EPS_390 | 24.3 |
| 12/29/2010 16:00 | N | DC_ROAD_L_B | 21.47 |
| 12/29/2010 16:00 | N | DC_EGPS_L_A | 13.14 |
| 12/29/2010 16:00 | N | H_HOLLOW_E_1 | -20.51 |
| 12/29/2010 16:00 | N | HHOLLOW4_E_1 | -20.51 |
| 12/29/2010 16:00 | N | R_LH2SES_1 | 24.24 |
| 12/29/2010 16:00 | N | R_PB2SES_1 | -12.55 |
| 12/29/2010 16:00 | N | R_PB2SES_2 | -12.55 |
| 12/29/2010 16:00 | N | R_PB2SES_3 | -12.55 |
| 12/29/2010 16:00 | N | R_PB2SES_4 | -12.55 |
| 12/29/2010 16:00 | N | R_PB2SES_5 | -12.55 |
| 12/29/2010 16:00 | N | AUTO_EPS_390 | 24.11 |

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| 12/29/2010 16:05 | N | DC_ROAD_L_B | 21.1 |
| 12/29/2010 16:05 | N | DC_EGPS_L_A | 12.82 |
| 12/29/2010 16:05 | N | H_HOLLOW_E_1 | -19.89 |
| 12/29/2010 16:05 | N | HHOLLOW4_E_1 | -19.89 |
| 12/29/2010 16:05 | N | R_LH2SES_1 | 23.84 |
| 12/29/2010 16:05 | N | R_PB2SES_1 | -16.21 |
| 12/29/2010 16:05 | N | R_PB2SES_2 | -16.21 |
| 12/29/2010 16:05 | N | R_PB2SES_3 | -16.21 |
| 12/29/2010 16:05 | N | R_PB2SES_4 | -16.21 |
| 12/29/2010 16:05 | N | R_PB2SES_5 | -16.21 |
| 12/29/2010 16:05 | N | AUTO_EPS_390 | 23.71 |
| 12/29/2010 16:10 | N | DC_ROAD_L_B | 20.71 |
| 12/29/2010 16:10 | N | DC_EGPS_L_A | 12.58 |
| 12/29/2010 16:10 | N | H_HOLLOW_E_1 | -19.16 |
| 12/29/2010 16:10 | N | HHOLLOW4_E_1 | -19.16 |
| 12/29/2010 16:10 | N | R_LH2SES_1 | 23.39 |
| 12/29/2010 16:10 | N | R_PB2SES_1 | -17.81 |
| 12/29/2010 16:10 | N | R_PB2SES_2 | -17.81 |
| 12/29/2010 16:10 | N | R_PB2SES_3 | -17.81 |
| 12/29/2010 16:10 | N | R_PB2SES_4 | -17.81 |
| 12/29/2010 16:10 | N | R_PB2SES_5 | -17.81 |
| 12/29/2010 16:10 | N | AUTO_EPS_390 | 23.27 |
| 12/29/2010 16:15 | N | DC_ROAD_L_B | 20.75 |
| 12/29/2010 16:15 | N | DC_EGPS_L_A | 12.69 |
| 12/29/2010 16:15 | N | H_HOLLOW_E_1 | -18.78 |
| 12/29/2010 16:15 | N | HHOLLOW4_E_1 | -18.78 |
| 12/29/2010 16:15 | N | R_LH2SES_1 | 23.41 |
| 12/29/2010 16:15 | N | R_PB2SES_1 | -17.47 |
| 12/29/2010 16:15 | N | R_PB2SES_2 | -17.47 |
| 12/29/2010 16:15 | N | R_PB2SES_3 | -17.47 |
| 12/29/2010 16:15 | N | R_PB2SES_4 | -17.47 |
| 12/29/2010 16:15 | N | R_PB2SES_5 | -17.47 |
| 12/29/2010 16:15 | N | AUTO_EPS_390 | 23.29 |
| 12/29/2010 16:20 | N | DC_ROAD_L_B | 21.23 |
| 12/29/2010 16:20 | N | DC_EGPS_L_A | 13.06 |
| 12/29/2010 16:20 | N | H_HOLLOW_E_1 | -19.86 |
| 12/29/2010 16:20 | N | HHOLLOW4_E_1 | -19.86 |
| 12/29/2010 16:20 | N | R_LH2SES_1 | 23.94 |
| 12/29/2010 16:20 | N | R_PB2SES_1 | -12.27 |
| 12/29/2010 16:20 | N | R_PB2SES_2 | -12.27 |
| 12/29/2010 16:20 | N | R_PB2SES_3 | -12.27 |
| 12/29/2010 16:20 | N | R_PB2SES_4 | -12.27 |
| 12/29/2010 16:20 | N | R_PB2SES_5 | -12.27 |
| 12/29/2010 16:20 | N | AUTO_EPS_390 | 23.82 |
| 12/29/2010 16:25 | N | DC_ROAD_L_B | 21.5 |
| 12/29/2010 16:25 | N | DC_EGPS_L_A | 13.23 |
| 12/29/2010 16:25 | N | H_HOLLOW_E_1 | -20.14 |

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| 12/29/2010 16:25 | N | HHOLLOW4_E_1 | -20.14 |
| 12/29/2010 16:25 | N | R_LH2SES_1 | 24.25 |
| 12/29/2010 16:25 | N | R_PB2SES_1 | -12.39 |
| 12/29/2010 16:25 | N | R_PB2SES_2 | -12.39 |
| 12/29/2010 16:25 | N | R_PB2SES_3 | -12.39 |
| 12/29/2010 16:25 | N | R_PB2SES_4 | -12.39 |
| 12/29/2010 16:25 | N | R_PB2SES_5 | -12.39 |
| 12/29/2010 16:25 | N | AUTO_EPS_390 | 24.12 |
| 12/29/2010 16:30 | N | DC_ROAD_L_B | 21.71 |
| 12/29/2010 16:30 | N | DC_EGPS_L_A | 13.39 |
| 12/29/2010 16:30 | N | H_HOLLOW_E_1 | -20.11 |
| 12/29/2010 16:30 | N | HHOLLOW4_E_1 | -20.11 |
| 12/29/2010 16:30 | N | R_LH2SES_1 | 24.48 |
| 12/29/2010 16:30 | N | R_PB2SES_1 | -12.38 |
| 12/29/2010 16:30 | N | R_PB2SES_2 | -12.38 |
| 12/29/2010 16:30 | N | R_PB2SES_3 | -12.38 |
| 12/29/2010 16:30 | N | R_PB2SES_4 | -12.38 |
| 12/29/2010 16:30 | N | R_PB2SES_5 | -12.38 |
| 12/29/2010 16:30 | N | AUTO_EPS_390 | 24.35 |
| 12/29/2010 16:35 | N | DC_ROAD_L_B | 21.54 |
| 12/29/2010 16:35 | N | DC_EGPS_L_A | 13.29 |
| 12/29/2010 16:35 | N | H_HOLLOW_E_1 | -19.82 |
| 12/29/2010 16:35 | N | HHOLLOW4_E_1 | -19.82 |
| 12/29/2010 16:35 | N | R_LH2SES_1 | 24.28 |
| 12/29/2010 16:35 | N | R_PB2SES_1 | -12.25 |
| 12/29/2010 16:35 | N | R_PB2SES_2 | -12.25 |
| 12/29/2010 16:35 | N | R_PB2SES_3 | -12.25 |
| 12/29/2010 16:35 | N | R_PB2SES_4 | -12.25 |
| 12/29/2010 16:35 | N | R_PB2SES_5 | -12.25 |
| 12/29/2010 16:35 | N | AUTO_EPS_390 | 24.15 |
| 12/29/2010 16:40 | N | DC_ROAD_L_B | 21.52 |
| 12/29/2010 16:40 | N | DC_EGPS_L_A | 13.35 |
| 12/29/2010 16:40 | N | H_HOLLOW_E_1 | -19.45 |
| 12/29/2010 16:40 | N | HHOLLOW4_E_1 | -19.45 |
| 12/29/2010 16:40 | N | R_LH2SES_1 | 24.24 |
| 12/29/2010 16:40 | N | R_PB2SES_1 | -12.09 |
| 12/29/2010 16:40 | N | R_PB2SES_2 | -12.09 |
| 12/29/2010 16:40 | N | R_PB2SES_3 | -12.09 |
| 12/29/2010 16:40 | N | R_PB2SES_4 | -12.09 |
| 12/29/2010 16:40 | N | R_PB2SES_5 | -12.09 |
| 12/29/2010 16:40 | N | AUTO_EPS_390 | 24.11 |
| 12/29/2010 16:45 | N | DC_ROAD_L_B | 21.66 |
| 12/29/2010 16:45 | N | DC_EGPS_L_A | 13.31 |
| 12/29/2010 16:45 | N | H_HOLLOW_E_1 | -19.39 |
| 12/29/2010 16:45 | N | HHOLLOW4_E_1 | -19.39 |
| 12/29/2010 16:45 | N | R_LH2SES_1 | 24.42 |
| 12/29/2010 16:45 | N | R_PB2SES_1 | -17.51 |

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| 12/29/2010 16:45 | N | R_PB2SES_2 | -17.51 |
| 12/29/2010 16:45 | N | R_PB2SES_3 | -17.51 |
| 12/29/2010 16:45 | N | R_PB2SES_4 | -17.51 |
| 12/29/2010 16:45 | N | R_PB2SES_5 | -17.51 |
| 12/29/2010 16:45 | N | AUTO_EPS_390 | 24.29 |
| 12/29/2010 16:50 | N | DC_ROAD_L_B | 21.95 |
| 12/29/2010 16:50 | N | DC_EGPS_L_A | 13.47 |
| 12/29/2010 16:50 | N | H_HOLLOW_E_1 | -19.66 |
| 12/29/2010 16:50 | N | HHOLLOW4_E_1 | -19.66 |
| 12/29/2010 16:50 | N | R_LH2SES_1 | 24.74 |
| 12/29/2010 16:50 | N | R_PB2SES_1 | -18.29 |
| 12/29/2010 16:50 | N | R_PB2SES_2 | -18.29 |
| 12/29/2010 16:50 | N | R_PB2SES_3 | -18.29 |
| 12/29/2010 16:50 | N | R_PB2SES_4 | -18.29 |
| 12/29/2010 16:50 | N | R_PB2SES_5 | -18.29 |
| 12/29/2010 16:50 | N | AUTO_EPS_390 | 24.61 |
| 12/29/2010 16:55 | N | DC_ROAD_L_B | 21.91 |
| 12/29/2010 16:55 | N | DC_EGPS_L_A | 13.49 |
| 12/29/2010 16:55 | N | H_HOLLOW_E_1 | -19.59 |
| 12/29/2010 16:55 | N | HHOLLOW4_E_1 | -19.59 |
| 12/29/2010 16:55 | N | R_LH2SES_1 | 24.7 |
| 12/29/2010 16:55 | N | R_PB2SES_1 | -16.82 |
| 12/29/2010 16:55 | N | R_PB2SES_2 | -16.82 |
| 12/29/2010 16:55 | N | R_PB2SES_3 | -16.82 |
| 12/29/2010 16:55 | N | R_PB2SES_4 | -16.82 |
| 12/29/2010 16:55 | N | R_PB2SES_5 | -16.82 |
| 12/29/2010 16:55 | N | AUTO_EPS_390 | 24.57 |
| 12/29/2010 17:00 | N | DC_ROAD_L_B | 20.91 |
| 12/29/2010 17:00 | N | DC_EGPS_L_A | 13.01 |
| 12/29/2010 17:00 | N | H_HOLLOW_E_1 | -18.7 |
| 12/29/2010 17:00 | N | HHOLLOW4_E_1 | -18.7 |
| 12/29/2010 17:00 | N | R_LH2SES_1 | 23.55 |
| 12/29/2010 17:00 | N | R_PB2SES_1 | -11.76 |
| 12/29/2010 17:00 | N | R_PB2SES_2 | -11.76 |
| 12/29/2010 17:00 | N | R_PB2SES_3 | -11.76 |
| 12/29/2010 17:00 | N | R_PB2SES_4 | -11.76 |
| 12/29/2010 17:00 | N | R_PB2SES_5 | -11.76 |
| 12/29/2010 17:00 | N | AUTO_EPS_390 | 23.43 |
| 12/29/2010 17:05 | N | DC_ROAD_L_B | 20.28 |
| 12/29/2010 17:05 | N | DC_EGPS_L_A | 15.63 |
| 12/29/2010 17:05 | N | H_HOLLOW_E_1 | -2.38 |
| 12/29/2010 17:05 | N | HHOLLOW4_E_1 | -2.38 |
| 12/29/2010 17:05 | N | R_LH2SES_1 | 21.82 |
| 12/29/2010 17:05 | N | R_PB2SES_1 | -2.62 |
| 12/29/2010 17:05 | N | R_PB2SES_2 | -2.62 |
| 12/29/2010 17:05 | N | R_PB2SES_3 | -2.62 |
| 12/29/2010 17:05 | N | R_PB2SES_4 | -2.62 |

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| 12/29/2010 17:05 | N | R_PB2SES_5 | -2.62 |
| 12/29/2010 17:05 | N | AUTO_EPS_390 | 21.74 |
| 12/29/2010 17:10 | N | DC_ROAD_L_B | 21.39 |
| 12/29/2010 17:10 | N | DC_EGPS_L_A | 16.86 |
| 12/29/2010 17:10 | N | H_HOLLOW_E_1 | -0.62 |
| 12/29/2010 17:10 | N | HHOLLOW4_E_1 | -0.62 |
| 12/29/2010 17:10 | N | R_LH2SES_1 | 22.88 |
| 12/29/2010 17:10 | N | R_PB2SES_1 | -1.04 |
| 12/29/2010 17:10 | N | R_PB2SES_2 | -1.04 |
| 12/29/2010 17:10 | N | R_PB2SES_3 | -1.04 |
| 12/29/2010 17:10 | N | R_PB2SES_4 | -1.04 |
| 12/29/2010 17:10 | N | R_PB2SES_5 | -1.04 |
| 12/29/2010 17:10 | N | AUTO_EPS_390 | 22.81 |
| 12/29/2010 17:15 | N | DC_ROAD_L_B | 21.78 |
| 12/29/2010 17:15 | N | DC_EGPS_L_A | 17.66 |
| 12/29/2010 17:15 | N | H_HOLLOW_E_1 | -3.1 |
| 12/29/2010 17:15 | N | HHOLLOW4_E_1 | -3.1 |
| 12/29/2010 17:15 | N | R_LH2SES_1 | 23.27 |
| 12/29/2010 17:15 | N | R_PB2SES_1 | 27.95 |
| 12/29/2010 17:15 | N | R_PB2SES_2 | 27.95 |
| 12/29/2010 17:15 | N | R_PB2SES_3 | 27.95 |
| 12/29/2010 17:15 | N | R_PB2SES_4 | 27.95 |
| 12/29/2010 17:15 | N | R_PB2SES_5 | 27.95 |
| 12/29/2010 17:15 | N | AUTO_EPS_390 | 23.2 |
| 12/29/2010 17:18 | N | DC_ROAD_L_B | 22.26 |
| 12/29/2010 17:18 | N | DC_EGPS_L_A | 17.68 |
| 12/29/2010 17:18 | N | H_HOLLOW_E_1 | -0.15 |
| 12/29/2010 17:18 | N | HHOLLOW4_E_1 | -0.15 |
| 12/29/2010 17:18 | N | R_LH2SES_1 | 23.78 |
| 12/29/2010 17:18 | N | R_PB2SES_1 | 0.19 |
| 12/29/2010 17:18 | N | R_PB2SES_2 | 0.19 |
| 12/29/2010 17:18 | N | R_PB2SES_3 | 0.19 |
| 12/29/2010 17:18 | N | R_PB2SES_4 | 0.19 |
| 12/29/2010 17:18 | N | R_PB2SES_5 | 0.19 |
| 12/29/2010 17:18 | N | AUTO_EPS_390 | 23.71 |
| 12/29/2010 17:20 | N | DC_ROAD_L_B | 22.6 |
| 12/29/2010 17:20 | N | DC_EGPS_L_A | 17.86 |
| 12/29/2010 17:20 | N | H_HOLLOW_E_1 | -0.46 |
| 12/29/2010 17:20 | N | HHOLLOW4_E_1 | -0.46 |
| 12/29/2010 17:20 | N | R_LH2SES_1 | 24.17 |
| 12/29/2010 17:20 | N | R_PB2SES_1 | -0.92 |
| 12/29/2010 17:20 | N | R_PB2SES_2 | -0.92 |
| 12/29/2010 17:20 | N | R_PB2SES_3 | -0.92 |
| 12/29/2010 17:20 | N | R_PB2SES_4 | -0.92 |
| 12/29/2010 17:20 | N | R_PB2SES_5 | -0.92 |
| 12/29/2010 17:20 | N | AUTO_EPS_390 | 24.09 |
| 12/29/2010 17:25 | N | DC_ROAD_L_B | 22.63 |

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| 12/29/2010 17:25 | N | DC_EGPS_L_A | 17.97 |
| 12/29/2010 17:25 | N | H_HOLLOW_E_1 | -0.08 |
| 12/29/2010 17:25 | N | HHOLLOW4_E_1 | -0.08 |
| 12/29/2010 17:25 | N | R_LH2SES_1 | 24.18 |
| 12/29/2010 17:25 | N | R_PB2SES_1 | -0.54 |
| 12/29/2010 17:25 | N | R_PB2SES_2 | -0.54 |
| 12/29/2010 17:25 | N | R_PB2SES_3 | -0.54 |
| 12/29/2010 17:25 | N | R_PB2SES_4 | -0.54 |
| 12/29/2010 17:25 | N | R_PB2SES_5 | -0.54 |
| 12/29/2010 17:25 | N | AUTO_EPS_390 | 24.1 |
| 12/29/2010 17:30 | N | DC_ROAD_L_B | 22.51 |
| 12/29/2010 17:30 | N | DC_EGPS_L_A | 18.32 |
| 12/29/2010 17:30 | N | H_HOLLOW_E_1 | 2.11 |
| 12/29/2010 17:30 | N | HHOLLOW4_E_1 | 2.11 |
| 12/29/2010 17:30 | N | R_LH2SES_1 | 23.89 |
| 12/29/2010 17:30 | N | R_PB2SES_1 | 1.7 |
| 12/29/2010 17:30 | N | R_PB2SES_2 | 1.7 |
| 12/29/2010 17:30 | N | R_PB2SES_3 | 1.7 |
| 12/29/2010 17:30 | N | R_PB2SES_4 | 1.7 |
| 12/29/2010 17:30 | N | R_PB2SES_5 | 1.7 |
| 12/29/2010 17:30 | N | AUTO_EPS_390 | 23.83 |
| 12/29/2010 17:35 | N | DC_ROAD_L_B | 22.73 |
| 12/29/2010 17:35 | N | DC_EGPS_L_A | 18.5 |
| 12/29/2010 17:35 | N | H_HOLLOW_E_1 | 2.13 |
| 12/29/2010 17:35 | N | HHOLLOW4_E_1 | 2.13 |
| 12/29/2010 17:35 | N | R_LH2SES_1 | 24.12 |
| 12/29/2010 17:35 | N | R_PB2SES_1 | 1.72 |
| 12/29/2010 17:35 | N | R_PB2SES_2 | 1.72 |
| 12/29/2010 17:35 | N | R_PB2SES_3 | 1.72 |
| 12/29/2010 17:35 | N | R_PB2SES_4 | 1.72 |
| 12/29/2010 17:35 | N | R_PB2SES_5 | 1.72 |
| 12/29/2010 17:35 | N | AUTO_EPS_390 | 24.06 |
| 12/29/2010 17:45 | N | DC_ROAD_L_B | 24.54 |
| 12/29/2010 17:45 | N | DC_EGPS_L_A | 20.89 |
| 12/29/2010 17:45 | N | H_HOLLOW_E_1 | 6.81 |
| 12/29/2010 17:45 | N | HHOLLOW4_E_1 | 6.81 |
| 12/29/2010 17:45 | N | R_LH2SES_1 | 25.74 |
| 12/29/2010 17:45 | N | R_PB2SES_1 | 6.46 |
| 12/29/2010 17:45 | N | R_PB2SES_2 | 6.46 |
| 12/29/2010 17:45 | N | R_PB2SES_3 | 6.46 |
| 12/29/2010 17:45 | N | R_PB2SES_4 | 6.46 |
| 12/29/2010 17:45 | N | R_PB2SES_5 | 6.46 |
| 12/29/2010 17:45 | N | AUTO_EPS_390 | 25.68 |
| 12/29/2010 17:46 | N | DC_ROAD_L_B | 24.92 |
| 12/29/2010 17:46 | N | DC_EGPS_L_A | 23.69 |
| 12/29/2010 17:46 | N | H_HOLLOW_E_1 | 18.95 |
| 12/29/2010 17:46 | N | HHOLLOW4_E_1 | 18.95 |

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| 12/29/2010 17:46 | N | R_LH2SES_1 | 25.32 |
| 12/29/2010 17:46 | N | R_PB2SES_1 | 18.83 |
| 12/29/2010 17:46 | N | R_PB2SES_2 | 18.83 |
| 12/29/2010 17:46 | N | R_PB2SES_3 | 18.83 |
| 12/29/2010 17:46 | N | R_PB2SES_4 | 18.83 |
| 12/29/2010 17:46 | N | R_PB2SES_5 | 18.83 |
| 12/29/2010 17:46 | N | AUTO_EPS_390 | 25.3 |
| 12/29/2010 17:47 | N | DC_ROAD_L_B | 25.26 |
| 12/29/2010 17:47 | N | DC_EGPS_L_A | 20.17 |
| 12/29/2010 17:47 | N | H_HOLLOW_E_1 | 0.52 |
| 12/29/2010 17:47 | N | HHOLLOW4_E_1 | 0.52 |
| 12/29/2010 17:47 | N | R_LH2SES_1 | 26.94 |
| 12/29/2010 17:47 | N | R_PB2SES_1 | 0.04 |
| 12/29/2010 17:47 | N | R_PB2SES_2 | 0.04 |
| 12/29/2010 17:47 | N | R_PB2SES_3 | 0.04 |
| 12/29/2010 17:47 | N | R_PB2SES_4 | 0.04 |
| 12/29/2010 17:47 | N | R_PB2SES_5 | 0.04 |
| 12/29/2010 17:47 | N | AUTO_EPS_390 | 26.86 |
| 12/29/2010 17:50 | N | DC_ROAD_L_B | 25.4 |
| 12/29/2010 17:50 | N | DC_EGPS_L_A | 20.27 |
| 12/29/2010 17:50 | N | H_HOLLOW_E_1 | 0.47 |
| 12/29/2010 17:50 | N | HHOLLOW4_E_1 | 0.47 |
| 12/29/2010 17:50 | N | R_LH2SES_1 | 27.09 |
| 12/29/2010 17:50 | N | R_PB2SES_1 | -0.01 |
| 12/29/2010 17:50 | N | R_PB2SES_2 | -0.01 |
| 12/29/2010 17:50 | N | R_PB2SES_3 | -0.01 |
| 12/29/2010 17:50 | N | R_PB2SES_4 | -0.01 |
| 12/29/2010 17:50 | N | R_PB2SES_5 | -0.01 |
| 12/29/2010 17:50 | N | AUTO_EPS_390 | 27.01 |
| 12/29/2010 17:55 | N | DC_ROAD_L_B | 27.72 |
| 12/29/2010 17:55 | N | DC_EGPS_L_A | 21.94 |
| 12/29/2010 17:55 | N | H_HOLLOW_E_1 | -0.44 |
| 12/29/2010 17:55 | N | HHOLLOW4_E_1 | -0.44 |
| 12/29/2010 17:55 | N | R_LH2SES_1 | 29.62 |
| 12/29/2010 17:55 | N | R_PB2SES_1 | -0.98 |
| 12/29/2010 17:55 | N | R_PB2SES_2 | -0.98 |
| 12/29/2010 17:55 | N | R_PB2SES_3 | -0.98 |
| 12/29/2010 17:55 | N | R_PB2SES_4 | -0.98 |
| 12/29/2010 17:55 | N | R_PB2SES_5 | -0.98 |
| 12/29/2010 17:55 | N | AUTO_EPS_390 | 29.53 |
| 12/29/2010 18:00 | N | DC_ROAD_L_B | 27.83 |
| 12/29/2010 18:00 | N | DC_EGPS_L_A | 22.02 |
| 12/29/2010 18:00 | N | H_HOLLOW_E_1 | -0.44 |
| 12/29/2010 18:00 | N | HHOLLOW4_E_1 | -0.44 |
| 12/29/2010 18:00 | N | R_LH2SES_1 | 29.73 |
| 12/29/2010 18:00 | N | R_PB2SES_1 | -0.98 |
| 12/29/2010 18:00 | N | R_PB2SES_2 | -0.98 |

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| 12/29/2010 18:00 | N | R_PB2SES_3 | -0.98 |
| 12/29/2010 18:00 | N | R_PB2SES_4 | -0.98 |
| 12/29/2010 18:00 | N | R_PB2SES_5 | -0.98 |
| 12/29/2010 18:00 | N | AUTO_EPS_390 | 29.64 |
| 12/29/2010 18:05 | N | DC_ROAD_L_B | 26.2 |
| 12/29/2010 18:05 | N | DC_EGPS_L_A | 20.84 |
| 12/29/2010 18:05 | N | H_HOLLOW_E_1 | -0.04 |
| 12/29/2010 18:05 | N | HHOLLOW4_E_1 | -0.04 |
| 12/29/2010 18:05 | N | R_LH2SES_1 | 27.97 |
| 12/29/2010 18:05 | N | R_PB2SES_1 | 0.46 |
| 12/29/2010 18:05 | N | R_PB2SES_2 | 0.46 |
| 12/29/2010 18:05 | N | R_PB2SES_3 | 0.46 |
| 12/29/2010 18:05 | N | R_PB2SES_4 | 0.46 |
| 12/29/2010 18:05 | N | R_PB2SES_5 | 0.46 |
| 12/29/2010 18:05 | N | AUTO_EPS_390 | 27.89 |
| 12/29/2010 18:10 | N | DC_ROAD_L_B | 25.14 |
| 12/29/2010 18:10 | N | DC_EGPS_L_A | 20.11 |
| 12/29/2010 18:10 | N | H_HOLLOW_E_1 | 0.62 |
| 12/29/2010 18:10 | N | HHOLLOW4_E_1 | 0.62 |
| 12/29/2010 18:10 | N | R_LH2SES_1 | 26.8 |
| 12/29/2010 18:10 | N | R_PB2SES_1 | 0.58 |
| 12/29/2010 18:10 | N | R_PB2SES_2 | 0.58 |
| 12/29/2010 18:10 | N | R_PB2SES_3 | 0.58 |
| 12/29/2010 18:10 | N | R_PB2SES_4 | 0.58 |
| 12/29/2010 18:10 | N | R_PB2SES_5 | 0.58 |
| 12/29/2010 18:10 | N | AUTO_EPS_390 | 26.72 |
| 12/29/2010 18:15 | N | DC_ROAD_L_B | 24.47 |
| 12/29/2010 18:15 | N | DC_EGPS_L_A | 19.9 |
| 12/29/2010 18:15 | N | H_HOLLOW_E_1 | 2.3 |
| 12/29/2010 18:15 | N | HHOLLOW4_E_1 | 2.3 |
| 12/29/2010 18:15 | N | R_LH2SES_1 | 25.97 |
| 12/29/2010 18:15 | N | R_PB2SES_1 | 1.86 |
| 12/29/2010 18:15 | N | R_PB2SES_2 | 1.86 |
| 12/29/2010 18:15 | N | R_PB2SES_3 | 1.86 |
| 12/29/2010 18:15 | N | R_PB2SES_4 | 1.86 |
| 12/29/2010 18:15 | N | R_PB2SES_5 | 1.86 |
| 12/29/2010 18:15 | N | AUTO_EPS_390 | 25.9 |
| 12/29/2010 18:20 | N | DC_ROAD_L_B | 24.71 |
| 12/29/2010 18:20 | N | DC_EGPS_L_A | 20.11 |
| 12/29/2010 18:20 | N | H_HOLLOW_E_1 | 2.32 |
| 12/29/2010 18:20 | N | HHOLLOW4_E_1 | 2.32 |
| 12/29/2010 18:20 | N | R_LH2SES_1 | 26.23 |
| 12/29/2010 18:20 | N | R_PB2SES_1 | 1.88 |
| 12/29/2010 18:20 | N | R_PB2SES_2 | 1.88 |
| 12/29/2010 18:20 | N | R_PB2SES_3 | 1.88 |
| 12/29/2010 18:20 | N | R_PB2SES_4 | 1.88 |
| 12/29/2010 18:20 | N | R_PB2SES_5 | 1.88 |

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| 12/29/2010 18:20 | N | AUTO_EPS_390 | 26.16 |
| 12/29/2010 18:25 | N | DC_ROAD_L_B | 24.41 |
| 12/29/2010 18:25 | N | DC_EGPS_L_A | 19.8 |
| 12/29/2010 18:25 | N | H_HOLLOW_E_1 | 1.93 |
| 12/29/2010 18:25 | N | HHOLLOW4_E_1 | 1.93 |
| 12/29/2010 18:25 | N | R_LH2SES_1 | 25.92 |
| 12/29/2010 18:25 | N | R_PB2SES_1 | 1.49 |
| 12/29/2010 18:25 | N | R_PB2SES_2 | 1.49 |
| 12/29/2010 18:25 | N | R_PB2SES_3 | 1.49 |
| 12/29/2010 18:25 | N | R_PB2SES_4 | 1.49 |
| 12/29/2010 18:25 | N | R_PB2SES_5 | 1.49 |
| 12/29/2010 18:25 | N | AUTO_EPS_390 | 25.85 |
| 12/29/2010 18:25 | N | DC_ROAD_L_B | 25.16 |
| 12/29/2010 18:25 | N | DC_EGPS_L_A | 20.1 |
| 12/29/2010 18:25 | N | H_HOLLOW_E_1 | 0.38 |
| 12/29/2010 18:25 | N | HHOLLOW4_E_1 | 0.38 |
| 12/29/2010 18:25 | N | R_LH2SES_1 | 26.82 |
| 12/29/2010 18:25 | N | R_PB2SES_1 | 0.15 |
| 12/29/2010 18:25 | N | R_PB2SES_2 | 0.15 |
| 12/29/2010 18:25 | N | R_PB2SES_3 | 0.15 |
| 12/29/2010 18:25 | N | R_PB2SES_4 | 0.15 |
| 12/29/2010 18:25 | N | R_PB2SES_5 | 0.15 |
| 12/29/2010 18:25 | N | AUTO_EPS_390 | 26.74 |
| 12/29/2010 18:28 | N | DC_ROAD_L_B | 25.01 |
| 12/29/2010 18:28 | N | DC_EGPS_L_A | 19.92 |
| 12/29/2010 18:28 | N | H_HOLLOW_E_1 | 0.08 |
| 12/29/2010 18:28 | N | HHOLLOW4_E_1 | 0.08 |
| 12/29/2010 18:28 | N | R_LH2SES_1 | 26.69 |
| 12/29/2010 18:28 | N | R_PB2SES_1 | -0.19 |
| 12/29/2010 18:28 | N | R_PB2SES_2 | -0.19 |
| 12/29/2010 18:28 | N | R_PB2SES_3 | -0.19 |
| 12/29/2010 18:28 | N | R_PB2SES_4 | -0.19 |
| 12/29/2010 18:28 | N | R_PB2SES_5 | -0.19 |
| 12/29/2010 18:28 | N | AUTO_EPS_390 | 26.61 |
| 12/29/2010 18:30 | N | DC_ROAD_L_B | 26.15 |
| 12/29/2010 18:30 | N | DC_EGPS_L_A | 20.68 |
| 12/29/2010 18:30 | N | H_HOLLOW_E_1 | -0.7 |
| 12/29/2010 18:30 | N | HHOLLOW4_E_1 | -0.7 |
| 12/29/2010 18:30 | N | R_LH2SES_1 | 27.94 |
| 12/29/2010 18:30 | N | R_PB2SES_1 | -1.22 |
| 12/29/2010 18:30 | N | R_PB2SES_2 | -1.22 |
| 12/29/2010 18:30 | N | R_PB2SES_3 | -1.22 |
| 12/29/2010 18:30 | N | R_PB2SES_4 | -1.22 |
| 12/29/2010 18:30 | N | R_PB2SES_5 | -1.22 |
| 12/29/2010 18:30 | N | AUTO_EPS_390 | 27.86 |
| 12/29/2010 18:35 | N | DC_ROAD_L_B | 26.84 |
| 12/29/2010 18:35 | N | DC_EGPS_L_A | 20.41 |

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| 12/29/2010 18:35 | N | H_HOLLOW_E_1 | -4.77 |
| 12/29/2010 18:35 | N | HHOLLOW4_E_1 | -4.77 |
| 12/29/2010 18:35 | N | R_LH2SES_1 | 28.96 |
| 12/29/2010 18:35 | N | R_PB2SES_1 | -5.39 |
| 12/29/2010 18:35 | N | R_PB2SES_2 | -5.39 |
| 12/29/2010 18:35 | N | R_PB2SES_3 | -5.39 |
| 12/29/2010 18:35 | N | R_PB2SES_4 | -5.39 |
| 12/29/2010 18:35 | N | R_PB2SES_5 | -5.39 |
| 12/29/2010 18:35 | N | AUTO_EPS_390 | 28.86 |
| 12/29/2010 18:40 | N | DC_ROAD_L_B | 25.37 |
| 12/29/2010 18:40 | N | DC_EGPS_L_A | 20.08 |
| 12/29/2010 18:40 | N | H_HOLLOW_E_1 | -0.45 |
| 12/29/2010 18:40 | N | HHOLLOW4_E_1 | -0.45 |
| 12/29/2010 18:40 | N | R_LH2SES_1 | 27.11 |
| 12/29/2010 18:40 | N | R_PB2SES_1 | -0.95 |
| 12/29/2010 18:40 | N | R_PB2SES_2 | -0.95 |
| 12/29/2010 18:40 | N | R_PB2SES_3 | -0.95 |
| 12/29/2010 18:40 | N | R_PB2SES_4 | -0.95 |
| 12/29/2010 18:40 | N | R_PB2SES_5 | -0.95 |
| 12/29/2010 18:40 | N | AUTO_EPS_390 | 27.03 |
| 12/29/2010 18:45 | N | DC_ROAD_L_B | 24.82 |
| 12/29/2010 18:45 | N | DC_EGPS_L_A | 19.71 |
| 12/29/2010 18:45 | N | H_HOLLOW_E_1 | -0.03 |
| 12/29/2010 18:45 | N | HHOLLOW4_E_1 | -0.03 |
| 12/29/2010 18:45 | N | R_LH2SES_1 | 26.5 |
| 12/29/2010 18:45 | N | R_PB2SES_1 | -0.51 |
| 12/29/2010 18:45 | N | R_PB2SES_2 | -0.51 |
| 12/29/2010 18:45 | N | R_PB2SES_3 | -0.51 |
| 12/29/2010 18:45 | N | R_PB2SES_4 | -0.51 |
| 12/29/2010 18:45 | N | R_PB2SES_5 | -0.51 |
| 12/29/2010 18:45 | N | AUTO_EPS_390 | 26.43 |
| 12/29/2010 18:50 | N | DC_ROAD_L_B | 23.93 |
| 12/29/2010 18:50 | N | DC_EGPS_L_A | 19.09 |
| 12/29/2010 18:50 | N | H_HOLLOW_E_1 | 0.37 |
| 12/29/2010 18:50 | N | HHOLLOW4_E_1 | 0.37 |
| 12/29/2010 18:50 | N | R_LH2SES_1 | 25.52 |
| 12/29/2010 18:50 | N | R_PB2SES_1 | 0.16 |
| 12/29/2010 18:50 | N | R_PB2SES_2 | 0.16 |
| 12/29/2010 18:50 | N | R_PB2SES_3 | 0.16 |
| 12/29/2010 18:50 | N | R_PB2SES_4 | 0.16 |
| 12/29/2010 18:50 | N | R_PB2SES_5 | 0.16 |
| 12/29/2010 18:50 | N | AUTO_EPS_390 | 25.45 |
| 12/29/2010 18:55 | N | DC_ROAD_L_B | 23.74 |
| 12/29/2010 18:55 | N | DC_EGPS_L_A | 18.99 |
| 12/29/2010 18:55 | N | H_HOLLOW_E_1 | 0.35 |
| 12/29/2010 18:55 | N | HHOLLOW4_E_1 | 0.35 |
| 12/29/2010 18:55 | N | R_LH2SES_1 | 25.31 |

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| 12/29/2010 18:55 | N | R_PB2SES_1 | 1.9 |
| 12/29/2010 18:55 | N | R_PB2SES_2 | 1.9 |
| 12/29/2010 18:55 | N | R_PB2SES_3 | 1.9 |
| 12/29/2010 18:55 | N | R_PB2SES_4 | 1.9 |
| 12/29/2010 18:55 | N | R_PB2SES_5 | 1.9 |
| 12/29/2010 18:55 | N | AUTO_EPS_390 | 25.23 |
| 12/29/2010 19:00 | N | DC_ROAD_L_B | 23.84 |
| 12/29/2010 19:00 | N | DC_EGPS_L_A | 18.96 |
| 12/29/2010 19:00 | N | H_HOLLOW_E_1 | -0.08 |
| 12/29/2010 19:00 | N | HHOLLOW4_E_1 | -0.08 |
| 12/29/2010 19:00 | N | R_LH2SES_1 | 25.44 |
| 12/29/2010 19:00 | N | R_PB2SES_1 | 0.39 |
| 12/29/2010 19:00 | N | R_PB2SES_2 | 0.39 |
| 12/29/2010 19:00 | N | R_PB2SES_3 | 0.39 |
| 12/29/2010 19:00 | N | R_PB2SES_4 | 0.39 |
| 12/29/2010 19:00 | N | R_PB2SES_5 | 0.39 |
| 12/29/2010 19:00 | N | AUTO_EPS_390 | 25.37 |
| 12/29/2010 19:05 | N | DC_ROAD_L_B | 23.84 |
| 12/29/2010 19:05 | N | DC_EGPS_L_A | 18.96 |
| 12/29/2010 19:05 | N | H_HOLLOW_E_1 | -0.13 |
| 12/29/2010 19:05 | N | HHOLLOW4_E_1 | -0.13 |
| 12/29/2010 19:05 | N | R_LH2SES_1 | 25.45 |
| 12/29/2010 19:05 | N | R_PB2SES_1 | 0.23 |
| 12/29/2010 19:05 | N | R_PB2SES_2 | 0.23 |
| 12/29/2010 19:05 | N | R_PB2SES_3 | 0.23 |
| 12/29/2010 19:05 | N | R_PB2SES_4 | 0.23 |
| 12/29/2010 19:05 | N | R_PB2SES_5 | 0.23 |
| 12/29/2010 19:05 | N | AUTO_EPS_390 | 25.38 |
| 12/29/2010 19:10 | N | DC_ROAD_L_B | 23.84 |
| 12/29/2010 19:10 | N | DC_EGPS_L_A | 18.87 |
| 12/29/2010 19:10 | N | H_HOLLOW_E_1 | -0.46 |
| 12/29/2010 19:10 | N | HHOLLOW4_E_1 | -0.46 |
| 12/29/2010 19:10 | N | R_LH2SES_1 | 25.48 |
| 12/29/2010 19:10 | N | R_PB2SES_1 | -0.93 |
| 12/29/2010 19:10 | N | R_PB2SES_2 | -0.93 |
| 12/29/2010 19:10 | N | R_PB2SES_3 | -0.93 |
| 12/29/2010 19:10 | N | R_PB2SES_4 | -0.93 |
| 12/29/2010 19:10 | N | R_PB2SES_5 | -0.93 |
| 12/29/2010 19:10 | N | AUTO_EPS_390 | 25.4 |
| 12/29/2010 19:15 | N | DC_ROAD_L_B | 23.26 |
| 12/29/2010 19:15 | N | DC_EGPS_L_A | 18.39 |
| 12/29/2010 19:15 | N | H_HOLLOW_E_1 | -0.46 |
| 12/29/2010 19:15 | N | HHOLLOW4_E_1 | -0.46 |
| 12/29/2010 19:15 | N | R_LH2SES_1 | 24.86 |
| 12/29/2010 19:15 | N | R_PB2SES_1 | -0.92 |
| 12/29/2010 19:15 | N | R_PB2SES_2 | -0.92 |
| 12/29/2010 19:15 | N | R_PB2SES_3 | -0.92 |

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| 12/29/2010 19:15 | N | R_PB2SES_4 | -0.92 |
| 12/29/2010 19:15 | N | R_PB2SES_5 | -0.92 |
| 12/29/2010 19:15 | N | AUTO_EPS_390 | 24.78 |
| 12/29/2010 19:20 | N | DC_ROAD_L_B | 22.94 |
| 12/29/2010 19:20 | N | DC_EGPS_L_A | 18.14 |
| 12/29/2010 19:20 | N | H_HOLLOW_E_1 | -0.46 |
| 12/29/2010 19:20 | N | HHOLLOW4_E_1 | -0.46 |
| 12/29/2010 19:20 | N | R_LH2SES_1 | 24.52 |
| 12/29/2010 19:20 | N | R_PB2SES_1 | -0.92 |
| 12/29/2010 19:20 | N | R_PB2SES_2 | -0.92 |
| 12/29/2010 19:20 | N | R_PB2SES_3 | -0.92 |
| 12/29/2010 19:20 | N | R_PB2SES_4 | -0.92 |
| 12/29/2010 19:20 | N | R_PB2SES_5 | -0.92 |
| 12/29/2010 19:20 | N | AUTO_EPS_390 | 24.45 |
| 12/29/2010 19:25 | N | DC_ROAD_L_B | 23.17 |
| 12/29/2010 19:25 | N | DC_EGPS_L_A | 18.29 |
| 12/29/2010 19:25 | N | H_HOLLOW_E_1 | -0.64 |
| 12/29/2010 19:25 | N | HHOLLOW4_E_1 | -0.64 |
| 12/29/2010 19:25 | N | R_LH2SES_1 | 24.78 |
| 12/29/2010 19:25 | N | R_PB2SES_1 | -1.08 |
| 12/29/2010 19:25 | N | R_PB2SES_2 | -1.08 |
| 12/29/2010 19:25 | N | R_PB2SES_3 | -1.08 |
| 12/29/2010 19:25 | N | R_PB2SES_4 | -1.08 |
| 12/29/2010 19:25 | N | R_PB2SES_5 | -1.08 |
| 12/29/2010 19:25 | N | AUTO_EPS_390 | 24.7 |
| 12/29/2010 19:30 | N | DC_ROAD_L_B | 23.34 |
| 12/29/2010 19:30 | N | DC_EGPS_L_A | 18.43 |
| 12/29/2010 19:30 | N | H_HOLLOW_E_1 | -0.63 |
| 12/29/2010 19:30 | N | HHOLLOW4_E_1 | -0.63 |
| 12/29/2010 19:30 | N | R_LH2SES_1 | 24.95 |
| 12/29/2010 19:30 | N | R_PB2SES_1 | -1.1 |
| 12/29/2010 19:30 | N | R_PB2SES_2 | -1.1 |
| 12/29/2010 19:30 | N | R_PB2SES_3 | -1.1 |
| 12/29/2010 19:30 | N | R_PB2SES_4 | -1.1 |
| 12/29/2010 19:30 | N | R_PB2SES_5 | -1.1 |
| 12/29/2010 19:30 | N | AUTO_EPS_390 | 24.88 |
| 12/29/2010 19:35 | N | DC_ROAD_L_B | 22.56 |
| 12/29/2010 19:35 | N | DC_EGPS_L_A | 14.21 |
| 12/29/2010 19:35 | N | H_HOLLOW_E_1 | -18.54 |
| 12/29/2010 19:35 | N | HHOLLOW4_E_1 | -18.54 |
| 12/29/2010 19:35 | N | R_LH2SES_1 | 25.31 |
| 12/29/2010 19:35 | N | R_PB2SES_1 | -17.28 |
| 12/29/2010 19:35 | N | R_PB2SES_2 | -17.28 |
| 12/29/2010 19:35 | N | R_PB2SES_3 | -17.28 |
| 12/29/2010 19:35 | N | R_PB2SES_4 | -17.28 |
| 12/29/2010 19:35 | N | R_PB2SES_5 | -17.28 |
| 12/29/2010 19:35 | N | AUTO_EPS_390 | 25.19 |

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| 12/29/2010 19:40 | N | DC_ROAD_L_B | 22.51 |
| 12/29/2010 19:40 | N | DC_EGPS_L_A | 14.06 |
| 12/29/2010 19:40 | N | H_HOLLOW_E_1 | -19.05 |
| 12/29/2010 19:40 | N | HHOLLOW4_E_1 | -19.05 |
| 12/29/2010 19:40 | N | R_LH2SES_1 | 25.29 |
| 12/29/2010 19:40 | N | R_PB2SES_1 | -17.74 |
| 12/29/2010 19:40 | N | R_PB2SES_2 | -17.74 |
| 12/29/2010 19:40 | N | R_PB2SES_3 | -17.74 |
| 12/29/2010 19:40 | N | R_PB2SES_4 | -17.74 |
| 12/29/2010 19:40 | N | R_PB2SES_5 | -17.74 |
| 12/29/2010 19:40 | N | AUTO_EPS_390 | 25.16 |
| 12/29/2010 19:45 | N | DC_ROAD_L_B | 22.05 |
| 12/29/2010 19:45 | N | DC_EGPS_L_A | 13.68 |
| 12/29/2010 19:45 | N | H_HOLLOW_E_1 | -19.04 |
| 12/29/2010 19:45 | N | HHOLLOW4_E_1 | -19.04 |
| 12/29/2010 19:45 | N | R_LH2SES_1 | 24.81 |
| 12/29/2010 19:45 | N | R_PB2SES_1 | -17.72 |
| 12/29/2010 19:45 | N | R_PB2SES_2 | -17.72 |
| 12/29/2010 19:45 | N | R_PB2SES_3 | -17.72 |
| 12/29/2010 19:45 | N | R_PB2SES_4 | -17.72 |
| 12/29/2010 19:45 | N | R_PB2SES_5 | -17.72 |
| 12/29/2010 19:45 | N | AUTO_EPS_390 | 24.68 |
| 12/29/2010 19:50 | N | DC_ROAD_L_B | 22.67 |
| 12/29/2010 19:50 | N | DC_EGPS_L_A | 17.73 |
| 12/29/2010 19:50 | N | H_HOLLOW_E_1 | -1.35 |
| 12/29/2010 19:50 | N | HHOLLOW4_E_1 | -1.35 |
| 12/29/2010 19:50 | N | R_LH2SES_1 | 24.3 |
| 12/29/2010 19:50 | N | R_PB2SES_1 | -1.82 |
| 12/29/2010 19:50 | N | R_PB2SES_2 | -1.82 |
| 12/29/2010 19:50 | N | R_PB2SES_3 | -1.82 |
| 12/29/2010 19:50 | N | R_PB2SES_4 | -1.82 |
| 12/29/2010 19:50 | N | R_PB2SES_5 | -1.82 |
| 12/29/2010 19:50 | N | AUTO_EPS_390 | 24.22 |
| 12/29/2010 19:55 | N | DC_ROAD_L_B | 21.88 |
| 12/29/2010 19:55 | N | DC_EGPS_L_A | 17.29 |
| 12/29/2010 19:55 | N | H_HOLLOW_E_1 | -0.47 |
| 12/29/2010 19:55 | N | HHOLLOW4_E_1 | -0.47 |
| 12/29/2010 19:55 | N | R_LH2SES_1 | 23.4 |
| 12/29/2010 19:55 | N | R_PB2SES_1 | -0.9 |
| 12/29/2010 19:55 | N | R_PB2SES_2 | -0.9 |
| 12/29/2010 19:55 | N | R_PB2SES_3 | -0.9 |
| 12/29/2010 19:55 | N | R_PB2SES_4 | -0.9 |
| 12/29/2010 19:55 | N | R_PB2SES_5 | -0.9 |
| 12/29/2010 19:55 | N | AUTO_EPS_390 | 23.33 |
| 12/29/2010 20:00 | N | DC_ROAD_L_B | 22.62 |
| 12/29/2010 20:00 | N | DC_EGPS_L_A | 18.95 |
| 12/29/2010 20:00 | N | H_HOLLOW_E_1 | -0.71 |

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| 12/29/2010 20:00 | N | HHOLLOW4_E_1 | -0.71 |
| 12/29/2010 20:00 | N | R_LH2SES_1 | 23.98 |
| 12/29/2010 20:00 | N | R_PB2SES_1 | 32.52 |
| 12/29/2010 20:00 | N | R_PB2SES_2 | 32.52 |
| 12/29/2010 20:00 | N | R_PB2SES_3 | 32.52 |
| 12/29/2010 20:00 | N | R_PB2SES_4 | 32.52 |
| 12/29/2010 20:00 | N | R_PB2SES_5 | 32.52 |
| 12/29/2010 20:00 | N | AUTO_EPS_390 | 23.9 |
| 12/29/2010 20:05 | N | DC_ROAD_L_B | 22.3 |
| 12/29/2010 20:05 | N | DC_EGPS_L_A | 17.62 |
| 12/29/2010 20:05 | N | H_HOLLOW_E_1 | -0.47 |
| 12/29/2010 20:05 | N | HHOLLOW4_E_1 | -0.47 |
| 12/29/2010 20:05 | N | R_LH2SES_1 | 23.84 |
| 12/29/2010 20:05 | N | R_PB2SES_1 | -0.91 |
| 12/29/2010 20:05 | N | R_PB2SES_2 | -0.91 |
| 12/29/2010 20:05 | N | R_PB2SES_3 | -0.91 |
| 12/29/2010 20:05 | N | R_PB2SES_4 | -0.91 |
| 12/29/2010 20:05 | N | R_PB2SES_5 | -0.91 |
| 12/29/2010 20:05 | N | AUTO_EPS_390 | 23.77 |
| 12/29/2010 20:10 | N | DC_ROAD_L_B | 22.17 |
| 12/29/2010 20:10 | N | DC_EGPS_L_A | 16.26 |
| 12/29/2010 20:10 | N | H_HOLLOW_E_1 | -6.68 |
| 12/29/2010 20:10 | N | HHOLLOW4_E_1 | -6.68 |
| 12/29/2010 20:10 | N | R_LH2SES_1 | 24.12 |
| 12/29/2010 20:10 | N | R_PB2SES_1 | -6.54 |
| 12/29/2010 20:10 | N | R_PB2SES_2 | -6.54 |
| 12/29/2010 20:10 | N | R_PB2SES_3 | -6.54 |
| 12/29/2010 20:10 | N | R_PB2SES_4 | -6.54 |
| 12/29/2010 20:10 | N | R_PB2SES_5 | -6.54 |
| 12/29/2010 20:10 | N | AUTO_EPS_390 | 24.03 |
| 12/29/2010 20:15 | N | DC_ROAD_L_B | 22.44 |
| 12/29/2010 20:15 | N | DC_EGPS_L_A | 17.7 |
| 12/29/2010 20:15 | N | H_HOLLOW_E_1 | -0.62 |
| 12/29/2010 20:15 | N | HHOLLOW4_E_1 | -0.62 |
| 12/29/2010 20:15 | N | R_LH2SES_1 | 24 |
| 12/29/2010 20:15 | N | R_PB2SES_1 | -1.05 |
| 12/29/2010 20:15 | N | R_PB2SES_2 | -1.05 |
| 12/29/2010 20:15 | N | R_PB2SES_3 | -1.05 |
| 12/29/2010 20:15 | N | R_PB2SES_4 | -1.05 |
| 12/29/2010 20:15 | N | R_PB2SES_5 | -1.05 |
| 12/29/2010 20:15 | N | AUTO_EPS_390 | 23.93 |
| 12/29/2010 20:20 | N | DC_ROAD_L_B | 22.36 |
| 12/29/2010 20:20 | N | DC_EGPS_L_A | 17.64 |
| 12/29/2010 20:20 | N | H_HOLLOW_E_1 | -0.61 |
| 12/29/2010 20:20 | N | HHOLLOW4_E_1 | -0.61 |
| 12/29/2010 20:20 | N | R_LH2SES_1 | 23.92 |
| 12/29/2010 20:20 | N | R_PB2SES_1 | -1.06 |

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| 12/29/2010 20:20 | N | R_PB2SES_2 | -1.06 |
| 12/29/2010 20:20 | N | R_PB2SES_3 | -1.06 |
| 12/29/2010 20:20 | N | R_PB2SES_4 | -1.06 |
| 12/29/2010 20:20 | N | R_PB2SES_5 | -1.06 |
| 12/29/2010 20:20 | N | AUTO_EPS_390 | 23.84 |
| 12/29/2010 20:25 | N | DC_ROAD_L_B | 22.2 |
| 12/29/2010 20:25 | N | DC_EGPS_L_A | 17.52 |
| 12/29/2010 20:25 | N | H_HOLLOW_E_1 | -0.61 |
| 12/29/2010 20:25 | N | HHOLLOW4_E_1 | -0.61 |
| 12/29/2010 20:25 | N | R_LH2SES_1 | 23.74 |
| 12/29/2010 20:25 | N | R_PB2SES_1 | -1.05 |
| 12/29/2010 20:25 | N | R_PB2SES_2 | -1.05 |
| 12/29/2010 20:25 | N | R_PB2SES_3 | -1.05 |
| 12/29/2010 20:25 | N | R_PB2SES_4 | -1.05 |
| 12/29/2010 20:25 | N | R_PB2SES_5 | -1.05 |
| 12/29/2010 20:25 | N | AUTO_EPS_390 | 23.67 |
| 12/29/2010 20:30 | N | DC_ROAD_L_B | 22.06 |
| 12/29/2010 20:30 | N | DC_EGPS_L_A | 17.41 |
| 12/29/2010 20:30 | N | H_HOLLOW_E_1 | -0.6 |
| 12/29/2010 20:30 | N | HHOLLOW4_E_1 | -0.6 |
| 12/29/2010 20:30 | N | R_LH2SES_1 | 23.6 |
| 12/29/2010 20:30 | N | R_PB2SES_1 | -1.04 |
| 12/29/2010 20:30 | N | R_PB2SES_2 | -1.04 |
| 12/29/2010 20:30 | N | R_PB2SES_3 | -1.04 |
| 12/29/2010 20:30 | N | R_PB2SES_4 | -1.04 |
| 12/29/2010 20:30 | N | R_PB2SES_5 | -1.04 |
| 12/29/2010 20:30 | N | AUTO_EPS_390 | 23.52 |
| 12/29/2010 20:35 | N | DC_ROAD_L_B | 21.84 |
| 12/29/2010 20:35 | N | DC_EGPS_L_A | 17.07 |
| 12/29/2010 20:35 | N | H_HOLLOW_E_1 | -1.37 |
| 12/29/2010 20:35 | N | HHOLLOW4_E_1 | -1.37 |
| 12/29/2010 20:35 | N | R_LH2SES_1 | 23.41 |
| 12/29/2010 20:35 | N | R_PB2SES_1 | -1.82 |
| 12/29/2010 20:35 | N | R_PB2SES_2 | -1.82 |
| 12/29/2010 20:35 | N | R_PB2SES_3 | -1.82 |
| 12/29/2010 20:35 | N | R_PB2SES_4 | -1.82 |
| 12/29/2010 20:35 | N | R_PB2SES_5 | -1.82 |
| 12/29/2010 20:35 | N | AUTO_EPS_390 | 23.33 |
| 12/29/2010 20:40 | N | DC_ROAD_L_B | 21.68 |
| 12/29/2010 20:40 | N | DC_EGPS_L_A | 16.1 |
| 12/29/2010 20:40 | N | H_HOLLOW_E_1 | -5.48 |
| 12/29/2010 20:40 | N | HHOLLOW4_E_1 | -5.48 |
| 12/29/2010 20:40 | N | R_LH2SES_1 | 23.51 |
| 12/29/2010 20:40 | N | R_PB2SES_1 | -6.01 |
| 12/29/2010 20:40 | N | R_PB2SES_2 | -6.01 |
| 12/29/2010 20:40 | N | R_PB2SES_3 | -6.01 |
| 12/29/2010 20:40 | N | R_PB2SES_4 | -6.01 |

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| 12/29/2010 20:40 | N | R_PB2SES_5 | -6.01 |
| 12/29/2010 20:40 | N | AUTO_EPS_390 | 23.43 |
| 12/29/2010 20:45 | N | DC_ROAD_L_B | 21.05 |
| 12/29/2010 20:45 | N | DC_EGPS_L_A | 12.97 |
| 12/29/2010 20:45 | N | H_HOLLOW_E_1 | -18.27 |
| 12/29/2010 20:45 | N | HHOLLOW4_E_1 | -18.27 |
| 12/29/2010 20:45 | N | R_LH2SES_1 | 23.71 |
| 12/29/2010 20:45 | N | R_PB2SES_1 | -19.04 |
| 12/29/2010 20:45 | N | R_PB2SES_2 | -19.04 |
| 12/29/2010 20:45 | N | R_PB2SES_3 | -19.04 |
| 12/29/2010 20:45 | N | R_PB2SES_4 | -19.04 |
| 12/29/2010 20:45 | N | R_PB2SES_5 | -19.04 |
| 12/29/2010 20:45 | N | AUTO_EPS_390 | 23.59 |
| 12/29/2010 20:50 | N | DC_ROAD_L_B | 21.09 |
| 12/29/2010 20:50 | N | DC_EGPS_L_A | 12.89 |
| 12/29/2010 20:50 | N | H_HOLLOW_E_1 | -19.11 |
| 12/29/2010 20:50 | N | HHOLLOW4_E_1 | -19.11 |
| 12/29/2010 20:50 | N | R_LH2SES_1 | 23.8 |
| 12/29/2010 20:50 | N | R_PB2SES_1 | -17.77 |
| 12/29/2010 20:50 | N | R_PB2SES_2 | -17.77 |
| 12/29/2010 20:50 | N | R_PB2SES_3 | -17.77 |
| 12/29/2010 20:50 | N | R_PB2SES_4 | -17.77 |
| 12/29/2010 20:50 | N | R_PB2SES_5 | -17.77 |
| 12/29/2010 20:50 | N | AUTO_EPS_390 | 23.67 |
| 12/29/2010 20:55 | N | DC_ROAD_L_B | 20.75 |
| 12/29/2010 20:55 | N | DC_EGPS_L_A | 12.61 |
| 12/29/2010 20:55 | N | H_HOLLOW_E_1 | -19.13 |
| 12/29/2010 20:55 | N | HHOLLOW4_E_1 | -19.13 |
| 12/29/2010 20:55 | N | R_LH2SES_1 | 23.43 |
| 12/29/2010 20:55 | N | R_PB2SES_1 | -17.78 |
| 12/29/2010 20:55 | N | R_PB2SES_2 | -17.78 |
| 12/29/2010 20:55 | N | R_PB2SES_3 | -17.78 |
| 12/29/2010 20:55 | N | R_PB2SES_4 | -17.78 |
| 12/29/2010 20:55 | N | R_PB2SES_5 | -17.78 |
| 12/29/2010 20:55 | N | AUTO_EPS_390 | 23.31 |
| 12/29/2010 21:00 | N | DC_ROAD_L_B | 21.4 |
| 12/29/2010 21:00 | N | DC_EGPS_L_A | 16.72 |
| 12/29/2010 21:00 | N | H_HOLLOW_E_1 | -1.39 |
| 12/29/2010 21:00 | N | HHOLLOW4_E_1 | -1.39 |
| 12/29/2010 21:00 | N | R_LH2SES_1 | 22.95 |
| 12/29/2010 21:00 | N | R_PB2SES_1 | -1.73 |
| 12/29/2010 21:00 | N | R_PB2SES_2 | -1.73 |
| 12/29/2010 21:00 | N | R_PB2SES_3 | -1.73 |
| 12/29/2010 21:00 | N | R_PB2SES_4 | -1.73 |
| 12/29/2010 21:00 | N | R_PB2SES_5 | -1.73 |
| 12/29/2010 21:00 | N | AUTO_EPS_390 | 22.87 |
| 12/29/2010 21:05 | N | DC_ROAD_L_B | 21.41 |

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| 12/29/2010 21:05 | N | DC_EGPS_L_A | 16.88 |
| 12/29/2010 21:05 | N | H_HOLLOW_E_1 | -0.58 |
| 12/29/2010 21:05 | N | HHOLLOW4_E_1 | -0.58 |
| 12/29/2010 21:05 | N | R_LH2SES_1 | 22.9 |
| 12/29/2010 21:05 | N | R_PB2SES_1 | -1.01 |
| 12/29/2010 21:05 | N | R_PB2SES_2 | -1.01 |
| 12/29/2010 21:05 | N | R_PB2SES_3 | -1.01 |
| 12/29/2010 21:05 | N | R_PB2SES_4 | -1.01 |
| 12/29/2010 21:05 | N | R_PB2SES_5 | -1.01 |
| 12/29/2010 21:05 | N | AUTO_EPS_390 | 22.83 |
| 12/29/2010 21:10 | N | DC_ROAD_L_B | 21.29 |
| 12/29/2010 21:10 | N | DC_EGPS_L_A | 15.7 |
| 12/29/2010 21:10 | N | H_HOLLOW_E_1 | -9.85 |
| 12/29/2010 21:10 | N | HHOLLOW4_E_1 | -9.85 |
| 12/29/2010 21:10 | N | R_LH2SES_1 | 23.23 |
| 12/29/2010 21:10 | N | R_PB2SES_1 | 13.96 |
| 12/29/2010 21:10 | N | R_PB2SES_2 | 13.96 |
| 12/29/2010 21:10 | N | R_PB2SES_3 | 13.96 |
| 12/29/2010 21:10 | N | R_PB2SES_4 | 13.96 |
| 12/29/2010 21:10 | N | R_PB2SES_5 | 13.96 |
| 12/29/2010 21:10 | N | AUTO_EPS_390 | 23.14 |
| 12/29/2010 21:15 | N | DC_ROAD_L_B | 20.82 |
| 12/29/2010 21:15 | N | DC_EGPS_L_A | 12.99 |
| 12/29/2010 21:15 | N | H_HOLLOW_E_1 | -18.48 |
| 12/29/2010 21:15 | N | HHOLLOW4_E_1 | -18.48 |
| 12/29/2010 21:15 | N | R_LH2SES_1 | 23.43 |
| 12/29/2010 21:15 | N | R_PB2SES_1 | -11.68 |
| 12/29/2010 21:15 | N | R_PB2SES_2 | -11.68 |
| 12/29/2010 21:15 | N | R_PB2SES_3 | -11.68 |
| 12/29/2010 21:15 | N | R_PB2SES_4 | -11.68 |
| 12/29/2010 21:15 | N | R_PB2SES_5 | -11.68 |
| 12/29/2010 21:15 | N | AUTO_EPS_390 | 23.3 |
| 12/29/2010 21:20 | N | DC_ROAD_L_B | 21.03 |
| 12/29/2010 21:20 | N | DC_EGPS_L_A | 12.77 |
| 12/29/2010 21:20 | N | H_HOLLOW_E_1 | -19.18 |
| 12/29/2010 21:20 | N | HHOLLOW4_E_1 | -19.18 |
| 12/29/2010 21:20 | N | R_LH2SES_1 | 23.75 |
| 12/29/2010 21:20 | N | R_PB2SES_1 | -19.96 |
| 12/29/2010 21:20 | N | R_PB2SES_2 | -19.96 |
| 12/29/2010 21:20 | N | R_PB2SES_3 | -19.96 |
| 12/29/2010 21:20 | N | R_PB2SES_4 | -19.96 |
| 12/29/2010 21:20 | N | R_PB2SES_5 | -19.96 |
| 12/29/2010 21:20 | N | AUTO_EPS_390 | 23.62 |
| 12/29/2010 21:25 | N | DC_ROAD_L_B | 21.05 |
| 12/29/2010 21:25 | N | DC_EGPS_L_A | 12.78 |
| 12/29/2010 21:25 | N | H_HOLLOW_E_1 | -19.2 |
| 12/29/2010 21:25 | N | HHOLLOW4_E_1 | -19.2 |

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| 12/29/2010 21:25 | N | R_LH2SES_1 | 23.77 |
| 12/29/2010 21:25 | N | R_PB2SES_1 | -19.98 |
| 12/29/2010 21:25 | N | R_PB2SES_2 | -19.98 |
| 12/29/2010 21:25 | N | R_PB2SES_3 | -19.98 |
| 12/29/2010 21:25 | N | R_PB2SES_4 | -19.98 |
| 12/29/2010 21:25 | N | R_PB2SES_5 | -19.98 |
| 12/29/2010 21:25 | N | AUTO_EPS_390 | 23.64 |
| 12/29/2010 21:30 | N | DC_ROAD_L_B | 19.34 |
| 12/29/2010 21:30 | N | DC_EGPS_L_A | 15.25 |
| 12/29/2010 21:30 | N | H_HOLLOW_E_1 | -0.53 |
| 12/29/2010 21:30 | N | HHOLLOW4_E_1 | -0.53 |
| 12/29/2010 21:30 | N | R_LH2SES_1 | 20.68 |
| 12/29/2010 21:30 | N | R_PB2SES_1 | -0.91 |
| 12/29/2010 21:30 | N | R_PB2SES_2 | -0.91 |
| 12/29/2010 21:30 | N | R_PB2SES_3 | -0.91 |
| 12/29/2010 21:30 | N | R_PB2SES_4 | -0.91 |
| 12/29/2010 21:30 | N | R_PB2SES_5 | -0.91 |
| 12/29/2010 21:30 | N | AUTO_EPS_390 | 20.62 |
| 12/29/2010 21:35 | N | DC_ROAD_L_B | 19.18 |
| 12/29/2010 21:35 | N | DC_EGPS_L_A | 15.13 |
| 12/29/2010 21:35 | N | H_HOLLOW_E_1 | -0.49 |
| 12/29/2010 21:35 | N | HHOLLOW4_E_1 | -0.49 |
| 12/29/2010 21:35 | N | R_LH2SES_1 | 20.51 |
| 12/29/2010 21:35 | N | R_PB2SES_1 | -0.87 |
| 12/29/2010 21:35 | N | R_PB2SES_2 | -0.87 |
| 12/29/2010 21:35 | N | R_PB2SES_3 | -0.87 |
| 12/29/2010 21:35 | N | R_PB2SES_4 | -0.87 |
| 12/29/2010 21:35 | N | R_PB2SES_5 | -0.87 |
| 12/29/2010 21:35 | N | AUTO_EPS_390 | 20.45 |
| 12/29/2010 21:40 | N | DC_ROAD_L_B | 20.38 |
| 12/29/2010 21:40 | N | DC_EGPS_L_A | 12.41 |
| 12/29/2010 21:40 | N | H_HOLLOW_E_1 | -18.73 |
| 12/29/2010 21:40 | N | HHOLLOW4_E_1 | -18.73 |
| 12/29/2010 21:40 | N | R_LH2SES_1 | 23.01 |
| 12/29/2010 21:40 | N | R_PB2SES_1 | -17.41 |
| 12/29/2010 21:40 | N | R_PB2SES_2 | -17.41 |
| 12/29/2010 21:40 | N | R_PB2SES_3 | -17.41 |
| 12/29/2010 21:40 | N | R_PB2SES_4 | -17.41 |
| 12/29/2010 21:40 | N | R_PB2SES_5 | -17.41 |
| 12/29/2010 21:40 | N | AUTO_EPS_390 | 22.89 |
| 12/29/2010 21:45 | N | DC_ROAD_L_B | 20.15 |
| 12/29/2010 21:45 | N | DC_EGPS_L_A | 12.13 |
| 12/29/2010 21:45 | N | H_HOLLOW_E_1 | -19.21 |
| 12/29/2010 21:45 | N | HHOLLOW4_E_1 | -19.21 |
| 12/29/2010 21:45 | N | R_LH2SES_1 | 22.8 |
| 12/29/2010 21:45 | N | R_PB2SES_1 | -17.84 |
| 12/29/2010 21:45 | N | R_PB2SES_2 | -17.84 |

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| 12/29/2010 21:45 | N | R_PB2SES_3 | -17.84 |
| 12/29/2010 21:45 | N | R_PB2SES_4 | -17.84 |
| 12/29/2010 21:45 | N | R_PB2SES_5 | -17.84 |
| 12/29/2010 21:45 | N | AUTO_EPS_390 | 22.68 |
| 12/29/2010 21:50 | N | DC_ROAD_L_B | 20.12 |
| 12/29/2010 21:50 | N | DC_EGPS_L_A | 12.03 |
| 12/29/2010 21:50 | N | H_HOLLOW_E_1 | -19.33 |
| 12/29/2010 21:50 | N | HHOLLOW4_E_1 | -19.33 |
| 12/29/2010 21:50 | N | R_LH2SES_1 | 22.78 |
| 12/29/2010 21:50 | N | R_PB2SES_1 | -20.1 |
| 12/29/2010 21:50 | N | R_PB2SES_2 | -20.1 |
| 12/29/2010 21:50 | N | R_PB2SES_3 | -20.1 |
| 12/29/2010 21:50 | N | R_PB2SES_4 | -20.1 |
| 12/29/2010 21:50 | N | R_PB2SES_5 | -20.1 |
| 12/29/2010 21:50 | N | AUTO_EPS_390 | 22.66 |
| 12/29/2010 21:55 | N | DC_ROAD_L_B | 19.65 |
| 12/29/2010 21:55 | N | DC_EGPS_L_A | 11.65 |
| 12/29/2010 21:55 | N | H_HOLLOW_E_1 | -19.31 |
| 12/29/2010 21:55 | N | HHOLLOW4_E_1 | -19.31 |
| 12/29/2010 21:55 | N | R_LH2SES_1 | 22.29 |
| 12/29/2010 21:55 | N | R_PB2SES_1 | -20.07 |
| 12/29/2010 21:55 | N | R_PB2SES_2 | -20.07 |
| 12/29/2010 21:55 | N | R_PB2SES_3 | -20.07 |
| 12/29/2010 21:55 | N | R_PB2SES_4 | -20.07 |
| 12/29/2010 21:55 | N | R_PB2SES_5 | -20.07 |
| 12/29/2010 21:55 | N | AUTO_EPS_390 | 22.16 |
| 12/29/2010 21:58 | N | DC_ROAD_L_B | 18.49 |
| 12/29/2010 21:58 | N | DC_EGPS_L_A | 10.93 |
| 12/29/2010 21:58 | N | H_HOLLOW_E_1 | -18.57 |
| 12/29/2010 21:58 | N | HHOLLOW4_E_1 | -18.57 |
| 12/29/2010 21:58 | N | R_LH2SES_1 | 20.99 |
| 12/29/2010 21:58 | N | R_PB2SES_1 | -17.23 |
| 12/29/2010 21:58 | N | R_PB2SES_2 | -17.23 |
| 12/29/2010 21:58 | N | R_PB2SES_3 | -17.23 |
| 12/29/2010 21:58 | N | R_PB2SES_4 | -17.23 |
| 12/29/2010 21:58 | N | R_PB2SES_5 | -17.23 |
| 12/29/2010 21:58 | N | AUTO_EPS_390 | 20.87 |
| 12/29/2010 22:00 | N | DC_ROAD_L_B | 18.52 |
| 12/29/2010 22:00 | N | DC_EGPS_L_A | 11.04 |
| 12/29/2010 22:00 | N | H_HOLLOW_E_1 | -18.14 |
| 12/29/2010 22:00 | N | HHOLLOW4_E_1 | -18.14 |
| 12/29/2010 22:00 | N | R_LH2SES_1 | 20.99 |
| 12/29/2010 22:00 | N | R_PB2SES_1 | -16.84 |
| 12/29/2010 22:00 | N | R_PB2SES_2 | -16.84 |
| 12/29/2010 22:00 | N | R_PB2SES_3 | -16.84 |
| 12/29/2010 22:00 | N | R_PB2SES_4 | -16.84 |
| 12/29/2010 22:00 | N | R_PB2SES_5 | -16.84 |

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| 12/29/2010 22:00 | N | AUTO_EPS_390 | 20.87 |
| 12/29/2010 22:05 | N | DC_ROAD_L_B | 20.1 |
| 12/29/2010 22:05 | N | DC_EGPS_L_A | 15.85 |
| 12/29/2010 22:05 | N | H_HOLLOW_E_1 | -0.55 |
| 12/29/2010 22:05 | N | HHOLLOW4_E_1 | -0.55 |
| 12/29/2010 22:05 | N | R_LH2SES_1 | 21.5 |
| 12/29/2010 22:05 | N | R_PB2SES_1 | -0.95 |
| 12/29/2010 22:05 | N | R_PB2SES_2 | -0.95 |
| 12/29/2010 22:05 | N | R_PB2SES_3 | -0.95 |
| 12/29/2010 22:05 | N | R_PB2SES_4 | -0.95 |
| 12/29/2010 22:05 | N | R_PB2SES_5 | -0.95 |
| 12/29/2010 22:05 | N | AUTO_EPS_390 | 21.43 |
| 12/29/2010 22:10 | N | DC_ROAD_L_B | 20.42 |
| 12/29/2010 22:10 | N | DC_EGPS_L_A | 15.09 |
| 12/29/2010 22:10 | N | H_HOLLOW_E_1 | -5.5 |
| 12/29/2010 22:10 | N | HHOLLOW4_E_1 | -5.5 |
| 12/29/2010 22:10 | N | R_LH2SES_1 | 22.17 |
| 12/29/2010 22:10 | N | R_PB2SES_1 | -6.01 |
| 12/29/2010 22:10 | N | R_PB2SES_2 | -6.01 |
| 12/29/2010 22:10 | N | R_PB2SES_3 | -6.01 |
| 12/29/2010 22:10 | N | R_PB2SES_4 | -6.01 |
| 12/29/2010 22:10 | N | R_PB2SES_5 | -6.01 |
| 12/29/2010 22:10 | N | AUTO_EPS_390 | 22.08 |
| 12/29/2010 22:15 | N | DC_ROAD_L_B | 19.78 |
| 12/29/2010 22:15 | N | DC_EGPS_L_A | 12.05 |
| 12/29/2010 22:15 | N | H_HOLLOW_E_1 | -18.23 |
| 12/29/2010 22:15 | N | HHOLLOW4_E_1 | -18.23 |
| 12/29/2010 22:15 | N | R_LH2SES_1 | 22.33 |
| 12/29/2010 22:15 | N | R_PB2SES_1 | -16.95 |
| 12/29/2010 22:15 | N | R_PB2SES_2 | -16.95 |
| 12/29/2010 22:15 | N | R_PB2SES_3 | -16.95 |
| 12/29/2010 22:15 | N | R_PB2SES_4 | -16.95 |
| 12/29/2010 22:15 | N | R_PB2SES_5 | -16.95 |
| 12/29/2010 22:15 | N | AUTO_EPS_390 | 22.21 |
| 12/29/2010 22:20 | N | DC_ROAD_L_B | 19.88 |
| 12/29/2010 22:20 | N | DC_EGPS_L_A | 11.81 |
| 12/29/2010 22:20 | N | H_HOLLOW_E_1 | -19.87 |
| 12/29/2010 22:20 | N | HHOLLOW4_E_1 | -19.87 |
| 12/29/2010 22:20 | N | R_LH2SES_1 | 22.53 |
| 12/29/2010 22:20 | N | R_PB2SES_1 | -18.44 |
| 12/29/2010 22:20 | N | R_PB2SES_2 | -18.44 |
| 12/29/2010 22:20 | N | R_PB2SES_3 | -18.44 |
| 12/29/2010 22:20 | N | R_PB2SES_4 | -18.44 |
| 12/29/2010 22:20 | N | R_PB2SES_5 | -18.44 |
| 12/29/2010 22:20 | N | AUTO_EPS_390 | 22.41 |
| 12/29/2010 22:25 | N | DC_ROAD_L_B | 19.85 |
| 12/29/2010 22:25 | N | DC_EGPS_L_A | 11.82 |

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| 12/29/2010 22:25 | N | H_HOLLOW_E_1 | -19.68 |
| 12/29/2010 22:25 | N | HHOLLOW4_E_1 | -19.68 |
| 12/29/2010 22:25 | N | R_LH2SES_1 | 22.49 |
| 12/29/2010 22:25 | N | R_PB2SES_1 | -18.26 |
| 12/29/2010 22:25 | N | R_PB2SES_2 | -18.26 |
| 12/29/2010 22:25 | N | R_PB2SES_3 | -18.26 |
| 12/29/2010 22:25 | N | R_PB2SES_4 | -18.26 |
| 12/29/2010 22:25 | N | R_PB2SES_5 | -18.26 |
| 12/29/2010 22:25 | N | AUTO_EPS_390 | 22.37 |
| 12/29/2010 22:30 | N | DC_ROAD_L_B | 19.58 |
| 12/29/2010 22:30 | N | DC_EGPS_L_A | 11.57 |
| 12/29/2010 22:30 | N | H_HOLLOW_E_1 | -19.83 |
| 12/29/2010 22:30 | N | HHOLLOW4_E_1 | -19.83 |
| 12/29/2010 22:30 | N | R_LH2SES_1 | 22.22 |
| 12/29/2010 22:30 | N | R_PB2SES_1 | -18.39 |
| 12/29/2010 22:30 | N | R_PB2SES_2 | -18.39 |
| 12/29/2010 22:30 | N | R_PB2SES_3 | -18.39 |
| 12/29/2010 22:30 | N | R_PB2SES_4 | -18.39 |
| 12/29/2010 22:30 | N | R_PB2SES_5 | -18.39 |
| 12/29/2010 22:30 | N | AUTO_EPS_390 | 22.1 |
| 12/29/2010 22:35 | N | DC_ROAD_L_B | 18.31 |
| 12/29/2010 22:35 | N | DC_EGPS_L_A | 10.59 |
| 12/29/2010 22:35 | N | H_HOLLOW_E_1 | -19.59 |
| 12/29/2010 22:35 | N | HHOLLOW4_E_1 | -19.59 |
| 12/29/2010 22:35 | N | R_LH2SES_1 | 20.85 |
| 12/29/2010 22:35 | N | R_PB2SES_1 | -18.15 |
| 12/29/2010 22:35 | N | R_PB2SES_2 | -18.15 |
| 12/29/2010 22:35 | N | R_PB2SES_3 | -18.15 |
| 12/29/2010 22:35 | N | R_PB2SES_4 | -18.15 |
| 12/29/2010 22:35 | N | R_PB2SES_5 | -18.15 |
| 12/29/2010 22:35 | N | AUTO_EPS_390 | 20.73 |
| 12/29/2010 22:40 | N | DC_ROAD_L_B | 17.94 |
| 12/29/2010 22:40 | N | DC_EGPS_L_A | 10.3 |
| 12/29/2010 22:40 | N | H_HOLLOW_E_1 | -19.62 |
| 12/29/2010 22:40 | N | HHOLLOW4_E_1 | -19.62 |
| 12/29/2010 22:40 | N | R_LH2SES_1 | 20.46 |
| 12/29/2010 22:40 | N | R_PB2SES_1 | -18.17 |
| 12/29/2010 22:40 | N | R_PB2SES_2 | -18.17 |
| 12/29/2010 22:40 | N | R_PB2SES_3 | -18.17 |
| 12/29/2010 22:40 | N | R_PB2SES_4 | -18.17 |
| 12/29/2010 22:40 | N | R_PB2SES_5 | -18.17 |
| 12/29/2010 22:40 | N | AUTO_EPS_390 | 20.35 |
| 12/29/2010 22:45 | N | DC_ROAD_L_B | 18.14 |
| 12/29/2010 22:45 | N | DC_EGPS_L_A | 10.37 |
| 12/29/2010 22:45 | N | H_HOLLOW_E_1 | -19.66 |
| 12/29/2010 22:45 | N | HHOLLOW4_E_1 | -19.66 |
| 12/29/2010 22:45 | N | R_LH2SES_1 | 20.69 |

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| 12/29/2010 22:45 | N | R_PB2SES_1 | -20.39 |
| 12/29/2010 22:45 | N | R_PB2SES_2 | -20.39 |
| 12/29/2010 22:45 | N | R_PB2SES_3 | -20.39 |
| 12/29/2010 22:45 | N | R_PB2SES_4 | -20.39 |
| 12/29/2010 22:45 | N | R_PB2SES_5 | -20.39 |
| 12/29/2010 22:45 | N | AUTO_EPS_390 | 20.57 |
| 12/29/2010 22:50 | N | DC_ROAD_L_B | 18.09 |
| 12/29/2010 22:50 | N | DC_EGPS_L_A | 10.34 |
| 12/29/2010 22:50 | N | H_HOLLOW_E_1 | -20 |
| 12/29/2010 22:50 | N | HHOLLOW4_E_1 | -20 |
| 12/29/2010 22:50 | N | R_LH2SES_1 | 20.65 |
| 12/29/2010 22:50 | N | R_PB2SES_1 | -18.52 |
| 12/29/2010 22:50 | N | R_PB2SES_2 | -18.52 |
| 12/29/2010 22:50 | N | R_PB2SES_3 | -18.52 |
| 12/29/2010 22:50 | N | R_PB2SES_4 | -18.52 |
| 12/29/2010 22:50 | N | R_PB2SES_5 | -18.52 |
| 12/29/2010 22:50 | N | AUTO_EPS_390 | 20.53 |
| 12/29/2010 22:55 | N | DC_ROAD_L_B | 17.87 |
| 12/29/2010 22:55 | N | DC_EGPS_L_A | 10.17 |
| 12/29/2010 22:55 | N | H_HOLLOW_E_1 | -19.95 |
| 12/29/2010 22:55 | N | HHOLLOW4_E_1 | -19.95 |
| 12/29/2010 22:55 | N | R_LH2SES_1 | 20.41 |
| 12/29/2010 22:55 | N | R_PB2SES_1 | -18.47 |
| 12/29/2010 22:55 | N | R_PB2SES_2 | -18.47 |
| 12/29/2010 22:55 | N | R_PB2SES_3 | -18.47 |
| 12/29/2010 22:55 | N | R_PB2SES_4 | -18.47 |
| 12/29/2010 22:55 | N | R_PB2SES_5 | -18.47 |
| 12/29/2010 22:55 | N | AUTO_EPS_390 | 20.29 |
| 12/29/2010 23:00 | N | DC_ROAD_L_B | 17.58 |
| 12/29/2010 23:00 | N | DC_EGPS_L_A | 9.92 |
| 12/29/2010 23:00 | N | H_HOLLOW_E_1 | -20.05 |
| 12/29/2010 23:00 | N | HHOLLOW4_E_1 | -20.05 |
| 12/29/2010 23:00 | N | R_LH2SES_1 | 20.11 |
| 12/29/2010 23:00 | N | R_PB2SES_1 | -18.55 |
| 12/29/2010 23:00 | N | R_PB2SES_2 | -18.55 |
| 12/29/2010 23:00 | N | R_PB2SES_3 | -18.55 |
| 12/29/2010 23:00 | N | R_PB2SES_4 | -18.55 |
| 12/29/2010 23:00 | N | R_PB2SES_5 | -18.55 |
| 12/29/2010 23:00 | N | AUTO_EPS_390 | 19.99 |
| 12/29/2010 23:05 | N | DC_ROAD_L_B | 17.48 |
| 12/29/2010 23:05 | N | DC_EGPS_L_A | 9.87 |
| 12/29/2010 23:05 | N | H_HOLLOW_E_1 | -19.84 |
| 12/29/2010 23:05 | N | HHOLLOW4_E_1 | -19.84 |
| 12/29/2010 23:05 | N | R_LH2SES_1 | 19.99 |
| 12/29/2010 23:05 | N | R_PB2SES_1 | -18.37 |
| 12/29/2010 23:05 | N | R_PB2SES_2 | -18.37 |
| 12/29/2010 23:05 | N | R_PB2SES_3 | -18.37 |

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| 12/29/2010 23:05 | N | R_PB2SES_4 | -18.37 |
| 12/29/2010 23:05 | N | R_PB2SES_5 | -18.37 |
| 12/29/2010 23:05 | N | AUTO_EPS_390 | 19.87 |
| 12/29/2010 23:10 | N | DC_ROAD_L_B | 17.66 |
| 12/29/2010 23:10 | N | DC_EGPS_L_A | 10.03 |
| 12/29/2010 23:10 | N | H_HOLLOW_E_1 | -19.75 |
| 12/29/2010 23:10 | N | HHOLLOW4_E_1 | -19.75 |
| 12/29/2010 23:10 | N | R_LH2SES_1 | 20.18 |
| 12/29/2010 23:10 | N | R_PB2SES_1 | -18.29 |
| 12/29/2010 23:10 | N | R_PB2SES_2 | -18.29 |
| 12/29/2010 23:10 | N | R_PB2SES_3 | -18.29 |
| 12/29/2010 23:10 | N | R_PB2SES_4 | -18.29 |
| 12/29/2010 23:10 | N | R_PB2SES_5 | -18.29 |
| 12/29/2010 23:10 | N | AUTO_EPS_390 | 20.06 |
| 12/29/2010 23:15 | N | DC_ROAD_L_B | 17.55 |
| 12/29/2010 23:15 | N | DC_EGPS_L_A | 9.94 |
| 12/29/2010 23:15 | N | H_HOLLOW_E_1 | -19.78 |
| 12/29/2010 23:15 | N | HHOLLOW4_E_1 | -19.78 |
| 12/29/2010 23:15 | N | R_LH2SES_1 | 20.06 |
| 12/29/2010 23:15 | N | R_PB2SES_1 | -18.31 |
| 12/29/2010 23:15 | N | R_PB2SES_2 | -18.31 |
| 12/29/2010 23:15 | N | R_PB2SES_3 | -18.31 |
| 12/29/2010 23:15 | N | R_PB2SES_4 | -18.31 |
| 12/29/2010 23:15 | N | R_PB2SES_5 | -18.31 |
| 12/29/2010 23:15 | N | AUTO_EPS_390 | 19.94 |
| 12/29/2010 23:20 | N | DC_ROAD_L_B | 17 |
| 12/29/2010 23:20 | N | DC_EGPS_L_A | 9.51 |
| 12/29/2010 23:20 | N | H_HOLLOW_E_1 | -19.76 |
| 12/29/2010 23:20 | N | HHOLLOW4_E_1 | -19.76 |
| 12/29/2010 23:20 | N | R_LH2SES_1 | 19.47 |
| 12/29/2010 23:20 | N | R_PB2SES_1 | -18.28 |
| 12/29/2010 23:20 | N | R_PB2SES_2 | -18.28 |
| 12/29/2010 23:20 | N | R_PB2SES_3 | -18.28 |
| 12/29/2010 23:20 | N | R_PB2SES_4 | -18.28 |
| 12/29/2010 23:20 | N | R_PB2SES_5 | -18.28 |
| 12/29/2010 23:20 | N | AUTO_EPS_390 | 19.36 |
| 12/29/2010 23:25 | N | DC_ROAD_L_B | 16.47 |
| 12/29/2010 23:25 | N | DC_EGPS_L_A | 9.06 |
| 12/29/2010 23:25 | N | H_HOLLOW_E_1 | -19.91 |
| 12/29/2010 23:25 | N | HHOLLOW4_E_1 | -19.91 |
| 12/29/2010 23:25 | N | R_LH2SES_1 | 18.92 |
| 12/29/2010 23:25 | N | R_PB2SES_1 | -18.41 |
| 12/29/2010 23:25 | N | R_PB2SES_2 | -18.41 |
| 12/29/2010 23:25 | N | R_PB2SES_3 | -18.41 |
| 12/29/2010 23:25 | N | R_PB2SES_4 | -18.41 |
| 12/29/2010 23:25 | N | R_PB2SES_5 | -18.41 |
| 12/29/2010 23:25 | N | AUTO_EPS_390 | 18.81 |

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| 12/29/2010 23:30 | N | DC_ROAD_L_B | 16.86 |
| 12/29/2010 23:30 | N | DC_EGPS_L_A | 9.11 |
| 12/29/2010 23:30 | N | H_HOLLOW_E_1 | -20.79 |
| 12/29/2010 23:30 | N | HHOLLOW4_E_1 | -20.79 |
| 12/29/2010 23:30 | N | R_LH2SES_1 | 19.41 |
| 12/29/2010 23:30 | N | R_PB2SES_1 | -21.52 |
| 12/29/2010 23:30 | N | R_PB2SES_2 | -21.52 |
| 12/29/2010 23:30 | N | R_PB2SES_3 | -21.52 |
| 12/29/2010 23:30 | N | R_PB2SES_4 | -21.52 |
| 12/29/2010 23:30 | N | R_PB2SES_5 | -21.52 |
| 12/29/2010 23:30 | N | AUTO_EPS_390 | 19.29 |
| 12/29/2010 23:35 | N | DC_ROAD_L_B | 16.78 |
| 12/29/2010 23:35 | N | DC_EGPS_L_A | 9.14 |
| 12/29/2010 23:35 | N | H_HOLLOW_E_1 | -20.74 |
| 12/29/2010 23:35 | N | HHOLLOW4_E_1 | -20.74 |
| 12/29/2010 23:35 | N | R_LH2SES_1 | 19.31 |
| 12/29/2010 23:35 | N | R_PB2SES_1 | -19.16 |
| 12/29/2010 23:35 | N | R_PB2SES_2 | -19.16 |
| 12/29/2010 23:35 | N | R_PB2SES_3 | -19.16 |
| 12/29/2010 23:35 | N | R_PB2SES_4 | -19.16 |
| 12/29/2010 23:35 | N | R_PB2SES_5 | -19.16 |
| 12/29/2010 23:35 | N | AUTO_EPS_390 | 19.19 |
| 12/29/2010 23:40 | N | DC_ROAD_L_B | 16.14 |
| 12/29/2010 23:40 | N | DC_EGPS_L_A | 8.66 |
| 12/29/2010 23:40 | N | H_HOLLOW_E_1 | -20.61 |
| 12/29/2010 23:40 | N | HHOLLOW4_E_1 | -20.61 |
| 12/29/2010 23:40 | N | R_LH2SES_1 | 18.61 |
| 12/29/2010 23:40 | N | R_PB2SES_1 | -19.03 |
| 12/29/2010 23:40 | N | R_PB2SES_2 | -19.03 |
| 12/29/2010 23:40 | N | R_PB2SES_3 | -19.03 |
| 12/29/2010 23:40 | N | R_PB2SES_4 | -19.03 |
| 12/29/2010 23:40 | N | R_PB2SES_5 | -19.03 |
| 12/29/2010 23:40 | N | AUTO_EPS_390 | 18.5 |
| 12/29/2010 23:45 | N | DC_ROAD_L_B | 14.81 |
| 12/29/2010 23:45 | N | DC_EGPS_L_A | 7.71 |
| 12/29/2010 23:45 | N | H_HOLLOW_E_1 | -20.07 |
| 12/29/2010 23:45 | N | HHOLLOW4_E_1 | -20.07 |
| 12/29/2010 23:45 | N | R_LH2SES_1 | 17.16 |
| 12/29/2010 23:45 | N | R_PB2SES_1 | -18.52 |
| 12/29/2010 23:45 | N | R_PB2SES_2 | -18.52 |
| 12/29/2010 23:45 | N | R_PB2SES_3 | -18.52 |
| 12/29/2010 23:45 | N | R_PB2SES_4 | -18.52 |
| 12/29/2010 23:45 | N | R_PB2SES_5 | -18.52 |
| 12/29/2010 23:45 | N | AUTO_EPS_390 | 17.05 |
| 12/29/2010 23:50 | N | DC_ROAD_L_B | 15.72 |
| 12/29/2010 23:50 | N | DC_EGPS_L_A | 8.44 |
| 12/29/2010 23:50 | N | H_HOLLOW_E_1 | -20.02 |

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| 12/29/2010 23:50 | N | HHOLLOW4_E_1 | -20.02 |
| 12/29/2010 23:50 | N | R_LH2SES_1 | 18.13 |
| 12/29/2010 23:50 | N | R_PB2SES_1 | -18.49 |
| 12/29/2010 23:50 | N | R_PB2SES_2 | -18.49 |
| 12/29/2010 23:50 | N | R_PB2SES_3 | -18.49 |
| 12/29/2010 23:50 | N | R_PB2SES_4 | -18.49 |
| 12/29/2010 23:50 | N | R_PB2SES_5 | -18.49 |
| 12/29/2010 23:50 | N | AUTO_EPS_390 | 18.02 |
| 12/29/2010 23:55 | N | DC_ROAD_L_B | 14.16 |
| 12/29/2010 23:55 | N | DC_EGPS_L_A | 7.19 |
| 12/29/2010 23:55 | N | H_HOLLOW_E_1 | -20.07 |
| 12/29/2010 23:55 | N | HHOLLOW4_E_1 | -20.07 |
| 12/29/2010 23:55 | N | R_LH2SES_1 | 16.46 |
| 12/29/2010 23:55 | N | R_PB2SES_1 | -18.51 |
| 12/29/2010 23:55 | N | R_PB2SES_2 | -18.51 |
| 12/29/2010 23:55 | N | R_PB2SES_3 | -18.51 |
| 12/29/2010 23:55 | N | R_PB2SES_4 | -18.51 |
| 12/29/2010 23:55 | N | R_PB2SES_5 | -18.51 |
| 12/29/2010 23:55 | N | AUTO_EPS_390 | 16.35 |
| 12/29/2010 23:55 | N | DC_ROAD_L_B | 14.16 |
| 12/29/2010 23:55 | N | DC_EGPS_L_A | 7.19 |
| 12/29/2010 23:55 | N | H_HOLLOW_E_1 | -20.07 |
| 12/29/2010 23:55 | N | HHOLLOW4_E_1 | -20.07 |
| 12/29/2010 23:55 | N | R_LH2SES_1 | 16.46 |
| 12/29/2010 23:55 | N | R_PB2SES_1 | -18.51 |
| 12/29/2010 23:55 | N | R_PB2SES_2 | -18.51 |
| 12/29/2010 23:55 | N | R_PB2SES_3 | -18.51 |
| 12/29/2010 23:55 | N | R_PB2SES_4 | -18.51 |
| 12/29/2010 23:55 | N | R_PB2SES_5 | -18.51 |
| 12/29/2010 23:55 | N | AUTO_EPS_390 | 16.35 |
| 12/30/2010 0:00 | N | DC_ROAD_L_B | 14.88 |
| 12/30/2010 0:00 | N | DC_EGPS_L_A | 5.85 |
| 12/30/2010 0:00 | N | H_HOLLOW_E_1 | -29.51 |
| 12/30/2010 0:00 | N | HHOLLOW4_E_1 | -29.51 |
| 12/30/2010 0:00 | N | R_LH2SES_1 | 17.86 |
| 12/30/2010 0:00 | N | R_PB2SES_1 | -27.08 |
| 12/30/2010 0:00 | N | R_PB2SES_2 | -27.08 |
| 12/30/2010 0:00 | N | R_PB2SES_3 | -27.08 |
| 12/30/2010 0:00 | N | R_PB2SES_4 | -27.08 |
| 12/30/2010 0:00 | N | R_PB2SES_5 | -27.08 |
| 12/30/2010 0:00 | N | AUTO_EPS_390 | 17.72 |
| 12/30/2010 0:05 | N | DC_ROAD_L_B | 15.63 |
| 12/30/2010 0:05 | N | DC_EGPS_L_A | 6.46 |
| 12/30/2010 0:05 | N | H_HOLLOW_E_1 | -29.45 |
| 12/30/2010 0:05 | N | HHOLLOW4_E_1 | -29.45 |
| 12/30/2010 0:05 | N | R_LH2SES_1 | 18.67 |
| 12/30/2010 0:05 | N | R_PB2SES_1 | -27.03 |

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| 12/30/2010 0:05 | N | R_PB2SES_2 | -27.03 |
| 12/30/2010 0:05 | N | R_PB2SES_3 | -27.03 |
| 12/30/2010 0:05 | N | R_PB2SES_4 | -27.03 |
| 12/30/2010 0:05 | N | R_PB2SES_5 | -27.03 |
| 12/30/2010 0:05 | N | AUTO_EPS_390 | 18.52 |
| 12/30/2010 0:10 | N | DC_ROAD_L_B | 15.64 |
| 12/30/2010 0:10 | N | DC_EGPS_L_A | 6.47 |
| 12/30/2010 0:10 | N | H_HOLLOW_E_1 | -29.45 |
| 12/30/2010 0:10 | N | HHOLLOW4_E_1 | -29.45 |
| 12/30/2010 0:10 | N | R_LH2SES_1 | 18.68 |
| 12/30/2010 0:10 | N | R_PB2SES_1 | -27.03 |
| 12/30/2010 0:10 | N | R_PB2SES_2 | -27.03 |
| 12/30/2010 0:10 | N | R_PB2SES_3 | -27.03 |
| 12/30/2010 0:10 | N | R_PB2SES_4 | -27.03 |
| 12/30/2010 0:10 | N | R_PB2SES_5 | -27.03 |
| 12/30/2010 0:10 | N | AUTO_EPS_390 | 18.53 |
| 12/30/2010 0:15 | N | DC_ROAD_L_B | 15.77 |
| 12/30/2010 0:15 | N | DC_EGPS_L_A | 6.47 |
| 12/30/2010 0:15 | N | H_HOLLOW_E_1 | -29.4 |
| 12/30/2010 0:15 | N | HHOLLOW4_E_1 | -29.4 |
| 12/30/2010 0:15 | N | R_LH2SES_1 | 18.83 |
| 12/30/2010 0:15 | N | R_PB2SES_1 | -30.27 |
| 12/30/2010 0:15 | N | R_PB2SES_2 | -30.27 |
| 12/30/2010 0:15 | N | R_PB2SES_3 | -30.27 |
| 12/30/2010 0:15 | N | R_PB2SES_4 | -30.27 |
| 12/30/2010 0:15 | N | R_PB2SES_5 | -30.27 |
| 12/30/2010 0:15 | N | AUTO_EPS_390 | 18.68 |
| 12/30/2010 0:20 | N | DC_ROAD_L_B | 15.67 |
| 12/30/2010 0:20 | N | DC_EGPS_L_A | 6.38 |
| 12/30/2010 0:20 | N | H_HOLLOW_E_1 | -29.4 |
| 12/30/2010 0:20 | N | HHOLLOW4_E_1 | -29.4 |
| 12/30/2010 0:20 | N | R_LH2SES_1 | 18.72 |
| 12/30/2010 0:20 | N | R_PB2SES_1 | -30.28 |
| 12/30/2010 0:20 | N | R_PB2SES_2 | -30.28 |
| 12/30/2010 0:20 | N | R_PB2SES_3 | -30.28 |
| 12/30/2010 0:20 | N | R_PB2SES_4 | -30.28 |
| 12/30/2010 0:20 | N | R_PB2SES_5 | -30.28 |
| 12/30/2010 0:20 | N | AUTO_EPS_390 | 18.58 |
| 12/30/2010 0:25 | N | DC_ROAD_L_B | 15.38 |
| 12/30/2010 0:25 | N | DC_EGPS_L_A | 7.7 |
| 12/30/2010 0:25 | N | H_HOLLOW_E_1 | -21.92 |
| 12/30/2010 0:25 | N | HHOLLOW4_E_1 | -21.92 |
| 12/30/2010 0:25 | N | R_LH2SES_1 | 17.91 |
| 12/30/2010 0:25 | N | R_PB2SES_1 | -22.65 |
| 12/30/2010 0:25 | N | R_PB2SES_2 | -22.65 |
| 12/30/2010 0:25 | N | R_PB2SES_3 | -22.65 |
| 12/30/2010 0:25 | N | R_PB2SES_4 | -22.65 |

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| 12/30/2010 0:25 | N | R_PB2SES_5 | -22.65 |
| 12/30/2010 0:25 | N | AUTO_EPS_390 | 17.79 |
| 12/30/2010 0:30 | N | DC_ROAD_L_B | 14.41 |
| 12/30/2010 0:30 | N | DC_EGPS_L_A | 7.18 |
| 12/30/2010 0:30 | N | H_HOLLOW_E_1 | -20.72 |
| 12/30/2010 0:30 | N | HHOLLOW4_E_1 | -20.72 |
| 12/30/2010 0:30 | N | R_LH2SES_1 | 16.79 |
| 12/30/2010 0:30 | N | R_PB2SES_1 | -21.4 |
| 12/30/2010 0:30 | N | R_PB2SES_2 | -21.4 |
| 12/30/2010 0:30 | N | R_PB2SES_3 | -21.4 |
| 12/30/2010 0:30 | N | R_PB2SES_4 | -21.4 |
| 12/30/2010 0:30 | N | R_PB2SES_5 | -21.4 |
| 12/30/2010 0:30 | N | AUTO_EPS_390 | 16.68 |
| 12/30/2010 0:35 | N | DC_ROAD_L_B | 13.42 |
| 12/30/2010 0:35 | N | DC_EGPS_L_A | 6.36 |
| 12/30/2010 0:35 | N | H_HOLLOW_E_1 | -20.88 |
| 12/30/2010 0:35 | N | HHOLLOW4_E_1 | -20.88 |
| 12/30/2010 0:35 | N | R_LH2SES_1 | 15.74 |
| 12/30/2010 0:35 | N | R_PB2SES_1 | -21.55 |
| 12/30/2010 0:35 | N | R_PB2SES_2 | -21.55 |
| 12/30/2010 0:35 | N | R_PB2SES_3 | -21.55 |
| 12/30/2010 0:35 | N | R_PB2SES_4 | -21.55 |
| 12/30/2010 0:35 | N | R_PB2SES_5 | -21.55 |
| 12/30/2010 0:35 | N | AUTO_EPS_390 | 15.64 |
| 12/30/2010 0:40 | N | DC_ROAD_L_B | 12.59 |
| 12/30/2010 0:40 | N | DC_EGPS_L_A | 5.75 |
| 12/30/2010 0:40 | N | H_HOLLOW_E_1 | -21.02 |
| 12/30/2010 0:40 | N | HHOLLOW4_E_1 | -21.02 |
| 12/30/2010 0:40 | N | R_LH2SES_1 | 14.86 |
| 12/30/2010 0:40 | N | R_PB2SES_1 | -19.34 |
| 12/30/2010 0:40 | N | R_PB2SES_2 | -19.34 |
| 12/30/2010 0:40 | N | R_PB2SES_3 | -19.34 |
| 12/30/2010 0:40 | N | R_PB2SES_4 | -19.34 |
| 12/30/2010 0:40 | N | R_PB2SES_5 | -19.34 |
| 12/30/2010 0:40 | N | AUTO_EPS_390 | 14.75 |
| 12/30/2010 0:45 | N | DC_ROAD_L_B | 13.92 |
| 12/30/2010 0:45 | N | DC_EGPS_L_A | 6.77 |
| 12/30/2010 0:45 | N | H_HOLLOW_E_1 | -21.19 |
| 12/30/2010 0:45 | N | HHOLLOW4_E_1 | -21.19 |
| 12/30/2010 0:45 | N | R_LH2SES_1 | 16.28 |
| 12/30/2010 0:45 | N | R_PB2SES_1 | -19.52 |
| 12/30/2010 0:45 | N | R_PB2SES_2 | -19.52 |
| 12/30/2010 0:45 | N | R_PB2SES_3 | -19.52 |
| 12/30/2010 0:45 | N | R_PB2SES_4 | -19.52 |
| 12/30/2010 0:45 | N | R_PB2SES_5 | -19.52 |
| 12/30/2010 0:45 | N | AUTO_EPS_390 | 16.17 |
| 12/30/2010 0:50 | N | DC_ROAD_L_B | 13.83 |

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| 12/30/2010 0:50 | N | DC_EGPS_L_A | 4.9 |
| 12/30/2010 0:50 | N | H_HOLLOW_E_1 | -29.55 |
| 12/30/2010 0:50 | N | HHOLLOW4_E_1 | -29.55 |
| 12/30/2010 0:50 | N | R_LH2SES_1 | 16.77 |
| 12/30/2010 0:50 | N | R_PB2SES_1 | -30.39 |
| 12/30/2010 0:50 | N | R_PB2SES_2 | -30.39 |
| 12/30/2010 0:50 | N | R_PB2SES_3 | -30.39 |
| 12/30/2010 0:50 | N | R_PB2SES_4 | -30.39 |
| 12/30/2010 0:50 | N | R_PB2SES_5 | -30.39 |
| 12/30/2010 0:50 | N | AUTO_EPS_390 | 16.63 |
| 12/30/2010 0:55 | N | DC_ROAD_L_B | 13.84 |
| 12/30/2010 0:55 | N | DC_EGPS_L_A | 6.71 |
| 12/30/2010 0:55 | N | H_HOLLOW_E_1 | -20.82 |
| 12/30/2010 0:55 | N | HHOLLOW4_E_1 | -20.82 |
| 12/30/2010 0:55 | N | R_LH2SES_1 | 16.19 |
| 12/30/2010 0:55 | N | R_PB2SES_1 | -21.49 |
| 12/30/2010 0:55 | N | R_PB2SES_2 | -21.49 |
| 12/30/2010 0:55 | N | R_PB2SES_3 | -21.49 |
| 12/30/2010 0:55 | N | R_PB2SES_4 | -21.49 |
| 12/30/2010 0:55 | N | R_PB2SES_5 | -21.49 |
| 12/30/2010 0:55 | N | AUTO_EPS_390 | 16.08 |
| 12/30/2010 1:00 | N | DC_ROAD_L_B | 13.48 |
| 12/30/2010 1:00 | N | DC_EGPS_L_A | 6.68 |
| 12/30/2010 1:00 | N | H_HOLLOW_E_1 | -19.55 |
| 12/30/2010 1:00 | N | HHOLLOW4_E_1 | -19.55 |
| 12/30/2010 1:00 | N | R_LH2SES_1 | 15.72 |
| 12/30/2010 1:00 | N | R_PB2SES_1 | -20.19 |
| 12/30/2010 1:00 | N | R_PB2SES_2 | -20.19 |
| 12/30/2010 1:00 | N | R_PB2SES_3 | -20.19 |
| 12/30/2010 1:00 | N | R_PB2SES_4 | -20.19 |
| 12/30/2010 1:00 | N | R_PB2SES_5 | -20.19 |
| 12/30/2010 1:00 | N | AUTO_EPS_390 | 15.61 |
| 12/30/2010 1:05 | N | DC_ROAD_L_B | 14.42 |
| 12/30/2010 1:05 | N | DC_EGPS_L_A | 7.45 |
| 12/30/2010 1:05 | N | H_HOLLOW_E_1 | -19.43 |
| 12/30/2010 1:05 | N | HHOLLOW4_E_1 | -19.43 |
| 12/30/2010 1:05 | N | R_LH2SES_1 | 16.72 |
| 12/30/2010 1:05 | N | R_PB2SES_1 | -20.09 |
| 12/30/2010 1:05 | N | R_PB2SES_2 | -20.09 |
| 12/30/2010 1:05 | N | R_PB2SES_3 | -20.09 |
| 12/30/2010 1:05 | N | R_PB2SES_4 | -20.09 |
| 12/30/2010 1:05 | N | R_PB2SES_5 | -20.09 |
| 12/30/2010 1:05 | N | AUTO_EPS_390 | 16.61 |
| 12/30/2010 1:10 | N | DC_ROAD_L_B | 14.4 |
| 12/30/2010 1:10 | N | DC_EGPS_L_A | 7.46 |
| 12/30/2010 1:10 | N | H_HOLLOW_E_1 | -19.33 |
| 12/30/2010 1:10 | N | HHOLLOW4_E_1 | -19.33 |

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| 12/30/2010 1:10 | N | R_LH2SES_1 | 16.68 |
| 12/30/2010 1:10 | N | R_PB2SES_1 | -19.98 |
| 12/30/2010 1:10 | N | R_PB2SES_2 | -19.98 |
| 12/30/2010 1:10 | N | R_PB2SES_3 | -19.98 |
| 12/30/2010 1:10 | N | R_PB2SES_4 | -19.98 |
| 12/30/2010 1:10 | N | R_PB2SES_5 | -19.98 |
| 12/30/2010 1:10 | N | AUTO_EPS_390 | 16.58 |
| 12/30/2010 1:15 | N | DC_ROAD_L_B | 14.42 |
| 12/30/2010 1:15 | N | DC_EGPS_L_A | 7.41 |
| 12/30/2010 1:15 | N | H_HOLLOW_E_1 | -19.65 |
| 12/30/2010 1:15 | N | HHOLLOW4_E_1 | -19.65 |
| 12/30/2010 1:15 | N | R_LH2SES_1 | 16.72 |
| 12/30/2010 1:15 | N | R_PB2SES_1 | -20.31 |
| 12/30/2010 1:15 | N | R_PB2SES_2 | -20.31 |
| 12/30/2010 1:15 | N | R_PB2SES_3 | -20.31 |
| 12/30/2010 1:15 | N | R_PB2SES_4 | -20.31 |
| 12/30/2010 1:15 | N | R_PB2SES_5 | -20.31 |
| 12/30/2010 1:15 | N | AUTO_EPS_390 | 16.61 |
| 12/30/2010 1:20 | N | DC_ROAD_L_B | 14.32 |
| 12/30/2010 1:20 | N | DC_EGPS_L_A | 7.08 |
| 12/30/2010 1:20 | N | H_HOLLOW_E_1 | -20.93 |
| 12/30/2010 1:20 | N | HHOLLOW4_E_1 | -20.93 |
| 12/30/2010 1:20 | N | R_LH2SES_1 | 16.71 |
| 12/30/2010 1:20 | N | R_PB2SES_1 | -21.61 |
| 12/30/2010 1:20 | N | R_PB2SES_2 | -21.61 |
| 12/30/2010 1:20 | N | R_PB2SES_3 | -21.61 |
| 12/30/2010 1:20 | N | R_PB2SES_4 | -21.61 |
| 12/30/2010 1:20 | N | R_PB2SES_5 | -21.61 |
| 12/30/2010 1:20 | N | AUTO_EPS_390 | 16.59 |
| 12/30/2010 1:25 | N | DC_ROAD_L_B | 14.3 |
| 12/30/2010 1:25 | N | DC_EGPS_L_A | 7.31 |
| 12/30/2010 1:25 | N | H_HOLLOW_E_1 | -19.69 |
| 12/30/2010 1:25 | N | HHOLLOW4_E_1 | -19.69 |
| 12/30/2010 1:25 | N | R_LH2SES_1 | 16.61 |
| 12/30/2010 1:25 | N | R_PB2SES_1 | -20.35 |
| 12/30/2010 1:25 | N | R_PB2SES_2 | -20.35 |
| 12/30/2010 1:25 | N | R_PB2SES_3 | -20.35 |
| 12/30/2010 1:25 | N | R_PB2SES_4 | -20.35 |
| 12/30/2010 1:25 | N | R_PB2SES_5 | -20.35 |
| 12/30/2010 1:25 | N | AUTO_EPS_390 | 16.5 |
| 12/30/2010 1:30 | N | DC_ROAD_L_B | 13.49 |
| 12/30/2010 1:30 | N | DC_EGPS_L_A | 6.73 |
| 12/30/2010 1:30 | N | H_HOLLOW_E_1 | -19.34 |
| 12/30/2010 1:30 | N | HHOLLOW4_E_1 | -19.34 |
| 12/30/2010 1:30 | N | R_LH2SES_1 | 15.72 |
| 12/30/2010 1:30 | N | R_PB2SES_1 | -19.98 |
| 12/30/2010 1:30 | N | R_PB2SES_2 | -19.98 |

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| 12/30/2010 1:30 | N | R_PB2SES_3 | -19.98 |
| 12/30/2010 1:30 | N | R_PB2SES_4 | -19.98 |
| 12/30/2010 1:30 | N | R_PB2SES_5 | -19.98 |
| 12/30/2010 1:30 | N | AUTO_EPS_390 | 15.61 |
| 12/30/2010 1:35 | N | DC_ROAD_L_B | 13.07 |
| 12/30/2010 1:35 | N | DC_EGPS_L_A | 9.22 |
| 12/30/2010 1:35 | N | H_HOLLOW_E_1 | -5.64 |
| 12/30/2010 1:35 | N | HHOLLOW4_E_1 | -5.64 |
| 12/30/2010 1:35 | N | R_LH2SES_1 | 14.34 |
| 12/30/2010 1:35 | N | R_PB2SES_1 | -6 |
| 12/30/2010 1:35 | N | R_PB2SES_2 | -6 |
| 12/30/2010 1:35 | N | R_PB2SES_3 | -6 |
| 12/30/2010 1:35 | N | R_PB2SES_4 | -6 |
| 12/30/2010 1:35 | N | R_PB2SES_5 | -6 |
| 12/30/2010 1:35 | N | AUTO_EPS_390 | 14.28 |
| 12/30/2010 1:40 | N | DC_ROAD_L_B | 12.35 |
| 12/30/2010 1:40 | N | DC_EGPS_L_A | 5.86 |
| 12/30/2010 1:40 | N | H_HOLLOW_E_1 | -19.2 |
| 12/30/2010 1:40 | N | HHOLLOW4_E_1 | -19.2 |
| 12/30/2010 1:40 | N | R_LH2SES_1 | 14.49 |
| 12/30/2010 1:40 | N | R_PB2SES_1 | -19.81 |
| 12/30/2010 1:40 | N | R_PB2SES_2 | -19.81 |
| 12/30/2010 1:40 | N | R_PB2SES_3 | -19.81 |
| 12/30/2010 1:40 | N | R_PB2SES_4 | -19.81 |
| 12/30/2010 1:40 | N | R_PB2SES_5 | -19.81 |
| 12/30/2010 1:40 | N | AUTO_EPS_390 | 14.39 |
| 12/30/2010 1:45 | N | DC_ROAD_L_B | 13.32 |
| 12/30/2010 1:45 | N | DC_EGPS_L_A | 6.59 |
| 12/30/2010 1:45 | N | H_HOLLOW_E_1 | -19.39 |
| 12/30/2010 1:45 | N | HHOLLOW4_E_1 | -19.39 |
| 12/30/2010 1:45 | N | R_LH2SES_1 | 15.54 |
| 12/30/2010 1:45 | N | R_PB2SES_1 | -20.03 |
| 12/30/2010 1:45 | N | R_PB2SES_2 | -20.03 |
| 12/30/2010 1:45 | N | R_PB2SES_3 | -20.03 |
| 12/30/2010 1:45 | N | R_PB2SES_4 | -20.03 |
| 12/30/2010 1:45 | N | R_PB2SES_5 | -20.03 |
| 12/30/2010 1:45 | N | AUTO_EPS_390 | 15.43 |
| 12/30/2010 1:50 | N | DC_ROAD_L_B | 13.11 |
| 12/30/2010 1:50 | N | DC_EGPS_L_A | 6.45 |
| 12/30/2010 1:50 | N | H_HOLLOW_E_1 | -19.3 |
| 12/30/2010 1:50 | N | HHOLLOW4_E_1 | -19.3 |
| 12/30/2010 1:50 | N | R_LH2SES_1 | 15.3 |
| 12/30/2010 1:50 | N | R_PB2SES_1 | -19.93 |
| 12/30/2010 1:50 | N | R_PB2SES_2 | -19.93 |
| 12/30/2010 1:50 | N | R_PB2SES_3 | -19.93 |
| 12/30/2010 1:50 | N | R_PB2SES_4 | -19.93 |
| 12/30/2010 1:50 | N | R_PB2SES_5 | -19.93 |

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| 12/30/2010 1:50 | N | AUTO_EPS_390 | 15.2 |
| 12/30/2010 1:55 | N | DC_ROAD_L_B | 13.44 |
| 12/30/2010 1:55 | N | DC_EGPS_L_A | 6.37 |
| 12/30/2010 1:55 | N | H_HOLLOW_E_1 | -20.92 |
| 12/30/2010 1:55 | N | HHOLLOW4_E_1 | -20.92 |
| 12/30/2010 1:55 | N | R_LH2SES_1 | 15.76 |
| 12/30/2010 1:55 | N | R_PB2SES_1 | -21.58 |
| 12/30/2010 1:55 | N | R_PB2SES_2 | -21.58 |
| 12/30/2010 1:55 | N | R_PB2SES_3 | -21.58 |
| 12/30/2010 1:55 | N | R_PB2SES_4 | -21.58 |
| 12/30/2010 1:55 | N | R_PB2SES_5 | -21.58 |
| 12/30/2010 1:55 | N | AUTO_EPS_390 | 15.65 |
| 12/30/2010 2:00 | N | DC_ROAD_L_B | 12.3 |
| 12/30/2010 2:00 | N | DC_EGPS_L_A | 5.71 |
| 12/30/2010 2:00 | N | H_HOLLOW_E_1 | -19.72 |
| 12/30/2010 2:00 | N | HHOLLOW4_E_1 | -19.72 |
| 12/30/2010 2:00 | N | R_LH2SES_1 | 14.47 |
| 12/30/2010 2:00 | N | R_PB2SES_1 | -20.34 |
| 12/30/2010 2:00 | N | R_PB2SES_2 | -20.34 |
| 12/30/2010 2:00 | N | R_PB2SES_3 | -20.34 |
| 12/30/2010 2:00 | N | R_PB2SES_4 | -20.34 |
| 12/30/2010 2:00 | N | R_PB2SES_5 | -20.34 |
| 12/30/2010 2:00 | N | AUTO_EPS_390 | 14.37 |
| 12/30/2010 2:05 | N | DC_ROAD_L_B | 12.14 |
| 12/30/2010 2:05 | N | DC_EGPS_L_A | 8.47 |
| 12/30/2010 2:05 | N | H_HOLLOW_E_1 | -5.66 |
| 12/30/2010 2:05 | N | HHOLLOW4_E_1 | -5.66 |
| 12/30/2010 2:05 | N | R_LH2SES_1 | 13.34 |
| 12/30/2010 2:05 | N | R_PB2SES_1 | -6 |
| 12/30/2010 2:05 | N | R_PB2SES_2 | -6 |
| 12/30/2010 2:05 | N | R_PB2SES_3 | -6 |
| 12/30/2010 2:05 | N | R_PB2SES_4 | -6 |
| 12/30/2010 2:05 | N | R_PB2SES_5 | -6 |
| 12/30/2010 2:05 | N | AUTO_EPS_390 | 13.28 |
| 12/30/2010 2:10 | N | DC_ROAD_L_B | 12.7 |
| 12/30/2010 2:10 | N | DC_EGPS_L_A | 6.13 |
| 12/30/2010 2:10 | N | H_HOLLOW_E_1 | -19.21 |
| 12/30/2010 2:10 | N | HHOLLOW4_E_1 | -19.21 |
| 12/30/2010 2:10 | N | R_LH2SES_1 | 14.86 |
| 12/30/2010 2:10 | N | R_PB2SES_1 | -19.83 |
| 12/30/2010 2:10 | N | R_PB2SES_2 | -19.83 |
| 12/30/2010 2:10 | N | R_PB2SES_3 | -19.83 |
| 12/30/2010 2:10 | N | R_PB2SES_4 | -19.83 |
| 12/30/2010 2:10 | N | R_PB2SES_5 | -19.83 |
| 12/30/2010 2:10 | N | AUTO_EPS_390 | 14.76 |
| 12/30/2010 2:15 | N | DC_ROAD_L_B | 12.21 |
| 12/30/2010 2:15 | N | DC_EGPS_L_A | 5.73 |

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| 12/30/2010 2:15 | N | H_HOLLOW_E_1 | -19.28 |
| 12/30/2010 2:15 | N | HHOLLOW4_E_1 | -19.28 |
| 12/30/2010 2:15 | N | R_LH2SES_1 | 14.34 |
| 12/30/2010 2:15 | N | R_PB2SES_1 | -19.9 |
| 12/30/2010 2:15 | N | R_PB2SES_2 | -19.9 |
| 12/30/2010 2:15 | N | R_PB2SES_3 | -19.9 |
| 12/30/2010 2:15 | N | R_PB2SES_4 | -19.9 |
| 12/30/2010 2:15 | N | R_PB2SES_5 | -19.9 |
| 12/30/2010 2:15 | N | AUTO_EPS_390 | 14.24 |
| 12/30/2010 2:20 | N | DC_ROAD_L_B | 12.15 |
| 12/30/2010 2:20 | N | DC_EGPS_L_A | 5.67 |
| 12/30/2010 2:20 | N | H_HOLLOW_E_1 | -19.3 |
| 12/30/2010 2:20 | N | HHOLLOW4_E_1 | -19.3 |
| 12/30/2010 2:20 | N | R_LH2SES_1 | 14.27 |
| 12/30/2010 2:20 | N | R_PB2SES_1 | -19.92 |
| 12/30/2010 2:20 | N | R_PB2SES_2 | -19.92 |
| 12/30/2010 2:20 | N | R_PB2SES_3 | -19.92 |
| 12/30/2010 2:20 | N | R_PB2SES_4 | -19.92 |
| 12/30/2010 2:20 | N | R_PB2SES_5 | -19.92 |
| 12/30/2010 2:20 | N | AUTO_EPS_390 | 14.18 |
| 12/30/2010 2:25 | N | DC_ROAD_L_B | 13.21 |
| 12/30/2010 2:25 | N | DC_EGPS_L_A | 6.51 |
| 12/30/2010 2:25 | N | H_HOLLOW_E_1 | -19.32 |
| 12/30/2010 2:25 | N | HHOLLOW4_E_1 | -19.32 |
| 12/30/2010 2:25 | N | R_LH2SES_1 | 15.41 |
| 12/30/2010 2:25 | N | R_PB2SES_1 | -19.95 |
| 12/30/2010 2:25 | N | R_PB2SES_2 | -19.95 |
| 12/30/2010 2:25 | N | R_PB2SES_3 | -19.95 |
| 12/30/2010 2:25 | N | R_PB2SES_4 | -19.95 |
| 12/30/2010 2:25 | N | R_PB2SES_5 | -19.95 |
| 12/30/2010 2:25 | N | AUTO_EPS_390 | 15.31 |
| 12/30/2010 2:30 | N | DC_ROAD_L_B | 12.14 |
| 12/30/2010 2:30 | N | DC_EGPS_L_A | 8.47 |
| 12/30/2010 2:30 | N | H_HOLLOW_E_1 | -5.66 |
| 12/30/2010 2:30 | N | HHOLLOW4_E_1 | -5.66 |
| 12/30/2010 2:30 | N | R_LH2SES_1 | 13.34 |
| 12/30/2010 2:30 | N | R_PB2SES_1 | -6 |
| 12/30/2010 2:30 | N | R_PB2SES_2 | -6 |
| 12/30/2010 2:30 | N | R_PB2SES_3 | -6 |
| 12/30/2010 2:30 | N | R_PB2SES_4 | -6 |
| 12/30/2010 2:30 | N | R_PB2SES_5 | -6 |
| 12/30/2010 2:30 | N | AUTO_EPS_390 | 13.29 |
| 12/30/2010 2:35 | N | DC_ROAD_L_B | 7.61 |
| 12/30/2010 2:35 | N | DC_EGPS_L_A | 5.85 |
| 12/30/2010 2:35 | N | H_HOLLOW_E_1 | -0.92 |
| 12/30/2010 2:35 | N | HHOLLOW4_E_1 | -0.92 |
| 12/30/2010 2:35 | N | R_LH2SES_1 | 8.18 |

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| 12/30/2010 2:35 | N | R_PB2SES_1 | -1.09 |
| 12/30/2010 2:35 | N | R_PB2SES_2 | -1.09 |
| 12/30/2010 2:35 | N | R_PB2SES_3 | -1.09 |
| 12/30/2010 2:35 | N | R_PB2SES_4 | -1.09 |
| 12/30/2010 2:35 | N | R_PB2SES_5 | -1.09 |
| 12/30/2010 2:35 | N | AUTO_EPS_390 | 8.16 |
| 12/30/2010 2:40 | N | DC_ROAD_L_B | 7.62 |
| 12/30/2010 2:40 | N | DC_EGPS_L_A | 5.94 |
| 12/30/2010 2:40 | N | H_HOLLOW_E_1 | -0.56 |
| 12/30/2010 2:40 | N | HHOLLOW4_E_1 | -0.56 |
| 12/30/2010 2:40 | N | R_LH2SES_1 | 8.18 |
| 12/30/2010 2:40 | N | R_PB2SES_1 | -0.72 |
| 12/30/2010 2:40 | N | R_PB2SES_2 | -0.72 |
| 12/30/2010 2:40 | N | R_PB2SES_3 | -0.72 |
| 12/30/2010 2:40 | N | R_PB2SES_4 | -0.72 |
| 12/30/2010 2:40 | N | R_PB2SES_5 | -0.72 |
| 12/30/2010 2:40 | N | AUTO_EPS_390 | 8.15 |
| 12/30/2010 2:45 | N | DC_ROAD_L_B | 7.62 |
| 12/30/2010 2:45 | N | DC_EGPS_L_A | 5.95 |
| 12/30/2010 2:45 | N | H_HOLLOW_E_1 | -0.47 |
| 12/30/2010 2:45 | N | HHOLLOW4_E_1 | -0.47 |
| 12/30/2010 2:45 | N | R_LH2SES_1 | 8.17 |
| 12/30/2010 2:45 | N | R_PB2SES_1 | -0.63 |
| 12/30/2010 2:45 | N | R_PB2SES_2 | -0.63 |
| 12/30/2010 2:45 | N | R_PB2SES_3 | -0.63 |
| 12/30/2010 2:45 | N | R_PB2SES_4 | -0.63 |
| 12/30/2010 2:45 | N | R_PB2SES_5 | -0.63 |
| 12/30/2010 2:45 | N | AUTO_EPS_390 | 8.14 |
| 12/30/2010 2:50 | N | DC_ROAD_L_B | 12.78 |
| 12/30/2010 2:50 | N | DC_EGPS_L_A | 10.04 |
| 12/30/2010 2:50 | N | H_HOLLOW_E_1 | -0.53 |
| 12/30/2010 2:50 | N | HHOLLOW4_E_1 | -0.53 |
| 12/30/2010 2:50 | N | R_LH2SES_1 | 13.68 |
| 12/30/2010 2:50 | N | R_PB2SES_1 | -0.79 |
| 12/30/2010 2:50 | N | R_PB2SES_2 | -0.79 |
| 12/30/2010 2:50 | N | R_PB2SES_3 | -0.79 |
| 12/30/2010 2:50 | N | R_PB2SES_4 | -0.79 |
| 12/30/2010 2:50 | N | R_PB2SES_5 | -0.79 |
| 12/30/2010 2:50 | N | AUTO_EPS_390 | 13.64 |
| 12/30/2010 2:52 | N | DC_ROAD_L_B | 13.78 |
| 12/30/2010 2:52 | N | DC_EGPS_L_A | 10.84 |
| 12/30/2010 2:52 | N | H_HOLLOW_E_1 | -0.52 |
| 12/30/2010 2:52 | N | HHOLLOW4_E_1 | -0.52 |
| 12/30/2010 2:52 | N | R_LH2SES_1 | 14.75 |
| 12/30/2010 2:52 | N | R_PB2SES_1 | -0.8 |
| 12/30/2010 2:52 | N | R_PB2SES_2 | -0.8 |
| 12/30/2010 2:52 | N | R_PB2SES_3 | -0.8 |

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| 12/30/2010 2:52 | N | R_PB2SES_4 | -0.8 |
| 12/30/2010 2:52 | N | R_PB2SES_5 | -0.8 |
| 12/30/2010 2:52 | N | AUTO_EPS_390 | 14.71 |
| 12/30/2010 2:55 | N | DC_ROAD_L_B | 13.9 |
| 12/30/2010 2:55 | N | DC_EGPS_L_A | 9.89 |
| 12/30/2010 2:55 | N | H_HOLLOW_E_1 | -5.62 |
| 12/30/2010 2:55 | N | HHOLLOW4_E_1 | -5.62 |
| 12/30/2010 2:55 | N | R_LH2SES_1 | 15.22 |
| 12/30/2010 2:55 | N | R_PB2SES_1 | -6 |
| 12/30/2010 2:55 | N | R_PB2SES_2 | -6 |
| 12/30/2010 2:55 | N | R_PB2SES_3 | -6 |
| 12/30/2010 2:55 | N | R_PB2SES_4 | -6 |
| 12/30/2010 2:55 | N | R_PB2SES_5 | -6 |
| 12/30/2010 2:55 | N | AUTO_EPS_390 | 15.16 |
| 12/30/2010 2:56 | N | DC_ROAD_L_B | 13.01 |
| 12/30/2010 2:56 | N | DC_EGPS_L_A | 10.23 |
| 12/30/2010 2:56 | N | H_HOLLOW_E_1 | -0.53 |
| 12/30/2010 2:56 | N | HHOLLOW4_E_1 | -0.53 |
| 12/30/2010 2:56 | N | R_LH2SES_1 | 13.93 |
| 12/30/2010 2:56 | N | R_PB2SES_1 | -0.79 |
| 12/30/2010 2:56 | N | R_PB2SES_2 | -0.79 |
| 12/30/2010 2:56 | N | R_PB2SES_3 | -0.79 |
| 12/30/2010 2:56 | N | R_PB2SES_4 | -0.79 |
| 12/30/2010 2:56 | N | R_PB2SES_5 | -0.79 |
| 12/30/2010 2:56 | N | AUTO_EPS_390 | 13.89 |
| 12/30/2010 3:00 | N | DC_ROAD_L_B | 14.02 |
| 12/30/2010 3:00 | N | DC_EGPS_L_A | 10.99 |
| 12/30/2010 3:00 | N | H_HOLLOW_E_1 | -0.7 |
| 12/30/2010 3:00 | N | HHOLLOW4_E_1 | -0.7 |
| 12/30/2010 3:00 | N | R_LH2SES_1 | 15.01 |
| 12/30/2010 3:00 | N | R_PB2SES_1 | -0.98 |
| 12/30/2010 3:00 | N | R_PB2SES_2 | -0.98 |
| 12/30/2010 3:00 | N | R_PB2SES_3 | -0.98 |
| 12/30/2010 3:00 | N | R_PB2SES_4 | -0.98 |
| 12/30/2010 3:00 | N | R_PB2SES_5 | -0.98 |
| 12/30/2010 3:00 | N | AUTO_EPS_390 | 14.96 |
| 12/30/2010 3:05 | N | DC_ROAD_L_B | 14.02 |
| 12/30/2010 3:05 | N | DC_EGPS_L_A | 11.03 |
| 12/30/2010 3:05 | N | H_HOLLOW_E_1 | -0.53 |
| 12/30/2010 3:05 | N | HHOLLOW4_E_1 | -0.53 |
| 12/30/2010 3:05 | N | R_LH2SES_1 | 15.01 |
| 12/30/2010 3:05 | N | R_PB2SES_1 | -0.81 |
| 12/30/2010 3:05 | N | R_PB2SES_2 | -0.81 |
| 12/30/2010 3:05 | N | R_PB2SES_3 | -0.81 |
| 12/30/2010 3:05 | N | R_PB2SES_4 | -0.81 |
| 12/30/2010 3:05 | N | R_PB2SES_5 | -0.81 |
| 12/30/2010 3:05 | N | AUTO_EPS_390 | 14.96 |

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| 12/30/2010 3:10 | N | DC_ROAD_L_B | 13.24 |
| 12/30/2010 3:10 | N | DC_EGPS_L_A | 10.4 |
| 12/30/2010 3:10 | N | H_HOLLOW_E_1 | -0.52 |
| 12/30/2010 3:10 | N | HHOLLOW4_E_1 | -0.52 |
| 12/30/2010 3:10 | N | R_LH2SES_1 | 14.17 |
| 12/30/2010 3:10 | N | R_PB2SES_1 | -0.79 |
| 12/30/2010 3:10 | N | R_PB2SES_2 | -0.79 |
| 12/30/2010 3:10 | N | R_PB2SES_3 | -0.79 |
| 12/30/2010 3:10 | N | R_PB2SES_4 | -0.79 |
| 12/30/2010 3:10 | N | R_PB2SES_5 | -0.79 |
| 12/30/2010 3:10 | N | AUTO_EPS_390 | 14.12 |
| 12/30/2010 3:15 | N | DC_ROAD_L_B | 11.8 |
| 12/30/2010 3:15 | N | DC_EGPS_L_A | 9.28 |
| 12/30/2010 3:15 | N | H_HOLLOW_E_1 | -0.43 |
| 12/30/2010 3:15 | N | HHOLLOW4_E_1 | -0.43 |
| 12/30/2010 3:15 | N | R_LH2SES_1 | 12.63 |
| 12/30/2010 3:15 | N | R_PB2SES_1 | -0.67 |
| 12/30/2010 3:15 | N | R_PB2SES_2 | -0.67 |
| 12/30/2010 3:15 | N | R_PB2SES_3 | -0.67 |
| 12/30/2010 3:15 | N | R_PB2SES_4 | -0.67 |
| 12/30/2010 3:15 | N | R_PB2SES_5 | -0.67 |
| 12/30/2010 3:15 | N | AUTO_EPS_390 | 12.59 |
| 12/30/2010 3:20 | N | DC_ROAD_L_B | 9.17 |
| 12/30/2010 3:20 | N | DC_EGPS_L_A | 7.23 |
| 12/30/2010 3:20 | N | H_HOLLOW_E_1 | -0.26 |
| 12/30/2010 3:20 | N | HHOLLOW4_E_1 | -0.26 |
| 12/30/2010 3:20 | N | R_LH2SES_1 | 9.81 |
| 12/30/2010 3:20 | N | R_PB2SES_1 | -0.44 |
| 12/30/2010 3:20 | N | R_PB2SES_2 | -0.44 |
| 12/30/2010 3:20 | N | R_PB2SES_3 | -0.44 |
| 12/30/2010 3:20 | N | R_PB2SES_4 | -0.44 |
| 12/30/2010 3:20 | N | R_PB2SES_5 | -0.44 |
| 12/30/2010 3:20 | N | AUTO_EPS_390 | 9.78 |
| 12/30/2010 3:25 | N | DC_ROAD_L_B | 13.25 |
| 12/30/2010 3:25 | N | DC_EGPS_L_A | 10.49 |
| 12/30/2010 3:25 | N | H_HOLLOW_E_1 | -0.18 |
| 12/30/2010 3:25 | N | HHOLLOW4_E_1 | -0.18 |
| 12/30/2010 3:25 | N | R_LH2SES_1 | 14.16 |
| 12/30/2010 3:25 | N | R_PB2SES_1 | -0.44 |
| 12/30/2010 3:25 | N | R_PB2SES_2 | -0.44 |
| 12/30/2010 3:25 | N | R_PB2SES_3 | -0.44 |
| 12/30/2010 3:25 | N | R_PB2SES_4 | -0.44 |
| 12/30/2010 3:25 | N | R_PB2SES_5 | -0.44 |
| 12/30/2010 3:25 | N | AUTO_EPS_390 | 14.12 |
| 12/30/2010 3:30 | N | DC_ROAD_L_B | 13.83 |
| 12/30/2010 3:30 | N | DC_EGPS_L_A | 10.98 |
| 12/30/2010 3:30 | N | H_HOLLOW_E_1 | -0.02 |

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| 12/30/2010 3:30 | N | HHOLLOW4_E_1 | -0.02 |
| 12/30/2010 3:30 | N | R_LH2SES_1 | 14.76 |
| 12/30/2010 3:30 | N | R_PB2SES_1 | -0.29 |
| 12/30/2010 3:30 | N | R_PB2SES_2 | -0.29 |
| 12/30/2010 3:30 | N | R_PB2SES_3 | -0.29 |
| 12/30/2010 3:30 | N | R_PB2SES_4 | -0.29 |
| 12/30/2010 3:30 | N | R_PB2SES_5 | -0.29 |
| 12/30/2010 3:30 | N | AUTO_EPS_390 | 14.72 |
| 12/30/2010 3:35 | N | DC_ROAD_L_B | 13.81 |
| 12/30/2010 3:35 | N | DC_EGPS_L_A | 10.95 |
| 12/30/2010 3:35 | N | H_HOLLOW_E_1 | -0.11 |
| 12/30/2010 3:35 | N | HHOLLOW4_E_1 | -0.11 |
| 12/30/2010 3:35 | N | R_LH2SES_1 | 14.75 |
| 12/30/2010 3:35 | N | R_PB2SES_1 | -0.38 |
| 12/30/2010 3:35 | N | R_PB2SES_2 | -0.38 |
| 12/30/2010 3:35 | N | R_PB2SES_3 | -0.38 |
| 12/30/2010 3:35 | N | R_PB2SES_4 | -0.38 |
| 12/30/2010 3:35 | N | R_PB2SES_5 | -0.38 |
| 12/30/2010 3:35 | N | AUTO_EPS_390 | 14.71 |
| 12/30/2010 3:40 | N | DC_ROAD_L_B | 14.32 |
| 12/30/2010 3:40 | N | DC_EGPS_L_A | 11.29 |
| 12/30/2010 3:40 | N | H_HOLLOW_E_1 | -0.46 |
| 12/30/2010 3:40 | N | HHOLLOW4_E_1 | -0.46 |
| 12/30/2010 3:40 | N | R_LH2SES_1 | 15.31 |
| 12/30/2010 3:40 | N | R_PB2SES_1 | -0.75 |
| 12/30/2010 3:40 | N | R_PB2SES_2 | -0.75 |
| 12/30/2010 3:40 | N | R_PB2SES_3 | -0.75 |
| 12/30/2010 3:40 | N | R_PB2SES_4 | -0.75 |
| 12/30/2010 3:40 | N | R_PB2SES_5 | -0.75 |
| 12/30/2010 3:40 | N | AUTO_EPS_390 | 15.27 |
| 12/30/2010 3:45 | N | DC_ROAD_L_B | 14.32 |
| 12/30/2010 3:45 | N | DC_EGPS_L_A | 11.28 |
| 12/30/2010 3:45 | N | H_HOLLOW_E_1 | -0.52 |
| 12/30/2010 3:45 | N | HHOLLOW4_E_1 | -0.52 |
| 12/30/2010 3:45 | N | R_LH2SES_1 | 15.32 |
| 12/30/2010 3:45 | N | R_PB2SES_1 | -0.81 |
| 12/30/2010 3:45 | N | R_PB2SES_2 | -0.81 |
| 12/30/2010 3:45 | N | R_PB2SES_3 | -0.81 |
| 12/30/2010 3:45 | N | R_PB2SES_4 | -0.81 |
| 12/30/2010 3:45 | N | R_PB2SES_5 | -0.81 |
| 12/30/2010 3:45 | N | AUTO_EPS_390 | 15.27 |
| 12/30/2010 3:50 | N | DC_ROAD_L_B | 14.45 |
| 12/30/2010 3:50 | N | DC_EGPS_L_A | 11.17 |
| 12/30/2010 3:50 | N | H_HOLLOW_E_1 | -1.57 |
| 12/30/2010 3:50 | N | HHOLLOW4_E_1 | -1.57 |
| 12/30/2010 3:50 | N | R_LH2SES_1 | 15.52 |
| 12/30/2010 3:50 | N | R_PB2SES_1 | -1.88 |

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| 12/30/2010 3:50 | N | R_PB2SES_2 | -1.88 |
| 12/30/2010 3:50 | N | R_PB2SES_3 | -1.88 |
| 12/30/2010 3:50 | N | R_PB2SES_4 | -1.88 |
| 12/30/2010 3:50 | N | R_PB2SES_5 | -1.88 |
| 12/30/2010 3:50 | N | AUTO_EPS_390 | 15.47 |
| 12/30/2010 3:55 | N | DC_ROAD_L_B | 14.31 |
| 12/30/2010 3:55 | N | DC_EGPS_L_A | 10.21 |
| 12/30/2010 3:55 | N | H_HOLLOW_E_1 | -5.62 |
| 12/30/2010 3:55 | N | HHOLLOW4_E_1 | -5.62 |
| 12/30/2010 3:55 | N | R_LH2SES_1 | 15.66 |
| 12/30/2010 3:55 | N | R_PB2SES_1 | -6 |
| 12/30/2010 3:55 | N | R_PB2SES_2 | -6 |
| 12/30/2010 3:55 | N | R_PB2SES_3 | -6 |
| 12/30/2010 3:55 | N | R_PB2SES_4 | -6 |
| 12/30/2010 3:55 | N | R_PB2SES_5 | -6 |
| 12/30/2010 3:55 | N | AUTO_EPS_390 | 15.59 |
| 12/30/2010 4:01 | N | DC_ROAD_L_B | 13.23 |
| 12/30/2010 4:01 | N | DC_EGPS_L_A | 10.43 |
| 12/30/2010 4:01 | N | H_HOLLOW_E_1 | -0.37 |
| 12/30/2010 4:01 | N | HHOLLOW4_E_1 | -0.37 |
| 12/30/2010 4:01 | N | R_LH2SES_1 | 14.15 |
| 12/30/2010 4:01 | N | R_PB2SES_1 | -0.63 |
| 12/30/2010 4:01 | N | R_PB2SES_2 | -0.63 |
| 12/30/2010 4:01 | N | R_PB2SES_3 | -0.63 |
| 12/30/2010 4:01 | N | R_PB2SES_4 | -0.63 |
| 12/30/2010 4:01 | N | R_PB2SES_5 | -0.63 |
| 12/30/2010 4:01 | N | AUTO_EPS_390 | 14.11 |
| 12/30/2010 4:05 | N | DC_ROAD_L_B | 13.28 |
| 12/30/2010 4:05 | N | DC_EGPS_L_A | 10.47 |
| 12/30/2010 4:05 | N | H_HOLLOW_E_1 | -0.36 |
| 12/30/2010 4:05 | N | HHOLLOW4_E_1 | -0.36 |
| 12/30/2010 4:05 | N | R_LH2SES_1 | 14.21 |
| 12/30/2010 4:05 | N | R_PB2SES_1 | -0.63 |
| 12/30/2010 4:05 | N | R_PB2SES_2 | -0.63 |
| 12/30/2010 4:05 | N | R_PB2SES_3 | -0.63 |
| 12/30/2010 4:05 | N | R_PB2SES_4 | -0.63 |
| 12/30/2010 4:05 | N | R_PB2SES_5 | -0.63 |
| 12/30/2010 4:05 | N | AUTO_EPS_390 | 14.17 |
| 12/30/2010 4:10 | N | DC_ROAD_L_B | 13.82 |
| 12/30/2010 4:10 | N | DC_EGPS_L_A | 11.24 |
| 12/30/2010 4:10 | N | H_HOLLOW_E_1 | 1.29 |
| 12/30/2010 4:10 | N | HHOLLOW4_E_1 | 1.29 |
| 12/30/2010 4:10 | N | R_LH2SES_1 | 14.67 |
| 12/30/2010 4:10 | N | R_PB2SES_1 | 1.05 |
| 12/30/2010 4:10 | N | R_PB2SES_2 | 1.05 |
| 12/30/2010 4:10 | N | R_PB2SES_3 | 1.05 |
| 12/30/2010 4:10 | N | R_PB2SES_4 | 1.05 |

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| 12/30/2010 4:10 | N | R_PB2SES_5 | 1.05 |
| 12/30/2010 4:10 | N | AUTO_EPS_390 | 14.63 |
| 12/30/2010 4:15 | N | DC_ROAD_L_B | 13.58 |
| 12/30/2010 4:15 | N | DC_EGPS_L_A | 11.04 |
| 12/30/2010 4:15 | N | H_HOLLOW_E_1 | 1.27 |
| 12/30/2010 4:15 | N | HHOLLOW4_E_1 | 1.27 |
| 12/30/2010 4:15 | N | R_LH2SES_1 | 14.41 |
| 12/30/2010 4:15 | N | R_PB2SES_1 | 1.03 |
| 12/30/2010 4:15 | N | R_PB2SES_2 | 1.03 |
| 12/30/2010 4:15 | N | R_PB2SES_3 | 1.03 |
| 12/30/2010 4:15 | N | R_PB2SES_4 | 1.03 |
| 12/30/2010 4:15 | N | R_PB2SES_5 | 1.03 |
| 12/30/2010 4:15 | N | AUTO_EPS_390 | 14.37 |
| 12/30/2010 4:25 | N | DC_ROAD_L_B | 14.09 |
| 12/30/2010 4:25 | N | DC_EGPS_L_A | 11.22 |
| 12/30/2010 4:25 | N | H_HOLLOW_E_1 | 0.14 |
| 12/30/2010 4:25 | N | HHOLLOW4_E_1 | 0.14 |
| 12/30/2010 4:25 | N | R_LH2SES_1 | 15.03 |
| 12/30/2010 4:25 | N | R_PB2SES_1 | -0.13 |
| 12/30/2010 4:25 | N | R_PB2SES_2 | -0.13 |
| 12/30/2010 4:25 | N | R_PB2SES_3 | -0.13 |
| 12/30/2010 4:25 | N | R_PB2SES_4 | -0.13 |
| 12/30/2010 4:25 | N | R_PB2SES_5 | -0.13 |
| 12/30/2010 4:25 | N | AUTO_EPS_390 | 14.99 |
| 12/30/2010 4:30 | N | DC_ROAD_L_B | 14.32 |
| 12/30/2010 4:30 | N | DC_EGPS_L_A | 11.39 |
| 12/30/2010 4:30 | N | H_HOLLOW_E_1 | 0.05 |
| 12/30/2010 4:30 | N | HHOLLOW4_E_1 | 0.05 |
| 12/30/2010 4:30 | N | R_LH2SES_1 | 15.28 |
| 12/30/2010 4:30 | N | R_PB2SES_1 | -0.23 |
| 12/30/2010 4:30 | N | R_PB2SES_2 | -0.23 |
| 12/30/2010 4:30 | N | R_PB2SES_3 | -0.23 |
| 12/30/2010 4:30 | N | R_PB2SES_4 | -0.23 |
| 12/30/2010 4:30 | N | R_PB2SES_5 | -0.23 |
| 12/30/2010 4:30 | N | AUTO_EPS_390 | 15.24 |
| 12/30/2010 4:35 | N | DC_ROAD_L_B | 16.53 |
| 12/30/2010 4:35 | N | DC_EGPS_L_A | 13.14 |
| 12/30/2010 4:35 | N | H_HOLLOW_E_1 | 0 |
| 12/30/2010 4:35 | N | HHOLLOW4_E_1 | 0 |
| 12/30/2010 4:35 | N | R_LH2SES_1 | 17.64 |
| 12/30/2010 4:35 | N | R_PB2SES_1 | -0.32 |
| 12/30/2010 4:35 | N | R_PB2SES_2 | -0.32 |
| 12/30/2010 4:35 | N | R_PB2SES_3 | -0.32 |
| 12/30/2010 4:35 | N | R_PB2SES_4 | -0.32 |
| 12/30/2010 4:35 | N | R_PB2SES_5 | -0.32 |
| 12/30/2010 4:35 | N | AUTO_EPS_390 | 17.59 |
| 12/30/2010 4:40 | N | DC_ROAD_L_B | 17.21 |

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| 12/30/2010 4:40 | N | DC_EGPS_L_A | 13.64 |
| 12/30/2010 4:40 | N | H_HOLLOW_E_1 | -0.16 |
| 12/30/2010 4:40 | N | HHOLLOW4_E_1 | -0.16 |
| 12/30/2010 4:40 | N | R_LH2SES_1 | 18.38 |
| 12/30/2010 4:40 | N | R_PB2SES_1 | -0.49 |
| 12/30/2010 4:40 | N | R_PB2SES_2 | -0.49 |
| 12/30/2010 4:40 | N | R_PB2SES_3 | -0.49 |
| 12/30/2010 4:40 | N | R_PB2SES_4 | -0.49 |
| 12/30/2010 4:40 | N | R_PB2SES_5 | -0.49 |
| 12/30/2010 4:40 | N | AUTO_EPS_390 | 18.32 |
| 12/30/2010 4:45 | N | DC_ROAD_L_B | 14.95 |
| 12/30/2010 4:45 | N | DC_EGPS_L_A | 11.86 |
| 12/30/2010 4:45 | N | H_HOLLOW_E_1 | -0.1 |
| 12/30/2010 4:45 | N | HHOLLOW4_E_1 | -0.1 |
| 12/30/2010 4:45 | N | R_LH2SES_1 | 15.97 |
| 12/30/2010 4:45 | N | R_PB2SES_1 | -0.4 |
| 12/30/2010 4:45 | N | R_PB2SES_2 | -0.4 |
| 12/30/2010 4:45 | N | R_PB2SES_3 | -0.4 |
| 12/30/2010 4:45 | N | R_PB2SES_4 | -0.4 |
| 12/30/2010 4:45 | N | R_PB2SES_5 | -0.4 |
| 12/30/2010 4:45 | N | AUTO_EPS_390 | 15.92 |
| 12/30/2010 4:50 | N | DC_ROAD_L_B | 14.65 |
| 12/30/2010 4:50 | N | DC_EGPS_L_A | 11.66 |
| 12/30/2010 4:50 | N | H_HOLLOW_E_1 | 0.1 |
| 12/30/2010 4:50 | N | HHOLLOW4_E_1 | 0.1 |
| 12/30/2010 4:50 | N | R_LH2SES_1 | 15.63 |
| 12/30/2010 4:50 | N | R_PB2SES_1 | -0.18 |
| 12/30/2010 4:50 | N | R_PB2SES_2 | -0.18 |
| 12/30/2010 4:50 | N | R_PB2SES_3 | -0.18 |
| 12/30/2010 4:50 | N | R_PB2SES_4 | -0.18 |
| 12/30/2010 4:50 | N | R_PB2SES_5 | -0.18 |
| 12/30/2010 4:50 | N | AUTO_EPS_390 | 15.59 |
| 12/30/2010 4:55 | N | DC_ROAD_L_B | 14.51 |
| 12/30/2010 4:55 | N | DC_EGPS_L_A | 11.59 |
| 12/30/2010 4:55 | N | H_HOLLOW_E_1 | 0.31 |
| 12/30/2010 4:55 | N | HHOLLOW4_E_1 | 0.31 |
| 12/30/2010 4:55 | N | R_LH2SES_1 | 15.47 |
| 12/30/2010 4:55 | N | R_PB2SES_1 | 0.03 |
| 12/30/2010 4:55 | N | R_PB2SES_2 | 0.03 |
| 12/30/2010 4:55 | N | R_PB2SES_3 | 0.03 |
| 12/30/2010 4:55 | N | R_PB2SES_4 | 0.03 |
| 12/30/2010 4:55 | N | R_PB2SES_5 | 0.03 |
| 12/30/2010 4:55 | N | AUTO_EPS_390 | 15.43 |
| 12/30/2010 5:00 | N | DC_ROAD_L_B | 14.54 |
| 12/30/2010 5:00 | N | DC_EGPS_L_A | 11.83 |
| 12/30/2010 5:00 | N | H_HOLLOW_E_1 | 1.36 |
| 12/30/2010 5:00 | N | HHOLLOW4_E_1 | 1.36 |

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| 12/30/2010 5:00 | N | R_LH2SES_1 | 15.44 |
| 12/30/2010 5:00 | N | R_PB2SES_1 | 1.1 |
| 12/30/2010 5:00 | N | R_PB2SES_2 | 1.1 |
| 12/30/2010 5:00 | N | R_PB2SES_3 | 1.1 |
| 12/30/2010 5:00 | N | R_PB2SES_4 | 1.1 |
| 12/30/2010 5:00 | N | R_PB2SES_5 | 1.1 |
| 12/30/2010 5:00 | N | AUTO_EPS_390 | 15.4 |
| 12/30/2010 5:05 | N | DC_ROAD_L_B | 15.02 |
| 12/30/2010 5:05 | N | DC_EGPS_L_A | 12.07 |
| 12/30/2010 5:05 | N | H_HOLLOW_E_1 | 0.69 |
| 12/30/2010 5:05 | N | HHOLLOW4_E_1 | 0.69 |
| 12/30/2010 5:05 | N | R_LH2SES_1 | 15.99 |
| 12/30/2010 5:05 | N | R_PB2SES_1 | 0.41 |
| 12/30/2010 5:05 | N | R_PB2SES_2 | 0.41 |
| 12/30/2010 5:05 | N | R_PB2SES_3 | 0.41 |
| 12/30/2010 5:05 | N | R_PB2SES_4 | 0.41 |
| 12/30/2010 5:05 | N | R_PB2SES_5 | 0.41 |
| 12/30/2010 5:05 | N | AUTO_EPS_390 | 15.94 |
| 12/30/2010 5:10 | N | DC_ROAD_L_B | 17.13 |
| 12/30/2010 5:10 | N | DC_EGPS_L_A | 13.94 |
| 12/30/2010 5:10 | N | H_HOLLOW_E_1 | 1.64 |
| 12/30/2010 5:10 | N | HHOLLOW4_E_1 | 1.64 |
| 12/30/2010 5:10 | N | R_LH2SES_1 | 18.18 |
| 12/30/2010 5:10 | N | R_PB2SES_1 | 1.34 |
| 12/30/2010 5:10 | N | R_PB2SES_2 | 1.34 |
| 12/30/2010 5:10 | N | R_PB2SES_3 | 1.34 |
| 12/30/2010 5:10 | N | R_PB2SES_4 | 1.34 |
| 12/30/2010 5:10 | N | R_PB2SES_5 | 1.34 |
| 12/30/2010 5:10 | N | AUTO_EPS_390 | 18.13 |
| 12/30/2010 5:15 | N | DC_ROAD_L_B | 17.45 |
| 12/30/2010 5:15 | N | DC_EGPS_L_A | 14.2 |
| 12/30/2010 5:15 | N | H_HOLLOW_E_1 | 1.65 |
| 12/30/2010 5:15 | N | HHOLLOW4_E_1 | 1.65 |
| 12/30/2010 5:15 | N | R_LH2SES_1 | 18.52 |
| 12/30/2010 5:15 | N | R_PB2SES_1 | 1.34 |
| 12/30/2010 5:15 | N | R_PB2SES_2 | 1.34 |
| 12/30/2010 5:15 | N | R_PB2SES_3 | 1.34 |
| 12/30/2010 5:15 | N | R_PB2SES_4 | 1.34 |
| 12/30/2010 5:15 | N | R_PB2SES_5 | 1.34 |
| 12/30/2010 5:15 | N | AUTO_EPS_390 | 18.47 |
| 12/30/2010 13:35 | N | DC_ROAD_L_B | 23.74 |
| 12/30/2010 13:35 | N | DC_EGPS_L_A | 22.98 |
| 12/30/2010 13:35 | N | H_HOLLOW_E_1 | 20.05 |
| 12/30/2010 13:35 | N | HHOLLOW4_E_1 | 20.05 |
| 12/30/2010 13:35 | N | R_LH2SES_1 | 23.99 |
| 12/30/2010 13:35 | N | R_PB2SES_1 | 19.98 |
| 12/30/2010 13:35 | N | R_PB2SES_2 | 19.98 |

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| 12/30/2010 13:35 | N | R_PB2SES_3 | 19.98 |
| 12/30/2010 13:35 | N | R_PB2SES_4 | 19.98 |
| 12/30/2010 13:35 | N | R_PB2SES_5 | 19.98 |
| 12/30/2010 13:35 | N | AUTO_EPS_390 | 23.98 |
| 12/30/2010 13:40 | N | DC_ROAD_L_B | 22.92 |
| 12/30/2010 13:40 | N | DC_EGPS_L_A | 18.38 |
| 12/30/2010 13:40 | N | H_HOLLOW_E_1 | 0.75 |
| 12/30/2010 13:40 | N | HHOLLOW4_E_1 | 0.75 |
| 12/30/2010 13:40 | N | R_LH2SES_1 | 24.41 |
| 12/30/2010 13:40 | N | R_PB2SES_1 | 0.31 |
| 12/30/2010 13:40 | N | R_PB2SES_2 | 0.31 |
| 12/30/2010 13:40 | N | R_PB2SES_3 | 0.31 |
| 12/30/2010 13:40 | N | R_PB2SES_4 | 0.31 |
| 12/30/2010 13:40 | N | R_PB2SES_5 | 0.31 |
| 12/30/2010 13:40 | N | AUTO_EPS_390 | 24.34 |
| 12/30/2010 13:45 | N | DC_ROAD_L_B | 22.68 |
| 12/30/2010 13:45 | N | DC_EGPS_L_A | 18.17 |
| 12/30/2010 13:45 | N | H_HOLLOW_E_1 | 0.61 |
| 12/30/2010 13:45 | N | HHOLLOW4_E_1 | 0.61 |
| 12/30/2010 13:45 | N | R_LH2SES_1 | 24.16 |
| 12/30/2010 13:45 | N | R_PB2SES_1 | 0.18 |
| 12/30/2010 13:45 | N | R_PB2SES_2 | 0.18 |
| 12/30/2010 13:45 | N | R_PB2SES_3 | 0.18 |
| 12/30/2010 13:45 | N | R_PB2SES_4 | 0.18 |
| 12/30/2010 13:45 | N | R_PB2SES_5 | 0.18 |
| 12/30/2010 13:45 | N | AUTO_EPS_390 | 24.09 |
| 12/30/2010 13:50 | N | DC_ROAD_L_B | 22.69 |
| 12/30/2010 13:50 | N | DC_EGPS_L_A | 18.2 |
| 12/30/2010 13:50 | N | H_HOLLOW_E_1 | 0.69 |
| 12/30/2010 13:50 | N | HHOLLOW4_E_1 | 0.69 |
| 12/30/2010 13:50 | N | R_LH2SES_1 | 24.18 |
| 12/30/2010 13:50 | N | R_PB2SES_1 | 0.26 |
| 12/30/2010 13:50 | N | R_PB2SES_2 | 0.26 |
| 12/30/2010 13:50 | N | R_PB2SES_3 | 0.26 |
| 12/30/2010 13:50 | N | R_PB2SES_4 | 0.26 |
| 12/30/2010 13:50 | N | R_PB2SES_5 | 0.26 |
| 12/30/2010 13:50 | N | AUTO_EPS_390 | 24.11 |
| 12/30/2010 13:55 | N | DC_ROAD_L_B | 22.91 |
| 12/30/2010 13:55 | N | DC_EGPS_L_A | 18.33 |
| 12/30/2010 13:55 | N | H_HOLLOW_E_1 | 0.51 |
| 12/30/2010 13:55 | N | HHOLLOW4_E_1 | 0.51 |
| 12/30/2010 13:55 | N | R_LH2SES_1 | 24.41 |
| 12/30/2010 13:55 | N | R_PB2SES_1 | 0.07 |
| 12/30/2010 13:55 | N | R_PB2SES_2 | 0.07 |
| 12/30/2010 13:55 | N | R_PB2SES_3 | 0.07 |
| 12/30/2010 13:55 | N | R_PB2SES_4 | 0.07 |
| 12/30/2010 13:55 | N | R_PB2SES_5 | 0.07 |

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| 12/30/2010 13:55 | N | AUTO_EPS_390 | 24.34 |
| 12/30/2010 14:00 | N | DC_ROAD_L_B | 24.02 |
| 12/30/2010 14:00 | N | DC_EGPS_L_A | 23.21 |
| 12/30/2010 14:00 | N | H_HOLLOW_E_1 | 20.05 |
| 12/30/2010 14:00 | N | HHOLLOW4_E_1 | 20.05 |
| 12/30/2010 14:00 | N | R_LH2SES_1 | 24.29 |
| 12/30/2010 14:00 | N | R_PB2SES_1 | 19.98 |
| 12/30/2010 14:00 | N | R_PB2SES_2 | 19.98 |
| 12/30/2010 14:00 | N | R_PB2SES_3 | 19.98 |
| 12/30/2010 14:00 | N | R_PB2SES_4 | 19.98 |
| 12/30/2010 14:00 | N | R_PB2SES_5 | 19.98 |
| 12/30/2010 14:00 | N | AUTO_EPS_390 | 24.27 |
| 12/30/2010 14:25 | N | DC_ROAD_L_B | 22.97 |
| 12/30/2010 14:25 | N | DC_EGPS_L_A | 19.66 |
| 12/30/2010 14:25 | N | H_HOLLOW_E_1 | 6.75 |
| 12/30/2010 14:25 | N | HHOLLOW4_E_1 | 6.75 |
| 12/30/2010 14:25 | N | R_LH2SES_1 | 24.07 |
| 12/30/2010 14:25 | N | R_PB2SES_1 | 6.43 |
| 12/30/2010 14:25 | N | R_PB2SES_2 | 6.43 |
| 12/30/2010 14:25 | N | R_PB2SES_3 | 6.43 |
| 12/30/2010 14:25 | N | R_PB2SES_4 | 6.43 |
| 12/30/2010 14:25 | N | R_PB2SES_5 | 6.43 |
| 12/30/2010 14:25 | N | AUTO_EPS_390 | 24.01 |
| 12/30/2010 14:30 | N | DC_ROAD_L_B | 23.76 |
| 12/30/2010 14:30 | N | DC_EGPS_L_A | 18.94 |
| 12/30/2010 14:30 | N | H_HOLLOW_E_1 | 0.06 |
| 12/30/2010 14:30 | N | HHOLLOW4_E_1 | 0.06 |
| 12/30/2010 14:30 | N | R_LH2SES_1 | 25.35 |
| 12/30/2010 14:30 | N | R_PB2SES_1 | -0.4 |
| 12/30/2010 14:30 | N | R_PB2SES_2 | -0.4 |
| 12/30/2010 14:30 | N | R_PB2SES_3 | -0.4 |
| 12/30/2010 14:30 | N | R_PB2SES_4 | -0.4 |
| 12/30/2010 14:30 | N | R_PB2SES_5 | -0.4 |
| 12/30/2010 14:30 | N | AUTO_EPS_390 | 25.28 |
| 12/30/2010 14:35 | N | DC_ROAD_L_B | 22.95 |
| 12/30/2010 14:35 | N | DC_EGPS_L_A | 18.34 |
| 12/30/2010 14:35 | N | H_HOLLOW_E_1 | 0.24 |
| 12/30/2010 14:35 | N | HHOLLOW4_E_1 | 0.24 |
| 12/30/2010 14:35 | N | R_LH2SES_1 | 24.47 |
| 12/30/2010 14:35 | N | R_PB2SES_1 | -0.21 |
| 12/30/2010 14:35 | N | R_PB2SES_2 | -0.21 |
| 12/30/2010 14:35 | N | R_PB2SES_3 | -0.21 |
| 12/30/2010 14:35 | N | R_PB2SES_4 | -0.21 |
| 12/30/2010 14:35 | N | R_PB2SES_5 | -0.21 |
| 12/30/2010 14:35 | N | AUTO_EPS_390 | 24.4 |
| 12/30/2010 14:40 | N | DC_ROAD_L_B | 22.61 |
| 12/30/2010 14:40 | N | DC_EGPS_L_A | 18.09 |

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|---|---|---|---|
| 12/30/2010 14:40 | N | H_HOLLOW_E_1 | 0.18 |
| 12/30/2010 14:40 | N | HHOLLOW4_E_1 | 0.18 |
| 12/30/2010 14:40 | N | R_LH2SES_1 | 24.02 |
| 12/30/2010 14:40 | N | R_PB2SES_1 | -0.3 |
| 12/30/2010 14:40 | N | R_PB2SES_2 | -0.3 |
| 12/30/2010 14:40 | N | R_PB2SES_3 | -0.3 |
| 12/30/2010 14:40 | N | R_PB2SES_4 | -0.3 |
| 12/30/2010 14:40 | N | R_PB2SES_5 | -0.3 |
| 12/30/2010 14:40 | N | AUTO_EPS_390 | 23.95 |
| 12/30/2010 14:45 | N | DC_ROAD_L_B | 22.56 |
| 12/30/2010 14:45 | N | DC_EGPS_L_A | 18.03 |
| 12/30/2010 14:45 | N | H_HOLLOW_E_1 | 0.05 |
| 12/30/2010 14:45 | N | HHOLLOW4_E_1 | 0.05 |
| 12/30/2010 14:45 | N | R_LH2SES_1 | 23.97 |
| 12/30/2010 14:45 | N | R_PB2SES_1 | -0.43 |
| 12/30/2010 14:45 | N | R_PB2SES_2 | -0.43 |
| 12/30/2010 14:45 | N | R_PB2SES_3 | -0.43 |
| 12/30/2010 14:45 | N | R_PB2SES_4 | -0.43 |
| 12/30/2010 14:45 | N | R_PB2SES_5 | -0.43 |
| 12/30/2010 14:45 | N | AUTO_EPS_390 | 23.91 |
| 12/30/2010 14:50 | N | DC_ROAD_L_B | 22.58 |
| 12/30/2010 14:50 | N | DC_EGPS_L_A | 17.95 |
| 12/30/2010 14:50 | N | H_HOLLOW_E_1 | -0.45 |
| 12/30/2010 14:50 | N | HHOLLOW4_E_1 | -0.45 |
| 12/30/2010 14:50 | N | R_LH2SES_1 | 24.03 |
| 12/30/2010 14:50 | N | R_PB2SES_1 | -0.94 |
| 12/30/2010 14:50 | N | R_PB2SES_2 | -0.94 |
| 12/30/2010 14:50 | N | R_PB2SES_3 | -0.94 |
| 12/30/2010 14:50 | N | R_PB2SES_4 | -0.94 |
| 12/30/2010 14:50 | N | R_PB2SES_5 | -0.94 |
| 12/30/2010 14:50 | N | AUTO_EPS_390 | 23.96 |
| 12/30/2010 14:55 | N | DC_ROAD_L_B | 22.54 |
| 12/30/2010 14:55 | N | DC_EGPS_L_A | 17.97 |
| 12/30/2010 14:55 | N | H_HOLLOW_E_1 | -0.19 |
| 12/30/2010 14:55 | N | HHOLLOW4_E_1 | -0.19 |
| 12/30/2010 14:55 | N | R_LH2SES_1 | 23.97 |
| 12/30/2010 14:55 | N | R_PB2SES_1 | -0.67 |
| 12/30/2010 14:55 | N | R_PB2SES_2 | -0.67 |
| 12/30/2010 14:55 | N | R_PB2SES_3 | -0.67 |
| 12/30/2010 14:55 | N | R_PB2SES_4 | -0.67 |
| 12/30/2010 14:55 | N | R_PB2SES_5 | -0.67 |
| 12/30/2010 14:55 | N | AUTO_EPS_390 | 23.91 |
| 12/30/2010 14:56 | N | DC_ROAD_L_B | 22.54 |
| 12/30/2010 14:56 | N | DC_EGPS_L_A | 17.95 |
| 12/30/2010 14:56 | N | H_HOLLOW_E_1 | -0.25 |
| 12/30/2010 14:56 | N | HHOLLOW4_E_1 | -0.25 |
| 12/30/2010 14:56 | N | R_LH2SES_1 | 23.97 |

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| 12/30/2010 14:56 | N | R_PB2SES_1 | -0.73 |
| 12/30/2010 14:56 | N | R_PB2SES_2 | -0.73 |
| 12/30/2010 14:56 | N | R_PB2SES_3 | -0.73 |
| 12/30/2010 14:56 | N | R_PB2SES_4 | -0.73 |
| 12/30/2010 14:56 | N | R_PB2SES_5 | -0.73 |
| 12/30/2010 14:56 | N | AUTO_EPS_390 | 23.9 |
| 12/30/2010 15:00 | N | DC_ROAD_L_B | 22.54 |
| 12/30/2010 15:00 | N | DC_EGPS_L_A | 17.97 |
| 12/30/2010 15:00 | N | H_HOLLOW_E_1 | -0.18 |
| 12/30/2010 15:00 | N | HHOLLOW4_E_1 | -0.18 |
| 12/30/2010 15:00 | N | R_LH2SES_1 | 23.97 |
| 12/30/2010 15:00 | N | R_PB2SES_1 | -0.66 |
| 12/30/2010 15:00 | N | R_PB2SES_2 | -0.66 |
| 12/30/2010 15:00 | N | R_PB2SES_3 | -0.66 |
| 12/30/2010 15:00 | N | R_PB2SES_4 | -0.66 |
| 12/30/2010 15:00 | N | R_PB2SES_5 | -0.66 |
| 12/30/2010 15:00 | N | AUTO_EPS_390 | 23.9 |
| 12/30/2010 15:05 | N | DC_ROAD_L_B | 22.64 |
| 12/30/2010 15:05 | N | DC_EGPS_L_A | 18.04 |
| 12/30/2010 15:05 | N | H_HOLLOW_E_1 | -0.21 |
| 12/30/2010 15:05 | N | HHOLLOW4_E_1 | -0.21 |
| 12/30/2010 15:05 | N | R_LH2SES_1 | 24.08 |
| 12/30/2010 15:05 | N | R_PB2SES_1 | -0.7 |
| 12/30/2010 15:05 | N | R_PB2SES_2 | -0.7 |
| 12/30/2010 15:05 | N | R_PB2SES_3 | -0.7 |
| 12/30/2010 15:05 | N | R_PB2SES_4 | -0.7 |
| 12/30/2010 15:05 | N | R_PB2SES_5 | -0.7 |
| 12/30/2010 15:05 | N | AUTO_EPS_390 | 24.01 |
| 12/30/2010 15:10 | N | DC_ROAD_L_B | 22.54 |
| 12/30/2010 15:10 | N | DC_EGPS_L_A | 17.94 |
| 12/30/2010 15:10 | N | H_HOLLOW_E_1 | -0.29 |
| 12/30/2010 15:10 | N | HHOLLOW4_E_1 | -0.29 |
| 12/30/2010 15:10 | N | R_LH2SES_1 | 23.97 |
| 12/30/2010 15:10 | N | R_PB2SES_1 | -0.77 |
| 12/30/2010 15:10 | N | R_PB2SES_2 | -0.77 |
| 12/30/2010 15:10 | N | R_PB2SES_3 | -0.77 |
| 12/30/2010 15:10 | N | R_PB2SES_4 | -0.77 |
| 12/30/2010 15:10 | N | R_PB2SES_5 | -0.77 |
| 12/30/2010 15:10 | N | AUTO_EPS_390 | 23.9 |
| 12/30/2010 15:15 | N | DC_ROAD_L_B | 22.38 |
| 12/30/2010 15:15 | N | DC_EGPS_L_A | 17.94 |
| 12/30/2010 15:15 | N | H_HOLLOW_E_1 | 0.33 |
| 12/30/2010 15:15 | N | HHOLLOW4_E_1 | 0.33 |
| 12/30/2010 15:15 | N | R_LH2SES_1 | 23.76 |
| 12/30/2010 15:15 | N | R_PB2SES_1 | -0.14 |
| 12/30/2010 15:15 | N | R_PB2SES_2 | -0.14 |
| 12/30/2010 15:15 | N | R_PB2SES_3 | -0.14 |

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| 12/30/2010 15:15 | N | R_PB2SES_4 | -0.14 |
| 12/30/2010 15:15 | N | R_PB2SES_5 | -0.14 |
| 12/30/2010 15:15 | N | AUTO_EPS_390 | 23.7 |
| 12/30/2010 15:20 | N | DC_ROAD_L_B | 22.5 |
| 12/30/2010 15:20 | N | DC_EGPS_L_A | 18.06 |
| 12/30/2010 15:20 | N | H_HOLLOW_E_1 | 0.43 |
| 12/30/2010 15:20 | N | HHOLLOW4_E_1 | 0.43 |
| 12/30/2010 15:20 | N | R_LH2SES_1 | 23.89 |
| 12/30/2010 15:20 | N | R_PB2SES_1 | -0.05 |
| 12/30/2010 15:20 | N | R_PB2SES_2 | -0.05 |
| 12/30/2010 15:20 | N | R_PB2SES_3 | -0.05 |
| 12/30/2010 15:20 | N | R_PB2SES_4 | -0.05 |
| 12/30/2010 15:20 | N | R_PB2SES_5 | -0.05 |
| 12/30/2010 15:20 | N | AUTO_EPS_390 | 23.82 |
| 12/30/2010 15:22 | N | DC_ROAD_L_B | 22.55 |
| 12/30/2010 15:22 | N | DC_EGPS_L_A | 18 |
| 12/30/2010 15:22 | N | H_HOLLOW_E_1 | -0.06 |
| 12/30/2010 15:22 | N | HHOLLOW4_E_1 | -0.06 |
| 12/30/2010 15:22 | N | R_LH2SES_1 | 23.97 |
| 12/30/2010 15:22 | N | R_PB2SES_1 | -0.55 |
| 12/30/2010 15:22 | N | R_PB2SES_2 | -0.55 |
| 12/30/2010 15:22 | N | R_PB2SES_3 | -0.55 |
| 12/30/2010 15:22 | N | R_PB2SES_4 | -0.55 |
| 12/30/2010 15:22 | N | R_PB2SES_5 | -0.55 |
| 12/30/2010 15:22 | N | AUTO_EPS_390 | 23.91 |
| 12/30/2010 15:25 | N | DC_ROAD_L_B | 22.54 |
| 12/30/2010 15:25 | N | DC_EGPS_L_A | 17.97 |
| 12/30/2010 15:25 | N | H_HOLLOW_E_1 | -0.17 |
| 12/30/2010 15:25 | N | HHOLLOW4_E_1 | -0.17 |
| 12/30/2010 15:25 | N | R_LH2SES_1 | 23.97 |
| 12/30/2010 15:25 | N | R_PB2SES_1 | -0.66 |
| 12/30/2010 15:25 | N | R_PB2SES_2 | -0.66 |
| 12/30/2010 15:25 | N | R_PB2SES_3 | -0.66 |
| 12/30/2010 15:25 | N | R_PB2SES_4 | -0.66 |
| 12/30/2010 15:25 | N | R_PB2SES_5 | -0.66 |
| 12/30/2010 15:25 | N | AUTO_EPS_390 | 23.9 |
| 12/30/2010 15:30 | N | DC_ROAD_L_B | 22.56 |
| 12/30/2010 15:30 | N | DC_EGPS_L_A | 18.02 |
| 12/30/2010 15:30 | N | H_HOLLOW_E_1 | 0.01 |
| 12/30/2010 15:30 | N | HHOLLOW4_E_1 | 0.01 |
| 12/30/2010 15:30 | N | R_LH2SES_1 | 23.98 |
| 12/30/2010 15:30 | N | R_PB2SES_1 | -0.48 |
| 12/30/2010 15:30 | N | R_PB2SES_2 | -0.48 |
| 12/30/2010 15:30 | N | R_PB2SES_3 | -0.48 |
| 12/30/2010 15:30 | N | R_PB2SES_4 | -0.48 |
| 12/30/2010 15:30 | N | R_PB2SES_5 | -0.48 |
| 12/30/2010 15:30 | N | AUTO_EPS_390 | 23.91 |

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| 12/30/2010 15:35 | N | DC_ROAD_L_B | 22.34 |
| 12/30/2010 15:35 | N | DC_EGPS_L_A | 17.9 |
| 12/30/2010 15:35 | N | H_HOLLOW_E_1 | 0.25 |
| 12/30/2010 15:35 | N | HHOLLOW4_E_1 | 0.25 |
| 12/30/2010 15:35 | N | R_LH2SES_1 | 23.73 |
| 12/30/2010 15:35 | N | R_PB2SES_1 | -0.22 |
| 12/30/2010 15:35 | N | R_PB2SES_2 | -0.22 |
| 12/30/2010 15:35 | N | R_PB2SES_3 | -0.22 |
| 12/30/2010 15:35 | N | R_PB2SES_4 | -0.22 |
| 12/30/2010 15:35 | N | R_PB2SES_5 | -0.22 |
| 12/30/2010 15:35 | N | AUTO_EPS_390 | 23.67 |
| 12/30/2010 15:40 | N | DC_ROAD_L_B | 22.04 |
| 12/30/2010 15:40 | N | DC_EGPS_L_A | 21.35 |
| 12/30/2010 15:40 | N | H_HOLLOW_E_1 | 18.62 |
| 12/30/2010 15:40 | N | HHOLLOW4_E_1 | 18.62 |
| 12/30/2010 15:40 | N | R_LH2SES_1 | 22.25 |
| 12/30/2010 15:40 | N | R_PB2SES_1 | 18.55 |
| 12/30/2010 15:40 | N | R_PB2SES_2 | 18.55 |
| 12/30/2010 15:40 | N | R_PB2SES_3 | 18.55 |
| 12/30/2010 15:40 | N | R_PB2SES_4 | 18.55 |
| 12/30/2010 15:40 | N | R_PB2SES_5 | 18.55 |
| 12/30/2010 15:40 | N | AUTO_EPS_390 | 22.24 |
| 12/30/2010 15:45 | N | DC_ROAD_L_B | 22.18 |
| 12/30/2010 15:45 | N | DC_EGPS_L_A | 21.46 |
| 12/30/2010 15:45 | N | H_HOLLOW_E_1 | 18.62 |
| 12/30/2010 15:45 | N | HHOLLOW4_E_1 | 18.62 |
| 12/30/2010 15:45 | N | R_LH2SES_1 | 22.4 |
| 12/30/2010 15:45 | N | R_PB2SES_1 | 18.55 |
| 12/30/2010 15:45 | N | R_PB2SES_2 | 18.55 |
| 12/30/2010 15:45 | N | R_PB2SES_3 | 18.55 |
| 12/30/2010 15:45 | N | R_PB2SES_4 | 18.55 |
| 12/30/2010 15:45 | N | R_PB2SES_5 | 18.55 |
| 12/30/2010 15:45 | N | AUTO_EPS_390 | 22.39 |
| 12/30/2010 15:50 | N | DC_ROAD_L_B | 22.21 |
| 12/30/2010 15:50 | N | DC_EGPS_L_A | 17.82 |
| 12/30/2010 15:50 | N | H_HOLLOW_E_1 | 0.45 |
| 12/30/2010 15:50 | N | HHOLLOW4_E_1 | 0.45 |
| 12/30/2010 15:50 | N | R_LH2SES_1 | 23.58 |
| 12/30/2010 15:50 | N | R_PB2SES_1 | -0.04 |
| 12/30/2010 15:50 | N | R_PB2SES_2 | -0.04 |
| 12/30/2010 15:50 | N | R_PB2SES_3 | -0.04 |
| 12/30/2010 15:50 | N | R_PB2SES_4 | -0.04 |
| 12/30/2010 15:50 | N | R_PB2SES_5 | -0.04 |
| 12/30/2010 15:50 | N | AUTO_EPS_390 | 23.51 |
| 12/30/2010 15:53 | N | DC_ROAD_L_B | 21.92 |
| 12/30/2010 15:53 | N | DC_EGPS_L_A | 17.59 |
| 12/30/2010 15:53 | N | H_HOLLOW_E_1 | 0.33 |

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| 12/30/2010 15:53 | N | HHOLLOW4_E_1 | 0.33 |
| 12/30/2010 15:53 | N | R_LH2SES_1 | 23.27 |
| 12/30/2010 15:53 | N | R_PB2SES_1 | -0.13 |
| 12/30/2010 15:53 | N | R_PB2SES_2 | -0.13 |
| 12/30/2010 15:53 | N | R_PB2SES_3 | -0.13 |
| 12/30/2010 15:53 | N | R_PB2SES_4 | -0.13 |
| 12/30/2010 15:53 | N | R_PB2SES_5 | -0.13 |
| 12/30/2010 15:53 | N | AUTO_EPS_390 | 23.21 |
| 12/30/2010 15:55 | N | DC_ROAD_L_B | 21.83 |
| 12/30/2010 15:55 | N | DC_EGPS_L_A | 17.52 |
| 12/30/2010 15:55 | N | H_HOLLOW_E_1 | 0.37 |
| 12/30/2010 15:55 | N | HHOLLOW4_E_1 | 0.37 |
| 12/30/2010 15:55 | N | R_LH2SES_1 | 23.17 |
| 12/30/2010 15:55 | N | R_PB2SES_1 | -0.09 |
| 12/30/2010 15:55 | N | R_PB2SES_2 | -0.09 |
| 12/30/2010 15:55 | N | R_PB2SES_3 | -0.09 |
| 12/30/2010 15:55 | N | R_PB2SES_4 | -0.09 |
| 12/30/2010 15:55 | N | R_PB2SES_5 | -0.09 |
| 12/30/2010 15:55 | N | AUTO_EPS_390 | 23.11 |
| 12/30/2010 15:58 | N | DC_ROAD_L_B | 22.56 |
| 12/30/2010 15:58 | N | DC_EGPS_L_A | 18.04 |
| 12/30/2010 15:58 | N | H_HOLLOW_E_1 | -0.02 |
| 12/30/2010 15:58 | N | HHOLLOW4_E_1 | -0.02 |
| 12/30/2010 15:58 | N | R_LH2SES_1 | 23.97 |
| 12/30/2010 15:58 | N | R_PB2SES_1 | -0.5 |
| 12/30/2010 15:58 | N | R_PB2SES_2 | -0.5 |
| 12/30/2010 15:58 | N | R_PB2SES_3 | -0.5 |
| 12/30/2010 15:58 | N | R_PB2SES_4 | -0.5 |
| 12/30/2010 15:58 | N | R_PB2SES_5 | -0.5 |
| 12/30/2010 15:58 | N | AUTO_EPS_390 | 23.9 |
| 12/30/2010 16:00 | N | DC_ROAD_L_B | 22.55 |
| 12/30/2010 16:00 | N | DC_EGPS_L_A | 18 |
| 12/30/2010 16:00 | N | H_HOLLOW_E_1 | -0.17 |
| 12/30/2010 16:00 | N | HHOLLOW4_E_1 | -0.17 |
| 12/30/2010 16:00 | N | R_LH2SES_1 | 23.97 |
| 12/30/2010 16:00 | N | R_PB2SES_1 | -0.65 |
| 12/30/2010 16:00 | N | R_PB2SES_2 | -0.65 |
| 12/30/2010 16:00 | N | R_PB2SES_3 | -0.65 |
| 12/30/2010 16:00 | N | R_PB2SES_4 | -0.65 |
| 12/30/2010 16:00 | N | R_PB2SES_5 | -0.65 |
| 12/30/2010 16:00 | N | AUTO_EPS_390 | 23.9 |
| 12/30/2010 16:05 | N | DC_ROAD_L_B | 22.53 |
| 12/30/2010 16:05 | N | DC_EGPS_L_A | 17.93 |
| 12/30/2010 16:05 | N | H_HOLLOW_E_1 | -0.45 |
| 12/30/2010 16:05 | N | HHOLLOW4_E_1 | -0.45 |
| 12/30/2010 16:05 | N | R_LH2SES_1 | 23.96 |
| 12/30/2010 16:05 | N | R_PB2SES_1 | -0.94 |

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| 12/30/2010 16:05 | N | R_PB2SES_2 | -0.94 |
| 12/30/2010 16:05 | N | R_PB2SES_3 | -0.94 |
| 12/30/2010 16:05 | N | R_PB2SES_4 | -0.94 |
| 12/30/2010 16:05 | N | R_PB2SES_5 | -0.94 |
| 12/30/2010 16:05 | N | AUTO_EPS_390 | 23.9 |
| 12/30/2010 16:10 | N | DC_ROAD_L_B | 21.45 |
| 12/30/2010 16:10 | N | DC_EGPS_L_A | 17.08 |
| 12/30/2010 16:10 | N | H_HOLLOW_E_1 | -0.25 |
| 12/30/2010 16:10 | N | HHOLLOW4_E_1 | -0.25 |
| 12/30/2010 16:10 | N | R_LH2SES_1 | 22.81 |
| 12/30/2010 16:10 | N | R_PB2SES_1 | -0.71 |
| 12/30/2010 16:10 | N | R_PB2SES_2 | -0.71 |
| 12/30/2010 16:10 | N | R_PB2SES_3 | -0.71 |
| 12/30/2010 16:10 | N | R_PB2SES_4 | -0.71 |
| 12/30/2010 16:10 | N | R_PB2SES_5 | -0.71 |
| 12/30/2010 16:10 | N | AUTO_EPS_390 | 22.74 |
| 12/30/2010 16:12 | N | DC_ROAD_L_B | 21.44 |
| 12/30/2010 16:12 | N | DC_EGPS_L_A | 17.04 |
| 12/30/2010 16:12 | N | H_HOLLOW_E_1 | -0.42 |
| 12/30/2010 16:12 | N | HHOLLOW4_E_1 | -0.42 |
| 12/30/2010 16:12 | N | R_LH2SES_1 | 22.81 |
| 12/30/2010 16:12 | N | R_PB2SES_1 | -0.88 |
| 12/30/2010 16:12 | N | R_PB2SES_2 | -0.88 |
| 12/30/2010 16:12 | N | R_PB2SES_3 | -0.88 |
| 12/30/2010 16:12 | N | R_PB2SES_4 | -0.88 |
| 12/30/2010 16:12 | N | R_PB2SES_5 | -0.88 |
| 12/30/2010 16:12 | N | AUTO_EPS_390 | 22.75 |
| 12/30/2010 16:15 | N | DC_ROAD_L_B | 21.47 |
| 12/30/2010 16:15 | N | DC_EGPS_L_A | 17.09 |
| 12/30/2010 16:15 | N | H_HOLLOW_E_1 | -0.27 |
| 12/30/2010 16:15 | N | HHOLLOW4_E_1 | -0.27 |
| 12/30/2010 16:15 | N | R_LH2SES_1 | 22.84 |
| 12/30/2010 16:15 | N | R_PB2SES_1 | -0.73 |
| 12/30/2010 16:15 | N | R_PB2SES_2 | -0.73 |
| 12/30/2010 16:15 | N | R_PB2SES_3 | -0.73 |
| 12/30/2010 16:15 | N | R_PB2SES_4 | -0.73 |
| 12/30/2010 16:15 | N | R_PB2SES_5 | -0.73 |
| 12/30/2010 16:15 | N | AUTO_EPS_390 | 22.77 |
| 12/30/2010 16:20 | N | DC_ROAD_L_B | 21.67 |
| 12/30/2010 16:20 | N | DC_EGPS_L_A | 17.29 |
| 12/30/2010 16:20 | N | H_HOLLOW_E_1 | -0.1 |
| 12/30/2010 16:20 | N | HHOLLOW4_E_1 | -0.1 |
| 12/30/2010 16:20 | N | R_LH2SES_1 | 23.04 |
| 12/30/2010 16:20 | N | R_PB2SES_1 | -0.56 |
| 12/30/2010 16:20 | N | R_PB2SES_2 | -0.56 |
| 12/30/2010 16:20 | N | R_PB2SES_3 | -0.56 |
| 12/30/2010 16:20 | N | R_PB2SES_4 | -0.56 |

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| 12/30/2010 16:20 | N | R_PB2SES_5 | -0.56 |
| 12/30/2010 16:20 | N | AUTO_EPS_390 | 22.97 |
| 12/30/2010 16:25 | N | DC_ROAD_L_B | 21.44 |
| 12/30/2010 16:25 | N | DC_EGPS_L_A | 17.13 |
| 12/30/2010 16:25 | N | H_HOLLOW_E_1 | 0.04 |
| 12/30/2010 16:25 | N | HHOLLOW4_E_1 | 0.04 |
| 12/30/2010 16:25 | N | R_LH2SES_1 | 22.78 |
| 12/30/2010 16:25 | N | R_PB2SES_1 | -0.41 |
| 12/30/2010 16:25 | N | R_PB2SES_2 | -0.41 |
| 12/30/2010 16:25 | N | R_PB2SES_3 | -0.41 |
| 12/30/2010 16:25 | N | R_PB2SES_4 | -0.41 |
| 12/30/2010 16:25 | N | R_PB2SES_5 | -0.41 |
| 12/30/2010 16:25 | N | AUTO_EPS_390 | 22.72 |
| 12/30/2010 16:30 | N | DC_ROAD_L_B | 21.18 |
| 12/30/2010 16:30 | N | DC_EGPS_L_A | 16.94 |
| 12/30/2010 16:30 | N | H_HOLLOW_E_1 | 0.1 |
| 12/30/2010 16:30 | N | HHOLLOW4_E_1 | 0.1 |
| 12/30/2010 16:30 | N | R_LH2SES_1 | 22.51 |
| 12/30/2010 16:30 | N | R_PB2SES_1 | -0.35 |
| 12/30/2010 16:30 | N | R_PB2SES_2 | -0.35 |
| 12/30/2010 16:30 | N | R_PB2SES_3 | -0.35 |
| 12/30/2010 16:30 | N | R_PB2SES_4 | -0.35 |
| 12/30/2010 16:30 | N | R_PB2SES_5 | -0.35 |
| 12/30/2010 16:30 | N | AUTO_EPS_390 | 22.44 |
| 12/30/2010 16:35 | N | DC_ROAD_L_B | 21.42 |
| 12/30/2010 16:35 | N | DC_EGPS_L_A | 17.1 |
| 12/30/2010 16:35 | N | H_HOLLOW_E_1 | -0.07 |
| 12/30/2010 16:35 | N | HHOLLOW4_E_1 | -0.07 |
| 12/30/2010 16:35 | N | R_LH2SES_1 | 22.77 |
| 12/30/2010 16:35 | N | R_PB2SES_1 | -0.52 |
| 12/30/2010 16:35 | N | R_PB2SES_2 | -0.52 |
| 12/30/2010 16:35 | N | R_PB2SES_3 | -0.52 |
| 12/30/2010 16:35 | N | R_PB2SES_4 | -0.52 |
| 12/30/2010 16:35 | N | R_PB2SES_5 | -0.52 |
| 12/30/2010 16:35 | N | AUTO_EPS_390 | 22.71 |
| 12/30/2010 16:40 | N | DC_ROAD_L_B | 21.51 |
| 12/30/2010 16:40 | N | DC_EGPS_L_A | 17.17 |
| 12/30/2010 16:40 | N | H_HOLLOW_E_1 | -0.04 |
| 12/30/2010 16:40 | N | HHOLLOW4_E_1 | -0.04 |
| 12/30/2010 16:40 | N | R_LH2SES_1 | 22.86 |
| 12/30/2010 16:40 | N | R_PB2SES_1 | -0.49 |
| 12/30/2010 16:40 | N | R_PB2SES_2 | -0.49 |
| 12/30/2010 16:40 | N | R_PB2SES_3 | -0.49 |
| 12/30/2010 16:40 | N | R_PB2SES_4 | -0.49 |
| 12/30/2010 16:40 | N | R_PB2SES_5 | -0.49 |
| 12/30/2010 16:40 | N | AUTO_EPS_390 | 22.8 |
| 12/30/2010 16:45 | N | DC_ROAD_L_B | 21.45 |

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| 12/30/2010 16:45 | N | DC_EGPS_L_A | 17.19 |
| 12/30/2010 16:45 | N | H_HOLLOW_E_1 | 0.3 |
| 12/30/2010 16:45 | N | HHOLLOW4_E_1 | 0.3 |
| 12/30/2010 16:45 | N | R_LH2SES_1 | 22.79 |
| 12/30/2010 16:45 | N | R_PB2SES_1 | -0.15 |
| 12/30/2010 16:45 | N | R_PB2SES_2 | -0.15 |
| 12/30/2010 16:45 | N | R_PB2SES_3 | -0.15 |
| 12/30/2010 16:45 | N | R_PB2SES_4 | -0.15 |
| 12/30/2010 16:45 | N | R_PB2SES_5 | -0.15 |
| 12/30/2010 16:45 | N | AUTO_EPS_390 | 22.73 |
| 12/30/2010 16:50 | N | DC_ROAD_L_B | 21.53 |
| 12/30/2010 16:50 | N | DC_EGPS_L_A | 17.54 |
| 12/30/2010 16:50 | N | H_HOLLOW_E_1 | 1.81 |
| 12/30/2010 16:50 | N | HHOLLOW4_E_1 | 1.81 |
| 12/30/2010 16:50 | N | R_LH2SES_1 | 22.77 |
| 12/30/2010 16:50 | N | R_PB2SES_1 | 1.4 |
| 12/30/2010 16:50 | N | R_PB2SES_2 | 1.4 |
| 12/30/2010 16:50 | N | R_PB2SES_3 | 1.4 |
| 12/30/2010 16:50 | N | R_PB2SES_4 | 1.4 |
| 12/30/2010 16:50 | N | R_PB2SES_5 | 1.4 |
| 12/30/2010 16:50 | N | AUTO_EPS_390 | 22.72 |
| 12/30/2010 16:55 | N | DC_ROAD_L_B | 21.49 |
| 12/30/2010 16:55 | N | DC_EGPS_L_A | 17.24 |
| 12/30/2010 16:55 | N | H_HOLLOW_E_1 | 0.5 |
| 12/30/2010 16:55 | N | HHOLLOW4_E_1 | 0.5 |
| 12/30/2010 16:55 | N | R_LH2SES_1 | 22.82 |
| 12/30/2010 16:55 | N | R_PB2SES_1 | 0.05 |
| 12/30/2010 16:55 | N | R_PB2SES_2 | 0.05 |
| 12/30/2010 16:55 | N | R_PB2SES_3 | 0.05 |
| 12/30/2010 16:55 | N | R_PB2SES_4 | 0.05 |
| 12/30/2010 16:55 | N | R_PB2SES_5 | 0.05 |
| 12/30/2010 16:55 | N | AUTO_EPS_390 | 22.76 |
| 12/30/2010 17:00 | N | DC_ROAD_L_B | 21.55 |
| 12/30/2010 17:00 | N | DC_EGPS_L_A | 17.58 |
| 12/30/2010 17:00 | N | H_HOLLOW_E_1 | 1.99 |
| 12/30/2010 17:00 | N | HHOLLOW4_E_1 | 1.99 |
| 12/30/2010 17:00 | N | R_LH2SES_1 | 22.79 |
| 12/30/2010 17:00 | N | R_PB2SES_1 | 1.57 |
| 12/30/2010 17:00 | N | R_PB2SES_2 | 1.57 |
| 12/30/2010 17:00 | N | R_PB2SES_3 | 1.57 |
| 12/30/2010 17:00 | N | R_PB2SES_4 | 1.57 |
| 12/30/2010 17:00 | N | R_PB2SES_5 | 1.57 |
| 12/30/2010 17:00 | N | AUTO_EPS_390 | 22.73 |
| 12/30/2010 18:13 | N | DC_ROAD_L_B | 27.02 |
| 12/30/2010 18:13 | N | DC_EGPS_L_A | 25.61 |
| 12/30/2010 18:13 | N | H_HOLLOW_E_1 | 20.07 |
| 12/30/2010 18:13 | N | HHOLLOW4_E_1 | 20.07 |

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| 12/30/2010 18:13 | N | R_LH2SES_1 | 27.46 |
| 12/30/2010 18:13 | N | R_PB2SES_1 | 19.93 |
| 12/30/2010 18:13 | N | R_PB2SES_2 | 19.93 |
| 12/30/2010 18:13 | N | R_PB2SES_3 | 19.93 |
| 12/30/2010 18:13 | N | R_PB2SES_4 | 19.93 |
| 12/30/2010 18:13 | N | R_PB2SES_5 | 19.93 |
| 12/30/2010 18:13 | N | AUTO_EPS_390 | 27.44 |
| 12/30/2010 18:15 | N | DC_ROAD_L_B | 26.81 |
| 12/30/2010 18:15 | N | DC_EGPS_L_A | 25.15 |
| 12/30/2010 18:15 | N | H_HOLLOW_E_1 | 18.67 |
| 12/30/2010 18:15 | N | HHOLLOW4_E_1 | 18.67 |
| 12/30/2010 18:15 | N | R_LH2SES_1 | 27.32 |
| 12/30/2010 18:15 | N | R_PB2SES_1 | 18.5 |
| 12/30/2010 18:15 | N | R_PB2SES_2 | 18.5 |
| 12/30/2010 18:15 | N | R_PB2SES_3 | 18.5 |
| 12/30/2010 18:15 | N | R_PB2SES_4 | 18.5 |
| 12/30/2010 18:15 | N | R_PB2SES_5 | 18.5 |
| 12/30/2010 18:15 | N | AUTO_EPS_390 | 27.3 |
| 12/30/2010 18:23 | N | DC_ROAD_L_B | 25.95 |
| 12/30/2010 18:23 | N | DC_EGPS_L_A | 23.83 |
| 12/30/2010 18:23 | N | H_HOLLOW_E_1 | 15.47 |
| 12/30/2010 18:23 | N | HHOLLOW4_E_1 | 15.47 |
| 12/30/2010 18:23 | N | R_LH2SES_1 | 26.62 |
| 12/30/2010 18:23 | N | R_PB2SES_1 | 15.25 |
| 12/30/2010 18:23 | N | R_PB2SES_2 | 15.25 |
| 12/30/2010 18:23 | N | R_PB2SES_3 | 15.25 |
| 12/30/2010 18:23 | N | R_PB2SES_4 | 15.25 |
| 12/30/2010 18:23 | N | R_PB2SES_5 | 15.25 |
| 12/30/2010 18:23 | N | AUTO_EPS_390 | 26.58 |
| 12/30/2010 18:23 | N | DC_ROAD_L_B | 25.62 |
| 12/30/2010 18:23 | N | DC_EGPS_L_A | 20.61 |
| 12/30/2010 18:23 | N | H_HOLLOW_E_1 | 0.86 |
| 12/30/2010 18:23 | N | HHOLLOW4_E_1 | 0.86 |
| 12/30/2010 18:23 | N | R_LH2SES_1 | 27.19 |
| 12/30/2010 18:23 | N | R_PB2SES_1 | 0.34 |
| 12/30/2010 18:23 | N | R_PB2SES_2 | 0.34 |
| 12/30/2010 18:23 | N | R_PB2SES_3 | 0.34 |
| 12/30/2010 18:23 | N | R_PB2SES_4 | 0.34 |
| 12/30/2010 18:23 | N | R_PB2SES_5 | 0.34 |
| 12/30/2010 18:23 | N | AUTO_EPS_390 | 27.12 |
| 12/30/2010 18:25 | N | DC_ROAD_L_B | 25.48 |
| 12/30/2010 18:25 | N | DC_EGPS_L_A | 20.5 |
| 12/30/2010 18:25 | N | H_HOLLOW_E_1 | 0.87 |
| 12/30/2010 18:25 | N | HHOLLOW4_E_1 | 0.87 |
| 12/30/2010 18:25 | N | R_LH2SES_1 | 27.04 |
| 12/30/2010 18:25 | N | R_PB2SES_1 | 0.35 |
| 12/30/2010 18:25 | N | R_PB2SES_2 | 0.35 |

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| 12/30/2010 18:25 | N | R_PB2SES_3 | 0.35 |
| 12/30/2010 18:25 | N | R_PB2SES_4 | 0.35 |
| 12/30/2010 18:25 | N | R_PB2SES_5 | 0.35 |
| 12/30/2010 18:25 | N | AUTO_EPS_390 | 26.97 |
| 12/30/2010 18:27 | N | DC_ROAD_L_B | 25.65 |
| 12/30/2010 18:27 | N | DC_EGPS_L_A | 20.62 |
| 12/30/2010 18:27 | N | H_HOLLOW_E_1 | 0.77 |
| 12/30/2010 18:27 | N | HHOLLOW4_E_1 | 0.77 |
| 12/30/2010 18:27 | N | R_LH2SES_1 | 27.23 |
| 12/30/2010 18:27 | N | R_PB2SES_1 | 0.24 |
| 12/30/2010 18:27 | N | R_PB2SES_2 | 0.24 |
| 12/30/2010 18:27 | N | R_PB2SES_3 | 0.24 |
| 12/30/2010 18:27 | N | R_PB2SES_4 | 0.24 |
| 12/30/2010 18:27 | N | R_PB2SES_5 | 0.24 |
| 12/30/2010 18:27 | N | AUTO_EPS_390 | 27.15 |
| 12/30/2010 18:28 | N | DC_ROAD_L_B | 26.87 |
| 12/30/2010 18:28 | N | DC_EGPS_L_A | 21.51 |
| 12/30/2010 18:28 | N | H_HOLLOW_E_1 | 0.3 |
| 12/30/2010 18:28 | N | HHOLLOW4_E_1 | 0.3 |
| 12/30/2010 18:28 | N | R_LH2SES_1 | 28.55 |
| 12/30/2010 18:28 | N | R_PB2SES_1 | -0.26 |
| 12/30/2010 18:28 | N | R_PB2SES_2 | -0.26 |
| 12/30/2010 18:28 | N | R_PB2SES_3 | -0.26 |
| 12/30/2010 18:28 | N | R_PB2SES_4 | -0.26 |
| 12/30/2010 18:28 | N | R_PB2SES_5 | -0.26 |
| 12/30/2010 18:28 | N | AUTO_EPS_390 | 28.47 |
| 12/30/2010 18:30 | N | DC_ROAD_L_B | 26.76 |
| 12/30/2010 18:30 | N | DC_EGPS_L_A | 21.41 |
| 12/30/2010 18:30 | N | H_HOLLOW_E_1 | 0.25 |
| 12/30/2010 18:30 | N | HHOLLOW4_E_1 | 0.25 |
| 12/30/2010 18:30 | N | R_LH2SES_1 | 28.43 |
| 12/30/2010 18:30 | N | R_PB2SES_1 | -0.31 |
| 12/30/2010 18:30 | N | R_PB2SES_2 | -0.31 |
| 12/30/2010 18:30 | N | R_PB2SES_3 | -0.31 |
| 12/30/2010 18:30 | N | R_PB2SES_4 | -0.31 |
| 12/30/2010 18:30 | N | R_PB2SES_5 | -0.31 |
| 12/30/2010 18:30 | N | AUTO_EPS_390 | 28.36 |
| 12/30/2010 18:32 | N | DC_ROAD_L_B | 27.84 |
| 12/30/2010 18:32 | N | DC_EGPS_L_A | 22.14 |
| 12/30/2010 18:32 | N | H_HOLLOW_E_1 | -0.42 |
| 12/30/2010 18:32 | N | HHOLLOW4_E_1 | -0.42 |
| 12/30/2010 18:32 | N | R_LH2SES_1 | 29.63 |
| 12/30/2010 18:32 | N | R_PB2SES_1 | -1.02 |
| 12/30/2010 18:32 | N | R_PB2SES_2 | -1.02 |
| 12/30/2010 18:32 | N | R_PB2SES_3 | -1.02 |
| 12/30/2010 18:32 | N | R_PB2SES_4 | -1.02 |
| 12/30/2010 18:32 | N | R_PB2SES_5 | -1.02 |

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| 12/30/2010 18:32 | N | AUTO_EPS_390 | 29.54 |
| 12/30/2010 18:35 | N | DC_ROAD_L_B | 30.27 |
| 12/30/2010 18:35 | N | DC_EGPS_L_A | 23.93 |
| 12/30/2010 18:35 | N | H_HOLLOW_E_1 | -1.14 |
| 12/30/2010 18:35 | N | HHOLLOW4_E_1 | -1.14 |
| 12/30/2010 18:35 | N | R_LH2SES_1 | 32.25 |
| 12/30/2010 18:35 | N | R_PB2SES_1 | -1.8 |
| 12/30/2010 18:35 | N | R_PB2SES_2 | -1.8 |
| 12/30/2010 18:35 | N | R_PB2SES_3 | -1.8 |
| 12/30/2010 18:35 | N | R_PB2SES_4 | -1.8 |
| 12/30/2010 18:35 | N | R_PB2SES_5 | -1.8 |
| 12/30/2010 18:35 | N | AUTO_EPS_390 | 32.16 |
| 12/30/2010 18:40 | N | DC_ROAD_L_B | 27.59 |
| 12/30/2010 18:40 | N | DC_EGPS_L_A | 21.92 |
| 12/30/2010 18:40 | N | H_HOLLOW_E_1 | -0.55 |
| 12/30/2010 18:40 | N | HHOLLOW4_E_1 | -0.55 |
| 12/30/2010 18:40 | N | R_LH2SES_1 | 29.37 |
| 12/30/2010 18:40 | N | R_PB2SES_1 | -1.14 |
| 12/30/2010 18:40 | N | R_PB2SES_2 | -1.14 |
| 12/30/2010 18:40 | N | R_PB2SES_3 | -1.14 |
| 12/30/2010 18:40 | N | R_PB2SES_4 | -1.14 |
| 12/30/2010 18:40 | N | R_PB2SES_5 | -1.14 |
| 12/30/2010 18:40 | N | AUTO_EPS_390 | 29.29 |
| 12/30/2010 18:45 | N | DC_ROAD_L_B | 26.22 |
| 12/30/2010 18:45 | N | DC_EGPS_L_A | 20.83 |
| 12/30/2010 18:45 | N | H_HOLLOW_E_1 | -0.43 |
| 12/30/2010 18:45 | N | HHOLLOW4_E_1 | -0.43 |
| 12/30/2010 18:45 | N | R_LH2SES_1 | 27.9 |
| 12/30/2010 18:45 | N | R_PB2SES_1 | -1 |
| 12/30/2010 18:45 | N | R_PB2SES_2 | -1 |
| 12/30/2010 18:45 | N | R_PB2SES_3 | -1 |
| 12/30/2010 18:45 | N | R_PB2SES_4 | -1 |
| 12/30/2010 18:45 | N | R_PB2SES_5 | -1 |
| 12/30/2010 18:45 | N | AUTO_EPS_390 | 27.83 |
| 12/30/2010 18:50 | N | DC_ROAD_L_B | 25.57 |
| 12/30/2010 18:50 | N | DC_EGPS_L_A | 20.31 |
| 12/30/2010 18:50 | N | H_HOLLOW_E_1 | -0.44 |
| 12/30/2010 18:50 | N | HHOLLOW4_E_1 | -0.44 |
| 12/30/2010 18:50 | N | R_LH2SES_1 | 27.22 |
| 12/30/2010 18:50 | N | R_PB2SES_1 | -0.98 |
| 12/30/2010 18:50 | N | R_PB2SES_2 | -0.98 |
| 12/30/2010 18:50 | N | R_PB2SES_3 | -0.98 |
| 12/30/2010 18:50 | N | R_PB2SES_4 | -0.98 |
| 12/30/2010 18:50 | N | R_PB2SES_5 | -0.98 |
| 12/30/2010 18:50 | N | AUTO_EPS_390 | 27.14 |
| 12/30/2010 18:55 | N | DC_ROAD_L_B | 25.44 |
| 12/30/2010 18:55 | N | DC_EGPS_L_A | 20.19 |

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| 12/30/2010 18:55 | N | H_HOLLOW_E_1 | -0.51 |
| 12/30/2010 18:55 | N | HHOLLOW4_E_1 | -0.51 |
| 12/30/2010 18:55 | N | R_LH2SES_1 | 27.08 |
| 12/30/2010 18:55 | N | R_PB2SES_1 | -1.06 |
| 12/30/2010 18:55 | N | R_PB2SES_2 | -1.06 |
| 12/30/2010 18:55 | N | R_PB2SES_3 | -1.06 |
| 12/30/2010 18:55 | N | R_PB2SES_4 | -1.06 |
| 12/30/2010 18:55 | N | R_PB2SES_5 | -1.06 |
| 12/30/2010 18:55 | N | AUTO_EPS_390 | 27.01 |
| 12/30/2010 18:59 | N | DC_ROAD_L_B | 26.45 |
| 12/30/2010 18:59 | N | DC_EGPS_L_A | 20.05 |
| 12/30/2010 18:59 | N | H_HOLLOW_E_1 | -5.34 |
| 12/30/2010 18:59 | N | HHOLLOW4_E_1 | -5.34 |
| 12/30/2010 18:59 | N | R_LH2SES_1 | 28.45 |
| 12/30/2010 18:59 | N | R_PB2SES_1 | -6.01 |
| 12/30/2010 18:59 | N | R_PB2SES_2 | -6.01 |
| 12/30/2010 18:59 | N | R_PB2SES_3 | -6.01 |
| 12/30/2010 18:59 | N | R_PB2SES_4 | -6.01 |
| 12/30/2010 18:59 | N | R_PB2SES_5 | -6.01 |
| 12/30/2010 18:59 | N | AUTO_EPS_390 | 28.36 |
| 12/30/2010 19:00 | N | DC_ROAD_L_B | 25.35 |
| 12/30/2010 19:00 | N | DC_EGPS_L_A | 16.61 |
| 12/30/2010 19:00 | N | H_HOLLOW_E_1 | -18.04 |
| 12/30/2010 19:00 | N | HHOLLOW4_E_1 | -18.04 |
| 12/30/2010 19:00 | N | R_LH2SES_1 | 28.08 |
| 12/30/2010 19:00 | N | R_PB2SES_1 | -18.95 |
| 12/30/2010 19:00 | N | R_PB2SES_2 | -18.95 |
| 12/30/2010 19:00 | N | R_PB2SES_3 | -18.95 |
| 12/30/2010 19:00 | N | R_PB2SES_4 | -18.95 |
| 12/30/2010 19:00 | N | R_PB2SES_5 | -18.95 |
| 12/30/2010 19:00 | N | AUTO_EPS_390 | 27.95 |
| 12/30/2010 19:02 | N | DC_ROAD_L_B | 29.91 |
| 12/30/2010 19:02 | N | DC_EGPS_L_A | 20.09 |
| 12/30/2010 19:02 | N | H_HOLLOW_E_1 | -18.87 |
| 12/30/2010 19:02 | N | HHOLLOW4_E_1 | -18.87 |
| 12/30/2010 19:02 | N | R_LH2SES_1 | 32.98 |
| 12/30/2010 19:02 | N | R_PB2SES_1 | -19.9 |
| 12/30/2010 19:02 | N | R_PB2SES_2 | -19.9 |
| 12/30/2010 19:02 | N | R_PB2SES_3 | -19.9 |
| 12/30/2010 19:02 | N | R_PB2SES_4 | -19.9 |
| 12/30/2010 19:02 | N | R_PB2SES_5 | -19.9 |
| 12/30/2010 19:02 | N | AUTO_EPS_390 | 32.84 |
| 12/30/2010 19:05 | N | DC_ROAD_L_B | 31.07 |
| 12/30/2010 19:05 | N | DC_EGPS_L_A | 20.97 |
| 12/30/2010 19:05 | N | H_HOLLOW_E_1 | -19.12 |
| 12/30/2010 19:05 | N | HHOLLOW4_E_1 | -19.12 |
| 12/30/2010 19:05 | N | R_LH2SES_1 | 34.23 |

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| 12/30/2010 19:05 | N | R_PB2SES_1 | -20.17 |
| 12/30/2010 19:05 | N | R_PB2SES_2 | -20.17 |
| 12/30/2010 19:05 | N | R_PB2SES_3 | -20.17 |
| 12/30/2010 19:05 | N | R_PB2SES_4 | -20.17 |
| 12/30/2010 19:05 | N | R_PB2SES_5 | -20.17 |
| 12/30/2010 19:05 | N | AUTO_EPS_390 | 34.08 |
| 12/30/2010 19:10 | N | DC_ROAD_L_B | 28.23 |
| 12/30/2010 19:10 | N | DC_EGPS_L_A | 18.73 |
| 12/30/2010 19:10 | N | H_HOLLOW_E_1 | -18.73 |
| 12/30/2010 19:10 | N | HHOLLOW4_E_1 | -18.73 |
| 12/30/2010 19:10 | N | R_LH2SES_1 | 31.2 |
| 12/30/2010 19:10 | N | R_PB2SES_1 | -19.72 |
| 12/30/2010 19:10 | N | R_PB2SES_2 | -19.72 |
| 12/30/2010 19:10 | N | R_PB2SES_3 | -19.72 |
| 12/30/2010 19:10 | N | R_PB2SES_4 | -19.72 |
| 12/30/2010 19:10 | N | R_PB2SES_5 | -19.72 |
| 12/30/2010 19:10 | N | AUTO_EPS_390 | 31.07 |
| 12/30/2010 19:15 | N | DC_ROAD_L_B | 22.23 |
| 12/30/2010 19:15 | N | DC_EGPS_L_A | 16.91 |
| 12/30/2010 19:15 | N | H_HOLLOW_E_1 | -3.86 |
| 12/30/2010 19:15 | N | HHOLLOW4_E_1 | -3.86 |
| 12/30/2010 19:15 | N | R_LH2SES_1 | 23.89 |
| 12/30/2010 19:15 | N | R_PB2SES_1 | -4.4 |
| 12/30/2010 19:15 | N | R_PB2SES_2 | -4.4 |
| 12/30/2010 19:15 | N | R_PB2SES_3 | -4.4 |
| 12/30/2010 19:15 | N | R_PB2SES_4 | -4.4 |
| 12/30/2010 19:15 | N | R_PB2SES_5 | -4.4 |
| 12/30/2010 19:15 | N | AUTO_EPS_390 | 23.81 |
| 12/30/2010 19:20 | N | DC_ROAD_L_B | 22.26 |
| 12/30/2010 19:20 | N | DC_EGPS_L_A | 16.94 |
| 12/30/2010 19:20 | N | H_HOLLOW_E_1 | -3.85 |
| 12/30/2010 19:20 | N | HHOLLOW4_E_1 | -3.85 |
| 12/30/2010 19:20 | N | R_LH2SES_1 | 23.92 |
| 12/30/2010 19:20 | N | R_PB2SES_1 | -4.4 |
| 12/30/2010 19:20 | N | R_PB2SES_2 | -4.4 |
| 12/30/2010 19:20 | N | R_PB2SES_3 | -4.4 |
| 12/30/2010 19:20 | N | R_PB2SES_4 | -4.4 |
| 12/30/2010 19:20 | N | R_PB2SES_5 | -4.4 |
| 12/30/2010 19:20 | N | AUTO_EPS_390 | 23.84 |
| 12/30/2010 19:25 | N | DC_ROAD_L_B | 22.76 |
| 12/30/2010 19:25 | N | DC_EGPS_L_A | 14.55 |
| 12/30/2010 19:25 | N | H_HOLLOW_E_1 | -17.79 |
| 12/30/2010 19:25 | N | HHOLLOW4_E_1 | -17.79 |
| 12/30/2010 19:25 | N | R_LH2SES_1 | 25.32 |
| 12/30/2010 19:25 | N | R_PB2SES_1 | -18.64 |
| 12/30/2010 19:25 | N | R_PB2SES_2 | -18.64 |
| 12/30/2010 19:25 | N | R_PB2SES_3 | -18.64 |

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| 12/30/2010 19:25 | N | R_PB2SES_4 | -18.64 |
| 12/30/2010 19:25 | N | R_PB2SES_5 | -18.64 |
| 12/30/2010 19:25 | N | AUTO_EPS_390 | 25.2 |
| 12/30/2010 19:27 | N | DC_ROAD_L_B | 22.81 |
| 12/30/2010 19:27 | N | DC_EGPS_L_A | 14.39 |
| 12/30/2010 19:27 | N | H_HOLLOW_E_1 | -18.82 |
| 12/30/2010 19:27 | N | HHOLLOW4_E_1 | -18.82 |
| 12/30/2010 19:27 | N | R_LH2SES_1 | 25.44 |
| 12/30/2010 19:27 | N | R_PB2SES_1 | -19.7 |
| 12/30/2010 19:27 | N | R_PB2SES_2 | -19.7 |
| 12/30/2010 19:27 | N | R_PB2SES_3 | -19.7 |
| 12/30/2010 19:27 | N | R_PB2SES_4 | -19.7 |
| 12/30/2010 19:27 | N | R_PB2SES_5 | -19.7 |
| 12/30/2010 19:27 | N | AUTO_EPS_390 | 25.32 |
| 12/30/2010 19:30 | N | DC_ROAD_L_B | 24.62 |
| 12/30/2010 19:30 | N | DC_EGPS_L_A | 15.72 |
| 12/30/2010 19:30 | N | H_HOLLOW_E_1 | -19.47 |
| 12/30/2010 19:30 | N | HHOLLOW4_E_1 | -19.47 |
| 12/30/2010 19:30 | N | R_LH2SES_1 | 27.4 |
| 12/30/2010 19:30 | N | R_PB2SES_1 | -20.4 |
| 12/30/2010 19:30 | N | R_PB2SES_2 | -20.4 |
| 12/30/2010 19:30 | N | R_PB2SES_3 | -20.4 |
| 12/30/2010 19:30 | N | R_PB2SES_4 | -20.4 |
| 12/30/2010 19:30 | N | R_PB2SES_5 | -20.4 |
| 12/30/2010 19:30 | N | AUTO_EPS_390 | 27.27 |
| 12/30/2010 19:35 | N | DC_ROAD_L_B | 25.15 |
| 12/30/2010 19:35 | N | DC_EGPS_L_A | 16.07 |
| 12/30/2010 19:35 | N | H_HOLLOW_E_1 | -19.85 |
| 12/30/2010 19:35 | N | HHOLLOW4_E_1 | -19.85 |
| 12/30/2010 19:35 | N | R_LH2SES_1 | 27.99 |
| 12/30/2010 19:35 | N | R_PB2SES_1 | -20.8 |
| 12/30/2010 19:35 | N | R_PB2SES_2 | -20.8 |
| 12/30/2010 19:35 | N | R_PB2SES_3 | -20.8 |
| 12/30/2010 19:35 | N | R_PB2SES_4 | -20.8 |
| 12/30/2010 19:35 | N | R_PB2SES_5 | -20.8 |
| 12/30/2010 19:35 | N | AUTO_EPS_390 | 27.86 |
| 12/30/2010 19:40 | N | DC_ROAD_L_B | 23.74 |
| 12/30/2010 19:40 | N | DC_EGPS_L_A | 14.87 |
| 12/30/2010 19:40 | N | H_HOLLOW_E_1 | -20.08 |
| 12/30/2010 19:40 | N | HHOLLOW4_E_1 | -20.08 |
| 12/30/2010 19:40 | N | R_LH2SES_1 | 26.51 |
| 12/30/2010 19:40 | N | R_PB2SES_1 | -21 |
| 12/30/2010 19:40 | N | R_PB2SES_2 | -21 |
| 12/30/2010 19:40 | N | R_PB2SES_3 | -21 |
| 12/30/2010 19:40 | N | R_PB2SES_4 | -21 |
| 12/30/2010 19:40 | N | R_PB2SES_5 | -21 |
| 12/30/2010 19:40 | N | AUTO_EPS_390 | 26.38 |

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| 12/30/2010 19:45 | N | DC_ROAD_L_B | 22.34 |
| 12/30/2010 19:45 | N | DC_EGPS_L_A | 13.85 |
| 12/30/2010 19:45 | N | H_HOLLOW_E_1 | -19.55 |
| 12/30/2010 19:45 | N | HHOLLOW4_E_1 | -19.55 |
| 12/30/2010 19:45 | N | R_LH2SES_1 | 24.99 |
| 12/30/2010 19:45 | N | R_PB2SES_1 | -20.43 |
| 12/30/2010 19:45 | N | R_PB2SES_2 | -20.43 |
| 12/30/2010 19:45 | N | R_PB2SES_3 | -20.43 |
| 12/30/2010 19:45 | N | R_PB2SES_4 | -20.43 |
| 12/30/2010 19:45 | N | R_PB2SES_5 | -20.43 |
| 12/30/2010 19:45 | N | AUTO_EPS_390 | 24.87 |
| 12/30/2010 19:50 | N | DC_ROAD_L_B | 21.95 |
| 12/30/2010 19:50 | N | DC_EGPS_L_A | 13.57 |
| 12/30/2010 19:50 | N | H_HOLLOW_E_1 | -19.28 |
| 12/30/2010 19:50 | N | HHOLLOW4_E_1 | -19.28 |
| 12/30/2010 19:50 | N | R_LH2SES_1 | 24.57 |
| 12/30/2010 19:50 | N | R_PB2SES_1 | -20.14 |
| 12/30/2010 19:50 | N | R_PB2SES_2 | -20.14 |
| 12/30/2010 19:50 | N | R_PB2SES_3 | -20.14 |
| 12/30/2010 19:50 | N | R_PB2SES_4 | -20.14 |
| 12/30/2010 19:50 | N | R_PB2SES_5 | -20.14 |
| 12/30/2010 19:50 | N | AUTO_EPS_390 | 24.45 |
| 12/30/2010 19:52 | N | DC_ROAD_L_B | 21.97 |
| 12/30/2010 19:52 | N | DC_EGPS_L_A | 13.61 |
| 12/30/2010 19:52 | N | H_HOLLOW_E_1 | -19.53 |
| 12/30/2010 19:52 | N | HHOLLOW4_E_1 | -19.53 |
| 12/30/2010 19:52 | N | R_LH2SES_1 | 24.6 |
| 12/30/2010 19:52 | N | R_PB2SES_1 | -18.23 |
| 12/30/2010 19:52 | N | R_PB2SES_2 | -18.23 |
| 12/30/2010 19:52 | N | R_PB2SES_3 | -18.23 |
| 12/30/2010 19:52 | N | R_PB2SES_4 | -18.23 |
| 12/30/2010 19:52 | N | R_PB2SES_5 | -18.23 |
| 12/30/2010 19:52 | N | AUTO_EPS_390 | 24.48 |
| 12/30/2010 19:55 | N | DC_ROAD_L_B | 21.95 |
| 12/30/2010 19:55 | N | DC_EGPS_L_A | 13.62 |
| 12/30/2010 19:55 | N | H_HOLLOW_E_1 | -19.42 |
| 12/30/2010 19:55 | N | HHOLLOW4_E_1 | -19.42 |
| 12/30/2010 19:55 | N | R_LH2SES_1 | 24.57 |
| 12/30/2010 19:55 | N | R_PB2SES_1 | -18.13 |
| 12/30/2010 19:55 | N | R_PB2SES_2 | -18.13 |
| 12/30/2010 19:55 | N | R_PB2SES_3 | -18.13 |
| 12/30/2010 19:55 | N | R_PB2SES_4 | -18.13 |
| 12/30/2010 19:55 | N | R_PB2SES_5 | -18.13 |
| 12/30/2010 19:55 | N | AUTO_EPS_390 | 24.45 |
| 12/30/2010 20:00 | N | DC_ROAD_L_B | 21.76 |
| 12/30/2010 20:00 | N | DC_EGPS_L_A | 13.45 |
| 12/30/2010 20:00 | N | H_HOLLOW_E_1 | -19.47 |

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| 12/30/2010 20:00 | N | HHOLLOW4_E_1 | -19.47 |
| 12/30/2010 20:00 | N | R_LH2SES_1 | 24.36 |
| 12/30/2010 20:00 | N | R_PB2SES_1 | -18.17 |
| 12/30/2010 20:00 | N | R_PB2SES_2 | -18.17 |
| 12/30/2010 20:00 | N | R_PB2SES_3 | -18.17 |
| 12/30/2010 20:00 | N | R_PB2SES_4 | -18.17 |
| 12/30/2010 20:00 | N | R_PB2SES_5 | -18.17 |
| 12/30/2010 20:00 | N | AUTO_EPS_390 | 24.24 |
| 12/30/2010 20:05 | N | DC_ROAD_L_B | 22.05 |
| 12/30/2010 20:05 | N | DC_EGPS_L_A | 13.63 |
| 12/30/2010 20:05 | N | H_HOLLOW_E_1 | -19.76 |
| 12/30/2010 20:05 | N | HHOLLOW4_E_1 | -19.76 |
| 12/30/2010 20:05 | N | R_LH2SES_1 | 24.69 |
| 12/30/2010 20:05 | N | R_PB2SES_1 | -18.44 |
| 12/30/2010 20:05 | N | R_PB2SES_2 | -18.44 |
| 12/30/2010 20:05 | N | R_PB2SES_3 | -18.44 |
| 12/30/2010 20:05 | N | R_PB2SES_4 | -18.44 |
| 12/30/2010 20:05 | N | R_PB2SES_5 | -18.44 |
| 12/30/2010 20:05 | N | AUTO_EPS_390 | 24.56 |
| 12/30/2010 20:10 | N | DC_ROAD_L_B | 22.07 |
| 12/30/2010 20:10 | N | DC_EGPS_L_A | 13.44 |
| 12/30/2010 20:10 | N | H_HOLLOW_E_1 | -20.75 |
| 12/30/2010 20:10 | N | HHOLLOW4_E_1 | -20.75 |
| 12/30/2010 20:10 | N | R_LH2SES_1 | 24.77 |
| 12/30/2010 20:10 | N | R_PB2SES_1 | -19.34 |
| 12/30/2010 20:10 | N | R_PB2SES_2 | -19.34 |
| 12/30/2010 20:10 | N | R_PB2SES_3 | -19.34 |
| 12/30/2010 20:10 | N | R_PB2SES_4 | -19.34 |
| 12/30/2010 20:10 | N | R_PB2SES_5 | -19.34 |
| 12/30/2010 20:10 | N | AUTO_EPS_390 | 24.64 |
| 12/30/2010 20:15 | N | DC_ROAD_L_B | 22.02 |
| 12/30/2010 20:15 | N | DC_EGPS_L_A | 13.51 |
| 12/30/2010 20:15 | N | H_HOLLOW_E_1 | -20.2 |
| 12/30/2010 20:15 | N | HHOLLOW4_E_1 | -20.2 |
| 12/30/2010 20:15 | N | R_LH2SES_1 | 24.68 |
| 12/30/2010 20:15 | N | R_PB2SES_1 | -18.84 |
| 12/30/2010 20:15 | N | R_PB2SES_2 | -18.84 |
| 12/30/2010 20:15 | N | R_PB2SES_3 | -18.84 |
| 12/30/2010 20:15 | N | R_PB2SES_4 | -18.84 |
| 12/30/2010 20:15 | N | R_PB2SES_5 | -18.84 |
| 12/30/2010 20:15 | N | AUTO_EPS_390 | 24.56 |
| 12/30/2010 20:20 | N | DC_ROAD_L_B | 21.76 |
| 12/30/2010 20:20 | N | DC_EGPS_L_A | 13.38 |
| 12/30/2010 20:20 | N | H_HOLLOW_E_1 | -19.8 |
| 12/30/2010 20:20 | N | HHOLLOW4_E_1 | -19.8 |
| 12/30/2010 20:20 | N | R_LH2SES_1 | 24.39 |
| 12/30/2010 20:20 | N | R_PB2SES_1 | -18.47 |

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| 12/30/2010 20:20 | N | R_PB2SES_2 | -18.47 |
| 12/30/2010 20:20 | N | R_PB2SES_3 | -18.47 |
| 12/30/2010 20:20 | N | R_PB2SES_4 | -18.47 |
| 12/30/2010 20:20 | N | R_PB2SES_5 | -18.47 |
| 12/30/2010 20:20 | N | AUTO_EPS_390 | 24.27 |
| 12/30/2010 20:25 | N | DC_ROAD_L_B | 21.1 |
| 12/30/2010 20:25 | N | DC_EGPS_L_A | 12.86 |
| 12/30/2010 20:25 | N | H_HOLLOW_E_1 | -19.24 |
| 12/30/2010 20:25 | N | HHOLLOW4_E_1 | -19.24 |
| 12/30/2010 20:25 | N | R_LH2SES_1 | 23.67 |
| 12/30/2010 20:25 | N | R_PB2SES_1 | -20.09 |
| 12/30/2010 20:25 | N | R_PB2SES_2 | -20.09 |
| 12/30/2010 20:25 | N | R_PB2SES_3 | -20.09 |
| 12/30/2010 20:25 | N | R_PB2SES_4 | -20.09 |
| 12/30/2010 20:25 | N | R_PB2SES_5 | -20.09 |
| 12/30/2010 20:25 | N | AUTO_EPS_390 | 23.55 |
| 12/30/2010 20:30 | N | DC_ROAD_L_B | 20.97 |
| 12/30/2010 20:30 | N | DC_EGPS_L_A | 12.85 |
| 12/30/2010 20:30 | N | H_HOLLOW_E_1 | -18.8 |
| 12/30/2010 20:30 | N | HHOLLOW4_E_1 | -18.8 |
| 12/30/2010 20:30 | N | R_LH2SES_1 | 23.5 |
| 12/30/2010 20:30 | N | R_PB2SES_1 | -19.63 |
| 12/30/2010 20:30 | N | R_PB2SES_2 | -19.63 |
| 12/30/2010 20:30 | N | R_PB2SES_3 | -19.63 |
| 12/30/2010 20:30 | N | R_PB2SES_4 | -19.63 |
| 12/30/2010 20:30 | N | R_PB2SES_5 | -19.63 |
| 12/30/2010 20:30 | N | AUTO_EPS_390 | 23.39 |
| 12/30/2010 20:35 | N | DC_ROAD_L_B | 21.13 |
| 12/30/2010 20:35 | N | DC_EGPS_L_A | 15.7 |
| 12/30/2010 20:35 | N | H_HOLLOW_E_1 | -5.45 |
| 12/30/2010 20:35 | N | HHOLLOW4_E_1 | -5.45 |
| 12/30/2010 20:35 | N | R_LH2SES_1 | 22.83 |
| 12/30/2010 20:35 | N | R_PB2SES_1 | -6.01 |
| 12/30/2010 20:35 | N | R_PB2SES_2 | -6.01 |
| 12/30/2010 20:35 | N | R_PB2SES_3 | -6.01 |
| 12/30/2010 20:35 | N | R_PB2SES_4 | -6.01 |
| 12/30/2010 20:35 | N | R_PB2SES_5 | -6.01 |
| 12/30/2010 20:35 | N | AUTO_EPS_390 | 22.75 |
| 12/30/2010 20:40 | N | DC_ROAD_L_B | 20.91 |
| 12/30/2010 20:40 | N | DC_EGPS_L_A | 12.75 |
| 12/30/2010 20:40 | N | H_HOLLOW_E_1 | -19.12 |
| 12/30/2010 20:40 | N | HHOLLOW4_E_1 | -19.12 |
| 12/30/2010 20:40 | N | R_LH2SES_1 | 23.46 |
| 12/30/2010 20:40 | N | R_PB2SES_1 | -19.97 |
| 12/30/2010 20:40 | N | R_PB2SES_2 | -19.97 |
| 12/30/2010 20:40 | N | R_PB2SES_3 | -19.97 |
| 12/30/2010 20:40 | N | R_PB2SES_4 | -19.97 |

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| 12/30/2010 20:40 | N | R_PB2SES_5 | -19.97 |
| 12/30/2010 20:40 | N | AUTO_EPS_390 | 23.34 |
| 12/30/2010 20:45 | N | DC_ROAD_L_B | 21.09 |
| 12/30/2010 20:45 | N | DC_EGPS_L_A | 12.82 |
| 12/30/2010 20:45 | N | H_HOLLOW_E_1 | -19.47 |
| 12/30/2010 20:45 | N | HHOLLOW4_E_1 | -19.47 |
| 12/30/2010 20:45 | N | R_LH2SES_1 | 23.68 |
| 12/30/2010 20:45 | N | R_PB2SES_1 | -20.33 |
| 12/30/2010 20:45 | N | R_PB2SES_2 | -20.33 |
| 12/30/2010 20:45 | N | R_PB2SES_3 | -20.33 |
| 12/30/2010 20:45 | N | R_PB2SES_4 | -20.33 |
| 12/30/2010 20:45 | N | R_PB2SES_5 | -20.33 |
| 12/30/2010 20:45 | N | AUTO_EPS_390 | 23.56 |
| 12/30/2010 20:50 | N | DC_ROAD_L_B | 21.24 |
| 12/30/2010 20:50 | N | DC_EGPS_L_A | 12.75 |
| 12/30/2010 20:50 | N | H_HOLLOW_E_1 | -20.4 |
| 12/30/2010 20:50 | N | HHOLLOW4_E_1 | -20.4 |
| 12/30/2010 20:50 | N | R_LH2SES_1 | 23.9 |
| 12/30/2010 20:50 | N | R_PB2SES_1 | -21.28 |
| 12/30/2010 20:50 | N | R_PB2SES_2 | -21.28 |
| 12/30/2010 20:50 | N | R_PB2SES_3 | -21.28 |
| 12/30/2010 20:50 | N | R_PB2SES_4 | -21.28 |
| 12/30/2010 20:50 | N | R_PB2SES_5 | -21.28 |
| 12/30/2010 20:50 | N | AUTO_EPS_390 | 23.77 |
| 12/30/2010 20:55 | N | DC_ROAD_L_B | 21.07 |
| 12/30/2010 20:55 | N | DC_EGPS_L_A | 12.77 |
| 12/30/2010 20:55 | N | H_HOLLOW_E_1 | -19.59 |
| 12/30/2010 20:55 | N | HHOLLOW4_E_1 | -19.59 |
| 12/30/2010 20:55 | N | R_LH2SES_1 | 23.66 |
| 12/30/2010 20:55 | N | R_PB2SES_1 | -20.45 |
| 12/30/2010 20:55 | N | R_PB2SES_2 | -20.45 |
| 12/30/2010 20:55 | N | R_PB2SES_3 | -20.45 |
| 12/30/2010 20:55 | N | R_PB2SES_4 | -20.45 |
| 12/30/2010 20:55 | N | R_PB2SES_5 | -20.45 |
| 12/30/2010 20:55 | N | AUTO_EPS_390 | 23.54 |
| 12/30/2010 21:00 | N | DC_ROAD_L_B | 20.38 |
| 12/30/2010 21:00 | N | DC_EGPS_L_A | 12.46 |
| 12/30/2010 21:00 | N | H_HOLLOW_E_1 | -18.41 |
| 12/30/2010 21:00 | N | HHOLLOW4_E_1 | -18.41 |
| 12/30/2010 21:00 | N | R_LH2SES_1 | 22.87 |
| 12/30/2010 21:00 | N | R_PB2SES_1 | -19.23 |
| 12/30/2010 21:00 | N | R_PB2SES_2 | -19.23 |
| 12/30/2010 21:00 | N | R_PB2SES_3 | -19.23 |
| 12/30/2010 21:00 | N | R_PB2SES_4 | -19.23 |
| 12/30/2010 21:00 | N | R_PB2SES_5 | -19.23 |
| 12/30/2010 21:00 | N | AUTO_EPS_390 | 22.75 |
| 12/30/2010 21:05 | N | DC_ROAD_L_B | 19.38 |

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| 12/30/2010 21:05 | N | DC_EGPS_L_A | 14.7 |
| 12/30/2010 21:05 | N | H_HOLLOW_E_1 | -3.52 |
| 12/30/2010 21:05 | N | HHOLLOW4_E_1 | -3.52 |
| 12/30/2010 21:05 | N | R_LH2SES_1 | 20.84 |
| 12/30/2010 21:05 | N | R_PB2SES_1 | -4 |
| 12/30/2010 21:05 | N | R_PB2SES_2 | -4 |
| 12/30/2010 21:05 | N | R_PB2SES_3 | -4 |
| 12/30/2010 21:05 | N | R_PB2SES_4 | -4 |
| 12/30/2010 21:05 | N | R_PB2SES_5 | -4 |
| 12/30/2010 21:05 | N | AUTO_EPS_390 | 20.77 |
| 12/30/2010 21:10 | N | DC_ROAD_L_B | 20.72 |
| 12/30/2010 21:10 | N | DC_EGPS_L_A | 12.56 |
| 12/30/2010 21:10 | N | H_HOLLOW_E_1 | -19.29 |
| 12/30/2010 21:10 | N | HHOLLOW4_E_1 | -19.29 |
| 12/30/2010 21:10 | N | R_LH2SES_1 | 23.27 |
| 12/30/2010 21:10 | N | R_PB2SES_1 | -20.14 |
| 12/30/2010 21:10 | N | R_PB2SES_2 | -20.14 |
| 12/30/2010 21:10 | N | R_PB2SES_3 | -20.14 |
| 12/30/2010 21:10 | N | R_PB2SES_4 | -20.14 |
| 12/30/2010 21:10 | N | R_PB2SES_5 | -20.14 |
| 12/30/2010 21:10 | N | AUTO_EPS_390 | 23.15 |
| 12/30/2010 21:15 | N | DC_ROAD_L_B | 21.96 |
| 12/30/2010 21:15 | N | DC_EGPS_L_A | 13.38 |
| 12/30/2010 21:15 | N | H_HOLLOW_E_1 | -20.2 |
| 12/30/2010 21:15 | N | HHOLLOW4_E_1 | -20.2 |
| 12/30/2010 21:15 | N | R_LH2SES_1 | 24.64 |
| 12/30/2010 21:15 | N | R_PB2SES_1 | -21.08 |
| 12/30/2010 21:15 | N | R_PB2SES_2 | -21.08 |
| 12/30/2010 21:15 | N | R_PB2SES_3 | -21.08 |
| 12/30/2010 21:15 | N | R_PB2SES_4 | -21.08 |
| 12/30/2010 21:15 | N | R_PB2SES_5 | -21.08 |
| 12/30/2010 21:15 | N | AUTO_EPS_390 | 24.52 |
| 12/30/2010 21:20 | N | DC_ROAD_L_B | 21.08 |
| 12/30/2010 21:20 | N | DC_EGPS_L_A | 12.8 |
| 12/30/2010 21:20 | N | H_HOLLOW_E_1 | -19.56 |
| 12/30/2010 21:20 | N | HHOLLOW4_E_1 | -19.56 |
| 12/30/2010 21:20 | N | R_LH2SES_1 | 23.67 |
| 12/30/2010 21:20 | N | R_PB2SES_1 | -20.41 |
| 12/30/2010 21:20 | N | R_PB2SES_2 | -20.41 |
| 12/30/2010 21:20 | N | R_PB2SES_3 | -20.41 |
| 12/30/2010 21:20 | N | R_PB2SES_4 | -20.41 |
| 12/30/2010 21:20 | N | R_PB2SES_5 | -20.41 |
| 12/30/2010 21:20 | N | AUTO_EPS_390 | 23.55 |
| 12/30/2010 21:25 | N | DC_ROAD_L_B | 20.67 |
| 12/30/2010 21:25 | N | DC_EGPS_L_A | 12.5 |
| 12/30/2010 21:25 | N | H_HOLLOW_E_1 | -19.38 |
| 12/30/2010 21:25 | N | HHOLLOW4_E_1 | -19.38 |

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| 12/30/2010 21:25 | N | R_LH2SES_1 | 23.23 |
| 12/30/2010 21:25 | N | R_PB2SES_1 | -20.22 |
| 12/30/2010 21:25 | N | R_PB2SES_2 | -20.22 |
| 12/30/2010 21:25 | N | R_PB2SES_3 | -20.22 |
| 12/30/2010 21:25 | N | R_PB2SES_4 | -20.22 |
| 12/30/2010 21:25 | N | R_PB2SES_5 | -20.22 |
| 12/30/2010 21:25 | N | AUTO_EPS_390 | 23.11 |
| 12/30/2010 21:30 | N | DC_ROAD_L_B | 19.51 |
| 12/30/2010 21:30 | N | DC_EGPS_L_A | 11.6 |
| 12/30/2010 21:30 | N | H_HOLLOW_E_1 | -19.18 |
| 12/30/2010 21:30 | N | HHOLLOW4_E_1 | -19.18 |
| 12/30/2010 21:30 | N | R_LH2SES_1 | 21.98 |
| 12/30/2010 21:30 | N | R_PB2SES_1 | -20 |
| 12/30/2010 21:30 | N | R_PB2SES_2 | -20 |
| 12/30/2010 21:30 | N | R_PB2SES_3 | -20 |
| 12/30/2010 21:30 | N | R_PB2SES_4 | -20 |
| 12/30/2010 21:30 | N | R_PB2SES_5 | -20 |
| 12/30/2010 21:30 | N | AUTO_EPS_390 | 21.86 |
| 12/30/2010 21:35 | N | DC_ROAD_L_B | 18.89 |
| 12/30/2010 21:35 | N | DC_EGPS_L_A | 11.16 |
| 12/30/2010 21:35 | N | H_HOLLOW_E_1 | -18.93 |
| 12/30/2010 21:35 | N | HHOLLOW4_E_1 | -18.93 |
| 12/30/2010 21:35 | N | R_LH2SES_1 | 21.31 |
| 12/30/2010 21:35 | N | R_PB2SES_1 | -19.72 |
| 12/30/2010 21:35 | N | R_PB2SES_2 | -19.72 |
| 12/30/2010 21:35 | N | R_PB2SES_3 | -19.72 |
| 12/30/2010 21:35 | N | R_PB2SES_4 | -19.72 |
| 12/30/2010 21:35 | N | R_PB2SES_5 | -19.72 |
| 12/30/2010 21:35 | N | AUTO_EPS_390 | 21.19 |
| 12/30/2010 21:40 | N | DC_ROAD_L_B | 18.82 |
| 12/30/2010 21:40 | N | DC_EGPS_L_A | 11.33 |
| 12/30/2010 21:40 | N | H_HOLLOW_E_1 | -17.85 |
| 12/30/2010 21:40 | N | HHOLLOW4_E_1 | -17.85 |
| 12/30/2010 21:40 | N | R_LH2SES_1 | 21.17 |
| 12/30/2010 21:40 | N | R_PB2SES_1 | -18.62 |
| 12/30/2010 21:40 | N | R_PB2SES_2 | -18.62 |
| 12/30/2010 21:40 | N | R_PB2SES_3 | -18.62 |
| 12/30/2010 21:40 | N | R_PB2SES_4 | -18.62 |
| 12/30/2010 21:40 | N | R_PB2SES_5 | -18.62 |
| 12/30/2010 21:40 | N | AUTO_EPS_390 | 21.06 |
| 12/30/2010 21:45 | N | DC_ROAD_L_B | 18.52 |
| 12/30/2010 21:45 | N | DC_EGPS_L_A | 13.61 |
| 12/30/2010 21:45 | N | H_HOLLOW_E_1 | -5.5 |
| 12/30/2010 21:45 | N | HHOLLOW4_E_1 | -5.5 |
| 12/30/2010 21:45 | N | R_LH2SES_1 | 20.05 |
| 12/30/2010 21:45 | N | R_PB2SES_1 | -6.01 |
| 12/30/2010 21:45 | N | R_PB2SES_2 | -6.01 |

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| 12/30/2010 21:45 | N | R_PB2SES_3 | -6.01 |
| 12/30/2010 21:45 | N | R_PB2SES_4 | -6.01 |
| 12/30/2010 21:45 | N | R_PB2SES_5 | -6.01 |
| 12/30/2010 21:45 | N | AUTO_EPS_390 | 19.98 |
| 12/30/2010 21:50 | N | DC_ROAD_L_B | 18.33 |
| 12/30/2010 21:50 | N | DC_EGPS_L_A | 13.46 |
| 12/30/2010 21:50 | N | H_HOLLOW_E_1 | -5.51 |
| 12/30/2010 21:50 | N | HHOLLOW4_E_1 | -5.51 |
| 12/30/2010 21:50 | N | R_LH2SES_1 | 19.85 |
| 12/30/2010 21:50 | N | R_PB2SES_1 | -6.01 |
| 12/30/2010 21:50 | N | R_PB2SES_2 | -6.01 |
| 12/30/2010 21:50 | N | R_PB2SES_3 | -6.01 |
| 12/30/2010 21:50 | N | R_PB2SES_4 | -6.01 |
| 12/30/2010 21:50 | N | R_PB2SES_5 | -6.01 |
| 12/30/2010 21:50 | N | AUTO_EPS_390 | 19.78 |
| 12/30/2010 21:55 | N | DC_ROAD_L_B | 18.32 |
| 12/30/2010 21:55 | N | DC_EGPS_L_A | 14.48 |
| 12/30/2010 21:55 | N | H_HOLLOW_E_1 | -0.49 |
| 12/30/2010 21:55 | N | HHOLLOW4_E_1 | -0.49 |
| 12/30/2010 21:55 | N | R_LH2SES_1 | 19.52 |
| 12/30/2010 21:55 | N | R_PB2SES_1 | -0.89 |
| 12/30/2010 21:55 | N | R_PB2SES_2 | -0.89 |
| 12/30/2010 21:55 | N | R_PB2SES_3 | -0.89 |
| 12/30/2010 21:55 | N | R_PB2SES_4 | -0.89 |
| 12/30/2010 21:55 | N | R_PB2SES_5 | -0.89 |
| 12/30/2010 21:55 | N | AUTO_EPS_390 | 19.46 |
| 12/30/2010 22:00 | N | DC_ROAD_L_B | 19.02 |
| 12/30/2010 22:00 | N | DC_EGPS_L_A | 14.02 |
| 12/30/2010 22:00 | N | H_HOLLOW_E_1 | -5.49 |
| 12/30/2010 22:00 | N | HHOLLOW4_E_1 | -5.49 |
| 12/30/2010 22:00 | N | R_LH2SES_1 | 20.58 |
| 12/30/2010 22:00 | N | R_PB2SES_1 | -6.01 |
| 12/30/2010 22:00 | N | R_PB2SES_2 | -6.01 |
| 12/30/2010 22:00 | N | R_PB2SES_3 | -6.01 |
| 12/30/2010 22:00 | N | R_PB2SES_4 | -6.01 |
| 12/30/2010 22:00 | N | R_PB2SES_5 | -6.01 |
| 12/30/2010 22:00 | N | AUTO_EPS_390 | 20.51 |
| 12/30/2010 22:05 | N | DC_ROAD_L_B | 18.81 |
| 12/30/2010 22:05 | N | DC_EGPS_L_A | 11.17 |
| 12/30/2010 22:05 | N | H_HOLLOW_E_1 | -18.63 |
| 12/30/2010 22:05 | N | HHOLLOW4_E_1 | -18.63 |
| 12/30/2010 22:05 | N | R_LH2SES_1 | 21.19 |
| 12/30/2010 22:05 | N | R_PB2SES_1 | -19.42 |
| 12/30/2010 22:05 | N | R_PB2SES_2 | -19.42 |
| 12/30/2010 22:05 | N | R_PB2SES_3 | -19.42 |
| 12/30/2010 22:05 | N | R_PB2SES_4 | -19.42 |
| 12/30/2010 22:05 | N | R_PB2SES_5 | -19.42 |

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| 12/30/2010 22:05 | N | AUTO_EPS_390 | 21.08 |
| 12/30/2010 22:10 | N | DC_ROAD_L_B | 19.29 |
| 12/30/2010 22:10 | N | DC_EGPS_L_A | 11.47 |
| 12/30/2010 22:10 | N | H_HOLLOW_E_1 | -19.08 |
| 12/30/2010 22:10 | N | HHOLLOW4_E_1 | -19.08 |
| 12/30/2010 22:10 | N | R_LH2SES_1 | 21.73 |
| 12/30/2010 22:10 | N | R_PB2SES_1 | -19.89 |
| 12/30/2010 22:10 | N | R_PB2SES_2 | -19.89 |
| 12/30/2010 22:10 | N | R_PB2SES_3 | -19.89 |
| 12/30/2010 22:10 | N | R_PB2SES_4 | -19.89 |
| 12/30/2010 22:10 | N | R_PB2SES_5 | -19.89 |
| 12/30/2010 22:10 | N | AUTO_EPS_390 | 21.62 |
| 12/30/2010 22:15 | N | DC_ROAD_L_B | 19.17 |
| 12/30/2010 22:15 | N | DC_EGPS_L_A | 11.41 |
| 12/30/2010 22:15 | N | H_HOLLOW_E_1 | -18.84 |
| 12/30/2010 22:15 | N | HHOLLOW4_E_1 | -18.84 |
| 12/30/2010 22:15 | N | R_LH2SES_1 | 21.59 |
| 12/30/2010 22:15 | N | R_PB2SES_1 | -19.64 |
| 12/30/2010 22:15 | N | R_PB2SES_2 | -19.64 |
| 12/30/2010 22:15 | N | R_PB2SES_3 | -19.64 |
| 12/30/2010 22:15 | N | R_PB2SES_4 | -19.64 |
| 12/30/2010 22:15 | N | R_PB2SES_5 | -19.64 |
| 12/30/2010 22:15 | N | AUTO_EPS_390 | 21.48 |
| 12/30/2010 22:20 | N | DC_ROAD_L_B | 19.75 |
| 12/30/2010 22:20 | N | DC_EGPS_L_A | 14.6 |
| 12/30/2010 22:20 | N | H_HOLLOW_E_1 | -5.42 |
| 12/30/2010 22:20 | N | HHOLLOW4_E_1 | -5.42 |
| 12/30/2010 22:20 | N | R_LH2SES_1 | 21.35 |
| 12/30/2010 22:20 | N | R_PB2SES_1 | -5.99 |
| 12/30/2010 22:20 | N | R_PB2SES_2 | -5.99 |
| 12/30/2010 22:20 | N | R_PB2SES_3 | -5.99 |
| 12/30/2010 22:20 | N | R_PB2SES_4 | -5.99 |
| 12/30/2010 22:20 | N | R_PB2SES_5 | -5.99 |
| 12/30/2010 22:20 | N | AUTO_EPS_390 | 21.28 |
| 12/30/2010 22:20 | N | DC_ROAD_L_B | 19.86 |
| 12/30/2010 22:20 | N | DC_EGPS_L_A | 14.7 |
| 12/30/2010 22:20 | N | H_HOLLOW_E_1 | -5.42 |
| 12/30/2010 22:20 | N | HHOLLOW4_E_1 | -5.42 |
| 12/30/2010 22:20 | N | R_LH2SES_1 | 21.47 |
| 12/30/2010 22:20 | N | R_PB2SES_1 | -5.98 |
| 12/30/2010 22:20 | N | R_PB2SES_2 | -5.98 |
| 12/30/2010 22:20 | N | R_PB2SES_3 | -5.98 |
| 12/30/2010 22:20 | N | R_PB2SES_4 | -5.98 |
| 12/30/2010 22:20 | N | R_PB2SES_5 | -5.98 |
| 12/30/2010 22:20 | N | AUTO_EPS_390 | 21.4 |
| 12/30/2010 22:25 | N | DC_ROAD_L_B | 19.78 |
| 12/30/2010 22:25 | N | DC_EGPS_L_A | 15.62 |

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| 12/30/2010 22:25 | N | H_HOLLOW_E_1 | -0.55 |
| 12/30/2010 22:25 | N | HHOLLOW4_E_1 | -0.55 |
| 12/30/2010 22:25 | N | R_LH2SES_1 | 21.07 |
| 12/30/2010 22:25 | N | R_PB2SES_1 | -1 |
| 12/30/2010 22:25 | N | R_PB2SES_2 | -1 |
| 12/30/2010 22:25 | N | R_PB2SES_3 | -1 |
| 12/30/2010 22:25 | N | R_PB2SES_4 | -1 |
| 12/30/2010 22:25 | N | R_PB2SES_5 | -1 |
| 12/30/2010 22:25 | N | AUTO_EPS_390 | 21.01 |
| 12/30/2010 22:30 | N | DC_ROAD_L_B | 19.89 |
| 12/30/2010 22:30 | N | DC_EGPS_L_A | 14.72 |
| 12/30/2010 22:30 | N | H_HOLLOW_E_1 | -5.42 |
| 12/30/2010 22:30 | N | HHOLLOW4_E_1 | -5.42 |
| 12/30/2010 22:30 | N | R_LH2SES_1 | 21.5 |
| 12/30/2010 22:30 | N | R_PB2SES_1 | -5.98 |
| 12/30/2010 22:30 | N | R_PB2SES_2 | -5.98 |
| 12/30/2010 22:30 | N | R_PB2SES_3 | -5.98 |
| 12/30/2010 22:30 | N | R_PB2SES_4 | -5.98 |
| 12/30/2010 22:30 | N | R_PB2SES_5 | -5.98 |
| 12/30/2010 22:30 | N | AUTO_EPS_390 | 21.42 |
| 12/30/2010 22:35 | N | DC_ROAD_L_B | 19.77 |
| 12/30/2010 22:35 | N | DC_EGPS_L_A | 11.9 |
| 12/30/2010 22:35 | N | H_HOLLOW_E_1 | -18.77 |
| 12/30/2010 22:35 | N | HHOLLOW4_E_1 | -18.77 |
| 12/30/2010 22:35 | N | R_LH2SES_1 | 22.23 |
| 12/30/2010 22:35 | N | R_PB2SES_1 | -19.63 |
| 12/30/2010 22:35 | N | R_PB2SES_2 | -19.63 |
| 12/30/2010 22:35 | N | R_PB2SES_3 | -19.63 |
| 12/30/2010 22:35 | N | R_PB2SES_4 | -19.63 |
| 12/30/2010 22:35 | N | R_PB2SES_5 | -19.63 |
| 12/30/2010 22:35 | N | AUTO_EPS_390 | 22.11 |
| 12/30/2010 22:40 | N | DC_ROAD_L_B | 19.29 |
| 12/30/2010 22:40 | N | DC_EGPS_L_A | 11.44 |
| 12/30/2010 22:40 | N | H_HOLLOW_E_1 | -19.17 |
| 12/30/2010 22:40 | N | HHOLLOW4_E_1 | -19.17 |
| 12/30/2010 22:40 | N | R_LH2SES_1 | 21.74 |
| 12/30/2010 22:40 | N | R_PB2SES_1 | -20.03 |
| 12/30/2010 22:40 | N | R_PB2SES_2 | -20.03 |
| 12/30/2010 22:40 | N | R_PB2SES_3 | -20.03 |
| 12/30/2010 22:40 | N | R_PB2SES_4 | -20.03 |
| 12/30/2010 22:40 | N | R_PB2SES_5 | -20.03 |
| 12/30/2010 22:40 | N | AUTO_EPS_390 | 21.63 |
| 12/30/2010 22:45 | N | DC_ROAD_L_B | 18.49 |
| 12/30/2010 22:45 | N | DC_EGPS_L_A | 10.83 |
| 12/30/2010 22:45 | N | H_HOLLOW_E_1 | -19.01 |
| 12/30/2010 22:45 | N | HHOLLOW4_E_1 | -19.01 |
| 12/30/2010 22:45 | N | R_LH2SES_1 | 20.88 |

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| 12/30/2010 22:45 | N | R_PB2SES_1 | -19.85 |
| 12/30/2010 22:45 | N | R_PB2SES_2 | -19.85 |
| 12/30/2010 22:45 | N | R_PB2SES_3 | -19.85 |
| 12/30/2010 22:45 | N | R_PB2SES_4 | -19.85 |
| 12/30/2010 22:45 | N | R_PB2SES_5 | -19.85 |
| 12/30/2010 22:45 | N | AUTO_EPS_390 | 20.77 |
| 12/30/2010 22:50 | N | DC_ROAD_L_B | 17.51 |
| 12/30/2010 22:50 | N | DC_EGPS_L_A | 10.07 |
| 12/30/2010 22:50 | N | H_HOLLOW_E_1 | -18.92 |
| 12/30/2010 22:50 | N | HHOLLOW4_E_1 | -18.92 |
| 12/30/2010 22:50 | N | R_LH2SES_1 | 19.84 |
| 12/30/2010 22:50 | N | R_PB2SES_1 | -19.73 |
| 12/30/2010 22:50 | N | R_PB2SES_2 | -19.73 |
| 12/30/2010 22:50 | N | R_PB2SES_3 | -19.73 |
| 12/30/2010 22:50 | N | R_PB2SES_4 | -19.73 |
| 12/30/2010 22:50 | N | R_PB2SES_5 | -19.73 |
| 12/30/2010 22:50 | N | AUTO_EPS_390 | 19.73 |
| 12/30/2010 22:55 | N | DC_ROAD_L_B | 17.89 |
| 12/30/2010 22:55 | N | DC_EGPS_L_A | 10.33 |
| 12/30/2010 22:55 | N | H_HOLLOW_E_1 | -19.09 |
| 12/30/2010 22:55 | N | HHOLLOW4_E_1 | -19.09 |
| 12/30/2010 22:55 | N | R_LH2SES_1 | 20.25 |
| 12/30/2010 22:55 | N | R_PB2SES_1 | -19.92 |
| 12/30/2010 22:55 | N | R_PB2SES_2 | -19.92 |
| 12/30/2010 22:55 | N | R_PB2SES_3 | -19.92 |
| 12/30/2010 22:55 | N | R_PB2SES_4 | -19.92 |
| 12/30/2010 22:55 | N | R_PB2SES_5 | -19.92 |
| 12/30/2010 22:55 | N | AUTO_EPS_390 | 20.14 |
| 12/30/2010 23:00 | N | DC_ROAD_L_B | 17 |
| 12/30/2010 23:00 | N | DC_EGPS_L_A | 9.65 |
| 12/30/2010 23:00 | N | H_HOLLOW_E_1 | -18.95 |
| 12/30/2010 23:00 | N | HHOLLOW4_E_1 | -18.95 |
| 12/30/2010 23:00 | N | R_LH2SES_1 | 19.3 |
| 12/30/2010 23:00 | N | R_PB2SES_1 | -19.76 |
| 12/30/2010 23:00 | N | R_PB2SES_2 | -19.76 |
| 12/30/2010 23:00 | N | R_PB2SES_3 | -19.76 |
| 12/30/2010 23:00 | N | R_PB2SES_4 | -19.76 |
| 12/30/2010 23:00 | N | R_PB2SES_5 | -19.76 |
| 12/30/2010 23:00 | N | AUTO_EPS_390 | 19.19 |
| 12/30/2010 23:02 | N | DC_ROAD_L_B | 18.05 |
| 12/30/2010 23:02 | N | DC_EGPS_L_A | 13.25 |
| 12/30/2010 23:02 | N | H_HOLLOW_E_1 | -5.46 |
| 12/30/2010 23:02 | N | HHOLLOW4_E_1 | -5.46 |
| 12/30/2010 23:02 | N | R_LH2SES_1 | 19.56 |
| 12/30/2010 23:02 | N | R_PB2SES_1 | -5.99 |
| 12/30/2010 23:02 | N | R_PB2SES_2 | -5.99 |
| 12/30/2010 23:02 | N | R_PB2SES_3 | -5.99 |

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| 12/30/2010 23:02 | N | R_PB2SES_4 | -5.99 |
| 12/30/2010 23:02 | N | R_PB2SES_5 | -5.99 |
| 12/30/2010 23:02 | N | AUTO_EPS_390 | 19.49 |
| 12/30/2010 23:05 | N | DC_ROAD_L_B | 17.31 |
| 12/30/2010 23:05 | N | DC_EGPS_L_A | 13.66 |
| 12/30/2010 23:05 | N | H_HOLLOW_E_1 | -0.55 |
| 12/30/2010 23:05 | N | HHOLLOW4_E_1 | -0.55 |
| 12/30/2010 23:05 | N | R_LH2SES_1 | 18.45 |
| 12/30/2010 23:05 | N | R_PB2SES_1 | -0.95 |
| 12/30/2010 23:05 | N | R_PB2SES_2 | -0.95 |
| 12/30/2010 23:05 | N | R_PB2SES_3 | -0.95 |
| 12/30/2010 23:05 | N | R_PB2SES_4 | -0.95 |
| 12/30/2010 23:05 | N | R_PB2SES_5 | -0.95 |
| 12/30/2010 23:05 | N | AUTO_EPS_390 | 18.4 |
| 12/30/2010 23:07 | N | DC_ROAD_L_B | 19.41 |
| 12/30/2010 23:07 | N | DC_EGPS_L_A | 15.33 |
| 12/30/2010 23:07 | N | H_HOLLOW_E_1 | -0.54 |
| 12/30/2010 23:07 | N | HHOLLOW4_E_1 | -0.54 |
| 12/30/2010 23:07 | N | R_LH2SES_1 | 20.68 |
| 12/30/2010 23:07 | N | R_PB2SES_1 | -0.99 |
| 12/30/2010 23:07 | N | R_PB2SES_2 | -0.99 |
| 12/30/2010 23:07 | N | R_PB2SES_3 | -0.99 |
| 12/30/2010 23:07 | N | R_PB2SES_4 | -0.99 |
| 12/30/2010 23:07 | N | R_PB2SES_5 | -0.99 |
| 12/30/2010 23:07 | N | AUTO_EPS_390 | 20.62 |
| 12/30/2010 23:08 | N | DC_ROAD_L_B | 19.42 |
| 12/30/2010 23:08 | N | DC_EGPS_L_A | 15.35 |
| 12/30/2010 23:08 | N | H_HOLLOW_E_1 | -0.54 |
| 12/30/2010 23:08 | N | HHOLLOW4_E_1 | -0.54 |
| 12/30/2010 23:08 | N | R_LH2SES_1 | 20.7 |
| 12/30/2010 23:08 | N | R_PB2SES_1 | -0.99 |
| 12/30/2010 23:08 | N | R_PB2SES_2 | -0.99 |
| 12/30/2010 23:08 | N | R_PB2SES_3 | -0.99 |
| 12/30/2010 23:08 | N | R_PB2SES_4 | -0.99 |
| 12/30/2010 23:08 | N | R_PB2SES_5 | -0.99 |
| 12/30/2010 23:08 | N | AUTO_EPS_390 | 20.64 |
| 12/30/2010 23:10 | N | DC_ROAD_L_B | 19.53 |
| 12/30/2010 23:10 | N | DC_EGPS_L_A | 15.46 |
| 12/30/2010 23:10 | N | H_HOLLOW_E_1 | -0.39 |
| 12/30/2010 23:10 | N | HHOLLOW4_E_1 | -0.39 |
| 12/30/2010 23:10 | N | R_LH2SES_1 | 20.8 |
| 12/30/2010 23:10 | N | R_PB2SES_1 | -0.84 |
| 12/30/2010 23:10 | N | R_PB2SES_2 | -0.84 |
| 12/30/2010 23:10 | N | R_PB2SES_3 | -0.84 |
| 12/30/2010 23:10 | N | R_PB2SES_4 | -0.84 |
| 12/30/2010 23:10 | N | R_PB2SES_5 | -0.84 |
| 12/30/2010 23:10 | N | AUTO_EPS_390 | 20.74 |

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| 12/30/2010 23:14 | N | DC_ROAD_L_B | 19.09 |
| 12/30/2010 23:14 | N | DC_EGPS_L_A | 15.11 |
| 12/30/2010 23:14 | N | H_HOLLOW_E_1 | -0.38 |
| 12/30/2010 23:14 | N | HHOLLOW4_E_1 | -0.38 |
| 12/30/2010 23:14 | N | R_LH2SES_1 | 20.34 |
| 12/30/2010 23:14 | N | R_PB2SES_1 | -0.82 |
| 12/30/2010 23:14 | N | R_PB2SES_2 | -0.82 |
| 12/30/2010 23:14 | N | R_PB2SES_3 | -0.82 |
| 12/30/2010 23:14 | N | R_PB2SES_4 | -0.82 |
| 12/30/2010 23:14 | N | R_PB2SES_5 | -0.82 |
| 12/30/2010 23:14 | N | AUTO_EPS_390 | 20.28 |
| 12/30/2010 23:45 | N | DC_ROAD_L_B | 19.02 |
| 12/30/2010 23:45 | N | DC_EGPS_L_A | 15.12 |
| 12/30/2010 23:45 | N | H_HOLLOW_E_1 | -0.29 |
| 12/30/2010 23:45 | N | HHOLLOW4_E_1 | -0.29 |
| 12/30/2010 23:45 | N | R_LH2SES_1 | 20.23 |
| 12/30/2010 23:45 | N | R_PB2SES_1 | -0.72 |
| 12/30/2010 23:45 | N | R_PB2SES_2 | -0.72 |
| 12/30/2010 23:45 | N | R_PB2SES_3 | -0.72 |
| 12/30/2010 23:45 | N | R_PB2SES_4 | -0.72 |
| 12/30/2010 23:45 | N | R_PB2SES_5 | -0.72 |
| 12/30/2010 23:45 | N | AUTO_EPS_390 | 20.18 |
| 12/30/2010 23:46 | N | DC_ROAD_L_B | 18.7 |
| 12/30/2010 23:46 | N | DC_EGPS_L_A | 14.85 |
| 12/30/2010 23:46 | N | H_HOLLOW_E_1 | -0.37 |
| 12/30/2010 23:46 | N | HHOLLOW4_E_1 | -0.37 |
| 12/30/2010 23:46 | N | R_LH2SES_1 | 19.9 |
| 12/30/2010 23:46 | N | R_PB2SES_1 | -0.79 |
| 12/30/2010 23:46 | N | R_PB2SES_2 | -0.79 |
| 12/30/2010 23:46 | N | R_PB2SES_3 | -0.79 |
| 12/30/2010 23:46 | N | R_PB2SES_4 | -0.79 |
| 12/30/2010 23:46 | N | R_PB2SES_5 | -0.79 |
| 12/30/2010 23:46 | N | AUTO_EPS_390 | 19.85 |
| 12/30/2010 23:50 | N | DC_ROAD_L_B | 18.11 |
| 12/30/2010 23:50 | N | DC_EGPS_L_A | 14.34 |
| 12/30/2010 23:50 | N | H_HOLLOW_E_1 | -0.55 |
| 12/30/2010 23:50 | N | HHOLLOW4_E_1 | -0.55 |
| 12/30/2010 23:50 | N | R_LH2SES_1 | 19.28 |
| 12/30/2010 23:50 | N | R_PB2SES_1 | -0.97 |
| 12/30/2010 23:50 | N | R_PB2SES_2 | -0.97 |
| 12/30/2010 23:50 | N | R_PB2SES_3 | -0.97 |
| 12/30/2010 23:50 | N | R_PB2SES_4 | -0.97 |
| 12/30/2010 23:50 | N | R_PB2SES_5 | -0.97 |
| 12/30/2010 23:50 | N | AUTO_EPS_390 | 19.23 |
| 12/30/2010 23:54 | N | DC_ROAD_L_B | 17.49 |
| 12/30/2010 23:54 | N | DC_EGPS_L_A | 10.1 |
| 12/30/2010 23:54 | N | H_HOLLOW_E_1 | -19.11 |

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| 12/30/2010 23:54 | N | HHOLLOW4_E_1 | -19.11 |
| 12/30/2010 23:54 | N | R_LH2SES_1 | 19.78 |
| 12/30/2010 23:54 | N | R_PB2SES_1 | -19.93 |
| 12/30/2010 23:54 | N | R_PB2SES_2 | -19.93 |
| 12/30/2010 23:54 | N | R_PB2SES_3 | -19.93 |
| 12/30/2010 23:54 | N | R_PB2SES_4 | -19.93 |
| 12/30/2010 23:54 | N | R_PB2SES_5 | -19.93 |
| 12/30/2010 23:54 | N | AUTO_EPS_390 | 19.68 |
| 12/30/2010 23:55 | N | DC_ROAD_L_B | 17.33 |
| 12/30/2010 23:55 | N | DC_EGPS_L_A | 13.39 |
| 12/30/2010 23:55 | N | H_HOLLOW_E_1 | -2.06 |
| 12/30/2010 23:55 | N | HHOLLOW4_E_1 | -2.06 |
| 12/30/2010 23:55 | N | R_LH2SES_1 | 18.55 |
| 12/30/2010 23:55 | N | R_PB2SES_1 | -2.5 |
| 12/30/2010 23:55 | N | R_PB2SES_2 | -2.5 |
| 12/30/2010 23:55 | N | R_PB2SES_3 | -2.5 |
| 12/30/2010 23:55 | N | R_PB2SES_4 | -2.5 |
| 12/30/2010 23:55 | N | R_PB2SES_5 | -2.5 |
| 12/30/2010 23:55 | N | AUTO_EPS_390 | 18.49 |
| 12/30/2010 23:55 | N | DC_ROAD_L_B | 17.33 |
| 12/30/2010 23:55 | N | DC_EGPS_L_A | 13.39 |
| 12/30/2010 23:55 | N | H_HOLLOW_E_1 | -2.06 |
| 12/30/2010 23:55 | N | HHOLLOW4_E_1 | -2.06 |
| 12/30/2010 23:55 | N | R_LH2SES_1 | 18.55 |
| 12/30/2010 23:55 | N | R_PB2SES_1 | -2.5 |
| 12/30/2010 23:55 | N | R_PB2SES_2 | -2.5 |
| 12/30/2010 23:55 | N | R_PB2SES_3 | -2.5 |
| 12/30/2010 23:55 | N | R_PB2SES_4 | -2.5 |
| 12/30/2010 23:55 | N | R_PB2SES_5 | -2.5 |
| 12/30/2010 23:55 | N | AUTO_EPS_390 | 18.49 |
| 12/31/2010 0:01 | N | DC_ROAD_L_B | 17.92 |
| 12/31/2010 0:01 | N | DC_EGPS_L_A | 10.45 |
| 12/31/2010 0:01 | N | H_HOLLOW_E_1 | -18.91 |
| 12/31/2010 0:01 | N | HHOLLOW4_E_1 | -18.91 |
| 12/31/2010 0:01 | N | R_LH2SES_1 | 20.25 |
| 12/31/2010 0:01 | N | R_PB2SES_1 | -19.74 |
| 12/31/2010 0:01 | N | R_PB2SES_2 | -19.74 |
| 12/31/2010 0:01 | N | R_PB2SES_3 | -19.74 |
| 12/31/2010 0:01 | N | R_PB2SES_4 | -19.74 |
| 12/31/2010 0:01 | N | R_PB2SES_5 | -19.74 |
| 12/31/2010 0:01 | N | AUTO_EPS_390 | 20.14 |
| 12/31/2010 0:06 | N | DC_ROAD_L_B | 18.05 |
| 12/31/2010 0:06 | N | DC_EGPS_L_A | 10.54 |
| 12/31/2010 0:06 | N | H_HOLLOW_E_1 | -18.96 |
| 12/31/2010 0:06 | N | HHOLLOW4_E_1 | -18.96 |
| 12/31/2010 0:06 | N | R_LH2SES_1 | 20.39 |
| 12/31/2010 0:06 | N | R_PB2SES_1 | -19.79 |

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| 12/31/2010 0:06 | N | R_PB2SES_2 | -19.79 |
| 12/31/2010 0:06 | N | R_PB2SES_3 | -19.79 |
| 12/31/2010 0:06 | N | R_PB2SES_4 | -19.79 |
| 12/31/2010 0:06 | N | R_PB2SES_5 | -19.79 |
| 12/31/2010 0:06 | N | AUTO_EPS_390 | 20.28 |
| 12/31/2010 0:10 | N | DC_ROAD_L_B | 18.33 |
| 12/31/2010 0:10 | N | DC_EGPS_L_A | 10.7 |
| 12/31/2010 0:10 | N | H_HOLLOW_E_1 | -19.3 |
| 12/31/2010 0:10 | N | HHOLLOW4_E_1 | -19.3 |
| 12/31/2010 0:10 | N | R_LH2SES_1 | 20.71 |
| 12/31/2010 0:10 | N | R_PB2SES_1 | -20.15 |
| 12/31/2010 0:10 | N | R_PB2SES_2 | -20.15 |
| 12/31/2010 0:10 | N | R_PB2SES_3 | -20.15 |
| 12/31/2010 0:10 | N | R_PB2SES_4 | -20.15 |
| 12/31/2010 0:10 | N | R_PB2SES_5 | -20.15 |
| 12/31/2010 0:10 | N | AUTO_EPS_390 | 20.6 |
| 12/31/2010 0:15 | N | DC_ROAD_L_B | 18.99 |
| 12/31/2010 0:15 | N | DC_EGPS_L_A | 11.19 |
| 12/31/2010 0:15 | N | H_HOLLOW_E_1 | -19.5 |
| 12/31/2010 0:15 | N | HHOLLOW4_E_1 | -19.5 |
| 12/31/2010 0:15 | N | R_LH2SES_1 | 21.43 |
| 12/31/2010 0:15 | N | R_PB2SES_1 | -20.37 |
| 12/31/2010 0:15 | N | R_PB2SES_2 | -20.37 |
| 12/31/2010 0:15 | N | R_PB2SES_3 | -20.37 |
| 12/31/2010 0:15 | N | R_PB2SES_4 | -20.37 |
| 12/31/2010 0:15 | N | R_PB2SES_5 | -20.37 |
| 12/31/2010 0:15 | N | AUTO_EPS_390 | 21.31 |
| 12/31/2010 0:41 | N | DC_ROAD_L_B | 15.3 |
| 12/31/2010 0:41 | N | DC_EGPS_L_A | 12.17 |
| 12/31/2010 0:41 | N | H_HOLLOW_E_1 | -0.21 |
| 12/31/2010 0:41 | N | HHOLLOW4_E_1 | -0.21 |
| 12/31/2010 0:41 | N | R_LH2SES_1 | 16.28 |
| 12/31/2010 0:41 | N | R_PB2SES_1 | -0.54 |
| 12/31/2010 0:41 | N | R_PB2SES_2 | -0.54 |
| 12/31/2010 0:41 | N | R_PB2SES_3 | -0.54 |
| 12/31/2010 0:41 | N | R_PB2SES_4 | -0.54 |
| 12/31/2010 0:41 | N | R_PB2SES_5 | -0.54 |
| 12/31/2010 0:41 | N | AUTO_EPS_390 | 16.23 |
| 12/31/2010 0:43 | N | DC_ROAD_L_B | 15.62 |
| 12/31/2010 0:43 | N | DC_EGPS_L_A | 12.37 |
| 12/31/2010 0:43 | N | H_HOLLOW_E_1 | -0.51 |
| 12/31/2010 0:43 | N | HHOLLOW4_E_1 | -0.51 |
| 12/31/2010 0:43 | N | R_LH2SES_1 | 16.63 |
| 12/31/2010 0:43 | N | R_PB2SES_1 | -0.85 |
| 12/31/2010 0:43 | N | R_PB2SES_2 | -0.85 |
| 12/31/2010 0:43 | N | R_PB2SES_3 | -0.85 |
| 12/31/2010 0:43 | N | R_PB2SES_4 | -0.85 |

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| 12/31/2010 0:43 | N | R_PB2SES_5 | -0.85 |
| 12/31/2010 0:43 | N | AUTO_EPS_390 | 16.58 |
| 12/31/2010 0:45 | N | DC_ROAD_L_B | 15.74 |
| 12/31/2010 0:45 | N | DC_EGPS_L_A | 11.46 |
| 12/31/2010 0:45 | N | H_HOLLOW_E_1 | -5.56 |
| 12/31/2010 0:45 | N | HHOLLOW4_E_1 | -5.56 |
| 12/31/2010 0:45 | N | R_LH2SES_1 | 17.08 |
| 12/31/2010 0:45 | N | R_PB2SES_1 | -6.01 |
| 12/31/2010 0:45 | N | R_PB2SES_2 | -6.01 |
| 12/31/2010 0:45 | N | R_PB2SES_3 | -6.01 |
| 12/31/2010 0:45 | N | R_PB2SES_4 | -6.01 |
| 12/31/2010 0:45 | N | R_PB2SES_5 | -6.01 |
| 12/31/2010 0:45 | N | AUTO_EPS_390 | 17.02 |
| 12/31/2010 0:50 | N | DC_ROAD_L_B | 15.72 |
| 12/31/2010 0:50 | N | DC_EGPS_L_A | 8.69 |
| 12/31/2010 0:50 | N | H_HOLLOW_E_1 | -19.29 |
| 12/31/2010 0:50 | N | HHOLLOW4_E_1 | -19.29 |
| 12/31/2010 0:50 | N | R_LH2SES_1 | 17.91 |
| 12/31/2010 0:50 | N | R_PB2SES_1 | -20.03 |
| 12/31/2010 0:50 | N | R_PB2SES_2 | -20.03 |
| 12/31/2010 0:50 | N | R_PB2SES_3 | -20.03 |
| 12/31/2010 0:50 | N | R_PB2SES_4 | -20.03 |
| 12/31/2010 0:50 | N | R_PB2SES_5 | -20.03 |
| 12/31/2010 0:50 | N | AUTO_EPS_390 | 17.81 |
| 12/31/2010 0:55 | N | DC_ROAD_L_B | 15.69 |
| 12/31/2010 0:55 | N | DC_EGPS_L_A | 8.65 |
| 12/31/2010 0:55 | N | H_HOLLOW_E_1 | -19.17 |
| 12/31/2010 0:55 | N | HHOLLOW4_E_1 | -19.17 |
| 12/31/2010 0:55 | N | R_LH2SES_1 | 17.88 |
| 12/31/2010 0:55 | N | R_PB2SES_1 | -19.9 |
| 12/31/2010 0:55 | N | R_PB2SES_2 | -19.9 |
| 12/31/2010 0:55 | N | R_PB2SES_3 | -19.9 |
| 12/31/2010 0:55 | N | R_PB2SES_4 | -19.9 |
| 12/31/2010 0:55 | N | R_PB2SES_5 | -19.9 |
| 12/31/2010 0:55 | N | AUTO_EPS_390 | 17.78 |
| 12/31/2010 1:01 | N | DC_ROAD_L_B | 15.29 |
| 12/31/2010 1:01 | N | DC_EGPS_L_A | 8.34 |
| 12/31/2010 1:01 | N | H_HOLLOW_E_1 | -19.01 |
| 12/31/2010 1:01 | N | HHOLLOW4_E_1 | -19.01 |
| 12/31/2010 1:01 | N | R_LH2SES_1 | 17.46 |
| 12/31/2010 1:01 | N | R_PB2SES_1 | -19.74 |
| 12/31/2010 1:01 | N | R_PB2SES_2 | -19.74 |
| 12/31/2010 1:01 | N | R_PB2SES_3 | -19.74 |
| 12/31/2010 1:01 | N | R_PB2SES_4 | -19.74 |
| 12/31/2010 1:01 | N | R_PB2SES_5 | -19.74 |
| 12/31/2010 1:01 | N | AUTO_EPS_390 | 17.36 |
| 12/31/2010 1:05 | N | DC_ROAD_L_B | 15.26 |

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| 12/31/2010 1:05 | N | DC_EGPS_L_A | 8.3 |
| 12/31/2010 1:05 | N | H_HOLLOW_E_1 | -19.03 |
| 12/31/2010 1:05 | N | HHOLLOW4_E_1 | -19.03 |
| 12/31/2010 1:05 | N | R_LH2SES_1 | 17.44 |
| 12/31/2010 1:05 | N | R_PB2SES_1 | -19.76 |
| 12/31/2010 1:05 | N | R_PB2SES_2 | -19.76 |
| 12/31/2010 1:05 | N | R_PB2SES_3 | -19.76 |
| 12/31/2010 1:05 | N | R_PB2SES_4 | -19.76 |
| 12/31/2010 1:05 | N | R_PB2SES_5 | -19.76 |
| 12/31/2010 1:05 | N | AUTO_EPS_390 | 17.34 |
| 12/31/2010 1:10 | N | DC_ROAD_L_B | 13.53 |
| 12/31/2010 1:10 | N | DC_EGPS_L_A | 10.66 |
| 12/31/2010 1:10 | N | H_HOLLOW_E_1 | -0.51 |
| 12/31/2010 1:10 | N | HHOLLOW4_E_1 | -0.51 |
| 12/31/2010 1:10 | N | R_LH2SES_1 | 14.43 |
| 12/31/2010 1:10 | N | R_PB2SES_1 | -0.81 |
| 12/31/2010 1:10 | N | R_PB2SES_2 | -0.81 |
| 12/31/2010 1:10 | N | R_PB2SES_3 | -0.81 |
| 12/31/2010 1:10 | N | R_PB2SES_4 | -0.81 |
| 12/31/2010 1:10 | N | R_PB2SES_5 | -0.81 |
| 12/31/2010 1:10 | N | AUTO_EPS_390 | 14.38 |
| 12/31/2010 1:12 | N | DC_ROAD_L_B | 13.91 |
| 12/31/2010 1:12 | N | DC_EGPS_L_A | 11.01 |
| 12/31/2010 1:12 | N | H_HOLLOW_E_1 | -0.29 |
| 12/31/2010 1:12 | N | HHOLLOW4_E_1 | -0.29 |
| 12/31/2010 1:12 | N | R_LH2SES_1 | 14.82 |
| 12/31/2010 1:12 | N | R_PB2SES_1 | -0.6 |
| 12/31/2010 1:12 | N | R_PB2SES_2 | -0.6 |
| 12/31/2010 1:12 | N | R_PB2SES_3 | -0.6 |
| 12/31/2010 1:12 | N | R_PB2SES_4 | -0.6 |
| 12/31/2010 1:12 | N | R_PB2SES_5 | -0.6 |
| 12/31/2010 1:12 | N | AUTO_EPS_390 | 14.77 |
| 12/31/2010 1:15 | N | DC_ROAD_L_B | 13.42 |
| 12/31/2010 1:15 | N | DC_EGPS_L_A | 10.63 |
| 12/31/2010 1:15 | N | H_HOLLOW_E_1 | -0.28 |
| 12/31/2010 1:15 | N | HHOLLOW4_E_1 | -0.28 |
| 12/31/2010 1:15 | N | R_LH2SES_1 | 14.3 |
| 12/31/2010 1:15 | N | R_PB2SES_1 | -0.57 |
| 12/31/2010 1:15 | N | R_PB2SES_2 | -0.57 |
| 12/31/2010 1:15 | N | R_PB2SES_3 | -0.57 |
| 12/31/2010 1:15 | N | R_PB2SES_4 | -0.57 |
| 12/31/2010 1:15 | N | R_PB2SES_5 | -0.57 |
| 12/31/2010 1:15 | N | AUTO_EPS_390 | 14.26 |
| 12/31/2010 1:20 | N | DC_ROAD_L_B | 14.93 |
| 12/31/2010 1:20 | N | DC_EGPS_L_A | 11.81 |
| 12/31/2010 1:20 | N | H_HOLLOW_E_1 | -0.34 |
| 12/31/2010 1:20 | N | HHOLLOW4_E_1 | -0.34 |

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| 12/31/2010 1:20 | N | R_LH2SES_1 | 15.9 |
| 12/31/2010 1:20 | N | R_PB2SES_1 | -0.67 |
| 12/31/2010 1:20 | N | R_PB2SES_2 | -0.67 |
| 12/31/2010 1:20 | N | R_PB2SES_3 | -0.67 |
| 12/31/2010 1:20 | N | R_PB2SES_4 | -0.67 |
| 12/31/2010 1:20 | N | R_PB2SES_5 | -0.67 |
| 12/31/2010 1:20 | N | AUTO_EPS_390 | 15.85 |
| 12/31/2010 1:25 | N | DC_ROAD_L_B | 14.95 |
| 12/31/2010 1:25 | N | DC_EGPS_L_A | 11.87 |
| 12/31/2010 1:25 | N | H_HOLLOW_E_1 | -0.2 |
| 12/31/2010 1:25 | N | HHOLLOW4_E_1 | -0.2 |
| 12/31/2010 1:25 | N | R_LH2SES_1 | 15.91 |
| 12/31/2010 1:25 | N | R_PB2SES_1 | -0.52 |
| 12/31/2010 1:25 | N | R_PB2SES_2 | -0.52 |
| 12/31/2010 1:25 | N | R_PB2SES_3 | -0.52 |
| 12/31/2010 1:25 | N | R_PB2SES_4 | -0.52 |
| 12/31/2010 1:25 | N | R_PB2SES_5 | -0.52 |
| 12/31/2010 1:25 | N | AUTO_EPS_390 | 15.87 |
| 12/31/2010 1:30 | N | DC_ROAD_L_B | 17.36 |
| 12/31/2010 1:30 | N | DC_EGPS_L_A | 13.74 |
| 12/31/2010 1:30 | N | H_HOLLOW_E_1 | -0.49 |
| 12/31/2010 1:30 | N | HHOLLOW4_E_1 | -0.49 |
| 12/31/2010 1:30 | N | R_LH2SES_1 | 18.48 |
| 12/31/2010 1:30 | N | R_PB2SES_1 | -0.87 |
| 12/31/2010 1:30 | N | R_PB2SES_2 | -0.87 |
| 12/31/2010 1:30 | N | R_PB2SES_3 | -0.87 |
| 12/31/2010 1:30 | N | R_PB2SES_4 | -0.87 |
| 12/31/2010 1:30 | N | R_PB2SES_5 | -0.87 |
| 12/31/2010 1:30 | N | AUTO_EPS_390 | 18.43 |
| 12/31/2010 1:35 | N | DC_ROAD_L_B | 15.01 |
| 12/31/2010 1:35 | N | DC_EGPS_L_A | 11.87 |
| 12/31/2010 1:35 | N | H_HOLLOW_E_1 | -0.51 |
| 12/31/2010 1:35 | N | HHOLLOW4_E_1 | -0.51 |
| 12/31/2010 1:35 | N | R_LH2SES_1 | 15.99 |
| 12/31/2010 1:35 | N | R_PB2SES_1 | -0.83 |
| 12/31/2010 1:35 | N | R_PB2SES_2 | -0.83 |
| 12/31/2010 1:35 | N | R_PB2SES_3 | -0.83 |
| 12/31/2010 1:35 | N | R_PB2SES_4 | -0.83 |
| 12/31/2010 1:35 | N | R_PB2SES_5 | -0.83 |
| 12/31/2010 1:35 | N | AUTO_EPS_390 | 15.95 |
| 12/31/2010 1:40 | N | DC_ROAD_L_B | 14.58 |
| 12/31/2010 1:40 | N | DC_EGPS_L_A | 11.51 |
| 12/31/2010 1:40 | N | H_HOLLOW_E_1 | -0.51 |
| 12/31/2010 1:40 | N | HHOLLOW4_E_1 | -0.51 |
| 12/31/2010 1:40 | N | R_LH2SES_1 | 15.53 |
| 12/31/2010 1:40 | N | R_PB2SES_1 | -0.82 |
| 12/31/2010 1:40 | N | R_PB2SES_2 | -0.82 |

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| 12/31/2010 1:40 | N | R_PB2SES_3 | -0.82 |
| 12/31/2010 1:40 | N | R_PB2SES_4 | -0.82 |
| 12/31/2010 1:40 | N | R_PB2SES_5 | -0.82 |
| 12/31/2010 1:40 | N | AUTO_EPS_390 | 15.49 |
| 12/31/2010 1:45 | N | DC_ROAD_L_B | 14.36 |
| 12/31/2010 1:45 | N | DC_EGPS_L_A | 11.34 |
| 12/31/2010 1:45 | N | H_HOLLOW_E_1 | -0.51 |
| 12/31/2010 1:45 | N | HHOLLOW4_E_1 | -0.51 |
| 12/31/2010 1:45 | N | R_LH2SES_1 | 15.3 |
| 12/31/2010 1:45 | N | R_PB2SES_1 | -0.82 |
| 12/31/2010 1:45 | N | R_PB2SES_2 | -0.82 |
| 12/31/2010 1:45 | N | R_PB2SES_3 | -0.82 |
| 12/31/2010 1:45 | N | R_PB2SES_4 | -0.82 |
| 12/31/2010 1:45 | N | R_PB2SES_5 | -0.82 |
| 12/31/2010 1:45 | N | AUTO_EPS_390 | 15.26 |
| 12/31/2010 1:50 | N | DC_ROAD_L_B | 14.37 |
| 12/31/2010 1:50 | N | DC_EGPS_L_A | 11.43 |
| 12/31/2010 1:50 | N | H_HOLLOW_E_1 | -0.08 |
| 12/31/2010 1:50 | N | HHOLLOW4_E_1 | -0.08 |
| 12/31/2010 1:50 | N | R_LH2SES_1 | 15.29 |
| 12/31/2010 1:50 | N | R_PB2SES_1 | -0.39 |
| 12/31/2010 1:50 | N | R_PB2SES_2 | -0.39 |
| 12/31/2010 1:50 | N | R_PB2SES_3 | -0.39 |
| 12/31/2010 1:50 | N | R_PB2SES_4 | -0.39 |
| 12/31/2010 1:50 | N | R_PB2SES_5 | -0.39 |
| 12/31/2010 1:50 | N | AUTO_EPS_390 | 15.24 |
| 12/31/2010 1:55 | N | DC_ROAD_L_B | 14.38 |
| 12/31/2010 1:55 | N | DC_EGPS_L_A | 11.46 |
| 12/31/2010 1:55 | N | H_HOLLOW_E_1 | -0.03 |
| 12/31/2010 1:55 | N | HHOLLOW4_E_1 | -0.03 |
| 12/31/2010 1:55 | N | R_LH2SES_1 | 15.3 |
| 12/31/2010 1:55 | N | R_PB2SES_1 | -0.34 |
| 12/31/2010 1:55 | N | R_PB2SES_2 | -0.34 |
| 12/31/2010 1:55 | N | R_PB2SES_3 | -0.34 |
| 12/31/2010 1:55 | N | R_PB2SES_4 | -0.34 |
| 12/31/2010 1:55 | N | R_PB2SES_5 | -0.34 |
| 12/31/2010 1:55 | N | AUTO_EPS_390 | 15.26 |
| 12/31/2010 2:01 | N | DC_ROAD_L_B | 14.72 |
| 12/31/2010 2:01 | N | DC_EGPS_L_A | 11.68 |
| 12/31/2010 2:01 | N | H_HOLLOW_E_1 | -0.31 |
| 12/31/2010 2:01 | N | HHOLLOW4_E_1 | -0.31 |
| 12/31/2010 2:01 | N | R_LH2SES_1 | 15.67 |
| 12/31/2010 2:01 | N | R_PB2SES_1 | -0.63 |
| 12/31/2010 2:01 | N | R_PB2SES_2 | -0.63 |
| 12/31/2010 2:01 | N | R_PB2SES_3 | -0.63 |
| 12/31/2010 2:01 | N | R_PB2SES_4 | -0.63 |
| 12/31/2010 2:01 | N | R_PB2SES_5 | -0.63 |

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| 12/31/2010 2:01 | N | AUTO_EPS_390 | 15.62 |
| 12/31/2010 2:05 | N | DC_ROAD_L_B | 14.82 |
| 12/31/2010 2:05 | N | DC_EGPS_L_A | 11.73 |
| 12/31/2010 2:05 | N | H_HOLLOW_E_1 | -0.51 |
| 12/31/2010 2:05 | N | HHOLLOW4_E_1 | -0.51 |
| 12/31/2010 2:05 | N | R_LH2SES_1 | 15.79 |
| 12/31/2010 2:05 | N | R_PB2SES_1 | -0.83 |
| 12/31/2010 2:05 | N | R_PB2SES_2 | -0.83 |
| 12/31/2010 2:05 | N | R_PB2SES_3 | -0.83 |
| 12/31/2010 2:05 | N | R_PB2SES_4 | -0.83 |
| 12/31/2010 2:05 | N | R_PB2SES_5 | -0.83 |
| 12/31/2010 2:05 | N | AUTO_EPS_390 | 15.74 |
| 12/31/2010 2:06 | N | DC_ROAD_L_B | 14.78 |
| 12/31/2010 2:06 | N | DC_EGPS_L_A | 11.48 |
| 12/31/2010 2:06 | N | H_HOLLOW_E_1 | -1.55 |
| 12/31/2010 2:06 | N | HHOLLOW4_E_1 | -1.55 |
| 12/31/2010 2:06 | N | R_LH2SES_1 | 15.81 |
| 12/31/2010 2:06 | N | R_PB2SES_1 | -1.9 |
| 12/31/2010 2:06 | N | R_PB2SES_2 | -1.9 |
| 12/31/2010 2:06 | N | R_PB2SES_3 | -1.9 |
| 12/31/2010 2:06 | N | R_PB2SES_4 | -1.9 |
| 12/31/2010 2:06 | N | R_PB2SES_5 | -1.9 |
| 12/31/2010 2:06 | N | AUTO_EPS_390 | 15.76 |
| 12/31/2010 2:10 | N | DC_ROAD_L_B | 14.83 |
| 12/31/2010 2:10 | N | DC_EGPS_L_A | 11.52 |
| 12/31/2010 2:10 | N | H_HOLLOW_E_1 | -1.55 |
| 12/31/2010 2:10 | N | HHOLLOW4_E_1 | -1.55 |
| 12/31/2010 2:10 | N | R_LH2SES_1 | 15.86 |
| 12/31/2010 2:10 | N | R_PB2SES_1 | -1.9 |
| 12/31/2010 2:10 | N | R_PB2SES_2 | -1.9 |
| 12/31/2010 2:10 | N | R_PB2SES_3 | -1.9 |
| 12/31/2010 2:10 | N | R_PB2SES_4 | -1.9 |
| 12/31/2010 2:10 | N | R_PB2SES_5 | -1.9 |
| 12/31/2010 2:10 | N | AUTO_EPS_390 | 15.81 |
| 12/31/2010 2:15 | N | DC_ROAD_L_B | 14.75 |
| 12/31/2010 2:15 | N | DC_EGPS_L_A | 11.42 |
| 12/31/2010 2:15 | N | H_HOLLOW_E_1 | -1.75 |
| 12/31/2010 2:15 | N | HHOLLOW4_E_1 | -1.75 |
| 12/31/2010 2:15 | N | R_LH2SES_1 | 15.79 |
| 12/31/2010 2:15 | N | R_PB2SES_1 | -2.1 |
| 12/31/2010 2:15 | N | R_PB2SES_2 | -2.1 |
| 12/31/2010 2:15 | N | R_PB2SES_3 | -2.1 |
| 12/31/2010 2:15 | N | R_PB2SES_4 | -2.1 |
| 12/31/2010 2:15 | N | R_PB2SES_5 | -2.1 |
| 12/31/2010 2:15 | N | AUTO_EPS_390 | 15.74 |
| 12/31/2010 2:20 | N | DC_ROAD_L_B | 14.69 |
| 12/31/2010 2:20 | N | DC_EGPS_L_A | 11.13 |

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| 12/31/2010 2:20 | N | H_HOLLOW_E_1 | -2.91 |
| 12/31/2010 2:20 | N | HHOLLOW4_E_1 | -2.91 |
| 12/31/2010 2:20 | N | R_LH2SES_1 | 15.8 |
| 12/31/2010 2:20 | N | R_PB2SES_1 | -3.28 |
| 12/31/2010 2:20 | N | R_PB2SES_2 | -3.28 |
| 12/31/2010 2:20 | N | R_PB2SES_3 | -3.28 |
| 12/31/2010 2:20 | N | R_PB2SES_4 | -3.28 |
| 12/31/2010 2:20 | N | R_PB2SES_5 | -3.28 |
| 12/31/2010 2:20 | N | AUTO_EPS_390 | 15.75 |
| 12/31/2010 2:25 | N | DC_ROAD_L_B | 14.5 |
| 12/31/2010 2:25 | N | DC_EGPS_L_A | 11.22 |
| 12/31/2010 2:25 | N | H_HOLLOW_E_1 | -1.72 |
| 12/31/2010 2:25 | N | HHOLLOW4_E_1 | -1.72 |
| 12/31/2010 2:25 | N | R_LH2SES_1 | 15.52 |
| 12/31/2010 2:25 | N | R_PB2SES_1 | -2.06 |
| 12/31/2010 2:25 | N | R_PB2SES_2 | -2.06 |
| 12/31/2010 2:25 | N | R_PB2SES_3 | -2.06 |
| 12/31/2010 2:25 | N | R_PB2SES_4 | -2.06 |
| 12/31/2010 2:25 | N | R_PB2SES_5 | -2.06 |
| 12/31/2010 2:25 | N | AUTO_EPS_390 | 15.48 |
| 12/31/2010 2:30 | N | DC_ROAD_L_B | 14.5 |
| 12/31/2010 2:30 | N | DC_EGPS_L_A | 11.25 |
| 12/31/2010 2:30 | N | H_HOLLOW_E_1 | -1.56 |
| 12/31/2010 2:30 | N | HHOLLOW4_E_1 | -1.56 |
| 12/31/2010 2:30 | N | R_LH2SES_1 | 15.52 |
| 12/31/2010 2:30 | N | R_PB2SES_1 | -1.9 |
| 12/31/2010 2:30 | N | R_PB2SES_2 | -1.9 |
| 12/31/2010 2:30 | N | R_PB2SES_3 | -1.9 |
| 12/31/2010 2:30 | N | R_PB2SES_4 | -1.9 |
| 12/31/2010 2:30 | N | R_PB2SES_5 | -1.9 |
| 12/31/2010 2:30 | N | AUTO_EPS_390 | 15.47 |
| 12/31/2010 2:35 | N | DC_ROAD_L_B | 14.62 |
| 12/31/2010 2:35 | N | DC_EGPS_L_A | 11.31 |
| 12/31/2010 2:35 | N | H_HOLLOW_E_1 | -1.73 |
| 12/31/2010 2:35 | N | HHOLLOW4_E_1 | -1.73 |
| 12/31/2010 2:35 | N | R_LH2SES_1 | 15.65 |
| 12/31/2010 2:35 | N | R_PB2SES_1 | -2.08 |
| 12/31/2010 2:35 | N | R_PB2SES_2 | -2.08 |
| 12/31/2010 2:35 | N | R_PB2SES_3 | -2.08 |
| 12/31/2010 2:35 | N | R_PB2SES_4 | -2.08 |
| 12/31/2010 2:35 | N | R_PB2SES_5 | -2.08 |
| 12/31/2010 2:35 | N | AUTO_EPS_390 | 15.61 |
| 12/31/2010 2:40 | N | DC_ROAD_L_B | 14.38 |
| 12/31/2010 2:40 | N | DC_EGPS_L_A | 11.34 |
| 12/31/2010 2:40 | N | H_HOLLOW_E_1 | -0.65 |
| 12/31/2010 2:40 | N | HHOLLOW4_E_1 | -0.65 |
| 12/31/2010 2:40 | N | R_LH2SES_1 | 15.33 |

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| 12/31/2010 2:40 | N | R_PB2SES_1 | -0.97 |
| 12/31/2010 2:40 | N | R_PB2SES_2 | -0.97 |
| 12/31/2010 2:40 | N | R_PB2SES_3 | -0.97 |
| 12/31/2010 2:40 | N | R_PB2SES_4 | -0.97 |
| 12/31/2010 2:40 | N | R_PB2SES_5 | -0.97 |
| 12/31/2010 2:40 | N | AUTO_EPS_390 | 15.28 |
| 12/31/2010 2:45 | N | DC_ROAD_L_B | 14.28 |
| 12/31/2010 2:45 | N | DC_EGPS_L_A | 11.28 |
| 12/31/2010 2:45 | N | H_HOLLOW_E_1 | -0.51 |
| 12/31/2010 2:45 | N | HHOLLOW4_E_1 | -0.51 |
| 12/31/2010 2:45 | N | R_LH2SES_1 | 15.22 |
| 12/31/2010 2:45 | N | R_PB2SES_1 | -0.82 |
| 12/31/2010 2:45 | N | R_PB2SES_2 | -0.82 |
| 12/31/2010 2:45 | N | R_PB2SES_3 | -0.82 |
| 12/31/2010 2:45 | N | R_PB2SES_4 | -0.82 |
| 12/31/2010 2:45 | N | R_PB2SES_5 | -0.82 |
| 12/31/2010 2:45 | N | AUTO_EPS_390 | 15.18 |
| 12/31/2010 2:50 | N | DC_ROAD_L_B | 14.27 |
| 12/31/2010 2:50 | N | DC_EGPS_L_A | 11.27 |
| 12/31/2010 2:50 | N | H_HOLLOW_E_1 | -0.51 |
| 12/31/2010 2:50 | N | HHOLLOW4_E_1 | -0.51 |
| 12/31/2010 2:50 | N | R_LH2SES_1 | 15.2 |
| 12/31/2010 2:50 | N | R_PB2SES_1 | -0.82 |
| 12/31/2010 2:50 | N | R_PB2SES_2 | -0.82 |
| 12/31/2010 2:50 | N | R_PB2SES_3 | -0.82 |
| 12/31/2010 2:50 | N | R_PB2SES_4 | -0.82 |
| 12/31/2010 2:50 | N | R_PB2SES_5 | -0.82 |
| 12/31/2010 2:50 | N | AUTO_EPS_390 | 15.16 |
| 12/31/2010 2:55 | N | DC_ROAD_L_B | 14.36 |
| 12/31/2010 2:55 | N | DC_EGPS_L_A | 11.36 |
| 12/31/2010 2:55 | N | H_HOLLOW_E_1 | -0.51 |
| 12/31/2010 2:55 | N | HHOLLOW4_E_1 | -0.51 |
| 12/31/2010 2:55 | N | R_LH2SES_1 | 15.29 |
| 12/31/2010 2:55 | N | R_PB2SES_1 | -0.83 |
| 12/31/2010 2:55 | N | R_PB2SES_2 | -0.83 |
| 12/31/2010 2:55 | N | R_PB2SES_3 | -0.83 |
| 12/31/2010 2:55 | N | R_PB2SES_4 | -0.83 |
| 12/31/2010 2:55 | N | R_PB2SES_5 | -0.83 |
| 12/31/2010 2:55 | N | AUTO_EPS_390 | 15.25 |
| 12/31/2010 3:01 | N | DC_ROAD_L_B | 14.44 |
| 12/31/2010 3:01 | N | DC_EGPS_L_A | 10.42 |
| 12/31/2010 3:01 | N | H_HOLLOW_E_1 | -5.58 |
| 12/31/2010 3:01 | N | HHOLLOW4_E_1 | -5.58 |
| 12/31/2010 3:01 | N | R_LH2SES_1 | 15.69 |
| 12/31/2010 3:01 | N | R_PB2SES_1 | -6.01 |
| 12/31/2010 3:01 | N | R_PB2SES_2 | -6.01 |
| 12/31/2010 3:01 | N | R_PB2SES_3 | -6.01 |

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| 12/31/2010 3:01 | N | R_PB2SES_4 | -6.01 |
| 12/31/2010 3:01 | N | R_PB2SES_5 | -6.01 |
| 12/31/2010 3:01 | N | AUTO_EPS_390 | 15.63 |
| 12/31/2010 3:04 | N | DC_ROAD_L_B | 14.58 |
| 12/31/2010 3:04 | N | DC_EGPS_L_A | 7.8 |
| 12/31/2010 3:04 | N | H_HOLLOW_E_1 | -19.2 |
| 12/31/2010 3:04 | N | HHOLLOW4_E_1 | -19.2 |
| 12/31/2010 3:04 | N | R_LH2SES_1 | 16.7 |
| 12/31/2010 3:04 | N | R_PB2SES_1 | -19.92 |
| 12/31/2010 3:04 | N | R_PB2SES_2 | -19.92 |
| 12/31/2010 3:04 | N | R_PB2SES_3 | -19.92 |
| 12/31/2010 3:04 | N | R_PB2SES_4 | -19.92 |
| 12/31/2010 3:04 | N | R_PB2SES_5 | -19.92 |
| 12/31/2010 3:04 | N | AUTO_EPS_390 | 16.6 |
| 12/31/2010 3:05 | N | DC_ROAD_L_B | 14.81 |
| 12/31/2010 3:05 | N | DC_EGPS_L_A | 7.94 |
| 12/31/2010 3:05 | N | H_HOLLOW_E_1 | -19.42 |
| 12/31/2010 3:05 | N | HHOLLOW4_E_1 | -19.42 |
| 12/31/2010 3:05 | N | R_LH2SES_1 | 16.95 |
| 12/31/2010 3:05 | N | R_PB2SES_1 | -20.14 |
| 12/31/2010 3:05 | N | R_PB2SES_2 | -20.14 |
| 12/31/2010 3:05 | N | R_PB2SES_3 | -20.14 |
| 12/31/2010 3:05 | N | R_PB2SES_4 | -20.14 |
| 12/31/2010 3:05 | N | R_PB2SES_5 | -20.14 |
| 12/31/2010 3:05 | N | AUTO_EPS_390 | 16.85 |
| 12/31/2010 3:10 | N | DC_ROAD_L_B | 14.54 |
| 12/31/2010 3:10 | N | DC_EGPS_L_A | 7.69 |
| 12/31/2010 3:10 | N | H_HOLLOW_E_1 | -19.31 |
| 12/31/2010 3:10 | N | HHOLLOW4_E_1 | -19.31 |
| 12/31/2010 3:10 | N | R_LH2SES_1 | 16.68 |
| 12/31/2010 3:10 | N | R_PB2SES_1 | -20.03 |
| 12/31/2010 3:10 | N | R_PB2SES_2 | -20.03 |
| 12/31/2010 3:10 | N | R_PB2SES_3 | -20.03 |
| 12/31/2010 3:10 | N | R_PB2SES_4 | -20.03 |
| 12/31/2010 3:10 | N | R_PB2SES_5 | -20.03 |
| 12/31/2010 3:10 | N | AUTO_EPS_390 | 16.58 |
| 12/31/2010 3:15 | N | DC_ROAD_L_B | 14.17 |
| 12/31/2010 3:15 | N | DC_EGPS_L_A | 7.41 |
| 12/31/2010 3:15 | N | H_HOLLOW_E_1 | -19.11 |
| 12/31/2010 3:15 | N | HHOLLOW4_E_1 | -19.11 |
| 12/31/2010 3:15 | N | R_LH2SES_1 | 16.27 |
| 12/31/2010 3:15 | N | R_PB2SES_1 | -19.81 |
| 12/31/2010 3:15 | N | R_PB2SES_2 | -19.81 |
| 12/31/2010 3:15 | N | R_PB2SES_3 | -19.81 |
| 12/31/2010 3:15 | N | R_PB2SES_4 | -19.81 |
| 12/31/2010 3:15 | N | R_PB2SES_5 | -19.81 |
| 12/31/2010 3:15 | N | AUTO_EPS_390 | 16.18 |

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| 12/31/2010 3:20 | N | DC_ROAD_L_B | 13.85 |
| 12/31/2010 3:20 | N | DC_EGPS_L_A | 10.9 |
| 12/31/2010 3:20 | N | H_HOLLOW_E_1 | -0.64 |
| 12/31/2010 3:20 | N | HHOLLOW4_E_1 | -0.64 |
| 12/31/2010 3:20 | N | R_LH2SES_1 | 14.77 |
| 12/31/2010 3:20 | N | R_PB2SES_1 | -0.95 |
| 12/31/2010 3:20 | N | R_PB2SES_2 | -0.95 |
| 12/31/2010 3:20 | N | R_PB2SES_3 | -0.95 |
| 12/31/2010 3:20 | N | R_PB2SES_4 | -0.95 |
| 12/31/2010 3:20 | N | R_PB2SES_5 | -0.95 |
| 12/31/2010 3:20 | N | AUTO_EPS_390 | 14.73 |
| 12/31/2010 3:25 | N | DC_ROAD_L_B | 14.21 |
| 12/31/2010 3:25 | N | DC_EGPS_L_A | 10.98 |
| 12/31/2010 3:25 | N | H_HOLLOW_E_1 | -1.68 |
| 12/31/2010 3:25 | N | HHOLLOW4_E_1 | -1.68 |
| 12/31/2010 3:25 | N | R_LH2SES_1 | 15.22 |
| 12/31/2010 3:25 | N | R_PB2SES_1 | -2.02 |
| 12/31/2010 3:25 | N | R_PB2SES_2 | -2.02 |
| 12/31/2010 3:25 | N | R_PB2SES_3 | -2.02 |
| 12/31/2010 3:25 | N | R_PB2SES_4 | -2.02 |
| 12/31/2010 3:25 | N | R_PB2SES_5 | -2.02 |
| 12/31/2010 3:25 | N | AUTO_EPS_390 | 15.17 |
| 12/31/2010 3:30 | N | DC_ROAD_L_B | 14.33 |
| 12/31/2010 3:30 | N | DC_EGPS_L_A | 7.61 |
| 12/31/2010 3:30 | N | H_HOLLOW_E_1 | -19 |
| 12/31/2010 3:30 | N | HHOLLOW4_E_1 | -19 |
| 12/31/2010 3:30 | N | R_LH2SES_1 | 16.42 |
| 12/31/2010 3:30 | N | R_PB2SES_1 | -19.7 |
| 12/31/2010 3:30 | N | R_PB2SES_2 | -19.7 |
| 12/31/2010 3:30 | N | R_PB2SES_3 | -19.7 |
| 12/31/2010 3:30 | N | R_PB2SES_4 | -19.7 |
| 12/31/2010 3:30 | N | R_PB2SES_5 | -19.7 |
| 12/31/2010 3:30 | N | AUTO_EPS_390 | 16.33 |
| 12/31/2010 3:35 | N | DC_ROAD_L_B | 14.65 |
| 12/31/2010 3:35 | N | DC_EGPS_L_A | 7.83 |
| 12/31/2010 3:35 | N | H_HOLLOW_E_1 | -19.36 |
| 12/31/2010 3:35 | N | HHOLLOW4_E_1 | -19.36 |
| 12/31/2010 3:35 | N | R_LH2SES_1 | 16.78 |
| 12/31/2010 3:35 | N | R_PB2SES_1 | -20.07 |
| 12/31/2010 3:35 | N | R_PB2SES_2 | -20.07 |
| 12/31/2010 3:35 | N | R_PB2SES_3 | -20.07 |
| 12/31/2010 3:35 | N | R_PB2SES_4 | -20.07 |
| 12/31/2010 3:35 | N | R_PB2SES_5 | -20.07 |
| 12/31/2010 3:35 | N | AUTO_EPS_390 | 16.68 |
| 12/31/2010 3:40 | N | DC_ROAD_L_B | 14.58 |
| 12/31/2010 3:40 | N | DC_EGPS_L_A | 7.71 |
| 12/31/2010 3:40 | N | H_HOLLOW_E_1 | -19.64 |

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| 12/31/2010 3:40 | N | HHOLLOW4_E_1 | -19.64 |
| 12/31/2010 3:40 | N | R_LH2SES_1 | 16.72 |
| 12/31/2010 3:40 | N | R_PB2SES_1 | -20.36 |
| 12/31/2010 3:40 | N | R_PB2SES_2 | -20.36 |
| 12/31/2010 3:40 | N | R_PB2SES_3 | -20.36 |
| 12/31/2010 3:40 | N | R_PB2SES_4 | -20.36 |
| 12/31/2010 3:40 | N | R_PB2SES_5 | -20.36 |
| 12/31/2010 3:40 | N | AUTO_EPS_390 | 16.62 |
| 12/31/2010 3:43 | N | DC_ROAD_L_B | 14.54 |
| 12/31/2010 3:43 | N | DC_EGPS_L_A | 7.65 |
| 12/31/2010 3:43 | N | H_HOLLOW_E_1 | -19.79 |
| 12/31/2010 3:43 | N | HHOLLOW4_E_1 | -19.79 |
| 12/31/2010 3:43 | N | R_LH2SES_1 | 16.69 |
| 12/31/2010 3:43 | N | R_PB2SES_1 | -20.52 |
| 12/31/2010 3:43 | N | R_PB2SES_2 | -20.52 |
| 12/31/2010 3:43 | N | R_PB2SES_3 | -20.52 |
| 12/31/2010 3:43 | N | R_PB2SES_4 | -20.52 |
| 12/31/2010 3:43 | N | R_PB2SES_5 | -20.52 |
| 12/31/2010 3:43 | N | AUTO_EPS_390 | 16.59 |
| 12/31/2010 3:45 | N | DC_ROAD_L_B | 14.4 |
| 12/31/2010 3:45 | N | DC_EGPS_L_A | 7.51 |
| 12/31/2010 3:45 | N | H_HOLLOW_E_1 | -19.82 |
| 12/31/2010 3:45 | N | HHOLLOW4_E_1 | -19.82 |
| 12/31/2010 3:45 | N | R_LH2SES_1 | 16.55 |
| 12/31/2010 3:45 | N | R_PB2SES_1 | -20.54 |
| 12/31/2010 3:45 | N | R_PB2SES_2 | -20.54 |
| 12/31/2010 3:45 | N | R_PB2SES_3 | -20.54 |
| 12/31/2010 3:45 | N | R_PB2SES_4 | -20.54 |
| 12/31/2010 3:45 | N | R_PB2SES_5 | -20.54 |
| 12/31/2010 3:45 | N | AUTO_EPS_390 | 16.45 |
| 12/31/2010 3:50 | N | DC_ROAD_L_B | 14.47 |
| 12/31/2010 3:50 | N | DC_EGPS_L_A | 7.48 |
| 12/31/2010 3:50 | N | H_HOLLOW_E_1 | -20.17 |
| 12/31/2010 3:50 | N | HHOLLOW4_E_1 | -20.17 |
| 12/31/2010 3:50 | N | R_LH2SES_1 | 16.65 |
| 12/31/2010 3:50 | N | R_PB2SES_1 | -20.9 |
| 12/31/2010 3:50 | N | R_PB2SES_2 | -20.9 |
| 12/31/2010 3:50 | N | R_PB2SES_3 | -20.9 |
| 12/31/2010 3:50 | N | R_PB2SES_4 | -20.9 |
| 12/31/2010 3:50 | N | R_PB2SES_5 | -20.9 |
| 12/31/2010 3:50 | N | AUTO_EPS_390 | 16.55 |
| 12/31/2010 3:55 | N | DC_ROAD_L_B | 14.48 |
| 12/31/2010 3:55 | N | DC_EGPS_L_A | 7.41 |
| 12/31/2010 3:55 | N | H_HOLLOW_E_1 | -20.47 |
| 12/31/2010 3:55 | N | HHOLLOW4_E_1 | -20.47 |
| 12/31/2010 3:55 | N | R_LH2SES_1 | 16.68 |
| 12/31/2010 3:55 | N | R_PB2SES_1 | -21.2 |

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| 12/31/2010 3:55 | N | R_PB2SES_2 | -21.2 |
| 12/31/2010 3:55 | N | R_PB2SES_3 | -21.2 |
| 12/31/2010 3:55 | N | R_PB2SES_4 | -21.2 |
| 12/31/2010 3:55 | N | R_PB2SES_5 | -21.2 |
| 12/31/2010 3:55 | N | AUTO_EPS_390 | 16.58 |
| 12/31/2010 4:01 | N | DC_ROAD_L_B | 12.76 |
| 12/31/2010 4:01 | N | DC_EGPS_L_A | 6.13 |
| 12/31/2010 4:01 | N | H_HOLLOW_E_1 | -19.85 |
| 12/31/2010 4:01 | N | HHOLLOW4_E_1 | -19.85 |
| 12/31/2010 4:01 | N | R_LH2SES_1 | 14.83 |
| 12/31/2010 4:01 | N | R_PB2SES_1 | -20.54 |
| 12/31/2010 4:01 | N | R_PB2SES_2 | -20.54 |
| 12/31/2010 4:01 | N | R_PB2SES_3 | -20.54 |
| 12/31/2010 4:01 | N | R_PB2SES_4 | -20.54 |
| 12/31/2010 4:01 | N | R_PB2SES_5 | -20.54 |
| 12/31/2010 4:01 | N | AUTO_EPS_390 | 14.73 |
| 12/31/2010 4:05 | N | DC_ROAD_L_B | 12.48 |
| 12/31/2010 4:05 | N | DC_EGPS_L_A | 6.06 |
| 12/31/2010 4:05 | N | H_HOLLOW_E_1 | -19.08 |
| 12/31/2010 4:05 | N | HHOLLOW4_E_1 | -19.08 |
| 12/31/2010 4:05 | N | R_LH2SES_1 | 14.48 |
| 12/31/2010 4:05 | N | R_PB2SES_1 | -19.75 |
| 12/31/2010 4:05 | N | R_PB2SES_2 | -19.75 |
| 12/31/2010 4:05 | N | R_PB2SES_3 | -19.75 |
| 12/31/2010 4:05 | N | R_PB2SES_4 | -19.75 |
| 12/31/2010 4:05 | N | R_PB2SES_5 | -19.75 |
| 12/31/2010 4:05 | N | AUTO_EPS_390 | 14.39 |
| 12/31/2010 4:10 | N | DC_ROAD_L_B | 13.07 |
| 12/31/2010 4:10 | N | DC_EGPS_L_A | 6.53 |
| 12/31/2010 4:10 | N | H_HOLLOW_E_1 | -19.14 |
| 12/31/2010 4:10 | N | HHOLLOW4_E_1 | -19.14 |
| 12/31/2010 4:10 | N | R_LH2SES_1 | 15.12 |
| 12/31/2010 4:10 | N | R_PB2SES_1 | -19.82 |
| 12/31/2010 4:10 | N | R_PB2SES_2 | -19.82 |
| 12/31/2010 4:10 | N | R_PB2SES_3 | -19.82 |
| 12/31/2010 4:10 | N | R_PB2SES_4 | -19.82 |
| 12/31/2010 4:10 | N | R_PB2SES_5 | -19.82 |
| 12/31/2010 4:10 | N | AUTO_EPS_390 | 15.02 |
| 12/31/2010 4:15 | N | DC_ROAD_L_B | 13.58 |
| 12/31/2010 4:15 | N | DC_EGPS_L_A | 6.86 |
| 12/31/2010 4:15 | N | H_HOLLOW_E_1 | -19.55 |
| 12/31/2010 4:15 | N | HHOLLOW4_E_1 | -19.55 |
| 12/31/2010 4:15 | N | R_LH2SES_1 | 15.67 |
| 12/31/2010 4:15 | N | R_PB2SES_1 | -20.25 |
| 12/31/2010 4:15 | N | R_PB2SES_2 | -20.25 |
| 12/31/2010 4:15 | N | R_PB2SES_3 | -20.25 |
| 12/31/2010 4:15 | N | R_PB2SES_4 | -20.25 |

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| 12/31/2010 4:15 | N | R_PB2SES_5 | -20.25 |
| 12/31/2010 4:15 | N | AUTO_EPS_390 | 15.58 |
| 12/31/2010 4:20 | N | DC_ROAD_L_B | 14.23 |
| 12/31/2010 4:20 | N | DC_EGPS_L_A | 7.38 |
| 12/31/2010 4:20 | N | H_HOLLOW_E_1 | -19.53 |
| 12/31/2010 4:20 | N | HHOLLOW4_E_1 | -19.53 |
| 12/31/2010 4:20 | N | R_LH2SES_1 | 16.36 |
| 12/31/2010 4:20 | N | R_PB2SES_1 | -20.25 |
| 12/31/2010 4:20 | N | R_PB2SES_2 | -20.25 |
| 12/31/2010 4:20 | N | R_PB2SES_3 | -20.25 |
| 12/31/2010 4:20 | N | R_PB2SES_4 | -20.25 |
| 12/31/2010 4:20 | N | R_PB2SES_5 | -20.25 |
| 12/31/2010 4:20 | N | AUTO_EPS_390 | 16.27 |
| 12/31/2010 4:25 | N | DC_ROAD_L_B | 14.32 |
| 12/31/2010 4:25 | N | DC_EGPS_L_A | 7.44 |
| 12/31/2010 4:25 | N | H_HOLLOW_E_1 | -19.62 |
| 12/31/2010 4:25 | N | HHOLLOW4_E_1 | -19.62 |
| 12/31/2010 4:25 | N | R_LH2SES_1 | 16.47 |
| 12/31/2010 4:25 | N | R_PB2SES_1 | -20.34 |
| 12/31/2010 4:25 | N | R_PB2SES_2 | -20.34 |
| 12/31/2010 4:25 | N | R_PB2SES_3 | -20.34 |
| 12/31/2010 4:25 | N | R_PB2SES_4 | -20.34 |
| 12/31/2010 4:25 | N | R_PB2SES_5 | -20.34 |
| 12/31/2010 4:25 | N | AUTO_EPS_390 | 16.37 |
| 12/31/2010 4:30 | N | DC_ROAD_L_B | 13.95 |
| 12/31/2010 4:30 | N | DC_EGPS_L_A | 7.18 |
| 12/31/2010 4:30 | N | H_HOLLOW_E_1 | -19.45 |
| 12/31/2010 4:30 | N | HHOLLOW4_E_1 | -19.45 |
| 12/31/2010 4:30 | N | R_LH2SES_1 | 16.06 |
| 12/31/2010 4:30 | N | R_PB2SES_1 | -20.16 |
| 12/31/2010 4:30 | N | R_PB2SES_2 | -20.16 |
| 12/31/2010 4:30 | N | R_PB2SES_3 | -20.16 |
| 12/31/2010 4:30 | N | R_PB2SES_4 | -20.16 |
| 12/31/2010 4:30 | N | R_PB2SES_5 | -20.16 |
| 12/31/2010 4:30 | N | AUTO_EPS_390 | 15.96 |
| 12/31/2010 4:35 | N | DC_ROAD_L_B | 13.96 |
| 12/31/2010 4:35 | N | DC_EGPS_L_A | 7.22 |
| 12/31/2010 4:35 | N | H_HOLLOW_E_1 | -19.25 |
| 12/31/2010 4:35 | N | HHOLLOW4_E_1 | -19.25 |
| 12/31/2010 4:35 | N | R_LH2SES_1 | 16.05 |
| 12/31/2010 4:35 | N | R_PB2SES_1 | -19.95 |
| 12/31/2010 4:35 | N | R_PB2SES_2 | -19.95 |
| 12/31/2010 4:35 | N | R_PB2SES_3 | -19.95 |
| 12/31/2010 4:35 | N | R_PB2SES_4 | -19.95 |
| 12/31/2010 4:35 | N | R_PB2SES_5 | -19.95 |
| 12/31/2010 4:35 | N | AUTO_EPS_390 | 15.96 |
| 12/31/2010 4:40 | N | DC_ROAD_L_B | 13.66 |

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| 12/31/2010 4:40 | N | DC_EGPS_L_A | 6.97 |
| 12/31/2010 4:40 | N | H_HOLLOW_E_1 | -19.36 |
| 12/31/2010 4:40 | N | HHOLLOW4_E_1 | -19.36 |
| 12/31/2010 4:40 | N | R_LH2SES_1 | 15.75 |
| 12/31/2010 4:40 | N | R_PB2SES_1 | -20.06 |
| 12/31/2010 4:40 | N | R_PB2SES_2 | -20.06 |
| 12/31/2010 4:40 | N | R_PB2SES_3 | -20.06 |
| 12/31/2010 4:40 | N | R_PB2SES_4 | -20.06 |
| 12/31/2010 4:40 | N | R_PB2SES_5 | -20.06 |
| 12/31/2010 4:40 | N | AUTO_EPS_390 | 15.65 |
| 12/31/2010 4:43 | N | DC_ROAD_L_B | 13.8 |
| 12/31/2010 4:43 | N | DC_EGPS_L_A | 7.08 |
| 12/31/2010 4:43 | N | H_HOLLOW_E_1 | -19.35 |
| 12/31/2010 4:43 | N | HHOLLOW4_E_1 | -19.35 |
| 12/31/2010 4:43 | N | R_LH2SES_1 | 15.89 |
| 12/31/2010 4:43 | N | R_PB2SES_1 | -20.05 |
| 12/31/2010 4:43 | N | R_PB2SES_2 | -20.05 |
| 12/31/2010 4:43 | N | R_PB2SES_3 | -20.05 |
| 12/31/2010 4:43 | N | R_PB2SES_4 | -20.05 |
| 12/31/2010 4:43 | N | R_PB2SES_5 | -20.05 |
| 12/31/2010 4:43 | N | AUTO_EPS_390 | 15.8 |
| 12/31/2010 4:45 | N | DC_ROAD_L_B | 14.27 |
| 12/31/2010 4:45 | N | DC_EGPS_L_A | 7.42 |
| 12/31/2010 4:45 | N | H_HOLLOW_E_1 | -19.59 |
| 12/31/2010 4:45 | N | HHOLLOW4_E_1 | -19.59 |
| 12/31/2010 4:45 | N | R_LH2SES_1 | 16.41 |
| 12/31/2010 4:45 | N | R_PB2SES_1 | -20.3 |
| 12/31/2010 4:45 | N | R_PB2SES_2 | -20.3 |
| 12/31/2010 4:45 | N | R_PB2SES_3 | -20.3 |
| 12/31/2010 4:45 | N | R_PB2SES_4 | -20.3 |
| 12/31/2010 4:45 | N | R_PB2SES_5 | -20.3 |
| 12/31/2010 4:45 | N | AUTO_EPS_390 | 16.31 |
| 12/31/2010 4:50 | N | DC_ROAD_L_B | 14.27 |
| 12/31/2010 4:50 | N | DC_EGPS_L_A | 7.49 |
| 12/31/2010 4:50 | N | H_HOLLOW_E_1 | -19.27 |
| 12/31/2010 4:50 | N | HHOLLOW4_E_1 | -19.27 |
| 12/31/2010 4:50 | N | R_LH2SES_1 | 16.39 |
| 12/31/2010 4:50 | N | R_PB2SES_1 | -19.98 |
| 12/31/2010 4:50 | N | R_PB2SES_2 | -19.98 |
| 12/31/2010 4:50 | N | R_PB2SES_3 | -19.98 |
| 12/31/2010 4:50 | N | R_PB2SES_4 | -19.98 |
| 12/31/2010 4:50 | N | R_PB2SES_5 | -19.98 |
| 12/31/2010 4:50 | N | AUTO_EPS_390 | 16.29 |
| 12/31/2010 4:55 | N | DC_ROAD_L_B | 14.1 |
| 12/31/2010 4:55 | N | DC_EGPS_L_A | 7.57 |
| 12/31/2010 4:55 | N | H_HOLLOW_E_1 | -18.1 |
| 12/31/2010 4:55 | N | HHOLLOW4_E_1 | -18.1 |

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| 12/31/2010 4:55 | N | R_LH2SES_1 | 16.14 |
| 12/31/2010 4:55 | N | R_PB2SES_1 | -18.78 |
| 12/31/2010 4:55 | N | R_PB2SES_2 | -18.78 |
| 12/31/2010 4:55 | N | R_PB2SES_3 | -18.78 |
| 12/31/2010 4:55 | N | R_PB2SES_4 | -18.78 |
| 12/31/2010 4:55 | N | R_PB2SES_5 | -18.78 |
| 12/31/2010 4:55 | N | AUTO_EPS_390 | 16.04 |
| 12/31/2010 5:00 | N | DC_ROAD_L_B | 13.6 |
| 12/31/2010 5:00 | N | DC_EGPS_L_A | 7 |
| 12/31/2010 5:00 | N | H_HOLLOW_E_1 | -19.03 |
| 12/31/2010 5:00 | N | HHOLLOW4_E_1 | -19.03 |
| 12/31/2010 5:00 | N | R_LH2SES_1 | 15.66 |
| 12/31/2010 5:00 | N | R_PB2SES_1 | -19.72 |
| 12/31/2010 5:00 | N | R_PB2SES_2 | -19.72 |
| 12/31/2010 5:00 | N | R_PB2SES_3 | -19.72 |
| 12/31/2010 5:00 | N | R_PB2SES_4 | -19.72 |
| 12/31/2010 5:00 | N | R_PB2SES_5 | -19.72 |
| 12/31/2010 5:00 | N | AUTO_EPS_390 | 15.56 |
| 12/31/2010 5:05 | N | DC_ROAD_L_B | 13.6 |
| 12/31/2010 5:05 | N | DC_EGPS_L_A | 6.98 |
| 12/31/2010 5:05 | N | H_HOLLOW_E_1 | -19.2 |
| 12/31/2010 5:05 | N | HHOLLOW4_E_1 | -19.2 |
| 12/31/2010 5:05 | N | R_LH2SES_1 | 15.66 |
| 12/31/2010 5:05 | N | R_PB2SES_1 | -19.89 |
| 12/31/2010 5:05 | N | R_PB2SES_2 | -19.89 |
| 12/31/2010 5:05 | N | R_PB2SES_3 | -19.89 |
| 12/31/2010 5:05 | N | R_PB2SES_4 | -19.89 |
| 12/31/2010 5:05 | N | R_PB2SES_5 | -19.89 |
| 12/31/2010 5:05 | N | AUTO_EPS_390 | 15.57 |
| 12/31/2010 5:10 | N | DC_ROAD_L_B | 13.6 |
| 12/31/2010 5:10 | N | DC_EGPS_L_A | 7 |
| 12/31/2010 5:10 | N | H_HOLLOW_E_1 | -19.12 |
| 12/31/2010 5:10 | N | HHOLLOW4_E_1 | -19.12 |
| 12/31/2010 5:10 | N | R_LH2SES_1 | 15.66 |
| 12/31/2010 5:10 | N | R_PB2SES_1 | -19.81 |
| 12/31/2010 5:10 | N | R_PB2SES_2 | -19.81 |
| 12/31/2010 5:10 | N | R_PB2SES_3 | -19.81 |
| 12/31/2010 5:10 | N | R_PB2SES_4 | -19.81 |
| 12/31/2010 5:10 | N | R_PB2SES_5 | -19.81 |
| 12/31/2010 5:10 | N | AUTO_EPS_390 | 15.57 |
| 12/31/2010 5:13 | N | DC_ROAD_L_B | 14.04 |
| 12/31/2010 5:13 | N | DC_EGPS_L_A | 7.36 |
| 12/31/2010 5:13 | N | H_HOLLOW_E_1 | -19.07 |
| 12/31/2010 5:13 | N | HHOLLOW4_E_1 | -19.07 |
| 12/31/2010 5:13 | N | R_LH2SES_1 | 16.13 |
| 12/31/2010 5:13 | N | R_PB2SES_1 | -19.77 |
| 12/31/2010 5:13 | N | R_PB2SES_2 | -19.77 |

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| 12/31/2010 5:13 | N | R_PB2SES_3 | -19.77 |
| 12/31/2010 5:13 | N | R_PB2SES_4 | -19.77 |
| 12/31/2010 5:13 | N | R_PB2SES_5 | -19.77 |
| 12/31/2010 5:13 | N | AUTO_EPS_390 | 16.03 |
| 12/31/2010 5:15 | N | DC_ROAD_L_B | 14.03 |
| 12/31/2010 5:15 | N | DC_EGPS_L_A | 7.36 |
| 12/31/2010 5:15 | N | H_HOLLOW_E_1 | -19.02 |
| 12/31/2010 5:15 | N | HHOLLOW4_E_1 | -19.02 |
| 12/31/2010 5:15 | N | R_LH2SES_1 | 16.11 |
| 12/31/2010 5:15 | N | R_PB2SES_1 | -19.72 |
| 12/31/2010 5:15 | N | R_PB2SES_2 | -19.72 |
| 12/31/2010 5:15 | N | R_PB2SES_3 | -19.72 |
| 12/31/2010 5:15 | N | R_PB2SES_4 | -19.72 |
| 12/31/2010 5:15 | N | R_PB2SES_5 | -19.72 |
| 12/31/2010 5:15 | N | AUTO_EPS_390 | 16.01 |
| 12/31/2010 5:20 | N | DC_ROAD_L_B | 14.38 |
| 12/31/2010 5:20 | N | DC_EGPS_L_A | 7.65 |
| 12/31/2010 5:20 | N | H_HOLLOW_E_1 | -18.97 |
| 12/31/2010 5:20 | N | HHOLLOW4_E_1 | -18.97 |
| 12/31/2010 5:20 | N | R_LH2SES_1 | 16.48 |
| 12/31/2010 5:20 | N | R_PB2SES_1 | -19.68 |
| 12/31/2010 5:20 | N | R_PB2SES_2 | -19.68 |
| 12/31/2010 5:20 | N | R_PB2SES_3 | -19.68 |
| 12/31/2010 5:20 | N | R_PB2SES_4 | -19.68 |
| 12/31/2010 5:20 | N | R_PB2SES_5 | -19.68 |
| 12/31/2010 5:20 | N | AUTO_EPS_390 | 16.38 |
| 12/31/2010 5:25 | N | DC_ROAD_L_B | 14.09 |
| 12/31/2010 5:25 | N | DC_EGPS_L_A | 7.42 |
| 12/31/2010 5:25 | N | H_HOLLOW_E_1 | -18.97 |
| 12/31/2010 5:25 | N | HHOLLOW4_E_1 | -18.97 |
| 12/31/2010 5:25 | N | R_LH2SES_1 | 16.17 |
| 12/31/2010 5:25 | N | R_PB2SES_1 | -19.67 |
| 12/31/2010 5:25 | N | R_PB2SES_2 | -19.67 |
| 12/31/2010 5:25 | N | R_PB2SES_3 | -19.67 |
| 12/31/2010 5:25 | N | R_PB2SES_4 | -19.67 |
| 12/31/2010 5:25 | N | R_PB2SES_5 | -19.67 |
| 12/31/2010 5:25 | N | AUTO_EPS_390 | 16.07 |
| 12/31/2010 5:30 | N | DC_ROAD_L_B | 14.34 |
| 12/31/2010 5:30 | N | DC_EGPS_L_A | 7.59 |
| 12/31/2010 5:30 | N | H_HOLLOW_E_1 | -19.12 |
| 12/31/2010 5:30 | N | HHOLLOW4_E_1 | -19.12 |
| 12/31/2010 5:30 | N | R_LH2SES_1 | 16.44 |
| 12/31/2010 5:30 | N | R_PB2SES_1 | -19.82 |
| 12/31/2010 5:30 | N | R_PB2SES_2 | -19.82 |
| 12/31/2010 5:30 | N | R_PB2SES_3 | -19.82 |
| 12/31/2010 5:30 | N | R_PB2SES_4 | -19.82 |
| 12/31/2010 5:30 | N | R_PB2SES_5 | -19.82 |

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| 12/31/2010 5:30 | N | AUTO_EPS_390 | 16.35 |
| 12/31/2010 5:35 | N | DC_ROAD_L_B | 14.71 |
| 12/31/2010 5:35 | N | DC_EGPS_L_A | 7.85 |
| 12/31/2010 5:35 | N | H_HOLLOW_E_1 | -19.28 |
| 12/31/2010 5:35 | N | HHOLLOW4_E_1 | -19.28 |
| 12/31/2010 5:35 | N | R_LH2SES_1 | 16.85 |
| 12/31/2010 5:35 | N | R_PB2SES_1 | -19.99 |
| 12/31/2010 5:35 | N | R_PB2SES_2 | -19.99 |
| 12/31/2010 5:35 | N | R_PB2SES_3 | -19.99 |
| 12/31/2010 5:35 | N | R_PB2SES_4 | -19.99 |
| 12/31/2010 5:35 | N | R_PB2SES_5 | -19.99 |
| 12/31/2010 5:35 | N | AUTO_EPS_390 | 16.75 |
| 12/31/2010 5:40 | N | DC_ROAD_L_B | 14.4 |
| 12/31/2010 5:40 | N | DC_EGPS_L_A | 7.58 |
| 12/31/2010 5:40 | N | H_HOLLOW_E_1 | -19.4 |
| 12/31/2010 5:40 | N | HHOLLOW4_E_1 | -19.4 |
| 12/31/2010 5:40 | N | R_LH2SES_1 | 16.52 |
| 12/31/2010 5:40 | N | R_PB2SES_1 | -20.11 |
| 12/31/2010 5:40 | N | R_PB2SES_2 | -20.11 |
| 12/31/2010 5:40 | N | R_PB2SES_3 | -20.11 |
| 12/31/2010 5:40 | N | R_PB2SES_4 | -20.11 |
| 12/31/2010 5:40 | N | R_PB2SES_5 | -20.11 |
| 12/31/2010 5:40 | N | AUTO_EPS_390 | 16.42 |
| 12/31/2010 5:45 | N | DC_ROAD_L_B | 15.15 |
| 12/31/2010 5:45 | N | DC_EGPS_L_A | 8.17 |
| 12/31/2010 5:45 | N | H_HOLLOW_E_1 | -19.41 |
| 12/31/2010 5:45 | N | HHOLLOW4_E_1 | -19.41 |
| 12/31/2010 5:45 | N | R_LH2SES_1 | 17.32 |
| 12/31/2010 5:45 | N | R_PB2SES_1 | -20.14 |
| 12/31/2010 5:45 | N | R_PB2SES_2 | -20.14 |
| 12/31/2010 5:45 | N | R_PB2SES_3 | -20.14 |
| 12/31/2010 5:45 | N | R_PB2SES_4 | -20.14 |
| 12/31/2010 5:45 | N | R_PB2SES_5 | -20.14 |
| 12/31/2010 5:45 | N | AUTO_EPS_390 | 17.22 |
| 12/31/2010 5:50 | N | DC_ROAD_L_B | 15.52 |
| 12/31/2010 5:50 | N | DC_EGPS_L_A | 8.49 |
| 12/31/2010 5:50 | N | H_HOLLOW_E_1 | -19.34 |
| 12/31/2010 5:50 | N | HHOLLOW4_E_1 | -19.34 |
| 12/31/2010 5:50 | N | R_LH2SES_1 | 17.71 |
| 12/31/2010 5:50 | N | R_PB2SES_1 | -20.08 |
| 12/31/2010 5:50 | N | R_PB2SES_2 | -20.08 |
| 12/31/2010 5:50 | N | R_PB2SES_3 | -20.08 |
| 12/31/2010 5:50 | N | R_PB2SES_4 | -20.08 |
| 12/31/2010 5:50 | N | R_PB2SES_5 | -20.08 |
| 12/31/2010 5:50 | N | AUTO_EPS_390 | 17.61 |
| 12/31/2010 5:55 | N | DC_ROAD_L_B | 15.28 |
| 12/31/2010 5:55 | N | DC_EGPS_L_A | 8.31 |

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| 12/31/2010 5:55 | N | H_HOLLOW_E_1 | -19.19 |
| 12/31/2010 5:55 | N | HHOLLOW4_E_1 | -19.19 |
| 12/31/2010 5:55 | N | R_LH2SES_1 | 17.45 |
| 12/31/2010 5:55 | N | R_PB2SES_1 | -19.91 |
| 12/31/2010 5:55 | N | R_PB2SES_2 | -19.91 |
| 12/31/2010 5:55 | N | R_PB2SES_3 | -19.91 |
| 12/31/2010 5:55 | N | R_PB2SES_4 | -19.91 |
| 12/31/2010 5:55 | N | R_PB2SES_5 | -19.91 |
| 12/31/2010 5:55 | N | AUTO_EPS_390 | 17.35 |
| 12/31/2010 6:01 | N | DC_ROAD_L_B | 17.07 |
| 12/31/2010 6:01 | N | DC_EGPS_L_A | 12.48 |
| 12/31/2010 6:01 | N | H_HOLLOW_E_1 | -5.53 |
| 12/31/2010 6:01 | N | HHOLLOW4_E_1 | -5.53 |
| 12/31/2010 6:01 | N | R_LH2SES_1 | 18.5 |
| 12/31/2010 6:01 | N | R_PB2SES_1 | -6.01 |
| 12/31/2010 6:01 | N | R_PB2SES_2 | -6.01 |
| 12/31/2010 6:01 | N | R_PB2SES_3 | -6.01 |
| 12/31/2010 6:01 | N | R_PB2SES_4 | -6.01 |
| 12/31/2010 6:01 | N | R_PB2SES_5 | -6.01 |
| 12/31/2010 6:01 | N | AUTO_EPS_390 | 18.43 |
| 12/31/2010 6:05 | N | DC_ROAD_L_B | 16.6 |
| 12/31/2010 6:05 | N | DC_EGPS_L_A | 13.12 |
| 12/31/2010 6:05 | N | H_HOLLOW_E_1 | -0.5 |
| 12/31/2010 6:05 | N | HHOLLOW4_E_1 | -0.5 |
| 12/31/2010 6:05 | N | R_LH2SES_1 | 17.68 |
| 12/31/2010 6:05 | N | R_PB2SES_1 | -0.86 |
| 12/31/2010 6:05 | N | R_PB2SES_2 | -0.86 |
| 12/31/2010 6:05 | N | R_PB2SES_3 | -0.86 |
| 12/31/2010 6:05 | N | R_PB2SES_4 | -0.86 |
| 12/31/2010 6:05 | N | R_PB2SES_5 | -0.86 |
| 12/31/2010 6:05 | N | AUTO_EPS_390 | 17.63 |
| 12/31/2010 6:10 | N | DC_ROAD_L_B | 19.07 |
| 12/31/2010 6:10 | N | DC_EGPS_L_A | 15.09 |
| 12/31/2010 6:10 | N | H_HOLLOW_E_1 | -0.48 |
| 12/31/2010 6:10 | N | HHOLLOW4_E_1 | -0.48 |
| 12/31/2010 6:10 | N | R_LH2SES_1 | 20.3 |
| 12/31/2010 6:10 | N | R_PB2SES_1 | -0.89 |
| 12/31/2010 6:10 | N | R_PB2SES_2 | -0.89 |
| 12/31/2010 6:10 | N | R_PB2SES_3 | -0.89 |
| 12/31/2010 6:10 | N | R_PB2SES_4 | -0.89 |
| 12/31/2010 6:10 | N | R_PB2SES_5 | -0.89 |
| 12/31/2010 6:10 | N | AUTO_EPS_390 | 20.24 |
| 12/31/2010 6:15 | N | DC_ROAD_L_B | 18.34 |
| 12/31/2010 6:15 | N | DC_EGPS_L_A | 14.52 |
| 12/31/2010 6:15 | N | H_HOLLOW_E_1 | -0.48 |
| 12/31/2010 6:15 | N | HHOLLOW4_E_1 | -0.48 |
| 12/31/2010 6:15 | N | R_LH2SES_1 | 19.53 |

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| 12/31/2010 6:15 | N | R_PB2SES_1 | -0.88 |
| 12/31/2010 6:15 | N | R_PB2SES_2 | -0.88 |
| 12/31/2010 6:15 | N | R_PB2SES_3 | -0.88 |
| 12/31/2010 6:15 | N | R_PB2SES_4 | -0.88 |
| 12/31/2010 6:15 | N | R_PB2SES_5 | -0.88 |
| 12/31/2010 6:15 | N | AUTO_EPS_390 | 19.47 |
| 12/31/2010 6:20 | N | DC_ROAD_L_B | 19 |
| 12/31/2010 6:20 | N | DC_EGPS_L_A | 14.7 |
| 12/31/2010 6:20 | N | H_HOLLOW_E_1 | -2.25 |
| 12/31/2010 6:20 | N | HHOLLOW4_E_1 | -2.25 |
| 12/31/2010 6:20 | N | R_LH2SES_1 | 20.33 |
| 12/31/2010 6:20 | N | R_PB2SES_1 | -2.7 |
| 12/31/2010 6:20 | N | R_PB2SES_2 | -2.7 |
| 12/31/2010 6:20 | N | R_PB2SES_3 | -2.7 |
| 12/31/2010 6:20 | N | R_PB2SES_4 | -2.7 |
| 12/31/2010 6:20 | N | R_PB2SES_5 | -2.7 |
| 12/31/2010 6:20 | N | AUTO_EPS_390 | 20.27 |
| 12/31/2010 6:22 | N | DC_ROAD_L_B | 19.87 |
| 12/31/2010 6:22 | N | DC_EGPS_L_A | 15.37 |
| 12/31/2010 6:22 | N | H_HOLLOW_E_1 | -2.36 |
| 12/31/2010 6:22 | N | HHOLLOW4_E_1 | -2.36 |
| 12/31/2010 6:22 | N | R_LH2SES_1 | 21.27 |
| 12/31/2010 6:22 | N | R_PB2SES_1 | -2.83 |
| 12/31/2010 6:22 | N | R_PB2SES_2 | -2.83 |
| 12/31/2010 6:22 | N | R_PB2SES_3 | -2.83 |
| 12/31/2010 6:22 | N | R_PB2SES_4 | -2.83 |
| 12/31/2010 6:22 | N | R_PB2SES_5 | -2.83 |
| 12/31/2010 6:22 | N | AUTO_EPS_390 | 21.21 |
| 12/31/2010 6:25 | N | DC_ROAD_L_B | 20.13 |
| 12/31/2010 6:25 | N | DC_EGPS_L_A | 15.97 |
| 12/31/2010 6:25 | N | H_HOLLOW_E_1 | -0.47 |
| 12/31/2010 6:25 | N | HHOLLOW4_E_1 | -0.47 |
| 12/31/2010 6:25 | N | R_LH2SES_1 | 21.43 |
| 12/31/2010 6:25 | N | R_PB2SES_1 | -0.91 |
| 12/31/2010 6:25 | N | R_PB2SES_2 | -0.91 |
| 12/31/2010 6:25 | N | R_PB2SES_3 | -0.91 |
| 12/31/2010 6:25 | N | R_PB2SES_4 | -0.91 |
| 12/31/2010 6:25 | N | R_PB2SES_5 | -0.91 |
| 12/31/2010 6:25 | N | AUTO_EPS_390 | 21.37 |
| 12/31/2010 6:30 | N | DC_ROAD_L_B | 19.74 |
| 12/31/2010 6:30 | N | DC_EGPS_L_A | 15.63 |
| 12/31/2010 6:30 | N | H_HOLLOW_E_1 | -0.47 |
| 12/31/2010 6:30 | N | HHOLLOW4_E_1 | -0.47 |
| 12/31/2010 6:30 | N | R_LH2SES_1 | 21.02 |
| 12/31/2010 6:30 | N | R_PB2SES_1 | -0.9 |
| 12/31/2010 6:30 | N | R_PB2SES_2 | -0.9 |
| 12/31/2010 6:30 | N | R_PB2SES_3 | -0.9 |

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| 12/31/2010 6:30 | N | R_PB2SES_4 | -0.9 |
| 12/31/2010 6:30 | N | R_PB2SES_5 | -0.9 |
| 12/31/2010 6:30 | N | AUTO_EPS_390 | 20.96 |
| 12/31/2010 6:35 | N | DC_ROAD_L_B | 20 |
| 12/31/2010 6:35 | N | DC_EGPS_L_A | 15.93 |
| 12/31/2010 6:35 | N | H_HOLLOW_E_1 | -0.01 |
| 12/31/2010 6:35 | N | HHOLLOW4_E_1 | -0.01 |
| 12/31/2010 6:35 | N | R_LH2SES_1 | 21.27 |
| 12/31/2010 6:35 | N | R_PB2SES_1 | -0.44 |
| 12/31/2010 6:35 | N | R_PB2SES_2 | -0.44 |
| 12/31/2010 6:35 | N | R_PB2SES_3 | -0.44 |
| 12/31/2010 6:35 | N | R_PB2SES_4 | -0.44 |
| 12/31/2010 6:35 | N | R_PB2SES_5 | -0.44 |
| 12/31/2010 6:35 | N | AUTO_EPS_390 | 21.21 |
| 12/31/2010 6:40 | N | DC_ROAD_L_B | 19.93 |
| 12/31/2010 6:40 | N | DC_EGPS_L_A | 15.93 |
| 12/31/2010 6:40 | N | H_HOLLOW_E_1 | 0.26 |
| 12/31/2010 6:40 | N | HHOLLOW4_E_1 | 0.26 |
| 12/31/2010 6:40 | N | R_LH2SES_1 | 21.18 |
| 12/31/2010 6:40 | N | R_PB2SES_1 | -0.16 |
| 12/31/2010 6:40 | N | R_PB2SES_2 | -0.16 |
| 12/31/2010 6:40 | N | R_PB2SES_3 | -0.16 |
| 12/31/2010 6:40 | N | R_PB2SES_4 | -0.16 |
| 12/31/2010 6:40 | N | R_PB2SES_5 | -0.16 |
| 12/31/2010 6:40 | N | AUTO_EPS_390 | 21.12 |
| 12/31/2010 6:45 | N | DC_ROAD_L_B | 20.07 |
| 12/31/2010 6:45 | N | DC_EGPS_L_A | 16.36 |
| 12/31/2010 6:45 | N | H_HOLLOW_E_1 | 1.85 |
| 12/31/2010 6:45 | N | HHOLLOW4_E_1 | 1.85 |
| 12/31/2010 6:45 | N | R_LH2SES_1 | 21.23 |
| 12/31/2010 6:45 | N | R_PB2SES_1 | 1.46 |
| 12/31/2010 6:45 | N | R_PB2SES_2 | 1.46 |
| 12/31/2010 6:45 | N | R_PB2SES_3 | 1.46 |
| 12/31/2010 6:45 | N | R_PB2SES_4 | 1.46 |
| 12/31/2010 6:45 | N | R_PB2SES_5 | 1.46 |
| 12/31/2010 6:45 | N | AUTO_EPS_390 | 21.17 |
| 12/31/2010 6:55 | N | DC_ROAD_L_B | 20.3 |
| 12/31/2010 6:55 | N | DC_EGPS_L_A | 16.57 |
| 12/31/2010 6:55 | N | H_HOLLOW_E_1 | 1.87 |
| 12/31/2010 6:55 | N | HHOLLOW4_E_1 | 1.87 |
| 12/31/2010 6:55 | N | R_LH2SES_1 | 21.46 |
| 12/31/2010 6:55 | N | R_PB2SES_1 | 1.48 |
| 12/31/2010 6:55 | N | R_PB2SES_2 | 1.48 |
| 12/31/2010 6:55 | N | R_PB2SES_3 | 1.48 |
| 12/31/2010 6:55 | N | R_PB2SES_4 | 1.48 |
| 12/31/2010 6:55 | N | R_PB2SES_5 | 1.48 |
| 12/31/2010 6:55 | N | AUTO_EPS_390 | 21.41 |

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| 12/31/2010 7:01 | N | DC_ROAD_L_B | 20.36 |
| 12/31/2010 7:01 | N | DC_EGPS_L_A | 16.63 |
| 12/31/2010 7:01 | N | H_HOLLOW_E_1 | 1.87 |
| 12/31/2010 7:01 | N | HHOLLOW4_E_1 | 1.87 |
| 12/31/2010 7:01 | N | R_LH2SES_1 | 21.52 |
| 12/31/2010 7:01 | N | R_PB2SES_1 | 1.48 |
| 12/31/2010 7:01 | N | R_PB2SES_2 | 1.48 |
| 12/31/2010 7:01 | N | R_PB2SES_3 | 1.48 |
| 12/31/2010 7:01 | N | R_PB2SES_4 | 1.48 |
| 12/31/2010 7:01 | N | R_PB2SES_5 | 1.48 |
| 12/31/2010 7:01 | N | AUTO_EPS_390 | 21.47 |
| 12/31/2010 7:05 | N | DC_ROAD_L_B | 21.22 |
| 12/31/2010 7:05 | N | DC_EGPS_L_A | 20.98 |
| 12/31/2010 7:05 | N | H_HOLLOW_E_1 | 20.01 |
| 12/31/2010 7:05 | N | HHOLLOW4_E_1 | 20.01 |
| 12/31/2010 7:05 | N | R_LH2SES_1 | 21.3 |
| 12/31/2010 7:05 | N | R_PB2SES_1 | 19.99 |
| 12/31/2010 7:05 | N | R_PB2SES_2 | 19.99 |
| 12/31/2010 7:05 | N | R_PB2SES_3 | 19.99 |
| 12/31/2010 7:05 | N | R_PB2SES_4 | 19.99 |
| 12/31/2010 7:05 | N | R_PB2SES_5 | 19.99 |
| 12/31/2010 7:05 | N | AUTO_EPS_390 | 21.29 |
| 12/31/2010 8:25 | N | DC_ROAD_L_B | 22.01 |
| 12/31/2010 8:25 | N | DC_EGPS_L_A | 22.01 |
| 12/31/2010 8:25 | N | H_HOLLOW_E_1 | 22.01 |
| 12/31/2010 8:25 | N | HHOLLOW4_E_1 | 22.01 |
| 12/31/2010 8:25 | N | R_LH2SES_1 | 22.01 |
| 12/31/2010 8:25 | N | R_PB2SES_1 | 22.01 |
| 12/31/2010 8:25 | N | R_PB2SES_2 | 22.01 |
| 12/31/2010 8:25 | N | R_PB2SES_3 | 22.01 |
| 12/31/2010 8:25 | N | R_PB2SES_4 | 22.01 |
| 12/31/2010 8:25 | N | R_PB2SES_5 | 22.01 |
| 12/31/2010 8:25 | N | AUTO_EPS_390 | 22.01 |
| 12/31/2010 12:55 | N | DC_ROAD_L_B | 29.67 |
| 12/31/2010 12:55 | N | DC_EGPS_L_A | 27.69 |
| 12/31/2010 12:55 | N | H_HOLLOW_E_1 | 27.69 |
| 12/31/2010 12:55 | N | HHOLLOW4_E_1 | 27.69 |
| 12/31/2010 12:55 | N | R_LH2SES_1 | 27.69 |
| 12/31/2010 12:55 | N | R_PB2SES_1 | 27.69 |
| 12/31/2010 12:55 | N | R_PB2SES_2 | 27.69 |
| 12/31/2010 12:55 | N | R_PB2SES_3 | 27.69 |
| 12/31/2010 12:55 | N | R_PB2SES_4 | 27.69 |
| 12/31/2010 12:55 | N | R_PB2SES_5 | 27.69 |
| 12/31/2010 12:55 | N | AUTO_EPS_390 | 27.69 |
| 12/31/2010 13:00 | N | DC_ROAD_L_B | 29.68 |
| 12/31/2010 13:00 | N | DC_EGPS_L_A | 27.44 |
| 12/31/2010 13:00 | N | H_HOLLOW_E_1 | 27.44 |

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| 12/31/2010 13:00 | N | HHOLLOW4_E_1 | 27.44 |
| 12/31/2010 13:00 | N | R_LH2SES_1 | 27.44 |
| 12/31/2010 13:00 | N | R_PB2SES_1 | 27.44 |
| 12/31/2010 13:00 | N | R_PB2SES_2 | 27.44 |
| 12/31/2010 13:00 | N | R_PB2SES_3 | 27.44 |
| 12/31/2010 13:00 | N | R_PB2SES_4 | 27.44 |
| 12/31/2010 13:00 | N | R_PB2SES_5 | 27.44 |
| 12/31/2010 13:00 | N | AUTO_EPS_390 | 27.44 |
| 12/31/2010 13:05 | N | DC_ROAD_L_B | 29.68 |
| 12/31/2010 13:05 | N | DC_EGPS_L_A | 27.42 |
| 12/31/2010 13:05 | N | H_HOLLOW_E_1 | 27.42 |
| 12/31/2010 13:05 | N | HHOLLOW4_E_1 | 27.42 |
| 12/31/2010 13:05 | N | R_LH2SES_1 | 27.42 |
| 12/31/2010 13:05 | N | R_PB2SES_1 | 27.42 |
| 12/31/2010 13:05 | N | R_PB2SES_2 | 27.42 |
| 12/31/2010 13:05 | N | R_PB2SES_3 | 27.42 |
| 12/31/2010 13:05 | N | R_PB2SES_4 | 27.42 |
| 12/31/2010 13:05 | N | R_PB2SES_5 | 27.42 |
| 12/31/2010 13:05 | N | AUTO_EPS_390 | 27.42 |
| 12/31/2010 13:10 | N | DC_ROAD_L_B | 29.68 |
| 12/31/2010 13:10 | N | DC_EGPS_L_A | 27.44 |
| 12/31/2010 13:10 | N | H_HOLLOW_E_1 | 27.44 |
| 12/31/2010 13:10 | N | HHOLLOW4_E_1 | 27.44 |
| 12/31/2010 13:10 | N | R_LH2SES_1 | 27.44 |
| 12/31/2010 13:10 | N | R_PB2SES_1 | 27.44 |
| 12/31/2010 13:10 | N | R_PB2SES_2 | 27.44 |
| 12/31/2010 13:10 | N | R_PB2SES_3 | 27.44 |
| 12/31/2010 13:10 | N | R_PB2SES_4 | 27.44 |
| 12/31/2010 13:10 | N | R_PB2SES_5 | 27.44 |
| 12/31/2010 13:10 | N | AUTO_EPS_390 | 27.44 |
| 12/31/2010 13:15 | N | DC_ROAD_L_B | 29.69 |
| 12/31/2010 13:15 | N | DC_EGPS_L_A | 27.44 |
| 12/31/2010 13:15 | N | H_HOLLOW_E_1 | 27.44 |
| 12/31/2010 13:15 | N | HHOLLOW4_E_1 | 27.44 |
| 12/31/2010 13:15 | N | R_LH2SES_1 | 27.44 |
| 12/31/2010 13:15 | N | R_PB2SES_1 | 27.44 |
| 12/31/2010 13:15 | N | R_PB2SES_2 | 27.44 |
| 12/31/2010 13:15 | N | R_PB2SES_3 | 27.44 |
| 12/31/2010 13:15 | N | R_PB2SES_4 | 27.44 |
| 12/31/2010 13:15 | N | R_PB2SES_5 | 27.44 |
| 12/31/2010 13:15 | N | AUTO_EPS_390 | 27.44 |
| 12/31/2010 13:20 | N | DC_ROAD_L_B | 29.69 |
| 12/31/2010 13:20 | N | DC_EGPS_L_A | 27.44 |
| 12/31/2010 13:20 | N | H_HOLLOW_E_1 | 27.44 |
| 12/31/2010 13:20 | N | HHOLLOW4_E_1 | 27.44 |
| 12/31/2010 13:20 | N | R_LH2SES_1 | 27.44 |
| 12/31/2010 13:20 | N | R_PB2SES_1 | 27.44 |

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| 12/31/2010 13:20 | N | R_PB2SES_2 | 27.44 |
| 12/31/2010 13:20 | N | R_PB2SES_3 | 27.44 |
| 12/31/2010 13:20 | N | R_PB2SES_4 | 27.44 |
| 12/31/2010 13:20 | N | R_PB2SES_5 | 27.44 |
| 12/31/2010 13:20 | N | AUTO_EPS_390 | 27.44 |
| 12/31/2010 13:25 | N | DC_ROAD_L_B | 29.7 |
| 12/31/2010 13:25 | N | DC_EGPS_L_A | 27.44 |
| 12/31/2010 13:25 | N | H_HOLLOW_E_1 | 27.44 |
| 12/31/2010 13:25 | N | HHOLLOW4_E_1 | 27.44 |
| 12/31/2010 13:25 | N | R_LH2SES_1 | 27.44 |
| 12/31/2010 13:25 | N | R_PB2SES_1 | 27.44 |
| 12/31/2010 13:25 | N | R_PB2SES_2 | 27.44 |
| 12/31/2010 13:25 | N | R_PB2SES_3 | 27.44 |
| 12/31/2010 13:25 | N | R_PB2SES_4 | 27.44 |
| 12/31/2010 13:25 | N | R_PB2SES_5 | 27.44 |
| 12/31/2010 13:25 | N | AUTO_EPS_390 | 27.44 |
| 12/31/2010 13:30 | N | DC_ROAD_L_B | 29.7 |
| 12/31/2010 13:30 | N | DC_EGPS_L_A | 27.44 |
| 12/31/2010 13:30 | N | H_HOLLOW_E_1 | 27.44 |
| 12/31/2010 13:30 | N | HHOLLOW4_E_1 | 27.44 |
| 12/31/2010 13:30 | N | R_LH2SES_1 | 27.44 |
| 12/31/2010 13:30 | N | R_PB2SES_1 | 27.44 |
| 12/31/2010 13:30 | N | R_PB2SES_2 | 27.44 |
| 12/31/2010 13:30 | N | R_PB2SES_3 | 27.44 |
| 12/31/2010 13:30 | N | R_PB2SES_4 | 27.44 |
| 12/31/2010 13:30 | N | R_PB2SES_5 | 27.44 |
| 12/31/2010 13:30 | N | AUTO_EPS_390 | 27.44 |
| 12/31/2010 13:35 | N | DC_ROAD_L_B | 29.69 |
| 12/31/2010 13:35 | N | DC_EGPS_L_A | 27.44 |
| 12/31/2010 13:35 | N | H_HOLLOW_E_1 | 27.44 |
| 12/31/2010 13:35 | N | HHOLLOW4_E_1 | 27.44 |
| 12/31/2010 13:35 | N | R_LH2SES_1 | 27.44 |
| 12/31/2010 13:35 | N | R_PB2SES_1 | 27.44 |
| 12/31/2010 13:35 | N | R_PB2SES_2 | 27.44 |
| 12/31/2010 13:35 | N | R_PB2SES_3 | 27.44 |
| 12/31/2010 13:35 | N | R_PB2SES_4 | 27.44 |
| 12/31/2010 13:35 | N | R_PB2SES_5 | 27.44 |
| 12/31/2010 13:35 | N | AUTO_EPS_390 | 27.44 |
| 12/31/2010 13:40 | N | DC_ROAD_L_B | 29.69 |
| 12/31/2010 13:40 | N | DC_EGPS_L_A | 27.44 |
| 12/31/2010 13:40 | N | H_HOLLOW_E_1 | 27.44 |
| 12/31/2010 13:40 | N | HHOLLOW4_E_1 | 27.44 |
| 12/31/2010 13:40 | N | R_LH2SES_1 | 27.44 |
| 12/31/2010 13:40 | N | R_PB2SES_1 | 27.44 |
| 12/31/2010 13:40 | N | R_PB2SES_2 | 27.44 |
| 12/31/2010 13:40 | N | R_PB2SES_3 | 27.44 |
| 12/31/2010 13:40 | N | R_PB2SES_4 | 27.44 |

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| 12/31/2010 13:40 | N | R_PB2SES_5 | 27.44 |
| 12/31/2010 13:40 | N | AUTO_EPS_390 | 27.44 |
| 12/31/2010 13:45 | N | DC_ROAD_L_B | 29.7 |
| 12/31/2010 13:45 | N | DC_EGPS_L_A | 27.44 |
| 12/31/2010 13:45 | N | H_HOLLOW_E_1 | 27.44 |
| 12/31/2010 13:45 | N | HHOLLOW4_E_1 | 27.44 |
| 12/31/2010 13:45 | N | R_LH2SES_1 | 27.44 |
| 12/31/2010 13:45 | N | R_PB2SES_1 | 27.44 |
| 12/31/2010 13:45 | N | R_PB2SES_2 | 27.44 |
| 12/31/2010 13:45 | N | R_PB2SES_3 | 27.44 |
| 12/31/2010 13:45 | N | R_PB2SES_4 | 27.44 |
| 12/31/2010 13:45 | N | R_PB2SES_5 | 27.44 |
| 12/31/2010 13:45 | N | AUTO_EPS_390 | 27.44 |
| 12/31/2010 13:50 | N | DC_ROAD_L_B | 29.7 |
| 12/31/2010 13:50 | N | DC_EGPS_L_A | 27.08 |
| 12/31/2010 13:50 | N | H_HOLLOW_E_1 | 27.08 |
| 12/31/2010 13:50 | N | HHOLLOW4_E_1 | 27.08 |
| 12/31/2010 13:50 | N | R_LH2SES_1 | 27.08 |
| 12/31/2010 13:50 | N | R_PB2SES_1 | 27.08 |
| 12/31/2010 13:50 | N | R_PB2SES_2 | 27.08 |
| 12/31/2010 13:50 | N | R_PB2SES_3 | 27.08 |
| 12/31/2010 13:50 | N | R_PB2SES_4 | 27.08 |
| 12/31/2010 13:50 | N | R_PB2SES_5 | 27.08 |
| 12/31/2010 13:50 | N | AUTO_EPS_390 | 27.08 |
| 12/31/2010 13:55 | N | DC_ROAD_L_B | 29.7 |
| 12/31/2010 13:55 | N | DC_EGPS_L_A | 26.84 |
| 12/31/2010 13:55 | N | H_HOLLOW_E_1 | 26.84 |
| 12/31/2010 13:55 | N | HHOLLOW4_E_1 | 26.84 |
| 12/31/2010 13:55 | N | R_LH2SES_1 | 26.84 |
| 12/31/2010 13:55 | N | R_PB2SES_1 | 26.84 |
| 12/31/2010 13:55 | N | R_PB2SES_2 | 26.84 |
| 12/31/2010 13:55 | N | R_PB2SES_3 | 26.84 |
| 12/31/2010 13:55 | N | R_PB2SES_4 | 26.84 |
| 12/31/2010 13:55 | N | R_PB2SES_5 | 26.84 |
| 12/31/2010 13:55 | N | AUTO_EPS_390 | 26.84 |
| 12/31/2010 14:00 | N | DC_ROAD_L_B | 29.7 |
| 12/31/2010 14:00 | N | DC_EGPS_L_A | 27.46 |
| 12/31/2010 14:00 | N | H_HOLLOW_E_1 | 27.46 |
| 12/31/2010 14:00 | N | HHOLLOW4_E_1 | 27.46 |
| 12/31/2010 14:00 | N | R_LH2SES_1 | 27.46 |
| 12/31/2010 14:00 | N | R_PB2SES_1 | 27.46 |
| 12/31/2010 14:00 | N | R_PB2SES_2 | 27.46 |
| 12/31/2010 14:00 | N | R_PB2SES_3 | 27.46 |
| 12/31/2010 14:00 | N | R_PB2SES_4 | 27.46 |
| 12/31/2010 14:00 | N | R_PB2SES_5 | 27.46 |
| 12/31/2010 14:00 | N | AUTO_EPS_390 | 27.46 |
| 12/31/2010 14:05 | N | DC_ROAD_L_B | 29.7 |

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| 12/31/2010 14:05 | N | DC_EGPS_L_A | 28.17 |
| 12/31/2010 14:05 | N | H_HOLLOW_E_1 | 28.17 |
| 12/31/2010 14:05 | N | HHOLLOW4_E_1 | 28.17 |
| 12/31/2010 14:05 | N | R_LH2SES_1 | 28.17 |
| 12/31/2010 14:05 | N | R_PB2SES_1 | 28.17 |
| 12/31/2010 14:05 | N | R_PB2SES_2 | 28.17 |
| 12/31/2010 14:05 | N | R_PB2SES_3 | 28.17 |
| 12/31/2010 14:05 | N | R_PB2SES_4 | 28.17 |
| 12/31/2010 14:05 | N | R_PB2SES_5 | 28.17 |
| 12/31/2010 14:05 | N | AUTO_EPS_390 | 28.17 |
| 12/31/2010 14:15 | N | DC_ROAD_L_B | 29.7 |
| 12/31/2010 14:15 | N | DC_EGPS_L_A | 28.81 |
| 12/31/2010 14:15 | N | H_HOLLOW_E_1 | 28.81 |
| 12/31/2010 14:15 | N | HHOLLOW4_E_1 | 28.81 |
| 12/31/2010 14:15 | N | R_LH2SES_1 | 28.81 |
| 12/31/2010 14:15 | N | R_PB2SES_1 | 28.81 |
| 12/31/2010 14:15 | N | R_PB2SES_2 | 28.81 |
| 12/31/2010 14:15 | N | R_PB2SES_3 | 28.81 |
| 12/31/2010 14:15 | N | R_PB2SES_4 | 28.81 |
| 12/31/2010 14:15 | N | R_PB2SES_5 | 28.81 |
| 12/31/2010 14:15 | N | AUTO_EPS_390 | 28.81 |
| 1/2/2011 20:35 | N | DC_ROAD_L_B | 26.64 |
| 1/2/2011 20:35 | N | DC_EGPS_L_A | 21.32 |
| 1/2/2011 20:35 | N | H_HOLLOW_E_1 | -0.43 |
| 1/2/2011 20:35 | N | HHOLLOW4_E_1 | -0.43 |
| 1/2/2011 20:35 | N | R_LH2SES_1 | 28.31 |
| 1/2/2011 20:35 | N | R_PB2SES_1 | -1 |
| 1/2/2011 20:35 | N | R_PB2SES_2 | -1 |
| 1/2/2011 20:35 | N | R_PB2SES_3 | -1 |
| 1/2/2011 20:35 | N | R_PB2SES_4 | -1 |
| 1/2/2011 20:35 | N | R_PB2SES_5 | -1 |
| 1/2/2011 20:35 | N | AUTO_EPS_390 | 28.23 |
| 1/2/2011 20:40 | N | DC_ROAD_L_B | 26.55 |
| 1/2/2011 20:40 | N | DC_EGPS_L_A | 21.25 |
| 1/2/2011 20:40 | N | H_HOLLOW_E_1 | -0.43 |
| 1/2/2011 20:40 | N | HHOLLOW4_E_1 | -0.43 |
| 1/2/2011 20:40 | N | R_LH2SES_1 | 28.22 |
| 1/2/2011 20:40 | N | R_PB2SES_1 | -1 |
| 1/2/2011 20:40 | N | R_PB2SES_2 | -1 |
| 1/2/2011 20:40 | N | R_PB2SES_3 | -1 |
| 1/2/2011 20:40 | N | R_PB2SES_4 | -1 |
| 1/2/2011 20:40 | N | R_PB2SES_5 | -1 |
| 1/2/2011 20:40 | N | AUTO_EPS_390 | 28.14 |
| 1/2/2011 20:45 | N | DC_ROAD_L_B | 26.27 |
| 1/2/2011 20:45 | N | DC_EGPS_L_A | 21.01 |
| 1/2/2011 20:45 | N | H_HOLLOW_E_1 | -0.49 |
| 1/2/2011 20:45 | N | HHOLLOW4_E_1 | -0.49 |

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| 1/2/2011 20:45 | N | R_LH2SES_1 | 27.92 |
| 1/2/2011 20:45 | N | R_PB2SES_1 | -1.06 |
| 1/2/2011 20:45 | N | R_PB2SES_2 | -1.06 |
| 1/2/2011 20:45 | N | R_PB2SES_3 | -1.06 |
| 1/2/2011 20:45 | N | R_PB2SES_4 | -1.06 |
| 1/2/2011 20:45 | N | R_PB2SES_5 | -1.06 |
| 1/2/2011 20:45 | N | AUTO_EPS_390 | 27.84 |
| 1/2/2011 20:50 | N | DC_ROAD_L_B | 25.99 |
| 1/2/2011 20:50 | N | DC_EGPS_L_A | 20.79 |
| 1/2/2011 20:50 | N | H_HOLLOW_E_1 | -0.49 |
| 1/2/2011 20:50 | N | HHOLLOW4_E_1 | -0.49 |
| 1/2/2011 20:50 | N | R_LH2SES_1 | 27.62 |
| 1/2/2011 20:50 | N | R_PB2SES_1 | -1.05 |
| 1/2/2011 20:50 | N | R_PB2SES_2 | -1.05 |
| 1/2/2011 20:50 | N | R_PB2SES_3 | -1.05 |
| 1/2/2011 20:50 | N | R_PB2SES_4 | -1.05 |
| 1/2/2011 20:50 | N | R_PB2SES_5 | -1.05 |
| 1/2/2011 20:50 | N | AUTO_EPS_390 | 27.55 |
| 1/2/2011 20:55 | N | DC_ROAD_L_B | 26.01 |
| 1/2/2011 20:55 | N | DC_EGPS_L_A | 20.07 |
| 1/2/2011 20:55 | N | H_HOLLOW_E_1 | -4.19 |
| 1/2/2011 20:55 | N | HHOLLOW4_E_1 | -4.19 |
| 1/2/2011 20:55 | N | R_LH2SES_1 | 27.87 |
| 1/2/2011 20:55 | N | R_PB2SES_1 | -4.83 |
| 1/2/2011 20:55 | N | R_PB2SES_2 | -4.83 |
| 1/2/2011 20:55 | N | R_PB2SES_3 | -4.83 |
| 1/2/2011 20:55 | N | R_PB2SES_4 | -4.83 |
| 1/2/2011 20:55 | N | R_PB2SES_5 | -4.83 |
| 1/2/2011 20:55 | N | AUTO_EPS_390 | 27.79 |
| 1/2/2011 21:00 | N | DC_ROAD_L_B | 25.65 |
| 1/2/2011 21:00 | N | DC_EGPS_L_A | 19.8 |
| 1/2/2011 21:00 | N | H_HOLLOW_E_1 | -4.15 |
| 1/2/2011 21:00 | N | HHOLLOW4_E_1 | -4.15 |
| 1/2/2011 21:00 | N | R_LH2SES_1 | 27.5 |
| 1/2/2011 21:00 | N | R_PB2SES_1 | -4.78 |
| 1/2/2011 21:00 | N | R_PB2SES_2 | -4.78 |
| 1/2/2011 21:00 | N | R_PB2SES_3 | -4.78 |
| 1/2/2011 21:00 | N | R_PB2SES_4 | -4.78 |
| 1/2/2011 21:00 | N | R_PB2SES_5 | -4.78 |
| 1/2/2011 21:00 | N | AUTO_EPS_390 | 27.41 |
| 1/2/2011 21:05 | N | DC_ROAD_L_B | 25.74 |
| 1/2/2011 21:05 | N | DC_EGPS_L_A | 20.43 |
| 1/2/2011 21:05 | N | H_HOLLOW_E_1 | -1.26 |
| 1/2/2011 21:05 | N | HHOLLOW4_E_1 | -1.26 |
| 1/2/2011 21:05 | N | R_LH2SES_1 | 27.41 |
| 1/2/2011 21:05 | N | R_PB2SES_1 | -1.83 |
| 1/2/2011 21:05 | N | R_PB2SES_2 | -1.83 |

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| 1/2/2011 21:05 | N | R_PB2SES_3 | -1.83 |
| 1/2/2011 21:05 | N | R_PB2SES_4 | -1.83 |
| 1/2/2011 21:05 | N | R_PB2SES_5 | -1.83 |
| 1/2/2011 21:05 | N | AUTO_EPS_390 | 27.33 |
| 1/2/2011 21:10 | N | DC_ROAD_L_B | 25.45 |
| 1/2/2011 21:10 | N | DC_EGPS_L_A | 20.37 |
| 1/2/2011 21:10 | N | H_HOLLOW_E_1 | -0.44 |
| 1/2/2011 21:10 | N | HHOLLOW4_E_1 | -0.44 |
| 1/2/2011 21:10 | N | R_LH2SES_1 | 27.06 |
| 1/2/2011 21:10 | N | R_PB2SES_1 | -0.99 |
| 1/2/2011 21:10 | N | R_PB2SES_2 | -0.99 |
| 1/2/2011 21:10 | N | R_PB2SES_3 | -0.99 |
| 1/2/2011 21:10 | N | R_PB2SES_4 | -0.99 |
| 1/2/2011 21:10 | N | R_PB2SES_5 | -0.99 |
| 1/2/2011 21:10 | N | AUTO_EPS_390 | 26.99 |
| 1/2/2011 21:15 | N | DC_ROAD_L_B | 25.33 |
| 1/2/2011 21:15 | N | DC_EGPS_L_A | 20.27 |
| 1/2/2011 21:15 | N | H_HOLLOW_E_1 | -0.44 |
| 1/2/2011 21:15 | N | HHOLLOW4_E_1 | -0.44 |
| 1/2/2011 21:15 | N | R_LH2SES_1 | 26.93 |
| 1/2/2011 21:15 | N | R_PB2SES_1 | -0.98 |
| 1/2/2011 21:15 | N | R_PB2SES_2 | -0.98 |
| 1/2/2011 21:15 | N | R_PB2SES_3 | -0.98 |
| 1/2/2011 21:15 | N | R_PB2SES_4 | -0.98 |
| 1/2/2011 21:15 | N | R_PB2SES_5 | -0.98 |
| 1/2/2011 21:15 | N | AUTO_EPS_390 | 26.86 |
| 1/2/2011 21:20 | N | DC_ROAD_L_B | 25.2 |
| 1/2/2011 21:20 | N | DC_EGPS_L_A | 20.22 |
| 1/2/2011 21:20 | N | H_HOLLOW_E_1 | -0.15 |
| 1/2/2011 21:20 | N | HHOLLOW4_E_1 | -0.15 |
| 1/2/2011 21:20 | N | R_LH2SES_1 | 26.78 |
| 1/2/2011 21:20 | N | R_PB2SES_1 | -0.69 |
| 1/2/2011 21:20 | N | R_PB2SES_2 | -0.69 |
| 1/2/2011 21:20 | N | R_PB2SES_3 | -0.69 |
| 1/2/2011 21:20 | N | R_PB2SES_4 | -0.69 |
| 1/2/2011 21:20 | N | R_PB2SES_5 | -0.69 |
| 1/2/2011 21:20 | N | AUTO_EPS_390 | 26.7 |
| 1/2/2011 21:25 | N | DC_ROAD_L_B | 24.92 |
| 1/2/2011 21:25 | N | DC_EGPS_L_A | 20 |
| 1/2/2011 21:25 | N | H_HOLLOW_E_1 | -0.11 |
| 1/2/2011 21:25 | N | HHOLLOW4_E_1 | -0.11 |
| 1/2/2011 21:25 | N | R_LH2SES_1 | 26.47 |
| 1/2/2011 21:25 | N | R_PB2SES_1 | -0.63 |
| 1/2/2011 21:25 | N | R_PB2SES_2 | -0.63 |
| 1/2/2011 21:25 | N | R_PB2SES_3 | -0.63 |
| 1/2/2011 21:25 | N | R_PB2SES_4 | -0.63 |
| 1/2/2011 21:25 | N | R_PB2SES_5 | -0.63 |

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|---|---|---|---|
| 1/2/2011 21:25 | N | AUTO_EPS_390 | 26.4 |
| 1/2/2011 21:30 | N | DC_ROAD_L_B | 24.72 |
| 1/2/2011 21:30 | N | DC_EGPS_L_A | 19.83 |
| 1/2/2011 21:30 | N | H_HOLLOW_E_1 | -0.15 |
| 1/2/2011 21:30 | N | HHOLLOW4_E_1 | -0.15 |
| 1/2/2011 21:30 | N | R_LH2SES_1 | 26.26 |
| 1/2/2011 21:30 | N | R_PB2SES_1 | -0.68 |
| 1/2/2011 21:30 | N | R_PB2SES_2 | -0.68 |
| 1/2/2011 21:30 | N | R_PB2SES_3 | -0.68 |
| 1/2/2011 21:30 | N | R_PB2SES_4 | -0.68 |
| 1/2/2011 21:30 | N | R_PB2SES_5 | -0.68 |
| 1/2/2011 21:30 | N | AUTO_EPS_390 | 26.19 |
| 1/2/2011 21:35 | N | DC_ROAD_L_B | 24.39 |
| 1/2/2011 21:35 | N | DC_EGPS_L_A | 19.51 |
| 1/2/2011 21:35 | N | H_HOLLOW_E_1 | -0.45 |
| 1/2/2011 21:35 | N | HHOLLOW4_E_1 | -0.45 |
| 1/2/2011 21:35 | N | R_LH2SES_1 | 25.93 |
| 1/2/2011 21:35 | N | R_PB2SES_1 | -0.97 |
| 1/2/2011 21:35 | N | R_PB2SES_2 | -0.97 |
| 1/2/2011 21:35 | N | R_PB2SES_3 | -0.97 |
| 1/2/2011 21:35 | N | R_PB2SES_4 | -0.97 |
| 1/2/2011 21:35 | N | R_PB2SES_5 | -0.97 |
| 1/2/2011 21:35 | N | AUTO_EPS_390 | 25.86 |
| 1/2/2011 21:40 | N | DC_ROAD_L_B | 24.43 |
| 1/2/2011 21:40 | N | DC_EGPS_L_A | 19.06 |
| 1/2/2011 21:40 | N | H_HOLLOW_E_1 | -2.89 |
| 1/2/2011 21:40 | N | HHOLLOW4_E_1 | -2.89 |
| 1/2/2011 21:40 | N | R_LH2SES_1 | 26.13 |
| 1/2/2011 21:40 | N | R_PB2SES_1 | -3.47 |
| 1/2/2011 21:40 | N | R_PB2SES_2 | -3.47 |
| 1/2/2011 21:40 | N | R_PB2SES_3 | -3.47 |
| 1/2/2011 21:40 | N | R_PB2SES_4 | -3.47 |
| 1/2/2011 21:40 | N | R_PB2SES_5 | -3.47 |
| 1/2/2011 21:40 | N | AUTO_EPS_390 | 26.05 |
| 1/2/2011 21:45 | N | DC_ROAD_L_B | 24.53 |
| 1/2/2011 21:45 | N | DC_EGPS_L_A | 18.92 |
| 1/2/2011 21:45 | N | H_HOLLOW_E_1 | -4.03 |
| 1/2/2011 21:45 | N | HHOLLOW4_E_1 | -4.03 |
| 1/2/2011 21:45 | N | R_LH2SES_1 | 26.3 |
| 1/2/2011 21:45 | N | R_PB2SES_1 | -4.63 |
| 1/2/2011 21:45 | N | R_PB2SES_2 | -4.63 |
| 1/2/2011 21:45 | N | R_PB2SES_3 | -4.63 |
| 1/2/2011 21:45 | N | R_PB2SES_4 | -4.63 |
| 1/2/2011 21:45 | N | R_PB2SES_5 | -4.63 |
| 1/2/2011 21:45 | N | AUTO_EPS_390 | 26.21 |
| 1/2/2011 21:50 | N | DC_ROAD_L_B | 24.27 |
| 1/2/2011 21:50 | N | DC_EGPS_L_A | 19.42 |

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|---|---|---|---|
| 1/2/2011 21:50 | N | H_HOLLOW_E_1 | -0.46 |
| 1/2/2011 21:50 | N | HHOLLOW4_E_1 | -0.46 |
| 1/2/2011 21:50 | N | R_LH2SES_1 | 25.81 |
| 1/2/2011 21:50 | N | R_PB2SES_1 | -0.98 |
| 1/2/2011 21:50 | N | R_PB2SES_2 | -0.98 |
| 1/2/2011 21:50 | N | R_PB2SES_3 | -0.98 |
| 1/2/2011 21:50 | N | R_PB2SES_4 | -0.98 |
| 1/2/2011 21:50 | N | R_PB2SES_5 | -0.98 |
| 1/2/2011 21:50 | N | AUTO_EPS_390 | 25.74 |
| 1/2/2011 21:55 | N | DC_ROAD_L_B | 23.79 |
| 1/2/2011 21:55 | N | DC_EGPS_L_A | 19.03 |
| 1/2/2011 21:55 | N | H_HOLLOW_E_1 | -0.45 |
| 1/2/2011 21:55 | N | HHOLLOW4_E_1 | -0.45 |
| 1/2/2011 21:55 | N | R_LH2SES_1 | 25.3 |
| 1/2/2011 21:55 | N | R_PB2SES_1 | -0.96 |
| 1/2/2011 21:55 | N | R_PB2SES_2 | -0.96 |
| 1/2/2011 21:55 | N | R_PB2SES_3 | -0.96 |
| 1/2/2011 21:55 | N | R_PB2SES_4 | -0.96 |
| 1/2/2011 21:55 | N | R_PB2SES_5 | -0.96 |
| 1/2/2011 21:55 | N | AUTO_EPS_390 | 25.23 |
| 1/2/2011 22:00 | N | DC_ROAD_L_B | 23.49 |
| 1/2/2011 22:00 | N | DC_EGPS_L_A | 18.78 |
| 1/2/2011 22:00 | N | H_HOLLOW_E_1 | -0.46 |
| 1/2/2011 22:00 | N | HHOLLOW4_E_1 | -0.46 |
| 1/2/2011 22:00 | N | R_LH2SES_1 | 24.97 |
| 1/2/2011 22:00 | N | R_PB2SES_1 | -0.96 |
| 1/2/2011 22:00 | N | R_PB2SES_2 | -0.96 |
| 1/2/2011 22:00 | N | R_PB2SES_3 | -0.96 |
| 1/2/2011 22:00 | N | R_PB2SES_4 | -0.96 |
| 1/2/2011 22:00 | N | R_PB2SES_5 | -0.96 |
| 1/2/2011 22:00 | N | AUTO_EPS_390 | 24.9 |
| 1/2/2011 22:05 | N | DC_ROAD_L_B | 23.89 |
| 1/2/2011 22:05 | N | DC_EGPS_L_A | 19.11 |
| 1/2/2011 22:05 | N | H_HOLLOW_E_1 | -0.45 |
| 1/2/2011 22:05 | N | HHOLLOW4_E_1 | -0.45 |
| 1/2/2011 22:05 | N | R_LH2SES_1 | 25.4 |
| 1/2/2011 22:05 | N | R_PB2SES_1 | -0.96 |
| 1/2/2011 22:05 | N | R_PB2SES_2 | -0.96 |
| 1/2/2011 22:05 | N | R_PB2SES_3 | -0.96 |
| 1/2/2011 22:05 | N | R_PB2SES_4 | -0.96 |
| 1/2/2011 22:05 | N | R_PB2SES_5 | -0.96 |
| 1/2/2011 22:05 | N | AUTO_EPS_390 | 25.33 |
| 1/2/2011 22:10 | N | DC_ROAD_L_B | 23.55 |
| 1/2/2011 22:10 | N | DC_EGPS_L_A | 18.83 |
| 1/2/2011 22:10 | N | H_HOLLOW_E_1 | -0.45 |
| 1/2/2011 22:10 | N | HHOLLOW4_E_1 | -0.45 |
| 1/2/2011 22:10 | N | R_LH2SES_1 | 25.04 |

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|---|---|---|---|
| 1/2/2011 22:10 | N | R_PB2SES_1 | -0.96 |
| 1/2/2011 22:10 | N | R_PB2SES_2 | -0.96 |
| 1/2/2011 22:10 | N | R_PB2SES_3 | -0.96 |
| 1/2/2011 22:10 | N | R_PB2SES_4 | -0.96 |
| 1/2/2011 22:10 | N | R_PB2SES_5 | -0.96 |
| 1/2/2011 22:10 | N | AUTO_EPS_390 | 24.97 |
| 1/2/2011 22:15 | N | DC_ROAD_L_B | 23.34 |
| 1/2/2011 22:15 | N | DC_EGPS_L_A | 18.67 |
| 1/2/2011 22:15 | N | H_HOLLOW_E_1 | -0.46 |
| 1/2/2011 22:15 | N | HHOLLOW4_E_1 | -0.46 |
| 1/2/2011 22:15 | N | R_LH2SES_1 | 24.82 |
| 1/2/2011 22:15 | N | R_PB2SES_1 | -0.96 |
| 1/2/2011 22:15 | N | R_PB2SES_2 | -0.96 |
| 1/2/2011 22:15 | N | R_PB2SES_3 | -0.96 |
| 1/2/2011 22:15 | N | R_PB2SES_4 | -0.96 |
| 1/2/2011 22:15 | N | R_PB2SES_5 | -0.96 |
| 1/2/2011 22:15 | N | AUTO_EPS_390 | 24.75 |
| 1/2/2011 22:20 | N | DC_ROAD_L_B | 23.53 |
| 1/2/2011 22:20 | N | DC_EGPS_L_A | 18.82 |
| 1/2/2011 22:20 | N | H_HOLLOW_E_1 | -0.46 |
| 1/2/2011 22:20 | N | HHOLLOW4_E_1 | -0.46 |
| 1/2/2011 22:20 | N | R_LH2SES_1 | 25.02 |
| 1/2/2011 22:20 | N | R_PB2SES_1 | -0.96 |
| 1/2/2011 22:20 | N | R_PB2SES_2 | -0.96 |
| 1/2/2011 22:20 | N | R_PB2SES_3 | -0.96 |
| 1/2/2011 22:20 | N | R_PB2SES_4 | -0.96 |
| 1/2/2011 22:20 | N | R_PB2SES_5 | -0.96 |
| 1/2/2011 22:20 | N | AUTO_EPS_390 | 24.95 |
| 1/2/2011 22:25 | N | DC_ROAD_L_B | 23.32 |
| 1/2/2011 22:25 | N | DC_EGPS_L_A | 18.65 |
| 1/2/2011 22:25 | N | H_HOLLOW_E_1 | -0.46 |
| 1/2/2011 22:25 | N | HHOLLOW4_E_1 | -0.46 |
| 1/2/2011 22:25 | N | R_LH2SES_1 | 24.79 |
| 1/2/2011 22:25 | N | R_PB2SES_1 | -0.96 |
| 1/2/2011 22:25 | N | R_PB2SES_2 | -0.96 |
| 1/2/2011 22:25 | N | R_PB2SES_3 | -0.96 |
| 1/2/2011 22:25 | N | R_PB2SES_4 | -0.96 |
| 1/2/2011 22:25 | N | R_PB2SES_5 | -0.96 |
| 1/2/2011 22:25 | N | AUTO_EPS_390 | 24.73 |
| 1/2/2011 22:30 | N | DC_ROAD_L_B | 22.92 |
| 1/2/2011 22:30 | N | DC_EGPS_L_A | 18.33 |
| 1/2/2011 22:30 | N | H_HOLLOW_E_1 | -0.46 |
| 1/2/2011 22:30 | N | HHOLLOW4_E_1 | -0.46 |
| 1/2/2011 22:30 | N | R_LH2SES_1 | 24.37 |
| 1/2/2011 22:30 | N | R_PB2SES_1 | -0.95 |
| 1/2/2011 22:30 | N | R_PB2SES_2 | -0.95 |
| 1/2/2011 22:30 | N | R_PB2SES_3 | -0.95 |

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|---|---|---|---|
| 1/2/2011 22:30 | N | R_PB2SES_4 | -0.95 |
| 1/2/2011 22:30 | N | R_PB2SES_5 | -0.95 |
| 1/2/2011 22:30 | N | AUTO_EPS_390 | 24.3 |
| 1/2/2011 22:35 | N | DC_ROAD_L_B | 22.49 |
| 1/2/2011 22:35 | N | DC_EGPS_L_A | 17.55 |
| 1/2/2011 22:35 | N | H_HOLLOW_E_1 | -2.66 |
| 1/2/2011 22:35 | N | HHOLLOW4_E_1 | -2.66 |
| 1/2/2011 22:35 | N | R_LH2SES_1 | 24.05 |
| 1/2/2011 22:35 | N | R_PB2SES_1 | -3.19 |
| 1/2/2011 22:35 | N | R_PB2SES_2 | -3.19 |
| 1/2/2011 22:35 | N | R_PB2SES_3 | -3.19 |
| 1/2/2011 22:35 | N | R_PB2SES_4 | -3.19 |
| 1/2/2011 22:35 | N | R_PB2SES_5 | -3.19 |
| 1/2/2011 22:35 | N | AUTO_EPS_390 | 23.98 |
| 1/2/2011 22:40 | N | DC_ROAD_L_B | 22.27 |
| 1/2/2011 22:40 | N | DC_EGPS_L_A | 17.38 |
| 1/2/2011 22:40 | N | H_HOLLOW_E_1 | -2.64 |
| 1/2/2011 22:40 | N | HHOLLOW4_E_1 | -2.64 |
| 1/2/2011 22:40 | N | R_LH2SES_1 | 23.82 |
| 1/2/2011 22:40 | N | R_PB2SES_1 | -3.16 |
| 1/2/2011 22:40 | N | R_PB2SES_2 | -3.16 |
| 1/2/2011 22:40 | N | R_PB2SES_3 | -3.16 |
| 1/2/2011 22:40 | N | R_PB2SES_4 | -3.16 |
| 1/2/2011 22:40 | N | R_PB2SES_5 | -3.16 |
| 1/2/2011 22:40 | N | AUTO_EPS_390 | 23.75 |
| 1/2/2011 22:45 | N | DC_ROAD_L_B | 21.95 |
| 1/2/2011 22:45 | N | DC_EGPS_L_A | 16.91 |
| 1/2/2011 22:45 | N | H_HOLLOW_E_1 | -3.73 |
| 1/2/2011 22:45 | N | HHOLLOW4_E_1 | -3.73 |
| 1/2/2011 22:45 | N | R_LH2SES_1 | 23.55 |
| 1/2/2011 22:45 | N | R_PB2SES_1 | -4.27 |
| 1/2/2011 22:45 | N | R_PB2SES_2 | -4.27 |
| 1/2/2011 22:45 | N | R_PB2SES_3 | -4.27 |
| 1/2/2011 22:45 | N | R_PB2SES_4 | -4.27 |
| 1/2/2011 22:45 | N | R_PB2SES_5 | -4.27 |
| 1/2/2011 22:45 | N | AUTO_EPS_390 | 23.47 |
| 1/2/2011 22:50 | N | DC_ROAD_L_B | 21.82 |
| 1/2/2011 22:50 | N | DC_EGPS_L_A | 16.46 |
| 1/2/2011 22:50 | N | H_HOLLOW_E_1 | -5.44 |
| 1/2/2011 22:50 | N | HHOLLOW4_E_1 | -5.44 |
| 1/2/2011 22:50 | N | R_LH2SES_1 | 23.51 |
| 1/2/2011 22:50 | N | R_PB2SES_1 | -6.01 |
| 1/2/2011 22:50 | N | R_PB2SES_2 | -6.01 |
| 1/2/2011 22:50 | N | R_PB2SES_3 | -6.01 |
| 1/2/2011 22:50 | N | R_PB2SES_4 | -6.01 |
| 1/2/2011 22:50 | N | R_PB2SES_5 | -6.01 |
| 1/2/2011 22:50 | N | AUTO_EPS_390 | 23.43 |

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| 1/2/2011 22:55 | N | DC_ROAD_L_B | 20.75 |
| 1/2/2011 22:55 | N | DC_EGPS_L_A | 15.76 |
| 1/2/2011 22:55 | N | H_HOLLOW_E_1 | -3.67 |
| 1/2/2011 22:55 | N | HHOLLOW4_E_1 | -3.67 |
| 1/2/2011 22:55 | N | R_LH2SES_1 | 22.3 |
| 1/2/2011 22:55 | N | R_PB2SES_1 | -4.18 |
| 1/2/2011 22:55 | N | R_PB2SES_2 | -4.18 |
| 1/2/2011 22:55 | N | R_PB2SES_3 | -4.18 |
| 1/2/2011 22:55 | N | R_PB2SES_4 | -4.18 |
| 1/2/2011 22:55 | N | R_PB2SES_5 | -4.18 |
| 1/2/2011 22:55 | N | AUTO_EPS_390 | 22.23 |
| 1/2/2011 23:00 | N | DC_ROAD_L_B | 21.11 |
| 1/2/2011 23:00 | N | DC_EGPS_L_A | 16.03 |
| 1/2/2011 23:00 | N | H_HOLLOW_E_1 | -3.72 |
| 1/2/2011 23:00 | N | HHOLLOW4_E_1 | -3.72 |
| 1/2/2011 23:00 | N | R_LH2SES_1 | 22.68 |
| 1/2/2011 23:00 | N | R_PB2SES_1 | -4.23 |
| 1/2/2011 23:00 | N | R_PB2SES_2 | -4.23 |
| 1/2/2011 23:00 | N | R_PB2SES_3 | -4.23 |
| 1/2/2011 23:00 | N | R_PB2SES_4 | -4.23 |
| 1/2/2011 23:00 | N | R_PB2SES_5 | -4.23 |
| 1/2/2011 23:00 | N | AUTO_EPS_390 | 22.61 |
| 1/2/2011 23:05 | N | DC_ROAD_L_B | 21.59 |
| 1/2/2011 23:05 | N | DC_EGPS_L_A | 17.08 |
| 1/2/2011 23:05 | N | H_HOLLOW_E_1 | -0.47 |
| 1/2/2011 23:05 | N | HHOLLOW4_E_1 | -0.47 |
| 1/2/2011 23:05 | N | R_LH2SES_1 | 22.99 |
| 1/2/2011 23:05 | N | R_PB2SES_1 | -0.93 |
| 1/2/2011 23:05 | N | R_PB2SES_2 | -0.93 |
| 1/2/2011 23:05 | N | R_PB2SES_3 | -0.93 |
| 1/2/2011 23:05 | N | R_PB2SES_4 | -0.93 |
| 1/2/2011 23:05 | N | R_PB2SES_5 | -0.93 |
| 1/2/2011 23:05 | N | AUTO_EPS_390 | 22.93 |
| 1/2/2011 23:10 | N | DC_ROAD_L_B | 21.69 |
| 1/2/2011 23:10 | N | DC_EGPS_L_A | 17.16 |
| 1/2/2011 23:10 | N | H_HOLLOW_E_1 | -0.47 |
| 1/2/2011 23:10 | N | HHOLLOW4_E_1 | -0.47 |
| 1/2/2011 23:10 | N | R_LH2SES_1 | 23.1 |
| 1/2/2011 23:10 | N | R_PB2SES_1 | -0.93 |
| 1/2/2011 23:10 | N | R_PB2SES_2 | -0.93 |
| 1/2/2011 23:10 | N | R_PB2SES_3 | -0.93 |
| 1/2/2011 23:10 | N | R_PB2SES_4 | -0.93 |
| 1/2/2011 23:10 | N | R_PB2SES_5 | -0.93 |
| 1/2/2011 23:10 | N | AUTO_EPS_390 | 23.03 |
| 1/2/2011 23:15 | N | DC_ROAD_L_B | 21.46 |
| 1/2/2011 23:15 | N | DC_EGPS_L_A | 16.98 |
| 1/2/2011 23:15 | N | H_HOLLOW_E_1 | -0.47 |

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|---|---|---|---|
| 1/2/2011 23:15 | N | HHOLLOW4_E_1 | -0.47 |
| 1/2/2011 23:15 | N | R_LH2SES_1 | 22.85 |
| 1/2/2011 23:15 | N | R_PB2SES_1 | -0.92 |
| 1/2/2011 23:15 | N | R_PB2SES_2 | -0.92 |
| 1/2/2011 23:15 | N | R_PB2SES_3 | -0.92 |
| 1/2/2011 23:15 | N | R_PB2SES_4 | -0.92 |
| 1/2/2011 23:15 | N | R_PB2SES_5 | -0.92 |
| 1/2/2011 23:15 | N | AUTO_EPS_390 | 22.78 |
| 1/2/2011 23:20 | N | DC_ROAD_L_B | 21.56 |
| 1/2/2011 23:20 | N | DC_EGPS_L_A | 17.06 |
| 1/2/2011 23:20 | N | H_HOLLOW_E_1 | -0.47 |
| 1/2/2011 23:20 | N | HHOLLOW4_E_1 | -0.47 |
| 1/2/2011 23:20 | N | R_LH2SES_1 | 22.96 |
| 1/2/2011 23:20 | N | R_PB2SES_1 | -0.93 |
| 1/2/2011 23:20 | N | R_PB2SES_2 | -0.93 |
| 1/2/2011 23:20 | N | R_PB2SES_3 | -0.93 |
| 1/2/2011 23:20 | N | R_PB2SES_4 | -0.93 |
| 1/2/2011 23:20 | N | R_PB2SES_5 | -0.93 |
| 1/2/2011 23:20 | N | AUTO_EPS_390 | 22.89 |
| 1/2/2011 23:25 | N | DC_ROAD_L_B | 21.4 |
| 1/2/2011 23:25 | N | DC_EGPS_L_A | 16.26 |
| 1/2/2011 23:25 | N | H_HOLLOW_E_1 | -3.75 |
| 1/2/2011 23:25 | N | HHOLLOW4_E_1 | -3.75 |
| 1/2/2011 23:25 | N | R_LH2SES_1 | 23 |
| 1/2/2011 23:25 | N | R_PB2SES_1 | -4.27 |
| 1/2/2011 23:25 | N | R_PB2SES_2 | -4.27 |
| 1/2/2011 23:25 | N | R_PB2SES_3 | -4.27 |
| 1/2/2011 23:25 | N | R_PB2SES_4 | -4.27 |
| 1/2/2011 23:25 | N | R_PB2SES_5 | -4.27 |
| 1/2/2011 23:25 | N | AUTO_EPS_390 | 22.92 |
| 1/2/2011 23:30 | N | DC_ROAD_L_B | 21.31 |
| 1/2/2011 23:30 | N | DC_EGPS_L_A | 16.19 |
| 1/2/2011 23:30 | N | H_HOLLOW_E_1 | -3.74 |
| 1/2/2011 23:30 | N | HHOLLOW4_E_1 | -3.74 |
| 1/2/2011 23:30 | N | R_LH2SES_1 | 22.89 |
| 1/2/2011 23:30 | N | R_PB2SES_1 | -4.26 |
| 1/2/2011 23:30 | N | R_PB2SES_2 | -4.26 |
| 1/2/2011 23:30 | N | R_PB2SES_3 | -4.26 |
| 1/2/2011 23:30 | N | R_PB2SES_4 | -4.26 |
| 1/2/2011 23:30 | N | R_PB2SES_5 | -4.26 |
| 1/2/2011 23:30 | N | AUTO_EPS_390 | 22.82 |
| 1/2/2011 23:35 | N | DC_ROAD_L_B | 20.41 |
| 1/2/2011 23:35 | N | DC_EGPS_L_A | 15.95 |
| 1/2/2011 23:35 | N | H_HOLLOW_E_1 | -1.41 |
| 1/2/2011 23:35 | N | HHOLLOW4_E_1 | -1.41 |
| 1/2/2011 23:35 | N | R_LH2SES_1 | 21.79 |
| 1/2/2011 23:35 | N | R_PB2SES_1 | -1.86 |

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| 1/2/2011 23:35 | N | R_PB2SES_2 | -1.86 |
| 1/2/2011 23:35 | N | R_PB2SES_3 | -1.86 |
| 1/2/2011 23:35 | N | R_PB2SES_4 | -1.86 |
| 1/2/2011 23:35 | N | R_PB2SES_5 | -1.86 |
| 1/2/2011 23:35 | N | AUTO_EPS_390 | 21.73 |
| 1/2/2011 23:40 | N | DC_ROAD_L_B | 20.13 |
| 1/2/2011 23:40 | N | DC_EGPS_L_A | 15.92 |
| 1/2/2011 23:40 | N | H_HOLLOW_E_1 | -0.48 |
| 1/2/2011 23:40 | N | HHOLLOW4_E_1 | -0.48 |
| 1/2/2011 23:40 | N | R_LH2SES_1 | 21.44 |
| 1/2/2011 23:40 | N | R_PB2SES_1 | -0.91 |
| 1/2/2011 23:40 | N | R_PB2SES_2 | -0.91 |
| 1/2/2011 23:40 | N | R_PB2SES_3 | -0.91 |
| 1/2/2011 23:40 | N | R_PB2SES_4 | -0.91 |
| 1/2/2011 23:40 | N | R_PB2SES_5 | -0.91 |
| 1/2/2011 23:40 | N | AUTO_EPS_390 | 21.38 |
| 1/2/2011 23:45 | N | DC_ROAD_L_B | 20.39 |
| 1/2/2011 23:45 | N | DC_EGPS_L_A | 16.13 |
| 1/2/2011 23:45 | N | H_HOLLOW_E_1 | -0.48 |
| 1/2/2011 23:45 | N | HHOLLOW4_E_1 | -0.48 |
| 1/2/2011 23:45 | N | R_LH2SES_1 | 21.71 |
| 1/2/2011 23:45 | N | R_PB2SES_1 | -0.91 |
| 1/2/2011 23:45 | N | R_PB2SES_2 | -0.91 |
| 1/2/2011 23:45 | N | R_PB2SES_3 | -0.91 |
| 1/2/2011 23:45 | N | R_PB2SES_4 | -0.91 |
| 1/2/2011 23:45 | N | R_PB2SES_5 | -0.91 |
| 1/2/2011 23:45 | N | AUTO_EPS_390 | 21.65 |
| 1/2/2011 23:50 | N | DC_ROAD_L_B | 20.13 |
| 1/2/2011 23:50 | N | DC_EGPS_L_A | 15.92 |
| 1/2/2011 23:50 | N | H_HOLLOW_E_1 | -0.48 |
| 1/2/2011 23:50 | N | HHOLLOW4_E_1 | -0.48 |
| 1/2/2011 23:50 | N | R_LH2SES_1 | 21.44 |
| 1/2/2011 23:50 | N | R_PB2SES_1 | -0.9 |
| 1/2/2011 23:50 | N | R_PB2SES_2 | -0.9 |
| 1/2/2011 23:50 | N | R_PB2SES_3 | -0.9 |
| 1/2/2011 23:50 | N | R_PB2SES_4 | -0.9 |
| 1/2/2011 23:50 | N | R_PB2SES_5 | -0.9 |
| 1/2/2011 23:50 | N | AUTO_EPS_390 | 21.38 |
| 1/2/2011 23:55 | N | DC_ROAD_L_B | 19.97 |
| 1/2/2011 23:55 | N | DC_EGPS_L_A | 15.79 |
| 1/2/2011 23:55 | N | H_HOLLOW_E_1 | -0.48 |
| 1/2/2011 23:55 | N | HHOLLOW4_E_1 | -0.48 |
| 1/2/2011 23:55 | N | R_LH2SES_1 | 21.27 |
| 1/2/2011 23:55 | N | R_PB2SES_1 | -0.9 |
| 1/2/2011 23:55 | N | R_PB2SES_2 | -0.9 |
| 1/2/2011 23:55 | N | R_PB2SES_3 | -0.9 |
| 1/2/2011 23:55 | N | R_PB2SES_4 | -0.9 |

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| 1/2/2011 23:55 | N | R_PB2SES_5 | -0.9 |
| 1/2/2011 23:55 | N | AUTO_EPS_390 | 21.21 |
| 1/2/2011 23:55 | N | DC_ROAD_L_B | 19.97 |
| 1/2/2011 23:55 | N | DC_EGPS_L_A | 15.79 |
| 1/2/2011 23:55 | N | H_HOLLOW_E_1 | -0.48 |
| 1/2/2011 23:55 | N | HHOLLOW4_E_1 | -0.48 |
| 1/2/2011 23:55 | N | R_LH2SES_1 | 21.27 |
| 1/2/2011 23:55 | N | R_PB2SES_1 | -0.9 |
| 1/2/2011 23:55 | N | R_PB2SES_2 | -0.9 |
| 1/2/2011 23:55 | N | R_PB2SES_3 | -0.9 |
| 1/2/2011 23:55 | N | R_PB2SES_4 | -0.9 |
| 1/2/2011 23:55 | N | R_PB2SES_5 | -0.9 |
| 1/2/2011 23:55 | N | AUTO_EPS_390 | 21.21 |
| 1/3/2011 0:00 | N | DC_ROAD_L_B | 21.17 |
| 1/3/2011 0:00 | N | DC_EGPS_L_A | 16.09 |
| 1/3/2011 0:00 | N | H_HOLLOW_E_1 | -3.72 |
| 1/3/2011 0:00 | N | HHOLLOW4_E_1 | -3.72 |
| 1/3/2011 0:00 | N | R_LH2SES_1 | 22.74 |
| 1/3/2011 0:00 | N | R_PB2SES_1 | -4.23 |
| 1/3/2011 0:00 | N | R_PB2SES_2 | -4.23 |
| 1/3/2011 0:00 | N | R_PB2SES_3 | -4.23 |
| 1/3/2011 0:00 | N | R_PB2SES_4 | -4.23 |
| 1/3/2011 0:00 | N | R_PB2SES_5 | -4.23 |
| 1/3/2011 0:00 | N | AUTO_EPS_390 | 22.67 |
| 1/3/2011 0:05 | N | DC_ROAD_L_B | 25.55 |
| 1/3/2011 0:05 | N | DC_EGPS_L_A | 19.46 |
| 1/3/2011 0:05 | N | H_HOLLOW_E_1 | -4.26 |
| 1/3/2011 0:05 | N | HHOLLOW4_E_1 | -4.26 |
| 1/3/2011 0:05 | N | R_LH2SES_1 | 27.44 |
| 1/3/2011 0:05 | N | R_PB2SES_1 | -4.87 |
| 1/3/2011 0:05 | N | R_PB2SES_2 | -4.87 |
| 1/3/2011 0:05 | N | R_PB2SES_3 | -4.87 |
| 1/3/2011 0:05 | N | R_PB2SES_4 | -4.87 |
| 1/3/2011 0:05 | N | R_PB2SES_5 | -4.87 |
| 1/3/2011 0:05 | N | AUTO_EPS_390 | 27.35 |
| 1/3/2011 0:10 | N | DC_ROAD_L_B | 21.57 |
| 1/3/2011 0:10 | N | DC_EGPS_L_A | 16.39 |
| 1/3/2011 0:10 | N | H_HOLLOW_E_1 | -3.77 |
| 1/3/2011 0:10 | N | HHOLLOW4_E_1 | -3.77 |
| 1/3/2011 0:10 | N | R_LH2SES_1 | 23.17 |
| 1/3/2011 0:10 | N | R_PB2SES_1 | -4.29 |
| 1/3/2011 0:10 | N | R_PB2SES_2 | -4.29 |
| 1/3/2011 0:10 | N | R_PB2SES_3 | -4.29 |
| 1/3/2011 0:10 | N | R_PB2SES_4 | -4.29 |
| 1/3/2011 0:10 | N | R_PB2SES_5 | -4.29 |
| 1/3/2011 0:10 | N | AUTO_EPS_390 | 23.1 |
| 1/3/2011 0:15 | N | DC_ROAD_L_B | 21.28 |

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|---|---|---|---|
| 1/3/2011 0:15 | N | DC_EGPS_L_A | 16.17 |
| 1/3/2011 0:15 | N | H_HOLLOW_E_1 | -3.73 |
| 1/3/2011 0:15 | N | HHOLLOW4_E_1 | -3.73 |
| 1/3/2011 0:15 | N | R_LH2SES_1 | 22.86 |
| 1/3/2011 0:15 | N | R_PB2SES_1 | -4.25 |
| 1/3/2011 0:15 | N | R_PB2SES_2 | -4.25 |
| 1/3/2011 0:15 | N | R_PB2SES_3 | -4.25 |
| 1/3/2011 0:15 | N | R_PB2SES_4 | -4.25 |
| 1/3/2011 0:15 | N | R_PB2SES_5 | -4.25 |
| 1/3/2011 0:15 | N | AUTO_EPS_390 | 22.79 |
| 1/3/2011 0:20 | N | DC_ROAD_L_B | 21.29 |
| 1/3/2011 0:20 | N | DC_EGPS_L_A | 16.43 |
| 1/3/2011 0:20 | N | H_HOLLOW_E_1 | -2.53 |
| 1/3/2011 0:20 | N | HHOLLOW4_E_1 | -2.53 |
| 1/3/2011 0:20 | N | R_LH2SES_1 | 22.8 |
| 1/3/2011 0:20 | N | R_PB2SES_1 | -3.03 |
| 1/3/2011 0:20 | N | R_PB2SES_2 | -3.03 |
| 1/3/2011 0:20 | N | R_PB2SES_3 | -3.03 |
| 1/3/2011 0:20 | N | R_PB2SES_4 | -3.03 |
| 1/3/2011 0:20 | N | R_PB2SES_5 | -3.03 |
| 1/3/2011 0:20 | N | AUTO_EPS_390 | 22.73 |
| 1/3/2011 0:25 | N | DC_ROAD_L_B | 20.64 |
| 1/3/2011 0:25 | N | DC_EGPS_L_A | 16.33 |
| 1/3/2011 0:25 | N | H_HOLLOW_E_1 | -0.48 |
| 1/3/2011 0:25 | N | HHOLLOW4_E_1 | -0.48 |
| 1/3/2011 0:25 | N | R_LH2SES_1 | 21.98 |
| 1/3/2011 0:25 | N | R_PB2SES_1 | -0.91 |
| 1/3/2011 0:25 | N | R_PB2SES_2 | -0.91 |
| 1/3/2011 0:25 | N | R_PB2SES_3 | -0.91 |
| 1/3/2011 0:25 | N | R_PB2SES_4 | -0.91 |
| 1/3/2011 0:25 | N | R_PB2SES_5 | -0.91 |
| 1/3/2011 0:25 | N | AUTO_EPS_390 | 21.92 |
| 1/3/2011 0:30 | N | DC_ROAD_L_B | 20.57 |
| 1/3/2011 0:30 | N | DC_EGPS_L_A | 16.27 |
| 1/3/2011 0:30 | N | H_HOLLOW_E_1 | -0.48 |
| 1/3/2011 0:30 | N | HHOLLOW4_E_1 | -0.48 |
| 1/3/2011 0:30 | N | R_LH2SES_1 | 21.9 |
| 1/3/2011 0:30 | N | R_PB2SES_1 | -0.91 |
| 1/3/2011 0:30 | N | R_PB2SES_2 | -0.91 |
| 1/3/2011 0:30 | N | R_PB2SES_3 | -0.91 |
| 1/3/2011 0:30 | N | R_PB2SES_4 | -0.91 |
| 1/3/2011 0:30 | N | R_PB2SES_5 | -0.91 |
| 1/3/2011 0:30 | N | AUTO_EPS_390 | 21.84 |
| 1/3/2011 0:35 | N | DC_ROAD_L_B | 20.78 |
| 1/3/2011 0:35 | N | DC_EGPS_L_A | 16.44 |
| 1/3/2011 0:35 | N | H_HOLLOW_E_1 | -0.47 |
| 1/3/2011 0:35 | N | HHOLLOW4_E_1 | -0.47 |

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|---|---|---|---|
| 1/3/2011 0:35 | N | R_LH2SES_1 | 22.12 |
| 1/3/2011 0:35 | N | R_PB2SES_1 | -0.91 |
| 1/3/2011 0:35 | N | R_PB2SES_2 | -0.91 |
| 1/3/2011 0:35 | N | R_PB2SES_3 | -0.91 |
| 1/3/2011 0:35 | N | R_PB2SES_4 | -0.91 |
| 1/3/2011 0:35 | N | R_PB2SES_5 | -0.91 |
| 1/3/2011 0:35 | N | AUTO_EPS_390 | 22.06 |
| 1/3/2011 0:40 | N | DC_ROAD_L_B | 20.66 |
| 1/3/2011 0:40 | N | DC_EGPS_L_A | 16.34 |
| 1/3/2011 0:40 | N | H_HOLLOW_E_1 | -0.47 |
| 1/3/2011 0:40 | N | HHOLLOW4_E_1 | -0.47 |
| 1/3/2011 0:40 | N | R_LH2SES_1 | 22 |
| 1/3/2011 0:40 | N | R_PB2SES_1 | -0.91 |
| 1/3/2011 0:40 | N | R_PB2SES_2 | -0.91 |
| 1/3/2011 0:40 | N | R_PB2SES_3 | -0.91 |
| 1/3/2011 0:40 | N | R_PB2SES_4 | -0.91 |
| 1/3/2011 0:40 | N | R_PB2SES_5 | -0.91 |
| 1/3/2011 0:40 | N | AUTO_EPS_390 | 21.94 |
| 1/3/2011 0:45 | N | DC_ROAD_L_B | 20.9 |
| 1/3/2011 0:45 | N | DC_EGPS_L_A | 16.53 |
| 1/3/2011 0:45 | N | H_HOLLOW_E_1 | -0.48 |
| 1/3/2011 0:45 | N | HHOLLOW4_E_1 | -0.48 |
| 1/3/2011 0:45 | N | R_LH2SES_1 | 22.25 |
| 1/3/2011 0:45 | N | R_PB2SES_1 | -0.92 |
| 1/3/2011 0:45 | N | R_PB2SES_2 | -0.92 |
| 1/3/2011 0:45 | N | R_PB2SES_3 | -0.92 |
| 1/3/2011 0:45 | N | R_PB2SES_4 | -0.92 |
| 1/3/2011 0:45 | N | R_PB2SES_5 | -0.92 |
| 1/3/2011 0:45 | N | AUTO_EPS_390 | 22.19 |
| 1/3/2011 0:50 | N | DC_ROAD_L_B | 20.81 |
| 1/3/2011 0:50 | N | DC_EGPS_L_A | 15.8 |
| 1/3/2011 0:50 | N | H_HOLLOW_E_1 | -3.68 |
| 1/3/2011 0:50 | N | HHOLLOW4_E_1 | -3.68 |
| 1/3/2011 0:50 | N | R_LH2SES_1 | 22.36 |
| 1/3/2011 0:50 | N | R_PB2SES_1 | -4.18 |
| 1/3/2011 0:50 | N | R_PB2SES_2 | -4.18 |
| 1/3/2011 0:50 | N | R_PB2SES_3 | -4.18 |
| 1/3/2011 0:50 | N | R_PB2SES_4 | -4.18 |
| 1/3/2011 0:50 | N | R_PB2SES_5 | -4.18 |
| 1/3/2011 0:50 | N | AUTO_EPS_390 | 22.28 |
| 1/3/2011 0:55 | N | DC_ROAD_L_B | 20.72 |
| 1/3/2011 0:55 | N | DC_EGPS_L_A | 15.74 |
| 1/3/2011 0:55 | N | H_HOLLOW_E_1 | -3.67 |
| 1/3/2011 0:55 | N | HHOLLOW4_E_1 | -3.67 |
| 1/3/2011 0:55 | N | R_LH2SES_1 | 22.27 |
| 1/3/2011 0:55 | N | R_PB2SES_1 | -4.17 |
| 1/3/2011 0:55 | N | R_PB2SES_2 | -4.17 |

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|---|---|---|---|
| 1/3/2011 0:55 | N | R_PB2SES_3 | -4.17 |
| 1/3/2011 0:55 | N | R_PB2SES_4 | -4.17 |
| 1/3/2011 0:55 | N | R_PB2SES_5 | -4.17 |
| 1/3/2011 0:55 | N | AUTO_EPS_390 | 22.19 |
| 1/3/2011 1:00 | N | DC_ROAD_L_B | 20.75 |
| 1/3/2011 1:00 | N | DC_EGPS_L_A | 16.01 |
| 1/3/2011 1:00 | N | H_HOLLOW_E_1 | -2.47 |
| 1/3/2011 1:00 | N | HHOLLOW4_E_1 | -2.47 |
| 1/3/2011 1:00 | N | R_LH2SES_1 | 22.22 |
| 1/3/2011 1:00 | N | R_PB2SES_1 | -2.95 |
| 1/3/2011 1:00 | N | R_PB2SES_2 | -2.95 |
| 1/3/2011 1:00 | N | R_PB2SES_3 | -2.95 |
| 1/3/2011 1:00 | N | R_PB2SES_4 | -2.95 |
| 1/3/2011 1:00 | N | R_PB2SES_5 | -2.95 |
| 1/3/2011 1:00 | N | AUTO_EPS_390 | 22.15 |
| 1/3/2011 1:05 | N | DC_ROAD_L_B | 20.79 |
| 1/3/2011 1:05 | N | DC_EGPS_L_A | 16.25 |
| 1/3/2011 1:05 | N | H_HOLLOW_E_1 | -1.4 |
| 1/3/2011 1:05 | N | HHOLLOW4_E_1 | -1.4 |
| 1/3/2011 1:05 | N | R_LH2SES_1 | 22.19 |
| 1/3/2011 1:05 | N | R_PB2SES_1 | -1.86 |
| 1/3/2011 1:05 | N | R_PB2SES_2 | -1.86 |
| 1/3/2011 1:05 | N | R_PB2SES_3 | -1.86 |
| 1/3/2011 1:05 | N | R_PB2SES_4 | -1.86 |
| 1/3/2011 1:05 | N | R_PB2SES_5 | -1.86 |
| 1/3/2011 1:05 | N | AUTO_EPS_390 | 22.13 |
| 1/3/2011 1:10 | N | DC_ROAD_L_B | 20.72 |
| 1/3/2011 1:10 | N | DC_EGPS_L_A | 15.74 |
| 1/3/2011 1:10 | N | H_HOLLOW_E_1 | -3.67 |
| 1/3/2011 1:10 | N | HHOLLOW4_E_1 | -3.67 |
| 1/3/2011 1:10 | N | R_LH2SES_1 | 22.27 |
| 1/3/2011 1:10 | N | R_PB2SES_1 | -4.17 |
| 1/3/2011 1:10 | N | R_PB2SES_2 | -4.17 |
| 1/3/2011 1:10 | N | R_PB2SES_3 | -4.17 |
| 1/3/2011 1:10 | N | R_PB2SES_4 | -4.17 |
| 1/3/2011 1:10 | N | R_PB2SES_5 | -4.17 |
| 1/3/2011 1:10 | N | AUTO_EPS_390 | 22.2 |
| 1/3/2011 1:15 | N | DC_ROAD_L_B | 20.74 |
| 1/3/2011 1:15 | N | DC_EGPS_L_A | 15.39 |
| 1/3/2011 1:15 | N | H_HOLLOW_E_1 | -5.47 |
| 1/3/2011 1:15 | N | HHOLLOW4_E_1 | -5.47 |
| 1/3/2011 1:15 | N | R_LH2SES_1 | 22.4 |
| 1/3/2011 1:15 | N | R_PB2SES_1 | -6.01 |
| 1/3/2011 1:15 | N | R_PB2SES_2 | -6.01 |
| 1/3/2011 1:15 | N | R_PB2SES_3 | -6.01 |
| 1/3/2011 1:15 | N | R_PB2SES_4 | -6.01 |
| 1/3/2011 1:15 | N | R_PB2SES_5 | -6.01 |

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| 1/3/2011 1:15 | N | AUTO_EPS_390 | 22.32 |
| 1/3/2011 1:20 | N | DC_ROAD_L_B | 20.8 |
| 1/3/2011 1:20 | N | DC_EGPS_L_A | 15.8 |
| 1/3/2011 1:20 | N | H_HOLLOW_E_1 | -3.68 |
| 1/3/2011 1:20 | N | HHOLLOW4_E_1 | -3.68 |
| 1/3/2011 1:20 | N | R_LH2SES_1 | 22.35 |
| 1/3/2011 1:20 | N | R_PB2SES_1 | -4.19 |
| 1/3/2011 1:20 | N | R_PB2SES_2 | -4.19 |
| 1/3/2011 1:20 | N | R_PB2SES_3 | -4.19 |
| 1/3/2011 1:20 | N | R_PB2SES_4 | -4.19 |
| 1/3/2011 1:20 | N | R_PB2SES_5 | -4.19 |
| 1/3/2011 1:20 | N | AUTO_EPS_390 | 22.28 |
| 1/3/2011 1:25 | N | DC_ROAD_L_B | 20.51 |
| 1/3/2011 1:25 | N | DC_EGPS_L_A | 15.58 |
| 1/3/2011 1:25 | N | H_HOLLOW_E_1 | -3.64 |
| 1/3/2011 1:25 | N | HHOLLOW4_E_1 | -3.64 |
| 1/3/2011 1:25 | N | R_LH2SES_1 | 22.04 |
| 1/3/2011 1:25 | N | R_PB2SES_1 | -4.14 |
| 1/3/2011 1:25 | N | R_PB2SES_2 | -4.14 |
| 1/3/2011 1:25 | N | R_PB2SES_3 | -4.14 |
| 1/3/2011 1:25 | N | R_PB2SES_4 | -4.14 |
| 1/3/2011 1:25 | N | R_PB2SES_5 | -4.14 |
| 1/3/2011 1:25 | N | AUTO_EPS_390 | 21.97 |
| 1/3/2011 1:30 | N | DC_ROAD_L_B | 20.45 |
| 1/3/2011 1:30 | N | DC_EGPS_L_A | 15.53 |
| 1/3/2011 1:30 | N | H_HOLLOW_E_1 | -3.64 |
| 1/3/2011 1:30 | N | HHOLLOW4_E_1 | -3.64 |
| 1/3/2011 1:30 | N | R_LH2SES_1 | 21.98 |
| 1/3/2011 1:30 | N | R_PB2SES_1 | -4.14 |
| 1/3/2011 1:30 | N | R_PB2SES_2 | -4.14 |
| 1/3/2011 1:30 | N | R_PB2SES_3 | -4.14 |
| 1/3/2011 1:30 | N | R_PB2SES_4 | -4.14 |
| 1/3/2011 1:30 | N | R_PB2SES_5 | -4.14 |
| 1/3/2011 1:30 | N | AUTO_EPS_390 | 21.91 |
| 1/3/2011 1:35 | N | DC_ROAD_L_B | 20.35 |
| 1/3/2011 1:35 | N | DC_EGPS_L_A | 15.46 |
| 1/3/2011 1:35 | N | H_HOLLOW_E_1 | -3.62 |
| 1/3/2011 1:35 | N | HHOLLOW4_E_1 | -3.62 |
| 1/3/2011 1:35 | N | R_LH2SES_1 | 21.87 |
| 1/3/2011 1:35 | N | R_PB2SES_1 | -4.12 |
| 1/3/2011 1:35 | N | R_PB2SES_2 | -4.12 |
| 1/3/2011 1:35 | N | R_PB2SES_3 | -4.12 |
| 1/3/2011 1:35 | N | R_PB2SES_4 | -4.12 |
| 1/3/2011 1:35 | N | R_PB2SES_5 | -4.12 |
| 1/3/2011 1:35 | N | AUTO_EPS_390 | 21.8 |
| 1/3/2011 1:40 | N | DC_ROAD_L_B | 20.55 |
| 1/3/2011 1:40 | N | DC_EGPS_L_A | 16.25 |

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| 1/3/2011 1:40 | N | H_HOLLOW_E_1 | -0.48 |
| 1/3/2011 1:40 | N | HHOLLOW4_E_1 | -0.48 |
| 1/3/2011 1:40 | N | R_LH2SES_1 | 21.88 |
| 1/3/2011 1:40 | N | R_PB2SES_1 | -0.91 |
| 1/3/2011 1:40 | N | R_PB2SES_2 | -0.91 |
| 1/3/2011 1:40 | N | R_PB2SES_3 | -0.91 |
| 1/3/2011 1:40 | N | R_PB2SES_4 | -0.91 |
| 1/3/2011 1:40 | N | R_PB2SES_5 | -0.91 |
| 1/3/2011 1:40 | N | AUTO_EPS_390 | 21.82 |
| 1/3/2011 1:45 | N | DC_ROAD_L_B | 20.48 |
| 1/3/2011 1:45 | N | DC_EGPS_L_A | 15.55 |
| 1/3/2011 1:45 | N | H_HOLLOW_E_1 | -3.64 |
| 1/3/2011 1:45 | N | HHOLLOW4_E_1 | -3.64 |
| 1/3/2011 1:45 | N | R_LH2SES_1 | 22.01 |
| 1/3/2011 1:45 | N | R_PB2SES_1 | -4.14 |
| 1/3/2011 1:45 | N | R_PB2SES_2 | -4.14 |
| 1/3/2011 1:45 | N | R_PB2SES_3 | -4.14 |
| 1/3/2011 1:45 | N | R_PB2SES_4 | -4.14 |
| 1/3/2011 1:45 | N | R_PB2SES_5 | -4.14 |
| 1/3/2011 1:45 | N | AUTO_EPS_390 | 21.94 |
| 1/3/2011 1:50 | N | DC_ROAD_L_B | 20.58 |
| 1/3/2011 1:50 | N | DC_EGPS_L_A | 15.26 |
| 1/3/2011 1:50 | N | H_HOLLOW_E_1 | -5.47 |
| 1/3/2011 1:50 | N | HHOLLOW4_E_1 | -5.47 |
| 1/3/2011 1:50 | N | R_LH2SES_1 | 22.23 |
| 1/3/2011 1:50 | N | R_PB2SES_1 | -6.01 |
| 1/3/2011 1:50 | N | R_PB2SES_2 | -6.01 |
| 1/3/2011 1:50 | N | R_PB2SES_3 | -6.01 |
| 1/3/2011 1:50 | N | R_PB2SES_4 | -6.01 |
| 1/3/2011 1:50 | N | R_PB2SES_5 | -6.01 |
| 1/3/2011 1:50 | N | AUTO_EPS_390 | 22.16 |
| 1/3/2011 1:55 | N | DC_ROAD_L_B | 20.58 |
| 1/3/2011 1:55 | N | DC_EGPS_L_A | 15.26 |
| 1/3/2011 1:55 | N | H_HOLLOW_E_1 | -5.47 |
| 1/3/2011 1:55 | N | HHOLLOW4_E_1 | -5.47 |
| 1/3/2011 1:55 | N | R_LH2SES_1 | 22.23 |
| 1/3/2011 1:55 | N | R_PB2SES_1 | -6.01 |
| 1/3/2011 1:55 | N | R_PB2SES_2 | -6.01 |
| 1/3/2011 1:55 | N | R_PB2SES_3 | -6.01 |
| 1/3/2011 1:55 | N | R_PB2SES_4 | -6.01 |
| 1/3/2011 1:55 | N | R_PB2SES_5 | -6.01 |
| 1/3/2011 1:55 | N | AUTO_EPS_390 | 22.15 |
| 1/3/2011 2:00 | N | DC_ROAD_L_B | 20.56 |
| 1/3/2011 2:00 | N | DC_EGPS_L_A | 15.24 |
| 1/3/2011 2:00 | N | H_HOLLOW_E_1 | -5.47 |
| 1/3/2011 2:00 | N | HHOLLOW4_E_1 | -5.47 |
| 1/3/2011 2:00 | N | R_LH2SES_1 | 22.21 |

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| 1/3/2011 2:00 | N | R_PB2SES_1 | -6.01 |
| 1/3/2011 2:00 | N | R_PB2SES_2 | -6.01 |
| 1/3/2011 2:00 | N | R_PB2SES_3 | -6.01 |
| 1/3/2011 2:00 | N | R_PB2SES_4 | -6.01 |
| 1/3/2011 2:00 | N | R_PB2SES_5 | -6.01 |
| 1/3/2011 2:00 | N | AUTO_EPS_390 | 22.13 |
| 1/3/2011 2:05 | N | DC_ROAD_L_B | 20.76 |
| 1/3/2011 2:05 | N | DC_EGPS_L_A | 15.78 |
| 1/3/2011 2:05 | N | H_HOLLOW_E_1 | -3.68 |
| 1/3/2011 2:05 | N | HHOLLOW4_E_1 | -3.68 |
| 1/3/2011 2:05 | N | R_LH2SES_1 | 22.31 |
| 1/3/2011 2:05 | N | R_PB2SES_1 | -4.18 |
| 1/3/2011 2:05 | N | R_PB2SES_2 | -4.18 |
| 1/3/2011 2:05 | N | R_PB2SES_3 | -4.18 |
| 1/3/2011 2:05 | N | R_PB2SES_4 | -4.18 |
| 1/3/2011 2:05 | N | R_PB2SES_5 | -4.18 |
| 1/3/2011 2:05 | N | AUTO_EPS_390 | 22.24 |
| 1/3/2011 2:10 | N | DC_ROAD_L_B | 20.77 |
| 1/3/2011 2:10 | N | DC_EGPS_L_A | 16.44 |
| 1/3/2011 2:10 | N | H_HOLLOW_E_1 | -0.47 |
| 1/3/2011 2:10 | N | HHOLLOW4_E_1 | -0.47 |
| 1/3/2011 2:10 | N | R_LH2SES_1 | 22.12 |
| 1/3/2011 2:10 | N | R_PB2SES_1 | -0.91 |
| 1/3/2011 2:10 | N | R_PB2SES_2 | -0.91 |
| 1/3/2011 2:10 | N | R_PB2SES_3 | -0.91 |
| 1/3/2011 2:10 | N | R_PB2SES_4 | -0.91 |
| 1/3/2011 2:10 | N | R_PB2SES_5 | -0.91 |
| 1/3/2011 2:10 | N | AUTO_EPS_390 | 22.06 |
| 1/3/2011 2:15 | N | DC_ROAD_L_B | 20.65 |
| 1/3/2011 2:15 | N | DC_EGPS_L_A | 15.7 |
| 1/3/2011 2:15 | N | H_HOLLOW_E_1 | -3.66 |
| 1/3/2011 2:15 | N | HHOLLOW4_E_1 | -3.66 |
| 1/3/2011 2:15 | N | R_LH2SES_1 | 22.2 |
| 1/3/2011 2:15 | N | R_PB2SES_1 | -4.17 |
| 1/3/2011 2:15 | N | R_PB2SES_2 | -4.17 |
| 1/3/2011 2:15 | N | R_PB2SES_3 | -4.17 |
| 1/3/2011 2:15 | N | R_PB2SES_4 | -4.17 |
| 1/3/2011 2:15 | N | R_PB2SES_5 | -4.17 |
| 1/3/2011 2:15 | N | AUTO_EPS_390 | 22.12 |
| 1/3/2011 2:20 | N | DC_ROAD_L_B | 20.56 |
| 1/3/2011 2:20 | N | DC_EGPS_L_A | 15.25 |
| 1/3/2011 2:20 | N | H_HOLLOW_E_1 | -5.47 |
| 1/3/2011 2:20 | N | HHOLLOW4_E_1 | -5.47 |
| 1/3/2011 2:20 | N | R_LH2SES_1 | 22.21 |
| 1/3/2011 2:20 | N | R_PB2SES_1 | -6.01 |
| 1/3/2011 2:20 | N | R_PB2SES_2 | -6.01 |
| 1/3/2011 2:20 | N | R_PB2SES_3 | -6.01 |

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| 1/3/2011 2:20 | N | R_PB2SES_4 | -6.01 |
| 1/3/2011 2:20 | N | R_PB2SES_5 | -6.01 |
| 1/3/2011 2:20 | N | AUTO_EPS_390 | 22.14 |
| 1/3/2011 2:25 | N | DC_ROAD_L_B | 20.7 |
| 1/3/2011 2:25 | N | DC_EGPS_L_A | 15.36 |
| 1/3/2011 2:25 | N | H_HOLLOW_E_1 | -5.47 |
| 1/3/2011 2:25 | N | HHOLLOW4_E_1 | -5.47 |
| 1/3/2011 2:25 | N | R_LH2SES_1 | 22.36 |
| 1/3/2011 2:25 | N | R_PB2SES_1 | -6.01 |
| 1/3/2011 2:25 | N | R_PB2SES_2 | -6.01 |
| 1/3/2011 2:25 | N | R_PB2SES_3 | -6.01 |
| 1/3/2011 2:25 | N | R_PB2SES_4 | -6.01 |
| 1/3/2011 2:25 | N | R_PB2SES_5 | -6.01 |
| 1/3/2011 2:25 | N | AUTO_EPS_390 | 22.28 |
| 1/3/2011 2:30 | N | DC_ROAD_L_B | 20.43 |
| 1/3/2011 2:30 | N | DC_EGPS_L_A | 12.63 |
| 1/3/2011 2:30 | N | H_HOLLOW_E_1 | -17.74 |
| 1/3/2011 2:30 | N | HHOLLOW4_E_1 | -17.74 |
| 1/3/2011 2:30 | N | R_LH2SES_1 | 22.85 |
| 1/3/2011 2:30 | N | R_PB2SES_1 | -18.53 |
| 1/3/2011 2:30 | N | R_PB2SES_2 | -18.53 |
| 1/3/2011 2:30 | N | R_PB2SES_3 | -18.53 |
| 1/3/2011 2:30 | N | R_PB2SES_4 | -18.53 |
| 1/3/2011 2:30 | N | R_PB2SES_5 | -18.53 |
| 1/3/2011 2:30 | N | AUTO_EPS_390 | 22.74 |
| 1/3/2011 2:35 | N | DC_ROAD_L_B | 21.6 |
| 1/3/2011 2:35 | N | DC_EGPS_L_A | 16.07 |
| 1/3/2011 2:35 | N | H_HOLLOW_E_1 | -5.45 |
| 1/3/2011 2:35 | N | HHOLLOW4_E_1 | -5.45 |
| 1/3/2011 2:35 | N | R_LH2SES_1 | 23.31 |
| 1/3/2011 2:35 | N | R_PB2SES_1 | -6.01 |
| 1/3/2011 2:35 | N | R_PB2SES_2 | -6.01 |
| 1/3/2011 2:35 | N | R_PB2SES_3 | -6.01 |
| 1/3/2011 2:35 | N | R_PB2SES_4 | -6.01 |
| 1/3/2011 2:35 | N | R_PB2SES_5 | -6.01 |
| 1/3/2011 2:35 | N | AUTO_EPS_390 | 23.23 |
| 1/3/2011 2:40 | N | DC_ROAD_L_B | 21.06 |
| 1/3/2011 2:40 | N | DC_EGPS_L_A | 15.64 |
| 1/3/2011 2:40 | N | H_HOLLOW_E_1 | -5.46 |
| 1/3/2011 2:40 | N | HHOLLOW4_E_1 | -5.46 |
| 1/3/2011 2:40 | N | R_LH2SES_1 | 22.74 |
| 1/3/2011 2:40 | N | R_PB2SES_1 | -6.01 |
| 1/3/2011 2:40 | N | R_PB2SES_2 | -6.01 |
| 1/3/2011 2:40 | N | R_PB2SES_3 | -6.01 |
| 1/3/2011 2:40 | N | R_PB2SES_4 | -6.01 |
| 1/3/2011 2:40 | N | R_PB2SES_5 | -6.01 |
| 1/3/2011 2:40 | N | AUTO_EPS_390 | 22.67 |

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| 1/3/2011 2:45 | N | DC_ROAD_L_B | 21.06 |
| 1/3/2011 2:45 | N | DC_EGPS_L_A | 15.64 |
| 1/3/2011 2:45 | N | H_HOLLOW_E_1 | -5.46 |
| 1/3/2011 2:45 | N | HHOLLOW4_E_1 | -5.46 |
| 1/3/2011 2:45 | N | R_LH2SES_1 | 22.74 |
| 1/3/2011 2:45 | N | R_PB2SES_1 | -6.01 |
| 1/3/2011 2:45 | N | R_PB2SES_2 | -6.01 |
| 1/3/2011 2:45 | N | R_PB2SES_3 | -6.01 |
| 1/3/2011 2:45 | N | R_PB2SES_4 | -6.01 |
| 1/3/2011 2:45 | N | R_PB2SES_5 | -6.01 |
| 1/3/2011 2:45 | N | AUTO_EPS_390 | 22.66 |
| 1/3/2011 2:50 | N | DC_ROAD_L_B | 20.98 |
| 1/3/2011 2:50 | N | DC_EGPS_L_A | 15.58 |
| 1/3/2011 2:50 | N | H_HOLLOW_E_1 | -5.46 |
| 1/3/2011 2:50 | N | HHOLLOW4_E_1 | -5.46 |
| 1/3/2011 2:50 | N | R_LH2SES_1 | 22.66 |
| 1/3/2011 2:50 | N | R_PB2SES_1 | -6.01 |
| 1/3/2011 2:50 | N | R_PB2SES_2 | -6.01 |
| 1/3/2011 2:50 | N | R_PB2SES_3 | -6.01 |
| 1/3/2011 2:50 | N | R_PB2SES_4 | -6.01 |
| 1/3/2011 2:50 | N | R_PB2SES_5 | -6.01 |
| 1/3/2011 2:50 | N | AUTO_EPS_390 | 22.58 |
| 1/3/2011 2:55 | N | DC_ROAD_L_B | 21.1 |
| 1/3/2011 2:55 | N | DC_EGPS_L_A | 15.67 |
| 1/3/2011 2:55 | N | H_HOLLOW_E_1 | -5.46 |
| 1/3/2011 2:55 | N | HHOLLOW4_E_1 | -5.46 |
| 1/3/2011 2:55 | N | R_LH2SES_1 | 22.78 |
| 1/3/2011 2:55 | N | R_PB2SES_1 | -6.01 |
| 1/3/2011 2:55 | N | R_PB2SES_2 | -6.01 |
| 1/3/2011 2:55 | N | R_PB2SES_3 | -6.01 |
| 1/3/2011 2:55 | N | R_PB2SES_4 | -6.01 |
| 1/3/2011 2:55 | N | R_PB2SES_5 | -6.01 |
| 1/3/2011 2:55 | N | AUTO_EPS_390 | 22.7 |
| 1/3/2011 3:00 | N | DC_ROAD_L_B | 20.49 |
| 1/3/2011 3:00 | N | DC_EGPS_L_A | 12.67 |
| 1/3/2011 3:00 | N | H_HOLLOW_E_1 | -17.79 |
| 1/3/2011 3:00 | N | HHOLLOW4_E_1 | -17.79 |
| 1/3/2011 3:00 | N | R_LH2SES_1 | 22.92 |
| 1/3/2011 3:00 | N | R_PB2SES_1 | -18.58 |
| 1/3/2011 3:00 | N | R_PB2SES_2 | -18.58 |
| 1/3/2011 3:00 | N | R_PB2SES_3 | -18.58 |
| 1/3/2011 3:00 | N | R_PB2SES_4 | -18.58 |
| 1/3/2011 3:00 | N | R_PB2SES_5 | -18.58 |
| 1/3/2011 3:00 | N | AUTO_EPS_390 | 22.8 |
| 1/3/2011 3:05 | N | DC_ROAD_L_B | 20.57 |
| 1/3/2011 3:05 | N | DC_EGPS_L_A | 12.6 |
| 1/3/2011 3:05 | N | H_HOLLOW_E_1 | -18.47 |

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| 1/3/2011 3:05 | N | HHOLLOW4_E_1 | -18.47 |
| 1/3/2011 3:05 | N | R_LH2SES_1 | 23.05 |
| 1/3/2011 3:05 | N | R_PB2SES_1 | -19.28 |
| 1/3/2011 3:05 | N | R_PB2SES_2 | -19.28 |
| 1/3/2011 3:05 | N | R_PB2SES_3 | -19.28 |
| 1/3/2011 3:05 | N | R_PB2SES_4 | -19.28 |
| 1/3/2011 3:05 | N | R_PB2SES_5 | -19.28 |
| 1/3/2011 3:05 | N | AUTO_EPS_390 | 22.93 |
| 1/3/2011 3:10 | N | DC_ROAD_L_B | 20.88 |
| 1/3/2011 3:10 | N | DC_EGPS_L_A | 12.81 |
| 1/3/2011 3:10 | N | H_HOLLOW_E_1 | -18.64 |
| 1/3/2011 3:10 | N | HHOLLOW4_E_1 | -18.64 |
| 1/3/2011 3:10 | N | R_LH2SES_1 | 23.39 |
| 1/3/2011 3:10 | N | R_PB2SES_1 | -19.46 |
| 1/3/2011 3:10 | N | R_PB2SES_2 | -19.46 |
| 1/3/2011 3:10 | N | R_PB2SES_3 | -19.46 |
| 1/3/2011 3:10 | N | R_PB2SES_4 | -19.46 |
| 1/3/2011 3:10 | N | R_PB2SES_5 | -19.46 |
| 1/3/2011 3:10 | N | AUTO_EPS_390 | 23.28 |
| 1/3/2011 3:15 | N | DC_ROAD_L_B | 21.05 |
| 1/3/2011 3:15 | N | DC_EGPS_L_A | 13.03 |
| 1/3/2011 3:15 | N | H_HOLLOW_E_1 | -18.26 |
| 1/3/2011 3:15 | N | HHOLLOW4_E_1 | -18.26 |
| 1/3/2011 3:15 | N | R_LH2SES_1 | 23.55 |
| 1/3/2011 3:15 | N | R_PB2SES_1 | -19.08 |
| 1/3/2011 3:15 | N | R_PB2SES_2 | -19.08 |
| 1/3/2011 3:15 | N | R_PB2SES_3 | -19.08 |
| 1/3/2011 3:15 | N | R_PB2SES_4 | -19.08 |
| 1/3/2011 3:15 | N | R_PB2SES_5 | -19.08 |
| 1/3/2011 3:15 | N | AUTO_EPS_390 | 23.43 |
| 1/3/2011 3:20 | N | DC_ROAD_L_B | 21.62 |
| 1/3/2011 3:20 | N | DC_EGPS_L_A | 16.1 |
| 1/3/2011 3:20 | N | H_HOLLOW_E_1 | -5.45 |
| 1/3/2011 3:20 | N | HHOLLOW4_E_1 | -5.45 |
| 1/3/2011 3:20 | N | R_LH2SES_1 | 23.34 |
| 1/3/2011 3:20 | N | R_PB2SES_1 | -6.01 |
| 1/3/2011 3:20 | N | R_PB2SES_2 | -6.01 |
| 1/3/2011 3:20 | N | R_PB2SES_3 | -6.01 |
| 1/3/2011 3:20 | N | R_PB2SES_4 | -6.01 |
| 1/3/2011 3:20 | N | R_PB2SES_5 | -6.01 |
| 1/3/2011 3:20 | N | AUTO_EPS_390 | 23.26 |
| 1/3/2011 3:25 | N | DC_ROAD_L_B | 21.35 |
| 1/3/2011 3:25 | N | DC_EGPS_L_A | 16.23 |
| 1/3/2011 3:25 | N | H_HOLLOW_E_1 | -3.75 |
| 1/3/2011 3:25 | N | HHOLLOW4_E_1 | -3.75 |
| 1/3/2011 3:25 | N | R_LH2SES_1 | 22.94 |
| 1/3/2011 3:25 | N | R_PB2SES_1 | -4.27 |

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| 1/3/2011 3:25 | N | R_PB2SES_2 | -4.27 |
| 1/3/2011 3:25 | N | R_PB2SES_3 | -4.27 |
| 1/3/2011 3:25 | N | R_PB2SES_4 | -4.27 |
| 1/3/2011 3:25 | N | R_PB2SES_5 | -4.27 |
| 1/3/2011 3:25 | N | AUTO_EPS_390 | 22.87 |
| 1/3/2011 3:30 | N | DC_ROAD_L_B | 21.36 |
| 1/3/2011 3:30 | N | DC_EGPS_L_A | 16.24 |
| 1/3/2011 3:30 | N | H_HOLLOW_E_1 | -3.76 |
| 1/3/2011 3:30 | N | HHOLLOW4_E_1 | -3.76 |
| 1/3/2011 3:30 | N | R_LH2SES_1 | 22.96 |
| 1/3/2011 3:30 | N | R_PB2SES_1 | -4.28 |
| 1/3/2011 3:30 | N | R_PB2SES_2 | -4.28 |
| 1/3/2011 3:30 | N | R_PB2SES_3 | -4.28 |
| 1/3/2011 3:30 | N | R_PB2SES_4 | -4.28 |
| 1/3/2011 3:30 | N | R_PB2SES_5 | -4.28 |
| 1/3/2011 3:30 | N | AUTO_EPS_390 | 22.88 |
| 1/3/2011 3:35 | N | DC_ROAD_L_B | 21.45 |
| 1/3/2011 3:35 | N | DC_EGPS_L_A | 15.96 |
| 1/3/2011 3:35 | N | H_HOLLOW_E_1 | -5.45 |
| 1/3/2011 3:35 | N | HHOLLOW4_E_1 | -5.45 |
| 1/3/2011 3:35 | N | R_LH2SES_1 | 23.16 |
| 1/3/2011 3:35 | N | R_PB2SES_1 | -6.01 |
| 1/3/2011 3:35 | N | R_PB2SES_2 | -6.01 |
| 1/3/2011 3:35 | N | R_PB2SES_3 | -6.01 |
| 1/3/2011 3:35 | N | R_PB2SES_4 | -6.01 |
| 1/3/2011 3:35 | N | R_PB2SES_5 | -6.01 |
| 1/3/2011 3:35 | N | AUTO_EPS_390 | 23.08 |
| 1/3/2011 3:40 | N | DC_ROAD_L_B | 21.5 |
| 1/3/2011 3:40 | N | DC_EGPS_L_A | 16 |
| 1/3/2011 3:40 | N | H_HOLLOW_E_1 | -5.45 |
| 1/3/2011 3:40 | N | HHOLLOW4_E_1 | -5.45 |
| 1/3/2011 3:40 | N | R_LH2SES_1 | 23.22 |
| 1/3/2011 3:40 | N | R_PB2SES_1 | -6.01 |
| 1/3/2011 3:40 | N | R_PB2SES_2 | -6.01 |
| 1/3/2011 3:40 | N | R_PB2SES_3 | -6.01 |
| 1/3/2011 3:40 | N | R_PB2SES_4 | -6.01 |
| 1/3/2011 3:40 | N | R_PB2SES_5 | -6.01 |
| 1/3/2011 3:40 | N | AUTO_EPS_390 | 23.14 |
| 1/3/2011 3:45 | N | DC_ROAD_L_B | 21.73 |
| 1/3/2011 3:45 | N | DC_EGPS_L_A | 16.18 |
| 1/3/2011 3:45 | N | H_HOLLOW_E_1 | -5.45 |
| 1/3/2011 3:45 | N | HHOLLOW4_E_1 | -5.45 |
| 1/3/2011 3:45 | N | R_LH2SES_1 | 23.46 |
| 1/3/2011 3:45 | N | R_PB2SES_1 | -6.01 |
| 1/3/2011 3:45 | N | R_PB2SES_2 | -6.01 |
| 1/3/2011 3:45 | N | R_PB2SES_3 | -6.01 |
| 1/3/2011 3:45 | N | R_PB2SES_4 | -6.01 |

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| 1/3/2011 3:45 | N | R_PB2SES_5 | -6.01 |
| 1/3/2011 3:45 | N | AUTO_EPS_390 | 23.38 |
| 1/3/2011 3:50 | N | DC_ROAD_L_B | 21.9 |
| 1/3/2011 3:50 | N | DC_EGPS_L_A | 16.32 |
| 1/3/2011 3:50 | N | H_HOLLOW_E_1 | -5.44 |
| 1/3/2011 3:50 | N | HHOLLOW4_E_1 | -5.44 |
| 1/3/2011 3:50 | N | R_LH2SES_1 | 23.64 |
| 1/3/2011 3:50 | N | R_PB2SES_1 | -6.01 |
| 1/3/2011 3:50 | N | R_PB2SES_2 | -6.01 |
| 1/3/2011 3:50 | N | R_PB2SES_3 | -6.01 |
| 1/3/2011 3:50 | N | R_PB2SES_4 | -6.01 |
| 1/3/2011 3:50 | N | R_PB2SES_5 | -6.01 |
| 1/3/2011 3:50 | N | AUTO_EPS_390 | 23.56 |
| 1/3/2011 3:55 | N | DC_ROAD_L_B | 21.92 |
| 1/3/2011 3:55 | N | DC_EGPS_L_A | 16.67 |
| 1/3/2011 3:55 | N | H_HOLLOW_E_1 | -3.82 |
| 1/3/2011 3:55 | N | HHOLLOW4_E_1 | -3.82 |
| 1/3/2011 3:55 | N | R_LH2SES_1 | 23.55 |
| 1/3/2011 3:55 | N | R_PB2SES_1 | -4.35 |
| 1/3/2011 3:55 | N | R_PB2SES_2 | -4.35 |
| 1/3/2011 3:55 | N | R_PB2SES_3 | -4.35 |
| 1/3/2011 3:55 | N | R_PB2SES_4 | -4.35 |
| 1/3/2011 3:55 | N | R_PB2SES_5 | -4.35 |
| 1/3/2011 3:55 | N | AUTO_EPS_390 | 23.47 |
| 1/3/2011 4:01 | N | DC_ROAD_L_B | 21.62 |
| 1/3/2011 4:01 | N | DC_EGPS_L_A | 16.1 |
| 1/3/2011 4:01 | N | H_HOLLOW_E_1 | -5.45 |
| 1/3/2011 4:01 | N | HHOLLOW4_E_1 | -5.45 |
| 1/3/2011 4:01 | N | R_LH2SES_1 | 23.34 |
| 1/3/2011 4:01 | N | R_PB2SES_1 | -6.01 |
| 1/3/2011 4:01 | N | R_PB2SES_2 | -6.01 |
| 1/3/2011 4:01 | N | R_PB2SES_3 | -6.01 |
| 1/3/2011 4:01 | N | R_PB2SES_4 | -6.01 |
| 1/3/2011 4:01 | N | R_PB2SES_5 | -6.01 |
| 1/3/2011 4:01 | N | AUTO_EPS_390 | 23.26 |
| 1/3/2011 4:05 | N | DC_ROAD_L_B | 21.2 |
| 1/3/2011 4:05 | N | DC_EGPS_L_A | 16.12 |
| 1/3/2011 4:05 | N | H_HOLLOW_E_1 | -3.74 |
| 1/3/2011 4:05 | N | HHOLLOW4_E_1 | -3.74 |
| 1/3/2011 4:05 | N | R_LH2SES_1 | 22.78 |
| 1/3/2011 4:05 | N | R_PB2SES_1 | -4.25 |
| 1/3/2011 4:05 | N | R_PB2SES_2 | -4.25 |
| 1/3/2011 4:05 | N | R_PB2SES_3 | -4.25 |
| 1/3/2011 4:05 | N | R_PB2SES_4 | -4.25 |
| 1/3/2011 4:05 | N | R_PB2SES_5 | -4.25 |
| 1/3/2011 4:05 | N | AUTO_EPS_390 | 22.71 |
| 1/3/2011 4:10 | N | DC_ROAD_L_B | 21.3 |

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| 1/3/2011 4:10 | N | DC_EGPS_L_A | 16.86 |
| 1/3/2011 4:10 | N | H_HOLLOW_E_1 | -0.47 |
| 1/3/2011 4:10 | N | HHOLLOW4_E_1 | -0.47 |
| 1/3/2011 4:10 | N | R_LH2SES_1 | 22.68 |
| 1/3/2011 4:10 | N | R_PB2SES_1 | -0.93 |
| 1/3/2011 4:10 | N | R_PB2SES_2 | -0.93 |
| 1/3/2011 4:10 | N | R_PB2SES_3 | -0.93 |
| 1/3/2011 4:10 | N | R_PB2SES_4 | -0.93 |
| 1/3/2011 4:10 | N | R_PB2SES_5 | -0.93 |
| 1/3/2011 4:10 | N | AUTO_EPS_390 | 22.61 |
| 1/3/2011 4:15 | N | DC_ROAD_L_B | 21.46 |
| 1/3/2011 4:15 | N | DC_EGPS_L_A | 16.31 |
| 1/3/2011 4:15 | N | H_HOLLOW_E_1 | -3.76 |
| 1/3/2011 4:15 | N | HHOLLOW4_E_1 | -3.76 |
| 1/3/2011 4:15 | N | R_LH2SES_1 | 23.06 |
| 1/3/2011 4:15 | N | R_PB2SES_1 | -4.29 |
| 1/3/2011 4:15 | N | R_PB2SES_2 | -4.29 |
| 1/3/2011 4:15 | N | R_PB2SES_3 | -4.29 |
| 1/3/2011 4:15 | N | R_PB2SES_4 | -4.29 |
| 1/3/2011 4:15 | N | R_PB2SES_5 | -4.29 |
| 1/3/2011 4:15 | N | AUTO_EPS_390 | 22.98 |
| 1/3/2011 4:20 | N | DC_ROAD_L_B | 21.57 |
| 1/3/2011 4:20 | N | DC_EGPS_L_A | 16.4 |
| 1/3/2011 4:20 | N | H_HOLLOW_E_1 | -3.78 |
| 1/3/2011 4:20 | N | HHOLLOW4_E_1 | -3.78 |
| 1/3/2011 4:20 | N | R_LH2SES_1 | 23.18 |
| 1/3/2011 4:20 | N | R_PB2SES_1 | -4.31 |
| 1/3/2011 4:20 | N | R_PB2SES_2 | -4.31 |
| 1/3/2011 4:20 | N | R_PB2SES_3 | -4.31 |
| 1/3/2011 4:20 | N | R_PB2SES_4 | -4.31 |
| 1/3/2011 4:20 | N | R_PB2SES_5 | -4.31 |
| 1/3/2011 4:20 | N | AUTO_EPS_390 | 23.11 |
| 1/3/2011 4:25 | N | DC_ROAD_L_B | 21.65 |
| 1/3/2011 4:25 | N | DC_EGPS_L_A | 16.12 |
| 1/3/2011 4:25 | N | H_HOLLOW_E_1 | -5.45 |
| 1/3/2011 4:25 | N | HHOLLOW4_E_1 | -5.45 |
| 1/3/2011 4:25 | N | R_LH2SES_1 | 23.37 |
| 1/3/2011 4:25 | N | R_PB2SES_1 | -6.01 |
| 1/3/2011 4:25 | N | R_PB2SES_2 | -6.01 |
| 1/3/2011 4:25 | N | R_PB2SES_3 | -6.01 |
| 1/3/2011 4:25 | N | R_PB2SES_4 | -6.01 |
| 1/3/2011 4:25 | N | R_PB2SES_5 | -6.01 |
| 1/3/2011 4:25 | N | AUTO_EPS_390 | 23.29 |
| 1/3/2011 4:30 | N | DC_ROAD_L_B | 21.83 |
| 1/3/2011 4:30 | N | DC_EGPS_L_A | 16.26 |
| 1/3/2011 4:30 | N | H_HOLLOW_E_1 | -5.44 |
| 1/3/2011 4:30 | N | HHOLLOW4_E_1 | -5.44 |

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| 1/3/2011 4:30 | N | R_LH2SES_1 | 23.56 |
| 1/3/2011 4:30 | N | R_PB2SES_1 | -6.01 |
| 1/3/2011 4:30 | N | R_PB2SES_2 | -6.01 |
| 1/3/2011 4:30 | N | R_PB2SES_3 | -6.01 |
| 1/3/2011 4:30 | N | R_PB2SES_4 | -6.01 |
| 1/3/2011 4:30 | N | R_PB2SES_5 | -6.01 |
| 1/3/2011 4:30 | N | AUTO_EPS_390 | 23.48 |
| 1/3/2011 4:35 | N | DC_ROAD_L_B | 21.55 |
| 1/3/2011 4:35 | N | DC_EGPS_L_A | 16.05 |
| 1/3/2011 4:35 | N | H_HOLLOW_E_1 | -5.45 |
| 1/3/2011 4:35 | N | HHOLLOW4_E_1 | -5.45 |
| 1/3/2011 4:35 | N | R_LH2SES_1 | 23.27 |
| 1/3/2011 4:35 | N | R_PB2SES_1 | -6.01 |
| 1/3/2011 4:35 | N | R_PB2SES_2 | -6.01 |
| 1/3/2011 4:35 | N | R_PB2SES_3 | -6.01 |
| 1/3/2011 4:35 | N | R_PB2SES_4 | -6.01 |
| 1/3/2011 4:35 | N | R_PB2SES_5 | -6.01 |
| 1/3/2011 4:35 | N | AUTO_EPS_390 | 23.19 |
| 1/3/2011 4:40 | N | DC_ROAD_L_B | 21.95 |
| 1/3/2011 4:40 | N | DC_EGPS_L_A | 17.38 |
| 1/3/2011 4:40 | N | H_HOLLOW_E_1 | -0.47 |
| 1/3/2011 4:40 | N | HHOLLOW4_E_1 | -0.47 |
| 1/3/2011 4:40 | N | R_LH2SES_1 | 23.37 |
| 1/3/2011 4:40 | N | R_PB2SES_1 | -0.93 |
| 1/3/2011 4:40 | N | R_PB2SES_2 | -0.93 |
| 1/3/2011 4:40 | N | R_PB2SES_3 | -0.93 |
| 1/3/2011 4:40 | N | R_PB2SES_4 | -0.93 |
| 1/3/2011 4:40 | N | R_PB2SES_5 | -0.93 |
| 1/3/2011 4:40 | N | AUTO_EPS_390 | 23.3 |
| 1/3/2011 4:45 | N | DC_ROAD_L_B | 20.91 |
| 1/3/2011 4:45 | N | DC_EGPS_L_A | 16.56 |
| 1/3/2011 4:45 | N | H_HOLLOW_E_1 | -0.43 |
| 1/3/2011 4:45 | N | HHOLLOW4_E_1 | -0.43 |
| 1/3/2011 4:45 | N | R_LH2SES_1 | 22.26 |
| 1/3/2011 4:45 | N | R_PB2SES_1 | -0.87 |
| 1/3/2011 4:45 | N | R_PB2SES_2 | -0.87 |
| 1/3/2011 4:45 | N | R_PB2SES_3 | -0.87 |
| 1/3/2011 4:45 | N | R_PB2SES_4 | -0.87 |
| 1/3/2011 4:45 | N | R_PB2SES_5 | -0.87 |
| 1/3/2011 4:45 | N | AUTO_EPS_390 | 22.19 |
| 1/3/2011 4:50 | N | DC_ROAD_L_B | 20.77 |
| 1/3/2011 4:50 | N | DC_EGPS_L_A | 16.46 |
| 1/3/2011 4:50 | N | H_HOLLOW_E_1 | -0.43 |
| 1/3/2011 4:50 | N | HHOLLOW4_E_1 | -0.43 |
| 1/3/2011 4:50 | N | R_LH2SES_1 | 22.12 |
| 1/3/2011 4:50 | N | R_PB2SES_1 | -0.87 |
| 1/3/2011 4:50 | N | R_PB2SES_2 | -0.87 |

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|---|---|---|---|
| 1/3/2011 4:50 | N | R_PB2SES_3 | -0.87 |
| 1/3/2011 4:50 | N | R_PB2SES_4 | -0.87 |
| 1/3/2011 4:50 | N | R_PB2SES_5 | -0.87 |
| 1/3/2011 4:50 | N | AUTO_EPS_390 | 22.05 |
| 1/3/2011 4:55 | N | DC_ROAD_L_B | 21.03 |
| 1/3/2011 4:55 | N | DC_EGPS_L_A | 16.81 |
| 1/3/2011 4:55 | N | H_HOLLOW_E_1 | 0.27 |
| 1/3/2011 4:55 | N | HHOLLOW4_E_1 | 0.27 |
| 1/3/2011 4:55 | N | R_LH2SES_1 | 22.35 |
| 1/3/2011 4:55 | N | R_PB2SES_1 | -0.16 |
| 1/3/2011 4:55 | N | R_PB2SES_2 | -0.16 |
| 1/3/2011 4:55 | N | R_PB2SES_3 | -0.16 |
| 1/3/2011 4:55 | N | R_PB2SES_4 | -0.16 |
| 1/3/2011 4:55 | N | R_PB2SES_5 | -0.16 |
| 1/3/2011 4:55 | N | AUTO_EPS_390 | 22.29 |
| 1/3/2011 5:00 | N | DC_ROAD_L_B | 21.03 |
| 1/3/2011 5:00 | N | DC_EGPS_L_A | 16.65 |
| 1/3/2011 5:00 | N | H_HOLLOW_E_1 | -0.43 |
| 1/3/2011 5:00 | N | HHOLLOW4_E_1 | -0.43 |
| 1/3/2011 5:00 | N | R_LH2SES_1 | 22.39 |
| 1/3/2011 5:00 | N | R_PB2SES_1 | -0.88 |
| 1/3/2011 5:00 | N | R_PB2SES_2 | -0.88 |
| 1/3/2011 5:00 | N | R_PB2SES_3 | -0.88 |
| 1/3/2011 5:00 | N | R_PB2SES_4 | -0.88 |
| 1/3/2011 5:00 | N | R_PB2SES_5 | -0.88 |
| 1/3/2011 5:00 | N | AUTO_EPS_390 | 22.33 |
| 1/3/2011 5:05 | N | DC_ROAD_L_B | 21.1 |
| 1/3/2011 5:05 | N | DC_EGPS_L_A | 16.7 |
| 1/3/2011 5:05 | N | H_HOLLOW_E_1 | -0.43 |
| 1/3/2011 5:05 | N | HHOLLOW4_E_1 | -0.43 |
| 1/3/2011 5:05 | N | R_LH2SES_1 | 22.47 |
| 1/3/2011 5:05 | N | R_PB2SES_1 | -0.88 |
| 1/3/2011 5:05 | N | R_PB2SES_2 | -0.88 |
| 1/3/2011 5:05 | N | R_PB2SES_3 | -0.88 |
| 1/3/2011 5:05 | N | R_PB2SES_4 | -0.88 |
| 1/3/2011 5:05 | N | R_PB2SES_5 | -0.88 |
| 1/3/2011 5:05 | N | AUTO_EPS_390 | 22.4 |
| 1/3/2011 5:10 | N | DC_ROAD_L_B | 21.37 |
| 1/3/2011 5:10 | N | DC_EGPS_L_A | 16.96 |
| 1/3/2011 5:10 | N | H_HOLLOW_E_1 | -0.22 |
| 1/3/2011 5:10 | N | HHOLLOW4_E_1 | -0.22 |
| 1/3/2011 5:10 | N | R_LH2SES_1 | 22.74 |
| 1/3/2011 5:10 | N | R_PB2SES_1 | -0.66 |
| 1/3/2011 5:10 | N | R_PB2SES_2 | -0.66 |
| 1/3/2011 5:10 | N | R_PB2SES_3 | -0.66 |
| 1/3/2011 5:10 | N | R_PB2SES_4 | -0.66 |
| 1/3/2011 5:10 | N | R_PB2SES_5 | -0.66 |

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| 1/3/2011 5:10 | N | AUTO_EPS_390 | 22.67 |
| 1/3/2011 5:15 | N | DC_ROAD_L_B | 21.72 |
| 1/3/2011 5:15 | N | DC_EGPS_L_A | 17.19 |
| 1/3/2011 5:15 | N | H_HOLLOW_E_1 | -0.45 |
| 1/3/2011 5:15 | N | HHOLLOW4_E_1 | -0.45 |
| 1/3/2011 5:15 | N | R_LH2SES_1 | 23.13 |
| 1/3/2011 5:15 | N | R_PB2SES_1 | -0.91 |
| 1/3/2011 5:15 | N | R_PB2SES_2 | -0.91 |
| 1/3/2011 5:15 | N | R_PB2SES_3 | -0.91 |
| 1/3/2011 5:15 | N | R_PB2SES_4 | -0.91 |
| 1/3/2011 5:15 | N | R_PB2SES_5 | -0.91 |
| 1/3/2011 5:15 | N | AUTO_EPS_390 | 23.06 |
| 1/3/2011 5:20 | N | DC_ROAD_L_B | 21.94 |
| 1/3/2011 5:20 | N | DC_EGPS_L_A | 17.37 |
| 1/3/2011 5:20 | N | H_HOLLOW_E_1 | -0.46 |
| 1/3/2011 5:20 | N | HHOLLOW4_E_1 | -0.46 |
| 1/3/2011 5:20 | N | R_LH2SES_1 | 23.36 |
| 1/3/2011 5:20 | N | R_PB2SES_1 | -0.92 |
| 1/3/2011 5:20 | N | R_PB2SES_2 | -0.92 |
| 1/3/2011 5:20 | N | R_PB2SES_3 | -0.92 |
| 1/3/2011 5:20 | N | R_PB2SES_4 | -0.92 |
| 1/3/2011 5:20 | N | R_PB2SES_5 | -0.92 |
| 1/3/2011 5:20 | N | AUTO_EPS_390 | 23.3 |
| 1/3/2011 5:25 | N | DC_ROAD_L_B | 22.42 |
| 1/3/2011 5:25 | N | DC_EGPS_L_A | 17.74 |
| 1/3/2011 5:25 | N | H_HOLLOW_E_1 | -0.46 |
| 1/3/2011 5:25 | N | HHOLLOW4_E_1 | -0.46 |
| 1/3/2011 5:25 | N | R_LH2SES_1 | 23.87 |
| 1/3/2011 5:25 | N | R_PB2SES_1 | -0.94 |
| 1/3/2011 5:25 | N | R_PB2SES_2 | -0.94 |
| 1/3/2011 5:25 | N | R_PB2SES_3 | -0.94 |
| 1/3/2011 5:25 | N | R_PB2SES_4 | -0.94 |
| 1/3/2011 5:25 | N | R_PB2SES_5 | -0.94 |
| 1/3/2011 5:25 | N | AUTO_EPS_390 | 23.8 |
| 1/3/2011 5:30 | N | DC_ROAD_L_B | 23.11 |
| 1/3/2011 5:30 | N | DC_EGPS_L_A | 18.29 |
| 1/3/2011 5:30 | N | H_HOLLOW_E_1 | -0.48 |
| 1/3/2011 5:30 | N | HHOLLOW4_E_1 | -0.48 |
| 1/3/2011 5:30 | N | R_LH2SES_1 | 24.6 |
| 1/3/2011 5:30 | N | R_PB2SES_1 | -0.97 |
| 1/3/2011 5:30 | N | R_PB2SES_2 | -0.97 |
| 1/3/2011 5:30 | N | R_PB2SES_3 | -0.97 |
| 1/3/2011 5:30 | N | R_PB2SES_4 | -0.97 |
| 1/3/2011 5:30 | N | R_PB2SES_5 | -0.97 |
| 1/3/2011 5:30 | N | AUTO_EPS_390 | 24.53 |
| 1/3/2011 5:35 | N | DC_ROAD_L_B | 23.7 |
| 1/3/2011 5:35 | N | DC_EGPS_L_A | 18.76 |

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| 1/3/2011 5:35 | N | H_HOLLOW_E_1 | -0.49 |
| 1/3/2011 5:35 | N | HHOLLOW4_E_1 | -0.49 |
| 1/3/2011 5:35 | N | R_LH2SES_1 | 25.24 |
| 1/3/2011 5:35 | N | R_PB2SES_1 | -0.99 |
| 1/3/2011 5:35 | N | R_PB2SES_2 | -0.99 |
| 1/3/2011 5:35 | N | R_PB2SES_3 | -0.99 |
| 1/3/2011 5:35 | N | R_PB2SES_4 | -0.99 |
| 1/3/2011 5:35 | N | R_PB2SES_5 | -0.99 |
| 1/3/2011 5:35 | N | AUTO_EPS_390 | 25.17 |
| 1/3/2011 5:40 | N | DC_ROAD_L_B | 23.6 |
| 1/3/2011 5:40 | N | DC_EGPS_L_A | 18.69 |
| 1/3/2011 5:40 | N | H_HOLLOW_E_1 | -0.45 |
| 1/3/2011 5:40 | N | HHOLLOW4_E_1 | -0.45 |
| 1/3/2011 5:40 | N | R_LH2SES_1 | 25.13 |
| 1/3/2011 5:40 | N | R_PB2SES_1 | -0.95 |
| 1/3/2011 5:40 | N | R_PB2SES_2 | -0.95 |
| 1/3/2011 5:40 | N | R_PB2SES_3 | -0.95 |
| 1/3/2011 5:40 | N | R_PB2SES_4 | -0.95 |
| 1/3/2011 5:40 | N | R_PB2SES_5 | -0.95 |
| 1/3/2011 5:40 | N | AUTO_EPS_390 | 25.06 |
| 1/3/2011 5:45 | N | DC_ROAD_L_B | 23.56 |
| 1/3/2011 5:45 | N | DC_EGPS_L_A | 18.71 |
| 1/3/2011 5:45 | N | H_HOLLOW_E_1 | -0.23 |
| 1/3/2011 5:45 | N | HHOLLOW4_E_1 | -0.23 |
| 1/3/2011 5:45 | N | R_LH2SES_1 | 25.07 |
| 1/3/2011 5:45 | N | R_PB2SES_1 | -0.72 |
| 1/3/2011 5:45 | N | R_PB2SES_2 | -0.72 |
| 1/3/2011 5:45 | N | R_PB2SES_3 | -0.72 |
| 1/3/2011 5:45 | N | R_PB2SES_4 | -0.72 |
| 1/3/2011 5:45 | N | R_PB2SES_5 | -0.72 |
| 1/3/2011 5:45 | N | AUTO_EPS_390 | 25 |
| 1/3/2011 5:50 | N | DC_ROAD_L_B | 23.2 |
| 1/3/2011 5:50 | N | DC_EGPS_L_A | 18.5 |
| 1/3/2011 5:50 | N | H_HOLLOW_E_1 | 0.14 |
| 1/3/2011 5:50 | N | HHOLLOW4_E_1 | 0.14 |
| 1/3/2011 5:50 | N | R_LH2SES_1 | 24.66 |
| 1/3/2011 5:50 | N | R_PB2SES_1 | -0.34 |
| 1/3/2011 5:50 | N | R_PB2SES_2 | -0.34 |
| 1/3/2011 5:50 | N | R_PB2SES_3 | -0.34 |
| 1/3/2011 5:50 | N | R_PB2SES_4 | -0.34 |
| 1/3/2011 5:50 | N | R_PB2SES_5 | -0.34 |
| 1/3/2011 5:50 | N | AUTO_EPS_390 | 24.59 |
| 1/3/2011 5:55 | N | DC_ROAD_L_B | 22.64 |
| 1/3/2011 5:55 | N | DC_EGPS_L_A | 18.13 |
| 1/3/2011 5:55 | N | H_HOLLOW_E_1 | 0.54 |
| 1/3/2011 5:55 | N | HHOLLOW4_E_1 | 0.54 |
| 1/3/2011 5:55 | N | R_LH2SES_1 | 24.04 |

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|---|---|---|---|
| 1/3/2011 5:55 | N | R_PB2SES_1 | 0.08 |
| 1/3/2011 5:55 | N | R_PB2SES_2 | 0.08 |
| 1/3/2011 5:55 | N | R_PB2SES_3 | 0.08 |
| 1/3/2011 5:55 | N | R_PB2SES_4 | 0.08 |
| 1/3/2011 5:55 | N | R_PB2SES_5 | 0.08 |
| 1/3/2011 5:55 | N | AUTO_EPS_390 | 23.98 |
| 1/3/2011 6:00 | N | DC_ROAD_L_B | 21.44 |
| 1/3/2011 6:00 | N | DC_EGPS_L_A | 17.16 |
| 1/3/2011 6:00 | N | H_HOLLOW_E_1 | 0.49 |
| 1/3/2011 6:00 | N | HHOLLOW4_E_1 | 0.49 |
| 1/3/2011 6:00 | N | R_LH2SES_1 | 22.77 |
| 1/3/2011 6:00 | N | R_PB2SES_1 | 0.06 |
| 1/3/2011 6:00 | N | R_PB2SES_2 | 0.06 |
| 1/3/2011 6:00 | N | R_PB2SES_3 | 0.06 |
| 1/3/2011 6:00 | N | R_PB2SES_4 | 0.06 |
| 1/3/2011 6:00 | N | R_PB2SES_5 | 0.06 |
| 1/3/2011 6:00 | N | AUTO_EPS_390 | 22.7 |
| 1/3/2011 6:03 | N | DC_ROAD_L_B | 23.14 |
| 1/3/2011 6:03 | N | DC_EGPS_L_A | 18.43 |
| 1/3/2011 6:03 | N | H_HOLLOW_E_1 | 0.08 |
| 1/3/2011 6:03 | N | HHOLLOW4_E_1 | 0.08 |
| 1/3/2011 6:03 | N | R_LH2SES_1 | 24.59 |
| 1/3/2011 6:03 | N | R_PB2SES_1 | -0.4 |
| 1/3/2011 6:03 | N | R_PB2SES_2 | -0.4 |
| 1/3/2011 6:03 | N | R_PB2SES_3 | -0.4 |
| 1/3/2011 6:03 | N | R_PB2SES_4 | -0.4 |
| 1/3/2011 6:03 | N | R_PB2SES_5 | -0.4 |
| 1/3/2011 6:03 | N | AUTO_EPS_390 | 24.53 |
| 1/3/2011 6:04 | N | DC_ROAD_L_B | 23.29 |
| 1/3/2011 6:04 | N | DC_EGPS_L_A | 18.55 |
| 1/3/2011 6:04 | N | H_HOLLOW_E_1 | 0.08 |
| 1/3/2011 6:04 | N | HHOLLOW4_E_1 | 0.08 |
| 1/3/2011 6:04 | N | R_LH2SES_1 | 24.76 |
| 1/3/2011 6:04 | N | R_PB2SES_1 | -0.4 |
| 1/3/2011 6:04 | N | R_PB2SES_2 | -0.4 |
| 1/3/2011 6:04 | N | R_PB2SES_3 | -0.4 |
| 1/3/2011 6:04 | N | R_PB2SES_4 | -0.4 |
| 1/3/2011 6:04 | N | R_PB2SES_5 | -0.4 |
| 1/3/2011 6:04 | N | AUTO_EPS_390 | 24.69 |
| 1/3/2011 6:05 | N | DC_ROAD_L_B | 23.45 |
| 1/3/2011 6:05 | N | DC_EGPS_L_A | 18.68 |
| 1/3/2011 6:05 | N | H_HOLLOW_E_1 | 0.08 |
| 1/3/2011 6:05 | N | HHOLLOW4_E_1 | 0.08 |
| 1/3/2011 6:05 | N | R_LH2SES_1 | 24.93 |
| 1/3/2011 6:05 | N | R_PB2SES_1 | -0.4 |
| 1/3/2011 6:05 | N | R_PB2SES_2 | -0.4 |
| 1/3/2011 6:05 | N | R_PB2SES_3 | -0.4 |

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|---|---|---|---|
| 1/3/2011 6:05 | N | R_PB2SES_4 | -0.4 |
| 1/3/2011 6:05 | N | R_PB2SES_5 | -0.4 |
| 1/3/2011 6:05 | N | AUTO_EPS_390 | 24.86 |
| 1/3/2011 6:10 | N | DC_ROAD_L_B | 24.07 |
| 1/3/2011 6:10 | N | DC_EGPS_L_A | 19.07 |
| 1/3/2011 6:10 | N | H_HOLLOW_E_1 | -0.46 |
| 1/3/2011 6:10 | N | HHOLLOW4_E_1 | -0.46 |
| 1/3/2011 6:10 | N | R_LH2SES_1 | 25.62 |
| 1/3/2011 6:10 | N | R_PB2SES_1 | -0.96 |
| 1/3/2011 6:10 | N | R_PB2SES_2 | -0.96 |
| 1/3/2011 6:10 | N | R_PB2SES_3 | -0.96 |
| 1/3/2011 6:10 | N | R_PB2SES_4 | -0.96 |
| 1/3/2011 6:10 | N | R_PB2SES_5 | -0.96 |
| 1/3/2011 6:10 | N | AUTO_EPS_390 | 25.54 |
| 1/3/2011 6:15 | N | DC_ROAD_L_B | 24.87 |
| 1/3/2011 6:15 | N | DC_EGPS_L_A | 19.7 |
| 1/3/2011 6:15 | N | H_HOLLOW_E_1 | -0.51 |
| 1/3/2011 6:15 | N | HHOLLOW4_E_1 | -0.51 |
| 1/3/2011 6:15 | N | R_LH2SES_1 | 26.47 |
| 1/3/2011 6:15 | N | R_PB2SES_1 | -1.03 |
| 1/3/2011 6:15 | N | R_PB2SES_2 | -1.03 |
| 1/3/2011 6:15 | N | R_PB2SES_3 | -1.03 |
| 1/3/2011 6:15 | N | R_PB2SES_4 | -1.03 |
| 1/3/2011 6:15 | N | R_PB2SES_5 | -1.03 |
| 1/3/2011 6:15 | N | AUTO_EPS_390 | 26.4 |
| 1/3/2011 6:20 | N | DC_ROAD_L_B | 25.09 |
| 1/3/2011 6:20 | N | DC_EGPS_L_A | 19.88 |
| 1/3/2011 6:20 | N | H_HOLLOW_E_1 | -0.45 |
| 1/3/2011 6:20 | N | HHOLLOW4_E_1 | -0.45 |
| 1/3/2011 6:20 | N | R_LH2SES_1 | 26.71 |
| 1/3/2011 6:20 | N | R_PB2SES_1 | -0.97 |
| 1/3/2011 6:20 | N | R_PB2SES_2 | -0.97 |
| 1/3/2011 6:20 | N | R_PB2SES_3 | -0.97 |
| 1/3/2011 6:20 | N | R_PB2SES_4 | -0.97 |
| 1/3/2011 6:20 | N | R_PB2SES_5 | -0.97 |
| 1/3/2011 6:20 | N | AUTO_EPS_390 | 26.63 |
| 1/3/2011 6:25 | N | DC_ROAD_L_B | 24.99 |
| 1/3/2011 6:25 | N | DC_EGPS_L_A | 19.91 |
| 1/3/2011 6:25 | N | H_HOLLOW_E_1 | 0.17 |
| 1/3/2011 6:25 | N | HHOLLOW4_E_1 | 0.17 |
| 1/3/2011 6:25 | N | R_LH2SES_1 | 26.56 |
| 1/3/2011 6:25 | N | R_PB2SES_1 | -0.34 |
| 1/3/2011 6:25 | N | R_PB2SES_2 | -0.34 |
| 1/3/2011 6:25 | N | R_PB2SES_3 | -0.34 |
| 1/3/2011 6:25 | N | R_PB2SES_4 | -0.34 |
| 1/3/2011 6:25 | N | R_PB2SES_5 | -0.34 |
| 1/3/2011 6:25 | N | AUTO_EPS_390 | 26.48 |

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| 1/3/2011 6:30 | N | DC_ROAD_L_B | 24.65 |
| 1/3/2011 6:30 | N | DC_EGPS_L_A | 19.73 |
| 1/3/2011 6:30 | N | H_HOLLOW_E_1 | 0.57 |
| 1/3/2011 6:30 | N | HHOLLOW4_E_1 | 0.57 |
| 1/3/2011 6:30 | N | R_LH2SES_1 | 26.17 |
| 1/3/2011 6:30 | N | R_PB2SES_1 | 0.08 |
| 1/3/2011 6:30 | N | R_PB2SES_2 | 0.08 |
| 1/3/2011 6:30 | N | R_PB2SES_3 | 0.08 |
| 1/3/2011 6:30 | N | R_PB2SES_4 | 0.08 |
| 1/3/2011 6:30 | N | R_PB2SES_5 | 0.08 |
| 1/3/2011 6:30 | N | AUTO_EPS_390 | 26.1 |
| 1/3/2011 7:17 | N | DC_EGPS_L_A | 27.2 |
| 1/3/2011 7:17 | N | H_HOLLOW_E_1 | 27.55 |
| 1/3/2011 7:17 | N | HHOLLOW4_E_1 | 27.55 |
| 1/3/2011 7:17 | N | R_LH2SES_1 | 27.48 |
| 1/3/2011 7:17 | N | R_PB2SES_1 | 25.32 |
| 1/3/2011 7:17 | N | R_PB2SES_2 | 25.32 |
| 1/3/2011 7:17 | N | R_PB2SES_3 | 25.32 |
| 1/3/2011 7:17 | N | R_PB2SES_4 | 25.32 |
| 1/3/2011 7:17 | N | R_PB2SES_5 | 25.32 |
| 1/3/2011 7:17 | N | AUTO_EPS_390 | 27.47 |
| 1/3/2011 7:20 | N | DC_EGPS_L_A | 27.2 |
| 1/3/2011 7:20 | N | H_HOLLOW_E_1 | 27.56 |
| 1/3/2011 7:20 | N | HHOLLOW4_E_1 | 27.56 |
| 1/3/2011 7:20 | N | R_LH2SES_1 | 27.48 |
| 1/3/2011 7:20 | N | R_PB2SES_1 | 25.32 |
| 1/3/2011 7:20 | N | R_PB2SES_2 | 25.32 |
| 1/3/2011 7:20 | N | R_PB2SES_3 | 25.32 |
| 1/3/2011 7:20 | N | R_PB2SES_4 | 25.32 |
| 1/3/2011 7:20 | N | R_PB2SES_5 | 25.32 |
| 1/3/2011 7:20 | N | AUTO_EPS_390 | 27.48 |
| 1/3/2011 7:25 | N | DC_EGPS_L_A | 27.19 |
| 1/3/2011 7:25 | N | H_HOLLOW_E_1 | 27.55 |
| 1/3/2011 7:25 | N | HHOLLOW4_E_1 | 27.55 |
| 1/3/2011 7:25 | N | R_LH2SES_1 | 27.47 |
| 1/3/2011 7:25 | N | R_PB2SES_1 | 25.37 |
| 1/3/2011 7:25 | N | R_PB2SES_2 | 25.37 |
| 1/3/2011 7:25 | N | R_PB2SES_3 | 25.37 |
| 1/3/2011 7:25 | N | R_PB2SES_4 | 25.37 |
| 1/3/2011 7:25 | N | R_PB2SES_5 | 25.37 |
| 1/3/2011 7:25 | N | AUTO_EPS_390 | 27.47 |
| 1/3/2011 7:30 | N | DC_EGPS_L_A | 27.19 |
| 1/3/2011 7:30 | N | H_HOLLOW_E_1 | 27.55 |
| 1/3/2011 7:30 | N | HHOLLOW4_E_1 | 27.55 |
| 1/3/2011 7:30 | N | R_LH2SES_1 | 27.47 |
| 1/3/2011 7:30 | N | R_PB2SES_1 | 25.37 |
| 1/3/2011 7:30 | N | R_PB2SES_2 | 25.37 |

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| 1/3/2011 7:30 | N | R_PB2SES_3 | 25.37 |
| 1/3/2011 7:30 | N | R_PB2SES_4 | 25.37 |
| 1/3/2011 7:30 | N | R_PB2SES_5 | 25.37 |
| 1/3/2011 7:30 | N | AUTO_EPS_390 | 27.47 |
| 1/3/2011 7:35 | N | DC_EGPS_L_A | 27.1 |
| 1/3/2011 7:35 | N | H_HOLLOW_E_1 | 27.46 |
| 1/3/2011 7:35 | N | HHOLLOW4_E_1 | 27.46 |
| 1/3/2011 7:35 | N | R_LH2SES_1 | 27.38 |
| 1/3/2011 7:35 | N | R_PB2SES_1 | 25.29 |
| 1/3/2011 7:35 | N | R_PB2SES_2 | 25.29 |
| 1/3/2011 7:35 | N | R_PB2SES_3 | 25.29 |
| 1/3/2011 7:35 | N | R_PB2SES_4 | 25.29 |
| 1/3/2011 7:35 | N | R_PB2SES_5 | 25.29 |
| 1/3/2011 7:35 | N | AUTO_EPS_390 | 27.38 |
| 1/3/2011 7:40 | N | DC_EGPS_L_A | 27.06 |
| 1/3/2011 7:40 | N | H_HOLLOW_E_1 | 27.41 |
| 1/3/2011 7:40 | N | HHOLLOW4_E_1 | 27.41 |
| 1/3/2011 7:40 | N | R_LH2SES_1 | 27.33 |
| 1/3/2011 7:40 | N | R_PB2SES_1 | 25.24 |
| 1/3/2011 7:40 | N | R_PB2SES_2 | 25.24 |
| 1/3/2011 7:40 | N | R_PB2SES_3 | 25.24 |
| 1/3/2011 7:40 | N | R_PB2SES_4 | 25.24 |
| 1/3/2011 7:40 | N | R_PB2SES_5 | 25.24 |
| 1/3/2011 7:40 | N | AUTO_EPS_390 | 27.33 |
| 1/3/2011 7:55 | N | DC_EGPS_L_A | 27.05 |
| 1/3/2011 7:55 | N | H_HOLLOW_E_1 | 27.4 |
| 1/3/2011 7:55 | N | HHOLLOW4_E_1 | 27.4 |
| 1/3/2011 7:55 | N | R_LH2SES_1 | 27.33 |
| 1/3/2011 7:55 | N | R_PB2SES_1 | 25.24 |
| 1/3/2011 7:55 | N | R_PB2SES_2 | 25.24 |
| 1/3/2011 7:55 | N | R_PB2SES_3 | 25.24 |
| 1/3/2011 7:55 | N | R_PB2SES_4 | 25.24 |
| 1/3/2011 7:55 | N | R_PB2SES_5 | 25.24 |
| 1/3/2011 7:55 | N | AUTO_EPS_390 | 27.33 |
| 1/3/2011 8:00 | N | DC_EGPS_L_A | 26.84 |
| 1/3/2011 8:00 | N | H_HOLLOW_E_1 | 27.2 |
| 1/3/2011 8:00 | N | HHOLLOW4_E_1 | 27.2 |
| 1/3/2011 8:00 | N | R_LH2SES_1 | 27.13 |
| 1/3/2011 8:00 | N | R_PB2SES_1 | 25.04 |
| 1/3/2011 8:00 | N | R_PB2SES_2 | 25.04 |
| 1/3/2011 8:00 | N | R_PB2SES_3 | 25.04 |
| 1/3/2011 8:00 | N | R_PB2SES_4 | 25.04 |
| 1/3/2011 8:00 | N | R_PB2SES_5 | 25.04 |
| 1/3/2011 8:00 | N | AUTO_EPS_390 | 27.12 |
| 1/3/2011 8:05 | N | DC_EGPS_L_A | 26.84 |
| 1/3/2011 8:05 | N | H_HOLLOW_E_1 | 27.2 |
| 1/3/2011 8:05 | N | HHOLLOW4_E_1 | 27.2 |

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| 1/3/2011 8:05 | N | R_LH2SES_1 | 27.12 |
| 1/3/2011 8:05 | N | R_PB2SES_1 | 25.04 |
| 1/3/2011 8:05 | N | R_PB2SES_2 | 25.04 |
| 1/3/2011 8:05 | N | R_PB2SES_3 | 25.04 |
| 1/3/2011 8:05 | N | R_PB2SES_4 | 25.04 |
| 1/3/2011 8:05 | N | R_PB2SES_5 | 25.04 |
| 1/3/2011 8:05 | N | AUTO_EPS_390 | 27.12 |
| 1/3/2011 8:10 | N | DC_EGPS_L_A | 26.8 |
| 1/3/2011 8:10 | N | H_HOLLOW_E_1 | 27.16 |
| 1/3/2011 8:10 | N | HHOLLOW4_E_1 | 27.16 |
| 1/3/2011 8:10 | N | R_LH2SES_1 | 27.09 |
| 1/3/2011 8:10 | N | R_PB2SES_1 | 25 |
| 1/3/2011 8:10 | N | R_PB2SES_2 | 25 |
| 1/3/2011 8:10 | N | R_PB2SES_3 | 25 |
| 1/3/2011 8:10 | N | R_PB2SES_4 | 25 |
| 1/3/2011 8:10 | N | R_PB2SES_5 | 25 |
| 1/3/2011 8:10 | N | AUTO_EPS_390 | 27.08 |
| 1/3/2011 8:15 | N | DC_EGPS_L_A | 26.85 |
| 1/3/2011 8:15 | N | H_HOLLOW_E_1 | 27.22 |
| 1/3/2011 8:15 | N | HHOLLOW4_E_1 | 27.22 |
| 1/3/2011 8:15 | N | R_LH2SES_1 | 27.14 |
| 1/3/2011 8:15 | N | R_PB2SES_1 | 25.05 |
| 1/3/2011 8:15 | N | R_PB2SES_2 | 25.05 |
| 1/3/2011 8:15 | N | R_PB2SES_3 | 25.05 |
| 1/3/2011 8:15 | N | R_PB2SES_4 | 25.05 |
| 1/3/2011 8:15 | N | R_PB2SES_5 | 25.05 |
| 1/3/2011 8:15 | N | AUTO_EPS_390 | 27.14 |
| 1/3/2011 8:20 | N | DC_EGPS_L_A | 26.84 |
| 1/3/2011 8:20 | N | H_HOLLOW_E_1 | 27.2 |
| 1/3/2011 8:20 | N | HHOLLOW4_E_1 | 27.2 |
| 1/3/2011 8:20 | N | R_LH2SES_1 | 27.13 |
| 1/3/2011 8:20 | N | R_PB2SES_1 | 25.04 |
| 1/3/2011 8:20 | N | R_PB2SES_2 | 25.04 |
| 1/3/2011 8:20 | N | R_PB2SES_3 | 25.04 |
| 1/3/2011 8:20 | N | R_PB2SES_4 | 25.04 |
| 1/3/2011 8:20 | N | R_PB2SES_5 | 25.04 |
| 1/3/2011 8:20 | N | AUTO_EPS_390 | 27.12 |
| 1/3/2011 8:25 | N | DC_EGPS_L_A | 26.8 |
| 1/3/2011 8:25 | N | H_HOLLOW_E_1 | 27.16 |
| 1/3/2011 8:25 | N | HHOLLOW4_E_1 | 27.16 |
| 1/3/2011 8:25 | N | R_LH2SES_1 | 27.09 |
| 1/3/2011 8:25 | N | R_PB2SES_1 | 25.01 |
| 1/3/2011 8:25 | N | R_PB2SES_2 | 25.01 |
| 1/3/2011 8:25 | N | R_PB2SES_3 | 25.01 |
| 1/3/2011 8:25 | N | R_PB2SES_4 | 25.01 |
| 1/3/2011 8:25 | N | R_PB2SES_5 | 25.01 |
| 1/3/2011 8:25 | N | AUTO_EPS_390 | 27.09 |

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| 1/3/2011 8:30 | N | DC_EGPS_L_A | 26.73 |
| 1/3/2011 8:30 | N | H_HOLLOW_E_1 | 27.09 |
| 1/3/2011 8:30 | N | HHOLLOW4_E_1 | 27.09 |
| 1/3/2011 8:30 | N | R_LH2SES_1 | 27.02 |
| 1/3/2011 8:30 | N | R_PB2SES_1 | 24.93 |
| 1/3/2011 8:30 | N | R_PB2SES_2 | 24.93 |
| 1/3/2011 8:30 | N | R_PB2SES_3 | 24.93 |
| 1/3/2011 8:30 | N | R_PB2SES_4 | 24.93 |
| 1/3/2011 8:30 | N | R_PB2SES_5 | 24.93 |
| 1/3/2011 8:30 | N | AUTO_EPS_390 | 27.01 |
| 1/3/2011 8:40 | N | DC_EGPS_L_A | 26.63 |
| 1/3/2011 8:40 | N | H_HOLLOW_E_1 | 26.99 |
| 1/3/2011 8:40 | N | HHOLLOW4_E_1 | 26.99 |
| 1/3/2011 8:40 | N | R_LH2SES_1 | 26.91 |
| 1/3/2011 8:40 | N | R_PB2SES_1 | 24.83 |
| 1/3/2011 8:40 | N | R_PB2SES_2 | 24.83 |
| 1/3/2011 8:40 | N | R_PB2SES_3 | 24.83 |
| 1/3/2011 8:40 | N | R_PB2SES_4 | 24.83 |
| 1/3/2011 8:40 | N | R_PB2SES_5 | 24.83 |
| 1/3/2011 8:40 | N | AUTO_EPS_390 | 26.91 |
| 1/3/2011 8:45 | N | DC_EGPS_L_A | 26.55 |
| 1/3/2011 8:45 | N | H_HOLLOW_E_1 | 26.91 |
| 1/3/2011 8:45 | N | HHOLLOW4_E_1 | 26.91 |
| 1/3/2011 8:45 | N | R_LH2SES_1 | 26.83 |
| 1/3/2011 8:45 | N | R_PB2SES_1 | 24.76 |
| 1/3/2011 8:45 | N | R_PB2SES_2 | 24.76 |
| 1/3/2011 8:45 | N | R_PB2SES_3 | 24.76 |
| 1/3/2011 8:45 | N | R_PB2SES_4 | 24.76 |
| 1/3/2011 8:45 | N | R_PB2SES_5 | 24.76 |
| 1/3/2011 8:45 | N | AUTO_EPS_390 | 26.83 |
| 1/3/2011 8:50 | N | DC_EGPS_L_A | 26.54 |
| 1/3/2011 8:50 | N | H_HOLLOW_E_1 | 26.9 |
| 1/3/2011 8:50 | N | HHOLLOW4_E_1 | 26.9 |
| 1/3/2011 8:50 | N | R_LH2SES_1 | 26.82 |
| 1/3/2011 8:50 | N | R_PB2SES_1 | 24.74 |
| 1/3/2011 8:50 | N | R_PB2SES_2 | 24.74 |
| 1/3/2011 8:50 | N | R_PB2SES_3 | 24.74 |
| 1/3/2011 8:50 | N | R_PB2SES_4 | 24.74 |
| 1/3/2011 8:50 | N | R_PB2SES_5 | 24.74 |
| 1/3/2011 8:50 | N | AUTO_EPS_390 | 26.82 |
| 1/3/2011 8:55 | N | DC_EGPS_L_A | 26.39 |
| 1/3/2011 8:55 | N | H_HOLLOW_E_1 | 26.75 |
| 1/3/2011 8:55 | N | HHOLLOW4_E_1 | 26.75 |
| 1/3/2011 8:55 | N | R_LH2SES_1 | 26.67 |
| 1/3/2011 8:55 | N | R_PB2SES_1 | 24.6 |
| 1/3/2011 8:55 | N | R_PB2SES_2 | 24.6 |
| 1/3/2011 8:55 | N | R_PB2SES_3 | 24.6 |

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| 1/3/2011 8:55 | N | R_PB2SES_4 | 24.6 |
| 1/3/2011 8:55 | N | R_PB2SES_5 | 24.6 |
| 1/3/2011 8:55 | N | AUTO_EPS_390 | 26.67 |
| 1/3/2011 9:00 | N | DC_EGPS_L_A | 26.23 |
| 1/3/2011 9:00 | N | H_HOLLOW_E_1 | 26.59 |
| 1/3/2011 9:00 | N | HHOLLOW4_E_1 | 26.59 |
| 1/3/2011 9:00 | N | R_LH2SES_1 | 26.52 |
| 1/3/2011 9:00 | N | R_PB2SES_1 | 24.45 |
| 1/3/2011 9:00 | N | R_PB2SES_2 | 24.45 |
| 1/3/2011 9:00 | N | R_PB2SES_3 | 24.45 |
| 1/3/2011 9:00 | N | R_PB2SES_4 | 24.45 |
| 1/3/2011 9:00 | N | R_PB2SES_5 | 24.45 |
| 1/3/2011 9:00 | N | AUTO_EPS_390 | 26.51 |
| 1/3/2011 9:05 | N | DC_EGPS_L_A | 26.35 |
| 1/3/2011 9:05 | N | H_HOLLOW_E_1 | 26.71 |
| 1/3/2011 9:05 | N | HHOLLOW4_E_1 | 26.71 |
| 1/3/2011 9:05 | N | R_LH2SES_1 | 26.63 |
| 1/3/2011 9:05 | N | R_PB2SES_1 | 24.57 |
| 1/3/2011 9:05 | N | R_PB2SES_2 | 24.57 |
| 1/3/2011 9:05 | N | R_PB2SES_3 | 24.57 |
| 1/3/2011 9:05 | N | R_PB2SES_4 | 24.57 |
| 1/3/2011 9:05 | N | R_PB2SES_5 | 24.57 |
| 1/3/2011 9:05 | N | AUTO_EPS_390 | 26.63 |
| 1/3/2011 18:45 | N | DC_ROAD_L_B | 30.38 |
| 1/3/2011 18:45 | N | DC_EGPS_L_A | 29.68 |
| 1/3/2011 18:45 | N | H_HOLLOW_E_1 | 27.54 |
| 1/3/2011 18:45 | N | HHOLLOW4_E_1 | 27.54 |
| 1/3/2011 18:45 | N | R_LH2SES_1 | 27.26 |
| 1/3/2011 18:45 | N | R_PB2SES_1 | 27.57 |
| 1/3/2011 18:45 | N | R_PB2SES_2 | 27.57 |
| 1/3/2011 18:45 | N | R_PB2SES_3 | 27.57 |
| 1/3/2011 18:45 | N | R_PB2SES_4 | 27.57 |
| 1/3/2011 18:45 | N | R_PB2SES_5 | 27.57 |
| 1/3/2011 18:45 | N | AUTO_EPS_390 | 27.19 |
| 1/3/2011 18:50 | N | DC_ROAD_L_B | 30.41 |
| 1/3/2011 18:50 | N | DC_EGPS_L_A | 29.59 |
| 1/3/2011 18:50 | N | H_HOLLOW_E_1 | 27.07 |
| 1/3/2011 18:50 | N | HHOLLOW4_E_1 | 27.07 |
| 1/3/2011 18:50 | N | R_LH2SES_1 | 26.74 |
| 1/3/2011 18:50 | N | R_PB2SES_1 | 27.1 |
| 1/3/2011 18:50 | N | R_PB2SES_2 | 27.1 |
| 1/3/2011 18:50 | N | R_PB2SES_3 | 27.1 |
| 1/3/2011 18:50 | N | R_PB2SES_4 | 27.1 |
| 1/3/2011 18:50 | N | R_PB2SES_5 | 27.1 |
| 1/3/2011 18:50 | N | AUTO_EPS_390 | 26.65 |
| 1/3/2011 18:55 | N | DC_ROAD_L_B | 30.71 |
| 1/3/2011 18:55 | N | DC_EGPS_L_A | 29.82 |

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| 1/3/2011 18:55 | N | H_HOLLOW_E_1 | 27.06 |
| 1/3/2011 18:55 | N | HHOLLOW4_E_1 | 27.06 |
| 1/3/2011 18:55 | N | R_LH2SES_1 | 26.7 |
| 1/3/2011 18:55 | N | R_PB2SES_1 | 27.09 |
| 1/3/2011 18:55 | N | R_PB2SES_2 | 27.09 |
| 1/3/2011 18:55 | N | R_PB2SES_3 | 27.09 |
| 1/3/2011 18:55 | N | R_PB2SES_4 | 27.09 |
| 1/3/2011 18:55 | N | R_PB2SES_5 | 27.09 |
| 1/3/2011 18:55 | N | AUTO_EPS_390 | 26.61 |
| 1/3/2011 19:00 | N | DC_ROAD_L_B | 29.56 |
| 1/3/2011 19:00 | N | DC_EGPS_L_A | 28.98 |
| 1/3/2011 19:00 | N | H_HOLLOW_E_1 | 27.18 |
| 1/3/2011 19:00 | N | HHOLLOW4_E_1 | 27.18 |
| 1/3/2011 19:00 | N | R_LH2SES_1 | 26.96 |
| 1/3/2011 19:00 | N | R_PB2SES_1 | 27.2 |
| 1/3/2011 19:00 | N | R_PB2SES_2 | 27.2 |
| 1/3/2011 19:00 | N | R_PB2SES_3 | 27.2 |
| 1/3/2011 19:00 | N | R_PB2SES_4 | 27.2 |
| 1/3/2011 19:00 | N | R_PB2SES_5 | 27.2 |
| 1/3/2011 19:00 | N | AUTO_EPS_390 | 26.89 |
| 1/3/2011 19:05 | N | DC_ROAD_L_B | 28.99 |
| 1/3/2011 19:05 | N | DC_EGPS_L_A | 28.52 |
| 1/3/2011 19:05 | N | H_HOLLOW_E_1 | 27.04 |
| 1/3/2011 19:05 | N | HHOLLOW4_E_1 | 27.04 |
| 1/3/2011 19:05 | N | R_LH2SES_1 | 26.86 |
| 1/3/2011 19:05 | N | R_PB2SES_1 | 27.06 |
| 1/3/2011 19:05 | N | R_PB2SES_2 | 27.06 |
| 1/3/2011 19:05 | N | R_PB2SES_3 | 27.06 |
| 1/3/2011 19:05 | N | R_PB2SES_4 | 27.06 |
| 1/3/2011 19:05 | N | R_PB2SES_5 | 27.06 |
| 1/3/2011 19:05 | N | AUTO_EPS_390 | 26.81 |
| 1/3/2011 19:10 | N | DC_ROAD_L_B | 29.34 |
| 1/3/2011 19:10 | N | DC_EGPS_L_A | 28.66 |
| 1/3/2011 19:10 | N | H_HOLLOW_E_1 | 26.53 |
| 1/3/2011 19:10 | N | HHOLLOW4_E_1 | 26.53 |
| 1/3/2011 19:10 | N | R_LH2SES_1 | 26.26 |
| 1/3/2011 19:10 | N | R_PB2SES_1 | 26.55 |
| 1/3/2011 19:10 | N | R_PB2SES_2 | 26.55 |
| 1/3/2011 19:10 | N | R_PB2SES_3 | 26.55 |
| 1/3/2011 19:10 | N | R_PB2SES_4 | 26.55 |
| 1/3/2011 19:10 | N | R_PB2SES_5 | 26.55 |
| 1/3/2011 19:10 | N | AUTO_EPS_390 | 26.19 |
| 1/3/2011 19:15 | N | DC_ROAD_L_B | 30.38 |
| 1/3/2011 19:15 | N | DC_EGPS_L_A | 29.01 |
| 1/3/2011 19:15 | N | H_HOLLOW_E_1 | 24.69 |
| 1/3/2011 19:15 | N | HHOLLOW4_E_1 | 24.69 |
| 1/3/2011 19:15 | N | R_LH2SES_1 | 24.14 |

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| 1/3/2011 19:15 | N | R_PB2SES_1 | 24.73 |
| 1/3/2011 19:15 | N | R_PB2SES_2 | 24.73 |
| 1/3/2011 19:15 | N | R_PB2SES_3 | 24.73 |
| 1/3/2011 19:15 | N | R_PB2SES_4 | 24.73 |
| 1/3/2011 19:15 | N | R_PB2SES_5 | 24.73 |
| 1/3/2011 19:15 | N | AUTO_EPS_390 | 24 |
| 1/3/2011 19:20 | N | DC_ROAD_L_B | 29.96 |
| 1/3/2011 19:20 | N | DC_EGPS_L_A | 28.68 |
| 1/3/2011 19:20 | N | H_HOLLOW_E_1 | 24.67 |
| 1/3/2011 19:20 | N | HHOLLOW4_E_1 | 24.67 |
| 1/3/2011 19:20 | N | R_LH2SES_1 | 24.16 |
| 1/3/2011 19:20 | N | R_PB2SES_1 | 24.71 |
| 1/3/2011 19:20 | N | R_PB2SES_2 | 24.71 |
| 1/3/2011 19:20 | N | R_PB2SES_3 | 24.71 |
| 1/3/2011 19:20 | N | R_PB2SES_4 | 24.71 |
| 1/3/2011 19:20 | N | R_PB2SES_5 | 24.71 |
| 1/3/2011 19:20 | N | AUTO_EPS_390 | 24.02 |
| 1/3/2011 19:25 | N | DC_ROAD_L_B | 29.34 |
| 1/3/2011 19:25 | N | DC_EGPS_L_A | 28.09 |
| 1/3/2011 19:25 | N | H_HOLLOW_E_1 | 24.17 |
| 1/3/2011 19:25 | N | HHOLLOW4_E_1 | 24.17 |
| 1/3/2011 19:25 | N | R_LH2SES_1 | 23.67 |
| 1/3/2011 19:25 | N | R_PB2SES_1 | 24.21 |
| 1/3/2011 19:25 | N | R_PB2SES_2 | 24.21 |
| 1/3/2011 19:25 | N | R_PB2SES_3 | 24.21 |
| 1/3/2011 19:25 | N | R_PB2SES_4 | 24.21 |
| 1/3/2011 19:25 | N | R_PB2SES_5 | 24.21 |
| 1/3/2011 19:25 | N | AUTO_EPS_390 | 23.54 |
| 1/3/2011 19:30 | N | DC_ROAD_L_B | 28.61 |
| 1/3/2011 19:30 | N | DC_EGPS_L_A | 27.64 |
| 1/3/2011 19:30 | N | H_HOLLOW_E_1 | 24.6 |
| 1/3/2011 19:30 | N | HHOLLOW4_E_1 | 24.6 |
| 1/3/2011 19:30 | N | R_LH2SES_1 | 24.22 |
| 1/3/2011 19:30 | N | R_PB2SES_1 | 24.63 |
| 1/3/2011 19:30 | N | R_PB2SES_2 | 24.63 |
| 1/3/2011 19:30 | N | R_PB2SES_3 | 24.63 |
| 1/3/2011 19:30 | N | R_PB2SES_4 | 24.63 |
| 1/3/2011 19:30 | N | R_PB2SES_5 | 24.63 |
| 1/3/2011 19:30 | N | AUTO_EPS_390 | 24.11 |
| 1/3/2011 19:31 | N | DC_ROAD_L_B | 27.01 |
| 1/3/2011 19:31 | N | DC_EGPS_L_A | 21.6 |
| 1/3/2011 19:31 | N | H_HOLLOW_E_1 | 1.87 |
| 1/3/2011 19:31 | N | HHOLLOW4_E_1 | 1.87 |
| 1/3/2011 19:31 | N | R_LH2SES_1 | 23.81 |
| 1/3/2011 19:31 | N | R_PB2SES_1 | 1.46 |
| 1/3/2011 19:31 | N | R_PB2SES_2 | 1.46 |
| 1/3/2011 19:31 | N | R_PB2SES_3 | 1.46 |

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| 1/3/2011 19:31 | N | R_PB2SES_4 | 1.46 |
| 1/3/2011 19:31 | N | R_PB2SES_5 | 1.46 |
| 1/3/2011 19:31 | N | AUTO_EPS_390 | 23.64 |
| 1/3/2011 19:35 | N | DC_ROAD_L_B | 25.43 |
| 1/3/2011 19:35 | N | DC_EGPS_L_A | 20.13 |
| 1/3/2011 19:35 | N | H_HOLLOW_E_1 | 0.56 |
| 1/3/2011 19:35 | N | HHOLLOW4_E_1 | 0.56 |
| 1/3/2011 19:35 | N | R_LH2SES_1 | 24.06 |
| 1/3/2011 19:35 | N | R_PB2SES_1 | 0.12 |
| 1/3/2011 19:35 | N | R_PB2SES_2 | 0.12 |
| 1/3/2011 19:35 | N | R_PB2SES_3 | 0.12 |
| 1/3/2011 19:35 | N | R_PB2SES_4 | 0.12 |
| 1/3/2011 19:35 | N | R_PB2SES_5 | 0.12 |
| 1/3/2011 19:35 | N | AUTO_EPS_390 | 23.92 |
| 1/3/2011 19:40 | N | DC_ROAD_L_B | 27.39 |
| 1/3/2011 19:40 | N | DC_EGPS_L_A | 21.6 |
| 1/3/2011 19:40 | N | H_HOLLOW_E_1 | 0.28 |
| 1/3/2011 19:40 | N | HHOLLOW4_E_1 | 0.28 |
| 1/3/2011 19:40 | N | R_LH2SES_1 | 23.92 |
| 1/3/2011 19:40 | N | R_PB2SES_1 | -0.15 |
| 1/3/2011 19:40 | N | R_PB2SES_2 | -0.15 |
| 1/3/2011 19:40 | N | R_PB2SES_3 | -0.15 |
| 1/3/2011 19:40 | N | R_PB2SES_4 | -0.15 |
| 1/3/2011 19:40 | N | R_PB2SES_5 | -0.15 |
| 1/3/2011 19:40 | N | AUTO_EPS_390 | 23.73 |
| 1/3/2011 19:45 | N | DC_ROAD_L_B | 28.73 |
| 1/3/2011 19:45 | N | DC_EGPS_L_A | 22.48 |
| 1/3/2011 19:45 | N | H_HOLLOW_E_1 | -0.46 |
| 1/3/2011 19:45 | N | HHOLLOW4_E_1 | -0.46 |
| 1/3/2011 19:45 | N | R_LH2SES_1 | 23.96 |
| 1/3/2011 19:45 | N | R_PB2SES_1 | -0.91 |
| 1/3/2011 19:45 | N | R_PB2SES_2 | -0.91 |
| 1/3/2011 19:45 | N | R_PB2SES_3 | -0.91 |
| 1/3/2011 19:45 | N | R_PB2SES_4 | -0.91 |
| 1/3/2011 19:45 | N | R_PB2SES_5 | -0.91 |
| 1/3/2011 19:45 | N | AUTO_EPS_390 | 23.74 |
| 1/3/2011 19:50 | N | DC_ROAD_L_B | 28.98 |
| 1/3/2011 19:50 | N | DC_EGPS_L_A | 22.63 |
| 1/3/2011 19:50 | N | H_HOLLOW_E_1 | -0.68 |
| 1/3/2011 19:50 | N | HHOLLOW4_E_1 | -0.68 |
| 1/3/2011 19:50 | N | R_LH2SES_1 | 23.92 |
| 1/3/2011 19:50 | N | R_PB2SES_1 | -1.13 |
| 1/3/2011 19:50 | N | R_PB2SES_2 | -1.13 |
| 1/3/2011 19:50 | N | R_PB2SES_3 | -1.13 |
| 1/3/2011 19:50 | N | R_PB2SES_4 | -1.13 |
| 1/3/2011 19:50 | N | R_PB2SES_5 | -1.13 |
| 1/3/2011 19:50 | N | AUTO_EPS_390 | 23.69 |

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| 1/3/2011 19:55 | N | DC_ROAD_L_B | 28.36 |
| 1/3/2011 19:55 | N | DC_EGPS_L_A | 22.18 |
| 1/3/2011 19:55 | N | H_HOLLOW_E_1 | -0.46 |
| 1/3/2011 19:55 | N | HHOLLOW4_E_1 | -0.46 |
| 1/3/2011 19:55 | N | R_LH2SES_1 | 23.94 |
| 1/3/2011 19:55 | N | R_PB2SES_1 | -0.91 |
| 1/3/2011 19:55 | N | R_PB2SES_2 | -0.91 |
| 1/3/2011 19:55 | N | R_PB2SES_3 | -0.91 |
| 1/3/2011 19:55 | N | R_PB2SES_4 | -0.91 |
| 1/3/2011 19:55 | N | R_PB2SES_5 | -0.91 |
| 1/3/2011 19:55 | N | AUTO_EPS_390 | 23.73 |
| 1/3/2011 20:00 | N | DC_ROAD_L_B | 26.09 |
| 1/3/2011 20:00 | N | DC_EGPS_L_A | 20.43 |
| 1/3/2011 20:00 | N | H_HOLLOW_E_1 | -0.47 |
| 1/3/2011 20:00 | N | HHOLLOW4_E_1 | -0.47 |
| 1/3/2011 20:00 | N | R_LH2SES_1 | 23.94 |
| 1/3/2011 20:00 | N | R_PB2SES_1 | -0.92 |
| 1/3/2011 20:00 | N | R_PB2SES_2 | -0.92 |
| 1/3/2011 20:00 | N | R_PB2SES_3 | -0.92 |
| 1/3/2011 20:00 | N | R_PB2SES_4 | -0.92 |
| 1/3/2011 20:00 | N | R_PB2SES_5 | -0.92 |
| 1/3/2011 20:00 | N | AUTO_EPS_390 | 23.79 |
| 1/3/2011 20:05 | N | DC_ROAD_L_B | 26.84 |
| 1/3/2011 20:05 | N | DC_EGPS_L_A | 21 |
| 1/3/2011 20:05 | N | H_HOLLOW_E_1 | -0.47 |
| 1/3/2011 20:05 | N | HHOLLOW4_E_1 | -0.47 |
| 1/3/2011 20:05 | N | R_LH2SES_1 | 23.81 |
| 1/3/2011 20:05 | N | R_PB2SES_1 | -0.92 |
| 1/3/2011 20:05 | N | R_PB2SES_2 | -0.92 |
| 1/3/2011 20:05 | N | R_PB2SES_3 | -0.92 |
| 1/3/2011 20:05 | N | R_PB2SES_4 | -0.92 |
| 1/3/2011 20:05 | N | R_PB2SES_5 | -0.92 |
| 1/3/2011 20:05 | N | AUTO_EPS_390 | 23.63 |
| 1/3/2011 20:10 | N | DC_ROAD_L_B | 28.01 |
| 1/3/2011 20:10 | N | DC_EGPS_L_A | 21.72 |
| 1/3/2011 20:10 | N | H_HOLLOW_E_1 | -1.38 |
| 1/3/2011 20:10 | N | HHOLLOW4_E_1 | -1.38 |
| 1/3/2011 20:10 | N | R_LH2SES_1 | 23.88 |
| 1/3/2011 20:10 | N | R_PB2SES_1 | -1.84 |
| 1/3/2011 20:10 | N | R_PB2SES_2 | -1.84 |
| 1/3/2011 20:10 | N | R_PB2SES_3 | -1.84 |
| 1/3/2011 20:10 | N | R_PB2SES_4 | -1.84 |
| 1/3/2011 20:10 | N | R_PB2SES_5 | -1.84 |
| 1/3/2011 20:10 | N | AUTO_EPS_390 | 23.68 |
| 1/3/2011 20:15 | N | DC_ROAD_L_B | 25.32 |
| 1/3/2011 20:15 | N | DC_EGPS_L_A | 18.83 |
| 1/3/2011 20:15 | N | H_HOLLOW_E_1 | -5.44 |

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| 1/3/2011 20:15 | N | HHOLLOW4_E_1 | -5.44 |
| 1/3/2011 20:15 | N | R_LH2SES_1 | 24.55 |
| 1/3/2011 20:15 | N | R_PB2SES_1 | -6.01 |
| 1/3/2011 20:15 | N | R_PB2SES_2 | -6.01 |
| 1/3/2011 20:15 | N | R_PB2SES_3 | -6.01 |
| 1/3/2011 20:15 | N | R_PB2SES_4 | -6.01 |
| 1/3/2011 20:15 | N | R_PB2SES_5 | -6.01 |
| 1/3/2011 20:15 | N | AUTO_EPS_390 | 24.4 |
| 1/3/2011 20:20 | N | DC_ROAD_L_B | 25.4 |
| 1/3/2011 20:20 | N | DC_EGPS_L_A | 18.89 |
| 1/3/2011 20:20 | N | H_HOLLOW_E_1 | -5.44 |
| 1/3/2011 20:20 | N | HHOLLOW4_E_1 | -5.44 |
| 1/3/2011 20:20 | N | R_LH2SES_1 | 24.36 |
| 1/3/2011 20:20 | N | R_PB2SES_1 | -6.01 |
| 1/3/2011 20:20 | N | R_PB2SES_2 | -6.01 |
| 1/3/2011 20:20 | N | R_PB2SES_3 | -6.01 |
| 1/3/2011 20:20 | N | R_PB2SES_4 | -6.01 |
| 1/3/2011 20:20 | N | R_PB2SES_5 | -6.01 |
| 1/3/2011 20:20 | N | AUTO_EPS_390 | 24.21 |
| 1/3/2011 20:25 | N | DC_ROAD_L_B | 25.23 |
| 1/3/2011 20:25 | N | DC_EGPS_L_A | 18.71 |
| 1/3/2011 20:25 | N | H_HOLLOW_E_1 | -5.44 |
| 1/3/2011 20:25 | N | HHOLLOW4_E_1 | -5.44 |
| 1/3/2011 20:25 | N | R_LH2SES_1 | 24.28 |
| 1/3/2011 20:25 | N | R_PB2SES_1 | -6.01 |
| 1/3/2011 20:25 | N | R_PB2SES_2 | -6.01 |
| 1/3/2011 20:25 | N | R_PB2SES_3 | -6.01 |
| 1/3/2011 20:25 | N | R_PB2SES_4 | -6.01 |
| 1/3/2011 20:25 | N | R_PB2SES_5 | -6.01 |
| 1/3/2011 20:25 | N | AUTO_EPS_390 | 24.12 |
| 1/3/2011 20:30 | N | DC_ROAD_L_B | 23.22 |
| 1/3/2011 20:30 | N | DC_EGPS_L_A | 17.99 |
| 1/3/2011 20:30 | N | H_HOLLOW_E_1 | -1.36 |
| 1/3/2011 20:30 | N | HHOLLOW4_E_1 | -1.36 |
| 1/3/2011 20:30 | N | R_LH2SES_1 | 23.96 |
| 1/3/2011 20:30 | N | R_PB2SES_1 | -1.85 |
| 1/3/2011 20:30 | N | R_PB2SES_2 | -1.85 |
| 1/3/2011 20:30 | N | R_PB2SES_3 | -1.85 |
| 1/3/2011 20:30 | N | R_PB2SES_4 | -1.85 |
| 1/3/2011 20:30 | N | R_PB2SES_5 | -1.85 |
| 1/3/2011 20:30 | N | AUTO_EPS_390 | 23.86 |
| 1/3/2011 20:35 | N | DC_ROAD_L_B | 23.12 |
| 1/3/2011 20:35 | N | DC_EGPS_L_A | 18.1 |
| 1/3/2011 20:35 | N | H_HOLLOW_E_1 | -0.47 |
| 1/3/2011 20:35 | N | HHOLLOW4_E_1 | -0.47 |
| 1/3/2011 20:35 | N | R_LH2SES_1 | 23.7 |
| 1/3/2011 20:35 | N | R_PB2SES_1 | -0.93 |

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| 1/3/2011 20:35 | N | R_PB2SES_2 | -0.93 |
| 1/3/2011 20:35 | N | R_PB2SES_3 | -0.93 |
| 1/3/2011 20:35 | N | R_PB2SES_4 | -0.93 |
| 1/3/2011 20:35 | N | R_PB2SES_5 | -0.93 |
| 1/3/2011 20:35 | N | AUTO_EPS_390 | 23.61 |
| 1/3/2011 20:40 | N | DC_ROAD_L_B | 23.15 |
| 1/3/2011 20:40 | N | DC_EGPS_L_A | 18.14 |
| 1/3/2011 20:40 | N | H_HOLLOW_E_1 | -0.47 |
| 1/3/2011 20:40 | N | HHOLLOW4_E_1 | -0.47 |
| 1/3/2011 20:40 | N | R_LH2SES_1 | 23.88 |
| 1/3/2011 20:40 | N | R_PB2SES_1 | -0.94 |
| 1/3/2011 20:40 | N | R_PB2SES_2 | -0.94 |
| 1/3/2011 20:40 | N | R_PB2SES_3 | -0.94 |
| 1/3/2011 20:40 | N | R_PB2SES_4 | -0.94 |
| 1/3/2011 20:40 | N | R_PB2SES_5 | -0.94 |
| 1/3/2011 20:40 | N | AUTO_EPS_390 | 23.79 |
| 1/3/2011 20:45 | N | DC_ROAD_L_B | 23.01 |
| 1/3/2011 20:45 | N | DC_EGPS_L_A | 17.6 |
| 1/3/2011 20:45 | N | H_HOLLOW_E_1 | -2.66 |
| 1/3/2011 20:45 | N | HHOLLOW4_E_1 | -2.66 |
| 1/3/2011 20:45 | N | R_LH2SES_1 | 23.9 |
| 1/3/2011 20:45 | N | R_PB2SES_1 | -3.17 |
| 1/3/2011 20:45 | N | R_PB2SES_2 | -3.17 |
| 1/3/2011 20:45 | N | R_PB2SES_3 | -3.17 |
| 1/3/2011 20:45 | N | R_PB2SES_4 | -3.17 |
| 1/3/2011 20:45 | N | R_PB2SES_5 | -3.17 |
| 1/3/2011 20:45 | N | AUTO_EPS_390 | 23.81 |
| 1/3/2011 20:50 | N | DC_ROAD_L_B | 22.35 |
| 1/3/2011 20:50 | N | DC_EGPS_L_A | 15.64 |
| 1/3/2011 20:50 | N | H_HOLLOW_E_1 | -9.62 |
| 1/3/2011 20:50 | N | HHOLLOW4_E_1 | -9.62 |
| 1/3/2011 20:50 | N | R_LH2SES_1 | 23.84 |
| 1/3/2011 20:50 | N | R_PB2SES_1 | -10.27 |
| 1/3/2011 20:50 | N | R_PB2SES_2 | -10.27 |
| 1/3/2011 20:50 | N | R_PB2SES_3 | -10.27 |
| 1/3/2011 20:50 | N | R_PB2SES_4 | -10.27 |
| 1/3/2011 20:50 | N | R_PB2SES_5 | -10.27 |
| 1/3/2011 20:50 | N | AUTO_EPS_390 | 23.73 |
| 1/3/2011 20:55 | N | DC_ROAD_L_B | 22.75 |
| 1/3/2011 20:55 | N | DC_EGPS_L_A | 15.91 |
| 1/3/2011 20:55 | N | H_HOLLOW_E_1 | -9.89 |
| 1/3/2011 20:55 | N | HHOLLOW4_E_1 | -9.89 |
| 1/3/2011 20:55 | N | R_LH2SES_1 | 23.8 |
| 1/3/2011 20:55 | N | R_PB2SES_1 | -10.54 |
| 1/3/2011 20:55 | N | R_PB2SES_2 | -10.54 |
| 1/3/2011 20:55 | N | R_PB2SES_3 | -10.54 |
| 1/3/2011 20:55 | N | R_PB2SES_4 | -10.54 |

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| 1/3/2011 20:55 | N | R_PB2SES_5 | -10.54 |
| 1/3/2011 20:55 | N | AUTO_EPS_390 | 23.68 |
| 1/3/2011 21:00 | N | DC_ROAD_L_B | 22.47 |
| 1/3/2011 21:00 | N | DC_EGPS_L_A | 15.66 |
| 1/3/2011 21:00 | N | H_HOLLOW_E_1 | -9.84 |
| 1/3/2011 21:00 | N | HHOLLOW4_E_1 | -9.84 |
| 1/3/2011 21:00 | N | R_LH2SES_1 | 23.62 |
| 1/3/2011 21:00 | N | R_PB2SES_1 | -10.49 |
| 1/3/2011 21:00 | N | R_PB2SES_2 | -10.49 |
| 1/3/2011 21:00 | N | R_PB2SES_3 | -10.49 |
| 1/3/2011 21:00 | N | R_PB2SES_4 | -10.49 |
| 1/3/2011 21:00 | N | R_PB2SES_5 | -10.49 |
| 1/3/2011 21:00 | N | AUTO_EPS_390 | 23.5 |
| 1/3/2011 21:05 | N | DC_ROAD_L_B | 21.88 |
| 1/3/2011 21:05 | N | DC_EGPS_L_A | 16 |
| 1/3/2011 21:05 | N | H_HOLLOW_E_1 | -5.52 |
| 1/3/2011 21:05 | N | HHOLLOW4_E_1 | -5.52 |
| 1/3/2011 21:05 | N | R_LH2SES_1 | 20.45 |
| 1/3/2011 21:05 | N | R_PB2SES_1 | -6.01 |
| 1/3/2011 21:05 | N | R_PB2SES_2 | -6.01 |
| 1/3/2011 21:05 | N | R_PB2SES_3 | -6.01 |
| 1/3/2011 21:05 | N | R_PB2SES_4 | -6.01 |
| 1/3/2011 21:05 | N | R_PB2SES_5 | -6.01 |
| 1/3/2011 21:05 | N | AUTO_EPS_390 | 20.3 |
| 1/3/2011 21:10 | N | DC_ROAD_L_B | 19.75 |
| 1/3/2011 21:10 | N | DC_EGPS_L_A | 15.29 |
| 1/3/2011 21:10 | N | H_HOLLOW_E_1 | -0.52 |
| 1/3/2011 21:10 | N | HHOLLOW4_E_1 | -0.52 |
| 1/3/2011 21:10 | N | R_LH2SES_1 | 15.34 |
| 1/3/2011 21:10 | N | R_PB2SES_1 | -0.8 |
| 1/3/2011 21:10 | N | R_PB2SES_2 | -0.8 |
| 1/3/2011 21:10 | N | R_PB2SES_3 | -0.8 |
| 1/3/2011 21:10 | N | R_PB2SES_4 | -0.8 |
| 1/3/2011 21:10 | N | R_PB2SES_5 | -0.8 |
| 1/3/2011 21:10 | N | AUTO_EPS_390 | 15.17 |
| 1/3/2011 21:15 | N | DC_ROAD_L_B | 20.4 |
| 1/3/2011 21:15 | N | DC_EGPS_L_A | 15.8 |
| 1/3/2011 21:15 | N | H_HOLLOW_E_1 | -0.52 |
| 1/3/2011 21:15 | N | HHOLLOW4_E_1 | -0.52 |
| 1/3/2011 21:15 | N | R_LH2SES_1 | 15.98 |
| 1/3/2011 21:15 | N | R_PB2SES_1 | -0.81 |
| 1/3/2011 21:15 | N | R_PB2SES_2 | -0.81 |
| 1/3/2011 21:15 | N | R_PB2SES_3 | -0.81 |
| 1/3/2011 21:15 | N | R_PB2SES_4 | -0.81 |
| 1/3/2011 21:15 | N | R_PB2SES_5 | -0.81 |
| 1/3/2011 21:15 | N | AUTO_EPS_390 | 15.81 |
| 1/3/2011 21:20 | N | DC_ROAD_L_B | 20.08 |

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| 1/3/2011 21:20 | N | DC_EGPS_L_A | 15.59 |
| 1/3/2011 21:20 | N | H_HOLLOW_E_1 | -0.5 |
| 1/3/2011 21:20 | N | HHOLLOW4_E_1 | -0.5 |
| 1/3/2011 21:20 | N | R_LH2SES_1 | 16.56 |
| 1/3/2011 21:20 | N | R_PB2SES_1 | -0.81 |
| 1/3/2011 21:20 | N | R_PB2SES_2 | -0.81 |
| 1/3/2011 21:20 | N | R_PB2SES_3 | -0.81 |
| 1/3/2011 21:20 | N | R_PB2SES_4 | -0.81 |
| 1/3/2011 21:20 | N | R_PB2SES_5 | -0.81 |
| 1/3/2011 21:20 | N | AUTO_EPS_390 | 16.4 |
| 1/3/2011 21:25 | N | DC_ROAD_L_B | 21.24 |
| 1/3/2011 21:25 | N | DC_EGPS_L_A | 15.59 |
| 1/3/2011 21:25 | N | H_HOLLOW_E_1 | -5.48 |
| 1/3/2011 21:25 | N | HHOLLOW4_E_1 | -5.48 |
| 1/3/2011 21:25 | N | R_LH2SES_1 | 21.74 |
| 1/3/2011 21:25 | N | R_PB2SES_1 | -6.01 |
| 1/3/2011 21:25 | N | R_PB2SES_2 | -6.01 |
| 1/3/2011 21:25 | N | R_PB2SES_3 | -6.01 |
| 1/3/2011 21:25 | N | R_PB2SES_4 | -6.01 |
| 1/3/2011 21:25 | N | R_PB2SES_5 | -6.01 |
| 1/3/2011 21:25 | N | AUTO_EPS_390 | 21.64 |
| 1/3/2011 21:30 | N | DC_ROAD_L_B | 21.15 |
| 1/3/2011 21:30 | N | DC_EGPS_L_A | 14.62 |
| 1/3/2011 21:30 | N | H_HOLLOW_E_1 | -9.83 |
| 1/3/2011 21:30 | N | HHOLLOW4_E_1 | -9.83 |
| 1/3/2011 21:30 | N | R_LH2SES_1 | 22.34 |
| 1/3/2011 21:30 | N | R_PB2SES_1 | -10.46 |
| 1/3/2011 21:30 | N | R_PB2SES_2 | -10.46 |
| 1/3/2011 21:30 | N | R_PB2SES_3 | -10.46 |
| 1/3/2011 21:30 | N | R_PB2SES_4 | -10.46 |
| 1/3/2011 21:30 | N | R_PB2SES_5 | -10.46 |
| 1/3/2011 21:30 | N | AUTO_EPS_390 | 22.23 |
| 1/3/2011 21:35 | N | DC_ROAD_L_B | 20.04 |
| 1/3/2011 21:35 | N | DC_EGPS_L_A | 15 |
| 1/3/2011 21:35 | N | H_HOLLOW_E_1 | -3.52 |
| 1/3/2011 21:35 | N | HHOLLOW4_E_1 | -3.52 |
| 1/3/2011 21:35 | N | R_LH2SES_1 | 20.67 |
| 1/3/2011 21:35 | N | R_PB2SES_1 | -3.98 |
| 1/3/2011 21:35 | N | R_PB2SES_2 | -3.98 |
| 1/3/2011 21:35 | N | R_PB2SES_3 | -3.98 |
| 1/3/2011 21:35 | N | R_PB2SES_4 | -3.98 |
| 1/3/2011 21:35 | N | R_PB2SES_5 | -3.98 |
| 1/3/2011 21:35 | N | AUTO_EPS_390 | 20.58 |
| 1/3/2011 21:40 | N | DC_ROAD_L_B | 18.88 |
| 1/3/2011 21:40 | N | DC_EGPS_L_A | 14.64 |
| 1/3/2011 21:40 | N | H_HOLLOW_E_1 | -0.51 |
| 1/3/2011 21:40 | N | HHOLLOW4_E_1 | -0.51 |

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| 1/3/2011 21:40 | N | R_LH2SES_1 | 16.02 |
| 1/3/2011 21:40 | N | R_PB2SES_1 | -0.81 |
| 1/3/2011 21:40 | N | R_PB2SES_2 | -0.81 |
| 1/3/2011 21:40 | N | R_PB2SES_3 | -0.81 |
| 1/3/2011 21:40 | N | R_PB2SES_4 | -0.81 |
| 1/3/2011 21:40 | N | R_PB2SES_5 | -0.81 |
| 1/3/2011 21:40 | N | AUTO_EPS_390 | 15.88 |
| 1/3/2011 21:45 | N | DC_ROAD_L_B | 19.4 |
| 1/3/2011 21:45 | N | DC_EGPS_L_A | 14.53 |
| 1/3/2011 21:45 | N | H_HOLLOW_E_1 | -3.44 |
| 1/3/2011 21:45 | N | HHOLLOW4_E_1 | -3.44 |
| 1/3/2011 21:45 | N | R_LH2SES_1 | 21.12 |
| 1/3/2011 21:45 | N | R_PB2SES_1 | -3.92 |
| 1/3/2011 21:45 | N | R_PB2SES_2 | -3.92 |
| 1/3/2011 21:45 | N | R_PB2SES_3 | -3.92 |
| 1/3/2011 21:45 | N | R_PB2SES_4 | -3.92 |
| 1/3/2011 21:45 | N | R_PB2SES_5 | -3.92 |
| 1/3/2011 21:45 | N | AUTO_EPS_390 | 21.05 |
| 1/3/2011 21:50 | N | DC_ROAD_L_B | 19.26 |
| 1/3/2011 21:50 | N | DC_EGPS_L_A | 14.44 |
| 1/3/2011 21:50 | N | H_HOLLOW_E_1 | -3.41 |
| 1/3/2011 21:50 | N | HHOLLOW4_E_1 | -3.41 |
| 1/3/2011 21:50 | N | R_LH2SES_1 | 20.66 |
| 1/3/2011 21:50 | N | R_PB2SES_1 | -3.88 |
| 1/3/2011 21:50 | N | R_PB2SES_2 | -3.88 |
| 1/3/2011 21:50 | N | R_PB2SES_3 | -3.88 |
| 1/3/2011 21:50 | N | R_PB2SES_4 | -3.88 |
| 1/3/2011 21:50 | N | R_PB2SES_5 | -3.88 |
| 1/3/2011 21:50 | N | AUTO_EPS_390 | 20.58 |
| 1/3/2011 21:55 | N | DC_ROAD_L_B | 19.01 |
| 1/3/2011 21:55 | N | DC_EGPS_L_A | 14.14 |
| 1/3/2011 21:55 | N | H_HOLLOW_E_1 | -3.38 |
| 1/3/2011 21:55 | N | HHOLLOW4_E_1 | -3.38 |
| 1/3/2011 21:55 | N | R_LH2SES_1 | 15.85 |
| 1/3/2011 21:55 | N | R_PB2SES_1 | -3.73 |
| 1/3/2011 21:55 | N | R_PB2SES_2 | -3.73 |
| 1/3/2011 21:55 | N | R_PB2SES_3 | -3.73 |
| 1/3/2011 21:55 | N | R_PB2SES_4 | -3.73 |
| 1/3/2011 21:55 | N | R_PB2SES_5 | -3.73 |
| 1/3/2011 21:55 | N | AUTO_EPS_390 | 15.69 |
| 1/3/2011 22:00 | N | DC_ROAD_L_B | 19.5 |
| 1/3/2011 22:00 | N | DC_EGPS_L_A | 15.22 |
| 1/3/2011 22:00 | N | H_HOLLOW_E_1 | -0.49 |
| 1/3/2011 22:00 | N | HHOLLOW4_E_1 | -0.49 |
| 1/3/2011 22:00 | N | R_LH2SES_1 | 19.24 |
| 1/3/2011 22:00 | N | R_PB2SES_1 | -0.87 |
| 1/3/2011 22:00 | N | R_PB2SES_2 | -0.87 |

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| 1/3/2011 22:00 | N | R_PB2SES_3 | -0.87 |
| 1/3/2011 22:00 | N | R_PB2SES_4 | -0.87 |
| 1/3/2011 22:00 | N | R_PB2SES_5 | -0.87 |
| 1/3/2011 22:00 | N | AUTO_EPS_390 | 19.14 |
| 1/3/2011 22:05 | N | DC_ROAD_L_B | 20.19 |
| 1/3/2011 22:05 | N | DC_EGPS_L_A | 15.83 |
| 1/3/2011 22:05 | N | H_HOLLOW_E_1 | -0.39 |
| 1/3/2011 22:05 | N | HHOLLOW4_E_1 | -0.39 |
| 1/3/2011 22:05 | N | R_LH2SES_1 | 21.74 |
| 1/3/2011 22:05 | N | R_PB2SES_1 | -0.83 |
| 1/3/2011 22:05 | N | R_PB2SES_2 | -0.83 |
| 1/3/2011 22:05 | N | R_PB2SES_3 | -0.83 |
| 1/3/2011 22:05 | N | R_PB2SES_4 | -0.83 |
| 1/3/2011 22:05 | N | R_PB2SES_5 | -0.83 |
| 1/3/2011 22:05 | N | AUTO_EPS_390 | 21.68 |
| 1/3/2011 22:10 | N | DC_ROAD_L_B | 20.56 |
| 1/3/2011 22:10 | N | DC_EGPS_L_A | 16.09 |
| 1/3/2011 22:10 | N | H_HOLLOW_E_1 | -0.4 |
| 1/3/2011 22:10 | N | HHOLLOW4_E_1 | -0.4 |
| 1/3/2011 22:10 | N | R_LH2SES_1 | 21.77 |
| 1/3/2011 22:10 | N | R_PB2SES_1 | -0.83 |
| 1/3/2011 22:10 | N | R_PB2SES_2 | -0.83 |
| 1/3/2011 22:10 | N | R_PB2SES_3 | -0.83 |
| 1/3/2011 22:10 | N | R_PB2SES_4 | -0.83 |
| 1/3/2011 22:10 | N | R_PB2SES_5 | -0.83 |
| 1/3/2011 22:10 | N | AUTO_EPS_390 | 21.7 |
| 1/3/2011 22:15 | N | DC_ROAD_L_B | 21.06 |
| 1/3/2011 22:15 | N | DC_EGPS_L_A | 16.61 |
| 1/3/2011 22:15 | N | H_HOLLOW_E_1 | 0.08 |
| 1/3/2011 22:15 | N | HHOLLOW4_E_1 | 0.08 |
| 1/3/2011 22:15 | N | R_LH2SES_1 | 22.61 |
| 1/3/2011 22:15 | N | R_PB2SES_1 | -0.36 |
| 1/3/2011 22:15 | N | R_PB2SES_2 | -0.36 |
| 1/3/2011 22:15 | N | R_PB2SES_3 | -0.36 |
| 1/3/2011 22:15 | N | R_PB2SES_4 | -0.36 |
| 1/3/2011 22:15 | N | R_PB2SES_5 | -0.36 |
| 1/3/2011 22:15 | N | AUTO_EPS_390 | 22.55 |
| 1/3/2011 22:20 | N | DC_ROAD_L_B | 20.79 |
| 1/3/2011 22:20 | N | DC_EGPS_L_A | 16.39 |
| 1/3/2011 22:20 | N | H_HOLLOW_E_1 | 0.03 |
| 1/3/2011 22:20 | N | HHOLLOW4_E_1 | 0.03 |
| 1/3/2011 22:20 | N | R_LH2SES_1 | 22.35 |
| 1/3/2011 22:20 | N | R_PB2SES_1 | -0.41 |
| 1/3/2011 22:20 | N | R_PB2SES_2 | -0.41 |
| 1/3/2011 22:20 | N | R_PB2SES_3 | -0.41 |
| 1/3/2011 22:20 | N | R_PB2SES_4 | -0.41 |
| 1/3/2011 22:20 | N | R_PB2SES_5 | -0.41 |

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| 1/3/2011 22:20 | N | AUTO_EPS_390 | 22.29 |
| 1/3/2011 22:25 | N | DC_ROAD_L_B | 19.24 |
| 1/3/2011 22:25 | N | DC_EGPS_L_A | 15.02 |
| 1/3/2011 22:25 | N | H_HOLLOW_E_1 | -0.11 |
| 1/3/2011 22:25 | N | HHOLLOW4_E_1 | -0.11 |
| 1/3/2011 22:25 | N | R_LH2SES_1 | 16.24 |
| 1/3/2011 22:25 | N | R_PB2SES_1 | -0.41 |
| 1/3/2011 22:25 | N | R_PB2SES_2 | -0.41 |
| 1/3/2011 22:25 | N | R_PB2SES_3 | -0.41 |
| 1/3/2011 22:25 | N | R_PB2SES_4 | -0.41 |
| 1/3/2011 22:25 | N | R_PB2SES_5 | -0.41 |
| 1/3/2011 22:25 | N | AUTO_EPS_390 | 16.1 |
| 1/3/2011 22:30 | N | DC_ROAD_L_B | 17.82 |
| 1/3/2011 22:30 | N | DC_EGPS_L_A | 13.93 |
| 1/3/2011 22:30 | N | H_HOLLOW_E_1 | 0.9 |
| 1/3/2011 22:30 | N | HHOLLOW4_E_1 | 0.9 |
| 1/3/2011 22:30 | N | R_LH2SES_1 | 6.99 |
| 1/3/2011 22:30 | N | R_PB2SES_1 | 0.84 |
| 1/3/2011 22:30 | N | R_PB2SES_2 | 0.84 |
| 1/3/2011 22:30 | N | R_PB2SES_3 | 0.84 |
| 1/3/2011 22:30 | N | R_PB2SES_4 | 0.84 |
| 1/3/2011 22:30 | N | R_PB2SES_5 | 0.84 |
| 1/3/2011 22:30 | N | AUTO_EPS_390 | 6.7 |
| 1/3/2011 22:35 | N | DC_ROAD_L_B | 18.45 |
| 1/3/2011 22:35 | N | DC_EGPS_L_A | 14.46 |
| 1/3/2011 22:35 | N | H_HOLLOW_E_1 | -0.06 |
| 1/3/2011 22:35 | N | HHOLLOW4_E_1 | -0.06 |
| 1/3/2011 22:35 | N | R_LH2SES_1 | 16.35 |
| 1/3/2011 22:35 | N | R_PB2SES_1 | -0.37 |
| 1/3/2011 22:35 | N | R_PB2SES_2 | -0.37 |
| 1/3/2011 22:35 | N | R_PB2SES_3 | -0.37 |
| 1/3/2011 22:35 | N | R_PB2SES_4 | -0.37 |
| 1/3/2011 22:35 | N | R_PB2SES_5 | -0.37 |
| 1/3/2011 22:35 | N | AUTO_EPS_390 | 16.23 |
| 1/3/2011 22:40 | N | DC_ROAD_L_B | 18.44 |
| 1/3/2011 22:40 | N | DC_EGPS_L_A | 14.45 |
| 1/3/2011 22:40 | N | H_HOLLOW_E_1 | -0.14 |
| 1/3/2011 22:40 | N | HHOLLOW4_E_1 | -0.14 |
| 1/3/2011 22:40 | N | R_LH2SES_1 | 16.37 |
| 1/3/2011 22:40 | N | R_PB2SES_1 | -0.45 |
| 1/3/2011 22:40 | N | R_PB2SES_2 | -0.45 |
| 1/3/2011 22:40 | N | R_PB2SES_3 | -0.45 |
| 1/3/2011 22:40 | N | R_PB2SES_4 | -0.45 |
| 1/3/2011 22:40 | N | R_PB2SES_5 | -0.45 |
| 1/3/2011 22:40 | N | AUTO_EPS_390 | 16.25 |
| 1/3/2011 22:45 | N | DC_ROAD_L_B | 18.2 |
| 1/3/2011 22:45 | N | DC_EGPS_L_A | 14.38 |

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| 1/3/2011 22:45 | N | H_HOLLOW_E_1 | -0.02 |
| 1/3/2011 22:45 | N | HHOLLOW4_E_1 | -0.02 |
| 1/3/2011 22:45 | N | R_LH2SES_1 | 19.55 |
| 1/3/2011 22:45 | N | R_PB2SES_1 | -0.41 |
| 1/3/2011 22:45 | N | R_PB2SES_2 | -0.41 |
| 1/3/2011 22:45 | N | R_PB2SES_3 | -0.41 |
| 1/3/2011 22:45 | N | R_PB2SES_4 | -0.41 |
| 1/3/2011 22:45 | N | R_PB2SES_5 | -0.41 |
| 1/3/2011 22:45 | N | AUTO_EPS_390 | 19.5 |
| 1/3/2011 22:50 | N | DC_ROAD_L_B | 20.35 |
| 1/3/2011 22:50 | N | DC_EGPS_L_A | 15.33 |
| 1/3/2011 22:50 | N | H_HOLLOW_E_1 | -3.52 |
| 1/3/2011 22:50 | N | HHOLLOW4_E_1 | -3.52 |
| 1/3/2011 22:50 | N | R_LH2SES_1 | 22.13 |
| 1/3/2011 22:50 | N | R_PB2SES_1 | -4.02 |
| 1/3/2011 22:50 | N | R_PB2SES_2 | -4.02 |
| 1/3/2011 22:50 | N | R_PB2SES_3 | -4.02 |
| 1/3/2011 22:50 | N | R_PB2SES_4 | -4.02 |
| 1/3/2011 22:50 | N | R_PB2SES_5 | -4.02 |
| 1/3/2011 22:50 | N | AUTO_EPS_390 | 22.06 |
| 1/3/2011 22:55 | N | DC_ROAD_L_B | 19.43 |
| 1/3/2011 22:55 | N | DC_EGPS_L_A | 11.58 |
| 1/3/2011 22:55 | N | H_HOLLOW_E_1 | -17.72 |
| 1/3/2011 22:55 | N | HHOLLOW4_E_1 | -17.72 |
| 1/3/2011 22:55 | N | R_LH2SES_1 | 22.2 |
| 1/3/2011 22:55 | N | R_PB2SES_1 | -18.51 |
| 1/3/2011 22:55 | N | R_PB2SES_2 | -18.51 |
| 1/3/2011 22:55 | N | R_PB2SES_3 | -18.51 |
| 1/3/2011 22:55 | N | R_PB2SES_4 | -18.51 |
| 1/3/2011 22:55 | N | R_PB2SES_5 | -18.51 |
| 1/3/2011 22:55 | N | AUTO_EPS_390 | 22.09 |
| 1/3/2011 23:00 | N | DC_ROAD_L_B | 18.51 |
| 1/3/2011 23:00 | N | DC_EGPS_L_A | 14.25 |
| 1/3/2011 23:00 | N | H_HOLLOW_E_1 | -1.45 |
| 1/3/2011 23:00 | N | HHOLLOW4_E_1 | -1.45 |
| 1/3/2011 23:00 | N | R_LH2SES_1 | 20.02 |
| 1/3/2011 23:00 | N | R_PB2SES_1 | -1.88 |
| 1/3/2011 23:00 | N | R_PB2SES_2 | -1.88 |
| 1/3/2011 23:00 | N | R_PB2SES_3 | -1.88 |
| 1/3/2011 23:00 | N | R_PB2SES_4 | -1.88 |
| 1/3/2011 23:00 | N | R_PB2SES_5 | -1.88 |
| 1/3/2011 23:00 | N | AUTO_EPS_390 | 19.96 |
| 1/3/2011 23:05 | N | DC_ROAD_L_B | 19.48 |
| 1/3/2011 23:05 | N | DC_EGPS_L_A | 14.59 |
| 1/3/2011 23:05 | N | H_HOLLOW_E_1 | -3.46 |
| 1/3/2011 23:05 | N | HHOLLOW4_E_1 | -3.46 |
| 1/3/2011 23:05 | N | R_LH2SES_1 | 21.21 |

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| 1/3/2011 23:05 | N | R_PB2SES_1 | -3.95 |
| 1/3/2011 23:05 | N | R_PB2SES_2 | -3.95 |
| 1/3/2011 23:05 | N | R_PB2SES_3 | -3.95 |
| 1/3/2011 23:05 | N | R_PB2SES_4 | -3.95 |
| 1/3/2011 23:05 | N | R_PB2SES_5 | -3.95 |
| 1/3/2011 23:05 | N | AUTO_EPS_390 | 21.15 |
| 1/3/2011 23:10 | N | DC_ROAD_L_B | 15.96 |
| 1/3/2011 23:10 | N | DC_EGPS_L_A | 12.87 |
| 1/3/2011 23:10 | N | H_HOLLOW_E_1 | 1.59 |
| 1/3/2011 23:10 | N | HHOLLOW4_E_1 | 1.59 |
| 1/3/2011 23:10 | N | R_LH2SES_1 | 17.06 |
| 1/3/2011 23:10 | N | R_PB2SES_1 | 1.29 |
| 1/3/2011 23:10 | N | R_PB2SES_2 | 1.29 |
| 1/3/2011 23:10 | N | R_PB2SES_3 | 1.29 |
| 1/3/2011 23:10 | N | R_PB2SES_4 | 1.29 |
| 1/3/2011 23:10 | N | R_PB2SES_5 | 1.29 |
| 1/3/2011 23:10 | N | AUTO_EPS_390 | 17.02 |
| 1/3/2011 23:30 | N | DC_ROAD_L_B | 15.77 |
| 1/3/2011 23:30 | N | DC_EGPS_L_A | 12.41 |
| 1/3/2011 23:30 | N | H_HOLLOW_E_1 | 0.06 |
| 1/3/2011 23:30 | N | HHOLLOW4_E_1 | 0.06 |
| 1/3/2011 23:30 | N | R_LH2SES_1 | 16.96 |
| 1/3/2011 23:30 | N | R_PB2SES_1 | -0.28 |
| 1/3/2011 23:30 | N | R_PB2SES_2 | -0.28 |
| 1/3/2011 23:30 | N | R_PB2SES_3 | -0.28 |
| 1/3/2011 23:30 | N | R_PB2SES_4 | -0.28 |
| 1/3/2011 23:30 | N | R_PB2SES_5 | -0.28 |
| 1/3/2011 23:30 | N | AUTO_EPS_390 | 16.91 |
| 1/3/2011 23:35 | N | DC_ROAD_L_B | 15.9 |
| 1/3/2011 23:35 | N | DC_EGPS_L_A | 12.49 |
| 1/3/2011 23:35 | N | H_HOLLOW_E_1 | -0.08 |
| 1/3/2011 23:35 | N | HHOLLOW4_E_1 | -0.08 |
| 1/3/2011 23:35 | N | R_LH2SES_1 | 17.11 |
| 1/3/2011 23:35 | N | R_PB2SES_1 | -0.42 |
| 1/3/2011 23:35 | N | R_PB2SES_2 | -0.42 |
| 1/3/2011 23:35 | N | R_PB2SES_3 | -0.42 |
| 1/3/2011 23:35 | N | R_PB2SES_4 | -0.42 |
| 1/3/2011 23:35 | N | R_PB2SES_5 | -0.42 |
| 1/3/2011 23:35 | N | AUTO_EPS_390 | 17.06 |
| 1/3/2011 23:40 | N | DC_ROAD_L_B | 15.25 |
| 1/3/2011 23:40 | N | DC_EGPS_L_A | 12.03 |
| 1/3/2011 23:40 | N | H_HOLLOW_E_1 | 0.19 |
| 1/3/2011 23:40 | N | HHOLLOW4_E_1 | 0.19 |
| 1/3/2011 23:40 | N | R_LH2SES_1 | 16.39 |
| 1/3/2011 23:40 | N | R_PB2SES_1 | -0.13 |
| 1/3/2011 23:40 | N | R_PB2SES_2 | -0.13 |
| 1/3/2011 23:40 | N | R_PB2SES_3 | -0.13 |

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| 1/3/2011 23:40 | N | R_PB2SES_4 | -0.13 |
| 1/3/2011 23:40 | N | R_PB2SES_5 | -0.13 |
| 1/3/2011 23:40 | N | AUTO_EPS_390 | 16.35 |
| 1/3/2011 23:45 | N | DC_ROAD_L_B | 15.05 |
| 1/3/2011 23:45 | N | DC_EGPS_L_A | 11.84 |
| 1/3/2011 23:45 | N | H_HOLLOW_E_1 | 0.03 |
| 1/3/2011 23:45 | N | HHOLLOW4_E_1 | 0.03 |
| 1/3/2011 23:45 | N | R_LH2SES_1 | 16.18 |
| 1/3/2011 23:45 | N | R_PB2SES_1 | -0.29 |
| 1/3/2011 23:45 | N | R_PB2SES_2 | -0.29 |
| 1/3/2011 23:45 | N | R_PB2SES_3 | -0.29 |
| 1/3/2011 23:45 | N | R_PB2SES_4 | -0.29 |
| 1/3/2011 23:45 | N | R_PB2SES_5 | -0.29 |
| 1/3/2011 23:45 | N | AUTO_EPS_390 | 16.14 |
| 1/3/2011 23:50 | N | DC_ROAD_L_B | 15.19 |
| 1/3/2011 23:50 | N | DC_EGPS_L_A | 12.01 |
| 1/3/2011 23:50 | N | H_HOLLOW_E_1 | 0.27 |
| 1/3/2011 23:50 | N | HHOLLOW4_E_1 | 0.27 |
| 1/3/2011 23:50 | N | R_LH2SES_1 | 16.32 |
| 1/3/2011 23:50 | N | R_PB2SES_1 | -0.05 |
| 1/3/2011 23:50 | N | R_PB2SES_2 | -0.05 |
| 1/3/2011 23:50 | N | R_PB2SES_3 | -0.05 |
| 1/3/2011 23:50 | N | R_PB2SES_4 | -0.05 |
| 1/3/2011 23:50 | N | R_PB2SES_5 | -0.05 |
| 1/3/2011 23:50 | N | AUTO_EPS_390 | 16.28 |
| 1/4/2011 0:01 | N | DC_ROAD_L_B | 15.99 |
| 1/4/2011 0:01 | N | DC_EGPS_L_A | 15.53 |
| 1/4/2011 0:01 | N | H_HOLLOW_E_1 | 13.81 |
| 1/4/2011 0:01 | N | HHOLLOW4_E_1 | 13.81 |
| 1/4/2011 0:01 | N | R_LH2SES_1 | 16.16 |
| 1/4/2011 0:01 | N | R_PB2SES_1 | 13.76 |
| 1/4/2011 0:01 | N | R_PB2SES_2 | 13.76 |
| 1/4/2011 0:01 | N | R_PB2SES_3 | 13.76 |
| 1/4/2011 0:01 | N | R_PB2SES_4 | 13.76 |
| 1/4/2011 0:01 | N | R_PB2SES_5 | 13.76 |
| 1/4/2011 0:01 | N | AUTO_EPS_390 | 16.15 |
| 1/4/2011 0:05 | N | DC_ROAD_L_B | 17 |
| 1/4/2011 0:05 | N | DC_EGPS_L_A | 13.7 |
| 1/4/2011 0:05 | N | H_HOLLOW_E_1 | 1.57 |
| 1/4/2011 0:05 | N | HHOLLOW4_E_1 | 1.57 |
| 1/4/2011 0:05 | N | R_LH2SES_1 | 18.17 |
| 1/4/2011 0:05 | N | R_PB2SES_1 | 1.24 |
| 1/4/2011 0:05 | N | R_PB2SES_2 | 1.24 |
| 1/4/2011 0:05 | N | R_PB2SES_3 | 1.24 |
| 1/4/2011 0:05 | N | R_PB2SES_4 | 1.24 |
| 1/4/2011 0:05 | N | R_PB2SES_5 | 1.24 |
| 1/4/2011 0:05 | N | AUTO_EPS_390 | 18.12 |

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|---|---|---|---|
| 1/4/2011 0:10 | N | DC_ROAD_L_B | 16.89 |
| 1/4/2011 0:10 | N | DC_EGPS_L_A | 13.61 |
| 1/4/2011 0:10 | N | H_HOLLOW_E_1 | 1.56 |
| 1/4/2011 0:10 | N | HHOLLOW4_E_1 | 1.56 |
| 1/4/2011 0:10 | N | R_LH2SES_1 | 18.05 |
| 1/4/2011 0:10 | N | R_PB2SES_1 | 1.24 |
| 1/4/2011 0:10 | N | R_PB2SES_2 | 1.24 |
| 1/4/2011 0:10 | N | R_PB2SES_3 | 1.24 |
| 1/4/2011 0:10 | N | R_PB2SES_4 | 1.24 |
| 1/4/2011 0:10 | N | R_PB2SES_5 | 1.24 |
| 1/4/2011 0:10 | N | AUTO_EPS_390 | 18.01 |
| 1/4/2011 0:13 | N | DC_ROAD_L_B | 19.06 |
| 1/4/2011 0:13 | N | DC_EGPS_L_A | 15.04 |
| 1/4/2011 0:13 | N | H_HOLLOW_E_1 | 0.28 |
| 1/4/2011 0:13 | N | HHOLLOW4_E_1 | 0.28 |
| 1/4/2011 0:13 | N | R_LH2SES_1 | 20.48 |
| 1/4/2011 0:13 | N | R_PB2SES_1 | -0.12 |
| 1/4/2011 0:13 | N | R_PB2SES_2 | -0.12 |
| 1/4/2011 0:13 | N | R_PB2SES_3 | -0.12 |
| 1/4/2011 0:13 | N | R_PB2SES_4 | -0.12 |
| 1/4/2011 0:13 | N | R_PB2SES_5 | -0.12 |
| 1/4/2011 0:13 | N | AUTO_EPS_390 | 20.43 |
| 1/4/2011 0:15 | N | DC_ROAD_L_B | 19.32 |
| 1/4/2011 0:15 | N | DC_EGPS_L_A | 15.28 |
| 1/4/2011 0:15 | N | H_HOLLOW_E_1 | 0.45 |
| 1/4/2011 0:15 | N | HHOLLOW4_E_1 | 0.45 |
| 1/4/2011 0:15 | N | R_LH2SES_1 | 20.75 |
| 1/4/2011 0:15 | N | R_PB2SES_1 | 0.05 |
| 1/4/2011 0:15 | N | R_PB2SES_2 | 0.05 |
| 1/4/2011 0:15 | N | R_PB2SES_3 | 0.05 |
| 1/4/2011 0:15 | N | R_PB2SES_4 | 0.05 |
| 1/4/2011 0:15 | N | R_PB2SES_5 | 0.05 |
| 1/4/2011 0:15 | N | AUTO_EPS_390 | 20.7 |
| 1/4/2011 0:20 | N | DC_ROAD_L_B | 19.34 |
| 1/4/2011 0:20 | N | DC_EGPS_L_A | 18.1 |
| 1/4/2011 0:20 | N | H_HOLLOW_E_1 | 13.53 |
| 1/4/2011 0:20 | N | HHOLLOW4_E_1 | 13.53 |
| 1/4/2011 0:20 | N | R_LH2SES_1 | 19.78 |
| 1/4/2011 0:20 | N | R_PB2SES_1 | 13.41 |
| 1/4/2011 0:20 | N | R_PB2SES_2 | 13.41 |
| 1/4/2011 0:20 | N | R_PB2SES_3 | 13.41 |
| 1/4/2011 0:20 | N | R_PB2SES_4 | 13.41 |
| 1/4/2011 0:20 | N | R_PB2SES_5 | 13.41 |
| 1/4/2011 0:20 | N | AUTO_EPS_390 | 19.77 |
| 1/4/2011 0:30 | N | DC_ROAD_L_B | 19.06 |
| 1/4/2011 0:30 | N | DC_EGPS_L_A | 17.81 |
| 1/4/2011 0:30 | N | H_HOLLOW_E_1 | 13.22 |

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|---|---|---|---|
| 1/4/2011 0:30 | N | HHOLLOW4_E_1 | 13.22 |
| 1/4/2011 0:30 | N | R_LH2SES_1 | 19.5 |
| 1/4/2011 0:30 | N | R_PB2SES_1 | 13.1 |
| 1/4/2011 0:30 | N | R_PB2SES_2 | 13.1 |
| 1/4/2011 0:30 | N | R_PB2SES_3 | 13.1 |
| 1/4/2011 0:30 | N | R_PB2SES_4 | 13.1 |
| 1/4/2011 0:30 | N | R_PB2SES_5 | 13.1 |
| 1/4/2011 0:30 | N | AUTO_EPS_390 | 19.49 |
| 1/4/2011 0:35 | N | DC_ROAD_L_B | 18.56 |
| 1/4/2011 0:35 | N | DC_EGPS_L_A | 14.66 |
| 1/4/2011 0:35 | N | H_HOLLOW_E_1 | 0.32 |
| 1/4/2011 0:35 | N | HHOLLOW4_E_1 | 0.32 |
| 1/4/2011 0:35 | N | R_LH2SES_1 | 19.95 |
| 1/4/2011 0:35 | N | R_PB2SES_1 | -0.07 |
| 1/4/2011 0:35 | N | R_PB2SES_2 | -0.07 |
| 1/4/2011 0:35 | N | R_PB2SES_3 | -0.07 |
| 1/4/2011 0:35 | N | R_PB2SES_4 | -0.07 |
| 1/4/2011 0:35 | N | R_PB2SES_5 | -0.07 |
| 1/4/2011 0:35 | N | AUTO_EPS_390 | 19.89 |
| 1/4/2011 0:40 | N | DC_ROAD_L_B | 18.86 |
| 1/4/2011 0:40 | N | DC_EGPS_L_A | 14.86 |
| 1/4/2011 0:40 | N | H_HOLLOW_E_1 | 0.17 |
| 1/4/2011 0:40 | N | HHOLLOW4_E_1 | 0.17 |
| 1/4/2011 0:40 | N | R_LH2SES_1 | 20.28 |
| 1/4/2011 0:40 | N | R_PB2SES_1 | -0.23 |
| 1/4/2011 0:40 | N | R_PB2SES_2 | -0.23 |
| 1/4/2011 0:40 | N | R_PB2SES_3 | -0.23 |
| 1/4/2011 0:40 | N | R_PB2SES_4 | -0.23 |
| 1/4/2011 0:40 | N | R_PB2SES_5 | -0.23 |
| 1/4/2011 0:40 | N | AUTO_EPS_390 | 20.22 |
| 1/4/2011 0:45 | N | DC_ROAD_L_B | 18.25 |
| 1/4/2011 0:45 | N | DC_EGPS_L_A | 14.39 |
| 1/4/2011 0:45 | N | H_HOLLOW_E_1 | 0.25 |
| 1/4/2011 0:45 | N | HHOLLOW4_E_1 | 0.25 |
| 1/4/2011 0:45 | N | R_LH2SES_1 | 19.62 |
| 1/4/2011 0:45 | N | R_PB2SES_1 | -0.13 |
| 1/4/2011 0:45 | N | R_PB2SES_2 | -0.13 |
| 1/4/2011 0:45 | N | R_PB2SES_3 | -0.13 |
| 1/4/2011 0:45 | N | R_PB2SES_4 | -0.13 |
| 1/4/2011 0:45 | N | R_PB2SES_5 | -0.13 |
| 1/4/2011 0:45 | N | AUTO_EPS_390 | 19.57 |
| 1/4/2011 0:50 | N | DC_ROAD_L_B | 17.54 |
| 1/4/2011 0:50 | N | DC_EGPS_L_A | 14.13 |
| 1/4/2011 0:50 | N | H_HOLLOW_E_1 | 1.62 |
| 1/4/2011 0:50 | N | HHOLLOW4_E_1 | 1.62 |
| 1/4/2011 0:50 | N | R_LH2SES_1 | 18.76 |
| 1/4/2011 0:50 | N | R_PB2SES_1 | 1.29 |

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| 1/4/2011 0:50 | N | R_PB2SES_2 | 1.29 |
| 1/4/2011 0:50 | N | R_PB2SES_3 | 1.29 |
| 1/4/2011 0:50 | N | R_PB2SES_4 | 1.29 |
| 1/4/2011 0:50 | N | R_PB2SES_5 | 1.29 |
| 1/4/2011 0:50 | N | AUTO_EPS_390 | 18.71 |
| 1/4/2011 0:55 | N | DC_ROAD_L_B | 16.39 |
| 1/4/2011 0:55 | N | DC_EGPS_L_A | 12.95 |
| 1/4/2011 0:55 | N | H_HOLLOW_E_1 | 0.34 |
| 1/4/2011 0:55 | N | HHOLLOW4_E_1 | 0.34 |
| 1/4/2011 0:55 | N | R_LH2SES_1 | 17.61 |
| 1/4/2011 0:55 | N | R_PB2SES_1 | 0 |
| 1/4/2011 0:55 | N | R_PB2SES_2 | 0 |
| 1/4/2011 0:55 | N | R_PB2SES_3 | 0 |
| 1/4/2011 0:55 | N | R_PB2SES_4 | 0 |
| 1/4/2011 0:55 | N | R_PB2SES_5 | 0 |
| 1/4/2011 0:55 | N | AUTO_EPS_390 | 17.57 |
| 1/4/2011 1:00 | N | DC_ROAD_L_B | 16.23 |
| 1/4/2011 1:00 | N | DC_EGPS_L_A | 12.81 |
| 1/4/2011 1:00 | N | H_HOLLOW_E_1 | 0.31 |
| 1/4/2011 1:00 | N | HHOLLOW4_E_1 | 0.31 |
| 1/4/2011 1:00 | N | R_LH2SES_1 | 17.44 |
| 1/4/2011 1:00 | N | R_PB2SES_1 | -0.03 |
| 1/4/2011 1:00 | N | R_PB2SES_2 | -0.03 |
| 1/4/2011 1:00 | N | R_PB2SES_3 | -0.03 |
| 1/4/2011 1:00 | N | R_PB2SES_4 | -0.03 |
| 1/4/2011 1:00 | N | R_PB2SES_5 | -0.03 |
| 1/4/2011 1:00 | N | AUTO_EPS_390 | 17.39 |
| 1/4/2011 1:05 | N | DC_ROAD_L_B | 16.27 |
| 1/4/2011 1:05 | N | DC_EGPS_L_A | 12.79 |
| 1/4/2011 1:05 | N | H_HOLLOW_E_1 | 0.05 |
| 1/4/2011 1:05 | N | HHOLLOW4_E_1 | 0.05 |
| 1/4/2011 1:05 | N | R_LH2SES_1 | 17.5 |
| 1/4/2011 1:05 | N | R_PB2SES_1 | -0.29 |
| 1/4/2011 1:05 | N | R_PB2SES_2 | -0.29 |
| 1/4/2011 1:05 | N | R_PB2SES_3 | -0.29 |
| 1/4/2011 1:05 | N | R_PB2SES_4 | -0.29 |
| 1/4/2011 1:05 | N | R_PB2SES_5 | -0.29 |
| 1/4/2011 1:05 | N | AUTO_EPS_390 | 17.46 |
| 1/4/2011 1:10 | N | DC_ROAD_L_B | 16.06 |
| 1/4/2011 1:10 | N | DC_EGPS_L_A | 12.64 |
| 1/4/2011 1:10 | N | H_HOLLOW_E_1 | 0.13 |
| 1/4/2011 1:10 | N | HHOLLOW4_E_1 | 0.13 |
| 1/4/2011 1:10 | N | R_LH2SES_1 | 17.27 |
| 1/4/2011 1:10 | N | R_PB2SES_1 | -0.2 |
| 1/4/2011 1:10 | N | R_PB2SES_2 | -0.2 |
| 1/4/2011 1:10 | N | R_PB2SES_3 | -0.2 |
| 1/4/2011 1:10 | N | R_PB2SES_4 | -0.2 |

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| 1/4/2011 1:10 | N | R_PB2SES_5 | -0.2 |
| 1/4/2011 1:10 | N | AUTO_EPS_390 | 17.22 |
| 1/4/2011 1:15 | N | DC_ROAD_L_B | 16.17 |
| 1/4/2011 1:15 | N | DC_EGPS_L_A | 12.73 |
| 1/4/2011 1:15 | N | H_HOLLOW_E_1 | 0.12 |
| 1/4/2011 1:15 | N | HHOLLOW4_E_1 | 0.12 |
| 1/4/2011 1:15 | N | R_LH2SES_1 | 17.39 |
| 1/4/2011 1:15 | N | R_PB2SES_1 | -0.22 |
| 1/4/2011 1:15 | N | R_PB2SES_2 | -0.22 |
| 1/4/2011 1:15 | N | R_PB2SES_3 | -0.22 |
| 1/4/2011 1:15 | N | R_PB2SES_4 | -0.22 |
| 1/4/2011 1:15 | N | R_PB2SES_5 | -0.22 |
| 1/4/2011 1:15 | N | AUTO_EPS_390 | 17.34 |
| 1/4/2011 1:20 | N | DC_ROAD_L_B | 16 |
| 1/4/2011 1:20 | N | DC_EGPS_L_A | 12.64 |
| 1/4/2011 1:20 | N | H_HOLLOW_E_1 | 0.31 |
| 1/4/2011 1:20 | N | HHOLLOW4_E_1 | 0.31 |
| 1/4/2011 1:20 | N | R_LH2SES_1 | 17.2 |
| 1/4/2011 1:20 | N | R_PB2SES_1 | -0.03 |
| 1/4/2011 1:20 | N | R_PB2SES_2 | -0.03 |
| 1/4/2011 1:20 | N | R_PB2SES_3 | -0.03 |
| 1/4/2011 1:20 | N | R_PB2SES_4 | -0.03 |
| 1/4/2011 1:20 | N | R_PB2SES_5 | -0.03 |
| 1/4/2011 1:20 | N | AUTO_EPS_390 | 17.15 |
| 1/4/2011 1:25 | N | DC_ROAD_L_B | 15.79 |
| 1/4/2011 1:25 | N | DC_EGPS_L_A | 12.44 |
| 1/4/2011 1:25 | N | H_HOLLOW_E_1 | 0.13 |
| 1/4/2011 1:25 | N | HHOLLOW4_E_1 | 0.13 |
| 1/4/2011 1:25 | N | R_LH2SES_1 | 16.99 |
| 1/4/2011 1:25 | N | R_PB2SES_1 | -0.21 |
| 1/4/2011 1:25 | N | R_PB2SES_2 | -0.21 |
| 1/4/2011 1:25 | N | R_PB2SES_3 | -0.21 |
| 1/4/2011 1:25 | N | R_PB2SES_4 | -0.21 |
| 1/4/2011 1:25 | N | R_PB2SES_5 | -0.21 |
| 1/4/2011 1:25 | N | AUTO_EPS_390 | 16.94 |
| 1/4/2011 1:30 | N | DC_ROAD_L_B | 15.12 |
| 1/4/2011 1:30 | N | DC_EGPS_L_A | 11.91 |
| 1/4/2011 1:30 | N | H_HOLLOW_E_1 | 0.13 |
| 1/4/2011 1:30 | N | HHOLLOW4_E_1 | 0.13 |
| 1/4/2011 1:30 | N | R_LH2SES_1 | 16.26 |
| 1/4/2011 1:30 | N | R_PB2SES_1 | -0.19 |
| 1/4/2011 1:30 | N | R_PB2SES_2 | -0.19 |
| 1/4/2011 1:30 | N | R_PB2SES_3 | -0.19 |
| 1/4/2011 1:30 | N | R_PB2SES_4 | -0.19 |
| 1/4/2011 1:30 | N | R_PB2SES_5 | -0.19 |
| 1/4/2011 1:30 | N | AUTO_EPS_390 | 16.22 |
| 1/4/2011 1:35 | N | DC_ROAD_L_B | 15.65 |

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| 1/4/2011 1:35 | N | DC_EGPS_L_A | 12.31 |
| 1/4/2011 1:35 | N | H_HOLLOW_E_1 | 0.05 |
| 1/4/2011 1:35 | N | HHOLLOW4_E_1 | 0.05 |
| 1/4/2011 1:35 | N | R_LH2SES_1 | 16.84 |
| 1/4/2011 1:35 | N | R_PB2SES_1 | -0.28 |
| 1/4/2011 1:35 | N | R_PB2SES_2 | -0.28 |
| 1/4/2011 1:35 | N | R_PB2SES_3 | -0.28 |
| 1/4/2011 1:35 | N | R_PB2SES_4 | -0.28 |
| 1/4/2011 1:35 | N | R_PB2SES_5 | -0.28 |
| 1/4/2011 1:35 | N | AUTO_EPS_390 | 16.79 |
| 1/4/2011 1:40 | N | DC_ROAD_L_B | 15.15 |
| 1/4/2011 1:40 | N | DC_EGPS_L_A | 11.92 |
| 1/4/2011 1:40 | N | H_HOLLOW_E_1 | 0.09 |
| 1/4/2011 1:40 | N | HHOLLOW4_E_1 | 0.09 |
| 1/4/2011 1:40 | N | R_LH2SES_1 | 16.29 |
| 1/4/2011 1:40 | N | R_PB2SES_1 | -0.23 |
| 1/4/2011 1:40 | N | R_PB2SES_2 | -0.23 |
| 1/4/2011 1:40 | N | R_PB2SES_3 | -0.23 |
| 1/4/2011 1:40 | N | R_PB2SES_4 | -0.23 |
| 1/4/2011 1:40 | N | R_PB2SES_5 | -0.23 |
| 1/4/2011 1:40 | N | AUTO_EPS_390 | 16.25 |
| 1/4/2011 1:45 | N | DC_ROAD_L_B | 14.62 |
| 1/4/2011 1:45 | N | DC_EGPS_L_A | 11.51 |
| 1/4/2011 1:45 | N | H_HOLLOW_E_1 | 0.13 |
| 1/4/2011 1:45 | N | HHOLLOW4_E_1 | 0.13 |
| 1/4/2011 1:45 | N | R_LH2SES_1 | 15.72 |
| 1/4/2011 1:45 | N | R_PB2SES_1 | -0.17 |
| 1/4/2011 1:45 | N | R_PB2SES_2 | -0.17 |
| 1/4/2011 1:45 | N | R_PB2SES_3 | -0.17 |
| 1/4/2011 1:45 | N | R_PB2SES_4 | -0.17 |
| 1/4/2011 1:45 | N | R_PB2SES_5 | -0.17 |
| 1/4/2011 1:45 | N | AUTO_EPS_390 | 15.67 |
| 1/4/2011 1:50 | N | DC_ROAD_L_B | 15.23 |
| 1/4/2011 1:50 | N | DC_EGPS_L_A | 12.02 |
| 1/4/2011 1:50 | N | H_HOLLOW_E_1 | 0.27 |
| 1/4/2011 1:50 | N | HHOLLOW4_E_1 | 0.27 |
| 1/4/2011 1:50 | N | R_LH2SES_1 | 16.36 |
| 1/4/2011 1:50 | N | R_PB2SES_1 | -0.04 |
| 1/4/2011 1:50 | N | R_PB2SES_2 | -0.04 |
| 1/4/2011 1:50 | N | R_PB2SES_3 | -0.04 |
| 1/4/2011 1:50 | N | R_PB2SES_4 | -0.04 |
| 1/4/2011 1:50 | N | R_PB2SES_5 | -0.04 |
| 1/4/2011 1:50 | N | AUTO_EPS_390 | 16.32 |
| 1/4/2011 1:55 | N | DC_ROAD_L_B | 15.6 |
| 1/4/2011 1:55 | N | DC_EGPS_L_A | 12.3 |
| 1/4/2011 1:55 | N | H_HOLLOW_E_1 | 0.23 |
| 1/4/2011 1:55 | N | HHOLLOW4_E_1 | 0.23 |

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| 1/4/2011 1:55 | N | R_LH2SES_1 | 16.77 |
| 1/4/2011 1:55 | N | R_PB2SES_1 | -0.1 |
| 1/4/2011 1:55 | N | R_PB2SES_2 | -0.1 |
| 1/4/2011 1:55 | N | R_PB2SES_3 | -0.1 |
| 1/4/2011 1:55 | N | R_PB2SES_4 | -0.1 |
| 1/4/2011 1:55 | N | R_PB2SES_5 | -0.1 |
| 1/4/2011 1:55 | N | AUTO_EPS_390 | 16.72 |
| 1/4/2011 8:53 | N | DC_ROAD_L_B | 36.12 |
| 1/4/2011 8:53 | N | DC_EGPS_L_A | 36.12 |
| 1/4/2011 8:53 | N | H_HOLLOW_E_1 | 36.12 |
| 1/4/2011 8:53 | N | HHOLLOW4_E_1 | 36.12 |
| 1/4/2011 8:53 | N | R_LH2SES_1 | 36.12 |
| 1/4/2011 8:53 | N | R_PB2SES_1 | 36.12 |
| 1/4/2011 8:53 | N | R_PB2SES_2 | 36.12 |
| 1/4/2011 8:53 | N | R_PB2SES_3 | 36.12 |
| 1/4/2011 8:53 | N | R_PB2SES_4 | 36.12 |
| 1/4/2011 8:53 | N | R_PB2SES_5 | 36.12 |
| 1/4/2011 8:53 | N | AUTO_EPS_390 | 36.12 |
| 1/4/2011 8:55 | N | DC_ROAD_L_B | 36.49 |
| 1/4/2011 8:55 | N | DC_EGPS_L_A | 36.49 |
| 1/4/2011 8:55 | N | H_HOLLOW_E_1 | 36.49 |
| 1/4/2011 8:55 | N | HHOLLOW4_E_1 | 36.49 |
| 1/4/2011 8:55 | N | R_LH2SES_1 | 36.49 |
| 1/4/2011 8:55 | N | R_PB2SES_1 | 36.49 |
| 1/4/2011 8:55 | N | R_PB2SES_2 | 36.49 |
| 1/4/2011 8:55 | N | R_PB2SES_3 | 36.49 |
| 1/4/2011 8:55 | N | R_PB2SES_4 | 36.49 |
| 1/4/2011 8:55 | N | R_PB2SES_5 | 36.49 |
| 1/4/2011 8:55 | N | AUTO_EPS_390 | 36.49 |
| 1/4/2011 9:00 | N | DC_ROAD_L_B | 39.15 |
| 1/4/2011 9:00 | N | DC_EGPS_L_A | 39.15 |
| 1/4/2011 9:00 | N | H_HOLLOW_E_1 | 39.15 |
| 1/4/2011 9:00 | N | HHOLLOW4_E_1 | 39.15 |
| 1/4/2011 9:00 | N | R_LH2SES_1 | 39.15 |
| 1/4/2011 9:00 | N | R_PB2SES_1 | 39.15 |
| 1/4/2011 9:00 | N | R_PB2SES_2 | 39.15 |
| 1/4/2011 9:00 | N | R_PB2SES_3 | 39.15 |
| 1/4/2011 9:00 | N | R_PB2SES_4 | 39.15 |
| 1/4/2011 9:00 | N | R_PB2SES_5 | 39.15 |
| 1/4/2011 9:00 | N | AUTO_EPS_390 | 39.15 |
| 1/4/2011 9:05 | N | DC_ROAD_L_B | 40.35 |
| 1/4/2011 9:05 | N | DC_EGPS_L_A | 40.35 |
| 1/4/2011 9:05 | N | H_HOLLOW_E_1 | 40.35 |
| 1/4/2011 9:05 | N | HHOLLOW4_E_1 | 40.35 |
| 1/4/2011 9:05 | N | R_LH2SES_1 | 40.35 |
| 1/4/2011 9:05 | N | R_PB2SES_1 | 40.35 |
| 1/4/2011 9:05 | N | R_PB2SES_2 | 40.35 |

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| 1/4/2011 9:05 | N | R_PB2SES_3 | 40.35 |
| 1/4/2011 9:05 | N | R_PB2SES_4 | 40.35 |
| 1/4/2011 9:05 | N | R_PB2SES_5 | 40.35 |
| 1/4/2011 9:05 | N | AUTO_EPS_390 | 40.35 |
| 1/4/2011 9:09 | N | DC_ROAD_L_B | 39.61 |
| 1/4/2011 9:09 | N | DC_EGPS_L_A | 39.61 |
| 1/4/2011 9:09 | N | H_HOLLOW_E_1 | 39.61 |
| 1/4/2011 9:09 | N | HHOLLOW4_E_1 | 39.61 |
| 1/4/2011 9:09 | N | R_LH2SES_1 | 39.61 |
| 1/4/2011 9:09 | N | R_PB2SES_1 | 39.61 |
| 1/4/2011 9:09 | N | R_PB2SES_2 | 39.61 |
| 1/4/2011 9:09 | N | R_PB2SES_3 | 39.61 |
| 1/4/2011 9:09 | N | R_PB2SES_4 | 39.61 |
| 1/4/2011 9:09 | N | R_PB2SES_5 | 39.61 |
| 1/4/2011 9:09 | N | AUTO_EPS_390 | 39.61 |
| 1/4/2011 9:10 | N | DC_ROAD_L_B | 39.5 |
| 1/4/2011 9:10 | N | DC_EGPS_L_A | 39.5 |
| 1/4/2011 9:10 | N | H_HOLLOW_E_1 | 39.5 |
| 1/4/2011 9:10 | N | HHOLLOW4_E_1 | 39.5 |
| 1/4/2011 9:10 | N | R_LH2SES_1 | 39.5 |
| 1/4/2011 9:10 | N | R_PB2SES_1 | 39.5 |
| 1/4/2011 9:10 | N | R_PB2SES_2 | 39.5 |
| 1/4/2011 9:10 | N | R_PB2SES_3 | 39.5 |
| 1/4/2011 9:10 | N | R_PB2SES_4 | 39.5 |
| 1/4/2011 9:10 | N | R_PB2SES_5 | 39.5 |
| 1/4/2011 9:10 | N | AUTO_EPS_390 | 39.5 |
| 1/4/2011 9:15 | N | DC_ROAD_L_B | 38.31 |
| 1/4/2011 9:15 | N | DC_EGPS_L_A | 38.31 |
| 1/4/2011 9:15 | N | H_HOLLOW_E_1 | 38.31 |
| 1/4/2011 9:15 | N | HHOLLOW4_E_1 | 38.31 |
| 1/4/2011 9:15 | N | R_LH2SES_1 | 38.31 |
| 1/4/2011 9:15 | N | R_PB2SES_1 | 38.31 |
| 1/4/2011 9:15 | N | R_PB2SES_2 | 38.31 |
| 1/4/2011 9:15 | N | R_PB2SES_3 | 38.31 |
| 1/4/2011 9:15 | N | R_PB2SES_4 | 38.31 |
| 1/4/2011 9:15 | N | R_PB2SES_5 | 38.31 |
| 1/4/2011 9:15 | N | AUTO_EPS_390 | 38.31 |
| 1/4/2011 9:20 | N | DC_ROAD_L_B | 43.3 |
| 1/4/2011 9:20 | N | DC_EGPS_L_A | 43.3 |
| 1/4/2011 9:20 | N | H_HOLLOW_E_1 | 43.3 |
| 1/4/2011 9:20 | N | HHOLLOW4_E_1 | 43.3 |
| 1/4/2011 9:20 | N | R_LH2SES_1 | 43.3 |
| 1/4/2011 9:20 | N | R_PB2SES_1 | 43.3 |
| 1/4/2011 9:20 | N | R_PB2SES_2 | 43.3 |
| 1/4/2011 9:20 | N | R_PB2SES_3 | 43.3 |
| 1/4/2011 9:20 | N | R_PB2SES_4 | 43.3 |
| 1/4/2011 9:20 | N | R_PB2SES_5 | 43.3 |

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| 1/4/2011 9:20 | N | AUTO_EPS_390 | 43.3 |
| 1/4/2011 9:25 | N | DC_ROAD_L_B | 46.6 |
| 1/4/2011 9:25 | N | DC_EGPS_L_A | 46.6 |
| 1/4/2011 9:25 | N | H_HOLLOW_E_1 | 46.6 |
| 1/4/2011 9:25 | N | HHOLLOW4_E_1 | 46.6 |
| 1/4/2011 9:25 | N | R_LH2SES_1 | 46.6 |
| 1/4/2011 9:25 | N | R_PB2SES_1 | 46.6 |
| 1/4/2011 9:25 | N | R_PB2SES_2 | 46.6 |
| 1/4/2011 9:25 | N | R_PB2SES_3 | 46.6 |
| 1/4/2011 9:25 | N | R_PB2SES_4 | 46.6 |
| 1/4/2011 9:25 | N | R_PB2SES_5 | 46.6 |
| 1/4/2011 9:25 | N | AUTO_EPS_390 | 46.6 |
| 1/4/2011 9:30 | N | DC_ROAD_L_B | 42.78 |
| 1/4/2011 9:30 | N | DC_EGPS_L_A | 42.78 |
| 1/4/2011 9:30 | N | H_HOLLOW_E_1 | 42.78 |
| 1/4/2011 9:30 | N | HHOLLOW4_E_1 | 42.78 |
| 1/4/2011 9:30 | N | R_LH2SES_1 | 42.78 |
| 1/4/2011 9:30 | N | R_PB2SES_1 | 42.78 |
| 1/4/2011 9:30 | N | R_PB2SES_2 | 42.78 |
| 1/4/2011 9:30 | N | R_PB2SES_3 | 42.78 |
| 1/4/2011 9:30 | N | R_PB2SES_4 | 42.78 |
| 1/4/2011 9:30 | N | R_PB2SES_5 | 42.78 |
| 1/4/2011 9:30 | N | AUTO_EPS_390 | 42.78 |
| 1/4/2011 9:35 | N | DC_ROAD_L_B | 46.6 |
| 1/4/2011 9:35 | N | DC_EGPS_L_A | 46.6 |
| 1/4/2011 9:35 | N | H_HOLLOW_E_1 | 46.6 |
| 1/4/2011 9:35 | N | HHOLLOW4_E_1 | 46.6 |
| 1/4/2011 9:35 | N | R_LH2SES_1 | 46.6 |
| 1/4/2011 9:35 | N | R_PB2SES_1 | 46.6 |
| 1/4/2011 9:35 | N | R_PB2SES_2 | 46.6 |
| 1/4/2011 9:35 | N | R_PB2SES_3 | 46.6 |
| 1/4/2011 9:35 | N | R_PB2SES_4 | 46.6 |
| 1/4/2011 9:35 | N | R_PB2SES_5 | 46.6 |
| 1/4/2011 9:35 | N | AUTO_EPS_390 | 46.6 |
| 1/4/2011 9:40 | N | DC_ROAD_L_B | 42.79 |
| 1/4/2011 9:40 | N | DC_EGPS_L_A | 42.79 |
| 1/4/2011 9:40 | N | H_HOLLOW_E_1 | 42.79 |
| 1/4/2011 9:40 | N | HHOLLOW4_E_1 | 42.79 |
| 1/4/2011 9:40 | N | R_LH2SES_1 | 42.79 |
| 1/4/2011 9:40 | N | R_PB2SES_1 | 42.79 |
| 1/4/2011 9:40 | N | R_PB2SES_2 | 42.79 |
| 1/4/2011 9:40 | N | R_PB2SES_3 | 42.79 |
| 1/4/2011 9:40 | N | R_PB2SES_4 | 42.79 |
| 1/4/2011 9:40 | N | R_PB2SES_5 | 42.79 |
| 1/4/2011 9:40 | N | AUTO_EPS_390 | 42.79 |
| 1/4/2011 9:45 | N | DC_ROAD_L_B | 43.33 |
| 1/4/2011 9:45 | N | DC_EGPS_L_A | 43.33 |

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| 1/4/2011 9:45 | N | H_HOLLOW_E_1 | 43.33 |
| 1/4/2011 9:45 | N | HHOLLOW4_E_1 | 43.33 |
| 1/4/2011 9:45 | N | R_LH2SES_1 | 43.33 |
| 1/4/2011 9:45 | N | R_PB2SES_1 | 43.33 |
| 1/4/2011 9:45 | N | R_PB2SES_2 | 43.33 |
| 1/4/2011 9:45 | N | R_PB2SES_3 | 43.33 |
| 1/4/2011 9:45 | N | R_PB2SES_4 | 43.33 |
| 1/4/2011 9:45 | N | R_PB2SES_5 | 43.33 |
| 1/4/2011 9:45 | N | AUTO_EPS_390 | 43.33 |
| 1/4/2011 9:50 | N | DC_ROAD_L_B | 40.98 |
| 1/4/2011 9:50 | N | DC_EGPS_L_A | 40.98 |
| 1/4/2011 9:50 | N | H_HOLLOW_E_1 | 40.98 |
| 1/4/2011 9:50 | N | HHOLLOW4_E_1 | 40.98 |
| 1/4/2011 9:50 | N | R_LH2SES_1 | 40.98 |
| 1/4/2011 9:50 | N | R_PB2SES_1 | 40.98 |
| 1/4/2011 9:50 | N | R_PB2SES_2 | 40.98 |
| 1/4/2011 9:50 | N | R_PB2SES_3 | 40.98 |
| 1/4/2011 9:50 | N | R_PB2SES_4 | 40.98 |
| 1/4/2011 9:50 | N | R_PB2SES_5 | 40.98 |
| 1/4/2011 9:50 | N | AUTO_EPS_390 | 40.98 |
| 1/4/2011 9:55 | N | DC_ROAD_L_B | 41.38 |
| 1/4/2011 9:55 | N | DC_EGPS_L_A | 41.38 |
| 1/4/2011 9:55 | N | H_HOLLOW_E_1 | 41.38 |
| 1/4/2011 9:55 | N | HHOLLOW4_E_1 | 41.38 |
| 1/4/2011 9:55 | N | R_LH2SES_1 | 41.38 |
| 1/4/2011 9:55 | N | R_PB2SES_1 | 41.38 |
| 1/4/2011 9:55 | N | R_PB2SES_2 | 41.38 |
| 1/4/2011 9:55 | N | R_PB2SES_3 | 41.38 |
| 1/4/2011 9:55 | N | R_PB2SES_4 | 41.38 |
| 1/4/2011 9:55 | N | R_PB2SES_5 | 41.38 |
| 1/4/2011 9:55 | N | AUTO_EPS_390 | 41.38 |
| 1/4/2011 10:00 | N | DC_ROAD_L_B | 39.51 |
| 1/4/2011 10:00 | N | DC_EGPS_L_A | 39.51 |
| 1/4/2011 10:00 | N | H_HOLLOW_E_1 | 39.51 |
| 1/4/2011 10:00 | N | HHOLLOW4_E_1 | 39.51 |
| 1/4/2011 10:00 | N | R_LH2SES_1 | 39.51 |
| 1/4/2011 10:00 | N | R_PB2SES_1 | 39.51 |
| 1/4/2011 10:00 | N | R_PB2SES_2 | 39.51 |
| 1/4/2011 10:00 | N | R_PB2SES_3 | 39.51 |
| 1/4/2011 10:00 | N | R_PB2SES_4 | 39.51 |
| 1/4/2011 10:00 | N | R_PB2SES_5 | 39.51 |
| 1/4/2011 10:00 | N | AUTO_EPS_390 | 39.51 |
| 1/4/2011 10:05 | N | DC_ROAD_L_B | 39.51 |
| 1/4/2011 10:05 | N | DC_EGPS_L_A | 39.51 |
| 1/4/2011 10:05 | N | H_HOLLOW_E_1 | 39.51 |
| 1/4/2011 10:05 | N | HHOLLOW4_E_1 | 39.51 |
| 1/4/2011 10:05 | N | R_LH2SES_1 | 39.51 |

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| 1/4/2011 10:05 | N | R_PB2SES_1 | 39.51 |
| 1/4/2011 10:05 | N | R_PB2SES_2 | 39.51 |
| 1/4/2011 10:05 | N | R_PB2SES_3 | 39.51 |
| 1/4/2011 10:05 | N | R_PB2SES_4 | 39.51 |
| 1/4/2011 10:05 | N | R_PB2SES_5 | 39.51 |
| 1/4/2011 10:05 | N | AUTO_EPS_390 | 39.51 |
| 1/4/2011 10:10 | N | DC_ROAD_L_B | 39.51 |
| 1/4/2011 10:10 | N | DC_EGPS_L_A | 39.51 |
| 1/4/2011 10:10 | N | H_HOLLOW_E_1 | 39.51 |
| 1/4/2011 10:10 | N | HHOLLOW4_E_1 | 39.51 |
| 1/4/2011 10:10 | N | R_LH2SES_1 | 39.51 |
| 1/4/2011 10:10 | N | R_PB2SES_1 | 39.51 |
| 1/4/2011 10:10 | N | R_PB2SES_2 | 39.51 |
| 1/4/2011 10:10 | N | R_PB2SES_3 | 39.51 |
| 1/4/2011 10:10 | N | R_PB2SES_4 | 39.51 |
| 1/4/2011 10:10 | N | R_PB2SES_5 | 39.51 |
| 1/4/2011 10:10 | N | AUTO_EPS_390 | 39.51 |
| 1/4/2011 10:15 | N | DC_ROAD_L_B | 40.34 |
| 1/4/2011 10:15 | N | DC_EGPS_L_A | 40.34 |
| 1/4/2011 10:15 | N | H_HOLLOW_E_1 | 40.34 |
| 1/4/2011 10:15 | N | HHOLLOW4_E_1 | 40.34 |
| 1/4/2011 10:15 | N | R_LH2SES_1 | 40.34 |
| 1/4/2011 10:15 | N | R_PB2SES_1 | 40.34 |
| 1/4/2011 10:15 | N | R_PB2SES_2 | 40.34 |
| 1/4/2011 10:15 | N | R_PB2SES_3 | 40.34 |
| 1/4/2011 10:15 | N | R_PB2SES_4 | 40.34 |
| 1/4/2011 10:15 | N | R_PB2SES_5 | 40.34 |
| 1/4/2011 10:15 | N | AUTO_EPS_390 | 40.34 |
| 1/4/2011 10:20 | N | DC_ROAD_L_B | 40.36 |
| 1/4/2011 10:20 | N | DC_EGPS_L_A | 40.36 |
| 1/4/2011 10:20 | N | H_HOLLOW_E_1 | 40.36 |
| 1/4/2011 10:20 | N | HHOLLOW4_E_1 | 40.36 |
| 1/4/2011 10:20 | N | R_LH2SES_1 | 40.36 |
| 1/4/2011 10:20 | N | R_PB2SES_1 | 40.36 |
| 1/4/2011 10:20 | N | R_PB2SES_2 | 40.36 |
| 1/4/2011 10:20 | N | R_PB2SES_3 | 40.36 |
| 1/4/2011 10:20 | N | R_PB2SES_4 | 40.36 |
| 1/4/2011 10:20 | N | R_PB2SES_5 | 40.36 |
| 1/4/2011 10:20 | N | AUTO_EPS_390 | 40.36 |
| 1/4/2011 10:25 | N | DC_ROAD_L_B | 39.51 |
| 1/4/2011 10:25 | N | DC_EGPS_L_A | 39.51 |
| 1/4/2011 10:25 | N | H_HOLLOW_E_1 | 39.51 |
| 1/4/2011 10:25 | N | HHOLLOW4_E_1 | 39.51 |
| 1/4/2011 10:25 | N | R_LH2SES_1 | 39.51 |
| 1/4/2011 10:25 | N | R_PB2SES_1 | 39.51 |
| 1/4/2011 10:25 | N | R_PB2SES_2 | 39.51 |
| 1/4/2011 10:25 | N | R_PB2SES_3 | 39.51 |

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| 1/4/2011 10:25 | N | R_PB2SES_4 | 39.51 |
| 1/4/2011 10:25 | N | R_PB2SES_5 | 39.51 |
| 1/4/2011 10:25 | N | AUTO_EPS_390 | 39.51 |
| 1/4/2011 10:30 | N | DC_ROAD_L_B | 39.5 |
| 1/4/2011 10:30 | N | DC_EGPS_L_A | 39.5 |
| 1/4/2011 10:30 | N | H_HOLLOW_E_1 | 39.5 |
| 1/4/2011 10:30 | N | HHOLLOW4_E_1 | 39.5 |
| 1/4/2011 10:30 | N | R_LH2SES_1 | 39.5 |
| 1/4/2011 10:30 | N | R_PB2SES_1 | 39.5 |
| 1/4/2011 10:30 | N | R_PB2SES_2 | 39.5 |
| 1/4/2011 10:30 | N | R_PB2SES_3 | 39.5 |
| 1/4/2011 10:30 | N | R_PB2SES_4 | 39.5 |
| 1/4/2011 10:30 | N | R_PB2SES_5 | 39.5 |
| 1/4/2011 10:30 | N | AUTO_EPS_390 | 39.5 |
| 1/4/2011 10:35 | N | DC_ROAD_L_B | 39.51 |
| 1/4/2011 10:35 | N | DC_EGPS_L_A | 39.51 |
| 1/4/2011 10:35 | N | H_HOLLOW_E_1 | 39.51 |
| 1/4/2011 10:35 | N | HHOLLOW4_E_1 | 39.51 |
| 1/4/2011 10:35 | N | R_LH2SES_1 | 39.51 |
| 1/4/2011 10:35 | N | R_PB2SES_1 | 39.51 |
| 1/4/2011 10:35 | N | R_PB2SES_2 | 39.51 |
| 1/4/2011 10:35 | N | R_PB2SES_3 | 39.51 |
| 1/4/2011 10:35 | N | R_PB2SES_4 | 39.51 |
| 1/4/2011 10:35 | N | R_PB2SES_5 | 39.51 |
| 1/4/2011 10:35 | N | AUTO_EPS_390 | 39.51 |
| 1/4/2011 10:40 | N | DC_ROAD_L_B | 39.5 |
| 1/4/2011 10:40 | N | DC_EGPS_L_A | 39.5 |
| 1/4/2011 10:40 | N | H_HOLLOW_E_1 | 39.5 |
| 1/4/2011 10:40 | N | HHOLLOW4_E_1 | 39.5 |
| 1/4/2011 10:40 | N | R_LH2SES_1 | 39.5 |
| 1/4/2011 10:40 | N | R_PB2SES_1 | 39.5 |
| 1/4/2011 10:40 | N | R_PB2SES_2 | 39.5 |
| 1/4/2011 10:40 | N | R_PB2SES_3 | 39.5 |
| 1/4/2011 10:40 | N | R_PB2SES_4 | 39.5 |
| 1/4/2011 10:40 | N | R_PB2SES_5 | 39.5 |
| 1/4/2011 10:40 | N | AUTO_EPS_390 | 39.5 |
| 1/4/2011 10:45 | N | DC_ROAD_L_B | 38.17 |
| 1/4/2011 10:45 | N | DC_EGPS_L_A | 38.17 |
| 1/4/2011 10:45 | N | H_HOLLOW_E_1 | 38.17 |
| 1/4/2011 10:45 | N | HHOLLOW4_E_1 | 38.17 |
| 1/4/2011 10:45 | N | R_LH2SES_1 | 38.17 |
| 1/4/2011 10:45 | N | R_PB2SES_1 | 38.17 |
| 1/4/2011 10:45 | N | R_PB2SES_2 | 38.17 |
| 1/4/2011 10:45 | N | R_PB2SES_3 | 38.17 |
| 1/4/2011 10:45 | N | R_PB2SES_4 | 38.17 |
| 1/4/2011 10:45 | N | R_PB2SES_5 | 38.17 |
| 1/4/2011 10:45 | N | AUTO_EPS_390 | 38.17 |

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| 1/4/2011 10:50 | N | DC_ROAD_L_B | 38.17 |
| 1/4/2011 10:50 | N | DC_EGPS_L_A | 38.17 |
| 1/4/2011 10:50 | N | H_HOLLOW_E_1 | 38.17 |
| 1/4/2011 10:50 | N | HHOLLOW4_E_1 | 38.17 |
| 1/4/2011 10:50 | N | R_LH2SES_1 | 38.17 |
| 1/4/2011 10:50 | N | R_PB2SES_1 | 38.17 |
| 1/4/2011 10:50 | N | R_PB2SES_2 | 38.17 |
| 1/4/2011 10:50 | N | R_PB2SES_3 | 38.17 |
| 1/4/2011 10:50 | N | R_PB2SES_4 | 38.17 |
| 1/4/2011 10:50 | N | R_PB2SES_5 | 38.17 |
| 1/4/2011 10:50 | N | AUTO_EPS_390 | 38.17 |
| 1/4/2011 10:55 | N | DC_ROAD_L_B | 37.15 |
| 1/4/2011 10:55 | N | DC_EGPS_L_A | 37.15 |
| 1/4/2011 10:55 | N | H_HOLLOW_E_1 | 37.15 |
| 1/4/2011 10:55 | N | HHOLLOW4_E_1 | 37.15 |
| 1/4/2011 10:55 | N | R_LH2SES_1 | 37.15 |
| 1/4/2011 10:55 | N | R_PB2SES_1 | 37.15 |
| 1/4/2011 10:55 | N | R_PB2SES_2 | 37.15 |
| 1/4/2011 10:55 | N | R_PB2SES_3 | 37.15 |
| 1/4/2011 10:55 | N | R_PB2SES_4 | 37.15 |
| 1/4/2011 10:55 | N | R_PB2SES_5 | 37.15 |
| 1/4/2011 10:55 | N | AUTO_EPS_390 | 37.15 |
| 1/5/2011 4:30 | N | DC_ROAD_L_B | 20.47 |
| 1/5/2011 4:30 | N | DC_EGPS_L_A | 12.5 |
| 1/5/2011 4:30 | N | H_HOLLOW_E_1 | 1.57 |
| 1/5/2011 4:30 | N | HHOLLOW4_E_1 | 1.57 |
| 1/5/2011 4:30 | N | R_LH2SES_1 | 21.79 |
| 1/5/2011 4:30 | N | R_PB2SES_1 | 1.33 |
| 1/5/2011 4:30 | N | R_PB2SES_2 | 1.33 |
| 1/5/2011 4:30 | N | R_PB2SES_3 | 1.33 |
| 1/5/2011 4:30 | N | R_PB2SES_4 | 1.33 |
| 1/5/2011 4:30 | N | R_PB2SES_5 | 1.33 |
| 1/5/2011 4:30 | N | AUTO_EPS_390 | 21.74 |
| 1/5/2011 4:35 | N | DC_ROAD_L_B | 21.47 |
| 1/5/2011 4:35 | N | DC_EGPS_L_A | 12.6 |
| 1/5/2011 4:35 | N | H_HOLLOW_E_1 | 0.43 |
| 1/5/2011 4:35 | N | HHOLLOW4_E_1 | 0.43 |
| 1/5/2011 4:35 | N | R_LH2SES_1 | 22.94 |
| 1/5/2011 4:35 | N | R_PB2SES_1 | 0.16 |
| 1/5/2011 4:35 | N | R_PB2SES_2 | 0.16 |
| 1/5/2011 4:35 | N | R_PB2SES_3 | 0.16 |
| 1/5/2011 4:35 | N | R_PB2SES_4 | 0.16 |
| 1/5/2011 4:35 | N | R_PB2SES_5 | 0.16 |
| 1/5/2011 4:35 | N | AUTO_EPS_390 | 22.88 |
| 1/5/2011 4:40 | N | DC_ROAD_L_B | 21.81 |
| 1/5/2011 4:40 | N | DC_EGPS_L_A | 13.3 |
| 1/5/2011 4:40 | N | H_HOLLOW_E_1 | 1.63 |

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|---|---|---|---|
| 1/5/2011 4:40 | N | HHOLLOW4_E_1 | 1.63 |
| 1/5/2011 4:40 | N | R_LH2SES_1 | 23.22 |
| 1/5/2011 4:40 | N | R_PB2SES_1 | 1.37 |
| 1/5/2011 4:40 | N | R_PB2SES_2 | 1.37 |
| 1/5/2011 4:40 | N | R_PB2SES_3 | 1.37 |
| 1/5/2011 4:40 | N | R_PB2SES_4 | 1.37 |
| 1/5/2011 4:40 | N | R_PB2SES_5 | 1.37 |
| 1/5/2011 4:40 | N | AUTO_EPS_390 | 23.17 |
| 1/5/2011 4:45 | N | DC_ROAD_L_B | 20.94 |
| 1/5/2011 4:45 | N | DC_EGPS_L_A | 12.77 |
| 1/5/2011 4:45 | N | H_HOLLOW_E_1 | 1.57 |
| 1/5/2011 4:45 | N | HHOLLOW4_E_1 | 1.57 |
| 1/5/2011 4:45 | N | R_LH2SES_1 | 22.29 |
| 1/5/2011 4:45 | N | R_PB2SES_1 | 1.32 |
| 1/5/2011 4:45 | N | R_PB2SES_2 | 1.32 |
| 1/5/2011 4:45 | N | R_PB2SES_3 | 1.32 |
| 1/5/2011 4:45 | N | R_PB2SES_4 | 1.32 |
| 1/5/2011 4:45 | N | R_PB2SES_5 | 1.32 |
| 1/5/2011 4:45 | N | AUTO_EPS_390 | 22.24 |
| 1/5/2011 4:48 | N | DC_ROAD_L_B | 21.96 |
| 1/5/2011 4:48 | N | DC_EGPS_L_A | 12.7 |
| 1/5/2011 4:48 | N | H_HOLLOW_E_1 | 0.04 |
| 1/5/2011 4:48 | N | HHOLLOW4_E_1 | 0.04 |
| 1/5/2011 4:48 | N | R_LH2SES_1 | 23.49 |
| 1/5/2011 4:48 | N | R_PB2SES_1 | -0.24 |
| 1/5/2011 4:48 | N | R_PB2SES_2 | -0.24 |
| 1/5/2011 4:48 | N | R_PB2SES_3 | -0.24 |
| 1/5/2011 4:48 | N | R_PB2SES_4 | -0.24 |
| 1/5/2011 4:48 | N | R_PB2SES_5 | -0.24 |
| 1/5/2011 4:48 | N | AUTO_EPS_390 | 23.44 |
| 1/5/2011 4:50 | N | DC_ROAD_L_B | 22.38 |
| 1/5/2011 4:50 | N | DC_EGPS_L_A | 13.05 |
| 1/5/2011 4:50 | N | H_HOLLOW_E_1 | 0.32 |
| 1/5/2011 4:50 | N | HHOLLOW4_E_1 | 0.32 |
| 1/5/2011 4:50 | N | R_LH2SES_1 | 23.91 |
| 1/5/2011 4:50 | N | R_PB2SES_1 | 0.03 |
| 1/5/2011 4:50 | N | R_PB2SES_2 | 0.03 |
| 1/5/2011 4:50 | N | R_PB2SES_3 | 0.03 |
| 1/5/2011 4:50 | N | R_PB2SES_4 | 0.03 |
| 1/5/2011 4:50 | N | R_PB2SES_5 | 0.03 |
| 1/5/2011 4:50 | N | AUTO_EPS_390 | 23.86 |
| 1/5/2011 4:55 | N | DC_ROAD_L_B | 21.64 |
| 1/5/2011 4:55 | N | DC_EGPS_L_A | 12.61 |
| 1/5/2011 4:55 | N | H_HOLLOW_E_1 | 0.27 |
| 1/5/2011 4:55 | N | HHOLLOW4_E_1 | 0.27 |
| 1/5/2011 4:55 | N | R_LH2SES_1 | 23.13 |
| 1/5/2011 4:55 | N | R_PB2SES_1 | -0.01 |

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|---|---|---|---|
| 1/5/2011 4:55 | N | R_PB2SES_2 | -0.01 |
| 1/5/2011 4:55 | N | R_PB2SES_3 | -0.01 |
| 1/5/2011 4:55 | N | R_PB2SES_4 | -0.01 |
| 1/5/2011 4:55 | N | R_PB2SES_5 | -0.01 |
| 1/5/2011 4:55 | N | AUTO_EPS_390 | 23.07 |
| 1/5/2011 4:58 | N | DC_ROAD_L_B | 21.44 |
| 1/5/2011 4:58 | N | DC_EGPS_L_A | 12.31 |
| 1/5/2011 4:58 | N | H_HOLLOW_E_1 | -0.1 |
| 1/5/2011 4:58 | N | HHOLLOW4_E_1 | -0.1 |
| 1/5/2011 4:58 | N | R_LH2SES_1 | 22.94 |
| 1/5/2011 4:58 | N | R_PB2SES_1 | -0.38 |
| 1/5/2011 4:58 | N | R_PB2SES_2 | -0.38 |
| 1/5/2011 4:58 | N | R_PB2SES_3 | -0.38 |
| 1/5/2011 4:58 | N | R_PB2SES_4 | -0.38 |
| 1/5/2011 4:58 | N | R_PB2SES_5 | -0.38 |
| 1/5/2011 4:58 | N | AUTO_EPS_390 | 22.88 |
| 1/5/2011 5:01 | N | DC_ROAD_L_B | 20.86 |
| 1/5/2011 5:01 | N | DC_EGPS_L_A | 11.98 |
| 1/5/2011 5:01 | N | H_HOLLOW_E_1 | -0.11 |
| 1/5/2011 5:01 | N | HHOLLOW4_E_1 | -0.11 |
| 1/5/2011 5:01 | N | R_LH2SES_1 | 22.32 |
| 1/5/2011 5:01 | N | R_PB2SES_1 | -0.39 |
| 1/5/2011 5:01 | N | R_PB2SES_2 | -0.39 |
| 1/5/2011 5:01 | N | R_PB2SES_3 | -0.39 |
| 1/5/2011 5:01 | N | R_PB2SES_4 | -0.39 |
| 1/5/2011 5:01 | N | R_PB2SES_5 | -0.39 |
| 1/5/2011 5:01 | N | AUTO_EPS_390 | 22.27 |
| 1/5/2011 5:05 | N | DC_ROAD_L_B | 21.25 |
| 1/5/2011 5:05 | N | DC_EGPS_L_A | 12.25 |
| 1/5/2011 5:05 | N | H_HOLLOW_E_1 | 0.01 |
| 1/5/2011 5:05 | N | HHOLLOW4_E_1 | 0.01 |
| 1/5/2011 5:05 | N | R_LH2SES_1 | 22.73 |
| 1/5/2011 5:05 | N | R_PB2SES_1 | -0.27 |
| 1/5/2011 5:05 | N | R_PB2SES_2 | -0.27 |
| 1/5/2011 5:05 | N | R_PB2SES_3 | -0.27 |
| 1/5/2011 5:05 | N | R_PB2SES_4 | -0.27 |
| 1/5/2011 5:05 | N | R_PB2SES_5 | -0.27 |
| 1/5/2011 5:05 | N | AUTO_EPS_390 | 22.68 |
| 1/5/2011 5:10 | N | DC_ROAD_L_B | 23.17 |
| 1/5/2011 5:10 | N | DC_EGPS_L_A | 13.35 |
| 1/5/2011 5:10 | N | H_HOLLOW_E_1 | -0.02 |
| 1/5/2011 5:10 | N | HHOLLOW4_E_1 | -0.02 |
| 1/5/2011 5:10 | N | R_LH2SES_1 | 24.79 |
| 1/5/2011 5:10 | N | R_PB2SES_1 | -0.32 |
| 1/5/2011 5:10 | N | R_PB2SES_2 | -0.32 |
| 1/5/2011 5:10 | N | R_PB2SES_3 | -0.32 |
| 1/5/2011 5:10 | N | R_PB2SES_4 | -0.32 |

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|---|---|---|---|
| 1/5/2011 5:10 | N | R_PB2SES_5 | -0.32 |
| 1/5/2011 5:10 | N | AUTO_EPS_390 | 24.73 |
| 1/5/2011 5:15 | N | DC_ROAD_L_B | 23.3 |
| 1/5/2011 5:15 | N | DC_EGPS_L_A | 13.41 |
| 1/5/2011 5:15 | N | H_HOLLOW_E_1 | -0.05 |
| 1/5/2011 5:15 | N | HHOLLOW4_E_1 | -0.05 |
| 1/5/2011 5:15 | N | R_LH2SES_1 | 24.93 |
| 1/5/2011 5:15 | N | R_PB2SES_1 | -0.36 |
| 1/5/2011 5:15 | N | R_PB2SES_2 | -0.36 |
| 1/5/2011 5:15 | N | R_PB2SES_3 | -0.36 |
| 1/5/2011 5:15 | N | R_PB2SES_4 | -0.36 |
| 1/5/2011 5:15 | N | R_PB2SES_5 | -0.36 |
| 1/5/2011 5:15 | N | AUTO_EPS_390 | 24.87 |
| 1/5/2011 5:20 | N | DC_ROAD_L_B | 21.79 |
| 1/5/2011 5:20 | N | DC_EGPS_L_A | 13.24 |
| 1/5/2011 5:20 | N | H_HOLLOW_E_1 | 1.61 |
| 1/5/2011 5:20 | N | HHOLLOW4_E_1 | 1.61 |
| 1/5/2011 5:20 | N | R_LH2SES_1 | 23.19 |
| 1/5/2011 5:20 | N | R_PB2SES_1 | 1.35 |
| 1/5/2011 5:20 | N | R_PB2SES_2 | 1.35 |
| 1/5/2011 5:20 | N | R_PB2SES_3 | 1.35 |
| 1/5/2011 5:20 | N | R_PB2SES_4 | 1.35 |
| 1/5/2011 5:20 | N | R_PB2SES_5 | 1.35 |
| 1/5/2011 5:20 | N | AUTO_EPS_390 | 23.14 |
| 1/5/2011 5:25 | N | DC_ROAD_L_B | 22.4 |
| 1/5/2011 5:25 | N | DC_EGPS_L_A | 13.6 |
| 1/5/2011 5:25 | N | H_HOLLOW_E_1 | 1.63 |
| 1/5/2011 5:25 | N | HHOLLOW4_E_1 | 1.63 |
| 1/5/2011 5:25 | N | R_LH2SES_1 | 23.85 |
| 1/5/2011 5:25 | N | R_PB2SES_1 | 1.36 |
| 1/5/2011 5:25 | N | R_PB2SES_2 | 1.36 |
| 1/5/2011 5:25 | N | R_PB2SES_3 | 1.36 |
| 1/5/2011 5:25 | N | R_PB2SES_4 | 1.36 |
| 1/5/2011 5:25 | N | R_PB2SES_5 | 1.36 |
| 1/5/2011 5:25 | N | AUTO_EPS_390 | 23.8 |
| 1/5/2011 5:30 | N | DC_ROAD_L_B | 22.17 |
| 1/5/2011 5:30 | N | DC_EGPS_L_A | 12.81 |
| 1/5/2011 5:30 | N | H_HOLLOW_E_1 | 0.07 |
| 1/5/2011 5:30 | N | HHOLLOW4_E_1 | 0.07 |
| 1/5/2011 5:30 | N | R_LH2SES_1 | 23.72 |
| 1/5/2011 5:30 | N | R_PB2SES_1 | -0.22 |
| 1/5/2011 5:30 | N | R_PB2SES_2 | -0.22 |
| 1/5/2011 5:30 | N | R_PB2SES_3 | -0.22 |
| 1/5/2011 5:30 | N | R_PB2SES_4 | -0.22 |
| 1/5/2011 5:30 | N | R_PB2SES_5 | -0.22 |
| 1/5/2011 5:30 | N | AUTO_EPS_390 | 23.66 |
| 1/5/2011 5:35 | N | DC_ROAD_L_B | 26.2 |

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|---|---|---|---|
| 1/5/2011 5:35 | N | DC_EGPS_L_A | 15.03 |
| 1/5/2011 5:35 | N | H_HOLLOW_E_1 | -0.06 |
| 1/5/2011 5:35 | N | HHOLLOW4_E_1 | -0.06 |
| 1/5/2011 5:35 | N | R_LH2SES_1 | 28.03 |
| 1/5/2011 5:35 | N | R_PB2SES_1 | -0.4 |
| 1/5/2011 5:35 | N | R_PB2SES_2 | -0.4 |
| 1/5/2011 5:35 | N | R_PB2SES_3 | -0.4 |
| 1/5/2011 5:35 | N | R_PB2SES_4 | -0.4 |
| 1/5/2011 5:35 | N | R_PB2SES_5 | -0.4 |
| 1/5/2011 5:35 | N | AUTO_EPS_390 | 27.97 |
| 1/5/2011 5:40 | N | DC_ROAD_L_B | 28.14 |
| 1/5/2011 5:40 | N | DC_EGPS_L_A | 16.07 |
| 1/5/2011 5:40 | N | H_HOLLOW_E_1 | -0.24 |
| 1/5/2011 5:40 | N | HHOLLOW4_E_1 | -0.24 |
| 1/5/2011 5:40 | N | R_LH2SES_1 | 30.12 |
| 1/5/2011 5:40 | N | R_PB2SES_1 | -0.6 |
| 1/5/2011 5:40 | N | R_PB2SES_2 | -0.6 |
| 1/5/2011 5:40 | N | R_PB2SES_3 | -0.6 |
| 1/5/2011 5:40 | N | R_PB2SES_4 | -0.6 |
| 1/5/2011 5:40 | N | R_PB2SES_5 | -0.6 |
| 1/5/2011 5:40 | N | AUTO_EPS_390 | 30.05 |
| 1/5/2011 5:45 | N | DC_ROAD_L_B | 27.82 |
| 1/5/2011 5:45 | N | DC_EGPS_L_A | 16.08 |
| 1/5/2011 5:45 | N | H_HOLLOW_E_1 | 0.11 |
| 1/5/2011 5:45 | N | HHOLLOW4_E_1 | 0.11 |
| 1/5/2011 5:45 | N | R_LH2SES_1 | 29.75 |
| 1/5/2011 5:45 | N | R_PB2SES_1 | -0.25 |
| 1/5/2011 5:45 | N | R_PB2SES_2 | -0.25 |
| 1/5/2011 5:45 | N | R_PB2SES_3 | -0.25 |
| 1/5/2011 5:45 | N | R_PB2SES_4 | -0.25 |
| 1/5/2011 5:45 | N | R_PB2SES_5 | -0.25 |
| 1/5/2011 5:45 | N | AUTO_EPS_390 | 29.68 |
| 1/5/2011 5:50 | N | DC_ROAD_L_B | 25.96 |
| 1/5/2011 5:50 | N | DC_EGPS_L_A | 15.11 |
| 1/5/2011 5:50 | N | H_HOLLOW_E_1 | 0.3 |
| 1/5/2011 5:50 | N | HHOLLOW4_E_1 | 0.3 |
| 1/5/2011 5:50 | N | R_LH2SES_1 | 27.75 |
| 1/5/2011 5:50 | N | R_PB2SES_1 | -0.04 |
| 1/5/2011 5:50 | N | R_PB2SES_2 | -0.04 |
| 1/5/2011 5:50 | N | R_PB2SES_3 | -0.04 |
| 1/5/2011 5:50 | N | R_PB2SES_4 | -0.04 |
| 1/5/2011 5:50 | N | R_PB2SES_5 | -0.04 |
| 1/5/2011 5:50 | N | AUTO_EPS_390 | 27.68 |
| 1/5/2011 5:55 | N | DC_ROAD_L_B | 23.24 |
| 1/5/2011 5:55 | N | DC_EGPS_L_A | 13.49 |
| 1/5/2011 5:55 | N | H_HOLLOW_E_1 | 0.23 |
| 1/5/2011 5:55 | N | HHOLLOW4_E_1 | 0.23 |

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|---|---|---|---|
| 1/5/2011 5:55 | N | R_LH2SES_1 | 24.85 |
| 1/5/2011 5:55 | N | R_PB2SES_1 | -0.07 |
| 1/5/2011 5:55 | N | R_PB2SES_2 | -0.07 |
| 1/5/2011 5:55 | N | R_PB2SES_3 | -0.07 |
| 1/5/2011 5:55 | N | R_PB2SES_4 | -0.07 |
| 1/5/2011 5:55 | N | R_PB2SES_5 | -0.07 |
| 1/5/2011 5:55 | N | AUTO_EPS_390 | 24.79 |
| 1/5/2011 6:01 | N | DC_ROAD_L_B | 28.31 |
| 1/5/2011 6:01 | N | DC_EGPS_L_A | 16.38 |
| 1/5/2011 6:01 | N | H_HOLLOW_E_1 | 0.31 |
| 1/5/2011 6:01 | N | HHOLLOW4_E_1 | 0.31 |
| 1/5/2011 6:01 | N | R_LH2SES_1 | 30.27 |
| 1/5/2011 6:01 | N | R_PB2SES_1 | -0.05 |
| 1/5/2011 6:01 | N | R_PB2SES_2 | -0.05 |
| 1/5/2011 6:01 | N | R_PB2SES_3 | -0.05 |
| 1/5/2011 6:01 | N | R_PB2SES_4 | -0.05 |
| 1/5/2011 6:01 | N | R_PB2SES_5 | -0.05 |
| 1/5/2011 6:01 | N | AUTO_EPS_390 | 30.2 |
| 1/5/2011 6:05 | N | DC_ROAD_L_B | 29.87 |
| 1/5/2011 6:05 | N | DC_EGPS_L_A | 17.27 |
| 1/5/2011 6:05 | N | H_HOLLOW_E_1 | 0.32 |
| 1/5/2011 6:05 | N | HHOLLOW4_E_1 | 0.32 |
| 1/5/2011 6:05 | N | R_LH2SES_1 | 31.93 |
| 1/5/2011 6:05 | N | R_PB2SES_1 | -0.06 |
| 1/5/2011 6:05 | N | R_PB2SES_2 | -0.06 |
| 1/5/2011 6:05 | N | R_PB2SES_3 | -0.06 |
| 1/5/2011 6:05 | N | R_PB2SES_4 | -0.06 |
| 1/5/2011 6:05 | N | R_PB2SES_5 | -0.06 |
| 1/5/2011 6:05 | N | AUTO_EPS_390 | 31.85 |
| 1/5/2011 6:10 | N | DC_ROAD_L_B | 30.09 |
| 1/5/2011 6:10 | N | DC_EGPS_L_A | 17.44 |
| 1/5/2011 6:10 | N | H_HOLLOW_E_1 | 0.37 |
| 1/5/2011 6:10 | N | HHOLLOW4_E_1 | 0.37 |
| 1/5/2011 6:10 | N | R_LH2SES_1 | 32.16 |
| 1/5/2011 6:10 | N | R_PB2SES_1 | -0.01 |
| 1/5/2011 6:10 | N | R_PB2SES_2 | -0.01 |
| 1/5/2011 6:10 | N | R_PB2SES_3 | -0.01 |
| 1/5/2011 6:10 | N | R_PB2SES_4 | -0.01 |
| 1/5/2011 6:10 | N | R_PB2SES_5 | -0.01 |
| 1/5/2011 6:10 | N | AUTO_EPS_390 | 32.08 |
| 1/5/2011 6:15 | N | DC_ROAD_L_B | 32.37 |
| 1/5/2011 6:15 | N | DC_EGPS_L_A | 18.85 |
| 1/5/2011 6:15 | N | H_HOLLOW_E_1 | 0.52 |
| 1/5/2011 6:15 | N | HHOLLOW4_E_1 | 0.52 |
| 1/5/2011 6:15 | N | R_LH2SES_1 | 34.59 |
| 1/5/2011 6:15 | N | R_PB2SES_1 | 0.1 |
| 1/5/2011 6:15 | N | R_PB2SES_2 | 0.1 |

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| 1/5/2011 6:15 | N | R_PB2SES_3 | 0.1 |
| 1/5/2011 6:15 | N | R_PB2SES_4 | 0.1 |
| 1/5/2011 6:15 | N | R_PB2SES_5 | 0.1 |
| 1/5/2011 6:15 | N | AUTO_EPS_390 | 34.51 |
| 1/5/2011 6:20 | N | DC_ROAD_L_B | 33.47 |
| 1/5/2011 6:20 | N | DC_EGPS_L_A | 20.09 |
| 1/5/2011 6:20 | N | H_HOLLOW_E_1 | 1.96 |
| 1/5/2011 6:20 | N | HHOLLOW4_E_1 | 1.96 |
| 1/5/2011 6:20 | N | R_LH2SES_1 | 35.66 |
| 1/5/2011 6:20 | N | R_PB2SES_1 | 1.55 |
| 1/5/2011 6:20 | N | R_PB2SES_2 | 1.55 |
| 1/5/2011 6:20 | N | R_PB2SES_3 | 1.55 |
| 1/5/2011 6:20 | N | R_PB2SES_4 | 1.55 |
| 1/5/2011 6:20 | N | R_PB2SES_5 | 1.55 |
| 1/5/2011 6:20 | N | AUTO_EPS_390 | 35.58 |
| 1/5/2011 6:25 | N | DC_ROAD_L_B | 33.92 |
| 1/5/2011 6:25 | N | DC_EGPS_L_A | 20.6 |
| 1/5/2011 6:25 | N | H_HOLLOW_E_1 | 2.54 |
| 1/5/2011 6:25 | N | HHOLLOW4_E_1 | 2.54 |
| 1/5/2011 6:25 | N | R_LH2SES_1 | 36.11 |
| 1/5/2011 6:25 | N | R_PB2SES_1 | 2.13 |
| 1/5/2011 6:25 | N | R_PB2SES_2 | 2.13 |
| 1/5/2011 6:25 | N | R_PB2SES_3 | 2.13 |
| 1/5/2011 6:25 | N | R_PB2SES_4 | 2.13 |
| 1/5/2011 6:25 | N | R_PB2SES_5 | 2.13 |
| 1/5/2011 6:25 | N | AUTO_EPS_390 | 36.03 |
| 1/5/2011 6:35 | N | DC_ROAD_L_B | 45.8 |
| 1/5/2011 6:35 | N | DC_EGPS_L_A | 36.83 |
| 1/5/2011 6:35 | N | H_HOLLOW_E_1 | 3.5 |
| 1/5/2011 6:35 | N | HHOLLOW4_E_1 | 3.5 |
| 1/5/2011 6:35 | N | R_LH2SES_1 | 49 |
| 1/5/2011 6:35 | N | R_PB2SES_1 | 3.01 |
| 1/5/2011 6:35 | N | R_PB2SES_2 | 3.01 |
| 1/5/2011 6:35 | N | R_PB2SES_3 | 3.01 |
| 1/5/2011 6:35 | N | R_PB2SES_4 | 3.01 |
| 1/5/2011 6:35 | N | R_PB2SES_5 | 3.01 |
| 1/5/2011 6:35 | N | AUTO_EPS_390 | 48.89 |
| 1/5/2011 6:40 | N | DC_ROAD_L_B | 104.07 |
| 1/5/2011 6:40 | N | DC_EGPS_L_A | 82.7 |
| 1/5/2011 6:40 | N | H_HOLLOW_E_1 | 3.41 |
| 1/5/2011 6:40 | N | HHOLLOW4_E_1 | 3.41 |
| 1/5/2011 6:40 | N | R_LH2SES_1 | 111.7 |
| 1/5/2011 6:40 | N | R_PB2SES_1 | 2.25 |
| 1/5/2011 6:40 | N | R_PB2SES_2 | 2.25 |
| 1/5/2011 6:40 | N | R_PB2SES_3 | 2.25 |
| 1/5/2011 6:40 | N | R_PB2SES_4 | 2.25 |
| 1/5/2011 6:40 | N | R_PB2SES_5 | 2.25 |

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| 1/5/2011 6:40 | N | AUTO_EPS_390 | 111.42 |
| 1/5/2011 6:45 | N | DC_ROAD_L_B | 2328.12 |
| 1/5/2011 6:45 | N | DC_EGPS_L_A | 1856.83 |
| 1/5/2011 6:45 | N | H_HOLLOW_E_1 | 109.53 |
| 1/5/2011 6:45 | N | HHOLLOW4_E_1 | 109.53 |
| 1/5/2011 6:45 | N | R_LH2SES_1 | 2495.92 |
| 1/5/2011 6:45 | N | R_PB2SES_1 | 84 |
| 1/5/2011 6:45 | N | R_PB2SES_2 | 84 |
| 1/5/2011 6:45 | N | R_PB2SES_3 | 84 |
| 1/5/2011 6:45 | N | R_PB2SES_4 | 84 |
| 1/5/2011 6:45 | N | R_PB2SES_5 | 84 |
| 1/5/2011 6:45 | N | AUTO_EPS_390 | 2489.72 |
| 1/5/2011 6:50 | N | DC_ROAD_L_B | 2326.12 |
| 1/5/2011 6:50 | N | DC_EGPS_L_A | 1858.38 |
| 1/5/2011 6:50 | N | H_HOLLOW_E_1 | 116.62 |
| 1/5/2011 6:50 | N | HHOLLOW4_E_1 | 116.62 |
| 1/5/2011 6:50 | N | R_LH2SES_1 | 2493.46 |
| 1/5/2011 6:50 | N | R_PB2SES_1 | 91.12 |
| 1/5/2011 6:50 | N | R_PB2SES_2 | 91.12 |
| 1/5/2011 6:50 | N | R_PB2SES_3 | 91.12 |
| 1/5/2011 6:50 | N | R_PB2SES_4 | 91.12 |
| 1/5/2011 6:50 | N | R_PB2SES_5 | 91.12 |
| 1/5/2011 6:50 | N | AUTO_EPS_390 | 2487.29 |
| 1/5/2011 6:55 | N | DC_ROAD_L_B | 76.24 |
| 1/5/2011 6:55 | N | DC_EGPS_L_A | 64.26 |
| 1/5/2011 6:55 | N | H_HOLLOW_E_1 | 19.53 |
| 1/5/2011 6:55 | N | HHOLLOW4_E_1 | 19.53 |
| 1/5/2011 6:55 | N | R_LH2SES_1 | 80.53 |
| 1/5/2011 6:55 | N | R_PB2SES_1 | 18.87 |
| 1/5/2011 6:55 | N | R_PB2SES_2 | 18.87 |
| 1/5/2011 6:55 | N | R_PB2SES_3 | 18.87 |
| 1/5/2011 6:55 | N | R_PB2SES_4 | 18.87 |
| 1/5/2011 6:55 | N | R_PB2SES_5 | 18.87 |
| 1/5/2011 6:55 | N | AUTO_EPS_390 | 80.38 |
| 1/5/2011 7:01 | N | DC_ROAD_L_B | 38.31 |
| 1/5/2011 7:01 | N | DC_EGPS_L_A | 34.42 |
| 1/5/2011 7:01 | N | H_HOLLOW_E_1 | 19.85 |
| 1/5/2011 7:01 | N | HHOLLOW4_E_1 | 19.85 |
| 1/5/2011 7:01 | N | R_LH2SES_1 | 39.71 |
| 1/5/2011 7:01 | N | R_PB2SES_1 | 19.63 |
| 1/5/2011 7:01 | N | R_PB2SES_2 | 19.63 |
| 1/5/2011 7:01 | N | R_PB2SES_3 | 19.63 |
| 1/5/2011 7:01 | N | R_PB2SES_4 | 19.63 |
| 1/5/2011 7:01 | N | R_PB2SES_5 | 19.63 |
| 1/5/2011 7:01 | N | AUTO_EPS_390 | 39.65 |
| 1/5/2011 7:05 | N | DC_ROAD_L_B | 50.62 |
| 1/5/2011 7:05 | N | DC_EGPS_L_A | 40.45 |

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| 1/5/2011 7:05 | N | H_HOLLOW_E_1 | 2.47 |
| 1/5/2011 7:05 | N | HHOLLOW4_E_1 | 2.47 |
| 1/5/2011 7:05 | N | R_LH2SES_1 | 54.26 |
| 1/5/2011 7:05 | N | R_PB2SES_1 | 1.91 |
| 1/5/2011 7:05 | N | R_PB2SES_2 | 1.91 |
| 1/5/2011 7:05 | N | R_PB2SES_3 | 1.91 |
| 1/5/2011 7:05 | N | R_PB2SES_4 | 1.91 |
| 1/5/2011 7:05 | N | R_PB2SES_5 | 1.91 |
| 1/5/2011 7:05 | N | AUTO_EPS_390 | 54.13 |
| 1/5/2011 7:10 | N | DC_ROAD_L_B | 2325.23 |
| 1/5/2011 7:10 | N | DC_EGPS_L_A | 1856.14 |
| 1/5/2011 7:10 | N | H_HOLLOW_E_1 | 109.36 |
| 1/5/2011 7:10 | N | HHOLLOW4_E_1 | 109.36 |
| 1/5/2011 7:10 | N | R_LH2SES_1 | 2493.06 |
| 1/5/2011 7:10 | N | R_PB2SES_1 | 83.77 |
| 1/5/2011 7:10 | N | R_PB2SES_2 | 83.77 |
| 1/5/2011 7:10 | N | R_PB2SES_3 | 83.77 |
| 1/5/2011 7:10 | N | R_PB2SES_4 | 83.77 |
| 1/5/2011 7:10 | N | R_PB2SES_5 | 83.77 |
| 1/5/2011 7:10 | N | AUTO_EPS_390 | 2486.87 |
| 1/5/2011 7:15 | N | DC_ROAD_L_B | 103.9 |
| 1/5/2011 7:15 | N | DC_EGPS_L_A | 83.63 |
| 1/5/2011 7:15 | N | H_HOLLOW_E_1 | 7.93 |
| 1/5/2011 7:15 | N | HHOLLOW4_E_1 | 7.93 |
| 1/5/2011 7:15 | N | R_LH2SES_1 | 111.16 |
| 1/5/2011 7:15 | N | R_PB2SES_1 | 6.82 |
| 1/5/2011 7:15 | N | R_PB2SES_2 | 6.82 |
| 1/5/2011 7:15 | N | R_PB2SES_3 | 6.82 |
| 1/5/2011 7:15 | N | R_PB2SES_4 | 6.82 |
| 1/5/2011 7:15 | N | R_PB2SES_5 | 6.82 |
| 1/5/2011 7:15 | N | AUTO_EPS_390 | 110.9 |
| 1/5/2011 7:20 | N | DC_ROAD_L_B | 45.87 |
| 1/5/2011 7:20 | N | DC_EGPS_L_A | 36.92 |
| 1/5/2011 7:20 | N | H_HOLLOW_E_1 | 3.5 |
| 1/5/2011 7:20 | N | HHOLLOW4_E_1 | 3.5 |
| 1/5/2011 7:20 | N | R_LH2SES_1 | 49.08 |
| 1/5/2011 7:20 | N | R_PB2SES_1 | 3.01 |
| 1/5/2011 7:20 | N | R_PB2SES_2 | 3.01 |
| 1/5/2011 7:20 | N | R_PB2SES_3 | 3.01 |
| 1/5/2011 7:20 | N | R_PB2SES_4 | 3.01 |
| 1/5/2011 7:20 | N | R_PB2SES_5 | 3.01 |
| 1/5/2011 7:20 | N | AUTO_EPS_390 | 48.96 |
| 1/5/2011 7:25 | N | DC_ROAD_L_B | 38.51 |
| 1/5/2011 7:25 | N | DC_EGPS_L_A | 34.28 |
| 1/5/2011 7:25 | N | H_HOLLOW_E_1 | 18.41 |
| 1/5/2011 7:25 | N | HHOLLOW4_E_1 | 18.41 |
| 1/5/2011 7:25 | N | R_LH2SES_1 | 40.03 |

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| 1/5/2011 7:25 | N | R_PB2SES_1 | 18.17 |
| 1/5/2011 7:25 | N | R_PB2SES_2 | 18.17 |
| 1/5/2011 7:25 | N | R_PB2SES_3 | 18.17 |
| 1/5/2011 7:25 | N | R_PB2SES_4 | 18.17 |
| 1/5/2011 7:25 | N | R_PB2SES_5 | 18.17 |
| 1/5/2011 7:25 | N | AUTO_EPS_390 | 39.98 |
| 1/5/2011 7:30 | N | DC_ROAD_L_B | 43.35 |
| 1/5/2011 7:30 | N | DC_EGPS_L_A | 34.65 |
| 1/5/2011 7:30 | N | H_HOLLOW_E_1 | 2.26 |
| 1/5/2011 7:30 | N | HHOLLOW4_E_1 | 2.26 |
| 1/5/2011 7:30 | N | R_LH2SES_1 | 46.46 |
| 1/5/2011 7:30 | N | R_PB2SES_1 | 1.78 |
| 1/5/2011 7:30 | N | R_PB2SES_2 | 1.78 |
| 1/5/2011 7:30 | N | R_PB2SES_3 | 1.78 |
| 1/5/2011 7:30 | N | R_PB2SES_4 | 1.78 |
| 1/5/2011 7:30 | N | R_PB2SES_5 | 1.78 |
| 1/5/2011 7:30 | N | AUTO_EPS_390 | 46.34 |
| 1/5/2011 7:35 | N | DC_ROAD_L_B | 35.95 |
| 1/5/2011 7:35 | N | DC_EGPS_L_A | 28.76 |
| 1/5/2011 7:35 | N | H_HOLLOW_E_1 | 2.03 |
| 1/5/2011 7:35 | N | HHOLLOW4_E_1 | 2.03 |
| 1/5/2011 7:35 | N | R_LH2SES_1 | 38.52 |
| 1/5/2011 7:35 | N | R_PB2SES_1 | 1.64 |
| 1/5/2011 7:35 | N | R_PB2SES_2 | 1.64 |
| 1/5/2011 7:35 | N | R_PB2SES_3 | 1.64 |
| 1/5/2011 7:35 | N | R_PB2SES_4 | 1.64 |
| 1/5/2011 7:35 | N | R_PB2SES_5 | 1.64 |
| 1/5/2011 7:35 | N | AUTO_EPS_390 | 38.43 |
| 1/5/2011 7:40 | N | DC_ROAD_L_B | 32.39 |
| 1/5/2011 7:40 | N | DC_EGPS_L_A | 25.92 |
| 1/5/2011 7:40 | N | H_HOLLOW_E_1 | 1.93 |
| 1/5/2011 7:40 | N | HHOLLOW4_E_1 | 1.93 |
| 1/5/2011 7:40 | N | R_LH2SES_1 | 34.7 |
| 1/5/2011 7:40 | N | R_PB2SES_1 | 1.58 |
| 1/5/2011 7:40 | N | R_PB2SES_2 | 1.58 |
| 1/5/2011 7:40 | N | R_PB2SES_3 | 1.58 |
| 1/5/2011 7:40 | N | R_PB2SES_4 | 1.58 |
| 1/5/2011 7:40 | N | R_PB2SES_5 | 1.58 |
| 1/5/2011 7:40 | N | AUTO_EPS_390 | 34.61 |
| 1/5/2011 7:45 | N | DC_ROAD_L_B | 32.78 |
| 1/5/2011 7:45 | N | DC_EGPS_L_A | 30.04 |
| 1/5/2011 7:45 | N | H_HOLLOW_E_1 | 19.89 |
| 1/5/2011 7:45 | N | HHOLLOW4_E_1 | 19.89 |
| 1/5/2011 7:45 | N | R_LH2SES_1 | 33.75 |
| 1/5/2011 7:45 | N | R_PB2SES_1 | 19.74 |
| 1/5/2011 7:45 | N | R_PB2SES_2 | 19.74 |
| 1/5/2011 7:45 | N | R_PB2SES_3 | 19.74 |

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| 1/5/2011 7:45 | N | R_PB2SES_4 | 19.74 |
| 1/5/2011 7:45 | N | R_PB2SES_5 | 19.74 |
| 1/5/2011 7:45 | N | AUTO_EPS_390 | 33.72 |
| 1/5/2011 8:01 | N | DC_ROAD_L_B | 30.44 |
| 1/5/2011 8:01 | N | DC_EGPS_L_A | 28.22 |
| 1/5/2011 8:01 | N | H_HOLLOW_E_1 | 19.91 |
| 1/5/2011 8:01 | N | HHOLLOW4_E_1 | 19.91 |
| 1/5/2011 8:01 | N | R_LH2SES_1 | 31.24 |
| 1/5/2011 8:01 | N | R_PB2SES_1 | 19.79 |
| 1/5/2011 8:01 | N | R_PB2SES_2 | 19.79 |
| 1/5/2011 8:01 | N | R_PB2SES_3 | 19.79 |
| 1/5/2011 8:01 | N | R_PB2SES_4 | 19.79 |
| 1/5/2011 8:01 | N | R_PB2SES_5 | 19.79 |
| 1/5/2011 8:01 | N | AUTO_EPS_390 | 31.21 |
| 1/5/2011 8:05 | N | DC_ROAD_L_B | 31.36 |
| 1/5/2011 8:05 | N | DC_EGPS_L_A | 28.93 |
| 1/5/2011 8:05 | N | H_HOLLOW_E_1 | 19.91 |
| 1/5/2011 8:05 | N | HHOLLOW4_E_1 | 19.91 |
| 1/5/2011 8:05 | N | R_LH2SES_1 | 32.22 |
| 1/5/2011 8:05 | N | R_PB2SES_1 | 19.77 |
| 1/5/2011 8:05 | N | R_PB2SES_2 | 19.77 |
| 1/5/2011 8:05 | N | R_PB2SES_3 | 19.77 |
| 1/5/2011 8:05 | N | R_PB2SES_4 | 19.77 |
| 1/5/2011 8:05 | N | R_PB2SES_5 | 19.77 |
| 1/5/2011 8:05 | N | AUTO_EPS_390 | 32.19 |
| 1/5/2011 8:15 | N | DC_ROAD_L_B | 33.57 |
| 1/5/2011 8:15 | N | DC_EGPS_L_A | 33.14 |
| 1/5/2011 8:15 | N | H_HOLLOW_E_1 | 31.58 |
| 1/5/2011 8:15 | N | HHOLLOW4_E_1 | 31.58 |
| 1/5/2011 8:15 | N | R_LH2SES_1 | 33.72 |
| 1/5/2011 8:15 | N | R_PB2SES_1 | 31.55 |
| 1/5/2011 8:15 | N | R_PB2SES_2 | 31.55 |
| 1/5/2011 8:15 | N | R_PB2SES_3 | 31.55 |
| 1/5/2011 8:15 | N | R_PB2SES_4 | 31.55 |
| 1/5/2011 8:15 | N | R_PB2SES_5 | 31.55 |
| 1/5/2011 8:15 | N | AUTO_EPS_390 | 33.71 |
| 1/7/2011 23:25 | N | DC_ROAD_L_B | 22.47 |
| 1/7/2011 23:25 | N | DC_EGPS_L_A | 22.47 |
| 1/7/2011 23:25 | N | H_HOLLOW_E_1 | 22.47 |
| 1/7/2011 23:25 | N | HHOLLOW4_E_1 | 22.47 |
| 1/7/2011 23:25 | N | R_LH2SES_1 | 22.47 |
| 1/7/2011 23:25 | N | R_PB2SES_1 | 22.47 |
| 1/7/2011 23:25 | N | R_PB2SES_2 | 22.47 |
| 1/7/2011 23:25 | N | R_PB2SES_3 | 22.47 |
| 1/7/2011 23:25 | N | R_PB2SES_4 | 22.47 |
| 1/7/2011 23:25 | N | R_PB2SES_5 | 22.47 |
| 1/7/2011 23:25 | N | AUTO_EPS_390 | 22.47 |

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| 1/8/2011 0:40 | N | DC_ROAD_L_B | 22.85 |
| 1/8/2011 0:40 | N | DC_EGPS_L_A | 22.85 |
| 1/8/2011 0:40 | N | H_HOLLOW_E_1 | 22.85 |
| 1/8/2011 0:40 | N | HHOLLOW4_E_1 | 22.85 |
| 1/8/2011 0:40 | N | R_LH2SES_1 | 22.85 |
| 1/8/2011 0:40 | N | R_PB2SES_1 | 22.85 |
| 1/8/2011 0:40 | N | R_PB2SES_2 | 22.85 |
| 1/8/2011 0:40 | N | R_PB2SES_3 | 22.85 |
| 1/8/2011 0:40 | N | R_PB2SES_4 | 22.85 |
| 1/8/2011 0:40 | N | R_PB2SES_5 | 22.85 |
| 1/8/2011 0:40 | N | AUTO_EPS_390 | 22.85 |
| 1/8/2011 0:55 | N | DC_ROAD_L_B | 23.03 |
| 1/8/2011 0:55 | N | DC_EGPS_L_A | 23.03 |
| 1/8/2011 0:55 | N | H_HOLLOW_E_1 | 23.03 |
| 1/8/2011 0:55 | N | HHOLLOW4_E_1 | 23.03 |
| 1/8/2011 0:55 | N | R_LH2SES_1 | 23.03 |
| 1/8/2011 0:55 | N | R_PB2SES_1 | 23.03 |
| 1/8/2011 0:55 | N | R_PB2SES_2 | 23.03 |
| 1/8/2011 0:55 | N | R_PB2SES_3 | 23.03 |
| 1/8/2011 0:55 | N | R_PB2SES_4 | 23.03 |
| 1/8/2011 0:55 | N | R_PB2SES_5 | 23.03 |
| 1/8/2011 0:55 | N | AUTO_EPS_390 | 23.03 |
| 1/8/2011 1:05 | N | DC_ROAD_L_B | 23.08 |
| 1/8/2011 1:05 | N | DC_EGPS_L_A | 23.08 |
| 1/8/2011 1:05 | N | H_HOLLOW_E_1 | 23.08 |
| 1/8/2011 1:05 | N | HHOLLOW4_E_1 | 23.08 |
| 1/8/2011 1:05 | N | R_LH2SES_1 | 23.08 |
| 1/8/2011 1:05 | N | R_PB2SES_1 | 23.08 |
| 1/8/2011 1:05 | N | R_PB2SES_2 | 23.08 |
| 1/8/2011 1:05 | N | R_PB2SES_3 | 23.08 |
| 1/8/2011 1:05 | N | R_PB2SES_4 | 23.08 |
| 1/8/2011 1:05 | N | R_PB2SES_5 | 23.08 |
| 1/8/2011 1:05 | N | AUTO_EPS_390 | 23.08 |
| 1/8/2011 1:10 | N | DC_ROAD_L_B | 23.11 |
| 1/8/2011 1:10 | N | DC_EGPS_L_A | 23.11 |
| 1/8/2011 1:10 | N | H_HOLLOW_E_1 | 23.11 |
| 1/8/2011 1:10 | N | HHOLLOW4_E_1 | 23.11 |
| 1/8/2011 1:10 | N | R_LH2SES_1 | 23.11 |
| 1/8/2011 1:10 | N | R_PB2SES_1 | 23.11 |
| 1/8/2011 1:10 | N | R_PB2SES_2 | 23.11 |
| 1/8/2011 1:10 | N | R_PB2SES_3 | 23.11 |
| 1/8/2011 1:10 | N | R_PB2SES_4 | 23.11 |
| 1/8/2011 1:10 | N | R_PB2SES_5 | 23.11 |
| 1/8/2011 1:10 | N | AUTO_EPS_390 | 23.11 |
| 1/9/2011 15:05 | N | DC_ROAD_L_B | 32.78 |
| 1/9/2011 15:05 | N | DC_EGPS_L_A | 30.09 |
| 1/9/2011 15:05 | N | H_HOLLOW_E_1 | 30.09 |

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| 1/9/2011 15:05 | N | HHOLLOW4_E_1 | 30.09 |
| 1/9/2011 15:05 | N | R_LH2SES_1 | 30.09 |
| 1/9/2011 15:05 | N | R_PB2SES_1 | 30.09 |
| 1/9/2011 15:05 | N | R_PB2SES_2 | 30.09 |
| 1/9/2011 15:05 | N | R_PB2SES_3 | 30.09 |
| 1/9/2011 15:05 | N | R_PB2SES_4 | 30.09 |
| 1/9/2011 15:05 | N | R_PB2SES_5 | 30.09 |
| 1/9/2011 15:05 | N | AUTO_EPS_390 | 30.09 |
| 1/9/2011 15:10 | N | DC_ROAD_L_B | 32.78 |
| 1/9/2011 15:10 | N | DC_EGPS_L_A | 30.13 |
| 1/9/2011 15:10 | N | H_HOLLOW_E_1 | 30.13 |
| 1/9/2011 15:10 | N | HHOLLOW4_E_1 | 30.13 |
| 1/9/2011 15:10 | N | R_LH2SES_1 | 30.13 |
| 1/9/2011 15:10 | N | R_PB2SES_1 | 30.13 |
| 1/9/2011 15:10 | N | R_PB2SES_2 | 30.13 |
| 1/9/2011 15:10 | N | R_PB2SES_3 | 30.13 |
| 1/9/2011 15:10 | N | R_PB2SES_4 | 30.13 |
| 1/9/2011 15:10 | N | R_PB2SES_5 | 30.13 |
| 1/9/2011 15:10 | N | AUTO_EPS_390 | 30.13 |
| 1/9/2011 15:15 | N | DC_ROAD_L_B | 32.78 |
| 1/9/2011 15:15 | N | DC_EGPS_L_A | 29.88 |
| 1/9/2011 15:15 | N | H_HOLLOW_E_1 | 29.88 |
| 1/9/2011 15:15 | N | HHOLLOW4_E_1 | 29.88 |
| 1/9/2011 15:15 | N | R_LH2SES_1 | 29.88 |
| 1/9/2011 15:15 | N | R_PB2SES_1 | 29.88 |
| 1/9/2011 15:15 | N | R_PB2SES_2 | 29.88 |
| 1/9/2011 15:15 | N | R_PB2SES_3 | 29.88 |
| 1/9/2011 15:15 | N | R_PB2SES_4 | 29.88 |
| 1/9/2011 15:15 | N | R_PB2SES_5 | 29.88 |
| 1/9/2011 15:15 | N | AUTO_EPS_390 | 29.88 |
| 1/9/2011 15:20 | N | DC_ROAD_L_B | 32.78 |
| 1/9/2011 15:20 | N | DC_EGPS_L_A | 29.95 |
| 1/9/2011 15:20 | N | H_HOLLOW_E_1 | 29.95 |
| 1/9/2011 15:20 | N | HHOLLOW4_E_1 | 29.95 |
| 1/9/2011 15:20 | N | R_LH2SES_1 | 29.95 |
| 1/9/2011 15:20 | N | R_PB2SES_1 | 29.95 |
| 1/9/2011 15:20 | N | R_PB2SES_2 | 29.95 |
| 1/9/2011 15:20 | N | R_PB2SES_3 | 29.95 |
| 1/9/2011 15:20 | N | R_PB2SES_4 | 29.95 |
| 1/9/2011 15:20 | N | R_PB2SES_5 | 29.95 |
| 1/9/2011 15:20 | N | AUTO_EPS_390 | 29.95 |
| 1/9/2011 15:25 | N | DC_ROAD_L_B | 32.79 |
| 1/9/2011 15:25 | N | DC_EGPS_L_A | 30.29 |
| 1/9/2011 15:25 | N | H_HOLLOW_E_1 | 30.29 |
| 1/9/2011 15:25 | N | HHOLLOW4_E_1 | 30.29 |
| 1/9/2011 15:25 | N | R_LH2SES_1 | 30.29 |
| 1/9/2011 15:25 | N | R_PB2SES_1 | 30.29 |

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| 1/9/2011 15:25 | N | R_PB2SES_2 | 30.29 |
| 1/9/2011 15:25 | N | R_PB2SES_3 | 30.29 |
| 1/9/2011 15:25 | N | R_PB2SES_4 | 30.29 |
| 1/9/2011 15:25 | N | R_PB2SES_5 | 30.29 |
| 1/9/2011 15:25 | N | AUTO_EPS_390 | 30.29 |
| 1/9/2011 15:30 | N | DC_ROAD_L_B | 32.79 |
| 1/9/2011 15:30 | N | DC_EGPS_L_A | 31.13 |
| 1/9/2011 15:30 | N | H_HOLLOW_E_1 | 31.13 |
| 1/9/2011 15:30 | N | HHOLLOW4_E_1 | 31.13 |
| 1/9/2011 15:30 | N | R_LH2SES_1 | 31.13 |
| 1/9/2011 15:30 | N | R_PB2SES_1 | 31.13 |
| 1/9/2011 15:30 | N | R_PB2SES_2 | 31.13 |
| 1/9/2011 15:30 | N | R_PB2SES_3 | 31.13 |
| 1/9/2011 15:30 | N | R_PB2SES_4 | 31.13 |
| 1/9/2011 15:30 | N | R_PB2SES_5 | 31.13 |
| 1/9/2011 15:30 | N | AUTO_EPS_390 | 31.13 |
| 1/9/2011 15:35 | N | DC_ROAD_L_B | 32.78 |
| 1/9/2011 15:35 | N | DC_EGPS_L_A | 31.21 |
| 1/9/2011 15:35 | N | H_HOLLOW_E_1 | 31.21 |
| 1/9/2011 15:35 | N | HHOLLOW4_E_1 | 31.21 |
| 1/9/2011 15:35 | N | R_LH2SES_1 | 31.21 |
| 1/9/2011 15:35 | N | R_PB2SES_1 | 31.21 |
| 1/9/2011 15:35 | N | R_PB2SES_2 | 31.21 |
| 1/9/2011 15:35 | N | R_PB2SES_3 | 31.21 |
| 1/9/2011 15:35 | N | R_PB2SES_4 | 31.21 |
| 1/9/2011 15:35 | N | R_PB2SES_5 | 31.21 |
| 1/9/2011 15:35 | N | AUTO_EPS_390 | 31.21 |
| 1/9/2011 15:40 | N | DC_ROAD_L_B | 32.78 |
| 1/9/2011 15:40 | N | DC_EGPS_L_A | 31.07 |
| 1/9/2011 15:40 | N | H_HOLLOW_E_1 | 31.07 |
| 1/9/2011 15:40 | N | HHOLLOW4_E_1 | 31.07 |
| 1/9/2011 15:40 | N | R_LH2SES_1 | 31.07 |
| 1/9/2011 15:40 | N | R_PB2SES_1 | 31.07 |
| 1/9/2011 15:40 | N | R_PB2SES_2 | 31.07 |
| 1/9/2011 15:40 | N | R_PB2SES_3 | 31.07 |
| 1/9/2011 15:40 | N | R_PB2SES_4 | 31.07 |
| 1/9/2011 15:40 | N | R_PB2SES_5 | 31.07 |
| 1/9/2011 15:40 | N | AUTO_EPS_390 | 31.07 |
| 1/9/2011 15:45 | N | DC_ROAD_L_B | 32.78 |
| 1/9/2011 15:45 | N | DC_EGPS_L_A | 31.34 |
| 1/9/2011 15:45 | N | H_HOLLOW_E_1 | 31.34 |
| 1/9/2011 15:45 | N | HHOLLOW4_E_1 | 31.34 |
| 1/9/2011 15:45 | N | R_LH2SES_1 | 31.34 |
| 1/9/2011 15:45 | N | R_PB2SES_1 | 31.34 |
| 1/9/2011 15:45 | N | R_PB2SES_2 | 31.34 |
| 1/9/2011 15:45 | N | R_PB2SES_3 | 31.34 |
| 1/9/2011 15:45 | N | R_PB2SES_4 | 31.34 |

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| 1/9/2011 15:45 | N | R_PB2SES_5 | 31.34 |
| 1/9/2011 15:45 | N | AUTO_EPS_390 | 31.34 |
| 1/9/2011 15:50 | N | DC_ROAD_L_B | 32.78 |
| 1/9/2011 15:50 | N | DC_EGPS_L_A | 31.13 |
| 1/9/2011 15:50 | N | H_HOLLOW_E_1 | 31.13 |
| 1/9/2011 15:50 | N | HHOLLOW4_E_1 | 31.13 |
| 1/9/2011 15:50 | N | R_LH2SES_1 | 31.13 |
| 1/9/2011 15:50 | N | R_PB2SES_1 | 31.13 |
| 1/9/2011 15:50 | N | R_PB2SES_2 | 31.13 |
| 1/9/2011 15:50 | N | R_PB2SES_3 | 31.13 |
| 1/9/2011 15:50 | N | R_PB2SES_4 | 31.13 |
| 1/9/2011 15:50 | N | R_PB2SES_5 | 31.13 |
| 1/9/2011 15:50 | N | AUTO_EPS_390 | 31.13 |
| 1/9/2011 17:45 | N | DC_ROAD_L_B | 31.6 |
| 1/9/2011 17:45 | N | DC_EGPS_L_A | 37.27 |
| 1/9/2011 17:45 | N | H_HOLLOW_E_1 | 40.51 |
| 1/9/2011 17:45 | N | HHOLLOW4_E_1 | 40.51 |
| 1/9/2011 17:45 | N | R_LH2SES_1 | 40.55 |
| 1/9/2011 17:45 | N | R_PB2SES_1 | 40.45 |
| 1/9/2011 17:45 | N | R_PB2SES_2 | 40.45 |
| 1/9/2011 17:45 | N | R_PB2SES_3 | 40.45 |
| 1/9/2011 17:45 | N | R_PB2SES_4 | 40.45 |
| 1/9/2011 17:45 | N | R_PB2SES_5 | 40.45 |
| 1/9/2011 17:45 | N | AUTO_EPS_390 | 40.49 |
| 1/9/2011 17:45 | N | DC_ROAD_L_B | 31.38 |
| 1/9/2011 17:45 | N | DC_EGPS_L_A | 37.19 |
| 1/9/2011 17:45 | N | H_HOLLOW_E_1 | 40.51 |
| 1/9/2011 17:45 | N | HHOLLOW4_E_1 | 40.51 |
| 1/9/2011 17:45 | N | R_LH2SES_1 | 40.55 |
| 1/9/2011 17:45 | N | R_PB2SES_1 | 40.45 |
| 1/9/2011 17:45 | N | R_PB2SES_2 | 40.45 |
| 1/9/2011 17:45 | N | R_PB2SES_3 | 40.45 |
| 1/9/2011 17:45 | N | R_PB2SES_4 | 40.45 |
| 1/9/2011 17:45 | N | R_PB2SES_5 | 40.45 |
| 1/9/2011 17:45 | N | AUTO_EPS_390 | 40.49 |
| 1/9/2011 17:50 | N | DC_ROAD_L_B | 31.83 |
| 1/9/2011 17:50 | N | DC_EGPS_L_A | 37.68 |
| 1/9/2011 17:50 | N | H_HOLLOW_E_1 | 41.01 |
| 1/9/2011 17:50 | N | HHOLLOW4_E_1 | 41.01 |
| 1/9/2011 17:50 | N | R_LH2SES_1 | 41.06 |
| 1/9/2011 17:50 | N | R_PB2SES_1 | 40.95 |
| 1/9/2011 17:50 | N | R_PB2SES_2 | 40.95 |
| 1/9/2011 17:50 | N | R_PB2SES_3 | 40.95 |
| 1/9/2011 17:50 | N | R_PB2SES_4 | 40.95 |
| 1/9/2011 17:50 | N | R_PB2SES_5 | 40.95 |
| 1/9/2011 17:50 | N | AUTO_EPS_390 | 41 |
| 1/9/2011 17:55 | N | DC_ROAD_L_B | 32.42 |

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|---|---|---|---|
| 1/9/2011 17:55 | N | DC_EGPS_L_A | 36.61 |
| 1/9/2011 17:55 | N | H_HOLLOW_E_1 | 39.01 |
| 1/9/2011 17:55 | N | HHOLLOW4_E_1 | 39.01 |
| 1/9/2011 17:55 | N | R_LH2SES_1 | 39.04 |
| 1/9/2011 17:55 | N | R_PB2SES_1 | 38.96 |
| 1/9/2011 17:55 | N | R_PB2SES_2 | 38.96 |
| 1/9/2011 17:55 | N | R_PB2SES_3 | 38.96 |
| 1/9/2011 17:55 | N | R_PB2SES_4 | 38.96 |
| 1/9/2011 17:55 | N | R_PB2SES_5 | 38.96 |
| 1/9/2011 17:55 | N | AUTO_EPS_390 | 38.99 |
| 1/9/2011 18:00 | N | DC_ROAD_L_B | 34.68 |
| 1/9/2011 18:00 | N | DC_EGPS_L_A | 35.87 |
| 1/9/2011 18:00 | N | H_HOLLOW_E_1 | 36.56 |
| 1/9/2011 18:00 | N | HHOLLOW4_E_1 | 36.56 |
| 1/9/2011 18:00 | N | R_LH2SES_1 | 36.57 |
| 1/9/2011 18:00 | N | R_PB2SES_1 | 36.54 |
| 1/9/2011 18:00 | N | R_PB2SES_2 | 36.54 |
| 1/9/2011 18:00 | N | R_PB2SES_3 | 36.54 |
| 1/9/2011 18:00 | N | R_PB2SES_4 | 36.54 |
| 1/9/2011 18:00 | N | R_PB2SES_5 | 36.54 |
| 1/9/2011 18:00 | N | AUTO_EPS_390 | 36.55 |
| 1/9/2011 18:05 | N | DC_ROAD_L_B | 32.8 |
| 1/9/2011 18:05 | N | DC_EGPS_L_A | 34.67 |
| 1/9/2011 18:05 | N | H_HOLLOW_E_1 | 35.74 |
| 1/9/2011 18:05 | N | HHOLLOW4_E_1 | 35.74 |
| 1/9/2011 18:05 | N | R_LH2SES_1 | 35.75 |
| 1/9/2011 18:05 | N | R_PB2SES_1 | 35.72 |
| 1/9/2011 18:05 | N | R_PB2SES_2 | 35.72 |
| 1/9/2011 18:05 | N | R_PB2SES_3 | 35.72 |
| 1/9/2011 18:05 | N | R_PB2SES_4 | 35.72 |
| 1/9/2011 18:05 | N | R_PB2SES_5 | 35.72 |
| 1/9/2011 18:05 | N | AUTO_EPS_390 | 35.73 |
| 1/9/2011 18:10 | N | DC_ROAD_L_B | 33.53 |
| 1/9/2011 18:10 | N | DC_EGPS_L_A | 34.81 |
| 1/9/2011 18:10 | N | H_HOLLOW_E_1 | 35.54 |
| 1/9/2011 18:10 | N | HHOLLOW4_E_1 | 35.54 |
| 1/9/2011 18:10 | N | R_LH2SES_1 | 35.55 |
| 1/9/2011 18:10 | N | R_PB2SES_1 | 35.52 |
| 1/9/2011 18:10 | N | R_PB2SES_2 | 35.52 |
| 1/9/2011 18:10 | N | R_PB2SES_3 | 35.52 |
| 1/9/2011 18:10 | N | R_PB2SES_4 | 35.52 |
| 1/9/2011 18:10 | N | R_PB2SES_5 | 35.52 |
| 1/9/2011 18:10 | N | AUTO_EPS_390 | 35.53 |
| 1/9/2011 18:57 | N | DC_ROAD_L_B | 33.25 |
| 1/9/2011 18:57 | N | DC_EGPS_L_A | 36.73 |
| 1/9/2011 18:57 | N | H_HOLLOW_E_1 | 38.71 |
| 1/9/2011 18:57 | N | HHOLLOW4_E_1 | 38.71 |

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| 1/9/2011 18:57 | N | R_LH2SES_1 | 38.74 |
| 1/9/2011 18:57 | N | R_PB2SES_1 | 38.67 |
| 1/9/2011 18:57 | N | R_PB2SES_2 | 38.67 |
| 1/9/2011 18:57 | N | R_PB2SES_3 | 38.67 |
| 1/9/2011 18:57 | N | R_PB2SES_4 | 38.67 |
| 1/9/2011 18:57 | N | R_PB2SES_5 | 38.67 |
| 1/9/2011 18:57 | N | AUTO_EPS_390 | 38.7 |
| 1/9/2011 19:00 | N | DC_ROAD_L_B | 32.79 |
| 1/9/2011 19:00 | N | DC_EGPS_L_A | 36.26 |
| 1/9/2011 19:00 | N | H_HOLLOW_E_1 | 38.23 |
| 1/9/2011 19:00 | N | HHOLLOW4_E_1 | 38.23 |
| 1/9/2011 19:00 | N | R_LH2SES_1 | 38.26 |
| 1/9/2011 19:00 | N | R_PB2SES_1 | 38.2 |
| 1/9/2011 19:00 | N | R_PB2SES_2 | 38.2 |
| 1/9/2011 19:00 | N | R_PB2SES_3 | 38.2 |
| 1/9/2011 19:00 | N | R_PB2SES_4 | 38.2 |
| 1/9/2011 19:00 | N | R_PB2SES_5 | 38.2 |
| 1/9/2011 19:00 | N | AUTO_EPS_390 | 38.22 |
| 1/9/2011 19:05 | N | DC_ROAD_L_B | 32.78 |
| 1/9/2011 19:05 | N | DC_EGPS_L_A | 36.56 |
| 1/9/2011 19:05 | N | H_HOLLOW_E_1 | 38.71 |
| 1/9/2011 19:05 | N | HHOLLOW4_E_1 | 38.71 |
| 1/9/2011 19:05 | N | R_LH2SES_1 | 38.74 |
| 1/9/2011 19:05 | N | R_PB2SES_1 | 38.67 |
| 1/9/2011 19:05 | N | R_PB2SES_2 | 38.67 |
| 1/9/2011 19:05 | N | R_PB2SES_3 | 38.67 |
| 1/9/2011 19:05 | N | R_PB2SES_4 | 38.67 |
| 1/9/2011 19:05 | N | R_PB2SES_5 | 38.67 |
| 1/9/2011 19:05 | N | AUTO_EPS_390 | 38.7 |
| 1/9/2011 19:10 | N | DC_ROAD_L_B | 32.79 |
| 1/9/2011 19:10 | N | DC_EGPS_L_A | 35.77 |
| 1/9/2011 19:10 | N | H_HOLLOW_E_1 | 37.47 |
| 1/9/2011 19:10 | N | HHOLLOW4_E_1 | 37.47 |
| 1/9/2011 19:10 | N | R_LH2SES_1 | 37.49 |
| 1/9/2011 19:10 | N | R_PB2SES_1 | 37.44 |
| 1/9/2011 19:10 | N | R_PB2SES_2 | 37.44 |
| 1/9/2011 19:10 | N | R_PB2SES_3 | 37.44 |
| 1/9/2011 19:10 | N | R_PB2SES_4 | 37.44 |
| 1/9/2011 19:10 | N | R_PB2SES_5 | 37.44 |
| 1/9/2011 19:10 | N | AUTO_EPS_390 | 37.46 |
| 1/9/2011 19:15 | N | DC_ROAD_L_B | 35.69 |
| 1/9/2011 19:15 | N | DC_EGPS_L_A | 37.46 |
| 1/9/2011 19:15 | N | H_HOLLOW_E_1 | 38.47 |
| 1/9/2011 19:15 | N | HHOLLOW4_E_1 | 38.47 |
| 1/9/2011 19:15 | N | R_LH2SES_1 | 38.48 |
| 1/9/2011 19:15 | N | R_PB2SES_1 | 38.45 |
| 1/9/2011 19:15 | N | R_PB2SES_2 | 38.45 |

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| 1/9/2011 19:15 | N | R_PB2SES_3 | 38.45 |
| 1/9/2011 19:15 | N | R_PB2SES_4 | 38.45 |
| 1/9/2011 19:15 | N | R_PB2SES_5 | 38.45 |
| 1/9/2011 19:15 | N | AUTO_EPS_390 | 38.47 |
| 1/9/2011 19:20 | N | DC_ROAD_L_B | 35.79 |
| 1/9/2011 19:20 | N | DC_EGPS_L_A | 37.64 |
| 1/9/2011 19:20 | N | H_HOLLOW_E_1 | 38.69 |
| 1/9/2011 19:20 | N | HHOLLOW4_E_1 | 38.69 |
| 1/9/2011 19:20 | N | R_LH2SES_1 | 38.7 |
| 1/9/2011 19:20 | N | R_PB2SES_1 | 38.67 |
| 1/9/2011 19:20 | N | R_PB2SES_2 | 38.67 |
| 1/9/2011 19:20 | N | R_PB2SES_3 | 38.67 |
| 1/9/2011 19:20 | N | R_PB2SES_4 | 38.67 |
| 1/9/2011 19:20 | N | R_PB2SES_5 | 38.67 |
| 1/9/2011 19:20 | N | AUTO_EPS_390 | 38.68 |
| 1/9/2011 19:25 | N | DC_ROAD_L_B | 32.79 |
| 1/9/2011 19:25 | N | DC_EGPS_L_A | 36.3 |
| 1/9/2011 19:25 | N | H_HOLLOW_E_1 | 38.3 |
| 1/9/2011 19:25 | N | HHOLLOW4_E_1 | 38.3 |
| 1/9/2011 19:25 | N | R_LH2SES_1 | 38.32 |
| 1/9/2011 19:25 | N | R_PB2SES_1 | 38.26 |
| 1/9/2011 19:25 | N | R_PB2SES_2 | 38.26 |
| 1/9/2011 19:25 | N | R_PB2SES_3 | 38.26 |
| 1/9/2011 19:25 | N | R_PB2SES_4 | 38.26 |
| 1/9/2011 19:25 | N | R_PB2SES_5 | 38.26 |
| 1/9/2011 19:25 | N | AUTO_EPS_390 | 38.29 |
| 1/9/2011 19:30 | N | DC_ROAD_L_B | 32.55 |
| 1/9/2011 19:30 | N | DC_EGPS_L_A | 35.51 |
| 1/9/2011 19:30 | N | H_HOLLOW_E_1 | 37.19 |
| 1/9/2011 19:30 | N | HHOLLOW4_E_1 | 37.19 |
| 1/9/2011 19:30 | N | R_LH2SES_1 | 37.22 |
| 1/9/2011 19:30 | N | R_PB2SES_1 | 37.16 |
| 1/9/2011 19:30 | N | R_PB2SES_2 | 37.16 |
| 1/9/2011 19:30 | N | R_PB2SES_3 | 37.16 |
| 1/9/2011 19:30 | N | R_PB2SES_4 | 37.16 |
| 1/9/2011 19:30 | N | R_PB2SES_5 | 37.16 |
| 1/9/2011 19:30 | N | AUTO_EPS_390 | 37.19 |
| 1/9/2011 19:35 | N | DC_ROAD_L_B | 32.79 |
| 1/9/2011 19:35 | N | DC_EGPS_L_A | 35.26 |
| 1/9/2011 19:35 | N | H_HOLLOW_E_1 | 36.67 |
| 1/9/2011 19:35 | N | HHOLLOW4_E_1 | 36.67 |
| 1/9/2011 19:35 | N | R_LH2SES_1 | 36.69 |
| 1/9/2011 19:35 | N | R_PB2SES_1 | 36.65 |
| 1/9/2011 19:35 | N | R_PB2SES_2 | 36.65 |
| 1/9/2011 19:35 | N | R_PB2SES_3 | 36.65 |
| 1/9/2011 19:35 | N | R_PB2SES_4 | 36.65 |
| 1/9/2011 19:35 | N | R_PB2SES_5 | 36.65 |

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| 1/9/2011 19:35 | N | AUTO_EPS_390 | 36.67 |
| 1/9/2011 19:40 | N | DC_ROAD_L_B | 33.67 |
| 1/9/2011 19:40 | N | DC_EGPS_L_A | 35.3 |
| 1/9/2011 19:40 | N | H_HOLLOW_E_1 | 36.23 |
| 1/9/2011 19:40 | N | HHOLLOW4_E_1 | 36.23 |
| 1/9/2011 19:40 | N | R_LH2SES_1 | 36.24 |
| 1/9/2011 19:40 | N | R_PB2SES_1 | 36.21 |
| 1/9/2011 19:40 | N | R_PB2SES_2 | 36.21 |
| 1/9/2011 19:40 | N | R_PB2SES_3 | 36.21 |
| 1/9/2011 19:40 | N | R_PB2SES_4 | 36.21 |
| 1/9/2011 19:40 | N | R_PB2SES_5 | 36.21 |
| 1/9/2011 19:40 | N | AUTO_EPS_390 | 36.23 |
| 1/9/2011 19:50 | N | DC_ROAD_L_B | 32.63 |
| 1/9/2011 19:50 | N | DC_EGPS_L_A | 32.73 |
| 1/9/2011 19:50 | N | H_HOLLOW_E_1 | 32.78 |
| 1/9/2011 19:50 | N | HHOLLOW4_E_1 | 32.78 |
| 1/9/2011 19:50 | N | R_LH2SES_1 | 32.78 |
| 1/9/2011 19:50 | N | R_PB2SES_1 | 32.78 |
| 1/9/2011 19:50 | N | R_PB2SES_2 | 32.78 |
| 1/9/2011 19:50 | N | R_PB2SES_3 | 32.78 |
| 1/9/2011 19:50 | N | R_PB2SES_4 | 32.78 |
| 1/9/2011 19:50 | N | R_PB2SES_5 | 32.78 |
| 1/9/2011 19:50 | N | AUTO_EPS_390 | 32.78 |
| 1/9/2011 19:55 | N | DC_ROAD_L_B | 32.37 |
| 1/9/2011 19:55 | N | DC_EGPS_L_A | 32.52 |
| 1/9/2011 19:55 | N | H_HOLLOW_E_1 | 32.6 |
| 1/9/2011 19:55 | N | HHOLLOW4_E_1 | 32.6 |
| 1/9/2011 19:55 | N | R_LH2SES_1 | 32.6 |
| 1/9/2011 19:55 | N | R_PB2SES_1 | 32.6 |
| 1/9/2011 19:55 | N | R_PB2SES_2 | 32.6 |
| 1/9/2011 19:55 | N | R_PB2SES_3 | 32.6 |
| 1/9/2011 19:55 | N | R_PB2SES_4 | 32.6 |
| 1/9/2011 19:55 | N | R_PB2SES_5 | 32.6 |
| 1/9/2011 19:55 | N | AUTO_EPS_390 | 32.6 |
| 1/9/2011 20:00 | N | DC_ROAD_L_B | 32.06 |
| 1/9/2011 20:00 | N | DC_EGPS_L_A | 32.45 |
| 1/9/2011 20:00 | N | H_HOLLOW_E_1 | 32.67 |
| 1/9/2011 20:00 | N | HHOLLOW4_E_1 | 32.67 |
| 1/9/2011 20:00 | N | R_LH2SES_1 | 32.68 |
| 1/9/2011 20:00 | N | R_PB2SES_1 | 32.67 |
| 1/9/2011 20:00 | N | R_PB2SES_2 | 32.67 |
| 1/9/2011 20:00 | N | R_PB2SES_3 | 32.67 |
| 1/9/2011 20:00 | N | R_PB2SES_4 | 32.67 |
| 1/9/2011 20:00 | N | R_PB2SES_5 | 32.67 |
| 1/9/2011 20:00 | N | AUTO_EPS_390 | 32.67 |
| 1/9/2011 20:05 | N | DC_ROAD_L_B | 32.43 |
| 1/9/2011 20:05 | N | DC_EGPS_L_A | 32.55 |

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| 1/9/2011 20:05 | N | H_HOLLOW_E_1 | 32.62 |
| 1/9/2011 20:05 | N | HHOLLOW4_E_1 | 32.62 |
| 1/9/2011 20:05 | N | R_LH2SES_1 | 32.62 |
| 1/9/2011 20:05 | N | R_PB2SES_1 | 32.61 |
| 1/9/2011 20:05 | N | R_PB2SES_2 | 32.61 |
| 1/9/2011 20:05 | N | R_PB2SES_3 | 32.61 |
| 1/9/2011 20:05 | N | R_PB2SES_4 | 32.61 |
| 1/9/2011 20:05 | N | R_PB2SES_5 | 32.61 |
| 1/9/2011 20:05 | N | AUTO_EPS_390 | 32.61 |
| 1/9/2011 20:10 | N | DC_ROAD_L_B | 32.5 |
| 1/9/2011 20:10 | N | DC_EGPS_L_A | 32.58 |
| 1/9/2011 20:10 | N | H_HOLLOW_E_1 | 32.62 |
| 1/9/2011 20:10 | N | HHOLLOW4_E_1 | 32.62 |
| 1/9/2011 20:10 | N | R_LH2SES_1 | 32.62 |
| 1/9/2011 20:10 | N | R_PB2SES_1 | 32.62 |
| 1/9/2011 20:10 | N | R_PB2SES_2 | 32.62 |
| 1/9/2011 20:10 | N | R_PB2SES_3 | 32.62 |
| 1/9/2011 20:10 | N | R_PB2SES_4 | 32.62 |
| 1/9/2011 20:10 | N | R_PB2SES_5 | 32.62 |
| 1/9/2011 20:10 | N | AUTO_EPS_390 | 32.62 |
| 1/10/2011 3:00 | N | DC_ROAD_L_B | 23.69 |
| 1/10/2011 3:00 | N | DC_EGPS_L_A | 23.69 |
| 1/10/2011 3:00 | N | H_HOLLOW_E_1 | 23.69 |
| 1/10/2011 3:00 | N | HHOLLOW4_E_1 | 23.69 |
| 1/10/2011 3:00 | N | R_LH2SES_1 | 23.69 |
| 1/10/2011 3:00 | N | R_PB2SES_1 | 23.69 |
| 1/10/2011 3:00 | N | R_PB2SES_2 | 23.69 |
| 1/10/2011 3:00 | N | R_PB2SES_3 | 23.69 |
| 1/10/2011 3:00 | N | R_PB2SES_4 | 23.69 |
| 1/10/2011 3:00 | N | R_PB2SES_5 | 23.69 |
| 1/10/2011 3:00 | N | AUTO_EPS_390 | 23.69 |
| 1/10/2011 3:35 | N | DC_ROAD_L_B | 24.59 |
| 1/10/2011 3:35 | N | DC_EGPS_L_A | 24.59 |
| 1/10/2011 3:35 | N | H_HOLLOW_E_1 | 24.59 |
| 1/10/2011 3:35 | N | HHOLLOW4_E_1 | 24.59 |
| 1/10/2011 3:35 | N | R_LH2SES_1 | 24.59 |
| 1/10/2011 3:35 | N | R_PB2SES_1 | 24.59 |
| 1/10/2011 3:35 | N | R_PB2SES_2 | 24.59 |
| 1/10/2011 3:35 | N | R_PB2SES_3 | 24.59 |
| 1/10/2011 3:35 | N | R_PB2SES_4 | 24.59 |
| 1/10/2011 3:35 | N | R_PB2SES_5 | 24.59 |
| 1/10/2011 3:35 | N | AUTO_EPS_390 | 24.59 |
| 1/10/2011 17:57 | N | DC_ROAD_L_B | 36.83 |
| 1/10/2011 17:57 | N | DC_EGPS_L_A | 37.34 |
| 1/10/2011 17:57 | N | H_HOLLOW_E_1 | 37.89 |
| 1/10/2011 17:57 | N | HHOLLOW4_E_1 | 37.89 |
| 1/10/2011 17:57 | N | R_LH2SES_1 | 37.89 |

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| 1/10/2011 17:57 | N | R_PB2SES_1 | 37.88 |
| 1/10/2011 17:57 | N | R_PB2SES_2 | 37.88 |
| 1/10/2011 17:57 | N | R_PB2SES_3 | 37.88 |
| 1/10/2011 17:57 | N | R_PB2SES_4 | 37.88 |
| 1/10/2011 17:57 | N | R_PB2SES_5 | 37.88 |
| 1/10/2011 17:57 | N | AUTO_EPS_390 | 37.89 |
| 1/10/2011 18:00 | N | DC_ROAD_L_B | 35.21 |
| 1/10/2011 18:00 | N | DC_EGPS_L_A | 36.26 |
| 1/10/2011 18:00 | N | H_HOLLOW_E_1 | 37.41 |
| 1/10/2011 18:00 | N | HHOLLOW4_E_1 | 37.41 |
| 1/10/2011 18:00 | N | R_LH2SES_1 | 37.42 |
| 1/10/2011 18:00 | N | R_PB2SES_1 | 37.39 |
| 1/10/2011 18:00 | N | R_PB2SES_2 | 37.39 |
| 1/10/2011 18:00 | N | R_PB2SES_3 | 37.39 |
| 1/10/2011 18:00 | N | R_PB2SES_4 | 37.39 |
| 1/10/2011 18:00 | N | R_PB2SES_5 | 37.39 |
| 1/10/2011 18:00 | N | AUTO_EPS_390 | 37.41 |
| 1/10/2011 18:05 | N | DC_ROAD_L_B | 34.92 |
| 1/10/2011 18:05 | N | DC_EGPS_L_A | 35.94 |
| 1/10/2011 18:05 | N | H_HOLLOW_E_1 | 37.04 |
| 1/10/2011 18:05 | N | HHOLLOW4_E_1 | 37.04 |
| 1/10/2011 18:05 | N | R_LH2SES_1 | 37.06 |
| 1/10/2011 18:05 | N | R_PB2SES_1 | 37.03 |
| 1/10/2011 18:05 | N | R_PB2SES_2 | 37.03 |
| 1/10/2011 18:05 | N | R_PB2SES_3 | 37.03 |
| 1/10/2011 18:05 | N | R_PB2SES_4 | 37.03 |
| 1/10/2011 18:05 | N | R_PB2SES_5 | 37.03 |
| 1/10/2011 18:05 | N | AUTO_EPS_390 | 37.05 |
| 1/10/2011 18:10 | N | DC_ROAD_L_B | 35.21 |
| 1/10/2011 18:10 | N | DC_EGPS_L_A | 36.04 |
| 1/10/2011 18:10 | N | H_HOLLOW_E_1 | 36.94 |
| 1/10/2011 18:10 | N | HHOLLOW4_E_1 | 36.94 |
| 1/10/2011 18:10 | N | R_LH2SES_1 | 36.96 |
| 1/10/2011 18:10 | N | R_PB2SES_1 | 36.93 |
| 1/10/2011 18:10 | N | R_PB2SES_2 | 36.93 |
| 1/10/2011 18:10 | N | R_PB2SES_3 | 36.93 |
| 1/10/2011 18:10 | N | R_PB2SES_4 | 36.93 |
| 1/10/2011 18:10 | N | R_PB2SES_5 | 36.93 |
| 1/10/2011 18:10 | N | AUTO_EPS_390 | 36.95 |
| 1/10/2011 18:15 | N | DC_ROAD_L_B | 35.42 |
| 1/10/2011 18:15 | N | DC_EGPS_L_A | 36.15 |
| 1/10/2011 18:15 | N | H_HOLLOW_E_1 | 36.93 |
| 1/10/2011 18:15 | N | HHOLLOW4_E_1 | 36.93 |
| 1/10/2011 18:15 | N | R_LH2SES_1 | 36.94 |
| 1/10/2011 18:15 | N | R_PB2SES_1 | 36.92 |
| 1/10/2011 18:15 | N | R_PB2SES_2 | 36.92 |
| 1/10/2011 18:15 | N | R_PB2SES_3 | 36.92 |

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| 1/10/2011 18:15 | N | R_PB2SES_4 | 36.92 |
| 1/10/2011 18:15 | N | R_PB2SES_5 | 36.92 |
| 1/10/2011 18:15 | N | AUTO_EPS_390 | 36.93 |
| 1/10/2011 18:20 | N | DC_ROAD_L_B | 35.26 |
| 1/10/2011 18:20 | N | DC_EGPS_L_A | 36.12 |
| 1/10/2011 18:20 | N | H_HOLLOW_E_1 | 37.04 |
| 1/10/2011 18:20 | N | HHOLLOW4_E_1 | 37.04 |
| 1/10/2011 18:20 | N | R_LH2SES_1 | 37.05 |
| 1/10/2011 18:20 | N | R_PB2SES_1 | 37.03 |
| 1/10/2011 18:20 | N | R_PB2SES_2 | 37.03 |
| 1/10/2011 18:20 | N | R_PB2SES_3 | 37.03 |
| 1/10/2011 18:20 | N | R_PB2SES_4 | 37.03 |
| 1/10/2011 18:20 | N | R_PB2SES_5 | 37.03 |
| 1/10/2011 18:20 | N | AUTO_EPS_390 | 37.04 |
| 1/10/2011 18:25 | N | DC_ROAD_L_B | 35.16 |
| 1/10/2011 18:25 | N | DC_EGPS_L_A | 35.96 |
| 1/10/2011 18:25 | N | H_HOLLOW_E_1 | 36.82 |
| 1/10/2011 18:25 | N | HHOLLOW4_E_1 | 36.82 |
| 1/10/2011 18:25 | N | R_LH2SES_1 | 36.83 |
| 1/10/2011 18:25 | N | R_PB2SES_1 | 36.81 |
| 1/10/2011 18:25 | N | R_PB2SES_2 | 36.81 |
| 1/10/2011 18:25 | N | R_PB2SES_3 | 36.81 |
| 1/10/2011 18:25 | N | R_PB2SES_4 | 36.81 |
| 1/10/2011 18:25 | N | R_PB2SES_5 | 36.81 |
| 1/10/2011 18:25 | N | AUTO_EPS_390 | 36.82 |
| 1/10/2011 18:30 | N | DC_ROAD_L_B | 35.09 |
| 1/10/2011 18:30 | N | DC_EGPS_L_A | 35.78 |
| 1/10/2011 18:30 | N | H_HOLLOW_E_1 | 36.51 |
| 1/10/2011 18:30 | N | HHOLLOW4_E_1 | 36.51 |
| 1/10/2011 18:30 | N | R_LH2SES_1 | 36.52 |
| 1/10/2011 18:30 | N | R_PB2SES_1 | 36.5 |
| 1/10/2011 18:30 | N | R_PB2SES_2 | 36.5 |
| 1/10/2011 18:30 | N | R_PB2SES_3 | 36.5 |
| 1/10/2011 18:30 | N | R_PB2SES_4 | 36.5 |
| 1/10/2011 18:30 | N | R_PB2SES_5 | 36.5 |
| 1/10/2011 18:30 | N | AUTO_EPS_390 | 36.52 |
| 1/10/2011 18:35 | N | DC_ROAD_L_B | 34.82 |
| 1/10/2011 18:35 | N | DC_EGPS_L_A | 35.44 |
| 1/10/2011 18:35 | N | H_HOLLOW_E_1 | 36.1 |
| 1/10/2011 18:35 | N | HHOLLOW4_E_1 | 36.1 |
| 1/10/2011 18:35 | N | R_LH2SES_1 | 36.1 |
| 1/10/2011 18:35 | N | R_PB2SES_1 | 36.09 |
| 1/10/2011 18:35 | N | R_PB2SES_2 | 36.09 |
| 1/10/2011 18:35 | N | R_PB2SES_3 | 36.09 |
| 1/10/2011 18:35 | N | R_PB2SES_4 | 36.09 |
| 1/10/2011 18:35 | N | R_PB2SES_5 | 36.09 |
| 1/10/2011 18:35 | N | AUTO_EPS_390 | 36.1 |

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| 1/10/2011 18:40 | N | DC_ROAD_L_B | 34.79 |
| 1/10/2011 18:40 | N | DC_EGPS_L_A | 35.42 |
| 1/10/2011 18:40 | N | H_HOLLOW_E_1 | 36.09 |
| 1/10/2011 18:40 | N | HHOLLOW4_E_1 | 36.09 |
| 1/10/2011 18:40 | N | R_LH2SES_1 | 36.1 |
| 1/10/2011 18:40 | N | R_PB2SES_1 | 36.08 |
| 1/10/2011 18:40 | N | R_PB2SES_2 | 36.08 |
| 1/10/2011 18:40 | N | R_PB2SES_3 | 36.08 |
| 1/10/2011 18:40 | N | R_PB2SES_4 | 36.08 |
| 1/10/2011 18:40 | N | R_PB2SES_5 | 36.08 |
| 1/10/2011 18:40 | N | AUTO_EPS_390 | 36.1 |
| 1/10/2011 18:45 | N | DC_ROAD_L_B | 34.76 |
| 1/10/2011 18:45 | N | DC_EGPS_L_A | 35.38 |
| 1/10/2011 18:45 | N | H_HOLLOW_E_1 | 36.04 |
| 1/10/2011 18:45 | N | HHOLLOW4_E_1 | 36.04 |
| 1/10/2011 18:45 | N | R_LH2SES_1 | 36.05 |
| 1/10/2011 18:45 | N | R_PB2SES_1 | 36.03 |
| 1/10/2011 18:45 | N | R_PB2SES_2 | 36.03 |
| 1/10/2011 18:45 | N | R_PB2SES_3 | 36.03 |
| 1/10/2011 18:45 | N | R_PB2SES_4 | 36.03 |
| 1/10/2011 18:45 | N | R_PB2SES_5 | 36.03 |
| 1/10/2011 18:45 | N | AUTO_EPS_390 | 36.04 |
| 1/10/2011 18:50 | N | DC_ROAD_L_B | 34.8 |
| 1/10/2011 18:50 | N | DC_EGPS_L_A | 35.35 |
| 1/10/2011 18:50 | N | H_HOLLOW_E_1 | 35.95 |
| 1/10/2011 18:50 | N | HHOLLOW4_E_1 | 35.95 |
| 1/10/2011 18:50 | N | R_LH2SES_1 | 35.96 |
| 1/10/2011 18:50 | N | R_PB2SES_1 | 35.94 |
| 1/10/2011 18:50 | N | R_PB2SES_2 | 35.94 |
| 1/10/2011 18:50 | N | R_PB2SES_3 | 35.94 |
| 1/10/2011 18:50 | N | R_PB2SES_4 | 35.94 |
| 1/10/2011 18:50 | N | R_PB2SES_5 | 35.94 |
| 1/10/2011 18:50 | N | AUTO_EPS_390 | 35.95 |
| 1/10/2011 18:55 | N | DC_ROAD_L_B | 34.47 |
| 1/10/2011 18:55 | N | DC_EGPS_L_A | 34.9 |
| 1/10/2011 18:55 | N | H_HOLLOW_E_1 | 35.36 |
| 1/10/2011 18:55 | N | HHOLLOW4_E_1 | 35.36 |
| 1/10/2011 18:55 | N | R_LH2SES_1 | 35.36 |
| 1/10/2011 18:55 | N | R_PB2SES_1 | 35.35 |
| 1/10/2011 18:55 | N | R_PB2SES_2 | 35.35 |
| 1/10/2011 18:55 | N | R_PB2SES_3 | 35.35 |
| 1/10/2011 18:55 | N | R_PB2SES_4 | 35.35 |
| 1/10/2011 18:55 | N | R_PB2SES_5 | 35.35 |
| 1/10/2011 18:55 | N | AUTO_EPS_390 | 35.36 |
| 1/10/2011 19:00 | N | DC_ROAD_L_B | 34.34 |
| 1/10/2011 19:00 | N | DC_EGPS_L_A | 34.66 |
| 1/10/2011 19:00 | N | H_HOLLOW_E_1 | 35.01 |

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| 1/10/2011 19:00 | N | HHOLLOW4_E_1 | 35.01 |
| 1/10/2011 19:00 | N | R_LH2SES_1 | 35.01 |
| 1/10/2011 19:00 | N | R_PB2SES_1 | 35 |
| 1/10/2011 19:00 | N | R_PB2SES_2 | 35 |
| 1/10/2011 19:00 | N | R_PB2SES_3 | 35 |
| 1/10/2011 19:00 | N | R_PB2SES_4 | 35 |
| 1/10/2011 19:00 | N | R_PB2SES_5 | 35 |
| 1/10/2011 19:00 | N | AUTO_EPS_390 | 35.01 |
| 1/10/2011 19:05 | N | DC_ROAD_L_B | 33.46 |
| 1/10/2011 19:05 | N | DC_EGPS_L_A | 34.11 |
| 1/10/2011 19:05 | N | H_HOLLOW_E_1 | 34.8 |
| 1/10/2011 19:05 | N | HHOLLOW4_E_1 | 34.8 |
| 1/10/2011 19:05 | N | R_LH2SES_1 | 34.81 |
| 1/10/2011 19:05 | N | R_PB2SES_1 | 34.79 |
| 1/10/2011 19:05 | N | R_PB2SES_2 | 34.79 |
| 1/10/2011 19:05 | N | R_PB2SES_3 | 34.79 |
| 1/10/2011 19:05 | N | R_PB2SES_4 | 34.79 |
| 1/10/2011 19:05 | N | R_PB2SES_5 | 34.79 |
| 1/10/2011 19:05 | N | AUTO_EPS_390 | 34.81 |
| 1/10/2011 19:10 | N | DC_ROAD_L_B | 34.35 |
| 1/10/2011 19:10 | N | DC_EGPS_L_A | 35 |
| 1/10/2011 19:10 | N | H_HOLLOW_E_1 | 35.69 |
| 1/10/2011 19:10 | N | HHOLLOW4_E_1 | 35.69 |
| 1/10/2011 19:10 | N | R_LH2SES_1 | 35.7 |
| 1/10/2011 19:10 | N | R_PB2SES_1 | 35.68 |
| 1/10/2011 19:10 | N | R_PB2SES_2 | 35.68 |
| 1/10/2011 19:10 | N | R_PB2SES_3 | 35.68 |
| 1/10/2011 19:10 | N | R_PB2SES_4 | 35.68 |
| 1/10/2011 19:10 | N | R_PB2SES_5 | 35.68 |
| 1/10/2011 19:10 | N | AUTO_EPS_390 | 35.7 |
| 1/10/2011 19:15 | N | DC_ROAD_L_B | 34.3 |
| 1/10/2011 19:15 | N | DC_EGPS_L_A | 34.87 |
| 1/10/2011 19:15 | N | H_HOLLOW_E_1 | 35.48 |
| 1/10/2011 19:15 | N | HHOLLOW4_E_1 | 35.48 |
| 1/10/2011 19:15 | N | R_LH2SES_1 | 35.49 |
| 1/10/2011 19:15 | N | R_PB2SES_1 | 35.47 |
| 1/10/2011 19:15 | N | R_PB2SES_2 | 35.47 |
| 1/10/2011 19:15 | N | R_PB2SES_3 | 35.47 |
| 1/10/2011 19:15 | N | R_PB2SES_4 | 35.47 |
| 1/10/2011 19:15 | N | R_PB2SES_5 | 35.47 |
| 1/10/2011 19:15 | N | AUTO_EPS_390 | 35.49 |
| 1/10/2011 19:20 | N | DC_ROAD_L_B | 34.33 |
| 1/10/2011 19:20 | N | DC_EGPS_L_A | 34.9 |
| 1/10/2011 19:20 | N | H_HOLLOW_E_1 | 35.52 |
| 1/10/2011 19:20 | N | HHOLLOW4_E_1 | 35.52 |
| 1/10/2011 19:20 | N | R_LH2SES_1 | 35.53 |
| 1/10/2011 19:20 | N | R_PB2SES_1 | 35.51 |

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| 1/10/2011 19:20 | N | R_PB2SES_2 | 35.51 |
| 1/10/2011 19:20 | N | R_PB2SES_3 | 35.51 |
| 1/10/2011 19:20 | N | R_PB2SES_4 | 35.51 |
| 1/10/2011 19:20 | N | R_PB2SES_5 | 35.51 |
| 1/10/2011 19:20 | N | AUTO_EPS_390 | 35.52 |
| 1/10/2011 19:25 | N | DC_ROAD_L_B | 34.43 |
| 1/10/2011 19:25 | N | DC_EGPS_L_A | 34.98 |
| 1/10/2011 19:25 | N | H_HOLLOW_E_1 | 35.58 |
| 1/10/2011 19:25 | N | HHOLLOW4_E_1 | 35.58 |
| 1/10/2011 19:25 | N | R_LH2SES_1 | 35.58 |
| 1/10/2011 19:25 | N | R_PB2SES_1 | 35.57 |
| 1/10/2011 19:25 | N | R_PB2SES_2 | 35.57 |
| 1/10/2011 19:25 | N | R_PB2SES_3 | 35.57 |
| 1/10/2011 19:25 | N | R_PB2SES_4 | 35.57 |
| 1/10/2011 19:25 | N | R_PB2SES_5 | 35.57 |
| 1/10/2011 19:25 | N | AUTO_EPS_390 | 35.58 |
| 1/10/2011 19:30 | N | DC_ROAD_L_B | 34.23 |
| 1/10/2011 19:30 | N | DC_EGPS_L_A | 34.73 |
| 1/10/2011 19:30 | N | H_HOLLOW_E_1 | 35.26 |
| 1/10/2011 19:30 | N | HHOLLOW4_E_1 | 35.26 |
| 1/10/2011 19:30 | N | R_LH2SES_1 | 35.27 |
| 1/10/2011 19:30 | N | R_PB2SES_1 | 35.26 |
| 1/10/2011 19:30 | N | R_PB2SES_2 | 35.26 |
| 1/10/2011 19:30 | N | R_PB2SES_3 | 35.26 |
| 1/10/2011 19:30 | N | R_PB2SES_4 | 35.26 |
| 1/10/2011 19:30 | N | R_PB2SES_5 | 35.26 |
| 1/10/2011 19:30 | N | AUTO_EPS_390 | 35.27 |
| 1/10/2011 19:35 | N | DC_ROAD_L_B | 33.9 |
| 1/10/2011 19:35 | N | DC_EGPS_L_A | 34.28 |
| 1/10/2011 19:35 | N | H_HOLLOW_E_1 | 34.7 |
| 1/10/2011 19:35 | N | HHOLLOW4_E_1 | 34.7 |
| 1/10/2011 19:35 | N | R_LH2SES_1 | 34.7 |
| 1/10/2011 19:35 | N | R_PB2SES_1 | 34.69 |
| 1/10/2011 19:35 | N | R_PB2SES_2 | 34.69 |
| 1/10/2011 19:35 | N | R_PB2SES_3 | 34.69 |
| 1/10/2011 19:35 | N | R_PB2SES_4 | 34.69 |
| 1/10/2011 19:35 | N | R_PB2SES_5 | 34.69 |
| 1/10/2011 19:35 | N | AUTO_EPS_390 | 34.7 |
| 1/10/2011 19:40 | N | DC_ROAD_L_B | 33.85 |
| 1/10/2011 19:40 | N | DC_EGPS_L_A | 34.13 |
| 1/10/2011 19:40 | N | H_HOLLOW_E_1 | 34.43 |
| 1/10/2011 19:40 | N | HHOLLOW4_E_1 | 34.43 |
| 1/10/2011 19:40 | N | R_LH2SES_1 | 34.43 |
| 1/10/2011 19:40 | N | R_PB2SES_1 | 34.43 |
| 1/10/2011 19:40 | N | R_PB2SES_2 | 34.43 |
| 1/10/2011 19:40 | N | R_PB2SES_3 | 34.43 |
| 1/10/2011 19:40 | N | R_PB2SES_4 | 34.43 |

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| 1/10/2011 19:40 | N | R_PB2SES_5 | 34.43 |
| 1/10/2011 19:40 | N | AUTO_EPS_390 | 34.43 |
| 1/10/2011 20:05 | N | DC_ROAD_L_B | 33.64 |
| 1/10/2011 20:05 | N | DC_EGPS_L_A | 34.26 |
| 1/10/2011 20:05 | N | H_HOLLOW_E_1 | 34.94 |
| 1/10/2011 20:05 | N | HHOLLOW4_E_1 | 34.94 |
| 1/10/2011 20:05 | N | R_LH2SES_1 | 34.95 |
| 1/10/2011 20:05 | N | R_PB2SES_1 | 34.93 |
| 1/10/2011 20:05 | N | R_PB2SES_2 | 34.93 |
| 1/10/2011 20:05 | N | R_PB2SES_3 | 34.93 |
| 1/10/2011 20:05 | N | R_PB2SES_4 | 34.93 |
| 1/10/2011 20:05 | N | R_PB2SES_5 | 34.93 |
| 1/10/2011 20:05 | N | AUTO_EPS_390 | 34.94 |
| 1/10/2011 20:10 | N | DC_ROAD_L_B | 33.47 |
| 1/10/2011 20:10 | N | DC_EGPS_L_A | 34.04 |
| 1/10/2011 20:10 | N | H_HOLLOW_E_1 | 34.65 |
| 1/10/2011 20:10 | N | HHOLLOW4_E_1 | 34.65 |
| 1/10/2011 20:10 | N | R_LH2SES_1 | 34.66 |
| 1/10/2011 20:10 | N | R_PB2SES_1 | 34.64 |
| 1/10/2011 20:10 | N | R_PB2SES_2 | 34.64 |
| 1/10/2011 20:10 | N | R_PB2SES_3 | 34.64 |
| 1/10/2011 20:10 | N | R_PB2SES_4 | 34.64 |
| 1/10/2011 20:10 | N | R_PB2SES_5 | 34.64 |
| 1/10/2011 20:10 | N | AUTO_EPS_390 | 34.66 |
| 1/10/2011 20:10 | N | ISSUE_51 | 34.6 |
| 1/10/2011 20:10 | N | R_TNP_ONE_1 | 34.6 |
| 1/10/2011 20:15 | N | DC_ROAD_L_B | 32.81 |
| 1/10/2011 20:15 | N | DC_EGPS_L_A | 33.39 |
| 1/10/2011 20:15 | N | H_HOLLOW_E_1 | 34.01 |
| 1/10/2011 20:15 | N | HHOLLOW4_E_1 | 34.01 |
| 1/10/2011 20:15 | N | R_LH2SES_1 | 34.02 |
| 1/10/2011 20:15 | N | R_PB2SES_1 | 34 |
| 1/10/2011 20:15 | N | R_PB2SES_2 | 34 |
| 1/10/2011 20:15 | N | R_PB2SES_3 | 34 |
| 1/10/2011 20:15 | N | R_PB2SES_4 | 34 |
| 1/10/2011 20:15 | N | R_PB2SES_5 | 34 |
| 1/10/2011 20:15 | N | AUTO_EPS_390 | 34.01 |
| 1/10/2011 20:20 | N | DC_ROAD_L_B | 32.93 |
| 1/10/2011 20:20 | N | DC_EGPS_L_A | 33.17 |
| 1/10/2011 20:20 | N | H_HOLLOW_E_1 | 33.44 |
| 1/10/2011 20:20 | N | HHOLLOW4_E_1 | 33.44 |
| 1/10/2011 20:20 | N | R_LH2SES_1 | 33.45 |
| 1/10/2011 20:20 | N | R_PB2SES_1 | 33.44 |
| 1/10/2011 20:20 | N | R_PB2SES_2 | 33.44 |
| 1/10/2011 20:20 | N | R_PB2SES_3 | 33.44 |
| 1/10/2011 20:20 | N | R_PB2SES_4 | 33.44 |
| 1/10/2011 20:20 | N | R_PB2SES_5 | 33.44 |

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| 1/10/2011 20:20 | N | AUTO_EPS_390 | 33.44 |
| 1/10/2011 20:30 | N | DC_ROAD_L_B | 32.95 |
| 1/10/2011 20:30 | N | DC_EGPS_L_A | 33.06 |
| 1/10/2011 20:30 | N | H_HOLLOW_E_1 | 33.18 |
| 1/10/2011 20:30 | N | HHOLLOW4_E_1 | 33.18 |
| 1/10/2011 20:30 | N | R_LH2SES_1 | 33.18 |
| 1/10/2011 20:30 | N | R_PB2SES_1 | 33.18 |
| 1/10/2011 20:30 | N | R_PB2SES_2 | 33.18 |
| 1/10/2011 20:30 | N | R_PB2SES_3 | 33.18 |
| 1/10/2011 20:30 | N | R_PB2SES_4 | 33.18 |
| 1/10/2011 20:30 | N | R_PB2SES_5 | 33.18 |
| 1/10/2011 20:30 | N | AUTO_EPS_390 | 33.18 |
| 1/10/2011 20:35 | N | DC_ROAD_L_B | 32.8 |
| 1/10/2011 20:35 | N | DC_EGPS_L_A | 32.84 |
| 1/10/2011 20:35 | N | H_HOLLOW_E_1 | 32.88 |
| 1/10/2011 20:35 | N | HHOLLOW4_E_1 | 32.88 |
| 1/10/2011 20:35 | N | R_LH2SES_1 | 32.88 |
| 1/10/2011 20:35 | N | R_PB2SES_1 | 32.88 |
| 1/10/2011 20:35 | N | R_PB2SES_2 | 32.88 |
| 1/10/2011 20:35 | N | R_PB2SES_3 | 32.88 |
| 1/10/2011 20:35 | N | R_PB2SES_4 | 32.88 |
| 1/10/2011 20:35 | N | R_PB2SES_5 | 32.88 |
| 1/10/2011 20:35 | N | AUTO_EPS_390 | 32.88 |
| 1/10/2011 20:40 | N | DC_ROAD_L_B | 32.8 |
| 1/10/2011 20:40 | N | DC_EGPS_L_A | 32.95 |
| 1/10/2011 20:40 | N | H_HOLLOW_E_1 | 33.11 |
| 1/10/2011 20:40 | N | HHOLLOW4_E_1 | 33.11 |
| 1/10/2011 20:40 | N | R_LH2SES_1 | 33.11 |
| 1/10/2011 20:40 | N | R_PB2SES_1 | 33.11 |
| 1/10/2011 20:40 | N | R_PB2SES_2 | 33.11 |
| 1/10/2011 20:40 | N | R_PB2SES_3 | 33.11 |
| 1/10/2011 20:40 | N | R_PB2SES_4 | 33.11 |
| 1/10/2011 20:40 | N | R_PB2SES_5 | 33.11 |
| 1/10/2011 20:40 | N | AUTO_EPS_390 | 33.11 |
| 1/10/2011 20:45 | N | DC_ROAD_L_B | 32.63 |
| 1/10/2011 20:45 | N | DC_EGPS_L_A | 32.79 |
| 1/10/2011 20:45 | N | H_HOLLOW_E_1 | 32.96 |
| 1/10/2011 20:45 | N | HHOLLOW4_E_1 | 32.96 |
| 1/10/2011 20:45 | N | R_LH2SES_1 | 32.96 |
| 1/10/2011 20:45 | N | R_PB2SES_1 | 32.96 |
| 1/10/2011 20:45 | N | R_PB2SES_2 | 32.96 |
| 1/10/2011 20:45 | N | R_PB2SES_3 | 32.96 |
| 1/10/2011 20:45 | N | R_PB2SES_4 | 32.96 |
| 1/10/2011 20:45 | N | R_PB2SES_5 | 32.96 |
| 1/10/2011 20:45 | N | AUTO_EPS_390 | 32.96 |
| 1/10/2011 20:50 | N | DC_ROAD_L_B | 31.9 |
| 1/10/2011 20:50 | N | DC_EGPS_L_A | 32.28 |

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|---|---|---|---|
| 1/10/2011 20:50 | N | H_HOLLOW_E_1 | 32.69 |
| 1/10/2011 20:50 | N | HHOLLOW4_E_1 | 32.69 |
| 1/10/2011 20:50 | N | R_LH2SES_1 | 32.69 |
| 1/10/2011 20:50 | N | R_PB2SES_1 | 32.68 |
| 1/10/2011 20:50 | N | R_PB2SES_2 | 32.68 |
| 1/10/2011 20:50 | N | R_PB2SES_3 | 32.68 |
| 1/10/2011 20:50 | N | R_PB2SES_4 | 32.68 |
| 1/10/2011 20:50 | N | R_PB2SES_5 | 32.68 |
| 1/10/2011 20:50 | N | AUTO_EPS_390 | 32.69 |
| 1/11/2011 2:20 | N | DC_ROAD_L_B | 20.29 |
| 1/11/2011 2:20 | N | DC_EGPS_L_A | 22.23 |
| 1/11/2011 2:20 | N | H_HOLLOW_E_1 | 24.36 |
| 1/11/2011 2:20 | N | HHOLLOW4_E_1 | 24.36 |
| 1/11/2011 2:20 | N | R_LH2SES_1 | 24.38 |
| 1/11/2011 2:20 | N | R_PB2SES_1 | 24.33 |
| 1/11/2011 2:20 | N | R_PB2SES_2 | 24.33 |
| 1/11/2011 2:20 | N | R_PB2SES_3 | 24.33 |
| 1/11/2011 2:20 | N | R_PB2SES_4 | 24.33 |
| 1/11/2011 2:20 | N | R_PB2SES_5 | 24.33 |
| 1/11/2011 2:20 | N | AUTO_EPS_390 | 24.36 |
| 1/11/2011 2:21 | N | DC_ROAD_L_B | 19.26 |
| 1/11/2011 2:21 | N | DC_EGPS_L_A | 21.83 |
| 1/11/2011 2:21 | N | H_HOLLOW_E_1 | 24.65 |
| 1/11/2011 2:21 | N | HHOLLOW4_E_1 | 24.65 |
| 1/11/2011 2:21 | N | R_LH2SES_1 | 24.69 |
| 1/11/2011 2:21 | N | R_PB2SES_1 | 24.61 |
| 1/11/2011 2:21 | N | R_PB2SES_2 | 24.61 |
| 1/11/2011 2:21 | N | R_PB2SES_3 | 24.61 |
| 1/11/2011 2:21 | N | R_PB2SES_4 | 24.61 |
| 1/11/2011 2:21 | N | R_PB2SES_5 | 24.61 |
| 1/11/2011 2:21 | N | AUTO_EPS_390 | 24.66 |
| 1/11/2011 2:22 | N | DC_ROAD_L_B | 19.27 |
| 1/11/2011 2:22 | N | DC_EGPS_L_A | 21.83 |
| 1/11/2011 2:22 | N | H_HOLLOW_E_1 | 24.63 |
| 1/11/2011 2:22 | N | HHOLLOW4_E_1 | 24.63 |
| 1/11/2011 2:22 | N | R_LH2SES_1 | 24.67 |
| 1/11/2011 2:22 | N | R_PB2SES_1 | 24.59 |
| 1/11/2011 2:22 | N | R_PB2SES_2 | 24.59 |
| 1/11/2011 2:22 | N | R_PB2SES_3 | 24.59 |
| 1/11/2011 2:22 | N | R_PB2SES_4 | 24.59 |
| 1/11/2011 2:22 | N | R_PB2SES_5 | 24.59 |
| 1/11/2011 2:22 | N | AUTO_EPS_390 | 24.64 |
| 1/11/2011 2:25 | N | DC_ROAD_L_B | 18.91 |
| 1/11/2011 2:25 | N | DC_EGPS_L_A | 21.59 |
| 1/11/2011 2:25 | N | H_HOLLOW_E_1 | 24.52 |
| 1/11/2011 2:25 | N | HHOLLOW4_E_1 | 24.52 |
| 1/11/2011 2:25 | N | R_LH2SES_1 | 24.55 |

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| 1/11/2011 2:25 | N | R_PB2SES_1 | 24.47 |
| 1/11/2011 2:25 | N | R_PB2SES_2 | 24.47 |
| 1/11/2011 2:25 | N | R_PB2SES_3 | 24.47 |
| 1/11/2011 2:25 | N | R_PB2SES_4 | 24.47 |
| 1/11/2011 2:25 | N | R_PB2SES_5 | 24.47 |
| 1/11/2011 2:25 | N | AUTO_EPS_390 | 24.52 |
| 1/11/2011 2:30 | N | DC_ROAD_L_B | 19.21 |
| 1/11/2011 2:30 | N | DC_EGPS_L_A | 21.8 |
| 1/11/2011 2:30 | N | H_HOLLOW_E_1 | 24.65 |
| 1/11/2011 2:30 | N | HHOLLOW4_E_1 | 24.65 |
| 1/11/2011 2:30 | N | R_LH2SES_1 | 24.68 |
| 1/11/2011 2:30 | N | R_PB2SES_1 | 24.61 |
| 1/11/2011 2:30 | N | R_PB2SES_2 | 24.61 |
| 1/11/2011 2:30 | N | R_PB2SES_3 | 24.61 |
| 1/11/2011 2:30 | N | R_PB2SES_4 | 24.61 |
| 1/11/2011 2:30 | N | R_PB2SES_5 | 24.61 |
| 1/11/2011 2:30 | N | AUTO_EPS_390 | 24.66 |
| 1/11/2011 2:35 | N | DC_ROAD_L_B | 20.58 |
| 1/11/2011 2:35 | N | DC_EGPS_L_A | 22.75 |
| 1/11/2011 2:35 | N | H_HOLLOW_E_1 | 25.13 |
| 1/11/2011 2:35 | N | HHOLLOW4_E_1 | 25.13 |
| 1/11/2011 2:35 | N | R_LH2SES_1 | 25.16 |
| 1/11/2011 2:35 | N | R_PB2SES_1 | 25.09 |
| 1/11/2011 2:35 | N | R_PB2SES_2 | 25.09 |
| 1/11/2011 2:35 | N | R_PB2SES_3 | 25.09 |
| 1/11/2011 2:35 | N | R_PB2SES_4 | 25.09 |
| 1/11/2011 2:35 | N | R_PB2SES_5 | 25.09 |
| 1/11/2011 2:35 | N | AUTO_EPS_390 | 25.13 |
| 1/11/2011 2:40 | N | DC_ROAD_L_B | 15.86 |
| 1/11/2011 2:40 | N | DC_EGPS_L_A | 20.52 |
| 1/11/2011 2:40 | N | H_HOLLOW_E_1 | 25.65 |
| 1/11/2011 2:40 | N | HHOLLOW4_E_1 | 25.65 |
| 1/11/2011 2:40 | N | R_LH2SES_1 | 25.71 |
| 1/11/2011 2:40 | N | R_PB2SES_1 | 25.57 |
| 1/11/2011 2:40 | N | R_PB2SES_2 | 25.57 |
| 1/11/2011 2:40 | N | R_PB2SES_3 | 25.57 |
| 1/11/2011 2:40 | N | R_PB2SES_4 | 25.57 |
| 1/11/2011 2:40 | N | R_PB2SES_5 | 25.57 |
| 1/11/2011 2:40 | N | AUTO_EPS_390 | 25.66 |
| 1/11/2011 2:45 | N | DC_ROAD_L_B | 9.32 |
| 1/11/2011 2:45 | N | DC_EGPS_L_A | 17.25 |
| 1/11/2011 2:45 | N | H_HOLLOW_E_1 | 25.95 |
| 1/11/2011 2:45 | N | HHOLLOW4_E_1 | 25.95 |
| 1/11/2011 2:45 | N | R_LH2SES_1 | 26.06 |
| 1/11/2011 2:45 | N | R_PB2SES_1 | 25.82 |
| 1/11/2011 2:45 | N | R_PB2SES_2 | 25.82 |
| 1/11/2011 2:45 | N | R_PB2SES_3 | 25.82 |

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| 1/11/2011 2:45 | N | R_PB2SES_4 | 25.82 |
| 1/11/2011 2:45 | N | R_PB2SES_5 | 25.82 |
| 1/11/2011 2:45 | N | AUTO_EPS_390 | 25.97 |
| 1/11/2011 2:50 | N | DC_ROAD_L_B | 8.02 |
| 1/11/2011 2:50 | N | DC_EGPS_L_A | 16.91 |
| 1/11/2011 2:50 | N | H_HOLLOW_E_1 | 26.66 |
| 1/11/2011 2:50 | N | HHOLLOW4_E_1 | 26.66 |
| 1/11/2011 2:50 | N | R_LH2SES_1 | 26.78 |
| 1/11/2011 2:50 | N | R_PB2SES_1 | 26.51 |
| 1/11/2011 2:50 | N | R_PB2SES_2 | 26.51 |
| 1/11/2011 2:50 | N | R_PB2SES_3 | 26.51 |
| 1/11/2011 2:50 | N | R_PB2SES_4 | 26.51 |
| 1/11/2011 2:50 | N | R_PB2SES_5 | 26.51 |
| 1/11/2011 2:50 | N | AUTO_EPS_390 | 26.69 |
| 1/11/2011 2:55 | N | DC_ROAD_L_B | 19.69 |
| 1/11/2011 2:55 | N | DC_EGPS_L_A | 22.68 |
| 1/11/2011 2:55 | N | H_HOLLOW_E_1 | 25.96 |
| 1/11/2011 2:55 | N | HHOLLOW4_E_1 | 25.96 |
| 1/11/2011 2:55 | N | R_LH2SES_1 | 25.99 |
| 1/11/2011 2:55 | N | R_PB2SES_1 | 25.91 |
| 1/11/2011 2:55 | N | R_PB2SES_2 | 25.91 |
| 1/11/2011 2:55 | N | R_PB2SES_3 | 25.91 |
| 1/11/2011 2:55 | N | R_PB2SES_4 | 25.91 |
| 1/11/2011 2:55 | N | R_PB2SES_5 | 25.91 |
| 1/11/2011 2:55 | N | AUTO_EPS_390 | 25.96 |
| 1/11/2011 3:05 | N | DC_ROAD_L_B | 26.47 |
| 1/11/2011 3:05 | N | DC_EGPS_L_A | 26.85 |
| 1/11/2011 3:05 | N | H_HOLLOW_E_1 | 27.26 |
| 1/11/2011 3:05 | N | HHOLLOW4_E_1 | 27.26 |
| 1/11/2011 3:05 | N | R_LH2SES_1 | 27.26 |
| 1/11/2011 3:05 | N | R_PB2SES_1 | 27.25 |
| 1/11/2011 3:05 | N | R_PB2SES_2 | 27.25 |
| 1/11/2011 3:05 | N | R_PB2SES_3 | 27.25 |
| 1/11/2011 3:05 | N | R_PB2SES_4 | 27.25 |
| 1/11/2011 3:05 | N | R_PB2SES_5 | 27.25 |
| 1/11/2011 3:05 | N | AUTO_EPS_390 | 27.26 |
| 1/11/2011 3:10 | N | DC_ROAD_L_B | 20.37 |
| 1/11/2011 3:10 | N | DC_EGPS_L_A | 23.77 |
| 1/11/2011 3:10 | N | H_HOLLOW_E_1 | 27.51 |
| 1/11/2011 3:10 | N | HHOLLOW4_E_1 | 27.51 |
| 1/11/2011 3:10 | N | R_LH2SES_1 | 27.55 |
| 1/11/2011 3:10 | N | R_PB2SES_1 | 27.45 |
| 1/11/2011 3:10 | N | R_PB2SES_2 | 27.45 |
| 1/11/2011 3:10 | N | R_PB2SES_3 | 27.45 |
| 1/11/2011 3:10 | N | R_PB2SES_4 | 27.45 |
| 1/11/2011 3:10 | N | R_PB2SES_5 | 27.45 |
| 1/11/2011 3:10 | N | AUTO_EPS_390 | 27.52 |

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| 1/11/2011 3:15 | N | DC_ROAD_L_B | 14.93 |
| 1/11/2011 3:15 | N | DC_EGPS_L_A | 21.05 |
| 1/11/2011 3:15 | N | H_HOLLOW_E_1 | 27.76 |
| 1/11/2011 3:15 | N | HHOLLOW4_E_1 | 27.76 |
| 1/11/2011 3:15 | N | R_LH2SES_1 | 27.84 |
| 1/11/2011 3:15 | N | R_PB2SES_1 | 27.66 |
| 1/11/2011 3:15 | N | R_PB2SES_2 | 27.66 |
| 1/11/2011 3:15 | N | R_PB2SES_3 | 27.66 |
| 1/11/2011 3:15 | N | R_PB2SES_4 | 27.66 |
| 1/11/2011 3:15 | N | R_PB2SES_5 | 27.66 |
| 1/11/2011 3:15 | N | AUTO_EPS_390 | 27.78 |
| 1/11/2011 3:17 | N | DC_ROAD_L_B | 8.56 |
| 1/11/2011 3:17 | N | DC_EGPS_L_A | 17.84 |
| 1/11/2011 3:17 | N | H_HOLLOW_E_1 | 28.01 |
| 1/11/2011 3:17 | N | HHOLLOW4_E_1 | 28.01 |
| 1/11/2011 3:17 | N | R_LH2SES_1 | 28.14 |
| 1/11/2011 3:17 | N | R_PB2SES_1 | 27.86 |
| 1/11/2011 3:17 | N | R_PB2SES_2 | 27.86 |
| 1/11/2011 3:17 | N | R_PB2SES_3 | 27.86 |
| 1/11/2011 3:17 | N | R_PB2SES_4 | 27.86 |
| 1/11/2011 3:17 | N | R_PB2SES_5 | 27.86 |
| 1/11/2011 3:17 | N | AUTO_EPS_390 | 28.04 |
| 1/11/2011 3:20 | N | DC_ROAD_L_B | 20.55 |
| 1/11/2011 3:20 | N | DC_EGPS_L_A | 23.92 |
| 1/11/2011 3:20 | N | H_HOLLOW_E_1 | 27.62 |
| 1/11/2011 3:20 | N | HHOLLOW4_E_1 | 27.62 |
| 1/11/2011 3:20 | N | R_LH2SES_1 | 27.67 |
| 1/11/2011 3:20 | N | R_PB2SES_1 | 27.57 |
| 1/11/2011 3:20 | N | R_PB2SES_2 | 27.57 |
| 1/11/2011 3:20 | N | R_PB2SES_3 | 27.57 |
| 1/11/2011 3:20 | N | R_PB2SES_4 | 27.57 |
| 1/11/2011 3:20 | N | R_PB2SES_5 | 27.57 |
| 1/11/2011 3:20 | N | AUTO_EPS_390 | 27.63 |
| 1/11/2011 3:25 | N | DC_ROAD_L_B | 26.24 |
| 1/11/2011 3:25 | N | DC_EGPS_L_A | 27.09 |
| 1/11/2011 3:25 | N | H_HOLLOW_E_1 | 28.01 |
| 1/11/2011 3:25 | N | HHOLLOW4_E_1 | 28.01 |
| 1/11/2011 3:25 | N | R_LH2SES_1 | 28.02 |
| 1/11/2011 3:25 | N | R_PB2SES_1 | 28 |
| 1/11/2011 3:25 | N | R_PB2SES_2 | 28 |
| 1/11/2011 3:25 | N | R_PB2SES_3 | 28 |
| 1/11/2011 3:25 | N | R_PB2SES_4 | 28 |
| 1/11/2011 3:25 | N | R_PB2SES_5 | 28 |
| 1/11/2011 3:25 | N | AUTO_EPS_390 | 28.01 |
| 1/11/2011 3:30 | N | DC_ROAD_L_B | 26.15 |
| 1/11/2011 3:30 | N | DC_EGPS_L_A | 27.14 |
| 1/11/2011 3:30 | N | H_HOLLOW_E_1 | 28.23 |

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| 1/11/2011 3:30 | N | HHOLLOW4_E_1 | 28.23 |
| 1/11/2011 3:30 | N | R_LH2SES_1 | 28.24 |
| 1/11/2011 3:30 | N | R_PB2SES_1 | 28.21 |
| 1/11/2011 3:30 | N | R_PB2SES_2 | 28.21 |
| 1/11/2011 3:30 | N | R_PB2SES_3 | 28.21 |
| 1/11/2011 3:30 | N | R_PB2SES_4 | 28.21 |
| 1/11/2011 3:30 | N | R_PB2SES_5 | 28.21 |
| 1/11/2011 3:30 | N | AUTO_EPS_390 | 28.23 |
| 1/11/2011 3:35 | N | DC_ROAD_L_B | 20.86 |
| 1/11/2011 3:35 | N | DC_EGPS_L_A | 24.42 |
| 1/11/2011 3:35 | N | H_HOLLOW_E_1 | 28.32 |
| 1/11/2011 3:35 | N | HHOLLOW4_E_1 | 28.32 |
| 1/11/2011 3:35 | N | R_LH2SES_1 | 28.36 |
| 1/11/2011 3:35 | N | R_PB2SES_1 | 28.26 |
| 1/11/2011 3:35 | N | R_PB2SES_2 | 28.26 |
| 1/11/2011 3:35 | N | R_PB2SES_3 | 28.26 |
| 1/11/2011 3:35 | N | R_PB2SES_4 | 28.26 |
| 1/11/2011 3:35 | N | R_PB2SES_5 | 28.26 |
| 1/11/2011 3:35 | N | AUTO_EPS_390 | 28.33 |
| 1/11/2011 3:40 | N | DC_ROAD_L_B | 25.88 |
| 1/11/2011 3:40 | N | DC_EGPS_L_A | 27.07 |
| 1/11/2011 3:40 | N | H_HOLLOW_E_1 | 28.37 |
| 1/11/2011 3:40 | N | HHOLLOW4_E_1 | 28.37 |
| 1/11/2011 3:40 | N | R_LH2SES_1 | 28.39 |
| 1/11/2011 3:40 | N | R_PB2SES_1 | 28.36 |
| 1/11/2011 3:40 | N | R_PB2SES_2 | 28.36 |
| 1/11/2011 3:40 | N | R_PB2SES_3 | 28.36 |
| 1/11/2011 3:40 | N | R_PB2SES_4 | 28.36 |
| 1/11/2011 3:40 | N | R_PB2SES_5 | 28.36 |
| 1/11/2011 3:40 | N | AUTO_EPS_390 | 28.38 |
| 1/11/2011 3:45 | N | DC_ROAD_L_B | 25.82 |
| 1/11/2011 3:45 | N | DC_EGPS_L_A | 27.03 |
| 1/11/2011 3:45 | N | H_HOLLOW_E_1 | 28.37 |
| 1/11/2011 3:45 | N | HHOLLOW4_E_1 | 28.37 |
| 1/11/2011 3:45 | N | R_LH2SES_1 | 28.38 |
| 1/11/2011 3:45 | N | R_PB2SES_1 | 28.35 |
| 1/11/2011 3:45 | N | R_PB2SES_2 | 28.35 |
| 1/11/2011 3:45 | N | R_PB2SES_3 | 28.35 |
| 1/11/2011 3:45 | N | R_PB2SES_4 | 28.35 |
| 1/11/2011 3:45 | N | R_PB2SES_5 | 28.35 |
| 1/11/2011 3:45 | N | AUTO_EPS_390 | 28.37 |
| 1/11/2011 3:50 | N | DC_ROAD_L_B | 20.76 |
| 1/11/2011 3:50 | N | DC_EGPS_L_A | 24.46 |
| 1/11/2011 3:50 | N | H_HOLLOW_E_1 | 28.52 |
| 1/11/2011 3:50 | N | HHOLLOW4_E_1 | 28.52 |
| 1/11/2011 3:50 | N | R_LH2SES_1 | 28.56 |
| 1/11/2011 3:50 | N | R_PB2SES_1 | 28.45 |

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| 1/11/2011 3:50 | N | R_PB2SES_2 | 28.45 |
| 1/11/2011 3:50 | N | R_PB2SES_3 | 28.45 |
| 1/11/2011 3:50 | N | R_PB2SES_4 | 28.45 |
| 1/11/2011 3:50 | N | R_PB2SES_5 | 28.45 |
| 1/11/2011 3:50 | N | AUTO_EPS_390 | 28.52 |
| 1/11/2011 3:55 | N | DC_ROAD_L_B | 20.95 |
| 1/11/2011 3:55 | N | DC_EGPS_L_A | 24.71 |
| 1/11/2011 3:55 | N | H_HOLLOW_E_1 | 28.83 |
| 1/11/2011 3:55 | N | HHOLLOW4_E_1 | 28.83 |
| 1/11/2011 3:55 | N | R_LH2SES_1 | 28.88 |
| 1/11/2011 3:55 | N | R_PB2SES_1 | 28.77 |
| 1/11/2011 3:55 | N | R_PB2SES_2 | 28.77 |
| 1/11/2011 3:55 | N | R_PB2SES_3 | 28.77 |
| 1/11/2011 3:55 | N | R_PB2SES_4 | 28.77 |
| 1/11/2011 3:55 | N | R_PB2SES_5 | 28.77 |
| 1/11/2011 3:55 | N | AUTO_EPS_390 | 28.84 |
| 1/11/2011 4:01 | N | DC_ROAD_L_B | 8.17 |
| 1/11/2011 4:01 | N | DC_EGPS_L_A | 18.04 |
| 1/11/2011 4:01 | N | H_HOLLOW_E_1 | 28.87 |
| 1/11/2011 4:01 | N | HHOLLOW4_E_1 | 28.87 |
| 1/11/2011 4:01 | N | R_LH2SES_1 | 28.99 |
| 1/11/2011 4:01 | N | R_PB2SES_1 | 28.7 |
| 1/11/2011 4:01 | N | R_PB2SES_2 | 28.7 |
| 1/11/2011 4:01 | N | R_PB2SES_3 | 28.7 |
| 1/11/2011 4:01 | N | R_PB2SES_4 | 28.7 |
| 1/11/2011 4:01 | N | R_PB2SES_5 | 28.7 |
| 1/11/2011 4:01 | N | AUTO_EPS_390 | 28.89 |
| 1/11/2011 4:05 | N | DC_ROAD_L_B | 4.78 |
| 1/11/2011 4:05 | N | DC_EGPS_L_A | 16.3 |
| 1/11/2011 4:05 | N | H_HOLLOW_E_1 | 28.93 |
| 1/11/2011 4:05 | N | HHOLLOW4_E_1 | 28.93 |
| 1/11/2011 4:05 | N | R_LH2SES_1 | 29.08 |
| 1/11/2011 4:05 | N | R_PB2SES_1 | 28.74 |
| 1/11/2011 4:05 | N | R_PB2SES_2 | 28.74 |
| 1/11/2011 4:05 | N | R_PB2SES_3 | 28.74 |
| 1/11/2011 4:05 | N | R_PB2SES_4 | 28.74 |
| 1/11/2011 4:05 | N | R_PB2SES_5 | 28.74 |
| 1/11/2011 4:05 | N | AUTO_EPS_390 | 28.96 |
| 1/11/2011 4:10 | N | DC_ROAD_L_B | 6.53 |
| 1/11/2011 4:10 | N | DC_EGPS_L_A | 17.22 |
| 1/11/2011 4:10 | N | H_HOLLOW_E_1 | 28.94 |
| 1/11/2011 4:10 | N | HHOLLOW4_E_1 | 28.94 |
| 1/11/2011 4:10 | N | R_LH2SES_1 | 29.07 |
| 1/11/2011 4:10 | N | R_PB2SES_1 | 28.76 |
| 1/11/2011 4:10 | N | R_PB2SES_2 | 28.76 |
| 1/11/2011 4:10 | N | R_PB2SES_3 | 28.76 |
| 1/11/2011 4:10 | N | R_PB2SES_4 | 28.76 |

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| 1/11/2011 4:10 | N | R_PB2SES_5 | 28.76 |
| 1/11/2011 4:10 | N | AUTO_EPS_390 | 28.96 |
| 1/11/2011 4:15 | N | DC_ROAD_L_B | 5.14 |
| 1/11/2011 4:15 | N | DC_EGPS_L_A | 16.67 |
| 1/11/2011 4:15 | N | H_HOLLOW_E_1 | 29.33 |
| 1/11/2011 4:15 | N | HHOLLOW4_E_1 | 29.33 |
| 1/11/2011 4:15 | N | R_LH2SES_1 | 29.47 |
| 1/11/2011 4:15 | N | R_PB2SES_1 | 29.13 |
| 1/11/2011 4:15 | N | R_PB2SES_2 | 29.13 |
| 1/11/2011 4:15 | N | R_PB2SES_3 | 29.13 |
| 1/11/2011 4:15 | N | R_PB2SES_4 | 29.13 |
| 1/11/2011 4:15 | N | R_PB2SES_5 | 29.13 |
| 1/11/2011 4:15 | N | AUTO_EPS_390 | 29.35 |
| 1/11/2011 4:20 | N | DC_ROAD_L_B | 7.45 |
| 1/11/2011 4:20 | N | DC_EGPS_L_A | 18 |
| 1/11/2011 4:20 | N | H_HOLLOW_E_1 | 29.57 |
| 1/11/2011 4:20 | N | HHOLLOW4_E_1 | 29.57 |
| 1/11/2011 4:20 | N | R_LH2SES_1 | 29.71 |
| 1/11/2011 4:20 | N | R_PB2SES_1 | 29.4 |
| 1/11/2011 4:20 | N | R_PB2SES_2 | 29.4 |
| 1/11/2011 4:20 | N | R_PB2SES_3 | 29.4 |
| 1/11/2011 4:20 | N | R_PB2SES_4 | 29.4 |
| 1/11/2011 4:20 | N | R_PB2SES_5 | 29.4 |
| 1/11/2011 4:20 | N | AUTO_EPS_390 | 29.6 |
| 1/11/2011 4:25 | N | DC_ROAD_L_B | 20.99 |
| 1/11/2011 4:25 | N | DC_EGPS_L_A | 25.27 |
| 1/11/2011 4:25 | N | H_HOLLOW_E_1 | 29.97 |
| 1/11/2011 4:25 | N | HHOLLOW4_E_1 | 29.97 |
| 1/11/2011 4:25 | N | R_LH2SES_1 | 30.02 |
| 1/11/2011 4:25 | N | R_PB2SES_1 | 29.9 |
| 1/11/2011 4:25 | N | R_PB2SES_2 | 29.9 |
| 1/11/2011 4:25 | N | R_PB2SES_3 | 29.9 |
| 1/11/2011 4:25 | N | R_PB2SES_4 | 29.9 |
| 1/11/2011 4:25 | N | R_PB2SES_5 | 29.9 |
| 1/11/2011 4:25 | N | AUTO_EPS_390 | 29.98 |
| 1/11/2011 4:30 | N | DC_ROAD_L_B | 20.9 |
| 1/11/2011 4:30 | N | DC_EGPS_L_A | 25.17 |
| 1/11/2011 4:30 | N | H_HOLLOW_E_1 | 29.86 |
| 1/11/2011 4:30 | N | HHOLLOW4_E_1 | 29.86 |
| 1/11/2011 4:30 | N | R_LH2SES_1 | 29.92 |
| 1/11/2011 4:30 | N | R_PB2SES_1 | 29.79 |
| 1/11/2011 4:30 | N | R_PB2SES_2 | 29.79 |
| 1/11/2011 4:30 | N | R_PB2SES_3 | 29.79 |
| 1/11/2011 4:30 | N | R_PB2SES_4 | 29.79 |
| 1/11/2011 4:30 | N | R_PB2SES_5 | 29.79 |
| 1/11/2011 4:30 | N | AUTO_EPS_390 | 29.87 |
| 1/11/2011 4:35 | N | DC_ROAD_L_B | 20.92 |

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| 1/11/2011 4:35 | N | DC_EGPS_L_A | 25.34 |
| 1/11/2011 4:35 | N | H_HOLLOW_E_1 | 30.19 |
| 1/11/2011 4:35 | N | HHOLLOW4_E_1 | 30.19 |
| 1/11/2011 4:35 | N | R_LH2SES_1 | 30.25 |
| 1/11/2011 4:35 | N | R_PB2SES_1 | 30.12 |
| 1/11/2011 4:35 | N | R_PB2SES_2 | 30.12 |
| 1/11/2011 4:35 | N | R_PB2SES_3 | 30.12 |
| 1/11/2011 4:35 | N | R_PB2SES_4 | 30.12 |
| 1/11/2011 4:35 | N | R_PB2SES_5 | 30.12 |
| 1/11/2011 4:35 | N | AUTO_EPS_390 | 30.2 |
| 1/11/2011 4:37 | N | DC_ROAD_L_B | 18.77 |
| 1/11/2011 4:37 | N | DC_EGPS_L_A | 24.43 |
| 1/11/2011 4:37 | N | H_HOLLOW_E_1 | 30.64 |
| 1/11/2011 4:37 | N | HHOLLOW4_E_1 | 30.64 |
| 1/11/2011 4:37 | N | R_LH2SES_1 | 30.71 |
| 1/11/2011 4:37 | N | R_PB2SES_1 | 30.55 |
| 1/11/2011 4:37 | N | R_PB2SES_2 | 30.55 |
| 1/11/2011 4:37 | N | R_PB2SES_3 | 30.55 |
| 1/11/2011 4:37 | N | R_PB2SES_4 | 30.55 |
| 1/11/2011 4:37 | N | R_PB2SES_5 | 30.55 |
| 1/11/2011 4:37 | N | AUTO_EPS_390 | 30.66 |
| 1/11/2011 4:38 | N | DC_ROAD_L_B | 18.88 |
| 1/11/2011 4:38 | N | DC_EGPS_L_A | 24.5 |
| 1/11/2011 4:38 | N | H_HOLLOW_E_1 | 30.67 |
| 1/11/2011 4:38 | N | HHOLLOW4_E_1 | 30.67 |
| 1/11/2011 4:38 | N | R_LH2SES_1 | 30.75 |
| 1/11/2011 4:38 | N | R_PB2SES_1 | 30.58 |
| 1/11/2011 4:38 | N | R_PB2SES_2 | 30.58 |
| 1/11/2011 4:38 | N | R_PB2SES_3 | 30.58 |
| 1/11/2011 4:38 | N | R_PB2SES_4 | 30.58 |
| 1/11/2011 4:38 | N | R_PB2SES_5 | 30.58 |
| 1/11/2011 4:38 | N | AUTO_EPS_390 | 30.69 |
| 1/11/2011 4:40 | N | DC_ROAD_L_B | 11.78 |
| 1/11/2011 4:40 | N | DC_EGPS_L_A | 21.59 |
| 1/11/2011 4:40 | N | H_HOLLOW_E_1 | 32.35 |
| 1/11/2011 4:40 | N | HHOLLOW4_E_1 | 32.35 |
| 1/11/2011 4:40 | N | R_LH2SES_1 | 32.47 |
| 1/11/2011 4:40 | N | R_PB2SES_1 | 32.18 |
| 1/11/2011 4:40 | N | R_PB2SES_2 | 32.18 |
| 1/11/2011 4:40 | N | R_PB2SES_3 | 32.18 |
| 1/11/2011 4:40 | N | R_PB2SES_4 | 32.18 |
| 1/11/2011 4:40 | N | R_PB2SES_5 | 32.18 |
| 1/11/2011 4:40 | N | AUTO_EPS_390 | 32.37 |
| 1/11/2011 4:45 | N | DC_ROAD_L_B | 2.26 |
| 1/11/2011 4:45 | N | DC_EGPS_L_A | 17.88 |
| 1/11/2011 4:45 | N | H_HOLLOW_E_1 | 35.01 |
| 1/11/2011 4:45 | N | HHOLLOW4_E_1 | 35.01 |

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| 1/11/2011 4:45 | N | R_LH2SES_1 | 35.21 |
| 1/11/2011 4:45 | N | R_PB2SES_1 | 34.76 |
| 1/11/2011 4:45 | N | R_PB2SES_2 | 34.76 |
| 1/11/2011 4:45 | N | R_PB2SES_3 | 34.76 |
| 1/11/2011 4:45 | N | R_PB2SES_4 | 34.76 |
| 1/11/2011 4:45 | N | R_PB2SES_5 | 34.76 |
| 1/11/2011 4:45 | N | AUTO_EPS_390 | 35.05 |
| 1/11/2011 4:50 | N | DC_ROAD_L_B | 4.86 |
| 1/11/2011 4:50 | N | DC_EGPS_L_A | 18.88 |
| 1/11/2011 4:50 | N | H_HOLLOW_E_1 | 34.27 |
| 1/11/2011 4:50 | N | HHOLLOW4_E_1 | 34.27 |
| 1/11/2011 4:50 | N | R_LH2SES_1 | 34.45 |
| 1/11/2011 4:50 | N | R_PB2SES_1 | 34.04 |
| 1/11/2011 4:50 | N | R_PB2SES_2 | 34.04 |
| 1/11/2011 4:50 | N | R_PB2SES_3 | 34.04 |
| 1/11/2011 4:50 | N | R_PB2SES_4 | 34.04 |
| 1/11/2011 4:50 | N | R_PB2SES_5 | 34.04 |
| 1/11/2011 4:50 | N | AUTO_EPS_390 | 34.31 |
| 1/11/2011 4:55 | N | DC_ROAD_L_B | 23.02 |
| 1/11/2011 4:55 | N | DC_EGPS_L_A | 28.89 |
| 1/11/2011 4:55 | N | H_HOLLOW_E_1 | 35.34 |
| 1/11/2011 4:55 | N | HHOLLOW4_E_1 | 35.34 |
| 1/11/2011 4:55 | N | R_LH2SES_1 | 35.41 |
| 1/11/2011 4:55 | N | R_PB2SES_1 | 35.24 |
| 1/11/2011 4:55 | N | R_PB2SES_2 | 35.24 |
| 1/11/2011 4:55 | N | R_PB2SES_3 | 35.24 |
| 1/11/2011 4:55 | N | R_PB2SES_4 | 35.24 |
| 1/11/2011 4:55 | N | R_PB2SES_5 | 35.24 |
| 1/11/2011 4:55 | N | AUTO_EPS_390 | 35.35 |
| 1/11/2011 5:00 | N | DC_ROAD_L_B | 26.92 |
| 1/11/2011 5:00 | N | DC_EGPS_L_A | 30.98 |
| 1/11/2011 5:00 | N | H_HOLLOW_E_1 | 35.43 |
| 1/11/2011 5:00 | N | HHOLLOW4_E_1 | 35.43 |
| 1/11/2011 5:00 | N | R_LH2SES_1 | 35.48 |
| 1/11/2011 5:00 | N | R_PB2SES_1 | 35.37 |
| 1/11/2011 5:00 | N | R_PB2SES_2 | 35.37 |
| 1/11/2011 5:00 | N | R_PB2SES_3 | 35.37 |
| 1/11/2011 5:00 | N | R_PB2SES_4 | 35.37 |
| 1/11/2011 5:00 | N | R_PB2SES_5 | 35.37 |
| 1/11/2011 5:00 | N | AUTO_EPS_390 | 35.44 |
| 1/11/2011 5:05 | N | DC_ROAD_L_B | 27.61 |
| 1/11/2011 5:05 | N | DC_EGPS_L_A | 31.18 |
| 1/11/2011 5:05 | N | H_HOLLOW_E_1 | 35.09 |
| 1/11/2011 5:05 | N | HHOLLOW4_E_1 | 35.09 |
| 1/11/2011 5:05 | N | R_LH2SES_1 | 35.14 |
| 1/11/2011 5:05 | N | R_PB2SES_1 | 35.03 |
| 1/11/2011 5:05 | N | R_PB2SES_2 | 35.03 |

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| 1/11/2011 5:05 | N | R_PB2SES_3 | 35.03 |
| 1/11/2011 5:05 | N | R_PB2SES_4 | 35.03 |
| 1/11/2011 5:05 | N | R_PB2SES_5 | 35.03 |
| 1/11/2011 5:05 | N | AUTO_EPS_390 | 35.1 |
| 1/11/2011 5:10 | N | DC_ROAD_L_B | 27.59 |
| 1/11/2011 5:10 | N | DC_EGPS_L_A | 31.7 |
| 1/11/2011 5:10 | N | H_HOLLOW_E_1 | 36.2 |
| 1/11/2011 5:10 | N | HHOLLOW4_E_1 | 36.2 |
| 1/11/2011 5:10 | N | R_LH2SES_1 | 36.25 |
| 1/11/2011 5:10 | N | R_PB2SES_1 | 36.13 |
| 1/11/2011 5:10 | N | R_PB2SES_2 | 36.13 |
| 1/11/2011 5:10 | N | R_PB2SES_3 | 36.13 |
| 1/11/2011 5:10 | N | R_PB2SES_4 | 36.13 |
| 1/11/2011 5:10 | N | R_PB2SES_5 | 36.13 |
| 1/11/2011 5:10 | N | AUTO_EPS_390 | 36.21 |
| 1/11/2011 5:15 | N | DC_ROAD_L_B | 26.17 |
| 1/11/2011 5:15 | N | DC_EGPS_L_A | 31.35 |
| 1/11/2011 5:15 | N | H_HOLLOW_E_1 | 37.04 |
| 1/11/2011 5:15 | N | HHOLLOW4_E_1 | 37.04 |
| 1/11/2011 5:15 | N | R_LH2SES_1 | 37.11 |
| 1/11/2011 5:15 | N | R_PB2SES_1 | 36.96 |
| 1/11/2011 5:15 | N | R_PB2SES_2 | 36.96 |
| 1/11/2011 5:15 | N | R_PB2SES_3 | 36.96 |
| 1/11/2011 5:15 | N | R_PB2SES_4 | 36.96 |
| 1/11/2011 5:15 | N | R_PB2SES_5 | 36.96 |
| 1/11/2011 5:15 | N | AUTO_EPS_390 | 37.06 |
| 1/11/2011 5:20 | N | DC_ROAD_L_B | 25.37 |
| 1/11/2011 5:20 | N | DC_EGPS_L_A | 31.19 |
| 1/11/2011 5:20 | N | H_HOLLOW_E_1 | 37.57 |
| 1/11/2011 5:20 | N | HHOLLOW4_E_1 | 37.57 |
| 1/11/2011 5:20 | N | R_LH2SES_1 | 37.64 |
| 1/11/2011 5:20 | N | R_PB2SES_1 | 37.47 |
| 1/11/2011 5:20 | N | R_PB2SES_2 | 37.47 |
| 1/11/2011 5:20 | N | R_PB2SES_3 | 37.47 |
| 1/11/2011 5:20 | N | R_PB2SES_4 | 37.47 |
| 1/11/2011 5:20 | N | R_PB2SES_5 | 37.47 |
| 1/11/2011 5:20 | N | AUTO_EPS_390 | 37.58 |
| 1/11/2011 5:25 | N | DC_ROAD_L_B | 27.19 |
| 1/11/2011 5:25 | N | DC_EGPS_L_A | 32.53 |
| 1/11/2011 5:25 | N | H_HOLLOW_E_1 | 38.38 |
| 1/11/2011 5:25 | N | HHOLLOW4_E_1 | 38.38 |
| 1/11/2011 5:25 | N | R_LH2SES_1 | 38.45 |
| 1/11/2011 5:25 | N | R_PB2SES_1 | 38.29 |
| 1/11/2011 5:25 | N | R_PB2SES_2 | 38.29 |
| 1/11/2011 5:25 | N | R_PB2SES_3 | 38.29 |
| 1/11/2011 5:25 | N | R_PB2SES_4 | 38.29 |
| 1/11/2011 5:25 | N | R_PB2SES_5 | 38.29 |

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| 1/11/2011 5:25 | N | AUTO_EPS_390 | 38.4 |
| 1/11/2011 5:30 | N | DC_ROAD_L_B | 26.18 |
| 1/11/2011 5:30 | N | DC_EGPS_L_A | 31.7 |
| 1/11/2011 5:30 | N | H_HOLLOW_E_1 | 37.76 |
| 1/11/2011 5:30 | N | HHOLLOW4_E_1 | 37.76 |
| 1/11/2011 5:30 | N | R_LH2SES_1 | 37.83 |
| 1/11/2011 5:30 | N | R_PB2SES_1 | 37.67 |
| 1/11/2011 5:30 | N | R_PB2SES_2 | 37.67 |
| 1/11/2011 5:30 | N | R_PB2SES_3 | 37.67 |
| 1/11/2011 5:30 | N | R_PB2SES_4 | 37.67 |
| 1/11/2011 5:30 | N | R_PB2SES_5 | 37.67 |
| 1/11/2011 5:30 | N | AUTO_EPS_390 | 37.78 |
| 1/11/2011 5:35 | N | DC_ROAD_L_B | 28.15 |
| 1/11/2011 5:35 | N | DC_EGPS_L_A | 32.65 |
| 1/11/2011 5:35 | N | H_HOLLOW_E_1 | 37.58 |
| 1/11/2011 5:35 | N | HHOLLOW4_E_1 | 37.58 |
| 1/11/2011 5:35 | N | R_LH2SES_1 | 37.64 |
| 1/11/2011 5:35 | N | R_PB2SES_1 | 37.51 |
| 1/11/2011 5:35 | N | R_PB2SES_2 | 37.51 |
| 1/11/2011 5:35 | N | R_PB2SES_3 | 37.51 |
| 1/11/2011 5:35 | N | R_PB2SES_4 | 37.51 |
| 1/11/2011 5:35 | N | R_PB2SES_5 | 37.51 |
| 1/11/2011 5:35 | N | AUTO_EPS_390 | 37.6 |
| 1/11/2011 5:40 | N | DC_ROAD_L_B | 25.91 |
| 1/11/2011 5:40 | N | DC_EGPS_L_A | 32.24 |
| 1/11/2011 5:40 | N | H_HOLLOW_E_1 | 39.23 |
| 1/11/2011 5:40 | N | HHOLLOW4_E_1 | 39.23 |
| 1/11/2011 5:40 | N | R_LH2SES_1 | 39.31 |
| 1/11/2011 5:40 | N | R_PB2SES_1 | 39.13 |
| 1/11/2011 5:40 | N | R_PB2SES_2 | 39.13 |
| 1/11/2011 5:40 | N | R_PB2SES_3 | 39.13 |
| 1/11/2011 5:40 | N | R_PB2SES_4 | 39.13 |
| 1/11/2011 5:40 | N | R_PB2SES_5 | 39.13 |
| 1/11/2011 5:40 | N | AUTO_EPS_390 | 39.24 |
| 1/11/2011 5:45 | N | DC_ROAD_L_B | 19.62 |
| 1/11/2011 5:45 | N | DC_EGPS_L_A | 29.65 |
| 1/11/2011 5:45 | N | H_HOLLOW_E_1 | 40.73 |
| 1/11/2011 5:45 | N | HHOLLOW4_E_1 | 40.73 |
| 1/11/2011 5:45 | N | R_LH2SES_1 | 40.85 |
| 1/11/2011 5:45 | N | R_PB2SES_1 | 40.57 |
| 1/11/2011 5:45 | N | R_PB2SES_2 | 40.57 |
| 1/11/2011 5:45 | N | R_PB2SES_3 | 40.57 |
| 1/11/2011 5:45 | N | R_PB2SES_4 | 40.57 |
| 1/11/2011 5:45 | N | R_PB2SES_5 | 40.57 |
| 1/11/2011 5:45 | N | AUTO_EPS_390 | 40.74 |
| 1/11/2011 5:50 | N | DC_ROAD_L_B | 3.18 |
| 1/11/2011 5:50 | N | DC_EGPS_L_A | 22.93 |

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| 1/11/2011 5:50 | N | H_HOLLOW_E_1 | 44.72 |
| 1/11/2011 5:50 | N | HHOLLOW4_E_1 | 44.72 |
| 1/11/2011 5:50 | N | R_LH2SES_1 | 44.95 |
| 1/11/2011 5:50 | N | R_PB2SES_1 | 44.39 |
| 1/11/2011 5:50 | N | R_PB2SES_2 | 44.39 |
| 1/11/2011 5:50 | N | R_PB2SES_3 | 44.39 |
| 1/11/2011 5:50 | N | R_PB2SES_4 | 44.39 |
| 1/11/2011 5:50 | N | R_PB2SES_5 | 44.39 |
| 1/11/2011 5:50 | N | AUTO_EPS_390 | 44.72 |
| 1/11/2011 5:55 | N | DC_ROAD_L_B | 22.67 |
| 1/11/2011 5:55 | N | DC_EGPS_L_A | 31.14 |
| 1/11/2011 5:55 | N | H_HOLLOW_E_1 | 40.48 |
| 1/11/2011 5:55 | N | HHOLLOW4_E_1 | 40.48 |
| 1/11/2011 5:55 | N | R_LH2SES_1 | 40.58 |
| 1/11/2011 5:55 | N | R_PB2SES_1 | 40.34 |
| 1/11/2011 5:55 | N | R_PB2SES_2 | 40.34 |
| 1/11/2011 5:55 | N | R_PB2SES_3 | 40.34 |
| 1/11/2011 5:55 | N | R_PB2SES_4 | 40.34 |
| 1/11/2011 5:55 | N | R_PB2SES_5 | 40.34 |
| 1/11/2011 5:55 | N | AUTO_EPS_390 | 40.49 |
| 1/11/2011 6:01 | N | DC_ROAD_L_B | 24.93 |
| 1/11/2011 6:01 | N | DC_EGPS_L_A | 31.94 |
| 1/11/2011 6:01 | N | H_HOLLOW_E_1 | 39.63 |
| 1/11/2011 6:01 | N | HHOLLOW4_E_1 | 39.63 |
| 1/11/2011 6:01 | N | R_LH2SES_1 | 39.72 |
| 1/11/2011 6:01 | N | AUTO_EPS_390 | 39.65 |
| 1/11/2011 6:05 | N | DC_ROAD_L_B | 25 |
| 1/11/2011 6:05 | N | DC_EGPS_L_A | 31.96 |
| 1/11/2011 6:05 | N | H_HOLLOW_E_1 | 39.6 |
| 1/11/2011 6:05 | N | HHOLLOW4_E_1 | 39.6 |
| 1/11/2011 6:05 | N | R_LH2SES_1 | 39.69 |
| 1/11/2011 6:05 | N | AUTO_EPS_390 | 39.62 |
| 1/11/2011 6:10 | N | DC_ROAD_L_B | 27.49 |
| 1/11/2011 6:10 | N | DC_EGPS_L_A | 34.29 |
| 1/11/2011 6:10 | N | H_HOLLOW_E_1 | 41.82 |
| 1/11/2011 6:10 | N | HHOLLOW4_E_1 | 41.82 |
| 1/11/2011 6:10 | N | R_LH2SES_1 | 41.89 |
| 1/11/2011 6:10 | N | AUTO_EPS_390 | 41.81 |
| 1/11/2011 6:11 | N | DC_ROAD_L_B | 28.21 |
| 1/11/2011 6:11 | N | DC_EGPS_L_A | 34.91 |
| 1/11/2011 6:11 | N | H_HOLLOW_E_1 | 42.25 |
| 1/11/2011 6:11 | N | HHOLLOW4_E_1 | 42.25 |
| 1/11/2011 6:11 | N | R_LH2SES_1 | 42.34 |
| 1/11/2011 6:11 | N | AUTO_EPS_390 | 42.27 |
| 1/11/2011 6:25 | N | DC_ROAD_L_B | 4.22 |
| 1/11/2011 6:25 | N | DC_EGPS_L_A | 28.91 |
| 1/11/2011 6:25 | N | H_HOLLOW_E_1 | 55.98 |

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| 1/11/2011 6:25 | N | HHOLLOW4_E_1 | 55.98 |
| 1/11/2011 6:25 | N | R_LH2SES_1 | 56.3 |
| 1/11/2011 6:25 | N | AUTO_EPS_390 | 56.05 |
| 1/11/2011 6:30 | N | DC_ROAD_L_B | -103.87 |
| 1/11/2011 6:30 | N | DC_EGPS_L_A | 13.93 |
| 1/11/2011 6:30 | N | H_HOLLOW_E_1 | 143.18 |
| 1/11/2011 6:30 | N | HHOLLOW4_E_1 | 143.18 |
| 1/11/2011 6:30 | N | R_LH2SES_1 | 144.75 |
| 1/11/2011 6:30 | N | AUTO_EPS_390 | 143.53 |
| 1/11/2011 6:35 | N | DC_ROAD_L_B | -46.74 |
| 1/11/2011 6:35 | N | DC_EGPS_L_A | 23.56 |
| 1/11/2011 6:35 | N | H_HOLLOW_E_1 | 100.69 |
| 1/11/2011 6:35 | N | HHOLLOW4_E_1 | 100.69 |
| 1/11/2011 6:35 | N | R_LH2SES_1 | 101.62 |
| 1/11/2011 6:35 | N | AUTO_EPS_390 | 100.9 |
| 1/11/2011 6:40 | N | DC_ROAD_L_B | 25.55 |
| 1/11/2011 6:40 | N | DC_EGPS_L_A | 36.67 |
| 1/11/2011 6:40 | N | H_HOLLOW_E_1 | 48.72 |
| 1/11/2011 6:40 | N | HHOLLOW4_E_1 | 48.72 |
| 1/11/2011 6:40 | N | R_LH2SES_1 | 48.85 |
| 1/11/2011 6:40 | N | AUTO_EPS_390 | 48.73 |
| 1/11/2011 6:45 | N | DC_ROAD_L_B | 27.37 |
| 1/11/2011 6:45 | N | DC_EGPS_L_A | 36.6 |
| 1/11/2011 6:45 | N | H_HOLLOW_E_1 | 47.35 |
| 1/11/2011 6:45 | N | HHOLLOW4_E_1 | 47.35 |
| 1/11/2011 6:45 | N | R_LH2SES_1 | 47.48 |
| 1/11/2011 6:45 | N | AUTO_EPS_390 | 47.39 |
| 1/11/2011 6:50 | N | DC_ROAD_L_B | 29.8 |
| 1/11/2011 6:50 | N | DC_EGPS_L_A | 38.1 |
| 1/11/2011 6:50 | N | H_HOLLOW_E_1 | 47.76 |
| 1/11/2011 6:50 | N | HHOLLOW4_E_1 | 47.76 |
| 1/11/2011 6:50 | N | R_LH2SES_1 | 47.88 |
| 1/11/2011 6:50 | N | AUTO_EPS_390 | 47.79 |
| 1/11/2011 6:51 | N | DC_ROAD_L_B | 30.6 |
| 1/11/2011 6:51 | N | DC_EGPS_L_A | 39.4 |
| 1/11/2011 6:51 | N | H_HOLLOW_E_1 | 49.63 |
| 1/11/2011 6:51 | N | HHOLLOW4_E_1 | 49.63 |
| 1/11/2011 6:51 | N | R_LH2SES_1 | 49.76 |
| 1/11/2011 6:51 | N | AUTO_EPS_390 | 49.66 |
| 1/11/2011 7:20 | N | DC_ROAD_L_B | 32.05 |
| 1/11/2011 7:20 | N | DC_EGPS_L_A | 33.4 |
| 1/11/2011 7:20 | N | H_HOLLOW_E_1 | 51.37 |
| 1/11/2011 7:20 | N | HHOLLOW4_E_1 | 51.37 |
| 1/11/2011 7:20 | N | R_LH2SES_1 | 51.88 |
| 1/11/2011 7:20 | N | AUTO_EPS_390 | 51.77 |
| 1/11/2011 7:25 | N | DC_ROAD_L_B | 26.7 |
| 1/11/2011 7:25 | N | DC_EGPS_L_A | 54.51 |

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|---|---|---|---|
| 1/11/2011 7:25 | N | H_HOLLOW_E_1 | 422.39 |
| 1/11/2011 7:25 | N | HHOLLOW4_E_1 | 422.39 |
| 1/11/2011 7:25 | N | R_LH2SES_1 | 432.9 |
| 1/11/2011 7:25 | N | AUTO_EPS_390 | 430.62 |
| 1/11/2011 7:30 | N | DC_ROAD_L_B | 24.06 |
| 1/11/2011 7:30 | N | DC_EGPS_L_A | 25.84 |
| 1/11/2011 7:30 | N | H_HOLLOW_E_1 | 49.4 |
| 1/11/2011 7:30 | N | HHOLLOW4_E_1 | 49.4 |
| 1/11/2011 7:30 | N | R_LH2SES_1 | 50.08 |
| 1/11/2011 7:30 | N | AUTO_EPS_390 | 49.93 |
| 1/11/2011 7:35 | N | DC_ROAD_L_B | 38.06 |
| 1/11/2011 7:35 | N | DC_EGPS_L_A | 38.41 |
| 1/11/2011 7:35 | N | H_HOLLOW_E_1 | 43.02 |
| 1/11/2011 7:35 | N | HHOLLOW4_E_1 | 43.02 |
| 1/11/2011 7:35 | N | R_LH2SES_1 | 43.15 |
| 1/11/2011 7:35 | N | AUTO_EPS_390 | 43.12 |
| 1/11/2011 7:45 | N | DC_ROAD_L_B | 39.34 |
| 1/11/2011 7:45 | N | DC_EGPS_L_A | 39.36 |
| 1/11/2011 7:45 | N | H_HOLLOW_E_1 | 39.5 |
| 1/11/2011 7:45 | N | HHOLLOW4_E_1 | 39.5 |
| 1/11/2011 7:45 | N | R_LH2SES_1 | 39.51 |
| 1/11/2011 7:45 | N | AUTO_EPS_390 | 39.51 |
| 1/11/2011 7:47 | N | DC_ROAD_L_B | 35.65 |
| 1/11/2011 7:47 | N | DC_EGPS_L_A | 36.1 |
| 1/11/2011 7:47 | N | H_HOLLOW_E_1 | 42.11 |
| 1/11/2011 7:47 | N | HHOLLOW4_E_1 | 42.11 |
| 1/11/2011 7:47 | N | R_LH2SES_1 | 42.28 |
| 1/11/2011 7:47 | N | AUTO_EPS_390 | 42.24 |
| 1/11/2011 7:50 | N | DC_ROAD_L_B | 32.12 |
| 1/11/2011 7:50 | N | DC_EGPS_L_A | 32.87 |
| 1/11/2011 7:50 | N | H_HOLLOW_E_1 | 42.67 |
| 1/11/2011 7:50 | N | HHOLLOW4_E_1 | 42.67 |
| 1/11/2011 7:50 | N | R_LH2SES_1 | 42.95 |
| 1/11/2011 7:50 | N | AUTO_EPS_390 | 42.89 |
| 1/11/2011 7:55 | N | DC_ROAD_L_B | 26.01 |
| 1/11/2011 7:55 | N | DC_EGPS_L_A | 27.27 |
| 1/11/2011 7:55 | N | H_HOLLOW_E_1 | 43.95 |
| 1/11/2011 7:55 | N | HHOLLOW4_E_1 | 43.95 |
| 1/11/2011 7:55 | N | R_LH2SES_1 | 44.43 |
| 1/11/2011 7:55 | N | AUTO_EPS_390 | 44.33 |
| 1/11/2011 8:01 | N | DC_ROAD_L_B | 28.41 |
| 1/11/2011 8:01 | N | DC_EGPS_L_A | 29.57 |
| 1/11/2011 8:01 | N | H_HOLLOW_E_1 | 44.88 |
| 1/11/2011 8:01 | N | HHOLLOW4_E_1 | 44.88 |
| 1/11/2011 8:01 | N | R_LH2SES_1 | 45.31 |
| 1/11/2011 8:01 | N | AUTO_EPS_390 | 45.22 |
| 1/11/2011 8:05 | N | DC_ROAD_L_B | 38.3 |

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|---|---|---|---|
| 1/11/2011 8:05 | N | DC_EGPS_L_A | 38.83 |
| 1/11/2011 8:05 | N | H_HOLLOW_E_1 | 45.81 |
| 1/11/2011 8:05 | N | HHOLLOW4_E_1 | 45.81 |
| 1/11/2011 8:05 | N | R_LH2SES_1 | 46.01 |
| 1/11/2011 8:05 | N | AUTO_EPS_390 | 45.97 |
| 1/11/2011 8:10 | N | DC_ROAD_L_B | 37.96 |
| 1/11/2011 8:10 | N | DC_EGPS_L_A | 38.32 |
| 1/11/2011 8:10 | N | H_HOLLOW_E_1 | 42.98 |
| 1/11/2011 8:10 | N | HHOLLOW4_E_1 | 42.98 |
| 1/11/2011 8:10 | N | R_LH2SES_1 | 43.11 |
| 1/11/2011 8:10 | N | AUTO_EPS_390 | 43.08 |
| 1/11/2011 8:15 | N | DC_ROAD_L_B | 38.02 |
| 1/11/2011 8:15 | N | DC_EGPS_L_A | 38.38 |
| 1/11/2011 8:15 | N | H_HOLLOW_E_1 | 43.12 |
| 1/11/2011 8:15 | N | HHOLLOW4_E_1 | 43.12 |
| 1/11/2011 8:15 | N | R_LH2SES_1 | 43.26 |
| 1/11/2011 8:15 | N | AUTO_EPS_390 | 43.23 |
| 1/11/2011 8:20 | N | DC_ROAD_L_B | 38.03 |
| 1/11/2011 8:20 | N | DC_EGPS_L_A | 38.39 |
| 1/11/2011 8:20 | N | H_HOLLOW_E_1 | 43.15 |
| 1/11/2011 8:20 | N | HHOLLOW4_E_1 | 43.15 |
| 1/11/2011 8:20 | N | R_LH2SES_1 | 43.28 |
| 1/11/2011 8:20 | N | AUTO_EPS_390 | 43.25 |
| 1/11/2011 8:25 | N | DC_ROAD_L_B | 38.1 |
| 1/11/2011 8:25 | N | DC_EGPS_L_A | 38.46 |
| 1/11/2011 8:25 | N | H_HOLLOW_E_1 | 43.33 |
| 1/11/2011 8:25 | N | HHOLLOW4_E_1 | 43.33 |
| 1/11/2011 8:25 | N | R_LH2SES_1 | 43.47 |
| 1/11/2011 8:25 | N | AUTO_EPS_390 | 43.44 |
| 1/11/2011 8:30 | N | DC_ROAD_L_B | 42.77 |
| 1/11/2011 8:30 | N | DC_EGPS_L_A | 42.82 |
| 1/11/2011 8:30 | N | H_HOLLOW_E_1 | 43.53 |
| 1/11/2011 8:30 | N | HHOLLOW4_E_1 | 43.53 |
| 1/11/2011 8:30 | N | R_LH2SES_1 | 43.55 |
| 1/11/2011 8:30 | N | AUTO_EPS_390 | 43.55 |
| 1/11/2011 8:35 | N | DC_ROAD_L_B | 37.95 |
| 1/11/2011 8:35 | N | DC_EGPS_L_A | 38.31 |
| 1/11/2011 8:35 | N | H_HOLLOW_E_1 | 42.98 |
| 1/11/2011 8:35 | N | HHOLLOW4_E_1 | 42.98 |
| 1/11/2011 8:35 | N | R_LH2SES_1 | 43.11 |
| 1/11/2011 8:35 | N | AUTO_EPS_390 | 43.08 |
| 1/11/2011 8:40 | N | DC_ROAD_L_B | 38.01 |
| 1/11/2011 8:40 | N | DC_EGPS_L_A | 38.38 |
| 1/11/2011 8:40 | N | H_HOLLOW_E_1 | 43.15 |
| 1/11/2011 8:40 | N | HHOLLOW4_E_1 | 43.15 |
| 1/11/2011 8:40 | N | R_LH2SES_1 | 43.28 |
| 1/11/2011 8:40 | N | AUTO_EPS_390 | 43.25 |

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|---|---|---|---|
| 1/11/2011 8:45 | N | DC_ROAD_L_B | 37.99 |
| 1/11/2011 8:45 | N | DC_EGPS_L_A | 38.36 |
| 1/11/2011 8:45 | N | H_HOLLOW_E_1 | 43.09 |
| 1/11/2011 8:45 | N | HHOLLOW4_E_1 | 43.09 |
| 1/11/2011 8:45 | N | R_LH2SES_1 | 43.23 |
| 1/11/2011 8:45 | N | AUTO_EPS_390 | 43.2 |
| 1/11/2011 8:50 | N | DC_ROAD_L_B | 38.15 |
| 1/11/2011 8:50 | N | DC_EGPS_L_A | 38.54 |
| 1/11/2011 8:50 | N | H_HOLLOW_E_1 | 43.52 |
| 1/11/2011 8:50 | N | HHOLLOW4_E_1 | 43.52 |
| 1/11/2011 8:50 | N | R_LH2SES_1 | 43.66 |
| 1/11/2011 8:50 | N | AUTO_EPS_390 | 43.63 |
| 1/11/2011 8:55 | N | DC_ROAD_L_B | 38.33 |
| 1/11/2011 8:55 | N | DC_EGPS_L_A | 38.73 |
| 1/11/2011 8:55 | N | H_HOLLOW_E_1 | 43.98 |
| 1/11/2011 8:55 | N | HHOLLOW4_E_1 | 43.98 |
| 1/11/2011 8:55 | N | R_LH2SES_1 | 44.13 |
| 1/11/2011 8:55 | N | AUTO_EPS_390 | 44.1 |
| 1/11/2011 9:01 | N | DC_ROAD_L_B | 38.04 |
| 1/11/2011 9:01 | N | DC_EGPS_L_A | 38.41 |
| 1/11/2011 9:01 | N | H_HOLLOW_E_1 | 43.21 |
| 1/11/2011 9:01 | N | HHOLLOW4_E_1 | 43.21 |
| 1/11/2011 9:01 | N | R_LH2SES_1 | 43.35 |
| 1/11/2011 9:01 | N | AUTO_EPS_390 | 43.32 |
| 1/11/2011 9:05 | N | DC_ROAD_L_B | 38.02 |
| 1/11/2011 9:05 | N | DC_EGPS_L_A | 38.39 |
| 1/11/2011 9:05 | N | H_HOLLOW_E_1 | 43.16 |
| 1/11/2011 9:05 | N | HHOLLOW4_E_1 | 43.16 |
| 1/11/2011 9:05 | N | R_LH2SES_1 | 43.3 |
| 1/11/2011 9:05 | N | AUTO_EPS_390 | 43.27 |
| 1/11/2011 9:10 | N | DC_ROAD_L_B | 37.95 |
| 1/11/2011 9:10 | N | DC_EGPS_L_A | 38.31 |
| 1/11/2011 9:10 | N | H_HOLLOW_E_1 | 42.98 |
| 1/11/2011 9:10 | N | HHOLLOW4_E_1 | 42.98 |
| 1/11/2011 9:10 | N | R_LH2SES_1 | 43.11 |
| 1/11/2011 9:10 | N | AUTO_EPS_390 | 43.08 |
| 1/11/2011 9:15 | N | DC_ROAD_L_B | 37.72 |
| 1/11/2011 9:15 | N | DC_EGPS_L_A | 38.05 |
| 1/11/2011 9:15 | N | H_HOLLOW_E_1 | 42.36 |
| 1/11/2011 9:15 | N | HHOLLOW4_E_1 | 42.36 |
| 1/11/2011 9:15 | N | R_LH2SES_1 | 42.49 |
| 1/11/2011 9:15 | N | AUTO_EPS_390 | 42.46 |
| 1/11/2011 9:20 | N | DC_ROAD_L_B | 37.62 |
| 1/11/2011 9:20 | N | DC_EGPS_L_A | 37.94 |
| 1/11/2011 9:20 | N | H_HOLLOW_E_1 | 42.11 |
| 1/11/2011 9:20 | N | HHOLLOW4_E_1 | 42.11 |
| 1/11/2011 9:20 | N | R_LH2SES_1 | 42.23 |

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|---|---|---|---|
| 1/11/2011 9:20 | N | AUTO_EPS_390 | 42.2 |
| 1/11/2011 9:25 | N | DC_ROAD_L_B | 38.04 |
| 1/11/2011 9:25 | N | DC_EGPS_L_A | 38.41 |
| 1/11/2011 9:25 | N | H_HOLLOW_E_1 | 43.21 |
| 1/11/2011 9:25 | N | HHOLLOW4_E_1 | 43.21 |
| 1/11/2011 9:25 | N | R_LH2SES_1 | 43.35 |
| 1/11/2011 9:25 | N | AUTO_EPS_390 | 43.32 |
| 1/11/2011 9:30 | N | DC_ROAD_L_B | 38.05 |
| 1/11/2011 9:30 | N | DC_EGPS_L_A | 38.42 |
| 1/11/2011 9:30 | N | H_HOLLOW_E_1 | 43.24 |
| 1/11/2011 9:30 | N | HHOLLOW4_E_1 | 43.24 |
| 1/11/2011 9:30 | N | R_LH2SES_1 | 43.37 |
| 1/11/2011 9:30 | N | AUTO_EPS_390 | 43.34 |
| 1/11/2011 9:35 | N | DC_ROAD_L_B | 37.76 |
| 1/11/2011 9:35 | N | DC_EGPS_L_A | 38.1 |
| 1/11/2011 9:35 | N | H_HOLLOW_E_1 | 42.49 |
| 1/11/2011 9:35 | N | HHOLLOW4_E_1 | 42.49 |
| 1/11/2011 9:35 | N | R_LH2SES_1 | 42.62 |
| 1/11/2011 9:35 | N | AUTO_EPS_390 | 42.59 |
| 1/11/2011 9:40 | N | DC_ROAD_L_B | 37.57 |
| 1/11/2011 9:40 | N | DC_EGPS_L_A | 37.88 |
| 1/11/2011 9:40 | N | H_HOLLOW_E_1 | 41.96 |
| 1/11/2011 9:40 | N | HHOLLOW4_E_1 | 41.96 |
| 1/11/2011 9:40 | N | R_LH2SES_1 | 42.07 |
| 1/11/2011 9:40 | N | AUTO_EPS_390 | 42.05 |
| 1/11/2011 9:45 | N | DC_ROAD_L_B | 37.24 |
| 1/11/2011 9:45 | N | DC_EGPS_L_A | 37.51 |
| 1/11/2011 9:45 | N | H_HOLLOW_E_1 | 41.08 |
| 1/11/2011 9:45 | N | HHOLLOW4_E_1 | 41.08 |
| 1/11/2011 9:45 | N | R_LH2SES_1 | 41.19 |
| 1/11/2011 9:45 | N | AUTO_EPS_390 | 41.16 |
| 1/11/2011 9:50 | N | DC_ROAD_L_B | 37.42 |
| 1/11/2011 9:50 | N | DC_EGPS_L_A | 37.71 |
| 1/11/2011 9:50 | N | H_HOLLOW_E_1 | 41.56 |
| 1/11/2011 9:50 | N | HHOLLOW4_E_1 | 41.56 |
| 1/11/2011 9:50 | N | R_LH2SES_1 | 41.67 |
| 1/11/2011 9:50 | N | AUTO_EPS_390 | 41.65 |
| 1/11/2011 9:55 | N | DC_ROAD_L_B | 37.36 |
| 1/11/2011 9:55 | N | DC_EGPS_L_A | 37.64 |
| 1/11/2011 9:55 | N | H_HOLLOW_E_1 | 41.38 |
| 1/11/2011 9:55 | N | HHOLLOW4_E_1 | 41.38 |
| 1/11/2011 9:55 | N | R_LH2SES_1 | 41.49 |
| 1/11/2011 9:55 | N | AUTO_EPS_390 | 41.47 |
| 1/11/2011 10:00 | N | DC_ROAD_L_B | 37.42 |
| 1/11/2011 10:00 | N | DC_EGPS_L_A | 37.71 |
| 1/11/2011 10:00 | N | H_HOLLOW_E_1 | 41.56 |
| 1/11/2011 10:00 | N | HHOLLOW4_E_1 | 41.56 |

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| 1/11/2011 10:00 | N | R_LH2SES_1 | 41.67 |
| 1/11/2011 10:00 | N | AUTO_EPS_390 | 41.64 |
| 1/11/2011 10:05 | N | DC_ROAD_L_B | 37.31 |
| 1/11/2011 10:05 | N | DC_EGPS_L_A | 37.58 |
| 1/11/2011 10:05 | N | H_HOLLOW_E_1 | 41.23 |
| 1/11/2011 10:05 | N | HHOLLOW4_E_1 | 41.23 |
| 1/11/2011 10:05 | N | R_LH2SES_1 | 41.33 |
| 1/11/2011 10:05 | N | AUTO_EPS_390 | 41.31 |
| 1/11/2011 10:10 | N | DC_ROAD_L_B | 38.61 |
| 1/11/2011 10:10 | N | DC_EGPS_L_A | 38.75 |
| 1/11/2011 10:10 | N | H_HOLLOW_E_1 | 40.7 |
| 1/11/2011 10:10 | N | HHOLLOW4_E_1 | 40.7 |
| 1/11/2011 10:10 | N | R_LH2SES_1 | 40.76 |
| 1/11/2011 10:10 | N | AUTO_EPS_390 | 40.74 |
| 1/11/2011 10:15 | N | DC_ROAD_L_B | 38.7 |
| 1/11/2011 10:15 | N | DC_EGPS_L_A | 38.81 |
| 1/11/2011 10:15 | N | H_HOLLOW_E_1 | 40.29 |
| 1/11/2011 10:15 | N | HHOLLOW4_E_1 | 40.29 |
| 1/11/2011 10:15 | N | R_LH2SES_1 | 40.33 |
| 1/11/2011 10:15 | N | AUTO_EPS_390 | 40.32 |
| 1/11/2011 10:30 | N | DC_ROAD_L_B | 38.59 |
| 1/11/2011 10:30 | N | DC_EGPS_L_A | 38.76 |
| 1/11/2011 10:30 | N | H_HOLLOW_E_1 | 41.14 |
| 1/11/2011 10:30 | N | HHOLLOW4_E_1 | 41.14 |
| 1/11/2011 10:30 | N | R_LH2SES_1 | 41.21 |
| 1/11/2011 10:30 | N | AUTO_EPS_390 | 41.19 |
| 1/11/2011 10:35 | N | DC_ROAD_L_B | 37.27 |
| 1/11/2011 10:35 | N | DC_EGPS_L_A | 37.52 |
| 1/11/2011 10:35 | N | H_HOLLOW_E_1 | 40.93 |
| 1/11/2011 10:35 | N | HHOLLOW4_E_1 | 40.93 |
| 1/11/2011 10:35 | N | R_LH2SES_1 | 41.03 |
| 1/11/2011 10:35 | N | AUTO_EPS_390 | 41.01 |
| 1/11/2011 10:40 | N | DC_ROAD_L_B | 38.38 |
| 1/11/2011 10:40 | N | DC_EGPS_L_A | 38.53 |
| 1/11/2011 10:40 | N | H_HOLLOW_E_1 | 40.61 |
| 1/11/2011 10:40 | N | HHOLLOW4_E_1 | 40.61 |
| 1/11/2011 10:40 | N | R_LH2SES_1 | 40.67 |
| 1/11/2011 10:40 | N | AUTO_EPS_390 | 40.66 |
| 1/11/2011 10:45 | N | DC_ROAD_L_B | 38.69 |
| 1/11/2011 10:45 | N | DC_EGPS_L_A | 38.79 |
| 1/11/2011 10:45 | N | H_HOLLOW_E_1 | 40.22 |
| 1/11/2011 10:45 | N | HHOLLOW4_E_1 | 40.22 |
| 1/11/2011 10:45 | N | R_LH2SES_1 | 40.26 |
| 1/11/2011 10:45 | N | AUTO_EPS_390 | 40.25 |
| 1/11/2011 11:15 | N | DC_ROAD_L_B | 39.16 |
| 1/11/2011 11:15 | N | DC_EGPS_L_A | 39.18 |
| 1/11/2011 11:15 | N | H_HOLLOW_E_1 | 39.5 |

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|---|---|---|---|
| 1/11/2011 11:15 | N | HHOLLOW4_E_1 | 39.5 |
| 1/11/2011 11:15 | N | R_LH2SES_1 | 39.51 |
| 1/11/2011 11:15 | N | AUTO_EPS_390 | 39.51 |
| 1/11/2011 11:20 | N | DC_ROAD_L_B | 38.8 |
| 1/11/2011 11:20 | N | DC_EGPS_L_A | 38.85 |
| 1/11/2011 11:20 | N | H_HOLLOW_E_1 | 39.49 |
| 1/11/2011 11:20 | N | HHOLLOW4_E_1 | 39.49 |
| 1/11/2011 11:20 | N | R_LH2SES_1 | 39.51 |
| 1/11/2011 11:20 | N | AUTO_EPS_390 | 39.5 |
| 1/11/2011 11:25 | N | DC_ROAD_L_B | 38.83 |
| 1/11/2011 11:25 | N | DC_EGPS_L_A | 38.87 |
| 1/11/2011 11:25 | N | H_HOLLOW_E_1 | 39.44 |
| 1/11/2011 11:25 | N | HHOLLOW4_E_1 | 39.44 |
| 1/11/2011 11:25 | N | R_LH2SES_1 | 39.45 |
| 1/11/2011 11:25 | N | AUTO_EPS_390 | 39.45 |
| 1/11/2011 11:40 | N | DC_ROAD_L_B | 38.01 |
| 1/11/2011 11:40 | N | DC_EGPS_L_A | 38.1 |
| 1/11/2011 11:40 | N | H_HOLLOW_E_1 | 39.28 |
| 1/11/2011 11:40 | N | HHOLLOW4_E_1 | 39.28 |
| 1/11/2011 11:40 | N | R_LH2SES_1 | 39.31 |
| 1/11/2011 11:40 | N | AUTO_EPS_390 | 39.3 |
| 1/11/2011 11:45 | N | DC_ROAD_L_B | 35.93 |
| 1/11/2011 11:45 | N | DC_EGPS_L_A | 36.12 |
| 1/11/2011 11:45 | N | H_HOLLOW_E_1 | 38.69 |
| 1/11/2011 11:45 | N | HHOLLOW4_E_1 | 38.69 |
| 1/11/2011 11:45 | N | R_LH2SES_1 | 38.77 |
| 1/11/2011 11:45 | N | AUTO_EPS_390 | 38.75 |
| 1/11/2011 11:50 | N | DC_ROAD_L_B | 36 |
| 1/11/2011 11:50 | N | DC_EGPS_L_A | 36.13 |
| 1/11/2011 11:50 | N | H_HOLLOW_E_1 | 37.83 |
| 1/11/2011 11:50 | N | HHOLLOW4_E_1 | 37.83 |
| 1/11/2011 11:50 | N | R_LH2SES_1 | 37.88 |
| 1/11/2011 11:50 | N | AUTO_EPS_390 | 37.87 |
| 1/11/2011 11:55 | N | DC_ROAD_L_B | 35.5 |
| 1/11/2011 11:55 | N | DC_EGPS_L_A | 35.57 |
| 1/11/2011 11:55 | N | H_HOLLOW_E_1 | 36.52 |
| 1/11/2011 11:55 | N | HHOLLOW4_E_1 | 36.52 |
| 1/11/2011 11:55 | N | R_LH2SES_1 | 36.54 |
| 1/11/2011 11:55 | N | AUTO_EPS_390 | 36.54 |
| 1/11/2011 12:00 | N | DC_ROAD_L_B | 35.35 |
| 1/11/2011 12:00 | N | DC_EGPS_L_A | 35.4 |
| 1/11/2011 12:00 | N | H_HOLLOW_E_1 | 36.13 |
| 1/11/2011 12:00 | N | HHOLLOW4_E_1 | 36.13 |
| 1/11/2011 12:00 | N | R_LH2SES_1 | 36.15 |
| 1/11/2011 12:00 | N | AUTO_EPS_390 | 36.14 |
| 1/11/2011 12:15 | N | DC_ROAD_L_B | 35.12 |
| 1/11/2011 12:15 | N | DC_EGPS_L_A | 35.14 |

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| 1/11/2011 12:15 | N | H_HOLLOW_E_1 | 35.51 |
| 1/11/2011 12:15 | N | HHOLLOW4_E_1 | 35.51 |
| 1/11/2011 12:15 | N | R_LH2SES_1 | 35.52 |
| 1/11/2011 12:15 | N | AUTO_EPS_390 | 35.52 |
| 1/11/2011 12:20 | N | DC_ROAD_L_B | 35.04 |
| 1/11/2011 12:20 | N | DC_EGPS_L_A | 35.06 |
| 1/11/2011 12:20 | N | H_HOLLOW_E_1 | 35.31 |
| 1/11/2011 12:20 | N | HHOLLOW4_E_1 | 35.31 |
| 1/11/2011 12:20 | N | R_LH2SES_1 | 35.32 |
| 1/11/2011 12:20 | N | AUTO_EPS_390 | 35.32 |
| 1/11/2011 12:25 | N | DC_ROAD_L_B | 34.93 |
| 1/11/2011 12:25 | N | DC_EGPS_L_A | 34.94 |
| 1/11/2011 12:25 | N | H_HOLLOW_E_1 | 35.03 |
| 1/11/2011 12:25 | N | HHOLLOW4_E_1 | 35.03 |
| 1/11/2011 12:25 | N | R_LH2SES_1 | 35.03 |
| 1/11/2011 12:25 | N | R_PB2SES_1 | 35.03 |
| 1/11/2011 12:25 | N | R_PB2SES_2 | 35.03 |
| 1/11/2011 12:25 | N | R_PB2SES_3 | 35.03 |
| 1/11/2011 12:25 | N | R_PB2SES_4 | 35.03 |
| 1/11/2011 12:25 | N | R_PB2SES_5 | 35.03 |
| 1/11/2011 12:25 | N | AUTO_EPS_390 | 35.03 |
| 1/11/2011 12:30 | N | DC_ROAD_L_B | 34.89 |
| 1/11/2011 12:30 | N | DC_EGPS_L_A | 34.89 |
| 1/11/2011 12:30 | N | H_HOLLOW_E_1 | 34.91 |
| 1/11/2011 12:30 | N | HHOLLOW4_E_1 | 34.91 |
| 1/11/2011 12:30 | N | R_LH2SES_1 | 34.91 |
| 1/11/2011 12:30 | N | R_PB2SES_1 | 34.91 |
| 1/11/2011 12:30 | N | R_PB2SES_2 | 34.91 |
| 1/11/2011 12:30 | N | R_PB2SES_3 | 34.91 |
| 1/11/2011 12:30 | N | R_PB2SES_4 | 34.91 |
| 1/11/2011 12:30 | N | R_PB2SES_5 | 34.91 |
| 1/11/2011 12:30 | N | AUTO_EPS_390 | 34.91 |
| 1/12/2011 7:25 | N | DC_ROAD_L_B | 46.57 |
| 1/12/2011 7:25 | N | DC_EGPS_L_A | 46.62 |
| 1/12/2011 7:25 | N | H_HOLLOW_E_1 | 46.7 |
| 1/12/2011 7:25 | N | HHOLLOW4_E_1 | 46.7 |
| 1/12/2011 7:25 | N | R_LH2SES_1 | 46.71 |
| 1/12/2011 7:25 | N | R_PB2SES_1 | 46.7 |
| 1/12/2011 7:25 | N | R_PB2SES_2 | 46.7 |
| 1/12/2011 7:25 | N | R_PB2SES_3 | 46.7 |
| 1/12/2011 7:25 | N | R_PB2SES_4 | 46.7 |
| 1/12/2011 7:25 | N | R_PB2SES_5 | 46.7 |
| 1/12/2011 7:30 | N | DC_ROAD_L_B | 44.98 |
| 1/12/2011 7:30 | N | DC_EGPS_L_A | 45.03 |
| 1/12/2011 7:30 | N | H_HOLLOW_E_1 | 45.11 |
| 1/12/2011 7:30 | N | HHOLLOW4_E_1 | 45.11 |
| 1/12/2011 7:30 | N | R_LH2SES_1 | 45.11 |

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|---|---|---|---|
| 1/12/2011 7:30 | N | R_PB2SES_1 | 45.11 |
| 1/12/2011 7:30 | N | R_PB2SES_2 | 45.11 |
| 1/12/2011 7:30 | N | R_PB2SES_3 | 45.11 |
| 1/12/2011 7:30 | N | R_PB2SES_4 | 45.11 |
| 1/12/2011 7:30 | N | R_PB2SES_5 | 45.11 |
| 1/12/2011 7:35 | N | DC_ROAD_L_B | 44.51 |
| 1/12/2011 7:35 | N | DC_EGPS_L_A | 44.66 |
| 1/12/2011 7:35 | N | H_HOLLOW_E_1 | 44.88 |
| 1/12/2011 7:35 | N | HHOLLOW4_E_1 | 44.88 |
| 1/12/2011 7:35 | N | R_LH2SES_1 | 44.89 |
| 1/12/2011 7:35 | N | R_PB2SES_1 | 44.88 |
| 1/12/2011 7:35 | N | R_PB2SES_2 | 44.88 |
| 1/12/2011 7:35 | N | R_PB2SES_3 | 44.88 |
| 1/12/2011 7:35 | N | R_PB2SES_4 | 44.88 |
| 1/12/2011 7:35 | N | R_PB2SES_5 | 44.88 |
| 1/12/2011 7:40 | N | DC_ROAD_L_B | 44.74 |
| 1/12/2011 7:40 | N | DC_EGPS_L_A | 44.8 |
| 1/12/2011 7:40 | N | H_HOLLOW_E_1 | 44.87 |
| 1/12/2011 7:40 | N | HHOLLOW4_E_1 | 44.87 |
| 1/12/2011 7:40 | N | R_LH2SES_1 | 44.87 |
| 1/12/2011 7:40 | N | R_PB2SES_1 | 44.87 |
| 1/12/2011 7:40 | N | R_PB2SES_2 | 44.87 |
| 1/12/2011 7:40 | N | R_PB2SES_3 | 44.87 |
| 1/12/2011 7:40 | N | R_PB2SES_4 | 44.87 |
| 1/12/2011 7:40 | N | R_PB2SES_5 | 44.87 |
| 1/12/2011 8:45 | N | DC_ROAD_L_B | 38.63 |
| 1/12/2011 8:45 | N | DC_EGPS_L_A | 38.62 |
| 1/12/2011 8:45 | N | H_HOLLOW_E_1 | 38.57 |
| 1/12/2011 8:45 | N | HHOLLOW4_E_1 | 38.57 |
| 1/12/2011 8:45 | N | R_LH2SES_1 | 38.56 |
| 1/12/2011 8:45 | N | R_PB2SES_1 | 38.57 |
| 1/12/2011 8:45 | N | R_PB2SES_2 | 38.57 |
| 1/12/2011 8:45 | N | R_PB2SES_3 | 38.57 |
| 1/12/2011 8:45 | N | R_PB2SES_4 | 38.57 |
| 1/12/2011 8:45 | N | R_PB2SES_5 | 38.57 |
| 1/12/2011 8:55 | N | DC_ROAD_L_B | 37.41 |
| 1/12/2011 8:55 | N | DC_EGPS_L_A | 37.34 |
| 1/12/2011 8:55 | N | H_HOLLOW_E_1 | 36.94 |
| 1/12/2011 8:55 | N | HHOLLOW4_E_1 | 36.94 |
| 1/12/2011 8:55 | N | R_LH2SES_1 | 36.88 |
| 1/12/2011 8:55 | N | R_PB2SES_1 | 36.95 |
| 1/12/2011 8:55 | N | R_PB2SES_2 | 36.95 |
| 1/12/2011 8:55 | N | R_PB2SES_3 | 36.95 |
| 1/12/2011 8:55 | N | R_PB2SES_4 | 36.95 |
| 1/12/2011 8:55 | N | R_PB2SES_5 | 36.95 |
| 1/12/2011 9:00 | N | DC_ROAD_L_B | 37.69 |
| 1/12/2011 9:00 | N | DC_EGPS_L_A | 37.56 |

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| 1/12/2011 9:00 | N | H_HOLLOW_E_1 | 36.86 |
| 1/12/2011 9:00 | N | HHOLLOW4_E_1 | 36.86 |
| 1/12/2011 9:00 | N | R_LH2SES_1 | 36.74 |
| 1/12/2011 9:00 | N | R_PB2SES_1 | 36.87 |
| 1/12/2011 9:00 | N | R_PB2SES_2 | 36.87 |
| 1/12/2011 9:00 | N | R_PB2SES_3 | 36.87 |
| 1/12/2011 9:00 | N | R_PB2SES_4 | 36.87 |
| 1/12/2011 9:00 | N | R_PB2SES_5 | 36.87 |
| 1/12/2011 9:05 | N | DC_ROAD_L_B | 37.65 |
| 1/12/2011 9:05 | N | DC_EGPS_L_A | 37.5 |
| 1/12/2011 9:05 | N | H_HOLLOW_E_1 | 36.76 |
| 1/12/2011 9:05 | N | HHOLLOW4_E_1 | 36.76 |
| 1/12/2011 9:05 | N | R_LH2SES_1 | 36.63 |
| 1/12/2011 9:05 | N | R_PB2SES_1 | 36.76 |
| 1/12/2011 9:05 | N | R_PB2SES_2 | 36.76 |
| 1/12/2011 9:05 | N | R_PB2SES_3 | 36.76 |
| 1/12/2011 9:05 | N | R_PB2SES_4 | 36.76 |
| 1/12/2011 9:05 | N | R_PB2SES_5 | 36.76 |
| 1/12/2011 9:10 | N | DC_ROAD_L_B | 36.26 |
| 1/12/2011 9:10 | N | DC_EGPS_L_A | 36.25 |
| 1/12/2011 9:10 | N | H_HOLLOW_E_1 | 36.22 |
| 1/12/2011 9:10 | N | HHOLLOW4_E_1 | 36.22 |
| 1/12/2011 9:10 | N | R_LH2SES_1 | 36.21 |
| 1/12/2011 9:10 | N | R_PB2SES_1 | 36.22 |
| 1/12/2011 9:10 | N | R_PB2SES_2 | 36.22 |
| 1/12/2011 9:10 | N | R_PB2SES_3 | 36.22 |
| 1/12/2011 9:10 | N | R_PB2SES_4 | 36.22 |
| 1/12/2011 9:10 | N | R_PB2SES_5 | 36.22 |
| 1/12/2011 9:15 | N | DC_ROAD_L_B | 36.3 |
| 1/12/2011 9:15 | N | DC_EGPS_L_A | 36.27 |
| 1/12/2011 9:15 | N | H_HOLLOW_E_1 | 36.15 |
| 1/12/2011 9:15 | N | HHOLLOW4_E_1 | 36.15 |
| 1/12/2011 9:15 | N | R_LH2SES_1 | 36.13 |
| 1/12/2011 9:15 | N | R_PB2SES_1 | 36.15 |
| 1/12/2011 9:15 | N | R_PB2SES_2 | 36.15 |
| 1/12/2011 9:15 | N | R_PB2SES_3 | 36.15 |
| 1/12/2011 9:15 | N | R_PB2SES_4 | 36.15 |
| 1/12/2011 9:15 | N | R_PB2SES_5 | 36.15 |
| 1/12/2011 9:20 | N | DC_ROAD_L_B | 37.21 |
| 1/12/2011 9:20 | N | DC_EGPS_L_A | 37.05 |
| 1/12/2011 9:20 | N | H_HOLLOW_E_1 | 36.27 |
| 1/12/2011 9:20 | N | HHOLLOW4_E_1 | 36.27 |
| 1/12/2011 9:20 | N | R_LH2SES_1 | 36.14 |
| 1/12/2011 9:20 | N | R_PB2SES_1 | 36.28 |
| 1/12/2011 9:20 | N | R_PB2SES_2 | 36.28 |
| 1/12/2011 9:20 | N | R_PB2SES_3 | 36.28 |
| 1/12/2011 9:20 | N | R_PB2SES_4 | 36.28 |

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| 1/12/2011 9:20 | N | R_PB2SES_5 | 36.28 |
| 1/12/2011 9:25 | N | DC_ROAD_L_B | 38.98 |
| 1/12/2011 9:25 | N | DC_EGPS_L_A | 38.57 |
| 1/12/2011 9:25 | N | H_HOLLOW_E_1 | 36.48 |
| 1/12/2011 9:25 | N | HHOLLOW4_E_1 | 36.48 |
| 1/12/2011 9:25 | N | R_LH2SES_1 | 36.14 |
| 1/12/2011 9:25 | N | R_PB2SES_1 | 36.51 |
| 1/12/2011 9:25 | N | R_PB2SES_2 | 36.51 |
| 1/12/2011 9:25 | N | R_PB2SES_3 | 36.51 |
| 1/12/2011 9:25 | N | R_PB2SES_4 | 36.51 |
| 1/12/2011 9:25 | N | R_PB2SES_5 | 36.51 |
| 1/12/2011 9:30 | N | DC_ROAD_L_B | 38.09 |
| 1/12/2011 9:30 | N | DC_EGPS_L_A | 37.81 |
| 1/12/2011 9:30 | N | H_HOLLOW_E_1 | 36.41 |
| 1/12/2011 9:30 | N | HHOLLOW4_E_1 | 36.41 |
| 1/12/2011 9:30 | N | R_LH2SES_1 | 36.18 |
| 1/12/2011 9:30 | N | R_PB2SES_1 | 36.43 |
| 1/12/2011 9:30 | N | R_PB2SES_2 | 36.43 |
| 1/12/2011 9:30 | N | R_PB2SES_3 | 36.43 |
| 1/12/2011 9:30 | N | R_PB2SES_4 | 36.43 |
| 1/12/2011 9:30 | N | R_PB2SES_5 | 36.43 |
| 1/12/2011 9:35 | N | DC_ROAD_L_B | 36.81 |
| 1/12/2011 9:35 | N | DC_EGPS_L_A | 36.69 |
| 1/12/2011 9:35 | N | H_HOLLOW_E_1 | 36.09 |
| 1/12/2011 9:35 | N | HHOLLOW4_E_1 | 36.09 |
| 1/12/2011 9:35 | N | R_LH2SES_1 | 35.99 |
| 1/12/2011 9:35 | N | R_PB2SES_1 | 36.1 |
| 1/12/2011 9:35 | N | R_PB2SES_2 | 36.1 |
| 1/12/2011 9:35 | N | R_PB2SES_3 | 36.1 |
| 1/12/2011 9:35 | N | R_PB2SES_4 | 36.1 |
| 1/12/2011 9:35 | N | R_PB2SES_5 | 36.1 |
| 1/12/2011 9:40 | N | DC_ROAD_L_B | 36.29 |
| 1/12/2011 9:40 | N | DC_EGPS_L_A | 36.25 |
| 1/12/2011 9:40 | N | H_HOLLOW_E_1 | 36 |
| 1/12/2011 9:40 | N | HHOLLOW4_E_1 | 36 |
| 1/12/2011 9:40 | N | R_LH2SES_1 | 35.96 |
| 1/12/2011 9:40 | N | R_PB2SES_1 | 36 |
| 1/12/2011 9:40 | N | R_PB2SES_2 | 36 |
| 1/12/2011 9:40 | N | R_PB2SES_3 | 36 |
| 1/12/2011 9:40 | N | R_PB2SES_4 | 36 |
| 1/12/2011 9:40 | N | R_PB2SES_5 | 36 |
| 1/12/2011 9:45 | N | DC_ROAD_L_B | 35.84 |
| 1/12/2011 9:45 | N | DC_EGPS_L_A | 35.82 |
| 1/12/2011 9:45 | N | H_HOLLOW_E_1 | 35.73 |
| 1/12/2011 9:45 | N | HHOLLOW4_E_1 | 35.73 |
| 1/12/2011 9:45 | N | R_LH2SES_1 | 35.72 |
| 1/12/2011 9:45 | N | R_PB2SES_1 | 35.73 |

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| 1/12/2011 9:45 | N | R_PB2SES_2 | 35.73 |
| 1/12/2011 9:45 | N | R_PB2SES_3 | 35.73 |
| 1/12/2011 9:45 | N | R_PB2SES_4 | 35.73 |
| 1/12/2011 9:45 | N | R_PB2SES_5 | 35.73 |
| 1/12/2011 9:50 | N | DC_ROAD_L_B | 35.76 |
| 1/12/2011 9:50 | N | DC_EGPS_L_A | 35.73 |
| 1/12/2011 9:50 | N | H_HOLLOW_E_1 | 35.62 |
| 1/12/2011 9:50 | N | HHOLLOW4_E_1 | 35.62 |
| 1/12/2011 9:50 | N | R_LH2SES_1 | 35.6 |
| 1/12/2011 9:50 | N | R_PB2SES_1 | 35.62 |
| 1/12/2011 9:50 | N | R_PB2SES_2 | 35.62 |
| 1/12/2011 9:50 | N | R_PB2SES_3 | 35.62 |
| 1/12/2011 9:50 | N | R_PB2SES_4 | 35.62 |
| 1/12/2011 9:50 | N | R_PB2SES_5 | 35.62 |
| 1/12/2011 9:55 | N | DC_ROAD_L_B | 35.5 |
| 1/12/2011 9:55 | N | DC_EGPS_L_A | 35.46 |
| 1/12/2011 9:55 | N | H_HOLLOW_E_1 | 35.26 |
| 1/12/2011 9:55 | N | HHOLLOW4_E_1 | 35.26 |
| 1/12/2011 9:55 | N | R_LH2SES_1 | 35.23 |
| 1/12/2011 9:55 | N | R_PB2SES_1 | 35.27 |
| 1/12/2011 9:55 | N | R_PB2SES_2 | 35.27 |
| 1/12/2011 9:55 | N | R_PB2SES_3 | 35.27 |
| 1/12/2011 9:55 | N | R_PB2SES_4 | 35.27 |
| 1/12/2011 9:55 | N | R_PB2SES_5 | 35.27 |
| 1/12/2011 10:00 | N | DC_ROAD_L_B | 36.6 |
| 1/12/2011 10:00 | N | DC_EGPS_L_A | 36.46 |
| 1/12/2011 10:00 | N | H_HOLLOW_E_1 | 35.74 |
| 1/12/2011 10:00 | N | HHOLLOW4_E_1 | 35.74 |
| 1/12/2011 10:00 | N | R_LH2SES_1 | 35.63 |
| 1/12/2011 10:00 | N | R_PB2SES_1 | 35.75 |
| 1/12/2011 10:00 | N | R_PB2SES_2 | 35.75 |
| 1/12/2011 10:00 | N | R_PB2SES_3 | 35.75 |
| 1/12/2011 10:00 | N | R_PB2SES_4 | 35.75 |
| 1/12/2011 10:00 | N | R_PB2SES_5 | 35.75 |
| 1/12/2011 10:05 | N | DC_ROAD_L_B | 38.77 |
| 1/12/2011 10:05 | N | DC_EGPS_L_A | 38.42 |
| 1/12/2011 10:05 | N | H_HOLLOW_E_1 | 36.72 |
| 1/12/2011 10:05 | N | HHOLLOW4_E_1 | 36.72 |
| 1/12/2011 10:05 | N | R_LH2SES_1 | 36.45 |
| 1/12/2011 10:05 | N | R_PB2SES_1 | 36.74 |
| 1/12/2011 10:05 | N | R_PB2SES_2 | 36.74 |
| 1/12/2011 10:05 | N | R_PB2SES_3 | 36.74 |
| 1/12/2011 10:05 | N | R_PB2SES_4 | 36.74 |
| 1/12/2011 10:05 | N | R_PB2SES_5 | 36.74 |
| 1/12/2011 10:10 | N | DC_ROAD_L_B | 38.39 |
| 1/12/2011 10:10 | N | DC_EGPS_L_A | 38.12 |
| 1/12/2011 10:10 | N | H_HOLLOW_E_1 | 36.81 |

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| 1/12/2011 10:10 | N | HHOLLOW4_E_1 | 36.81 |
| 1/12/2011 10:10 | N | R_LH2SES_1 | 36.59 |
| 1/12/2011 10:10 | N | R_PB2SES_1 | 36.82 |
| 1/12/2011 10:10 | N | R_PB2SES_2 | 36.82 |
| 1/12/2011 10:10 | N | R_PB2SES_3 | 36.82 |
| 1/12/2011 10:10 | N | R_PB2SES_4 | 36.82 |
| 1/12/2011 10:10 | N | R_PB2SES_5 | 36.82 |
| 1/12/2011 10:15 | N | DC_ROAD_L_B | 36.53 |
| 1/12/2011 10:15 | N | DC_EGPS_L_A | 36.48 |
| 1/12/2011 10:15 | N | H_HOLLOW_E_1 | 36.26 |
| 1/12/2011 10:15 | N | HHOLLOW4_E_1 | 36.26 |
| 1/12/2011 10:15 | N | R_LH2SES_1 | 36.22 |
| 1/12/2011 10:15 | N | R_PB2SES_1 | 36.26 |
| 1/12/2011 10:15 | N | R_PB2SES_2 | 36.26 |
| 1/12/2011 10:15 | N | R_PB2SES_3 | 36.26 |
| 1/12/2011 10:15 | N | R_PB2SES_4 | 36.26 |
| 1/12/2011 10:15 | N | R_PB2SES_5 | 36.26 |
| 1/12/2011 10:30 | N | DC_ROAD_L_B | 35.33 |
| 1/12/2011 10:30 | N | DC_EGPS_L_A | 35.28 |
| 1/12/2011 10:30 | N | H_HOLLOW_E_1 | 35.04 |
| 1/12/2011 10:30 | N | HHOLLOW4_E_1 | 35.04 |
| 1/12/2011 10:30 | N | R_LH2SES_1 | 35 |
| 1/12/2011 10:30 | N | R_PB2SES_1 | 35.04 |
| 1/12/2011 10:30 | N | R_PB2SES_2 | 35.04 |
| 1/12/2011 10:30 | N | R_PB2SES_3 | 35.04 |
| 1/12/2011 10:30 | N | R_PB2SES_4 | 35.04 |
| 1/12/2011 10:30 | N | R_PB2SES_5 | 35.04 |
| 1/12/2011 10:35 | N | DC_ROAD_L_B | 34.74 |
| 1/12/2011 10:35 | N | DC_EGPS_L_A | 34.68 |
| 1/12/2011 10:35 | N | H_HOLLOW_E_1 | 34.38 |
| 1/12/2011 10:35 | N | HHOLLOW4_E_1 | 34.38 |
| 1/12/2011 10:35 | N | R_LH2SES_1 | 34.33 |
| 1/12/2011 10:35 | N | R_PB2SES_1 | 34.38 |
| 1/12/2011 10:35 | N | R_PB2SES_2 | 34.38 |
| 1/12/2011 10:35 | N | R_PB2SES_3 | 34.38 |
| 1/12/2011 10:35 | N | R_PB2SES_4 | 34.38 |
| 1/12/2011 10:35 | N | R_PB2SES_5 | 34.38 |
| 1/12/2011 10:40 | N | DC_ROAD_L_B | 34.82 |
| 1/12/2011 10:40 | N | DC_EGPS_L_A | 34.79 |
| 1/12/2011 10:40 | N | H_HOLLOW_E_1 | 34.61 |
| 1/12/2011 10:40 | N | HHOLLOW4_E_1 | 34.61 |
| 1/12/2011 10:40 | N | R_LH2SES_1 | 34.58 |
| 1/12/2011 10:40 | N | R_PB2SES_1 | 34.61 |
| 1/12/2011 10:40 | N | R_PB2SES_2 | 34.61 |
| 1/12/2011 10:40 | N | R_PB2SES_3 | 34.61 |
| 1/12/2011 10:40 | N | R_PB2SES_4 | 34.61 |
| 1/12/2011 10:40 | N | R_PB2SES_5 | 34.61 |

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| 1/12/2011 11:00 | N | DC_ROAD_L_B | 34.11 |
| 1/12/2011 11:00 | N | DC_EGPS_L_A | 34.05 |
| 1/12/2011 11:00 | N | H_HOLLOW_E_1 | 33.77 |
| 1/12/2011 11:00 | N | HHOLLOW4_E_1 | 33.77 |
| 1/12/2011 11:00 | N | R_LH2SES_1 | 33.73 |
| 1/12/2011 11:00 | N | R_PB2SES_1 | 33.78 |
| 1/12/2011 11:00 | N | R_PB2SES_2 | 33.78 |
| 1/12/2011 11:00 | N | R_PB2SES_3 | 33.78 |
| 1/12/2011 11:00 | N | R_PB2SES_4 | 33.78 |
| 1/12/2011 11:00 | N | R_PB2SES_5 | 33.78 |
| 1/12/2011 11:05 | N | DC_ROAD_L_B | 34.54 |
| 1/12/2011 11:05 | N | DC_EGPS_L_A | 34.42 |
| 1/12/2011 11:05 | N | H_HOLLOW_E_1 | 33.88 |
| 1/12/2011 11:05 | N | HHOLLOW4_E_1 | 33.88 |
| 1/12/2011 11:05 | N | R_LH2SES_1 | 33.79 |
| 1/12/2011 11:05 | N | R_PB2SES_1 | 33.88 |
| 1/12/2011 11:05 | N | R_PB2SES_2 | 33.88 |
| 1/12/2011 11:05 | N | R_PB2SES_3 | 33.88 |
| 1/12/2011 11:05 | N | R_PB2SES_4 | 33.88 |
| 1/12/2011 11:05 | N | R_PB2SES_5 | 33.88 |
| 1/12/2011 11:10 | N | DC_ROAD_L_B | 37.07 |
| 1/12/2011 11:10 | N | DC_EGPS_L_A | 36.59 |
| 1/12/2011 11:10 | N | H_HOLLOW_E_1 | 34.29 |
| 1/12/2011 11:10 | N | HHOLLOW4_E_1 | 34.29 |
| 1/12/2011 11:10 | N | R_LH2SES_1 | 33.91 |
| 1/12/2011 11:10 | N | R_PB2SES_1 | 34.32 |
| 1/12/2011 11:10 | N | R_PB2SES_2 | 34.32 |
| 1/12/2011 11:10 | N | R_PB2SES_3 | 34.32 |
| 1/12/2011 11:10 | N | R_PB2SES_4 | 34.32 |
| 1/12/2011 11:10 | N | R_PB2SES_5 | 34.32 |
| 1/12/2011 11:15 | N | DC_ROAD_L_B | 34.6 |
| 1/12/2011 11:15 | N | DC_EGPS_L_A | 34.55 |
| 1/12/2011 11:15 | N | H_HOLLOW_E_1 | 34.3 |
| 1/12/2011 11:15 | N | HHOLLOW4_E_1 | 34.3 |
| 1/12/2011 11:15 | N | R_LH2SES_1 | 34.25 |
| 1/12/2011 11:15 | N | R_PB2SES_1 | 34.3 |
| 1/12/2011 11:15 | N | R_PB2SES_2 | 34.3 |
| 1/12/2011 11:15 | N | R_PB2SES_3 | 34.3 |
| 1/12/2011 11:15 | N | R_PB2SES_4 | 34.3 |
| 1/12/2011 11:15 | N | R_PB2SES_5 | 34.3 |
| 1/12/2011 11:40 | N | DC_ROAD_L_B | 33.99 |
| 1/12/2011 11:40 | N | DC_EGPS_L_A | 33.9 |
| 1/12/2011 11:40 | N | H_HOLLOW_E_1 | 33.46 |
| 1/12/2011 11:40 | N | HHOLLOW4_E_1 | 33.46 |
| 1/12/2011 11:40 | N | R_LH2SES_1 | 33.39 |
| 1/12/2011 11:40 | N | R_PB2SES_1 | 33.47 |
| 1/12/2011 11:40 | N | R_PB2SES_2 | 33.47 |

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| 1/12/2011 11:40 | N | R_PB2SES_3 | 33.47 |
| 1/12/2011 11:40 | N | R_PB2SES_4 | 33.47 |
| 1/12/2011 11:40 | N | R_PB2SES_5 | 33.47 |
| 1/12/2011 11:40 | N | AUTO_EPS_390 | 33.39 |
| 1/12/2011 11:45 | N | DC_ROAD_L_B | 33.99 |
| 1/12/2011 11:45 | N | DC_EGPS_L_A | 33.88 |
| 1/12/2011 11:45 | N | H_HOLLOW_E_1 | 33.4 |
| 1/12/2011 11:45 | N | HHOLLOW4_E_1 | 33.4 |
| 1/12/2011 11:45 | N | R_LH2SES_1 | 33.33 |
| 1/12/2011 11:45 | N | R_PB2SES_1 | 33.41 |
| 1/12/2011 11:45 | N | R_PB2SES_2 | 33.41 |
| 1/12/2011 11:45 | N | R_PB2SES_3 | 33.41 |
| 1/12/2011 11:45 | N | R_PB2SES_4 | 33.41 |
| 1/12/2011 11:45 | N | R_PB2SES_5 | 33.41 |
| 1/12/2011 11:45 | N | AUTO_EPS_390 | 33.32 |
| 1/12/2011 11:50 | N | DC_ROAD_L_B | 34.02 |
| 1/12/2011 11:50 | N | DC_EGPS_L_A | 33.91 |
| 1/12/2011 11:50 | N | H_HOLLOW_E_1 | 33.47 |
| 1/12/2011 11:50 | N | HHOLLOW4_E_1 | 33.47 |
| 1/12/2011 11:50 | N | R_LH2SES_1 | 33.4 |
| 1/12/2011 11:50 | N | R_PB2SES_1 | 33.48 |
| 1/12/2011 11:50 | N | R_PB2SES_2 | 33.48 |
| 1/12/2011 11:50 | N | R_PB2SES_3 | 33.48 |
| 1/12/2011 11:50 | N | R_PB2SES_4 | 33.48 |
| 1/12/2011 11:50 | N | R_PB2SES_5 | 33.48 |
| 1/12/2011 11:50 | N | AUTO_EPS_390 | 33.4 |
| 1/12/2011 11:55 | N | DC_ROAD_L_B | 33.48 |
| 1/12/2011 11:55 | N | DC_EGPS_L_A | 33.44 |
| 1/12/2011 11:55 | N | H_HOLLOW_E_1 | 33.28 |
| 1/12/2011 11:55 | N | HHOLLOW4_E_1 | 33.28 |
| 1/12/2011 11:55 | N | R_LH2SES_1 | 33.25 |
| 1/12/2011 11:55 | N | R_PB2SES_1 | 33.28 |
| 1/12/2011 11:55 | N | R_PB2SES_2 | 33.28 |
| 1/12/2011 11:55 | N | R_PB2SES_3 | 33.28 |
| 1/12/2011 11:55 | N | R_PB2SES_4 | 33.28 |
| 1/12/2011 11:55 | N | R_PB2SES_5 | 33.28 |
| 1/12/2011 11:55 | N | AUTO_EPS_390 | 33.25 |
| 1/12/2011 12:05 | N | DC_ROAD_L_B | 33.68 |
| 1/12/2011 12:05 | N | DC_EGPS_L_A | 33.52 |
| 1/12/2011 12:05 | N | H_HOLLOW_E_1 | 32.84 |
| 1/12/2011 12:05 | N | HHOLLOW4_E_1 | 32.84 |
| 1/12/2011 12:05 | N | R_LH2SES_1 | 32.73 |
| 1/12/2011 12:05 | N | R_PB2SES_1 | 32.85 |
| 1/12/2011 12:05 | N | R_PB2SES_2 | 32.85 |
| 1/12/2011 12:05 | N | R_PB2SES_3 | 32.85 |
| 1/12/2011 12:05 | N | R_PB2SES_4 | 32.85 |
| 1/12/2011 12:05 | N | R_PB2SES_5 | 32.85 |

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| 1/12/2011 12:05 | N | AUTO_EPS_390 | 32.73 |
| 1/12/2011 12:10 | N | DC_ROAD_L_B | 33.6 |
| 1/12/2011 12:10 | N | DC_EGPS_L_A | 33.35 |
| 1/12/2011 12:10 | N | H_HOLLOW_E_1 | 32.31 |
| 1/12/2011 12:10 | N | HHOLLOW4_E_1 | 32.31 |
| 1/12/2011 12:10 | N | R_LH2SES_1 | 32.14 |
| 1/12/2011 12:10 | N | R_PB2SES_1 | 32.32 |
| 1/12/2011 12:10 | N | R_PB2SES_2 | 32.32 |
| 1/12/2011 12:10 | N | R_PB2SES_3 | 32.32 |
| 1/12/2011 12:10 | N | R_PB2SES_4 | 32.32 |
| 1/12/2011 12:10 | N | R_PB2SES_5 | 32.32 |
| 1/12/2011 12:10 | N | AUTO_EPS_390 | 32.13 |
| 1/12/2011 12:15 | N | DC_ROAD_L_B | 33.47 |
| 1/12/2011 12:15 | N | DC_EGPS_L_A | 33.18 |
| 1/12/2011 12:15 | N | H_HOLLOW_E_1 | 31.96 |
| 1/12/2011 12:15 | N | HHOLLOW4_E_1 | 31.96 |
| 1/12/2011 12:15 | N | R_LH2SES_1 | 31.76 |
| 1/12/2011 12:15 | N | R_PB2SES_1 | 31.97 |
| 1/12/2011 12:15 | N | R_PB2SES_2 | 31.97 |
| 1/12/2011 12:15 | N | R_PB2SES_3 | 31.97 |
| 1/12/2011 12:15 | N | R_PB2SES_4 | 31.97 |
| 1/12/2011 12:15 | N | R_PB2SES_5 | 31.97 |
| 1/12/2011 12:15 | N | AUTO_EPS_390 | 31.76 |
| 1/12/2011 12:20 | N | DC_ROAD_L_B | 33.45 |
| 1/12/2011 12:20 | N | DC_EGPS_L_A | 33.15 |
| 1/12/2011 12:20 | N | H_HOLLOW_E_1 | 31.9 |
| 1/12/2011 12:20 | N | HHOLLOW4_E_1 | 31.9 |
| 1/12/2011 12:20 | N | R_LH2SES_1 | 31.7 |
| 1/12/2011 12:20 | N | R_PB2SES_1 | 31.92 |
| 1/12/2011 12:20 | N | R_PB2SES_2 | 31.92 |
| 1/12/2011 12:20 | N | R_PB2SES_3 | 31.92 |
| 1/12/2011 12:20 | N | R_PB2SES_4 | 31.92 |
| 1/12/2011 12:20 | N | R_PB2SES_5 | 31.92 |
| 1/12/2011 12:20 | N | AUTO_EPS_390 | 31.69 |
| 1/12/2011 12:25 | N | DC_ROAD_L_B | 33.51 |
| 1/12/2011 12:25 | N | DC_EGPS_L_A | 33.23 |
| 1/12/2011 12:25 | N | H_HOLLOW_E_1 | 32.07 |
| 1/12/2011 12:25 | N | HHOLLOW4_E_1 | 32.07 |
| 1/12/2011 12:25 | N | R_LH2SES_1 | 31.88 |
| 1/12/2011 12:25 | N | R_PB2SES_1 | 32.08 |
| 1/12/2011 12:25 | N | R_PB2SES_2 | 32.08 |
| 1/12/2011 12:25 | N | R_PB2SES_3 | 32.08 |
| 1/12/2011 12:25 | N | R_PB2SES_4 | 32.08 |
| 1/12/2011 12:25 | N | R_PB2SES_5 | 32.08 |
| 1/12/2011 12:25 | N | AUTO_EPS_390 | 31.87 |
| 1/12/2011 12:30 | N | DC_ROAD_L_B | 32.87 |
| 1/12/2011 12:30 | N | DC_EGPS_L_A | 32.73 |

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| 1/12/2011 12:30 | N | H_HOLLOW_E_1 | 32.12 |
| 1/12/2011 12:30 | N | HHOLLOW4_E_1 | 32.12 |
| 1/12/2011 12:30 | N | R_LH2SES_1 | 32.02 |
| 1/12/2011 12:30 | N | R_PB2SES_1 | 32.12 |
| 1/12/2011 12:30 | N | R_PB2SES_2 | 32.12 |
| 1/12/2011 12:30 | N | R_PB2SES_3 | 32.12 |
| 1/12/2011 12:30 | N | R_PB2SES_4 | 32.12 |
| 1/12/2011 12:30 | N | R_PB2SES_5 | 32.12 |
| 1/12/2011 12:30 | N | AUTO_EPS_390 | 32.01 |
| 1/12/2011 12:35 | N | DC_ROAD_L_B | 32.48 |
| 1/12/2011 12:35 | N | DC_EGPS_L_A | 32.39 |
| 1/12/2011 12:35 | N | H_HOLLOW_E_1 | 32.02 |
| 1/12/2011 12:35 | N | HHOLLOW4_E_1 | 32.02 |
| 1/12/2011 12:35 | N | R_LH2SES_1 | 31.96 |
| 1/12/2011 12:35 | N | R_PB2SES_1 | 32.02 |
| 1/12/2011 12:35 | N | R_PB2SES_2 | 32.02 |
| 1/12/2011 12:35 | N | R_PB2SES_3 | 32.02 |
| 1/12/2011 12:35 | N | R_PB2SES_4 | 32.02 |
| 1/12/2011 12:35 | N | R_PB2SES_5 | 32.02 |
| 1/12/2011 12:35 | N | AUTO_EPS_390 | 31.95 |
| 1/12/2011 12:40 | N | DC_ROAD_L_B | 32.34 |
| 1/12/2011 12:40 | N | DC_EGPS_L_A | 32.17 |
| 1/12/2011 12:40 | N | H_HOLLOW_E_1 | 31.45 |
| 1/12/2011 12:40 | N | HHOLLOW4_E_1 | 31.45 |
| 1/12/2011 12:40 | N | R_LH2SES_1 | 31.33 |
| 1/12/2011 12:40 | N | R_PB2SES_1 | 31.46 |
| 1/12/2011 12:40 | N | R_PB2SES_2 | 31.46 |
| 1/12/2011 12:40 | N | R_PB2SES_3 | 31.46 |
| 1/12/2011 12:40 | N | R_PB2SES_4 | 31.46 |
| 1/12/2011 12:40 | N | R_PB2SES_5 | 31.46 |
| 1/12/2011 12:40 | N | AUTO_EPS_390 | 31.33 |
| 1/12/2011 12:45 | N | DC_ROAD_L_B | 33.29 |
| 1/12/2011 12:45 | N | DC_EGPS_L_A | 32.85 |
| 1/12/2011 12:45 | N | H_HOLLOW_E_1 | 31.08 |
| 1/12/2011 12:45 | N | HHOLLOW4_E_1 | 31.08 |
| 1/12/2011 12:45 | N | R_LH2SES_1 | 30.8 |
| 1/12/2011 12:45 | N | R_PB2SES_1 | 31.11 |
| 1/12/2011 12:45 | N | R_PB2SES_2 | 31.11 |
| 1/12/2011 12:45 | N | R_PB2SES_3 | 31.11 |
| 1/12/2011 12:45 | N | R_PB2SES_4 | 31.11 |
| 1/12/2011 12:45 | N | R_PB2SES_5 | 31.11 |
| 1/12/2011 12:45 | N | AUTO_EPS_390 | 30.79 |
| 1/12/2011 12:50 | N | DC_ROAD_L_B | 33.95 |
| 1/12/2011 12:50 | N | DC_EGPS_L_A | 33.37 |
| 1/12/2011 12:50 | N | H_HOLLOW_E_1 | 31.04 |
| 1/12/2011 12:50 | N | HHOLLOW4_E_1 | 31.04 |
| 1/12/2011 12:50 | N | R_LH2SES_1 | 30.67 |

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| 1/12/2011 12:50 | N | R_PB2SES_1 | 31.07 |
| 1/12/2011 12:50 | N | R_PB2SES_2 | 31.07 |
| 1/12/2011 12:50 | N | R_PB2SES_3 | 31.07 |
| 1/12/2011 12:50 | N | R_PB2SES_4 | 31.07 |
| 1/12/2011 12:50 | N | R_PB2SES_5 | 31.07 |
| 1/12/2011 12:50 | N | AUTO_EPS_390 | 30.65 |
| 1/12/2011 12:55 | N | DC_ROAD_L_B | 33.13 |
| 1/12/2011 12:55 | N | DC_EGPS_L_A | 32.7 |
| 1/12/2011 12:55 | N | H_HOLLOW_E_1 | 30.99 |
| 1/12/2011 12:55 | N | HHOLLOW4_E_1 | 30.99 |
| 1/12/2011 12:55 | N | R_LH2SES_1 | 30.71 |
| 1/12/2011 12:55 | N | R_PB2SES_1 | 31.01 |
| 1/12/2011 12:55 | N | R_PB2SES_2 | 31.01 |
| 1/12/2011 12:55 | N | R_PB2SES_3 | 31.01 |
| 1/12/2011 12:55 | N | R_PB2SES_4 | 31.01 |
| 1/12/2011 12:55 | N | R_PB2SES_5 | 31.01 |
| 1/12/2011 12:55 | N | AUTO_EPS_390 | 30.7 |
| 1/12/2011 13:01 | N | DC_ROAD_L_B | 32.9 |
| 1/12/2011 13:01 | N | DC_EGPS_L_A | 32.5 |
| 1/12/2011 13:01 | N | H_HOLLOW_E_1 | 30.85 |
| 1/12/2011 13:01 | N | HHOLLOW4_E_1 | 30.85 |
| 1/12/2011 13:01 | N | R_LH2SES_1 | 30.59 |
| 1/12/2011 13:01 | N | R_PB2SES_1 | 30.87 |
| 1/12/2011 13:01 | N | R_PB2SES_2 | 30.87 |
| 1/12/2011 13:01 | N | R_PB2SES_3 | 30.87 |
| 1/12/2011 13:01 | N | R_PB2SES_4 | 30.87 |
| 1/12/2011 13:01 | N | R_PB2SES_5 | 30.87 |
| 1/12/2011 13:01 | N | AUTO_EPS_390 | 30.58 |
| 1/12/2011 13:05 | N | DC_ROAD_L_B | 32.41 |
| 1/12/2011 13:05 | N | DC_EGPS_L_A | 32.27 |
| 1/12/2011 13:05 | N | H_HOLLOW_E_1 | 31.68 |
| 1/12/2011 13:05 | N | HHOLLOW4_E_1 | 31.68 |
| 1/12/2011 13:05 | N | R_LH2SES_1 | 31.59 |
| 1/12/2011 13:05 | N | R_PB2SES_1 | 31.69 |
| 1/12/2011 13:05 | N | R_PB2SES_2 | 31.69 |
| 1/12/2011 13:05 | N | R_PB2SES_3 | 31.69 |
| 1/12/2011 13:05 | N | R_PB2SES_4 | 31.69 |
| 1/12/2011 13:05 | N | R_PB2SES_5 | 31.69 |
| 1/12/2011 13:05 | N | AUTO_EPS_390 | 31.59 |
| 1/12/2011 13:15 | N | DC_ROAD_L_B | 31.31 |
| 1/12/2011 13:15 | N | DC_EGPS_L_A | 31.29 |
| 1/12/2011 13:15 | N | H_HOLLOW_E_1 | 31.24 |
| 1/12/2011 13:15 | N | HHOLLOW4_E_1 | 31.24 |
| 1/12/2011 13:15 | N | R_LH2SES_1 | 31.23 |
| 1/12/2011 13:15 | N | R_PB2SES_1 | 31.24 |
| 1/12/2011 13:15 | N | R_PB2SES_2 | 31.24 |
| 1/12/2011 13:15 | N | R_PB2SES_3 | 31.24 |

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| 1/12/2011 13:15 | N | R_PB2SES_4 | 31.24 |
| 1/12/2011 13:15 | N | R_PB2SES_5 | 31.24 |
| 1/12/2011 13:15 | N | AUTO_EPS_390 | 31.23 |
| 1/12/2011 13:20 | N | DC_ROAD_L_B | 32.15 |
| 1/12/2011 13:20 | N | DC_EGPS_L_A | 31.9 |
| 1/12/2011 13:20 | N | H_HOLLOW_E_1 | 30.88 |
| 1/12/2011 13:20 | N | HHOLLOW4_E_1 | 30.88 |
| 1/12/2011 13:20 | N | R_LH2SES_1 | 30.72 |
| 1/12/2011 13:20 | N | R_PB2SES_1 | 30.89 |
| 1/12/2011 13:20 | N | R_PB2SES_2 | 30.89 |
| 1/12/2011 13:20 | N | R_PB2SES_3 | 30.89 |
| 1/12/2011 13:20 | N | R_PB2SES_4 | 30.89 |
| 1/12/2011 13:20 | N | R_PB2SES_5 | 30.89 |
| 1/12/2011 13:20 | N | AUTO_EPS_390 | 30.71 |
| 1/12/2011 13:25 | N | DC_ROAD_L_B | 32.84 |
| 1/12/2011 13:25 | N | DC_EGPS_L_A | 32.45 |
| 1/12/2011 13:25 | N | H_HOLLOW_E_1 | 30.82 |
| 1/12/2011 13:25 | N | HHOLLOW4_E_1 | 30.82 |
| 1/12/2011 13:25 | N | R_LH2SES_1 | 30.56 |
| 1/12/2011 13:25 | N | R_PB2SES_1 | 30.84 |
| 1/12/2011 13:25 | N | R_PB2SES_2 | 30.84 |
| 1/12/2011 13:25 | N | R_PB2SES_3 | 30.84 |
| 1/12/2011 13:25 | N | R_PB2SES_4 | 30.84 |
| 1/12/2011 13:25 | N | R_PB2SES_5 | 30.84 |
| 1/12/2011 13:25 | N | AUTO_EPS_390 | 30.55 |
| 1/12/2011 13:30 | N | DC_ROAD_L_B | 32.51 |
| 1/12/2011 13:30 | N | DC_EGPS_L_A | 32.14 |
| 1/12/2011 13:30 | N | H_HOLLOW_E_1 | 30.62 |
| 1/12/2011 13:30 | N | HHOLLOW4_E_1 | 30.62 |
| 1/12/2011 13:30 | N | R_LH2SES_1 | 30.38 |
| 1/12/2011 13:30 | N | R_PB2SES_1 | 30.64 |
| 1/12/2011 13:30 | N | R_PB2SES_2 | 30.64 |
| 1/12/2011 13:30 | N | R_PB2SES_3 | 30.64 |
| 1/12/2011 13:30 | N | R_PB2SES_4 | 30.64 |
| 1/12/2011 13:30 | N | R_PB2SES_5 | 30.64 |
| 1/12/2011 13:30 | N | AUTO_EPS_390 | 30.37 |
| 1/12/2011 13:35 | N | DC_ROAD_L_B | 32.45 |
| 1/12/2011 13:35 | N | DC_EGPS_L_A | 32.09 |
| 1/12/2011 13:35 | N | H_HOLLOW_E_1 | 30.6 |
| 1/12/2011 13:35 | N | HHOLLOW4_E_1 | 30.6 |
| 1/12/2011 13:35 | N | R_LH2SES_1 | 30.37 |
| 1/12/2011 13:35 | N | R_PB2SES_1 | 30.62 |
| 1/12/2011 13:35 | N | R_PB2SES_2 | 30.62 |
| 1/12/2011 13:35 | N | R_PB2SES_3 | 30.62 |
| 1/12/2011 13:35 | N | R_PB2SES_4 | 30.62 |
| 1/12/2011 13:35 | N | R_PB2SES_5 | 30.62 |
| 1/12/2011 13:35 | N | AUTO_EPS_390 | 30.36 |

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| 1/12/2011 13:40 | N | DC_ROAD_L_B | 31.72 |
| 1/12/2011 13:40 | N | DC_EGPS_L_A | 31.49 |
| 1/12/2011 13:40 | N | H_HOLLOW_E_1 | 30.53 |
| 1/12/2011 13:40 | N | HHOLLOW4_E_1 | 30.53 |
| 1/12/2011 13:40 | N | R_LH2SES_1 | 30.38 |
| 1/12/2011 13:40 | N | R_PB2SES_1 | 30.54 |
| 1/12/2011 13:40 | N | R_PB2SES_2 | 30.54 |
| 1/12/2011 13:40 | N | R_PB2SES_3 | 30.54 |
| 1/12/2011 13:40 | N | R_PB2SES_4 | 30.54 |
| 1/12/2011 13:40 | N | R_PB2SES_5 | 30.54 |
| 1/12/2011 13:40 | N | AUTO_EPS_390 | 30.37 |
| 1/12/2011 13:45 | N | DC_ROAD_L_B | 30.56 |
| 1/12/2011 13:45 | N | DC_EGPS_L_A | 30.53 |
| 1/12/2011 13:45 | N | H_HOLLOW_E_1 | 30.4 |
| 1/12/2011 13:45 | N | HHOLLOW4_E_1 | 30.4 |
| 1/12/2011 13:45 | N | R_LH2SES_1 | 30.38 |
| 1/12/2011 13:45 | N | R_PB2SES_1 | 30.4 |
| 1/12/2011 13:45 | N | R_PB2SES_2 | 30.4 |
| 1/12/2011 13:45 | N | R_PB2SES_3 | 30.4 |
| 1/12/2011 13:45 | N | R_PB2SES_4 | 30.4 |
| 1/12/2011 13:45 | N | R_PB2SES_5 | 30.4 |
| 1/12/2011 13:45 | N | AUTO_EPS_390 | 30.38 |
| 1/12/2011 13:50 | N | DC_ROAD_L_B | 30.42 |
| 1/12/2011 13:50 | N | DC_EGPS_L_A | 30.35 |
| 1/12/2011 13:50 | N | H_HOLLOW_E_1 | 30.02 |
| 1/12/2011 13:50 | N | HHOLLOW4_E_1 | 30.02 |
| 1/12/2011 13:50 | N | R_LH2SES_1 | 29.97 |
| 1/12/2011 13:50 | N | R_PB2SES_1 | 30.03 |
| 1/12/2011 13:50 | N | R_PB2SES_2 | 30.03 |
| 1/12/2011 13:50 | N | R_PB2SES_3 | 30.03 |
| 1/12/2011 13:50 | N | R_PB2SES_4 | 30.03 |
| 1/12/2011 13:50 | N | R_PB2SES_5 | 30.03 |
| 1/12/2011 13:50 | N | AUTO_EPS_390 | 29.97 |
| 1/12/2011 13:55 | N | DC_ROAD_L_B | 30.77 |
| 1/12/2011 13:55 | N | DC_EGPS_L_A | 30.61 |
| 1/12/2011 13:55 | N | H_HOLLOW_E_1 | 29.95 |
| 1/12/2011 13:55 | N | HHOLLOW4_E_1 | 29.95 |
| 1/12/2011 13:55 | N | R_LH2SES_1 | 29.85 |
| 1/12/2011 13:55 | N | R_PB2SES_1 | 29.96 |
| 1/12/2011 13:55 | N | R_PB2SES_2 | 29.96 |
| 1/12/2011 13:55 | N | R_PB2SES_3 | 29.96 |
| 1/12/2011 13:55 | N | R_PB2SES_4 | 29.96 |
| 1/12/2011 13:55 | N | R_PB2SES_5 | 29.96 |
| 1/12/2011 13:55 | N | AUTO_EPS_390 | 29.85 |
| 1/12/2011 14:00 | N | DC_ROAD_L_B | 31.43 |
| 1/12/2011 14:00 | N | DC_EGPS_L_A | 31.15 |
| 1/12/2011 14:00 | N | H_HOLLOW_E_1 | 29.99 |

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| 1/12/2011 14:00 | N | HHOLLOW4_E_1 | 29.99 |
| 1/12/2011 14:00 | N | R_LH2SES_1 | 29.81 |
| 1/12/2011 14:00 | N | R_PB2SES_1 | 30 |
| 1/12/2011 14:00 | N | R_PB2SES_2 | 30 |
| 1/12/2011 14:00 | N | R_PB2SES_3 | 30 |
| 1/12/2011 14:00 | N | R_PB2SES_4 | 30 |
| 1/12/2011 14:00 | N | R_PB2SES_5 | 30 |
| 1/12/2011 14:00 | N | AUTO_EPS_390 | 29.8 |
| 1/12/2011 14:05 | N | DC_ROAD_L_B | 31.87 |
| 1/12/2011 14:05 | N | DC_EGPS_L_A | 31.56 |
| 1/12/2011 14:05 | N | H_HOLLOW_E_1 | 30.25 |
| 1/12/2011 14:05 | N | HHOLLOW4_E_1 | 30.25 |
| 1/12/2011 14:05 | N | R_LH2SES_1 | 30.04 |
| 1/12/2011 14:05 | N | R_PB2SES_1 | 30.26 |
| 1/12/2011 14:05 | N | R_PB2SES_2 | 30.26 |
| 1/12/2011 14:05 | N | R_PB2SES_3 | 30.26 |
| 1/12/2011 14:05 | N | R_PB2SES_4 | 30.26 |
| 1/12/2011 14:05 | N | R_PB2SES_5 | 30.26 |
| 1/12/2011 14:05 | N | AUTO_EPS_390 | 30.03 |
| 1/12/2011 14:10 | N | DC_ROAD_L_B | 31.61 |
| 1/12/2011 14:10 | N | DC_EGPS_L_A | 31.36 |
| 1/12/2011 14:10 | N | H_HOLLOW_E_1 | 30.28 |
| 1/12/2011 14:10 | N | HHOLLOW4_E_1 | 30.28 |
| 1/12/2011 14:10 | N | R_LH2SES_1 | 30.11 |
| 1/12/2011 14:10 | N | R_PB2SES_1 | 30.29 |
| 1/12/2011 14:10 | N | R_PB2SES_2 | 30.29 |
| 1/12/2011 14:10 | N | R_PB2SES_3 | 30.29 |
| 1/12/2011 14:10 | N | R_PB2SES_4 | 30.29 |
| 1/12/2011 14:10 | N | R_PB2SES_5 | 30.29 |
| 1/12/2011 14:10 | N | AUTO_EPS_390 | 30.11 |
| 1/12/2011 14:15 | N | DC_ROAD_L_B | 30.3 |
| 1/12/2011 14:15 | N | R_LH2SES_1 | 30.28 |
| 1/12/2011 14:15 | N | AUTO_EPS_390 | 30.28 |
| 1/12/2011 14:25 | N | DC_ROAD_L_B | 30.29 |
| 1/12/2011 14:25 | N | DC_EGPS_L_A | 30.24 |
| 1/12/2011 14:25 | N | H_HOLLOW_E_1 | 30.05 |
| 1/12/2011 14:25 | N | HHOLLOW4_E_1 | 30.05 |
| 1/12/2011 14:25 | N | R_LH2SES_1 | 30.02 |
| 1/12/2011 14:25 | N | R_PB2SES_1 | 30.05 |
| 1/12/2011 14:25 | N | R_PB2SES_2 | 30.05 |
| 1/12/2011 14:25 | N | R_PB2SES_3 | 30.05 |
| 1/12/2011 14:25 | N | R_PB2SES_4 | 30.05 |
| 1/12/2011 14:25 | N | R_PB2SES_5 | 30.05 |
| 1/12/2011 14:25 | N | AUTO_EPS_390 | 30.02 |
| 1/12/2011 14:30 | N | DC_ROAD_L_B | 30.56 |
| 1/12/2011 14:30 | N | DC_EGPS_L_A | 30.4 |
| 1/12/2011 14:30 | N | H_HOLLOW_E_1 | 29.71 |

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|---|---|---|---|
| 1/12/2011 14:30 | N | HHOLLOW4_E_1 | 29.71 |
| 1/12/2011 14:30 | N | R_LH2SES_1 | 29.61 |
| 1/12/2011 14:30 | N | R_PB2SES_1 | 29.72 |
| 1/12/2011 14:30 | N | R_PB2SES_2 | 29.72 |
| 1/12/2011 14:30 | N | R_PB2SES_3 | 29.72 |
| 1/12/2011 14:30 | N | R_PB2SES_4 | 29.72 |
| 1/12/2011 14:30 | N | R_PB2SES_5 | 29.72 |
| 1/12/2011 14:30 | N | AUTO_EPS_390 | 29.6 |
| 1/12/2011 14:35 | N | DC_ROAD_L_B | 30.82 |
| 1/12/2011 14:35 | N | DC_EGPS_L_A | 30.6 |
| 1/12/2011 14:35 | N | H_HOLLOW_E_1 | 29.64 |
| 1/12/2011 14:35 | N | HHOLLOW4_E_1 | 29.64 |
| 1/12/2011 14:35 | N | R_LH2SES_1 | 29.48 |
| 1/12/2011 14:35 | N | R_PB2SES_1 | 29.65 |
| 1/12/2011 14:35 | N | R_PB2SES_2 | 29.65 |
| 1/12/2011 14:35 | N | R_PB2SES_3 | 29.65 |
| 1/12/2011 14:35 | N | R_PB2SES_4 | 29.65 |
| 1/12/2011 14:35 | N | R_PB2SES_5 | 29.65 |
| 1/12/2011 14:35 | N | AUTO_EPS_390 | 29.48 |
| 1/12/2011 14:40 | N | DC_ROAD_L_B | 30.73 |
| 1/12/2011 14:40 | N | DC_EGPS_L_A | 30.51 |
| 1/12/2011 14:40 | N | H_HOLLOW_E_1 | 29.58 |
| 1/12/2011 14:40 | N | HHOLLOW4_E_1 | 29.58 |
| 1/12/2011 14:40 | N | R_LH2SES_1 | 29.43 |
| 1/12/2011 14:40 | N | R_PB2SES_1 | 29.59 |
| 1/12/2011 14:40 | N | R_PB2SES_2 | 29.59 |
| 1/12/2011 14:40 | N | R_PB2SES_3 | 29.59 |
| 1/12/2011 14:40 | N | R_PB2SES_4 | 29.59 |
| 1/12/2011 14:40 | N | R_PB2SES_5 | 29.59 |
| 1/12/2011 14:40 | N | AUTO_EPS_390 | 29.43 |
| 1/12/2011 14:45 | N | DC_ROAD_L_B | 30.18 |
| 1/12/2011 14:45 | N | DC_EGPS_L_A | 30.04 |
| 1/12/2011 14:45 | N | H_HOLLOW_E_1 | 29.44 |
| 1/12/2011 14:45 | N | HHOLLOW4_E_1 | 29.44 |
| 1/12/2011 14:45 | N | R_LH2SES_1 | 29.34 |
| 1/12/2011 14:45 | N | R_PB2SES_1 | 29.44 |
| 1/12/2011 14:45 | N | R_PB2SES_2 | 29.44 |
| 1/12/2011 14:45 | N | R_PB2SES_3 | 29.44 |
| 1/12/2011 14:45 | N | R_PB2SES_4 | 29.44 |
| 1/12/2011 14:45 | N | R_PB2SES_5 | 29.44 |
| 1/12/2011 14:45 | N | AUTO_EPS_390 | 29.34 |
| 1/12/2011 14:50 | N | DC_ROAD_L_B | 29.44 |
| 1/12/2011 14:50 | N | DC_EGPS_L_A | 29.44 |
| 1/12/2011 15:00 | N | DC_ROAD_L_B | 29.25 |
| 1/12/2011 15:00 | N | DC_EGPS_L_A | 29.23 |
| 1/12/2011 15:00 | N | H_HOLLOW_E_1 | 29.16 |
| 1/12/2011 15:00 | N | HHOLLOW4_E_1 | 29.16 |

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|---|---|---|---|
| 1/12/2011 15:00 | N | R_LH2SES_1 | 29.15 |
| 1/12/2011 15:00 | N | R_PB2SES_1 | 29.17 |
| 1/12/2011 15:00 | N | R_PB2SES_2 | 29.17 |
| 1/12/2011 15:00 | N | R_PB2SES_3 | 29.17 |
| 1/12/2011 15:00 | N | R_PB2SES_4 | 29.17 |
| 1/12/2011 15:00 | N | R_PB2SES_5 | 29.17 |
| 1/12/2011 15:00 | N | AUTO_EPS_390 | 29.15 |
| 1/12/2011 15:05 | N | DC_ROAD_L_B | 30.18 |
| 1/12/2011 15:05 | N | DC_EGPS_L_A | 30 |
| 1/12/2011 15:05 | N | H_HOLLOW_E_1 | 29.26 |
| 1/12/2011 15:05 | N | HHOLLOW4_E_1 | 29.26 |
| 1/12/2011 15:05 | N | R_LH2SES_1 | 29.14 |
| 1/12/2011 15:05 | N | R_PB2SES_1 | 29.27 |
| 1/12/2011 15:05 | N | R_PB2SES_2 | 29.27 |
| 1/12/2011 15:05 | N | R_PB2SES_3 | 29.27 |
| 1/12/2011 15:05 | N | R_PB2SES_4 | 29.27 |
| 1/12/2011 15:05 | N | R_PB2SES_5 | 29.27 |
| 1/12/2011 15:05 | N | AUTO_EPS_390 | 29.13 |
| 1/12/2011 15:10 | N | DC_ROAD_L_B | 30.72 |
| 1/12/2011 15:10 | N | DC_EGPS_L_A | 30.48 |
| 1/12/2011 15:10 | N | H_HOLLOW_E_1 | 29.5 |
| 1/12/2011 15:10 | N | HHOLLOW4_E_1 | 29.5 |
| 1/12/2011 15:10 | N | R_LH2SES_1 | 29.34 |
| 1/12/2011 15:10 | N | R_PB2SES_1 | 29.51 |
| 1/12/2011 15:10 | N | R_PB2SES_2 | 29.51 |
| 1/12/2011 15:10 | N | R_PB2SES_3 | 29.51 |
| 1/12/2011 15:10 | N | R_PB2SES_4 | 29.51 |
| 1/12/2011 15:10 | N | R_PB2SES_5 | 29.51 |
| 1/12/2011 15:10 | N | AUTO_EPS_390 | 29.34 |
| 1/12/2011 15:15 | N | DC_ROAD_L_B | 30.25 |
| 1/12/2011 15:15 | N | DC_EGPS_L_A | 30.06 |
| 1/12/2011 15:15 | N | H_HOLLOW_E_1 | 29.3 |
| 1/12/2011 15:15 | N | HHOLLOW4_E_1 | 29.3 |
| 1/12/2011 15:15 | N | R_LH2SES_1 | 29.18 |
| 1/12/2011 15:15 | N | R_PB2SES_1 | 29.31 |
| 1/12/2011 15:15 | N | R_PB2SES_2 | 29.31 |
| 1/12/2011 15:15 | N | R_PB2SES_3 | 29.31 |
| 1/12/2011 15:15 | N | R_PB2SES_4 | 29.31 |
| 1/12/2011 15:15 | N | R_PB2SES_5 | 29.31 |
| 1/12/2011 15:15 | N | AUTO_EPS_390 | 29.17 |
| 1/12/2011 15:20 | N | DC_ROAD_L_B | 29.75 |
| 1/12/2011 15:20 | N | DC_EGPS_L_A | 29.66 |
| 1/12/2011 15:20 | N | H_HOLLOW_E_1 | 29.31 |
| 1/12/2011 15:20 | N | HHOLLOW4_E_1 | 29.31 |
| 1/12/2011 15:20 | N | R_LH2SES_1 | 29.25 |
| 1/12/2011 15:20 | N | R_PB2SES_1 | 29.31 |
| 1/12/2011 15:20 | N | R_PB2SES_2 | 29.31 |

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| 1/12/2011 15:20 | N | R_PB2SES_3 | 29.31 |
| 1/12/2011 15:20 | N | R_PB2SES_4 | 29.31 |
| 1/12/2011 15:20 | N | R_PB2SES_5 | 29.31 |
| 1/12/2011 15:20 | N | AUTO_EPS_390 | 29.25 |
| 1/12/2011 15:25 | N | DC_ROAD_L_B | 30.44 |
| 1/12/2011 15:25 | N | DC_EGPS_L_A | 30.29 |
| 1/12/2011 15:25 | N | H_HOLLOW_E_1 | 29.66 |
| 1/12/2011 15:25 | N | HHOLLOW4_E_1 | 29.66 |
| 1/12/2011 15:25 | N | R_LH2SES_1 | 29.56 |
| 1/12/2011 15:25 | N | R_PB2SES_1 | 29.67 |
| 1/12/2011 15:25 | N | R_PB2SES_2 | 29.67 |
| 1/12/2011 15:25 | N | R_PB2SES_3 | 29.67 |
| 1/12/2011 15:25 | N | R_PB2SES_4 | 29.67 |
| 1/12/2011 15:25 | N | R_PB2SES_5 | 29.67 |
| 1/12/2011 15:25 | N | AUTO_EPS_390 | 29.56 |
| 1/12/2011 15:30 | N | DC_ROAD_L_B | 31.55 |
| 1/12/2011 15:30 | N | DC_EGPS_L_A | 31.26 |
| 1/12/2011 15:30 | N | H_HOLLOW_E_1 | 30.06 |
| 1/12/2011 15:30 | N | HHOLLOW4_E_1 | 30.06 |
| 1/12/2011 15:30 | N | R_LH2SES_1 | 29.87 |
| 1/12/2011 15:30 | N | R_PB2SES_1 | 30.07 |
| 1/12/2011 15:30 | N | R_PB2SES_2 | 30.07 |
| 1/12/2011 15:30 | N | R_PB2SES_3 | 30.07 |
| 1/12/2011 15:30 | N | R_PB2SES_4 | 30.07 |
| 1/12/2011 15:30 | N | R_PB2SES_5 | 30.07 |
| 1/12/2011 15:30 | N | AUTO_EPS_390 | 29.86 |
| 1/12/2011 15:35 | N | DC_ROAD_L_B | 31.68 |
| 1/12/2011 15:35 | N | DC_EGPS_L_A | 31.39 |
| 1/12/2011 15:35 | N | H_HOLLOW_E_1 | 30.14 |
| 1/12/2011 15:35 | N | HHOLLOW4_E_1 | 30.14 |
| 1/12/2011 15:35 | N | R_LH2SES_1 | 29.94 |
| 1/12/2011 15:35 | N | R_PB2SES_1 | 30.15 |
| 1/12/2011 15:35 | N | R_PB2SES_2 | 30.15 |
| 1/12/2011 15:35 | N | R_PB2SES_3 | 30.15 |
| 1/12/2011 15:35 | N | R_PB2SES_4 | 30.15 |
| 1/12/2011 15:35 | N | R_PB2SES_5 | 30.15 |
| 1/12/2011 15:35 | N | AUTO_EPS_390 | 29.93 |
| 1/12/2011 15:40 | N | DC_ROAD_L_B | 31.16 |
| 1/12/2011 15:40 | N | DC_EGPS_L_A | 30.99 |
| 1/12/2011 15:40 | N | H_HOLLOW_E_1 | 30.27 |
| 1/12/2011 15:40 | N | HHOLLOW4_E_1 | 30.27 |
| 1/12/2011 15:40 | N | R_LH2SES_1 | 30.16 |
| 1/12/2011 15:40 | N | R_PB2SES_1 | 30.28 |
| 1/12/2011 15:40 | N | R_PB2SES_2 | 30.28 |
| 1/12/2011 15:40 | N | R_PB2SES_3 | 30.28 |
| 1/12/2011 15:40 | N | R_PB2SES_4 | 30.28 |
| 1/12/2011 15:40 | N | R_PB2SES_5 | 30.28 |

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| 1/12/2011 15:40 | N | AUTO_EPS_390 | 30.16 |
| 1/12/2011 15:45 | N | DC_ROAD_L_B | 31.08 |
| 1/12/2011 15:45 | N | DC_EGPS_L_A | 30.96 |
| 1/12/2011 15:45 | N | H_HOLLOW_E_1 | 30.43 |
| 1/12/2011 15:45 | N | HHOLLOW4_E_1 | 30.43 |
| 1/12/2011 15:45 | N | R_LH2SES_1 | 30.34 |
| 1/12/2011 15:45 | N | R_PB2SES_1 | 30.43 |
| 1/12/2011 15:45 | N | R_PB2SES_2 | 30.43 |
| 1/12/2011 15:45 | N | R_PB2SES_3 | 30.43 |
| 1/12/2011 15:45 | N | R_PB2SES_4 | 30.43 |
| 1/12/2011 15:45 | N | R_PB2SES_5 | 30.43 |
| 1/12/2011 15:45 | N | AUTO_EPS_390 | 30.34 |
| 1/12/2011 15:50 | N | DC_ROAD_L_B | 30.93 |
| 1/12/2011 15:50 | N | DC_EGPS_L_A | 30.84 |
| 1/12/2011 15:50 | N | H_HOLLOW_E_1 | 30.43 |
| 1/12/2011 15:50 | N | HHOLLOW4_E_1 | 30.43 |
| 1/12/2011 15:50 | N | R_LH2SES_1 | 30.37 |
| 1/12/2011 15:50 | N | R_PB2SES_1 | 30.44 |
| 1/12/2011 15:50 | N | R_PB2SES_2 | 30.44 |
| 1/12/2011 15:50 | N | R_PB2SES_3 | 30.44 |
| 1/12/2011 15:50 | N | R_PB2SES_4 | 30.44 |
| 1/12/2011 15:50 | N | R_PB2SES_5 | 30.44 |
| 1/12/2011 15:50 | N | AUTO_EPS_390 | 30.37 |
| 1/12/2011 15:55 | N | DC_ROAD_L_B | 32.31 |
| 1/12/2011 15:55 | N | DC_EGPS_L_A | 31.97 |
| 1/12/2011 15:55 | N | H_HOLLOW_E_1 | 30.51 |
| 1/12/2011 15:55 | N | HHOLLOW4_E_1 | 30.51 |
| 1/12/2011 15:55 | N | R_LH2SES_1 | 30.27 |
| 1/12/2011 15:55 | N | R_PB2SES_1 | 30.53 |
| 1/12/2011 15:55 | N | R_PB2SES_2 | 30.53 |
| 1/12/2011 15:55 | N | R_PB2SES_3 | 30.53 |
| 1/12/2011 15:55 | N | R_PB2SES_4 | 30.53 |
| 1/12/2011 15:55 | N | R_PB2SES_5 | 30.53 |
| 1/12/2011 15:55 | N | AUTO_EPS_390 | 30.26 |
| 1/12/2011 16:00 | N | DC_ROAD_L_B | 32.46 |
| 1/12/2011 16:00 | N | DC_EGPS_L_A | 32.09 |
| 1/12/2011 16:00 | N | H_HOLLOW_E_1 | 30.58 |
| 1/12/2011 16:00 | N | HHOLLOW4_E_1 | 30.58 |
| 1/12/2011 16:00 | N | R_LH2SES_1 | 30.34 |
| 1/12/2011 16:00 | N | R_PB2SES_1 | 30.6 |
| 1/12/2011 16:00 | N | R_PB2SES_2 | 30.6 |
| 1/12/2011 16:00 | N | R_PB2SES_3 | 30.6 |
| 1/12/2011 16:00 | N | R_PB2SES_4 | 30.6 |
| 1/12/2011 16:00 | N | R_PB2SES_5 | 30.6 |
| 1/12/2011 16:00 | N | AUTO_EPS_390 | 30.33 |
| 1/12/2011 16:05 | N | DC_ROAD_L_B | 32.25 |
| 1/12/2011 16:05 | N | DC_EGPS_L_A | 31.93 |

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| 1/12/2011 16:05 | N | H_HOLLOW_E_1 | 30.59 |
| 1/12/2011 16:05 | N | HHOLLOW4_E_1 | 30.59 |
| 1/12/2011 16:05 | N | R_LH2SES_1 | 30.38 |
| 1/12/2011 16:05 | N | R_PB2SES_1 | 30.61 |
| 1/12/2011 16:05 | N | R_PB2SES_2 | 30.61 |
| 1/12/2011 16:05 | N | R_PB2SES_3 | 30.61 |
| 1/12/2011 16:05 | N | R_PB2SES_4 | 30.61 |
| 1/12/2011 16:05 | N | R_PB2SES_5 | 30.61 |
| 1/12/2011 16:05 | N | AUTO_EPS_390 | 30.37 |
| 1/12/2011 16:10 | N | DC_ROAD_L_B | 31.81 |
| 1/12/2011 16:10 | N | DC_EGPS_L_A | 31.6 |
| 1/12/2011 16:10 | N | H_HOLLOW_E_1 | 30.72 |
| 1/12/2011 16:10 | N | HHOLLOW4_E_1 | 30.72 |
| 1/12/2011 16:10 | N | R_LH2SES_1 | 30.58 |
| 1/12/2011 16:10 | N | R_PB2SES_1 | 30.73 |
| 1/12/2011 16:10 | N | R_PB2SES_2 | 30.73 |
| 1/12/2011 16:10 | N | R_PB2SES_3 | 30.73 |
| 1/12/2011 16:10 | N | R_PB2SES_4 | 30.73 |
| 1/12/2011 16:10 | N | R_PB2SES_5 | 30.73 |
| 1/12/2011 16:10 | N | AUTO_EPS_390 | 30.57 |
| 1/12/2011 16:15 | N | DC_ROAD_L_B | 32.51 |
| 1/12/2011 16:15 | N | DC_EGPS_L_A | 32.21 |
| 1/12/2011 16:15 | N | H_HOLLOW_E_1 | 30.95 |
| 1/12/2011 16:15 | N | HHOLLOW4_E_1 | 30.95 |
| 1/12/2011 16:15 | N | R_LH2SES_1 | 30.75 |
| 1/12/2011 16:15 | N | R_PB2SES_1 | 30.96 |
| 1/12/2011 16:15 | N | R_PB2SES_2 | 30.96 |
| 1/12/2011 16:15 | N | R_PB2SES_3 | 30.96 |
| 1/12/2011 16:15 | N | R_PB2SES_4 | 30.96 |
| 1/12/2011 16:15 | N | R_PB2SES_5 | 30.96 |
| 1/12/2011 16:15 | N | AUTO_EPS_390 | 30.74 |
| 1/12/2011 16:20 | N | DC_ROAD_L_B | 32.91 |
| 1/12/2011 16:20 | N | DC_EGPS_L_A | 32.53 |
| 1/12/2011 16:20 | N | H_HOLLOW_E_1 | 30.91 |
| 1/12/2011 16:20 | N | HHOLLOW4_E_1 | 30.91 |
| 1/12/2011 16:20 | N | R_LH2SES_1 | 30.66 |
| 1/12/2011 16:20 | N | R_PB2SES_1 | 30.93 |
| 1/12/2011 16:20 | N | R_PB2SES_2 | 30.93 |
| 1/12/2011 16:20 | N | R_PB2SES_3 | 30.93 |
| 1/12/2011 16:20 | N | R_PB2SES_4 | 30.93 |
| 1/12/2011 16:20 | N | R_PB2SES_5 | 30.93 |
| 1/12/2011 16:20 | N | AUTO_EPS_390 | 30.64 |
| 1/12/2011 16:25 | N | DC_ROAD_L_B | 33.2 |
| 1/12/2011 16:25 | N | DC_EGPS_L_A | 32.81 |
| 1/12/2011 16:25 | N | H_HOLLOW_E_1 | 31.2 |
| 1/12/2011 16:25 | N | HHOLLOW4_E_1 | 31.2 |
| 1/12/2011 16:25 | N | R_LH2SES_1 | 30.94 |

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| 1/12/2011 16:25 | N | R_PB2SES_1 | 31.22 |
| 1/12/2011 16:25 | N | R_PB2SES_2 | 31.22 |
| 1/12/2011 16:25 | N | R_PB2SES_3 | 31.22 |
| 1/12/2011 16:25 | N | R_PB2SES_4 | 31.22 |
| 1/12/2011 16:25 | N | R_PB2SES_5 | 31.22 |
| 1/12/2011 16:25 | N | AUTO_EPS_390 | 30.93 |
| 1/12/2011 16:30 | N | DC_ROAD_L_B | 33.32 |
| 1/12/2011 16:30 | N | DC_EGPS_L_A | 32.98 |
| 1/12/2011 16:30 | N | H_HOLLOW_E_1 | 31.54 |
| 1/12/2011 16:30 | N | HHOLLOW4_E_1 | 31.54 |
| 1/12/2011 16:30 | N | R_LH2SES_1 | 31.31 |
| 1/12/2011 16:30 | N | R_PB2SES_1 | 31.56 |
| 1/12/2011 16:30 | N | R_PB2SES_2 | 31.56 |
| 1/12/2011 16:30 | N | R_PB2SES_3 | 31.56 |
| 1/12/2011 16:30 | N | R_PB2SES_4 | 31.56 |
| 1/12/2011 16:30 | N | R_PB2SES_5 | 31.56 |
| 1/12/2011 16:30 | N | AUTO_EPS_390 | 31.3 |
| 1/12/2011 16:35 | N | DC_ROAD_L_B | 33.45 |
| 1/12/2011 16:35 | N | DC_EGPS_L_A | 33.15 |
| 1/12/2011 16:35 | N | H_HOLLOW_E_1 | 31.89 |
| 1/12/2011 16:35 | N | HHOLLOW4_E_1 | 31.89 |
| 1/12/2011 16:35 | N | R_LH2SES_1 | 31.69 |
| 1/12/2011 16:35 | N | R_PB2SES_1 | 31.9 |
| 1/12/2011 16:35 | N | R_PB2SES_2 | 31.9 |
| 1/12/2011 16:35 | N | R_PB2SES_3 | 31.9 |
| 1/12/2011 16:35 | N | R_PB2SES_4 | 31.9 |
| 1/12/2011 16:35 | N | R_PB2SES_5 | 31.9 |
| 1/12/2011 16:35 | N | AUTO_EPS_390 | 31.68 |
| 1/12/2011 16:40 | N | DC_ROAD_L_B | 33.6 |
| 1/12/2011 16:40 | N | DC_EGPS_L_A | 33.66 |
| 1/12/2011 16:40 | N | H_HOLLOW_E_1 | 32.33 |
| 1/12/2011 16:40 | N | HHOLLOW4_E_1 | 32.33 |
| 1/12/2011 16:40 | N | R_LH2SES_1 | 32.16 |
| 1/12/2011 16:40 | N | R_PB2SES_1 | 32.34 |
| 1/12/2011 16:40 | N | R_PB2SES_2 | 32.34 |
| 1/12/2011 16:40 | N | R_PB2SES_3 | 32.34 |
| 1/12/2011 16:40 | N | R_PB2SES_4 | 32.34 |
| 1/12/2011 16:40 | N | R_PB2SES_5 | 32.34 |
| 1/12/2011 16:40 | N | AUTO_EPS_390 | 32.15 |
| 1/12/2011 16:45 | N | DC_ROAD_L_B | 33.75 |
| 1/12/2011 16:45 | N | DC_EGPS_L_A | 33.79 |
| 1/12/2011 16:45 | N | H_HOLLOW_E_1 | 32.74 |
| 1/12/2011 16:45 | N | HHOLLOW4_E_1 | 32.74 |
| 1/12/2011 16:45 | N | R_LH2SES_1 | 32.61 |
| 1/12/2011 16:45 | N | R_PB2SES_1 | 32.75 |
| 1/12/2011 16:45 | N | R_PB2SES_2 | 32.75 |
| 1/12/2011 16:45 | N | R_PB2SES_3 | 32.75 |

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| 1/12/2011 16:45 | N | R_PB2SES_4 | 32.75 |
| 1/12/2011 16:45 | N | R_PB2SES_5 | 32.75 |
| 1/12/2011 16:45 | N | AUTO_EPS_390 | 32.6 |
| 1/12/2011 16:50 | N | DC_ROAD_L_B | 33.78 |
| 1/12/2011 16:50 | N | DC_EGPS_L_A | 33.82 |
| 1/12/2011 16:50 | N | H_HOLLOW_E_1 | 32.82 |
| 1/12/2011 16:50 | N | HHOLLOW4_E_1 | 32.82 |
| 1/12/2011 16:50 | N | R_LH2SES_1 | 32.7 |
| 1/12/2011 16:50 | N | R_PB2SES_1 | 32.83 |
| 1/12/2011 16:50 | N | R_PB2SES_2 | 32.83 |
| 1/12/2011 16:50 | N | R_PB2SES_3 | 32.83 |
| 1/12/2011 16:50 | N | R_PB2SES_4 | 32.83 |
| 1/12/2011 16:50 | N | R_PB2SES_5 | 32.83 |
| 1/12/2011 16:50 | N | AUTO_EPS_390 | 32.69 |
| 1/12/2011 16:55 | N | DC_ROAD_L_B | 34 |
| 1/12/2011 16:55 | N | DC_EGPS_L_A | 34.03 |
| 1/12/2011 16:55 | N | H_HOLLOW_E_1 | 33.43 |
| 1/12/2011 16:55 | N | HHOLLOW4_E_1 | 33.43 |
| 1/12/2011 16:55 | N | R_LH2SES_1 | 33.36 |
| 1/12/2011 16:55 | N | R_PB2SES_1 | 33.44 |
| 1/12/2011 16:55 | N | R_PB2SES_2 | 33.44 |
| 1/12/2011 16:55 | N | R_PB2SES_3 | 33.44 |
| 1/12/2011 16:55 | N | R_PB2SES_4 | 33.44 |
| 1/12/2011 16:55 | N | R_PB2SES_5 | 33.44 |
| 1/12/2011 16:55 | N | AUTO_EPS_390 | 33.36 |
| 1/12/2011 17:00 | N | DC_ROAD_L_B | 33.96 |
| 1/12/2011 17:00 | N | DC_EGPS_L_A | 33.99 |
| 1/12/2011 17:00 | N | H_HOLLOW_E_1 | 33.32 |
| 1/12/2011 17:00 | N | HHOLLOW4_E_1 | 33.32 |
| 1/12/2011 17:00 | N | R_LH2SES_1 | 33.23 |
| 1/12/2011 17:00 | N | R_PB2SES_1 | 33.32 |
| 1/12/2011 17:00 | N | R_PB2SES_2 | 33.32 |
| 1/12/2011 17:00 | N | R_PB2SES_3 | 33.32 |
| 1/12/2011 17:00 | N | R_PB2SES_4 | 33.32 |
| 1/12/2011 17:00 | N | R_PB2SES_5 | 33.32 |
| 1/12/2011 17:00 | N | AUTO_EPS_390 | 33.23 |
| 1/12/2011 17:05 | N | DC_ROAD_L_B | 33.85 |
| 1/12/2011 17:05 | N | DC_EGPS_L_A | 33.89 |
| 1/12/2011 17:05 | N | H_HOLLOW_E_1 | 33.03 |
| 1/12/2011 17:05 | N | HHOLLOW4_E_1 | 33.03 |
| 1/12/2011 17:05 | N | R_LH2SES_1 | 32.92 |
| 1/12/2011 17:05 | N | R_PB2SES_1 | 33.03 |
| 1/12/2011 17:05 | N | R_PB2SES_2 | 33.03 |
| 1/12/2011 17:05 | N | R_PB2SES_3 | 33.03 |
| 1/12/2011 17:05 | N | R_PB2SES_4 | 33.03 |
| 1/12/2011 17:05 | N | R_PB2SES_5 | 33.03 |
| 1/12/2011 17:05 | N | AUTO_EPS_390 | 32.91 |

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| 1/12/2011 17:10 | N | DC_ROAD_L_B | 34.14 |
| 1/12/2011 17:10 | N | DC_EGPS_L_A | 34.15 |
| 1/12/2011 17:10 | N | H_HOLLOW_E_1 | 33.81 |
| 1/12/2011 17:10 | N | HHOLLOW4_E_1 | 33.81 |
| 1/12/2011 17:10 | N | R_LH2SES_1 | 33.77 |
| 1/12/2011 17:10 | N | R_PB2SES_1 | 33.82 |
| 1/12/2011 17:10 | N | R_PB2SES_2 | 33.82 |
| 1/12/2011 17:10 | N | R_PB2SES_3 | 33.82 |
| 1/12/2011 17:10 | N | R_PB2SES_4 | 33.82 |
| 1/12/2011 17:10 | N | R_PB2SES_5 | 33.82 |
| 1/12/2011 17:10 | N | AUTO_EPS_390 | 33.77 |
| 1/12/2011 17:25 | N | DC_ROAD_L_B | 36.66 |
| 1/12/2011 17:25 | N | DC_EGPS_L_A | 36.68 |
| 1/12/2011 17:25 | N | H_HOLLOW_E_1 | 36.15 |
| 1/12/2011 17:25 | N | HHOLLOW4_E_1 | 36.15 |
| 1/12/2011 17:25 | N | R_LH2SES_1 | 36.08 |
| 1/12/2011 17:25 | N | R_PB2SES_1 | 36.16 |
| 1/12/2011 17:25 | N | R_PB2SES_2 | 36.16 |
| 1/12/2011 17:25 | N | R_PB2SES_3 | 36.16 |
| 1/12/2011 17:25 | N | R_PB2SES_4 | 36.16 |
| 1/12/2011 17:25 | N | R_PB2SES_5 | 36.16 |
| 1/12/2011 17:25 | N | AUTO_EPS_390 | 36.08 |
| 1/12/2011 17:45 | N | DC_ROAD_L_B | 41.63 |
| 1/12/2011 17:45 | N | DC_EGPS_L_A | 41.7 |
| 1/12/2011 17:45 | N | H_HOLLOW_E_1 | 40.38 |
| 1/12/2011 17:45 | N | HHOLLOW4_E_1 | 40.38 |
| 1/12/2011 17:45 | N | R_LH2SES_1 | 40.21 |
| 1/12/2011 17:45 | N | R_PB2SES_1 | 40.39 |
| 1/12/2011 17:45 | N | R_PB2SES_2 | 40.39 |
| 1/12/2011 17:45 | N | R_PB2SES_3 | 40.39 |
| 1/12/2011 17:45 | N | R_PB2SES_4 | 40.39 |
| 1/12/2011 17:45 | N | R_PB2SES_5 | 40.39 |
| 1/12/2011 17:45 | N | AUTO_EPS_390 | 40.2 |
| 1/12/2011 17:50 | N | DC_ROAD_L_B | 375.67 |
| 1/12/2011 17:50 | N | DC_EGPS_L_A | 65.16 |
| 1/12/2011 17:50 | N | H_HOLLOW_E_1 | 41.48 |
| 1/12/2011 17:50 | N | HHOLLOW4_E_1 | 41.48 |
| 1/12/2011 17:50 | N | R_LH2SES_1 | 40.65 |
| 1/12/2011 17:50 | N | R_PB2SES_1 | 41.74 |
| 1/12/2011 17:50 | N | R_PB2SES_2 | 41.74 |
| 1/12/2011 17:50 | N | R_PB2SES_3 | 41.74 |
| 1/12/2011 17:50 | N | R_PB2SES_4 | 41.74 |
| 1/12/2011 17:50 | N | R_PB2SES_5 | 41.74 |
| 1/12/2011 17:50 | N | AUTO_EPS_390 | 40.59 |
| 1/12/2011 17:55 | N | DC_ROAD_L_B | 440.24 |
| 1/12/2011 17:55 | N | DC_EGPS_L_A | 71.54 |
| 1/12/2011 17:55 | N | H_HOLLOW_E_1 | 45.17 |

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| 1/12/2011 17:55 | N | HHOLLOW4_E_1 | 45.17 |
| 1/12/2011 17:55 | N | R_LH2SES_1 | 44.41 |
| 1/12/2011 17:55 | N | R_PB2SES_1 | 45.46 |
| 1/12/2011 17:55 | N | R_PB2SES_2 | 45.46 |
| 1/12/2011 17:55 | N | R_PB2SES_3 | 45.46 |
| 1/12/2011 17:55 | N | R_PB2SES_4 | 45.46 |
| 1/12/2011 17:55 | N | R_PB2SES_5 | 45.46 |
| 1/12/2011 17:55 | N | AUTO_EPS_390 | 44.35 |
| 1/12/2011 18:00 | N | DC_ROAD_L_B | 443.64 |
| 1/12/2011 18:00 | N | DC_EGPS_L_A | 72.37 |
| 1/12/2011 18:00 | N | H_HOLLOW_E_1 | 45.83 |
| 1/12/2011 18:00 | N | HHOLLOW4_E_1 | 45.83 |
| 1/12/2011 18:00 | N | R_LH2SES_1 | 45.06 |
| 1/12/2011 18:00 | N | R_PB2SES_1 | 46.12 |
| 1/12/2011 18:00 | N | R_PB2SES_2 | 46.12 |
| 1/12/2011 18:00 | N | R_PB2SES_3 | 46.12 |
| 1/12/2011 18:00 | N | R_PB2SES_4 | 46.12 |
| 1/12/2011 18:00 | N | R_PB2SES_5 | 46.12 |
| 1/12/2011 18:00 | N | AUTO_EPS_390 | 45 |
| 1/12/2011 18:05 | N | DC_ROAD_L_B | 437.18 |
| 1/12/2011 18:05 | N | DC_EGPS_L_A | 70.87 |
| 1/12/2011 18:05 | N | H_HOLLOW_E_1 | 43.11 |
| 1/12/2011 18:05 | N | HHOLLOW4_E_1 | 43.11 |
| 1/12/2011 18:05 | N | R_LH2SES_1 | 42.14 |
| 1/12/2011 18:05 | N | R_PB2SES_1 | 43.41 |
| 1/12/2011 18:05 | N | R_PB2SES_2 | 43.41 |
| 1/12/2011 18:05 | N | R_PB2SES_3 | 43.41 |
| 1/12/2011 18:05 | N | R_PB2SES_4 | 43.41 |
| 1/12/2011 18:05 | N | R_PB2SES_5 | 43.41 |
| 1/12/2011 18:05 | N | AUTO_EPS_390 | 42.07 |
| 1/12/2011 18:07 | N | DC_ROAD_L_B | 712.54 |
| 1/12/2011 18:07 | N | DC_EGPS_L_A | 90.65 |
| 1/12/2011 18:07 | N | H_HOLLOW_E_1 | 46.2 |
| 1/12/2011 18:07 | N | HHOLLOW4_E_1 | 46.2 |
| 1/12/2011 18:07 | N | R_LH2SES_1 | 44.91 |
| 1/12/2011 18:07 | N | R_PB2SES_1 | 46.67 |
| 1/12/2011 18:07 | N | R_PB2SES_2 | 46.67 |
| 1/12/2011 18:07 | N | R_PB2SES_3 | 46.67 |
| 1/12/2011 18:07 | N | R_PB2SES_4 | 46.67 |
| 1/12/2011 18:07 | N | R_PB2SES_5 | 46.67 |
| 1/12/2011 18:07 | N | AUTO_EPS_390 | 44.81 |
| 1/12/2011 18:10 | N | DC_ROAD_L_B | 437.39 |
| 1/12/2011 18:10 | N | DC_EGPS_L_A | 70.89 |
| 1/12/2011 18:10 | N | H_HOLLOW_E_1 | 43.64 |
| 1/12/2011 18:10 | N | HHOLLOW4_E_1 | 43.64 |
| 1/12/2011 18:10 | N | R_LH2SES_1 | 42.75 |
| 1/12/2011 18:10 | N | R_PB2SES_1 | 43.94 |

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| 1/12/2011 18:10 | N | R_PB2SES_2 | 43.94 |
| 1/12/2011 18:10 | N | R_PB2SES_3 | 43.94 |
| 1/12/2011 18:10 | N | R_PB2SES_4 | 43.94 |
| 1/12/2011 18:10 | N | R_PB2SES_5 | 43.94 |
| 1/12/2011 18:10 | N | AUTO_EPS_390 | 42.68 |
| 1/12/2011 18:15 | N | DC_ROAD_L_B | 433.65 |
| 1/12/2011 18:15 | N | DC_EGPS_L_A | 70 |
| 1/12/2011 18:15 | N | H_HOLLOW_E_1 | 42.35 |
| 1/12/2011 18:15 | N | HHOLLOW4_E_1 | 42.35 |
| 1/12/2011 18:15 | N | R_LH2SES_1 | 41.38 |
| 1/12/2011 18:15 | N | R_PB2SES_1 | 42.65 |
| 1/12/2011 18:15 | N | R_PB2SES_2 | 42.65 |
| 1/12/2011 18:15 | N | R_PB2SES_3 | 42.65 |
| 1/12/2011 18:15 | N | R_PB2SES_4 | 42.65 |
| 1/12/2011 18:15 | N | R_PB2SES_5 | 42.65 |
| 1/12/2011 18:15 | N | AUTO_EPS_390 | 41.31 |
| 1/12/2011 18:20 | N | DC_ROAD_L_B | 3320.79 |
| 1/12/2011 18:20 | N | DC_EGPS_L_A | 279.83 |
| 1/12/2011 18:20 | N | H_HOLLOW_E_1 | 55.99 |
| 1/12/2011 18:20 | N | HHOLLOW4_E_1 | 55.99 |
| 1/12/2011 18:20 | N | R_LH2SES_1 | 48.87 |
| 1/12/2011 18:20 | N | R_PB2SES_1 | 58.44 |
| 1/12/2011 18:20 | N | R_PB2SES_2 | 58.44 |
| 1/12/2011 18:20 | N | R_PB2SES_3 | 58.44 |
| 1/12/2011 18:20 | N | R_PB2SES_4 | 58.44 |
| 1/12/2011 18:20 | N | R_PB2SES_5 | 58.44 |
| 1/12/2011 18:20 | N | AUTO_EPS_390 | 48.31 |
| 1/12/2011 18:25 | N | DC_ROAD_L_B | 3330.79 |
| 1/12/2011 18:25 | N | DC_EGPS_L_A | 290.3 |
| 1/12/2011 18:25 | N | H_HOLLOW_E_1 | 57.31 |
| 1/12/2011 18:25 | N | HHOLLOW4_E_1 | 57.31 |
| 1/12/2011 18:25 | N | R_LH2SES_1 | 48.99 |
| 1/12/2011 18:25 | N | R_PB2SES_1 | 59.82 |
| 1/12/2011 18:25 | N | R_PB2SES_2 | 59.82 |
| 1/12/2011 18:25 | N | R_PB2SES_3 | 59.82 |
| 1/12/2011 18:25 | N | R_PB2SES_4 | 59.82 |
| 1/12/2011 18:25 | N | R_PB2SES_5 | 59.82 |
| 1/12/2011 18:25 | N | AUTO_EPS_390 | 48.39 |
| 1/12/2011 18:30 | N | DC_ROAD_L_B | 3337.49 |
| 1/12/2011 18:30 | N | DC_EGPS_L_A | 297.26 |
| 1/12/2011 18:30 | N | H_HOLLOW_E_1 | 58.24 |
| 1/12/2011 18:30 | N | HHOLLOW4_E_1 | 58.24 |
| 1/12/2011 18:30 | N | R_LH2SES_1 | 49.13 |
| 1/12/2011 18:30 | N | R_PB2SES_1 | 60.8 |
| 1/12/2011 18:30 | N | R_PB2SES_2 | 60.8 |
| 1/12/2011 18:30 | N | R_PB2SES_3 | 60.8 |
| 1/12/2011 18:30 | N | R_PB2SES_4 | 60.8 |

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| 1/12/2011 18:30 | N | R_PB2SES_5 | 60.8 |
| 1/12/2011 18:30 | N | AUTO_EPS_390 | 48.48 |
| 1/12/2011 18:35 | N | DC_ROAD_L_B | 3337.49 |
| 1/12/2011 18:35 | N | DC_EGPS_L_A | 297.26 |
| 1/12/2011 18:35 | N | H_HOLLOW_E_1 | 58.24 |
| 1/12/2011 18:35 | N | HHOLLOW4_E_1 | 58.24 |
| 1/12/2011 18:35 | N | R_LH2SES_1 | 49.13 |
| 1/12/2011 18:35 | N | R_PB2SES_1 | 60.8 |
| 1/12/2011 18:35 | N | R_PB2SES_2 | 60.8 |
| 1/12/2011 18:35 | N | R_PB2SES_3 | 60.8 |
| 1/12/2011 18:35 | N | R_PB2SES_4 | 60.8 |
| 1/12/2011 18:35 | N | R_PB2SES_5 | 60.8 |
| 1/12/2011 18:35 | N | AUTO_EPS_390 | 48.48 |
| 1/12/2011 18:40 | N | DC_ROAD_L_B | 3337.49 |
| 1/12/2011 18:40 | N | DC_EGPS_L_A | 297.26 |
| 1/12/2011 18:40 | N | H_HOLLOW_E_1 | 58.24 |
| 1/12/2011 18:40 | N | HHOLLOW4_E_1 | 58.24 |
| 1/12/2011 18:40 | N | R_LH2SES_1 | 49.13 |
| 1/12/2011 18:40 | N | R_PB2SES_1 | 60.8 |
| 1/12/2011 18:40 | N | R_PB2SES_2 | 60.8 |
| 1/12/2011 18:40 | N | R_PB2SES_3 | 60.8 |
| 1/12/2011 18:40 | N | R_PB2SES_4 | 60.8 |
| 1/12/2011 18:40 | N | R_PB2SES_5 | 60.8 |
| 1/12/2011 18:40 | N | AUTO_EPS_390 | 48.48 |
| 1/12/2011 18:40 | N | DC_ROAD_L_B | 3337.49 |
| 1/12/2011 18:40 | N | DC_EGPS_L_A | 297.26 |
| 1/12/2011 18:40 | N | H_HOLLOW_E_1 | 58.24 |
| 1/12/2011 18:40 | N | HHOLLOW4_E_1 | 58.24 |
| 1/12/2011 18:40 | N | R_LH2SES_1 | 49.13 |
| 1/12/2011 18:40 | N | R_PB2SES_1 | 60.8 |
| 1/12/2011 18:40 | N | R_PB2SES_2 | 60.8 |
| 1/12/2011 18:40 | N | R_PB2SES_3 | 60.8 |
| 1/12/2011 18:40 | N | R_PB2SES_4 | 60.8 |
| 1/12/2011 18:40 | N | R_PB2SES_5 | 60.8 |
| 1/12/2011 18:40 | N | AUTO_EPS_390 | 48.48 |
| 1/12/2011 18:41 | N | DC_ROAD_L_B | 3332.03 |
| 1/12/2011 18:41 | N | DC_EGPS_L_A | 291.56 |
| 1/12/2011 18:41 | N | H_HOLLOW_E_1 | 57.34 |
| 1/12/2011 18:41 | N | HHOLLOW4_E_1 | 57.34 |
| 1/12/2011 18:41 | N | R_LH2SES_1 | 48.85 |
| 1/12/2011 18:41 | N | R_PB2SES_1 | 59.85 |
| 1/12/2011 18:41 | N | R_PB2SES_2 | 59.85 |
| 1/12/2011 18:41 | N | R_PB2SES_3 | 59.85 |
| 1/12/2011 18:41 | N | R_PB2SES_4 | 59.85 |
| 1/12/2011 18:41 | N | R_PB2SES_5 | 59.85 |
| 1/12/2011 18:41 | N | AUTO_EPS_390 | 48.24 |
| 1/12/2011 18:45 | N | DC_ROAD_L_B | 3306.16 |

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| 1/12/2011 18:45 | N | DC_EGPS_L_A | 265.06 |
| 1/12/2011 18:45 | N | H_HOLLOW_E_1 | 53.74 |
| 1/12/2011 18:45 | N | HHOLLOW4_E_1 | 53.74 |
| 1/12/2011 18:45 | N | R_LH2SES_1 | 47.75 |
| 1/12/2011 18:45 | N | R_PB2SES_1 | 56.03 |
| 1/12/2011 18:45 | N | R_PB2SES_2 | 56.03 |
| 1/12/2011 18:45 | N | R_PB2SES_3 | 56.03 |
| 1/12/2011 18:45 | N | R_PB2SES_4 | 56.03 |
| 1/12/2011 18:45 | N | R_PB2SES_5 | 56.03 |
| 1/12/2011 18:45 | N | AUTO_EPS_390 | 47.21 |
| 1/12/2011 18:50 | N | DC_ROAD_L_B | 5039.97 |
| 1/12/2011 18:50 | N | DC_EGPS_L_A | 39.97 |
| 1/12/2011 18:50 | N | H_HOLLOW_E_1 | 39.97 |
| 1/12/2011 18:50 | N | HHOLLOW4_E_1 | 39.97 |
| 1/12/2011 18:50 | N | R_LH2SES_1 | 39.97 |
| 1/12/2011 18:50 | N | R_PB2SES_1 | 39.97 |
| 1/12/2011 18:50 | N | R_PB2SES_2 | 39.97 |
| 1/12/2011 18:50 | N | R_PB2SES_3 | 39.97 |
| 1/12/2011 18:50 | N | R_PB2SES_4 | 39.97 |
| 1/12/2011 18:50 | N | R_PB2SES_5 | 39.97 |
| 1/12/2011 18:50 | N | AUTO_EPS_390 | 39.97 |
| 1/12/2011 18:55 | N | DC_ROAD_L_B | 5039.57 |
| 1/12/2011 18:55 | N | DC_EGPS_L_A | 39.57 |
| 1/12/2011 18:55 | N | H_HOLLOW_E_1 | 39.57 |
| 1/12/2011 18:55 | N | HHOLLOW4_E_1 | 39.57 |
| 1/12/2011 18:55 | N | R_LH2SES_1 | 39.57 |
| 1/12/2011 18:55 | N | R_PB2SES_1 | 39.57 |
| 1/12/2011 18:55 | N | R_PB2SES_2 | 39.57 |
| 1/12/2011 18:55 | N | R_PB2SES_3 | 39.57 |
| 1/12/2011 18:55 | N | R_PB2SES_4 | 39.57 |
| 1/12/2011 18:55 | N | R_PB2SES_5 | 39.57 |
| 1/12/2011 18:55 | N | AUTO_EPS_390 | 39.57 |
| 1/12/2011 19:00 | N | DC_ROAD_L_B | 5040.1 |
| 1/12/2011 19:00 | N | DC_EGPS_L_A | 40.05 |
| 1/12/2011 19:00 | N | H_HOLLOW_E_1 | 40.05 |
| 1/12/2011 19:00 | N | HHOLLOW4_E_1 | 40.05 |
| 1/12/2011 19:00 | N | R_LH2SES_1 | 40.05 |
| 1/12/2011 19:00 | N | R_PB2SES_1 | 40.05 |
| 1/12/2011 19:00 | N | R_PB2SES_2 | 40.05 |
| 1/12/2011 19:00 | N | R_PB2SES_3 | 40.05 |
| 1/12/2011 19:00 | N | R_PB2SES_4 | 40.05 |
| 1/12/2011 19:00 | N | R_PB2SES_5 | 40.05 |
| 1/12/2011 19:00 | N | AUTO_EPS_390 | 40.05 |
| 1/12/2011 19:05 | N | DC_ROAD_L_B | 5040.05 |
| 1/12/2011 19:05 | N | DC_EGPS_L_A | 40.05 |
| 1/12/2011 19:05 | N | H_HOLLOW_E_1 | 40.05 |
| 1/12/2011 19:05 | N | HHOLLOW4_E_1 | 40.05 |

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| 1/12/2011 19:05 | N | R_LH2SES_1 | 40.05 |
| 1/12/2011 19:05 | N | R_PB2SES_1 | 40.05 |
| 1/12/2011 19:05 | N | R_PB2SES_2 | 40.05 |
| 1/12/2011 19:05 | N | R_PB2SES_3 | 40.05 |
| 1/12/2011 19:05 | N | R_PB2SES_4 | 40.05 |
| 1/12/2011 19:05 | N | R_PB2SES_5 | 40.05 |
| 1/12/2011 19:05 | N | AUTO_EPS_390 | 40.05 |
| 1/12/2011 19:10 | N | DC_ROAD_L_B | 5039.91 |
| 1/12/2011 19:10 | N | DC_EGPS_L_A | 39.91 |
| 1/12/2011 19:10 | N | H_HOLLOW_E_1 | 39.91 |
| 1/12/2011 19:10 | N | HHOLLOW4_E_1 | 39.91 |
| 1/12/2011 19:10 | N | R_LH2SES_1 | 39.91 |
| 1/12/2011 19:10 | N | R_PB2SES_1 | 39.91 |
| 1/12/2011 19:10 | N | R_PB2SES_2 | 39.91 |
| 1/12/2011 19:10 | N | R_PB2SES_3 | 39.91 |
| 1/12/2011 19:10 | N | R_PB2SES_4 | 39.91 |
| 1/12/2011 19:10 | N | R_PB2SES_5 | 39.91 |
| 1/12/2011 19:10 | N | AUTO_EPS_390 | 39.91 |
| 1/12/2011 19:15 | N | DC_ROAD_L_B | 48.85 |
| 1/12/2011 19:15 | N | DC_EGPS_L_A | 40.05 |
| 1/12/2011 19:15 | N | H_HOLLOW_E_1 | 40.05 |
| 1/12/2011 19:15 | N | HHOLLOW4_E_1 | 40.05 |
| 1/12/2011 19:15 | N | R_LH2SES_1 | 40.05 |
| 1/12/2011 19:15 | N | R_PB2SES_1 | 40.05 |
| 1/12/2011 19:15 | N | R_PB2SES_2 | 40.05 |
| 1/12/2011 19:15 | N | R_PB2SES_3 | 40.05 |
| 1/12/2011 19:15 | N | R_PB2SES_4 | 40.05 |
| 1/12/2011 19:15 | N | R_PB2SES_5 | 40.05 |
| 1/12/2011 19:15 | N | AUTO_EPS_390 | 40.05 |
| 1/12/2011 19:20 | N | DC_ROAD_L_B | 45.14 |
| 1/12/2011 19:20 | N | DC_EGPS_L_A | 40.48 |
| 1/12/2011 19:20 | N | H_HOLLOW_E_1 | 40.48 |
| 1/12/2011 19:20 | N | HHOLLOW4_E_1 | 40.48 |
| 1/12/2011 19:20 | N | R_LH2SES_1 | 40.48 |
| 1/12/2011 19:20 | N | R_PB2SES_1 | 40.48 |
| 1/12/2011 19:20 | N | R_PB2SES_2 | 40.48 |
| 1/12/2011 19:20 | N | R_PB2SES_3 | 40.48 |
| 1/12/2011 19:20 | N | R_PB2SES_4 | 40.48 |
| 1/12/2011 19:20 | N | R_PB2SES_5 | 40.48 |
| 1/12/2011 19:20 | N | AUTO_EPS_390 | 40.48 |
| 1/12/2011 19:25 | N | DC_ROAD_L_B | 64.4 |
| 1/12/2011 19:25 | N | DC_EGPS_L_A | 40.31 |
| 1/12/2011 19:25 | N | H_HOLLOW_E_1 | 40.31 |
| 1/12/2011 19:25 | N | HHOLLOW4_E_1 | 40.31 |
| 1/12/2011 19:25 | N | R_LH2SES_1 | 40.31 |
| 1/12/2011 19:25 | N | R_PB2SES_1 | 40.31 |
| 1/12/2011 19:25 | N | R_PB2SES_2 | 40.31 |

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| 1/12/2011 19:25 | N | R_PB2SES_3 | 40.31 |
| 1/12/2011 19:25 | N | R_PB2SES_4 | 40.31 |
| 1/12/2011 19:25 | N | R_PB2SES_5 | 40.31 |
| 1/12/2011 19:25 | N | AUTO_EPS_390 | 40.31 |
| 1/12/2011 19:30 | N | DC_ROAD_L_B | 48.71 |
| 1/12/2011 19:30 | N | DC_EGPS_L_A | 40.05 |
| 1/12/2011 19:30 | N | H_HOLLOW_E_1 | 40.05 |
| 1/12/2011 19:30 | N | HHOLLOW4_E_1 | 40.05 |
| 1/12/2011 19:30 | N | R_LH2SES_1 | 40.05 |
| 1/12/2011 19:30 | N | R_PB2SES_1 | 40.05 |
| 1/12/2011 19:30 | N | R_PB2SES_2 | 40.05 |
| 1/12/2011 19:30 | N | R_PB2SES_3 | 40.05 |
| 1/12/2011 19:30 | N | R_PB2SES_4 | 40.05 |
| 1/12/2011 19:30 | N | R_PB2SES_5 | 40.05 |
| 1/12/2011 19:30 | N | AUTO_EPS_390 | 40.05 |
| 1/12/2011 19:35 | N | DC_ROAD_L_B | 5039.67 |
| 1/12/2011 19:35 | N | DC_EGPS_L_A | 39.62 |
| 1/12/2011 19:35 | N | H_HOLLOW_E_1 | 39.62 |
| 1/12/2011 19:35 | N | HHOLLOW4_E_1 | 39.62 |
| 1/12/2011 19:35 | N | R_LH2SES_1 | 39.62 |
| 1/12/2011 19:35 | N | R_PB2SES_1 | 39.62 |
| 1/12/2011 19:35 | N | R_PB2SES_2 | 39.62 |
| 1/12/2011 19:35 | N | R_PB2SES_3 | 39.62 |
| 1/12/2011 19:35 | N | R_PB2SES_4 | 39.62 |
| 1/12/2011 19:35 | N | R_PB2SES_5 | 39.62 |
| 1/12/2011 19:35 | N | AUTO_EPS_390 | 39.62 |
| 1/12/2011 19:45 | N | DC_ROAD_L_B | 44.99 |
| 1/12/2011 19:45 | N | DC_EGPS_L_A | 38.98 |
| 1/12/2011 19:45 | N | H_HOLLOW_E_1 | 38.98 |
| 1/12/2011 19:45 | N | HHOLLOW4_E_1 | 38.98 |
| 1/12/2011 19:45 | N | R_LH2SES_1 | 38.98 |
| 1/12/2011 19:45 | N | R_PB2SES_1 | 38.98 |
| 1/12/2011 19:45 | N | R_PB2SES_2 | 38.98 |
| 1/12/2011 19:45 | N | R_PB2SES_3 | 38.98 |
| 1/12/2011 19:45 | N | R_PB2SES_4 | 38.98 |
| 1/12/2011 19:45 | N | R_PB2SES_5 | 38.98 |
| 1/12/2011 19:45 | N | AUTO_EPS_390 | 38.98 |
| 1/12/2011 19:50 | N | DC_ROAD_L_B | 64.41 |
| 1/12/2011 19:50 | N | DC_EGPS_L_A | 39.1 |
| 1/12/2011 19:50 | N | H_HOLLOW_E_1 | 39.1 |
| 1/12/2011 19:50 | N | HHOLLOW4_E_1 | 39.1 |
| 1/12/2011 19:50 | N | R_LH2SES_1 | 39.1 |
| 1/12/2011 19:50 | N | R_PB2SES_1 | 39.1 |
| 1/12/2011 19:50 | N | R_PB2SES_2 | 39.1 |
| 1/12/2011 19:50 | N | R_PB2SES_3 | 39.1 |
| 1/12/2011 19:50 | N | R_PB2SES_4 | 39.1 |
| 1/12/2011 19:50 | N | R_PB2SES_5 | 39.1 |

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| 1/12/2011 19:50 | N | AUTO_EPS_390 | 39.1 |
| 1/12/2011 19:55 | N | DC_ROAD_L_B | 5039.16 |
| 1/12/2011 19:55 | N | DC_EGPS_L_A | 39.16 |
| 1/12/2011 19:55 | N | H_HOLLOW_E_1 | 39.16 |
| 1/12/2011 19:55 | N | HHOLLOW4_E_1 | 39.16 |
| 1/12/2011 19:55 | N | R_LH2SES_1 | 39.16 |
| 1/12/2011 19:55 | N | R_PB2SES_1 | 39.16 |
| 1/12/2011 19:55 | N | R_PB2SES_2 | 39.16 |
| 1/12/2011 19:55 | N | R_PB2SES_3 | 39.16 |
| 1/12/2011 19:55 | N | R_PB2SES_4 | 39.16 |
| 1/12/2011 19:55 | N | R_PB2SES_5 | 39.16 |
| 1/12/2011 19:55 | N | AUTO_EPS_390 | 39.16 |
| 1/12/2011 20:00 | N | DC_ROAD_L_B | 64.41 |
| 1/12/2011 20:00 | N | DC_EGPS_L_A | 39.4 |
| 1/12/2011 20:00 | N | H_HOLLOW_E_1 | 39.4 |
| 1/12/2011 20:00 | N | HHOLLOW4_E_1 | 39.4 |
| 1/12/2011 20:00 | N | R_LH2SES_1 | 39.4 |
| 1/12/2011 20:00 | N | R_PB2SES_1 | 39.4 |
| 1/12/2011 20:00 | N | R_PB2SES_2 | 39.4 |
| 1/12/2011 20:00 | N | R_PB2SES_3 | 39.4 |
| 1/12/2011 20:00 | N | R_PB2SES_4 | 39.4 |
| 1/12/2011 20:00 | N | R_PB2SES_5 | 39.4 |
| 1/12/2011 20:00 | N | AUTO_EPS_390 | 39.4 |
| 1/12/2011 20:05 | N | DC_ROAD_L_B | 48.28 |
| 1/12/2011 20:05 | N | DC_EGPS_L_A | 39.76 |
| 1/12/2011 20:05 | N | H_HOLLOW_E_1 | 39.76 |
| 1/12/2011 20:05 | N | HHOLLOW4_E_1 | 39.76 |
| 1/12/2011 20:05 | N | R_LH2SES_1 | 39.76 |
| 1/12/2011 20:05 | N | R_PB2SES_1 | 39.76 |
| 1/12/2011 20:05 | N | R_PB2SES_2 | 39.76 |
| 1/12/2011 20:05 | N | R_PB2SES_3 | 39.76 |
| 1/12/2011 20:05 | N | R_PB2SES_4 | 39.76 |
| 1/12/2011 20:05 | N | R_PB2SES_5 | 39.76 |
| 1/12/2011 20:05 | N | AUTO_EPS_390 | 39.76 |
| 1/12/2011 20:10 | N | DC_ROAD_L_B | 44.99 |
| 1/12/2011 20:10 | N | DC_EGPS_L_A | 39.94 |
| 1/12/2011 20:10 | N | H_HOLLOW_E_1 | 39.94 |
| 1/12/2011 20:10 | N | HHOLLOW4_E_1 | 39.94 |
| 1/12/2011 20:10 | N | R_LH2SES_1 | 39.94 |
| 1/12/2011 20:10 | N | R_PB2SES_1 | 39.94 |
| 1/12/2011 20:10 | N | R_PB2SES_2 | 39.94 |
| 1/12/2011 20:10 | N | R_PB2SES_3 | 39.94 |
| 1/12/2011 20:10 | N | R_PB2SES_4 | 39.94 |
| 1/12/2011 20:10 | N | R_PB2SES_5 | 39.94 |
| 1/12/2011 20:10 | N | AUTO_EPS_390 | 39.94 |
| 1/12/2011 20:15 | N | DC_ROAD_L_B | 44.99 |
| 1/12/2011 20:15 | N | DC_EGPS_L_A | 39.95 |

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| 1/12/2011 20:15 | N | H_HOLLOW_E_1 | 39.95 |
| 1/12/2011 20:15 | N | HHOLLOW4_E_1 | 39.95 |
| 1/12/2011 20:15 | N | R_LH2SES_1 | 39.95 |
| 1/12/2011 20:15 | N | R_PB2SES_1 | 39.95 |
| 1/12/2011 20:15 | N | R_PB2SES_2 | 39.95 |
| 1/12/2011 20:15 | N | R_PB2SES_3 | 39.95 |
| 1/12/2011 20:15 | N | R_PB2SES_4 | 39.95 |
| 1/12/2011 20:15 | N | R_PB2SES_5 | 39.95 |
| 1/12/2011 20:15 | N | AUTO_EPS_390 | 39.95 |
| 1/12/2011 20:20 | N | DC_ROAD_L_B | 45.13 |
| 1/12/2011 20:20 | N | DC_EGPS_L_A | 39.74 |
| 1/12/2011 20:20 | N | H_HOLLOW_E_1 | 39.74 |
| 1/12/2011 20:20 | N | HHOLLOW4_E_1 | 39.74 |
| 1/12/2011 20:20 | N | R_LH2SES_1 | 39.74 |
| 1/12/2011 20:20 | N | R_PB2SES_1 | 39.74 |
| 1/12/2011 20:20 | N | R_PB2SES_2 | 39.74 |
| 1/12/2011 20:20 | N | R_PB2SES_3 | 39.74 |
| 1/12/2011 20:20 | N | R_PB2SES_4 | 39.74 |
| 1/12/2011 20:20 | N | R_PB2SES_5 | 39.74 |
| 1/12/2011 20:20 | N | AUTO_EPS_390 | 39.74 |
| 1/12/2011 20:25 | N | DC_ROAD_L_B | 47.84 |
| 1/12/2011 20:25 | N | DC_EGPS_L_A | 39.76 |
| 1/12/2011 20:25 | N | H_HOLLOW_E_1 | 39.76 |
| 1/12/2011 20:25 | N | HHOLLOW4_E_1 | 39.76 |
| 1/12/2011 20:25 | N | R_LH2SES_1 | 39.76 |
| 1/12/2011 20:25 | N | R_PB2SES_1 | 39.76 |
| 1/12/2011 20:25 | N | R_PB2SES_2 | 39.76 |
| 1/12/2011 20:25 | N | R_PB2SES_3 | 39.76 |
| 1/12/2011 20:25 | N | R_PB2SES_4 | 39.76 |
| 1/12/2011 20:25 | N | R_PB2SES_5 | 39.76 |
| 1/12/2011 20:25 | N | AUTO_EPS_390 | 39.76 |
| 1/13/2011 7:20 | N | DC_ROAD_L_B | 48.52 |
| 1/13/2011 7:20 | N | DC_EGPS_L_A | 43.85 |
| 1/13/2011 7:20 | N | H_HOLLOW_E_1 | 43.85 |
| 1/13/2011 7:20 | N | HHOLLOW4_E_1 | 43.85 |
| 1/13/2011 7:20 | N | R_LH2SES_1 | 43.85 |
| 1/13/2011 7:20 | N | R_PB2SES_1 | 43.85 |
| 1/13/2011 7:20 | N | R_PB2SES_2 | 43.85 |
| 1/13/2011 7:20 | N | R_PB2SES_3 | 43.85 |
| 1/13/2011 7:20 | N | R_PB2SES_4 | 43.85 |
| 1/13/2011 7:20 | N | R_PB2SES_5 | 43.85 |
| 1/13/2011 7:20 | N | AUTO_EPS_390 | 43.85 |
| 1/13/2011 7:25 | N | DCTM_L_A | 42.79 |
| 1/13/2011 7:25 | N | DC_ROAD_L_B | 46.31 |
| 1/13/2011 7:25 | N | DC_EGPS_L_A | 42.79 |
| 1/13/2011 7:25 | N | H_HOLLOW_E_1 | 42.79 |
| 1/13/2011 7:25 | N | HHOLLOW4_E_1 | 42.79 |

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| 1/13/2011 7:25 | N | R_LH2SES_1 | 42.79 |
| 1/13/2011 7:25 | N | R_PB2SES_1 | 42.79 |
| 1/13/2011 7:25 | N | R_PB2SES_2 | 42.79 |
| 1/13/2011 7:25 | N | R_PB2SES_3 | 42.79 |
| 1/13/2011 7:25 | N | R_PB2SES_4 | 42.79 |
| 1/13/2011 7:25 | N | R_PB2SES_5 | 42.79 |
| 1/13/2011 7:25 | N | AUTO_EPS_390 | 42.79 |
| 1/13/2011 7:35 | N | DCTM_L_A | 39.25 |
| 1/13/2011 7:35 | N | DC_ROAD_L_B | 46.47 |
| 1/13/2011 7:35 | N | DC_EGPS_L_A | 39.25 |
| 1/13/2011 7:35 | N | H_HOLLOW_E_1 | 39.25 |
| 1/13/2011 7:35 | N | HHOLLOW4_E_1 | 39.25 |
| 1/13/2011 7:35 | N | R_LH2SES_1 | 39.25 |
| 1/13/2011 7:35 | N | R_PB2SES_1 | 39.25 |
| 1/13/2011 7:35 | N | R_PB2SES_2 | 39.25 |
| 1/13/2011 7:35 | N | R_PB2SES_3 | 39.25 |
| 1/13/2011 7:35 | N | R_PB2SES_4 | 39.25 |
| 1/13/2011 7:35 | N | R_PB2SES_5 | 39.25 |
| 1/13/2011 7:35 | N | AUTO_EPS_390 | 39.25 |
| 1/13/2011 7:40 | N | DCTM_L_A | 37.96 |
| 1/13/2011 7:40 | N | DC_ROAD_L_B | 48.23 |
| 1/13/2011 7:40 | N | DC_EGPS_L_A | 37.96 |
| 1/13/2011 7:40 | N | H_HOLLOW_E_1 | 37.96 |
| 1/13/2011 7:40 | N | HHOLLOW4_E_1 | 37.96 |
| 1/13/2011 7:40 | N | R_LH2SES_1 | 37.96 |
| 1/13/2011 7:40 | N | R_PB2SES_1 | 37.96 |
| 1/13/2011 7:40 | N | R_PB2SES_2 | 37.96 |
| 1/13/2011 7:40 | N | R_PB2SES_3 | 37.96 |
| 1/13/2011 7:40 | N | R_PB2SES_4 | 37.96 |
| 1/13/2011 7:40 | N | R_PB2SES_5 | 37.96 |
| 1/13/2011 7:40 | N | AUTO_EPS_390 | 37.96 |
| 1/13/2011 7:45 | N | DCTM_L_A | 37.39 |
| 1/13/2011 7:45 | N | DC_ROAD_L_B | 46.33 |
| 1/13/2011 7:45 | N | DC_EGPS_L_A | 37.39 |
| 1/13/2011 7:45 | N | H_HOLLOW_E_1 | 37.39 |
| 1/13/2011 7:45 | N | HHOLLOW4_E_1 | 37.39 |
| 1/13/2011 7:45 | N | R_LH2SES_1 | 37.39 |
| 1/13/2011 7:45 | N | R_PB2SES_1 | 37.39 |
| 1/13/2011 7:45 | N | R_PB2SES_2 | 37.39 |
| 1/13/2011 7:45 | N | R_PB2SES_3 | 37.39 |
| 1/13/2011 7:45 | N | R_PB2SES_4 | 37.39 |
| 1/13/2011 7:45 | N | R_PB2SES_5 | 37.39 |
| 1/13/2011 7:45 | N | AUTO_EPS_390 | 37.39 |
| 1/13/2011 8:35 | N | DCTM_L_A | 34.36 |
| 1/13/2011 8:35 | N | DC_ROAD_L_B | 46.31 |
| 1/13/2011 8:35 | N | DC_EGPS_L_A | 34.36 |
| 1/13/2011 8:35 | N | H_HOLLOW_E_1 | 34.36 |

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| 1/13/2011 8:35 | N | HHOLLOW4_E_1 | 34.36 |
| 1/13/2011 8:35 | N | R_LH2SES_1 | 34.36 |
| 1/13/2011 8:35 | N | R_PB2SES_1 | 34.36 |
| 1/13/2011 8:35 | N | R_PB2SES_2 | 34.36 |
| 1/13/2011 8:35 | N | R_PB2SES_3 | 34.36 |
| 1/13/2011 8:35 | N | R_PB2SES_4 | 34.36 |
| 1/13/2011 8:35 | N | R_PB2SES_5 | 34.36 |
| 1/13/2011 8:35 | N | AUTO_EPS_390 | 34.36 |
| 1/13/2011 9:25 | N | DCTM_L_A | 37.39 |
| 1/13/2011 9:25 | N | DC_ROAD_L_B | 46.31 |
| 1/13/2011 9:25 | N | DC_EGPS_L_A | 37.39 |
| 1/13/2011 9:25 | N | H_HOLLOW_E_1 | 37.39 |
| 1/13/2011 9:25 | N | HHOLLOW4_E_1 | 37.39 |
| 1/13/2011 9:25 | N | R_LH2SES_1 | 37.39 |
| 1/13/2011 9:25 | N | R_PB2SES_1 | 37.39 |
| 1/13/2011 9:25 | N | R_PB2SES_2 | 37.39 |
| 1/13/2011 9:25 | N | R_PB2SES_3 | 37.39 |
| 1/13/2011 9:25 | N | R_PB2SES_4 | 37.39 |
| 1/13/2011 9:25 | N | R_PB2SES_5 | 37.39 |
| 1/13/2011 9:25 | N | AUTO_EPS_390 | 37.39 |
| 1/13/2011 9:30 | N | DCTM_L_A | 37.48 |
| 1/13/2011 9:30 | N | DC_ROAD_L_B | 46.31 |
| 1/13/2011 9:30 | N | DC_EGPS_L_A | 37.48 |
| 1/13/2011 9:30 | N | H_HOLLOW_E_1 | 37.48 |
| 1/13/2011 9:30 | N | HHOLLOW4_E_1 | 37.48 |
| 1/13/2011 9:30 | N | R_LH2SES_1 | 37.48 |
| 1/13/2011 9:30 | N | R_PB2SES_1 | 37.48 |
| 1/13/2011 9:30 | N | R_PB2SES_2 | 37.48 |
| 1/13/2011 9:30 | N | R_PB2SES_3 | 37.48 |
| 1/13/2011 9:30 | N | R_PB2SES_4 | 37.48 |
| 1/13/2011 9:30 | N | R_PB2SES_5 | 37.48 |
| 1/13/2011 9:30 | N | AUTO_EPS_390 | 37.48 |
| 1/13/2011 9:35 | N | DCTM_L_A | 37.83 |
| 1/13/2011 9:35 | N | DC_ROAD_L_B | 46.31 |
| 1/13/2011 9:35 | N | DC_EGPS_L_A | 37.83 |
| 1/13/2011 9:35 | N | H_HOLLOW_E_1 | 37.83 |
| 1/13/2011 9:35 | N | HHOLLOW4_E_1 | 37.83 |
| 1/13/2011 9:35 | N | R_LH2SES_1 | 37.83 |
| 1/13/2011 9:35 | N | R_PB2SES_1 | 37.83 |
| 1/13/2011 9:35 | N | R_PB2SES_2 | 37.83 |
| 1/13/2011 9:35 | N | R_PB2SES_3 | 37.83 |
| 1/13/2011 9:35 | N | R_PB2SES_4 | 37.83 |
| 1/13/2011 9:35 | N | R_PB2SES_5 | 37.83 |
| 1/13/2011 9:35 | N | AUTO_EPS_390 | 37.83 |
| 1/13/2011 9:40 | N | DCTM_L_A | 37.75 |
| 1/13/2011 9:40 | N | DC_ROAD_L_B | 46.31 |
| 1/13/2011 9:40 | N | DC_EGPS_L_A | 37.75 |

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| 1/13/2011 9:40 | N | H_HOLLOW_E_1 | 37.75 |
| 1/13/2011 9:40 | N | HHOLLOW4_E_1 | 37.75 |
| 1/13/2011 9:40 | N | R_LH2SES_1 | 37.75 |
| 1/13/2011 9:40 | N | R_PB2SES_1 | 37.75 |
| 1/13/2011 9:40 | N | R_PB2SES_2 | 37.75 |
| 1/13/2011 9:40 | N | R_PB2SES_3 | 37.75 |
| 1/13/2011 9:40 | N | R_PB2SES_4 | 37.75 |
| 1/13/2011 9:40 | N | R_PB2SES_5 | 37.75 |
| 1/13/2011 9:40 | N | AUTO_EPS_390 | 37.75 |
| 1/13/2011 9:45 | N | DCTM_L_A | 37.91 |
| 1/13/2011 9:45 | N | DC_ROAD_L_B | 46.31 |
| 1/13/2011 9:45 | N | DC_EGPS_L_A | 37.91 |
| 1/13/2011 9:45 | N | H_HOLLOW_E_1 | 37.91 |
| 1/13/2011 9:45 | N | HHOLLOW4_E_1 | 37.91 |
| 1/13/2011 9:45 | N | R_LH2SES_1 | 37.91 |
| 1/13/2011 9:45 | N | R_PB2SES_1 | 37.91 |
| 1/13/2011 9:45 | N | R_PB2SES_2 | 37.91 |
| 1/13/2011 9:45 | N | R_PB2SES_3 | 37.91 |
| 1/13/2011 9:45 | N | R_PB2SES_4 | 37.91 |
| 1/13/2011 9:45 | N | R_PB2SES_5 | 37.91 |
| 1/13/2011 9:45 | N | AUTO_EPS_390 | 37.91 |
| 1/13/2011 9:50 | N | DCTM_L_A | 37.01 |
| 1/13/2011 9:50 | N | DC_ROAD_L_B | 46.31 |
| 1/13/2011 9:50 | N | DC_EGPS_L_A | 37.01 |
| 1/13/2011 9:50 | N | H_HOLLOW_E_1 | 37.01 |
| 1/13/2011 9:50 | N | HHOLLOW4_E_1 | 37.01 |
| 1/13/2011 9:50 | N | R_LH2SES_1 | 37.01 |
| 1/13/2011 9:50 | N | R_PB2SES_1 | 37.01 |
| 1/13/2011 9:50 | N | R_PB2SES_2 | 37.01 |
| 1/13/2011 9:50 | N | R_PB2SES_3 | 37.01 |
| 1/13/2011 9:50 | N | R_PB2SES_4 | 37.01 |
| 1/13/2011 9:50 | N | R_PB2SES_5 | 37.01 |
| 1/13/2011 9:50 | N | AUTO_EPS_390 | 37.01 |
| 1/13/2011 10:20 | N | DCTM_L_A | 35.8 |
| 1/13/2011 10:20 | N | DC_ROAD_L_B | 44.98 |
| 1/13/2011 10:20 | N | DC_EGPS_L_A | 35.8 |
| 1/13/2011 10:20 | N | H_HOLLOW_E_1 | 35.8 |
| 1/13/2011 10:20 | N | HHOLLOW4_E_1 | 35.8 |
| 1/13/2011 10:20 | N | R_LH2SES_1 | 35.8 |
| 1/13/2011 10:20 | N | R_PB2SES_1 | 35.8 |
| 1/13/2011 10:20 | N | R_PB2SES_2 | 35.8 |
| 1/13/2011 10:20 | N | R_PB2SES_3 | 35.8 |
| 1/13/2011 10:20 | N | R_PB2SES_4 | 35.8 |
| 1/13/2011 10:20 | N | R_PB2SES_5 | 35.8 |
| 1/13/2011 10:20 | N | AUTO_EPS_390 | 35.8 |
| 1/13/2011 11:00 | N | DCTM_L_A | 32.45 |
| 1/13/2011 11:00 | N | DC_ROAD_L_B | 34.96 |

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|---|---|---|---|
| 1/13/2011 11:00 | N | DC_EGPS_L_A | 34.45 |
| 1/13/2011 11:00 | N | H_HOLLOW_E_1 | 32.53 |
| 1/13/2011 11:00 | N | HHOLLOW4_E_1 | 32.53 |
| 1/13/2011 11:00 | N | R_LH2SES_1 | 32.02 |
| 1/13/2011 11:00 | N | R_PB2SES_1 | 32.55 |
| 1/13/2011 11:00 | N | R_PB2SES_2 | 32.55 |
| 1/13/2011 11:00 | N | R_PB2SES_3 | 32.55 |
| 1/13/2011 11:00 | N | R_PB2SES_4 | 32.55 |
| 1/13/2011 11:00 | N | R_PB2SES_5 | 32.55 |
| 1/13/2011 11:00 | N | AUTO_EPS_390 | 32.1 |
| 1/13/2011 11:05 | N | DCTM_L_A | 31.22 |
| 1/13/2011 11:05 | N | DC_ROAD_L_B | 35.2 |
| 1/13/2011 11:05 | N | DC_EGPS_L_A | 34.39 |
| 1/13/2011 11:05 | N | H_HOLLOW_E_1 | 31.36 |
| 1/13/2011 11:05 | N | HHOLLOW4_E_1 | 31.36 |
| 1/13/2011 11:05 | N | R_LH2SES_1 | 30.55 |
| 1/13/2011 11:05 | N | R_PB2SES_1 | 31.38 |
| 1/13/2011 11:05 | N | R_PB2SES_2 | 31.38 |
| 1/13/2011 11:05 | N | R_PB2SES_3 | 31.38 |
| 1/13/2011 11:05 | N | R_PB2SES_4 | 31.38 |
| 1/13/2011 11:05 | N | R_PB2SES_5 | 31.38 |
| 1/13/2011 11:05 | N | AUTO_EPS_390 | 30.66 |
| 1/13/2011 11:10 | N | DCTM_L_A | 31.2 |
| 1/13/2011 11:10 | N | DC_ROAD_L_B | 35.2 |
| 1/13/2011 11:10 | N | DC_EGPS_L_A | 34.39 |
| 1/13/2011 11:10 | N | H_HOLLOW_E_1 | 31.35 |
| 1/13/2011 11:10 | N | HHOLLOW4_E_1 | 31.35 |
| 1/13/2011 11:10 | N | R_LH2SES_1 | 30.54 |
| 1/13/2011 11:10 | N | R_PB2SES_1 | 31.37 |
| 1/13/2011 11:10 | N | R_PB2SES_2 | 31.37 |
| 1/13/2011 11:10 | N | R_PB2SES_3 | 31.37 |
| 1/13/2011 11:10 | N | R_PB2SES_4 | 31.37 |
| 1/13/2011 11:10 | N | R_PB2SES_5 | 31.37 |
| 1/13/2011 11:10 | N | AUTO_EPS_390 | 30.65 |
| 1/13/2011 11:15 | N | DCTM_L_A | 32.17 |
| 1/13/2011 11:15 | N | DC_ROAD_L_B | 35.15 |
| 1/13/2011 11:15 | N | DC_EGPS_L_A | 34.55 |
| 1/13/2011 11:15 | N | H_HOLLOW_E_1 | 32.28 |
| 1/13/2011 11:15 | N | HHOLLOW4_E_1 | 32.28 |
| 1/13/2011 11:15 | N | R_LH2SES_1 | 31.67 |
| 1/13/2011 11:15 | N | R_PB2SES_1 | 32.3 |
| 1/13/2011 11:15 | N | R_PB2SES_2 | 32.3 |
| 1/13/2011 11:15 | N | R_PB2SES_3 | 32.3 |
| 1/13/2011 11:15 | N | R_PB2SES_4 | 32.3 |
| 1/13/2011 11:15 | N | R_PB2SES_5 | 32.3 |
| 1/13/2011 11:15 | N | AUTO_EPS_390 | 31.76 |
| 1/13/2011 11:20 | N | DCTM_L_A | 32.82 |

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|---|---|---|---|
| 1/13/2011 11:20 | N | DC_ROAD_L_B | 35.09 |
| 1/13/2011 11:20 | N | DC_EGPS_L_A | 34.63 |
| 1/13/2011 11:20 | N | H_HOLLOW_E_1 | 32.9 |
| 1/13/2011 11:20 | N | HHOLLOW4_E_1 | 32.9 |
| 1/13/2011 11:20 | N | R_LH2SES_1 | 32.44 |
| 1/13/2011 11:20 | N | R_PB2SES_1 | 32.92 |
| 1/13/2011 11:20 | N | R_PB2SES_2 | 32.92 |
| 1/13/2011 11:20 | N | R_PB2SES_3 | 32.92 |
| 1/13/2011 11:20 | N | R_PB2SES_4 | 32.92 |
| 1/13/2011 11:20 | N | R_PB2SES_5 | 32.92 |
| 1/13/2011 11:20 | N | AUTO_EPS_390 | 32.5 |
| 1/13/2011 11:25 | N | DCTM_L_A | 33.67 |
| 1/13/2011 11:25 | N | DC_ROAD_L_B | 34.18 |
| 1/13/2011 11:25 | N | DC_EGPS_L_A | 34.07 |
| 1/13/2011 11:25 | N | H_HOLLOW_E_1 | 33.69 |
| 1/13/2011 11:25 | N | HHOLLOW4_E_1 | 33.69 |
| 1/13/2011 11:25 | N | R_LH2SES_1 | 33.59 |
| 1/13/2011 11:25 | N | R_PB2SES_1 | 33.69 |
| 1/13/2011 11:25 | N | R_PB2SES_2 | 33.69 |
| 1/13/2011 11:25 | N | R_PB2SES_3 | 33.69 |
| 1/13/2011 11:25 | N | R_PB2SES_4 | 33.69 |
| 1/13/2011 11:25 | N | R_PB2SES_5 | 33.69 |
| 1/13/2011 11:25 | N | AUTO_EPS_390 | 33.6 |
| 1/13/2011 11:30 | N | DCTM_L_A | 33.07 |
| 1/13/2011 11:30 | N | DC_ROAD_L_B | 33.87 |
| 1/13/2011 11:30 | N | DC_EGPS_L_A | 33.71 |
| 1/13/2011 11:30 | N | H_HOLLOW_E_1 | 33.1 |
| 1/13/2011 11:30 | N | HHOLLOW4_E_1 | 33.1 |
| 1/13/2011 11:30 | N | R_LH2SES_1 | 32.93 |
| 1/13/2011 11:30 | N | R_PB2SES_1 | 33.1 |
| 1/13/2011 11:30 | N | R_PB2SES_2 | 33.1 |
| 1/13/2011 11:30 | N | R_PB2SES_3 | 33.1 |
| 1/13/2011 11:30 | N | R_PB2SES_4 | 33.1 |
| 1/13/2011 11:30 | N | R_PB2SES_5 | 33.1 |
| 1/13/2011 11:30 | N | AUTO_EPS_390 | 32.96 |
| 1/13/2011 11:35 | N | DCTM_L_A | 32.09 |
| 1/13/2011 11:35 | N | DC_ROAD_L_B | 34.91 |
| 1/13/2011 11:35 | N | DC_EGPS_L_A | 34.34 |
| 1/13/2011 11:35 | N | H_HOLLOW_E_1 | 32.19 |
| 1/13/2011 11:35 | N | HHOLLOW4_E_1 | 32.19 |
| 1/13/2011 11:35 | N | R_LH2SES_1 | 31.61 |
| 1/13/2011 11:35 | N | R_PB2SES_1 | 32.21 |
| 1/13/2011 11:35 | N | R_PB2SES_2 | 32.21 |
| 1/13/2011 11:35 | N | R_PB2SES_3 | 32.21 |
| 1/13/2011 11:35 | N | R_PB2SES_4 | 32.21 |
| 1/13/2011 11:35 | N | R_PB2SES_5 | 32.21 |
| 1/13/2011 11:35 | N | AUTO_EPS_390 | 31.7 |

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| 1/13/2011 11:40 | N | DCTM_L_A | 31.43 |
| 1/13/2011 11:40 | N | DC_ROAD_L_B | 35.04 |
| 1/13/2011 11:40 | N | DC_EGPS_L_A | 34.31 |
| 1/13/2011 11:40 | N | H_HOLLOW_E_1 | 31.56 |
| 1/13/2011 11:40 | N | HHOLLOW4_E_1 | 31.56 |
| 1/13/2011 11:40 | N | R_LH2SES_1 | 30.82 |
| 1/13/2011 11:40 | N | R_PB2SES_1 | 31.58 |
| 1/13/2011 11:40 | N | R_PB2SES_2 | 31.58 |
| 1/13/2011 11:40 | N | R_PB2SES_3 | 31.58 |
| 1/13/2011 11:40 | N | R_PB2SES_4 | 31.58 |
| 1/13/2011 11:40 | N | R_PB2SES_5 | 31.58 |
| 1/13/2011 11:40 | N | AUTO_EPS_390 | 30.93 |
| 1/13/2011 11:45 | N | DCTM_L_A | 31.26 |
| 1/13/2011 11:45 | N | DC_ROAD_L_B | 35.19 |
| 1/13/2011 11:45 | N | DC_EGPS_L_A | 34.39 |
| 1/13/2011 11:45 | N | H_HOLLOW_E_1 | 31.4 |
| 1/13/2011 11:45 | N | HHOLLOW4_E_1 | 31.4 |
| 1/13/2011 11:45 | N | R_LH2SES_1 | 30.6 |
| 1/13/2011 11:45 | N | R_PB2SES_1 | 31.42 |
| 1/13/2011 11:45 | N | R_PB2SES_2 | 31.42 |
| 1/13/2011 11:45 | N | R_PB2SES_3 | 31.42 |
| 1/13/2011 11:45 | N | R_PB2SES_4 | 31.42 |
| 1/13/2011 11:45 | N | R_PB2SES_5 | 31.42 |
| 1/13/2011 11:45 | N | AUTO_EPS_390 | 30.71 |
| 1/13/2011 11:50 | N | DCTM_L_A | 30.98 |
| 1/13/2011 11:50 | N | DC_ROAD_L_B | 34.55 |
| 1/13/2011 11:50 | N | DC_EGPS_L_A | 33.68 |
| 1/13/2011 11:50 | N | H_HOLLOW_E_1 | 31.07 |
| 1/13/2011 11:50 | N | HHOLLOW4_E_1 | 31.07 |
| 1/13/2011 11:50 | N | R_LH2SES_1 | 30.73 |
| 1/13/2011 11:50 | N | R_PB2SES_1 | 31.1 |
| 1/13/2011 11:50 | N | R_PB2SES_2 | 31.1 |
| 1/13/2011 11:50 | N | R_PB2SES_3 | 31.1 |
| 1/13/2011 11:50 | N | R_PB2SES_4 | 31.1 |
| 1/13/2011 11:50 | N | R_PB2SES_5 | 31.1 |
| 1/13/2011 11:50 | N | AUTO_EPS_390 | 30.68 |
| 1/13/2011 11:55 | N | DCTM_L_A | 31.08 |
| 1/13/2011 11:55 | N | DC_ROAD_L_B | 34.09 |
| 1/13/2011 11:55 | N | DC_EGPS_L_A | 33.36 |
| 1/13/2011 11:55 | N | H_HOLLOW_E_1 | 31.16 |
| 1/13/2011 11:55 | N | HHOLLOW4_E_1 | 31.16 |
| 1/13/2011 11:55 | N | R_LH2SES_1 | 30.87 |
| 1/13/2011 11:55 | N | R_PB2SES_1 | 31.18 |
| 1/13/2011 11:55 | N | R_PB2SES_2 | 31.18 |
| 1/13/2011 11:55 | N | R_PB2SES_3 | 31.18 |
| 1/13/2011 11:55 | N | R_PB2SES_4 | 31.18 |
| 1/13/2011 11:55 | N | R_PB2SES_5 | 31.18 |

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| 1/13/2011 11:55 | N | AUTO_EPS_390 | 30.82 |
| 1/13/2011 12:00 | N | DCTM_L_A | 31.16 |
| 1/13/2011 12:00 | N | DC_ROAD_L_B | 33.18 |
| 1/13/2011 12:00 | N | DC_EGPS_L_A | 32.69 |
| 1/13/2011 12:00 | N | H_HOLLOW_E_1 | 31.21 |
| 1/13/2011 12:00 | N | HHOLLOW4_E_1 | 31.21 |
| 1/13/2011 12:00 | N | R_LH2SES_1 | 31.02 |
| 1/13/2011 12:00 | N | R_PB2SES_1 | 31.23 |
| 1/13/2011 12:00 | N | R_PB2SES_2 | 31.23 |
| 1/13/2011 12:00 | N | R_PB2SES_3 | 31.23 |
| 1/13/2011 12:00 | N | R_PB2SES_4 | 31.23 |
| 1/13/2011 12:00 | N | R_PB2SES_5 | 31.23 |
| 1/13/2011 12:00 | N | AUTO_EPS_390 | 30.99 |
| 1/13/2011 12:05 | N | DCTM_L_A | 31.19 |
| 1/13/2011 12:05 | N | DC_ROAD_L_B | 33.56 |
| 1/13/2011 12:05 | N | DC_EGPS_L_A | 32.98 |
| 1/13/2011 12:05 | N | H_HOLLOW_E_1 | 31.25 |
| 1/13/2011 12:05 | N | HHOLLOW4_E_1 | 31.25 |
| 1/13/2011 12:05 | N | R_LH2SES_1 | 31.02 |
| 1/13/2011 12:05 | N | R_PB2SES_1 | 31.27 |
| 1/13/2011 12:05 | N | R_PB2SES_2 | 31.27 |
| 1/13/2011 12:05 | N | R_PB2SES_3 | 31.27 |
| 1/13/2011 12:05 | N | R_PB2SES_4 | 31.27 |
| 1/13/2011 12:05 | N | R_PB2SES_5 | 31.27 |
| 1/13/2011 12:05 | N | AUTO_EPS_390 | 30.98 |
| 1/13/2011 12:10 | N | DCTM_L_A | 31.2 |
| 1/13/2011 12:10 | N | DC_ROAD_L_B | 33.03 |
| 1/13/2011 12:10 | N | DC_EGPS_L_A | 32.59 |
| 1/13/2011 12:10 | N | H_HOLLOW_E_1 | 31.25 |
| 1/13/2011 12:10 | N | HHOLLOW4_E_1 | 31.25 |
| 1/13/2011 12:10 | N | R_LH2SES_1 | 31.08 |
| 1/13/2011 12:10 | N | R_PB2SES_1 | 31.27 |
| 1/13/2011 12:10 | N | R_PB2SES_2 | 31.27 |
| 1/13/2011 12:10 | N | R_PB2SES_3 | 31.27 |
| 1/13/2011 12:10 | N | R_PB2SES_4 | 31.27 |
| 1/13/2011 12:10 | N | R_PB2SES_5 | 31.27 |
| 1/13/2011 12:10 | N | AUTO_EPS_390 | 31.05 |
| 1/13/2011 12:15 | N | DCTM_L_A | 31.4 |
| 1/13/2011 12:15 | N | DC_ROAD_L_B | 33.15 |
| 1/13/2011 12:15 | N | DC_EGPS_L_A | 32.72 |
| 1/13/2011 12:15 | N | H_HOLLOW_E_1 | 31.44 |
| 1/13/2011 12:15 | N | HHOLLOW4_E_1 | 31.44 |
| 1/13/2011 12:15 | N | R_LH2SES_1 | 31.28 |
| 1/13/2011 12:15 | N | R_PB2SES_1 | 31.46 |
| 1/13/2011 12:15 | N | R_PB2SES_2 | 31.46 |
| 1/13/2011 12:15 | N | R_PB2SES_3 | 31.46 |
| 1/13/2011 12:15 | N | R_PB2SES_4 | 31.46 |

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|---|---|---|---|
| 1/13/2011 12:15 | N | R_PB2SES_5 | 31.46 |
| 1/13/2011 12:15 | N | AUTO_EPS_390 | 31.25 |
| 1/13/2011 12:20 | N | DCTM_L_A | 31.45 |
| 1/13/2011 12:20 | N | DC_ROAD_L_B | 33.35 |
| 1/13/2011 12:20 | N | DC_EGPS_L_A | 32.89 |
| 1/13/2011 12:20 | N | H_HOLLOW_E_1 | 31.5 |
| 1/13/2011 12:20 | N | HHOLLOW4_E_1 | 31.5 |
| 1/13/2011 12:20 | N | R_LH2SES_1 | 31.32 |
| 1/13/2011 12:20 | N | R_PB2SES_1 | 31.51 |
| 1/13/2011 12:20 | N | R_PB2SES_2 | 31.51 |
| 1/13/2011 12:20 | N | R_PB2SES_3 | 31.51 |
| 1/13/2011 12:20 | N | R_PB2SES_4 | 31.51 |
| 1/13/2011 12:20 | N | R_PB2SES_5 | 31.51 |
| 1/13/2011 12:20 | N | AUTO_EPS_390 | 31.29 |
| 1/13/2011 12:25 | N | DCTM_L_A | 31.68 |
| 1/13/2011 12:25 | N | DC_ROAD_L_B | 32.84 |
| 1/13/2011 12:25 | N | DC_EGPS_L_A | 32.56 |
| 1/13/2011 12:25 | N | H_HOLLOW_E_1 | 31.71 |
| 1/13/2011 12:25 | N | HHOLLOW4_E_1 | 31.71 |
| 1/13/2011 12:25 | N | R_LH2SES_1 | 31.6 |
| 1/13/2011 12:25 | N | R_PB2SES_1 | 31.72 |
| 1/13/2011 12:25 | N | R_PB2SES_2 | 31.72 |
| 1/13/2011 12:25 | N | R_PB2SES_3 | 31.72 |
| 1/13/2011 12:25 | N | R_PB2SES_4 | 31.72 |
| 1/13/2011 12:25 | N | R_PB2SES_5 | 31.72 |
| 1/13/2011 12:25 | N | AUTO_EPS_390 | 31.58 |
| 1/13/2011 12:30 | N | DCTM_L_A | 31.83 |
| 1/13/2011 12:30 | N | DC_ROAD_L_B | 32.98 |
| 1/13/2011 12:30 | N | DC_EGPS_L_A | 32.7 |
| 1/13/2011 12:30 | N | H_HOLLOW_E_1 | 31.86 |
| 1/13/2011 12:30 | N | HHOLLOW4_E_1 | 31.86 |
| 1/13/2011 12:30 | N | R_LH2SES_1 | 31.75 |
| 1/13/2011 12:30 | N | R_PB2SES_1 | 31.87 |
| 1/13/2011 12:30 | N | R_PB2SES_2 | 31.87 |
| 1/13/2011 12:30 | N | R_PB2SES_3 | 31.87 |
| 1/13/2011 12:30 | N | R_PB2SES_4 | 31.87 |
| 1/13/2011 12:30 | N | R_PB2SES_5 | 31.87 |
| 1/13/2011 12:30 | N | AUTO_EPS_390 | 31.73 |
| 1/13/2011 12:35 | N | DCTM_L_A | 31.6 |
| 1/13/2011 12:35 | N | DC_ROAD_L_B | 33.17 |
| 1/13/2011 12:35 | N | DC_EGPS_L_A | 32.79 |
| 1/13/2011 12:35 | N | H_HOLLOW_E_1 | 31.64 |
| 1/13/2011 12:35 | N | HHOLLOW4_E_1 | 31.64 |
| 1/13/2011 12:35 | N | R_LH2SES_1 | 31.49 |
| 1/13/2011 12:35 | N | R_PB2SES_1 | 31.65 |
| 1/13/2011 12:35 | N | R_PB2SES_2 | 31.65 |
| 1/13/2011 12:35 | N | R_PB2SES_3 | 31.65 |

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| 1/13/2011 12:35 | N | R_PB2SES_4 | 31.65 |
| 1/13/2011 12:35 | N | R_PB2SES_5 | 31.65 |
| 1/13/2011 12:35 | N | AUTO_EPS_390 | 31.46 |
| 1/13/2011 12:40 | N | DCTM_L_A | 30.96 |
| 1/13/2011 12:40 | N | DC_ROAD_L_B | 33.19 |
| 1/13/2011 12:40 | N | DC_EGPS_L_A | 32.65 |
| 1/13/2011 12:40 | N | H_HOLLOW_E_1 | 31.02 |
| 1/13/2011 12:40 | N | HHOLLOW4_E_1 | 31.02 |
| 1/13/2011 12:40 | N | R_LH2SES_1 | 30.8 |
| 1/13/2011 12:40 | N | R_PB2SES_1 | 31.03 |
| 1/13/2011 12:40 | N | R_PB2SES_2 | 31.03 |
| 1/13/2011 12:40 | N | R_PB2SES_3 | 31.03 |
| 1/13/2011 12:40 | N | R_PB2SES_4 | 31.03 |
| 1/13/2011 12:40 | N | R_PB2SES_5 | 31.03 |
| 1/13/2011 12:40 | N | AUTO_EPS_390 | 30.77 |
| 1/13/2011 12:45 | N | DCTM_L_A | 30.86 |
| 1/13/2011 12:45 | N | DC_ROAD_L_B | 33.47 |
| 1/13/2011 12:45 | N | DC_EGPS_L_A | 32.84 |
| 1/13/2011 12:45 | N | H_HOLLOW_E_1 | 30.93 |
| 1/13/2011 12:45 | N | HHOLLOW4_E_1 | 30.93 |
| 1/13/2011 12:45 | N | R_LH2SES_1 | 30.68 |
| 1/13/2011 12:45 | N | R_PB2SES_1 | 30.95 |
| 1/13/2011 12:45 | N | R_PB2SES_2 | 30.95 |
| 1/13/2011 12:45 | N | R_PB2SES_3 | 30.95 |
| 1/13/2011 12:45 | N | R_PB2SES_4 | 30.95 |
| 1/13/2011 12:45 | N | R_PB2SES_5 | 30.95 |
| 1/13/2011 12:45 | N | AUTO_EPS_390 | 30.64 |
| 1/13/2011 12:50 | N | DCTM_L_A | 30.48 |
| 1/13/2011 12:50 | N | DC_ROAD_L_B | 32.48 |
| 1/13/2011 12:50 | N | DC_EGPS_L_A | 32 |
| 1/13/2011 12:50 | N | H_HOLLOW_E_1 | 30.54 |
| 1/13/2011 12:50 | N | HHOLLOW4_E_1 | 30.54 |
| 1/13/2011 12:50 | N | R_LH2SES_1 | 30.35 |
| 1/13/2011 12:50 | N | R_PB2SES_1 | 30.55 |
| 1/13/2011 12:50 | N | R_PB2SES_2 | 30.55 |
| 1/13/2011 12:50 | N | R_PB2SES_3 | 30.55 |
| 1/13/2011 12:50 | N | R_PB2SES_4 | 30.55 |
| 1/13/2011 12:50 | N | R_PB2SES_5 | 30.55 |
| 1/13/2011 12:50 | N | AUTO_EPS_390 | 30.31 |
| 1/13/2011 12:55 | N | DCTM_L_A | 30.51 |
| 1/13/2011 12:55 | N | DC_ROAD_L_B | 32.36 |
| 1/13/2011 12:55 | N | DC_EGPS_L_A | 31.91 |
| 1/13/2011 12:55 | N | H_HOLLOW_E_1 | 30.56 |
| 1/13/2011 12:55 | N | HHOLLOW4_E_1 | 30.56 |
| 1/13/2011 12:55 | N | R_LH2SES_1 | 30.38 |
| 1/13/2011 12:55 | N | R_PB2SES_1 | 30.57 |
| 1/13/2011 12:55 | N | R_PB2SES_2 | 30.57 |

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| 1/13/2011 12:55 | N | R_PB2SES_3 | 30.57 |
| 1/13/2011 12:55 | N | R_PB2SES_4 | 30.57 |
| 1/13/2011 12:55 | N | R_PB2SES_5 | 30.57 |
| 1/13/2011 12:55 | N | AUTO_EPS_390 | 30.35 |
| 1/13/2011 13:00 | N | DCTM_L_A | 30.63 |
| 1/13/2011 13:00 | N | DC_ROAD_L_B | 32.31 |
| 1/13/2011 13:00 | N | DC_EGPS_L_A | 31.91 |
| 1/13/2011 13:00 | N | H_HOLLOW_E_1 | 30.67 |
| 1/13/2011 13:00 | N | HHOLLOW4_E_1 | 30.67 |
| 1/13/2011 13:00 | N | R_LH2SES_1 | 30.51 |
| 1/13/2011 13:00 | N | R_PB2SES_1 | 30.68 |
| 1/13/2011 13:00 | N | R_PB2SES_2 | 30.68 |
| 1/13/2011 13:00 | N | R_PB2SES_3 | 30.68 |
| 1/13/2011 13:00 | N | R_PB2SES_4 | 30.68 |
| 1/13/2011 13:00 | N | R_PB2SES_5 | 30.68 |
| 1/13/2011 13:00 | N | AUTO_EPS_390 | 30.48 |
| 1/13/2011 13:05 | N | DCTM_L_A | 30.93 |
| 1/13/2011 13:05 | N | DC_ROAD_L_B | 33.18 |
| 1/13/2011 13:05 | N | DC_EGPS_L_A | 32.63 |
| 1/13/2011 13:05 | N | H_HOLLOW_E_1 | 30.99 |
| 1/13/2011 13:05 | N | HHOLLOW4_E_1 | 30.99 |
| 1/13/2011 13:05 | N | R_LH2SES_1 | 30.77 |
| 1/13/2011 13:05 | N | R_PB2SES_1 | 31 |
| 1/13/2011 13:05 | N | R_PB2SES_2 | 31 |
| 1/13/2011 13:05 | N | R_PB2SES_3 | 31 |
| 1/13/2011 13:05 | N | R_PB2SES_4 | 31 |
| 1/13/2011 13:05 | N | R_PB2SES_5 | 31 |
| 1/13/2011 13:05 | N | AUTO_EPS_390 | 30.74 |
| 1/13/2011 13:10 | N | DCTM_L_A | 30.93 |
| 1/13/2011 13:10 | N | DC_ROAD_L_B | 32.72 |
| 1/13/2011 13:10 | N | DC_EGPS_L_A | 32.29 |
| 1/13/2011 13:10 | N | H_HOLLOW_E_1 | 30.98 |
| 1/13/2011 13:10 | N | HHOLLOW4_E_1 | 30.98 |
| 1/13/2011 13:10 | N | R_LH2SES_1 | 30.81 |
| 1/13/2011 13:10 | N | R_PB2SES_1 | 31 |
| 1/13/2011 13:10 | N | R_PB2SES_2 | 31 |
| 1/13/2011 13:10 | N | R_PB2SES_3 | 31 |
| 1/13/2011 13:10 | N | R_PB2SES_4 | 31 |
| 1/13/2011 13:10 | N | R_PB2SES_5 | 31 |
| 1/13/2011 13:10 | N | AUTO_EPS_390 | 30.78 |
| 1/13/2011 13:15 | N | DCTM_L_A | 30.92 |
| 1/13/2011 13:15 | N | DC_ROAD_L_B | 32.41 |
| 1/13/2011 13:15 | N | DC_EGPS_L_A | 32.05 |
| 1/13/2011 13:15 | N | H_HOLLOW_E_1 | 30.96 |
| 1/13/2011 13:15 | N | HHOLLOW4_E_1 | 30.96 |
| 1/13/2011 13:15 | N | R_LH2SES_1 | 30.81 |
| 1/13/2011 13:15 | N | R_PB2SES_1 | 30.97 |

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| 1/13/2011 13:15 | N | R_PB2SES_2 | 30.97 |
| 1/13/2011 13:15 | N | R_PB2SES_3 | 30.97 |
| 1/13/2011 13:15 | N | R_PB2SES_4 | 30.97 |
| 1/13/2011 13:15 | N | R_PB2SES_5 | 30.97 |
| 1/13/2011 13:15 | N | AUTO_EPS_390 | 30.79 |
| 1/13/2011 13:20 | N | DCTM_L_A | 30.49 |
| 1/13/2011 13:20 | N | DC_ROAD_L_B | 32.55 |
| 1/13/2011 13:20 | N | DC_EGPS_L_A | 32.05 |
| 1/13/2011 13:20 | N | H_HOLLOW_E_1 | 30.55 |
| 1/13/2011 13:20 | N | HHOLLOW4_E_1 | 30.55 |
| 1/13/2011 13:20 | N | R_LH2SES_1 | 30.35 |
| 1/13/2011 13:20 | N | R_PB2SES_1 | 30.56 |
| 1/13/2011 13:20 | N | R_PB2SES_2 | 30.56 |
| 1/13/2011 13:20 | N | R_PB2SES_3 | 30.56 |
| 1/13/2011 13:20 | N | R_PB2SES_4 | 30.56 |
| 1/13/2011 13:20 | N | R_PB2SES_5 | 30.56 |
| 1/13/2011 13:20 | N | AUTO_EPS_390 | 30.32 |
| 1/13/2011 13:25 | N | DCTM_L_A | 30.32 |
| 1/13/2011 13:25 | N | DC_ROAD_L_B | 32.52 |
| 1/13/2011 13:25 | N | DC_EGPS_L_A | 31.98 |
| 1/13/2011 13:25 | N | H_HOLLOW_E_1 | 30.38 |
| 1/13/2011 13:25 | N | HHOLLOW4_E_1 | 30.38 |
| 1/13/2011 13:25 | N | R_LH2SES_1 | 30.17 |
| 1/13/2011 13:25 | N | R_PB2SES_1 | 30.39 |
| 1/13/2011 13:25 | N | R_PB2SES_2 | 30.39 |
| 1/13/2011 13:25 | N | R_PB2SES_3 | 30.39 |
| 1/13/2011 13:25 | N | R_PB2SES_4 | 30.39 |
| 1/13/2011 13:25 | N | R_PB2SES_5 | 30.39 |
| 1/13/2011 13:25 | N | AUTO_EPS_390 | 30.13 |
| 1/13/2011 13:30 | N | DCTM_L_A | 30.39 |
| 1/13/2011 13:30 | N | DC_ROAD_L_B | 32.49 |
| 1/13/2011 13:30 | N | DC_EGPS_L_A | 31.98 |
| 1/13/2011 13:30 | N | H_HOLLOW_E_1 | 30.45 |
| 1/13/2011 13:30 | N | HHOLLOW4_E_1 | 30.45 |
| 1/13/2011 13:30 | N | R_LH2SES_1 | 30.24 |
| 1/13/2011 13:30 | N | R_PB2SES_1 | 30.46 |
| 1/13/2011 13:30 | N | R_PB2SES_2 | 30.46 |
| 1/13/2011 13:30 | N | R_PB2SES_3 | 30.46 |
| 1/13/2011 13:30 | N | R_PB2SES_4 | 30.46 |
| 1/13/2011 13:30 | N | R_PB2SES_5 | 30.46 |
| 1/13/2011 13:30 | N | AUTO_EPS_390 | 30.21 |
| 1/13/2011 13:35 | N | DCTM_L_A | 30.56 |
| 1/13/2011 13:35 | N | DC_ROAD_L_B | 32.37 |
| 1/13/2011 13:35 | N | DC_EGPS_L_A | 31.93 |
| 1/13/2011 13:35 | N | H_HOLLOW_E_1 | 30.6 |
| 1/13/2011 13:35 | N | HHOLLOW4_E_1 | 30.6 |
| 1/13/2011 13:35 | N | R_LH2SES_1 | 30.43 |

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| 1/13/2011 13:35 | N | R_PB2SES_1 | 30.62 |
| 1/13/2011 13:35 | N | R_PB2SES_2 | 30.62 |
| 1/13/2011 13:35 | N | R_PB2SES_3 | 30.62 |
| 1/13/2011 13:35 | N | R_PB2SES_4 | 30.62 |
| 1/13/2011 13:35 | N | R_PB2SES_5 | 30.62 |
| 1/13/2011 13:35 | N | AUTO_EPS_390 | 30.4 |
| 1/13/2011 13:40 | N | DCTM_L_A | 30.69 |
| 1/13/2011 13:40 | N | DC_ROAD_L_B | 32.01 |
| 1/13/2011 13:40 | N | DC_EGPS_L_A | 31.69 |
| 1/13/2011 13:40 | N | H_HOLLOW_E_1 | 30.73 |
| 1/13/2011 13:40 | N | HHOLLOW4_E_1 | 30.73 |
| 1/13/2011 13:40 | N | R_LH2SES_1 | 30.6 |
| 1/13/2011 13:40 | N | R_PB2SES_1 | 30.74 |
| 1/13/2011 13:40 | N | R_PB2SES_2 | 30.74 |
| 1/13/2011 13:40 | N | R_PB2SES_3 | 30.74 |
| 1/13/2011 13:40 | N | R_PB2SES_4 | 30.74 |
| 1/13/2011 13:40 | N | R_PB2SES_5 | 30.74 |
| 1/13/2011 13:40 | N | AUTO_EPS_390 | 30.58 |
| 1/13/2011 13:45 | N | DCTM_L_A | 30.19 |
| 1/13/2011 13:45 | N | DC_ROAD_L_B | 31.75 |
| 1/13/2011 13:45 | N | DC_EGPS_L_A | 31.37 |
| 1/13/2011 13:45 | N | H_HOLLOW_E_1 | 30.23 |
| 1/13/2011 13:45 | N | HHOLLOW4_E_1 | 30.23 |
| 1/13/2011 13:45 | N | R_LH2SES_1 | 30.09 |
| 1/13/2011 13:45 | N | R_PB2SES_1 | 30.25 |
| 1/13/2011 13:45 | N | R_PB2SES_2 | 30.25 |
| 1/13/2011 13:45 | N | R_PB2SES_3 | 30.25 |
| 1/13/2011 13:45 | N | R_PB2SES_4 | 30.25 |
| 1/13/2011 13:45 | N | R_PB2SES_5 | 30.25 |
| 1/13/2011 13:45 | N | AUTO_EPS_390 | 30.06 |
| 1/13/2011 13:50 | N | DCTM_L_A | 29.64 |
| 1/13/2011 13:50 | N | DC_ROAD_L_B | 31.61 |
| 1/13/2011 13:50 | N | DC_EGPS_L_A | 31.13 |
| 1/13/2011 13:50 | N | H_HOLLOW_E_1 | 29.69 |
| 1/13/2011 13:50 | N | HHOLLOW4_E_1 | 29.69 |
| 1/13/2011 13:50 | N | R_LH2SES_1 | 29.5 |
| 1/13/2011 13:50 | N | R_PB2SES_1 | 29.7 |
| 1/13/2011 13:50 | N | R_PB2SES_2 | 29.7 |
| 1/13/2011 13:50 | N | R_PB2SES_3 | 29.7 |
| 1/13/2011 13:50 | N | R_PB2SES_4 | 29.7 |
| 1/13/2011 13:50 | N | R_PB2SES_5 | 29.7 |
| 1/13/2011 13:50 | N | AUTO_EPS_390 | 29.47 |
| 1/13/2011 13:55 | N | DCTM_L_A | 29.4 |
| 1/13/2011 13:55 | N | DC_ROAD_L_B | 30.94 |
| 1/13/2011 13:55 | N | DC_EGPS_L_A | 30.57 |
| 1/13/2011 13:55 | N | H_HOLLOW_E_1 | 29.44 |
| 1/13/2011 13:55 | N | HHOLLOW4_E_1 | 29.44 |

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| 1/13/2011 13:55 | N | R_LH2SES_1 | 29.29 |
| 1/13/2011 13:55 | N | R_PB2SES_1 | 29.45 |
| 1/13/2011 13:55 | N | R_PB2SES_2 | 29.45 |
| 1/13/2011 13:55 | N | R_PB2SES_3 | 29.45 |
| 1/13/2011 13:55 | N | R_PB2SES_4 | 29.45 |
| 1/13/2011 13:55 | N | R_PB2SES_5 | 29.45 |
| 1/13/2011 13:55 | N | AUTO_EPS_390 | 29.27 |
| 1/13/2011 14:00 | N | DCTM_L_A | 29.05 |
| 1/13/2011 14:00 | N | DC_ROAD_L_B | 30.94 |
| 1/13/2011 14:00 | N | DC_EGPS_L_A | 30.48 |
| 1/13/2011 14:00 | N | H_HOLLOW_E_1 | 29.1 |
| 1/13/2011 14:00 | N | HHOLLOW4_E_1 | 29.1 |
| 1/13/2011 14:00 | N | R_LH2SES_1 | 28.92 |
| 1/13/2011 14:00 | N | R_PB2SES_1 | 29.12 |
| 1/13/2011 14:00 | N | R_PB2SES_2 | 29.12 |
| 1/13/2011 14:00 | N | R_PB2SES_3 | 29.12 |
| 1/13/2011 14:00 | N | R_PB2SES_4 | 29.12 |
| 1/13/2011 14:00 | N | R_PB2SES_5 | 29.12 |
| 1/13/2011 14:00 | N | AUTO_EPS_390 | 28.89 |
| 1/13/2011 14:05 | N | DCTM_L_A | 29.35 |
| 1/13/2011 14:05 | N | DC_ROAD_L_B | 30.92 |
| 1/13/2011 14:05 | N | DC_EGPS_L_A | 30.53 |
| 1/13/2011 14:05 | N | H_HOLLOW_E_1 | 29.39 |
| 1/13/2011 14:05 | N | HHOLLOW4_E_1 | 29.39 |
| 1/13/2011 14:05 | N | R_LH2SES_1 | 29.24 |
| 1/13/2011 14:05 | N | R_PB2SES_1 | 29.4 |
| 1/13/2011 14:05 | N | R_PB2SES_2 | 29.4 |
| 1/13/2011 14:05 | N | R_PB2SES_3 | 29.4 |
| 1/13/2011 14:05 | N | R_PB2SES_4 | 29.4 |
| 1/13/2011 14:05 | N | R_PB2SES_5 | 29.4 |
| 1/13/2011 14:05 | N | AUTO_EPS_390 | 29.21 |
| 1/13/2011 14:10 | N | DCTM_L_A | 29.55 |
| 1/13/2011 14:10 | N | DC_ROAD_L_B | 30.64 |
| 1/13/2011 14:10 | N | DC_EGPS_L_A | 30.37 |
| 1/13/2011 14:10 | N | H_HOLLOW_E_1 | 29.58 |
| 1/13/2011 14:10 | N | HHOLLOW4_E_1 | 29.58 |
| 1/13/2011 14:10 | N | R_LH2SES_1 | 29.48 |
| 1/13/2011 14:10 | N | R_PB2SES_1 | 29.59 |
| 1/13/2011 14:10 | N | R_PB2SES_2 | 29.59 |
| 1/13/2011 14:10 | N | R_PB2SES_3 | 29.59 |
| 1/13/2011 14:10 | N | R_PB2SES_4 | 29.59 |
| 1/13/2011 14:10 | N | R_PB2SES_5 | 29.59 |
| 1/13/2011 14:10 | N | AUTO_EPS_390 | 29.46 |
| 1/13/2011 14:15 | N | DCTM_L_A | 29.23 |
| 1/13/2011 14:15 | N | DC_ROAD_L_B | 30.92 |
| 1/13/2011 14:15 | N | DC_EGPS_L_A | 30.5 |
| 1/13/2011 14:15 | N | H_HOLLOW_E_1 | 29.28 |

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| 1/13/2011 14:15 | N | HHOLLOW4_E_1 | 29.28 |
| 1/13/2011 14:15 | N | R_LH2SES_1 | 29.12 |
| 1/13/2011 14:15 | N | R_PB2SES_1 | 29.29 |
| 1/13/2011 14:15 | N | R_PB2SES_2 | 29.29 |
| 1/13/2011 14:15 | N | R_PB2SES_3 | 29.29 |
| 1/13/2011 14:15 | N | R_PB2SES_4 | 29.29 |
| 1/13/2011 14:15 | N | R_PB2SES_5 | 29.29 |
| 1/13/2011 14:15 | N | AUTO_EPS_390 | 29.09 |
| 1/13/2011 14:20 | N | DCTM_L_A | 28.81 |
| 1/13/2011 14:20 | N | DC_ROAD_L_B | 31.69 |
| 1/13/2011 14:20 | N | DC_EGPS_L_A | 30.99 |
| 1/13/2011 14:20 | N | H_HOLLOW_E_1 | 28.89 |
| 1/13/2011 14:20 | N | HHOLLOW4_E_1 | 28.89 |
| 1/13/2011 14:20 | N | R_LH2SES_1 | 28.61 |
| 1/13/2011 14:20 | N | R_PB2SES_1 | 28.91 |
| 1/13/2011 14:20 | N | R_PB2SES_2 | 28.91 |
| 1/13/2011 14:20 | N | R_PB2SES_3 | 28.91 |
| 1/13/2011 14:20 | N | R_PB2SES_4 | 28.91 |
| 1/13/2011 14:20 | N | R_PB2SES_5 | 28.91 |
| 1/13/2011 14:20 | N | AUTO_EPS_390 | 28.57 |
| 1/13/2011 14:25 | N | DCTM_L_A | 29.17 |
| 1/13/2011 14:25 | N | DC_ROAD_L_B | 31.76 |
| 1/13/2011 14:25 | N | DC_EGPS_L_A | 31.12 |
| 1/13/2011 14:25 | N | H_HOLLOW_E_1 | 29.24 |
| 1/13/2011 14:25 | N | HHOLLOW4_E_1 | 29.24 |
| 1/13/2011 14:25 | N | R_LH2SES_1 | 29 |
| 1/13/2011 14:25 | N | R_PB2SES_1 | 29.26 |
| 1/13/2011 14:25 | N | R_PB2SES_2 | 29.26 |
| 1/13/2011 14:25 | N | R_PB2SES_3 | 29.26 |
| 1/13/2011 14:25 | N | R_PB2SES_4 | 29.26 |
| 1/13/2011 14:25 | N | R_PB2SES_5 | 29.26 |
| 1/13/2011 14:25 | N | AUTO_EPS_390 | 28.95 |
| 1/13/2011 14:30 | N | DCTM_L_A | 29.66 |
| 1/13/2011 14:30 | N | DC_ROAD_L_B | 30.95 |
| 1/13/2011 14:30 | N | DC_EGPS_L_A | 30.5 |
| 1/13/2011 14:30 | N | H_HOLLOW_E_1 | 29.69 |
| 1/13/2011 14:30 | N | HHOLLOW4_E_1 | 29.69 |
| 1/13/2011 14:30 | N | R_LH2SES_1 | 29.58 |
| 1/13/2011 14:30 | N | R_PB2SES_1 | 29.7 |
| 1/13/2011 14:30 | N | R_PB2SES_2 | 29.7 |
| 1/13/2011 14:30 | N | R_PB2SES_3 | 29.7 |
| 1/13/2011 14:30 | N | R_PB2SES_4 | 29.7 |
| 1/13/2011 14:30 | N | R_PB2SES_5 | 29.7 |
| 1/13/2011 14:30 | N | AUTO_EPS_390 | 29.57 |
| 1/13/2011 14:35 | N | DCTM_L_A | 29.8 |
| 1/13/2011 14:35 | N | DC_ROAD_L_B | 30.93 |
| 1/13/2011 14:35 | N | DC_EGPS_L_A | 30.36 |

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| 1/13/2011 14:35 | N | H_HOLLOW_E_1 | 29.82 |
| 1/13/2011 14:35 | N | HHOLLOW4_E_1 | 29.82 |
| 1/13/2011 14:35 | N | R_LH2SES_1 | 29.75 |
| 1/13/2011 14:35 | N | R_PB2SES_1 | 29.82 |
| 1/13/2011 14:35 | N | R_PB2SES_2 | 29.82 |
| 1/13/2011 14:35 | N | R_PB2SES_3 | 29.82 |
| 1/13/2011 14:35 | N | R_PB2SES_4 | 29.82 |
| 1/13/2011 14:35 | N | R_PB2SES_5 | 29.82 |
| 1/13/2011 14:35 | N | AUTO_EPS_390 | 29.73 |
| 1/13/2011 14:40 | N | DCTM_L_A | 29.31 |
| 1/13/2011 14:40 | N | DC_ROAD_L_B | 30.94 |
| 1/13/2011 14:40 | N | DC_EGPS_L_A | 30.54 |
| 1/13/2011 14:40 | N | H_HOLLOW_E_1 | 29.35 |
| 1/13/2011 14:40 | N | HHOLLOW4_E_1 | 29.35 |
| 1/13/2011 14:40 | N | R_LH2SES_1 | 29.19 |
| 1/13/2011 14:40 | N | R_PB2SES_1 | 29.36 |
| 1/13/2011 14:40 | N | R_PB2SES_2 | 29.36 |
| 1/13/2011 14:40 | N | R_PB2SES_3 | 29.36 |
| 1/13/2011 14:40 | N | R_PB2SES_4 | 29.36 |
| 1/13/2011 14:40 | N | R_PB2SES_5 | 29.36 |
| 1/13/2011 14:40 | N | AUTO_EPS_390 | 29.17 |
| 1/13/2011 14:45 | N | DCTM_L_A | 29.07 |
| 1/13/2011 14:45 | N | DC_ROAD_L_B | 30.94 |
| 1/13/2011 14:45 | N | DC_EGPS_L_A | 30.48 |
| 1/13/2011 14:45 | N | H_HOLLOW_E_1 | 29.12 |
| 1/13/2011 14:45 | N | HHOLLOW4_E_1 | 29.12 |
| 1/13/2011 14:45 | N | R_LH2SES_1 | 28.94 |
| 1/13/2011 14:45 | N | R_PB2SES_1 | 29.13 |
| 1/13/2011 14:45 | N | R_PB2SES_2 | 29.13 |
| 1/13/2011 14:45 | N | R_PB2SES_3 | 29.13 |
| 1/13/2011 14:45 | N | R_PB2SES_4 | 29.13 |
| 1/13/2011 14:45 | N | R_PB2SES_5 | 29.13 |
| 1/13/2011 14:45 | N | AUTO_EPS_390 | 28.91 |
| 1/13/2011 14:50 | N | DCTM_L_A | 29.27 |
| 1/13/2011 14:50 | N | DC_ROAD_L_B | 30.95 |
| 1/13/2011 14:50 | N | DC_EGPS_L_A | 30.54 |
| 1/13/2011 14:50 | N | H_HOLLOW_E_1 | 29.31 |
| 1/13/2011 14:50 | N | HHOLLOW4_E_1 | 29.31 |
| 1/13/2011 14:50 | N | R_LH2SES_1 | 29.15 |
| 1/13/2011 14:50 | N | R_PB2SES_1 | 29.32 |
| 1/13/2011 14:50 | N | R_PB2SES_2 | 29.32 |
| 1/13/2011 14:50 | N | R_PB2SES_3 | 29.32 |
| 1/13/2011 14:50 | N | R_PB2SES_4 | 29.32 |
| 1/13/2011 14:50 | N | R_PB2SES_5 | 29.32 |
| 1/13/2011 14:50 | N | AUTO_EPS_390 | 29.12 |
| 1/13/2011 14:55 | N | DCTM_L_A | 29.72 |
| 1/13/2011 14:55 | N | DC_ROAD_L_B | 30.94 |

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| 1/13/2011 14:55 | N | DC_EGPS_L_A | 29.92 |
| 1/13/2011 14:55 | N | H_HOLLOW_E_1 | 29.73 |
| 1/13/2011 14:55 | N | HHOLLOW4_E_1 | 29.73 |
| 1/13/2011 14:55 | N | R_LH2SES_1 | 29.7 |
| 1/13/2011 14:55 | N | R_PB2SES_1 | 29.73 |
| 1/13/2011 14:55 | N | R_PB2SES_2 | 29.73 |
| 1/13/2011 14:55 | N | R_PB2SES_3 | 29.73 |
| 1/13/2011 14:55 | N | R_PB2SES_4 | 29.73 |
| 1/13/2011 14:55 | N | R_PB2SES_5 | 29.73 |
| 1/13/2011 14:55 | N | AUTO_EPS_390 | 29.7 |
| 1/13/2011 15:00 | N | DCTM_L_A | 30.03 |
| 1/13/2011 15:00 | N | DC_ROAD_L_B | 30.93 |
| 1/13/2011 15:00 | N | DC_EGPS_L_A | 30.03 |
| 1/13/2011 15:00 | N | H_HOLLOW_E_1 | 30.03 |
| 1/13/2011 15:00 | N | HHOLLOW4_E_1 | 30.03 |
| 1/13/2011 15:00 | N | R_LH2SES_1 | 30.03 |
| 1/13/2011 15:00 | N | R_PB2SES_1 | 30.03 |
| 1/13/2011 15:00 | N | R_PB2SES_2 | 30.03 |
| 1/13/2011 15:00 | N | R_PB2SES_3 | 30.03 |
| 1/13/2011 15:00 | N | R_PB2SES_4 | 30.03 |
| 1/13/2011 15:00 | N | R_PB2SES_5 | 30.03 |
| 1/13/2011 15:00 | N | AUTO_EPS_390 | 30.03 |
| 1/13/2011 15:05 | N | DCTM_L_A | 30.38 |
| 1/13/2011 15:05 | N | DC_ROAD_L_B | 30.92 |
| 1/13/2011 15:05 | N | DC_EGPS_L_A | 30.38 |
| 1/13/2011 15:05 | N | H_HOLLOW_E_1 | 30.38 |
| 1/13/2011 15:05 | N | HHOLLOW4_E_1 | 30.38 |
| 1/13/2011 15:05 | N | R_LH2SES_1 | 30.38 |
| 1/13/2011 15:05 | N | R_PB2SES_1 | 30.38 |
| 1/13/2011 15:05 | N | R_PB2SES_2 | 30.38 |
| 1/13/2011 15:05 | N | R_PB2SES_3 | 30.38 |
| 1/13/2011 15:05 | N | R_PB2SES_4 | 30.38 |
| 1/13/2011 15:05 | N | R_PB2SES_5 | 30.38 |
| 1/13/2011 15:05 | N | AUTO_EPS_390 | 30.38 |
| 1/13/2011 15:10 | N | DCTM_L_A | 29.98 |
| 1/13/2011 15:10 | N | DC_ROAD_L_B | 30.92 |
| 1/13/2011 15:10 | N | DC_EGPS_L_A | 29.98 |
| 1/13/2011 15:10 | N | H_HOLLOW_E_1 | 29.98 |
| 1/13/2011 15:10 | N | HHOLLOW4_E_1 | 29.98 |
| 1/13/2011 15:10 | N | R_LH2SES_1 | 29.98 |
| 1/13/2011 15:10 | N | R_PB2SES_1 | 29.98 |
| 1/13/2011 15:10 | N | R_PB2SES_2 | 29.98 |
| 1/13/2011 15:10 | N | R_PB2SES_3 | 29.98 |
| 1/13/2011 15:10 | N | R_PB2SES_4 | 29.98 |
| 1/13/2011 15:10 | N | R_PB2SES_5 | 29.98 |
| 1/13/2011 15:10 | N | AUTO_EPS_390 | 29.98 |
| 1/13/2011 15:15 | N | DCTM_L_A | 30.13 |

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| 1/13/2011 15:15 | N | DC_ROAD_L_B | 30.93 |
| 1/13/2011 15:15 | N | DC_EGPS_L_A | 30.13 |
| 1/13/2011 15:15 | N | H_HOLLOW_E_1 | 30.13 |
| 1/13/2011 15:15 | N | HHOLLOW4_E_1 | 30.13 |
| 1/13/2011 15:15 | N | R_LH2SES_1 | 30.13 |
| 1/13/2011 15:15 | N | R_PB2SES_1 | 30.13 |
| 1/13/2011 15:15 | N | R_PB2SES_2 | 30.13 |
| 1/13/2011 15:15 | N | R_PB2SES_3 | 30.13 |
| 1/13/2011 15:15 | N | R_PB2SES_4 | 30.13 |
| 1/13/2011 15:15 | N | R_PB2SES_5 | 30.13 |
| 1/13/2011 15:15 | N | AUTO_EPS_390 | 30.13 |
| 1/13/2011 15:20 | N | DCTM_L_A | 30.68 |
| 1/13/2011 15:20 | N | DC_ROAD_L_B | 30.94 |
| 1/13/2011 15:20 | N | DC_EGPS_L_A | 30.68 |
| 1/13/2011 15:20 | N | H_HOLLOW_E_1 | 30.68 |
| 1/13/2011 15:20 | N | HHOLLOW4_E_1 | 30.68 |
| 1/13/2011 15:20 | N | R_LH2SES_1 | 30.68 |
| 1/13/2011 15:20 | N | R_PB2SES_1 | 30.68 |
| 1/13/2011 15:20 | N | R_PB2SES_2 | 30.68 |
| 1/13/2011 15:20 | N | R_PB2SES_3 | 30.68 |
| 1/13/2011 15:20 | N | R_PB2SES_4 | 30.68 |
| 1/13/2011 15:20 | N | R_PB2SES_5 | 30.68 |
| 1/13/2011 15:20 | N | AUTO_EPS_390 | 30.68 |
| 1/13/2011 15:25 | N | DCTM_L_A | 30.84 |
| 1/13/2011 15:25 | N | DC_ROAD_L_B | 30.94 |
| 1/13/2011 15:25 | N | DC_EGPS_L_A | 30.84 |
| 1/13/2011 15:25 | N | H_HOLLOW_E_1 | 30.84 |
| 1/13/2011 15:25 | N | HHOLLOW4_E_1 | 30.84 |
| 1/13/2011 15:25 | N | R_LH2SES_1 | 30.84 |
| 1/13/2011 15:25 | N | R_PB2SES_1 | 30.84 |
| 1/13/2011 15:25 | N | R_PB2SES_2 | 30.84 |
| 1/13/2011 15:25 | N | R_PB2SES_3 | 30.84 |
| 1/13/2011 15:25 | N | R_PB2SES_4 | 30.84 |
| 1/13/2011 15:25 | N | R_PB2SES_5 | 30.84 |
| 1/13/2011 15:25 | N | AUTO_EPS_390 | 30.84 |
| 1/13/2011 15:30 | N | DC_ROAD_L_B | 30.93 |
| 1/13/2011 15:35 | N | DCTM_L_A | 30.79 |
| 1/13/2011 15:35 | N | DC_ROAD_L_B | 30.93 |
| 1/13/2011 15:35 | N | DC_EGPS_L_A | 30.79 |
| 1/13/2011 15:35 | N | H_HOLLOW_E_1 | 30.79 |
| 1/13/2011 15:35 | N | HHOLLOW4_E_1 | 30.79 |
| 1/13/2011 15:35 | N | R_LH2SES_1 | 30.79 |
| 1/13/2011 15:35 | N | R_PB2SES_1 | 30.79 |
| 1/13/2011 15:35 | N | R_PB2SES_2 | 30.79 |
| 1/13/2011 15:35 | N | R_PB2SES_3 | 30.79 |
| 1/13/2011 15:35 | N | R_PB2SES_4 | 30.79 |
| 1/13/2011 15:35 | N | R_PB2SES_5 | 30.79 |

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| 1/13/2011 15:35 | N | AUTO_EPS_390 | 30.79 |
| 1/13/2011 15:40 | N | DC_ROAD_L_B | 30.94 |
| 1/13/2011 15:45 | N | DC_ROAD_L_B | 30.94 |
| 1/13/2011 15:55 | N | DCTM_L_A | 31.02 |
| 1/13/2011 15:55 | N | DC_ROAD_L_B | 46.31 |
| 1/13/2011 15:55 | N | DC_EGPS_L_A | 31.02 |
| 1/13/2011 15:55 | N | H_HOLLOW_E_1 | 31.02 |
| 1/13/2011 15:55 | N | HHOLLOW4_E_1 | 31.02 |
| 1/13/2011 15:55 | N | R_LH2SES_1 | 31.02 |
| 1/13/2011 15:55 | N | R_PB2SES_1 | 31.02 |
| 1/13/2011 15:55 | N | R_PB2SES_2 | 31.02 |
| 1/13/2011 15:55 | N | R_PB2SES_3 | 31.02 |
| 1/13/2011 15:55 | N | R_PB2SES_4 | 31.02 |
| 1/13/2011 15:55 | N | R_PB2SES_5 | 31.02 |
| 1/13/2011 15:55 | N | AUTO_EPS_390 | 31.02 |
| 1/13/2011 16:00 | N | DC_ROAD_L_B | 30.95 |
| 1/13/2011 16:05 | N | DC_ROAD_L_B | 30.93 |
| 1/13/2011 16:15 | N | DC_ROAD_L_B | 5031.23 |
| 1/13/2011 16:15 | N | DC_EGPS_L_A | 31.23 |
| 1/13/2011 16:15 | N | H_HOLLOW_E_1 | 31.23 |
| 1/13/2011 16:15 | N | HHOLLOW4_E_1 | 31.23 |
| 1/13/2011 16:15 | N | R_LH2SES_1 | 31.23 |
| 1/13/2011 16:15 | N | R_PB2SES_1 | 31.23 |
| 1/13/2011 16:15 | N | R_PB2SES_2 | 31.23 |
| 1/13/2011 16:15 | N | R_PB2SES_3 | 31.23 |
| 1/13/2011 16:15 | N | R_PB2SES_4 | 31.23 |
| 1/13/2011 16:15 | N | R_PB2SES_5 | 31.23 |
| 1/13/2011 16:15 | N | AUTO_EPS_390 | 31.23 |
| 1/13/2011 16:20 | N | DC_ROAD_L_B | 5032.08 |
| 1/13/2011 16:20 | N | DC_EGPS_L_A | 32.08 |
| 1/13/2011 16:20 | N | H_HOLLOW_E_1 | 32.08 |
| 1/13/2011 16:20 | N | HHOLLOW4_E_1 | 32.08 |
| 1/13/2011 16:20 | N | R_LH2SES_1 | 32.08 |
| 1/13/2011 16:20 | N | R_PB2SES_1 | 32.08 |
| 1/13/2011 16:20 | N | R_PB2SES_2 | 32.08 |
| 1/13/2011 16:20 | N | R_PB2SES_3 | 32.08 |
| 1/13/2011 16:20 | N | R_PB2SES_4 | 32.08 |
| 1/13/2011 16:20 | N | R_PB2SES_5 | 32.08 |
| 1/13/2011 16:20 | N | AUTO_EPS_390 | 32.08 |
| 1/13/2011 16:25 | N | DC_ROAD_L_B | 46.31 |
| 1/13/2011 16:25 | N | DC_EGPS_L_A | 31.49 |
| 1/13/2011 16:25 | N | H_HOLLOW_E_1 | 31.49 |
| 1/13/2011 16:25 | N | HHOLLOW4_E_1 | 31.49 |
| 1/13/2011 16:25 | N | R_LH2SES_1 | 31.49 |
| 1/13/2011 16:25 | N | R_PB2SES_1 | 31.49 |
| 1/13/2011 16:25 | N | R_PB2SES_2 | 31.49 |
| 1/13/2011 16:25 | N | R_PB2SES_3 | 31.49 |

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| 1/13/2011 16:25 | N | R_PB2SES_4 | 31.49 |
| 1/13/2011 16:25 | N | R_PB2SES_5 | 31.49 |
| 1/13/2011 16:25 | N | AUTO_EPS_390 | 31.49 |
| 1/13/2011 16:30 | N | DC_ROAD_L_B | 46.31 |
| 1/13/2011 16:30 | N | DC_EGPS_L_A | 31.36 |
| 1/13/2011 16:30 | N | H_HOLLOW_E_1 | 31.36 |
| 1/13/2011 16:30 | N | HHOLLOW4_E_1 | 31.36 |
| 1/13/2011 16:30 | N | R_LH2SES_1 | 31.36 |
| 1/13/2011 16:30 | N | R_PB2SES_1 | 31.36 |
| 1/13/2011 16:30 | N | R_PB2SES_2 | 31.36 |
| 1/13/2011 16:30 | N | R_PB2SES_3 | 31.36 |
| 1/13/2011 16:30 | N | R_PB2SES_4 | 31.36 |
| 1/13/2011 16:30 | N | R_PB2SES_5 | 31.36 |
| 1/13/2011 16:30 | N | AUTO_EPS_390 | 31.36 |
| 1/13/2011 16:35 | N | DC_ROAD_L_B | 46.31 |
| 1/13/2011 16:35 | N | DC_EGPS_L_A | 31.38 |
| 1/13/2011 16:35 | N | H_HOLLOW_E_1 | 31.38 |
| 1/13/2011 16:35 | N | HHOLLOW4_E_1 | 31.38 |
| 1/13/2011 16:35 | N | R_LH2SES_1 | 31.38 |
| 1/13/2011 16:35 | N | R_PB2SES_1 | 31.38 |
| 1/13/2011 16:35 | N | R_PB2SES_2 | 31.38 |
| 1/13/2011 16:35 | N | R_PB2SES_3 | 31.38 |
| 1/13/2011 16:35 | N | R_PB2SES_4 | 31.38 |
| 1/13/2011 16:35 | N | R_PB2SES_5 | 31.38 |
| 1/13/2011 16:35 | N | AUTO_EPS_390 | 31.38 |
| 1/13/2011 16:40 | N | DC_ROAD_L_B | 46.31 |
| 1/13/2011 16:40 | N | DC_EGPS_L_A | 31.73 |
| 1/13/2011 16:40 | N | H_HOLLOW_E_1 | 31.73 |
| 1/13/2011 16:40 | N | HHOLLOW4_E_1 | 31.73 |
| 1/13/2011 16:40 | N | R_LH2SES_1 | 31.73 |
| 1/13/2011 16:40 | N | R_PB2SES_1 | 31.73 |
| 1/13/2011 16:40 | N | R_PB2SES_2 | 31.73 |
| 1/13/2011 16:40 | N | R_PB2SES_3 | 31.73 |
| 1/13/2011 16:40 | N | R_PB2SES_4 | 31.73 |
| 1/13/2011 16:40 | N | R_PB2SES_5 | 31.73 |
| 1/13/2011 16:40 | N | AUTO_EPS_390 | 31.73 |
| 1/13/2011 16:50 | N | DC_ROAD_L_B | 46.31 |
| 1/13/2011 16:50 | N | DC_EGPS_L_A | 32.01 |
| 1/13/2011 16:50 | N | H_HOLLOW_E_1 | 32.01 |
| 1/13/2011 16:50 | N | HHOLLOW4_E_1 | 32.01 |
| 1/13/2011 16:50 | N | R_LH2SES_1 | 32.01 |
| 1/13/2011 16:50 | N | R_PB2SES_1 | 32.01 |
| 1/13/2011 16:50 | N | R_PB2SES_2 | 32.01 |
| 1/13/2011 16:50 | N | R_PB2SES_3 | 32.01 |
| 1/13/2011 16:50 | N | R_PB2SES_4 | 32.01 |
| 1/13/2011 16:50 | N | R_PB2SES_5 | 32.01 |
| 1/13/2011 16:50 | N | AUTO_EPS_390 | 32.01 |

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| 1/13/2011 16:55 | N | DC_ROAD_L_B | 47.17 |
| 1/13/2011 16:55 | N | DC_EGPS_L_A | 32.31 |
| 1/13/2011 16:55 | N | H_HOLLOW_E_1 | 32.31 |
| 1/13/2011 16:55 | N | HHOLLOW4_E_1 | 32.31 |
| 1/13/2011 16:55 | N | R_LH2SES_1 | 32.31 |
| 1/13/2011 16:55 | N | R_PB2SES_1 | 32.31 |
| 1/13/2011 16:55 | N | R_PB2SES_2 | 32.31 |
| 1/13/2011 16:55 | N | R_PB2SES_3 | 32.31 |
| 1/13/2011 16:55 | N | R_PB2SES_4 | 32.31 |
| 1/13/2011 16:55 | N | R_PB2SES_5 | 32.31 |
| 1/13/2011 16:55 | N | AUTO_EPS_390 | 32.31 |
| 1/13/2011 17:00 | N | DC_ROAD_L_B | 49.4 |
| 1/13/2011 17:00 | N | DC_EGPS_L_A | 32.51 |
| 1/13/2011 17:00 | N | H_HOLLOW_E_1 | 32.51 |
| 1/13/2011 17:00 | N | HHOLLOW4_E_1 | 32.51 |
| 1/13/2011 17:00 | N | R_LH2SES_1 | 32.51 |
| 1/13/2011 17:00 | N | R_PB2SES_1 | 32.51 |
| 1/13/2011 17:00 | N | R_PB2SES_2 | 32.51 |
| 1/13/2011 17:00 | N | R_PB2SES_3 | 32.51 |
| 1/13/2011 17:00 | N | R_PB2SES_4 | 32.51 |
| 1/13/2011 17:00 | N | R_PB2SES_5 | 32.51 |
| 1/13/2011 17:00 | N | AUTO_EPS_390 | 32.51 |
| 1/13/2011 17:05 | N | DC_ROAD_L_B | 46.78 |
| 1/13/2011 17:05 | N | DC_EGPS_L_A | 33.51 |
| 1/13/2011 17:05 | N | H_HOLLOW_E_1 | 33.51 |
| 1/13/2011 17:05 | N | HHOLLOW4_E_1 | 33.51 |
| 1/13/2011 17:05 | N | R_LH2SES_1 | 33.51 |
| 1/13/2011 17:05 | N | R_PB2SES_1 | 33.51 |
| 1/13/2011 17:05 | N | R_PB2SES_2 | 33.51 |
| 1/13/2011 17:05 | N | R_PB2SES_3 | 33.51 |
| 1/13/2011 17:05 | N | R_PB2SES_4 | 33.51 |
| 1/13/2011 17:05 | N | R_PB2SES_5 | 33.51 |
| 1/13/2011 17:05 | N | AUTO_EPS_390 | 33.51 |
| 1/13/2011 17:10 | N | DC_ROAD_L_B | 46.31 |
| 1/13/2011 17:10 | N | DC_EGPS_L_A | 33.68 |
| 1/13/2011 17:10 | N | H_HOLLOW_E_1 | 33.68 |
| 1/13/2011 17:10 | N | HHOLLOW4_E_1 | 33.68 |
| 1/13/2011 17:10 | N | R_LH2SES_1 | 33.68 |
| 1/13/2011 17:10 | N | R_PB2SES_1 | 33.68 |
| 1/13/2011 17:10 | N | R_PB2SES_2 | 33.68 |
| 1/13/2011 17:10 | N | R_PB2SES_3 | 33.68 |
| 1/13/2011 17:10 | N | R_PB2SES_4 | 33.68 |
| 1/13/2011 17:10 | N | R_PB2SES_5 | 33.68 |
| 1/13/2011 17:10 | N | AUTO_EPS_390 | 33.68 |
| 1/13/2011 17:15 | N | DC_ROAD_L_B | 46.31 |
| 1/13/2011 17:15 | N | DC_EGPS_L_A | 34.21 |
| 1/13/2011 17:15 | N | H_HOLLOW_E_1 | 34.21 |

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| 1/13/2011 17:15 | N | HHOLLOW4_E_1 | 34.21 |
| 1/13/2011 17:15 | N | R_LH2SES_1 | 34.21 |
| 1/13/2011 17:15 | N | R_PB2SES_1 | 34.21 |
| 1/13/2011 17:15 | N | R_PB2SES_2 | 34.21 |
| 1/13/2011 17:15 | N | R_PB2SES_3 | 34.21 |
| 1/13/2011 17:15 | N | R_PB2SES_4 | 34.21 |
| 1/13/2011 17:15 | N | R_PB2SES_5 | 34.21 |
| 1/13/2011 17:15 | N | AUTO_EPS_390 | 34.21 |
| 1/13/2011 17:20 | N | DC_ROAD_L_B | 46.48 |
| 1/13/2011 17:20 | N | DC_EGPS_L_A | 35.03 |
| 1/13/2011 17:20 | N | H_HOLLOW_E_1 | 35.03 |
| 1/13/2011 17:20 | N | HHOLLOW4_E_1 | 35.03 |
| 1/13/2011 17:20 | N | R_LH2SES_1 | 35.03 |
| 1/13/2011 17:20 | N | R_PB2SES_1 | 35.03 |
| 1/13/2011 17:20 | N | R_PB2SES_2 | 35.03 |
| 1/13/2011 17:20 | N | R_PB2SES_3 | 35.03 |
| 1/13/2011 17:20 | N | R_PB2SES_4 | 35.03 |
| 1/13/2011 17:20 | N | R_PB2SES_5 | 35.03 |
| 1/13/2011 17:20 | N | AUTO_EPS_390 | 35.03 |
| 1/13/2011 17:25 | N | DC_ROAD_L_B | 5035.35 |
| 1/13/2011 17:25 | N | DC_EGPS_L_A | 35.35 |
| 1/13/2011 17:25 | N | H_HOLLOW_E_1 | 35.35 |
| 1/13/2011 17:25 | N | HHOLLOW4_E_1 | 35.35 |
| 1/13/2011 17:25 | N | R_LH2SES_1 | 35.35 |
| 1/13/2011 17:25 | N | R_PB2SES_1 | 35.35 |
| 1/13/2011 17:25 | N | R_PB2SES_2 | 35.35 |
| 1/13/2011 17:25 | N | R_PB2SES_3 | 35.35 |
| 1/13/2011 17:25 | N | R_PB2SES_4 | 35.35 |
| 1/13/2011 17:25 | N | R_PB2SES_5 | 35.35 |
| 1/13/2011 17:25 | N | AUTO_EPS_390 | 35.35 |
| 1/13/2011 17:30 | N | DC_ROAD_L_B | 5036.15 |
| 1/13/2011 17:30 | N | DC_EGPS_L_A | 36.15 |
| 1/13/2011 17:30 | N | H_HOLLOW_E_1 | 36.15 |
| 1/13/2011 17:30 | N | HHOLLOW4_E_1 | 36.15 |
| 1/13/2011 17:30 | N | R_LH2SES_1 | 36.15 |
| 1/13/2011 17:30 | N | R_PB2SES_1 | 36.15 |
| 1/13/2011 17:30 | N | R_PB2SES_2 | 36.15 |
| 1/13/2011 17:30 | N | R_PB2SES_3 | 36.15 |
| 1/13/2011 17:30 | N | R_PB2SES_4 | 36.15 |
| 1/13/2011 17:30 | N | R_PB2SES_5 | 36.15 |
| 1/13/2011 17:30 | N | AUTO_EPS_390 | 36.15 |
| 1/13/2011 17:35 | N | DC_ROAD_L_B | 5036.8 |
| 1/13/2011 17:35 | N | DC_EGPS_L_A | 36.8 |
| 1/13/2011 17:35 | N | H_HOLLOW_E_1 | 36.8 |
| 1/13/2011 17:35 | N | HHOLLOW4_E_1 | 36.8 |
| 1/13/2011 17:35 | N | R_LH2SES_1 | 36.8 |
| 1/13/2011 17:35 | N | R_PB2SES_1 | 36.8 |

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| 1/13/2011 17:35 | N | R_PB2SES_2 | 36.8 |
| 1/13/2011 17:35 | N | R_PB2SES_3 | 36.8 |
| 1/13/2011 17:35 | N | R_PB2SES_4 | 36.8 |
| 1/13/2011 17:35 | N | R_PB2SES_5 | 36.8 |
| 1/13/2011 17:35 | N | AUTO_EPS_390 | 36.8 |
| 1/13/2011 17:40 | N | DC_ROAD_L_B | 5037.95 |
| 1/13/2011 17:40 | N | DC_EGPS_L_A | 37.95 |
| 1/13/2011 17:40 | N | H_HOLLOW_E_1 | 37.95 |
| 1/13/2011 17:40 | N | HHOLLOW4_E_1 | 37.95 |
| 1/13/2011 17:40 | N | R_LH2SES_1 | 37.95 |
| 1/13/2011 17:40 | N | R_PB2SES_1 | 37.95 |
| 1/13/2011 17:40 | N | R_PB2SES_2 | 37.95 |
| 1/13/2011 17:40 | N | R_PB2SES_3 | 37.95 |
| 1/13/2011 17:40 | N | R_PB2SES_4 | 37.95 |
| 1/13/2011 17:40 | N | R_PB2SES_5 | 37.95 |
| 1/13/2011 17:40 | N | AUTO_EPS_390 | 37.95 |
| 1/13/2011 17:45 | N | DC_ROAD_L_B | 5041.73 |
| 1/13/2011 17:45 | N | DC_EGPS_L_A | 41.73 |
| 1/13/2011 17:45 | N | H_HOLLOW_E_1 | 41.73 |
| 1/13/2011 17:45 | N | HHOLLOW4_E_1 | 41.73 |
| 1/13/2011 17:45 | N | R_LH2SES_1 | 41.73 |
| 1/13/2011 17:45 | N | R_PB2SES_1 | 41.73 |
| 1/13/2011 17:45 | N | R_PB2SES_2 | 41.73 |
| 1/13/2011 17:45 | N | R_PB2SES_3 | 41.73 |
| 1/13/2011 17:45 | N | R_PB2SES_4 | 41.73 |
| 1/13/2011 17:45 | N | R_PB2SES_5 | 41.73 |
| 1/13/2011 17:45 | N | AUTO_EPS_390 | 41.73 |
| 1/13/2011 17:50 | N | DC_ROAD_L_B | 5046.1 |
| 1/13/2011 17:50 | N | DC_EGPS_L_A | 46.1 |
| 1/13/2011 17:50 | N | H_HOLLOW_E_1 | 46.1 |
| 1/13/2011 17:50 | N | HHOLLOW4_E_1 | 46.1 |
| 1/13/2011 17:50 | N | R_LH2SES_1 | 46.1 |
| 1/13/2011 17:50 | N | R_PB2SES_1 | 46.1 |
| 1/13/2011 17:50 | N | R_PB2SES_2 | 46.1 |
| 1/13/2011 17:50 | N | R_PB2SES_3 | 46.1 |
| 1/13/2011 17:50 | N | R_PB2SES_4 | 46.1 |
| 1/13/2011 17:50 | N | R_PB2SES_5 | 46.1 |
| 1/13/2011 17:50 | N | AUTO_EPS_390 | 46.1 |
| 1/13/2011 17:55 | N | DC_ROAD_L_B | 5046.52 |
| 1/13/2011 17:55 | N | DC_EGPS_L_A | 46.52 |
| 1/13/2011 17:55 | N | H_HOLLOW_E_1 | 46.52 |
| 1/13/2011 17:55 | N | HHOLLOW4_E_1 | 46.52 |
| 1/13/2011 17:55 | N | R_LH2SES_1 | 46.52 |
| 1/13/2011 17:55 | N | R_PB2SES_1 | 46.52 |
| 1/13/2011 17:55 | N | R_PB2SES_2 | 46.52 |
| 1/13/2011 17:55 | N | R_PB2SES_3 | 46.52 |
| 1/13/2011 17:55 | N | R_PB2SES_4 | 46.52 |

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| 1/13/2011 17:55 | N | R_PB2SES_5 | 46.52 |
| 1/13/2011 17:55 | N | AUTO_EPS_390 | 46.52 |
| 1/13/2011 18:00 | N | DC_ROAD_L_B | 5046.2 |
| 1/13/2011 18:00 | N | DC_EGPS_L_A | 46.2 |
| 1/13/2011 18:00 | N | H_HOLLOW_E_1 | 46.2 |
| 1/13/2011 18:00 | N | HHOLLOW4_E_1 | 46.2 |
| 1/13/2011 18:00 | N | R_LH2SES_1 | 46.2 |
| 1/13/2011 18:00 | N | R_PB2SES_1 | 46.2 |
| 1/13/2011 18:00 | N | R_PB2SES_2 | 46.2 |
| 1/13/2011 18:00 | N | R_PB2SES_3 | 46.2 |
| 1/13/2011 18:00 | N | R_PB2SES_4 | 46.2 |
| 1/13/2011 18:00 | N | R_PB2SES_5 | 46.2 |
| 1/13/2011 18:00 | N | AUTO_EPS_390 | 46.2 |
| 1/13/2011 18:05 | N | DC_ROAD_L_B | 5044.99 |
| 1/13/2011 18:05 | N | DC_EGPS_L_A | 44.99 |
| 1/13/2011 18:05 | N | H_HOLLOW_E_1 | 44.99 |
| 1/13/2011 18:05 | N | HHOLLOW4_E_1 | 44.99 |
| 1/13/2011 18:05 | N | R_LH2SES_1 | 44.99 |
| 1/13/2011 18:05 | N | R_PB2SES_1 | 44.99 |
| 1/13/2011 18:05 | N | R_PB2SES_2 | 44.99 |
| 1/13/2011 18:05 | N | R_PB2SES_3 | 44.99 |
| 1/13/2011 18:05 | N | R_PB2SES_4 | 44.99 |
| 1/13/2011 18:05 | N | R_PB2SES_5 | 44.99 |
| 1/13/2011 18:05 | N | AUTO_EPS_390 | 44.99 |
| 1/13/2011 18:10 | N | DC_ROAD_L_B | 5045.89 |
| 1/13/2011 18:10 | N | DC_EGPS_L_A | 45.89 |
| 1/13/2011 18:10 | N | H_HOLLOW_E_1 | 45.89 |
| 1/13/2011 18:10 | N | HHOLLOW4_E_1 | 45.89 |
| 1/13/2011 18:10 | N | R_LH2SES_1 | 45.89 |
| 1/13/2011 18:10 | N | R_PB2SES_1 | 45.89 |
| 1/13/2011 18:10 | N | R_PB2SES_2 | 45.89 |
| 1/13/2011 18:10 | N | R_PB2SES_3 | 45.89 |
| 1/13/2011 18:10 | N | R_PB2SES_4 | 45.89 |
| 1/13/2011 18:10 | N | R_PB2SES_5 | 45.89 |
| 1/13/2011 18:10 | N | AUTO_EPS_390 | 45.89 |
| 1/13/2011 18:15 | N | DC_ROAD_L_B | 5045.81 |
| 1/13/2011 18:15 | N | DC_EGPS_L_A | 45.81 |
| 1/13/2011 18:15 | N | H_HOLLOW_E_1 | 45.81 |
| 1/13/2011 18:15 | N | HHOLLOW4_E_1 | 45.81 |
| 1/13/2011 18:15 | N | R_LH2SES_1 | 45.81 |
| 1/13/2011 18:15 | N | R_PB2SES_1 | 45.81 |
| 1/13/2011 18:15 | N | R_PB2SES_2 | 45.81 |
| 1/13/2011 18:15 | N | R_PB2SES_3 | 45.81 |
| 1/13/2011 18:15 | N | R_PB2SES_4 | 45.81 |
| 1/13/2011 18:15 | N | R_PB2SES_5 | 45.81 |
| 1/13/2011 18:15 | N | AUTO_EPS_390 | 45.81 |
| 1/13/2011 18:20 | N | DC_ROAD_L_B | 5046.1 |

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| 1/13/2011 18:20 | N | DC_EGPS_L_A | 46.1 |
| 1/13/2011 18:20 | N | H_HOLLOW_E_1 | 46.1 |
| 1/13/2011 18:20 | N | HHOLLOW4_E_1 | 46.1 |
| 1/13/2011 18:20 | N | R_LH2SES_1 | 46.1 |
| 1/13/2011 18:20 | N | R_PB2SES_1 | 46.1 |
| 1/13/2011 18:20 | N | R_PB2SES_2 | 46.1 |
| 1/13/2011 18:20 | N | R_PB2SES_3 | 46.1 |
| 1/13/2011 18:20 | N | R_PB2SES_4 | 46.1 |
| 1/13/2011 18:20 | N | R_PB2SES_5 | 46.1 |
| 1/13/2011 18:20 | N | AUTO_EPS_390 | 46.1 |
| 1/13/2011 18:25 | N | DC_ROAD_L_B | 48.34 |
| 1/13/2011 18:25 | N | DC_EGPS_L_A | 46.26 |
| 1/13/2011 18:25 | N | H_HOLLOW_E_1 | 46.26 |
| 1/13/2011 18:25 | N | HHOLLOW4_E_1 | 46.26 |
| 1/13/2011 18:25 | N | R_LH2SES_1 | 46.26 |
| 1/13/2011 18:25 | N | R_PB2SES_1 | 46.26 |
| 1/13/2011 18:25 | N | R_PB2SES_2 | 46.26 |
| 1/13/2011 18:25 | N | R_PB2SES_3 | 46.26 |
| 1/13/2011 18:25 | N | R_PB2SES_4 | 46.26 |
| 1/13/2011 18:25 | N | R_PB2SES_5 | 46.26 |
| 1/13/2011 18:25 | N | AUTO_EPS_390 | 46.26 |
| 1/13/2011 19:36 | N | DC_ROAD_L_B | 36.86 |
| 1/13/2011 19:36 | N | DC_EGPS_L_A | 33.33 |
| 1/13/2011 19:36 | N | H_HOLLOW_E_1 | 18.36 |
| 1/13/2011 19:36 | N | HHOLLOW4_E_1 | 18.36 |
| 1/13/2011 19:36 | N | R_LH2SES_1 | 38.06 |
| 1/13/2011 19:36 | N | R_PB2SES_1 | 18.15 |
| 1/13/2011 19:36 | N | R_PB2SES_2 | 18.15 |
| 1/13/2011 19:36 | N | R_PB2SES_3 | 18.15 |
| 1/13/2011 19:36 | N | R_PB2SES_4 | 18.15 |
| 1/13/2011 19:36 | N | R_PB2SES_5 | 18.15 |
| 1/13/2011 19:36 | N | AUTO_EPS_390 | 38 |
| 1/13/2011 19:40 | N | DC_ROAD_L_B | 37.02 |
| 1/13/2011 19:40 | N | DC_EGPS_L_A | 30.36 |
| 1/13/2011 19:40 | N | H_HOLLOW_E_1 | 2.07 |
| 1/13/2011 19:40 | N | HHOLLOW4_E_1 | 2.07 |
| 1/13/2011 19:40 | N | R_LH2SES_1 | 39.27 |
| 1/13/2011 19:40 | N | R_PB2SES_1 | 1.67 |
| 1/13/2011 19:40 | N | R_PB2SES_2 | 1.67 |
| 1/13/2011 19:40 | N | R_PB2SES_3 | 1.67 |
| 1/13/2011 19:40 | N | R_PB2SES_4 | 1.67 |
| 1/13/2011 19:40 | N | R_PB2SES_5 | 1.67 |
| 1/13/2011 19:40 | N | AUTO_EPS_390 | 39.16 |
| 1/13/2011 19:45 | N | DC_ROAD_L_B | 35.93 |
| 1/13/2011 19:45 | N | DC_EGPS_L_A | 29.21 |
| 1/13/2011 19:45 | N | H_HOLLOW_E_1 | 0.62 |
| 1/13/2011 19:45 | N | HHOLLOW4_E_1 | 0.62 |

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| 1/13/2011 19:45 | N | R_LH2SES_1 | 38.21 |
| 1/13/2011 19:45 | N | R_PB2SES_1 | 0.21 |
| 1/13/2011 19:45 | N | R_PB2SES_2 | 0.21 |
| 1/13/2011 19:45 | N | R_PB2SES_3 | 0.21 |
| 1/13/2011 19:45 | N | R_PB2SES_4 | 0.21 |
| 1/13/2011 19:45 | N | R_PB2SES_5 | 0.21 |
| 1/13/2011 19:45 | N | AUTO_EPS_390 | 38.1 |
| 1/13/2011 19:50 | N | DC_ROAD_L_B | 35.76 |
| 1/13/2011 19:50 | N | DC_EGPS_L_A | 29.07 |
| 1/13/2011 19:50 | N | H_HOLLOW_E_1 | 0.44 |
| 1/13/2011 19:50 | N | HHOLLOW4_E_1 | 0.44 |
| 1/13/2011 19:50 | N | R_LH2SES_1 | 38.04 |
| 1/13/2011 19:50 | N | R_PB2SES_1 | 0.03 |
| 1/13/2011 19:50 | N | R_PB2SES_2 | 0.03 |
| 1/13/2011 19:50 | N | R_PB2SES_3 | 0.03 |
| 1/13/2011 19:50 | N | R_PB2SES_4 | 0.03 |
| 1/13/2011 19:50 | N | R_PB2SES_5 | 0.03 |
| 1/13/2011 19:50 | N | AUTO_EPS_390 | 37.92 |
| 1/13/2011 19:55 | N | DC_ROAD_L_B | 40.24 |
| 1/13/2011 19:55 | N | DC_EGPS_L_A | 30.79 |
| 1/13/2011 19:55 | N | H_HOLLOW_E_1 | -9.63 |
| 1/13/2011 19:55 | N | HHOLLOW4_E_1 | -9.63 |
| 1/13/2011 19:55 | N | R_LH2SES_1 | 43.46 |
| 1/13/2011 19:55 | N | R_PB2SES_1 | -10.2 |
| 1/13/2011 19:55 | N | R_PB2SES_2 | -10.2 |
| 1/13/2011 19:55 | N | R_PB2SES_3 | -10.2 |
| 1/13/2011 19:55 | N | R_PB2SES_4 | -10.2 |
| 1/13/2011 19:55 | N | R_PB2SES_5 | -10.2 |
| 1/13/2011 19:55 | N | AUTO_EPS_390 | 43.29 |
| 1/13/2011 20:00 | N | DC_ROAD_L_B | 42.72 |
| 1/13/2011 20:00 | N | DC_EGPS_L_A | 31.12 |
| 1/13/2011 20:00 | N | H_HOLLOW_E_1 | -18.49 |
| 1/13/2011 20:00 | N | HHOLLOW4_E_1 | -18.49 |
| 1/13/2011 20:00 | N | R_LH2SES_1 | 46.67 |
| 1/13/2011 20:00 | N | R_PB2SES_1 | -19.2 |
| 1/13/2011 20:00 | N | R_PB2SES_2 | -19.2 |
| 1/13/2011 20:00 | N | R_PB2SES_3 | -19.2 |
| 1/13/2011 20:00 | N | R_PB2SES_4 | -19.2 |
| 1/13/2011 20:00 | N | R_PB2SES_5 | -19.2 |
| 1/13/2011 20:00 | N | AUTO_EPS_390 | 46.47 |
| 1/13/2011 20:05 | N | DC_ROAD_L_B | 39.02 |
| 1/13/2011 20:05 | N | DC_EGPS_L_A | 31.18 |
| 1/13/2011 20:05 | N | H_HOLLOW_E_1 | -1.3 |
| 1/13/2011 20:05 | N | HHOLLOW4_E_1 | -1.3 |
| 1/13/2011 20:05 | N | R_LH2SES_1 | 41.68 |
| 1/13/2011 20:05 | N | R_PB2SES_1 | -1.76 |
| 1/13/2011 20:05 | N | R_PB2SES_2 | -1.76 |

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| 1/13/2011 20:05 | N | R_PB2SES_3 | -1.76 |
| 1/13/2011 20:05 | N | R_PB2SES_4 | -1.76 |
| 1/13/2011 20:05 | N | R_PB2SES_5 | -1.76 |
| 1/13/2011 20:05 | N | AUTO_EPS_390 | 41.54 |
| 1/13/2011 20:10 | N | DC_ROAD_L_B | 35.78 |
| 1/13/2011 20:10 | N | DC_EGPS_L_A | 29.15 |
| 1/13/2011 20:10 | N | H_HOLLOW_E_1 | 2.05 |
| 1/13/2011 20:10 | N | HHOLLOW4_E_1 | 2.05 |
| 1/13/2011 20:10 | N | R_LH2SES_1 | 38.03 |
| 1/13/2011 20:10 | N | R_PB2SES_1 | 1.66 |
| 1/13/2011 20:10 | N | R_PB2SES_2 | 1.66 |
| 1/13/2011 20:10 | N | R_PB2SES_3 | 1.66 |
| 1/13/2011 20:10 | N | R_PB2SES_4 | 1.66 |
| 1/13/2011 20:10 | N | R_PB2SES_5 | 1.66 |
| 1/13/2011 20:10 | N | AUTO_EPS_390 | 37.92 |
| 1/13/2011 20:15 | N | DC_ROAD_L_B | 36.23 |
| 1/13/2011 20:15 | N | DC_EGPS_L_A | 29.54 |
| 1/13/2011 20:15 | N | H_HOLLOW_E_1 | 2.07 |
| 1/13/2011 20:15 | N | HHOLLOW4_E_1 | 2.07 |
| 1/13/2011 20:15 | N | R_LH2SES_1 | 38.5 |
| 1/13/2011 20:15 | N | R_PB2SES_1 | 1.67 |
| 1/13/2011 20:15 | N | R_PB2SES_2 | 1.67 |
| 1/13/2011 20:15 | N | R_PB2SES_3 | 1.67 |
| 1/13/2011 20:15 | N | R_PB2SES_4 | 1.67 |
| 1/13/2011 20:15 | N | R_PB2SES_5 | 1.67 |
| 1/13/2011 20:15 | N | AUTO_EPS_390 | 38.39 |
| 1/13/2011 20:20 | N | DC_ROAD_L_B | 36.3 |
| 1/13/2011 20:20 | N | DC_EGPS_L_A | 32.38 |
| 1/13/2011 20:20 | N | H_HOLLOW_E_1 | 16.03 |
| 1/13/2011 20:20 | N | HHOLLOW4_E_1 | 16.03 |
| 1/13/2011 20:20 | N | R_LH2SES_1 | 37.63 |
| 1/13/2011 20:20 | N | R_PB2SES_1 | 15.79 |
| 1/13/2011 20:20 | N | R_PB2SES_2 | 15.79 |
| 1/13/2011 20:20 | N | R_PB2SES_3 | 15.79 |
| 1/13/2011 20:20 | N | R_PB2SES_4 | 15.79 |
| 1/13/2011 20:20 | N | R_PB2SES_5 | 15.79 |
| 1/13/2011 20:20 | N | AUTO_EPS_390 | 37.56 |
| 1/13/2011 20:21 | N | DC_ROAD_L_B | 35.37 |
| 1/13/2011 20:21 | N | DC_EGPS_L_A | 28.6 |
| 1/13/2011 20:21 | N | H_HOLLOW_E_1 | 0.38 |
| 1/13/2011 20:21 | N | HHOLLOW4_E_1 | 0.38 |
| 1/13/2011 20:21 | N | R_LH2SES_1 | 37.66 |
| 1/13/2011 20:21 | N | R_PB2SES_1 | -0.03 |
| 1/13/2011 20:21 | N | R_PB2SES_2 | -0.03 |
| 1/13/2011 20:21 | N | R_PB2SES_3 | -0.03 |
| 1/13/2011 20:21 | N | R_PB2SES_4 | -0.03 |
| 1/13/2011 20:21 | N | R_PB2SES_5 | -0.03 |

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| 1/13/2011 20:21 | N | AUTO_EPS_390 | 37.55 |
| 1/13/2011 20:25 | N | DC_ROAD_L_B | 36.83 |
| 1/13/2011 20:25 | N | DC_EGPS_L_A | 28.71 |
| 1/13/2011 20:25 | N | H_HOLLOW_E_1 | -5.52 |
| 1/13/2011 20:25 | N | HHOLLOW4_E_1 | -5.52 |
| 1/13/2011 20:25 | N | R_LH2SES_1 | 39.58 |
| 1/13/2011 20:25 | N | R_PB2SES_1 | -6.01 |
| 1/13/2011 20:25 | N | R_PB2SES_2 | -6.01 |
| 1/13/2011 20:25 | N | R_PB2SES_3 | -6.01 |
| 1/13/2011 20:25 | N | R_PB2SES_4 | -6.01 |
| 1/13/2011 20:25 | N | R_PB2SES_5 | -6.01 |
| 1/13/2011 20:25 | N | AUTO_EPS_390 | 39.44 |
| 1/13/2011 20:30 | N | DC_ROAD_L_B | 36.91 |
| 1/13/2011 20:30 | N | DC_EGPS_L_A | 28.8 |
| 1/13/2011 20:30 | N | H_HOLLOW_E_1 | -5.51 |
| 1/13/2011 20:30 | N | HHOLLOW4_E_1 | -5.51 |
| 1/13/2011 20:30 | N | R_LH2SES_1 | 39.66 |
| 1/13/2011 20:30 | N | R_PB2SES_1 | -6.01 |
| 1/13/2011 20:30 | N | R_PB2SES_2 | -6.01 |
| 1/13/2011 20:30 | N | R_PB2SES_3 | -6.01 |
| 1/13/2011 20:30 | N | R_PB2SES_4 | -6.01 |
| 1/13/2011 20:30 | N | R_PB2SES_5 | -6.01 |
| 1/13/2011 20:30 | N | AUTO_EPS_390 | 39.51 |
| 1/13/2011 20:35 | N | DC_ROAD_L_B | 36.53 |
| 1/13/2011 20:35 | N | DC_EGPS_L_A | 28.44 |
| 1/13/2011 20:35 | N | H_HOLLOW_E_1 | -5.52 |
| 1/13/2011 20:35 | N | HHOLLOW4_E_1 | -5.52 |
| 1/13/2011 20:35 | N | R_LH2SES_1 | 39.28 |
| 1/13/2011 20:35 | N | R_PB2SES_1 | -6.01 |
| 1/13/2011 20:35 | N | R_PB2SES_2 | -6.01 |
| 1/13/2011 20:35 | N | R_PB2SES_3 | -6.01 |
| 1/13/2011 20:35 | N | R_PB2SES_4 | -6.01 |
| 1/13/2011 20:35 | N | R_PB2SES_5 | -6.01 |
| 1/13/2011 20:35 | N | AUTO_EPS_390 | 39.13 |
| 1/13/2011 20:40 | N | DC_ROAD_L_B | 35.09 |
| 1/13/2011 20:40 | N | DC_EGPS_L_A | 28.15 |
| 1/13/2011 20:40 | N | H_HOLLOW_E_1 | -0.58 |
| 1/13/2011 20:40 | N | HHOLLOW4_E_1 | -0.58 |
| 1/13/2011 20:40 | N | R_LH2SES_1 | 37.45 |
| 1/13/2011 20:40 | N | R_PB2SES_1 | -0.99 |
| 1/13/2011 20:40 | N | R_PB2SES_2 | -0.99 |
| 1/13/2011 20:40 | N | R_PB2SES_3 | -0.99 |
| 1/13/2011 20:40 | N | R_PB2SES_4 | -0.99 |
| 1/13/2011 20:40 | N | R_PB2SES_5 | -0.99 |
| 1/13/2011 20:40 | N | AUTO_EPS_390 | 37.33 |
| 1/13/2011 20:45 | N | DC_ROAD_L_B | 34.79 |
| 1/13/2011 20:45 | N | DC_EGPS_L_A | 27.82 |

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| 1/13/2011 20:45 | N | H_HOLLOW_E_1 | -1.02 |
| 1/13/2011 20:45 | N | HHOLLOW4_E_1 | -1.02 |
| 1/13/2011 20:45 | N | R_LH2SES_1 | 37.15 |
| 1/13/2011 20:45 | N | R_PB2SES_1 | -1.44 |
| 1/13/2011 20:45 | N | R_PB2SES_2 | -1.44 |
| 1/13/2011 20:45 | N | R_PB2SES_3 | -1.44 |
| 1/13/2011 20:45 | N | R_PB2SES_4 | -1.44 |
| 1/13/2011 20:45 | N | R_PB2SES_5 | -1.44 |
| 1/13/2011 20:45 | N | AUTO_EPS_390 | 37.03 |
| 1/13/2011 20:50 | N | DC_ROAD_L_B | 34.53 |
| 1/13/2011 20:50 | N | DC_EGPS_L_A | 27.7 |
| 1/13/2011 20:50 | N | H_HOLLOW_E_1 | -0.58 |
| 1/13/2011 20:50 | N | HHOLLOW4_E_1 | -0.58 |
| 1/13/2011 20:50 | N | R_LH2SES_1 | 36.85 |
| 1/13/2011 20:50 | N | R_PB2SES_1 | -0.99 |
| 1/13/2011 20:50 | N | R_PB2SES_2 | -0.99 |
| 1/13/2011 20:50 | N | R_PB2SES_3 | -0.99 |
| 1/13/2011 20:50 | N | R_PB2SES_4 | -0.99 |
| 1/13/2011 20:50 | N | R_PB2SES_5 | -0.99 |
| 1/13/2011 20:50 | N | AUTO_EPS_390 | 36.73 |
| 1/13/2011 20:55 | N | DC_ROAD_L_B | 32.8 |
| 1/13/2011 20:55 | N | DC_EGPS_L_A | 26.31 |
| 1/13/2011 20:55 | N | H_HOLLOW_E_1 | -0.58 |
| 1/13/2011 20:55 | N | HHOLLOW4_E_1 | -0.58 |
| 1/13/2011 20:55 | N | R_LH2SES_1 | 35 |
| 1/13/2011 20:55 | N | R_PB2SES_1 | -0.97 |
| 1/13/2011 20:55 | N | R_PB2SES_2 | -0.97 |
| 1/13/2011 20:55 | N | R_PB2SES_3 | -0.97 |
| 1/13/2011 20:55 | N | R_PB2SES_4 | -0.97 |
| 1/13/2011 20:55 | N | R_PB2SES_5 | -0.97 |
| 1/13/2011 20:55 | N | AUTO_EPS_390 | 34.89 |
| 1/13/2011 21:00 | N | DC_ROAD_L_B | 34.66 |
| 1/13/2011 21:00 | N | DC_EGPS_L_A | 25.59 |
| 1/13/2011 21:00 | N | H_HOLLOW_E_1 | -0.58 |
| 1/13/2011 21:00 | N | HHOLLOW4_E_1 | -0.58 |
| 1/13/2011 21:00 | N | R_LH2SES_1 | 34.03 |
| 1/13/2011 21:00 | N | R_PB2SES_1 | -0.96 |
| 1/13/2011 21:00 | N | R_PB2SES_2 | -0.96 |
| 1/13/2011 21:00 | N | R_PB2SES_3 | -0.96 |
| 1/13/2011 21:00 | N | R_PB2SES_4 | -0.96 |
| 1/13/2011 21:00 | N | R_PB2SES_5 | -0.96 |
| 1/13/2011 21:00 | N | AUTO_EPS_390 | 33.92 |
| 1/13/2011 21:05 | N | DC_ROAD_L_B | 84.44 |
| 1/13/2011 21:05 | N | DC_EGPS_L_A | 26.04 |
| 1/13/2011 21:05 | N | H_HOLLOW_E_1 | -0.58 |
| 1/13/2011 21:05 | N | HHOLLOW4_E_1 | -0.58 |
| 1/13/2011 21:05 | N | R_LH2SES_1 | 34.54 |

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|---|---|---|---|
| 1/13/2011 21:05 | N | R_PB2SES_1 | -0.97 |
| 1/13/2011 21:05 | N | R_PB2SES_2 | -0.97 |
| 1/13/2011 21:05 | N | R_PB2SES_3 | -0.97 |
| 1/13/2011 21:05 | N | R_PB2SES_4 | -0.97 |
| 1/13/2011 21:05 | N | R_PB2SES_5 | -0.97 |
| 1/13/2011 21:05 | N | AUTO_EPS_390 | 34.43 |
| 1/13/2011 21:10 | N | DC_ROAD_L_B | 83.91 |
| 1/13/2011 21:10 | N | DC_EGPS_L_A | 26.13 |
| 1/13/2011 21:10 | N | H_HOLLOW_E_1 | -1.4 |
| 1/13/2011 21:10 | N | HHOLLOW4_E_1 | -1.4 |
| 1/13/2011 21:10 | N | R_LH2SES_1 | 34.92 |
| 1/13/2011 21:10 | N | R_PB2SES_1 | -1.8 |
| 1/13/2011 21:10 | N | R_PB2SES_2 | -1.8 |
| 1/13/2011 21:10 | N | R_PB2SES_3 | -1.8 |
| 1/13/2011 21:10 | N | R_PB2SES_4 | -1.8 |
| 1/13/2011 21:10 | N | R_PB2SES_5 | -1.8 |
| 1/13/2011 21:10 | N | AUTO_EPS_390 | 34.8 |
| 1/13/2011 21:15 | N | DC_ROAD_L_B | 5034.13 |
| 1/13/2011 21:15 | N | DC_EGPS_L_A | 27.38 |
| 1/13/2011 21:15 | N | H_HOLLOW_E_1 | -0.98 |
| 1/13/2011 21:15 | N | HHOLLOW4_E_1 | -0.98 |
| 1/13/2011 21:15 | N | R_LH2SES_1 | 36.43 |
| 1/13/2011 21:15 | N | R_PB2SES_1 | -1.4 |
| 1/13/2011 21:15 | N | R_PB2SES_2 | -1.4 |
| 1/13/2011 21:15 | N | R_PB2SES_3 | -1.4 |
| 1/13/2011 21:15 | N | R_PB2SES_4 | -1.4 |
| 1/13/2011 21:15 | N | R_PB2SES_5 | -1.4 |
| 1/13/2011 21:15 | N | AUTO_EPS_390 | 36.31 |
| 1/13/2011 21:20 | N | DC_ROAD_L_B | 5033.82 |
| 1/13/2011 21:20 | N | DC_EGPS_L_A | 27.14 |
| 1/13/2011 21:20 | N | H_HOLLOW_E_1 | -0.97 |
| 1/13/2011 21:20 | N | HHOLLOW4_E_1 | -0.97 |
| 1/13/2011 21:20 | N | R_LH2SES_1 | 36.11 |
| 1/13/2011 21:20 | N | R_PB2SES_1 | -1.38 |
| 1/13/2011 21:20 | N | R_PB2SES_2 | -1.38 |
| 1/13/2011 21:20 | N | R_PB2SES_3 | -1.38 |
| 1/13/2011 21:20 | N | R_PB2SES_4 | -1.38 |
| 1/13/2011 21:20 | N | R_PB2SES_5 | -1.38 |
| 1/13/2011 21:20 | N | AUTO_EPS_390 | 35.99 |
| 1/13/2011 21:25 | N | DC_ROAD_L_B | 5032.92 |
| 1/13/2011 21:25 | N | DC_EGPS_L_A | 26.41 |
| 1/13/2011 21:25 | N | H_HOLLOW_E_1 | -0.95 |
| 1/13/2011 21:25 | N | HHOLLOW4_E_1 | -0.95 |
| 1/13/2011 21:25 | N | R_LH2SES_1 | 35.14 |
| 1/13/2011 21:25 | N | R_PB2SES_1 | -1.35 |
| 1/13/2011 21:25 | N | R_PB2SES_2 | -1.35 |
| 1/13/2011 21:25 | N | R_PB2SES_3 | -1.35 |

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| 1/13/2011 21:25 | N | R_PB2SES_4 | -1.35 |
| 1/13/2011 21:25 | N | R_PB2SES_5 | -1.35 |
| 1/13/2011 21:25 | N | AUTO_EPS_390 | 35.03 |
| 1/13/2011 21:30 | N | DC_ROAD_L_B | 5032.53 |
| 1/13/2011 21:30 | N | DC_EGPS_L_A | 26.1 |
| 1/13/2011 21:30 | N | H_HOLLOW_E_1 | -0.94 |
| 1/13/2011 21:30 | N | HHOLLOW4_E_1 | -0.94 |
| 1/13/2011 21:30 | N | R_LH2SES_1 | 34.73 |
| 1/13/2011 21:30 | N | R_PB2SES_1 | -1.33 |
| 1/13/2011 21:30 | N | R_PB2SES_2 | -1.33 |
| 1/13/2011 21:30 | N | R_PB2SES_3 | -1.33 |
| 1/13/2011 21:30 | N | R_PB2SES_4 | -1.33 |
| 1/13/2011 21:30 | N | R_PB2SES_5 | -1.33 |
| 1/13/2011 21:30 | N | AUTO_EPS_390 | 34.61 |
| 1/13/2011 21:35 | N | DC_ROAD_L_B | 84.44 |
| 1/13/2011 21:35 | N | DC_EGPS_L_A | 25.67 |
| 1/13/2011 21:35 | N | H_HOLLOW_E_1 | -0.91 |
| 1/13/2011 21:35 | N | HHOLLOW4_E_1 | -0.91 |
| 1/13/2011 21:35 | N | R_LH2SES_1 | 34.12 |
| 1/13/2011 21:35 | N | R_PB2SES_1 | -1.3 |
| 1/13/2011 21:35 | N | R_PB2SES_2 | -1.3 |
| 1/13/2011 21:35 | N | R_PB2SES_3 | -1.3 |
| 1/13/2011 21:35 | N | R_PB2SES_4 | -1.3 |
| 1/13/2011 21:35 | N | R_PB2SES_5 | -1.3 |
| 1/13/2011 21:35 | N | AUTO_EPS_390 | 34.01 |
| 1/13/2011 21:40 | N | DC_ROAD_L_B | 50.15 |
| 1/13/2011 21:40 | N | DC_EGPS_L_A | 26.48 |
| 1/13/2011 21:40 | N | H_HOLLOW_E_1 | -0.94 |
| 1/13/2011 21:40 | N | HHOLLOW4_E_1 | -0.94 |
| 1/13/2011 21:40 | N | R_LH2SES_1 | 35.2 |
| 1/13/2011 21:40 | N | R_PB2SES_1 | -1.35 |
| 1/13/2011 21:40 | N | R_PB2SES_2 | -1.35 |
| 1/13/2011 21:40 | N | R_PB2SES_3 | -1.35 |
| 1/13/2011 21:40 | N | R_PB2SES_4 | -1.35 |
| 1/13/2011 21:40 | N | R_PB2SES_5 | -1.35 |
| 1/13/2011 21:40 | N | AUTO_EPS_390 | 35.08 |
| 1/13/2011 21:45 | N | DC_ROAD_L_B | 46.27 |
| 1/13/2011 21:45 | N | DC_EGPS_L_A | 26.18 |
| 1/13/2011 21:45 | N | H_HOLLOW_E_1 | -0.94 |
| 1/13/2011 21:45 | N | HHOLLOW4_E_1 | -0.94 |
| 1/13/2011 21:45 | N | R_LH2SES_1 | 34.81 |
| 1/13/2011 21:45 | N | R_PB2SES_1 | -1.34 |
| 1/13/2011 21:45 | N | R_PB2SES_2 | -1.34 |
| 1/13/2011 21:45 | N | R_PB2SES_3 | -1.34 |
| 1/13/2011 21:45 | N | R_PB2SES_4 | -1.34 |
| 1/13/2011 21:45 | N | R_PB2SES_5 | -1.34 |
| 1/13/2011 21:45 | N | AUTO_EPS_390 | 34.69 |

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| 1/13/2011 21:50 | N | DC_ROAD_L_B | 34.64 |
| 1/13/2011 21:50 | N | DC_EGPS_L_A | 25.98 |
| 1/13/2011 21:50 | N | H_HOLLOW_E_1 | -0.93 |
| 1/13/2011 21:50 | N | HHOLLOW4_E_1 | -0.93 |
| 1/13/2011 21:50 | N | R_LH2SES_1 | 34.54 |
| 1/13/2011 21:50 | N | R_PB2SES_1 | -1.32 |
| 1/13/2011 21:50 | N | R_PB2SES_2 | -1.32 |
| 1/13/2011 21:50 | N | R_PB2SES_3 | -1.32 |
| 1/13/2011 21:50 | N | R_PB2SES_4 | -1.32 |
| 1/13/2011 21:50 | N | R_PB2SES_5 | -1.32 |
| 1/13/2011 21:50 | N | AUTO_EPS_390 | 34.43 |
| 1/13/2011 21:55 | N | DC_ROAD_L_B | 34.6 |
| 1/13/2011 21:55 | N | DC_EGPS_L_A | 25.65 |
| 1/13/2011 21:55 | N | H_HOLLOW_E_1 | -3.71 |
| 1/13/2011 21:55 | N | HHOLLOW4_E_1 | -3.71 |
| 1/13/2011 21:55 | N | R_LH2SES_1 | 34.99 |
| 1/13/2011 21:55 | N | R_PB2SES_1 | -4.14 |
| 1/13/2011 21:55 | N | R_PB2SES_2 | -4.14 |
| 1/13/2011 21:55 | N | R_PB2SES_3 | -4.14 |
| 1/13/2011 21:55 | N | R_PB2SES_4 | -4.14 |
| 1/13/2011 21:55 | N | R_PB2SES_5 | -4.14 |
| 1/13/2011 21:55 | N | AUTO_EPS_390 | 34.87 |
| 1/13/2011 22:00 | N | DC_ROAD_L_B | 34.55 |
| 1/13/2011 22:00 | N | DC_EGPS_L_A | 26.01 |
| 1/13/2011 22:00 | N | H_HOLLOW_E_1 | -0.93 |
| 1/13/2011 22:00 | N | HHOLLOW4_E_1 | -0.93 |
| 1/13/2011 22:00 | N | R_LH2SES_1 | 34.57 |
| 1/13/2011 22:00 | N | R_PB2SES_1 | -1.33 |
| 1/13/2011 22:00 | N | R_PB2SES_2 | -1.33 |
| 1/13/2011 22:00 | N | R_PB2SES_3 | -1.33 |
| 1/13/2011 22:00 | N | R_PB2SES_4 | -1.33 |
| 1/13/2011 22:00 | N | R_PB2SES_5 | -1.33 |
| 1/13/2011 22:00 | N | AUTO_EPS_390 | 34.46 |
| 1/13/2011 22:05 | N | DC_ROAD_L_B | 32.11 |
| 1/13/2011 22:05 | N | DC_EGPS_L_A | 25.78 |
| 1/13/2011 22:05 | N | H_HOLLOW_E_1 | -0.92 |
| 1/13/2011 22:05 | N | HHOLLOW4_E_1 | -0.92 |
| 1/13/2011 22:05 | N | R_LH2SES_1 | 34.27 |
| 1/13/2011 22:05 | N | R_PB2SES_1 | -1.31 |
| 1/13/2011 22:05 | N | R_PB2SES_2 | -1.31 |
| 1/13/2011 22:05 | N | R_PB2SES_3 | -1.31 |
| 1/13/2011 22:05 | N | R_PB2SES_4 | -1.31 |
| 1/13/2011 22:05 | N | R_PB2SES_5 | -1.31 |
| 1/13/2011 22:05 | N | AUTO_EPS_390 | 34.16 |
| 1/13/2011 22:10 | N | DC_ROAD_L_B | 31.51 |
| 1/13/2011 22:10 | N | DC_EGPS_L_A | 25.3 |
| 1/13/2011 22:10 | N | H_HOLLOW_E_1 | -0.9 |

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| 1/13/2011 22:10 | N | HHOLLOW4_E_1 | -0.9 |
| 1/13/2011 22:10 | N | R_LH2SES_1 | 33.63 |
| 1/13/2011 22:10 | N | R_PB2SES_1 | -1.29 |
| 1/13/2011 22:10 | N | R_PB2SES_2 | -1.29 |
| 1/13/2011 22:10 | N | R_PB2SES_3 | -1.29 |
| 1/13/2011 22:10 | N | R_PB2SES_4 | -1.29 |
| 1/13/2011 22:10 | N | R_PB2SES_5 | -1.29 |
| 1/13/2011 22:10 | N | AUTO_EPS_390 | 33.52 |
| 1/13/2011 22:15 | N | DC_ROAD_L_B | 32.11 |
| 1/13/2011 22:15 | N | DC_EGPS_L_A | 25.76 |
| 1/13/2011 22:15 | N | H_HOLLOW_E_1 | -0.93 |
| 1/13/2011 22:15 | N | HHOLLOW4_E_1 | -0.93 |
| 1/13/2011 22:15 | N | R_LH2SES_1 | 34.27 |
| 1/13/2011 22:15 | N | R_PB2SES_1 | -1.32 |
| 1/13/2011 22:15 | N | R_PB2SES_2 | -1.32 |
| 1/13/2011 22:15 | N | R_PB2SES_3 | -1.32 |
| 1/13/2011 22:15 | N | R_PB2SES_4 | -1.32 |
| 1/13/2011 22:15 | N | R_PB2SES_5 | -1.32 |
| 1/13/2011 22:15 | N | AUTO_EPS_390 | 34.16 |
| 1/13/2011 22:19 | N | DC_ROAD_L_B | 33.98 |
| 1/13/2011 22:19 | N | DC_EGPS_L_A | 27.26 |
| 1/13/2011 22:19 | N | H_HOLLOW_E_1 | -0.98 |
| 1/13/2011 22:19 | N | HHOLLOW4_E_1 | -0.98 |
| 1/13/2011 22:19 | N | R_LH2SES_1 | 36.27 |
| 1/13/2011 22:19 | N | R_PB2SES_1 | -1.39 |
| 1/13/2011 22:19 | N | R_PB2SES_2 | -1.39 |
| 1/13/2011 22:19 | N | R_PB2SES_3 | -1.39 |
| 1/13/2011 22:19 | N | R_PB2SES_4 | -1.39 |
| 1/13/2011 22:19 | N | R_PB2SES_5 | -1.39 |
| 1/13/2011 22:19 | N | AUTO_EPS_390 | 36.16 |
| 1/13/2011 22:20 | N | DC_ROAD_L_B | 34.12 |
| 1/13/2011 22:20 | N | DC_EGPS_L_A | 27.39 |
| 1/13/2011 22:20 | N | H_HOLLOW_E_1 | -0.98 |
| 1/13/2011 22:20 | N | HHOLLOW4_E_1 | -0.98 |
| 1/13/2011 22:20 | N | R_LH2SES_1 | 36.44 |
| 1/13/2011 22:20 | N | R_PB2SES_1 | -1.39 |
| 1/13/2011 22:20 | N | R_PB2SES_2 | -1.39 |
| 1/13/2011 22:20 | N | R_PB2SES_3 | -1.39 |
| 1/13/2011 22:20 | N | R_PB2SES_4 | -1.39 |
| 1/13/2011 22:20 | N | R_PB2SES_5 | -1.39 |
| 1/13/2011 22:20 | N | AUTO_EPS_390 | 36.32 |
| 1/13/2011 22:25 | N | DC_ROAD_L_B | 32.9 |
| 1/13/2011 22:25 | N | DC_EGPS_L_A | 26.41 |
| 1/13/2011 22:25 | N | H_HOLLOW_E_1 | -0.95 |
| 1/13/2011 22:25 | N | HHOLLOW4_E_1 | -0.95 |
| 1/13/2011 22:25 | N | R_LH2SES_1 | 35.14 |
| 1/13/2011 22:25 | N | R_PB2SES_1 | -1.35 |

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| 1/13/2011 22:25 | N | R_PB2SES_2 | -1.35 |
| 1/13/2011 22:25 | N | R_PB2SES_3 | -1.35 |
| 1/13/2011 22:25 | N | R_PB2SES_4 | -1.35 |
| 1/13/2011 22:25 | N | R_PB2SES_5 | -1.35 |
| 1/13/2011 22:25 | N | AUTO_EPS_390 | 35.03 |
| 1/13/2011 22:30 | N | DC_ROAD_L_B | 31.07 |
| 1/13/2011 22:30 | N | DC_EGPS_L_A | 25.02 |
| 1/13/2011 22:30 | N | H_HOLLOW_E_1 | -0.59 |
| 1/13/2011 22:30 | N | HHOLLOW4_E_1 | -0.59 |
| 1/13/2011 22:30 | N | R_LH2SES_1 | 33.16 |
| 1/13/2011 22:30 | N | R_PB2SES_1 | -0.96 |
| 1/13/2011 22:30 | N | R_PB2SES_2 | -0.96 |
| 1/13/2011 22:30 | N | R_PB2SES_3 | -0.96 |
| 1/13/2011 22:30 | N | R_PB2SES_4 | -0.96 |
| 1/13/2011 22:30 | N | R_PB2SES_5 | -0.96 |
| 1/13/2011 22:30 | N | AUTO_EPS_390 | 33.05 |
| 1/13/2011 22:35 | N | DC_ROAD_L_B | 30.86 |
| 1/13/2011 22:35 | N | DC_EGPS_L_A | 24.81 |
| 1/13/2011 22:35 | N | H_HOLLOW_E_1 | -0.88 |
| 1/13/2011 22:35 | N | HHOLLOW4_E_1 | -0.88 |
| 1/13/2011 22:35 | N | R_LH2SES_1 | 32.95 |
| 1/13/2011 22:35 | N | R_PB2SES_1 | -1.26 |
| 1/13/2011 22:35 | N | R_PB2SES_2 | -1.26 |
| 1/13/2011 22:35 | N | R_PB2SES_3 | -1.26 |
| 1/13/2011 22:35 | N | R_PB2SES_4 | -1.26 |
| 1/13/2011 22:35 | N | R_PB2SES_5 | -1.26 |
| 1/13/2011 22:35 | N | AUTO_EPS_390 | 32.84 |
| 1/13/2011 22:40 | N | DC_ROAD_L_B | 30.62 |
| 1/13/2011 22:40 | N | DC_EGPS_L_A | 24.62 |
| 1/13/2011 22:40 | N | H_HOLLOW_E_1 | -0.88 |
| 1/13/2011 22:40 | N | HHOLLOW4_E_1 | -0.88 |
| 1/13/2011 22:40 | N | R_LH2SES_1 | 32.69 |
| 1/13/2011 22:40 | N | R_PB2SES_1 | -1.25 |
| 1/13/2011 22:40 | N | R_PB2SES_2 | -1.25 |
| 1/13/2011 22:40 | N | R_PB2SES_3 | -1.25 |
| 1/13/2011 22:40 | N | R_PB2SES_4 | -1.25 |
| 1/13/2011 22:40 | N | R_PB2SES_5 | -1.25 |
| 1/13/2011 22:40 | N | AUTO_EPS_390 | 32.59 |
| 1/13/2011 22:45 | N | DC_ROAD_L_B | 29.93 |
| 1/13/2011 22:45 | N | DC_EGPS_L_A | 24.06 |
| 1/13/2011 22:45 | N | H_HOLLOW_E_1 | -0.86 |
| 1/13/2011 22:45 | N | HHOLLOW4_E_1 | -0.86 |
| 1/13/2011 22:45 | N | R_LH2SES_1 | 31.95 |
| 1/13/2011 22:45 | N | R_PB2SES_1 | -1.22 |
| 1/13/2011 22:45 | N | R_PB2SES_2 | -1.22 |
| 1/13/2011 22:45 | N | R_PB2SES_3 | -1.22 |
| 1/13/2011 22:45 | N | R_PB2SES_4 | -1.22 |

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| 1/13/2011 22:45 | N | R_PB2SES_5 | -1.22 |
| 1/13/2011 22:45 | N | AUTO_EPS_390 | 31.85 |
| 1/13/2011 22:50 | N | DC_ROAD_L_B | 29.68 |
| 1/13/2011 22:50 | N | DC_EGPS_L_A | 23.38 |
| 1/13/2011 22:50 | N | H_HOLLOW_E_1 | -3.38 |
| 1/13/2011 22:50 | N | HHOLLOW4_E_1 | -3.38 |
| 1/13/2011 22:50 | N | R_LH2SES_1 | 31.85 |
| 1/13/2011 22:50 | N | R_PB2SES_1 | -3.77 |
| 1/13/2011 22:50 | N | R_PB2SES_2 | -3.77 |
| 1/13/2011 22:50 | N | R_PB2SES_3 | -3.77 |
| 1/13/2011 22:50 | N | R_PB2SES_4 | -3.77 |
| 1/13/2011 22:50 | N | R_PB2SES_5 | -3.77 |
| 1/13/2011 22:50 | N | AUTO_EPS_390 | 31.74 |
| 1/13/2011 22:55 | N | DC_ROAD_L_B | 29.27 |
| 1/13/2011 22:55 | N | DC_EGPS_L_A | 23.06 |
| 1/13/2011 22:55 | N | H_HOLLOW_E_1 | -3.34 |
| 1/13/2011 22:55 | N | HHOLLOW4_E_1 | -3.34 |
| 1/13/2011 22:55 | N | R_LH2SES_1 | 31.41 |
| 1/13/2011 22:55 | N | R_PB2SES_1 | -3.72 |
| 1/13/2011 22:55 | N | R_PB2SES_2 | -3.72 |
| 1/13/2011 22:55 | N | R_PB2SES_3 | -3.72 |
| 1/13/2011 22:55 | N | R_PB2SES_4 | -3.72 |
| 1/13/2011 22:55 | N | R_PB2SES_5 | -3.72 |
| 1/13/2011 22:55 | N | AUTO_EPS_390 | 31.3 |
| 1/13/2011 23:00 | N | DC_ROAD_L_B | 29.12 |
| 1/13/2011 23:00 | N | DC_EGPS_L_A | 23.27 |
| 1/13/2011 23:00 | N | H_HOLLOW_E_1 | -1.47 |
| 1/13/2011 23:00 | N | HHOLLOW4_E_1 | -1.47 |
| 1/13/2011 23:00 | N | R_LH2SES_1 | 31.13 |
| 1/13/2011 23:00 | N | R_PB2SES_1 | -1.83 |
| 1/13/2011 23:00 | N | R_PB2SES_2 | -1.83 |
| 1/13/2011 23:00 | N | R_PB2SES_3 | -1.83 |
| 1/13/2011 23:00 | N | R_PB2SES_4 | -1.83 |
| 1/13/2011 23:00 | N | R_PB2SES_5 | -1.83 |
| 1/13/2011 23:00 | N | AUTO_EPS_390 | 31.03 |
| 1/13/2011 23:05 | N | DC_ROAD_L_B | 29.68 |
| 1/13/2011 23:05 | N | DC_EGPS_L_A | 23.34 |
| 1/13/2011 23:05 | N | H_HOLLOW_E_1 | -3.39 |
| 1/13/2011 23:05 | N | HHOLLOW4_E_1 | -3.39 |
| 1/13/2011 23:05 | N | R_LH2SES_1 | 31.87 |
| 1/13/2011 23:05 | N | R_PB2SES_1 | -3.78 |
| 1/13/2011 23:05 | N | R_PB2SES_2 | -3.78 |
| 1/13/2011 23:05 | N | R_PB2SES_3 | -3.78 |
| 1/13/2011 23:05 | N | R_PB2SES_4 | -3.78 |
| 1/13/2011 23:05 | N | R_PB2SES_5 | -3.78 |
| 1/13/2011 23:05 | N | AUTO_EPS_390 | 31.76 |
| 1/13/2011 23:10 | N | DC_ROAD_L_B | 29.34 |

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|---|---|---|---|
| 1/13/2011 23:10 | N | DC_EGPS_L_A | 22.74 |
| 1/13/2011 23:10 | N | H_HOLLOW_E_1 | -4.95 |
| 1/13/2011 23:10 | N | HHOLLOW4_E_1 | -4.95 |
| 1/13/2011 23:10 | N | R_LH2SES_1 | 31.61 |
| 1/13/2011 23:10 | N | R_PB2SES_1 | -5.35 |
| 1/13/2011 23:10 | N | R_PB2SES_2 | -5.35 |
| 1/13/2011 23:10 | N | R_PB2SES_3 | -5.35 |
| 1/13/2011 23:10 | N | R_PB2SES_4 | -5.35 |
| 1/13/2011 23:10 | N | R_PB2SES_5 | -5.35 |
| 1/13/2011 23:10 | N | AUTO_EPS_390 | 31.49 |
| 1/13/2011 23:15 | N | DC_ROAD_L_B | 28.79 |
| 1/13/2011 23:15 | N | DC_EGPS_L_A | 22.17 |
| 1/13/2011 23:15 | N | H_HOLLOW_E_1 | -5.6 |
| 1/13/2011 23:15 | N | HHOLLOW4_E_1 | -5.6 |
| 1/13/2011 23:15 | N | R_LH2SES_1 | 31.06 |
| 1/13/2011 23:15 | N | R_PB2SES_1 | -6.01 |
| 1/13/2011 23:15 | N | R_PB2SES_2 | -6.01 |
| 1/13/2011 23:15 | N | R_PB2SES_3 | -6.01 |
| 1/13/2011 23:15 | N | R_PB2SES_4 | -6.01 |
| 1/13/2011 23:15 | N | R_PB2SES_5 | -6.01 |
| 1/13/2011 23:15 | N | AUTO_EPS_390 | 30.95 |
| 1/13/2011 23:20 | N | DC_ROAD_L_B | 28.26 |
| 1/13/2011 23:20 | N | DC_EGPS_L_A | 22.64 |
| 1/13/2011 23:20 | N | H_HOLLOW_E_1 | -0.82 |
| 1/13/2011 23:20 | N | HHOLLOW4_E_1 | -0.82 |
| 1/13/2011 23:20 | N | R_LH2SES_1 | 30.18 |
| 1/13/2011 23:20 | N | R_PB2SES_1 | -1.16 |
| 1/13/2011 23:20 | N | R_PB2SES_2 | -1.16 |
| 1/13/2011 23:20 | N | R_PB2SES_3 | -1.16 |
| 1/13/2011 23:20 | N | R_PB2SES_4 | -1.16 |
| 1/13/2011 23:20 | N | R_PB2SES_5 | -1.16 |
| 1/13/2011 23:20 | N | AUTO_EPS_390 | 30.08 |
| 1/13/2011 23:25 | N | DC_ROAD_L_B | 27.92 |
| 1/13/2011 23:25 | N | DC_EGPS_L_A | 22.39 |
| 1/13/2011 23:25 | N | H_HOLLOW_E_1 | -0.59 |
| 1/13/2011 23:25 | N | HHOLLOW4_E_1 | -0.59 |
| 1/13/2011 23:25 | N | R_LH2SES_1 | 29.8 |
| 1/13/2011 23:25 | N | R_PB2SES_1 | -0.92 |
| 1/13/2011 23:25 | N | R_PB2SES_2 | -0.92 |
| 1/13/2011 23:25 | N | R_PB2SES_3 | -0.92 |
| 1/13/2011 23:25 | N | R_PB2SES_4 | -0.92 |
| 1/13/2011 23:25 | N | R_PB2SES_5 | -0.92 |
| 1/13/2011 23:25 | N | AUTO_EPS_390 | 29.7 |
| 1/13/2011 23:30 | N | DC_ROAD_L_B | 27.62 |
| 1/13/2011 23:30 | N | DC_EGPS_L_A | 22.1 |
| 1/13/2011 23:30 | N | H_HOLLOW_E_1 | -0.81 |
| 1/13/2011 23:30 | N | HHOLLOW4_E_1 | -0.81 |

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| 1/13/2011 23:30 | N | R_LH2SES_1 | 29.49 |
| 1/13/2011 23:30 | N | R_PB2SES_1 | -1.14 |
| 1/13/2011 23:30 | N | R_PB2SES_2 | -1.14 |
| 1/13/2011 23:30 | N | R_PB2SES_3 | -1.14 |
| 1/13/2011 23:30 | N | R_PB2SES_4 | -1.14 |
| 1/13/2011 23:30 | N | R_PB2SES_5 | -1.14 |
| 1/13/2011 23:30 | N | AUTO_EPS_390 | 29.4 |
| 1/13/2011 23:35 | N | DC_ROAD_L_B | 27.51 |
| 1/13/2011 23:35 | N | DC_EGPS_L_A | 22.02 |
| 1/13/2011 23:35 | N | H_HOLLOW_E_1 | -0.81 |
| 1/13/2011 23:35 | N | HHOLLOW4_E_1 | -0.81 |
| 1/13/2011 23:35 | N | R_LH2SES_1 | 29.38 |
| 1/13/2011 23:35 | N | R_PB2SES_1 | -1.14 |
| 1/13/2011 23:35 | N | R_PB2SES_2 | -1.14 |
| 1/13/2011 23:35 | N | R_PB2SES_3 | -1.14 |
| 1/13/2011 23:35 | N | R_PB2SES_4 | -1.14 |
| 1/13/2011 23:35 | N | R_PB2SES_5 | -1.14 |
| 1/13/2011 23:35 | N | AUTO_EPS_390 | 29.28 |
| 1/13/2011 23:40 | N | DC_ROAD_L_B | 27.54 |
| 1/13/2011 23:40 | N | DC_EGPS_L_A | 22.04 |
| 1/13/2011 23:40 | N | H_HOLLOW_E_1 | -0.8 |
| 1/13/2011 23:40 | N | HHOLLOW4_E_1 | -0.8 |
| 1/13/2011 23:40 | N | R_LH2SES_1 | 29.42 |
| 1/13/2011 23:40 | N | R_PB2SES_1 | -1.14 |
| 1/13/2011 23:40 | N | R_PB2SES_2 | -1.14 |
| 1/13/2011 23:40 | N | R_PB2SES_3 | -1.14 |
| 1/13/2011 23:40 | N | R_PB2SES_4 | -1.14 |
| 1/13/2011 23:40 | N | R_PB2SES_5 | -1.14 |
| 1/13/2011 23:40 | N | AUTO_EPS_390 | 29.32 |
| 1/13/2011 23:45 | N | DC_ROAD_L_B | 27.47 |
| 1/13/2011 23:45 | N | DC_EGPS_L_A | 21.97 |
| 1/13/2011 23:45 | N | H_HOLLOW_E_1 | -0.8 |
| 1/13/2011 23:45 | N | HHOLLOW4_E_1 | -0.8 |
| 1/13/2011 23:45 | N | R_LH2SES_1 | 29.34 |
| 1/13/2011 23:45 | N | R_PB2SES_1 | -1.13 |
| 1/13/2011 23:45 | N | R_PB2SES_2 | -1.13 |
| 1/13/2011 23:45 | N | R_PB2SES_3 | -1.13 |
| 1/13/2011 23:45 | N | R_PB2SES_4 | -1.13 |
| 1/13/2011 23:45 | N | R_PB2SES_5 | -1.13 |
| 1/13/2011 23:45 | N | AUTO_EPS_390 | 29.24 |
| 1/13/2011 23:50 | N | DC_ROAD_L_B | 26.95 |
| 1/13/2011 23:50 | N | DC_EGPS_L_A | 21.56 |
| 1/13/2011 23:50 | N | H_HOLLOW_E_1 | -0.78 |
| 1/13/2011 23:50 | N | HHOLLOW4_E_1 | -0.78 |
| 1/13/2011 23:50 | N | R_LH2SES_1 | 28.79 |
| 1/13/2011 23:50 | N | R_PB2SES_1 | -1.11 |
| 1/13/2011 23:50 | N | R_PB2SES_2 | -1.11 |

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| 1/13/2011 23:50 | N | R_PB2SES_3 | -1.11 |
| 1/13/2011 23:50 | N | R_PB2SES_4 | -1.11 |
| 1/13/2011 23:50 | N | R_PB2SES_5 | -1.11 |
| 1/13/2011 23:50 | N | AUTO_EPS_390 | 28.7 |
| 1/13/2011 23:55 | N | DC_ROAD_L_B | 26.73 |
| 1/13/2011 23:55 | N | DC_EGPS_L_A | 21.38 |
| 1/13/2011 23:55 | N | H_HOLLOW_E_1 | -0.78 |
| 1/13/2011 23:55 | N | HHOLLOW4_E_1 | -0.78 |
| 1/13/2011 23:55 | N | R_LH2SES_1 | 28.55 |
| 1/13/2011 23:55 | N | R_PB2SES_1 | -1.1 |
| 1/13/2011 23:55 | N | R_PB2SES_2 | -1.1 |
| 1/13/2011 23:55 | N | R_PB2SES_3 | -1.1 |
| 1/13/2011 23:55 | N | R_PB2SES_4 | -1.1 |
| 1/13/2011 23:55 | N | R_PB2SES_5 | -1.1 |
| 1/13/2011 23:55 | N | AUTO_EPS_390 | 28.46 |
| 1/13/2011 23:55 | N | DC_ROAD_L_B | 26.73 |
| 1/13/2011 23:55 | N | DC_EGPS_L_A | 21.38 |
| 1/13/2011 23:55 | N | H_HOLLOW_E_1 | -0.78 |
| 1/13/2011 23:55 | N | HHOLLOW4_E_1 | -0.78 |
| 1/13/2011 23:55 | N | R_LH2SES_1 | 28.55 |
| 1/13/2011 23:55 | N | R_PB2SES_1 | -1.1 |
| 1/13/2011 23:55 | N | R_PB2SES_2 | -1.1 |
| 1/13/2011 23:55 | N | R_PB2SES_3 | -1.1 |
| 1/13/2011 23:55 | N | R_PB2SES_4 | -1.1 |
| 1/13/2011 23:55 | N | R_PB2SES_5 | -1.1 |
| 1/13/2011 23:55 | N | AUTO_EPS_390 | 28.46 |
| 1/14/2011 0:00 | N | DC_ROAD_L_B | 26.85 |
| 1/14/2011 0:00 | N | DC_EGPS_L_A | 21.47 |
| 1/14/2011 0:00 | N | H_HOLLOW_E_1 | -0.78 |
| 1/14/2011 0:00 | N | HHOLLOW4_E_1 | -0.78 |
| 1/14/2011 0:00 | N | R_LH2SES_1 | 28.68 |
| 1/14/2011 0:00 | N | R_PB2SES_1 | -1.11 |
| 1/14/2011 0:00 | N | R_PB2SES_2 | -1.11 |
| 1/14/2011 0:00 | N | R_PB2SES_3 | -1.11 |
| 1/14/2011 0:00 | N | R_PB2SES_4 | -1.11 |
| 1/14/2011 0:00 | N | R_PB2SES_5 | -1.11 |
| 1/14/2011 0:00 | N | AUTO_EPS_390 | 28.58 |
| 1/14/2011 0:02 | N | DC_ROAD_L_B | 26.98 |
| 1/14/2011 0:02 | N | DC_EGPS_L_A | 21.58 |
| 1/14/2011 0:02 | N | H_HOLLOW_E_1 | -0.78 |
| 1/14/2011 0:02 | N | HHOLLOW4_E_1 | -0.78 |
| 1/14/2011 0:02 | N | R_LH2SES_1 | 28.82 |
| 1/14/2011 0:02 | N | R_PB2SES_1 | -1.11 |
| 1/14/2011 0:02 | N | R_PB2SES_2 | -1.11 |
| 1/14/2011 0:02 | N | R_PB2SES_3 | -1.11 |
| 1/14/2011 0:02 | N | R_PB2SES_4 | -1.11 |
| 1/14/2011 0:02 | N | R_PB2SES_5 | -1.11 |

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| 1/14/2011 0:02 | N | AUTO_EPS_390 | 28.73 |
| 1/14/2011 0:05 | N | DC_ROAD_L_B | 27.31 |
| 1/14/2011 0:05 | N | DC_EGPS_L_A | 21.86 |
| 1/14/2011 0:05 | N | H_HOLLOW_E_1 | -0.59 |
| 1/14/2011 0:05 | N | HHOLLOW4_E_1 | -0.59 |
| 1/14/2011 0:05 | N | R_LH2SES_1 | 29.16 |
| 1/14/2011 0:05 | N | R_PB2SES_1 | -0.92 |
| 1/14/2011 0:05 | N | R_PB2SES_2 | -0.92 |
| 1/14/2011 0:05 | N | R_PB2SES_3 | -0.92 |
| 1/14/2011 0:05 | N | R_PB2SES_4 | -0.92 |
| 1/14/2011 0:05 | N | R_PB2SES_5 | -0.92 |
| 1/14/2011 0:05 | N | AUTO_EPS_390 | 29.07 |
| 1/14/2011 0:10 | N | DC_ROAD_L_B | 27.81 |
| 1/14/2011 0:10 | N | DC_EGPS_L_A | 22.28 |
| 1/14/2011 0:10 | N | H_HOLLOW_E_1 | -0.39 |
| 1/14/2011 0:10 | N | HHOLLOW4_E_1 | -0.39 |
| 1/14/2011 0:10 | N | R_LH2SES_1 | 29.69 |
| 1/14/2011 0:10 | N | R_PB2SES_1 | -0.73 |
| 1/14/2011 0:10 | N | R_PB2SES_2 | -0.73 |
| 1/14/2011 0:10 | N | R_PB2SES_3 | -0.73 |
| 1/14/2011 0:10 | N | R_PB2SES_4 | -0.73 |
| 1/14/2011 0:10 | N | R_PB2SES_5 | -0.73 |
| 1/14/2011 0:10 | N | AUTO_EPS_390 | 29.59 |
| 1/14/2011 0:15 | N | DC_ROAD_L_B | 27.82 |
| 1/14/2011 0:15 | N | DC_EGPS_L_A | 22.29 |
| 1/14/2011 0:15 | N | H_HOLLOW_E_1 | -0.42 |
| 1/14/2011 0:15 | N | HHOLLOW4_E_1 | -0.42 |
| 1/14/2011 0:15 | N | R_LH2SES_1 | 29.71 |
| 1/14/2011 0:15 | N | R_PB2SES_1 | -0.76 |
| 1/14/2011 0:15 | N | R_PB2SES_2 | -0.76 |
| 1/14/2011 0:15 | N | R_PB2SES_3 | -0.76 |
| 1/14/2011 0:15 | N | R_PB2SES_4 | -0.76 |
| 1/14/2011 0:15 | N | R_PB2SES_5 | -0.76 |
| 1/14/2011 0:15 | N | AUTO_EPS_390 | 29.61 |
| 1/14/2011 0:20 | N | DC_ROAD_L_B | 27.51 |
| 1/14/2011 0:20 | N | DC_EGPS_L_A | 22.12 |
| 1/14/2011 0:20 | N | H_HOLLOW_E_1 | -0.02 |
| 1/14/2011 0:20 | N | HHOLLOW4_E_1 | -0.02 |
| 1/14/2011 0:20 | N | R_LH2SES_1 | 29.35 |
| 1/14/2011 0:20 | N | R_PB2SES_1 | -0.34 |
| 1/14/2011 0:20 | N | R_PB2SES_2 | -0.34 |
| 1/14/2011 0:20 | N | R_PB2SES_3 | -0.34 |
| 1/14/2011 0:20 | N | R_PB2SES_4 | -0.34 |
| 1/14/2011 0:20 | N | R_PB2SES_5 | -0.34 |
| 1/14/2011 0:20 | N | AUTO_EPS_390 | 29.25 |
| 1/14/2011 0:25 | N | DC_ROAD_L_B | 27.29 |
| 1/14/2011 0:25 | N | DC_EGPS_L_A | 21.88 |

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| 1/14/2011 0:25 | N | H_HOLLOW_E_1 | -0.37 |
| 1/14/2011 0:25 | N | HHOLLOW4_E_1 | -0.37 |
| 1/14/2011 0:25 | N | R_LH2SES_1 | 29.14 |
| 1/14/2011 0:25 | N | R_PB2SES_1 | -0.7 |
| 1/14/2011 0:25 | N | R_PB2SES_2 | -0.7 |
| 1/14/2011 0:25 | N | R_PB2SES_3 | -0.7 |
| 1/14/2011 0:25 | N | R_PB2SES_4 | -0.7 |
| 1/14/2011 0:25 | N | R_PB2SES_5 | -0.7 |
| 1/14/2011 0:25 | N | AUTO_EPS_390 | 29.04 |
| 1/14/2011 0:30 | N | DC_ROAD_L_B | 27.36 |
| 1/14/2011 0:30 | N | DC_EGPS_L_A | 21.89 |
| 1/14/2011 0:30 | N | H_HOLLOW_E_1 | -0.59 |
| 1/14/2011 0:30 | N | HHOLLOW4_E_1 | -0.59 |
| 1/14/2011 0:30 | N | R_LH2SES_1 | 29.22 |
| 1/14/2011 0:30 | N | R_PB2SES_1 | -0.92 |
| 1/14/2011 0:30 | N | R_PB2SES_2 | -0.92 |
| 1/14/2011 0:30 | N | R_PB2SES_3 | -0.92 |
| 1/14/2011 0:30 | N | R_PB2SES_4 | -0.92 |
| 1/14/2011 0:30 | N | R_PB2SES_5 | -0.92 |
| 1/14/2011 0:30 | N | AUTO_EPS_390 | 29.12 |
| 1/14/2011 0:35 | N | DC_ROAD_L_B | 27.46 |
| 1/14/2011 0:35 | N | DC_EGPS_L_A | 22.01 |
| 1/14/2011 0:35 | N | H_HOLLOW_E_1 | -0.44 |
| 1/14/2011 0:35 | N | HHOLLOW4_E_1 | -0.44 |
| 1/14/2011 0:35 | N | R_LH2SES_1 | 29.32 |
| 1/14/2011 0:35 | N | R_PB2SES_1 | -0.77 |
| 1/14/2011 0:35 | N | R_PB2SES_2 | -0.77 |
| 1/14/2011 0:35 | N | R_PB2SES_3 | -0.77 |
| 1/14/2011 0:35 | N | R_PB2SES_4 | -0.77 |
| 1/14/2011 0:35 | N | R_PB2SES_5 | -0.77 |
| 1/14/2011 0:35 | N | AUTO_EPS_390 | 29.23 |
| 1/14/2011 0:40 | N | DC_ROAD_L_B | 27.33 |
| 1/14/2011 0:40 | N | DC_EGPS_L_A | 21.9 |
| 1/14/2011 0:40 | N | H_HOLLOW_E_1 | -0.45 |
| 1/14/2011 0:40 | N | HHOLLOW4_E_1 | -0.45 |
| 1/14/2011 0:40 | N | R_LH2SES_1 | 29.18 |
| 1/14/2011 0:40 | N | R_PB2SES_1 | -0.77 |
| 1/14/2011 0:40 | N | R_PB2SES_2 | -0.77 |
| 1/14/2011 0:40 | N | R_PB2SES_3 | -0.77 |
| 1/14/2011 0:40 | N | R_PB2SES_4 | -0.77 |
| 1/14/2011 0:40 | N | R_PB2SES_5 | -0.77 |
| 1/14/2011 0:40 | N | AUTO_EPS_390 | 29.08 |
| 1/14/2011 0:45 | N | DC_ROAD_L_B | 27.28 |
| 1/14/2011 0:45 | N | DC_EGPS_L_A | 21.83 |
| 1/14/2011 0:45 | N | H_HOLLOW_E_1 | -0.59 |
| 1/14/2011 0:45 | N | HHOLLOW4_E_1 | -0.59 |
| 1/14/2011 0:45 | N | R_LH2SES_1 | 29.13 |

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|---|---|---|---|
| 1/14/2011 0:45 | N | R_PB2SES_1 | -0.92 |
| 1/14/2011 0:45 | N | R_PB2SES_2 | -0.92 |
| 1/14/2011 0:45 | N | R_PB2SES_3 | -0.92 |
| 1/14/2011 0:45 | N | R_PB2SES_4 | -0.92 |
| 1/14/2011 0:45 | N | R_PB2SES_5 | -0.92 |
| 1/14/2011 0:45 | N | AUTO_EPS_390 | 29.04 |
| 1/14/2011 0:50 | N | DC_ROAD_L_B | 27.07 |
| 1/14/2011 0:50 | N | DC_EGPS_L_A | 21.76 |
| 1/14/2011 0:50 | N | H_HOLLOW_E_1 | -0.07 |
| 1/14/2011 0:50 | N | HHOLLOW4_E_1 | -0.07 |
| 1/14/2011 0:50 | N | R_LH2SES_1 | 28.87 |
| 1/14/2011 0:50 | N | R_PB2SES_1 | -0.39 |
| 1/14/2011 0:50 | N | R_PB2SES_2 | -0.39 |
| 1/14/2011 0:50 | N | R_PB2SES_3 | -0.39 |
| 1/14/2011 0:50 | N | R_PB2SES_4 | -0.39 |
| 1/14/2011 0:50 | N | R_PB2SES_5 | -0.39 |
| 1/14/2011 0:50 | N | AUTO_EPS_390 | 28.78 |
| 1/14/2011 0:55 | N | DC_ROAD_L_B | 26.95 |
| 1/14/2011 0:55 | N | DC_EGPS_L_A | 21.6 |
| 1/14/2011 0:55 | N | H_HOLLOW_E_1 | -0.46 |
| 1/14/2011 0:55 | N | HHOLLOW4_E_1 | -0.46 |
| 1/14/2011 0:55 | N | R_LH2SES_1 | 28.77 |
| 1/14/2011 0:55 | N | R_PB2SES_1 | -0.78 |
| 1/14/2011 0:55 | N | R_PB2SES_2 | -0.78 |
| 1/14/2011 0:55 | N | R_PB2SES_3 | -0.78 |
| 1/14/2011 0:55 | N | R_PB2SES_4 | -0.78 |
| 1/14/2011 0:55 | N | R_PB2SES_5 | -0.78 |
| 1/14/2011 0:55 | N | AUTO_EPS_390 | 28.68 |
| 1/14/2011 1:01 | N | DC_ROAD_L_B | 27.02 |
| 1/14/2011 1:01 | N | DC_EGPS_L_A | 21.74 |
| 1/14/2011 1:01 | N | H_HOLLOW_E_1 | -0.04 |
| 1/14/2011 1:01 | N | HHOLLOW4_E_1 | -0.04 |
| 1/14/2011 1:01 | N | R_LH2SES_1 | 28.81 |
| 1/14/2011 1:01 | N | R_PB2SES_1 | -0.36 |
| 1/14/2011 1:01 | N | R_PB2SES_2 | -0.36 |
| 1/14/2011 1:01 | N | R_PB2SES_3 | -0.36 |
| 1/14/2011 1:01 | N | R_PB2SES_4 | -0.36 |
| 1/14/2011 1:01 | N | R_PB2SES_5 | -0.36 |
| 1/14/2011 1:01 | N | AUTO_EPS_390 | 28.72 |
| 1/14/2011 1:05 | N | DC_ROAD_L_B | 27.23 |
| 1/14/2011 1:05 | N | DC_EGPS_L_A | 21.91 |
| 1/14/2011 1:05 | N | H_HOLLOW_E_1 | -0.02 |
| 1/14/2011 1:05 | N | HHOLLOW4_E_1 | -0.02 |
| 1/14/2011 1:05 | N | R_LH2SES_1 | 29.04 |
| 1/14/2011 1:05 | N | R_PB2SES_1 | -0.35 |
| 1/14/2011 1:05 | N | R_PB2SES_2 | -0.35 |
| 1/14/2011 1:05 | N | R_PB2SES_3 | -0.35 |

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|---|---|---|---|
| 1/14/2011 1:05 | N | R_PB2SES_4 | -0.35 |
| 1/14/2011 1:05 | N | R_PB2SES_5 | -0.35 |
| 1/14/2011 1:05 | N | AUTO_EPS_390 | 28.95 |
| 1/14/2011 1:10 | N | DC_ROAD_L_B | 27.22 |
| 1/14/2011 1:10 | N | DC_EGPS_L_A | 21.79 |
| 1/14/2011 1:10 | N | H_HOLLOW_E_1 | -0.59 |
| 1/14/2011 1:10 | N | HHOLLOW4_E_1 | -0.59 |
| 1/14/2011 1:10 | N | R_LH2SES_1 | 29.07 |
| 1/14/2011 1:10 | N | R_PB2SES_1 | -0.92 |
| 1/14/2011 1:10 | N | R_PB2SES_2 | -0.92 |
| 1/14/2011 1:10 | N | R_PB2SES_3 | -0.92 |
| 1/14/2011 1:10 | N | R_PB2SES_4 | -0.92 |
| 1/14/2011 1:10 | N | R_PB2SES_5 | -0.92 |
| 1/14/2011 1:10 | N | AUTO_EPS_390 | 28.97 |
| 1/14/2011 1:15 | N | DC_ROAD_L_B | 27.23 |
| 1/14/2011 1:15 | N | DC_EGPS_L_A | 21.78 |
| 1/14/2011 1:15 | N | H_HOLLOW_E_1 | -0.79 |
| 1/14/2011 1:15 | N | HHOLLOW4_E_1 | -0.79 |
| 1/14/2011 1:15 | N | R_LH2SES_1 | 29.09 |
| 1/14/2011 1:15 | N | R_PB2SES_1 | -1.12 |
| 1/14/2011 1:15 | N | R_PB2SES_2 | -1.12 |
| 1/14/2011 1:15 | N | R_PB2SES_3 | -1.12 |
| 1/14/2011 1:15 | N | R_PB2SES_4 | -1.12 |
| 1/14/2011 1:15 | N | R_PB2SES_5 | -1.12 |
| 1/14/2011 1:15 | N | AUTO_EPS_390 | 29 |
| 1/14/2011 1:20 | N | DC_ROAD_L_B | 27.3 |
| 1/14/2011 1:20 | N | DC_EGPS_L_A | 21.84 |
| 1/14/2011 1:20 | N | H_HOLLOW_E_1 | -0.79 |
| 1/14/2011 1:20 | N | HHOLLOW4_E_1 | -0.79 |
| 1/14/2011 1:20 | N | R_LH2SES_1 | 29.16 |
| 1/14/2011 1:20 | N | R_PB2SES_1 | -1.13 |
| 1/14/2011 1:20 | N | R_PB2SES_2 | -1.13 |
| 1/14/2011 1:20 | N | R_PB2SES_3 | -1.13 |
| 1/14/2011 1:20 | N | R_PB2SES_4 | -1.13 |
| 1/14/2011 1:20 | N | R_PB2SES_5 | -1.13 |
| 1/14/2011 1:20 | N | AUTO_EPS_390 | 29.07 |
| 1/14/2011 1:25 | N | DC_ROAD_L_B | 27.37 |
| 1/14/2011 1:25 | N | DC_EGPS_L_A | 21.93 |
| 1/14/2011 1:25 | N | H_HOLLOW_E_1 | -0.59 |
| 1/14/2011 1:25 | N | HHOLLOW4_E_1 | -0.59 |
| 1/14/2011 1:25 | N | R_LH2SES_1 | 29.23 |
| 1/14/2011 1:25 | N | R_PB2SES_1 | -0.92 |
| 1/14/2011 1:25 | N | R_PB2SES_2 | -0.92 |
| 1/14/2011 1:25 | N | R_PB2SES_3 | -0.92 |
| 1/14/2011 1:25 | N | R_PB2SES_4 | -0.92 |
| 1/14/2011 1:25 | N | R_PB2SES_5 | -0.92 |
| 1/14/2011 1:25 | N | AUTO_EPS_390 | 29.13 |

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|---|---|---|---|
| 1/14/2011 1:30 | N | DC_ROAD_L_B | 27.17 |
| 1/14/2011 1:30 | N | DC_EGPS_L_A | 21.74 |
| 1/14/2011 1:30 | N | H_HOLLOW_E_1 | -0.59 |
| 1/14/2011 1:30 | N | HHOLLOW4_E_1 | -0.59 |
| 1/14/2011 1:30 | N | R_LH2SES_1 | 29.02 |
| 1/14/2011 1:30 | N | R_PB2SES_1 | -0.92 |
| 1/14/2011 1:30 | N | R_PB2SES_2 | -0.92 |
| 1/14/2011 1:30 | N | R_PB2SES_3 | -0.92 |
| 1/14/2011 1:30 | N | R_PB2SES_4 | -0.92 |
| 1/14/2011 1:30 | N | R_PB2SES_5 | -0.92 |
| 1/14/2011 1:30 | N | AUTO_EPS_390 | 28.92 |
| 1/14/2011 1:35 | N | DC_ROAD_L_B | 27.18 |
| 1/14/2011 1:35 | N | DC_EGPS_L_A | 21.8 |
| 1/14/2011 1:35 | N | H_HOLLOW_E_1 | -0.34 |
| 1/14/2011 1:35 | N | HHOLLOW4_E_1 | -0.34 |
| 1/14/2011 1:35 | N | R_LH2SES_1 | 29.02 |
| 1/14/2011 1:35 | N | R_PB2SES_1 | -0.67 |
| 1/14/2011 1:35 | N | R_PB2SES_2 | -0.67 |
| 1/14/2011 1:35 | N | R_PB2SES_3 | -0.67 |
| 1/14/2011 1:35 | N | R_PB2SES_4 | -0.67 |
| 1/14/2011 1:35 | N | R_PB2SES_5 | -0.67 |
| 1/14/2011 1:35 | N | AUTO_EPS_390 | 28.92 |
| 1/14/2011 1:40 | N | DC_ROAD_L_B | 27.08 |
| 1/14/2011 1:40 | N | DC_EGPS_L_A | 21.77 |
| 1/14/2011 1:40 | N | H_HOLLOW_E_1 | -0.07 |
| 1/14/2011 1:40 | N | HHOLLOW4_E_1 | -0.07 |
| 1/14/2011 1:40 | N | R_LH2SES_1 | 28.89 |
| 1/14/2011 1:40 | N | R_PB2SES_1 | -0.39 |
| 1/14/2011 1:40 | N | R_PB2SES_2 | -0.39 |
| 1/14/2011 1:40 | N | R_PB2SES_3 | -0.39 |
| 1/14/2011 1:40 | N | R_PB2SES_4 | -0.39 |
| 1/14/2011 1:40 | N | R_PB2SES_5 | -0.39 |
| 1/14/2011 1:40 | N | AUTO_EPS_390 | 28.8 |
| 1/14/2011 1:45 | N | DC_ROAD_L_B | 26.94 |
| 1/14/2011 1:45 | N | DC_EGPS_L_A | 21.68 |
| 1/14/2011 1:45 | N | H_HOLLOW_E_1 | 0.05 |
| 1/14/2011 1:45 | N | HHOLLOW4_E_1 | 0.05 |
| 1/14/2011 1:45 | N | R_LH2SES_1 | 28.73 |
| 1/14/2011 1:45 | N | R_PB2SES_1 | -0.27 |
| 1/14/2011 1:45 | N | R_PB2SES_2 | -0.27 |
| 1/14/2011 1:45 | N | R_PB2SES_3 | -0.27 |
| 1/14/2011 1:45 | N | R_PB2SES_4 | -0.27 |
| 1/14/2011 1:45 | N | R_PB2SES_5 | -0.27 |
| 1/14/2011 1:45 | N | AUTO_EPS_390 | 28.63 |
| 1/14/2011 1:50 | N | DC_ROAD_L_B | 26.97 |
| 1/14/2011 1:50 | N | DC_EGPS_L_A | 21.66 |
| 1/14/2011 1:50 | N | H_HOLLOW_E_1 | -0.26 |

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|---|---|---|---|
| 1/14/2011 1:50 | N | HHOLLOW4_E_1 | -0.26 |
| 1/14/2011 1:50 | N | R_LH2SES_1 | 28.78 |
| 1/14/2011 1:50 | N | R_PB2SES_1 | -0.58 |
| 1/14/2011 1:50 | N | R_PB2SES_2 | -0.58 |
| 1/14/2011 1:50 | N | R_PB2SES_3 | -0.58 |
| 1/14/2011 1:50 | N | R_PB2SES_4 | -0.58 |
| 1/14/2011 1:50 | N | R_PB2SES_5 | -0.58 |
| 1/14/2011 1:50 | N | AUTO_EPS_390 | 28.68 |
| 1/14/2011 1:55 | N | DC_ROAD_L_B | 26.9 |
| 1/14/2011 1:55 | N | DC_EGPS_L_A | 21.56 |
| 1/14/2011 1:55 | N | H_HOLLOW_E_1 | -0.45 |
| 1/14/2011 1:55 | N | HHOLLOW4_E_1 | -0.45 |
| 1/14/2011 1:55 | N | R_LH2SES_1 | 28.72 |
| 1/14/2011 1:55 | N | R_PB2SES_1 | -0.78 |
| 1/14/2011 1:55 | N | R_PB2SES_2 | -0.78 |
| 1/14/2011 1:55 | N | R_PB2SES_3 | -0.78 |
| 1/14/2011 1:55 | N | R_PB2SES_4 | -0.78 |
| 1/14/2011 1:55 | N | R_PB2SES_5 | -0.78 |
| 1/14/2011 1:55 | N | AUTO_EPS_390 | 28.62 |
| 1/14/2011 2:01 | N | DC_ROAD_L_B | 27.02 |
| 1/14/2011 2:01 | N | DC_EGPS_L_A | 21.67 |
| 1/14/2011 2:01 | N | H_HOLLOW_E_1 | -0.39 |
| 1/14/2011 2:01 | N | HHOLLOW4_E_1 | -0.39 |
| 1/14/2011 2:01 | N | R_LH2SES_1 | 28.84 |
| 1/14/2011 2:01 | N | R_PB2SES_1 | -0.71 |
| 1/14/2011 2:01 | N | R_PB2SES_2 | -0.71 |
| 1/14/2011 2:01 | N | R_PB2SES_3 | -0.71 |
| 1/14/2011 2:01 | N | R_PB2SES_4 | -0.71 |
| 1/14/2011 2:01 | N | R_PB2SES_5 | -0.71 |
| 1/14/2011 2:01 | N | AUTO_EPS_390 | 28.75 |
| 1/14/2011 2:05 | N | DC_ROAD_L_B | 26.88 |
| 1/14/2011 2:05 | N | DC_EGPS_L_A | 21.62 |
| 1/14/2011 2:05 | N | H_HOLLOW_E_1 | 0.05 |
| 1/14/2011 2:05 | N | HHOLLOW4_E_1 | 0.05 |
| 1/14/2011 2:05 | N | R_LH2SES_1 | 28.67 |
| 1/14/2011 2:05 | N | R_PB2SES_1 | -0.26 |
| 1/14/2011 2:05 | N | R_PB2SES_2 | -0.26 |
| 1/14/2011 2:05 | N | R_PB2SES_3 | -0.26 |
| 1/14/2011 2:05 | N | R_PB2SES_4 | -0.26 |
| 1/14/2011 2:05 | N | R_PB2SES_5 | -0.26 |
| 1/14/2011 2:05 | N | AUTO_EPS_390 | 28.58 |
| 1/14/2011 2:10 | N | DC_ROAD_L_B | 26.79 |
| 1/14/2011 2:10 | N | DC_EGPS_L_A | 21.59 |
| 1/14/2011 2:10 | N | H_HOLLOW_E_1 | 0.25 |
| 1/14/2011 2:10 | N | HHOLLOW4_E_1 | 0.25 |
| 1/14/2011 2:10 | N | R_LH2SES_1 | 28.56 |
| 1/14/2011 2:10 | N | R_PB2SES_1 | -0.06 |

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|---|---|---|---|
| 1/14/2011 2:10 | N | R_PB2SES_2 | -0.06 |
| 1/14/2011 2:10 | N | R_PB2SES_3 | -0.06 |
| 1/14/2011 2:10 | N | R_PB2SES_4 | -0.06 |
| 1/14/2011 2:10 | N | R_PB2SES_5 | -0.06 |
| 1/14/2011 2:10 | N | AUTO_EPS_390 | 28.47 |
| 1/14/2011 2:15 | N | DC_ROAD_L_B | 26.83 |
| 1/14/2011 2:15 | N | DC_EGPS_L_A | 21.61 |
| 1/14/2011 2:15 | N | H_HOLLOW_E_1 | 0.1 |
| 1/14/2011 2:15 | N | HHOLLOW4_E_1 | 0.1 |
| 1/14/2011 2:15 | N | R_LH2SES_1 | 28.61 |
| 1/14/2011 2:15 | N | R_PB2SES_1 | -0.21 |
| 1/14/2011 2:15 | N | R_PB2SES_2 | -0.21 |
| 1/14/2011 2:15 | N | R_PB2SES_3 | -0.21 |
| 1/14/2011 2:15 | N | R_PB2SES_4 | -0.21 |
| 1/14/2011 2:15 | N | R_PB2SES_5 | -0.21 |
| 1/14/2011 2:15 | N | AUTO_EPS_390 | 28.52 |
| 1/14/2011 2:20 | N | DC_ROAD_L_B | 26.92 |
| 1/14/2011 2:20 | N | DC_EGPS_L_A | 21.64 |
| 1/14/2011 2:20 | N | H_HOLLOW_E_1 | -0.15 |
| 1/14/2011 2:20 | N | HHOLLOW4_E_1 | -0.15 |
| 1/14/2011 2:20 | N | R_LH2SES_1 | 28.72 |
| 1/14/2011 2:20 | N | R_PB2SES_1 | -0.47 |
| 1/14/2011 2:20 | N | R_PB2SES_2 | -0.47 |
| 1/14/2011 2:20 | N | R_PB2SES_3 | -0.47 |
| 1/14/2011 2:20 | N | R_PB2SES_4 | -0.47 |
| 1/14/2011 2:20 | N | R_PB2SES_5 | -0.47 |
| 1/14/2011 2:20 | N | AUTO_EPS_390 | 28.63 |
| 1/14/2011 2:25 | N | DC_ROAD_L_B | 27.09 |
| 1/14/2011 2:25 | N | DC_EGPS_L_A | 21.79 |
| 1/14/2011 2:25 | N | H_HOLLOW_E_1 | -0.07 |
| 1/14/2011 2:25 | N | HHOLLOW4_E_1 | -0.07 |
| 1/14/2011 2:25 | N | R_LH2SES_1 | 28.89 |
| 1/14/2011 2:25 | N | R_PB2SES_1 | -0.39 |
| 1/14/2011 2:25 | N | R_PB2SES_2 | -0.39 |
| 1/14/2011 2:25 | N | R_PB2SES_3 | -0.39 |
| 1/14/2011 2:25 | N | R_PB2SES_4 | -0.39 |
| 1/14/2011 2:25 | N | R_PB2SES_5 | -0.39 |
| 1/14/2011 2:25 | N | AUTO_EPS_390 | 28.8 |
| 1/14/2011 2:30 | N | DC_ROAD_L_B | 27.04 |
| 1/14/2011 2:30 | N | DC_EGPS_L_A | 21.79 |
| 1/14/2011 2:30 | N | H_HOLLOW_E_1 | 0.18 |
| 1/14/2011 2:30 | N | HHOLLOW4_E_1 | 0.18 |
| 1/14/2011 2:30 | N | R_LH2SES_1 | 28.83 |
| 1/14/2011 2:30 | N | R_PB2SES_1 | -0.13 |
| 1/14/2011 2:30 | N | R_PB2SES_2 | -0.13 |
| 1/14/2011 2:30 | N | R_PB2SES_3 | -0.13 |
| 1/14/2011 2:30 | N | R_PB2SES_4 | -0.13 |

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|---|---|---|---|
| 1/14/2011 2:30 | N | R_PB2SES_5 | -0.13 |
| 1/14/2011 2:30 | N | AUTO_EPS_390 | 28.73 |
| 1/14/2011 2:35 | N | DC_ROAD_L_B | 26.96 |
| 1/14/2011 2:35 | N | DC_EGPS_L_A | 21.71 |
| 1/14/2011 2:35 | N | H_HOLLOW_E_1 | 0.11 |
| 1/14/2011 2:35 | N | HHOLLOW4_E_1 | 0.11 |
| 1/14/2011 2:35 | N | R_LH2SES_1 | 28.75 |
| 1/14/2011 2:35 | N | R_PB2SES_1 | -0.2 |
| 1/14/2011 2:35 | N | R_PB2SES_2 | -0.2 |
| 1/14/2011 2:35 | N | R_PB2SES_3 | -0.2 |
| 1/14/2011 2:35 | N | R_PB2SES_4 | -0.2 |
| 1/14/2011 2:35 | N | R_PB2SES_5 | -0.2 |
| 1/14/2011 2:35 | N | AUTO_EPS_390 | 28.66 |
| 1/14/2011 2:40 | N | DC_ROAD_L_B | 26.95 |
| 1/14/2011 2:40 | N | DC_EGPS_L_A | 21.69 |
| 1/14/2011 2:40 | N | H_HOLLOW_E_1 | 0.06 |
| 1/14/2011 2:40 | N | HHOLLOW4_E_1 | 0.06 |
| 1/14/2011 2:40 | N | R_LH2SES_1 | 28.74 |
| 1/14/2011 2:40 | N | R_PB2SES_1 | -0.26 |
| 1/14/2011 2:40 | N | R_PB2SES_2 | -0.26 |
| 1/14/2011 2:40 | N | R_PB2SES_3 | -0.26 |
| 1/14/2011 2:40 | N | R_PB2SES_4 | -0.26 |
| 1/14/2011 2:40 | N | R_PB2SES_5 | -0.26 |
| 1/14/2011 2:40 | N | AUTO_EPS_390 | 28.65 |
| 1/14/2011 2:45 | N | DC_ROAD_L_B | 26.83 |
| 1/14/2011 2:45 | N | DC_EGPS_L_A | 21.6 |
| 1/14/2011 2:45 | N | H_HOLLOW_E_1 | 0.11 |
| 1/14/2011 2:45 | N | HHOLLOW4_E_1 | 0.11 |
| 1/14/2011 2:45 | N | R_LH2SES_1 | 28.61 |
| 1/14/2011 2:45 | N | R_PB2SES_1 | -0.2 |
| 1/14/2011 2:45 | N | R_PB2SES_2 | -0.2 |
| 1/14/2011 2:45 | N | R_PB2SES_3 | -0.2 |
| 1/14/2011 2:45 | N | R_PB2SES_4 | -0.2 |
| 1/14/2011 2:45 | N | R_PB2SES_5 | -0.2 |
| 1/14/2011 2:45 | N | AUTO_EPS_390 | 28.52 |
| 1/14/2011 2:50 | N | DC_ROAD_L_B | 26.94 |
| 1/14/2011 2:50 | N | DC_EGPS_L_A | 21.68 |
| 1/14/2011 2:50 | N | H_HOLLOW_E_1 | 0.04 |
| 1/14/2011 2:50 | N | HHOLLOW4_E_1 | 0.04 |
| 1/14/2011 2:50 | N | R_LH2SES_1 | 28.73 |
| 1/14/2011 2:50 | N | R_PB2SES_1 | -0.28 |
| 1/14/2011 2:50 | N | R_PB2SES_2 | -0.28 |
| 1/14/2011 2:50 | N | R_PB2SES_3 | -0.28 |
| 1/14/2011 2:50 | N | R_PB2SES_4 | -0.28 |
| 1/14/2011 2:50 | N | R_PB2SES_5 | -0.28 |
| 1/14/2011 2:50 | N | AUTO_EPS_390 | 28.64 |
| 1/14/2011 2:55 | N | DC_ROAD_L_B | 26.88 |

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|---|---|---|---|
| 1/14/2011 2:55 | N | DC_EGPS_L_A | 21.64 |
| 1/14/2011 2:55 | N | H_HOLLOW_E_1 | 0.08 |
| 1/14/2011 2:55 | N | HHOLLOW4_E_1 | 0.08 |
| 1/14/2011 2:55 | N | R_LH2SES_1 | 28.67 |
| 1/14/2011 2:55 | N | R_PB2SES_1 | -0.23 |
| 1/14/2011 2:55 | N | R_PB2SES_2 | -0.23 |
| 1/14/2011 2:55 | N | R_PB2SES_3 | -0.23 |
| 1/14/2011 2:55 | N | R_PB2SES_4 | -0.23 |
| 1/14/2011 2:55 | N | R_PB2SES_5 | -0.23 |
| 1/14/2011 2:55 | N | AUTO_EPS_390 | 28.58 |
| 1/14/2011 3:00 | N | DC_ROAD_L_B | 26.83 |
| 1/14/2011 3:00 | N | DC_EGPS_L_A | 21.6 |
| 1/14/2011 3:00 | N | H_HOLLOW_E_1 | 0.09 |
| 1/14/2011 3:00 | N | HHOLLOW4_E_1 | 0.09 |
| 1/14/2011 3:00 | N | R_LH2SES_1 | 28.61 |
| 1/14/2011 3:00 | N | R_PB2SES_1 | -0.23 |
| 1/14/2011 3:00 | N | R_PB2SES_2 | -0.23 |
| 1/14/2011 3:00 | N | R_PB2SES_3 | -0.23 |
| 1/14/2011 3:00 | N | R_PB2SES_4 | -0.23 |
| 1/14/2011 3:00 | N | R_PB2SES_5 | -0.23 |
| 1/14/2011 3:00 | N | AUTO_EPS_390 | 28.52 |
| 1/14/2011 3:05 | N | DC_ROAD_L_B | 27.06 |
| 1/14/2011 3:05 | N | DC_EGPS_L_A | 22.12 |
| 1/14/2011 3:05 | N | H_HOLLOW_E_1 | 1.79 |
| 1/14/2011 3:05 | N | HHOLLOW4_E_1 | 1.79 |
| 1/14/2011 3:05 | N | R_LH2SES_1 | 28.74 |
| 1/14/2011 3:05 | N | R_PB2SES_1 | 1.49 |
| 1/14/2011 3:05 | N | R_PB2SES_2 | 1.49 |
| 1/14/2011 3:05 | N | R_PB2SES_3 | 1.49 |
| 1/14/2011 3:05 | N | R_PB2SES_4 | 1.49 |
| 1/14/2011 3:05 | N | R_PB2SES_5 | 1.49 |
| 1/14/2011 3:05 | N | AUTO_EPS_390 | 28.65 |
| 1/14/2011 3:10 | N | DC_ROAD_L_B | 27.26 |
| 1/14/2011 3:10 | N | DC_EGPS_L_A | 22.33 |
| 1/14/2011 3:10 | N | H_HOLLOW_E_1 | 2.05 |
| 1/14/2011 3:10 | N | HHOLLOW4_E_1 | 2.05 |
| 1/14/2011 3:10 | N | R_LH2SES_1 | 28.94 |
| 1/14/2011 3:10 | N | R_PB2SES_1 | 1.75 |
| 1/14/2011 3:10 | N | R_PB2SES_2 | 1.75 |
| 1/14/2011 3:10 | N | R_PB2SES_3 | 1.75 |
| 1/14/2011 3:10 | N | R_PB2SES_4 | 1.75 |
| 1/14/2011 3:10 | N | R_PB2SES_5 | 1.75 |
| 1/14/2011 3:10 | N | AUTO_EPS_390 | 28.85 |
| 1/14/2011 3:15 | N | DC_ROAD_L_B | 27.15 |
| 1/14/2011 3:15 | N | DC_EGPS_L_A | 21.9 |
| 1/14/2011 3:15 | N | H_HOLLOW_E_1 | 0.23 |
| 1/14/2011 3:15 | N | HHOLLOW4_E_1 | 0.23 |

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|---|---|---|---|
| 1/14/2011 3:15 | N | R_LH2SES_1 | 28.94 |
| 1/14/2011 3:15 | N | R_PB2SES_1 | -0.08 |
| 1/14/2011 3:15 | N | R_PB2SES_2 | -0.08 |
| 1/14/2011 3:15 | N | R_PB2SES_3 | -0.08 |
| 1/14/2011 3:15 | N | R_PB2SES_4 | -0.08 |
| 1/14/2011 3:15 | N | R_PB2SES_5 | -0.08 |
| 1/14/2011 3:15 | N | AUTO_EPS_390 | 28.85 |
| 1/14/2011 3:20 | N | DC_ROAD_L_B | 27.25 |
| 1/14/2011 3:20 | N | DC_EGPS_L_A | 22.28 |
| 1/14/2011 3:20 | N | H_HOLLOW_E_1 | 1.79 |
| 1/14/2011 3:20 | N | HHOLLOW4_E_1 | 1.79 |
| 1/14/2011 3:20 | N | R_LH2SES_1 | 28.94 |
| 1/14/2011 3:20 | N | R_PB2SES_1 | 1.49 |
| 1/14/2011 3:20 | N | R_PB2SES_2 | 1.49 |
| 1/14/2011 3:20 | N | R_PB2SES_3 | 1.49 |
| 1/14/2011 3:20 | N | R_PB2SES_4 | 1.49 |
| 1/14/2011 3:20 | N | R_PB2SES_5 | 1.49 |
| 1/14/2011 3:20 | N | AUTO_EPS_390 | 28.86 |
| 1/14/2011 3:25 | N | DC_ROAD_L_B | 27.35 |
| 1/14/2011 3:25 | N | DC_EGPS_L_A | 22.11 |
| 1/14/2011 3:25 | N | H_HOLLOW_E_1 | 0.48 |
| 1/14/2011 3:25 | N | HHOLLOW4_E_1 | 0.48 |
| 1/14/2011 3:25 | N | R_LH2SES_1 | 29.14 |
| 1/14/2011 3:25 | N | R_PB2SES_1 | 0.16 |
| 1/14/2011 3:25 | N | R_PB2SES_2 | 0.16 |
| 1/14/2011 3:25 | N | R_PB2SES_3 | 0.16 |
| 1/14/2011 3:25 | N | R_PB2SES_4 | 0.16 |
| 1/14/2011 3:25 | N | R_PB2SES_5 | 0.16 |
| 1/14/2011 3:25 | N | AUTO_EPS_390 | 29.04 |
| 1/14/2011 3:30 | N | DC_ROAD_L_B | 27.46 |
| 1/14/2011 3:30 | N | DC_EGPS_L_A | 22.13 |
| 1/14/2011 3:30 | N | H_HOLLOW_E_1 | 0.13 |
| 1/14/2011 3:30 | N | HHOLLOW4_E_1 | 0.13 |
| 1/14/2011 3:30 | N | R_LH2SES_1 | 29.28 |
| 1/14/2011 3:30 | N | R_PB2SES_1 | -0.19 |
| 1/14/2011 3:30 | N | R_PB2SES_2 | -0.19 |
| 1/14/2011 3:30 | N | R_PB2SES_3 | -0.19 |
| 1/14/2011 3:30 | N | R_PB2SES_4 | -0.19 |
| 1/14/2011 3:30 | N | R_PB2SES_5 | -0.19 |
| 1/14/2011 3:30 | N | AUTO_EPS_390 | 29.18 |
| 1/14/2011 3:35 | N | DC_ROAD_L_B | 27.71 |
| 1/14/2011 3:35 | N | DC_EGPS_L_A | 22.66 |
| 1/14/2011 3:35 | N | H_HOLLOW_E_1 | 1.81 |
| 1/14/2011 3:35 | N | HHOLLOW4_E_1 | 1.81 |
| 1/14/2011 3:35 | N | R_LH2SES_1 | 29.43 |
| 1/14/2011 3:35 | N | R_PB2SES_1 | 1.5 |
| 1/14/2011 3:35 | N | R_PB2SES_2 | 1.5 |

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|---|---|---|---|
| 1/14/2011 3:35 | N | R_PB2SES_3 | 1.5 |
| 1/14/2011 3:35 | N | R_PB2SES_4 | 1.5 |
| 1/14/2011 3:35 | N | R_PB2SES_5 | 1.5 |
| 1/14/2011 3:35 | N | AUTO_EPS_390 | 29.34 |
| 1/14/2011 3:45 | N | DC_ROAD_L_B | 27.63 |
| 1/14/2011 3:45 | N | DC_EGPS_L_A | 22.63 |
| 1/14/2011 3:45 | N | H_HOLLOW_E_1 | 2.08 |
| 1/14/2011 3:45 | N | HHOLLOW4_E_1 | 2.08 |
| 1/14/2011 3:45 | N | R_LH2SES_1 | 29.33 |
| 1/14/2011 3:45 | N | R_PB2SES_1 | 1.78 |
| 1/14/2011 3:45 | N | R_PB2SES_2 | 1.78 |
| 1/14/2011 3:45 | N | R_PB2SES_3 | 1.78 |
| 1/14/2011 3:45 | N | R_PB2SES_4 | 1.78 |
| 1/14/2011 3:45 | N | R_PB2SES_5 | 1.78 |
| 1/14/2011 3:45 | N | AUTO_EPS_390 | 29.25 |
| 1/14/2011 3:50 | N | DC_ROAD_L_B | 27.49 |
| 1/14/2011 3:50 | N | DC_EGPS_L_A | 22.46 |
| 1/14/2011 3:50 | N | H_HOLLOW_E_1 | 1.8 |
| 1/14/2011 3:50 | N | HHOLLOW4_E_1 | 1.8 |
| 1/14/2011 3:50 | N | R_LH2SES_1 | 29.2 |
| 1/14/2011 3:50 | N | R_PB2SES_1 | 1.5 |
| 1/14/2011 3:50 | N | R_PB2SES_2 | 1.5 |
| 1/14/2011 3:50 | N | R_PB2SES_3 | 1.5 |
| 1/14/2011 3:50 | N | R_PB2SES_4 | 1.5 |
| 1/14/2011 3:50 | N | R_PB2SES_5 | 1.5 |
| 1/14/2011 3:50 | N | AUTO_EPS_390 | 29.11 |
| 1/14/2011 3:55 | N | DC_ROAD_L_B | 27.73 |
| 1/14/2011 3:55 | N | DC_EGPS_L_A | 22.67 |
| 1/14/2011 3:55 | N | H_HOLLOW_E_1 | 1.81 |
| 1/14/2011 3:55 | N | HHOLLOW4_E_1 | 1.81 |
| 1/14/2011 3:55 | N | R_LH2SES_1 | 29.45 |
| 1/14/2011 3:55 | N | R_PB2SES_1 | 1.5 |
| 1/14/2011 3:55 | N | R_PB2SES_2 | 1.5 |
| 1/14/2011 3:55 | N | R_PB2SES_3 | 1.5 |
| 1/14/2011 3:55 | N | R_PB2SES_4 | 1.5 |
| 1/14/2011 3:55 | N | R_PB2SES_5 | 1.5 |
| 1/14/2011 3:55 | N | AUTO_EPS_390 | 29.36 |
| 1/14/2011 4:01 | N | DC_ROAD_L_B | 29.52 |
| 1/14/2011 4:01 | N | H_HOLLOW_E_1 | 27.86 |
| 1/14/2011 4:01 | N | HHOLLOW4_E_1 | 27.86 |
| 1/14/2011 4:01 | N | R_LH2SES_1 | 29.1 |
| 1/14/2011 4:01 | N | R_PB2SES_1 | 108.76 |
| 1/14/2011 4:01 | N | R_PB2SES_2 | 108.76 |
| 1/14/2011 4:01 | N | R_PB2SES_3 | 108.76 |
| 1/14/2011 4:01 | N | R_PB2SES_4 | 108.76 |
| 1/14/2011 4:01 | N | R_PB2SES_5 | 108.76 |
| 1/14/2011 4:01 | N | AUTO_EPS_390 | 29.12 |

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|---|---|---|---|
| 1/14/2011 4:05 | N | DC_ROAD_L_B | 28.74 |
| 1/14/2011 4:05 | N | DC_EGPS_L_A | 27.5 |
| 1/14/2011 4:05 | N | H_HOLLOW_E_1 | 9.86 |
| 1/14/2011 4:05 | N | HHOLLOW4_E_1 | 9.86 |
| 1/14/2011 4:05 | N | R_LH2SES_1 | 29.54 |
| 1/14/2011 4:05 | N | R_PB2SES_1 | 84.3 |
| 1/14/2011 4:05 | N | R_PB2SES_2 | 84.3 |
| 1/14/2011 4:05 | N | R_PB2SES_3 | 84.3 |
| 1/14/2011 4:05 | N | R_PB2SES_4 | 84.3 |
| 1/14/2011 4:05 | N | R_PB2SES_5 | 84.3 |
| 1/14/2011 4:05 | N | AUTO_EPS_390 | 29.48 |
| 1/14/2011 4:10 | N | DC_ROAD_L_B | 28.07 |
| 1/14/2011 4:10 | N | DC_EGPS_L_A | 23.75 |
| 1/14/2011 4:10 | N | H_HOLLOW_E_1 | 0.68 |
| 1/14/2011 4:10 | N | HHOLLOW4_E_1 | 0.68 |
| 1/14/2011 4:10 | N | R_LH2SES_1 | 29.69 |
| 1/14/2011 4:10 | N | R_PB2SES_1 | 33.62 |
| 1/14/2011 4:10 | N | R_PB2SES_2 | 33.62 |
| 1/14/2011 4:10 | N | R_PB2SES_3 | 33.62 |
| 1/14/2011 4:10 | N | R_PB2SES_4 | 33.62 |
| 1/14/2011 4:10 | N | R_PB2SES_5 | 33.62 |
| 1/14/2011 4:10 | N | AUTO_EPS_390 | 29.6 |
| 1/14/2011 4:15 | N | DC_ROAD_L_B | 28.13 |
| 1/14/2011 4:15 | N | DC_EGPS_L_A | 23.81 |
| 1/14/2011 4:15 | N | H_HOLLOW_E_1 | 0.68 |
| 1/14/2011 4:15 | N | HHOLLOW4_E_1 | 0.68 |
| 1/14/2011 4:15 | N | R_LH2SES_1 | 29.74 |
| 1/14/2011 4:15 | N | R_PB2SES_1 | 33.62 |
| 1/14/2011 4:15 | N | R_PB2SES_2 | 33.62 |
| 1/14/2011 4:15 | N | R_PB2SES_3 | 33.62 |
| 1/14/2011 4:15 | N | R_PB2SES_4 | 33.62 |
| 1/14/2011 4:15 | N | R_PB2SES_5 | 33.62 |
| 1/14/2011 4:15 | N | AUTO_EPS_390 | 29.66 |
| 1/14/2011 4:20 | N | DC_EGPS_L_A | 24 |
| 1/14/2011 4:20 | N | H_HOLLOW_E_1 | 1.59 |
| 1/14/2011 4:20 | N | HHOLLOW4_E_1 | 1.59 |
| 1/14/2011 4:20 | N | R_LH2SES_1 | 29.64 |
| 1/14/2011 4:20 | N | R_PB2SES_1 | 35.39 |
| 1/14/2011 4:20 | N | R_PB2SES_2 | 35.39 |
| 1/14/2011 4:20 | N | R_PB2SES_3 | 35.39 |
| 1/14/2011 4:20 | N | R_PB2SES_4 | 35.39 |
| 1/14/2011 4:20 | N | R_PB2SES_5 | 35.39 |
| 1/14/2011 4:25 | N | DC_ROAD_L_B | 28.09 |
| 1/14/2011 4:25 | N | DC_EGPS_L_A | 23.98 |
| 1/14/2011 4:25 | N | H_HOLLOW_E_1 | 1.57 |
| 1/14/2011 4:25 | N | HHOLLOW4_E_1 | 1.57 |
| 1/14/2011 4:25 | N | R_LH2SES_1 | 29.64 |

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|---|---|---|---|
| 1/14/2011 4:25 | N | R_PB2SES_1 | 35.39 |
| 1/14/2011 4:25 | N | R_PB2SES_2 | 35.39 |
| 1/14/2011 4:25 | N | R_PB2SES_3 | 35.39 |
| 1/14/2011 4:25 | N | R_PB2SES_4 | 35.39 |
| 1/14/2011 4:25 | N | R_PB2SES_5 | 35.39 |
| 1/14/2011 4:30 | N | DC_ROAD_L_B | 28.09 |
| 1/14/2011 4:30 | N | DC_EGPS_L_A | 23.8 |
| 1/14/2011 4:30 | N | H_HOLLOW_E_1 | 1.68 |
| 1/14/2011 4:30 | N | HHOLLOW4_E_1 | 1.68 |
| 1/14/2011 4:30 | N | R_LH2SES_1 | 29.66 |
| 1/14/2011 4:30 | N | R_PB2SES_1 | 29.21 |
| 1/14/2011 4:30 | N | R_PB2SES_2 | 29.21 |
| 1/14/2011 4:30 | N | R_PB2SES_3 | 29.21 |
| 1/14/2011 4:30 | N | R_PB2SES_4 | 29.21 |
| 1/14/2011 4:30 | N | R_PB2SES_5 | 29.21 |
| 1/14/2011 4:35 | N | DC_ROAD_L_B | 27.32 |
| 1/14/2011 4:35 | N | DC_EGPS_L_A | 22.11 |
| 1/14/2011 4:35 | N | H_HOLLOW_E_1 | 0.27 |
| 1/14/2011 4:35 | N | HHOLLOW4_E_1 | 0.27 |
| 1/14/2011 4:35 | N | R_LH2SES_1 | 29.1 |
| 1/14/2011 4:35 | N | R_PB2SES_1 | 2.08 |
| 1/14/2011 4:35 | N | R_PB2SES_2 | 2.08 |
| 1/14/2011 4:35 | N | R_PB2SES_3 | 2.08 |
| 1/14/2011 4:35 | N | R_PB2SES_4 | 2.08 |
| 1/14/2011 4:35 | N | R_PB2SES_5 | 2.08 |
| 1/14/2011 4:40 | N | DC_ROAD_L_B | 27.28 |
| 1/14/2011 4:40 | N | DC_EGPS_L_A | 22.04 |
| 1/14/2011 4:40 | N | H_HOLLOW_E_1 | 0.14 |
| 1/14/2011 4:40 | N | HHOLLOW4_E_1 | 0.14 |
| 1/14/2011 4:40 | N | R_LH2SES_1 | 29.07 |
| 1/14/2011 4:40 | N | R_PB2SES_1 | 1.6 |
| 1/14/2011 4:40 | N | R_PB2SES_2 | 1.6 |
| 1/14/2011 4:40 | N | R_PB2SES_3 | 1.6 |
| 1/14/2011 4:40 | N | R_PB2SES_4 | 1.6 |
| 1/14/2011 4:40 | N | R_PB2SES_5 | 1.6 |
| 1/14/2011 4:45 | N | DC_ROAD_L_B | 28.3 |
| 1/14/2011 4:45 | N | DC_EGPS_L_A | 27.03 |
| 1/14/2011 4:45 | N | H_HOLLOW_E_1 | 15.46 |
| 1/14/2011 4:45 | N | HHOLLOW4_E_1 | 15.46 |
| 1/14/2011 4:45 | N | R_LH2SES_1 | 28.91 |
| 1/14/2011 4:45 | N | R_PB2SES_1 | 54.77 |
| 1/14/2011 4:45 | N | R_PB2SES_2 | 54.77 |
| 1/14/2011 4:45 | N | R_PB2SES_3 | 54.77 |
| 1/14/2011 4:45 | N | R_PB2SES_4 | 54.77 |
| 1/14/2011 4:45 | N | R_PB2SES_5 | 54.77 |
| 1/14/2011 4:50 | N | DC_ROAD_L_B | 28.98 |
| 1/14/2011 4:50 | N | H_HOLLOW_E_1 | 27.57 |

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|---|---|---|---|
| 1/14/2011 4:50 | N | HHOLLOW4_E_1 | 27.57 |
| 1/14/2011 4:50 | N | R_LH2SES_1 | 28.65 |
| 1/14/2011 4:50 | N | R_PB2SES_1 | 96.75 |
| 1/14/2011 4:50 | N | R_PB2SES_2 | 96.75 |
| 1/14/2011 4:50 | N | R_PB2SES_3 | 96.75 |
| 1/14/2011 4:50 | N | R_PB2SES_4 | 96.75 |
| 1/14/2011 4:50 | N | R_PB2SES_5 | 96.75 |
| 1/14/2011 4:55 | N | DC_ROAD_L_B | 28.86 |
| 1/14/2011 4:55 | N | H_HOLLOW_E_1 | 27.45 |
| 1/14/2011 4:55 | N | HHOLLOW4_E_1 | 27.45 |
| 1/14/2011 4:55 | N | R_LH2SES_1 | 28.5 |
| 1/14/2011 4:55 | N | R_PB2SES_1 | 96.34 |
| 1/14/2011 4:55 | N | R_PB2SES_2 | 96.34 |
| 1/14/2011 4:55 | N | R_PB2SES_3 | 96.34 |
| 1/14/2011 4:55 | N | R_PB2SES_4 | 96.34 |
| 1/14/2011 4:55 | N | R_PB2SES_5 | 96.34 |
| 1/14/2011 4:59 | N | DC_ROAD_L_B | 27.91 |
| 1/14/2011 4:59 | N | DC_EGPS_L_A | 22.55 |
| 1/14/2011 4:59 | N | H_HOLLOW_E_1 | 0.16 |
| 1/14/2011 4:59 | N | HHOLLOW4_E_1 | 0.16 |
| 1/14/2011 4:59 | N | R_LH2SES_1 | 29.75 |
| 1/14/2011 4:59 | N | R_PB2SES_1 | 1.69 |
| 1/14/2011 4:59 | N | R_PB2SES_2 | 1.69 |
| 1/14/2011 4:59 | N | R_PB2SES_3 | 1.69 |
| 1/14/2011 4:59 | N | R_PB2SES_4 | 1.69 |
| 1/14/2011 4:59 | N | R_PB2SES_5 | 1.69 |
| 1/14/2011 5:01 | N | DC_ROAD_L_B | 27.79 |
| 1/14/2011 5:01 | N | DC_EGPS_L_A | 22.42 |
| 1/14/2011 5:01 | N | H_HOLLOW_E_1 | 0.1 |
| 1/14/2011 5:01 | N | HHOLLOW4_E_1 | 0.1 |
| 1/14/2011 5:01 | N | R_LH2SES_1 | 29.62 |
| 1/14/2011 5:01 | N | R_PB2SES_1 | 1.47 |
| 1/14/2011 5:01 | N | R_PB2SES_2 | 1.47 |
| 1/14/2011 5:01 | N | R_PB2SES_3 | 1.47 |
| 1/14/2011 5:01 | N | R_PB2SES_4 | 1.47 |
| 1/14/2011 5:01 | N | R_PB2SES_5 | 1.47 |
| 1/14/2011 5:05 | N | DC_ROAD_L_B | 27.6 |
| 1/14/2011 5:05 | N | DC_EGPS_L_A | 23.62 |
| 1/14/2011 5:05 | N | H_HOLLOW_E_1 | 1.56 |
| 1/14/2011 5:05 | N | HHOLLOW4_E_1 | 1.56 |
| 1/14/2011 5:05 | N | R_LH2SES_1 | 29.11 |
| 1/14/2011 5:05 | N | R_PB2SES_1 | 35.34 |
| 1/14/2011 5:05 | N | R_PB2SES_2 | 35.34 |
| 1/14/2011 5:05 | N | R_PB2SES_3 | 35.34 |
| 1/14/2011 5:05 | N | R_PB2SES_4 | 35.34 |
| 1/14/2011 5:05 | N | R_PB2SES_5 | 35.34 |
| 1/14/2011 5:10 | N | DC_ROAD_L_B | 27.83 |

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| 1/14/2011 5:10 | N | DC_EGPS_L_A | 26.42 |
| 1/14/2011 5:10 | N | H_HOLLOW_E_1 | 13.06 |
| 1/14/2011 5:10 | N | HHOLLOW4_E_1 | 13.06 |
| 1/14/2011 5:10 | N | R_LH2SES_1 | 28.52 |
| 1/14/2011 5:10 | N | R_PB2SES_1 | 57.94 |
| 1/14/2011 5:10 | N | R_PB2SES_2 | 57.94 |
| 1/14/2011 5:10 | N | R_PB2SES_3 | 57.94 |
| 1/14/2011 5:10 | N | R_PB2SES_4 | 57.94 |
| 1/14/2011 5:10 | N | R_PB2SES_5 | 57.94 |
| 1/14/2011 5:15 | N | DC_ROAD_L_B | 28.33 |
| 1/14/2011 5:15 | N | DC_EGPS_L_A | 28.42 |
| 1/14/2011 5:15 | N | H_HOLLOW_E_1 | 20.69 |
| 1/14/2011 5:15 | N | HHOLLOW4_E_1 | 20.69 |
| 1/14/2011 5:15 | N | R_LH2SES_1 | 28.49 |
| 1/14/2011 5:15 | N | R_PB2SES_1 | 72.91 |
| 1/14/2011 5:15 | N | R_PB2SES_2 | 72.91 |
| 1/14/2011 5:15 | N | R_PB2SES_3 | 72.91 |
| 1/14/2011 5:15 | N | R_PB2SES_4 | 72.91 |
| 1/14/2011 5:15 | N | R_PB2SES_5 | 72.91 |
| 1/14/2011 5:20 | N | DC_ROAD_L_B | 27.47 |
| 1/14/2011 5:20 | N | DC_EGPS_L_A | 23.8 |
| 1/14/2011 5:20 | N | H_HOLLOW_E_1 | 3.12 |
| 1/14/2011 5:20 | N | HHOLLOW4_E_1 | 3.12 |
| 1/14/2011 5:20 | N | R_LH2SES_1 | 28.86 |
| 1/14/2011 5:20 | N | R_PB2SES_1 | 38.42 |
| 1/14/2011 5:20 | N | R_PB2SES_2 | 38.42 |
| 1/14/2011 5:20 | N | R_PB2SES_3 | 38.42 |
| 1/14/2011 5:20 | N | R_PB2SES_4 | 38.42 |
| 1/14/2011 5:20 | N | R_PB2SES_5 | 38.42 |
| 1/14/2011 5:25 | N | DC_ROAD_L_B | 28.13 |
| 1/14/2011 5:25 | N | DC_EGPS_L_A | 26.48 |
| 1/14/2011 5:25 | N | H_HOLLOW_E_1 | 12.75 |
| 1/14/2011 5:25 | N | HHOLLOW4_E_1 | 12.75 |
| 1/14/2011 5:25 | N | R_LH2SES_1 | 28.86 |
| 1/14/2011 5:25 | N | R_PB2SES_1 | 57.35 |
| 1/14/2011 5:25 | N | R_PB2SES_2 | 57.35 |
| 1/14/2011 5:25 | N | R_PB2SES_3 | 57.35 |
| 1/14/2011 5:25 | N | R_PB2SES_4 | 57.35 |
| 1/14/2011 5:25 | N | R_PB2SES_5 | 57.35 |
| 1/14/2011 5:30 | N | DC_ROAD_L_B | 27.66 |
| 1/14/2011 5:30 | N | DC_EGPS_L_A | 23.92 |
| 1/14/2011 5:30 | N | H_HOLLOW_E_1 | 3.09 |
| 1/14/2011 5:30 | N | HHOLLOW4_E_1 | 3.09 |
| 1/14/2011 5:30 | N | R_LH2SES_1 | 29.06 |
| 1/14/2011 5:30 | N | R_PB2SES_1 | 38.38 |
| 1/14/2011 5:30 | N | R_PB2SES_2 | 38.38 |
| 1/14/2011 5:30 | N | R_PB2SES_3 | 38.38 |

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| 1/14/2011 5:30 | N | R_PB2SES_4 | 38.38 |
| 1/14/2011 5:30 | N | R_PB2SES_5 | 38.38 |
| 1/14/2011 5:35 | N | DC_ROAD_L_B | 28.83 |
| 1/14/2011 5:35 | N | DC_EGPS_L_A | 28.82 |
| 1/14/2011 5:35 | N | H_HOLLOW_E_1 | 20.69 |
| 1/14/2011 5:35 | N | HHOLLOW4_E_1 | 20.69 |
| 1/14/2011 5:35 | N | R_LH2SES_1 | 29.03 |
| 1/14/2011 5:35 | N | R_PB2SES_1 | 72.9 |
| 1/14/2011 5:35 | N | R_PB2SES_2 | 72.9 |
| 1/14/2011 5:35 | N | R_PB2SES_3 | 72.9 |
| 1/14/2011 5:35 | N | R_PB2SES_4 | 72.9 |
| 1/14/2011 5:35 | N | R_PB2SES_5 | 72.9 |
| 1/14/2011 5:40 | N | DC_ROAD_L_B | 28.09 |
| 1/14/2011 5:40 | N | DC_EGPS_L_A | 23.75 |
| 1/14/2011 5:40 | N | H_HOLLOW_E_1 | 1.69 |
| 1/14/2011 5:40 | N | HHOLLOW4_E_1 | 1.69 |
| 1/14/2011 5:40 | N | R_LH2SES_1 | 29.66 |
| 1/14/2011 5:40 | N | R_PB2SES_1 | 29.22 |
| 1/14/2011 5:40 | N | R_PB2SES_2 | 29.22 |
| 1/14/2011 5:40 | N | R_PB2SES_3 | 29.22 |
| 1/14/2011 5:40 | N | R_PB2SES_4 | 29.22 |
| 1/14/2011 5:40 | N | R_PB2SES_5 | 29.22 |
| 1/14/2011 5:45 | N | DC_ROAD_L_B | 28.33 |
| 1/14/2011 5:45 | N | DC_EGPS_L_A | 24.43 |
| 1/14/2011 5:45 | N | H_HOLLOW_E_1 | 3 |
| 1/14/2011 5:45 | N | HHOLLOW4_E_1 | 3 |
| 1/14/2011 5:45 | N | R_LH2SES_1 | 29.78 |
| 1/14/2011 5:45 | N | R_PB2SES_1 | 38.18 |
| 1/14/2011 5:45 | N | R_PB2SES_2 | 38.18 |
| 1/14/2011 5:45 | N | R_PB2SES_3 | 38.18 |
| 1/14/2011 5:45 | N | R_PB2SES_4 | 38.18 |
| 1/14/2011 5:45 | N | R_PB2SES_5 | 38.18 |
| 1/14/2011 5:50 | N | DC_ROAD_L_B | 28.35 |
| 1/14/2011 5:50 | N | DC_EGPS_L_A | 24.14 |
| 1/14/2011 5:50 | N | H_HOLLOW_E_1 | 1.61 |
| 1/14/2011 5:50 | N | HHOLLOW4_E_1 | 1.61 |
| 1/14/2011 5:50 | N | R_LH2SES_1 | 29.9 |
| 1/14/2011 5:50 | N | R_PB2SES_1 | 35.43 |
| 1/14/2011 5:50 | N | R_PB2SES_2 | 35.43 |
| 1/14/2011 5:50 | N | R_PB2SES_3 | 35.43 |
| 1/14/2011 5:50 | N | R_PB2SES_4 | 35.43 |
| 1/14/2011 5:50 | N | R_PB2SES_5 | 35.43 |
| 1/14/2011 5:55 | N | DC_ROAD_L_B | 29.7 |
| 1/14/2011 5:55 | N | H_HOLLOW_E_1 | 28.25 |
| 1/14/2011 5:55 | N | HHOLLOW4_E_1 | 28.25 |
| 1/14/2011 5:55 | N | R_LH2SES_1 | 29.34 |
| 1/14/2011 5:55 | N | R_PB2SES_1 | 99.1 |

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| 1/14/2011 5:55 | N | R_PB2SES_2 | 99.1 |
| 1/14/2011 5:55 | N | R_PB2SES_3 | 99.1 |
| 1/14/2011 5:55 | N | R_PB2SES_4 | 99.1 |
| 1/14/2011 5:55 | N | R_PB2SES_5 | 99.1 |
| 1/14/2011 6:00 | N | DC_ROAD_L_B | 29.33 |
| 1/14/2011 6:00 | N | H_HOLLOW_E_1 | 28.14 |
| 1/14/2011 6:00 | N | HHOLLOW4_E_1 | 28.14 |
| 1/14/2011 6:00 | N | R_LH2SES_1 | 29.04 |
| 1/14/2011 6:00 | N | R_PB2SES_1 | 87.51 |
| 1/14/2011 6:00 | N | R_PB2SES_2 | 87.51 |
| 1/14/2011 6:00 | N | R_PB2SES_3 | 87.51 |
| 1/14/2011 6:00 | N | R_PB2SES_4 | 87.51 |
| 1/14/2011 6:00 | N | R_PB2SES_5 | 87.51 |
| 1/14/2011 6:25 | N | DC_ROAD_L_B | 33.27 |
| 1/14/2011 6:25 | N | H_HOLLOW_E_1 | 32.74 |
| 1/14/2011 6:25 | N | HHOLLOW4_E_1 | 32.74 |
| 1/14/2011 6:25 | N | R_LH2SES_1 | 33.13 |
| 1/14/2011 6:25 | N | R_PB2SES_1 | 58.61 |
| 1/14/2011 6:25 | N | R_PB2SES_2 | 58.61 |
| 1/14/2011 6:25 | N | R_PB2SES_3 | 58.61 |
| 1/14/2011 6:25 | N | R_PB2SES_4 | 58.61 |
| 1/14/2011 6:25 | N | R_PB2SES_5 | 58.61 |
| 1/14/2011 6:30 | N | DC_ROAD_L_B | 33.59 |
| 1/14/2011 6:30 | N | H_HOLLOW_E_1 | 33.53 |
| 1/14/2011 6:30 | N | HHOLLOW4_E_1 | 33.53 |
| 1/14/2011 6:30 | N | R_LH2SES_1 | 33.57 |
| 1/14/2011 6:30 | N | R_PB2SES_1 | 36.25 |
| 1/14/2011 6:30 | N | R_PB2SES_2 | 36.25 |
| 1/14/2011 6:30 | N | R_PB2SES_3 | 36.25 |
| 1/14/2011 6:30 | N | R_PB2SES_4 | 36.25 |
| 1/14/2011 6:30 | N | R_PB2SES_5 | 36.25 |
| 1/14/2011 6:35 | N | DC_ROAD_L_B | 34.28 |
| 1/14/2011 6:35 | N | H_HOLLOW_E_1 | 34.25 |
| 1/14/2011 6:35 | N | HHOLLOW4_E_1 | 34.25 |
| 1/14/2011 6:35 | N | R_LH2SES_1 | 34.27 |
| 1/14/2011 6:35 | N | R_PB2SES_1 | 35.34 |
| 1/14/2011 6:35 | N | R_PB2SES_2 | 35.34 |
| 1/14/2011 6:35 | N | R_PB2SES_3 | 35.34 |
| 1/14/2011 6:35 | N | R_PB2SES_4 | 35.34 |
| 1/14/2011 6:35 | N | R_PB2SES_5 | 35.34 |
| 1/14/2011 6:45 | N | DC_ROAD_L_B | 35.03 |
| 1/14/2011 6:45 | N | H_HOLLOW_E_1 | 33.73 |
| 1/14/2011 6:45 | N | HHOLLOW4_E_1 | 33.73 |
| 1/14/2011 6:45 | N | R_LH2SES_1 | 34.71 |
| 1/14/2011 6:45 | N | R_PB2SES_1 | 98.38 |
| 1/14/2011 6:45 | N | R_PB2SES_2 | 98.38 |
| 1/14/2011 6:45 | N | R_PB2SES_3 | 98.38 |

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| 1/14/2011 6:45 | N | R_PB2SES_4 | 98.38 |
| 1/14/2011 6:45 | N | R_PB2SES_5 | 98.38 |
| 1/14/2011 6:50 | N | DC_ROAD_L_B | 35.25 |
| 1/14/2011 6:50 | N | H_HOLLOW_E_1 | 33.95 |
| 1/14/2011 6:50 | N | HHOLLOW4_E_1 | 33.95 |
| 1/14/2011 6:50 | N | R_LH2SES_1 | 34.94 |
| 1/14/2011 6:50 | N | R_PB2SES_1 | 98.81 |
| 1/14/2011 6:50 | N | R_PB2SES_2 | 98.81 |
| 1/14/2011 6:50 | N | R_PB2SES_3 | 98.81 |
| 1/14/2011 6:50 | N | R_PB2SES_4 | 98.81 |
| 1/14/2011 6:50 | N | R_PB2SES_5 | 98.81 |
| 1/14/2011 6:55 | N | DC_ROAD_L_B | 35.55 |
| 1/14/2011 6:55 | N | H_HOLLOW_E_1 | 33.89 |
| 1/14/2011 6:55 | N | HHOLLOW4_E_1 | 33.89 |
| 1/14/2011 6:55 | N | R_LH2SES_1 | 35.15 |
| 1/14/2011 6:55 | N | R_PB2SES_1 | 114.81 |
| 1/14/2011 6:55 | N | R_PB2SES_2 | 114.81 |
| 1/14/2011 6:55 | N | R_PB2SES_3 | 114.81 |
| 1/14/2011 6:55 | N | R_PB2SES_4 | 114.81 |
| 1/14/2011 6:55 | N | R_PB2SES_5 | 114.81 |
| 1/14/2011 7:01 | N | DC_ROAD_L_B | 35.75 |
| 1/14/2011 7:01 | N | H_HOLLOW_E_1 | 34.09 |
| 1/14/2011 7:01 | N | HHOLLOW4_E_1 | 34.09 |
| 1/14/2011 7:01 | N | R_LH2SES_1 | 35.33 |
| 1/14/2011 7:01 | N | R_PB2SES_1 | 114.99 |
| 1/14/2011 7:01 | N | R_PB2SES_2 | 114.99 |
| 1/14/2011 7:01 | N | R_PB2SES_3 | 114.99 |
| 1/14/2011 7:01 | N | R_PB2SES_4 | 114.99 |
| 1/14/2011 7:01 | N | R_PB2SES_5 | 114.99 |
| 1/14/2011 7:05 | N | DC_ROAD_L_B | 35.64 |
| 1/14/2011 7:05 | N | H_HOLLOW_E_1 | 33.98 |
| 1/14/2011 7:05 | N | HHOLLOW4_E_1 | 33.98 |
| 1/14/2011 7:05 | N | R_LH2SES_1 | 35.22 |
| 1/14/2011 7:05 | N | R_PB2SES_1 | 114.88 |
| 1/14/2011 7:05 | N | R_PB2SES_2 | 114.88 |
| 1/14/2011 7:05 | N | R_PB2SES_3 | 114.88 |
| 1/14/2011 7:05 | N | R_PB2SES_4 | 114.88 |
| 1/14/2011 7:05 | N | R_PB2SES_5 | 114.88 |
| 1/14/2011 7:10 | N | DC_ROAD_L_B | 34.94 |
| 1/14/2011 7:10 | N | H_HOLLOW_E_1 | 33.62 |
| 1/14/2011 7:10 | N | HHOLLOW4_E_1 | 33.62 |
| 1/14/2011 7:10 | N | R_LH2SES_1 | 34.61 |
| 1/14/2011 7:10 | N | R_PB2SES_1 | 98.17 |
| 1/14/2011 7:10 | N | R_PB2SES_2 | 98.17 |
| 1/14/2011 7:10 | N | R_PB2SES_3 | 98.17 |
| 1/14/2011 7:10 | N | R_PB2SES_4 | 98.17 |
| 1/14/2011 7:10 | N | R_PB2SES_5 | 98.17 |

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| 1/14/2011 7:15 | N | DC_ROAD_L_B | 34.86 |
| 1/14/2011 7:15 | N | H_HOLLOW_E_1 | 33.55 |
| 1/14/2011 7:15 | N | HHOLLOW4_E_1 | 33.55 |
| 1/14/2011 7:15 | N | R_LH2SES_1 | 34.53 |
| 1/14/2011 7:15 | N | R_PB2SES_1 | 98.03 |
| 1/14/2011 7:15 | N | R_PB2SES_2 | 98.03 |
| 1/14/2011 7:15 | N | R_PB2SES_3 | 98.03 |
| 1/14/2011 7:15 | N | R_PB2SES_4 | 98.03 |
| 1/14/2011 7:15 | N | R_PB2SES_5 | 98.03 |
| 1/14/2011 7:20 | N | DC_ROAD_L_B | 34.3 |
| 1/14/2011 7:20 | N | H_HOLLOW_E_1 | 33.83 |
| 1/14/2011 7:20 | N | HHOLLOW4_E_1 | 33.83 |
| 1/14/2011 7:20 | N | R_LH2SES_1 | 34.18 |
| 1/14/2011 7:20 | N | R_PB2SES_1 | 57.03 |
| 1/14/2011 7:20 | N | R_PB2SES_2 | 57.03 |
| 1/14/2011 7:20 | N | R_PB2SES_3 | 57.03 |
| 1/14/2011 7:20 | N | R_PB2SES_4 | 57.03 |
| 1/14/2011 7:20 | N | R_PB2SES_5 | 57.03 |
| 1/14/2011 7:25 | N | DC_ROAD_L_B | 33.78 |
| 1/14/2011 7:25 | N | H_HOLLOW_E_1 | 33.75 |
| 1/14/2011 7:25 | N | HHOLLOW4_E_1 | 33.75 |
| 1/14/2011 7:25 | N | R_LH2SES_1 | 33.78 |
| 1/14/2011 7:25 | N | R_PB2SES_1 | 35.37 |
| 1/14/2011 7:25 | N | R_PB2SES_2 | 35.37 |
| 1/14/2011 7:25 | N | R_PB2SES_3 | 35.37 |
| 1/14/2011 7:25 | N | R_PB2SES_4 | 35.37 |
| 1/14/2011 7:25 | N | R_PB2SES_5 | 35.37 |
| 1/14/2011 7:30 | N | DC_ROAD_L_B | 33.4 |
| 1/14/2011 7:30 | N | H_HOLLOW_E_1 | 33.37 |
| 1/14/2011 7:30 | N | HHOLLOW4_E_1 | 33.37 |
| 1/14/2011 7:30 | N | R_LH2SES_1 | 33.39 |
| 1/14/2011 7:30 | N | R_PB2SES_1 | 34.43 |
| 1/14/2011 7:30 | N | R_PB2SES_2 | 34.43 |
| 1/14/2011 7:30 | N | R_PB2SES_3 | 34.43 |
| 1/14/2011 7:30 | N | R_PB2SES_4 | 34.43 |
| 1/14/2011 7:30 | N | R_PB2SES_5 | 34.43 |
| 1/14/2011 7:45 | N | DC_ROAD_L_B | 33.05 |
| 1/14/2011 7:45 | N | H_HOLLOW_E_1 | 32.53 |
| 1/14/2011 7:45 | N | HHOLLOW4_E_1 | 32.53 |
| 1/14/2011 7:45 | N | R_LH2SES_1 | 32.92 |
| 1/14/2011 7:45 | N | R_PB2SES_1 | 58.23 |
| 1/14/2011 7:45 | N | R_PB2SES_2 | 58.23 |
| 1/14/2011 7:45 | N | R_PB2SES_3 | 58.23 |
| 1/14/2011 7:45 | N | R_PB2SES_4 | 58.23 |
| 1/14/2011 7:45 | N | R_PB2SES_5 | 58.23 |
| 1/14/2011 7:50 | N | DC_ROAD_L_B | 32.77 |
| 1/14/2011 7:50 | N | H_HOLLOW_E_1 | 32.25 |

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| 1/14/2011 7:50 | N | HHOLLOW4_E_1 | 32.25 |
| 1/14/2011 7:50 | N | R_LH2SES_1 | 32.64 |
| 1/14/2011 7:50 | N | R_PB2SES_1 | 57.74 |
| 1/14/2011 7:50 | N | R_PB2SES_2 | 57.74 |
| 1/14/2011 7:50 | N | R_PB2SES_3 | 57.74 |
| 1/14/2011 7:50 | N | R_PB2SES_4 | 57.74 |
| 1/14/2011 7:50 | N | R_PB2SES_5 | 57.74 |
| 1/14/2011 8:05 | N | DC_ROAD_L_B | 33.45 |
| 1/14/2011 8:05 | N | H_HOLLOW_E_1 | 33.29 |
| 1/14/2011 8:05 | N | HHOLLOW4_E_1 | 33.29 |
| 1/14/2011 8:05 | N | R_LH2SES_1 | 33.41 |
| 1/14/2011 8:05 | N | R_PB2SES_1 | 41.51 |
| 1/14/2011 8:05 | N | R_PB2SES_2 | 41.51 |
| 1/14/2011 8:05 | N | R_PB2SES_3 | 41.51 |
| 1/14/2011 8:05 | N | R_PB2SES_4 | 41.51 |
| 1/14/2011 8:05 | N | R_PB2SES_5 | 41.51 |
| 1/14/2011 8:10 | N | DC_ROAD_L_B | 33.53 |
| 1/14/2011 8:10 | N | H_HOLLOW_E_1 | 33.16 |
| 1/14/2011 8:10 | N | HHOLLOW4_E_1 | 33.16 |
| 1/14/2011 8:10 | N | R_LH2SES_1 | 33.44 |
| 1/14/2011 8:10 | N | R_PB2SES_1 | 51.43 |
| 1/14/2011 8:10 | N | R_PB2SES_2 | 51.43 |
| 1/14/2011 8:10 | N | R_PB2SES_3 | 51.43 |
| 1/14/2011 8:10 | N | R_PB2SES_4 | 51.43 |
| 1/14/2011 8:10 | N | R_PB2SES_5 | 51.43 |
| 1/14/2011 8:15 | N | DC_ROAD_L_B | 33.08 |
| 1/14/2011 8:15 | N | H_HOLLOW_E_1 | 32.61 |
| 1/14/2011 8:15 | N | HHOLLOW4_E_1 | 32.61 |
| 1/14/2011 8:15 | N | R_LH2SES_1 | 32.96 |
| 1/14/2011 8:15 | N | R_PB2SES_1 | 55 |
| 1/14/2011 8:15 | N | R_PB2SES_2 | 55 |
| 1/14/2011 8:15 | N | R_PB2SES_3 | 55 |
| 1/14/2011 8:15 | N | R_PB2SES_4 | 55 |
| 1/14/2011 8:15 | N | R_PB2SES_5 | 55 |
| 1/14/2011 8:20 | N | DC_ROAD_L_B | 32.42 |
| 1/14/2011 8:20 | N | H_HOLLOW_E_1 | 31.97 |
| 1/14/2011 8:20 | N | HHOLLOW4_E_1 | 31.97 |
| 1/14/2011 8:20 | N | R_LH2SES_1 | 32.31 |
| 1/14/2011 8:20 | N | R_PB2SES_1 | 53.91 |
| 1/14/2011 8:20 | N | R_PB2SES_2 | 53.91 |
| 1/14/2011 8:20 | N | R_PB2SES_3 | 53.91 |
| 1/14/2011 8:20 | N | R_PB2SES_4 | 53.91 |
| 1/14/2011 8:20 | N | R_PB2SES_5 | 53.91 |
| 1/14/2011 8:40 | N | DC_ROAD_L_B | 31.89 |
| 1/14/2011 8:40 | N | H_HOLLOW_E_1 | 31.79 |
| 1/14/2011 8:40 | N | HHOLLOW4_E_1 | 31.79 |
| 1/14/2011 8:40 | N | R_LH2SES_1 | 31.86 |

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| 1/14/2011 8:40 | N | R_PB2SES_1 | 37.04 |
| 1/14/2011 8:40 | N | R_PB2SES_2 | 37.04 |
| 1/14/2011 8:40 | N | R_PB2SES_3 | 37.04 |
| 1/14/2011 8:40 | N | R_PB2SES_4 | 37.04 |
| 1/14/2011 8:40 | N | R_PB2SES_5 | 37.04 |
| 1/14/2011 8:40 | N | AUTO_EPS_390 | 31.87 |
| 1/14/2011 9:20 | N | DC_ROAD_L_B | 34.24 |
| 1/14/2011 9:20 | N | H_HOLLOW_E_1 | 33.77 |
| 1/14/2011 9:20 | N | HHOLLOW4_E_1 | 33.77 |
| 1/14/2011 9:20 | N | R_LH2SES_1 | 34.12 |
| 1/14/2011 9:20 | N | R_PB2SES_1 | 56.93 |
| 1/14/2011 9:20 | N | R_PB2SES_2 | 56.93 |
| 1/14/2011 9:20 | N | R_PB2SES_3 | 56.93 |
| 1/14/2011 9:20 | N | R_PB2SES_4 | 56.93 |
| 1/14/2011 9:20 | N | R_PB2SES_5 | 56.93 |
| 1/14/2011 9:20 | N | AUTO_EPS_390 | 34.13 |
| 1/14/2011 9:25 | N | DC_ROAD_L_B | 34.53 |
| 1/14/2011 9:25 | N | H_HOLLOW_E_1 | 34.05 |
| 1/14/2011 9:25 | N | HHOLLOW4_E_1 | 34.05 |
| 1/14/2011 9:25 | N | R_LH2SES_1 | 34.41 |
| 1/14/2011 9:25 | N | R_PB2SES_1 | 57.41 |
| 1/14/2011 9:25 | N | R_PB2SES_2 | 57.41 |
| 1/14/2011 9:25 | N | R_PB2SES_3 | 57.41 |
| 1/14/2011 9:25 | N | R_PB2SES_4 | 57.41 |
| 1/14/2011 9:25 | N | R_PB2SES_5 | 57.41 |
| 1/14/2011 9:25 | N | AUTO_EPS_390 | 34.41 |
| 1/14/2011 9:30 | N | DC_ROAD_L_B | 34.44 |
| 1/14/2011 9:30 | N | H_HOLLOW_E_1 | 33.96 |
| 1/14/2011 9:30 | N | HHOLLOW4_E_1 | 33.96 |
| 1/14/2011 9:30 | N | R_LH2SES_1 | 34.32 |
| 1/14/2011 9:30 | N | R_PB2SES_1 | 57.26 |
| 1/14/2011 9:30 | N | R_PB2SES_2 | 57.26 |
| 1/14/2011 9:30 | N | R_PB2SES_3 | 57.26 |
| 1/14/2011 9:30 | N | R_PB2SES_4 | 57.26 |
| 1/14/2011 9:30 | N | R_PB2SES_5 | 57.26 |
| 1/14/2011 9:30 | N | AUTO_EPS_390 | 34.32 |
| 1/14/2011 9:55 | N | DC_ROAD_L_B | 34.99 |
| 1/14/2011 9:55 | N | H_HOLLOW_E_1 | 34.43 |
| 1/14/2011 9:55 | N | HHOLLOW4_E_1 | 34.43 |
| 1/14/2011 9:55 | N | R_LH2SES_1 | 34.85 |
| 1/14/2011 9:55 | N | R_PB2SES_1 | 61.64 |
| 1/14/2011 9:55 | N | R_PB2SES_2 | 61.64 |
| 1/14/2011 9:55 | N | R_PB2SES_3 | 61.64 |
| 1/14/2011 9:55 | N | R_PB2SES_4 | 61.64 |
| 1/14/2011 9:55 | N | R_PB2SES_5 | 61.64 |
| 1/14/2011 9:55 | N | AUTO_EPS_390 | 34.86 |
| 1/14/2011 10:00 | N | DC_ROAD_L_B | 35.01 |

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| 1/14/2011 10:00 | N | DC_EGPS_L_A | 38.95 |
| 1/14/2011 10:00 | N | H_HOLLOW_E_1 | 33.75 |
| 1/14/2011 10:00 | N | HHOLLOW4_E_1 | 33.75 |
| 1/14/2011 10:00 | N | R_LH2SES_1 | 34.71 |
| 1/14/2011 10:00 | N | R_PB2SES_1 | 98.47 |
| 1/14/2011 10:00 | N | R_PB2SES_2 | 98.47 |
| 1/14/2011 10:00 | N | R_PB2SES_3 | 98.47 |
| 1/14/2011 10:00 | N | R_PB2SES_4 | 98.47 |
| 1/14/2011 10:00 | N | R_PB2SES_5 | 98.47 |
| 1/14/2011 10:00 | N | AUTO_EPS_390 | 34.74 |
| 1/14/2011 10:02 | N | DC_ROAD_L_B | 35.84 |
| 1/14/2011 10:02 | N | DC_EGPS_L_A | 39.83 |
| 1/14/2011 10:02 | N | H_HOLLOW_E_1 | 34.57 |
| 1/14/2011 10:02 | N | HHOLLOW4_E_1 | 34.57 |
| 1/14/2011 10:02 | N | R_LH2SES_1 | 35.54 |
| 1/14/2011 10:02 | N | R_PB2SES_1 | 100.06 |
| 1/14/2011 10:02 | N | R_PB2SES_2 | 100.06 |
| 1/14/2011 10:02 | N | R_PB2SES_3 | 100.06 |
| 1/14/2011 10:02 | N | R_PB2SES_4 | 100.06 |
| 1/14/2011 10:02 | N | R_PB2SES_5 | 100.06 |
| 1/14/2011 10:02 | N | AUTO_EPS_390 | 35.57 |
| 1/14/2011 10:05 | N | DC_ROAD_L_B | 36.46 |
| 1/14/2011 10:05 | N | DC_EGPS_L_A | 38.19 |
| 1/14/2011 10:05 | N | H_HOLLOW_E_1 | 35.91 |
| 1/14/2011 10:05 | N | HHOLLOW4_E_1 | 35.91 |
| 1/14/2011 10:05 | N | R_LH2SES_1 | 36.33 |
| 1/14/2011 10:05 | N | R_PB2SES_1 | 64.3 |
| 1/14/2011 10:05 | N | R_PB2SES_2 | 64.3 |
| 1/14/2011 10:05 | N | R_PB2SES_3 | 64.3 |
| 1/14/2011 10:05 | N | R_PB2SES_4 | 64.3 |
| 1/14/2011 10:05 | N | R_PB2SES_5 | 64.3 |
| 1/14/2011 10:05 | N | AUTO_EPS_390 | 36.34 |
| 1/14/2011 10:07 | N | DC_ROAD_L_B | 36.96 |
| 1/14/2011 10:07 | N | DC_EGPS_L_A | 38.71 |
| 1/14/2011 10:07 | N | H_HOLLOW_E_1 | 36.4 |
| 1/14/2011 10:07 | N | HHOLLOW4_E_1 | 36.4 |
| 1/14/2011 10:07 | N | R_LH2SES_1 | 36.83 |
| 1/14/2011 10:07 | N | R_PB2SES_1 | 65.19 |
| 1/14/2011 10:07 | N | R_PB2SES_2 | 65.19 |
| 1/14/2011 10:07 | N | R_PB2SES_3 | 65.19 |
| 1/14/2011 10:07 | N | R_PB2SES_4 | 65.19 |
| 1/14/2011 10:07 | N | R_PB2SES_5 | 65.19 |
| 1/14/2011 10:07 | N | AUTO_EPS_390 | 36.84 |
| 1/14/2011 10:10 | N | DC_ROAD_L_B | 37.39 |
| 1/14/2011 10:10 | N | DC_EGPS_L_A | 41.49 |
| 1/14/2011 10:10 | N | H_HOLLOW_E_1 | 36.1 |
| 1/14/2011 10:10 | N | HHOLLOW4_E_1 | 36.1 |

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| 1/14/2011 10:10 | N | R_LH2SES_1 | 37.09 |
| 1/14/2011 10:10 | N | R_PB2SES_1 | 103.03 |
| 1/14/2011 10:10 | N | R_PB2SES_2 | 103.03 |
| 1/14/2011 10:10 | N | R_PB2SES_3 | 103.03 |
| 1/14/2011 10:10 | N | R_PB2SES_4 | 103.03 |
| 1/14/2011 10:10 | N | R_PB2SES_5 | 103.03 |
| 1/14/2011 10:10 | N | AUTO_EPS_390 | 37.12 |
| 1/14/2011 10:15 | N | DC_ROAD_L_B | 37.78 |
| 1/14/2011 10:15 | N | DC_EGPS_L_A | 39.6 |
| 1/14/2011 10:15 | N | H_HOLLOW_E_1 | 37.22 |
| 1/14/2011 10:15 | N | HHOLLOW4_E_1 | 37.22 |
| 1/14/2011 10:15 | N | R_LH2SES_1 | 37.66 |
| 1/14/2011 10:15 | N | R_PB2SES_1 | 66.65 |
| 1/14/2011 10:15 | N | R_PB2SES_2 | 66.65 |
| 1/14/2011 10:15 | N | R_PB2SES_3 | 66.65 |
| 1/14/2011 10:15 | N | R_PB2SES_4 | 66.65 |
| 1/14/2011 10:15 | N | R_PB2SES_5 | 66.65 |
| 1/14/2011 10:15 | N | AUTO_EPS_390 | 37.66 |
| 1/14/2011 10:30 | N | DC_ROAD_L_B | 37.11 |
| 1/14/2011 10:30 | N | H_HOLLOW_E_1 | 36.6 |
| 1/14/2011 10:30 | N | HHOLLOW4_E_1 | 36.6 |
| 1/14/2011 10:30 | N | R_LH2SES_1 | 36.99 |
| 1/14/2011 10:30 | N | R_PB2SES_1 | 61.87 |
| 1/14/2011 10:30 | N | R_PB2SES_2 | 61.87 |
| 1/14/2011 10:30 | N | R_PB2SES_3 | 61.87 |
| 1/14/2011 10:30 | N | R_PB2SES_4 | 61.87 |
| 1/14/2011 10:30 | N | R_PB2SES_5 | 61.87 |
| 1/14/2011 10:30 | N | AUTO_EPS_390 | 37 |
| 1/14/2011 17:35 | N | DC_ROAD_L_B | 34.3 |
| 1/14/2011 17:35 | N | DC_EGPS_L_A | 34.24 |
| 1/14/2011 17:35 | N | H_HOLLOW_E_1 | 32.48 |
| 1/14/2011 17:35 | N | HHOLLOW4_E_1 | 32.48 |
| 1/14/2011 17:35 | N | R_LH2SES_1 | 32.26 |
| 1/14/2011 17:35 | N | R_PB2SES_1 | 32.5 |
| 1/14/2011 17:35 | N | R_PB2SES_2 | 32.5 |
| 1/14/2011 17:35 | N | R_PB2SES_3 | 32.5 |
| 1/14/2011 17:35 | N | R_PB2SES_4 | 32.5 |
| 1/14/2011 17:35 | N | R_PB2SES_5 | 32.5 |
| 1/14/2011 17:35 | N | AUTO_EPS_390 | 32.27 |
| 1/14/2011 17:40 | N | DC_ROAD_L_B | 35.68 |
| 1/14/2011 17:40 | N | DC_EGPS_L_A | 35.61 |
| 1/14/2011 17:40 | N | H_HOLLOW_E_1 | 33.35 |
| 1/14/2011 17:40 | N | HHOLLOW4_E_1 | 33.35 |
| 1/14/2011 17:40 | N | R_LH2SES_1 | 33.07 |
| 1/14/2011 17:40 | N | R_PB2SES_1 | 33.37 |
| 1/14/2011 17:40 | N | R_PB2SES_2 | 33.37 |
| 1/14/2011 17:40 | N | R_PB2SES_3 | 33.37 |

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| 1/14/2011 17:40 | N | R_PB2SES_4 | 33.37 |
| 1/14/2011 17:40 | N | R_PB2SES_5 | 33.37 |
| 1/14/2011 17:40 | N | AUTO_EPS_390 | 33.08 |
| 1/14/2011 17:45 | N | DC_ROAD_L_B | 35.63 |
| 1/14/2011 17:45 | N | DC_EGPS_L_A | 35.59 |
| 1/14/2011 17:45 | N | H_HOLLOW_E_1 | 34.43 |
| 1/14/2011 17:45 | N | HHOLLOW4_E_1 | 34.43 |
| 1/14/2011 17:45 | N | R_LH2SES_1 | 34.29 |
| 1/14/2011 17:45 | N | R_PB2SES_1 | 34.44 |
| 1/14/2011 17:45 | N | R_PB2SES_2 | 34.44 |
| 1/14/2011 17:45 | N | R_PB2SES_3 | 34.44 |
| 1/14/2011 17:45 | N | R_PB2SES_4 | 34.44 |
| 1/14/2011 17:45 | N | R_PB2SES_5 | 34.44 |
| 1/14/2011 17:45 | N | AUTO_EPS_390 | 34.29 |
| 1/14/2011 18:00 | N | DC_ROAD_L_B | 36.91 |
| 1/14/2011 18:00 | N | DC_EGPS_L_A | 36.9 |
| 1/14/2011 18:00 | N | H_HOLLOW_E_1 | 36.44 |
| 1/14/2011 18:00 | N | HHOLLOW4_E_1 | 36.44 |
| 1/14/2011 18:00 | N | R_LH2SES_1 | 36.39 |
| 1/14/2011 18:00 | N | R_PB2SES_1 | 36.45 |
| 1/14/2011 18:00 | N | R_PB2SES_2 | 36.45 |
| 1/14/2011 18:00 | N | R_PB2SES_3 | 36.45 |
| 1/14/2011 18:00 | N | R_PB2SES_4 | 36.45 |
| 1/14/2011 18:00 | N | R_PB2SES_5 | 36.45 |
| 1/14/2011 18:00 | N | AUTO_EPS_390 | 36.39 |
| 1/14/2011 18:05 | N | DC_ROAD_L_B | 37.3 |
| 1/14/2011 18:05 | N | DC_EGPS_L_A | 37.21 |
| 1/14/2011 18:05 | N | H_HOLLOW_E_1 | 34.5 |
| 1/14/2011 18:05 | N | HHOLLOW4_E_1 | 34.5 |
| 1/14/2011 18:05 | N | R_LH2SES_1 | 34.16 |
| 1/14/2011 18:05 | N | R_PB2SES_1 | 34.52 |
| 1/14/2011 18:05 | N | R_PB2SES_2 | 34.52 |
| 1/14/2011 18:05 | N | R_PB2SES_3 | 34.52 |
| 1/14/2011 18:05 | N | R_PB2SES_4 | 34.52 |
| 1/14/2011 18:05 | N | R_PB2SES_5 | 34.52 |
| 1/14/2011 18:05 | N | AUTO_EPS_390 | 34.17 |
| 1/14/2011 18:10 | N | DC_ROAD_L_B | 36.37 |
| 1/14/2011 18:10 | N | DC_EGPS_L_A | 36.32 |
| 1/14/2011 18:10 | N | H_HOLLOW_E_1 | 34.71 |
| 1/14/2011 18:10 | N | HHOLLOW4_E_1 | 34.71 |
| 1/14/2011 18:10 | N | R_LH2SES_1 | 34.51 |
| 1/14/2011 18:10 | N | R_PB2SES_1 | 34.73 |
| 1/14/2011 18:10 | N | R_PB2SES_2 | 34.73 |
| 1/14/2011 18:10 | N | R_PB2SES_3 | 34.73 |
| 1/14/2011 18:10 | N | R_PB2SES_4 | 34.73 |
| 1/14/2011 18:10 | N | R_PB2SES_5 | 34.73 |
| 1/14/2011 18:10 | N | AUTO_EPS_390 | 34.52 |

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| 1/14/2011 18:25 | N | DC_ROAD_L_B | 35.2 |
| 1/14/2011 18:25 | N | DC_EGPS_L_A | 35.2 |
| 1/14/2011 18:25 | N | H_HOLLOW_E_1 | 35.02 |
| 1/14/2011 18:25 | N | HHOLLOW4_E_1 | 35.02 |
| 1/14/2011 18:25 | N | R_LH2SES_1 | 35 |
| 1/14/2011 18:25 | N | R_PB2SES_1 | 35.02 |
| 1/14/2011 18:25 | N | R_PB2SES_2 | 35.02 |
| 1/14/2011 18:25 | N | R_PB2SES_3 | 35.02 |
| 1/14/2011 18:25 | N | R_PB2SES_4 | 35.02 |
| 1/14/2011 18:25 | N | R_PB2SES_5 | 35.02 |
| 1/14/2011 18:25 | N | AUTO_EPS_390 | 35 |
| 1/14/2011 18:30 | N | DC_ROAD_L_B | 35.25 |
| 1/14/2011 18:30 | N | DC_EGPS_L_A | 35.24 |
| 1/14/2011 18:30 | N | H_HOLLOW_E_1 | 34.98 |
| 1/14/2011 18:30 | N | HHOLLOW4_E_1 | 34.98 |
| 1/14/2011 18:30 | N | R_LH2SES_1 | 34.95 |
| 1/14/2011 18:30 | N | R_PB2SES_1 | 34.98 |
| 1/14/2011 18:30 | N | R_PB2SES_2 | 34.98 |
| 1/14/2011 18:30 | N | R_PB2SES_3 | 34.98 |
| 1/14/2011 18:30 | N | R_PB2SES_4 | 34.98 |
| 1/14/2011 18:30 | N | R_PB2SES_5 | 34.98 |
| 1/14/2011 18:30 | N | AUTO_EPS_390 | 34.95 |
| 1/14/2011 18:55 | N | DC_ROAD_L_B | 34.87 |
| 1/14/2011 18:55 | N | DC_EGPS_L_A | 34.87 |
| 1/14/2011 18:55 | N | H_HOLLOW_E_1 | 34.63 |
| 1/14/2011 18:55 | N | HHOLLOW4_E_1 | 34.63 |
| 1/14/2011 18:55 | N | R_LH2SES_1 | 34.6 |
| 1/14/2011 18:55 | N | R_PB2SES_1 | 34.63 |
| 1/14/2011 18:55 | N | R_PB2SES_2 | 34.63 |
| 1/14/2011 18:55 | N | R_PB2SES_3 | 34.63 |
| 1/14/2011 18:55 | N | R_PB2SES_4 | 34.63 |
| 1/14/2011 18:55 | N | R_PB2SES_5 | 34.63 |
| 1/14/2011 18:55 | N | AUTO_EPS_390 | 34.6 |
| 1/14/2011 19:05 | N | DC_ROAD_L_B | 34.78 |
| 1/14/2011 19:05 | N | DC_EGPS_L_A | 34.78 |
| 1/14/2011 19:05 | N | H_HOLLOW_E_1 | 34.67 |
| 1/14/2011 19:05 | N | HHOLLOW4_E_1 | 34.67 |
| 1/14/2011 19:05 | N | R_LH2SES_1 | 34.66 |
| 1/14/2011 19:05 | N | R_PB2SES_1 | 34.67 |
| 1/14/2011 19:05 | N | R_PB2SES_2 | 34.67 |
| 1/14/2011 19:05 | N | R_PB2SES_3 | 34.67 |
| 1/14/2011 19:05 | N | R_PB2SES_4 | 34.67 |
| 1/14/2011 19:05 | N | R_PB2SES_5 | 34.67 |
| 1/14/2011 19:05 | N | AUTO_EPS_390 | 34.66 |
| 1/14/2011 19:10 | N | DC_ROAD_L_B | 34.7 |
| 1/14/2011 19:10 | N | DC_EGPS_L_A | 34.67 |
| 1/14/2011 19:10 | N | H_HOLLOW_E_1 | 33.97 |

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| 1/14/2011 19:10 | N | HHOLLOW4_E_1 | 33.97 |
| 1/14/2011 19:10 | N | R_LH2SES_1 | 33.88 |
| 1/14/2011 19:10 | N | R_PB2SES_1 | 33.98 |
| 1/14/2011 19:10 | N | R_PB2SES_2 | 33.98 |
| 1/14/2011 19:10 | N | R_PB2SES_3 | 33.98 |
| 1/14/2011 19:10 | N | R_PB2SES_4 | 33.98 |
| 1/14/2011 19:10 | N | R_PB2SES_5 | 33.98 |
| 1/14/2011 19:10 | N | AUTO_EPS_390 | 33.88 |
| 1/14/2011 19:15 | N | DC_ROAD_L_B | 34.55 |
| 1/14/2011 19:15 | N | DC_EGPS_L_A | 34.51 |
| 1/14/2011 19:15 | N | H_HOLLOW_E_1 | 33.4 |
| 1/14/2011 19:15 | N | HHOLLOW4_E_1 | 33.4 |
| 1/14/2011 19:15 | N | R_LH2SES_1 | 33.27 |
| 1/14/2011 19:15 | N | R_PB2SES_1 | 33.41 |
| 1/14/2011 19:15 | N | R_PB2SES_2 | 33.41 |
| 1/14/2011 19:15 | N | R_PB2SES_3 | 33.41 |
| 1/14/2011 19:15 | N | R_PB2SES_4 | 33.41 |
| 1/14/2011 19:15 | N | R_PB2SES_5 | 33.41 |
| 1/14/2011 19:15 | N | AUTO_EPS_390 | 33.27 |
| 1/14/2011 19:20 | N | DC_ROAD_L_B | 34.25 |
| 1/14/2011 19:20 | N | DC_EGPS_L_A | 34.23 |
| 1/14/2011 19:20 | N | H_HOLLOW_E_1 | 33.69 |
| 1/14/2011 19:20 | N | HHOLLOW4_E_1 | 33.69 |
| 1/14/2011 19:20 | N | R_LH2SES_1 | 33.62 |
| 1/14/2011 19:20 | N | R_PB2SES_1 | 33.69 |
| 1/14/2011 19:20 | N | R_PB2SES_2 | 33.69 |
| 1/14/2011 19:20 | N | R_PB2SES_3 | 33.69 |
| 1/14/2011 19:20 | N | R_PB2SES_4 | 33.69 |
| 1/14/2011 19:20 | N | R_PB2SES_5 | 33.69 |
| 1/14/2011 19:20 | N | AUTO_EPS_390 | 33.62 |
| 1/14/2011 19:25 | N | DC_ROAD_L_B | 33.58 |
| 1/14/2011 19:25 | N | DC_EGPS_L_A | 33.57 |
| 1/14/2011 19:25 | N | H_HOLLOW_E_1 | 33.26 |
| 1/14/2011 19:25 | N | HHOLLOW4_E_1 | 33.26 |
| 1/14/2011 19:25 | N | R_LH2SES_1 | 33.22 |
| 1/14/2011 19:25 | N | R_PB2SES_1 | 33.26 |
| 1/14/2011 19:25 | N | R_PB2SES_2 | 33.26 |
| 1/14/2011 19:25 | N | R_PB2SES_3 | 33.26 |
| 1/14/2011 19:25 | N | R_PB2SES_4 | 33.26 |
| 1/14/2011 19:25 | N | R_PB2SES_5 | 33.26 |
| 1/14/2011 19:25 | N | AUTO_EPS_390 | 33.22 |
| 1/14/2011 19:30 | N | DC_ROAD_L_B | 33.28 |
| 1/14/2011 19:30 | N | DC_EGPS_L_A | 33.26 |
| 1/14/2011 19:30 | N | H_HOLLOW_E_1 | 32.71 |
| 1/14/2011 19:30 | N | HHOLLOW4_E_1 | 32.71 |
| 1/14/2011 19:30 | N | R_LH2SES_1 | 32.64 |
| 1/14/2011 19:30 | N | R_PB2SES_1 | 32.71 |

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| 1/14/2011 19:30 | N | R_PB2SES_2 | 32.71 |
| 1/14/2011 19:30 | N | R_PB2SES_3 | 32.71 |
| 1/14/2011 19:30 | N | R_PB2SES_4 | 32.71 |
| 1/14/2011 19:30 | N | R_PB2SES_5 | 32.71 |
| 1/14/2011 19:30 | N | AUTO_EPS_390 | 32.64 |
| 1/14/2011 19:35 | N | DC_ROAD_L_B | 33.23 |
| 1/14/2011 19:35 | N | DC_EGPS_L_A | 33.21 |
| 1/14/2011 19:35 | N | H_HOLLOW_E_1 | 32.66 |
| 1/14/2011 19:35 | N | HHOLLOW4_E_1 | 32.66 |
| 1/14/2011 19:35 | N | R_LH2SES_1 | 32.59 |
| 1/14/2011 19:35 | N | R_PB2SES_1 | 32.66 |
| 1/14/2011 19:35 | N | R_PB2SES_2 | 32.66 |
| 1/14/2011 19:35 | N | R_PB2SES_3 | 32.66 |
| 1/14/2011 19:35 | N | R_PB2SES_4 | 32.66 |
| 1/14/2011 19:35 | N | R_PB2SES_5 | 32.66 |
| 1/14/2011 19:35 | N | AUTO_EPS_390 | 32.59 |
| 1/14/2011 19:40 | N | DC_ROAD_L_B | 33.28 |
| 1/14/2011 19:40 | N | DC_EGPS_L_A | 33.26 |
| 1/14/2011 19:40 | N | H_HOLLOW_E_1 | 32.6 |
| 1/14/2011 19:40 | N | HHOLLOW4_E_1 | 32.6 |
| 1/14/2011 19:40 | N | R_LH2SES_1 | 32.51 |
| 1/14/2011 19:40 | N | R_PB2SES_1 | 32.6 |
| 1/14/2011 19:40 | N | R_PB2SES_2 | 32.6 |
| 1/14/2011 19:40 | N | R_PB2SES_3 | 32.6 |
| 1/14/2011 19:40 | N | R_PB2SES_4 | 32.6 |
| 1/14/2011 19:40 | N | R_PB2SES_5 | 32.6 |
| 1/14/2011 19:40 | N | AUTO_EPS_390 | 32.51 |
| 1/14/2011 19:45 | N | DC_ROAD_L_B | 33.49 |
| 1/14/2011 19:45 | N | DC_EGPS_L_A | 33.45 |
| 1/14/2011 19:45 | N | H_HOLLOW_E_1 | 32.25 |
| 1/14/2011 19:45 | N | HHOLLOW4_E_1 | 32.25 |
| 1/14/2011 19:45 | N | R_LH2SES_1 | 32.1 |
| 1/14/2011 19:45 | N | R_PB2SES_1 | 32.26 |
| 1/14/2011 19:45 | N | R_PB2SES_2 | 32.26 |
| 1/14/2011 19:45 | N | R_PB2SES_3 | 32.26 |
| 1/14/2011 19:45 | N | R_PB2SES_4 | 32.26 |
| 1/14/2011 19:45 | N | R_PB2SES_5 | 32.26 |
| 1/14/2011 19:45 | N | AUTO_EPS_390 | 32.1 |
| 1/14/2011 19:50 | N | DC_ROAD_L_B | 33 |
| 1/14/2011 19:50 | N | DC_EGPS_L_A | 32.98 |
| 1/14/2011 19:50 | N | H_HOLLOW_E_1 | 32.23 |
| 1/14/2011 19:50 | N | HHOLLOW4_E_1 | 32.23 |
| 1/14/2011 19:50 | N | R_LH2SES_1 | 32.14 |
| 1/14/2011 19:50 | N | R_PB2SES_1 | 32.24 |
| 1/14/2011 19:50 | N | R_PB2SES_2 | 32.24 |
| 1/14/2011 19:50 | N | R_PB2SES_3 | 32.24 |
| 1/14/2011 19:50 | N | R_PB2SES_4 | 32.24 |

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| 1/14/2011 19:50 | N | R_PB2SES_5 | 32.24 |
| 1/14/2011 19:50 | N | AUTO_EPS_390 | 32.14 |
| 1/14/2011 19:55 | N | DC_ROAD_L_B | 32.94 |
| 1/14/2011 19:55 | N | DC_EGPS_L_A | 32.93 |
| 1/14/2011 19:55 | N | H_HOLLOW_E_1 | 32.46 |
| 1/14/2011 19:55 | N | HHOLLOW4_E_1 | 32.46 |
| 1/14/2011 19:55 | N | R_LH2SES_1 | 32.4 |
| 1/14/2011 19:55 | N | R_PB2SES_1 | 32.46 |
| 1/14/2011 19:55 | N | R_PB2SES_2 | 32.46 |
| 1/14/2011 19:55 | N | R_PB2SES_3 | 32.46 |
| 1/14/2011 19:55 | N | R_PB2SES_4 | 32.46 |
| 1/14/2011 19:55 | N | R_PB2SES_5 | 32.46 |
| 1/14/2011 19:55 | N | AUTO_EPS_390 | 32.4 |
| 1/14/2011 20:05 | N | DC_ROAD_L_B | 33.29 |
| 1/14/2011 20:05 | N | DC_EGPS_L_A | 33.27 |
| 1/14/2011 20:05 | N | H_HOLLOW_E_1 | 32.51 |
| 1/14/2011 20:05 | N | HHOLLOW4_E_1 | 32.51 |
| 1/14/2011 20:05 | N | R_LH2SES_1 | 32.42 |
| 1/14/2011 20:05 | N | R_PB2SES_1 | 32.52 |
| 1/14/2011 20:05 | N | R_PB2SES_2 | 32.52 |
| 1/14/2011 20:05 | N | R_PB2SES_3 | 32.52 |
| 1/14/2011 20:05 | N | R_PB2SES_4 | 32.52 |
| 1/14/2011 20:05 | N | R_PB2SES_5 | 32.52 |
| 1/14/2011 20:05 | N | AUTO_EPS_390 | 32.42 |
| 1/14/2011 20:10 | N | DC_ROAD_L_B | 33.44 |
| 1/14/2011 20:10 | N | DC_EGPS_L_A | 33.42 |
| 1/14/2011 20:10 | N | H_HOLLOW_E_1 | 32.87 |
| 1/14/2011 20:10 | N | HHOLLOW4_E_1 | 32.87 |
| 1/14/2011 20:10 | N | R_LH2SES_1 | 32.8 |
| 1/14/2011 20:10 | N | R_PB2SES_1 | 32.88 |
| 1/14/2011 20:10 | N | R_PB2SES_2 | 32.88 |
| 1/14/2011 20:10 | N | R_PB2SES_3 | 32.88 |
| 1/14/2011 20:10 | N | R_PB2SES_4 | 32.88 |
| 1/14/2011 20:10 | N | R_PB2SES_5 | 32.88 |
| 1/14/2011 20:10 | N | AUTO_EPS_390 | 32.81 |
| 1/15/2011 2:20 | N | DC_ROAD_L_B | 29.74 |
| 1/15/2011 2:20 | N | DC_EGPS_L_A | 30.29 |
| 1/15/2011 2:20 | N | H_HOLLOW_E_1 | 32.69 |
| 1/15/2011 2:20 | N | HHOLLOW4_E_1 | 32.69 |
| 1/15/2011 2:20 | N | R_LH2SES_1 | 27.71 |
| 1/15/2011 2:20 | N | R_PB2SES_1 | 32.71 |
| 1/15/2011 2:20 | N | R_PB2SES_2 | 32.71 |
| 1/15/2011 2:20 | N | R_PB2SES_3 | 32.71 |
| 1/15/2011 2:20 | N | R_PB2SES_4 | 32.71 |
| 1/15/2011 2:20 | N | R_PB2SES_5 | 32.71 |
| 1/15/2011 2:20 | N | AUTO_EPS_390 | 28.57 |
| 1/15/2011 2:25 | N | DC_ROAD_L_B | 29.87 |

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| 1/15/2011 2:25 | N | DC_EGPS_L_A | 30.58 |
| 1/15/2011 2:25 | N | H_HOLLOW_E_1 | 33.65 |
| 1/15/2011 2:25 | N | HHOLLOW4_E_1 | 33.65 |
| 1/15/2011 2:25 | N | R_LH2SES_1 | 27.27 |
| 1/15/2011 2:25 | N | R_PB2SES_1 | 33.67 |
| 1/15/2011 2:25 | N | R_PB2SES_2 | 33.67 |
| 1/15/2011 2:25 | N | R_PB2SES_3 | 33.67 |
| 1/15/2011 2:25 | N | R_PB2SES_4 | 33.67 |
| 1/15/2011 2:25 | N | R_PB2SES_5 | 33.67 |
| 1/15/2011 2:25 | N | AUTO_EPS_390 | 28.38 |
| 1/15/2011 2:30 | N | DC_ROAD_L_B | 29.69 |
| 1/15/2011 2:30 | N | DC_EGPS_L_A | 30.45 |
| 1/15/2011 2:30 | N | H_HOLLOW_E_1 | 33.72 |
| 1/15/2011 2:30 | N | HHOLLOW4_E_1 | 33.72 |
| 1/15/2011 2:30 | N | R_LH2SES_1 | 26.91 |
| 1/15/2011 2:30 | N | R_PB2SES_1 | 33.75 |
| 1/15/2011 2:30 | N | R_PB2SES_2 | 33.75 |
| 1/15/2011 2:30 | N | R_PB2SES_3 | 33.75 |
| 1/15/2011 2:30 | N | R_PB2SES_4 | 33.75 |
| 1/15/2011 2:30 | N | R_PB2SES_5 | 33.75 |
| 1/15/2011 2:30 | N | AUTO_EPS_390 | 28.1 |
| 1/15/2011 2:32 | N | DC_ROAD_L_B | 29.69 |
| 1/15/2011 2:32 | N | DC_EGPS_L_A | 30.31 |
| 1/15/2011 2:32 | N | H_HOLLOW_E_1 | 32.97 |
| 1/15/2011 2:32 | N | HHOLLOW4_E_1 | 32.97 |
| 1/15/2011 2:32 | N | R_LH2SES_1 | 27.44 |
| 1/15/2011 2:32 | N | R_PB2SES_1 | 32.99 |
| 1/15/2011 2:32 | N | R_PB2SES_2 | 32.99 |
| 1/15/2011 2:32 | N | R_PB2SES_3 | 32.99 |
| 1/15/2011 2:32 | N | R_PB2SES_4 | 32.99 |
| 1/15/2011 2:32 | N | R_PB2SES_5 | 32.99 |
| 1/15/2011 2:32 | N | AUTO_EPS_390 | 28.4 |
| 1/15/2011 2:33 | N | DC_ROAD_L_B | 28.63 |
| 1/15/2011 2:33 | N | DC_EGPS_L_A | 29.15 |
| 1/15/2011 2:33 | N | H_HOLLOW_E_1 | 31.39 |
| 1/15/2011 2:33 | N | HHOLLOW4_E_1 | 31.39 |
| 1/15/2011 2:33 | N | R_LH2SES_1 | 26.73 |
| 1/15/2011 2:33 | N | R_PB2SES_1 | 31.41 |
| 1/15/2011 2:33 | N | R_PB2SES_2 | 31.41 |
| 1/15/2011 2:33 | N | R_PB2SES_3 | 31.41 |
| 1/15/2011 2:33 | N | R_PB2SES_4 | 31.41 |
| 1/15/2011 2:33 | N | R_PB2SES_5 | 31.41 |
| 1/15/2011 2:33 | N | AUTO_EPS_390 | 27.54 |
| 1/15/2011 2:35 | N | DC_ROAD_L_B | 28.6 |
| 1/15/2011 2:35 | N | DC_EGPS_L_A | 29.11 |
| 1/15/2011 2:35 | N | H_HOLLOW_E_1 | 31.3 |
| 1/15/2011 2:35 | N | HHOLLOW4_E_1 | 31.3 |

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| 1/15/2011 2:35 | N | R_LH2SES_1 | 26.75 |
| 1/15/2011 2:35 | N | R_PB2SES_1 | 31.32 |
| 1/15/2011 2:35 | N | R_PB2SES_2 | 31.32 |
| 1/15/2011 2:35 | N | R_PB2SES_3 | 31.32 |
| 1/15/2011 2:35 | N | R_PB2SES_4 | 31.32 |
| 1/15/2011 2:35 | N | R_PB2SES_5 | 31.32 |
| 1/15/2011 2:35 | N | AUTO_EPS_390 | 27.54 |
| 1/15/2011 2:40 | N | DC_ROAD_L_B | 29.25 |
| 1/15/2011 2:40 | N | DC_EGPS_L_A | 29.71 |
| 1/15/2011 2:40 | N | H_HOLLOW_E_1 | 31.66 |
| 1/15/2011 2:40 | N | HHOLLOW4_E_1 | 31.66 |
| 1/15/2011 2:40 | N | R_LH2SES_1 | 27.6 |
| 1/15/2011 2:40 | N | R_PB2SES_1 | 31.68 |
| 1/15/2011 2:40 | N | R_PB2SES_2 | 31.68 |
| 1/15/2011 2:40 | N | R_PB2SES_3 | 31.68 |
| 1/15/2011 2:40 | N | R_PB2SES_4 | 31.68 |
| 1/15/2011 2:40 | N | R_PB2SES_5 | 31.68 |
| 1/15/2011 2:40 | N | AUTO_EPS_390 | 28.3 |
| 1/15/2011 2:45 | N | DC_ROAD_L_B | 29.35 |
| 1/15/2011 2:45 | N | DC_EGPS_L_A | 30.13 |
| 1/15/2011 2:45 | N | H_HOLLOW_E_1 | 33.48 |
| 1/15/2011 2:45 | N | HHOLLOW4_E_1 | 33.48 |
| 1/15/2011 2:45 | N | R_LH2SES_1 | 26.52 |
| 1/15/2011 2:45 | N | R_PB2SES_1 | 33.5 |
| 1/15/2011 2:45 | N | R_PB2SES_2 | 33.5 |
| 1/15/2011 2:45 | N | R_PB2SES_3 | 33.5 |
| 1/15/2011 2:45 | N | R_PB2SES_4 | 33.5 |
| 1/15/2011 2:45 | N | R_PB2SES_5 | 33.5 |
| 1/15/2011 2:45 | N | AUTO_EPS_390 | 27.73 |
| 1/15/2011 2:50 | N | DC_ROAD_L_B | 29.18 |
| 1/15/2011 2:50 | N | DC_EGPS_L_A | 29.77 |
| 1/15/2011 2:50 | N | H_HOLLOW_E_1 | 32.29 |
| 1/15/2011 2:50 | N | HHOLLOW4_E_1 | 32.29 |
| 1/15/2011 2:50 | N | R_LH2SES_1 | 27.05 |
| 1/15/2011 2:50 | N | R_PB2SES_1 | 32.31 |
| 1/15/2011 2:50 | N | R_PB2SES_2 | 32.31 |
| 1/15/2011 2:50 | N | R_PB2SES_3 | 32.31 |
| 1/15/2011 2:50 | N | R_PB2SES_4 | 32.31 |
| 1/15/2011 2:50 | N | R_PB2SES_5 | 32.31 |
| 1/15/2011 2:50 | N | AUTO_EPS_390 | 27.96 |
| 1/15/2011 2:55 | N | DC_ROAD_L_B | 29.2 |
| 1/15/2011 2:55 | N | DC_EGPS_L_A | 29.82 |
| 1/15/2011 2:55 | N | H_HOLLOW_E_1 | 32.48 |
| 1/15/2011 2:55 | N | HHOLLOW4_E_1 | 32.48 |
| 1/15/2011 2:55 | N | R_LH2SES_1 | 26.95 |
| 1/15/2011 2:55 | N | R_PB2SES_1 | 32.5 |
| 1/15/2011 2:55 | N | R_PB2SES_2 | 32.5 |

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| 1/15/2011 2:55 | N | R_PB2SES_3 | 32.5 |
| 1/15/2011 2:55 | N | R_PB2SES_4 | 32.5 |
| 1/15/2011 2:55 | N | R_PB2SES_5 | 32.5 |
| 1/15/2011 2:55 | N | AUTO_EPS_390 | 27.91 |
| 1/15/2011 3:01 | N | DC_ROAD_L_B | 29 |
| 1/15/2011 3:01 | N | DC_EGPS_L_A | 29.5 |
| 1/15/2011 3:01 | N | H_HOLLOW_E_1 | 31.66 |
| 1/15/2011 3:01 | N | HHOLLOW4_E_1 | 31.66 |
| 1/15/2011 3:01 | N | R_LH2SES_1 | 27.18 |
| 1/15/2011 3:01 | N | R_PB2SES_1 | 31.68 |
| 1/15/2011 3:01 | N | R_PB2SES_2 | 31.68 |
| 1/15/2011 3:01 | N | R_PB2SES_3 | 31.68 |
| 1/15/2011 3:01 | N | R_PB2SES_4 | 31.68 |
| 1/15/2011 3:01 | N | R_PB2SES_5 | 31.68 |
| 1/15/2011 3:01 | N | AUTO_EPS_390 | 27.95 |
| 1/15/2011 3:05 | N | DC_ROAD_L_B | 28.94 |
| 1/15/2011 3:05 | N | DC_EGPS_L_A | 29.38 |
| 1/15/2011 3:05 | N | H_HOLLOW_E_1 | 31.25 |
| 1/15/2011 3:05 | N | HHOLLOW4_E_1 | 31.25 |
| 1/15/2011 3:05 | N | R_LH2SES_1 | 27.36 |
| 1/15/2011 3:05 | N | R_PB2SES_1 | 31.26 |
| 1/15/2011 3:05 | N | R_PB2SES_2 | 31.26 |
| 1/15/2011 3:05 | N | R_PB2SES_3 | 31.26 |
| 1/15/2011 3:05 | N | R_PB2SES_4 | 31.26 |
| 1/15/2011 3:05 | N | R_PB2SES_5 | 31.26 |
| 1/15/2011 3:05 | N | AUTO_EPS_390 | 28.03 |
| 1/15/2011 3:10 | N | DC_ROAD_L_B | 28.73 |
| 1/15/2011 3:10 | N | DC_EGPS_L_A | 28.92 |
| 1/15/2011 3:10 | N | H_HOLLOW_E_1 | 29.74 |
| 1/15/2011 3:10 | N | HHOLLOW4_E_1 | 29.74 |
| 1/15/2011 3:10 | N | R_LH2SES_1 | 28.03 |
| 1/15/2011 3:10 | N | R_PB2SES_1 | 29.75 |
| 1/15/2011 3:10 | N | R_PB2SES_2 | 29.75 |
| 1/15/2011 3:10 | N | R_PB2SES_3 | 29.75 |
| 1/15/2011 3:10 | N | R_PB2SES_4 | 29.75 |
| 1/15/2011 3:10 | N | R_PB2SES_5 | 29.75 |
| 1/15/2011 3:10 | N | AUTO_EPS_390 | 28.33 |
| 1/15/2011 3:45 | N | R_LH2SES_1 | 28.69 |
| 1/15/2011 3:45 | N | AUTO_EPS_390 | 28.69 |
| 1/15/2011 3:50 | N | DC_ROAD_L_B | 29.32 |
| 1/15/2011 3:50 | N | DC_EGPS_L_A | 29.81 |
| 1/15/2011 3:50 | N | H_HOLLOW_E_1 | 31.95 |
| 1/15/2011 3:50 | N | HHOLLOW4_E_1 | 31.95 |
| 1/15/2011 3:50 | N | R_LH2SES_1 | 27.51 |
| 1/15/2011 3:50 | N | R_PB2SES_1 | 31.96 |
| 1/15/2011 3:50 | N | R_PB2SES_2 | 31.96 |
| 1/15/2011 3:50 | N | R_PB2SES_3 | 31.96 |

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| 1/15/2011 3:50 | N | R_PB2SES_4 | 31.96 |
| 1/15/2011 3:50 | N | R_PB2SES_5 | 31.96 |
| 1/15/2011 3:50 | N | AUTO_EPS_390 | 28.28 |
| 1/15/2011 3:55 | N | DC_ROAD_L_B | 29.57 |
| 1/15/2011 3:55 | N | DC_EGPS_L_A | 30.26 |
| 1/15/2011 3:55 | N | H_HOLLOW_E_1 | 33.23 |
| 1/15/2011 3:55 | N | HHOLLOW4_E_1 | 33.23 |
| 1/15/2011 3:55 | N | R_LH2SES_1 | 27.05 |
| 1/15/2011 3:55 | N | R_PB2SES_1 | 33.25 |
| 1/15/2011 3:55 | N | R_PB2SES_2 | 33.25 |
| 1/15/2011 3:55 | N | R_PB2SES_3 | 33.25 |
| 1/15/2011 3:55 | N | R_PB2SES_4 | 33.25 |
| 1/15/2011 3:55 | N | R_PB2SES_5 | 33.25 |
| 1/15/2011 3:55 | N | AUTO_EPS_390 | 28.12 |
| 1/15/2011 4:01 | N | DC_ROAD_L_B | 29.6 |
| 1/15/2011 4:01 | N | DC_EGPS_L_A | 30.31 |
| 1/15/2011 4:01 | N | H_HOLLOW_E_1 | 33.4 |
| 1/15/2011 4:01 | N | HHOLLOW4_E_1 | 33.4 |
| 1/15/2011 4:01 | N | R_LH2SES_1 | 26.99 |
| 1/15/2011 4:01 | N | R_PB2SES_1 | 33.42 |
| 1/15/2011 4:01 | N | R_PB2SES_2 | 33.42 |
| 1/15/2011 4:01 | N | R_PB2SES_3 | 33.42 |
| 1/15/2011 4:01 | N | R_PB2SES_4 | 33.42 |
| 1/15/2011 4:01 | N | R_PB2SES_5 | 33.42 |
| 1/15/2011 4:01 | N | AUTO_EPS_390 | 28.1 |
| 1/15/2011 4:05 | N | DC_ROAD_L_B | 29.35 |
| 1/15/2011 4:05 | N | DC_EGPS_L_A | 29.85 |
| 1/15/2011 4:05 | N | H_HOLLOW_E_1 | 31.99 |
| 1/15/2011 4:05 | N | HHOLLOW4_E_1 | 31.99 |
| 1/15/2011 4:05 | N | R_LH2SES_1 | 27.53 |
| 1/15/2011 4:05 | N | R_PB2SES_1 | 32.01 |
| 1/15/2011 4:05 | N | R_PB2SES_2 | 32.01 |
| 1/15/2011 4:05 | N | R_PB2SES_3 | 32.01 |
| 1/15/2011 4:05 | N | R_PB2SES_4 | 32.01 |
| 1/15/2011 4:05 | N | R_PB2SES_5 | 32.01 |
| 1/15/2011 4:05 | N | AUTO_EPS_390 | 28.3 |
| 1/15/2011 4:10 | N | DC_ROAD_L_B | 29.51 |
| 1/15/2011 4:10 | N | DC_EGPS_L_A | 30.06 |
| 1/15/2011 4:10 | N | H_HOLLOW_E_1 | 32.42 |
| 1/15/2011 4:10 | N | HHOLLOW4_E_1 | 32.42 |
| 1/15/2011 4:10 | N | R_LH2SES_1 | 27.51 |
| 1/15/2011 4:10 | N | R_PB2SES_1 | 32.44 |
| 1/15/2011 4:10 | N | R_PB2SES_2 | 32.44 |
| 1/15/2011 4:10 | N | R_PB2SES_3 | 32.44 |
| 1/15/2011 4:10 | N | R_PB2SES_4 | 32.44 |
| 1/15/2011 4:10 | N | R_PB2SES_5 | 32.44 |
| 1/15/2011 4:10 | N | AUTO_EPS_390 | 28.36 |

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| 1/15/2011 4:15 | N | DC_ROAD_L_B | 29.57 |
| 1/15/2011 4:15 | N | DC_EGPS_L_A | 30.2 |
| 1/15/2011 4:15 | N | H_HOLLOW_E_1 | 32.9 |
| 1/15/2011 4:15 | N | HHOLLOW4_E_1 | 32.9 |
| 1/15/2011 4:15 | N | R_LH2SES_1 | 27.28 |
| 1/15/2011 4:15 | N | R_PB2SES_1 | 32.92 |
| 1/15/2011 4:15 | N | R_PB2SES_2 | 32.92 |
| 1/15/2011 4:15 | N | R_PB2SES_3 | 32.92 |
| 1/15/2011 4:15 | N | R_PB2SES_4 | 32.92 |
| 1/15/2011 4:15 | N | R_PB2SES_5 | 32.92 |
| 1/15/2011 4:15 | N | AUTO_EPS_390 | 28.26 |
| 1/15/2011 4:20 | N | DC_ROAD_L_B | 29.79 |
| 1/15/2011 4:20 | N | DC_EGPS_L_A | 30.43 |
| 1/15/2011 4:20 | N | H_HOLLOW_E_1 | 33.2 |
| 1/15/2011 4:20 | N | HHOLLOW4_E_1 | 33.2 |
| 1/15/2011 4:20 | N | R_LH2SES_1 | 27.44 |
| 1/15/2011 4:20 | N | R_PB2SES_1 | 33.23 |
| 1/15/2011 4:20 | N | R_PB2SES_2 | 33.23 |
| 1/15/2011 4:20 | N | R_PB2SES_3 | 33.23 |
| 1/15/2011 4:20 | N | R_PB2SES_4 | 33.23 |
| 1/15/2011 4:20 | N | R_PB2SES_5 | 33.23 |
| 1/15/2011 4:20 | N | AUTO_EPS_390 | 28.44 |
| 1/15/2011 4:25 | N | DC_ROAD_L_B | 29.76 |
| 1/15/2011 4:25 | N | DC_EGPS_L_A | 30.36 |
| 1/15/2011 4:25 | N | H_HOLLOW_E_1 | 32.94 |
| 1/15/2011 4:25 | N | HHOLLOW4_E_1 | 32.94 |
| 1/15/2011 4:25 | N | R_LH2SES_1 | 27.58 |
| 1/15/2011 4:25 | N | R_PB2SES_1 | 32.96 |
| 1/15/2011 4:25 | N | R_PB2SES_2 | 32.96 |
| 1/15/2011 4:25 | N | R_PB2SES_3 | 32.96 |
| 1/15/2011 4:25 | N | R_PB2SES_4 | 32.96 |
| 1/15/2011 4:25 | N | R_PB2SES_5 | 32.96 |
| 1/15/2011 4:25 | N | AUTO_EPS_390 | 28.51 |
| 1/15/2011 4:30 | N | DC_ROAD_L_B | 29.99 |
| 1/15/2011 4:30 | N | DC_EGPS_L_A | 30.64 |
| 1/15/2011 4:30 | N | H_HOLLOW_E_1 | 33.39 |
| 1/15/2011 4:30 | N | HHOLLOW4_E_1 | 33.39 |
| 1/15/2011 4:30 | N | R_LH2SES_1 | 27.66 |
| 1/15/2011 4:30 | N | R_PB2SES_1 | 33.41 |
| 1/15/2011 4:30 | N | R_PB2SES_2 | 33.41 |
| 1/15/2011 4:30 | N | R_PB2SES_3 | 33.41 |
| 1/15/2011 4:30 | N | R_PB2SES_4 | 33.41 |
| 1/15/2011 4:30 | N | R_PB2SES_5 | 33.41 |
| 1/15/2011 4:30 | N | AUTO_EPS_390 | 28.66 |
| 1/15/2011 4:35 | N | DC_ROAD_L_B | 30.21 |
| 1/15/2011 4:35 | N | DC_EGPS_L_A | 30.84 |
| 1/15/2011 4:35 | N | H_HOLLOW_E_1 | 33.5 |

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| 1/15/2011 4:35 | N | HHOLLOW4_E_1 | 33.5 |
| 1/15/2011 4:35 | N | R_LH2SES_1 | 27.93 |
| 1/15/2011 4:35 | N | R_PB2SES_1 | 33.52 |
| 1/15/2011 4:35 | N | R_PB2SES_2 | 33.52 |
| 1/15/2011 4:35 | N | R_PB2SES_3 | 33.52 |
| 1/15/2011 4:35 | N | R_PB2SES_4 | 33.52 |
| 1/15/2011 4:35 | N | R_PB2SES_5 | 33.52 |
| 1/15/2011 4:35 | N | AUTO_EPS_390 | 28.9 |
| 1/15/2011 4:40 | N | DC_ROAD_L_B | 30.51 |
| 1/15/2011 4:40 | N | DC_EGPS_L_A | 31.24 |
| 1/15/2011 4:40 | N | H_HOLLOW_E_1 | 34.33 |
| 1/15/2011 4:40 | N | HHOLLOW4_E_1 | 34.33 |
| 1/15/2011 4:40 | N | R_LH2SES_1 | 27.86 |
| 1/15/2011 4:40 | N | R_PB2SES_1 | 34.34 |
| 1/15/2011 4:40 | N | R_PB2SES_2 | 34.34 |
| 1/15/2011 4:40 | N | R_PB2SES_3 | 34.34 |
| 1/15/2011 4:40 | N | R_PB2SES_4 | 34.34 |
| 1/15/2011 4:40 | N | R_PB2SES_5 | 34.34 |
| 1/15/2011 4:40 | N | AUTO_EPS_390 | 28.98 |
| 1/15/2011 4:45 | N | DC_ROAD_L_B | 30.57 |
| 1/15/2011 4:45 | N | DC_EGPS_L_A | 31.3 |
| 1/15/2011 4:45 | N | H_HOLLOW_E_1 | 34.4 |
| 1/15/2011 4:45 | N | HHOLLOW4_E_1 | 34.4 |
| 1/15/2011 4:45 | N | R_LH2SES_1 | 27.91 |
| 1/15/2011 4:45 | N | R_PB2SES_1 | 34.42 |
| 1/15/2011 4:45 | N | R_PB2SES_2 | 34.42 |
| 1/15/2011 4:45 | N | R_PB2SES_3 | 34.42 |
| 1/15/2011 4:45 | N | R_PB2SES_4 | 34.42 |
| 1/15/2011 4:45 | N | R_PB2SES_5 | 34.42 |
| 1/15/2011 4:45 | N | AUTO_EPS_390 | 29.04 |
| 1/15/2011 4:50 | N | DC_ROAD_L_B | 30.6 |
| 1/15/2011 4:50 | N | DC_EGPS_L_A | 31.41 |
| 1/15/2011 4:50 | N | H_HOLLOW_E_1 | 34.87 |
| 1/15/2011 4:50 | N | HHOLLOW4_E_1 | 34.87 |
| 1/15/2011 4:50 | N | R_LH2SES_1 | 27.64 |
| 1/15/2011 4:50 | N | R_PB2SES_1 | 34.89 |
| 1/15/2011 4:50 | N | R_PB2SES_2 | 34.89 |
| 1/15/2011 4:50 | N | R_PB2SES_3 | 34.89 |
| 1/15/2011 4:50 | N | R_PB2SES_4 | 34.89 |
| 1/15/2011 4:50 | N | R_PB2SES_5 | 34.89 |
| 1/15/2011 4:50 | N | AUTO_EPS_390 | 28.89 |
| 1/15/2011 4:55 | N | DC_ROAD_L_B | 30.59 |
| 1/15/2011 4:55 | N | DC_EGPS_L_A | 31.4 |
| 1/15/2011 4:55 | N | H_HOLLOW_E_1 | 34.82 |
| 1/15/2011 4:55 | N | HHOLLOW4_E_1 | 34.82 |
| 1/15/2011 4:55 | N | R_LH2SES_1 | 27.66 |
| 1/15/2011 4:55 | N | R_PB2SES_1 | 34.84 |

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| 1/15/2011 4:55 | N | R_PB2SES_2 | 34.84 |
| 1/15/2011 4:55 | N | R_PB2SES_3 | 34.84 |
| 1/15/2011 4:55 | N | R_PB2SES_4 | 34.84 |
| 1/15/2011 4:55 | N | R_PB2SES_5 | 34.84 |
| 1/15/2011 4:55 | N | AUTO_EPS_390 | 28.9 |
| 1/15/2011 5:00 | N | DC_ROAD_L_B | 30.61 |
| 1/15/2011 5:00 | N | DC_EGPS_L_A | 30.97 |
| 1/15/2011 5:00 | N | H_HOLLOW_E_1 | 32.51 |
| 1/15/2011 5:00 | N | HHOLLOW4_E_1 | 32.51 |
| 1/15/2011 5:00 | N | R_LH2SES_1 | 29.29 |
| 1/15/2011 5:00 | N | R_PB2SES_1 | 32.52 |
| 1/15/2011 5:00 | N | R_PB2SES_2 | 32.52 |
| 1/15/2011 5:00 | N | R_PB2SES_3 | 32.52 |
| 1/15/2011 5:00 | N | R_PB2SES_4 | 32.52 |
| 1/15/2011 5:00 | N | R_PB2SES_5 | 32.52 |
| 1/15/2011 5:00 | N | AUTO_EPS_390 | 29.85 |
| 1/15/2011 5:10 | N | DC_ROAD_L_B | 32.31 |
| 1/15/2011 5:10 | N | DC_EGPS_L_A | 32.87 |
| 1/15/2011 5:10 | N | H_HOLLOW_E_1 | 35.28 |
| 1/15/2011 5:10 | N | HHOLLOW4_E_1 | 35.28 |
| 1/15/2011 5:10 | N | R_LH2SES_1 | 30.24 |
| 1/15/2011 5:10 | N | R_PB2SES_1 | 35.29 |
| 1/15/2011 5:10 | N | R_PB2SES_2 | 35.29 |
| 1/15/2011 5:10 | N | R_PB2SES_3 | 35.29 |
| 1/15/2011 5:10 | N | R_PB2SES_4 | 35.29 |
| 1/15/2011 5:10 | N | R_PB2SES_5 | 35.29 |
| 1/15/2011 5:10 | N | AUTO_EPS_390 | 31.12 |
| 1/15/2011 5:15 | N | DC_ROAD_L_B | 32.29 |
| 1/15/2011 5:15 | N | DC_EGPS_L_A | 32.95 |
| 1/15/2011 5:15 | N | H_HOLLOW_E_1 | 35.75 |
| 1/15/2011 5:15 | N | HHOLLOW4_E_1 | 35.75 |
| 1/15/2011 5:15 | N | R_LH2SES_1 | 29.88 |
| 1/15/2011 5:15 | N | R_PB2SES_1 | 35.76 |
| 1/15/2011 5:15 | N | R_PB2SES_2 | 35.76 |
| 1/15/2011 5:15 | N | R_PB2SES_3 | 35.76 |
| 1/15/2011 5:15 | N | R_PB2SES_4 | 35.76 |
| 1/15/2011 5:15 | N | R_PB2SES_5 | 35.76 |
| 1/15/2011 5:15 | N | AUTO_EPS_390 | 30.91 |
| 1/15/2011 5:20 | N | DC_ROAD_L_B | 35.78 |
| 1/15/2011 5:20 | N | DC_EGPS_L_A | 37.65 |
| 1/15/2011 5:20 | N | H_HOLLOW_E_1 | 45.6 |
| 1/15/2011 5:20 | N | HHOLLOW4_E_1 | 45.6 |
| 1/15/2011 5:20 | N | R_LH2SES_1 | 28.95 |
| 1/15/2011 5:20 | N | R_PB2SES_1 | 45.65 |
| 1/15/2011 5:20 | N | R_PB2SES_2 | 45.65 |
| 1/15/2011 5:20 | N | R_PB2SES_3 | 45.65 |
| 1/15/2011 5:20 | N | R_PB2SES_4 | 45.65 |

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| 1/15/2011 5:20 | N | R_PB2SES_5 | 45.65 |
| 1/15/2011 5:20 | N | AUTO_EPS_390 | 31.84 |
| 1/15/2011 5:25 | N | DC_ROAD_L_B | 38.13 |
| 1/15/2011 5:25 | N | DC_EGPS_L_A | 40.76 |
| 1/15/2011 5:25 | N | H_HOLLOW_E_1 | 51.94 |
| 1/15/2011 5:25 | N | HHOLLOW4_E_1 | 51.94 |
| 1/15/2011 5:25 | N | R_LH2SES_1 | 28.53 |
| 1/15/2011 5:25 | N | R_PB2SES_1 | 52.01 |
| 1/15/2011 5:25 | N | R_PB2SES_2 | 52.01 |
| 1/15/2011 5:25 | N | R_PB2SES_3 | 52.01 |
| 1/15/2011 5:25 | N | R_PB2SES_4 | 52.01 |
| 1/15/2011 5:25 | N | R_PB2SES_5 | 52.01 |
| 1/15/2011 5:25 | N | AUTO_EPS_390 | 32.6 |
| 1/15/2011 5:30 | N | DC_ROAD_L_B | 34.64 |
| 1/15/2011 5:30 | N | DC_EGPS_L_A | 36.14 |
| 1/15/2011 5:30 | N | H_HOLLOW_E_1 | 42.48 |
| 1/15/2011 5:30 | N | HHOLLOW4_E_1 | 42.48 |
| 1/15/2011 5:30 | N | R_LH2SES_1 | 29.2 |
| 1/15/2011 5:30 | N | R_PB2SES_1 | 42.52 |
| 1/15/2011 5:30 | N | R_PB2SES_2 | 42.52 |
| 1/15/2011 5:30 | N | R_PB2SES_3 | 42.52 |
| 1/15/2011 5:30 | N | R_PB2SES_4 | 42.52 |
| 1/15/2011 5:30 | N | R_PB2SES_5 | 42.52 |
| 1/15/2011 5:30 | N | AUTO_EPS_390 | 31.51 |
| 1/15/2011 5:35 | N | DC_ROAD_L_B | 31.64 |
| 1/15/2011 5:35 | N | DC_EGPS_L_A | 32.2 |
| 1/15/2011 5:35 | N | H_HOLLOW_E_1 | 34.58 |
| 1/15/2011 5:35 | N | HHOLLOW4_E_1 | 34.58 |
| 1/15/2011 5:35 | N | R_LH2SES_1 | 29.59 |
| 1/15/2011 5:35 | N | R_PB2SES_1 | 34.6 |
| 1/15/2011 5:35 | N | R_PB2SES_2 | 34.6 |
| 1/15/2011 5:35 | N | R_PB2SES_3 | 34.6 |
| 1/15/2011 5:35 | N | R_PB2SES_4 | 34.6 |
| 1/15/2011 5:35 | N | R_PB2SES_5 | 34.6 |
| 1/15/2011 5:35 | N | AUTO_EPS_390 | 30.46 |
| 1/15/2011 5:40 | N | DC_ROAD_L_B | 30.93 |
| 1/15/2011 5:40 | N | DC_EGPS_L_A | 31.47 |
| 1/15/2011 5:40 | N | H_HOLLOW_E_1 | 33.73 |
| 1/15/2011 5:40 | N | HHOLLOW4_E_1 | 33.73 |
| 1/15/2011 5:40 | N | R_LH2SES_1 | 28.99 |
| 1/15/2011 5:40 | N | R_PB2SES_1 | 33.74 |
| 1/15/2011 5:40 | N | R_PB2SES_2 | 33.74 |
| 1/15/2011 5:40 | N | R_PB2SES_3 | 33.74 |
| 1/15/2011 5:40 | N | R_PB2SES_4 | 33.74 |
| 1/15/2011 5:40 | N | R_PB2SES_5 | 33.74 |
| 1/15/2011 5:40 | N | AUTO_EPS_390 | 29.82 |
| 1/15/2011 5:45 | N | DC_ROAD_L_B | 31.13 |

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| 1/15/2011 5:45 | N | DC_EGPS_L_A | 31.72 |
| 1/15/2011 5:45 | N | H_HOLLOW_E_1 | 34.26 |
| 1/15/2011 5:45 | N | HHOLLOW4_E_1 | 34.26 |
| 1/15/2011 5:45 | N | R_LH2SES_1 | 28.95 |
| 1/15/2011 5:45 | N | R_PB2SES_1 | 34.27 |
| 1/15/2011 5:45 | N | R_PB2SES_2 | 34.27 |
| 1/15/2011 5:45 | N | R_PB2SES_3 | 34.27 |
| 1/15/2011 5:45 | N | R_PB2SES_4 | 34.27 |
| 1/15/2011 5:45 | N | R_PB2SES_5 | 34.27 |
| 1/15/2011 5:45 | N | AUTO_EPS_390 | 29.87 |
| 1/15/2011 5:50 | N | DC_ROAD_L_B | 30.53 |
| 1/15/2011 5:50 | N | DC_EGPS_L_A | 30.93 |
| 1/15/2011 5:50 | N | H_HOLLOW_E_1 | 32.61 |
| 1/15/2011 5:50 | N | HHOLLOW4_E_1 | 32.61 |
| 1/15/2011 5:50 | N | R_LH2SES_1 | 29.09 |
| 1/15/2011 5:50 | N | R_PB2SES_1 | 32.62 |
| 1/15/2011 5:50 | N | R_PB2SES_2 | 32.62 |
| 1/15/2011 5:50 | N | R_PB2SES_3 | 32.62 |
| 1/15/2011 5:50 | N | R_PB2SES_4 | 32.62 |
| 1/15/2011 5:50 | N | R_PB2SES_5 | 32.62 |
| 1/15/2011 5:50 | N | AUTO_EPS_390 | 29.7 |
| 1/15/2011 5:55 | N | DC_ROAD_L_B | 30.58 |
| 1/15/2011 5:55 | N | DC_EGPS_L_A | 31.08 |
| 1/15/2011 5:55 | N | H_HOLLOW_E_1 | 33.19 |
| 1/15/2011 5:55 | N | HHOLLOW4_E_1 | 33.19 |
| 1/15/2011 5:55 | N | R_LH2SES_1 | 28.77 |
| 1/15/2011 5:55 | N | R_PB2SES_1 | 33.21 |
| 1/15/2011 5:55 | N | R_PB2SES_2 | 33.21 |
| 1/15/2011 5:55 | N | R_PB2SES_3 | 33.21 |
| 1/15/2011 5:55 | N | R_PB2SES_4 | 33.21 |
| 1/15/2011 5:55 | N | R_PB2SES_5 | 33.21 |
| 1/15/2011 5:55 | N | AUTO_EPS_390 | 29.53 |
| 1/15/2011 6:01 | N | DC_ROAD_L_B | 28.98 |
| 1/15/2011 6:01 | N | DC_EGPS_L_A | 29.39 |
| 1/15/2011 6:01 | N | H_HOLLOW_E_1 | 31.16 |
| 1/15/2011 6:01 | N | HHOLLOW4_E_1 | 31.16 |
| 1/15/2011 6:01 | N | R_LH2SES_1 | 27.45 |
| 1/15/2011 6:01 | N | R_PB2SES_1 | 31.18 |
| 1/15/2011 6:01 | N | R_PB2SES_2 | 31.18 |
| 1/15/2011 6:01 | N | R_PB2SES_3 | 31.18 |
| 1/15/2011 6:01 | N | R_PB2SES_4 | 31.18 |
| 1/15/2011 6:01 | N | R_PB2SES_5 | 31.18 |
| 1/15/2011 6:01 | N | AUTO_EPS_390 | 28.1 |
| 1/15/2011 6:05 | N | DC_ROAD_L_B | 29.08 |
| 1/15/2011 6:05 | N | DC_EGPS_L_A | 29.26 |
| 1/15/2011 6:05 | N | H_HOLLOW_E_1 | 30.02 |
| 1/15/2011 6:05 | N | HHOLLOW4_E_1 | 30.02 |

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| 1/15/2011 6:05 | N | R_LH2SES_1 | 28.43 |
| 1/15/2011 6:05 | N | R_PB2SES_1 | 30.03 |
| 1/15/2011 6:05 | N | R_PB2SES_2 | 30.03 |
| 1/15/2011 6:05 | N | R_PB2SES_3 | 30.03 |
| 1/15/2011 6:05 | N | R_PB2SES_4 | 30.03 |
| 1/15/2011 6:05 | N | R_PB2SES_5 | 30.03 |
| 1/15/2011 6:05 | N | AUTO_EPS_390 | 28.71 |
| 1/15/2011 6:30 | N | DC_ROAD_L_B | 30.58 |
| 1/15/2011 6:30 | N | DC_EGPS_L_A | 30.62 |
| 1/15/2011 6:30 | N | H_HOLLOW_E_1 | 30.79 |
| 1/15/2011 6:30 | N | HHOLLOW4_E_1 | 30.79 |
| 1/15/2011 6:30 | N | R_LH2SES_1 | 30.43 |
| 1/15/2011 6:30 | N | R_PB2SES_1 | 30.79 |
| 1/15/2011 6:30 | N | R_PB2SES_2 | 30.79 |
| 1/15/2011 6:30 | N | R_PB2SES_3 | 30.79 |
| 1/15/2011 6:30 | N | R_PB2SES_4 | 30.79 |
| 1/15/2011 6:30 | N | R_PB2SES_5 | 30.79 |
| 1/15/2011 6:30 | N | AUTO_EPS_390 | 30.49 |
| 1/15/2011 6:40 | N | DC_EGPS_L_A | 31.33 |
| 1/15/2011 6:40 | N | H_HOLLOW_E_1 | 31.34 |
| 1/15/2011 6:40 | N | HHOLLOW4_E_1 | 31.34 |
| 1/15/2011 6:40 | N | R_LH2SES_1 | 31.31 |
| 1/15/2011 6:40 | N | R_PB2SES_1 | 31.34 |
| 1/15/2011 6:40 | N | R_PB2SES_2 | 31.34 |
| 1/15/2011 6:40 | N | R_PB2SES_3 | 31.34 |
| 1/15/2011 6:40 | N | R_PB2SES_4 | 31.34 |
| 1/15/2011 6:40 | N | R_PB2SES_5 | 31.34 |
| 1/15/2011 9:30 | N | DC_ROAD_L_B | 47.39 |
| 1/15/2011 9:30 | N | DC_EGPS_L_A | 47.75 |
| 1/15/2011 9:30 | N | H_HOLLOW_E_1 | 47.55 |
| 1/15/2011 9:30 | N | HHOLLOW4_E_1 | 47.55 |
| 1/15/2011 9:30 | N | R_LH2SES_1 | 47.54 |
| 1/15/2011 9:30 | N | R_PB2SES_1 | 47.55 |
| 1/15/2011 9:30 | N | R_PB2SES_2 | 47.55 |
| 1/15/2011 9:30 | N | R_PB2SES_3 | 47.55 |
| 1/15/2011 9:30 | N | R_PB2SES_4 | 47.55 |
| 1/15/2011 9:30 | N | R_PB2SES_5 | 47.55 |
| 1/15/2011 9:30 | N | AUTO_EPS_390 | 47.54 |
| 1/17/2011 2:11 | N | DC_ROAD_L_B | 21.69 |
| 1/17/2011 2:11 | N | H_HOLLOW_E_1 | 21.67 |
| 1/17/2011 2:11 | N | HHOLLOW4_E_1 | 21.67 |
| 1/17/2011 2:11 | N | R_LH2SES_1 | 21.69 |
| 1/17/2011 2:11 | N | R_PB2SES_1 | 21.56 |
| 1/17/2011 2:11 | N | R_PB2SES_2 | 21.56 |
| 1/17/2011 2:11 | N | R_PB2SES_3 | 21.56 |
| 1/17/2011 2:11 | N | R_PB2SES_4 | 21.56 |
| 1/17/2011 2:11 | N | R_PB2SES_5 | 21.56 |

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| 1/17/2011 2:11 | N | AUTO_EPS_390 | 21.69 |
| 1/17/2011 2:15 | N | DC_ROAD_L_B | 21.5 |
| 1/17/2011 2:15 | N | R_LH2SES_1 | 21.5 |
| 1/17/2011 2:15 | N | R_PB2SES_1 | 21.37 |
| 1/17/2011 2:15 | N | R_PB2SES_2 | 21.37 |
| 1/17/2011 2:15 | N | R_PB2SES_3 | 21.37 |
| 1/17/2011 2:15 | N | R_PB2SES_4 | 21.37 |
| 1/17/2011 2:15 | N | R_PB2SES_5 | 21.37 |
| 1/17/2011 2:15 | N | AUTO_EPS_390 | 21.5 |
| 1/17/2011 2:20 | N | DC_ROAD_L_B | 20.8 |
| 1/17/2011 2:20 | N | R_LH2SES_1 | 20.8 |
| 1/17/2011 2:20 | N | R_PB2SES_1 | 20.68 |
| 1/17/2011 2:20 | N | R_PB2SES_2 | 20.68 |
| 1/17/2011 2:20 | N | R_PB2SES_3 | 20.68 |
| 1/17/2011 2:20 | N | R_PB2SES_4 | 20.68 |
| 1/17/2011 2:20 | N | R_PB2SES_5 | 20.68 |
| 1/17/2011 2:20 | N | AUTO_EPS_390 | 20.8 |
| 1/17/2011 2:25 | N | DC_ROAD_L_B | 20.63 |
| 1/17/2011 2:25 | N | H_HOLLOW_E_1 | 20.61 |
| 1/17/2011 2:25 | N | HHOLLOW4_E_1 | 20.61 |
| 1/17/2011 2:25 | N | R_LH2SES_1 | 20.63 |
| 1/17/2011 2:25 | N | R_PB2SES_1 | 20.51 |
| 1/17/2011 2:25 | N | R_PB2SES_2 | 20.51 |
| 1/17/2011 2:25 | N | R_PB2SES_3 | 20.51 |
| 1/17/2011 2:25 | N | R_PB2SES_4 | 20.51 |
| 1/17/2011 2:25 | N | R_PB2SES_5 | 20.51 |
| 1/17/2011 2:25 | N | AUTO_EPS_390 | 20.63 |
| 1/17/2011 2:30 | N | DC_ROAD_L_B | 21.14 |
| 1/17/2011 2:30 | N | H_HOLLOW_E_1 | 21.12 |
| 1/17/2011 2:30 | N | HHOLLOW4_E_1 | 21.12 |
| 1/17/2011 2:30 | N | R_LH2SES_1 | 21.14 |
| 1/17/2011 2:30 | N | R_PB2SES_1 | 21.02 |
| 1/17/2011 2:30 | N | R_PB2SES_2 | 21.02 |
| 1/17/2011 2:30 | N | R_PB2SES_3 | 21.02 |
| 1/17/2011 2:30 | N | R_PB2SES_4 | 21.02 |
| 1/17/2011 2:30 | N | R_PB2SES_5 | 21.02 |
| 1/17/2011 2:30 | N | AUTO_EPS_390 | 21.14 |
| 1/17/2011 2:35 | N | DC_ROAD_L_B | 22.04 |
| 1/17/2011 2:35 | N | R_LH2SES_1 | 22.04 |
| 1/17/2011 2:35 | N | R_PB2SES_1 | 21.91 |
| 1/17/2011 2:35 | N | R_PB2SES_2 | 21.91 |
| 1/17/2011 2:35 | N | R_PB2SES_3 | 21.91 |
| 1/17/2011 2:35 | N | R_PB2SES_4 | 21.91 |
| 1/17/2011 2:35 | N | R_PB2SES_5 | 21.91 |
| 1/17/2011 2:35 | N | AUTO_EPS_390 | 22.04 |
| 1/17/2011 2:40 | N | DC_ROAD_L_B | 21.97 |
| 1/17/2011 2:40 | N | H_HOLLOW_E_1 | 21.95 |

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| 1/17/2011 2:40 | N | HHOLLOW4_E_1 | 21.95 |
| 1/17/2011 2:40 | N | R_LH2SES_1 | 21.98 |
| 1/17/2011 2:40 | N | R_PB2SES_1 | 21.85 |
| 1/17/2011 2:40 | N | R_PB2SES_2 | 21.85 |
| 1/17/2011 2:40 | N | R_PB2SES_3 | 21.85 |
| 1/17/2011 2:40 | N | R_PB2SES_4 | 21.85 |
| 1/17/2011 2:40 | N | R_PB2SES_5 | 21.85 |
| 1/17/2011 2:40 | N | AUTO_EPS_390 | 21.98 |
| 1/17/2011 2:45 | N | DC_ROAD_L_B | 22 |
| 1/17/2011 2:45 | N | H_HOLLOW_E_1 | 21.98 |
| 1/17/2011 2:45 | N | HHOLLOW4_E_1 | 21.98 |
| 1/17/2011 2:45 | N | R_LH2SES_1 | 22 |
| 1/17/2011 2:45 | N | R_PB2SES_1 | 21.87 |
| 1/17/2011 2:45 | N | R_PB2SES_2 | 21.87 |
| 1/17/2011 2:45 | N | R_PB2SES_3 | 21.87 |
| 1/17/2011 2:45 | N | R_PB2SES_4 | 21.87 |
| 1/17/2011 2:45 | N | R_PB2SES_5 | 21.87 |
| 1/17/2011 2:45 | N | AUTO_EPS_390 | 22 |
| 1/17/2011 2:50 | N | DC_ROAD_L_B | 22.99 |
| 1/17/2011 2:50 | N | R_LH2SES_1 | 23 |
| 1/17/2011 2:50 | N | R_PB2SES_1 | 22.86 |
| 1/17/2011 2:50 | N | R_PB2SES_2 | 22.86 |
| 1/17/2011 2:50 | N | R_PB2SES_3 | 22.86 |
| 1/17/2011 2:50 | N | R_PB2SES_4 | 22.86 |
| 1/17/2011 2:50 | N | R_PB2SES_5 | 22.86 |
| 1/17/2011 2:50 | N | AUTO_EPS_390 | 23 |
| 1/17/2011 2:55 | N | DC_ROAD_L_B | 23.02 |
| 1/17/2011 2:55 | N | R_LH2SES_1 | 23.03 |
| 1/17/2011 2:55 | N | R_PB2SES_1 | 22.89 |
| 1/17/2011 2:55 | N | R_PB2SES_2 | 22.89 |
| 1/17/2011 2:55 | N | R_PB2SES_3 | 22.89 |
| 1/17/2011 2:55 | N | R_PB2SES_4 | 22.89 |
| 1/17/2011 2:55 | N | R_PB2SES_5 | 22.89 |
| 1/17/2011 2:55 | N | AUTO_EPS_390 | 23.03 |
| 1/17/2011 3:00 | N | DC_ROAD_L_B | 23.1 |
| 1/17/2011 3:00 | N | R_LH2SES_1 | 23.1 |
| 1/17/2011 3:00 | N | R_PB2SES_1 | 22.96 |
| 1/17/2011 3:00 | N | R_PB2SES_2 | 22.96 |
| 1/17/2011 3:00 | N | R_PB2SES_3 | 22.96 |
| 1/17/2011 3:00 | N | R_PB2SES_4 | 22.96 |
| 1/17/2011 3:00 | N | R_PB2SES_5 | 22.96 |
| 1/17/2011 3:00 | N | AUTO_EPS_390 | 23.1 |
| 1/17/2011 3:05 | N | DC_ROAD_L_B | 23.16 |
| 1/17/2011 3:05 | N | H_HOLLOW_E_1 | 23.14 |
| 1/17/2011 3:05 | N | HHOLLOW4_E_1 | 23.14 |
| 1/17/2011 3:05 | N | R_LH2SES_1 | 23.17 |
| 1/17/2011 3:05 | N | R_PB2SES_1 | 23.03 |

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| 1/17/2011 3:05 | N | R_PB2SES_2 | 23.03 |
| 1/17/2011 3:05 | N | R_PB2SES_3 | 23.03 |
| 1/17/2011 3:05 | N | R_PB2SES_4 | 23.03 |
| 1/17/2011 3:05 | N | R_PB2SES_5 | 23.03 |
| 1/17/2011 3:05 | N | AUTO_EPS_390 | 23.17 |
| 1/17/2011 3:10 | N | DC_ROAD_L_B | 22.97 |
| 1/17/2011 3:10 | N | H_HOLLOW_E_1 | 22.95 |
| 1/17/2011 3:10 | N | HHOLLOW4_E_1 | 22.95 |
| 1/17/2011 3:10 | N | R_LH2SES_1 | 22.98 |
| 1/17/2011 3:10 | N | R_PB2SES_1 | 22.84 |
| 1/17/2011 3:10 | N | R_PB2SES_2 | 22.84 |
| 1/17/2011 3:10 | N | R_PB2SES_3 | 22.84 |
| 1/17/2011 3:10 | N | R_PB2SES_4 | 22.84 |
| 1/17/2011 3:10 | N | R_PB2SES_5 | 22.84 |
| 1/17/2011 3:10 | N | AUTO_EPS_390 | 22.98 |
| 1/17/2011 3:15 | N | DC_ROAD_L_B | 22.73 |
| 1/17/2011 3:15 | N | H_HOLLOW_E_1 | 22.71 |
| 1/17/2011 3:15 | N | HHOLLOW4_E_1 | 22.71 |
| 1/17/2011 3:15 | N | R_LH2SES_1 | 22.74 |
| 1/17/2011 3:15 | N | R_PB2SES_1 | 22.6 |
| 1/17/2011 3:15 | N | R_PB2SES_2 | 22.6 |
| 1/17/2011 3:15 | N | R_PB2SES_3 | 22.6 |
| 1/17/2011 3:15 | N | R_PB2SES_4 | 22.6 |
| 1/17/2011 3:15 | N | R_PB2SES_5 | 22.6 |
| 1/17/2011 3:15 | N | AUTO_EPS_390 | 22.74 |
| 1/17/2011 3:20 | N | DC_ROAD_L_B | 22.65 |
| 1/17/2011 3:20 | N | H_HOLLOW_E_1 | 22.63 |
| 1/17/2011 3:20 | N | HHOLLOW4_E_1 | 22.63 |
| 1/17/2011 3:20 | N | R_LH2SES_1 | 22.65 |
| 1/17/2011 3:20 | N | R_PB2SES_1 | 22.52 |
| 1/17/2011 3:20 | N | R_PB2SES_2 | 22.52 |
| 1/17/2011 3:20 | N | R_PB2SES_3 | 22.52 |
| 1/17/2011 3:20 | N | R_PB2SES_4 | 22.52 |
| 1/17/2011 3:20 | N | R_PB2SES_5 | 22.52 |
| 1/17/2011 3:20 | N | AUTO_EPS_390 | 22.65 |
| 1/17/2011 3:25 | N | DC_ROAD_L_B | 22.82 |
| 1/17/2011 3:25 | N | R_LH2SES_1 | 22.82 |
| 1/17/2011 3:25 | N | R_PB2SES_1 | 22.69 |
| 1/17/2011 3:25 | N | R_PB2SES_2 | 22.69 |
| 1/17/2011 3:25 | N | R_PB2SES_3 | 22.69 |
| 1/17/2011 3:25 | N | R_PB2SES_4 | 22.69 |
| 1/17/2011 3:25 | N | R_PB2SES_5 | 22.69 |
| 1/17/2011 3:25 | N | AUTO_EPS_390 | 22.82 |
| 1/17/2011 3:30 | N | DC_ROAD_L_B | 22.69 |
| 1/17/2011 3:30 | N | H_HOLLOW_E_1 | 22.67 |
| 1/17/2011 3:30 | N | HHOLLOW4_E_1 | 22.67 |
| 1/17/2011 3:30 | N | R_LH2SES_1 | 22.69 |

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| 1/17/2011 3:30 | N | R_PB2SES_1 | 22.56 |
| 1/17/2011 3:30 | N | R_PB2SES_2 | 22.56 |
| 1/17/2011 3:30 | N | R_PB2SES_3 | 22.56 |
| 1/17/2011 3:30 | N | R_PB2SES_4 | 22.56 |
| 1/17/2011 3:30 | N | R_PB2SES_5 | 22.56 |
| 1/17/2011 3:30 | N | AUTO_EPS_390 | 22.69 |
| 1/17/2011 3:35 | N | DC_ROAD_L_B | 22.38 |
| 1/17/2011 3:35 | N | R_LH2SES_1 | 22.39 |
| 1/17/2011 3:35 | N | R_PB2SES_1 | 22.26 |
| 1/17/2011 3:35 | N | R_PB2SES_2 | 22.26 |
| 1/17/2011 3:35 | N | R_PB2SES_3 | 22.26 |
| 1/17/2011 3:35 | N | R_PB2SES_4 | 22.26 |
| 1/17/2011 3:35 | N | R_PB2SES_5 | 22.26 |
| 1/17/2011 3:35 | N | AUTO_EPS_390 | 22.39 |
| 1/17/2011 3:40 | N | DC_ROAD_L_B | 22.8 |
| 1/17/2011 3:40 | N | H_HOLLOW_E_1 | 22.78 |
| 1/17/2011 3:40 | N | HHOLLOW4_E_1 | 22.78 |
| 1/17/2011 3:40 | N | R_LH2SES_1 | 22.81 |
| 1/17/2011 3:40 | N | R_PB2SES_1 | 22.67 |
| 1/17/2011 3:40 | N | R_PB2SES_2 | 22.67 |
| 1/17/2011 3:40 | N | R_PB2SES_3 | 22.67 |
| 1/17/2011 3:40 | N | R_PB2SES_4 | 22.67 |
| 1/17/2011 3:40 | N | R_PB2SES_5 | 22.67 |
| 1/17/2011 3:40 | N | AUTO_EPS_390 | 22.81 |
| 1/17/2011 3:45 | N | DC_ROAD_L_B | 23.05 |
| 1/17/2011 3:45 | N | H_HOLLOW_E_1 | 23.03 |
| 1/17/2011 3:45 | N | HHOLLOW4_E_1 | 23.03 |
| 1/17/2011 3:45 | N | R_LH2SES_1 | 23.06 |
| 1/17/2011 3:45 | N | R_PB2SES_1 | 22.92 |
| 1/17/2011 3:45 | N | R_PB2SES_2 | 22.92 |
| 1/17/2011 3:45 | N | R_PB2SES_3 | 22.92 |
| 1/17/2011 3:45 | N | R_PB2SES_4 | 22.92 |
| 1/17/2011 3:45 | N | R_PB2SES_5 | 22.92 |
| 1/17/2011 3:45 | N | AUTO_EPS_390 | 23.06 |
| 1/17/2011 3:50 | N | DC_ROAD_L_B | 24.01 |
| 1/17/2011 3:50 | N | R_LH2SES_1 | 24.01 |
| 1/17/2011 3:50 | N | R_PB2SES_1 | 23.87 |
| 1/17/2011 3:50 | N | R_PB2SES_2 | 23.87 |
| 1/17/2011 3:50 | N | R_PB2SES_3 | 23.87 |
| 1/17/2011 3:50 | N | R_PB2SES_4 | 23.87 |
| 1/17/2011 3:50 | N | R_PB2SES_5 | 23.87 |
| 1/17/2011 3:50 | N | AUTO_EPS_390 | 24.01 |
| 1/17/2011 3:55 | N | DC_ROAD_L_B | 23.49 |
| 1/17/2011 3:55 | N | R_LH2SES_1 | 23.49 |
| 1/17/2011 3:55 | N | R_PB2SES_1 | 23.35 |
| 1/17/2011 3:55 | N | R_PB2SES_2 | 23.35 |
| 1/17/2011 3:55 | N | R_PB2SES_3 | 23.35 |

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| 1/17/2011 3:55 | N | R_PB2SES_4 | 23.35 |
| 1/17/2011 3:55 | N | R_PB2SES_5 | 23.35 |
| 1/17/2011 3:55 | N | AUTO_EPS_390 | 23.49 |
| 1/17/2011 4:00 | N | DC_ROAD_L_B | 23.32 |
| 1/17/2011 4:00 | N | H_HOLLOW_E_1 | 23.3 |
| 1/17/2011 4:00 | N | HHOLLOW4_E_1 | 23.3 |
| 1/17/2011 4:00 | N | R_LH2SES_1 | 23.33 |
| 1/17/2011 4:00 | N | R_PB2SES_1 | 23.19 |
| 1/17/2011 4:00 | N | R_PB2SES_2 | 23.19 |
| 1/17/2011 4:00 | N | R_PB2SES_3 | 23.19 |
| 1/17/2011 4:00 | N | R_PB2SES_4 | 23.19 |
| 1/17/2011 4:00 | N | R_PB2SES_5 | 23.19 |
| 1/17/2011 4:00 | N | AUTO_EPS_390 | 23.33 |
| 1/17/2011 4:05 | N | DC_ROAD_L_B | 23.59 |
| 1/17/2011 4:05 | N | H_HOLLOW_E_1 | 23.57 |
| 1/17/2011 4:05 | N | HHOLLOW4_E_1 | 23.57 |
| 1/17/2011 4:05 | N | R_LH2SES_1 | 23.6 |
| 1/17/2011 4:05 | N | R_PB2SES_1 | 23.46 |
| 1/17/2011 4:05 | N | R_PB2SES_2 | 23.46 |
| 1/17/2011 4:05 | N | R_PB2SES_3 | 23.46 |
| 1/17/2011 4:05 | N | R_PB2SES_4 | 23.46 |
| 1/17/2011 4:05 | N | R_PB2SES_5 | 23.46 |
| 1/17/2011 4:05 | N | AUTO_EPS_390 | 23.6 |
| 1/17/2011 4:10 | N | DC_ROAD_L_B | 24.84 |
| 1/17/2011 4:10 | N | H_HOLLOW_E_1 | 24.82 |
| 1/17/2011 4:10 | N | HHOLLOW4_E_1 | 24.82 |
| 1/17/2011 4:10 | N | R_LH2SES_1 | 24.85 |
| 1/17/2011 4:10 | N | R_PB2SES_1 | 24.7 |
| 1/17/2011 4:10 | N | R_PB2SES_2 | 24.7 |
| 1/17/2011 4:10 | N | R_PB2SES_3 | 24.7 |
| 1/17/2011 4:10 | N | R_PB2SES_4 | 24.7 |
| 1/17/2011 4:10 | N | R_PB2SES_5 | 24.7 |
| 1/17/2011 4:10 | N | AUTO_EPS_390 | 24.85 |
| 1/17/2011 4:15 | N | DC_ROAD_L_B | 24.28 |
| 1/17/2011 4:15 | N | H_HOLLOW_E_1 | 24.26 |
| 1/17/2011 4:15 | N | HHOLLOW4_E_1 | 24.26 |
| 1/17/2011 4:15 | N | R_LH2SES_1 | 24.29 |
| 1/17/2011 4:15 | N | R_PB2SES_1 | 24.14 |
| 1/17/2011 4:15 | N | R_PB2SES_2 | 24.14 |
| 1/17/2011 4:15 | N | R_PB2SES_3 | 24.14 |
| 1/17/2011 4:15 | N | R_PB2SES_4 | 24.14 |
| 1/17/2011 4:15 | N | R_PB2SES_5 | 24.14 |
| 1/17/2011 4:15 | N | AUTO_EPS_390 | 24.29 |
| 1/17/2011 4:20 | N | DC_ROAD_L_B | 24.31 |
| 1/17/2011 4:20 | N | R_LH2SES_1 | 24.31 |
| 1/17/2011 4:20 | N | R_PB2SES_1 | 24.17 |
| 1/17/2011 4:20 | N | R_PB2SES_2 | 24.17 |

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| 1/17/2011 4:20 | N | R_PB2SES_3 | 24.17 |
| 1/17/2011 4:20 | N | R_PB2SES_4 | 24.17 |
| 1/17/2011 4:20 | N | R_PB2SES_5 | 24.17 |
| 1/17/2011 4:20 | N | AUTO_EPS_390 | 24.31 |
| 1/17/2011 4:25 | N | DC_ROAD_L_B | 24.31 |
| 1/17/2011 4:25 | N | R_LH2SES_1 | 24.31 |
| 1/17/2011 4:25 | N | R_PB2SES_1 | 24.17 |
| 1/17/2011 4:25 | N | R_PB2SES_2 | 24.17 |
| 1/17/2011 4:25 | N | R_PB2SES_3 | 24.17 |
| 1/17/2011 4:25 | N | R_PB2SES_4 | 24.17 |
| 1/17/2011 4:25 | N | R_PB2SES_5 | 24.17 |
| 1/17/2011 4:25 | N | AUTO_EPS_390 | 24.31 |
| 1/17/2011 4:30 | N | DC_ROAD_L_B | 24.8 |
| 1/17/2011 4:30 | N | DC_EGPS_L_A | 27.03 |
| 1/17/2011 4:30 | N | H_HOLLOW_E_1 | 23.08 |
| 1/17/2011 4:30 | N | HHOLLOW4_E_1 | 23.08 |
| 1/17/2011 4:30 | N | R_LH2SES_1 | 24.35 |
| 1/17/2011 4:30 | N | R_PB2SES_1 | 103.36 |
| 1/17/2011 4:30 | N | R_PB2SES_2 | 103.36 |
| 1/17/2011 4:30 | N | R_PB2SES_3 | 103.36 |
| 1/17/2011 4:30 | N | R_PB2SES_4 | 103.36 |
| 1/17/2011 4:30 | N | R_PB2SES_5 | 103.36 |
| 1/17/2011 4:30 | N | AUTO_EPS_390 | 24.38 |
| 1/17/2011 4:35 | N | DC_ROAD_L_B | 25.03 |
| 1/17/2011 4:35 | N | DC_EGPS_L_A | 27.26 |
| 1/17/2011 4:35 | N | H_HOLLOW_E_1 | 23.31 |
| 1/17/2011 4:35 | N | HHOLLOW4_E_1 | 23.31 |
| 1/17/2011 4:35 | N | R_PB2SES_1 | 103.59 |
| 1/17/2011 4:35 | N | R_PB2SES_2 | 103.59 |
| 1/17/2011 4:35 | N | R_PB2SES_3 | 103.59 |
| 1/17/2011 4:35 | N | R_PB2SES_4 | 103.59 |
| 1/17/2011 4:35 | N | R_PB2SES_5 | 103.59 |
| 1/17/2011 4:35 | N | AUTO_EPS_390 | 24.61 |
| 1/17/2011 4:40 | N | DC_ROAD_L_B | 24.66 |
| 1/17/2011 4:40 | N | DC_EGPS_L_A | 26.29 |
| 1/17/2011 4:40 | N | H_HOLLOW_E_1 | 23.39 |
| 1/17/2011 4:40 | N | HHOLLOW4_E_1 | 23.39 |
| 1/17/2011 4:40 | N | R_PB2SES_1 | 82.23 |
| 1/17/2011 4:40 | N | R_PB2SES_2 | 82.23 |
| 1/17/2011 4:40 | N | R_PB2SES_3 | 82.23 |
| 1/17/2011 4:40 | N | R_PB2SES_4 | 82.23 |
| 1/17/2011 4:40 | N | R_PB2SES_5 | 82.23 |
| 1/17/2011 4:40 | N | AUTO_EPS_390 | 24.35 |
| 1/17/2011 4:45 | N | DC_ROAD_L_B | 24.77 |
| 1/17/2011 4:45 | N | DC_EGPS_L_A | 26.97 |
| 1/17/2011 4:45 | N | H_HOLLOW_E_1 | 23.05 |
| 1/17/2011 4:45 | N | HHOLLOW4_E_1 | 23.05 |

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| 1/17/2011 4:45 | N | R_PB2SES_1 | 103.3 |
| 1/17/2011 4:45 | N | R_PB2SES_2 | 103.3 |
| 1/17/2011 4:45 | N | R_PB2SES_3 | 103.3 |
| 1/17/2011 4:45 | N | R_PB2SES_4 | 103.3 |
| 1/17/2011 4:45 | N | R_PB2SES_5 | 103.3 |
| 1/17/2011 4:45 | N | AUTO_EPS_390 | 24.32 |
| 1/17/2011 4:50 | N | DC_ROAD_L_B | 24.98 |
| 1/17/2011 4:50 | N | DC_EGPS_L_A | 27.22 |
| 1/17/2011 4:50 | N | H_HOLLOW_E_1 | 23.26 |
| 1/17/2011 4:50 | N | HHOLLOW4_E_1 | 23.26 |
| 1/17/2011 4:50 | N | R_PB2SES_1 | 103.54 |
| 1/17/2011 4:50 | N | R_PB2SES_2 | 103.54 |
| 1/17/2011 4:50 | N | R_PB2SES_3 | 103.54 |
| 1/17/2011 4:50 | N | R_PB2SES_4 | 103.54 |
| 1/17/2011 4:50 | N | R_PB2SES_5 | 103.54 |
| 1/17/2011 4:50 | N | AUTO_EPS_390 | 24.56 |
| 1/17/2011 4:55 | N | DC_ROAD_L_B | 25.13 |
| 1/17/2011 4:55 | N | DC_EGPS_L_A | 27.36 |
| 1/17/2011 4:55 | N | H_HOLLOW_E_1 | 23.41 |
| 1/17/2011 4:55 | N | HHOLLOW4_E_1 | 23.41 |
| 1/17/2011 4:55 | N | R_PB2SES_1 | 103.69 |
| 1/17/2011 4:55 | N | R_PB2SES_2 | 103.69 |
| 1/17/2011 4:55 | N | R_PB2SES_3 | 103.69 |
| 1/17/2011 4:55 | N | R_PB2SES_4 | 103.69 |
| 1/17/2011 4:55 | N | R_PB2SES_5 | 103.69 |
| 1/17/2011 4:55 | N | AUTO_EPS_390 | 24.71 |
| 1/17/2011 5:01 | N | DC_ROAD_L_B | 25.07 |
| 1/17/2011 5:01 | N | DC_EGPS_L_A | 27.31 |
| 1/17/2011 5:01 | N | H_HOLLOW_E_1 | 23.36 |
| 1/17/2011 5:01 | N | HHOLLOW4_E_1 | 23.36 |
| 1/17/2011 5:01 | N | R_PB2SES_1 | 103.69 |
| 1/17/2011 5:01 | N | R_PB2SES_2 | 103.69 |
| 1/17/2011 5:01 | N | R_PB2SES_3 | 103.69 |
| 1/17/2011 5:01 | N | R_PB2SES_4 | 103.69 |
| 1/17/2011 5:01 | N | R_PB2SES_5 | 103.69 |
| 1/17/2011 5:01 | N | AUTO_EPS_390 | 24.65 |
| 1/17/2011 5:05 | N | DC_ROAD_L_B | 23.56 |
| 1/17/2011 5:05 | N | DC_EGPS_L_A | 25.77 |
| 1/17/2011 5:05 | N | H_HOLLOW_E_1 | 21.85 |
| 1/17/2011 5:05 | N | HHOLLOW4_E_1 | 21.85 |
| 1/17/2011 5:05 | N | R_PB2SES_1 | 102.15 |
| 1/17/2011 5:05 | N | R_PB2SES_2 | 102.15 |
| 1/17/2011 5:05 | N | R_PB2SES_3 | 102.15 |
| 1/17/2011 5:05 | N | R_PB2SES_4 | 102.15 |
| 1/17/2011 5:05 | N | R_PB2SES_5 | 102.15 |
| 1/17/2011 5:05 | N | AUTO_EPS_390 | 23.14 |
| 1/17/2011 5:10 | N | DC_ROAD_L_B | 24.65 |

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| 1/17/2011 5:10 | N | DC_EGPS_L_A | 26.89 |
| 1/17/2011 5:10 | N | H_HOLLOW_E_1 | 22.94 |
| 1/17/2011 5:10 | N | HHOLLOW4_E_1 | 22.94 |
| 1/17/2011 5:10 | N | R_PB2SES_1 | 103.28 |
| 1/17/2011 5:10 | N | R_PB2SES_2 | 103.28 |
| 1/17/2011 5:10 | N | R_PB2SES_3 | 103.28 |
| 1/17/2011 5:10 | N | R_PB2SES_4 | 103.28 |
| 1/17/2011 5:10 | N | R_PB2SES_5 | 103.28 |
| 1/17/2011 5:10 | N | AUTO_EPS_390 | 24.23 |
| 1/17/2011 5:15 | N | DC_ROAD_L_B | 24.99 |
| 1/17/2011 5:15 | N | DC_EGPS_L_A | 27.23 |
| 1/17/2011 5:15 | N | H_HOLLOW_E_1 | 23.29 |
| 1/17/2011 5:15 | N | HHOLLOW4_E_1 | 23.29 |
| 1/17/2011 5:15 | N | R_PB2SES_1 | 103.62 |
| 1/17/2011 5:15 | N | R_PB2SES_2 | 103.62 |
| 1/17/2011 5:15 | N | R_PB2SES_3 | 103.62 |
| 1/17/2011 5:15 | N | R_PB2SES_4 | 103.62 |
| 1/17/2011 5:15 | N | R_PB2SES_5 | 103.62 |
| 1/17/2011 5:15 | N | AUTO_EPS_390 | 24.57 |
| 1/17/2011 5:20 | N | DC_ROAD_L_B | 24.73 |
| 1/17/2011 5:20 | N | DC_EGPS_L_A | 26.97 |
| 1/17/2011 5:20 | N | H_HOLLOW_E_1 | 23.03 |
| 1/17/2011 5:20 | N | HHOLLOW4_E_1 | 23.03 |
| 1/17/2011 5:20 | N | R_PB2SES_1 | 103.36 |
| 1/17/2011 5:20 | N | R_PB2SES_2 | 103.36 |
| 1/17/2011 5:20 | N | R_PB2SES_3 | 103.36 |
| 1/17/2011 5:20 | N | R_PB2SES_4 | 103.36 |
| 1/17/2011 5:20 | N | R_PB2SES_5 | 103.36 |
| 1/17/2011 5:20 | N | AUTO_EPS_390 | 24.31 |
| 1/17/2011 5:25 | N | DC_ROAD_L_B | 23.88 |
| 1/17/2011 5:25 | N | DC_EGPS_L_A | 26.12 |
| 1/17/2011 5:25 | N | H_HOLLOW_E_1 | 22.15 |
| 1/17/2011 5:25 | N | HHOLLOW4_E_1 | 22.15 |
| 1/17/2011 5:25 | N | R_PB2SES_1 | 102.48 |
| 1/17/2011 5:25 | N | R_PB2SES_2 | 102.48 |
| 1/17/2011 5:25 | N | R_PB2SES_3 | 102.48 |
| 1/17/2011 5:25 | N | R_PB2SES_4 | 102.48 |
| 1/17/2011 5:25 | N | R_PB2SES_5 | 102.48 |
| 1/17/2011 5:25 | N | AUTO_EPS_390 | 23.44 |
| 1/17/2011 5:30 | N | DC_ROAD_L_B | 24.8 |
| 1/17/2011 5:30 | N | DC_EGPS_L_A | 27.07 |
| 1/17/2011 5:30 | N | H_HOLLOW_E_1 | 23.09 |
| 1/17/2011 5:30 | N | HHOLLOW4_E_1 | 23.09 |
| 1/17/2011 5:30 | N | R_PB2SES_1 | 103.42 |
| 1/17/2011 5:30 | N | R_PB2SES_2 | 103.42 |
| 1/17/2011 5:30 | N | R_PB2SES_3 | 103.42 |
| 1/17/2011 5:30 | N | R_PB2SES_4 | 103.42 |

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| 1/17/2011 5:30 | N | R_PB2SES_5 | 103.42 |
| 1/17/2011 5:30 | N | AUTO_EPS_390 | 24.38 |
| 1/17/2011 5:35 | N | DC_ROAD_L_B | 27.09 |
| 1/17/2011 5:35 | N | DC_EGPS_L_A | 29.33 |
| 1/17/2011 5:35 | N | H_HOLLOW_E_1 | 25.35 |
| 1/17/2011 5:35 | N | HHOLLOW4_E_1 | 25.35 |
| 1/17/2011 5:35 | N | R_PB2SES_1 | 105.68 |
| 1/17/2011 5:35 | N | R_PB2SES_2 | 105.68 |
| 1/17/2011 5:35 | N | R_PB2SES_3 | 105.68 |
| 1/17/2011 5:35 | N | R_PB2SES_4 | 105.68 |
| 1/17/2011 5:35 | N | R_PB2SES_5 | 105.68 |
| 1/17/2011 5:35 | N | AUTO_EPS_390 | 26.64 |
| 1/17/2011 5:40 | N | DC_ROAD_L_B | 25.44 |
| 1/17/2011 5:40 | N | DC_EGPS_L_A | 27.68 |
| 1/17/2011 5:40 | N | H_HOLLOW_E_1 | 23.73 |
| 1/17/2011 5:40 | N | HHOLLOW4_E_1 | 23.73 |
| 1/17/2011 5:40 | N | R_PB2SES_1 | 104.03 |
| 1/17/2011 5:40 | N | R_PB2SES_2 | 104.03 |
| 1/17/2011 5:40 | N | R_PB2SES_3 | 104.03 |
| 1/17/2011 5:40 | N | R_PB2SES_4 | 104.03 |
| 1/17/2011 5:40 | N | R_PB2SES_5 | 104.03 |
| 1/17/2011 5:40 | N | AUTO_EPS_390 | 25.02 |
| 1/17/2011 5:45 | N | DC_ROAD_L_B | 23.33 |
| 1/17/2011 5:45 | N | DC_EGPS_L_A | 25.57 |
| 1/17/2011 5:45 | N | H_HOLLOW_E_1 | 21.59 |
| 1/17/2011 5:45 | N | HHOLLOW4_E_1 | 21.59 |
| 1/17/2011 5:45 | N | R_PB2SES_1 | 101.93 |
| 1/17/2011 5:45 | N | R_PB2SES_2 | 101.93 |
| 1/17/2011 5:45 | N | R_PB2SES_3 | 101.93 |
| 1/17/2011 5:45 | N | R_PB2SES_4 | 101.93 |
| 1/17/2011 5:45 | N | R_PB2SES_5 | 101.93 |
| 1/17/2011 5:45 | N | AUTO_EPS_390 | 22.88 |
| 1/17/2011 5:50 | N | DC_ROAD_L_B | 22.76 |
| 1/17/2011 5:50 | N | DC_EGPS_L_A | 25 |
| 1/17/2011 5:50 | N | H_HOLLOW_E_1 | 21.05 |
| 1/17/2011 5:50 | N | HHOLLOW4_E_1 | 21.05 |
| 1/17/2011 5:50 | N | R_PB2SES_1 | 101.38 |
| 1/17/2011 5:50 | N | R_PB2SES_2 | 101.38 |
| 1/17/2011 5:50 | N | R_PB2SES_3 | 101.38 |
| 1/17/2011 5:50 | N | R_PB2SES_4 | 101.38 |
| 1/17/2011 5:50 | N | R_PB2SES_5 | 101.38 |
| 1/17/2011 5:50 | N | AUTO_EPS_390 | 22.34 |
| 1/17/2011 5:55 | N | DC_ROAD_L_B | 22.7 |
| 1/17/2011 5:55 | N | DC_EGPS_L_A | 24.94 |
| 1/17/2011 5:55 | N | H_HOLLOW_E_1 | 20.99 |
| 1/17/2011 5:55 | N | HHOLLOW4_E_1 | 20.99 |
| 1/17/2011 5:55 | N | R_PB2SES_1 | 101.32 |

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| 1/17/2011 5:55 | N | R_PB2SES_2 | 101.32 |
| 1/17/2011 5:55 | N | R_PB2SES_3 | 101.32 |
| 1/17/2011 5:55 | N | R_PB2SES_4 | 101.32 |
| 1/17/2011 5:55 | N | R_PB2SES_5 | 101.32 |
| 1/17/2011 5:55 | N | AUTO_EPS_390 | 22.28 |
| 1/17/2011 6:00 | N | DC_ROAD_L_B | 22.32 |
| 1/17/2011 6:00 | N | DC_EGPS_L_A | 24.56 |
| 1/17/2011 6:00 | N | H_HOLLOW_E_1 | 20.61 |
| 1/17/2011 6:00 | N | HHOLLOW4_E_1 | 20.61 |
| 1/17/2011 6:00 | N | R_PB2SES_1 | 100.95 |
| 1/17/2011 6:00 | N | R_PB2SES_2 | 100.95 |
| 1/17/2011 6:00 | N | R_PB2SES_3 | 100.95 |
| 1/17/2011 6:00 | N | R_PB2SES_4 | 100.95 |
| 1/17/2011 6:00 | N | R_PB2SES_5 | 100.95 |
| 1/17/2011 6:00 | N | AUTO_EPS_390 | 21.9 |
| 1/17/2011 6:05 | N | DC_ROAD_L_B | 23.31 |
| 1/17/2011 6:05 | N | DC_EGPS_L_A | 25.55 |
| 1/17/2011 6:05 | N | H_HOLLOW_E_1 | 21.6 |
| 1/17/2011 6:05 | N | HHOLLOW4_E_1 | 21.6 |
| 1/17/2011 6:05 | N | R_PB2SES_1 | 101.93 |
| 1/17/2011 6:05 | N | R_PB2SES_2 | 101.93 |
| 1/17/2011 6:05 | N | R_PB2SES_3 | 101.93 |
| 1/17/2011 6:05 | N | R_PB2SES_4 | 101.93 |
| 1/17/2011 6:05 | N | R_PB2SES_5 | 101.93 |
| 1/17/2011 6:05 | N | AUTO_EPS_390 | 22.89 |
| 1/17/2011 6:10 | N | DC_ROAD_L_B | 23.42 |
| 1/17/2011 6:10 | N | DC_EGPS_L_A | 25.66 |
| 1/17/2011 6:10 | N | H_HOLLOW_E_1 | 21.71 |
| 1/17/2011 6:10 | N | HHOLLOW4_E_1 | 21.71 |
| 1/17/2011 6:10 | N | R_PB2SES_1 | 102.04 |
| 1/17/2011 6:10 | N | R_PB2SES_2 | 102.04 |
| 1/17/2011 6:10 | N | R_PB2SES_3 | 102.04 |
| 1/17/2011 6:10 | N | R_PB2SES_4 | 102.04 |
| 1/17/2011 6:10 | N | R_PB2SES_5 | 102.04 |
| 1/17/2011 6:10 | N | AUTO_EPS_390 | 23 |
| 1/17/2011 6:15 | N | DC_ROAD_L_B | 23.79 |
| 1/17/2011 6:15 | N | DC_EGPS_L_A | 25.4 |
| 1/17/2011 6:15 | N | H_HOLLOW_E_1 | 22.57 |
| 1/17/2011 6:15 | N | HHOLLOW4_E_1 | 22.57 |
| 1/17/2011 6:15 | N | R_PB2SES_1 | 80.13 |
| 1/17/2011 6:15 | N | R_PB2SES_2 | 80.13 |
| 1/17/2011 6:15 | N | R_PB2SES_3 | 80.13 |
| 1/17/2011 6:15 | N | R_PB2SES_4 | 80.13 |
| 1/17/2011 6:15 | N | R_PB2SES_5 | 80.13 |
| 1/17/2011 6:15 | N | AUTO_EPS_390 | 23.49 |
| 1/17/2011 6:20 | N | DC_ROAD_L_B | 26.1 |
| 1/17/2011 6:20 | N | DC_EGPS_L_A | 27.83 |

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| 1/17/2011 6:20 | N | H_HOLLOW_E_1 | 24.74 |
| 1/17/2011 6:20 | N | HHOLLOW4_E_1 | 24.74 |
| 1/17/2011 6:20 | N | R_PB2SES_1 | 87.56 |
| 1/17/2011 6:20 | N | R_PB2SES_2 | 87.56 |
| 1/17/2011 6:20 | N | R_PB2SES_3 | 87.56 |
| 1/17/2011 6:20 | N | R_PB2SES_4 | 87.56 |
| 1/17/2011 6:20 | N | R_PB2SES_5 | 87.56 |
| 1/17/2011 6:20 | N | AUTO_EPS_390 | 25.75 |
| 1/17/2011 6:25 | N | DC_ROAD_L_B | 25.54 |
| 1/17/2011 6:25 | N | DC_EGPS_L_A | 27.2 |
| 1/17/2011 6:25 | N | H_HOLLOW_E_1 | 24.28 |
| 1/17/2011 6:25 | N | HHOLLOW4_E_1 | 24.28 |
| 1/17/2011 6:25 | N | R_PB2SES_1 | 83.56 |
| 1/17/2011 6:25 | N | R_PB2SES_2 | 83.56 |
| 1/17/2011 6:25 | N | R_PB2SES_3 | 83.56 |
| 1/17/2011 6:25 | N | R_PB2SES_4 | 83.56 |
| 1/17/2011 6:25 | N | R_PB2SES_5 | 83.56 |
| 1/17/2011 6:25 | N | AUTO_EPS_390 | 25.23 |
| 1/17/2011 6:30 | N | DC_ROAD_L_B | 25.08 |
| 1/17/2011 6:30 | N | DC_EGPS_L_A | 26.7 |
| 1/17/2011 6:30 | N | H_HOLLOW_E_1 | 23.8 |
| 1/17/2011 6:30 | N | HHOLLOW4_E_1 | 23.8 |
| 1/17/2011 6:30 | N | R_PB2SES_1 | 82.63 |
| 1/17/2011 6:30 | N | R_PB2SES_2 | 82.63 |
| 1/17/2011 6:30 | N | R_PB2SES_3 | 82.63 |
| 1/17/2011 6:30 | N | R_PB2SES_4 | 82.63 |
| 1/17/2011 6:30 | N | R_PB2SES_5 | 82.63 |
| 1/17/2011 6:30 | N | AUTO_EPS_390 | 24.75 |
| 1/17/2011 6:35 | N | DC_ROAD_L_B | 25.55 |
| 1/17/2011 6:35 | N | DC_EGPS_L_A | 27.2 |
| 1/17/2011 6:35 | N | H_HOLLOW_E_1 | 24.29 |
| 1/17/2011 6:35 | N | HHOLLOW4_E_1 | 24.29 |
| 1/17/2011 6:35 | N | R_PB2SES_1 | 83.57 |
| 1/17/2011 6:35 | N | R_PB2SES_2 | 83.57 |
| 1/17/2011 6:35 | N | R_PB2SES_3 | 83.57 |
| 1/17/2011 6:35 | N | R_PB2SES_4 | 83.57 |
| 1/17/2011 6:35 | N | R_PB2SES_5 | 83.57 |
| 1/17/2011 6:35 | N | AUTO_EPS_390 | 25.24 |
| 1/17/2011 6:40 | N | DC_ROAD_L_B | 26.23 |
| 1/17/2011 6:40 | N | DC_EGPS_L_A | 28.47 |
| 1/17/2011 6:40 | N | H_HOLLOW_E_1 | 24.53 |
| 1/17/2011 6:40 | N | HHOLLOW4_E_1 | 24.53 |
| 1/17/2011 6:40 | N | R_PB2SES_1 | 104.86 |
| 1/17/2011 6:40 | N | R_PB2SES_2 | 104.86 |
| 1/17/2011 6:40 | N | R_PB2SES_3 | 104.86 |
| 1/17/2011 6:40 | N | R_PB2SES_4 | 104.86 |
| 1/17/2011 6:40 | N | R_PB2SES_5 | 104.86 |

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| 1/17/2011 6:40 | N | AUTO_EPS_390 | 25.81 |
| 1/17/2011 6:45 | N | DC_ROAD_L_B | 25.67 |
| 1/17/2011 6:45 | N | DC_EGPS_L_A | 27.91 |
| 1/17/2011 6:45 | N | H_HOLLOW_E_1 | 23.96 |
| 1/17/2011 6:45 | N | HHOLLOW4_E_1 | 23.96 |
| 1/17/2011 6:45 | N | R_PB2SES_1 | 104.3 |
| 1/17/2011 6:45 | N | R_PB2SES_2 | 104.3 |
| 1/17/2011 6:45 | N | R_PB2SES_3 | 104.3 |
| 1/17/2011 6:45 | N | R_PB2SES_4 | 104.3 |
| 1/17/2011 6:45 | N | R_PB2SES_5 | 104.3 |
| 1/17/2011 6:45 | N | AUTO_EPS_390 | 25.25 |
| 1/17/2011 6:50 | N | DC_ROAD_L_B | 25.87 |
| 1/17/2011 6:50 | N | DC_EGPS_L_A | 28.08 |
| 1/17/2011 6:50 | N | H_HOLLOW_E_1 | 24.16 |
| 1/17/2011 6:50 | N | HHOLLOW4_E_1 | 24.16 |
| 1/17/2011 6:50 | N | R_PB2SES_1 | 104.46 |
| 1/17/2011 6:50 | N | R_PB2SES_2 | 104.46 |
| 1/17/2011 6:50 | N | R_PB2SES_3 | 104.46 |
| 1/17/2011 6:50 | N | R_PB2SES_4 | 104.46 |
| 1/17/2011 6:50 | N | R_PB2SES_5 | 104.46 |
| 1/17/2011 6:50 | N | AUTO_EPS_390 | 25.42 |
| 1/17/2011 6:55 | N | DC_ROAD_L_B | 26.48 |
| 1/17/2011 6:55 | N | DC_EGPS_L_A | 28.69 |
| 1/17/2011 6:55 | N | H_HOLLOW_E_1 | 24.74 |
| 1/17/2011 6:55 | N | HHOLLOW4_E_1 | 24.74 |
| 1/17/2011 6:55 | N | R_PB2SES_1 | 105.08 |
| 1/17/2011 6:55 | N | R_PB2SES_2 | 105.08 |
| 1/17/2011 6:55 | N | R_PB2SES_3 | 105.08 |
| 1/17/2011 6:55 | N | R_PB2SES_4 | 105.08 |
| 1/17/2011 6:55 | N | R_PB2SES_5 | 105.08 |
| 1/17/2011 6:55 | N | AUTO_EPS_390 | 26.03 |
| 1/17/2011 7:00 | N | DC_ROAD_L_B | 26.8 |
| 1/17/2011 7:00 | N | DC_EGPS_L_A | 29.01 |
| 1/17/2011 7:00 | N | H_HOLLOW_E_1 | 25.09 |
| 1/17/2011 7:00 | N | HHOLLOW4_E_1 | 25.09 |
| 1/17/2011 7:00 | N | R_PB2SES_1 | 105.43 |
| 1/17/2011 7:00 | N | R_PB2SES_2 | 105.43 |
| 1/17/2011 7:00 | N | R_PB2SES_3 | 105.43 |
| 1/17/2011 7:00 | N | R_PB2SES_4 | 105.43 |
| 1/17/2011 7:00 | N | R_PB2SES_5 | 105.43 |
| 1/17/2011 7:00 | N | AUTO_EPS_390 | 26.35 |
| 1/17/2011 7:05 | N | DC_ROAD_L_B | 27.16 |
| 1/17/2011 7:05 | N | DC_EGPS_L_A | 29.37 |
| 1/17/2011 7:05 | N | H_HOLLOW_E_1 | 25.45 |
| 1/17/2011 7:05 | N | HHOLLOW4_E_1 | 25.45 |
| 1/17/2011 7:05 | N | R_PB2SES_1 | 105.78 |
| 1/17/2011 7:05 | N | R_PB2SES_2 | 105.78 |

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| 1/17/2011 7:05 | N | R_PB2SES_3 | 105.78 |
| 1/17/2011 7:05 | N | R_PB2SES_4 | 105.78 |
| 1/17/2011 7:05 | N | R_PB2SES_5 | 105.78 |
| 1/17/2011 7:05 | N | AUTO_EPS_390 | 26.74 |
| 1/17/2011 7:10 | N | DC_ROAD_L_B | 27.39 |
| 1/17/2011 7:10 | N | DC_EGPS_L_A | 29.58 |
| 1/17/2011 7:10 | N | H_HOLLOW_E_1 | 25.77 |
| 1/17/2011 7:10 | N | HHOLLOW4_E_1 | 25.77 |
| 1/17/2011 7:10 | N | R_PB2SES_1 | 106.1 |
| 1/17/2011 7:10 | N | R_PB2SES_2 | 106.1 |
| 1/17/2011 7:10 | N | R_PB2SES_3 | 106.1 |
| 1/17/2011 7:10 | N | R_PB2SES_4 | 106.1 |
| 1/17/2011 7:10 | N | R_PB2SES_5 | 106.1 |
| 1/17/2011 7:10 | N | AUTO_EPS_390 | 27 |
| 1/17/2011 7:15 | N | DC_ROAD_L_B | 27.48 |
| 1/17/2011 7:15 | N | DC_EGPS_L_A | 29.66 |
| 1/17/2011 7:15 | N | H_HOLLOW_E_1 | 25.86 |
| 1/17/2011 7:15 | N | HHOLLOW4_E_1 | 25.86 |
| 1/17/2011 7:15 | N | R_PB2SES_1 | 106.22 |
| 1/17/2011 7:15 | N | R_PB2SES_2 | 106.22 |
| 1/17/2011 7:15 | N | R_PB2SES_3 | 106.22 |
| 1/17/2011 7:15 | N | R_PB2SES_4 | 106.22 |
| 1/17/2011 7:15 | N | R_PB2SES_5 | 106.22 |
| 1/17/2011 7:15 | N | AUTO_EPS_390 | 27.09 |
| 1/17/2011 7:20 | N | DC_ROAD_L_B | 29.15 |
| 1/17/2011 7:20 | N | DC_EGPS_L_A | 30.6 |
| 1/17/2011 7:20 | N | H_HOLLOW_E_1 | 24.57 |
| 1/17/2011 7:20 | N | HHOLLOW4_E_1 | 24.57 |
| 1/17/2011 7:20 | N | R_PB2SES_1 | 104.95 |
| 1/17/2011 7:20 | N | R_PB2SES_2 | 104.95 |
| 1/17/2011 7:20 | N | R_PB2SES_3 | 104.95 |
| 1/17/2011 7:20 | N | R_PB2SES_4 | 104.95 |
| 1/17/2011 7:20 | N | R_PB2SES_5 | 104.95 |
| 1/17/2011 7:20 | N | AUTO_EPS_390 | 25.44 |
| 1/17/2011 7:25 | N | DC_ROAD_L_B | 29.6 |
| 1/17/2011 7:25 | N | DC_EGPS_L_A | 28.56 |
| 1/17/2011 7:25 | N | H_HOLLOW_E_1 | 25.4 |
| 1/17/2011 7:25 | N | HHOLLOW4_E_1 | 25.4 |
| 1/17/2011 7:25 | N | R_PB2SES_1 | 25.43 |
| 1/17/2011 7:25 | N | R_PB2SES_2 | 25.43 |
| 1/17/2011 7:25 | N | R_PB2SES_3 | 25.43 |
| 1/17/2011 7:25 | N | R_PB2SES_4 | 25.43 |
| 1/17/2011 7:25 | N | R_PB2SES_5 | 25.43 |
| 1/17/2011 7:25 | N | AUTO_EPS_390 | 24.88 |
| 1/17/2011 7:30 | N | DC_ROAD_L_B | 29.49 |
| 1/17/2011 7:30 | N | DC_EGPS_L_A | 27.16 |
| 1/17/2011 7:30 | N | H_HOLLOW_E_1 | 18.6 |

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| 1/17/2011 7:30 | N | HHOLLOW4_E_1 | 18.6 |
| 1/17/2011 7:30 | N | R_PB2SES_1 | 18.56 |
| 1/17/2011 7:30 | N | R_PB2SES_2 | 18.56 |
| 1/17/2011 7:30 | N | R_PB2SES_3 | 18.56 |
| 1/17/2011 7:30 | N | R_PB2SES_4 | 18.56 |
| 1/17/2011 7:30 | N | R_PB2SES_5 | 18.56 |
| 1/17/2011 7:30 | N | AUTO_EPS_390 | 24.72 |
| 1/17/2011 7:35 | N | DC_ROAD_L_B | 27.57 |
| 1/17/2011 7:35 | N | DC_EGPS_L_A | 27.16 |
| 1/17/2011 7:35 | N | H_HOLLOW_E_1 | 25.93 |
| 1/17/2011 7:35 | N | HHOLLOW4_E_1 | 25.93 |
| 1/17/2011 7:35 | N | R_PB2SES_1 | 25.94 |
| 1/17/2011 7:35 | N | R_PB2SES_2 | 25.94 |
| 1/17/2011 7:35 | N | R_PB2SES_3 | 25.94 |
| 1/17/2011 7:35 | N | R_PB2SES_4 | 25.94 |
| 1/17/2011 7:35 | N | R_PB2SES_5 | 25.94 |
| 1/17/2011 7:35 | N | AUTO_EPS_390 | 25.72 |
| 1/17/2011 7:40 | N | DC_ROAD_L_B | 26.8 |
| 1/17/2011 7:40 | N | DC_EGPS_L_A | 26.64 |
| 1/17/2011 7:40 | N | H_HOLLOW_E_1 | 26.19 |
| 1/17/2011 7:40 | N | HHOLLOW4_E_1 | 26.19 |
| 1/17/2011 7:40 | N | R_PB2SES_1 | 26.19 |
| 1/17/2011 7:40 | N | R_PB2SES_2 | 26.19 |
| 1/17/2011 7:40 | N | R_PB2SES_3 | 26.19 |
| 1/17/2011 7:40 | N | R_PB2SES_4 | 26.19 |
| 1/17/2011 7:40 | N | R_PB2SES_5 | 26.19 |
| 1/17/2011 7:40 | N | AUTO_EPS_390 | 26.11 |
| 1/17/2011 8:00 | N | DC_ROAD_L_B | 27.66 |
| 1/17/2011 8:00 | N | DC_EGPS_L_A | 27.51 |
| 1/17/2011 8:00 | N | H_HOLLOW_E_1 | 27.1 |
| 1/17/2011 8:00 | N | HHOLLOW4_E_1 | 27.1 |
| 1/17/2011 8:00 | N | R_PB2SES_1 | 27.1 |
| 1/17/2011 8:00 | N | R_PB2SES_2 | 27.1 |
| 1/17/2011 8:00 | N | R_PB2SES_3 | 27.1 |
| 1/17/2011 8:00 | N | R_PB2SES_4 | 27.1 |
| 1/17/2011 8:00 | N | R_PB2SES_5 | 27.1 |
| 1/17/2011 8:00 | N | AUTO_EPS_390 | 27.03 |
| 1/17/2011 8:30 | N | DC_ROAD_L_B | 28.22 |
| 1/17/2011 8:30 | N | H_HOLLOW_E_1 | 28.19 |
| 1/17/2011 8:30 | N | HHOLLOW4_E_1 | 28.19 |
| 1/17/2011 8:30 | N | R_PB2SES_1 | 28.19 |
| 1/17/2011 8:30 | N | R_PB2SES_2 | 28.19 |
| 1/17/2011 8:30 | N | R_PB2SES_3 | 28.19 |
| 1/17/2011 8:30 | N | R_PB2SES_4 | 28.19 |
| 1/17/2011 8:30 | N | R_PB2SES_5 | 28.19 |
| 1/17/2011 8:30 | N | AUTO_EPS_390 | 28.19 |
| 1/17/2011 8:35 | N | DC_ROAD_L_B | 27.71 |

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| 1/17/2011 8:35 | N | DC_EGPS_L_A | 27.84 |
| 1/17/2011 8:35 | N | H_HOLLOW_E_1 | 28.09 |
| 1/17/2011 8:35 | N | HHOLLOW4_E_1 | 28.09 |
| 1/17/2011 8:35 | N | R_PB2SES_1 | 28.09 |
| 1/17/2011 8:35 | N | R_PB2SES_2 | 28.09 |
| 1/17/2011 8:35 | N | R_PB2SES_3 | 28.09 |
| 1/17/2011 8:35 | N | R_PB2SES_4 | 28.09 |
| 1/17/2011 8:35 | N | R_PB2SES_5 | 28.09 |
| 1/17/2011 8:35 | N | AUTO_EPS_390 | 28.12 |
| 1/17/2011 8:40 | N | DC_ROAD_L_B | 27.59 |
| 1/17/2011 8:40 | N | DC_EGPS_L_A | 27.76 |
| 1/17/2011 8:40 | N | H_HOLLOW_E_1 | 28.1 |
| 1/17/2011 8:40 | N | HHOLLOW4_E_1 | 28.1 |
| 1/17/2011 8:40 | N | R_PB2SES_1 | 28.1 |
| 1/17/2011 8:40 | N | R_PB2SES_2 | 28.1 |
| 1/17/2011 8:40 | N | R_PB2SES_3 | 28.1 |
| 1/17/2011 8:40 | N | R_PB2SES_4 | 28.1 |
| 1/17/2011 8:40 | N | R_PB2SES_5 | 28.1 |
| 1/17/2011 8:40 | N | AUTO_EPS_390 | 28.15 |
| 1/17/2011 8:45 | N | DC_ROAD_L_B | 27.8 |
| 1/17/2011 8:45 | N | DC_EGPS_L_A | 27.86 |
| 1/17/2011 8:45 | N | H_HOLLOW_E_1 | 27.99 |
| 1/17/2011 8:45 | N | HHOLLOW4_E_1 | 27.99 |
| 1/17/2011 8:45 | N | R_PB2SES_1 | 27.99 |
| 1/17/2011 8:45 | N | R_PB2SES_2 | 27.99 |
| 1/17/2011 8:45 | N | R_PB2SES_3 | 27.99 |
| 1/17/2011 8:45 | N | R_PB2SES_4 | 27.99 |
| 1/17/2011 8:45 | N | R_PB2SES_5 | 27.99 |
| 1/17/2011 8:45 | N | AUTO_EPS_390 | 28.01 |
| 1/17/2011 8:50 | N | DC_ROAD_L_B | 27.91 |
| 1/17/2011 8:50 | N | DC_EGPS_L_A | 27.97 |
| 1/17/2011 8:50 | N | H_HOLLOW_E_1 | 28.09 |
| 1/17/2011 8:50 | N | HHOLLOW4_E_1 | 28.09 |
| 1/17/2011 8:50 | N | R_PB2SES_1 | 28.09 |
| 1/17/2011 8:50 | N | R_PB2SES_2 | 28.09 |
| 1/17/2011 8:50 | N | R_PB2SES_3 | 28.09 |
| 1/17/2011 8:50 | N | R_PB2SES_4 | 28.09 |
| 1/17/2011 8:50 | N | R_PB2SES_5 | 28.09 |
| 1/17/2011 8:50 | N | AUTO_EPS_390 | 28.1 |
| 1/17/2011 8:55 | N | DC_ROAD_L_B | 28.11 |
| 1/17/2011 8:55 | N | DC_EGPS_L_A | 28.17 |
| 1/17/2011 8:55 | N | H_HOLLOW_E_1 | 28.29 |
| 1/17/2011 8:55 | N | HHOLLOW4_E_1 | 28.29 |
| 1/17/2011 8:55 | N | R_PB2SES_1 | 28.29 |
| 1/17/2011 8:55 | N | R_PB2SES_2 | 28.29 |
| 1/17/2011 8:55 | N | R_PB2SES_3 | 28.29 |
| 1/17/2011 8:55 | N | R_PB2SES_4 | 28.29 |

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| 1/17/2011 8:55 | N | R_PB2SES_5 | 28.29 |
| 1/17/2011 8:55 | N | AUTO_EPS_390 | 28.3 |
| 1/17/2011 9:00 | N | DC_ROAD_L_B | 28.16 |
| 1/17/2011 9:00 | N | DC_EGPS_L_A | 28.21 |
| 1/17/2011 9:00 | N | H_HOLLOW_E_1 | 28.32 |
| 1/17/2011 9:00 | N | HHOLLOW4_E_1 | 28.32 |
| 1/17/2011 9:00 | N | R_PB2SES_1 | 28.32 |
| 1/17/2011 9:00 | N | R_PB2SES_2 | 28.32 |
| 1/17/2011 9:00 | N | R_PB2SES_3 | 28.32 |
| 1/17/2011 9:00 | N | R_PB2SES_4 | 28.32 |
| 1/17/2011 9:00 | N | R_PB2SES_5 | 28.32 |
| 1/17/2011 9:00 | N | AUTO_EPS_390 | 28.33 |
| 1/17/2011 9:05 | N | DC_ROAD_L_B | 28.15 |
| 1/17/2011 9:05 | N | DC_EGPS_L_A | 28.21 |
| 1/17/2011 9:05 | N | H_HOLLOW_E_1 | 28.31 |
| 1/17/2011 9:05 | N | HHOLLOW4_E_1 | 28.31 |
| 1/17/2011 9:05 | N | R_PB2SES_1 | 28.31 |
| 1/17/2011 9:05 | N | R_PB2SES_2 | 28.31 |
| 1/17/2011 9:05 | N | R_PB2SES_3 | 28.31 |
| 1/17/2011 9:05 | N | R_PB2SES_4 | 28.31 |
| 1/17/2011 9:05 | N | R_PB2SES_5 | 28.31 |
| 1/17/2011 9:05 | N | AUTO_EPS_390 | 28.32 |
| 1/17/2011 9:10 | N | DC_ROAD_L_B | 28.15 |
| 1/17/2011 9:10 | N | DC_EGPS_L_A | 28.2 |
| 1/17/2011 9:10 | N | H_HOLLOW_E_1 | 28.31 |
| 1/17/2011 9:10 | N | HHOLLOW4_E_1 | 28.31 |
| 1/17/2011 9:10 | N | R_PB2SES_1 | 28.31 |
| 1/17/2011 9:10 | N | R_PB2SES_2 | 28.31 |
| 1/17/2011 9:10 | N | R_PB2SES_3 | 28.31 |
| 1/17/2011 9:10 | N | R_PB2SES_4 | 28.31 |
| 1/17/2011 9:10 | N | R_PB2SES_5 | 28.31 |
| 1/17/2011 9:10 | N | AUTO_EPS_390 | 28.33 |
| 1/17/2011 9:15 | N | DC_ROAD_L_B | 28.91 |
| 1/17/2011 9:15 | N | DC_EGPS_L_A | 29.04 |
| 1/17/2011 9:15 | N | H_HOLLOW_E_1 | 29.3 |
| 1/17/2011 9:15 | N | HHOLLOW4_E_1 | 29.3 |
| 1/17/2011 9:15 | N | R_PB2SES_1 | 29.29 |
| 1/17/2011 9:15 | N | R_PB2SES_2 | 29.29 |
| 1/17/2011 9:15 | N | R_PB2SES_3 | 29.29 |
| 1/17/2011 9:15 | N | R_PB2SES_4 | 29.29 |
| 1/17/2011 9:15 | N | R_PB2SES_5 | 29.29 |
| 1/17/2011 9:15 | N | AUTO_EPS_390 | 29.33 |
| 1/17/2011 9:20 | N | DC_ROAD_L_B | 29.63 |
| 1/17/2011 9:20 | N | DC_EGPS_L_A | 29.69 |
| 1/17/2011 9:20 | N | H_HOLLOW_E_1 | 29.79 |
| 1/17/2011 9:20 | N | HHOLLOW4_E_1 | 29.79 |
| 1/17/2011 9:20 | N | R_PB2SES_1 | 29.79 |

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| 1/17/2011 9:20 | N | R_PB2SES_2 | 29.79 |
| 1/17/2011 9:20 | N | R_PB2SES_3 | 29.79 |
| 1/17/2011 9:20 | N | R_PB2SES_4 | 29.79 |
| 1/17/2011 9:20 | N | R_PB2SES_5 | 29.79 |
| 1/17/2011 9:20 | N | AUTO_EPS_390 | 29.8 |
| 1/17/2011 9:25 | N | DC_ROAD_L_B | 30.7 |
| 1/17/2011 9:25 | N | DC_EGPS_L_A | 30.74 |
| 1/17/2011 9:25 | N | H_HOLLOW_E_1 | 30.82 |
| 1/17/2011 9:25 | N | HHOLLOW4_E_1 | 30.82 |
| 1/17/2011 9:25 | N | R_LH2SES_1 | 30.83 |
| 1/17/2011 9:25 | N | R_PB2SES_1 | 30.82 |
| 1/17/2011 9:25 | N | R_PB2SES_2 | 30.82 |
| 1/17/2011 9:25 | N | R_PB2SES_3 | 30.82 |
| 1/17/2011 9:25 | N | R_PB2SES_4 | 30.82 |
| 1/17/2011 9:25 | N | R_PB2SES_5 | 30.82 |
| 1/17/2011 9:25 | N | AUTO_EPS_390 | 30.84 |
| 1/17/2011 9:30 | N | DC_ROAD_L_B | 32.57 |
| 1/17/2011 9:30 | N | DC_EGPS_L_A | 32.59 |
| 1/17/2011 9:30 | N | H_HOLLOW_E_1 | 32.63 |
| 1/17/2011 9:30 | N | HHOLLOW4_E_1 | 32.63 |
| 1/17/2011 9:30 | N | R_LH2SES_1 | 32.64 |
| 1/17/2011 9:30 | N | R_PB2SES_1 | 32.63 |
| 1/17/2011 9:30 | N | R_PB2SES_2 | 32.63 |
| 1/17/2011 9:30 | N | R_PB2SES_3 | 32.63 |
| 1/17/2011 9:30 | N | R_PB2SES_4 | 32.63 |
| 1/17/2011 9:30 | N | R_PB2SES_5 | 32.63 |
| 1/17/2011 9:30 | N | AUTO_EPS_390 | 32.64 |
| 1/17/2011 9:35 | N | DC_ROAD_L_B | 33.51 |
| 1/17/2011 9:35 | N | DC_EGPS_L_A | 33.51 |
| 1/17/2011 9:35 | N | H_HOLLOW_E_1 | 33.52 |
| 1/17/2011 9:35 | N | HHOLLOW4_E_1 | 33.52 |
| 1/17/2011 9:35 | N | R_LH2SES_1 | 33.52 |
| 1/17/2011 9:35 | N | R_PB2SES_1 | 33.52 |
| 1/17/2011 9:35 | N | R_PB2SES_2 | 33.52 |
| 1/17/2011 9:35 | N | R_PB2SES_3 | 33.52 |
| 1/17/2011 9:35 | N | R_PB2SES_4 | 33.52 |
| 1/17/2011 9:35 | N | R_PB2SES_5 | 33.52 |
| 1/17/2011 9:35 | N | AUTO_EPS_390 | 33.52 |
| 1/17/2011 9:45 | N | DC_ROAD_L_B | 34.36 |
| 1/17/2011 9:45 | N | DC_EGPS_L_A | 34.47 |
| 1/17/2011 9:45 | N | H_HOLLOW_E_1 | 34.69 |
| 1/17/2011 9:45 | N | HHOLLOW4_E_1 | 34.69 |
| 1/17/2011 9:45 | N | R_LH2SES_1 | 34.71 |
| 1/17/2011 9:45 | N | R_PB2SES_1 | 34.69 |
| 1/17/2011 9:45 | N | R_PB2SES_2 | 34.69 |
| 1/17/2011 9:45 | N | R_PB2SES_3 | 34.69 |
| 1/17/2011 9:45 | N | R_PB2SES_4 | 34.69 |

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| 1/17/2011 9:45 | N | R_PB2SES_5 | 34.69 |
| 1/17/2011 9:45 | N | AUTO_EPS_390 | 34.72 |
| 1/17/2011 9:50 | N | DC_ROAD_L_B | 34.56 |
| 1/17/2011 9:50 | N | DC_EGPS_L_A | 34.67 |
| 1/17/2011 9:50 | N | H_HOLLOW_E_1 | 34.89 |
| 1/17/2011 9:50 | N | HHOLLOW4_E_1 | 34.89 |
| 1/17/2011 9:50 | N | R_LH2SES_1 | 34.92 |
| 1/17/2011 9:50 | N | R_PB2SES_1 | 34.89 |
| 1/17/2011 9:50 | N | R_PB2SES_2 | 34.89 |
| 1/17/2011 9:50 | N | R_PB2SES_3 | 34.89 |
| 1/17/2011 9:50 | N | R_PB2SES_4 | 34.89 |
| 1/17/2011 9:50 | N | R_PB2SES_5 | 34.89 |
| 1/17/2011 9:50 | N | AUTO_EPS_390 | 34.92 |
| 1/17/2011 9:55 | N | DC_ROAD_L_B | 34.56 |
| 1/17/2011 9:55 | N | DC_EGPS_L_A | 34.67 |
| 1/17/2011 9:55 | N | H_HOLLOW_E_1 | 34.88 |
| 1/17/2011 9:55 | N | HHOLLOW4_E_1 | 34.88 |
| 1/17/2011 9:55 | N | R_LH2SES_1 | 34.91 |
| 1/17/2011 9:55 | N | R_PB2SES_1 | 34.88 |
| 1/17/2011 9:55 | N | R_PB2SES_2 | 34.88 |
| 1/17/2011 9:55 | N | R_PB2SES_3 | 34.88 |
| 1/17/2011 9:55 | N | R_PB2SES_4 | 34.88 |
| 1/17/2011 9:55 | N | R_PB2SES_5 | 34.88 |
| 1/17/2011 9:55 | N | AUTO_EPS_390 | 34.91 |
| 1/17/2011 10:05 | N | DC_ROAD_L_B | 34.66 |
| 1/17/2011 10:05 | N | DC_EGPS_L_A | 34.67 |
| 1/17/2011 10:05 | N | H_HOLLOW_E_1 | 34.69 |
| 1/17/2011 10:05 | N | HHOLLOW4_E_1 | 34.69 |
| 1/17/2011 10:05 | N | R_LH2SES_1 | 34.69 |
| 1/17/2011 10:05 | N | R_PB2SES_1 | 34.69 |
| 1/17/2011 10:05 | N | R_PB2SES_2 | 34.69 |
| 1/17/2011 10:05 | N | R_PB2SES_3 | 34.69 |
| 1/17/2011 10:05 | N | R_PB2SES_4 | 34.69 |
| 1/17/2011 10:05 | N | R_PB2SES_5 | 34.69 |
| 1/17/2011 10:05 | N | AUTO_EPS_390 | 34.69 |
| 1/17/2011 10:20 | N | DC_ROAD_L_B | 37.5 |
| 1/17/2011 10:20 | N | DC_EGPS_L_A | 37.68 |
| 1/17/2011 10:20 | N | H_HOLLOW_E_1 | 38.03 |
| 1/17/2011 10:20 | N | HHOLLOW4_E_1 | 38.03 |
| 1/17/2011 10:20 | N | R_LH2SES_1 | 38.07 |
| 1/17/2011 10:20 | N | R_PB2SES_1 | 38.03 |
| 1/17/2011 10:20 | N | R_PB2SES_2 | 38.03 |
| 1/17/2011 10:20 | N | R_PB2SES_3 | 38.03 |
| 1/17/2011 10:20 | N | R_PB2SES_4 | 38.03 |
| 1/17/2011 10:20 | N | R_PB2SES_5 | 38.03 |
| 1/17/2011 10:20 | N | AUTO_EPS_390 | 38.08 |
| 1/17/2011 10:30 | N | DC_ROAD_L_B | 38.75 |

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| 1/17/2011 10:30 | N | DC_EGPS_L_A | 38.77 |
| 1/17/2011 10:30 | N | H_HOLLOW_E_1 | 38.82 |
| 1/17/2011 10:30 | N | HHOLLOW4_E_1 | 38.82 |
| 1/17/2011 10:30 | N | R_LH2SES_1 | 38.82 |
| 1/17/2011 10:30 | N | R_PB2SES_1 | 38.82 |
| 1/17/2011 10:30 | N | R_PB2SES_2 | 38.82 |
| 1/17/2011 10:30 | N | R_PB2SES_3 | 38.82 |
| 1/17/2011 10:30 | N | R_PB2SES_4 | 38.82 |
| 1/17/2011 10:30 | N | R_PB2SES_5 | 38.82 |
| 1/17/2011 10:30 | N | AUTO_EPS_390 | 38.82 |
| 1/17/2011 13:10 | N | DC_ROAD_L_B | 26.75 |
| 1/17/2011 13:10 | N | DC_EGPS_L_A | 26.81 |
| 1/17/2011 13:10 | N | H_HOLLOW_E_1 | 26.91 |
| 1/17/2011 13:10 | N | HHOLLOW4_E_1 | 26.91 |
| 1/17/2011 13:10 | N | R_LH2SES_1 | 26.92 |
| 1/17/2011 13:10 | N | R_PB2SES_1 | 26.91 |
| 1/17/2011 13:10 | N | R_PB2SES_2 | 26.91 |
| 1/17/2011 13:10 | N | R_PB2SES_3 | 26.91 |
| 1/17/2011 13:10 | N | R_PB2SES_4 | 26.91 |
| 1/17/2011 13:10 | N | R_PB2SES_5 | 26.91 |
| 1/17/2011 13:10 | N | AUTO_EPS_390 | 26.92 |
| 1/17/2011 13:15 | N | DC_ROAD_L_B | 25.99 |
| 1/17/2011 13:15 | N | DC_EGPS_L_A | 26.05 |
| 1/17/2011 13:15 | N | H_HOLLOW_E_1 | 26.17 |
| 1/17/2011 13:15 | N | HHOLLOW4_E_1 | 26.17 |
| 1/17/2011 13:15 | N | R_LH2SES_1 | 26.19 |
| 1/17/2011 13:15 | N | R_PB2SES_1 | 26.17 |
| 1/17/2011 13:15 | N | R_PB2SES_2 | 26.17 |
| 1/17/2011 13:15 | N | R_PB2SES_3 | 26.17 |
| 1/17/2011 13:15 | N | R_PB2SES_4 | 26.17 |
| 1/17/2011 13:15 | N | R_PB2SES_5 | 26.17 |
| 1/17/2011 13:15 | N | AUTO_EPS_390 | 26.19 |
| 1/17/2011 13:20 | N | DC_ROAD_L_B | 25.3 |
| 1/17/2011 13:20 | N | DC_EGPS_L_A | 25.37 |
| 1/17/2011 13:20 | N | H_HOLLOW_E_1 | 25.5 |
| 1/17/2011 13:20 | N | HHOLLOW4_E_1 | 25.5 |
| 1/17/2011 13:20 | N | R_LH2SES_1 | 25.52 |
| 1/17/2011 13:20 | N | R_PB2SES_1 | 25.5 |
| 1/17/2011 13:20 | N | R_PB2SES_2 | 25.5 |
| 1/17/2011 13:20 | N | R_PB2SES_3 | 25.5 |
| 1/17/2011 13:20 | N | R_PB2SES_4 | 25.5 |
| 1/17/2011 13:20 | N | R_PB2SES_5 | 25.5 |
| 1/17/2011 13:20 | N | AUTO_EPS_390 | 25.52 |
| 1/17/2011 13:25 | N | DC_ROAD_L_B | 25.08 |
| 1/17/2011 13:25 | N | DC_EGPS_L_A | 25.12 |
| 1/17/2011 13:25 | N | H_HOLLOW_E_1 | 25.19 |
| 1/17/2011 13:25 | N | HHOLLOW4_E_1 | 25.19 |

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| 1/17/2011 13:25 | N | R_LH2SES_1 | 25.2 |
| 1/17/2011 13:25 | N | R_PB2SES_1 | 25.19 |
| 1/17/2011 13:25 | N | R_PB2SES_2 | 25.19 |
| 1/17/2011 13:25 | N | R_PB2SES_3 | 25.19 |
| 1/17/2011 13:25 | N | R_PB2SES_4 | 25.19 |
| 1/17/2011 13:25 | N | R_PB2SES_5 | 25.19 |
| 1/17/2011 13:25 | N | AUTO_EPS_390 | 25.21 |
| 1/17/2011 13:35 | N | DC_ROAD_L_B | 24.79 |
| 1/17/2011 13:35 | N | DC_EGPS_L_A | 24.79 |
| 1/17/2011 13:35 | N | H_HOLLOW_E_1 | 24.8 |
| 1/17/2011 13:35 | N | HHOLLOW4_E_1 | 24.8 |
| 1/17/2011 13:35 | N | R_LH2SES_1 | 24.8 |
| 1/17/2011 13:35 | N | R_PB2SES_1 | 24.8 |
| 1/17/2011 13:35 | N | R_PB2SES_2 | 24.8 |
| 1/17/2011 13:35 | N | R_PB2SES_3 | 24.8 |
| 1/17/2011 13:35 | N | R_PB2SES_4 | 24.8 |
| 1/17/2011 13:35 | N | R_PB2SES_5 | 24.8 |
| 1/17/2011 13:35 | N | AUTO_EPS_390 | 24.8 |
| 1/17/2011 13:45 | N | DC_ROAD_L_B | 24.54 |
| 1/17/2011 13:45 | N | DC_EGPS_L_A | 24.55 |
| 1/17/2011 13:45 | N | H_HOLLOW_E_1 | 24.58 |
| 1/17/2011 13:45 | N | HHOLLOW4_E_1 | 24.58 |
| 1/17/2011 13:45 | N | R_LH2SES_1 | 24.59 |
| 1/17/2011 13:45 | N | R_PB2SES_1 | 24.58 |
| 1/17/2011 13:45 | N | R_PB2SES_2 | 24.58 |
| 1/17/2011 13:45 | N | R_PB2SES_3 | 24.58 |
| 1/17/2011 13:45 | N | R_PB2SES_4 | 24.58 |
| 1/17/2011 13:45 | N | R_PB2SES_5 | 24.58 |
| 1/17/2011 13:45 | N | AUTO_EPS_390 | 24.59 |
| 1/17/2011 13:50 | N | DC_ROAD_L_B | 24.25 |
| 1/17/2011 13:50 | N | DC_EGPS_L_A | 24.29 |
| 1/17/2011 13:50 | N | H_HOLLOW_E_1 | 24.38 |
| 1/17/2011 13:50 | N | HHOLLOW4_E_1 | 24.38 |
| 1/17/2011 13:50 | N | R_LH2SES_1 | 24.39 |
| 1/17/2011 13:50 | N | R_PB2SES_1 | 24.38 |
| 1/17/2011 13:50 | N | R_PB2SES_2 | 24.38 |
| 1/17/2011 13:50 | N | R_PB2SES_3 | 24.38 |
| 1/17/2011 13:50 | N | R_PB2SES_4 | 24.38 |
| 1/17/2011 13:50 | N | R_PB2SES_5 | 24.38 |
| 1/17/2011 13:50 | N | AUTO_EPS_390 | 24.39 |
| 1/17/2011 13:55 | N | DC_ROAD_L_B | 23.54 |
| 1/17/2011 13:55 | N | DC_EGPS_L_A | 23.62 |
| 1/17/2011 13:55 | N | H_HOLLOW_E_1 | 23.78 |
| 1/17/2011 13:55 | N | HHOLLOW4_E_1 | 23.78 |
| 1/17/2011 13:55 | N | R_LH2SES_1 | 23.8 |
| 1/17/2011 13:55 | N | R_PB2SES_1 | 23.78 |
| 1/17/2011 13:55 | N | R_PB2SES_2 | 23.78 |

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| 1/17/2011 13:55 | N | R_PB2SES_3 | 23.78 |
| 1/17/2011 13:55 | N | R_PB2SES_4 | 23.78 |
| 1/17/2011 13:55 | N | R_PB2SES_5 | 23.78 |
| 1/17/2011 13:55 | N | AUTO_EPS_390 | 23.8 |
| 1/17/2011 14:00 | N | DC_ROAD_L_B | 22.86 |
| 1/17/2011 14:00 | N | DC_EGPS_L_A | 22.92 |
| 1/17/2011 14:00 | N | H_HOLLOW_E_1 | 23.05 |
| 1/17/2011 14:00 | N | HHOLLOW4_E_1 | 23.05 |
| 1/17/2011 14:00 | N | R_LH2SES_1 | 23.06 |
| 1/17/2011 14:00 | N | R_PB2SES_1 | 23.04 |
| 1/17/2011 14:00 | N | R_PB2SES_2 | 23.04 |
| 1/17/2011 14:00 | N | R_PB2SES_3 | 23.04 |
| 1/17/2011 14:00 | N | R_PB2SES_4 | 23.04 |
| 1/17/2011 14:00 | N | R_PB2SES_5 | 23.04 |
| 1/17/2011 14:00 | N | AUTO_EPS_390 | 23.06 |
| 1/17/2011 14:05 | N | DC_ROAD_L_B | 23.33 |
| 1/17/2011 14:05 | N | DC_EGPS_L_A | 23.38 |
| 1/17/2011 14:05 | N | H_HOLLOW_E_1 | 23.48 |
| 1/17/2011 14:05 | N | HHOLLOW4_E_1 | 23.48 |
| 1/17/2011 14:05 | N | R_LH2SES_1 | 23.49 |
| 1/17/2011 14:05 | N | R_PB2SES_1 | 23.48 |
| 1/17/2011 14:05 | N | R_PB2SES_2 | 23.48 |
| 1/17/2011 14:05 | N | R_PB2SES_3 | 23.48 |
| 1/17/2011 14:05 | N | R_PB2SES_4 | 23.48 |
| 1/17/2011 14:05 | N | R_PB2SES_5 | 23.48 |
| 1/17/2011 14:05 | N | AUTO_EPS_390 | 23.49 |
| 1/17/2011 14:10 | N | DC_ROAD_L_B | 23.43 |
| 1/17/2011 14:10 | N | DC_EGPS_L_A | 23.45 |
| 1/17/2011 14:10 | N | H_HOLLOW_E_1 | 23.49 |
| 1/17/2011 14:10 | N | HHOLLOW4_E_1 | 23.49 |
| 1/17/2011 14:10 | N | R_LH2SES_1 | 23.5 |
| 1/17/2011 14:10 | N | R_PB2SES_1 | 23.49 |
| 1/17/2011 14:10 | N | R_PB2SES_2 | 23.49 |
| 1/17/2011 14:10 | N | R_PB2SES_3 | 23.49 |
| 1/17/2011 14:10 | N | R_PB2SES_4 | 23.49 |
| 1/17/2011 14:10 | N | R_PB2SES_5 | 23.49 |
| 1/17/2011 14:10 | N | AUTO_EPS_390 | 23.5 |
| 1/17/2011 14:15 | N | DC_ROAD_L_B | 23.54 |
| 1/17/2011 14:15 | N | DC_EGPS_L_A | 23.57 |
| 1/17/2011 14:15 | N | H_HOLLOW_E_1 | 23.62 |
| 1/17/2011 14:15 | N | HHOLLOW4_E_1 | 23.62 |
| 1/17/2011 14:15 | N | R_LH2SES_1 | 23.62 |
| 1/17/2011 14:15 | N | R_PB2SES_1 | 23.62 |
| 1/17/2011 14:15 | N | R_PB2SES_2 | 23.62 |
| 1/17/2011 14:15 | N | R_PB2SES_3 | 23.62 |
| 1/17/2011 14:15 | N | R_PB2SES_4 | 23.62 |
| 1/17/2011 14:15 | N | R_PB2SES_5 | 23.62 |

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| 1/17/2011 14:15 | N | AUTO_EPS_390 | 23.62 |
| 1/17/2011 14:20 | N | DC_ROAD_L_B | 22.81 |
| 1/17/2011 14:20 | N | DC_EGPS_L_A | 22.87 |
| 1/17/2011 14:20 | N | H_HOLLOW_E_1 | 22.97 |
| 1/17/2011 14:20 | N | HHOLLOW4_E_1 | 22.97 |
| 1/17/2011 14:20 | N | R_LH2SES_1 | 22.98 |
| 1/17/2011 14:20 | N | R_PB2SES_1 | 22.97 |
| 1/17/2011 14:20 | N | R_PB2SES_2 | 22.97 |
| 1/17/2011 14:20 | N | R_PB2SES_3 | 22.97 |
| 1/17/2011 14:20 | N | R_PB2SES_4 | 22.97 |
| 1/17/2011 14:20 | N | R_PB2SES_5 | 22.97 |
| 1/17/2011 14:20 | N | AUTO_EPS_390 | 22.98 |
| 1/17/2011 14:25 | N | DC_ROAD_L_B | 22.55 |
| 1/17/2011 14:25 | N | DC_EGPS_L_A | 22.64 |
| 1/17/2011 14:25 | N | H_HOLLOW_E_1 | 22.82 |
| 1/17/2011 14:25 | N | HHOLLOW4_E_1 | 22.82 |
| 1/17/2011 14:25 | N | R_LH2SES_1 | 22.84 |
| 1/17/2011 14:25 | N | R_PB2SES_1 | 22.81 |
| 1/17/2011 14:25 | N | R_PB2SES_2 | 22.81 |
| 1/17/2011 14:25 | N | R_PB2SES_3 | 22.81 |
| 1/17/2011 14:25 | N | R_PB2SES_4 | 22.81 |
| 1/17/2011 14:25 | N | R_PB2SES_5 | 22.81 |
| 1/17/2011 14:25 | N | AUTO_EPS_390 | 22.84 |
| 1/17/2011 14:30 | N | DC_ROAD_L_B | 22.49 |
| 1/17/2011 14:30 | N | DC_EGPS_L_A | 22.55 |
| 1/17/2011 14:30 | N | H_HOLLOW_E_1 | 22.65 |
| 1/17/2011 14:30 | N | HHOLLOW4_E_1 | 22.65 |
| 1/17/2011 14:30 | N | R_LH2SES_1 | 22.67 |
| 1/17/2011 14:30 | N | R_PB2SES_1 | 22.65 |
| 1/17/2011 14:30 | N | R_PB2SES_2 | 22.65 |
| 1/17/2011 14:30 | N | R_PB2SES_3 | 22.65 |
| 1/17/2011 14:30 | N | R_PB2SES_4 | 22.65 |
| 1/17/2011 14:30 | N | R_PB2SES_5 | 22.65 |
| 1/17/2011 14:30 | N | AUTO_EPS_390 | 22.67 |
| 1/17/2011 14:35 | N | DC_ROAD_L_B | 22.2 |
| 1/17/2011 14:35 | N | DC_EGPS_L_A | 22.26 |
| 1/17/2011 14:35 | N | H_HOLLOW_E_1 | 22.37 |
| 1/17/2011 14:35 | N | HHOLLOW4_E_1 | 22.37 |
| 1/17/2011 14:35 | N | R_LH2SES_1 | 22.38 |
| 1/17/2011 14:35 | N | R_PB2SES_1 | 22.37 |
| 1/17/2011 14:35 | N | R_PB2SES_2 | 22.37 |
| 1/17/2011 14:35 | N | R_PB2SES_3 | 22.37 |
| 1/17/2011 14:35 | N | R_PB2SES_4 | 22.37 |
| 1/17/2011 14:35 | N | R_PB2SES_5 | 22.37 |
| 1/17/2011 14:35 | N | AUTO_EPS_390 | 22.38 |
| 1/17/2011 14:40 | N | DC_ROAD_L_B | 22.09 |
| 1/17/2011 14:40 | N | DC_EGPS_L_A | 22.13 |

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| 1/17/2011 14:40 | N | H_HOLLOW_E_1 | 22.2 |
| 1/17/2011 14:40 | N | HHOLLOW4_E_1 | 22.2 |
| 1/17/2011 14:40 | N | R_LH2SES_1 | 22.21 |
| 1/17/2011 14:40 | N | R_PB2SES_1 | 22.2 |
| 1/17/2011 14:40 | N | R_PB2SES_2 | 22.2 |
| 1/17/2011 14:40 | N | R_PB2SES_3 | 22.2 |
| 1/17/2011 14:40 | N | R_PB2SES_4 | 22.2 |
| 1/17/2011 14:40 | N | R_PB2SES_5 | 22.2 |
| 1/17/2011 14:40 | N | AUTO_EPS_390 | 22.21 |
| 1/17/2011 14:45 | N | DC_ROAD_L_B | 22.13 |
| 1/17/2011 14:45 | N | DC_EGPS_L_A | 22.22 |
| 1/17/2011 14:45 | N | H_HOLLOW_E_1 | 22.4 |
| 1/17/2011 14:45 | N | HHOLLOW4_E_1 | 22.4 |
| 1/17/2011 14:45 | N | R_LH2SES_1 | 22.42 |
| 1/17/2011 14:45 | N | R_PB2SES_1 | 22.39 |
| 1/17/2011 14:45 | N | R_PB2SES_2 | 22.39 |
| 1/17/2011 14:45 | N | R_PB2SES_3 | 22.39 |
| 1/17/2011 14:45 | N | R_PB2SES_4 | 22.39 |
| 1/17/2011 14:45 | N | R_PB2SES_5 | 22.39 |
| 1/17/2011 14:45 | N | AUTO_EPS_390 | 22.42 |
| 1/17/2011 14:50 | N | DC_ROAD_L_B | 22.23 |
| 1/17/2011 14:50 | N | DC_EGPS_L_A | 22.28 |
| 1/17/2011 14:50 | N | H_HOLLOW_E_1 | 22.39 |
| 1/17/2011 14:50 | N | HHOLLOW4_E_1 | 22.39 |
| 1/17/2011 14:50 | N | R_LH2SES_1 | 22.4 |
| 1/17/2011 14:50 | N | R_PB2SES_1 | 22.39 |
| 1/17/2011 14:50 | N | R_PB2SES_2 | 22.39 |
| 1/17/2011 14:50 | N | R_PB2SES_3 | 22.39 |
| 1/17/2011 14:50 | N | R_PB2SES_4 | 22.39 |
| 1/17/2011 14:50 | N | R_PB2SES_5 | 22.39 |
| 1/17/2011 14:50 | N | AUTO_EPS_390 | 22.41 |
| 1/17/2011 14:55 | N | DC_ROAD_L_B | 22.34 |
| 1/17/2011 14:55 | N | DC_EGPS_L_A | 22.37 |
| 1/17/2011 14:55 | N | H_HOLLOW_E_1 | 22.44 |
| 1/17/2011 14:55 | N | HHOLLOW4_E_1 | 22.44 |
| 1/17/2011 14:55 | N | R_LH2SES_1 | 22.44 |
| 1/17/2011 14:55 | N | R_PB2SES_1 | 22.44 |
| 1/17/2011 14:55 | N | R_PB2SES_2 | 22.44 |
| 1/17/2011 14:55 | N | R_PB2SES_3 | 22.44 |
| 1/17/2011 14:55 | N | R_PB2SES_4 | 22.44 |
| 1/17/2011 14:55 | N | R_PB2SES_5 | 22.44 |
| 1/17/2011 14:55 | N | AUTO_EPS_390 | 22.45 |
| 1/17/2011 15:00 | N | DC_ROAD_L_B | 22.48 |
| 1/17/2011 15:00 | N | DC_EGPS_L_A | 22.51 |
| 1/17/2011 15:00 | N | H_HOLLOW_E_1 | 22.58 |
| 1/17/2011 15:00 | N | HHOLLOW4_E_1 | 22.58 |
| 1/17/2011 15:00 | N | R_LH2SES_1 | 22.58 |

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| 1/17/2011 15:00 | N | R_PB2SES_1 | 22.57 |
| 1/17/2011 15:00 | N | R_PB2SES_2 | 22.57 |
| 1/17/2011 15:00 | N | R_PB2SES_3 | 22.57 |
| 1/17/2011 15:00 | N | R_PB2SES_4 | 22.57 |
| 1/17/2011 15:00 | N | R_PB2SES_5 | 22.57 |
| 1/17/2011 15:00 | N | AUTO_EPS_390 | 22.58 |
| 1/17/2011 15:05 | N | DC_ROAD_L_B | 22.77 |
| 1/17/2011 15:05 | N | DC_EGPS_L_A | 22.8 |
| 1/17/2011 15:05 | N | H_HOLLOW_E_1 | 22.85 |
| 1/17/2011 15:05 | N | HHOLLOW4_E_1 | 22.85 |
| 1/17/2011 15:05 | N | R_LH2SES_1 | 22.86 |
| 1/17/2011 15:05 | N | R_PB2SES_1 | 22.85 |
| 1/17/2011 15:05 | N | R_PB2SES_2 | 22.85 |
| 1/17/2011 15:05 | N | R_PB2SES_3 | 22.85 |
| 1/17/2011 15:05 | N | R_PB2SES_4 | 22.85 |
| 1/17/2011 15:05 | N | R_PB2SES_5 | 22.85 |
| 1/17/2011 15:05 | N | AUTO_EPS_390 | 22.86 |
| 1/17/2011 15:10 | N | DC_ROAD_L_B | 22.67 |
| 1/17/2011 15:10 | N | DC_EGPS_L_A | 22.7 |
| 1/17/2011 15:10 | N | H_HOLLOW_E_1 | 22.76 |
| 1/17/2011 15:10 | N | HHOLLOW4_E_1 | 22.76 |
| 1/17/2011 15:10 | N | R_LH2SES_1 | 22.77 |
| 1/17/2011 15:10 | N | R_PB2SES_1 | 22.76 |
| 1/17/2011 15:10 | N | R_PB2SES_2 | 22.76 |
| 1/17/2011 15:10 | N | R_PB2SES_3 | 22.76 |
| 1/17/2011 15:10 | N | R_PB2SES_4 | 22.76 |
| 1/17/2011 15:10 | N | R_PB2SES_5 | 22.76 |
| 1/17/2011 15:10 | N | AUTO_EPS_390 | 22.77 |
| 1/17/2011 15:15 | N | DC_ROAD_L_B | 22.75 |
| 1/17/2011 15:15 | N | DC_EGPS_L_A | 22.77 |
| 1/17/2011 15:15 | N | H_HOLLOW_E_1 | 22.82 |
| 1/17/2011 15:15 | N | HHOLLOW4_E_1 | 22.82 |
| 1/17/2011 15:15 | N | R_LH2SES_1 | 22.83 |
| 1/17/2011 15:15 | N | R_PB2SES_1 | 22.82 |
| 1/17/2011 15:15 | N | R_PB2SES_2 | 22.82 |
| 1/17/2011 15:15 | N | R_PB2SES_3 | 22.82 |
| 1/17/2011 15:15 | N | R_PB2SES_4 | 22.82 |
| 1/17/2011 15:15 | N | R_PB2SES_5 | 22.82 |
| 1/17/2011 15:15 | N | AUTO_EPS_390 | 22.83 |
| 1/17/2011 15:20 | N | DC_ROAD_L_B | 22.73 |
| 1/17/2011 15:20 | N | DC_EGPS_L_A | 22.76 |
| 1/17/2011 15:20 | N | H_HOLLOW_E_1 | 22.81 |
| 1/17/2011 15:20 | N | HHOLLOW4_E_1 | 22.81 |
| 1/17/2011 15:20 | N | R_LH2SES_1 | 22.81 |
| 1/17/2011 15:20 | N | R_PB2SES_1 | 22.81 |
| 1/17/2011 15:20 | N | R_PB2SES_2 | 22.81 |
| 1/17/2011 15:20 | N | R_PB2SES_3 | 22.81 |

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| 1/17/2011 15:20 | N | R_PB2SES_4 | 22.81 |
| 1/17/2011 15:20 | N | R_PB2SES_5 | 22.81 |
| 1/17/2011 15:20 | N | AUTO_EPS_390 | 22.81 |
| 1/17/2011 15:25 | N | DC_ROAD_L_B | 22.56 |
| 1/17/2011 15:25 | N | DC_EGPS_L_A | 22.59 |
| 1/17/2011 15:25 | N | H_HOLLOW_E_1 | 22.65 |
| 1/17/2011 15:25 | N | HHOLLOW4_E_1 | 22.65 |
| 1/17/2011 15:25 | N | R_LH2SES_1 | 22.66 |
| 1/17/2011 15:25 | N | R_PB2SES_1 | 22.65 |
| 1/17/2011 15:25 | N | R_PB2SES_2 | 22.65 |
| 1/17/2011 15:25 | N | R_PB2SES_3 | 22.65 |
| 1/17/2011 15:25 | N | R_PB2SES_4 | 22.65 |
| 1/17/2011 15:25 | N | R_PB2SES_5 | 22.65 |
| 1/17/2011 15:25 | N | AUTO_EPS_390 | 22.66 |
| 1/17/2011 15:30 | N | DC_ROAD_L_B | 22.67 |
| 1/17/2011 15:30 | N | DC_EGPS_L_A | 22.7 |
| 1/17/2011 15:30 | N | H_HOLLOW_E_1 | 22.75 |
| 1/17/2011 15:30 | N | HHOLLOW4_E_1 | 22.75 |
| 1/17/2011 15:30 | N | R_LH2SES_1 | 22.76 |
| 1/17/2011 15:30 | N | R_PB2SES_1 | 22.75 |
| 1/17/2011 15:30 | N | R_PB2SES_2 | 22.75 |
| 1/17/2011 15:30 | N | R_PB2SES_3 | 22.75 |
| 1/17/2011 15:30 | N | R_PB2SES_4 | 22.75 |
| 1/17/2011 15:30 | N | R_PB2SES_5 | 22.75 |
| 1/17/2011 15:30 | N | AUTO_EPS_390 | 22.76 |
| 1/17/2011 15:35 | N | DC_ROAD_L_B | 22.6 |
| 1/17/2011 15:35 | N | DC_EGPS_L_A | 22.63 |
| 1/17/2011 15:35 | N | H_HOLLOW_E_1 | 22.69 |
| 1/17/2011 15:35 | N | HHOLLOW4_E_1 | 22.69 |
| 1/17/2011 15:35 | N | R_LH2SES_1 | 22.69 |
| 1/17/2011 15:35 | N | R_PB2SES_1 | 22.69 |
| 1/17/2011 15:35 | N | R_PB2SES_2 | 22.69 |
| 1/17/2011 15:35 | N | R_PB2SES_3 | 22.69 |
| 1/17/2011 15:35 | N | R_PB2SES_4 | 22.69 |
| 1/17/2011 15:35 | N | R_PB2SES_5 | 22.69 |
| 1/17/2011 15:35 | N | AUTO_EPS_390 | 22.69 |
| 1/17/2011 15:40 | N | DC_ROAD_L_B | 22.48 |
| 1/17/2011 15:40 | N | DC_EGPS_L_A | 22.5 |
| 1/17/2011 15:40 | N | H_HOLLOW_E_1 | 22.55 |
| 1/17/2011 15:40 | N | HHOLLOW4_E_1 | 22.55 |
| 1/17/2011 15:40 | N | R_LH2SES_1 | 22.55 |
| 1/17/2011 15:40 | N | R_PB2SES_1 | 22.55 |
| 1/17/2011 15:40 | N | R_PB2SES_2 | 22.55 |
| 1/17/2011 15:40 | N | R_PB2SES_3 | 22.55 |
| 1/17/2011 15:40 | N | R_PB2SES_4 | 22.55 |
| 1/17/2011 15:40 | N | R_PB2SES_5 | 22.55 |
| 1/17/2011 15:40 | N | AUTO_EPS_390 | 22.56 |

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| 1/17/2011 15:50 | N | DC_ROAD_L_B | 22.63 |
| 1/17/2011 15:50 | N | DC_EGPS_L_A | 22.63 |
| 1/17/2011 15:50 | N | H_HOLLOW_E_1 | 22.64 |
| 1/17/2011 15:50 | N | HHOLLOW4_E_1 | 22.64 |
| 1/17/2011 15:50 | N | R_LH2SES_1 | 22.64 |
| 1/17/2011 15:50 | N | R_PB2SES_1 | 22.64 |
| 1/17/2011 15:50 | N | R_PB2SES_2 | 22.64 |
| 1/17/2011 15:50 | N | R_PB2SES_3 | 22.64 |
| 1/17/2011 15:50 | N | R_PB2SES_4 | 22.64 |
| 1/17/2011 15:50 | N | R_PB2SES_5 | 22.64 |
| 1/17/2011 15:50 | N | AUTO_EPS_390 | 22.64 |
| 1/17/2011 15:55 | N | DC_ROAD_L_B | 22.15 |
| 1/17/2011 15:55 | N | DC_EGPS_L_A | 22.19 |
| 1/17/2011 15:55 | N | H_HOLLOW_E_1 | 22.26 |
| 1/17/2011 15:55 | N | HHOLLOW4_E_1 | 22.26 |
| 1/17/2011 15:55 | N | R_LH2SES_1 | 22.26 |
| 1/17/2011 15:55 | N | R_PB2SES_1 | 22.25 |
| 1/17/2011 15:55 | N | R_PB2SES_2 | 22.25 |
| 1/17/2011 15:55 | N | R_PB2SES_3 | 22.25 |
| 1/17/2011 15:55 | N | R_PB2SES_4 | 22.25 |
| 1/17/2011 15:55 | N | R_PB2SES_5 | 22.25 |
| 1/17/2011 15:55 | N | AUTO_EPS_390 | 22.26 |
| 1/17/2011 16:00 | N | DC_ROAD_L_B | 21.67 |
| 1/17/2011 16:00 | N | DC_EGPS_L_A | 21.71 |
| 1/17/2011 16:00 | N | H_HOLLOW_E_1 | 21.79 |
| 1/17/2011 16:00 | N | HHOLLOW4_E_1 | 21.79 |
| 1/17/2011 16:00 | N | R_LH2SES_1 | 21.8 |
| 1/17/2011 16:00 | N | R_PB2SES_1 | 21.79 |
| 1/17/2011 16:00 | N | R_PB2SES_2 | 21.79 |
| 1/17/2011 16:00 | N | R_PB2SES_3 | 21.79 |
| 1/17/2011 16:00 | N | R_PB2SES_4 | 21.79 |
| 1/17/2011 16:00 | N | R_PB2SES_5 | 21.79 |
| 1/17/2011 16:00 | N | AUTO_EPS_390 | 21.8 |
| 1/17/2011 16:05 | N | DC_ROAD_L_B | 19.52 |
| 1/17/2011 16:05 | N | DC_EGPS_L_A | 19.59 |
| 1/17/2011 16:05 | N | H_HOLLOW_E_1 | 19.73 |
| 1/17/2011 16:05 | N | HHOLLOW4_E_1 | 19.73 |
| 1/17/2011 16:05 | N | R_LH2SES_1 | 19.75 |
| 1/17/2011 16:05 | N | R_PB2SES_1 | 19.73 |
| 1/17/2011 16:05 | N | R_PB2SES_2 | 19.73 |
| 1/17/2011 16:05 | N | R_PB2SES_3 | 19.73 |
| 1/17/2011 16:05 | N | R_PB2SES_4 | 19.73 |
| 1/17/2011 16:05 | N | R_PB2SES_5 | 19.73 |
| 1/17/2011 16:05 | N | AUTO_EPS_390 | 19.75 |
| 1/17/2011 16:10 | N | DC_ROAD_L_B | 21.34 |
| 1/17/2011 16:10 | N | DC_EGPS_L_A | 21.38 |
| 1/17/2011 16:10 | N | H_HOLLOW_E_1 | 21.46 |

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| 1/17/2011 16:10 | N | HHOLLOW4_E_1 | 21.46 |
| 1/17/2011 16:10 | N | R_LH2SES_1 | 21.47 |
| 1/17/2011 16:10 | N | R_PB2SES_1 | 21.46 |
| 1/17/2011 16:10 | N | R_PB2SES_2 | 21.46 |
| 1/17/2011 16:10 | N | R_PB2SES_3 | 21.46 |
| 1/17/2011 16:10 | N | R_PB2SES_4 | 21.46 |
| 1/17/2011 16:10 | N | R_PB2SES_5 | 21.46 |
| 1/17/2011 16:10 | N | AUTO_EPS_390 | 21.47 |
| 1/17/2011 16:15 | N | DC_ROAD_L_B | 21.92 |
| 1/17/2011 16:15 | N | DC_EGPS_L_A | 21.95 |
| 1/17/2011 16:15 | N | H_HOLLOW_E_1 | 22.01 |
| 1/17/2011 16:15 | N | HHOLLOW4_E_1 | 22.01 |
| 1/17/2011 16:15 | N | R_LH2SES_1 | 22.02 |
| 1/17/2011 16:15 | N | R_PB2SES_1 | 22.01 |
| 1/17/2011 16:15 | N | R_PB2SES_2 | 22.01 |
| 1/17/2011 16:15 | N | R_PB2SES_3 | 22.01 |
| 1/17/2011 16:15 | N | R_PB2SES_4 | 22.01 |
| 1/17/2011 16:15 | N | R_PB2SES_5 | 22.01 |
| 1/17/2011 16:15 | N | AUTO_EPS_390 | 22.02 |
| 1/17/2011 16:20 | N | DC_ROAD_L_B | 21.91 |
| 1/17/2011 16:20 | N | DC_EGPS_L_A | 21.95 |
| 1/17/2011 16:20 | N | H_HOLLOW_E_1 | 22.02 |
| 1/17/2011 16:20 | N | HHOLLOW4_E_1 | 22.02 |
| 1/17/2011 16:20 | N | R_LH2SES_1 | 22.03 |
| 1/17/2011 16:20 | N | R_PB2SES_1 | 22.02 |
| 1/17/2011 16:20 | N | R_PB2SES_2 | 22.02 |
| 1/17/2011 16:20 | N | R_PB2SES_3 | 22.02 |
| 1/17/2011 16:20 | N | R_PB2SES_4 | 22.02 |
| 1/17/2011 16:20 | N | R_PB2SES_5 | 22.02 |
| 1/17/2011 16:20 | N | AUTO_EPS_390 | 22.03 |
| 1/17/2011 18:45 | N | DC_ROAD_L_B | 30.91 |
| 1/17/2011 18:45 | N | DC_EGPS_L_A | 30.91 |
| 1/17/2011 18:45 | N | H_HOLLOW_E_1 | 30.92 |
| 1/17/2011 18:45 | N | HHOLLOW4_E_1 | 30.92 |
| 1/17/2011 18:45 | N | R_LH2SES_1 | 30.92 |
| 1/17/2011 18:45 | N | R_PB2SES_1 | 30.92 |
| 1/17/2011 18:45 | N | R_PB2SES_2 | 30.92 |
| 1/17/2011 18:45 | N | R_PB2SES_3 | 30.92 |
| 1/17/2011 18:45 | N | R_PB2SES_4 | 30.92 |
| 1/17/2011 18:45 | N | R_PB2SES_5 | 30.92 |
| 1/17/2011 18:45 | N | AUTO_EPS_390 | 30.92 |
| 1/17/2011 18:55 | N | DC_ROAD_L_B | 30.24 |
| 1/17/2011 18:55 | N | DC_EGPS_L_A | 30.25 |
| 1/17/2011 18:55 | N | H_HOLLOW_E_1 | 30.27 |
| 1/17/2011 18:55 | N | HHOLLOW4_E_1 | 30.27 |
| 1/17/2011 18:55 | N | R_LH2SES_1 | 30.27 |
| 1/17/2011 18:55 | N | R_PB2SES_1 | 30.27 |

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| 1/17/2011 18:55 | N | R_PB2SES_2 | 30.27 |
| 1/17/2011 18:55 | N | R_PB2SES_3 | 30.27 |
| 1/17/2011 18:55 | N | R_PB2SES_4 | 30.27 |
| 1/17/2011 18:55 | N | R_PB2SES_5 | 30.27 |
| 1/17/2011 18:55 | N | AUTO_EPS_390 | 30.27 |
| 1/17/2011 19:00 | N | DC_ROAD_L_B | 29.14 |
| 1/17/2011 19:00 | N | DC_EGPS_L_A | 29.16 |
| 1/17/2011 19:00 | N | H_HOLLOW_E_1 | 29.19 |
| 1/17/2011 19:00 | N | HHOLLOW4_E_1 | 29.19 |
| 1/17/2011 19:00 | N | R_LH2SES_1 | 29.19 |
| 1/17/2011 19:00 | N | R_PB2SES_1 | 29.19 |
| 1/17/2011 19:00 | N | R_PB2SES_2 | 29.19 |
| 1/17/2011 19:00 | N | R_PB2SES_3 | 29.19 |
| 1/17/2011 19:00 | N | R_PB2SES_4 | 29.19 |
| 1/17/2011 19:00 | N | R_PB2SES_5 | 29.19 |
| 1/17/2011 19:00 | N | AUTO_EPS_390 | 29.2 |
| 1/17/2011 19:35 | N | DC_ROAD_L_B | 28.11 |
| 1/17/2011 19:35 | N | DC_EGPS_L_A | 28.11 |
| 1/17/2011 19:35 | N | H_HOLLOW_E_1 | 28.11 |
| 1/17/2011 19:35 | N | HHOLLOW4_E_1 | 28.11 |
| 1/17/2011 19:35 | N | R_LH2SES_1 | 28.11 |
| 1/17/2011 19:35 | N | R_PB2SES_1 | 28.11 |
| 1/17/2011 19:35 | N | R_PB2SES_2 | 28.11 |
| 1/17/2011 19:35 | N | R_PB2SES_3 | 28.11 |
| 1/17/2011 19:35 | N | R_PB2SES_4 | 28.11 |
| 1/17/2011 19:35 | N | R_PB2SES_5 | 28.11 |
| 1/17/2011 19:35 | N | AUTO_EPS_390 | 28.11 |
| 1/17/2011 20:00 | N | DC_ROAD_L_B | 29.9 |
| 1/17/2011 20:00 | N | DC_EGPS_L_A | 29.43 |
| 1/17/2011 20:00 | N | H_HOLLOW_E_1 | 28.09 |
| 1/17/2011 20:00 | N | HHOLLOW4_E_1 | 28.09 |
| 1/17/2011 20:00 | N | R_LH2SES_1 | 27.91 |
| 1/17/2011 20:00 | N | R_PB2SES_1 | 28.11 |
| 1/17/2011 20:00 | N | R_PB2SES_2 | 28.11 |
| 1/17/2011 20:00 | N | R_PB2SES_3 | 28.11 |
| 1/17/2011 20:00 | N | R_PB2SES_4 | 28.11 |
| 1/17/2011 20:00 | N | R_PB2SES_5 | 28.11 |
| 1/17/2011 20:00 | N | AUTO_EPS_390 | 27.87 |
| 1/17/2011 20:05 | N | DC_ROAD_L_B | 29.71 |
| 1/17/2011 20:05 | N | DC_EGPS_L_A | 29.3 |
| 1/17/2011 20:05 | N | H_HOLLOW_E_1 | 28.11 |
| 1/17/2011 20:05 | N | HHOLLOW4_E_1 | 28.11 |
| 1/17/2011 20:05 | N | R_LH2SES_1 | 27.96 |
| 1/17/2011 20:05 | N | R_PB2SES_1 | 28.13 |
| 1/17/2011 20:05 | N | R_PB2SES_2 | 28.13 |
| 1/17/2011 20:05 | N | R_PB2SES_3 | 28.13 |
| 1/17/2011 20:05 | N | R_PB2SES_4 | 28.13 |

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| 1/17/2011 20:05 | N | R_PB2SES_5 | 28.13 |
| 1/17/2011 20:05 | N | AUTO_EPS_390 | 27.92 |
| 1/17/2011 20:10 | N | DC_ROAD_L_B | 28.21 |
| 1/17/2011 20:10 | N | H_HOLLOW_E_1 | 28.18 |
| 1/17/2011 20:10 | N | HHOLLOW4_E_1 | 28.18 |
| 1/17/2011 20:10 | N | R_LH2SES_1 | 28.17 |
| 1/17/2011 20:10 | N | R_PB2SES_1 | 28.18 |
| 1/17/2011 20:10 | N | R_PB2SES_2 | 28.18 |
| 1/17/2011 20:10 | N | R_PB2SES_3 | 28.18 |
| 1/17/2011 20:10 | N | R_PB2SES_4 | 28.18 |
| 1/17/2011 20:10 | N | R_PB2SES_5 | 28.18 |
| 1/17/2011 20:10 | N | AUTO_EPS_390 | 28.17 |
| 1/17/2011 21:20 | N | DC_ROAD_L_B | 26.84 |
| 1/17/2011 21:20 | N | DC_EGPS_L_A | 26.43 |
| 1/17/2011 21:20 | N | H_HOLLOW_E_1 | 25.27 |
| 1/17/2011 21:20 | N | HHOLLOW4_E_1 | 25.27 |
| 1/17/2011 21:20 | N | R_LH2SES_1 | 25.12 |
| 1/17/2011 21:20 | N | R_PB2SES_1 | 25.28 |
| 1/17/2011 21:20 | N | R_PB2SES_2 | 25.28 |
| 1/17/2011 21:20 | N | R_PB2SES_3 | 25.28 |
| 1/17/2011 21:20 | N | R_PB2SES_4 | 25.28 |
| 1/17/2011 21:20 | N | R_PB2SES_5 | 25.28 |
| 1/17/2011 21:20 | N | AUTO_EPS_390 | 25.08 |
| 1/17/2011 21:25 | N | DC_ROAD_L_B | 24.3 |
| 1/17/2011 21:25 | N | DC_EGPS_L_A | 19.9 |
| 1/17/2011 21:25 | N | H_HOLLOW_E_1 | 1.77 |
| 1/17/2011 21:25 | N | HHOLLOW4_E_1 | 1.77 |
| 1/17/2011 21:25 | N | R_LH2SES_1 | 24.81 |
| 1/17/2011 21:25 | N | R_PB2SES_1 | 1.51 |
| 1/17/2011 21:25 | N | R_PB2SES_2 | 1.51 |
| 1/17/2011 21:25 | N | R_PB2SES_3 | 1.51 |
| 1/17/2011 21:25 | N | R_PB2SES_4 | 1.51 |
| 1/17/2011 21:25 | N | R_PB2SES_5 | 1.51 |
| 1/17/2011 21:25 | N | AUTO_EPS_390 | 24.72 |
| 1/17/2011 21:30 | N | DC_ROAD_L_B | 23.74 |
| 1/17/2011 21:30 | N | DC_EGPS_L_A | 19.17 |
| 1/17/2011 21:30 | N | H_HOLLOW_E_1 | 0.02 |
| 1/17/2011 21:30 | N | HHOLLOW4_E_1 | 0.02 |
| 1/17/2011 21:30 | N | R_LH2SES_1 | 25.25 |
| 1/17/2011 21:30 | N | R_PB2SES_1 | -0.26 |
| 1/17/2011 21:30 | N | R_PB2SES_2 | -0.26 |
| 1/17/2011 21:30 | N | R_PB2SES_3 | -0.26 |
| 1/17/2011 21:30 | N | R_PB2SES_4 | -0.26 |
| 1/17/2011 21:30 | N | R_PB2SES_5 | -0.26 |
| 1/17/2011 21:30 | N | AUTO_EPS_390 | 25.18 |
| 1/17/2011 22:20 | N | DC_ROAD_L_B | 24.61 |
| 1/17/2011 22:20 | N | DC_EGPS_L_A | 20.18 |

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| 1/17/2011 22:20 | N | H_HOLLOW_E_1 | 1.71 |
| 1/17/2011 22:20 | N | HHOLLOW4_E_1 | 1.71 |
| 1/17/2011 22:20 | N | R_LH2SES_1 | 26.08 |
| 1/17/2011 22:20 | N | R_PB2SES_1 | 1.43 |
| 1/17/2011 22:20 | N | R_PB2SES_2 | 1.43 |
| 1/17/2011 22:20 | N | R_PB2SES_3 | 1.43 |
| 1/17/2011 22:20 | N | R_PB2SES_4 | 1.43 |
| 1/17/2011 22:20 | N | R_PB2SES_5 | 1.43 |
| 1/17/2011 22:20 | N | AUTO_EPS_390 | 26 |
| 1/17/2011 22:25 | N | DC_ROAD_L_B | 24.2 |
| 1/17/2011 22:25 | N | DC_EGPS_L_A | 19.87 |
| 1/17/2011 22:25 | N | H_HOLLOW_E_1 | 1.7 |
| 1/17/2011 22:25 | N | HHOLLOW4_E_1 | 1.7 |
| 1/17/2011 22:25 | N | R_LH2SES_1 | 25.64 |
| 1/17/2011 22:25 | N | R_PB2SES_1 | 1.43 |
| 1/17/2011 22:25 | N | R_PB2SES_2 | 1.43 |
| 1/17/2011 22:25 | N | R_PB2SES_3 | 1.43 |
| 1/17/2011 22:25 | N | R_PB2SES_4 | 1.43 |
| 1/17/2011 22:25 | N | R_PB2SES_5 | 1.43 |
| 1/17/2011 22:25 | N | AUTO_EPS_390 | 25.57 |
| 1/17/2011 22:30 | N | DC_ROAD_L_B | 23.22 |
| 1/17/2011 22:30 | N | DC_EGPS_L_A | 19.06 |
| 1/17/2011 22:30 | N | H_HOLLOW_E_1 | 1.73 |
| 1/17/2011 22:30 | N | HHOLLOW4_E_1 | 1.73 |
| 1/17/2011 22:30 | N | R_LH2SES_1 | 24.59 |
| 1/17/2011 22:30 | N | R_PB2SES_1 | 1.47 |
| 1/17/2011 22:30 | N | R_PB2SES_2 | 1.47 |
| 1/17/2011 22:30 | N | R_PB2SES_3 | 1.47 |
| 1/17/2011 22:30 | N | R_PB2SES_4 | 1.47 |
| 1/17/2011 22:30 | N | R_PB2SES_5 | 1.47 |
| 1/17/2011 22:30 | N | AUTO_EPS_390 | 24.52 |
| 1/17/2011 22:35 | N | DC_ROAD_L_B | 21.99 |
| 1/17/2011 22:35 | N | DC_EGPS_L_A | 18.05 |
| 1/17/2011 22:35 | N | H_HOLLOW_E_1 | 1.64 |
| 1/17/2011 22:35 | N | HHOLLOW4_E_1 | 1.64 |
| 1/17/2011 22:35 | N | R_LH2SES_1 | 23.3 |
| 1/17/2011 22:35 | N | R_PB2SES_1 | 1.4 |
| 1/17/2011 22:35 | N | R_PB2SES_2 | 1.4 |
| 1/17/2011 22:35 | N | R_PB2SES_3 | 1.4 |
| 1/17/2011 22:35 | N | R_PB2SES_4 | 1.4 |
| 1/17/2011 22:35 | N | R_PB2SES_5 | 1.4 |
| 1/17/2011 22:35 | N | AUTO_EPS_390 | 23.23 |
| 1/17/2011 22:40 | N | DC_ROAD_L_B | 22.42 |
| 1/17/2011 22:40 | N | DC_EGPS_L_A | 18.39 |
| 1/17/2011 22:40 | N | H_HOLLOW_E_1 | 1.65 |
| 1/17/2011 22:40 | N | HHOLLOW4_E_1 | 1.65 |
| 1/17/2011 22:40 | N | R_LH2SES_1 | 23.76 |

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| 1/17/2011 22:40 | N | R_PB2SES_1 | 1.4 |
| 1/17/2011 22:40 | N | R_PB2SES_2 | 1.4 |
| 1/17/2011 22:40 | N | R_PB2SES_3 | 1.4 |
| 1/17/2011 22:40 | N | R_PB2SES_4 | 1.4 |
| 1/17/2011 22:40 | N | R_PB2SES_5 | 1.4 |
| 1/17/2011 22:40 | N | AUTO_EPS_390 | 23.69 |
| 1/17/2011 22:45 | N | DC_ROAD_L_B | 21.94 |
| 1/17/2011 22:45 | N | DC_EGPS_L_A | 17.7 |
| 1/17/2011 22:45 | N | H_HOLLOW_E_1 | 0.08 |
| 1/17/2011 22:45 | N | HHOLLOW4_E_1 | 0.08 |
| 1/17/2011 22:45 | N | R_LH2SES_1 | 23.35 |
| 1/17/2011 22:45 | N | R_PB2SES_1 | -0.18 |
| 1/17/2011 22:45 | N | R_PB2SES_2 | -0.18 |
| 1/17/2011 22:45 | N | R_PB2SES_3 | -0.18 |
| 1/17/2011 22:45 | N | R_PB2SES_4 | -0.18 |
| 1/17/2011 22:45 | N | R_PB2SES_5 | -0.18 |
| 1/17/2011 22:45 | N | AUTO_EPS_390 | 23.28 |
| 1/17/2011 22:50 | N | DC_ROAD_L_B | 19.62 |
| 1/17/2011 22:50 | N | DC_EGPS_L_A | 16.11 |
| 1/17/2011 22:50 | N | H_HOLLOW_E_1 | 1.56 |
| 1/17/2011 22:50 | N | HHOLLOW4_E_1 | 1.56 |
| 1/17/2011 22:50 | N | R_LH2SES_1 | 20.78 |
| 1/17/2011 22:50 | N | R_PB2SES_1 | 1.34 |
| 1/17/2011 22:50 | N | R_PB2SES_2 | 1.34 |
| 1/17/2011 22:50 | N | R_PB2SES_3 | 1.34 |
| 1/17/2011 22:50 | N | R_PB2SES_4 | 1.34 |
| 1/17/2011 22:50 | N | R_PB2SES_5 | 1.34 |
| 1/17/2011 22:50 | N | AUTO_EPS_390 | 20.72 |
| 1/18/2011 0:10 | N | DC_ROAD_L_B | 18.76 |
| 1/18/2011 0:10 | N | DC_EGPS_L_A | 15.41 |
| 1/18/2011 0:10 | N | H_HOLLOW_E_1 | 1.53 |
| 1/18/2011 0:10 | N | HHOLLOW4_E_1 | 1.53 |
| 1/18/2011 0:10 | N | R_LH2SES_1 | 19.87 |
| 1/18/2011 0:10 | N | R_PB2SES_1 | 1.33 |
| 1/18/2011 0:10 | N | R_PB2SES_2 | 1.33 |
| 1/18/2011 0:10 | N | R_PB2SES_3 | 1.33 |
| 1/18/2011 0:10 | N | R_PB2SES_4 | 1.33 |
| 1/18/2011 0:10 | N | R_PB2SES_5 | 1.33 |
| 1/18/2011 0:10 | N | AUTO_EPS_390 | 19.81 |
| 1/18/2011 0:15 | N | DC_ROAD_L_B | 19.2 |
| 1/18/2011 0:15 | N | DC_EGPS_L_A | 15.49 |
| 1/18/2011 0:15 | N | H_HOLLOW_E_1 | 0.01 |
| 1/18/2011 0:15 | N | HHOLLOW4_E_1 | 0.01 |
| 1/18/2011 0:15 | N | R_LH2SES_1 | 20.43 |
| 1/18/2011 0:15 | N | R_PB2SES_1 | -0.23 |
| 1/18/2011 0:15 | N | R_PB2SES_2 | -0.23 |
| 1/18/2011 0:15 | N | R_PB2SES_3 | -0.23 |

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| 1/18/2011 0:15 | N | R_PB2SES_4 | -0.23 |
| 1/18/2011 0:15 | N | R_PB2SES_5 | -0.23 |
| 1/18/2011 0:15 | N | AUTO_EPS_390 | 20.37 |
| 1/18/2011 0:20 | N | DC_ROAD_L_B | 18.8 |
| 1/18/2011 0:20 | N | DC_EGPS_L_A | 15.17 |
| 1/18/2011 0:20 | N | H_HOLLOW_E_1 | 0.05 |
| 1/18/2011 0:20 | N | HHOLLOW4_E_1 | 0.05 |
| 1/18/2011 0:20 | N | R_LH2SES_1 | 20.01 |
| 1/18/2011 0:20 | N | R_PB2SES_1 | -0.18 |
| 1/18/2011 0:20 | N | R_PB2SES_2 | -0.18 |
| 1/18/2011 0:20 | N | R_PB2SES_3 | -0.18 |
| 1/18/2011 0:20 | N | R_PB2SES_4 | -0.18 |
| 1/18/2011 0:20 | N | R_PB2SES_5 | -0.18 |
| 1/18/2011 0:20 | N | AUTO_EPS_390 | 19.95 |
| 1/18/2011 0:25 | N | DC_ROAD_L_B | 18.57 |
| 1/18/2011 0:25 | N | DC_EGPS_L_A | 14.99 |
| 1/18/2011 0:25 | N | H_HOLLOW_E_1 | 0.15 |
| 1/18/2011 0:25 | N | HHOLLOW4_E_1 | 0.15 |
| 1/18/2011 0:25 | N | R_LH2SES_1 | 19.75 |
| 1/18/2011 0:25 | N | R_PB2SES_1 | -0.08 |
| 1/18/2011 0:25 | N | R_PB2SES_2 | -0.08 |
| 1/18/2011 0:25 | N | R_PB2SES_3 | -0.08 |
| 1/18/2011 0:25 | N | R_PB2SES_4 | -0.08 |
| 1/18/2011 0:25 | N | R_PB2SES_5 | -0.08 |
| 1/18/2011 0:25 | N | AUTO_EPS_390 | 19.69 |
| 1/18/2011 0:30 | N | DC_ROAD_L_B | 18.54 |
| 1/18/2011 0:30 | N | DC_EGPS_L_A | 15.23 |
| 1/18/2011 0:30 | N | H_HOLLOW_E_1 | 1.53 |
| 1/18/2011 0:30 | N | HHOLLOW4_E_1 | 1.53 |
| 1/18/2011 0:30 | N | R_LH2SES_1 | 19.63 |
| 1/18/2011 0:30 | N | R_PB2SES_1 | 1.32 |
| 1/18/2011 0:30 | N | R_PB2SES_2 | 1.32 |
| 1/18/2011 0:30 | N | R_PB2SES_3 | 1.32 |
| 1/18/2011 0:30 | N | R_PB2SES_4 | 1.32 |
| 1/18/2011 0:30 | N | R_PB2SES_5 | 1.32 |
| 1/18/2011 0:30 | N | AUTO_EPS_390 | 19.58 |
| 1/18/2011 0:56 | N | DC_ROAD_L_B | 16.1 |
| 1/18/2011 0:56 | N | DC_EGPS_L_A | 13.26 |
| 1/18/2011 0:56 | N | H_HOLLOW_E_1 | 1.45 |
| 1/18/2011 0:56 | N | HHOLLOW4_E_1 | 1.45 |
| 1/18/2011 0:56 | N | R_LH2SES_1 | 17.04 |
| 1/18/2011 0:56 | N | R_PB2SES_1 | 1.27 |
| 1/18/2011 0:56 | N | R_PB2SES_2 | 1.27 |
| 1/18/2011 0:56 | N | R_PB2SES_3 | 1.27 |
| 1/18/2011 0:56 | N | R_PB2SES_4 | 1.27 |
| 1/18/2011 0:56 | N | R_PB2SES_5 | 1.27 |
| 1/18/2011 0:56 | N | AUTO_EPS_390 | 16.99 |

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| 1/18/2011 1:01 | N | DC_ROAD_L_B | 15.88 |
| 1/18/2011 1:01 | N | DC_EGPS_L_A | 13.08 |
| 1/18/2011 1:01 | N | H_HOLLOW_E_1 | 1.44 |
| 1/18/2011 1:01 | N | HHOLLOW4_E_1 | 1.44 |
| 1/18/2011 1:01 | N | R_LH2SES_1 | 16.8 |
| 1/18/2011 1:01 | N | R_PB2SES_1 | 1.27 |
| 1/18/2011 1:01 | N | R_PB2SES_2 | 1.27 |
| 1/18/2011 1:01 | N | R_PB2SES_3 | 1.27 |
| 1/18/2011 1:01 | N | R_PB2SES_4 | 1.27 |
| 1/18/2011 1:01 | N | R_PB2SES_5 | 1.27 |
| 1/18/2011 1:01 | N | AUTO_EPS_390 | 16.76 |
| 1/18/2011 1:15 | N | DC_ROAD_L_B | 16.92 |
| 1/18/2011 1:15 | N | DC_EGPS_L_A | 16.74 |
| 1/18/2011 1:15 | N | H_HOLLOW_E_1 | 15.99 |
| 1/18/2011 1:15 | N | HHOLLOW4_E_1 | 15.99 |
| 1/18/2011 1:15 | N | R_LH2SES_1 | 16.98 |
| 1/18/2011 1:15 | N | R_PB2SES_1 | 15.98 |
| 1/18/2011 1:15 | N | R_PB2SES_2 | 15.98 |
| 1/18/2011 1:15 | N | R_PB2SES_3 | 15.98 |
| 1/18/2011 1:15 | N | R_PB2SES_4 | 15.98 |
| 1/18/2011 1:15 | N | R_PB2SES_5 | 15.98 |
| 1/18/2011 1:15 | N | AUTO_EPS_390 | 16.98 |
| 1/18/2011 1:20 | N | DC_ROAD_L_B | 16.36 |
| 1/18/2011 1:20 | N | DC_EGPS_L_A | 13.18 |
| 1/18/2011 1:20 | N | H_HOLLOW_E_1 | -0.07 |
| 1/18/2011 1:20 | N | HHOLLOW4_E_1 | -0.07 |
| 1/18/2011 1:20 | N | R_LH2SES_1 | 17.41 |
| 1/18/2011 1:20 | N | R_PB2SES_1 | -0.27 |
| 1/18/2011 1:20 | N | R_PB2SES_2 | -0.27 |
| 1/18/2011 1:20 | N | R_PB2SES_3 | -0.27 |
| 1/18/2011 1:20 | N | R_PB2SES_4 | -0.27 |
| 1/18/2011 1:20 | N | R_PB2SES_5 | -0.27 |
| 1/18/2011 1:20 | N | AUTO_EPS_390 | 17.36 |
| 1/18/2011 1:25 | N | DC_ROAD_L_B | 16.62 |
| 1/18/2011 1:25 | N | DC_EGPS_L_A | 13.37 |
| 1/18/2011 1:25 | N | H_HOLLOW_E_1 | -0.24 |
| 1/18/2011 1:25 | N | HHOLLOW4_E_1 | -0.24 |
| 1/18/2011 1:25 | N | R_LH2SES_1 | 17.69 |
| 1/18/2011 1:25 | N | R_PB2SES_1 | -0.44 |
| 1/18/2011 1:25 | N | R_PB2SES_2 | -0.44 |
| 1/18/2011 1:25 | N | R_PB2SES_3 | -0.44 |
| 1/18/2011 1:25 | N | R_PB2SES_4 | -0.44 |
| 1/18/2011 1:25 | N | R_PB2SES_5 | -0.44 |
| 1/18/2011 1:25 | N | AUTO_EPS_390 | 17.64 |
| 1/18/2011 1:30 | N | DC_ROAD_L_B | 15.79 |
| 1/18/2011 1:30 | N | DC_EGPS_L_A | 12.65 |
| 1/18/2011 1:30 | N | H_HOLLOW_E_1 | -0.43 |

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| 1/18/2011 1:30 | N | HHOLLOW4_E_1 | -0.43 |
| 1/18/2011 1:30 | N | R_LH2SES_1 | 16.83 |
| 1/18/2011 1:30 | N | R_PB2SES_1 | -0.63 |
| 1/18/2011 1:30 | N | R_PB2SES_2 | -0.63 |
| 1/18/2011 1:30 | N | R_PB2SES_3 | -0.63 |
| 1/18/2011 1:30 | N | R_PB2SES_4 | -0.63 |
| 1/18/2011 1:30 | N | R_PB2SES_5 | -0.63 |
| 1/18/2011 1:30 | N | AUTO_EPS_390 | 16.78 |
| 1/18/2011 1:35 | N | DC_ROAD_L_B | 15.05 |
| 1/18/2011 1:35 | N | DC_EGPS_L_A | 12.04 |
| 1/18/2011 1:35 | N | H_HOLLOW_E_1 | -0.41 |
| 1/18/2011 1:35 | N | HHOLLOW4_E_1 | -0.41 |
| 1/18/2011 1:35 | N | R_LH2SES_1 | 16.05 |
| 1/18/2011 1:35 | N | R_PB2SES_1 | -0.6 |
| 1/18/2011 1:35 | N | R_PB2SES_2 | -0.6 |
| 1/18/2011 1:35 | N | R_PB2SES_3 | -0.6 |
| 1/18/2011 1:35 | N | R_PB2SES_4 | -0.6 |
| 1/18/2011 1:35 | N | R_PB2SES_5 | -0.6 |
| 1/18/2011 1:35 | N | AUTO_EPS_390 | 16 |
| 1/18/2011 2:10 | N | DC_ROAD_L_B | 16.44 |
| 1/18/2011 2:10 | N | DC_EGPS_L_A | 13.16 |
| 1/18/2011 2:10 | N | H_HOLLOW_E_1 | -0.26 |
| 1/18/2011 2:10 | N | HHOLLOW4_E_1 | -0.26 |
| 1/18/2011 2:10 | N | R_LH2SES_1 | 17.52 |
| 1/18/2011 2:10 | N | R_PB2SES_1 | -0.46 |
| 1/18/2011 2:10 | N | R_PB2SES_2 | -0.46 |
| 1/18/2011 2:10 | N | R_PB2SES_3 | -0.46 |
| 1/18/2011 2:10 | N | R_PB2SES_4 | -0.46 |
| 1/18/2011 2:10 | N | R_PB2SES_5 | -0.46 |
| 1/18/2011 2:10 | N | AUTO_EPS_390 | 17.47 |
| 1/18/2011 2:15 | N | DC_ROAD_L_B | 16.79 |
| 1/18/2011 2:15 | N | DC_EGPS_L_A | 13.78 |
| 1/18/2011 2:15 | N | H_HOLLOW_E_1 | 1.47 |
| 1/18/2011 2:15 | N | HHOLLOW4_E_1 | 1.47 |
| 1/18/2011 2:15 | N | R_LH2SES_1 | 17.78 |
| 1/18/2011 2:15 | N | R_PB2SES_1 | 1.29 |
| 1/18/2011 2:15 | N | R_PB2SES_2 | 1.29 |
| 1/18/2011 2:15 | N | R_PB2SES_3 | 1.29 |
| 1/18/2011 2:15 | N | R_PB2SES_4 | 1.29 |
| 1/18/2011 2:15 | N | R_PB2SES_5 | 1.29 |
| 1/18/2011 2:15 | N | AUTO_EPS_390 | 17.73 |
| 1/18/2011 6:09 | N | DC_ROAD_L_B | 22.75 |
| 1/18/2011 6:09 | N | DC_EGPS_L_A | 22.2 |
| 1/18/2011 6:09 | N | H_HOLLOW_E_1 | 19.98 |
| 1/18/2011 6:09 | N | HHOLLOW4_E_1 | 19.98 |
| 1/18/2011 6:09 | N | R_LH2SES_1 | 22.93 |
| 1/18/2011 6:09 | N | R_PB2SES_1 | 19.95 |

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| 1/18/2011 6:09 | N | R_PB2SES_2 | 19.95 |
| 1/18/2011 6:09 | N | R_PB2SES_3 | 19.95 |
| 1/18/2011 6:09 | N | R_PB2SES_4 | 19.95 |
| 1/18/2011 6:09 | N | R_PB2SES_5 | 19.95 |
| 1/18/2011 6:09 | N | AUTO_EPS_390 | 22.92 |
| 1/18/2011 6:10 | N | DC_ROAD_L_B | 22.9 |
| 1/18/2011 6:10 | N | DC_EGPS_L_A | 22.75 |
| 1/18/2011 6:10 | N | H_HOLLOW_E_1 | 22.11 |
| 1/18/2011 6:10 | N | HHOLLOW4_E_1 | 22.11 |
| 1/18/2011 6:10 | N | R_LH2SES_1 | 22.95 |
| 1/18/2011 6:10 | N | R_PB2SES_1 | 22.1 |
| 1/18/2011 6:10 | N | R_PB2SES_2 | 22.1 |
| 1/18/2011 6:10 | N | R_PB2SES_3 | 22.1 |
| 1/18/2011 6:10 | N | R_PB2SES_4 | 22.1 |
| 1/18/2011 6:10 | N | R_PB2SES_5 | 22.1 |
| 1/18/2011 6:10 | N | AUTO_EPS_390 | 22.95 |
| 1/18/2011 7:01 | N | DC_ROAD_L_B | 23.45 |
| 1/18/2011 7:01 | N | DC_EGPS_L_A | 19.21 |
| 1/18/2011 7:01 | N | H_HOLLOW_E_1 | 1.68 |
| 1/18/2011 7:01 | N | HHOLLOW4_E_1 | 1.68 |
| 1/18/2011 7:01 | N | R_LH2SES_1 | 25.1 |
| 1/18/2011 7:01 | N | R_PB2SES_1 | 1.42 |
| 1/18/2011 7:01 | N | R_PB2SES_2 | 1.42 |
| 1/18/2011 7:01 | N | R_PB2SES_3 | 1.42 |
| 1/18/2011 7:01 | N | R_PB2SES_4 | 1.42 |
| 1/18/2011 7:01 | N | R_PB2SES_5 | 1.42 |
| 1/18/2011 7:01 | N | AUTO_EPS_390 | 25.04 |
| 1/18/2011 7:05 | N | DC_ROAD_L_B | 23.45 |
| 1/18/2011 7:05 | N | DC_EGPS_L_A | 19.32 |
| 1/18/2011 7:05 | N | H_HOLLOW_E_1 | 1.8 |
| 1/18/2011 7:05 | N | HHOLLOW4_E_1 | 1.8 |
| 1/18/2011 7:05 | N | R_LH2SES_1 | 25.8 |
| 1/18/2011 7:05 | N | R_PB2SES_1 | 1.53 |
| 1/18/2011 7:05 | N | R_PB2SES_2 | 1.53 |
| 1/18/2011 7:05 | N | R_PB2SES_3 | 1.53 |
| 1/18/2011 7:05 | N | R_PB2SES_4 | 1.53 |
| 1/18/2011 7:05 | N | R_PB2SES_5 | 1.53 |
| 1/18/2011 7:05 | N | AUTO_EPS_390 | 25.74 |
| 1/18/2011 7:10 | N | DC_ROAD_L_B | 24.19 |
| 1/18/2011 7:10 | N | DC_EGPS_L_A | 19.8 |
| 1/18/2011 7:10 | N | H_HOLLOW_E_1 | 1.7 |
| 1/18/2011 7:10 | N | HHOLLOW4_E_1 | 1.7 |
| 1/18/2011 7:10 | N | R_LH2SES_1 | 25.88 |
| 1/18/2011 7:10 | N | R_PB2SES_1 | 1.43 |
| 1/18/2011 7:10 | N | R_PB2SES_2 | 1.43 |
| 1/18/2011 7:10 | N | R_PB2SES_3 | 1.43 |
| 1/18/2011 7:10 | N | R_PB2SES_4 | 1.43 |

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| 1/18/2011 7:10 | N | R_PB2SES_5 | 1.43 |
| 1/18/2011 7:10 | N | AUTO_EPS_390 | 25.81 |
| 1/18/2011 7:15 | N | DC_ROAD_L_B | 24.68 |
| 1/18/2011 7:15 | N | DC_EGPS_L_A | 23.48 |
| 1/18/2011 7:15 | N | H_HOLLOW_E_1 | 18.47 |
| 1/18/2011 7:15 | N | HHOLLOW4_E_1 | 18.47 |
| 1/18/2011 7:15 | N | R_LH2SES_1 | 25.21 |
| 1/18/2011 7:15 | N | R_PB2SES_1 | 18.4 |
| 1/18/2011 7:15 | N | R_PB2SES_2 | 18.4 |
| 1/18/2011 7:15 | N | R_PB2SES_3 | 18.4 |
| 1/18/2011 7:15 | N | R_PB2SES_4 | 18.4 |
| 1/18/2011 7:15 | N | R_PB2SES_5 | 18.4 |
| 1/18/2011 7:15 | N | AUTO_EPS_390 | 25.19 |
| 1/18/2011 7:30 | N | DC_ROAD_L_B | 25.1 |
| 1/18/2011 7:30 | N | DC_EGPS_L_A | 25.14 |
| 1/18/2011 7:30 | N | H_HOLLOW_E_1 | 25.2 |
| 1/18/2011 7:30 | N | HHOLLOW4_E_1 | 25.2 |
| 1/18/2011 7:30 | N | R_LH2SES_1 | 25.21 |
| 1/18/2011 7:30 | N | R_PB2SES_1 | 25.2 |
| 1/18/2011 7:30 | N | R_PB2SES_2 | 25.2 |
| 1/18/2011 7:30 | N | R_PB2SES_3 | 25.2 |
| 1/18/2011 7:30 | N | R_PB2SES_4 | 25.2 |
| 1/18/2011 7:30 | N | R_PB2SES_5 | 25.2 |
| 1/18/2011 7:30 | N | AUTO_EPS_390 | 25.21 |
| 1/18/2011 7:35 | N | DC_ROAD_L_B | 24.37 |
| 1/18/2011 7:35 | N | DC_EGPS_L_A | 24.41 |
| 1/18/2011 7:35 | N | H_HOLLOW_E_1 | 24.49 |
| 1/18/2011 7:35 | N | HHOLLOW4_E_1 | 24.49 |
| 1/18/2011 7:35 | N | R_LH2SES_1 | 24.5 |
| 1/18/2011 7:35 | N | R_PB2SES_1 | 24.49 |
| 1/18/2011 7:35 | N | R_PB2SES_2 | 24.49 |
| 1/18/2011 7:35 | N | R_PB2SES_3 | 24.49 |
| 1/18/2011 7:35 | N | R_PB2SES_4 | 24.49 |
| 1/18/2011 7:35 | N | R_PB2SES_5 | 24.49 |
| 1/18/2011 7:35 | N | AUTO_EPS_390 | 24.5 |
| 1/18/2011 7:40 | N | DC_ROAD_L_B | 24.14 |
| 1/18/2011 7:40 | N | DC_EGPS_L_A | 24.18 |
| 1/18/2011 7:40 | N | H_HOLLOW_E_1 | 24.26 |
| 1/18/2011 7:40 | N | HHOLLOW4_E_1 | 24.26 |
| 1/18/2011 7:40 | N | R_LH2SES_1 | 24.27 |
| 1/18/2011 7:40 | N | R_PB2SES_1 | 24.26 |
| 1/18/2011 7:40 | N | R_PB2SES_2 | 24.26 |
| 1/18/2011 7:40 | N | R_PB2SES_3 | 24.26 |
| 1/18/2011 7:40 | N | R_PB2SES_4 | 24.26 |
| 1/18/2011 7:40 | N | R_PB2SES_5 | 24.26 |
| 1/18/2011 7:40 | N | AUTO_EPS_390 | 24.27 |
| 1/18/2011 7:45 | N | DC_ROAD_L_B | 23.16 |

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| 1/18/2011 7:45 | N | DC_EGPS_L_A | 23.21 |
| 1/18/2011 7:45 | N | H_HOLLOW_E_1 | 23.3 |
| 1/18/2011 7:45 | N | HHOLLOW4_E_1 | 23.3 |
| 1/18/2011 7:45 | N | R_LH2SES_1 | 23.31 |
| 1/18/2011 7:45 | N | R_PB2SES_1 | 23.3 |
| 1/18/2011 7:45 | N | R_PB2SES_2 | 23.3 |
| 1/18/2011 7:45 | N | R_PB2SES_3 | 23.3 |
| 1/18/2011 7:45 | N | R_PB2SES_4 | 23.3 |
| 1/18/2011 7:45 | N | R_PB2SES_5 | 23.3 |
| 1/18/2011 7:45 | N | AUTO_EPS_390 | 23.31 |
| 1/18/2011 7:50 | N | DC_ROAD_L_B | 24.23 |
| 1/18/2011 7:50 | N | DC_EGPS_L_A | 24.27 |
| 1/18/2011 7:50 | N | H_HOLLOW_E_1 | 24.35 |
| 1/18/2011 7:50 | N | HHOLLOW4_E_1 | 24.35 |
| 1/18/2011 7:50 | N | R_LH2SES_1 | 24.36 |
| 1/18/2011 7:50 | N | R_PB2SES_1 | 24.35 |
| 1/18/2011 7:50 | N | R_PB2SES_2 | 24.35 |
| 1/18/2011 7:50 | N | R_PB2SES_3 | 24.35 |
| 1/18/2011 7:50 | N | R_PB2SES_4 | 24.35 |
| 1/18/2011 7:50 | N | R_PB2SES_5 | 24.35 |
| 1/18/2011 7:50 | N | AUTO_EPS_390 | 24.36 |
| 1/18/2011 7:55 | N | DC_ROAD_L_B | 24.67 |
| 1/18/2011 7:55 | N | DC_EGPS_L_A | 24.71 |
| 1/18/2011 7:55 | N | H_HOLLOW_E_1 | 24.78 |
| 1/18/2011 7:55 | N | HHOLLOW4_E_1 | 24.78 |
| 1/18/2011 7:55 | N | R_LH2SES_1 | 24.79 |
| 1/18/2011 7:55 | N | R_PB2SES_1 | 24.78 |
| 1/18/2011 7:55 | N | R_PB2SES_2 | 24.78 |
| 1/18/2011 7:55 | N | R_PB2SES_3 | 24.78 |
| 1/18/2011 7:55 | N | R_PB2SES_4 | 24.78 |
| 1/18/2011 7:55 | N | R_PB2SES_5 | 24.78 |
| 1/18/2011 7:55 | N | AUTO_EPS_390 | 24.79 |
| 1/18/2011 8:00 | N | DC_ROAD_L_B | 25.86 |
| 1/18/2011 8:00 | N | DC_EGPS_L_A | 25.88 |
| 1/18/2011 8:00 | N | H_HOLLOW_E_1 | 25.93 |
| 1/18/2011 8:00 | N | HHOLLOW4_E_1 | 25.93 |
| 1/18/2011 8:00 | N | R_LH2SES_1 | 25.94 |
| 1/18/2011 8:00 | N | R_PB2SES_1 | 25.93 |
| 1/18/2011 8:00 | N | R_PB2SES_2 | 25.93 |
| 1/18/2011 8:00 | N | R_PB2SES_3 | 25.93 |
| 1/18/2011 8:00 | N | R_PB2SES_4 | 25.93 |
| 1/18/2011 8:00 | N | R_PB2SES_5 | 25.93 |
| 1/18/2011 8:00 | N | AUTO_EPS_390 | 25.94 |
| 1/18/2011 8:15 | N | DC_ROAD_L_B | 25.51 |
| 1/18/2011 8:15 | N | DC_EGPS_L_A | 25.54 |
| 1/18/2011 8:15 | N | H_HOLLOW_E_1 | 25.59 |
| 1/18/2011 8:15 | N | HHOLLOW4_E_1 | 25.59 |

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| 1/18/2011 8:15 | N | R_LH2SES_1 | 25.6 |
| 1/18/2011 8:15 | N | R_PB2SES_1 | 25.59 |
| 1/18/2011 8:15 | N | R_PB2SES_2 | 25.59 |
| 1/18/2011 8:15 | N | R_PB2SES_3 | 25.59 |
| 1/18/2011 8:15 | N | R_PB2SES_4 | 25.59 |
| 1/18/2011 8:15 | N | R_PB2SES_5 | 25.59 |
| 1/18/2011 8:15 | N | AUTO_EPS_390 | 25.6 |
| 1/18/2011 8:20 | N | DC_ROAD_L_B | 25.5 |
| 1/18/2011 8:20 | N | DC_EGPS_L_A | 25.53 |
| 1/18/2011 8:20 | N | H_HOLLOW_E_1 | 25.6 |
| 1/18/2011 8:20 | N | HHOLLOW4_E_1 | 25.6 |
| 1/18/2011 8:20 | N | R_LH2SES_1 | 25.61 |
| 1/18/2011 8:20 | N | R_PB2SES_1 | 25.6 |
| 1/18/2011 8:20 | N | R_PB2SES_2 | 25.6 |
| 1/18/2011 8:20 | N | R_PB2SES_3 | 25.6 |
| 1/18/2011 8:20 | N | R_PB2SES_4 | 25.6 |
| 1/18/2011 8:20 | N | R_PB2SES_5 | 25.6 |
| 1/18/2011 8:20 | N | AUTO_EPS_390 | 25.61 |
| 1/18/2011 8:25 | N | DC_ROAD_L_B | 25.81 |
| 1/18/2011 8:25 | N | DC_EGPS_L_A | 25.84 |
| 1/18/2011 8:25 | N | H_HOLLOW_E_1 | 25.9 |
| 1/18/2011 8:25 | N | HHOLLOW4_E_1 | 25.9 |
| 1/18/2011 8:25 | N | R_LH2SES_1 | 25.91 |
| 1/18/2011 8:25 | N | R_PB2SES_1 | 25.9 |
| 1/18/2011 8:25 | N | R_PB2SES_2 | 25.9 |
| 1/18/2011 8:25 | N | R_PB2SES_3 | 25.9 |
| 1/18/2011 8:25 | N | R_PB2SES_4 | 25.9 |
| 1/18/2011 8:25 | N | R_PB2SES_5 | 25.9 |
| 1/18/2011 8:25 | N | AUTO_EPS_390 | 25.91 |
| 1/18/2011 8:30 | N | DC_ROAD_L_B | 26.11 |
| 1/18/2011 8:30 | N | DC_EGPS_L_A | 26.14 |
| 1/18/2011 8:30 | N | H_HOLLOW_E_1 | 26.2 |
| 1/18/2011 8:30 | N | HHOLLOW4_E_1 | 26.2 |
| 1/18/2011 8:30 | N | R_LH2SES_1 | 26.21 |
| 1/18/2011 8:30 | N | R_PB2SES_1 | 26.2 |
| 1/18/2011 8:30 | N | R_PB2SES_2 | 26.2 |
| 1/18/2011 8:30 | N | R_PB2SES_3 | 26.2 |
| 1/18/2011 8:30 | N | R_PB2SES_4 | 26.2 |
| 1/18/2011 8:30 | N | R_PB2SES_5 | 26.2 |
| 1/18/2011 8:30 | N | AUTO_EPS_390 | 26.21 |
| 1/18/2011 8:35 | N | DC_ROAD_L_B | 26.44 |
| 1/18/2011 8:35 | N | DC_EGPS_L_A | 26.46 |
| 1/18/2011 8:35 | N | H_HOLLOW_E_1 | 26.49 |
| 1/18/2011 8:35 | N | HHOLLOW4_E_1 | 26.49 |
| 1/18/2011 8:35 | N | R_LH2SES_1 | 26.5 |
| 1/18/2011 8:35 | N | R_PB2SES_1 | 26.49 |
| 1/18/2011 8:35 | N | R_PB2SES_2 | 26.49 |

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| 1/18/2011 8:35 | N | R_PB2SES_3 | 26.49 |
| 1/18/2011 8:35 | N | R_PB2SES_4 | 26.49 |
| 1/18/2011 8:35 | N | R_PB2SES_5 | 26.49 |
| 1/18/2011 8:35 | N | AUTO_EPS_390 | 26.5 |
| 1/18/2011 8:45 | N | DC_ROAD_L_B | 27.45 |
| 1/18/2011 8:45 | N | DC_EGPS_L_A | 27.45 |
| 1/18/2011 8:45 | N | H_HOLLOW_E_1 | 27.46 |
| 1/18/2011 8:45 | N | HHOLLOW4_E_1 | 27.46 |
| 1/18/2011 8:45 | N | R_LH2SES_1 | 27.46 |
| 1/18/2011 8:45 | N | R_PB2SES_1 | 27.46 |
| 1/18/2011 8:45 | N | R_PB2SES_2 | 27.46 |
| 1/18/2011 8:45 | N | R_PB2SES_3 | 27.46 |
| 1/18/2011 8:45 | N | R_PB2SES_4 | 27.46 |
| 1/18/2011 8:45 | N | R_PB2SES_5 | 27.46 |
| 1/18/2011 8:45 | N | AUTO_EPS_390 | 27.46 |
| 1/18/2011 8:55 | N | DC_ROAD_L_B | 27.87 |
| 1/18/2011 8:55 | N | DC_EGPS_L_A | 27.87 |
| 1/18/2011 8:55 | N | H_HOLLOW_E_1 | 27.87 |
| 1/18/2011 8:55 | N | HHOLLOW4_E_1 | 27.87 |
| 1/18/2011 8:55 | N | R_LH2SES_1 | 27.88 |
| 1/18/2011 8:55 | N | R_PB2SES_1 | 27.87 |
| 1/18/2011 8:55 | N | R_PB2SES_2 | 27.87 |
| 1/18/2011 8:55 | N | R_PB2SES_3 | 27.87 |
| 1/18/2011 8:55 | N | R_PB2SES_4 | 27.87 |
| 1/18/2011 8:55 | N | R_PB2SES_5 | 27.87 |
| 1/18/2011 8:55 | N | AUTO_EPS_390 | 27.88 |
| 1/18/2011 9:00 | N | DC_ROAD_L_B | 28.02 |
| 1/18/2011 9:00 | N | DC_EGPS_L_A | 28.04 |
| 1/18/2011 9:00 | N | H_HOLLOW_E_1 | 28.08 |
| 1/18/2011 9:00 | N | HHOLLOW4_E_1 | 28.08 |
| 1/18/2011 9:00 | N | R_LH2SES_1 | 28.08 |
| 1/18/2011 9:00 | N | R_PB2SES_1 | 28.08 |
| 1/18/2011 9:00 | N | R_PB2SES_2 | 28.08 |
| 1/18/2011 9:00 | N | R_PB2SES_3 | 28.08 |
| 1/18/2011 9:00 | N | R_PB2SES_4 | 28.08 |
| 1/18/2011 9:00 | N | R_PB2SES_5 | 28.08 |
| 1/18/2011 9:00 | N | AUTO_EPS_390 | 28.08 |
| 1/18/2011 9:05 | N | DC_ROAD_L_B | 28.19 |
| 1/18/2011 9:05 | N | DC_EGPS_L_A | 28.22 |
| 1/18/2011 9:05 | N | H_HOLLOW_E_1 | 28.28 |
| 1/18/2011 9:05 | N | HHOLLOW4_E_1 | 28.28 |
| 1/18/2011 9:05 | N | R_LH2SES_1 | 28.29 |
| 1/18/2011 9:05 | N | R_PB2SES_1 | 28.28 |
| 1/18/2011 9:05 | N | R_PB2SES_2 | 28.28 |
| 1/18/2011 9:05 | N | R_PB2SES_3 | 28.28 |
| 1/18/2011 9:05 | N | R_PB2SES_4 | 28.28 |
| 1/18/2011 9:05 | N | R_PB2SES_5 | 28.28 |

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| 1/18/2011 9:05 | N | AUTO_EPS_390 | 28.29 |
| 1/18/2011 9:10 | N | DC_ROAD_L_B | 29.36 |
| 1/18/2011 9:10 | N | DC_EGPS_L_A | 29.37 |
| 1/18/2011 9:10 | N | H_HOLLOW_E_1 | 29.4 |
| 1/18/2011 9:10 | N | HHOLLOW4_E_1 | 29.4 |
| 1/18/2011 9:10 | N | R_LH2SES_1 | 29.4 |
| 1/18/2011 9:10 | N | R_PB2SES_1 | 29.4 |
| 1/18/2011 9:10 | N | R_PB2SES_2 | 29.4 |
| 1/18/2011 9:10 | N | R_PB2SES_3 | 29.4 |
| 1/18/2011 9:10 | N | R_PB2SES_4 | 29.4 |
| 1/18/2011 9:10 | N | R_PB2SES_5 | 29.4 |
| 1/18/2011 9:10 | N | AUTO_EPS_390 | 29.4 |
| 1/18/2011 9:30 | N | DC_ROAD_L_B | 28.87 |
| 1/18/2011 9:30 | N | DC_EGPS_L_A | 28.89 |
| 1/18/2011 9:30 | N | H_HOLLOW_E_1 | 28.91 |
| 1/18/2011 9:30 | N | HHOLLOW4_E_1 | 28.91 |
| 1/18/2011 9:30 | N | R_LH2SES_1 | 28.92 |
| 1/18/2011 9:30 | N | R_PB2SES_1 | 28.91 |
| 1/18/2011 9:30 | N | R_PB2SES_2 | 28.91 |
| 1/18/2011 9:30 | N | R_PB2SES_3 | 28.91 |
| 1/18/2011 9:30 | N | R_PB2SES_4 | 28.91 |
| 1/18/2011 9:30 | N | R_PB2SES_5 | 28.91 |
| 1/18/2011 9:30 | N | AUTO_EPS_390 | 28.92 |
| 1/18/2011 9:55 | N | DC_ROAD_L_B | 27.91 |
| 1/18/2011 9:55 | N | DC_EGPS_L_A | 27.92 |
| 1/18/2011 9:55 | N | H_HOLLOW_E_1 | 27.92 |
| 1/18/2011 9:55 | N | HHOLLOW4_E_1 | 27.92 |
| 1/18/2011 9:55 | N | R_LH2SES_1 | 27.92 |
| 1/18/2011 9:55 | N | R_PB2SES_1 | 27.92 |
| 1/18/2011 9:55 | N | R_PB2SES_2 | 27.92 |
| 1/18/2011 9:55 | N | R_PB2SES_3 | 27.92 |
| 1/18/2011 9:55 | N | R_PB2SES_4 | 27.92 |
| 1/18/2011 9:55 | N | R_PB2SES_5 | 27.92 |
| 1/18/2011 9:55 | N | AUTO_EPS_390 | 27.92 |
| 1/18/2011 10:00 | N | DC_ROAD_L_B | 27.7 |
| 1/18/2011 10:00 | N | DC_EGPS_L_A | 27.7 |
| 1/18/2011 10:00 | N | H_HOLLOW_E_1 | 27.7 |
| 1/18/2011 10:00 | N | HHOLLOW4_E_1 | 27.7 |
| 1/18/2011 10:00 | N | R_LH2SES_1 | 27.7 |
| 1/18/2011 10:00 | N | R_PB2SES_1 | 27.7 |
| 1/18/2011 10:00 | N | R_PB2SES_2 | 27.7 |
| 1/18/2011 10:00 | N | R_PB2SES_3 | 27.7 |
| 1/18/2011 10:00 | N | R_PB2SES_4 | 27.7 |
| 1/18/2011 10:00 | N | R_PB2SES_5 | 27.7 |
| 1/18/2011 10:00 | N | AUTO_EPS_390 | 27.7 |
| 1/18/2011 10:05 | N | DC_ROAD_L_B | 27.48 |
| 1/18/2011 10:05 | N | DC_EGPS_L_A | 27.48 |

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| 1/18/2011 10:05 | N | H_HOLLOW_E_1 | 27.49 |
| 1/18/2011 10:05 | N | HHOLLOW4_E_1 | 27.49 |
| 1/18/2011 10:05 | N | R_LH2SES_1 | 27.49 |
| 1/18/2011 10:05 | N | R_PB2SES_1 | 27.49 |
| 1/18/2011 10:05 | N | R_PB2SES_2 | 27.49 |
| 1/18/2011 10:05 | N | R_PB2SES_3 | 27.49 |
| 1/18/2011 10:05 | N | R_PB2SES_4 | 27.49 |
| 1/18/2011 10:05 | N | R_PB2SES_5 | 27.49 |
| 1/18/2011 10:05 | N | AUTO_EPS_390 | 27.49 |
| 1/18/2011 10:10 | N | DC_ROAD_L_B | 27.08 |
| 1/18/2011 10:10 | N | DC_EGPS_L_A | 27.09 |
| 1/18/2011 10:10 | N | H_HOLLOW_E_1 | 27.11 |
| 1/18/2011 10:10 | N | HHOLLOW4_E_1 | 27.11 |
| 1/18/2011 10:10 | N | R_LH2SES_1 | 27.11 |
| 1/18/2011 10:10 | N | R_PB2SES_1 | 27.11 |
| 1/18/2011 10:10 | N | R_PB2SES_2 | 27.11 |
| 1/18/2011 10:10 | N | R_PB2SES_3 | 27.11 |
| 1/18/2011 10:10 | N | R_PB2SES_4 | 27.11 |
| 1/18/2011 10:10 | N | R_PB2SES_5 | 27.11 |
| 1/18/2011 10:10 | N | AUTO_EPS_390 | 27.11 |
| 1/18/2011 10:15 | N | DC_ROAD_L_B | 26.57 |
| 1/18/2011 10:15 | N | DC_EGPS_L_A | 26.59 |
| 1/18/2011 10:15 | N | H_HOLLOW_E_1 | 26.62 |
| 1/18/2011 10:15 | N | HHOLLOW4_E_1 | 26.62 |
| 1/18/2011 10:15 | N | R_LH2SES_1 | 26.62 |
| 1/18/2011 10:15 | N | R_PB2SES_1 | 26.62 |
| 1/18/2011 10:15 | N | R_PB2SES_2 | 26.62 |
| 1/18/2011 10:15 | N | R_PB2SES_3 | 26.62 |
| 1/18/2011 10:15 | N | R_PB2SES_4 | 26.62 |
| 1/18/2011 10:15 | N | R_PB2SES_5 | 26.62 |
| 1/18/2011 10:15 | N | AUTO_EPS_390 | 26.62 |
| 1/18/2011 10:20 | N | DC_ROAD_L_B | 26.91 |
| 1/18/2011 10:20 | N | DC_EGPS_L_A | 26.94 |
| 1/18/2011 10:20 | N | H_HOLLOW_E_1 | 26.98 |
| 1/18/2011 10:20 | N | HHOLLOW4_E_1 | 26.98 |
| 1/18/2011 10:20 | N | R_LH2SES_1 | 26.99 |
| 1/18/2011 10:20 | N | R_PB2SES_1 | 26.98 |
| 1/18/2011 10:20 | N | R_PB2SES_2 | 26.98 |
| 1/18/2011 10:20 | N | R_PB2SES_3 | 26.98 |
| 1/18/2011 10:20 | N | R_PB2SES_4 | 26.98 |
| 1/18/2011 10:20 | N | R_PB2SES_5 | 26.98 |
| 1/18/2011 10:20 | N | AUTO_EPS_390 | 26.99 |
| 1/18/2011 10:25 | N | DC_ROAD_L_B | 27.18 |
| 1/18/2011 10:25 | N | DC_EGPS_L_A | 27.2 |
| 1/18/2011 10:25 | N | H_HOLLOW_E_1 | 27.25 |
| 1/18/2011 10:25 | N | HHOLLOW4_E_1 | 27.25 |
| 1/18/2011 10:25 | N | R_LH2SES_1 | 27.25 |

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| 1/18/2011 10:25 | N | R_PB2SES_1 | 27.25 |
| 1/18/2011 10:25 | N | R_PB2SES_2 | 27.25 |
| 1/18/2011 10:25 | N | R_PB2SES_3 | 27.25 |
| 1/18/2011 10:25 | N | R_PB2SES_4 | 27.25 |
| 1/18/2011 10:25 | N | R_PB2SES_5 | 27.25 |
| 1/18/2011 10:25 | N | AUTO_EPS_390 | 27.25 |
| 1/18/2011 10:30 | N | DC_ROAD_L_B | 27.3 |
| 1/18/2011 10:30 | N | DC_EGPS_L_A | 27.32 |
| 1/18/2011 10:30 | N | H_HOLLOW_E_1 | 27.37 |
| 1/18/2011 10:30 | N | HHOLLOW4_E_1 | 27.37 |
| 1/18/2011 10:30 | N | R_LH2SES_1 | 27.37 |
| 1/18/2011 10:30 | N | R_PB2SES_1 | 27.37 |
| 1/18/2011 10:30 | N | R_PB2SES_2 | 27.37 |
| 1/18/2011 10:30 | N | R_PB2SES_3 | 27.37 |
| 1/18/2011 10:30 | N | R_PB2SES_4 | 27.37 |
| 1/18/2011 10:30 | N | R_PB2SES_5 | 27.37 |
| 1/18/2011 10:30 | N | AUTO_EPS_390 | 27.37 |
| 1/18/2011 10:35 | N | DC_ROAD_L_B | 27.37 |
| 1/18/2011 10:35 | N | DC_EGPS_L_A | 27.38 |
| 1/18/2011 10:35 | N | H_HOLLOW_E_1 | 27.39 |
| 1/18/2011 10:35 | N | HHOLLOW4_E_1 | 27.39 |
| 1/18/2011 10:35 | N | R_LH2SES_1 | 27.39 |
| 1/18/2011 10:35 | N | R_PB2SES_1 | 27.39 |
| 1/18/2011 10:35 | N | R_PB2SES_2 | 27.39 |
| 1/18/2011 10:35 | N | R_PB2SES_3 | 27.39 |
| 1/18/2011 10:35 | N | R_PB2SES_4 | 27.39 |
| 1/18/2011 10:35 | N | R_PB2SES_5 | 27.39 |
| 1/18/2011 10:35 | N | AUTO_EPS_390 | 27.4 |
| 1/18/2011 10:40 | N | DC_ROAD_L_B | 27.38 |
| 1/18/2011 10:40 | N | DC_EGPS_L_A | 27.4 |
| 1/18/2011 10:40 | N | H_HOLLOW_E_1 | 27.45 |
| 1/18/2011 10:40 | N | HHOLLOW4_E_1 | 27.45 |
| 1/18/2011 10:40 | N | R_LH2SES_1 | 27.45 |
| 1/18/2011 10:40 | N | R_PB2SES_1 | 27.45 |
| 1/18/2011 10:40 | N | R_PB2SES_2 | 27.45 |
| 1/18/2011 10:40 | N | R_PB2SES_3 | 27.45 |
| 1/18/2011 10:40 | N | R_PB2SES_4 | 27.45 |
| 1/18/2011 10:40 | N | R_PB2SES_5 | 27.45 |
| 1/18/2011 10:40 | N | AUTO_EPS_390 | 27.45 |
| 1/18/2011 10:45 | N | DC_ROAD_L_B | 27.29 |
| 1/18/2011 10:45 | N | DC_EGPS_L_A | 27.31 |
| 1/18/2011 10:45 | N | H_HOLLOW_E_1 | 27.36 |
| 1/18/2011 10:45 | N | HHOLLOW4_E_1 | 27.36 |
| 1/18/2011 10:45 | N | R_LH2SES_1 | 27.36 |
| 1/18/2011 10:45 | N | R_PB2SES_1 | 27.36 |
| 1/18/2011 10:45 | N | R_PB2SES_2 | 27.36 |
| 1/18/2011 10:45 | N | R_PB2SES_3 | 27.36 |

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| 1/18/2011 10:45 | N | R_PB2SES_4 | 27.36 |
| 1/18/2011 10:45 | N | R_PB2SES_5 | 27.36 |
| 1/18/2011 10:45 | N | AUTO_EPS_390 | 27.36 |
| 1/18/2011 10:50 | N | DC_ROAD_L_B | 27.26 |
| 1/18/2011 10:50 | N | DC_EGPS_L_A | 27.28 |
| 1/18/2011 10:50 | N | H_HOLLOW_E_1 | 27.32 |
| 1/18/2011 10:50 | N | HHOLLOW4_E_1 | 27.32 |
| 1/18/2011 10:50 | N | R_LH2SES_1 | 27.33 |
| 1/18/2011 10:50 | N | R_PB2SES_1 | 27.32 |
| 1/18/2011 10:50 | N | R_PB2SES_2 | 27.32 |
| 1/18/2011 10:50 | N | R_PB2SES_3 | 27.32 |
| 1/18/2011 10:50 | N | R_PB2SES_4 | 27.32 |
| 1/18/2011 10:50 | N | R_PB2SES_5 | 27.32 |
| 1/18/2011 10:50 | N | AUTO_EPS_390 | 27.33 |
| 1/18/2011 10:55 | N | DC_ROAD_L_B | 27.35 |
| 1/18/2011 10:55 | N | DC_EGPS_L_A | 27.38 |
| 1/18/2011 10:55 | N | H_HOLLOW_E_1 | 27.42 |
| 1/18/2011 10:55 | N | HHOLLOW4_E_1 | 27.42 |
| 1/18/2011 10:55 | N | R_LH2SES_1 | 27.43 |
| 1/18/2011 10:55 | N | R_PB2SES_1 | 27.42 |
| 1/18/2011 10:55 | N | R_PB2SES_2 | 27.42 |
| 1/18/2011 10:55 | N | R_PB2SES_3 | 27.42 |
| 1/18/2011 10:55 | N | R_PB2SES_4 | 27.42 |
| 1/18/2011 10:55 | N | R_PB2SES_5 | 27.42 |
| 1/18/2011 10:55 | N | AUTO_EPS_390 | 27.43 |
| 1/18/2011 11:00 | N | DC_ROAD_L_B | 27.36 |
| 1/18/2011 11:00 | N | DC_EGPS_L_A | 27.38 |
| 1/18/2011 11:00 | N | H_HOLLOW_E_1 | 27.43 |
| 1/18/2011 11:00 | N | HHOLLOW4_E_1 | 27.43 |
| 1/18/2011 11:00 | N | R_LH2SES_1 | 27.43 |
| 1/18/2011 11:00 | N | R_PB2SES_1 | 27.43 |
| 1/18/2011 11:00 | N | R_PB2SES_2 | 27.43 |
| 1/18/2011 11:00 | N | R_PB2SES_3 | 27.43 |
| 1/18/2011 11:00 | N | R_PB2SES_4 | 27.43 |
| 1/18/2011 11:00 | N | R_PB2SES_5 | 27.43 |
| 1/18/2011 11:00 | N | AUTO_EPS_390 | 27.43 |
| 1/18/2011 11:05 | N | DC_ROAD_L_B | 27.47 |
| 1/18/2011 11:05 | N | DC_EGPS_L_A | 27.49 |
| 1/18/2011 11:05 | N | H_HOLLOW_E_1 | 27.53 |
| 1/18/2011 11:05 | N | HHOLLOW4_E_1 | 27.53 |
| 1/18/2011 11:05 | N | R_LH2SES_1 | 27.54 |
| 1/18/2011 11:05 | N | R_PB2SES_1 | 27.53 |
| 1/18/2011 11:05 | N | R_PB2SES_2 | 27.53 |
| 1/18/2011 11:05 | N | R_PB2SES_3 | 27.53 |
| 1/18/2011 11:05 | N | R_PB2SES_4 | 27.53 |
| 1/18/2011 11:05 | N | R_PB2SES_5 | 27.53 |
| 1/18/2011 11:05 | N | AUTO_EPS_390 | 27.54 |

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| 1/18/2011 11:10 | N | DC_ROAD_L_B | 27.36 |
| 1/18/2011 11:10 | N | DC_EGPS_L_A | 27.38 |
| 1/18/2011 11:10 | N | H_HOLLOW_E_1 | 27.43 |
| 1/18/2011 11:10 | N | HHOLLOW4_E_1 | 27.43 |
| 1/18/2011 11:10 | N | R_LH2SES_1 | 27.43 |
| 1/18/2011 11:10 | N | R_PB2SES_1 | 27.43 |
| 1/18/2011 11:10 | N | R_PB2SES_2 | 27.43 |
| 1/18/2011 11:10 | N | R_PB2SES_3 | 27.43 |
| 1/18/2011 11:10 | N | R_PB2SES_4 | 27.43 |
| 1/18/2011 11:10 | N | R_PB2SES_5 | 27.43 |
| 1/18/2011 11:10 | N | AUTO_EPS_390 | 27.43 |
| 1/18/2011 11:15 | N | DC_ROAD_L_B | 27.32 |
| 1/18/2011 11:15 | N | DC_EGPS_L_A | 27.35 |
| 1/18/2011 11:15 | N | H_HOLLOW_E_1 | 27.39 |
| 1/18/2011 11:15 | N | HHOLLOW4_E_1 | 27.39 |
| 1/18/2011 11:15 | N | R_LH2SES_1 | 27.4 |
| 1/18/2011 11:15 | N | R_PB2SES_1 | 27.39 |
| 1/18/2011 11:15 | N | R_PB2SES_2 | 27.39 |
| 1/18/2011 11:15 | N | R_PB2SES_3 | 27.39 |
| 1/18/2011 11:15 | N | R_PB2SES_4 | 27.39 |
| 1/18/2011 11:15 | N | R_PB2SES_5 | 27.39 |
| 1/18/2011 11:15 | N | AUTO_EPS_390 | 27.4 |
| 1/18/2011 11:20 | N | DC_ROAD_L_B | 27.21 |
| 1/18/2011 11:20 | N | DC_EGPS_L_A | 27.24 |
| 1/18/2011 11:20 | N | H_HOLLOW_E_1 | 27.28 |
| 1/18/2011 11:20 | N | HHOLLOW4_E_1 | 27.28 |
| 1/18/2011 11:20 | N | R_LH2SES_1 | 27.29 |
| 1/18/2011 11:20 | N | R_PB2SES_1 | 27.28 |
| 1/18/2011 11:20 | N | R_PB2SES_2 | 27.28 |
| 1/18/2011 11:20 | N | R_PB2SES_3 | 27.28 |
| 1/18/2011 11:20 | N | R_PB2SES_4 | 27.28 |
| 1/18/2011 11:20 | N | R_PB2SES_5 | 27.28 |
| 1/18/2011 11:20 | N | AUTO_EPS_390 | 27.29 |
| 1/18/2011 11:25 | N | DC_ROAD_L_B | 27.11 |
| 1/18/2011 11:25 | N | DC_EGPS_L_A | 27.13 |
| 1/18/2011 11:25 | N | H_HOLLOW_E_1 | 27.18 |
| 1/18/2011 11:25 | N | HHOLLOW4_E_1 | 27.18 |
| 1/18/2011 11:25 | N | R_LH2SES_1 | 27.19 |
| 1/18/2011 11:25 | N | R_PB2SES_1 | 27.18 |
| 1/18/2011 11:25 | N | R_PB2SES_2 | 27.18 |
| 1/18/2011 11:25 | N | R_PB2SES_3 | 27.18 |
| 1/18/2011 11:25 | N | R_PB2SES_4 | 27.18 |
| 1/18/2011 11:25 | N | R_PB2SES_5 | 27.18 |
| 1/18/2011 11:25 | N | AUTO_EPS_390 | 27.19 |
| 1/18/2011 11:30 | N | DC_ROAD_L_B | 27.21 |
| 1/18/2011 11:30 | N | DC_EGPS_L_A | 27.23 |
| 1/18/2011 11:30 | N | H_HOLLOW_E_1 | 27.28 |

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| 1/18/2011 11:30 | N | HHOLLOW4_E_1 | 27.28 |
| 1/18/2011 11:30 | N | R_LH2SES_1 | 27.28 |
| 1/18/2011 11:30 | N | R_PB2SES_1 | 27.28 |
| 1/18/2011 11:30 | N | R_PB2SES_2 | 27.28 |
| 1/18/2011 11:30 | N | R_PB2SES_3 | 27.28 |
| 1/18/2011 11:30 | N | R_PB2SES_4 | 27.28 |
| 1/18/2011 11:30 | N | R_PB2SES_5 | 27.28 |
| 1/18/2011 11:30 | N | AUTO_EPS_390 | 27.28 |
| 1/18/2011 11:35 | N | DC_ROAD_L_B | 27.46 |
| 1/18/2011 11:35 | N | DC_EGPS_L_A | 27.46 |
| 1/18/2011 11:35 | N | H_HOLLOW_E_1 | 27.48 |
| 1/18/2011 11:35 | N | HHOLLOW4_E_1 | 27.48 |
| 1/18/2011 11:35 | N | R_LH2SES_1 | 27.48 |
| 1/18/2011 11:35 | N | R_PB2SES_1 | 27.48 |
| 1/18/2011 11:35 | N | R_PB2SES_2 | 27.48 |
| 1/18/2011 11:35 | N | R_PB2SES_3 | 27.48 |
| 1/18/2011 11:35 | N | R_PB2SES_4 | 27.48 |
| 1/18/2011 11:35 | N | R_PB2SES_5 | 27.48 |
| 1/18/2011 11:35 | N | AUTO_EPS_390 | 27.48 |
| 1/18/2011 11:45 | N | DC_ROAD_L_B | 27.57 |
| 1/18/2011 11:45 | N | DC_EGPS_L_A | 27.57 |
| 1/18/2011 11:45 | N | H_HOLLOW_E_1 | 27.58 |
| 1/18/2011 11:45 | N | HHOLLOW4_E_1 | 27.58 |
| 1/18/2011 11:45 | N | R_LH2SES_1 | 27.58 |
| 1/18/2011 11:45 | N | R_PB2SES_1 | 27.58 |
| 1/18/2011 11:45 | N | R_PB2SES_2 | 27.58 |
| 1/18/2011 11:45 | N | R_PB2SES_3 | 27.58 |
| 1/18/2011 11:45 | N | R_PB2SES_4 | 27.58 |
| 1/18/2011 11:45 | N | R_PB2SES_5 | 27.58 |
| 1/18/2011 11:45 | N | AUTO_EPS_390 | 27.58 |
| 1/18/2011 11:50 | N | DC_ROAD_L_B | 27.51 |
| 1/18/2011 11:50 | N | DC_EGPS_L_A | 27.53 |
| 1/18/2011 11:50 | N | H_HOLLOW_E_1 | 27.57 |
| 1/18/2011 11:50 | N | HHOLLOW4_E_1 | 27.57 |
| 1/18/2011 11:50 | N | R_LH2SES_1 | 27.58 |
| 1/18/2011 11:50 | N | R_PB2SES_1 | 27.57 |
| 1/18/2011 11:50 | N | R_PB2SES_2 | 27.57 |
| 1/18/2011 11:50 | N | R_PB2SES_3 | 27.57 |
| 1/18/2011 11:50 | N | R_PB2SES_4 | 27.57 |
| 1/18/2011 11:50 | N | R_PB2SES_5 | 27.57 |
| 1/18/2011 11:50 | N | AUTO_EPS_390 | 27.58 |
| 1/18/2011 11:55 | N | DC_ROAD_L_B | 27.5 |
| 1/18/2011 11:55 | N | DC_EGPS_L_A | 27.5 |
| 1/18/2011 11:55 | N | H_HOLLOW_E_1 | 27.52 |
| 1/18/2011 11:55 | N | HHOLLOW4_E_1 | 27.52 |
| 1/18/2011 11:55 | N | R_LH2SES_1 | 27.52 |
| 1/18/2011 11:55 | N | R_PB2SES_1 | 27.52 |

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| 1/18/2011 11:55 | N | R_PB2SES_2 | 27.52 |
| 1/18/2011 11:55 | N | R_PB2SES_3 | 27.52 |
| 1/18/2011 11:55 | N | R_PB2SES_4 | 27.52 |
| 1/18/2011 11:55 | N | R_PB2SES_5 | 27.52 |
| 1/18/2011 11:55 | N | AUTO_EPS_390 | 27.52 |
| 1/18/2011 12:00 | N | DC_ROAD_L_B | 27.02 |
| 1/18/2011 12:00 | N | DC_EGPS_L_A | 27.03 |
| 1/18/2011 12:00 | N | H_HOLLOW_E_1 | 27.05 |
| 1/18/2011 12:00 | N | HHOLLOW4_E_1 | 27.05 |
| 1/18/2011 12:00 | N | R_LH2SES_1 | 27.05 |
| 1/18/2011 12:00 | N | R_PB2SES_1 | 27.05 |
| 1/18/2011 12:00 | N | R_PB2SES_2 | 27.05 |
| 1/18/2011 12:00 | N | R_PB2SES_3 | 27.05 |
| 1/18/2011 12:00 | N | R_PB2SES_4 | 27.05 |
| 1/18/2011 12:00 | N | R_PB2SES_5 | 27.05 |
| 1/18/2011 12:00 | N | AUTO_EPS_390 | 27.05 |
| 1/18/2011 12:05 | N | DC_ROAD_L_B | 27 |
| 1/18/2011 12:05 | N | DC_EGPS_L_A | 27.01 |
| 1/18/2011 12:05 | N | H_HOLLOW_E_1 | 27.03 |
| 1/18/2011 12:05 | N | HHOLLOW4_E_1 | 27.03 |
| 1/18/2011 12:05 | N | R_LH2SES_1 | 27.03 |
| 1/18/2011 12:05 | N | R_PB2SES_1 | 27.03 |
| 1/18/2011 12:05 | N | R_PB2SES_2 | 27.03 |
| 1/18/2011 12:05 | N | R_PB2SES_3 | 27.03 |
| 1/18/2011 12:05 | N | R_PB2SES_4 | 27.03 |
| 1/18/2011 12:05 | N | R_PB2SES_5 | 27.03 |
| 1/18/2011 12:05 | N | AUTO_EPS_390 | 27.03 |
| 1/18/2011 12:10 | N | DC_EGPS_L_A | 27.06 |
| 1/18/2011 12:10 | N | H_HOLLOW_E_1 | 27.08 |
| 1/18/2011 12:10 | N | HHOLLOW4_E_1 | 27.08 |
| 1/18/2011 12:10 | N | R_LH2SES_1 | 27.09 |
| 1/18/2011 12:10 | N | R_PB2SES_1 | 27.08 |
| 1/18/2011 12:10 | N | R_PB2SES_2 | 27.08 |
| 1/18/2011 12:10 | N | R_PB2SES_3 | 27.08 |
| 1/18/2011 12:10 | N | R_PB2SES_4 | 27.08 |
| 1/18/2011 12:10 | N | R_PB2SES_5 | 27.08 |
| 1/18/2011 12:10 | N | AUTO_EPS_390 | 27.09 |
| 1/18/2011 12:15 | N | DC_EGPS_L_A | 27.13 |
| 1/18/2011 12:15 | N | H_HOLLOW_E_1 | 27.14 |
| 1/18/2011 12:15 | N | HHOLLOW4_E_1 | 27.14 |
| 1/18/2011 12:15 | N | R_LH2SES_1 | 27.15 |
| 1/18/2011 12:15 | N | R_PB2SES_1 | 27.14 |
| 1/18/2011 12:15 | N | R_PB2SES_2 | 27.14 |
| 1/18/2011 12:15 | N | R_PB2SES_3 | 27.14 |
| 1/18/2011 12:15 | N | R_PB2SES_4 | 27.14 |
| 1/18/2011 12:15 | N | R_PB2SES_5 | 27.14 |
| 1/18/2011 12:15 | N | AUTO_EPS_390 | 27.15 |

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| 1/18/2011 12:25 | N | DC_EGPS_L_A | 26.94 |
| 1/18/2011 12:25 | N | H_HOLLOW_E_1 | 26.96 |
| 1/18/2011 12:25 | N | HHOLLOW4_E_1 | 26.96 |
| 1/18/2011 12:25 | N | R_LH2SES_1 | 26.96 |
| 1/18/2011 12:25 | N | R_PB2SES_1 | 26.96 |
| 1/18/2011 12:25 | N | R_PB2SES_2 | 26.96 |
| 1/18/2011 12:25 | N | R_PB2SES_3 | 26.96 |
| 1/18/2011 12:25 | N | R_PB2SES_4 | 26.96 |
| 1/18/2011 12:25 | N | R_PB2SES_5 | 26.96 |
| 1/18/2011 12:25 | N | AUTO_EPS_390 | 26.96 |
| 1/18/2011 12:30 | N | DC_EGPS_L_A | 26.82 |
| 1/18/2011 12:30 | N | H_HOLLOW_E_1 | 26.85 |
| 1/18/2011 12:30 | N | HHOLLOW4_E_1 | 26.85 |
| 1/18/2011 12:30 | N | R_LH2SES_1 | 26.85 |
| 1/18/2011 12:30 | N | R_PB2SES_1 | 26.85 |
| 1/18/2011 12:30 | N | R_PB2SES_2 | 26.85 |
| 1/18/2011 12:30 | N | R_PB2SES_3 | 26.85 |
| 1/18/2011 12:30 | N | R_PB2SES_4 | 26.85 |
| 1/18/2011 12:30 | N | R_PB2SES_5 | 26.85 |
| 1/18/2011 12:30 | N | AUTO_EPS_390 | 26.85 |
| 1/18/2011 12:35 | N | DC_EGPS_L_A | 26.84 |
| 1/18/2011 12:35 | N | H_HOLLOW_E_1 | 26.86 |
| 1/18/2011 12:35 | N | HHOLLOW4_E_1 | 26.86 |
| 1/18/2011 12:35 | N | R_LH2SES_1 | 26.86 |
| 1/18/2011 12:35 | N | R_PB2SES_1 | 26.86 |
| 1/18/2011 12:35 | N | R_PB2SES_2 | 26.86 |
| 1/18/2011 12:35 | N | R_PB2SES_3 | 26.86 |
| 1/18/2011 12:35 | N | R_PB2SES_4 | 26.86 |
| 1/18/2011 12:35 | N | R_PB2SES_5 | 26.86 |
| 1/18/2011 12:35 | N | AUTO_EPS_390 | 26.86 |
| 1/18/2011 12:40 | N | DC_EGPS_L_A | 26.54 |
| 1/18/2011 12:40 | N | H_HOLLOW_E_1 | 26.56 |
| 1/18/2011 12:40 | N | HHOLLOW4_E_1 | 26.56 |
| 1/18/2011 12:40 | N | R_LH2SES_1 | 26.57 |
| 1/18/2011 12:40 | N | R_PB2SES_1 | 26.56 |
| 1/18/2011 12:40 | N | R_PB2SES_2 | 26.56 |
| 1/18/2011 12:40 | N | R_PB2SES_3 | 26.56 |
| 1/18/2011 12:40 | N | R_PB2SES_4 | 26.56 |
| 1/18/2011 12:40 | N | R_PB2SES_5 | 26.56 |
| 1/18/2011 12:40 | N | AUTO_EPS_390 | 26.57 |
| 1/18/2011 12:45 | N | DC_EGPS_L_A | 26.2 |
| 1/18/2011 12:45 | N | H_HOLLOW_E_1 | 26.27 |
| 1/18/2011 12:45 | N | HHOLLOW4_E_1 | 26.27 |
| 1/18/2011 12:45 | N | R_LH2SES_1 | 26.28 |
| 1/18/2011 12:45 | N | R_PB2SES_1 | 26.27 |
| 1/18/2011 12:45 | N | R_PB2SES_2 | 26.27 |
| 1/18/2011 12:45 | N | R_PB2SES_3 | 26.27 |

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| 1/18/2011 12:45 | N | R_PB2SES_4 | 26.27 |
| 1/18/2011 12:45 | N | R_PB2SES_5 | 26.27 |
| 1/18/2011 12:45 | N | AUTO_EPS_390 | 26.28 |
| 1/18/2011 12:50 | N | H_HOLLOW_E_1 | 26.42 |
| 1/18/2011 12:50 | N | HHOLLOW4_E_1 | 26.42 |
| 1/18/2011 12:50 | N | R_LH2SES_1 | 26.43 |
| 1/18/2011 12:50 | N | R_PB2SES_1 | 26.42 |
| 1/18/2011 12:50 | N | R_PB2SES_2 | 26.42 |
| 1/18/2011 12:50 | N | R_PB2SES_3 | 26.42 |
| 1/18/2011 12:50 | N | R_PB2SES_4 | 26.42 |
| 1/18/2011 12:50 | N | R_PB2SES_5 | 26.42 |
| 1/18/2011 12:50 | N | AUTO_EPS_390 | 26.43 |
| 1/18/2011 12:55 | N | H_HOLLOW_E_1 | 26.26 |
| 1/18/2011 12:55 | N | HHOLLOW4_E_1 | 26.26 |
| 1/18/2011 12:55 | N | R_LH2SES_1 | 26.27 |
| 1/18/2011 12:55 | N | R_PB2SES_1 | 26.26 |
| 1/18/2011 12:55 | N | R_PB2SES_2 | 26.26 |
| 1/18/2011 12:55 | N | R_PB2SES_3 | 26.26 |
| 1/18/2011 12:55 | N | R_PB2SES_4 | 26.26 |
| 1/18/2011 12:55 | N | R_PB2SES_5 | 26.26 |
| 1/18/2011 12:55 | N | AUTO_EPS_390 | 26.27 |
| 1/18/2011 13:00 | N | H_HOLLOW_E_1 | 25.55 |
| 1/18/2011 13:00 | N | HHOLLOW4_E_1 | 25.55 |
| 1/18/2011 13:00 | N | R_LH2SES_1 | 25.56 |
| 1/18/2011 13:00 | N | R_PB2SES_1 | 25.55 |
| 1/18/2011 13:00 | N | R_PB2SES_2 | 25.55 |
| 1/18/2011 13:00 | N | R_PB2SES_3 | 25.55 |
| 1/18/2011 13:00 | N | R_PB2SES_4 | 25.55 |
| 1/18/2011 13:00 | N | R_PB2SES_5 | 25.55 |
| 1/18/2011 13:00 | N | AUTO_EPS_390 | 25.56 |
| 1/18/2011 13:05 | N | H_HOLLOW_E_1 | 25.74 |
| 1/18/2011 13:05 | N | HHOLLOW4_E_1 | 25.74 |
| 1/18/2011 13:05 | N | R_LH2SES_1 | 25.75 |
| 1/18/2011 13:05 | N | R_PB2SES_1 | 25.74 |
| 1/18/2011 13:05 | N | R_PB2SES_2 | 25.74 |
| 1/18/2011 13:05 | N | R_PB2SES_3 | 25.74 |
| 1/18/2011 13:05 | N | R_PB2SES_4 | 25.74 |
| 1/18/2011 13:05 | N | R_PB2SES_5 | 25.74 |
| 1/18/2011 13:05 | N | AUTO_EPS_390 | 25.75 |
| 1/18/2011 13:10 | N | H_HOLLOW_E_1 | 25.56 |
| 1/18/2011 13:10 | N | HHOLLOW4_E_1 | 25.56 |
| 1/18/2011 13:10 | N | R_LH2SES_1 | 25.57 |
| 1/18/2011 13:10 | N | R_PB2SES_1 | 25.56 |
| 1/18/2011 13:10 | N | R_PB2SES_2 | 25.56 |
| 1/18/2011 13:10 | N | R_PB2SES_3 | 25.56 |
| 1/18/2011 13:10 | N | R_PB2SES_4 | 25.56 |
| 1/18/2011 13:10 | N | R_PB2SES_5 | 25.56 |

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| 1/18/2011 13:10 | N | AUTO_EPS_390 | 25.57 |
| 1/18/2011 13:15 | N | H_HOLLOW_E_1 | 25.31 |
| 1/18/2011 13:15 | N | HHOLLOW4_E_1 | 25.31 |
| 1/18/2011 13:15 | N | R_LH2SES_1 | 25.32 |
| 1/18/2011 13:15 | N | R_PB2SES_1 | 25.31 |
| 1/18/2011 13:15 | N | R_PB2SES_2 | 25.31 |
| 1/18/2011 13:15 | N | R_PB2SES_3 | 25.31 |
| 1/18/2011 13:15 | N | R_PB2SES_4 | 25.31 |
| 1/18/2011 13:15 | N | R_PB2SES_5 | 25.31 |
| 1/18/2011 13:15 | N | AUTO_EPS_390 | 25.33 |
| 1/18/2011 13:20 | N | H_HOLLOW_E_1 | 25 |
| 1/18/2011 13:20 | N | HHOLLOW4_E_1 | 25 |
| 1/18/2011 13:20 | N | R_LH2SES_1 | 25 |
| 1/18/2011 13:20 | N | R_PB2SES_1 | 24.99 |
| 1/18/2011 13:20 | N | R_PB2SES_2 | 24.99 |
| 1/18/2011 13:20 | N | R_PB2SES_3 | 24.99 |
| 1/18/2011 13:20 | N | R_PB2SES_4 | 24.99 |
| 1/18/2011 13:20 | N | R_PB2SES_5 | 24.99 |
| 1/18/2011 13:20 | N | AUTO_EPS_390 | 25.01 |
| 1/18/2011 13:25 | N | H_HOLLOW_E_1 | 24.99 |
| 1/18/2011 13:25 | N | HHOLLOW4_E_1 | 24.99 |
| 1/18/2011 13:25 | N | R_LH2SES_1 | 25 |
| 1/18/2011 13:25 | N | R_PB2SES_1 | 24.99 |
| 1/18/2011 13:25 | N | R_PB2SES_2 | 24.99 |
| 1/18/2011 13:25 | N | R_PB2SES_3 | 24.99 |
| 1/18/2011 13:25 | N | R_PB2SES_4 | 24.99 |
| 1/18/2011 13:25 | N | R_PB2SES_5 | 24.99 |
| 1/18/2011 13:25 | N | AUTO_EPS_390 | 25 |
| 1/18/2011 13:30 | N | H_HOLLOW_E_1 | 24.77 |
| 1/18/2011 13:30 | N | HHOLLOW4_E_1 | 24.77 |
| 1/18/2011 13:30 | N | R_LH2SES_1 | 24.78 |
| 1/18/2011 13:30 | N | R_PB2SES_1 | 24.77 |
| 1/18/2011 13:30 | N | R_PB2SES_2 | 24.77 |
| 1/18/2011 13:30 | N | R_PB2SES_3 | 24.77 |
| 1/18/2011 13:30 | N | R_PB2SES_4 | 24.77 |
| 1/18/2011 13:30 | N | R_PB2SES_5 | 24.77 |
| 1/18/2011 13:30 | N | AUTO_EPS_390 | 24.78 |
| 1/18/2011 13:35 | N | H_HOLLOW_E_1 | 24.79 |
| 1/18/2011 13:35 | N | HHOLLOW4_E_1 | 24.79 |
| 1/18/2011 13:35 | N | R_LH2SES_1 | 24.79 |
| 1/18/2011 13:35 | N | R_PB2SES_1 | 24.79 |
| 1/18/2011 13:35 | N | R_PB2SES_2 | 24.79 |
| 1/18/2011 13:35 | N | R_PB2SES_3 | 24.79 |
| 1/18/2011 13:35 | N | R_PB2SES_4 | 24.79 |
| 1/18/2011 13:35 | N | R_PB2SES_5 | 24.79 |
| 1/18/2011 13:35 | N | AUTO_EPS_390 | 24.8 |
| 1/18/2011 13:40 | N | H_HOLLOW_E_1 | 24.32 |

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| 1/18/2011 13:40 | N | HHOLLOW4_E_1 | 24.32 |
| 1/18/2011 13:40 | N | R_LH2SES_1 | 24.33 |
| 1/18/2011 13:40 | N | R_PB2SES_1 | 24.32 |
| 1/18/2011 13:40 | N | R_PB2SES_2 | 24.32 |
| 1/18/2011 13:40 | N | R_PB2SES_3 | 24.32 |
| 1/18/2011 13:40 | N | R_PB2SES_4 | 24.32 |
| 1/18/2011 13:40 | N | R_PB2SES_5 | 24.32 |
| 1/18/2011 13:40 | N | AUTO_EPS_390 | 24.34 |
| 1/18/2011 13:45 | N | H_HOLLOW_E_1 | 24.1 |
| 1/18/2011 13:45 | N | HHOLLOW4_E_1 | 24.1 |
| 1/18/2011 13:45 | N | R_LH2SES_1 | 24.11 |
| 1/18/2011 13:45 | N | R_PB2SES_1 | 24.1 |
| 1/18/2011 13:45 | N | R_PB2SES_2 | 24.1 |
| 1/18/2011 13:45 | N | R_PB2SES_3 | 24.1 |
| 1/18/2011 13:45 | N | R_PB2SES_4 | 24.1 |
| 1/18/2011 13:45 | N | R_PB2SES_5 | 24.1 |
| 1/18/2011 13:45 | N | AUTO_EPS_390 | 24.12 |
| 1/18/2011 13:50 | N | H_HOLLOW_E_1 | 24.03 |
| 1/18/2011 13:50 | N | HHOLLOW4_E_1 | 24.03 |
| 1/18/2011 13:50 | N | R_LH2SES_1 | 24.04 |
| 1/18/2011 13:50 | N | R_PB2SES_1 | 24.03 |
| 1/18/2011 13:50 | N | R_PB2SES_2 | 24.03 |
| 1/18/2011 13:50 | N | R_PB2SES_3 | 24.03 |
| 1/18/2011 13:50 | N | R_PB2SES_4 | 24.03 |
| 1/18/2011 13:50 | N | R_PB2SES_5 | 24.03 |
| 1/18/2011 13:50 | N | AUTO_EPS_390 | 24.04 |
| 1/18/2011 13:55 | N | H_HOLLOW_E_1 | 23.84 |
| 1/18/2011 13:55 | N | HHOLLOW4_E_1 | 23.84 |
| 1/18/2011 13:55 | N | R_LH2SES_1 | 23.85 |
| 1/18/2011 13:55 | N | R_PB2SES_1 | 23.84 |
| 1/18/2011 13:55 | N | R_PB2SES_2 | 23.84 |
| 1/18/2011 13:55 | N | R_PB2SES_3 | 23.84 |
| 1/18/2011 13:55 | N | R_PB2SES_4 | 23.84 |
| 1/18/2011 13:55 | N | R_PB2SES_5 | 23.84 |
| 1/18/2011 13:55 | N | AUTO_EPS_390 | 23.86 |
| 1/18/2011 14:00 | N | H_HOLLOW_E_1 | 23.76 |
| 1/18/2011 14:00 | N | HHOLLOW4_E_1 | 23.76 |
| 1/18/2011 14:00 | N | R_LH2SES_1 | 23.77 |
| 1/18/2011 14:00 | N | R_PB2SES_1 | 23.76 |
| 1/18/2011 14:00 | N | R_PB2SES_2 | 23.76 |
| 1/18/2011 14:00 | N | R_PB2SES_3 | 23.76 |
| 1/18/2011 14:00 | N | R_PB2SES_4 | 23.76 |
| 1/18/2011 14:00 | N | R_PB2SES_5 | 23.76 |
| 1/18/2011 14:00 | N | AUTO_EPS_390 | 23.77 |
| 1/18/2011 14:05 | N | H_HOLLOW_E_1 | 24.94 |
| 1/18/2011 14:05 | N | HHOLLOW4_E_1 | 24.94 |
| 1/18/2011 14:05 | N | R_LH2SES_1 | 24.95 |

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| 1/18/2011 14:05 | N | R_PB2SES_1 | 24.94 |
| 1/18/2011 14:05 | N | R_PB2SES_2 | 24.94 |
| 1/18/2011 14:05 | N | R_PB2SES_3 | 24.94 |
| 1/18/2011 14:05 | N | R_PB2SES_4 | 24.94 |
| 1/18/2011 14:05 | N | R_PB2SES_5 | 24.94 |
| 1/18/2011 14:05 | N | AUTO_EPS_390 | 24.95 |
| 1/18/2011 14:10 | N | DC_EGPS_L_A | 24.82 |
| 1/18/2011 14:10 | N | H_HOLLOW_E_1 | 24.9 |
| 1/18/2011 14:10 | N | HHOLLOW4_E_1 | 24.9 |
| 1/18/2011 14:10 | N | R_LH2SES_1 | 24.91 |
| 1/18/2011 14:10 | N | R_PB2SES_1 | 24.9 |
| 1/18/2011 14:10 | N | R_PB2SES_2 | 24.9 |
| 1/18/2011 14:10 | N | R_PB2SES_3 | 24.9 |
| 1/18/2011 14:10 | N | R_PB2SES_4 | 24.9 |
| 1/18/2011 14:10 | N | R_PB2SES_5 | 24.9 |
| 1/18/2011 14:10 | N | AUTO_EPS_390 | 24.91 |
| 1/18/2011 14:15 | N | DC_EGPS_L_A | 25.07 |
| 1/18/2011 14:15 | N | H_HOLLOW_E_1 | 25.14 |
| 1/18/2011 14:15 | N | HHOLLOW4_E_1 | 25.14 |
| 1/18/2011 14:15 | N | R_LH2SES_1 | 25.15 |
| 1/18/2011 14:15 | N | R_PB2SES_1 | 25.14 |
| 1/18/2011 14:15 | N | R_PB2SES_2 | 25.14 |
| 1/18/2011 14:15 | N | R_PB2SES_3 | 25.14 |
| 1/18/2011 14:15 | N | R_PB2SES_4 | 25.14 |
| 1/18/2011 14:15 | N | R_PB2SES_5 | 25.14 |
| 1/18/2011 14:15 | N | AUTO_EPS_390 | 25.15 |
| 1/18/2011 14:20 | N | DC_EGPS_L_A | 25.17 |
| 1/18/2011 14:20 | N | H_HOLLOW_E_1 | 25.17 |
| 1/18/2011 14:20 | N | HHOLLOW4_E_1 | 25.17 |
| 1/18/2011 14:20 | N | R_LH2SES_1 | 25.17 |
| 1/18/2011 14:20 | N | R_PB2SES_1 | 25.17 |
| 1/18/2011 14:20 | N | R_PB2SES_2 | 25.17 |
| 1/18/2011 14:20 | N | R_PB2SES_3 | 25.17 |
| 1/18/2011 14:20 | N | R_PB2SES_4 | 25.17 |
| 1/18/2011 14:20 | N | R_PB2SES_5 | 25.17 |
| 1/18/2011 14:20 | N | AUTO_EPS_390 | 25.17 |
| 1/18/2011 14:35 | N | DC_EGPS_L_A | 23.48 |
| 1/18/2011 14:35 | N | H_HOLLOW_E_1 | 23.49 |
| 1/18/2011 14:35 | N | HHOLLOW4_E_1 | 23.49 |
| 1/18/2011 14:35 | N | R_LH2SES_1 | 23.5 |
| 1/18/2011 14:35 | N | R_PB2SES_1 | 23.49 |
| 1/18/2011 14:35 | N | R_PB2SES_2 | 23.49 |
| 1/18/2011 14:35 | N | R_PB2SES_3 | 23.49 |
| 1/18/2011 14:35 | N | R_PB2SES_4 | 23.49 |
| 1/18/2011 14:35 | N | R_PB2SES_5 | 23.49 |
| 1/18/2011 14:35 | N | AUTO_EPS_390 | 23.5 |
| 1/18/2011 14:40 | N | DC_EGPS_L_A | 23.19 |

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| 1/18/2011 14:40 | N | H_HOLLOW_E_1 | 23.22 |
| 1/18/2011 14:40 | N | HHOLLOW4_E_1 | 23.22 |
| 1/18/2011 14:40 | N | R_LH2SES_1 | 23.23 |
| 1/18/2011 14:40 | N | R_PB2SES_1 | 23.22 |
| 1/18/2011 14:40 | N | R_PB2SES_2 | 23.22 |
| 1/18/2011 14:40 | N | R_PB2SES_3 | 23.22 |
| 1/18/2011 14:40 | N | R_PB2SES_4 | 23.22 |
| 1/18/2011 14:40 | N | R_PB2SES_5 | 23.22 |
| 1/18/2011 14:40 | N | AUTO_EPS_390 | 23.23 |
| 1/18/2011 14:45 | N | DC_EGPS_L_A | 23.39 |
| 1/18/2011 14:45 | N | H_HOLLOW_E_1 | 23.47 |
| 1/18/2011 14:45 | N | HHOLLOW4_E_1 | 23.47 |
| 1/18/2011 14:45 | N | R_LH2SES_1 | 23.48 |
| 1/18/2011 14:45 | N | R_PB2SES_1 | 23.47 |
| 1/18/2011 14:45 | N | R_PB2SES_2 | 23.47 |
| 1/18/2011 14:45 | N | R_PB2SES_3 | 23.47 |
| 1/18/2011 14:45 | N | R_PB2SES_4 | 23.47 |
| 1/18/2011 14:45 | N | R_PB2SES_5 | 23.47 |
| 1/18/2011 14:45 | N | AUTO_EPS_390 | 23.49 |
| 1/18/2011 14:50 | N | DC_EGPS_L_A | 23.4 |
| 1/18/2011 14:50 | N | H_HOLLOW_E_1 | 23.48 |
| 1/18/2011 14:50 | N | HHOLLOW4_E_1 | 23.48 |
| 1/18/2011 14:50 | N | R_LH2SES_1 | 23.49 |
| 1/18/2011 14:50 | N | R_PB2SES_1 | 23.48 |
| 1/18/2011 14:50 | N | R_PB2SES_2 | 23.48 |
| 1/18/2011 14:50 | N | R_PB2SES_3 | 23.48 |
| 1/18/2011 14:50 | N | R_PB2SES_4 | 23.48 |
| 1/18/2011 14:50 | N | R_PB2SES_5 | 23.48 |
| 1/18/2011 14:50 | N | AUTO_EPS_390 | 23.49 |
| 1/18/2011 14:55 | N | DC_EGPS_L_A | 23.4 |
| 1/18/2011 14:55 | N | H_HOLLOW_E_1 | 23.48 |
| 1/18/2011 14:55 | N | HHOLLOW4_E_1 | 23.48 |
| 1/18/2011 14:55 | N | R_LH2SES_1 | 23.49 |
| 1/18/2011 14:55 | N | R_PB2SES_1 | 23.48 |
| 1/18/2011 14:55 | N | R_PB2SES_2 | 23.48 |
| 1/18/2011 14:55 | N | R_PB2SES_3 | 23.48 |
| 1/18/2011 14:55 | N | R_PB2SES_4 | 23.48 |
| 1/18/2011 14:55 | N | R_PB2SES_5 | 23.48 |
| 1/18/2011 14:55 | N | AUTO_EPS_390 | 23.49 |
| 1/18/2011 17:45 | N | DC_EGPS_L_A | 27.24 |
| 1/18/2011 17:45 | N | H_HOLLOW_E_1 | 27.26 |
| 1/18/2011 17:45 | N | HHOLLOW4_E_1 | 27.26 |
| 1/18/2011 17:45 | N | R_LH2SES_1 | 27.26 |
| 1/18/2011 17:45 | N | R_PB2SES_1 | 27.26 |
| 1/18/2011 17:45 | N | R_PB2SES_2 | 27.26 |
| 1/18/2011 17:45 | N | R_PB2SES_3 | 27.26 |
| 1/18/2011 17:45 | N | R_PB2SES_4 | 27.26 |

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| 1/18/2011 17:45 | N | R_PB2SES_5 | 27.26 |
| 1/18/2011 17:45 | N | AUTO_EPS_390 | 27.26 |
| 1/18/2011 17:50 | N | DC_EGPS_L_A | 27.48 |
| 1/18/2011 17:50 | N | H_HOLLOW_E_1 | 27.53 |
| 1/18/2011 17:50 | N | HHOLLOW4_E_1 | 27.53 |
| 1/18/2011 17:50 | N | R_LH2SES_1 | 27.53 |
| 1/18/2011 17:50 | N | R_PB2SES_1 | 27.53 |
| 1/18/2011 17:50 | N | R_PB2SES_2 | 27.53 |
| 1/18/2011 17:50 | N | R_PB2SES_3 | 27.53 |
| 1/18/2011 17:50 | N | R_PB2SES_4 | 27.53 |
| 1/18/2011 17:50 | N | R_PB2SES_5 | 27.53 |
| 1/18/2011 17:50 | N | AUTO_EPS_390 | 27.53 |
| 1/18/2011 17:55 | N | DC_EGPS_L_A | 27.79 |
| 1/18/2011 17:55 | N | H_HOLLOW_E_1 | 27.83 |
| 1/18/2011 17:55 | N | HHOLLOW4_E_1 | 27.83 |
| 1/18/2011 17:55 | N | R_LH2SES_1 | 27.83 |
| 1/18/2011 17:55 | N | R_PB2SES_1 | 27.83 |
| 1/18/2011 17:55 | N | R_PB2SES_2 | 27.83 |
| 1/18/2011 17:55 | N | R_PB2SES_3 | 27.83 |
| 1/18/2011 17:55 | N | R_PB2SES_4 | 27.83 |
| 1/18/2011 17:55 | N | R_PB2SES_5 | 27.83 |
| 1/18/2011 17:55 | N | AUTO_EPS_390 | 27.83 |
| 1/18/2011 18:00 | N | DC_EGPS_L_A | 28.52 |
| 1/18/2011 18:00 | N | H_HOLLOW_E_1 | 28.56 |
| 1/18/2011 18:00 | N | HHOLLOW4_E_1 | 28.56 |
| 1/18/2011 18:00 | N | R_LH2SES_1 | 28.56 |
| 1/18/2011 18:00 | N | R_PB2SES_1 | 28.56 |
| 1/18/2011 18:00 | N | R_PB2SES_2 | 28.56 |
| 1/18/2011 18:00 | N | R_PB2SES_3 | 28.56 |
| 1/18/2011 18:00 | N | R_PB2SES_4 | 28.56 |
| 1/18/2011 18:00 | N | R_PB2SES_5 | 28.56 |
| 1/18/2011 18:00 | N | AUTO_EPS_390 | 28.57 |
| 1/18/2011 18:05 | N | DC_EGPS_L_A | 29.71 |
| 1/18/2011 18:05 | N | H_HOLLOW_E_1 | 29.74 |
| 1/18/2011 18:05 | N | HHOLLOW4_E_1 | 29.74 |
| 1/18/2011 18:05 | N | R_LH2SES_1 | 29.74 |
| 1/18/2011 18:05 | N | R_PB2SES_1 | 29.73 |
| 1/18/2011 18:05 | N | R_PB2SES_2 | 29.73 |
| 1/18/2011 18:05 | N | R_PB2SES_3 | 29.73 |
| 1/18/2011 18:05 | N | R_PB2SES_4 | 29.73 |
| 1/18/2011 18:05 | N | R_PB2SES_5 | 29.73 |
| 1/18/2011 18:05 | N | AUTO_EPS_390 | 29.74 |
| 1/18/2011 18:07 | N | DC_EGPS_L_A | 30.44 |
| 1/18/2011 18:07 | N | H_HOLLOW_E_1 | 30.45 |
| 1/18/2011 18:07 | N | HHOLLOW4_E_1 | 30.45 |
| 1/18/2011 18:07 | N | R_LH2SES_1 | 30.46 |
| 1/18/2011 18:07 | N | R_PB2SES_1 | 30.45 |

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| 1/18/2011 18:07 | N | R_PB2SES_2 | 30.45 |
| 1/18/2011 18:07 | N | R_PB2SES_3 | 30.45 |
| 1/18/2011 18:07 | N | R_PB2SES_4 | 30.45 |
| 1/18/2011 18:07 | N | R_PB2SES_5 | 30.45 |
| 1/18/2011 18:07 | N | AUTO_EPS_390 | 30.46 |
| 1/18/2011 18:10 | N | DC_ROAD_L_B | 30.74 |
| 1/18/2011 18:10 | N | DC_EGPS_L_A | 30.75 |
| 1/18/2011 18:10 | N | H_HOLLOW_E_1 | 30.77 |
| 1/18/2011 18:10 | N | HHOLLOW4_E_1 | 30.77 |
| 1/18/2011 18:10 | N | R_LH2SES_1 | 30.77 |
| 1/18/2011 18:10 | N | R_PB2SES_1 | 30.77 |
| 1/18/2011 18:10 | N | R_PB2SES_2 | 30.77 |
| 1/18/2011 18:10 | N | R_PB2SES_3 | 30.77 |
| 1/18/2011 18:10 | N | R_PB2SES_4 | 30.77 |
| 1/18/2011 18:10 | N | R_PB2SES_5 | 30.77 |
| 1/18/2011 18:10 | N | AUTO_EPS_390 | 30.77 |
| 1/18/2011 18:15 | N | DC_ROAD_L_B | 31.8 |
| 1/18/2011 18:15 | N | DC_EGPS_L_A | 31.8 |
| 1/18/2011 18:15 | N | H_HOLLOW_E_1 | 31.81 |
| 1/18/2011 18:15 | N | HHOLLOW4_E_1 | 31.81 |
| 1/18/2011 18:15 | N | R_LH2SES_1 | 31.82 |
| 1/18/2011 18:15 | N | R_PB2SES_1 | 31.81 |
| 1/18/2011 18:15 | N | R_PB2SES_2 | 31.81 |
| 1/18/2011 18:15 | N | R_PB2SES_3 | 31.81 |
| 1/18/2011 18:15 | N | R_PB2SES_4 | 31.81 |
| 1/18/2011 18:15 | N | R_PB2SES_5 | 31.81 |
| 1/18/2011 18:15 | N | AUTO_EPS_390 | 31.82 |
| 1/18/2011 18:20 | N | DC_ROAD_L_B | 32.51 |
| 1/18/2011 18:20 | N | DC_EGPS_L_A | 32.51 |
| 1/18/2011 18:20 | N | H_HOLLOW_E_1 | 32.52 |
| 1/18/2011 18:20 | N | HHOLLOW4_E_1 | 32.52 |
| 1/18/2011 18:20 | N | R_LH2SES_1 | 32.52 |
| 1/18/2011 18:20 | N | R_PB2SES_1 | 32.52 |
| 1/18/2011 18:20 | N | R_PB2SES_2 | 32.52 |
| 1/18/2011 18:20 | N | R_PB2SES_3 | 32.52 |
| 1/18/2011 18:20 | N | R_PB2SES_4 | 32.52 |
| 1/18/2011 18:20 | N | R_PB2SES_5 | 32.52 |
| 1/18/2011 18:20 | N | AUTO_EPS_390 | 32.52 |
| 1/18/2011 18:45 | N | DC_ROAD_L_B | 34.36 |
| 1/18/2011 18:45 | N | DC_EGPS_L_A | 39.26 |
| 1/18/2011 18:45 | N | H_HOLLOW_E_1 | 33.71 |
| 1/18/2011 18:45 | N | HHOLLOW4_E_1 | 33.71 |
| 1/18/2011 18:45 | N | R_LH2SES_1 | 33.49 |
| 1/18/2011 18:45 | N | R_PB2SES_1 | 33.81 |
| 1/18/2011 18:45 | N | R_PB2SES_2 | 33.81 |
| 1/18/2011 18:45 | N | R_PB2SES_3 | 33.81 |
| 1/18/2011 18:45 | N | R_PB2SES_4 | 33.81 |

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| 1/18/2011 18:45 | N | R_PB2SES_5 | 33.81 |
| 1/18/2011 18:45 | N | AUTO_EPS_390 | 33.48 |
| 1/18/2011 18:50 | N | DC_ROAD_L_B | 33.65 |
| 1/18/2011 18:50 | N | DC_EGPS_L_A | 38.52 |
| 1/18/2011 18:50 | N | H_HOLLOW_E_1 | 33 |
| 1/18/2011 18:50 | N | HHOLLOW4_E_1 | 33 |
| 1/18/2011 18:50 | N | R_LH2SES_1 | 32.79 |
| 1/18/2011 18:50 | N | R_PB2SES_1 | 33.1 |
| 1/18/2011 18:50 | N | R_PB2SES_2 | 33.1 |
| 1/18/2011 18:50 | N | R_PB2SES_3 | 33.1 |
| 1/18/2011 18:50 | N | R_PB2SES_4 | 33.1 |
| 1/18/2011 18:50 | N | R_PB2SES_5 | 33.1 |
| 1/18/2011 18:50 | N | AUTO_EPS_390 | 32.77 |
| 1/18/2011 18:55 | N | DC_ROAD_L_B | 33.72 |
| 1/18/2011 18:55 | N | DC_EGPS_L_A | 38.64 |
| 1/18/2011 18:55 | N | H_HOLLOW_E_1 | 33.07 |
| 1/18/2011 18:55 | N | HHOLLOW4_E_1 | 33.07 |
| 1/18/2011 18:55 | N | R_LH2SES_1 | 32.85 |
| 1/18/2011 18:55 | N | R_PB2SES_1 | 33.16 |
| 1/18/2011 18:55 | N | R_PB2SES_2 | 33.16 |
| 1/18/2011 18:55 | N | R_PB2SES_3 | 33.16 |
| 1/18/2011 18:55 | N | R_PB2SES_4 | 33.16 |
| 1/18/2011 18:55 | N | R_PB2SES_5 | 33.16 |
| 1/18/2011 18:55 | N | AUTO_EPS_390 | 32.84 |
| 1/18/2011 19:00 | N | DC_ROAD_L_B | 33.46 |
| 1/18/2011 19:00 | N | DC_EGPS_L_A | 38.13 |
| 1/18/2011 19:00 | N | H_HOLLOW_E_1 | 32.85 |
| 1/18/2011 19:00 | N | HHOLLOW4_E_1 | 32.85 |
| 1/18/2011 19:00 | N | R_LH2SES_1 | 32.64 |
| 1/18/2011 19:00 | N | R_PB2SES_1 | 32.94 |
| 1/18/2011 19:00 | N | R_PB2SES_2 | 32.94 |
| 1/18/2011 19:00 | N | R_PB2SES_3 | 32.94 |
| 1/18/2011 19:00 | N | R_PB2SES_4 | 32.94 |
| 1/18/2011 19:00 | N | R_PB2SES_5 | 32.94 |
| 1/18/2011 19:00 | N | AUTO_EPS_390 | 32.63 |
| 1/18/2011 19:10 | N | DC_ROAD_L_B | 32.11 |
| 1/18/2011 19:10 | N | DC_EGPS_L_A | 33.76 |
| 1/18/2011 19:10 | N | H_HOLLOW_E_1 | 31.9 |
| 1/18/2011 19:10 | N | HHOLLOW4_E_1 | 31.9 |
| 1/18/2011 19:10 | N | R_LH2SES_1 | 31.82 |
| 1/18/2011 19:10 | N | R_PB2SES_1 | 31.93 |
| 1/18/2011 19:10 | N | R_PB2SES_2 | 31.93 |
| 1/18/2011 19:10 | N | R_PB2SES_3 | 31.93 |
| 1/18/2011 19:10 | N | R_PB2SES_4 | 31.93 |
| 1/18/2011 19:10 | N | R_PB2SES_5 | 31.93 |
| 1/18/2011 19:10 | N | AUTO_EPS_390 | 31.82 |
| 1/18/2011 19:15 | N | DC_ROAD_L_B | 32.46 |

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| 1/18/2011 19:15 | N | DC_EGPS_L_A | 36.79 |
| 1/18/2011 19:15 | N | H_HOLLOW_E_1 | 31.88 |
| 1/18/2011 19:15 | N | HHOLLOW4_E_1 | 31.88 |
| 1/18/2011 19:15 | N | R_LH2SES_1 | 31.69 |
| 1/18/2011 19:15 | N | R_PB2SES_1 | 31.97 |
| 1/18/2011 19:15 | N | R_PB2SES_2 | 31.97 |
| 1/18/2011 19:15 | N | R_PB2SES_3 | 31.97 |
| 1/18/2011 19:15 | N | R_PB2SES_4 | 31.97 |
| 1/18/2011 19:15 | N | R_PB2SES_5 | 31.97 |
| 1/18/2011 19:15 | N | AUTO_EPS_390 | 31.68 |
| 1/18/2011 19:20 | N | DC_ROAD_L_B | 32.98 |
| 1/18/2011 19:20 | N | DC_EGPS_L_A | 37.53 |
| 1/18/2011 19:20 | N | H_HOLLOW_E_1 | 32.37 |
| 1/18/2011 19:20 | N | HHOLLOW4_E_1 | 32.37 |
| 1/18/2011 19:20 | N | R_LH2SES_1 | 32.17 |
| 1/18/2011 19:20 | N | R_PB2SES_1 | 32.46 |
| 1/18/2011 19:20 | N | R_PB2SES_2 | 32.46 |
| 1/18/2011 19:20 | N | R_PB2SES_3 | 32.46 |
| 1/18/2011 19:20 | N | R_PB2SES_4 | 32.46 |
| 1/18/2011 19:20 | N | R_PB2SES_5 | 32.46 |
| 1/18/2011 19:20 | N | AUTO_EPS_390 | 32.16 |
| 1/18/2011 19:25 | N | DC_ROAD_L_B | 32.63 |
| 1/18/2011 19:25 | N | DC_EGPS_L_A | 37.1 |
| 1/18/2011 19:25 | N | H_HOLLOW_E_1 | 32.04 |
| 1/18/2011 19:25 | N | HHOLLOW4_E_1 | 32.04 |
| 1/18/2011 19:25 | N | R_LH2SES_1 | 31.84 |
| 1/18/2011 19:25 | N | R_PB2SES_1 | 32.13 |
| 1/18/2011 19:25 | N | R_PB2SES_2 | 32.13 |
| 1/18/2011 19:25 | N | R_PB2SES_3 | 32.13 |
| 1/18/2011 19:25 | N | R_PB2SES_4 | 32.13 |
| 1/18/2011 19:25 | N | R_PB2SES_5 | 32.13 |
| 1/18/2011 19:25 | N | AUTO_EPS_390 | 31.83 |
| 1/18/2011 19:30 | N | DC_ROAD_L_B | 33.02 |
| 1/18/2011 19:30 | N | DC_EGPS_L_A | 37.69 |
| 1/18/2011 19:30 | N | H_HOLLOW_E_1 | 32.4 |
| 1/18/2011 19:30 | N | HHOLLOW4_E_1 | 32.4 |
| 1/18/2011 19:30 | N | R_LH2SES_1 | 32.2 |
| 1/18/2011 19:30 | N | R_PB2SES_1 | 32.5 |
| 1/18/2011 19:30 | N | R_PB2SES_2 | 32.5 |
| 1/18/2011 19:30 | N | R_PB2SES_3 | 32.5 |
| 1/18/2011 19:30 | N | R_PB2SES_4 | 32.5 |
| 1/18/2011 19:30 | N | R_PB2SES_5 | 32.5 |
| 1/18/2011 19:30 | N | AUTO_EPS_390 | 32.19 |
| 1/18/2011 19:35 | N | DC_ROAD_L_B | 32.98 |
| 1/18/2011 19:35 | N | DC_EGPS_L_A | 37.77 |
| 1/18/2011 19:35 | N | H_HOLLOW_E_1 | 32.36 |
| 1/18/2011 19:35 | N | HHOLLOW4_E_1 | 32.36 |

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| 1/18/2011 19:35 | N | R_LH2SES_1 | 32.16 |
| 1/18/2011 19:35 | N | R_PB2SES_1 | 32.46 |
| 1/18/2011 19:35 | N | R_PB2SES_2 | 32.46 |
| 1/18/2011 19:35 | N | R_PB2SES_3 | 32.46 |
| 1/18/2011 19:35 | N | R_PB2SES_4 | 32.46 |
| 1/18/2011 19:35 | N | R_PB2SES_5 | 32.46 |
| 1/18/2011 19:35 | N | AUTO_EPS_390 | 32.15 |
| 1/18/2011 19:40 | N | DC_ROAD_L_B | 32.47 |
| 1/18/2011 19:40 | N | DC_EGPS_L_A | 37.08 |
| 1/18/2011 19:40 | N | H_HOLLOW_E_1 | 31.89 |
| 1/18/2011 19:40 | N | HHOLLOW4_E_1 | 31.89 |
| 1/18/2011 19:40 | N | R_LH2SES_1 | 31.69 |
| 1/18/2011 19:40 | N | R_PB2SES_1 | 31.98 |
| 1/18/2011 19:40 | N | R_PB2SES_2 | 31.98 |
| 1/18/2011 19:40 | N | R_PB2SES_3 | 31.98 |
| 1/18/2011 19:40 | N | R_PB2SES_4 | 31.98 |
| 1/18/2011 19:40 | N | R_PB2SES_5 | 31.98 |
| 1/18/2011 19:40 | N | AUTO_EPS_390 | 31.68 |
| 1/18/2011 19:45 | N | DC_ROAD_L_B | 32.12 |
| 1/18/2011 19:45 | N | DC_EGPS_L_A | 36.47 |
| 1/18/2011 19:45 | N | H_HOLLOW_E_1 | 31.56 |
| 1/18/2011 19:45 | N | HHOLLOW4_E_1 | 31.56 |
| 1/18/2011 19:45 | N | R_LH2SES_1 | 31.37 |
| 1/18/2011 19:45 | N | R_PB2SES_1 | 31.65 |
| 1/18/2011 19:45 | N | R_PB2SES_2 | 31.65 |
| 1/18/2011 19:45 | N | R_PB2SES_3 | 31.65 |
| 1/18/2011 19:45 | N | R_PB2SES_4 | 31.65 |
| 1/18/2011 19:45 | N | R_PB2SES_5 | 31.65 |
| 1/18/2011 19:45 | N | AUTO_EPS_390 | 31.36 |
| 1/18/2011 19:50 | N | DC_ROAD_L_B | 32.1 |
| 1/18/2011 19:50 | N | DC_EGPS_L_A | 36.45 |
| 1/18/2011 19:50 | N | H_HOLLOW_E_1 | 31.54 |
| 1/18/2011 19:50 | N | HHOLLOW4_E_1 | 31.54 |
| 1/18/2011 19:50 | N | R_LH2SES_1 | 31.35 |
| 1/18/2011 19:50 | N | R_PB2SES_1 | 31.62 |
| 1/18/2011 19:50 | N | R_PB2SES_2 | 31.62 |
| 1/18/2011 19:50 | N | R_PB2SES_3 | 31.62 |
| 1/18/2011 19:50 | N | R_PB2SES_4 | 31.62 |
| 1/18/2011 19:50 | N | R_PB2SES_5 | 31.62 |
| 1/18/2011 19:50 | N | AUTO_EPS_390 | 31.34 |
| 1/18/2011 19:55 | N | DC_ROAD_L_B | 32.13 |
| 1/18/2011 19:55 | N | DC_EGPS_L_A | 36.49 |
| 1/18/2011 19:55 | N | H_HOLLOW_E_1 | 31.57 |
| 1/18/2011 19:55 | N | HHOLLOW4_E_1 | 31.57 |
| 1/18/2011 19:55 | N | R_LH2SES_1 | 31.38 |
| 1/18/2011 19:55 | N | R_PB2SES_1 | 31.65 |
| 1/18/2011 19:55 | N | R_PB2SES_2 | 31.65 |

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| 1/18/2011 19:55 | N | R_PB2SES_3 | 31.65 |
| 1/18/2011 19:55 | N | R_PB2SES_4 | 31.65 |
| 1/18/2011 19:55 | N | R_PB2SES_5 | 31.65 |
| 1/18/2011 19:55 | N | AUTO_EPS_390 | 31.37 |
| 1/18/2011 20:00 | N | DC_ROAD_L_B | 32.11 |
| 1/18/2011 20:00 | N | DC_EGPS_L_A | 36.5 |
| 1/18/2011 20:00 | N | H_HOLLOW_E_1 | 31.55 |
| 1/18/2011 20:00 | N | HHOLLOW4_E_1 | 31.55 |
| 1/18/2011 20:00 | N | R_LH2SES_1 | 31.36 |
| 1/18/2011 20:00 | N | R_PB2SES_1 | 31.64 |
| 1/18/2011 20:00 | N | R_PB2SES_2 | 31.64 |
| 1/18/2011 20:00 | N | R_PB2SES_3 | 31.64 |
| 1/18/2011 20:00 | N | R_PB2SES_4 | 31.64 |
| 1/18/2011 20:00 | N | R_PB2SES_5 | 31.64 |
| 1/18/2011 20:00 | N | AUTO_EPS_390 | 31.35 |
| 1/18/2011 20:04 | N | DC_ROAD_L_B | 32.3 |
| 1/18/2011 20:04 | N | DC_EGPS_L_A | 36.7 |
| 1/18/2011 20:04 | N | H_HOLLOW_E_1 | 31.73 |
| 1/18/2011 20:04 | N | HHOLLOW4_E_1 | 31.73 |
| 1/18/2011 20:04 | N | R_LH2SES_1 | 31.54 |
| 1/18/2011 20:04 | N | R_PB2SES_1 | 31.81 |
| 1/18/2011 20:04 | N | R_PB2SES_2 | 31.81 |
| 1/18/2011 20:04 | N | R_PB2SES_3 | 31.81 |
| 1/18/2011 20:04 | N | R_PB2SES_4 | 31.81 |
| 1/18/2011 20:04 | N | R_PB2SES_5 | 31.81 |
| 1/18/2011 20:04 | N | AUTO_EPS_390 | 31.53 |
| 1/18/2011 20:05 | N | DC_ROAD_L_B | 32.31 |
| 1/18/2011 20:05 | N | DC_EGPS_L_A | 36.73 |
| 1/18/2011 20:05 | N | H_HOLLOW_E_1 | 31.74 |
| 1/18/2011 20:05 | N | HHOLLOW4_E_1 | 31.74 |
| 1/18/2011 20:05 | N | R_LH2SES_1 | 31.55 |
| 1/18/2011 20:05 | N | R_PB2SES_1 | 31.83 |
| 1/18/2011 20:05 | N | R_PB2SES_2 | 31.83 |
| 1/18/2011 20:05 | N | R_PB2SES_3 | 31.83 |
| 1/18/2011 20:05 | N | R_PB2SES_4 | 31.83 |
| 1/18/2011 20:05 | N | R_PB2SES_5 | 31.83 |
| 1/18/2011 20:05 | N | AUTO_EPS_390 | 31.54 |
| 1/18/2011 20:10 | N | DC_ROAD_L_B | 32.28 |
| 1/18/2011 20:10 | N | DC_EGPS_L_A | 36.62 |
| 1/18/2011 20:10 | N | H_HOLLOW_E_1 | 31.7 |
| 1/18/2011 20:10 | N | HHOLLOW4_E_1 | 31.7 |
| 1/18/2011 20:10 | N | R_LH2SES_1 | 31.51 |
| 1/18/2011 20:10 | N | R_PB2SES_1 | 31.78 |
| 1/18/2011 20:10 | N | R_PB2SES_2 | 31.78 |
| 1/18/2011 20:10 | N | R_PB2SES_3 | 31.78 |
| 1/18/2011 20:10 | N | R_PB2SES_4 | 31.78 |
| 1/18/2011 20:10 | N | R_PB2SES_5 | 31.78 |

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| 1/18/2011 20:10 | N | AUTO_EPS_390 | 31.5 |
| 1/18/2011 20:15 | N | DC_ROAD_L_B | 32.11 |
| 1/18/2011 20:15 | N | DC_EGPS_L_A | 36.34 |
| 1/18/2011 20:15 | N | H_HOLLOW_E_1 | 31.56 |
| 1/18/2011 20:15 | N | HHOLLOW4_E_1 | 31.56 |
| 1/18/2011 20:15 | N | R_LH2SES_1 | 31.38 |
| 1/18/2011 20:15 | N | R_PB2SES_1 | 31.64 |
| 1/18/2011 20:15 | N | R_PB2SES_2 | 31.64 |
| 1/18/2011 20:15 | N | R_PB2SES_3 | 31.64 |
| 1/18/2011 20:15 | N | R_PB2SES_4 | 31.64 |
| 1/18/2011 20:15 | N | R_PB2SES_5 | 31.64 |
| 1/18/2011 20:15 | N | AUTO_EPS_390 | 31.37 |
| 1/18/2011 20:20 | N | DC_ROAD_L_B | 31.39 |
| 1/18/2011 20:20 | N | DC_EGPS_L_A | 35.4 |
| 1/18/2011 20:20 | N | H_HOLLOW_E_1 | 30.88 |
| 1/18/2011 20:20 | N | HHOLLOW4_E_1 | 30.88 |
| 1/18/2011 20:20 | N | R_LH2SES_1 | 30.71 |
| 1/18/2011 20:20 | N | R_PB2SES_1 | 30.96 |
| 1/18/2011 20:20 | N | R_PB2SES_2 | 30.96 |
| 1/18/2011 20:20 | N | R_PB2SES_3 | 30.96 |
| 1/18/2011 20:20 | N | R_PB2SES_4 | 30.96 |
| 1/18/2011 20:20 | N | R_PB2SES_5 | 30.96 |
| 1/18/2011 20:20 | N | AUTO_EPS_390 | 30.7 |
| 1/18/2011 20:25 | N | DC_ROAD_L_B | 31.29 |
| 1/18/2011 20:25 | N | DC_EGPS_L_A | 35.38 |
| 1/18/2011 20:25 | N | H_HOLLOW_E_1 | 30.82 |
| 1/18/2011 20:25 | N | HHOLLOW4_E_1 | 30.82 |
| 1/18/2011 20:25 | N | R_LH2SES_1 | 30.64 |
| 1/18/2011 20:25 | N | R_PB2SES_1 | 30.9 |
| 1/18/2011 20:25 | N | R_PB2SES_2 | 30.9 |
| 1/18/2011 20:25 | N | R_PB2SES_3 | 30.9 |
| 1/18/2011 20:25 | N | R_PB2SES_4 | 30.9 |
| 1/18/2011 20:25 | N | R_PB2SES_5 | 30.9 |
| 1/18/2011 20:25 | N | AUTO_EPS_390 | 30.64 |
| 1/18/2011 20:30 | N | DC_ROAD_L_B | 31.22 |
| 1/18/2011 20:30 | N | DC_EGPS_L_A | 35.31 |
| 1/18/2011 20:30 | N | H_HOLLOW_E_1 | 30.7 |
| 1/18/2011 20:30 | N | HHOLLOW4_E_1 | 30.7 |
| 1/18/2011 20:30 | N | R_LH2SES_1 | 30.53 |
| 1/18/2011 20:30 | N | R_PB2SES_1 | 30.78 |
| 1/18/2011 20:30 | N | R_PB2SES_2 | 30.78 |
| 1/18/2011 20:30 | N | R_PB2SES_3 | 30.78 |
| 1/18/2011 20:30 | N | R_PB2SES_4 | 30.78 |
| 1/18/2011 20:30 | N | R_PB2SES_5 | 30.78 |
| 1/18/2011 20:30 | N | AUTO_EPS_390 | 30.52 |
| 1/18/2011 20:35 | N | DC_ROAD_L_B | 30.38 |
| 1/18/2011 20:35 | N | DC_EGPS_L_A | 34.26 |

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| 1/18/2011 20:35 | N | H_HOLLOW_E_1 | 29.91 |
| 1/18/2011 20:35 | N | HHOLLOW4_E_1 | 29.91 |
| 1/18/2011 20:35 | N | R_LH2SES_1 | 29.74 |
| 1/18/2011 20:35 | N | R_PB2SES_1 | 29.98 |
| 1/18/2011 20:35 | N | R_PB2SES_2 | 29.98 |
| 1/18/2011 20:35 | N | R_PB2SES_3 | 29.98 |
| 1/18/2011 20:35 | N | R_PB2SES_4 | 29.98 |
| 1/18/2011 20:35 | N | R_PB2SES_5 | 29.98 |
| 1/18/2011 20:35 | N | AUTO_EPS_390 | 29.73 |
| 1/18/2011 20:40 | N | DC_ROAD_L_B | 29.6 |
| 1/18/2011 20:40 | N | DC_EGPS_L_A | 33.3 |
| 1/18/2011 20:40 | N | H_HOLLOW_E_1 | 29.18 |
| 1/18/2011 20:40 | N | HHOLLOW4_E_1 | 29.18 |
| 1/18/2011 20:40 | N | R_LH2SES_1 | 29.02 |
| 1/18/2011 20:40 | N | R_PB2SES_1 | 29.24 |
| 1/18/2011 20:40 | N | R_PB2SES_2 | 29.24 |
| 1/18/2011 20:40 | N | R_PB2SES_3 | 29.24 |
| 1/18/2011 20:40 | N | R_PB2SES_4 | 29.24 |
| 1/18/2011 20:40 | N | R_PB2SES_5 | 29.24 |
| 1/18/2011 20:40 | N | AUTO_EPS_390 | 29.02 |
| 1/18/2011 20:45 | N | DC_ROAD_L_B | 29.48 |
| 1/18/2011 20:45 | N | DC_EGPS_L_A | 32.96 |
| 1/18/2011 20:45 | N | H_HOLLOW_E_1 | 29.07 |
| 1/18/2011 20:45 | N | HHOLLOW4_E_1 | 29.07 |
| 1/18/2011 20:45 | N | R_LH2SES_1 | 28.92 |
| 1/18/2011 20:45 | N | R_PB2SES_1 | 29.13 |
| 1/18/2011 20:45 | N | R_PB2SES_2 | 29.13 |
| 1/18/2011 20:45 | N | R_PB2SES_3 | 29.13 |
| 1/18/2011 20:45 | N | R_PB2SES_4 | 29.13 |
| 1/18/2011 20:45 | N | R_PB2SES_5 | 29.13 |
| 1/18/2011 20:45 | N | AUTO_EPS_390 | 28.91 |
| 1/18/2011 20:50 | N | DC_ROAD_L_B | 28.98 |
| 1/18/2011 20:50 | N | DC_EGPS_L_A | 32.31 |
| 1/18/2011 20:50 | N | H_HOLLOW_E_1 | 28.6 |
| 1/18/2011 20:50 | N | HHOLLOW4_E_1 | 28.6 |
| 1/18/2011 20:50 | N | R_LH2SES_1 | 28.46 |
| 1/18/2011 20:50 | N | R_PB2SES_1 | 28.67 |
| 1/18/2011 20:50 | N | R_PB2SES_2 | 28.67 |
| 1/18/2011 20:50 | N | R_PB2SES_3 | 28.67 |
| 1/18/2011 20:50 | N | R_PB2SES_4 | 28.67 |
| 1/18/2011 20:50 | N | R_PB2SES_5 | 28.67 |
| 1/18/2011 20:50 | N | AUTO_EPS_390 | 28.46 |
| 1/18/2011 20:55 | N | DC_ROAD_L_B | 28.59 |
| 1/18/2011 20:55 | N | DC_EGPS_L_A | 31.76 |
| 1/18/2011 20:55 | N | H_HOLLOW_E_1 | 28.24 |
| 1/18/2011 20:55 | N | HHOLLOW4_E_1 | 28.24 |
| 1/18/2011 20:55 | N | R_LH2SES_1 | 28.1 |

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| 1/18/2011 20:55 | N | R_PB2SES_1 | 28.3 |
| 1/18/2011 20:55 | N | R_PB2SES_2 | 28.3 |
| 1/18/2011 20:55 | N | R_PB2SES_3 | 28.3 |
| 1/18/2011 20:55 | N | R_PB2SES_4 | 28.3 |
| 1/18/2011 20:55 | N | R_PB2SES_5 | 28.3 |
| 1/18/2011 20:55 | N | AUTO_EPS_390 | 28.1 |
| 1/18/2011 21:00 | N | DC_ROAD_L_B | 28.82 |
| 1/18/2011 21:00 | N | DC_EGPS_L_A | 32.07 |
| 1/18/2011 21:00 | N | H_HOLLOW_E_1 | 28.45 |
| 1/18/2011 21:00 | N | HHOLLOW4_E_1 | 28.45 |
| 1/18/2011 21:00 | N | R_LH2SES_1 | 28.31 |
| 1/18/2011 21:00 | N | R_PB2SES_1 | 28.51 |
| 1/18/2011 21:00 | N | R_PB2SES_2 | 28.51 |
| 1/18/2011 21:00 | N | R_PB2SES_3 | 28.51 |
| 1/18/2011 21:00 | N | R_PB2SES_4 | 28.51 |
| 1/18/2011 21:00 | N | R_PB2SES_5 | 28.51 |
| 1/18/2011 21:00 | N | AUTO_EPS_390 | 28.31 |
| 1/18/2011 21:02 | N | DC_ROAD_L_B | 28.98 |
| 1/18/2011 21:02 | N | DC_EGPS_L_A | 32.31 |
| 1/18/2011 21:02 | N | H_HOLLOW_E_1 | 28.6 |
| 1/18/2011 21:02 | N | HHOLLOW4_E_1 | 28.6 |
| 1/18/2011 21:02 | N | R_LH2SES_1 | 28.46 |
| 1/18/2011 21:02 | N | R_PB2SES_1 | 28.67 |
| 1/18/2011 21:02 | N | R_PB2SES_2 | 28.67 |
| 1/18/2011 21:02 | N | R_PB2SES_3 | 28.67 |
| 1/18/2011 21:02 | N | R_PB2SES_4 | 28.67 |
| 1/18/2011 21:02 | N | R_PB2SES_5 | 28.67 |
| 1/18/2011 21:02 | N | AUTO_EPS_390 | 28.46 |
| 1/18/2011 21:04 | N | DC_ROAD_L_B | 28.96 |
| 1/18/2011 21:04 | N | DC_EGPS_L_A | 32.32 |
| 1/18/2011 21:04 | N | H_HOLLOW_E_1 | 28.63 |
| 1/18/2011 21:04 | N | HHOLLOW4_E_1 | 28.63 |
| 1/18/2011 21:04 | N | R_LH2SES_1 | 28.49 |
| 1/18/2011 21:04 | N | R_PB2SES_1 | 28.69 |
| 1/18/2011 21:04 | N | R_PB2SES_2 | 28.69 |
| 1/18/2011 21:04 | N | R_PB2SES_3 | 28.69 |
| 1/18/2011 21:04 | N | R_PB2SES_4 | 28.69 |
| 1/18/2011 21:04 | N | R_PB2SES_5 | 28.69 |
| 1/18/2011 21:04 | N | AUTO_EPS_390 | 28.49 |
| 1/18/2011 21:05 | N | DC_ROAD_L_B | 29 |
| 1/18/2011 21:05 | N | DC_EGPS_L_A | 32.39 |
| 1/18/2011 21:05 | N | H_HOLLOW_E_1 | 28.61 |
| 1/18/2011 21:05 | N | HHOLLOW4_E_1 | 28.61 |
| 1/18/2011 21:05 | N | R_LH2SES_1 | 28.47 |
| 1/18/2011 21:05 | N | R_PB2SES_1 | 28.68 |
| 1/18/2011 21:05 | N | R_PB2SES_2 | 28.68 |
| 1/18/2011 21:05 | N | R_PB2SES_3 | 28.68 |

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| 1/18/2011 21:05 | N | R_PB2SES_4 | 28.68 |
| 1/18/2011 21:05 | N | R_PB2SES_5 | 28.68 |
| 1/18/2011 21:05 | N | AUTO_EPS_390 | 28.46 |
| 1/18/2011 21:10 | N | DC_ROAD_L_B | 30.02 |
| 1/18/2011 21:10 | N | DC_EGPS_L_A | 33.74 |
| 1/18/2011 21:10 | N | H_HOLLOW_E_1 | 29.58 |
| 1/18/2011 21:10 | N | HHOLLOW4_E_1 | 29.58 |
| 1/18/2011 21:10 | N | R_LH2SES_1 | 29.42 |
| 1/18/2011 21:10 | N | R_PB2SES_1 | 29.65 |
| 1/18/2011 21:10 | N | R_PB2SES_2 | 29.65 |
| 1/18/2011 21:10 | N | R_PB2SES_3 | 29.65 |
| 1/18/2011 21:10 | N | R_PB2SES_4 | 29.65 |
| 1/18/2011 21:10 | N | R_PB2SES_5 | 29.65 |
| 1/18/2011 21:10 | N | AUTO_EPS_390 | 29.41 |
| 1/18/2011 21:12 | N | DC_ROAD_L_B | 30.39 |
| 1/18/2011 21:12 | N | DC_EGPS_L_A | 34.14 |
| 1/18/2011 21:12 | N | H_HOLLOW_E_1 | 29.9 |
| 1/18/2011 21:12 | N | HHOLLOW4_E_1 | 29.9 |
| 1/18/2011 21:12 | N | R_LH2SES_1 | 29.73 |
| 1/18/2011 21:12 | N | R_PB2SES_1 | 29.97 |
| 1/18/2011 21:12 | N | R_PB2SES_2 | 29.97 |
| 1/18/2011 21:12 | N | R_PB2SES_3 | 29.97 |
| 1/18/2011 21:12 | N | R_PB2SES_4 | 29.97 |
| 1/18/2011 21:12 | N | R_PB2SES_5 | 29.97 |
| 1/18/2011 21:12 | N | AUTO_EPS_390 | 29.72 |
| 1/18/2011 21:15 | N | DC_ROAD_L_B | 30.15 |
| 1/18/2011 21:15 | N | DC_EGPS_L_A | 33.85 |
| 1/18/2011 21:15 | N | H_HOLLOW_E_1 | 29.66 |
| 1/18/2011 21:15 | N | HHOLLOW4_E_1 | 29.66 |
| 1/18/2011 21:15 | N | R_LH2SES_1 | 29.5 |
| 1/18/2011 21:15 | N | R_PB2SES_1 | 29.73 |
| 1/18/2011 21:15 | N | R_PB2SES_2 | 29.73 |
| 1/18/2011 21:15 | N | R_PB2SES_3 | 29.73 |
| 1/18/2011 21:15 | N | R_PB2SES_4 | 29.73 |
| 1/18/2011 21:15 | N | R_PB2SES_5 | 29.73 |
| 1/18/2011 21:15 | N | AUTO_EPS_390 | 29.49 |
| 1/18/2011 21:20 | N | DC_ROAD_L_B | 29.67 |
| 1/18/2011 21:20 | N | DC_EGPS_L_A | 33.01 |
| 1/18/2011 21:20 | N | H_HOLLOW_E_1 | 29.23 |
| 1/18/2011 21:20 | N | HHOLLOW4_E_1 | 29.23 |
| 1/18/2011 21:20 | N | R_LH2SES_1 | 29.08 |
| 1/18/2011 21:20 | N | R_PB2SES_1 | 29.29 |
| 1/18/2011 21:20 | N | R_PB2SES_2 | 29.29 |
| 1/18/2011 21:20 | N | R_PB2SES_3 | 29.29 |
| 1/18/2011 21:20 | N | R_PB2SES_4 | 29.29 |
| 1/18/2011 21:20 | N | R_PB2SES_5 | 29.29 |
| 1/18/2011 21:20 | N | AUTO_EPS_390 | 29.07 |

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| 1/18/2011 21:25 | N | DC_ROAD_L_B | 28.95 |
| 1/18/2011 21:25 | N | DC_EGPS_L_A | 31.96 |
| 1/18/2011 21:25 | N | H_HOLLOW_E_1 | 28.55 |
| 1/18/2011 21:25 | N | HHOLLOW4_E_1 | 28.55 |
| 1/18/2011 21:25 | N | R_LH2SES_1 | 28.41 |
| 1/18/2011 21:25 | N | R_PB2SES_1 | 28.6 |
| 1/18/2011 21:25 | N | R_PB2SES_2 | 28.6 |
| 1/18/2011 21:25 | N | R_PB2SES_3 | 28.6 |
| 1/18/2011 21:25 | N | R_PB2SES_4 | 28.6 |
| 1/18/2011 21:25 | N | R_PB2SES_5 | 28.6 |
| 1/18/2011 21:25 | N | AUTO_EPS_390 | 28.41 |
| 1/18/2011 21:30 | N | DC_ROAD_L_B | 28.53 |
| 1/18/2011 21:30 | N | DC_EGPS_L_A | 31.44 |
| 1/18/2011 21:30 | N | H_HOLLOW_E_1 | 28.14 |
| 1/18/2011 21:30 | N | HHOLLOW4_E_1 | 28.14 |
| 1/18/2011 21:30 | N | R_LH2SES_1 | 28.01 |
| 1/18/2011 21:30 | N | R_PB2SES_1 | 28.2 |
| 1/18/2011 21:30 | N | R_PB2SES_2 | 28.2 |
| 1/18/2011 21:30 | N | R_PB2SES_3 | 28.2 |
| 1/18/2011 21:30 | N | R_PB2SES_4 | 28.2 |
| 1/18/2011 21:30 | N | R_PB2SES_5 | 28.2 |
| 1/18/2011 21:30 | N | AUTO_EPS_390 | 28.01 |
| 1/18/2011 21:35 | N | DC_ROAD_L_B | 28.76 |
| 1/18/2011 21:35 | N | DC_EGPS_L_A | 31.92 |
| 1/18/2011 21:35 | N | H_HOLLOW_E_1 | 28.34 |
| 1/18/2011 21:35 | N | HHOLLOW4_E_1 | 28.34 |
| 1/18/2011 21:35 | N | R_LH2SES_1 | 28.2 |
| 1/18/2011 21:35 | N | R_PB2SES_1 | 28.4 |
| 1/18/2011 21:35 | N | R_PB2SES_2 | 28.4 |
| 1/18/2011 21:35 | N | R_PB2SES_3 | 28.4 |
| 1/18/2011 21:35 | N | R_PB2SES_4 | 28.4 |
| 1/18/2011 21:35 | N | R_PB2SES_5 | 28.4 |
| 1/18/2011 21:35 | N | AUTO_EPS_390 | 28.19 |
| 1/18/2011 21:40 | N | DC_ROAD_L_B | 28.77 |
| 1/18/2011 21:40 | N | DC_EGPS_L_A | 32.05 |
| 1/18/2011 21:40 | N | H_HOLLOW_E_1 | 28.34 |
| 1/18/2011 21:40 | N | HHOLLOW4_E_1 | 28.34 |
| 1/18/2011 21:40 | N | R_LH2SES_1 | 28.2 |
| 1/18/2011 21:40 | N | R_PB2SES_1 | 28.4 |
| 1/18/2011 21:40 | N | R_PB2SES_2 | 28.4 |
| 1/18/2011 21:40 | N | R_PB2SES_3 | 28.4 |
| 1/18/2011 21:40 | N | R_PB2SES_4 | 28.4 |
| 1/18/2011 21:40 | N | R_PB2SES_5 | 28.4 |
| 1/18/2011 21:40 | N | AUTO_EPS_390 | 28.19 |
| 1/18/2011 21:45 | N | DC_ROAD_L_B | 28.57 |
| 1/18/2011 21:45 | N | DC_EGPS_L_A | 31.71 |
| 1/18/2011 21:45 | N | H_HOLLOW_E_1 | 28.15 |

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| 1/18/2011 21:45 | N | HHOLLOW4_E_1 | 28.15 |
| 1/18/2011 21:45 | N | R_LH2SES_1 | 28.02 |
| 1/18/2011 21:45 | N | R_PB2SES_1 | 28.22 |
| 1/18/2011 21:45 | N | R_PB2SES_2 | 28.22 |
| 1/18/2011 21:45 | N | R_PB2SES_3 | 28.22 |
| 1/18/2011 21:45 | N | R_PB2SES_4 | 28.22 |
| 1/18/2011 21:45 | N | R_PB2SES_5 | 28.22 |
| 1/18/2011 21:45 | N | AUTO_EPS_390 | 28.01 |
| 1/18/2011 21:50 | N | DC_ROAD_L_B | 28.23 |
| 1/18/2011 21:50 | N | DC_EGPS_L_A | 31.12 |
| 1/18/2011 21:50 | N | H_HOLLOW_E_1 | 27.84 |
| 1/18/2011 21:50 | N | HHOLLOW4_E_1 | 27.84 |
| 1/18/2011 21:50 | N | R_LH2SES_1 | 27.72 |
| 1/18/2011 21:50 | N | R_PB2SES_1 | 27.9 |
| 1/18/2011 21:50 | N | R_PB2SES_2 | 27.9 |
| 1/18/2011 21:50 | N | R_PB2SES_3 | 27.9 |
| 1/18/2011 21:50 | N | R_PB2SES_4 | 27.9 |
| 1/18/2011 21:50 | N | R_PB2SES_5 | 27.9 |
| 1/18/2011 21:50 | N | AUTO_EPS_390 | 27.71 |
| 1/18/2011 21:55 | N | DC_ROAD_L_B | 28.17 |
| 1/18/2011 21:55 | N | DC_EGPS_L_A | 30.91 |
| 1/18/2011 21:55 | N | H_HOLLOW_E_1 | 27.8 |
| 1/18/2011 21:55 | N | HHOLLOW4_E_1 | 27.8 |
| 1/18/2011 21:55 | N | R_LH2SES_1 | 27.68 |
| 1/18/2011 21:55 | N | R_PB2SES_1 | 27.86 |
| 1/18/2011 21:55 | N | R_PB2SES_2 | 27.86 |
| 1/18/2011 21:55 | N | R_PB2SES_3 | 27.86 |
| 1/18/2011 21:55 | N | R_PB2SES_4 | 27.86 |
| 1/18/2011 21:55 | N | R_PB2SES_5 | 27.86 |
| 1/18/2011 21:55 | N | AUTO_EPS_390 | 27.68 |
| 1/18/2011 22:00 | N | DC_ROAD_L_B | 27.75 |
| 1/18/2011 22:00 | N | DC_EGPS_L_A | 30.4 |
| 1/18/2011 22:00 | N | H_HOLLOW_E_1 | 27.4 |
| 1/18/2011 22:00 | N | HHOLLOW4_E_1 | 27.4 |
| 1/18/2011 22:00 | N | R_LH2SES_1 | 27.28 |
| 1/18/2011 22:00 | N | R_PB2SES_1 | 27.45 |
| 1/18/2011 22:00 | N | R_PB2SES_2 | 27.45 |
| 1/18/2011 22:00 | N | R_PB2SES_3 | 27.45 |
| 1/18/2011 22:00 | N | R_PB2SES_4 | 27.45 |
| 1/18/2011 22:00 | N | R_PB2SES_5 | 27.45 |
| 1/18/2011 22:00 | N | AUTO_EPS_390 | 27.28 |
| 1/18/2011 22:05 | N | DC_ROAD_L_B | 28.3 |
| 1/18/2011 22:05 | N | DC_EGPS_L_A | 31.14 |
| 1/18/2011 22:05 | N | H_HOLLOW_E_1 | 27.92 |
| 1/18/2011 22:05 | N | HHOLLOW4_E_1 | 27.92 |
| 1/18/2011 22:05 | N | R_LH2SES_1 | 27.8 |
| 1/18/2011 22:05 | N | R_PB2SES_1 | 27.97 |

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| 1/18/2011 22:05 | N | R_PB2SES_2 | 27.97 |
| 1/18/2011 22:05 | N | R_PB2SES_3 | 27.97 |
| 1/18/2011 22:05 | N | R_PB2SES_4 | 27.97 |
| 1/18/2011 22:05 | N | R_PB2SES_5 | 27.97 |
| 1/18/2011 22:05 | N | AUTO_EPS_390 | 27.79 |
| 1/18/2011 22:08 | N | DC_ROAD_L_B | 28.52 |
| 1/18/2011 22:08 | N | DC_EGPS_L_A | 31.45 |
| 1/18/2011 22:08 | N | H_HOLLOW_E_1 | 28.13 |
| 1/18/2011 22:08 | N | HHOLLOW4_E_1 | 28.13 |
| 1/18/2011 22:08 | N | R_LH2SES_1 | 28 |
| 1/18/2011 22:08 | N | R_PB2SES_1 | 28.19 |
| 1/18/2011 22:08 | N | R_PB2SES_2 | 28.19 |
| 1/18/2011 22:08 | N | R_PB2SES_3 | 28.19 |
| 1/18/2011 22:08 | N | R_PB2SES_4 | 28.19 |
| 1/18/2011 22:08 | N | R_PB2SES_5 | 28.19 |
| 1/18/2011 22:08 | N | AUTO_EPS_390 | 28 |
| 1/18/2011 22:10 | N | DC_EGPS_L_A | 31.52 |
| 1/18/2011 22:10 | N | H_HOLLOW_E_1 | 28.19 |
| 1/18/2011 22:10 | N | HHOLLOW4_E_1 | 28.19 |
| 1/18/2011 22:10 | N | R_LH2SES_1 | 28.07 |
| 1/18/2011 22:10 | N | R_PB2SES_1 | 28.25 |
| 1/18/2011 22:10 | N | R_PB2SES_2 | 28.25 |
| 1/18/2011 22:10 | N | R_PB2SES_3 | 28.25 |
| 1/18/2011 22:10 | N | R_PB2SES_4 | 28.25 |
| 1/18/2011 22:10 | N | R_PB2SES_5 | 28.25 |
| 1/18/2011 22:10 | N | AUTO_EPS_390 | 28.06 |
| 1/19/2011 0:26 | N | DC_ROAD_L_B | 20.73 |
| 1/19/2011 0:26 | N | DC_EGPS_L_A | 19.94 |
| 1/19/2011 0:26 | N | H_HOLLOW_E_1 | 16.79 |
| 1/19/2011 0:26 | N | HHOLLOW4_E_1 | 16.79 |
| 1/19/2011 0:26 | N | R_LH2SES_1 | 21.01 |
| 1/19/2011 0:26 | N | R_PB2SES_1 | 16.75 |
| 1/19/2011 0:26 | N | R_PB2SES_2 | 16.75 |
| 1/19/2011 0:26 | N | R_PB2SES_3 | 16.75 |
| 1/19/2011 0:26 | N | R_PB2SES_4 | 16.75 |
| 1/19/2011 0:26 | N | R_PB2SES_5 | 16.75 |
| 1/19/2011 0:26 | N | AUTO_EPS_390 | 21 |
| 1/19/2011 0:35 | N | DC_ROAD_L_B | 20.41 |
| 1/19/2011 0:35 | N | DC_EGPS_L_A | 20.33 |
| 1/19/2011 0:35 | N | H_HOLLOW_E_1 | 20.01 |
| 1/19/2011 0:35 | N | HHOLLOW4_E_1 | 20.01 |
| 1/19/2011 0:35 | N | R_LH2SES_1 | 20.44 |
| 1/19/2011 0:35 | N | R_PB2SES_1 | 20 |
| 1/19/2011 0:35 | N | R_PB2SES_2 | 20 |
| 1/19/2011 0:35 | N | R_PB2SES_3 | 20 |
| 1/19/2011 0:35 | N | R_PB2SES_4 | 20 |
| 1/19/2011 0:35 | N | R_PB2SES_5 | 20 |

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| 1/19/2011 0:35 | N | AUTO_EPS_390 | 20.44 |
| 1/19/2011 0:40 | N | DC_ROAD_L_B | 20.48 |
| 1/19/2011 0:40 | N | DC_EGPS_L_A | 16.67 |
| 1/19/2011 0:40 | N | H_HOLLOW_E_1 | 1.57 |
| 1/19/2011 0:40 | N | HHOLLOW4_E_1 | 1.57 |
| 1/19/2011 0:40 | N | R_LH2SES_1 | 21.82 |
| 1/19/2011 0:40 | N | R_PB2SES_1 | 1.38 |
| 1/19/2011 0:40 | N | R_PB2SES_2 | 1.38 |
| 1/19/2011 0:40 | N | R_PB2SES_3 | 1.38 |
| 1/19/2011 0:40 | N | R_PB2SES_4 | 1.38 |
| 1/19/2011 0:40 | N | R_PB2SES_5 | 1.38 |
| 1/19/2011 0:40 | N | AUTO_EPS_390 | 21.76 |
| 1/19/2011 0:45 | N | DC_ROAD_L_B | 20.72 |
| 1/19/2011 0:45 | N | DC_EGPS_L_A | 16.49 |
| 1/19/2011 0:45 | N | H_HOLLOW_E_1 | -0.24 |
| 1/19/2011 0:45 | N | HHOLLOW4_E_1 | -0.24 |
| 1/19/2011 0:45 | N | R_LH2SES_1 | 22.2 |
| 1/19/2011 0:45 | N | R_PB2SES_1 | -0.46 |
| 1/19/2011 0:45 | N | R_PB2SES_2 | -0.46 |
| 1/19/2011 0:45 | N | R_PB2SES_3 | -0.46 |
| 1/19/2011 0:45 | N | R_PB2SES_4 | -0.46 |
| 1/19/2011 0:45 | N | R_PB2SES_5 | -0.46 |
| 1/19/2011 0:45 | N | AUTO_EPS_390 | 22.13 |
| 1/19/2011 0:50 | N | DC_ROAD_L_B | 21.42 |
| 1/19/2011 0:50 | N | DC_EGPS_L_A | 16.94 |
| 1/19/2011 0:50 | N | H_HOLLOW_E_1 | -0.77 |
| 1/19/2011 0:50 | N | HHOLLOW4_E_1 | -0.77 |
| 1/19/2011 0:50 | N | R_LH2SES_1 | 22.99 |
| 1/19/2011 0:50 | N | R_PB2SES_1 | -1 |
| 1/19/2011 0:50 | N | R_PB2SES_2 | -1 |
| 1/19/2011 0:50 | N | R_PB2SES_3 | -1 |
| 1/19/2011 0:50 | N | R_PB2SES_4 | -1 |
| 1/19/2011 0:50 | N | R_PB2SES_5 | -1 |
| 1/19/2011 0:50 | N | AUTO_EPS_390 | 22.91 |
| 1/19/2011 0:55 | N | DC_ROAD_L_B | 21.38 |
| 1/19/2011 0:55 | N | DC_EGPS_L_A | 16.91 |
| 1/19/2011 0:55 | N | H_HOLLOW_E_1 | -0.78 |
| 1/19/2011 0:55 | N | HHOLLOW4_E_1 | -0.78 |
| 1/19/2011 0:55 | N | R_LH2SES_1 | 22.95 |
| 1/19/2011 0:55 | N | R_PB2SES_1 | -1.01 |
| 1/19/2011 0:55 | N | R_PB2SES_2 | -1.01 |
| 1/19/2011 0:55 | N | R_PB2SES_3 | -1.01 |
| 1/19/2011 0:55 | N | R_PB2SES_4 | -1.01 |
| 1/19/2011 0:55 | N | R_PB2SES_5 | -1.01 |
| 1/19/2011 0:55 | N | AUTO_EPS_390 | 22.87 |
| 1/19/2011 1:00 | N | DC_ROAD_L_B | 20.81 |
| 1/19/2011 1:00 | N | DC_EGPS_L_A | 16.45 |

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|---|---|---|---|
| 1/19/2011 1:00 | N | H_HOLLOW_E_1 | -0.76 |
| 1/19/2011 1:00 | N | HHOLLOW4_E_1 | -0.76 |
| 1/19/2011 1:00 | N | R_LH2SES_1 | 22.33 |
| 1/19/2011 1:00 | N | R_PB2SES_1 | -0.98 |
| 1/19/2011 1:00 | N | R_PB2SES_2 | -0.98 |
| 1/19/2011 1:00 | N | R_PB2SES_3 | -0.98 |
| 1/19/2011 1:00 | N | R_PB2SES_4 | -0.98 |
| 1/19/2011 1:00 | N | R_PB2SES_5 | -0.98 |
| 1/19/2011 1:00 | N | AUTO_EPS_390 | 22.26 |
| 1/19/2011 1:05 | N | DC_ROAD_L_B | 20.43 |
| 1/19/2011 1:05 | N | DC_EGPS_L_A | 16.16 |
| 1/19/2011 1:05 | N | H_HOLLOW_E_1 | -0.74 |
| 1/19/2011 1:05 | N | HHOLLOW4_E_1 | -0.74 |
| 1/19/2011 1:05 | N | R_LH2SES_1 | 21.93 |
| 1/19/2011 1:05 | N | R_PB2SES_1 | -0.96 |
| 1/19/2011 1:05 | N | R_PB2SES_2 | -0.96 |
| 1/19/2011 1:05 | N | R_PB2SES_3 | -0.96 |
| 1/19/2011 1:05 | N | R_PB2SES_4 | -0.96 |
| 1/19/2011 1:05 | N | R_PB2SES_5 | -0.96 |
| 1/19/2011 1:05 | N | AUTO_EPS_390 | 21.86 |
| 1/19/2011 1:10 | N | DC_ROAD_L_B | 20.3 |
| 1/19/2011 1:10 | N | DC_EGPS_L_A | 16.08 |
| 1/19/2011 1:10 | N | H_HOLLOW_E_1 | -0.61 |
| 1/19/2011 1:10 | N | HHOLLOW4_E_1 | -0.61 |
| 1/19/2011 1:10 | N | R_LH2SES_1 | 21.78 |
| 1/19/2011 1:10 | N | R_PB2SES_1 | -0.82 |
| 1/19/2011 1:10 | N | R_PB2SES_2 | -0.82 |
| 1/19/2011 1:10 | N | R_PB2SES_3 | -0.82 |
| 1/19/2011 1:10 | N | R_PB2SES_4 | -0.82 |
| 1/19/2011 1:10 | N | R_PB2SES_5 | -0.82 |
| 1/19/2011 1:10 | N | AUTO_EPS_390 | 21.7 |
| 1/19/2011 1:15 | N | DC_ROAD_L_B | 20.29 |
| 1/19/2011 1:15 | N | DC_EGPS_L_A | 16.07 |
| 1/19/2011 1:15 | N | H_HOLLOW_E_1 | -0.61 |
| 1/19/2011 1:15 | N | HHOLLOW4_E_1 | -0.61 |
| 1/19/2011 1:15 | N | R_LH2SES_1 | 21.77 |
| 1/19/2011 1:15 | N | R_PB2SES_1 | -0.82 |
| 1/19/2011 1:15 | N | R_PB2SES_2 | -0.82 |
| 1/19/2011 1:15 | N | R_PB2SES_3 | -0.82 |
| 1/19/2011 1:15 | N | R_PB2SES_4 | -0.82 |
| 1/19/2011 1:15 | N | R_PB2SES_5 | -0.82 |
| 1/19/2011 1:15 | N | AUTO_EPS_390 | 21.7 |
| 1/19/2011 1:20 | N | DC_ROAD_L_B | 20.79 |
| 1/19/2011 1:20 | N | DC_EGPS_L_A | 16.27 |
| 1/19/2011 1:20 | N | H_HOLLOW_E_1 | -1.61 |
| 1/19/2011 1:20 | N | HHOLLOW4_E_1 | -1.61 |
| 1/19/2011 1:20 | N | R_LH2SES_1 | 22.37 |

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|---|---|---|---|
| 1/19/2011 1:20 | N | R_PB2SES_1 | -1.84 |
| 1/19/2011 1:20 | N | R_PB2SES_2 | -1.84 |
| 1/19/2011 1:20 | N | R_PB2SES_3 | -1.84 |
| 1/19/2011 1:20 | N | R_PB2SES_4 | -1.84 |
| 1/19/2011 1:20 | N | R_PB2SES_5 | -1.84 |
| 1/19/2011 1:20 | N | AUTO_EPS_390 | 22.3 |
| 1/19/2011 1:25 | N | DC_ROAD_L_B | 21.17 |
| 1/19/2011 1:25 | N | DC_EGPS_L_A | 15.74 |
| 1/19/2011 1:25 | N | H_HOLLOW_E_1 | -5.73 |
| 1/19/2011 1:25 | N | HHOLLOW4_E_1 | -5.73 |
| 1/19/2011 1:25 | N | R_LH2SES_1 | 23.07 |
| 1/19/2011 1:25 | N | R_PB2SES_1 | -6 |
| 1/19/2011 1:25 | N | R_PB2SES_2 | -6 |
| 1/19/2011 1:25 | N | R_PB2SES_3 | -6 |
| 1/19/2011 1:25 | N | R_PB2SES_4 | -6 |
| 1/19/2011 1:25 | N | R_PB2SES_5 | -6 |
| 1/19/2011 1:25 | N | AUTO_EPS_390 | 22.97 |
| 1/19/2011 1:30 | N | DC_ROAD_L_B | 20.78 |
| 1/19/2011 1:30 | N | DC_EGPS_L_A | 15.43 |
| 1/19/2011 1:30 | N | H_HOLLOW_E_1 | -5.73 |
| 1/19/2011 1:30 | N | HHOLLOW4_E_1 | -5.73 |
| 1/19/2011 1:30 | N | R_LH2SES_1 | 22.66 |
| 1/19/2011 1:30 | N | R_PB2SES_1 | -6 |
| 1/19/2011 1:30 | N | R_PB2SES_2 | -6 |
| 1/19/2011 1:30 | N | R_PB2SES_3 | -6 |
| 1/19/2011 1:30 | N | R_PB2SES_4 | -6 |
| 1/19/2011 1:30 | N | R_PB2SES_5 | -6 |
| 1/19/2011 1:30 | N | AUTO_EPS_390 | 22.57 |
| 1/19/2011 1:35 | N | DC_ROAD_L_B | 20.37 |
| 1/19/2011 1:35 | N | DC_EGPS_L_A | 15.43 |
| 1/19/2011 1:35 | N | H_HOLLOW_E_1 | -4.12 |
| 1/19/2011 1:35 | N | HHOLLOW4_E_1 | -4.12 |
| 1/19/2011 1:35 | N | R_LH2SES_1 | 22.1 |
| 1/19/2011 1:35 | N | R_PB2SES_1 | -4.37 |
| 1/19/2011 1:35 | N | R_PB2SES_2 | -4.37 |
| 1/19/2011 1:35 | N | R_PB2SES_3 | -4.37 |
| 1/19/2011 1:35 | N | R_PB2SES_4 | -4.37 |
| 1/19/2011 1:35 | N | R_PB2SES_5 | -4.37 |
| 1/19/2011 1:35 | N | AUTO_EPS_390 | 22.02 |
| 1/19/2011 1:40 | N | DC_ROAD_L_B | 20.89 |
| 1/19/2011 1:40 | N | DC_EGPS_L_A | 15.83 |
| 1/19/2011 1:40 | N | H_HOLLOW_E_1 | -4.2 |
| 1/19/2011 1:40 | N | HHOLLOW4_E_1 | -4.2 |
| 1/19/2011 1:40 | N | R_LH2SES_1 | 22.67 |
| 1/19/2011 1:40 | N | R_PB2SES_1 | -4.45 |
| 1/19/2011 1:40 | N | R_PB2SES_2 | -4.45 |
| 1/19/2011 1:40 | N | R_PB2SES_3 | -4.45 |

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|---|---|---|---|
| 1/19/2011 1:40 | N | R_PB2SES_4 | -4.45 |
| 1/19/2011 1:40 | N | R_PB2SES_5 | -4.45 |
| 1/19/2011 1:40 | N | AUTO_EPS_390 | 22.58 |
| 1/19/2011 1:45 | N | DC_ROAD_L_B | 20.85 |
| 1/19/2011 1:45 | N | DC_EGPS_L_A | 15.79 |
| 1/19/2011 1:45 | N | H_HOLLOW_E_1 | -4.19 |
| 1/19/2011 1:45 | N | HHOLLOW4_E_1 | -4.19 |
| 1/19/2011 1:45 | N | R_LH2SES_1 | 22.62 |
| 1/19/2011 1:45 | N | R_PB2SES_1 | -4.44 |
| 1/19/2011 1:45 | N | R_PB2SES_2 | -4.44 |
| 1/19/2011 1:45 | N | R_PB2SES_3 | -4.44 |
| 1/19/2011 1:45 | N | R_PB2SES_4 | -4.44 |
| 1/19/2011 1:45 | N | R_PB2SES_5 | -4.44 |
| 1/19/2011 1:45 | N | AUTO_EPS_390 | 22.53 |
| 1/19/2011 1:50 | N | DC_ROAD_L_B | 20.85 |
| 1/19/2011 1:50 | N | DC_EGPS_L_A | 15.79 |
| 1/19/2011 1:50 | N | H_HOLLOW_E_1 | -4.19 |
| 1/19/2011 1:50 | N | HHOLLOW4_E_1 | -4.19 |
| 1/19/2011 1:50 | N | R_LH2SES_1 | 22.62 |
| 1/19/2011 1:50 | N | R_PB2SES_1 | -4.44 |
| 1/19/2011 1:50 | N | R_PB2SES_2 | -4.44 |
| 1/19/2011 1:50 | N | R_PB2SES_3 | -4.44 |
| 1/19/2011 1:50 | N | R_PB2SES_4 | -4.44 |
| 1/19/2011 1:50 | N | R_PB2SES_5 | -4.44 |
| 1/19/2011 1:50 | N | AUTO_EPS_390 | 22.53 |
| 1/19/2011 1:55 | N | DC_ROAD_L_B | 20.71 |
| 1/19/2011 1:55 | N | DC_EGPS_L_A | 15.37 |
| 1/19/2011 1:55 | N | H_HOLLOW_E_1 | -5.73 |
| 1/19/2011 1:55 | N | HHOLLOW4_E_1 | -5.73 |
| 1/19/2011 1:55 | N | R_LH2SES_1 | 22.58 |
| 1/19/2011 1:55 | N | R_PB2SES_1 | -6 |
| 1/19/2011 1:55 | N | R_PB2SES_2 | -6 |
| 1/19/2011 1:55 | N | R_PB2SES_3 | -6 |
| 1/19/2011 1:55 | N | R_PB2SES_4 | -6 |
| 1/19/2011 1:55 | N | R_PB2SES_5 | -6 |
| 1/19/2011 1:55 | N | AUTO_EPS_390 | 22.48 |
| 1/19/2011 2:00 | N | DC_ROAD_L_B | 20.61 |
| 1/19/2011 2:00 | N | DC_EGPS_L_A | 14.42 |
| 1/19/2011 2:00 | N | H_HOLLOW_E_1 | -10.03 |
| 1/19/2011 2:00 | N | HHOLLOW4_E_1 | -10.03 |
| 1/19/2011 2:00 | N | R_LH2SES_1 | 22.77 |
| 1/19/2011 2:00 | N | R_PB2SES_1 | -10.34 |
| 1/19/2011 2:00 | N | R_PB2SES_2 | -10.34 |
| 1/19/2011 2:00 | N | R_PB2SES_3 | -10.34 |
| 1/19/2011 2:00 | N | R_PB2SES_4 | -10.34 |
| 1/19/2011 2:00 | N | R_PB2SES_5 | -10.34 |
| 1/19/2011 2:00 | N | AUTO_EPS_390 | 22.67 |

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| 1/19/2011 2:05 | N | DC_ROAD_L_B | 21.06 |
| 1/19/2011 2:05 | N | DC_EGPS_L_A | 14.81 |
| 1/19/2011 2:05 | N | H_HOLLOW_E_1 | -9.92 |
| 1/19/2011 2:05 | N | HHOLLOW4_E_1 | -9.92 |
| 1/19/2011 2:05 | N | R_LH2SES_1 | 23.25 |
| 1/19/2011 2:05 | N | R_PB2SES_1 | -10.23 |
| 1/19/2011 2:05 | N | R_PB2SES_2 | -10.23 |
| 1/19/2011 2:05 | N | R_PB2SES_3 | -10.23 |
| 1/19/2011 2:05 | N | R_PB2SES_4 | -10.23 |
| 1/19/2011 2:05 | N | R_PB2SES_5 | -10.23 |
| 1/19/2011 2:05 | N | AUTO_EPS_390 | 23.14 |
| 1/19/2011 2:10 | N | DC_ROAD_L_B | 21.12 |
| 1/19/2011 2:10 | N | DC_EGPS_L_A | 15.7 |
| 1/19/2011 2:10 | N | H_HOLLOW_E_1 | -5.73 |
| 1/19/2011 2:10 | N | HHOLLOW4_E_1 | -5.73 |
| 1/19/2011 2:10 | N | R_LH2SES_1 | 23.02 |
| 1/19/2011 2:10 | N | R_PB2SES_1 | -6 |
| 1/19/2011 2:10 | N | R_PB2SES_2 | -6 |
| 1/19/2011 2:10 | N | R_PB2SES_3 | -6 |
| 1/19/2011 2:10 | N | R_PB2SES_4 | -6 |
| 1/19/2011 2:10 | N | R_PB2SES_5 | -6 |
| 1/19/2011 2:10 | N | AUTO_EPS_390 | 22.92 |
| 1/19/2011 2:15 | N | DC_ROAD_L_B | 20.98 |
| 1/19/2011 2:15 | N | DC_EGPS_L_A | 16.26 |
| 1/19/2011 2:15 | N | H_HOLLOW_E_1 | -2.43 |
| 1/19/2011 2:15 | N | HHOLLOW4_E_1 | -2.43 |
| 1/19/2011 2:15 | N | R_LH2SES_1 | 22.63 |
| 1/19/2011 2:15 | N | R_PB2SES_1 | -2.67 |
| 1/19/2011 2:15 | N | R_PB2SES_2 | -2.67 |
| 1/19/2011 2:15 | N | R_PB2SES_3 | -2.67 |
| 1/19/2011 2:15 | N | R_PB2SES_4 | -2.67 |
| 1/19/2011 2:15 | N | R_PB2SES_5 | -2.67 |
| 1/19/2011 2:15 | N | AUTO_EPS_390 | 22.55 |
| 1/19/2011 2:20 | N | DC_ROAD_L_B | 20.89 |
| 1/19/2011 2:20 | N | DC_EGPS_L_A | 16.22 |
| 1/19/2011 2:20 | N | H_HOLLOW_E_1 | -2.32 |
| 1/19/2011 2:20 | N | HHOLLOW4_E_1 | -2.32 |
| 1/19/2011 2:20 | N | R_LH2SES_1 | 22.53 |
| 1/19/2011 2:20 | N | R_PB2SES_1 | -2.42 |
| 1/19/2011 2:20 | N | R_PB2SES_2 | -2.42 |
| 1/19/2011 2:20 | N | R_PB2SES_3 | -2.42 |
| 1/19/2011 2:20 | N | R_PB2SES_4 | -2.42 |
| 1/19/2011 2:20 | N | R_PB2SES_5 | -2.42 |
| 1/19/2011 2:20 | N | AUTO_EPS_390 | 22.45 |
| 1/19/2011 2:25 | N | DC_ROAD_L_B | 21.04 |
| 1/19/2011 2:25 | N | DC_EGPS_L_A | 16.65 |
| 1/19/2011 2:25 | N | H_HOLLOW_E_1 | -0.78 |

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|---|---|---|---|
| 1/19/2011 2:25 | N | HHOLLOW4_E_1 | -0.78 |
| 1/19/2011 2:25 | N | R_LH2SES_1 | 22.59 |
| 1/19/2011 2:25 | N | R_PB2SES_1 | -0.98 |
| 1/19/2011 2:25 | N | R_PB2SES_2 | -0.98 |
| 1/19/2011 2:25 | N | R_PB2SES_3 | -0.98 |
| 1/19/2011 2:25 | N | R_PB2SES_4 | -0.98 |
| 1/19/2011 2:25 | N | R_PB2SES_5 | -0.98 |
| 1/19/2011 2:25 | N | AUTO_EPS_390 | 22.51 |
| 1/19/2011 2:27 | N | DC_ROAD_L_B | 20.98 |
| 1/19/2011 2:27 | N | DC_EGPS_L_A | 14.7 |
| 1/19/2011 2:27 | N | H_HOLLOW_E_1 | -10.33 |
| 1/19/2011 2:27 | N | HHOLLOW4_E_1 | -10.33 |
| 1/19/2011 2:27 | N | R_LH2SES_1 | 23.19 |
| 1/19/2011 2:27 | N | R_PB2SES_1 | -9.86 |
| 1/19/2011 2:27 | N | R_PB2SES_2 | -9.86 |
| 1/19/2011 2:27 | N | R_PB2SES_3 | -9.86 |
| 1/19/2011 2:27 | N | R_PB2SES_4 | -9.86 |
| 1/19/2011 2:27 | N | R_PB2SES_5 | -9.86 |
| 1/19/2011 2:27 | N | AUTO_EPS_390 | 23.08 |
| 1/19/2011 2:30 | N | DC_ROAD_L_B | 21.07 |
| 1/19/2011 2:30 | N | DC_EGPS_L_A | 14.73 |
| 1/19/2011 2:30 | N | H_HOLLOW_E_1 | -10.47 |
| 1/19/2011 2:30 | N | HHOLLOW4_E_1 | -10.47 |
| 1/19/2011 2:30 | N | R_LH2SES_1 | 23.29 |
| 1/19/2011 2:30 | N | R_PB2SES_1 | -9.99 |
| 1/19/2011 2:30 | N | R_PB2SES_2 | -9.99 |
| 1/19/2011 2:30 | N | R_PB2SES_3 | -9.99 |
| 1/19/2011 2:30 | N | R_PB2SES_4 | -9.99 |
| 1/19/2011 2:30 | N | R_PB2SES_5 | -9.99 |
| 1/19/2011 2:30 | N | AUTO_EPS_390 | 23.18 |
| 1/19/2011 2:35 | N | DC_ROAD_L_B | 21.5 |
| 1/19/2011 2:35 | N | DC_EGPS_L_A | 15.08 |
| 1/19/2011 2:35 | N | H_HOLLOW_E_1 | -10.3 |
| 1/19/2011 2:35 | N | HHOLLOW4_E_1 | -10.3 |
| 1/19/2011 2:35 | N | R_LH2SES_1 | 23.74 |
| 1/19/2011 2:35 | N | R_PB2SES_1 | -10.62 |
| 1/19/2011 2:35 | N | R_PB2SES_2 | -10.62 |
| 1/19/2011 2:35 | N | R_PB2SES_3 | -10.62 |
| 1/19/2011 2:35 | N | R_PB2SES_4 | -10.62 |
| 1/19/2011 2:35 | N | R_PB2SES_5 | -10.62 |
| 1/19/2011 2:35 | N | AUTO_EPS_390 | 23.63 |
| 1/19/2011 2:40 | N | DC_ROAD_L_B | 21.44 |
| 1/19/2011 2:40 | N | DC_EGPS_L_A | 15.03 |
| 1/19/2011 2:40 | N | H_HOLLOW_E_1 | -10.37 |
| 1/19/2011 2:40 | N | HHOLLOW4_E_1 | -10.37 |
| 1/19/2011 2:40 | N | R_LH2SES_1 | 23.69 |
| 1/19/2011 2:40 | N | R_PB2SES_1 | -10.69 |

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| 1/19/2011 2:40 | N | R_PB2SES_2 | -10.69 |
| 1/19/2011 2:40 | N | R_PB2SES_3 | -10.69 |
| 1/19/2011 2:40 | N | R_PB2SES_4 | -10.69 |
| 1/19/2011 2:40 | N | R_PB2SES_5 | -10.69 |
| 1/19/2011 2:40 | N | AUTO_EPS_390 | 23.57 |
| 1/19/2011 2:45 | N | DC_ROAD_L_B | 21.16 |
| 1/19/2011 2:45 | N | DC_EGPS_L_A | 14.85 |
| 1/19/2011 2:45 | N | H_HOLLOW_E_1 | -10.16 |
| 1/19/2011 2:45 | N | HHOLLOW4_E_1 | -10.16 |
| 1/19/2011 2:45 | N | R_LH2SES_1 | 23.37 |
| 1/19/2011 2:45 | N | R_PB2SES_1 | -10.47 |
| 1/19/2011 2:45 | N | R_PB2SES_2 | -10.47 |
| 1/19/2011 2:45 | N | R_PB2SES_3 | -10.47 |
| 1/19/2011 2:45 | N | R_PB2SES_4 | -10.47 |
| 1/19/2011 2:45 | N | R_PB2SES_5 | -10.47 |
| 1/19/2011 2:45 | N | AUTO_EPS_390 | 23.26 |
| 1/19/2011 2:50 | N | DC_ROAD_L_B | 21.04 |
| 1/19/2011 2:50 | N | DC_EGPS_L_A | 14.78 |
| 1/19/2011 2:50 | N | H_HOLLOW_E_1 | -10.02 |
| 1/19/2011 2:50 | N | HHOLLOW4_E_1 | -10.02 |
| 1/19/2011 2:50 | N | R_LH2SES_1 | 23.24 |
| 1/19/2011 2:50 | N | R_PB2SES_1 | -10.33 |
| 1/19/2011 2:50 | N | R_PB2SES_2 | -10.33 |
| 1/19/2011 2:50 | N | R_PB2SES_3 | -10.33 |
| 1/19/2011 2:50 | N | R_PB2SES_4 | -10.33 |
| 1/19/2011 2:50 | N | R_PB2SES_5 | -10.33 |
| 1/19/2011 2:50 | N | AUTO_EPS_390 | 23.13 |
| 1/19/2011 2:52 | N | DC_ROAD_L_B | 21.01 |
| 1/19/2011 2:52 | N | DC_EGPS_L_A | 14.79 |
| 1/19/2011 2:52 | N | H_HOLLOW_E_1 | -9.87 |
| 1/19/2011 2:52 | N | HHOLLOW4_E_1 | -9.87 |
| 1/19/2011 2:52 | N | R_LH2SES_1 | 23.2 |
| 1/19/2011 2:52 | N | R_PB2SES_1 | -10.19 |
| 1/19/2011 2:52 | N | R_PB2SES_2 | -10.19 |
| 1/19/2011 2:52 | N | R_PB2SES_3 | -10.19 |
| 1/19/2011 2:52 | N | R_PB2SES_4 | -10.19 |
| 1/19/2011 2:52 | N | R_PB2SES_5 | -10.19 |
| 1/19/2011 2:52 | N | AUTO_EPS_390 | 23.09 |
| 1/19/2011 2:55 | N | DC_ROAD_L_B | 21.02 |
| 1/19/2011 2:55 | N | DC_EGPS_L_A | 14.78 |
| 1/19/2011 2:55 | N | H_HOLLOW_E_1 | -9.96 |
| 1/19/2011 2:55 | N | HHOLLOW4_E_1 | -9.96 |
| 1/19/2011 2:55 | N | R_LH2SES_1 | 23.21 |
| 1/19/2011 2:55 | N | R_PB2SES_1 | -10.27 |
| 1/19/2011 2:55 | N | R_PB2SES_2 | -10.27 |
| 1/19/2011 2:55 | N | R_PB2SES_3 | -10.27 |
| 1/19/2011 2:55 | N | R_PB2SES_4 | -10.27 |

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| 1/19/2011 2:55 | N | R_PB2SES_5 | -10.27 |
| 1/19/2011 2:55 | N | AUTO_EPS_390 | 23.1 |
| 1/19/2011 2:58 | N | DC_ROAD_L_B | 20.95 |
| 1/19/2011 2:58 | N | DC_EGPS_L_A | 14.68 |
| 1/19/2011 2:58 | N | H_HOLLOW_E_1 | -10.19 |
| 1/19/2011 2:58 | N | HHOLLOW4_E_1 | -10.19 |
| 1/19/2011 2:58 | N | R_LH2SES_1 | 23.16 |
| 1/19/2011 2:58 | N | R_PB2SES_1 | -10.51 |
| 1/19/2011 2:58 | N | R_PB2SES_2 | -10.51 |
| 1/19/2011 2:58 | N | R_PB2SES_3 | -10.51 |
| 1/19/2011 2:58 | N | R_PB2SES_4 | -10.51 |
| 1/19/2011 2:58 | N | R_PB2SES_5 | -10.51 |
| 1/19/2011 2:58 | N | AUTO_EPS_390 | 23.05 |
| 1/19/2011 3:00 | N | DC_ROAD_L_B | 21 |
| 1/19/2011 3:00 | N | DC_EGPS_L_A | 14.7 |
| 1/19/2011 3:00 | N | H_HOLLOW_E_1 | -10.31 |
| 1/19/2011 3:00 | N | HHOLLOW4_E_1 | -10.31 |
| 1/19/2011 3:00 | N | R_LH2SES_1 | 23.22 |
| 1/19/2011 3:00 | N | R_PB2SES_1 | -10.63 |
| 1/19/2011 3:00 | N | R_PB2SES_2 | -10.63 |
| 1/19/2011 3:00 | N | R_PB2SES_3 | -10.63 |
| 1/19/2011 3:00 | N | R_PB2SES_4 | -10.63 |
| 1/19/2011 3:00 | N | R_PB2SES_5 | -10.63 |
| 1/19/2011 3:00 | N | AUTO_EPS_390 | 23.11 |
| 1/19/2011 3:05 | N | DC_ROAD_L_B | 21.33 |
| 1/19/2011 3:05 | N | DC_EGPS_L_A | 14.92 |
| 1/19/2011 3:05 | N | H_HOLLOW_E_1 | -10.49 |
| 1/19/2011 3:05 | N | HHOLLOW4_E_1 | -10.49 |
| 1/19/2011 3:05 | N | R_LH2SES_1 | 23.58 |
| 1/19/2011 3:05 | N | R_PB2SES_1 | -10.82 |
| 1/19/2011 3:05 | N | R_PB2SES_2 | -10.82 |
| 1/19/2011 3:05 | N | R_PB2SES_3 | -10.82 |
| 1/19/2011 3:05 | N | R_PB2SES_4 | -10.82 |
| 1/19/2011 3:05 | N | R_PB2SES_5 | -10.82 |
| 1/19/2011 3:05 | N | AUTO_EPS_390 | 23.46 |
| 1/19/2011 3:10 | N | DC_ROAD_L_B | 21.29 |
| 1/19/2011 3:10 | N | DC_EGPS_L_A | 14.87 |
| 1/19/2011 3:10 | N | H_HOLLOW_E_1 | -10.56 |
| 1/19/2011 3:10 | N | HHOLLOW4_E_1 | -10.56 |
| 1/19/2011 3:10 | N | R_LH2SES_1 | 23.54 |
| 1/19/2011 3:10 | N | R_PB2SES_1 | -10.89 |
| 1/19/2011 3:10 | N | R_PB2SES_2 | -10.89 |
| 1/19/2011 3:10 | N | R_PB2SES_3 | -10.89 |
| 1/19/2011 3:10 | N | R_PB2SES_4 | -10.89 |
| 1/19/2011 3:10 | N | R_PB2SES_5 | -10.89 |
| 1/19/2011 3:10 | N | AUTO_EPS_390 | 23.43 |
| 1/19/2011 3:15 | N | DC_ROAD_L_B | 21.31 |

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| 1/19/2011 3:15 | N | DC_EGPS_L_A | 14.94 |
| 1/19/2011 3:15 | N | H_HOLLOW_E_1 | -10.33 |
| 1/19/2011 3:15 | N | HHOLLOW4_E_1 | -10.33 |
| 1/19/2011 3:15 | N | R_LH2SES_1 | 23.55 |
| 1/19/2011 3:15 | N | R_PB2SES_1 | -10.65 |
| 1/19/2011 3:15 | N | R_PB2SES_2 | -10.65 |
| 1/19/2011 3:15 | N | R_PB2SES_3 | -10.65 |
| 1/19/2011 3:15 | N | R_PB2SES_4 | -10.65 |
| 1/19/2011 3:15 | N | R_PB2SES_5 | -10.65 |
| 1/19/2011 3:15 | N | AUTO_EPS_390 | 23.44 |
| 1/19/2011 3:20 | N | DC_ROAD_L_B | 21.28 |
| 1/19/2011 3:20 | N | DC_EGPS_L_A | 14.94 |
| 1/19/2011 3:20 | N | H_HOLLOW_E_1 | -10.18 |
| 1/19/2011 3:20 | N | HHOLLOW4_E_1 | -10.18 |
| 1/19/2011 3:20 | N | R_LH2SES_1 | 23.5 |
| 1/19/2011 3:20 | N | R_PB2SES_1 | -10.5 |
| 1/19/2011 3:20 | N | R_PB2SES_2 | -10.5 |
| 1/19/2011 3:20 | N | R_PB2SES_3 | -10.5 |
| 1/19/2011 3:20 | N | R_PB2SES_4 | -10.5 |
| 1/19/2011 3:20 | N | R_PB2SES_5 | -10.5 |
| 1/19/2011 3:20 | N | AUTO_EPS_390 | 23.39 |
| 1/19/2011 3:25 | N | DC_ROAD_L_B | 21.42 |
| 1/19/2011 3:25 | N | DC_EGPS_L_A | 15.05 |
| 1/19/2011 3:25 | N | H_HOLLOW_E_1 | -10.23 |
| 1/19/2011 3:25 | N | HHOLLOW4_E_1 | -10.23 |
| 1/19/2011 3:25 | N | R_LH2SES_1 | 23.66 |
| 1/19/2011 3:25 | N | R_PB2SES_1 | -10.56 |
| 1/19/2011 3:25 | N | R_PB2SES_2 | -10.56 |
| 1/19/2011 3:25 | N | R_PB2SES_3 | -10.56 |
| 1/19/2011 3:25 | N | R_PB2SES_4 | -10.56 |
| 1/19/2011 3:25 | N | R_PB2SES_5 | -10.56 |
| 1/19/2011 3:25 | N | AUTO_EPS_390 | 23.55 |
| 1/19/2011 3:30 | N | DC_ROAD_L_B | 21.2 |
| 1/19/2011 3:30 | N | DC_EGPS_L_A | 14.91 |
| 1/19/2011 3:30 | N | H_HOLLOW_E_1 | -10.01 |
| 1/19/2011 3:30 | N | HHOLLOW4_E_1 | -10.01 |
| 1/19/2011 3:30 | N | R_LH2SES_1 | 23.4 |
| 1/19/2011 3:30 | N | R_PB2SES_1 | -10.32 |
| 1/19/2011 3:30 | N | R_PB2SES_2 | -10.32 |
| 1/19/2011 3:30 | N | R_PB2SES_3 | -10.32 |
| 1/19/2011 3:30 | N | R_PB2SES_4 | -10.32 |
| 1/19/2011 3:30 | N | R_PB2SES_5 | -10.32 |
| 1/19/2011 3:30 | N | AUTO_EPS_390 | 23.29 |
| 1/19/2011 3:35 | N | DC_ROAD_L_B | 21.36 |
| 1/19/2011 3:35 | N | DC_EGPS_L_A | 16.2 |
| 1/19/2011 3:35 | N | H_HOLLOW_E_1 | -4.27 |
| 1/19/2011 3:35 | N | HHOLLOW4_E_1 | -4.27 |

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| 1/19/2011 3:35 | N | R_LH2SES_1 | 23.18 |
| 1/19/2011 3:35 | N | R_PB2SES_1 | -4.53 |
| 1/19/2011 3:35 | N | R_PB2SES_2 | -4.53 |
| 1/19/2011 3:35 | N | R_PB2SES_3 | -4.53 |
| 1/19/2011 3:35 | N | R_PB2SES_4 | -4.53 |
| 1/19/2011 3:35 | N | R_PB2SES_5 | -4.53 |
| 1/19/2011 3:35 | N | AUTO_EPS_390 | 23.09 |
| 1/19/2011 3:40 | N | DC_ROAD_L_B | 21.61 |
| 1/19/2011 3:40 | N | DC_EGPS_L_A | 16.39 |
| 1/19/2011 3:40 | N | H_HOLLOW_E_1 | -4.31 |
| 1/19/2011 3:40 | N | HHOLLOW4_E_1 | -4.31 |
| 1/19/2011 3:40 | N | R_LH2SES_1 | 23.44 |
| 1/19/2011 3:40 | N | R_PB2SES_1 | -4.57 |
| 1/19/2011 3:40 | N | R_PB2SES_2 | -4.57 |
| 1/19/2011 3:40 | N | R_PB2SES_3 | -4.57 |
| 1/19/2011 3:40 | N | R_PB2SES_4 | -4.57 |
| 1/19/2011 3:40 | N | R_PB2SES_5 | -4.57 |
| 1/19/2011 3:40 | N | AUTO_EPS_390 | 23.35 |
| 1/19/2011 3:45 | N | DC_ROAD_L_B | 21.68 |
| 1/19/2011 3:45 | N | DC_EGPS_L_A | 16.44 |
| 1/19/2011 3:45 | N | H_HOLLOW_E_1 | -4.31 |
| 1/19/2011 3:45 | N | HHOLLOW4_E_1 | -4.31 |
| 1/19/2011 3:45 | N | R_LH2SES_1 | 23.52 |
| 1/19/2011 3:45 | N | R_PB2SES_1 | -4.58 |
| 1/19/2011 3:45 | N | R_PB2SES_2 | -4.58 |
| 1/19/2011 3:45 | N | R_PB2SES_3 | -4.58 |
| 1/19/2011 3:45 | N | R_PB2SES_4 | -4.58 |
| 1/19/2011 3:45 | N | R_PB2SES_5 | -4.58 |
| 1/19/2011 3:45 | N | AUTO_EPS_390 | 23.43 |
| 1/19/2011 3:50 | N | DC_ROAD_L_B | 21.9 |
| 1/19/2011 3:50 | N | DC_EGPS_L_A | 17.33 |
| 1/19/2011 3:50 | N | H_HOLLOW_E_1 | -0.8 |
| 1/19/2011 3:50 | N | HHOLLOW4_E_1 | -0.8 |
| 1/19/2011 3:50 | N | R_LH2SES_1 | 23.51 |
| 1/19/2011 3:50 | N | R_PB2SES_1 | -1.03 |
| 1/19/2011 3:50 | N | R_PB2SES_2 | -1.03 |
| 1/19/2011 3:50 | N | R_PB2SES_3 | -1.03 |
| 1/19/2011 3:50 | N | R_PB2SES_4 | -1.03 |
| 1/19/2011 3:50 | N | R_PB2SES_5 | -1.03 |
| 1/19/2011 3:50 | N | AUTO_EPS_390 | 23.43 |
| 1/19/2011 3:52 | N | DC_ROAD_L_B | 21.7 |
| 1/19/2011 3:52 | N | DC_EGPS_L_A | 16.18 |
| 1/19/2011 3:52 | N | H_HOLLOW_E_1 | -5.72 |
| 1/19/2011 3:52 | N | HHOLLOW4_E_1 | -5.72 |
| 1/19/2011 3:52 | N | R_LH2SES_1 | 23.64 |
| 1/19/2011 3:52 | N | R_PB2SES_1 | -6 |
| 1/19/2011 3:52 | N | R_PB2SES_2 | -6 |

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| 1/19/2011 3:52 | N | R_PB2SES_3 | -6 |
| 1/19/2011 3:52 | N | R_PB2SES_4 | -6 |
| 1/19/2011 3:52 | N | R_PB2SES_5 | -6 |
| 1/19/2011 3:52 | N | AUTO_EPS_390 | 23.54 |
| 1/19/2011 3:54 | N | DC_ROAD_L_B | 21.74 |
| 1/19/2011 3:54 | N | DC_EGPS_L_A | 15.32 |
| 1/19/2011 3:54 | N | H_HOLLOW_E_1 | -10.09 |
| 1/19/2011 3:54 | N | HHOLLOW4_E_1 | -10.09 |
| 1/19/2011 3:54 | N | R_LH2SES_1 | 23.99 |
| 1/19/2011 3:54 | N | R_PB2SES_1 | -10.42 |
| 1/19/2011 3:54 | N | R_PB2SES_2 | -10.42 |
| 1/19/2011 3:54 | N | R_PB2SES_3 | -10.42 |
| 1/19/2011 3:54 | N | R_PB2SES_4 | -10.42 |
| 1/19/2011 3:54 | N | R_PB2SES_5 | -10.42 |
| 1/19/2011 3:54 | N | AUTO_EPS_390 | 23.88 |
| 1/19/2011 3:55 | N | DC_ROAD_L_B | 21.72 |
| 1/19/2011 3:55 | N | DC_EGPS_L_A | 15.31 |
| 1/19/2011 3:55 | N | H_HOLLOW_E_1 | -10.09 |
| 1/19/2011 3:55 | N | HHOLLOW4_E_1 | -10.09 |
| 1/19/2011 3:55 | N | R_LH2SES_1 | 23.97 |
| 1/19/2011 3:55 | N | R_PB2SES_1 | -10.41 |
| 1/19/2011 3:55 | N | R_PB2SES_2 | -10.41 |
| 1/19/2011 3:55 | N | R_PB2SES_3 | -10.41 |
| 1/19/2011 3:55 | N | R_PB2SES_4 | -10.41 |
| 1/19/2011 3:55 | N | R_PB2SES_5 | -10.41 |
| 1/19/2011 3:55 | N | AUTO_EPS_390 | 23.86 |
| 1/19/2011 3:57 | N | DC_ROAD_L_B | 21.7 |
| 1/19/2011 3:57 | N | DC_EGPS_L_A | 15.25 |
| 1/19/2011 3:57 | N | H_HOLLOW_E_1 | -10.28 |
| 1/19/2011 3:57 | N | HHOLLOW4_E_1 | -10.28 |
| 1/19/2011 3:57 | N | R_LH2SES_1 | 23.96 |
| 1/19/2011 3:57 | N | R_PB2SES_1 | -10.6 |
| 1/19/2011 3:57 | N | R_PB2SES_2 | -10.6 |
| 1/19/2011 3:57 | N | R_PB2SES_3 | -10.6 |
| 1/19/2011 3:57 | N | R_PB2SES_4 | -10.6 |
| 1/19/2011 3:57 | N | R_PB2SES_5 | -10.6 |
| 1/19/2011 3:57 | N | AUTO_EPS_390 | 23.85 |
| 1/19/2011 4:01 | N | DC_ROAD_L_B | 21.93 |
| 1/19/2011 4:01 | N | DC_EGPS_L_A | 15.41 |
| 1/19/2011 4:01 | N | H_HOLLOW_E_1 | -10.42 |
| 1/19/2011 4:01 | N | HHOLLOW4_E_1 | -10.42 |
| 1/19/2011 4:01 | N | R_LH2SES_1 | 24.21 |
| 1/19/2011 4:01 | N | R_PB2SES_1 | -10.74 |
| 1/19/2011 4:01 | N | R_PB2SES_2 | -10.74 |
| 1/19/2011 4:01 | N | R_PB2SES_3 | -10.74 |
| 1/19/2011 4:01 | N | R_PB2SES_4 | -10.74 |
| 1/19/2011 4:01 | N | R_PB2SES_5 | -10.74 |

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| 1/19/2011 4:01 | N | AUTO_EPS_390 | 24.1 |
| 1/19/2011 4:05 | N | DC_ROAD_L_B | 21.65 |
| 1/19/2011 4:05 | N | DC_EGPS_L_A | 15.23 |
| 1/19/2011 4:05 | N | H_HOLLOW_E_1 | -10.22 |
| 1/19/2011 4:05 | N | HHOLLOW4_E_1 | -10.22 |
| 1/19/2011 4:05 | N | R_LH2SES_1 | 23.91 |
| 1/19/2011 4:05 | N | R_PB2SES_1 | -10.54 |
| 1/19/2011 4:05 | N | R_PB2SES_2 | -10.54 |
| 1/19/2011 4:05 | N | R_PB2SES_3 | -10.54 |
| 1/19/2011 4:05 | N | R_PB2SES_4 | -10.54 |
| 1/19/2011 4:05 | N | R_PB2SES_5 | -10.54 |
| 1/19/2011 4:05 | N | AUTO_EPS_390 | 23.8 |
| 1/19/2011 4:10 | N | DC_ROAD_L_B | 21.7 |
| 1/19/2011 4:10 | N | DC_EGPS_L_A | 15.28 |
| 1/19/2011 4:10 | N | H_HOLLOW_E_1 | -10.19 |
| 1/19/2011 4:10 | N | HHOLLOW4_E_1 | -10.19 |
| 1/19/2011 4:10 | N | R_LH2SES_1 | 23.96 |
| 1/19/2011 4:10 | N | R_PB2SES_1 | -10.51 |
| 1/19/2011 4:10 | N | R_PB2SES_2 | -10.51 |
| 1/19/2011 4:10 | N | R_PB2SES_3 | -10.51 |
| 1/19/2011 4:10 | N | R_PB2SES_4 | -10.51 |
| 1/19/2011 4:10 | N | R_PB2SES_5 | -10.51 |
| 1/19/2011 4:10 | N | AUTO_EPS_390 | 23.85 |
| 1/19/2011 4:15 | N | DC_ROAD_L_B | 22.6 |
| 1/19/2011 4:15 | N | DC_EGPS_L_A | 15.98 |
| 1/19/2011 4:15 | N | H_HOLLOW_E_1 | -10.3 |
| 1/19/2011 4:15 | N | HHOLLOW4_E_1 | -10.3 |
| 1/19/2011 4:15 | N | R_LH2SES_1 | 24.93 |
| 1/19/2011 4:15 | N | R_PB2SES_1 | -10.63 |
| 1/19/2011 4:15 | N | R_PB2SES_2 | -10.63 |
| 1/19/2011 4:15 | N | R_PB2SES_3 | -10.63 |
| 1/19/2011 4:15 | N | R_PB2SES_4 | -10.63 |
| 1/19/2011 4:15 | N | R_PB2SES_5 | -10.63 |
| 1/19/2011 4:15 | N | AUTO_EPS_390 | 24.81 |
| 1/19/2011 4:20 | N | DC_ROAD_L_B | 22.72 |
| 1/19/2011 4:20 | N | DC_EGPS_L_A | 16.06 |
| 1/19/2011 4:20 | N | H_HOLLOW_E_1 | -10.35 |
| 1/19/2011 4:20 | N | HHOLLOW4_E_1 | -10.35 |
| 1/19/2011 4:20 | N | R_LH2SES_1 | 25.05 |
| 1/19/2011 4:20 | N | R_PB2SES_1 | -10.68 |
| 1/19/2011 4:20 | N | R_PB2SES_2 | -10.68 |
| 1/19/2011 4:20 | N | R_PB2SES_3 | -10.68 |
| 1/19/2011 4:20 | N | R_PB2SES_4 | -10.68 |
| 1/19/2011 4:20 | N | R_PB2SES_5 | -10.68 |
| 1/19/2011 4:20 | N | AUTO_EPS_390 | 24.94 |
| 1/19/2011 4:25 | N | DC_ROAD_L_B | 22.73 |
| 1/19/2011 4:25 | N | DC_EGPS_L_A | 16.01 |

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| 1/19/2011 4:25 | N | H_HOLLOW_E_1 | -10.65 |
| 1/19/2011 4:25 | N | HHOLLOW4_E_1 | -10.65 |
| 1/19/2011 4:25 | N | R_LH2SES_1 | 25.09 |
| 1/19/2011 4:25 | N | R_PB2SES_1 | -10.98 |
| 1/19/2011 4:25 | N | R_PB2SES_2 | -10.98 |
| 1/19/2011 4:25 | N | R_PB2SES_3 | -10.98 |
| 1/19/2011 4:25 | N | R_PB2SES_4 | -10.98 |
| 1/19/2011 4:25 | N | R_PB2SES_5 | -10.98 |
| 1/19/2011 4:25 | N | AUTO_EPS_390 | 24.97 |
| 1/19/2011 4:30 | N | DC_ROAD_L_B | 21.91 |
| 1/19/2011 4:30 | N | DC_EGPS_L_A | 13.73 |
| 1/19/2011 4:30 | N | H_HOLLOW_E_1 | -18.74 |
| 1/19/2011 4:30 | N | HHOLLOW4_E_1 | -18.74 |
| 1/19/2011 4:30 | N | R_LH2SES_1 | 24.79 |
| 1/19/2011 4:30 | N | R_PB2SES_1 | -19.15 |
| 1/19/2011 4:30 | N | R_PB2SES_2 | -19.15 |
| 1/19/2011 4:30 | N | R_PB2SES_3 | -19.15 |
| 1/19/2011 4:30 | N | R_PB2SES_4 | -19.15 |
| 1/19/2011 4:30 | N | R_PB2SES_5 | -19.15 |
| 1/19/2011 4:30 | N | AUTO_EPS_390 | 24.65 |
| 1/19/2011 4:35 | N | DC_ROAD_L_B | 22.34 |
| 1/19/2011 4:35 | N | DC_EGPS_L_A | 13.93 |
| 1/19/2011 4:35 | N | H_HOLLOW_E_1 | -19.39 |
| 1/19/2011 4:35 | N | HHOLLOW4_E_1 | -19.39 |
| 1/19/2011 4:35 | N | R_LH2SES_1 | 25.29 |
| 1/19/2011 4:35 | N | R_PB2SES_1 | -19.81 |
| 1/19/2011 4:35 | N | R_PB2SES_2 | -19.81 |
| 1/19/2011 4:35 | N | R_PB2SES_3 | -19.81 |
| 1/19/2011 4:35 | N | R_PB2SES_4 | -19.81 |
| 1/19/2011 4:35 | N | R_PB2SES_5 | -19.81 |
| 1/19/2011 4:35 | N | AUTO_EPS_390 | 25.14 |
| 1/19/2011 4:40 | N | DC_ROAD_L_B | 22.62 |
| 1/19/2011 4:40 | N | DC_EGPS_L_A | 15.94 |
| 1/19/2011 4:40 | N | H_HOLLOW_E_1 | -10.55 |
| 1/19/2011 4:40 | N | HHOLLOW4_E_1 | -10.55 |
| 1/19/2011 4:40 | N | R_LH2SES_1 | 24.97 |
| 1/19/2011 4:40 | N | R_PB2SES_1 | -10.88 |
| 1/19/2011 4:40 | N | R_PB2SES_2 | -10.88 |
| 1/19/2011 4:40 | N | R_PB2SES_3 | -10.88 |
| 1/19/2011 4:40 | N | R_PB2SES_4 | -10.88 |
| 1/19/2011 4:40 | N | R_PB2SES_5 | -10.88 |
| 1/19/2011 4:40 | N | AUTO_EPS_390 | 24.85 |
| 1/19/2011 4:45 | N | DC_ROAD_L_B | 22.25 |
| 1/19/2011 4:45 | N | DC_EGPS_L_A | 16.63 |
| 1/19/2011 4:45 | N | H_HOLLOW_E_1 | -5.72 |
| 1/19/2011 4:45 | N | HHOLLOW4_E_1 | -5.72 |
| 1/19/2011 4:45 | N | R_LH2SES_1 | 24.23 |

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| 1/19/2011 4:45 | N | R_PB2SES_1 | -6 |
| 1/19/2011 4:45 | N | R_PB2SES_2 | -6 |
| 1/19/2011 4:45 | N | R_PB2SES_3 | -6 |
| 1/19/2011 4:45 | N | R_PB2SES_4 | -6 |
| 1/19/2011 4:45 | N | R_PB2SES_5 | -6 |
| 1/19/2011 4:45 | N | AUTO_EPS_390 | 24.13 |
| 1/19/2011 4:50 | N | DC_ROAD_L_B | 22.28 |
| 1/19/2011 4:50 | N | DC_EGPS_L_A | 16.91 |
| 1/19/2011 4:50 | N | H_HOLLOW_E_1 | -4.41 |
| 1/19/2011 4:50 | N | HHOLLOW4_E_1 | -4.41 |
| 1/19/2011 4:50 | N | R_LH2SES_1 | 24.17 |
| 1/19/2011 4:50 | N | R_PB2SES_1 | -4.68 |
| 1/19/2011 4:50 | N | R_PB2SES_2 | -4.68 |
| 1/19/2011 4:50 | N | R_PB2SES_3 | -4.68 |
| 1/19/2011 4:50 | N | R_PB2SES_4 | -4.68 |
| 1/19/2011 4:50 | N | R_PB2SES_5 | -4.68 |
| 1/19/2011 4:50 | N | AUTO_EPS_390 | 24.07 |
| 1/19/2011 4:52 | N | DC_ROAD_L_B | 22.1 |
| 1/19/2011 4:52 | N | DC_EGPS_L_A | 16.51 |
| 1/19/2011 4:52 | N | H_HOLLOW_E_1 | -5.72 |
| 1/19/2011 4:52 | N | HHOLLOW4_E_1 | -5.72 |
| 1/19/2011 4:52 | N | R_LH2SES_1 | 24.07 |
| 1/19/2011 4:52 | N | R_PB2SES_1 | -6 |
| 1/19/2011 4:52 | N | R_PB2SES_2 | -6 |
| 1/19/2011 4:52 | N | R_PB2SES_3 | -6 |
| 1/19/2011 4:52 | N | R_PB2SES_4 | -6 |
| 1/19/2011 4:52 | N | R_PB2SES_5 | -6 |
| 1/19/2011 4:52 | N | AUTO_EPS_390 | 23.97 |
| 1/19/2011 4:55 | N | DC_ROAD_L_B | 22.91 |
| 1/19/2011 4:55 | N | DC_EGPS_L_A | 17.13 |
| 1/19/2011 4:55 | N | H_HOLLOW_E_1 | -5.71 |
| 1/19/2011 4:55 | N | HHOLLOW4_E_1 | -5.71 |
| 1/19/2011 4:55 | N | R_LH2SES_1 | 24.93 |
| 1/19/2011 4:55 | N | R_PB2SES_1 | -6 |
| 1/19/2011 4:55 | N | R_PB2SES_2 | -6 |
| 1/19/2011 4:55 | N | R_PB2SES_3 | -6 |
| 1/19/2011 4:55 | N | R_PB2SES_4 | -6 |
| 1/19/2011 4:55 | N | R_PB2SES_5 | -6 |
| 1/19/2011 4:55 | N | AUTO_EPS_390 | 24.83 |
| 1/19/2011 4:59 | N | DC_ROAD_L_B | 22.1 |
| 1/19/2011 4:59 | N | DC_EGPS_L_A | 13.61 |
| 1/19/2011 4:59 | N | H_HOLLOW_E_1 | -19.98 |
| 1/19/2011 4:59 | N | HHOLLOW4_E_1 | -19.98 |
| 1/19/2011 4:59 | N | R_LH2SES_1 | 25.07 |
| 1/19/2011 4:59 | N | R_PB2SES_1 | -20.4 |
| 1/19/2011 4:59 | N | R_PB2SES_2 | -20.4 |
| 1/19/2011 4:59 | N | R_PB2SES_3 | -20.4 |

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| 1/19/2011 4:59 | N | R_PB2SES_4 | -20.4 |
| 1/19/2011 4:59 | N | R_PB2SES_5 | -20.4 |
| 1/19/2011 4:59 | N | AUTO_EPS_390 | 24.92 |
| 1/19/2011 5:02 | N | DC_ROAD_L_B | 21.66 |
| 1/19/2011 5:02 | N | DC_EGPS_L_A | 13.19 |
| 1/19/2011 5:02 | N | H_HOLLOW_E_1 | -20.3 |
| 1/19/2011 5:02 | N | HHOLLOW4_E_1 | -20.3 |
| 1/19/2011 5:02 | N | R_LH2SES_1 | 24.61 |
| 1/19/2011 5:02 | N | R_PB2SES_1 | -20.72 |
| 1/19/2011 5:02 | N | R_PB2SES_2 | -20.72 |
| 1/19/2011 5:02 | N | R_PB2SES_3 | -20.72 |
| 1/19/2011 5:02 | N | R_PB2SES_4 | -20.72 |
| 1/19/2011 5:02 | N | R_PB2SES_5 | -20.72 |
| 1/19/2011 5:02 | N | AUTO_EPS_390 | 24.47 |
| 1/19/2011 5:05 | N | DC_ROAD_L_B | 22.46 |
| 1/19/2011 5:05 | N | DC_EGPS_L_A | 13.9 |
| 1/19/2011 5:05 | N | H_HOLLOW_E_1 | -19.97 |
| 1/19/2011 5:05 | N | HHOLLOW4_E_1 | -19.97 |
| 1/19/2011 5:05 | N | R_LH2SES_1 | 25.46 |
| 1/19/2011 5:05 | N | R_PB2SES_1 | -20.39 |
| 1/19/2011 5:05 | N | R_PB2SES_2 | -20.39 |
| 1/19/2011 5:05 | N | R_PB2SES_3 | -20.39 |
| 1/19/2011 5:05 | N | R_PB2SES_4 | -20.39 |
| 1/19/2011 5:05 | N | R_PB2SES_5 | -20.39 |
| 1/19/2011 5:05 | N | AUTO_EPS_390 | 25.31 |
| 1/19/2011 5:10 | N | DC_ROAD_L_B | 22.26 |
| 1/19/2011 5:10 | N | DC_EGPS_L_A | 13.77 |
| 1/19/2011 5:10 | N | H_HOLLOW_E_1 | -19.97 |
| 1/19/2011 5:10 | N | HHOLLOW4_E_1 | -19.97 |
| 1/19/2011 5:10 | N | R_LH2SES_1 | 25.25 |
| 1/19/2011 5:10 | N | R_PB2SES_1 | -20.39 |
| 1/19/2011 5:10 | N | R_PB2SES_2 | -20.39 |
| 1/19/2011 5:10 | N | R_PB2SES_3 | -20.39 |
| 1/19/2011 5:10 | N | R_PB2SES_4 | -20.39 |
| 1/19/2011 5:10 | N | R_PB2SES_5 | -20.39 |
| 1/19/2011 5:10 | N | AUTO_EPS_390 | 25.1 |
| 1/19/2011 5:15 | N | DC_ROAD_L_B | 22.81 |
| 1/19/2011 5:15 | N | DC_EGPS_L_A | 16.14 |
| 1/19/2011 5:15 | N | H_HOLLOW_E_1 | -10.41 |
| 1/19/2011 5:15 | N | HHOLLOW4_E_1 | -10.41 |
| 1/19/2011 5:15 | N | R_LH2SES_1 | 25.16 |
| 1/19/2011 5:15 | N | R_PB2SES_1 | -10.74 |
| 1/19/2011 5:15 | N | R_PB2SES_2 | -10.74 |
| 1/19/2011 5:15 | N | R_PB2SES_3 | -10.74 |
| 1/19/2011 5:15 | N | R_PB2SES_4 | -10.74 |
| 1/19/2011 5:15 | N | R_PB2SES_5 | -10.74 |
| 1/19/2011 5:15 | N | AUTO_EPS_390 | 25.05 |

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|---|---|---|---|
| 1/19/2011 5:20 | N | DC_ROAD_L_B | 23.05 |
| 1/19/2011 5:20 | N | DC_EGPS_L_A | 17.52 |
| 1/19/2011 5:20 | N | H_HOLLOW_E_1 | -4.52 |
| 1/19/2011 5:20 | N | HHOLLOW4_E_1 | -4.52 |
| 1/19/2011 5:20 | N | R_LH2SES_1 | 25.01 |
| 1/19/2011 5:20 | N | R_PB2SES_1 | -4.8 |
| 1/19/2011 5:20 | N | R_PB2SES_2 | -4.8 |
| 1/19/2011 5:20 | N | R_PB2SES_3 | -4.8 |
| 1/19/2011 5:20 | N | R_PB2SES_4 | -4.8 |
| 1/19/2011 5:20 | N | R_PB2SES_5 | -4.8 |
| 1/19/2011 5:20 | N | AUTO_EPS_390 | 24.91 |
| 1/19/2011 5:25 | N | DC_ROAD_L_B | 23.38 |
| 1/19/2011 5:25 | N | DC_EGPS_L_A | 17.77 |
| 1/19/2011 5:25 | N | H_HOLLOW_E_1 | -4.56 |
| 1/19/2011 5:25 | N | HHOLLOW4_E_1 | -4.56 |
| 1/19/2011 5:25 | N | R_LH2SES_1 | 25.36 |
| 1/19/2011 5:25 | N | R_PB2SES_1 | -4.85 |
| 1/19/2011 5:25 | N | R_PB2SES_2 | -4.85 |
| 1/19/2011 5:25 | N | R_PB2SES_3 | -4.85 |
| 1/19/2011 5:25 | N | R_PB2SES_4 | -4.85 |
| 1/19/2011 5:25 | N | R_PB2SES_5 | -4.85 |
| 1/19/2011 5:25 | N | AUTO_EPS_390 | 25.26 |
| 1/19/2011 5:30 | N | DC_ROAD_L_B | 23.38 |
| 1/19/2011 5:30 | N | DC_EGPS_L_A | 16.71 |
| 1/19/2011 5:30 | N | H_HOLLOW_E_1 | -9.8 |
| 1/19/2011 5:30 | N | HHOLLOW4_E_1 | -9.8 |
| 1/19/2011 5:30 | N | R_LH2SES_1 | 25.73 |
| 1/19/2011 5:30 | N | R_PB2SES_1 | -10.14 |
| 1/19/2011 5:30 | N | R_PB2SES_2 | -10.14 |
| 1/19/2011 5:30 | N | R_PB2SES_3 | -10.14 |
| 1/19/2011 5:30 | N | R_PB2SES_4 | -10.14 |
| 1/19/2011 5:30 | N | R_PB2SES_5 | -10.14 |
| 1/19/2011 5:30 | N | AUTO_EPS_390 | 25.61 |
| 1/19/2011 5:35 | N | DC_ROAD_L_B | 24.42 |
| 1/19/2011 5:35 | N | DC_EGPS_L_A | 15.71 |
| 1/19/2011 5:35 | N | H_HOLLOW_E_1 | -18.78 |
| 1/19/2011 5:35 | N | HHOLLOW4_E_1 | -18.78 |
| 1/19/2011 5:35 | N | R_LH2SES_1 | 27.47 |
| 1/19/2011 5:35 | N | R_PB2SES_1 | -19.21 |
| 1/19/2011 5:35 | N | R_PB2SES_2 | -19.21 |
| 1/19/2011 5:35 | N | R_PB2SES_3 | -19.21 |
| 1/19/2011 5:35 | N | R_PB2SES_4 | -19.21 |
| 1/19/2011 5:35 | N | R_PB2SES_5 | -19.21 |
| 1/19/2011 5:35 | N | AUTO_EPS_390 | 27.32 |
| 1/19/2011 5:40 | N | DC_ROAD_L_B | 25.71 |
| 1/19/2011 5:40 | N | DC_EGPS_L_A | 18.44 |
| 1/19/2011 5:40 | N | H_HOLLOW_E_1 | -10.35 |

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|---|---|---|---|
| 1/19/2011 5:40 | N | HHOLLOW4_E_1 | -10.35 |
| 1/19/2011 5:40 | N | R_LH2SES_1 | 28.25 |
| 1/19/2011 5:40 | N | R_PB2SES_1 | -10.71 |
| 1/19/2011 5:40 | N | R_PB2SES_2 | -10.71 |
| 1/19/2011 5:40 | N | R_PB2SES_3 | -10.71 |
| 1/19/2011 5:40 | N | R_PB2SES_4 | -10.71 |
| 1/19/2011 5:40 | N | R_PB2SES_5 | -10.71 |
| 1/19/2011 5:40 | N | AUTO_EPS_390 | 28.13 |
| 1/19/2011 5:45 | N | DC_ROAD_L_B | 26.1 |
| 1/19/2011 5:45 | N | DC_EGPS_L_A | 18.83 |
| 1/19/2011 5:45 | N | H_HOLLOW_E_1 | -9.97 |
| 1/19/2011 5:45 | N | HHOLLOW4_E_1 | -9.97 |
| 1/19/2011 5:45 | N | R_LH2SES_1 | 28.64 |
| 1/19/2011 5:45 | N | R_PB2SES_1 | -10.33 |
| 1/19/2011 5:45 | N | R_PB2SES_2 | -10.33 |
| 1/19/2011 5:45 | N | R_PB2SES_3 | -10.33 |
| 1/19/2011 5:45 | N | R_PB2SES_4 | -10.33 |
| 1/19/2011 5:45 | N | R_PB2SES_5 | -10.33 |
| 1/19/2011 5:45 | N | AUTO_EPS_390 | 28.52 |
| 1/19/2011 5:50 | N | DC_ROAD_L_B | 27.01 |
| 1/19/2011 5:50 | N | DC_EGPS_L_A | 22.01 |
| 1/19/2011 5:50 | N | H_HOLLOW_E_1 | -10.13 |
| 1/19/2011 5:50 | N | HHOLLOW4_E_1 | -10.13 |
| 1/19/2011 5:50 | N | R_LH2SES_1 | 29.19 |
| 1/19/2011 5:50 | N | R_PB2SES_1 | -10.45 |
| 1/19/2011 5:50 | N | R_PB2SES_2 | -10.45 |
| 1/19/2011 5:50 | N | R_PB2SES_3 | -10.45 |
| 1/19/2011 5:50 | N | R_PB2SES_4 | -10.45 |
| 1/19/2011 5:50 | N | R_PB2SES_5 | -10.45 |
| 1/19/2011 5:50 | N | AUTO_EPS_390 | 29.06 |
| 1/19/2011 5:55 | N | DC_ROAD_L_B | 27.3 |
| 1/19/2011 5:55 | N | DC_EGPS_L_A | 22.54 |
| 1/19/2011 5:55 | N | H_HOLLOW_E_1 | -9.93 |
| 1/19/2011 5:55 | N | HHOLLOW4_E_1 | -9.93 |
| 1/19/2011 5:55 | N | R_LH2SES_1 | 29.43 |
| 1/19/2011 5:55 | N | R_PB2SES_1 | -10.25 |
| 1/19/2011 5:55 | N | R_PB2SES_2 | -10.25 |
| 1/19/2011 5:55 | N | R_PB2SES_3 | -10.25 |
| 1/19/2011 5:55 | N | R_PB2SES_4 | -10.25 |
| 1/19/2011 5:55 | N | R_PB2SES_5 | -10.25 |
| 1/19/2011 5:55 | N | AUTO_EPS_390 | 29.3 |
| 1/19/2011 6:00 | N | DC_ROAD_L_B | 26.64 |
| 1/19/2011 6:00 | N | DC_EGPS_L_A | 22.39 |
| 1/19/2011 6:00 | N | H_HOLLOW_E_1 | -5.72 |
| 1/19/2011 6:00 | N | HHOLLOW4_E_1 | -5.72 |
| 1/19/2011 6:00 | N | R_LH2SES_1 | 28.51 |
| 1/19/2011 6:00 | N | R_PB2SES_1 | -6 |

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| 1/19/2011 6:00 | N | R_PB2SES_2 | -6 |
| 1/19/2011 6:00 | N | R_PB2SES_3 | -6 |
| 1/19/2011 6:00 | N | R_PB2SES_4 | -6 |
| 1/19/2011 6:00 | N | R_PB2SES_5 | -6 |
| 1/19/2011 6:00 | N | AUTO_EPS_390 | 28.4 |
| 1/19/2011 6:05 | N | DC_ROAD_L_B | 27.12 |
| 1/19/2011 6:05 | N | DC_EGPS_L_A | 20.51 |
| 1/19/2011 6:05 | N | H_HOLLOW_E_1 | -5.67 |
| 1/19/2011 6:05 | N | HHOLLOW4_E_1 | -5.67 |
| 1/19/2011 6:05 | N | R_LH2SES_1 | 29.44 |
| 1/19/2011 6:05 | N | R_PB2SES_1 | -6 |
| 1/19/2011 6:05 | N | R_PB2SES_2 | -6 |
| 1/19/2011 6:05 | N | R_PB2SES_3 | -6 |
| 1/19/2011 6:05 | N | R_PB2SES_4 | -6 |
| 1/19/2011 6:05 | N | R_PB2SES_5 | -6 |
| 1/19/2011 6:05 | N | AUTO_EPS_390 | 29.32 |
| 1/19/2011 6:06 | N | DC_ROAD_L_B | 27.3 |
| 1/19/2011 6:06 | N | DC_EGPS_L_A | 20.65 |
| 1/19/2011 6:06 | N | H_HOLLOW_E_1 | -5.67 |
| 1/19/2011 6:06 | N | HHOLLOW4_E_1 | -5.67 |
| 1/19/2011 6:06 | N | R_LH2SES_1 | 29.63 |
| 1/19/2011 6:06 | N | R_PB2SES_1 | -6 |
| 1/19/2011 6:06 | N | R_PB2SES_2 | -6 |
| 1/19/2011 6:06 | N | R_PB2SES_3 | -6 |
| 1/19/2011 6:06 | N | R_PB2SES_4 | -6 |
| 1/19/2011 6:06 | N | R_PB2SES_5 | -6 |
| 1/19/2011 6:06 | N | AUTO_EPS_390 | 29.52 |
| 1/19/2011 6:07 | N | DC_ROAD_L_B | 27.61 |
| 1/19/2011 6:07 | N | DC_EGPS_L_A | 20.9 |
| 1/19/2011 6:07 | N | H_HOLLOW_E_1 | -5.67 |
| 1/19/2011 6:07 | N | HHOLLOW4_E_1 | -5.67 |
| 1/19/2011 6:07 | N | R_LH2SES_1 | 29.96 |
| 1/19/2011 6:07 | N | R_PB2SES_1 | -6 |
| 1/19/2011 6:07 | N | R_PB2SES_2 | -6 |
| 1/19/2011 6:07 | N | R_PB2SES_3 | -6 |
| 1/19/2011 6:07 | N | R_PB2SES_4 | -6 |
| 1/19/2011 6:07 | N | R_PB2SES_5 | -6 |
| 1/19/2011 6:07 | N | AUTO_EPS_390 | 29.85 |
| 1/19/2011 6:10 | N | DC_ROAD_L_B | 27.68 |
| 1/19/2011 6:10 | N | DC_EGPS_L_A | 20.95 |
| 1/19/2011 6:10 | N | H_HOLLOW_E_1 | -5.67 |
| 1/19/2011 6:10 | N | HHOLLOW4_E_1 | -5.67 |
| 1/19/2011 6:10 | N | R_LH2SES_1 | 30.03 |
| 1/19/2011 6:10 | N | R_PB2SES_1 | -6 |
| 1/19/2011 6:10 | N | R_PB2SES_2 | -6 |
| 1/19/2011 6:10 | N | R_PB2SES_3 | -6 |
| 1/19/2011 6:10 | N | R_PB2SES_4 | -6 |

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| 1/19/2011 6:10 | N | R_PB2SES_5 | -6 |
| 1/19/2011 6:10 | N | AUTO_EPS_390 | 29.92 |
| 1/19/2011 6:15 | N | DC_ROAD_L_B | 28.19 |
| 1/19/2011 6:15 | N | DC_EGPS_L_A | 21.36 |
| 1/19/2011 6:15 | N | H_HOLLOW_E_1 | -5.66 |
| 1/19/2011 6:15 | N | HHOLLOW4_E_1 | -5.66 |
| 1/19/2011 6:15 | N | R_LH2SES_1 | 30.58 |
| 1/19/2011 6:15 | N | R_PB2SES_1 | -6 |
| 1/19/2011 6:15 | N | R_PB2SES_2 | -6 |
| 1/19/2011 6:15 | N | R_PB2SES_3 | -6 |
| 1/19/2011 6:15 | N | R_PB2SES_4 | -6 |
| 1/19/2011 6:15 | N | R_PB2SES_5 | -6 |
| 1/19/2011 6:15 | N | AUTO_EPS_390 | 30.46 |
| 1/19/2011 6:20 | N | DC_ROAD_L_B | 31.05 |
| 1/19/2011 6:20 | N | DC_EGPS_L_A | 27.45 |
| 1/19/2011 6:20 | N | H_HOLLOW_E_1 | -6.26 |
| 1/19/2011 6:20 | N | HHOLLOW4_E_1 | -6.26 |
| 1/19/2011 6:20 | N | R_LH2SES_1 | 32.97 |
| 1/19/2011 6:20 | N | R_PB2SES_1 | -6.55 |
| 1/19/2011 6:20 | N | R_PB2SES_2 | -6.55 |
| 1/19/2011 6:20 | N | R_PB2SES_3 | -6.55 |
| 1/19/2011 6:20 | N | R_PB2SES_4 | -6.55 |
| 1/19/2011 6:20 | N | R_PB2SES_5 | -6.55 |
| 1/19/2011 6:20 | N | AUTO_EPS_390 | 32.83 |
| 1/19/2011 6:25 | N | DC_ROAD_L_B | 33.11 |
| 1/19/2011 6:25 | N | DC_EGPS_L_A | 30.22 |
| 1/19/2011 6:25 | N | H_HOLLOW_E_1 | -5.71 |
| 1/19/2011 6:25 | N | HHOLLOW4_E_1 | -5.71 |
| 1/19/2011 6:25 | N | R_LH2SES_1 | 34.95 |
| 1/19/2011 6:25 | N | R_PB2SES_1 | -6 |
| 1/19/2011 6:25 | N | R_PB2SES_2 | -6 |
| 1/19/2011 6:25 | N | R_PB2SES_3 | -6 |
| 1/19/2011 6:25 | N | R_PB2SES_4 | -6 |
| 1/19/2011 6:25 | N | R_PB2SES_5 | -6 |
| 1/19/2011 6:25 | N | AUTO_EPS_390 | 34.81 |
| 1/19/2011 6:30 | N | DC_ROAD_L_B | 32.9 |
| 1/19/2011 6:30 | N | DC_EGPS_L_A | 30.04 |
| 1/19/2011 6:30 | N | H_HOLLOW_E_1 | -5.71 |
| 1/19/2011 6:30 | N | HHOLLOW4_E_1 | -5.71 |
| 1/19/2011 6:30 | N | R_LH2SES_1 | 34.73 |
| 1/19/2011 6:30 | N | R_PB2SES_1 | -6 |
| 1/19/2011 6:30 | N | R_PB2SES_2 | -6 |
| 1/19/2011 6:30 | N | R_PB2SES_3 | -6 |
| 1/19/2011 6:30 | N | R_PB2SES_4 | -6 |
| 1/19/2011 6:30 | N | R_PB2SES_5 | -6 |
| 1/19/2011 6:30 | N | AUTO_EPS_390 | 34.59 |
| 1/19/2011 6:35 | N | DC_ROAD_L_B | 31.58 |

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|---|---|---|---|
| 1/19/2011 6:35 | N | DC_EGPS_L_A | 24.47 |
| 1/19/2011 6:35 | N | H_HOLLOW_E_1 | -3.65 |
| 1/19/2011 6:35 | N | HHOLLOW4_E_1 | -3.65 |
| 1/19/2011 6:35 | N | R_LH2SES_1 | 34.07 |
| 1/19/2011 6:35 | N | R_PB2SES_1 | -4.01 |
| 1/19/2011 6:35 | N | R_PB2SES_2 | -4.01 |
| 1/19/2011 6:35 | N | R_PB2SES_3 | -4.01 |
| 1/19/2011 6:35 | N | R_PB2SES_4 | -4.01 |
| 1/19/2011 6:35 | N | R_PB2SES_5 | -4.01 |
| 1/19/2011 6:35 | N | AUTO_EPS_390 | 33.94 |
| 1/19/2011 6:40 | N | DC_ROAD_L_B | 32.44 |
| 1/19/2011 6:40 | N | DC_EGPS_L_A | 25.67 |
| 1/19/2011 6:40 | N | H_HOLLOW_E_1 | -1.18 |
| 1/19/2011 6:40 | N | HHOLLOW4_E_1 | -1.18 |
| 1/19/2011 6:40 | N | R_LH2SES_1 | 34.8 |
| 1/19/2011 6:40 | N | R_PB2SES_1 | -1.52 |
| 1/19/2011 6:40 | N | R_PB2SES_2 | -1.52 |
| 1/19/2011 6:40 | N | R_PB2SES_3 | -1.52 |
| 1/19/2011 6:40 | N | R_PB2SES_4 | -1.52 |
| 1/19/2011 6:40 | N | R_PB2SES_5 | -1.52 |
| 1/19/2011 6:40 | N | AUTO_EPS_390 | 34.69 |
| 1/19/2011 6:45 | N | DC_ROAD_L_B | 33.71 |
| 1/19/2011 6:45 | N | DC_EGPS_L_A | 26.16 |
| 1/19/2011 6:45 | N | H_HOLLOW_E_1 | -3.9 |
| 1/19/2011 6:45 | N | HHOLLOW4_E_1 | -3.9 |
| 1/19/2011 6:45 | N | R_LH2SES_1 | 36.34 |
| 1/19/2011 6:45 | N | R_PB2SES_1 | -4.28 |
| 1/19/2011 6:45 | N | R_PB2SES_2 | -4.28 |
| 1/19/2011 6:45 | N | R_PB2SES_3 | -4.28 |
| 1/19/2011 6:45 | N | R_PB2SES_4 | -4.28 |
| 1/19/2011 6:45 | N | R_PB2SES_5 | -4.28 |
| 1/19/2011 6:45 | N | AUTO_EPS_390 | 36.22 |
| 1/19/2011 6:50 | N | DC_ROAD_L_B | 38.28 |
| 1/19/2011 6:50 | N | DC_EGPS_L_A | 35.34 |
| 1/19/2011 6:50 | N | H_HOLLOW_E_1 | -7.61 |
| 1/19/2011 6:50 | N | HHOLLOW4_E_1 | -7.61 |
| 1/19/2011 6:50 | N | R_LH2SES_1 | 40.35 |
| 1/19/2011 6:50 | N | R_PB2SES_1 | -7.93 |
| 1/19/2011 6:50 | N | R_PB2SES_2 | -7.93 |
| 1/19/2011 6:50 | N | R_PB2SES_3 | -7.93 |
| 1/19/2011 6:50 | N | R_PB2SES_4 | -7.93 |
| 1/19/2011 6:50 | N | R_PB2SES_5 | -7.93 |
| 1/19/2011 6:50 | N | AUTO_EPS_390 | 40.18 |
| 1/19/2011 6:55 | N | DC_ROAD_L_B | 44.28 |
| 1/19/2011 6:55 | N | DC_EGPS_L_A | 42.08 |
| 1/19/2011 6:55 | N | H_HOLLOW_E_1 | -8.79 |
| 1/19/2011 6:55 | N | HHOLLOW4_E_1 | -8.79 |

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| 1/19/2011 6:55 | N | R_LH2SES_1 | 46.45 |
| 1/19/2011 6:55 | N | R_PB2SES_1 | -9.15 |
| 1/19/2011 6:55 | N | R_PB2SES_2 | -9.15 |
| 1/19/2011 6:55 | N | R_PB2SES_3 | -9.15 |
| 1/19/2011 6:55 | N | R_PB2SES_4 | -9.15 |
| 1/19/2011 6:55 | N | R_PB2SES_5 | -9.15 |
| 1/19/2011 6:55 | N | AUTO_EPS_390 | 46.25 |
| 1/19/2011 7:00 | N | DC_ROAD_L_B | 44.39 |
| 1/19/2011 7:00 | N | DC_EGPS_L_A | 42.82 |
| 1/19/2011 7:00 | N | H_HOLLOW_E_1 | -5.67 |
| 1/19/2011 7:00 | N | HHOLLOW4_E_1 | -5.67 |
| 1/19/2011 7:00 | N | R_LH2SES_1 | 46.34 |
| 1/19/2011 7:00 | N | R_PB2SES_1 | -5.99 |
| 1/19/2011 7:00 | N | R_PB2SES_2 | -5.99 |
| 1/19/2011 7:00 | N | R_PB2SES_3 | -5.99 |
| 1/19/2011 7:00 | N | R_PB2SES_4 | -5.99 |
| 1/19/2011 7:00 | N | R_PB2SES_5 | -5.99 |
| 1/19/2011 7:00 | N | AUTO_EPS_390 | 46.15 |
| 1/19/2011 7:05 | N | DC_ROAD_L_B | 37.29 |
| 1/19/2011 7:05 | N | DC_EGPS_L_A | 34.98 |
| 1/19/2011 7:05 | N | H_HOLLOW_E_1 | -4.2 |
| 1/19/2011 7:05 | N | HHOLLOW4_E_1 | -4.2 |
| 1/19/2011 7:05 | N | R_LH2SES_1 | 39.1 |
| 1/19/2011 7:05 | N | R_PB2SES_1 | -4.49 |
| 1/19/2011 7:05 | N | R_PB2SES_2 | -4.49 |
| 1/19/2011 7:05 | N | R_PB2SES_3 | -4.49 |
| 1/19/2011 7:05 | N | R_PB2SES_4 | -4.49 |
| 1/19/2011 7:05 | N | R_PB2SES_5 | -4.49 |
| 1/19/2011 7:05 | N | AUTO_EPS_390 | 38.95 |
| 1/19/2011 7:10 | N | DC_ROAD_L_B | 38.94 |
| 1/19/2011 7:10 | N | DC_EGPS_L_A | 36.95 |
| 1/19/2011 7:10 | N | H_HOLLOW_E_1 | -5.68 |
| 1/19/2011 7:10 | N | HHOLLOW4_E_1 | -5.68 |
| 1/19/2011 7:10 | N | R_LH2SES_1 | 41.08 |
| 1/19/2011 7:10 | N | R_PB2SES_1 | -5.99 |
| 1/19/2011 7:10 | N | R_PB2SES_2 | -5.99 |
| 1/19/2011 7:10 | N | R_PB2SES_3 | -5.99 |
| 1/19/2011 7:10 | N | R_PB2SES_4 | -5.99 |
| 1/19/2011 7:10 | N | R_PB2SES_5 | -5.99 |
| 1/19/2011 7:10 | N | AUTO_EPS_390 | 40.92 |
| 1/19/2011 7:15 | N | DC_ROAD_L_B | 38 |
| 1/19/2011 7:15 | N | DC_EGPS_L_A | 35.49 |
| 1/19/2011 7:15 | N | H_HOLLOW_E_1 | -5.68 |
| 1/19/2011 7:15 | N | HHOLLOW4_E_1 | -5.68 |
| 1/19/2011 7:15 | N | R_LH2SES_1 | 39.96 |
| 1/19/2011 7:15 | N | R_PB2SES_1 | -5.99 |
| 1/19/2011 7:15 | N | R_PB2SES_2 | -5.99 |

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|---|---|---|---|
| 1/19/2011 7:15 | N | R_PB2SES_3 | -5.99 |
| 1/19/2011 7:15 | N | R_PB2SES_4 | -5.99 |
| 1/19/2011 7:15 | N | R_PB2SES_5 | -5.99 |
| 1/19/2011 7:15 | N | AUTO_EPS_390 | 39.8 |
| 1/19/2011 7:20 | N | DC_ROAD_L_B | 37.18 |
| 1/19/2011 7:20 | N | DC_EGPS_L_A | 34.49 |
| 1/19/2011 7:20 | N | H_HOLLOW_E_1 | -5.69 |
| 1/19/2011 7:20 | N | HHOLLOW4_E_1 | -5.69 |
| 1/19/2011 7:20 | N | R_LH2SES_1 | 39.11 |
| 1/19/2011 7:20 | N | R_PB2SES_1 | -5.99 |
| 1/19/2011 7:20 | N | R_PB2SES_2 | -5.99 |
| 1/19/2011 7:20 | N | R_PB2SES_3 | -5.99 |
| 1/19/2011 7:20 | N | R_PB2SES_4 | -5.99 |
| 1/19/2011 7:20 | N | R_PB2SES_5 | -5.99 |
| 1/19/2011 7:20 | N | AUTO_EPS_390 | 38.95 |
| 1/19/2011 7:25 | N | DC_ROAD_L_B | 36.08 |
| 1/19/2011 7:25 | N | DC_EGPS_L_A | 33.27 |
| 1/19/2011 7:25 | N | H_HOLLOW_E_1 | -5.69 |
| 1/19/2011 7:25 | N | HHOLLOW4_E_1 | -5.69 |
| 1/19/2011 7:25 | N | R_LH2SES_1 | 37.99 |
| 1/19/2011 7:25 | N | R_PB2SES_1 | -5.99 |
| 1/19/2011 7:25 | N | R_PB2SES_2 | -5.99 |
| 1/19/2011 7:25 | N | R_PB2SES_3 | -5.99 |
| 1/19/2011 7:25 | N | R_PB2SES_4 | -5.99 |
| 1/19/2011 7:25 | N | R_PB2SES_5 | -5.99 |
| 1/19/2011 7:25 | N | AUTO_EPS_390 | 37.84 |
| 1/19/2011 7:30 | N | DC_ROAD_L_B | 34.97 |
| 1/19/2011 7:30 | N | DC_EGPS_L_A | 31.9 |
| 1/19/2011 7:30 | N | H_HOLLOW_E_1 | -5.69 |
| 1/19/2011 7:30 | N | HHOLLOW4_E_1 | -5.69 |
| 1/19/2011 7:30 | N | R_LH2SES_1 | 36.89 |
| 1/19/2011 7:30 | N | R_PB2SES_1 | -6 |
| 1/19/2011 7:30 | N | R_PB2SES_2 | -6 |
| 1/19/2011 7:30 | N | R_PB2SES_3 | -6 |
| 1/19/2011 7:30 | N | R_PB2SES_4 | -6 |
| 1/19/2011 7:30 | N | R_PB2SES_5 | -6 |
| 1/19/2011 7:30 | N | AUTO_EPS_390 | 36.74 |
| 1/19/2011 7:35 | N | DC_ROAD_L_B | 33.78 |
| 1/19/2011 7:35 | N | DC_EGPS_L_A | 30.44 |
| 1/19/2011 7:35 | N | H_HOLLOW_E_1 | -5.7 |
| 1/19/2011 7:35 | N | HHOLLOW4_E_1 | -5.7 |
| 1/19/2011 7:35 | N | R_LH2SES_1 | 35.72 |
| 1/19/2011 7:35 | N | R_PB2SES_1 | -6 |
| 1/19/2011 7:35 | N | R_PB2SES_2 | -6 |
| 1/19/2011 7:35 | N | R_PB2SES_3 | -6 |
| 1/19/2011 7:35 | N | R_PB2SES_4 | -6 |
| 1/19/2011 7:35 | N | R_PB2SES_5 | -6 |

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|---|---|---|---|
| 1/19/2011 7:35 | N | AUTO_EPS_390 | 35.57 |
| 1/19/2011 7:40 | N | DC_ROAD_L_B | 31.76 |
| 1/19/2011 7:40 | N | DC_EGPS_L_A | 24.24 |
| 1/19/2011 7:40 | N | H_HOLLOW_E_1 | -5.63 |
| 1/19/2011 7:40 | N | HHOLLOW4_E_1 | -5.63 |
| 1/19/2011 7:40 | N | R_LH2SES_1 | 34.39 |
| 1/19/2011 7:40 | N | R_PB2SES_1 | -6 |
| 1/19/2011 7:40 | N | R_PB2SES_2 | -6 |
| 1/19/2011 7:40 | N | R_PB2SES_3 | -6 |
| 1/19/2011 7:40 | N | R_PB2SES_4 | -6 |
| 1/19/2011 7:40 | N | R_PB2SES_5 | -6 |
| 1/19/2011 7:40 | N | AUTO_EPS_390 | 34.26 |
| 1/19/2011 7:45 | N | DC_ROAD_L_B | 31.06 |
| 1/19/2011 7:45 | N | DC_EGPS_L_A | 23.67 |
| 1/19/2011 7:45 | N | H_HOLLOW_E_1 | -5.64 |
| 1/19/2011 7:45 | N | HHOLLOW4_E_1 | -5.64 |
| 1/19/2011 7:45 | N | R_LH2SES_1 | 33.63 |
| 1/19/2011 7:45 | N | R_PB2SES_1 | -6 |
| 1/19/2011 7:45 | N | R_PB2SES_2 | -6 |
| 1/19/2011 7:45 | N | R_PB2SES_3 | -6 |
| 1/19/2011 7:45 | N | R_PB2SES_4 | -6 |
| 1/19/2011 7:45 | N | R_PB2SES_5 | -6 |
| 1/19/2011 7:45 | N | AUTO_EPS_390 | 33.51 |
| 1/19/2011 7:50 | N | DC_ROAD_L_B | 30.52 |
| 1/19/2011 7:50 | N | DC_EGPS_L_A | 26.74 |
| 1/19/2011 7:50 | N | H_HOLLOW_E_1 | -5.71 |
| 1/19/2011 7:50 | N | HHOLLOW4_E_1 | -5.71 |
| 1/19/2011 7:50 | N | R_LH2SES_1 | 32.42 |
| 1/19/2011 7:50 | N | R_PB2SES_1 | -6 |
| 1/19/2011 7:50 | N | R_PB2SES_2 | -6 |
| 1/19/2011 7:50 | N | R_PB2SES_3 | -6 |
| 1/19/2011 7:50 | N | R_PB2SES_4 | -6 |
| 1/19/2011 7:50 | N | R_PB2SES_5 | -6 |
| 1/19/2011 7:50 | N | AUTO_EPS_390 | 32.29 |
| 1/19/2011 7:55 | N | DC_ROAD_L_B | 30.1 |
| 1/19/2011 7:55 | N | DC_EGPS_L_A | 26.29 |
| 1/19/2011 7:55 | N | H_HOLLOW_E_1 | -5.71 |
| 1/19/2011 7:55 | N | HHOLLOW4_E_1 | -5.71 |
| 1/19/2011 7:55 | N | R_LH2SES_1 | 31.99 |
| 1/19/2011 7:55 | N | R_PB2SES_1 | -6 |
| 1/19/2011 7:55 | N | R_PB2SES_2 | -6 |
| 1/19/2011 7:55 | N | R_PB2SES_3 | -6 |
| 1/19/2011 7:55 | N | R_PB2SES_4 | -6 |
| 1/19/2011 7:55 | N | R_PB2SES_5 | -6 |
| 1/19/2011 7:55 | N | AUTO_EPS_390 | 31.86 |
| 1/19/2011 8:00 | N | DC_ROAD_L_B | 30.71 |
| 1/19/2011 8:00 | N | DC_EGPS_L_A | 27.01 |

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| 1/19/2011 8:00 | N | H_HOLLOW_E_1 | -5.71 |
| 1/19/2011 8:00 | N | HHOLLOW4_E_1 | -5.71 |
| 1/19/2011 8:00 | N | R_LH2SES_1 | 32.6 |
| 1/19/2011 8:00 | N | R_PB2SES_1 | -6 |
| 1/19/2011 8:00 | N | R_PB2SES_2 | -6 |
| 1/19/2011 8:00 | N | R_PB2SES_3 | -6 |
| 1/19/2011 8:00 | N | R_PB2SES_4 | -6 |
| 1/19/2011 8:00 | N | R_PB2SES_5 | -6 |
| 1/19/2011 8:00 | N | AUTO_EPS_390 | 32.47 |
| 1/19/2011 8:05 | N | DC_ROAD_L_B | 30.59 |
| 1/19/2011 8:05 | N | DC_EGPS_L_A | 26.82 |
| 1/19/2011 8:05 | N | H_HOLLOW_E_1 | -5.71 |
| 1/19/2011 8:05 | N | HHOLLOW4_E_1 | -5.71 |
| 1/19/2011 8:05 | N | R_LH2SES_1 | 32.49 |
| 1/19/2011 8:05 | N | R_PB2SES_1 | -6 |
| 1/19/2011 8:05 | N | R_PB2SES_2 | -6 |
| 1/19/2011 8:05 | N | R_PB2SES_3 | -6 |
| 1/19/2011 8:05 | N | R_PB2SES_4 | -6 |
| 1/19/2011 8:05 | N | R_PB2SES_5 | -6 |
| 1/19/2011 8:05 | N | AUTO_EPS_390 | 32.36 |
| 1/19/2011 8:10 | N | DC_ROAD_L_B | 29.05 |
| 1/19/2011 8:10 | N | DC_EGPS_L_A | 22.07 |
| 1/19/2011 8:10 | N | H_HOLLOW_E_1 | -5.66 |
| 1/19/2011 8:10 | N | HHOLLOW4_E_1 | -5.66 |
| 1/19/2011 8:10 | N | R_LH2SES_1 | 31.49 |
| 1/19/2011 8:10 | N | R_PB2SES_1 | -6 |
| 1/19/2011 8:10 | N | R_PB2SES_2 | -6 |
| 1/19/2011 8:10 | N | R_PB2SES_3 | -6 |
| 1/19/2011 8:10 | N | R_PB2SES_4 | -6 |
| 1/19/2011 8:10 | N | R_PB2SES_5 | -6 |
| 1/19/2011 8:10 | N | AUTO_EPS_390 | 31.37 |
| 1/19/2011 8:15 | N | DC_ROAD_L_B | 28.1 |
| 1/19/2011 8:15 | N | DC_EGPS_L_A | 21.37 |
| 1/19/2011 8:15 | N | H_HOLLOW_E_1 | -5.67 |
| 1/19/2011 8:15 | N | HHOLLOW4_E_1 | -5.67 |
| 1/19/2011 8:15 | N | R_LH2SES_1 | 30.47 |
| 1/19/2011 8:15 | N | R_PB2SES_1 | -6 |
| 1/19/2011 8:15 | N | R_PB2SES_2 | -6 |
| 1/19/2011 8:15 | N | R_PB2SES_3 | -6 |
| 1/19/2011 8:15 | N | R_PB2SES_4 | -6 |
| 1/19/2011 8:15 | N | R_PB2SES_5 | -6 |
| 1/19/2011 8:15 | N | AUTO_EPS_390 | 30.35 |
| 1/19/2011 8:20 | N | DC_ROAD_L_B | 28.27 |
| 1/19/2011 8:20 | N | DC_EGPS_L_A | 23.39 |
| 1/19/2011 8:20 | N | H_HOLLOW_E_1 | -9.75 |
| 1/19/2011 8:20 | N | HHOLLOW4_E_1 | -9.75 |
| 1/19/2011 8:20 | N | R_LH2SES_1 | 30.44 |

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| 1/19/2011 8:20 | N | R_PB2SES_1 | -10.08 |
| 1/19/2011 8:20 | N | R_PB2SES_2 | -10.08 |
| 1/19/2011 8:20 | N | R_PB2SES_3 | -10.08 |
| 1/19/2011 8:20 | N | R_PB2SES_4 | -10.08 |
| 1/19/2011 8:20 | N | R_PB2SES_5 | -10.08 |
| 1/19/2011 8:20 | N | AUTO_EPS_390 | 30.3 |
| 1/19/2011 8:25 | N | DC_ROAD_L_B | 28.3 |
| 1/19/2011 8:25 | N | DC_EGPS_L_A | 24.28 |
| 1/19/2011 8:25 | N | H_HOLLOW_E_1 | -5.73 |
| 1/19/2011 8:25 | N | HHOLLOW4_E_1 | -5.73 |
| 1/19/2011 8:25 | N | R_LH2SES_1 | 30.18 |
| 1/19/2011 8:25 | N | R_PB2SES_1 | -6 |
| 1/19/2011 8:25 | N | R_PB2SES_2 | -6 |
| 1/19/2011 8:25 | N | R_PB2SES_3 | -6 |
| 1/19/2011 8:25 | N | R_PB2SES_4 | -6 |
| 1/19/2011 8:25 | N | R_PB2SES_5 | -6 |
| 1/19/2011 8:25 | N | AUTO_EPS_390 | 30.05 |
| 1/19/2011 8:30 | N | DC_ROAD_L_B | 28.09 |
| 1/19/2011 8:30 | N | DC_EGPS_L_A | 24.1 |
| 1/19/2011 8:30 | N | H_HOLLOW_E_1 | -5.73 |
| 1/19/2011 8:30 | N | HHOLLOW4_E_1 | -5.73 |
| 1/19/2011 8:30 | N | R_LH2SES_1 | 29.95 |
| 1/19/2011 8:30 | N | R_PB2SES_1 | -6 |
| 1/19/2011 8:30 | N | R_PB2SES_2 | -6 |
| 1/19/2011 8:30 | N | R_PB2SES_3 | -6 |
| 1/19/2011 8:30 | N | R_PB2SES_4 | -6 |
| 1/19/2011 8:30 | N | R_PB2SES_5 | -6 |
| 1/19/2011 8:30 | N | AUTO_EPS_390 | 29.83 |
| 1/19/2011 8:35 | N | DC_ROAD_L_B | 28.01 |
| 1/19/2011 8:35 | N | DC_EGPS_L_A | 24.14 |
| 1/19/2011 8:35 | N | H_HOLLOW_E_1 | -5.73 |
| 1/19/2011 8:35 | N | HHOLLOW4_E_1 | -5.73 |
| 1/19/2011 8:35 | N | R_LH2SES_1 | 29.85 |
| 1/19/2011 8:35 | N | R_PB2SES_1 | -6 |
| 1/19/2011 8:35 | N | R_PB2SES_2 | -6 |
| 1/19/2011 8:35 | N | R_PB2SES_3 | -6 |
| 1/19/2011 8:35 | N | R_PB2SES_4 | -6 |
| 1/19/2011 8:35 | N | R_PB2SES_5 | -6 |
| 1/19/2011 8:35 | N | AUTO_EPS_390 | 29.73 |
| 1/19/2011 8:40 | N | DC_ROAD_L_B | 27.24 |
| 1/19/2011 8:40 | N | DC_EGPS_L_A | 23.31 |
| 1/19/2011 8:40 | N | H_HOLLOW_E_1 | -5.74 |
| 1/19/2011 8:40 | N | HHOLLOW4_E_1 | -5.74 |
| 1/19/2011 8:40 | N | R_LH2SES_1 | 29.06 |
| 1/19/2011 8:40 | N | R_PB2SES_1 | -6 |
| 1/19/2011 8:40 | N | R_PB2SES_2 | -6 |
| 1/19/2011 8:40 | N | R_PB2SES_3 | -6 |

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| 1/19/2011 8:40 | N | R_PB2SES_4 | -6 |
| 1/19/2011 8:40 | N | R_PB2SES_5 | -6 |
| 1/19/2011 8:40 | N | AUTO_EPS_390 | 28.95 |
| 1/19/2011 8:45 | N | DC_ROAD_L_B | 26.64 |
| 1/19/2011 8:45 | N | DC_EGPS_L_A | 20.12 |
| 1/19/2011 8:45 | N | H_HOLLOW_E_1 | -5.69 |
| 1/19/2011 8:45 | N | HHOLLOW4_E_1 | -5.69 |
| 1/19/2011 8:45 | N | R_LH2SES_1 | 28.92 |
| 1/19/2011 8:45 | N | R_PB2SES_1 | -6 |
| 1/19/2011 8:45 | N | R_PB2SES_2 | -6 |
| 1/19/2011 8:45 | N | R_PB2SES_3 | -6 |
| 1/19/2011 8:45 | N | R_PB2SES_4 | -6 |
| 1/19/2011 8:45 | N | R_PB2SES_5 | -6 |
| 1/19/2011 8:45 | N | AUTO_EPS_390 | 28.81 |
| 1/19/2011 8:50 | N | DC_ROAD_L_B | 26.53 |
| 1/19/2011 8:50 | N | DC_EGPS_L_A | 20.04 |
| 1/19/2011 8:50 | N | H_HOLLOW_E_1 | -5.69 |
| 1/19/2011 8:50 | N | HHOLLOW4_E_1 | -5.69 |
| 1/19/2011 8:50 | N | R_LH2SES_1 | 28.81 |
| 1/19/2011 8:50 | N | R_PB2SES_1 | -6 |
| 1/19/2011 8:50 | N | R_PB2SES_2 | -6 |
| 1/19/2011 8:50 | N | R_PB2SES_3 | -6 |
| 1/19/2011 8:50 | N | R_PB2SES_4 | -6 |
| 1/19/2011 8:50 | N | R_PB2SES_5 | -6 |
| 1/19/2011 8:50 | N | AUTO_EPS_390 | 28.7 |
| 1/19/2011 8:55 | N | DC_ROAD_L_B | 26.28 |
| 1/19/2011 8:55 | N | DC_EGPS_L_A | 19.83 |
| 1/19/2011 8:55 | N | H_HOLLOW_E_1 | -5.69 |
| 1/19/2011 8:55 | N | HHOLLOW4_E_1 | -5.69 |
| 1/19/2011 8:55 | N | R_LH2SES_1 | 28.53 |
| 1/19/2011 8:55 | N | R_PB2SES_1 | -6 |
| 1/19/2011 8:55 | N | R_PB2SES_2 | -6 |
| 1/19/2011 8:55 | N | R_PB2SES_3 | -6 |
| 1/19/2011 8:55 | N | R_PB2SES_4 | -6 |
| 1/19/2011 8:55 | N | R_PB2SES_5 | -6 |
| 1/19/2011 8:55 | N | AUTO_EPS_390 | 28.42 |
| 1/19/2011 9:00 | N | DC_ROAD_L_B | 26.07 |
| 1/19/2011 9:00 | N | DC_EGPS_L_A | 19.66 |
| 1/19/2011 9:00 | N | H_HOLLOW_E_1 | -5.69 |
| 1/19/2011 9:00 | N | HHOLLOW4_E_1 | -5.69 |
| 1/19/2011 9:00 | N | R_LH2SES_1 | 28.31 |
| 1/19/2011 9:00 | N | R_PB2SES_1 | -6 |
| 1/19/2011 9:00 | N | R_PB2SES_2 | -6 |
| 1/19/2011 9:00 | N | R_PB2SES_3 | -6 |
| 1/19/2011 9:00 | N | R_PB2SES_4 | -6 |
| 1/19/2011 9:00 | N | R_PB2SES_5 | -6 |
| 1/19/2011 9:00 | N | AUTO_EPS_390 | 28.2 |

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|---|---|---|---|
| 1/19/2011 9:05 | N | DC_ROAD_L_B | 25.8 |
| 1/19/2011 9:05 | N | DC_EGPS_L_A | 19.46 |
| 1/19/2011 9:05 | N | H_HOLLOW_E_1 | -5.69 |
| 1/19/2011 9:05 | N | HHOLLOW4_E_1 | -5.69 |
| 1/19/2011 9:05 | N | R_LH2SES_1 | 28.18 |
| 1/19/2011 9:05 | N | R_PB2SES_1 | -6 |
| 1/19/2011 9:05 | N | R_PB2SES_2 | -6 |
| 1/19/2011 9:05 | N | R_PB2SES_3 | -6 |
| 1/19/2011 9:05 | N | R_PB2SES_4 | -6 |
| 1/19/2011 9:05 | N | R_PB2SES_5 | -6 |
| 1/19/2011 9:05 | N | AUTO_EPS_390 | 28.08 |
| 1/19/2011 9:10 | N | DC_ROAD_L_B | 25.79 |
| 1/19/2011 9:10 | N | DC_EGPS_L_A | 19.45 |
| 1/19/2011 9:10 | N | H_HOLLOW_E_1 | -5.7 |
| 1/19/2011 9:10 | N | HHOLLOW4_E_1 | -5.7 |
| 1/19/2011 9:10 | N | R_LH2SES_1 | 28.1 |
| 1/19/2011 9:10 | N | R_PB2SES_1 | -6 |
| 1/19/2011 9:10 | N | R_PB2SES_2 | -6 |
| 1/19/2011 9:10 | N | R_PB2SES_3 | -6 |
| 1/19/2011 9:10 | N | R_PB2SES_4 | -6 |
| 1/19/2011 9:10 | N | R_PB2SES_5 | -6 |
| 1/19/2011 9:10 | N | AUTO_EPS_390 | 28 |
| 1/19/2011 9:15 | N | DC_ROAD_L_B | 25.46 |
| 1/19/2011 9:15 | N | DC_EGPS_L_A | 19.18 |
| 1/19/2011 9:15 | N | H_HOLLOW_E_1 | -5.7 |
| 1/19/2011 9:15 | N | HHOLLOW4_E_1 | -5.7 |
| 1/19/2011 9:15 | N | R_LH2SES_1 | 27.76 |
| 1/19/2011 9:15 | N | R_PB2SES_1 | -6 |
| 1/19/2011 9:15 | N | R_PB2SES_2 | -6 |
| 1/19/2011 9:15 | N | R_PB2SES_3 | -6 |
| 1/19/2011 9:15 | N | R_PB2SES_4 | -6 |
| 1/19/2011 9:15 | N | R_PB2SES_5 | -6 |
| 1/19/2011 9:15 | N | AUTO_EPS_390 | 27.65 |
| 1/19/2011 9:20 | N | DC_ROAD_L_B | 25 |
| 1/19/2011 9:20 | N | DC_EGPS_L_A | 19 |
| 1/19/2011 9:20 | N | H_HOLLOW_E_1 | -4.81 |
| 1/19/2011 9:20 | N | HHOLLOW4_E_1 | -4.81 |
| 1/19/2011 9:20 | N | R_LH2SES_1 | 27.22 |
| 1/19/2011 9:20 | N | R_PB2SES_1 | -5.1 |
| 1/19/2011 9:20 | N | R_PB2SES_2 | -5.1 |
| 1/19/2011 9:20 | N | R_PB2SES_3 | -5.1 |
| 1/19/2011 9:20 | N | R_PB2SES_4 | -5.1 |
| 1/19/2011 9:20 | N | R_PB2SES_5 | -5.1 |
| 1/19/2011 9:20 | N | AUTO_EPS_390 | 27.12 |
| 1/19/2011 9:25 | N | DC_ROAD_L_B | 25.06 |
| 1/19/2011 9:25 | N | DC_EGPS_L_A | 18.86 |
| 1/19/2011 9:25 | N | H_HOLLOW_E_1 | -5.71 |

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|---|---|---|---|
| 1/19/2011 9:25 | N | HHOLLOW4_E_1 | -5.71 |
| 1/19/2011 9:25 | N | R_LH2SES_1 | 27.34 |
| 1/19/2011 9:25 | N | R_PB2SES_1 | -6 |
| 1/19/2011 9:25 | N | R_PB2SES_2 | -6 |
| 1/19/2011 9:25 | N | R_PB2SES_3 | -6 |
| 1/19/2011 9:25 | N | R_PB2SES_4 | -6 |
| 1/19/2011 9:25 | N | R_PB2SES_5 | -6 |
| 1/19/2011 9:25 | N | AUTO_EPS_390 | 27.24 |
| 1/19/2011 9:30 | N | DC_ROAD_L_B | 24.91 |
| 1/19/2011 9:30 | N | DC_EGPS_L_A | 18.74 |
| 1/19/2011 9:30 | N | H_HOLLOW_E_1 | -5.71 |
| 1/19/2011 9:30 | N | HHOLLOW4_E_1 | -5.71 |
| 1/19/2011 9:30 | N | R_LH2SES_1 | 27.18 |
| 1/19/2011 9:30 | N | R_PB2SES_1 | -6 |
| 1/19/2011 9:30 | N | R_PB2SES_2 | -6 |
| 1/19/2011 9:30 | N | R_PB2SES_3 | -6 |
| 1/19/2011 9:30 | N | R_PB2SES_4 | -6 |
| 1/19/2011 9:30 | N | R_PB2SES_5 | -6 |
| 1/19/2011 9:30 | N | AUTO_EPS_390 | 27.08 |
| 1/19/2011 9:35 | N | DC_ROAD_L_B | 24.55 |
| 1/19/2011 9:35 | N | DC_EGPS_L_A | 18.46 |
| 1/19/2011 9:35 | N | H_HOLLOW_E_1 | -5.71 |
| 1/19/2011 9:35 | N | HHOLLOW4_E_1 | -5.71 |
| 1/19/2011 9:35 | N | R_LH2SES_1 | 26.81 |
| 1/19/2011 9:35 | N | R_PB2SES_1 | -6 |
| 1/19/2011 9:35 | N | R_PB2SES_2 | -6 |
| 1/19/2011 9:35 | N | R_PB2SES_3 | -6 |
| 1/19/2011 9:35 | N | R_PB2SES_4 | -6 |
| 1/19/2011 9:35 | N | R_PB2SES_5 | -6 |
| 1/19/2011 9:35 | N | AUTO_EPS_390 | 26.71 |
| 1/19/2011 9:40 | N | DC_ROAD_L_B | 24.27 |
| 1/19/2011 9:40 | N | DC_EGPS_L_A | 18.44 |
| 1/19/2011 9:40 | N | H_HOLLOW_E_1 | -4.7 |
| 1/19/2011 9:40 | N | HHOLLOW4_E_1 | -4.7 |
| 1/19/2011 9:40 | N | R_LH2SES_1 | 26.44 |
| 1/19/2011 9:40 | N | R_PB2SES_1 | -4.99 |
| 1/19/2011 9:40 | N | R_PB2SES_2 | -4.99 |
| 1/19/2011 9:40 | N | R_PB2SES_3 | -4.99 |
| 1/19/2011 9:40 | N | R_PB2SES_4 | -4.99 |
| 1/19/2011 9:40 | N | R_PB2SES_5 | -4.99 |
| 1/19/2011 9:40 | N | AUTO_EPS_390 | 26.35 |
| 1/19/2011 9:45 | N | DC_ROAD_L_B | 24.07 |
| 1/19/2011 9:45 | N | DC_EGPS_L_A | 18.29 |
| 1/19/2011 9:45 | N | H_HOLLOW_E_1 | -4.67 |
| 1/19/2011 9:45 | N | HHOLLOW4_E_1 | -4.67 |
| 1/19/2011 9:45 | N | R_LH2SES_1 | 26.23 |
| 1/19/2011 9:45 | N | R_PB2SES_1 | -4.95 |

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| 1/19/2011 9:45 | N | R_PB2SES_2 | -4.95 |
| 1/19/2011 9:45 | N | R_PB2SES_3 | -4.95 |
| 1/19/2011 9:45 | N | R_PB2SES_4 | -4.95 |
| 1/19/2011 9:45 | N | R_PB2SES_5 | -4.95 |
| 1/19/2011 9:45 | N | AUTO_EPS_390 | 26.13 |
| 1/19/2011 9:50 | N | DC_ROAD_L_B | 23.33 |
| 1/19/2011 9:50 | N | DC_EGPS_L_A | 17.72 |
| 1/19/2011 9:50 | N | H_HOLLOW_E_1 | -4.57 |
| 1/19/2011 9:50 | N | HHOLLOW4_E_1 | -4.57 |
| 1/19/2011 9:50 | N | R_LH2SES_1 | 25.45 |
| 1/19/2011 9:50 | N | R_PB2SES_1 | -4.84 |
| 1/19/2011 9:50 | N | R_PB2SES_2 | -4.84 |
| 1/19/2011 9:50 | N | R_PB2SES_3 | -4.84 |
| 1/19/2011 9:50 | N | R_PB2SES_4 | -4.84 |
| 1/19/2011 9:50 | N | R_PB2SES_5 | -4.84 |
| 1/19/2011 9:50 | N | AUTO_EPS_390 | 25.35 |
| 1/19/2011 9:55 | N | DC_ROAD_L_B | 22.9 |
| 1/19/2011 9:55 | N | DC_EGPS_L_A | 17.15 |
| 1/19/2011 9:55 | N | H_HOLLOW_E_1 | -5.72 |
| 1/19/2011 9:55 | N | HHOLLOW4_E_1 | -5.72 |
| 1/19/2011 9:55 | N | R_LH2SES_1 | 25.08 |
| 1/19/2011 9:55 | N | R_PB2SES_1 | -6 |
| 1/19/2011 9:55 | N | R_PB2SES_2 | -6 |
| 1/19/2011 9:55 | N | R_PB2SES_3 | -6 |
| 1/19/2011 9:55 | N | R_PB2SES_4 | -6 |
| 1/19/2011 9:55 | N | R_PB2SES_5 | -6 |
| 1/19/2011 9:55 | N | AUTO_EPS_390 | 24.98 |
| 1/19/2011 10:00 | N | DC_ROAD_L_B | 23.24 |
| 1/19/2011 10:00 | N | DC_EGPS_L_A | 17.42 |
| 1/19/2011 10:00 | N | H_HOLLOW_E_1 | -5.72 |
| 1/19/2011 10:00 | N | HHOLLOW4_E_1 | -5.72 |
| 1/19/2011 10:00 | N | R_LH2SES_1 | 25.43 |
| 1/19/2011 10:00 | N | R_PB2SES_1 | -6 |
| 1/19/2011 10:00 | N | R_PB2SES_2 | -6 |
| 1/19/2011 10:00 | N | R_PB2SES_3 | -6 |
| 1/19/2011 10:00 | N | R_PB2SES_4 | -6 |
| 1/19/2011 10:00 | N | R_PB2SES_5 | -6 |
| 1/19/2011 10:00 | N | AUTO_EPS_390 | 25.33 |
| 1/19/2011 10:05 | N | DC_ROAD_L_B | 23.35 |
| 1/19/2011 10:05 | N | DC_EGPS_L_A | 17.51 |
| 1/19/2011 10:05 | N | H_HOLLOW_E_1 | -5.72 |
| 1/19/2011 10:05 | N | HHOLLOW4_E_1 | -5.72 |
| 1/19/2011 10:05 | N | R_LH2SES_1 | 25.55 |
| 1/19/2011 10:05 | N | R_PB2SES_1 | -6 |
| 1/19/2011 10:05 | N | R_PB2SES_2 | -6 |
| 1/19/2011 10:05 | N | R_PB2SES_3 | -6 |
| 1/19/2011 10:05 | N | R_PB2SES_4 | -6 |

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| 1/19/2011 10:05 | N | R_PB2SES_5 | -6 |
| 1/19/2011 10:05 | N | AUTO_EPS_390 | 25.45 |
| 1/19/2011 10:10 | N | DC_ROAD_L_B | 23.17 |
| 1/19/2011 10:10 | N | DC_EGPS_L_A | 16.5 |
| 1/19/2011 10:10 | N | H_HOLLOW_E_1 | -9.97 |
| 1/19/2011 10:10 | N | HHOLLOW4_E_1 | -9.97 |
| 1/19/2011 10:10 | N | R_LH2SES_1 | 25.65 |
| 1/19/2011 10:10 | N | R_PB2SES_1 | -10.3 |
| 1/19/2011 10:10 | N | R_PB2SES_2 | -10.3 |
| 1/19/2011 10:10 | N | R_PB2SES_3 | -10.3 |
| 1/19/2011 10:10 | N | R_PB2SES_4 | -10.3 |
| 1/19/2011 10:10 | N | R_PB2SES_5 | -10.3 |
| 1/19/2011 10:10 | N | AUTO_EPS_390 | 25.54 |
| 1/19/2011 10:15 | N | DC_ROAD_L_B | 23.02 |
| 1/19/2011 10:15 | N | DC_EGPS_L_A | 16.3 |
| 1/19/2011 10:15 | N | H_HOLLOW_E_1 | -10.4 |
| 1/19/2011 10:15 | N | HHOLLOW4_E_1 | -10.4 |
| 1/19/2011 10:15 | N | R_LH2SES_1 | 25.53 |
| 1/19/2011 10:15 | N | R_PB2SES_1 | -10.73 |
| 1/19/2011 10:15 | N | R_PB2SES_2 | -10.73 |
| 1/19/2011 10:15 | N | R_PB2SES_3 | -10.73 |
| 1/19/2011 10:15 | N | R_PB2SES_4 | -10.73 |
| 1/19/2011 10:15 | N | R_PB2SES_5 | -10.73 |
| 1/19/2011 10:15 | N | AUTO_EPS_390 | 25.42 |
| 1/19/2011 10:20 | N | DC_ROAD_L_B | 22.68 |
| 1/19/2011 10:20 | N | DC_EGPS_L_A | 14.3 |
| 1/19/2011 10:20 | N | H_HOLLOW_E_1 | -18.95 |
| 1/19/2011 10:20 | N | HHOLLOW4_E_1 | -18.95 |
| 1/19/2011 10:20 | N | R_LH2SES_1 | 25.77 |
| 1/19/2011 10:20 | N | R_PB2SES_1 | -19.36 |
| 1/19/2011 10:20 | N | R_PB2SES_2 | -19.36 |
| 1/19/2011 10:20 | N | R_PB2SES_3 | -19.36 |
| 1/19/2011 10:20 | N | R_PB2SES_4 | -19.36 |
| 1/19/2011 10:20 | N | R_PB2SES_5 | -19.36 |
| 1/19/2011 10:20 | N | AUTO_EPS_390 | 25.63 |
| 1/19/2011 10:25 | N | DC_ROAD_L_B | 22.35 |
| 1/19/2011 10:25 | N | DC_EGPS_L_A | 14.12 |
| 1/19/2011 10:25 | N | H_HOLLOW_E_1 | -18.58 |
| 1/19/2011 10:25 | N | HHOLLOW4_E_1 | -18.58 |
| 1/19/2011 10:25 | N | R_LH2SES_1 | 25.39 |
| 1/19/2011 10:25 | N | R_PB2SES_1 | -18.98 |
| 1/19/2011 10:25 | N | R_PB2SES_2 | -18.98 |
| 1/19/2011 10:25 | N | R_PB2SES_3 | -18.98 |
| 1/19/2011 10:25 | N | R_PB2SES_4 | -18.98 |
| 1/19/2011 10:25 | N | R_PB2SES_5 | -18.98 |
| 1/19/2011 10:25 | N | AUTO_EPS_390 | 25.26 |
| 1/19/2011 10:30 | N | DC_ROAD_L_B | 21.94 |

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| 1/19/2011 10:30 | N | DC_EGPS_L_A | 15.44 |
| 1/19/2011 10:30 | N | H_HOLLOW_E_1 | -10.41 |
| 1/19/2011 10:30 | N | HHOLLOW4_E_1 | -10.41 |
| 1/19/2011 10:30 | N | R_LH2SES_1 | 24.39 |
| 1/19/2011 10:30 | N | R_PB2SES_1 | -10.73 |
| 1/19/2011 10:30 | N | R_PB2SES_2 | -10.73 |
| 1/19/2011 10:30 | N | R_PB2SES_3 | -10.73 |
| 1/19/2011 10:30 | N | R_PB2SES_4 | -10.73 |
| 1/19/2011 10:30 | N | R_PB2SES_5 | -10.73 |
| 1/19/2011 10:30 | N | AUTO_EPS_390 | 24.28 |
| 1/19/2011 10:35 | N | DC_ROAD_L_B | 21.32 |
| 1/19/2011 10:35 | N | DC_EGPS_L_A | 15 |
| 1/19/2011 10:35 | N | H_HOLLOW_E_1 | -10.14 |
| 1/19/2011 10:35 | N | HHOLLOW4_E_1 | -10.14 |
| 1/19/2011 10:35 | N | R_LH2SES_1 | 23.72 |
| 1/19/2011 10:35 | N | R_PB2SES_1 | -10.45 |
| 1/19/2011 10:35 | N | R_PB2SES_2 | -10.45 |
| 1/19/2011 10:35 | N | R_PB2SES_3 | -10.45 |
| 1/19/2011 10:35 | N | R_PB2SES_4 | -10.45 |
| 1/19/2011 10:35 | N | R_PB2SES_5 | -10.45 |
| 1/19/2011 10:35 | N | AUTO_EPS_390 | 23.61 |
| 1/19/2011 10:40 | N | DC_ROAD_L_B | 22.41 |
| 1/19/2011 10:40 | N | DC_EGPS_L_A | 15.79 |
| 1/19/2011 10:40 | N | H_HOLLOW_E_1 | -10.53 |
| 1/19/2011 10:40 | N | HHOLLOW4_E_1 | -10.53 |
| 1/19/2011 10:40 | N | R_LH2SES_1 | 24.89 |
| 1/19/2011 10:40 | N | R_PB2SES_1 | -10.85 |
| 1/19/2011 10:40 | N | R_PB2SES_2 | -10.85 |
| 1/19/2011 10:40 | N | R_PB2SES_3 | -10.85 |
| 1/19/2011 10:40 | N | R_PB2SES_4 | -10.85 |
| 1/19/2011 10:40 | N | R_PB2SES_5 | -10.85 |
| 1/19/2011 10:40 | N | AUTO_EPS_390 | 24.78 |
| 1/19/2011 10:42 | N | DC_ROAD_L_B | 22.12 |
| 1/19/2011 10:42 | N | DC_EGPS_L_A | 13.64 |
| 1/19/2011 10:42 | N | H_HOLLOW_E_1 | -19.99 |
| 1/19/2011 10:42 | N | HHOLLOW4_E_1 | -19.99 |
| 1/19/2011 10:42 | N | R_LH2SES_1 | 25.24 |
| 1/19/2011 10:42 | N | R_PB2SES_1 | -20.39 |
| 1/19/2011 10:42 | N | R_PB2SES_2 | -20.39 |
| 1/19/2011 10:42 | N | R_PB2SES_3 | -20.39 |
| 1/19/2011 10:42 | N | R_PB2SES_4 | -20.39 |
| 1/19/2011 10:42 | N | R_PB2SES_5 | -20.39 |
| 1/19/2011 10:42 | N | AUTO_EPS_390 | 25.1 |
| 1/19/2011 10:45 | N | DC_ROAD_L_B | 22.07 |
| 1/19/2011 10:45 | N | DC_EGPS_L_A | 13.43 |
| 1/19/2011 10:45 | N | H_HOLLOW_E_1 | -20.86 |
| 1/19/2011 10:45 | N | HHOLLOW4_E_1 | -20.86 |

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| 1/19/2011 10:45 | N | R_LH2SES_1 | 25.25 |
| 1/19/2011 10:45 | N | R_PB2SES_1 | -21.27 |
| 1/19/2011 10:45 | N | R_PB2SES_2 | -21.27 |
| 1/19/2011 10:45 | N | R_PB2SES_3 | -21.27 |
| 1/19/2011 10:45 | N | R_PB2SES_4 | -21.27 |
| 1/19/2011 10:45 | N | R_PB2SES_5 | -21.27 |
| 1/19/2011 10:45 | N | AUTO_EPS_390 | 25.11 |
| 1/19/2011 10:50 | N | DC_ROAD_L_B | 22.03 |
| 1/19/2011 10:50 | N | DC_EGPS_L_A | 13.36 |
| 1/19/2011 10:50 | N | H_HOLLOW_E_1 | -21.09 |
| 1/19/2011 10:50 | N | HHOLLOW4_E_1 | -21.09 |
| 1/19/2011 10:50 | N | R_LH2SES_1 | 25.25 |
| 1/19/2011 10:50 | N | R_PB2SES_1 | -21.51 |
| 1/19/2011 10:50 | N | R_PB2SES_2 | -21.51 |
| 1/19/2011 10:50 | N | R_PB2SES_3 | -21.51 |
| 1/19/2011 10:50 | N | R_PB2SES_4 | -21.51 |
| 1/19/2011 10:50 | N | R_PB2SES_5 | -21.51 |
| 1/19/2011 10:50 | N | AUTO_EPS_390 | 25.1 |
| 1/19/2011 10:55 | N | DC_ROAD_L_B | 20.47 |
| 1/19/2011 10:55 | N | DC_EGPS_L_A | 12.33 |
| 1/19/2011 10:55 | N | H_HOLLOW_E_1 | -20.03 |
| 1/19/2011 10:55 | N | HHOLLOW4_E_1 | -20.03 |
| 1/19/2011 10:55 | N | R_LH2SES_1 | 23.52 |
| 1/19/2011 10:55 | N | R_PB2SES_1 | -20.42 |
| 1/19/2011 10:55 | N | R_PB2SES_2 | -20.42 |
| 1/19/2011 10:55 | N | R_PB2SES_3 | -20.42 |
| 1/19/2011 10:55 | N | R_PB2SES_4 | -20.42 |
| 1/19/2011 10:55 | N | R_PB2SES_5 | -20.42 |
| 1/19/2011 10:55 | N | AUTO_EPS_390 | 23.38 |
| 1/19/2011 11:00 | N | DC_ROAD_L_B | 17.49 |
| 1/19/2011 11:00 | N | DC_EGPS_L_A | 10.11 |
| 1/19/2011 11:00 | N | H_HOLLOW_E_1 | -19.31 |
| 1/19/2011 11:00 | N | HHOLLOW4_E_1 | -19.31 |
| 1/19/2011 11:00 | N | R_LH2SES_1 | 20.33 |
| 1/19/2011 11:00 | N | R_PB2SES_1 | -19.67 |
| 1/19/2011 11:00 | N | R_PB2SES_2 | -19.67 |
| 1/19/2011 11:00 | N | R_PB2SES_3 | -19.67 |
| 1/19/2011 11:00 | N | R_PB2SES_4 | -19.67 |
| 1/19/2011 11:00 | N | R_PB2SES_5 | -19.67 |
| 1/19/2011 11:00 | N | AUTO_EPS_390 | 20.21 |
| 1/19/2011 11:01 | N | DC_ROAD_L_B | 19.19 |
| 1/19/2011 11:01 | N | DC_EGPS_L_A | 11.5 |
| 1/19/2011 11:01 | N | H_HOLLOW_E_1 | -19.11 |
| 1/19/2011 11:01 | N | HHOLLOW4_E_1 | -19.11 |
| 1/19/2011 11:01 | N | R_LH2SES_1 | 22.11 |
| 1/19/2011 11:01 | N | R_PB2SES_1 | -19.49 |
| 1/19/2011 11:01 | N | R_PB2SES_2 | -19.49 |

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| 1/19/2011 11:01 | N | R_PB2SES_3 | -19.49 |
| 1/19/2011 11:01 | N | R_PB2SES_4 | -19.49 |
| 1/19/2011 11:01 | N | R_PB2SES_5 | -19.49 |
| 1/19/2011 11:01 | N | AUTO_EPS_390 | 21.98 |
| 1/19/2011 11:05 | N | DC_ROAD_L_B | 20.7 |
| 1/19/2011 11:05 | N | DC_EGPS_L_A | 12.67 |
| 1/19/2011 11:05 | N | H_HOLLOW_E_1 | -19.29 |
| 1/19/2011 11:05 | N | HHOLLOW4_E_1 | -19.29 |
| 1/19/2011 11:05 | N | R_LH2SES_1 | 23.71 |
| 1/19/2011 11:05 | N | R_PB2SES_1 | -19.68 |
| 1/19/2011 11:05 | N | R_PB2SES_2 | -19.68 |
| 1/19/2011 11:05 | N | R_PB2SES_3 | -19.68 |
| 1/19/2011 11:05 | N | R_PB2SES_4 | -19.68 |
| 1/19/2011 11:05 | N | R_PB2SES_5 | -19.68 |
| 1/19/2011 11:05 | N | AUTO_EPS_390 | 23.58 |
| 1/19/2011 11:07 | N | DC_ROAD_L_B | 21.21 |
| 1/19/2011 11:07 | N | DC_EGPS_L_A | 12.93 |
| 1/19/2011 11:07 | N | H_HOLLOW_E_1 | -20.01 |
| 1/19/2011 11:07 | N | HHOLLOW4_E_1 | -20.01 |
| 1/19/2011 11:07 | N | R_LH2SES_1 | 24.3 |
| 1/19/2011 11:07 | N | R_PB2SES_1 | -20.41 |
| 1/19/2011 11:07 | N | R_PB2SES_2 | -20.41 |
| 1/19/2011 11:07 | N | R_PB2SES_3 | -20.41 |
| 1/19/2011 11:07 | N | R_PB2SES_4 | -20.41 |
| 1/19/2011 11:07 | N | R_PB2SES_5 | -20.41 |
| 1/19/2011 11:07 | N | AUTO_EPS_390 | 24.16 |
| 1/19/2011 11:10 | N | DC_ROAD_L_B | 21.15 |
| 1/19/2011 11:10 | N | DC_EGPS_L_A | 12.95 |
| 1/19/2011 11:10 | N | H_HOLLOW_E_1 | -19.68 |
| 1/19/2011 11:10 | N | HHOLLOW4_E_1 | -19.68 |
| 1/19/2011 11:10 | N | R_LH2SES_1 | 24.22 |
| 1/19/2011 11:10 | N | R_PB2SES_1 | -20.07 |
| 1/19/2011 11:10 | N | R_PB2SES_2 | -20.07 |
| 1/19/2011 11:10 | N | R_PB2SES_3 | -20.07 |
| 1/19/2011 11:10 | N | R_PB2SES_4 | -20.07 |
| 1/19/2011 11:10 | N | R_PB2SES_5 | -20.07 |
| 1/19/2011 11:10 | N | AUTO_EPS_390 | 24.08 |
| 1/19/2011 11:15 | N | DC_ROAD_L_B | 21.28 |
| 1/19/2011 11:15 | N | DC_EGPS_L_A | 12.98 |
| 1/19/2011 11:15 | N | H_HOLLOW_E_1 | -20 |
| 1/19/2011 11:15 | N | HHOLLOW4_E_1 | -20 |
| 1/19/2011 11:15 | N | R_LH2SES_1 | 24.37 |
| 1/19/2011 11:15 | N | R_PB2SES_1 | -20.4 |
| 1/19/2011 11:15 | N | R_PB2SES_2 | -20.4 |
| 1/19/2011 11:15 | N | R_PB2SES_3 | -20.4 |
| 1/19/2011 11:15 | N | R_PB2SES_4 | -20.4 |
| 1/19/2011 11:15 | N | R_PB2SES_5 | -20.4 |

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| 1/19/2011 11:15 | N | AUTO_EPS_390 | 24.23 |
| 1/19/2011 11:20 | N | DC_ROAD_L_B | 22.09 |
| 1/19/2011 11:20 | N | DC_EGPS_L_A | 13.59 |
| 1/19/2011 11:20 | N | H_HOLLOW_E_1 | -20.22 |
| 1/19/2011 11:20 | N | HHOLLOW4_E_1 | -20.22 |
| 1/19/2011 11:20 | N | R_LH2SES_1 | 25.24 |
| 1/19/2011 11:20 | N | R_PB2SES_1 | -20.64 |
| 1/19/2011 11:20 | N | R_PB2SES_2 | -20.64 |
| 1/19/2011 11:20 | N | R_PB2SES_3 | -20.64 |
| 1/19/2011 11:20 | N | R_PB2SES_4 | -20.64 |
| 1/19/2011 11:20 | N | R_PB2SES_5 | -20.64 |
| 1/19/2011 11:20 | N | AUTO_EPS_390 | 25.1 |
| 1/19/2011 11:22 | N | DC_ROAD_L_B | 22.12 |
| 1/19/2011 11:22 | N | DC_EGPS_L_A | 13.64 |
| 1/19/2011 11:22 | N | H_HOLLOW_E_1 | -19.98 |
| 1/19/2011 11:22 | N | HHOLLOW4_E_1 | -19.98 |
| 1/19/2011 11:22 | N | R_LH2SES_1 | 25.07 |
| 1/19/2011 11:22 | N | R_PB2SES_1 | -20.39 |
| 1/19/2011 11:22 | N | R_PB2SES_2 | -20.39 |
| 1/19/2011 11:22 | N | R_PB2SES_3 | -20.39 |
| 1/19/2011 11:22 | N | R_PB2SES_4 | -20.39 |
| 1/19/2011 11:22 | N | R_PB2SES_5 | -20.39 |
| 1/19/2011 11:22 | N | AUTO_EPS_390 | 24.93 |
| 1/19/2011 11:25 | N | DC_ROAD_L_B | 21.43 |
| 1/19/2011 11:25 | N | DC_EGPS_L_A | 13.09 |
| 1/19/2011 11:25 | N | H_HOLLOW_E_1 | -20 |
| 1/19/2011 11:25 | N | HHOLLOW4_E_1 | -20 |
| 1/19/2011 11:25 | N | R_LH2SES_1 | 24.33 |
| 1/19/2011 11:25 | N | R_PB2SES_1 | -20.4 |
| 1/19/2011 11:25 | N | R_PB2SES_2 | -20.4 |
| 1/19/2011 11:25 | N | R_PB2SES_3 | -20.4 |
| 1/19/2011 11:25 | N | R_PB2SES_4 | -20.4 |
| 1/19/2011 11:25 | N | R_PB2SES_5 | -20.4 |
| 1/19/2011 11:25 | N | AUTO_EPS_390 | 24.19 |
| 1/19/2011 11:30 | N | DC_ROAD_L_B | 20.92 |
| 1/19/2011 11:30 | N | DC_EGPS_L_A | 12.7 |
| 1/19/2011 11:30 | N | H_HOLLOW_E_1 | -20.01 |
| 1/19/2011 11:30 | N | HHOLLOW4_E_1 | -20.01 |
| 1/19/2011 11:30 | N | R_LH2SES_1 | 23.93 |
| 1/19/2011 11:30 | N | R_PB2SES_1 | -20.41 |
| 1/19/2011 11:30 | N | R_PB2SES_2 | -20.41 |
| 1/19/2011 11:30 | N | R_PB2SES_3 | -20.41 |
| 1/19/2011 11:30 | N | R_PB2SES_4 | -20.41 |
| 1/19/2011 11:30 | N | R_PB2SES_5 | -20.41 |
| 1/19/2011 11:30 | N | AUTO_EPS_390 | 23.79 |
| 1/19/2011 11:35 | N | DC_ROAD_L_B | 20.04 |
| 1/19/2011 11:35 | N | DC_EGPS_L_A | 12 |

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| 1/19/2011 11:35 | N | H_HOLLOW_E_1 | -20.02 |
| 1/19/2011 11:35 | N | HHOLLOW4_E_1 | -20.02 |
| 1/19/2011 11:35 | N | R_LH2SES_1 | 23.04 |
| 1/19/2011 11:35 | N | R_PB2SES_1 | -20.42 |
| 1/19/2011 11:35 | N | R_PB2SES_2 | -20.42 |
| 1/19/2011 11:35 | N | R_PB2SES_3 | -20.42 |
| 1/19/2011 11:35 | N | R_PB2SES_4 | -20.42 |
| 1/19/2011 11:35 | N | R_PB2SES_5 | -20.42 |
| 1/19/2011 11:35 | N | AUTO_EPS_390 | 22.91 |
| 1/19/2011 11:40 | N | DC_ROAD_L_B | 19.69 |
| 1/19/2011 11:40 | N | DC_EGPS_L_A | 11.78 |
| 1/19/2011 11:40 | N | H_HOLLOW_E_1 | -19.75 |
| 1/19/2011 11:40 | N | HHOLLOW4_E_1 | -19.75 |
| 1/19/2011 11:40 | N | R_LH2SES_1 | 22.66 |
| 1/19/2011 11:40 | N | R_PB2SES_1 | -20.14 |
| 1/19/2011 11:40 | N | R_PB2SES_2 | -20.14 |
| 1/19/2011 11:40 | N | R_PB2SES_3 | -20.14 |
| 1/19/2011 11:40 | N | R_PB2SES_4 | -20.14 |
| 1/19/2011 11:40 | N | R_PB2SES_5 | -20.14 |
| 1/19/2011 11:40 | N | AUTO_EPS_390 | 22.52 |
| 1/19/2011 11:45 | N | DC_ROAD_L_B | 19.34 |
| 1/19/2011 11:45 | N | DC_EGPS_L_A | 11.44 |
| 1/19/2011 11:45 | N | H_HOLLOW_E_1 | -20.04 |
| 1/19/2011 11:45 | N | HHOLLOW4_E_1 | -20.04 |
| 1/19/2011 11:45 | N | R_LH2SES_1 | 22.31 |
| 1/19/2011 11:45 | N | R_PB2SES_1 | -20.43 |
| 1/19/2011 11:45 | N | R_PB2SES_2 | -20.43 |
| 1/19/2011 11:45 | N | R_PB2SES_3 | -20.43 |
| 1/19/2011 11:45 | N | R_PB2SES_4 | -20.43 |
| 1/19/2011 11:45 | N | R_PB2SES_5 | -20.43 |
| 1/19/2011 11:45 | N | AUTO_EPS_390 | 22.17 |
| 1/19/2011 11:50 | N | DC_ROAD_L_B | 19.63 |
| 1/19/2011 11:50 | N | DC_EGPS_L_A | 11.58 |
| 1/19/2011 11:50 | N | H_HOLLOW_E_1 | -20.42 |
| 1/19/2011 11:50 | N | HHOLLOW4_E_1 | -20.42 |
| 1/19/2011 11:50 | N | R_LH2SES_1 | 22.63 |
| 1/19/2011 11:50 | N | R_PB2SES_1 | -20.82 |
| 1/19/2011 11:50 | N | R_PB2SES_2 | -20.82 |
| 1/19/2011 11:50 | N | R_PB2SES_3 | -20.82 |
| 1/19/2011 11:50 | N | R_PB2SES_4 | -20.82 |
| 1/19/2011 11:50 | N | R_PB2SES_5 | -20.82 |
| 1/19/2011 11:50 | N | AUTO_EPS_390 | 22.5 |
| 1/19/2011 11:55 | N | DC_ROAD_L_B | 19.42 |
| 1/19/2011 11:55 | N | DC_EGPS_L_A | 11.38 |
| 1/19/2011 11:55 | N | H_HOLLOW_E_1 | -20.52 |
| 1/19/2011 11:55 | N | HHOLLOW4_E_1 | -20.52 |
| 1/19/2011 11:55 | N | R_LH2SES_1 | 22.22 |

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| 1/19/2011 11:55 | N | R_PB2SES_1 | -20.91 |
| 1/19/2011 11:55 | N | R_PB2SES_2 | -20.91 |
| 1/19/2011 11:55 | N | R_PB2SES_3 | -20.91 |
| 1/19/2011 11:55 | N | R_PB2SES_4 | -20.91 |
| 1/19/2011 11:55 | N | R_PB2SES_5 | -20.91 |
| 1/19/2011 11:55 | N | AUTO_EPS_390 | 22.09 |
| 1/19/2011 12:00 | N | DC_ROAD_L_B | 20.22 |
| 1/19/2011 12:00 | N | DC_EGPS_L_A | 11.99 |
| 1/19/2011 12:00 | N | H_HOLLOW_E_1 | -20.74 |
| 1/19/2011 12:00 | N | HHOLLOW4_E_1 | -20.74 |
| 1/19/2011 12:00 | N | R_LH2SES_1 | 23.25 |
| 1/19/2011 12:00 | N | R_PB2SES_1 | -21.14 |
| 1/19/2011 12:00 | N | R_PB2SES_2 | -21.14 |
| 1/19/2011 12:00 | N | R_PB2SES_3 | -21.14 |
| 1/19/2011 12:00 | N | R_PB2SES_4 | -21.14 |
| 1/19/2011 12:00 | N | R_PB2SES_5 | -21.14 |
| 1/19/2011 12:00 | N | AUTO_EPS_390 | 23.11 |
| 1/19/2011 12:05 | N | DC_ROAD_L_B | 19.9 |
| 1/19/2011 12:05 | N | DC_EGPS_L_A | 11.83 |
| 1/19/2011 12:05 | N | H_HOLLOW_E_1 | -20.29 |
| 1/19/2011 12:05 | N | HHOLLOW4_E_1 | -20.29 |
| 1/19/2011 12:05 | N | R_LH2SES_1 | 22.9 |
| 1/19/2011 12:05 | N | R_PB2SES_1 | -20.68 |
| 1/19/2011 12:05 | N | R_PB2SES_2 | -20.68 |
| 1/19/2011 12:05 | N | R_PB2SES_3 | -20.68 |
| 1/19/2011 12:05 | N | R_PB2SES_4 | -20.68 |
| 1/19/2011 12:05 | N | R_PB2SES_5 | -20.68 |
| 1/19/2011 12:05 | N | AUTO_EPS_390 | 22.77 |
| 1/19/2011 12:10 | N | DC_ROAD_L_B | 19.63 |
| 1/19/2011 12:10 | N | DC_EGPS_L_A | 11.71 |
| 1/19/2011 12:10 | N | H_HOLLOW_E_1 | -19.86 |
| 1/19/2011 12:10 | N | HHOLLOW4_E_1 | -19.86 |
| 1/19/2011 12:10 | N | R_LH2SES_1 | 22.6 |
| 1/19/2011 12:10 | N | R_PB2SES_1 | -20.25 |
| 1/19/2011 12:10 | N | R_PB2SES_2 | -20.25 |
| 1/19/2011 12:10 | N | R_PB2SES_3 | -20.25 |
| 1/19/2011 12:10 | N | R_PB2SES_4 | -20.25 |
| 1/19/2011 12:10 | N | R_PB2SES_5 | -20.25 |
| 1/19/2011 12:10 | N | AUTO_EPS_390 | 22.46 |
| 1/19/2011 12:15 | N | DC_ROAD_L_B | 19.25 |
| 1/19/2011 12:15 | N | DC_EGPS_L_A | 11.4 |
| 1/19/2011 12:15 | N | H_HOLLOW_E_1 | -19.89 |
| 1/19/2011 12:15 | N | HHOLLOW4_E_1 | -19.89 |
| 1/19/2011 12:15 | N | R_LH2SES_1 | 22.19 |
| 1/19/2011 12:15 | N | R_PB2SES_1 | -20.28 |
| 1/19/2011 12:15 | N | R_PB2SES_2 | -20.28 |
| 1/19/2011 12:15 | N | R_PB2SES_3 | -20.28 |

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| 1/19/2011 12:15 | N | R_PB2SES_4 | -20.28 |
| 1/19/2011 12:15 | N | R_PB2SES_5 | -20.28 |
| 1/19/2011 12:15 | N | AUTO_EPS_390 | 22.06 |
| 1/19/2011 12:20 | N | DC_ROAD_L_B | 19.36 |
| 1/19/2011 12:20 | N | DC_EGPS_L_A | 11.56 |
| 1/19/2011 12:20 | N | H_HOLLOW_E_1 | -19.54 |
| 1/19/2011 12:20 | N | HHOLLOW4_E_1 | -19.54 |
| 1/19/2011 12:20 | N | R_LH2SES_1 | 22.28 |
| 1/19/2011 12:20 | N | R_PB2SES_1 | -19.92 |
| 1/19/2011 12:20 | N | R_PB2SES_2 | -19.92 |
| 1/19/2011 12:20 | N | R_PB2SES_3 | -19.92 |
| 1/19/2011 12:20 | N | R_PB2SES_4 | -19.92 |
| 1/19/2011 12:20 | N | R_PB2SES_5 | -19.92 |
| 1/19/2011 12:20 | N | AUTO_EPS_390 | 22.15 |
| 1/19/2011 12:25 | N | DC_ROAD_L_B | 18.79 |
| 1/19/2011 12:25 | N | DC_EGPS_L_A | 11.03 |
| 1/19/2011 12:25 | N | H_HOLLOW_E_1 | -20.06 |
| 1/19/2011 12:25 | N | HHOLLOW4_E_1 | -20.06 |
| 1/19/2011 12:25 | N | R_LH2SES_1 | 21.73 |
| 1/19/2011 12:25 | N | R_PB2SES_1 | -20.44 |
| 1/19/2011 12:25 | N | R_PB2SES_2 | -20.44 |
| 1/19/2011 12:25 | N | R_PB2SES_3 | -20.44 |
| 1/19/2011 12:25 | N | R_PB2SES_4 | -20.44 |
| 1/19/2011 12:25 | N | R_PB2SES_5 | -20.44 |
| 1/19/2011 12:25 | N | AUTO_EPS_390 | 21.6 |
| 1/19/2011 12:30 | N | DC_ROAD_L_B | 19.51 |
| 1/19/2011 12:30 | N | DC_EGPS_L_A | 11.45 |
| 1/19/2011 12:30 | N | H_HOLLOW_E_1 | -20.52 |
| 1/19/2011 12:30 | N | HHOLLOW4_E_1 | -20.52 |
| 1/19/2011 12:30 | N | R_LH2SES_1 | 22.31 |
| 1/19/2011 12:30 | N | R_PB2SES_1 | -20.91 |
| 1/19/2011 12:30 | N | R_PB2SES_2 | -20.91 |
| 1/19/2011 12:30 | N | R_PB2SES_3 | -20.91 |
| 1/19/2011 12:30 | N | R_PB2SES_4 | -20.91 |
| 1/19/2011 12:30 | N | R_PB2SES_5 | -20.91 |
| 1/19/2011 12:30 | N | AUTO_EPS_390 | 22.18 |
| 1/19/2011 12:35 | N | DC_ROAD_L_B | 18.79 |
| 1/19/2011 12:35 | N | DC_EGPS_L_A | 10.9 |
| 1/19/2011 12:35 | N | H_HOLLOW_E_1 | -20.39 |
| 1/19/2011 12:35 | N | HHOLLOW4_E_1 | -20.39 |
| 1/19/2011 12:35 | N | R_LH2SES_1 | 21.53 |
| 1/19/2011 12:35 | N | R_PB2SES_1 | -20.77 |
| 1/19/2011 12:35 | N | R_PB2SES_2 | -20.77 |
| 1/19/2011 12:35 | N | R_PB2SES_3 | -20.77 |
| 1/19/2011 12:35 | N | R_PB2SES_4 | -20.77 |
| 1/19/2011 12:35 | N | R_PB2SES_5 | -20.77 |
| 1/19/2011 12:35 | N | AUTO_EPS_390 | 21.4 |

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| 1/19/2011 12:40 | N | DC_ROAD_L_B | 19.57 |
| 1/19/2011 12:40 | N | DC_EGPS_L_A | 11.53 |
| 1/19/2011 12:40 | N | H_HOLLOW_E_1 | -20.34 |
| 1/19/2011 12:40 | N | HHOLLOW4_E_1 | -20.34 |
| 1/19/2011 12:40 | N | R_LH2SES_1 | 22.37 |
| 1/19/2011 12:40 | N | R_PB2SES_1 | -20.72 |
| 1/19/2011 12:40 | N | R_PB2SES_2 | -20.72 |
| 1/19/2011 12:40 | N | R_PB2SES_3 | -20.72 |
| 1/19/2011 12:40 | N | R_PB2SES_4 | -20.72 |
| 1/19/2011 12:40 | N | R_PB2SES_5 | -20.72 |
| 1/19/2011 12:40 | N | AUTO_EPS_390 | 22.23 |
| 1/19/2011 12:45 | N | DC_ROAD_L_B | 19 |
| 1/19/2011 12:45 | N | DC_EGPS_L_A | 11.11 |
| 1/19/2011 12:45 | N | H_HOLLOW_E_1 | -20.21 |
| 1/19/2011 12:45 | N | HHOLLOW4_E_1 | -20.21 |
| 1/19/2011 12:45 | N | R_LH2SES_1 | 21.75 |
| 1/19/2011 12:45 | N | R_PB2SES_1 | -20.59 |
| 1/19/2011 12:45 | N | R_PB2SES_2 | -20.59 |
| 1/19/2011 12:45 | N | R_PB2SES_3 | -20.59 |
| 1/19/2011 12:45 | N | R_PB2SES_4 | -20.59 |
| 1/19/2011 12:45 | N | R_PB2SES_5 | -20.59 |
| 1/19/2011 12:45 | N | AUTO_EPS_390 | 21.61 |
| 1/19/2011 12:50 | N | DC_ROAD_L_B | 16.69 |
| 1/19/2011 12:50 | N | DC_EGPS_L_A | 9.31 |
| 1/19/2011 12:50 | N | H_HOLLOW_E_1 | -19.99 |
| 1/19/2011 12:50 | N | HHOLLOW4_E_1 | -19.99 |
| 1/19/2011 12:50 | N | R_LH2SES_1 | 19.26 |
| 1/19/2011 12:50 | N | R_PB2SES_1 | -20.35 |
| 1/19/2011 12:50 | N | R_PB2SES_2 | -20.35 |
| 1/19/2011 12:50 | N | R_PB2SES_3 | -20.35 |
| 1/19/2011 12:50 | N | R_PB2SES_4 | -20.35 |
| 1/19/2011 12:50 | N | R_PB2SES_5 | -20.35 |
| 1/19/2011 12:50 | N | AUTO_EPS_390 | 19.13 |
| 1/19/2011 12:55 | N | DC_ROAD_L_B | 17.42 |
| 1/19/2011 12:55 | N | DC_EGPS_L_A | 9.87 |
| 1/19/2011 12:55 | N | H_HOLLOW_E_1 | -20.1 |
| 1/19/2011 12:55 | N | HHOLLOW4_E_1 | -20.1 |
| 1/19/2011 12:55 | N | R_LH2SES_1 | 20.05 |
| 1/19/2011 12:55 | N | R_PB2SES_1 | -20.46 |
| 1/19/2011 12:55 | N | R_PB2SES_2 | -20.46 |
| 1/19/2011 12:55 | N | R_PB2SES_3 | -20.46 |
| 1/19/2011 12:55 | N | R_PB2SES_4 | -20.46 |
| 1/19/2011 12:55 | N | R_PB2SES_5 | -20.46 |
| 1/19/2011 12:55 | N | AUTO_EPS_390 | 19.92 |
| 1/19/2011 13:00 | N | DC_ROAD_L_B | 18.78 |
| 1/19/2011 13:00 | N | DC_EGPS_L_A | 11 |
| 1/19/2011 13:00 | N | H_HOLLOW_E_1 | -20.06 |

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| 1/19/2011 13:00 | N | HHOLLOW4_E_1 | -20.06 |
| 1/19/2011 13:00 | N | R_LH2SES_1 | 21.71 |
| 1/19/2011 13:00 | N | R_PB2SES_1 | -20.44 |
| 1/19/2011 13:00 | N | R_PB2SES_2 | -20.44 |
| 1/19/2011 13:00 | N | R_PB2SES_3 | -20.44 |
| 1/19/2011 13:00 | N | R_PB2SES_4 | -20.44 |
| 1/19/2011 13:00 | N | R_PB2SES_5 | -20.44 |
| 1/19/2011 13:00 | N | AUTO_EPS_390 | 21.58 |
| 1/19/2011 13:03 | N | DC_ROAD_L_B | 20.16 |
| 1/19/2011 13:03 | N | DC_EGPS_L_A | 12.07 |
| 1/19/2011 13:03 | N | H_HOLLOW_E_1 | -20.03 |
| 1/19/2011 13:03 | N | HHOLLOW4_E_1 | -20.03 |
| 1/19/2011 13:03 | N | R_LH2SES_1 | 22.98 |
| 1/19/2011 13:03 | N | R_PB2SES_1 | -20.42 |
| 1/19/2011 13:03 | N | R_PB2SES_2 | -20.42 |
| 1/19/2011 13:03 | N | R_PB2SES_3 | -20.42 |
| 1/19/2011 13:03 | N | R_PB2SES_4 | -20.42 |
| 1/19/2011 13:03 | N | R_PB2SES_5 | -20.42 |
| 1/19/2011 13:03 | N | AUTO_EPS_390 | 22.85 |
| 1/19/2011 13:05 | N | DC_ROAD_L_B | 20.21 |
| 1/19/2011 13:05 | N | DC_EGPS_L_A | 12.11 |
| 1/19/2011 13:05 | N | H_HOLLOW_E_1 | -20.03 |
| 1/19/2011 13:05 | N | HHOLLOW4_E_1 | -20.03 |
| 1/19/2011 13:05 | N | R_LH2SES_1 | 23.04 |
| 1/19/2011 13:05 | N | R_PB2SES_1 | -20.42 |
| 1/19/2011 13:05 | N | R_PB2SES_2 | -20.42 |
| 1/19/2011 13:05 | N | R_PB2SES_3 | -20.42 |
| 1/19/2011 13:05 | N | R_PB2SES_4 | -20.42 |
| 1/19/2011 13:05 | N | R_PB2SES_5 | -20.42 |
| 1/19/2011 13:05 | N | AUTO_EPS_390 | 22.9 |
| 1/19/2011 13:10 | N | DC_ROAD_L_B | 20.24 |
| 1/19/2011 13:10 | N | DC_EGPS_L_A | 12.25 |
| 1/19/2011 13:10 | N | H_HOLLOW_E_1 | -19.46 |
| 1/19/2011 13:10 | N | HHOLLOW4_E_1 | -19.46 |
| 1/19/2011 13:10 | N | R_LH2SES_1 | 23.03 |
| 1/19/2011 13:10 | N | R_PB2SES_1 | -19.86 |
| 1/19/2011 13:10 | N | R_PB2SES_2 | -19.86 |
| 1/19/2011 13:10 | N | R_PB2SES_3 | -19.86 |
| 1/19/2011 13:10 | N | R_PB2SES_4 | -19.86 |
| 1/19/2011 13:10 | N | R_PB2SES_5 | -19.86 |
| 1/19/2011 13:10 | N | AUTO_EPS_390 | 22.89 |
| 1/19/2011 13:15 | N | DC_ROAD_L_B | 20.19 |
| 1/19/2011 13:15 | N | DC_EGPS_L_A | 12.45 |
| 1/19/2011 13:15 | N | H_HOLLOW_E_1 | -18.23 |
| 1/19/2011 13:15 | N | HHOLLOW4_E_1 | -18.23 |
| 1/19/2011 13:15 | N | R_LH2SES_1 | 22.88 |
| 1/19/2011 13:15 | N | R_PB2SES_1 | -18.62 |

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| 1/19/2011 13:15 | N | R_PB2SES_2 | -18.62 |
| 1/19/2011 13:15 | N | R_PB2SES_3 | -18.62 |
| 1/19/2011 13:15 | N | R_PB2SES_4 | -18.62 |
| 1/19/2011 13:15 | N | R_PB2SES_5 | -18.62 |
| 1/19/2011 13:15 | N | AUTO_EPS_390 | 22.75 |
| 1/19/2011 13:20 | N | DC_ROAD_L_B | 19.43 |
| 1/19/2011 13:20 | N | DC_EGPS_L_A | 11.77 |
| 1/19/2011 13:20 | N | H_HOLLOW_E_1 | -18.56 |
| 1/19/2011 13:20 | N | HHOLLOW4_E_1 | -18.56 |
| 1/19/2011 13:20 | N | R_LH2SES_1 | 22.1 |
| 1/19/2011 13:20 | N | R_PB2SES_1 | -18.94 |
| 1/19/2011 13:20 | N | R_PB2SES_2 | -18.94 |
| 1/19/2011 13:20 | N | R_PB2SES_3 | -18.94 |
| 1/19/2011 13:20 | N | R_PB2SES_4 | -18.94 |
| 1/19/2011 13:20 | N | R_PB2SES_5 | -18.94 |
| 1/19/2011 13:20 | N | AUTO_EPS_390 | 21.96 |
| 1/19/2011 13:23 | N | DC_ROAD_L_B | 20.09 |
| 1/19/2011 13:23 | N | DC_EGPS_L_A | 11.79 |
| 1/19/2011 13:23 | N | H_HOLLOW_E_1 | -21.07 |
| 1/19/2011 13:23 | N | HHOLLOW4_E_1 | -21.07 |
| 1/19/2011 13:23 | N | R_LH2SES_1 | 22.96 |
| 1/19/2011 13:23 | N | R_PB2SES_1 | -21.48 |
| 1/19/2011 13:23 | N | R_PB2SES_2 | -21.48 |
| 1/19/2011 13:23 | N | R_PB2SES_3 | -21.48 |
| 1/19/2011 13:23 | N | R_PB2SES_4 | -21.48 |
| 1/19/2011 13:23 | N | R_PB2SES_5 | -21.48 |
| 1/19/2011 13:23 | N | AUTO_EPS_390 | 22.82 |
| 1/19/2011 13:25 | N | DC_ROAD_L_B | 20.16 |
| 1/19/2011 13:25 | N | DC_EGPS_L_A | 11.89 |
| 1/19/2011 13:25 | N | H_HOLLOW_E_1 | -20.86 |
| 1/19/2011 13:25 | N | HHOLLOW4_E_1 | -20.86 |
| 1/19/2011 13:25 | N | R_LH2SES_1 | 23.03 |
| 1/19/2011 13:25 | N | R_PB2SES_1 | -21.27 |
| 1/19/2011 13:25 | N | R_PB2SES_2 | -21.27 |
| 1/19/2011 13:25 | N | R_PB2SES_3 | -21.27 |
| 1/19/2011 13:25 | N | R_PB2SES_4 | -21.27 |
| 1/19/2011 13:25 | N | R_PB2SES_5 | -21.27 |
| 1/19/2011 13:25 | N | AUTO_EPS_390 | 22.89 |
| 1/19/2011 13:30 | N | DC_ROAD_L_B | 20.17 |
| 1/19/2011 13:30 | N | DC_EGPS_L_A | 11.87 |
| 1/19/2011 13:30 | N | H_HOLLOW_E_1 | -21.01 |
| 1/19/2011 13:30 | N | HHOLLOW4_E_1 | -21.01 |
| 1/19/2011 13:30 | N | R_LH2SES_1 | 23.05 |
| 1/19/2011 13:30 | N | R_PB2SES_1 | -21.42 |
| 1/19/2011 13:30 | N | R_PB2SES_2 | -21.42 |
| 1/19/2011 13:30 | N | R_PB2SES_3 | -21.42 |
| 1/19/2011 13:30 | N | R_PB2SES_4 | -21.42 |

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| 1/19/2011 13:30 | N | R_PB2SES_5 | -21.42 |
| 1/19/2011 13:30 | N | AUTO_EPS_390 | 22.91 |
| 1/19/2011 13:35 | N | DC_ROAD_L_B | 20.12 |
| 1/19/2011 13:35 | N | DC_EGPS_L_A | 11.9 |
| 1/19/2011 13:35 | N | H_HOLLOW_E_1 | -20.66 |
| 1/19/2011 13:35 | N | HHOLLOW4_E_1 | -20.66 |
| 1/19/2011 13:35 | N | R_LH2SES_1 | 22.98 |
| 1/19/2011 13:35 | N | R_PB2SES_1 | -21.07 |
| 1/19/2011 13:35 | N | R_PB2SES_2 | -21.07 |
| 1/19/2011 13:35 | N | R_PB2SES_3 | -21.07 |
| 1/19/2011 13:35 | N | R_PB2SES_4 | -21.07 |
| 1/19/2011 13:35 | N | R_PB2SES_5 | -21.07 |
| 1/19/2011 13:35 | N | AUTO_EPS_390 | 22.84 |
| 1/19/2011 13:40 | N | DC_ROAD_L_B | 19.12 |
| 1/19/2011 13:40 | N | DC_EGPS_L_A | 11.22 |
| 1/19/2011 13:40 | N | H_HOLLOW_E_1 | -20.04 |
| 1/19/2011 13:40 | N | HHOLLOW4_E_1 | -20.04 |
| 1/19/2011 13:40 | N | R_LH2SES_1 | 21.86 |
| 1/19/2011 13:40 | N | R_PB2SES_1 | -20.44 |
| 1/19/2011 13:40 | N | R_PB2SES_2 | -20.44 |
| 1/19/2011 13:40 | N | R_PB2SES_3 | -20.44 |
| 1/19/2011 13:40 | N | R_PB2SES_4 | -20.44 |
| 1/19/2011 13:40 | N | R_PB2SES_5 | -20.44 |
| 1/19/2011 13:40 | N | AUTO_EPS_390 | 21.73 |
| 1/19/2011 13:45 | N | DC_ROAD_L_B | 17.83 |
| 1/19/2011 13:45 | N | DC_EGPS_L_A | 10.22 |
| 1/19/2011 13:45 | N | H_HOLLOW_E_1 | -19.9 |
| 1/19/2011 13:45 | N | HHOLLOW4_E_1 | -19.9 |
| 1/19/2011 13:45 | N | R_LH2SES_1 | 20.47 |
| 1/19/2011 13:45 | N | R_PB2SES_1 | -20.28 |
| 1/19/2011 13:45 | N | R_PB2SES_2 | -20.28 |
| 1/19/2011 13:45 | N | R_PB2SES_3 | -20.28 |
| 1/19/2011 13:45 | N | R_PB2SES_4 | -20.28 |
| 1/19/2011 13:45 | N | R_PB2SES_5 | -20.28 |
| 1/19/2011 13:45 | N | AUTO_EPS_390 | 20.34 |
| 1/19/2011 13:50 | N | DC_ROAD_L_B | 18.34 |
| 1/19/2011 13:50 | N | DC_EGPS_L_A | 10.6 |
| 1/19/2011 13:50 | N | H_HOLLOW_E_1 | -20.06 |
| 1/19/2011 13:50 | N | HHOLLOW4_E_1 | -20.06 |
| 1/19/2011 13:50 | N | R_LH2SES_1 | 21.03 |
| 1/19/2011 13:50 | N | R_PB2SES_1 | -20.45 |
| 1/19/2011 13:50 | N | R_PB2SES_2 | -20.45 |
| 1/19/2011 13:50 | N | R_PB2SES_3 | -20.45 |
| 1/19/2011 13:50 | N | R_PB2SES_4 | -20.45 |
| 1/19/2011 13:50 | N | R_PB2SES_5 | -20.45 |
| 1/19/2011 13:50 | N | AUTO_EPS_390 | 20.9 |
| 1/19/2011 13:55 | N | DC_ROAD_L_B | 18.06 |

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| 1/19/2011 13:55 | N | DC_EGPS_L_A | 10.37 |
| 1/19/2011 13:55 | N | H_HOLLOW_E_1 | -20.06 |
| 1/19/2011 13:55 | N | HHOLLOW4_E_1 | -20.06 |
| 1/19/2011 13:55 | N | R_LH2SES_1 | 20.73 |
| 1/19/2011 13:55 | N | R_PB2SES_1 | -20.45 |
| 1/19/2011 13:55 | N | R_PB2SES_2 | -20.45 |
| 1/19/2011 13:55 | N | R_PB2SES_3 | -20.45 |
| 1/19/2011 13:55 | N | R_PB2SES_4 | -20.45 |
| 1/19/2011 13:55 | N | R_PB2SES_5 | -20.45 |
| 1/19/2011 13:55 | N | AUTO_EPS_390 | 20.6 |
| 1/19/2011 14:00 | N | DC_ROAD_L_B | 17.64 |
| 1/19/2011 14:00 | N | DC_EGPS_L_A | 10.04 |
| 1/19/2011 14:00 | N | H_HOLLOW_E_1 | -20.08 |
| 1/19/2011 14:00 | N | HHOLLOW4_E_1 | -20.08 |
| 1/19/2011 14:00 | N | R_LH2SES_1 | 20.28 |
| 1/19/2011 14:00 | N | R_PB2SES_1 | -20.46 |
| 1/19/2011 14:00 | N | R_PB2SES_2 | -20.46 |
| 1/19/2011 14:00 | N | R_PB2SES_3 | -20.46 |
| 1/19/2011 14:00 | N | R_PB2SES_4 | -20.46 |
| 1/19/2011 14:00 | N | R_PB2SES_5 | -20.46 |
| 1/19/2011 14:00 | N | AUTO_EPS_390 | 20.15 |
| 1/19/2011 14:05 | N | DC_ROAD_L_B | 18.86 |
| 1/19/2011 14:05 | N | DC_EGPS_L_A | 11.01 |
| 1/19/2011 14:05 | N | H_HOLLOW_E_1 | -20.05 |
| 1/19/2011 14:05 | N | HHOLLOW4_E_1 | -20.05 |
| 1/19/2011 14:05 | N | R_LH2SES_1 | 21.59 |
| 1/19/2011 14:05 | N | R_PB2SES_1 | -20.44 |
| 1/19/2011 14:05 | N | R_PB2SES_2 | -20.44 |
| 1/19/2011 14:05 | N | R_PB2SES_3 | -20.44 |
| 1/19/2011 14:05 | N | R_PB2SES_4 | -20.44 |
| 1/19/2011 14:05 | N | R_PB2SES_5 | -20.44 |
| 1/19/2011 14:05 | N | AUTO_EPS_390 | 21.45 |
| 1/19/2011 14:10 | N | DC_ROAD_L_B | 18.37 |
| 1/19/2011 14:10 | N | DC_EGPS_L_A | 10.62 |
| 1/19/2011 14:10 | N | H_HOLLOW_E_1 | -20.06 |
| 1/19/2011 14:10 | N | HHOLLOW4_E_1 | -20.06 |
| 1/19/2011 14:10 | N | R_LH2SES_1 | 21.06 |
| 1/19/2011 14:10 | N | R_PB2SES_1 | -20.45 |
| 1/19/2011 14:10 | N | R_PB2SES_2 | -20.45 |
| 1/19/2011 14:10 | N | R_PB2SES_3 | -20.45 |
| 1/19/2011 14:10 | N | R_PB2SES_4 | -20.45 |
| 1/19/2011 14:10 | N | R_PB2SES_5 | -20.45 |
| 1/19/2011 14:10 | N | AUTO_EPS_390 | 20.93 |
| 1/19/2011 14:15 | N | DC_ROAD_L_B | 18.39 |
| 1/19/2011 14:15 | N | DC_EGPS_L_A | 10.63 |
| 1/19/2011 14:15 | N | H_HOLLOW_E_1 | -20.06 |
| 1/19/2011 14:15 | N | HHOLLOW4_E_1 | -20.06 |

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| 1/19/2011 14:15 | N | R_LH2SES_1 | 21.08 |
| 1/19/2011 14:15 | N | R_PB2SES_1 | -20.45 |
| 1/19/2011 14:15 | N | R_PB2SES_2 | -20.45 |
| 1/19/2011 14:15 | N | R_PB2SES_3 | -20.45 |
| 1/19/2011 14:15 | N | R_PB2SES_4 | -20.45 |
| 1/19/2011 14:15 | N | R_PB2SES_5 | -20.45 |
| 1/19/2011 14:15 | N | AUTO_EPS_390 | 20.95 |
| 1/19/2011 14:20 | N | DC_ROAD_L_B | 18.66 |
| 1/19/2011 14:20 | N | DC_EGPS_L_A | 10.85 |
| 1/19/2011 14:20 | N | H_HOLLOW_E_1 | -20.06 |
| 1/19/2011 14:20 | N | HHOLLOW4_E_1 | -20.06 |
| 1/19/2011 14:20 | N | R_LH2SES_1 | 21.37 |
| 1/19/2011 14:20 | N | R_PB2SES_1 | -20.45 |
| 1/19/2011 14:20 | N | R_PB2SES_2 | -20.45 |
| 1/19/2011 14:20 | N | R_PB2SES_3 | -20.45 |
| 1/19/2011 14:20 | N | R_PB2SES_4 | -20.45 |
| 1/19/2011 14:20 | N | R_PB2SES_5 | -20.45 |
| 1/19/2011 14:20 | N | AUTO_EPS_390 | 21.23 |
| 1/19/2011 14:25 | N | DC_ROAD_L_B | 17.83 |
| 1/19/2011 14:25 | N | DC_EGPS_L_A | 10.18 |
| 1/19/2011 14:25 | N | H_HOLLOW_E_1 | -20.07 |
| 1/19/2011 14:25 | N | HHOLLOW4_E_1 | -20.07 |
| 1/19/2011 14:25 | N | R_LH2SES_1 | 20.48 |
| 1/19/2011 14:25 | N | R_PB2SES_1 | -20.45 |
| 1/19/2011 14:25 | N | R_PB2SES_2 | -20.45 |
| 1/19/2011 14:25 | N | R_PB2SES_3 | -20.45 |
| 1/19/2011 14:25 | N | R_PB2SES_4 | -20.45 |
| 1/19/2011 14:25 | N | R_PB2SES_5 | -20.45 |
| 1/19/2011 14:25 | N | AUTO_EPS_390 | 20.35 |
| 1/19/2011 14:30 | N | DC_ROAD_L_B | 17.75 |
| 1/19/2011 14:30 | N | DC_EGPS_L_A | 10.08 |
| 1/19/2011 14:30 | N | H_HOLLOW_E_1 | -20.26 |
| 1/19/2011 14:30 | N | HHOLLOW4_E_1 | -20.26 |
| 1/19/2011 14:30 | N | R_LH2SES_1 | 20.41 |
| 1/19/2011 14:30 | N | R_PB2SES_1 | -20.64 |
| 1/19/2011 14:30 | N | R_PB2SES_2 | -20.64 |
| 1/19/2011 14:30 | N | R_PB2SES_3 | -20.64 |
| 1/19/2011 14:30 | N | R_PB2SES_4 | -20.64 |
| 1/19/2011 14:30 | N | R_PB2SES_5 | -20.64 |
| 1/19/2011 14:30 | N | AUTO_EPS_390 | 20.28 |
| 1/19/2011 14:35 | N | DC_ROAD_L_B | 17.57 |
| 1/19/2011 14:35 | N | DC_EGPS_L_A | 9.97 |
| 1/19/2011 14:35 | N | H_HOLLOW_E_1 | -20.08 |
| 1/19/2011 14:35 | N | HHOLLOW4_E_1 | -20.08 |
| 1/19/2011 14:35 | N | R_LH2SES_1 | 20.2 |
| 1/19/2011 14:35 | N | R_PB2SES_1 | -20.46 |
| 1/19/2011 14:35 | N | R_PB2SES_2 | -20.46 |

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| 1/19/2011 14:35 | N | R_PB2SES_3 | -20.46 |
| 1/19/2011 14:35 | N | R_PB2SES_4 | -20.46 |
| 1/19/2011 14:35 | N | R_PB2SES_5 | -20.46 |
| 1/19/2011 14:35 | N | AUTO_EPS_390 | 20.07 |
| 1/19/2011 14:40 | N | DC_ROAD_L_B | 18.03 |
| 1/19/2011 14:40 | N | DC_EGPS_L_A | 10.35 |
| 1/19/2011 14:40 | N | H_HOLLOW_E_1 | -20.07 |
| 1/19/2011 14:40 | N | HHOLLOW4_E_1 | -20.07 |
| 1/19/2011 14:40 | N | R_LH2SES_1 | 20.7 |
| 1/19/2011 14:40 | N | R_PB2SES_1 | -20.45 |
| 1/19/2011 14:40 | N | R_PB2SES_2 | -20.45 |
| 1/19/2011 14:40 | N | R_PB2SES_3 | -20.45 |
| 1/19/2011 14:40 | N | R_PB2SES_4 | -20.45 |
| 1/19/2011 14:40 | N | R_PB2SES_5 | -20.45 |
| 1/19/2011 14:40 | N | AUTO_EPS_390 | 20.57 |
| 1/19/2011 14:45 | N | DC_ROAD_L_B | 19.09 |
| 1/19/2011 14:45 | N | DC_EGPS_L_A | 11.2 |
| 1/19/2011 14:45 | N | H_HOLLOW_E_1 | -20.04 |
| 1/19/2011 14:45 | N | HHOLLOW4_E_1 | -20.04 |
| 1/19/2011 14:45 | N | R_LH2SES_1 | 21.83 |
| 1/19/2011 14:45 | N | R_PB2SES_1 | -20.44 |
| 1/19/2011 14:45 | N | R_PB2SES_2 | -20.44 |
| 1/19/2011 14:45 | N | R_PB2SES_3 | -20.44 |
| 1/19/2011 14:45 | N | R_PB2SES_4 | -20.44 |
| 1/19/2011 14:45 | N | R_PB2SES_5 | -20.44 |
| 1/19/2011 14:45 | N | AUTO_EPS_390 | 21.7 |
| 1/19/2011 14:50 | N | DC_ROAD_L_B | 18.91 |
| 1/19/2011 14:50 | N | DC_EGPS_L_A | 11.05 |
| 1/19/2011 14:50 | N | H_HOLLOW_E_1 | -20.05 |
| 1/19/2011 14:50 | N | HHOLLOW4_E_1 | -20.05 |
| 1/19/2011 14:50 | N | R_LH2SES_1 | 21.64 |
| 1/19/2011 14:50 | N | R_PB2SES_1 | -20.44 |
| 1/19/2011 14:50 | N | R_PB2SES_2 | -20.44 |
| 1/19/2011 14:50 | N | R_PB2SES_3 | -20.44 |
| 1/19/2011 14:50 | N | R_PB2SES_4 | -20.44 |
| 1/19/2011 14:50 | N | R_PB2SES_5 | -20.44 |
| 1/19/2011 14:50 | N | AUTO_EPS_390 | 21.5 |
| 1/19/2011 14:55 | N | DC_ROAD_L_B | 17.39 |
| 1/19/2011 14:55 | N | DC_EGPS_L_A | 9.84 |
| 1/19/2011 14:55 | N | H_HOLLOW_E_1 | -20.08 |
| 1/19/2011 14:55 | N | HHOLLOW4_E_1 | -20.08 |
| 1/19/2011 14:55 | N | R_LH2SES_1 | 20.02 |
| 1/19/2011 14:55 | N | R_PB2SES_1 | -20.46 |
| 1/19/2011 14:55 | N | R_PB2SES_2 | -20.46 |
| 1/19/2011 14:55 | N | R_PB2SES_3 | -20.46 |
| 1/19/2011 14:55 | N | R_PB2SES_4 | -20.46 |
| 1/19/2011 14:55 | N | R_PB2SES_5 | -20.46 |

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| 1/19/2011 14:55 | N | AUTO_EPS_390 | 19.89 |
| 1/19/2011 15:01 | N | DC_ROAD_L_B | 18.08 |
| 1/19/2011 15:01 | N | DC_EGPS_L_A | 10.23 |
| 1/19/2011 15:01 | N | H_HOLLOW_E_1 | -20.84 |
| 1/19/2011 15:01 | N | HHOLLOW4_E_1 | -20.84 |
| 1/19/2011 15:01 | N | R_LH2SES_1 | 20.81 |
| 1/19/2011 15:01 | N | R_PB2SES_1 | -21.24 |
| 1/19/2011 15:01 | N | R_PB2SES_2 | -21.24 |
| 1/19/2011 15:01 | N | R_PB2SES_3 | -21.24 |
| 1/19/2011 15:01 | N | R_PB2SES_4 | -21.24 |
| 1/19/2011 15:01 | N | R_PB2SES_5 | -21.24 |
| 1/19/2011 15:01 | N | AUTO_EPS_390 | 20.67 |
| 1/19/2011 15:05 | N | DC_ROAD_L_B | 21.34 |
| 1/19/2011 15:05 | N | DC_EGPS_L_A | 12.99 |
| 1/19/2011 15:05 | N | H_HOLLOW_E_1 | -20.06 |
| 1/19/2011 15:05 | N | HHOLLOW4_E_1 | -20.06 |
| 1/19/2011 15:05 | N | R_LH2SES_1 | 24.24 |
| 1/19/2011 15:05 | N | R_PB2SES_1 | -20.48 |
| 1/19/2011 15:05 | N | R_PB2SES_2 | -20.48 |
| 1/19/2011 15:05 | N | R_PB2SES_3 | -20.48 |
| 1/19/2011 15:05 | N | R_PB2SES_4 | -20.48 |
| 1/19/2011 15:05 | N | R_PB2SES_5 | -20.48 |
| 1/19/2011 15:05 | N | AUTO_EPS_390 | 24.1 |
| 1/19/2011 15:10 | N | DC_ROAD_L_B | 19.2 |
| 1/19/2011 15:10 | N | DC_EGPS_L_A | 11.55 |
| 1/19/2011 15:10 | N | H_HOLLOW_E_1 | -18.8 |
| 1/19/2011 15:10 | N | HHOLLOW4_E_1 | -18.8 |
| 1/19/2011 15:10 | N | R_LH2SES_1 | 21.87 |
| 1/19/2011 15:10 | N | R_PB2SES_1 | -19.19 |
| 1/19/2011 15:10 | N | R_PB2SES_2 | -19.19 |
| 1/19/2011 15:10 | N | R_PB2SES_3 | -19.19 |
| 1/19/2011 15:10 | N | R_PB2SES_4 | -19.19 |
| 1/19/2011 15:10 | N | R_PB2SES_5 | -19.19 |
| 1/19/2011 15:10 | N | AUTO_EPS_390 | 21.74 |
| 1/19/2011 15:15 | N | DC_ROAD_L_B | 19.73 |
| 1/19/2011 15:15 | N | DC_EGPS_L_A | 13.61 |
| 1/19/2011 15:15 | N | H_HOLLOW_E_1 | -10.68 |
| 1/19/2011 15:15 | N | HHOLLOW4_E_1 | -10.68 |
| 1/19/2011 15:15 | N | R_LH2SES_1 | 21.86 |
| 1/19/2011 15:15 | N | R_PB2SES_1 | -10.98 |
| 1/19/2011 15:15 | N | R_PB2SES_2 | -10.98 |
| 1/19/2011 15:15 | N | R_PB2SES_3 | -10.98 |
| 1/19/2011 15:15 | N | R_PB2SES_4 | -10.98 |
| 1/19/2011 15:15 | N | R_PB2SES_5 | -10.98 |
| 1/19/2011 15:15 | N | AUTO_EPS_390 | 21.76 |
| 1/19/2011 15:20 | N | DC_ROAD_L_B | 19.74 |
| 1/19/2011 15:20 | N | DC_EGPS_L_A | 11.82 |

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| 1/19/2011 15:20 | N | H_HOLLOW_E_1 | -19.56 |
| 1/19/2011 15:20 | N | HHOLLOW4_E_1 | -19.56 |
| 1/19/2011 15:20 | N | R_LH2SES_1 | 22.49 |
| 1/19/2011 15:20 | N | R_PB2SES_1 | -19.96 |
| 1/19/2011 15:20 | N | R_PB2SES_2 | -19.96 |
| 1/19/2011 15:20 | N | R_PB2SES_3 | -19.96 |
| 1/19/2011 15:20 | N | R_PB2SES_4 | -19.96 |
| 1/19/2011 15:20 | N | R_PB2SES_5 | -19.96 |
| 1/19/2011 15:20 | N | AUTO_EPS_390 | 22.36 |
| 1/19/2011 15:25 | N | DC_ROAD_L_B | 20.77 |
| 1/19/2011 15:25 | N | DC_EGPS_L_A | 12.76 |
| 1/19/2011 15:25 | N | H_HOLLOW_E_1 | -19 |
| 1/19/2011 15:25 | N | HHOLLOW4_E_1 | -19 |
| 1/19/2011 15:25 | N | R_LH2SES_1 | 23.56 |
| 1/19/2011 15:25 | N | R_PB2SES_1 | -19.41 |
| 1/19/2011 15:25 | N | R_PB2SES_2 | -19.41 |
| 1/19/2011 15:25 | N | R_PB2SES_3 | -19.41 |
| 1/19/2011 15:25 | N | R_PB2SES_4 | -19.41 |
| 1/19/2011 15:25 | N | R_PB2SES_5 | -19.41 |
| 1/19/2011 15:25 | N | AUTO_EPS_390 | 23.42 |
| 1/19/2011 15:30 | N | DC_ROAD_L_B | 19.07 |
| 1/19/2011 15:30 | N | DC_EGPS_L_A | 11.38 |
| 1/19/2011 15:30 | N | H_HOLLOW_E_1 | -19.08 |
| 1/19/2011 15:30 | N | HHOLLOW4_E_1 | -19.08 |
| 1/19/2011 15:30 | N | R_LH2SES_1 | 21.74 |
| 1/19/2011 15:30 | N | R_PB2SES_1 | -19.47 |
| 1/19/2011 15:30 | N | R_PB2SES_2 | -19.47 |
| 1/19/2011 15:30 | N | R_PB2SES_3 | -19.47 |
| 1/19/2011 15:30 | N | R_PB2SES_4 | -19.47 |
| 1/19/2011 15:30 | N | R_PB2SES_5 | -19.47 |
| 1/19/2011 15:30 | N | AUTO_EPS_390 | 21.61 |
| 1/19/2011 15:35 | N | DC_ROAD_L_B | 18.52 |
| 1/19/2011 15:35 | N | DC_EGPS_L_A | 10.99 |
| 1/19/2011 15:35 | N | H_HOLLOW_E_1 | -18.81 |
| 1/19/2011 15:35 | N | HHOLLOW4_E_1 | -18.81 |
| 1/19/2011 15:35 | N | R_LH2SES_1 | 21.14 |
| 1/19/2011 15:35 | N | R_PB2SES_1 | -19.19 |
| 1/19/2011 15:35 | N | R_PB2SES_2 | -19.19 |
| 1/19/2011 15:35 | N | R_PB2SES_3 | -19.19 |
| 1/19/2011 15:35 | N | R_PB2SES_4 | -19.19 |
| 1/19/2011 15:35 | N | R_PB2SES_5 | -19.19 |
| 1/19/2011 15:35 | N | AUTO_EPS_390 | 21.01 |
| 1/19/2011 15:40 | N | DC_ROAD_L_B | 18.32 |
| 1/19/2011 15:40 | N | DC_EGPS_L_A | 10.78 |
| 1/19/2011 15:40 | N | H_HOLLOW_E_1 | -19.11 |
| 1/19/2011 15:40 | N | HHOLLOW4_E_1 | -19.11 |
| 1/19/2011 15:40 | N | R_LH2SES_1 | 20.95 |

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| 1/19/2011 15:40 | N | R_PB2SES_1 | -19.49 |
| 1/19/2011 15:40 | N | R_PB2SES_2 | -19.49 |
| 1/19/2011 15:40 | N | R_PB2SES_3 | -19.49 |
| 1/19/2011 15:40 | N | R_PB2SES_4 | -19.49 |
| 1/19/2011 15:40 | N | R_PB2SES_5 | -19.49 |
| 1/19/2011 15:40 | N | AUTO_EPS_390 | 20.82 |
| 1/19/2011 15:45 | N | DC_ROAD_L_B | 18.85 |
| 1/19/2011 15:45 | N | DC_EGPS_L_A | 11.15 |
| 1/19/2011 15:45 | N | H_HOLLOW_E_1 | -19.33 |
| 1/19/2011 15:45 | N | HHOLLOW4_E_1 | -19.33 |
| 1/19/2011 15:45 | N | R_LH2SES_1 | 21.52 |
| 1/19/2011 15:45 | N | R_PB2SES_1 | -19.72 |
| 1/19/2011 15:45 | N | R_PB2SES_2 | -19.72 |
| 1/19/2011 15:45 | N | R_PB2SES_3 | -19.72 |
| 1/19/2011 15:45 | N | R_PB2SES_4 | -19.72 |
| 1/19/2011 15:45 | N | R_PB2SES_5 | -19.72 |
| 1/19/2011 15:45 | N | AUTO_EPS_390 | 21.39 |
| 1/19/2011 15:50 | N | DC_ROAD_L_B | 19.62 |
| 1/19/2011 15:50 | N | DC_EGPS_L_A | 11.76 |
| 1/19/2011 15:50 | N | H_HOLLOW_E_1 | -19.36 |
| 1/19/2011 15:50 | N | HHOLLOW4_E_1 | -19.36 |
| 1/19/2011 15:50 | N | R_LH2SES_1 | 22.35 |
| 1/19/2011 15:50 | N | R_PB2SES_1 | -19.76 |
| 1/19/2011 15:50 | N | R_PB2SES_2 | -19.76 |
| 1/19/2011 15:50 | N | R_PB2SES_3 | -19.76 |
| 1/19/2011 15:50 | N | R_PB2SES_4 | -19.76 |
| 1/19/2011 15:50 | N | R_PB2SES_5 | -19.76 |
| 1/19/2011 15:50 | N | AUTO_EPS_390 | 22.22 |
| 1/19/2011 15:55 | N | DC_ROAD_L_B | 19.6 |
| 1/19/2011 15:55 | N | DC_EGPS_L_A | 11.78 |
| 1/19/2011 15:55 | N | H_HOLLOW_E_1 | -19.18 |
| 1/19/2011 15:55 | N | HHOLLOW4_E_1 | -19.18 |
| 1/19/2011 15:55 | N | R_LH2SES_1 | 22.31 |
| 1/19/2011 15:55 | N | R_PB2SES_1 | -19.57 |
| 1/19/2011 15:55 | N | R_PB2SES_2 | -19.57 |
| 1/19/2011 15:55 | N | R_PB2SES_3 | -19.57 |
| 1/19/2011 15:55 | N | R_PB2SES_4 | -19.57 |
| 1/19/2011 15:55 | N | R_PB2SES_5 | -19.57 |
| 1/19/2011 15:55 | N | AUTO_EPS_390 | 22.18 |
| 1/19/2011 16:00 | N | DC_ROAD_L_B | 18.92 |
| 1/19/2011 16:00 | N | DC_EGPS_L_A | 11.44 |
| 1/19/2011 16:00 | N | H_HOLLOW_E_1 | -18.21 |
| 1/19/2011 16:00 | N | HHOLLOW4_E_1 | -18.21 |
| 1/19/2011 16:00 | N | R_LH2SES_1 | 21.53 |
| 1/19/2011 16:00 | N | R_PB2SES_1 | -18.59 |
| 1/19/2011 16:00 | N | R_PB2SES_2 | -18.59 |
| 1/19/2011 16:00 | N | R_PB2SES_3 | -18.59 |

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| 1/19/2011 16:00 | N | R_PB2SES_4 | -18.59 |
| 1/19/2011 16:00 | N | R_PB2SES_5 | -18.59 |
| 1/19/2011 16:00 | N | AUTO_EPS_390 | 21.4 |
| 1/19/2011 16:05 | N | DC_ROAD_L_B | 18.25 |
| 1/19/2011 16:05 | N | DC_EGPS_L_A | 12.39 |
| 1/19/2011 16:05 | N | H_HOLLOW_E_1 | -10.79 |
| 1/19/2011 16:05 | N | HHOLLOW4_E_1 | -10.79 |
| 1/19/2011 16:05 | N | R_LH2SES_1 | 20.28 |
| 1/19/2011 16:05 | N | R_PB2SES_1 | -11.08 |
| 1/19/2011 16:05 | N | R_PB2SES_2 | -11.08 |
| 1/19/2011 16:05 | N | R_PB2SES_3 | -11.08 |
| 1/19/2011 16:05 | N | R_PB2SES_4 | -11.08 |
| 1/19/2011 16:05 | N | R_PB2SES_5 | -11.08 |
| 1/19/2011 16:05 | N | AUTO_EPS_390 | 20.18 |
| 1/19/2011 16:10 | N | DC_ROAD_L_B | 19.27 |
| 1/19/2011 16:10 | N | DC_EGPS_L_A | 3.41 |
| 1/19/2011 16:10 | N | H_HOLLOW_E_1 | -19.15 |
| 1/19/2011 16:10 | N | HHOLLOW4_E_1 | -19.15 |
| 1/19/2011 16:10 | N | R_LH2SES_1 | 21.77 |
| 1/19/2011 16:10 | N | R_PB2SES_1 | -19.58 |
| 1/19/2011 16:10 | N | R_PB2SES_2 | -19.58 |
| 1/19/2011 16:10 | N | R_PB2SES_3 | -19.58 |
| 1/19/2011 16:10 | N | R_PB2SES_4 | -19.58 |
| 1/19/2011 16:10 | N | R_PB2SES_5 | -19.58 |
| 1/19/2011 16:10 | N | AUTO_EPS_390 | 21.64 |
| 1/19/2011 16:15 | N | DC_ROAD_L_B | 20.36 |
| 1/19/2011 16:15 | N | DC_EGPS_L_A | 3.29 |
| 1/19/2011 16:15 | N | H_HOLLOW_E_1 | -20.99 |
| 1/19/2011 16:15 | N | HHOLLOW4_E_1 | -20.99 |
| 1/19/2011 16:15 | N | R_LH2SES_1 | 23.05 |
| 1/19/2011 16:15 | N | R_PB2SES_1 | -21.46 |
| 1/19/2011 16:15 | N | R_PB2SES_2 | -21.46 |
| 1/19/2011 16:15 | N | R_PB2SES_3 | -21.46 |
| 1/19/2011 16:15 | N | R_PB2SES_4 | -21.46 |
| 1/19/2011 16:15 | N | R_PB2SES_5 | -21.46 |
| 1/19/2011 16:15 | N | AUTO_EPS_390 | 22.91 |
| 1/19/2011 16:20 | N | DC_ROAD_L_B | 20.55 |
| 1/19/2011 16:20 | N | DC_EGPS_L_A | 3.8 |
| 1/19/2011 16:20 | N | H_HOLLOW_E_1 | -20.01 |
| 1/19/2011 16:20 | N | HHOLLOW4_E_1 | -20.01 |
| 1/19/2011 16:20 | N | R_LH2SES_1 | 23.19 |
| 1/19/2011 16:20 | N | R_PB2SES_1 | -20.47 |
| 1/19/2011 16:20 | N | R_PB2SES_2 | -20.47 |
| 1/19/2011 16:20 | N | R_PB2SES_3 | -20.47 |
| 1/19/2011 16:20 | N | R_PB2SES_4 | -20.47 |
| 1/19/2011 16:20 | N | R_PB2SES_5 | -20.47 |
| 1/19/2011 16:20 | N | AUTO_EPS_390 | 23.06 |

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| 1/19/2011 16:25 | N | DC_ROAD_L_B | 20.71 |
| 1/19/2011 16:25 | N | DC_EGPS_L_A | 7.74 |
| 1/19/2011 16:25 | N | H_HOLLOW_E_1 | -10.71 |
| 1/19/2011 16:25 | N | HHOLLOW4_E_1 | -10.71 |
| 1/19/2011 16:25 | N | R_LH2SES_1 | 22.76 |
| 1/19/2011 16:25 | N | R_PB2SES_1 | -11.06 |
| 1/19/2011 16:25 | N | R_PB2SES_2 | -11.06 |
| 1/19/2011 16:25 | N | R_PB2SES_3 | -11.06 |
| 1/19/2011 16:25 | N | R_PB2SES_4 | -11.06 |
| 1/19/2011 16:25 | N | R_PB2SES_5 | -11.06 |
| 1/19/2011 16:25 | N | AUTO_EPS_390 | 22.65 |
| 1/19/2011 16:30 | N | DC_ROAD_L_B | 19.6 |
| 1/19/2011 16:30 | N | DC_EGPS_L_A | 7.2 |
| 1/19/2011 16:30 | N | H_HOLLOW_E_1 | -10.43 |
| 1/19/2011 16:30 | N | HHOLLOW4_E_1 | -10.43 |
| 1/19/2011 16:30 | N | R_LH2SES_1 | 21.56 |
| 1/19/2011 16:30 | N | R_PB2SES_1 | -10.77 |
| 1/19/2011 16:30 | N | R_PB2SES_2 | -10.77 |
| 1/19/2011 16:30 | N | R_PB2SES_3 | -10.77 |
| 1/19/2011 16:30 | N | R_PB2SES_4 | -10.77 |
| 1/19/2011 16:30 | N | R_PB2SES_5 | -10.77 |
| 1/19/2011 16:30 | N | AUTO_EPS_390 | 21.46 |
| 1/19/2011 16:35 | N | DC_ROAD_L_B | 20.98 |
| 1/19/2011 16:35 | N | DC_EGPS_L_A | 7.94 |
| 1/19/2011 16:35 | N | H_HOLLOW_E_1 | -10.62 |
| 1/19/2011 16:35 | N | HHOLLOW4_E_1 | -10.62 |
| 1/19/2011 16:35 | N | R_LH2SES_1 | 23.04 |
| 1/19/2011 16:35 | N | R_PB2SES_1 | -10.97 |
| 1/19/2011 16:35 | N | R_PB2SES_2 | -10.97 |
| 1/19/2011 16:35 | N | R_PB2SES_3 | -10.97 |
| 1/19/2011 16:35 | N | R_PB2SES_4 | -10.97 |
| 1/19/2011 16:35 | N | R_PB2SES_5 | -10.97 |
| 1/19/2011 16:35 | N | AUTO_EPS_390 | 22.94 |
| 1/19/2011 16:40 | N | DC_ROAD_L_B | 20.93 |
| 1/19/2011 16:40 | N | DC_EGPS_L_A | 4.03 |
| 1/19/2011 16:40 | N | H_HOLLOW_E_1 | -19.99 |
| 1/19/2011 16:40 | N | HHOLLOW4_E_1 | -19.99 |
| 1/19/2011 16:40 | N | R_LH2SES_1 | 23.59 |
| 1/19/2011 16:40 | N | R_PB2SES_1 | -20.46 |
| 1/19/2011 16:40 | N | R_PB2SES_2 | -20.46 |
| 1/19/2011 16:40 | N | R_PB2SES_3 | -20.46 |
| 1/19/2011 16:40 | N | R_PB2SES_4 | -20.46 |
| 1/19/2011 16:40 | N | R_PB2SES_5 | -20.46 |
| 1/19/2011 16:40 | N | AUTO_EPS_390 | 23.46 |
| 1/19/2011 16:45 | N | DC_ROAD_L_B | 21.43 |
| 1/19/2011 16:45 | N | DC_EGPS_L_A | 4.33 |
| 1/19/2011 16:45 | N | H_HOLLOW_E_1 | -19.98 |

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| 1/19/2011 16:45 | N | HHOLLOW4_E_1 | -19.98 |
| 1/19/2011 16:45 | N | R_LH2SES_1 | 24.13 |
| 1/19/2011 16:45 | N | R_PB2SES_1 | -20.45 |
| 1/19/2011 16:45 | N | R_PB2SES_2 | -20.45 |
| 1/19/2011 16:45 | N | R_PB2SES_3 | -20.45 |
| 1/19/2011 16:45 | N | R_PB2SES_4 | -20.45 |
| 1/19/2011 16:45 | N | R_PB2SES_5 | -20.45 |
| 1/19/2011 16:45 | N | AUTO_EPS_390 | 23.99 |
| 1/19/2011 16:50 | N | DC_ROAD_L_B | 20.97 |
| 1/19/2011 16:50 | N | DC_EGPS_L_A | 4.35 |
| 1/19/2011 16:50 | N | H_HOLLOW_E_1 | -19.29 |
| 1/19/2011 16:50 | N | HHOLLOW4_E_1 | -19.29 |
| 1/19/2011 16:50 | N | R_LH2SES_1 | 23.59 |
| 1/19/2011 16:50 | N | R_PB2SES_1 | -19.74 |
| 1/19/2011 16:50 | N | R_PB2SES_2 | -19.74 |
| 1/19/2011 16:50 | N | R_PB2SES_3 | -19.74 |
| 1/19/2011 16:50 | N | R_PB2SES_4 | -19.74 |
| 1/19/2011 16:50 | N | R_PB2SES_5 | -19.74 |
| 1/19/2011 16:50 | N | AUTO_EPS_390 | 23.46 |
| 1/19/2011 16:55 | N | DC_ROAD_L_B | 21.09 |
| 1/19/2011 16:55 | N | DC_EGPS_L_A | 8.03 |
| 1/19/2011 16:55 | N | H_HOLLOW_E_1 | -10.54 |
| 1/19/2011 16:55 | N | HHOLLOW4_E_1 | -10.54 |
| 1/19/2011 16:55 | N | R_LH2SES_1 | 23.15 |
| 1/19/2011 16:55 | N | R_PB2SES_1 | -10.9 |
| 1/19/2011 16:55 | N | R_PB2SES_2 | -10.9 |
| 1/19/2011 16:55 | N | R_PB2SES_3 | -10.9 |
| 1/19/2011 16:55 | N | R_PB2SES_4 | -10.9 |
| 1/19/2011 16:55 | N | R_PB2SES_5 | -10.9 |
| 1/19/2011 16:55 | N | AUTO_EPS_390 | 23.04 |
| 1/19/2011 17:00 | N | DC_ROAD_L_B | 21.47 |
| 1/19/2011 17:00 | N | DC_EGPS_L_A | 10.25 |
| 1/19/2011 17:00 | N | H_HOLLOW_E_1 | -5.7 |
| 1/19/2011 17:00 | N | HHOLLOW4_E_1 | -5.7 |
| 1/19/2011 17:00 | N | R_LH2SES_1 | 23.23 |
| 1/19/2011 17:00 | N | R_PB2SES_1 | -6 |
| 1/19/2011 17:00 | N | R_PB2SES_2 | -6 |
| 1/19/2011 17:00 | N | R_PB2SES_3 | -6 |
| 1/19/2011 17:00 | N | R_PB2SES_4 | -6 |
| 1/19/2011 17:00 | N | R_PB2SES_5 | -6 |
| 1/19/2011 17:00 | N | AUTO_EPS_390 | 23.14 |
| 1/19/2011 17:05 | N | DC_ROAD_L_B | 19.94 |
| 1/19/2011 17:05 | N | DC_EGPS_L_A | 7.42 |
| 1/19/2011 17:05 | N | H_HOLLOW_E_1 | -10.39 |
| 1/19/2011 17:05 | N | HHOLLOW4_E_1 | -10.39 |
| 1/19/2011 17:05 | N | R_LH2SES_1 | 21.92 |
| 1/19/2011 17:05 | N | R_PB2SES_1 | -10.73 |

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| 1/19/2011 17:05 | N | R_PB2SES_2 | -10.73 |
| 1/19/2011 17:05 | N | R_PB2SES_3 | -10.73 |
| 1/19/2011 17:05 | N | R_PB2SES_4 | -10.73 |
| 1/19/2011 17:05 | N | R_PB2SES_5 | -10.73 |
| 1/19/2011 17:05 | N | AUTO_EPS_390 | 21.82 |
| 1/19/2011 17:10 | N | DC_ROAD_L_B | 20.72 |
| 1/19/2011 17:10 | N | DC_EGPS_L_A | 4.31 |
| 1/19/2011 17:10 | N | H_HOLLOW_E_1 | -19.01 |
| 1/19/2011 17:10 | N | HHOLLOW4_E_1 | -19.01 |
| 1/19/2011 17:10 | N | R_LH2SES_1 | 23.31 |
| 1/19/2011 17:10 | N | R_PB2SES_1 | -19.46 |
| 1/19/2011 17:10 | N | R_PB2SES_2 | -19.46 |
| 1/19/2011 17:10 | N | R_PB2SES_3 | -19.46 |
| 1/19/2011 17:10 | N | R_PB2SES_4 | -19.46 |
| 1/19/2011 17:10 | N | R_PB2SES_5 | -19.46 |
| 1/19/2011 17:10 | N | AUTO_EPS_390 | 23.17 |
| 1/19/2011 17:15 | N | DC_ROAD_L_B | 20.87 |
| 1/19/2011 17:15 | N | DC_EGPS_L_A | 4.33 |
| 1/19/2011 17:15 | N | H_HOLLOW_E_1 | -19.19 |
| 1/19/2011 17:15 | N | HHOLLOW4_E_1 | -19.19 |
| 1/19/2011 17:15 | N | R_LH2SES_1 | 23.48 |
| 1/19/2011 17:15 | N | R_PB2SES_1 | -19.65 |
| 1/19/2011 17:15 | N | R_PB2SES_2 | -19.65 |
| 1/19/2011 17:15 | N | R_PB2SES_3 | -19.65 |
| 1/19/2011 17:15 | N | R_PB2SES_4 | -19.65 |
| 1/19/2011 17:15 | N | R_PB2SES_5 | -19.65 |
| 1/19/2011 17:15 | N | AUTO_EPS_390 | 23.35 |
| 1/19/2011 17:20 | N | DC_ROAD_L_B | 21.49 |
| 1/19/2011 17:20 | N | DC_EGPS_L_A | 4.38 |
| 1/19/2011 17:20 | N | H_HOLLOW_E_1 | -19.97 |
| 1/19/2011 17:20 | N | HHOLLOW4_E_1 | -19.97 |
| 1/19/2011 17:20 | N | R_LH2SES_1 | 24.2 |
| 1/19/2011 17:20 | N | R_PB2SES_1 | -20.45 |
| 1/19/2011 17:20 | N | R_PB2SES_2 | -20.45 |
| 1/19/2011 17:20 | N | R_PB2SES_3 | -20.45 |
| 1/19/2011 17:20 | N | R_PB2SES_4 | -20.45 |
| 1/19/2011 17:20 | N | R_PB2SES_5 | -20.45 |
| 1/19/2011 17:20 | N | AUTO_EPS_390 | 24.06 |
| 1/19/2011 17:25 | N | DC_ROAD_L_B | 21.81 |
| 1/19/2011 17:25 | N | DC_EGPS_L_A | 10.47 |
| 1/19/2011 17:25 | N | H_HOLLOW_E_1 | -5.69 |
| 1/19/2011 17:25 | N | HHOLLOW4_E_1 | -5.69 |
| 1/19/2011 17:25 | N | R_LH2SES_1 | 23.6 |
| 1/19/2011 17:25 | N | R_PB2SES_1 | -6 |
| 1/19/2011 17:25 | N | R_PB2SES_2 | -6 |
| 1/19/2011 17:25 | N | R_PB2SES_3 | -6 |
| 1/19/2011 17:25 | N | R_PB2SES_4 | -6 |

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| 1/19/2011 17:25 | N | R_PB2SES_5 | -6 |
| 1/19/2011 17:25 | N | AUTO_EPS_390 | 23.51 |
| 1/19/2011 17:28 | N | DC_ROAD_L_B | 22.39 |
| 1/19/2011 17:28 | N | DC_EGPS_L_A | 11.47 |
| 1/19/2011 17:28 | N | H_HOLLOW_E_1 | -4.1 |
| 1/19/2011 17:28 | N | HHOLLOW4_E_1 | -4.1 |
| 1/19/2011 17:28 | N | R_LH2SES_1 | 24.12 |
| 1/19/2011 17:28 | N | R_PB2SES_1 | -4.4 |
| 1/19/2011 17:28 | N | R_PB2SES_2 | -4.4 |
| 1/19/2011 17:28 | N | R_PB2SES_3 | -4.4 |
| 1/19/2011 17:28 | N | R_PB2SES_4 | -4.4 |
| 1/19/2011 17:28 | N | R_PB2SES_5 | -4.4 |
| 1/19/2011 17:28 | N | AUTO_EPS_390 | 24.03 |
| 1/19/2011 17:30 | N | DC_ROAD_L_B | 21.91 |
| 1/19/2011 17:30 | N | DC_EGPS_L_A | 12.6 |
| 1/19/2011 17:30 | N | H_HOLLOW_E_1 | -0.68 |
| 1/19/2011 17:30 | N | HHOLLOW4_E_1 | -0.68 |
| 1/19/2011 17:30 | N | R_LH2SES_1 | 23.38 |
| 1/19/2011 17:30 | N | R_PB2SES_1 | -0.94 |
| 1/19/2011 17:30 | N | R_PB2SES_2 | -0.94 |
| 1/19/2011 17:30 | N | R_PB2SES_3 | -0.94 |
| 1/19/2011 17:30 | N | R_PB2SES_4 | -0.94 |
| 1/19/2011 17:30 | N | R_PB2SES_5 | -0.94 |
| 1/19/2011 17:30 | N | AUTO_EPS_390 | 23.31 |
| 1/19/2011 17:35 | N | DC_ROAD_L_B | 23.4 |
| 1/19/2011 17:35 | N | DC_EGPS_L_A | 12.01 |
| 1/19/2011 17:35 | N | H_HOLLOW_E_1 | -4.23 |
| 1/19/2011 17:35 | N | HHOLLOW4_E_1 | -4.23 |
| 1/19/2011 17:35 | N | R_LH2SES_1 | 25.2 |
| 1/19/2011 17:35 | N | R_PB2SES_1 | -4.55 |
| 1/19/2011 17:35 | N | R_PB2SES_2 | -4.55 |
| 1/19/2011 17:35 | N | R_PB2SES_3 | -4.55 |
| 1/19/2011 17:35 | N | R_PB2SES_4 | -4.55 |
| 1/19/2011 17:35 | N | R_PB2SES_5 | -4.55 |
| 1/19/2011 17:35 | N | AUTO_EPS_390 | 25.11 |
| 1/19/2011 17:40 | N | DC_ROAD_L_B | 23.12 |
| 1/19/2011 17:40 | N | DC_EGPS_L_A | 9.54 |
| 1/19/2011 17:40 | N | H_HOLLOW_E_1 | -9.8 |
| 1/19/2011 17:40 | N | HHOLLOW4_E_1 | -9.8 |
| 1/19/2011 17:40 | N | R_LH2SES_1 | 25.27 |
| 1/19/2011 17:40 | N | R_PB2SES_1 | -10.18 |
| 1/19/2011 17:40 | N | R_PB2SES_2 | -10.18 |
| 1/19/2011 17:40 | N | R_PB2SES_3 | -10.18 |
| 1/19/2011 17:40 | N | R_PB2SES_4 | -10.18 |
| 1/19/2011 17:40 | N | R_PB2SES_5 | -10.18 |
| 1/19/2011 17:40 | N | AUTO_EPS_390 | 25.16 |
| 1/19/2011 17:45 | N | DC_ROAD_L_B | 24.21 |

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| 1/19/2011 17:45 | N | DC_EGPS_L_A | 10.16 |
| 1/19/2011 17:45 | N | H_HOLLOW_E_1 | -9.83 |
| 1/19/2011 17:45 | N | HHOLLOW4_E_1 | -9.83 |
| 1/19/2011 17:45 | N | R_LH2SES_1 | 26.43 |
| 1/19/2011 17:45 | N | R_PB2SES_1 | -10.22 |
| 1/19/2011 17:45 | N | R_PB2SES_2 | -10.22 |
| 1/19/2011 17:45 | N | R_PB2SES_3 | -10.22 |
| 1/19/2011 17:45 | N | R_PB2SES_4 | -10.22 |
| 1/19/2011 17:45 | N | R_PB2SES_5 | -10.22 |
| 1/19/2011 17:45 | N | AUTO_EPS_390 | 26.32 |
| 1/19/2011 17:49 | N | DC_ROAD_L_B | 24.7 |
| 1/19/2011 17:49 | N | DC_EGPS_L_A | 10.43 |
| 1/19/2011 17:49 | N | H_HOLLOW_E_1 | -9.85 |
| 1/19/2011 17:49 | N | HHOLLOW4_E_1 | -9.85 |
| 1/19/2011 17:49 | N | R_LH2SES_1 | 26.95 |
| 1/19/2011 17:49 | N | R_PB2SES_1 | -10.25 |
| 1/19/2011 17:49 | N | R_PB2SES_2 | -10.25 |
| 1/19/2011 17:49 | N | R_PB2SES_3 | -10.25 |
| 1/19/2011 17:49 | N | R_PB2SES_4 | -10.25 |
| 1/19/2011 17:49 | N | R_PB2SES_5 | -10.25 |
| 1/19/2011 17:49 | N | AUTO_EPS_390 | 26.84 |
| 1/19/2011 17:50 | N | DC_ROAD_L_B | 24.69 |
| 1/19/2011 17:50 | N | DC_EGPS_L_A | 10.42 |
| 1/19/2011 17:50 | N | H_HOLLOW_E_1 | -9.87 |
| 1/19/2011 17:50 | N | HHOLLOW4_E_1 | -9.87 |
| 1/19/2011 17:50 | N | R_LH2SES_1 | 26.94 |
| 1/19/2011 17:50 | N | R_PB2SES_1 | -10.27 |
| 1/19/2011 17:50 | N | R_PB2SES_2 | -10.27 |
| 1/19/2011 17:50 | N | R_PB2SES_3 | -10.27 |
| 1/19/2011 17:50 | N | R_PB2SES_4 | -10.27 |
| 1/19/2011 17:50 | N | R_PB2SES_5 | -10.27 |
| 1/19/2011 17:50 | N | AUTO_EPS_390 | 26.83 |
| 1/19/2011 17:55 | N | DC_ROAD_L_B | 25.13 |
| 1/19/2011 17:55 | N | DC_EGPS_L_A | 12.42 |
| 1/19/2011 17:55 | N | H_HOLLOW_E_1 | -5.65 |
| 1/19/2011 17:55 | N | HHOLLOW4_E_1 | -5.65 |
| 1/19/2011 17:55 | N | R_LH2SES_1 | 27.13 |
| 1/19/2011 17:55 | N | R_PB2SES_1 | -6 |
| 1/19/2011 17:55 | N | R_PB2SES_2 | -6 |
| 1/19/2011 17:55 | N | R_PB2SES_3 | -6 |
| 1/19/2011 17:55 | N | R_PB2SES_4 | -6 |
| 1/19/2011 17:55 | N | R_PB2SES_5 | -6 |
| 1/19/2011 17:55 | N | AUTO_EPS_390 | 27.03 |
| 1/19/2011 18:00 | N | DC_ROAD_L_B | 25.93 |
| 1/19/2011 18:00 | N | DC_EGPS_L_A | 13.34 |
| 1/19/2011 18:00 | N | H_HOLLOW_E_1 | -4.56 |
| 1/19/2011 18:00 | N | HHOLLOW4_E_1 | -4.56 |

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| 1/19/2011 18:00 | N | R_LH2SES_1 | 27.92 |
| 1/19/2011 18:00 | N | R_PB2SES_1 | -4.91 |
| 1/19/2011 18:00 | N | R_PB2SES_2 | -4.91 |
| 1/19/2011 18:00 | N | R_PB2SES_3 | -4.91 |
| 1/19/2011 18:00 | N | R_PB2SES_4 | -4.91 |
| 1/19/2011 18:00 | N | R_PB2SES_5 | -4.91 |
| 1/19/2011 18:00 | N | AUTO_EPS_390 | 27.82 |
| 1/19/2011 18:02 | N | DC_ROAD_L_B | 26.05 |
| 1/19/2011 18:02 | N | DC_EGPS_L_A | 14.02 |
| 1/19/2011 18:02 | N | H_HOLLOW_E_1 | -3.07 |
| 1/19/2011 18:02 | N | HHOLLOW4_E_1 | -3.07 |
| 1/19/2011 18:02 | N | R_LH2SES_1 | 27.94 |
| 1/19/2011 18:02 | N | R_PB2SES_1 | -3.4 |
| 1/19/2011 18:02 | N | R_PB2SES_2 | -3.4 |
| 1/19/2011 18:02 | N | R_PB2SES_3 | -3.4 |
| 1/19/2011 18:02 | N | R_PB2SES_4 | -3.4 |
| 1/19/2011 18:02 | N | R_PB2SES_5 | -3.4 |
| 1/19/2011 18:02 | N | AUTO_EPS_390 | 27.84 |
| 1/19/2011 18:05 | N | DC_ROAD_L_B | 26.48 |
| 1/19/2011 18:05 | N | DC_EGPS_L_A | 15.2 |
| 1/19/2011 18:05 | N | H_HOLLOW_E_1 | -0.82 |
| 1/19/2011 18:05 | N | HHOLLOW4_E_1 | -0.82 |
| 1/19/2011 18:05 | N | R_LH2SES_1 | 28.25 |
| 1/19/2011 18:05 | N | R_PB2SES_1 | -1.13 |
| 1/19/2011 18:05 | N | R_PB2SES_2 | -1.13 |
| 1/19/2011 18:05 | N | R_PB2SES_3 | -1.13 |
| 1/19/2011 18:05 | N | R_PB2SES_4 | -1.13 |
| 1/19/2011 18:05 | N | R_PB2SES_5 | -1.13 |
| 1/19/2011 18:05 | N | AUTO_EPS_390 | 28.16 |
| 1/19/2011 18:05 | N | DC_ROAD_L_B | 26.4 |
| 1/19/2011 18:05 | N | DC_EGPS_L_A | 14.21 |
| 1/19/2011 18:05 | N | H_HOLLOW_E_1 | -3.11 |
| 1/19/2011 18:05 | N | HHOLLOW4_E_1 | -3.11 |
| 1/19/2011 18:05 | N | R_LH2SES_1 | 28.32 |
| 1/19/2011 18:05 | N | R_PB2SES_1 | -3.45 |
| 1/19/2011 18:05 | N | R_PB2SES_2 | -3.45 |
| 1/19/2011 18:05 | N | R_PB2SES_3 | -3.45 |
| 1/19/2011 18:05 | N | R_PB2SES_4 | -3.45 |
| 1/19/2011 18:05 | N | R_PB2SES_5 | -3.45 |
| 1/19/2011 18:05 | N | AUTO_EPS_390 | 28.22 |
| 1/19/2011 18:06 | N | DC_ROAD_L_B | 26.55 |
| 1/19/2011 18:06 | N | DC_EGPS_L_A | 15.25 |
| 1/19/2011 18:06 | N | H_HOLLOW_E_1 | -0.82 |
| 1/19/2011 18:06 | N | HHOLLOW4_E_1 | -0.82 |
| 1/19/2011 18:06 | N | R_LH2SES_1 | 28.33 |
| 1/19/2011 18:06 | N | R_PB2SES_1 | -1.13 |
| 1/19/2011 18:06 | N | R_PB2SES_2 | -1.13 |

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| 1/19/2011 18:06 | N | R_PB2SES_3 | -1.13 |
| 1/19/2011 18:06 | N | R_PB2SES_4 | -1.13 |
| 1/19/2011 18:06 | N | R_PB2SES_5 | -1.13 |
| 1/19/2011 18:06 | N | AUTO_EPS_390 | 28.24 |
| 1/19/2011 18:10 | N | DC_ROAD_L_B | 26.94 |
| 1/19/2011 18:10 | N | DC_EGPS_L_A | 13.49 |
| 1/19/2011 18:10 | N | H_HOLLOW_E_1 | -5.63 |
| 1/19/2011 18:10 | N | HHOLLOW4_E_1 | -5.63 |
| 1/19/2011 18:10 | N | R_LH2SES_1 | 29.06 |
| 1/19/2011 18:10 | N | R_PB2SES_1 | -6 |
| 1/19/2011 18:10 | N | R_PB2SES_2 | -6 |
| 1/19/2011 18:10 | N | R_PB2SES_3 | -6 |
| 1/19/2011 18:10 | N | R_PB2SES_4 | -6 |
| 1/19/2011 18:10 | N | R_PB2SES_5 | -6 |
| 1/19/2011 18:10 | N | AUTO_EPS_390 | 28.95 |
| 1/19/2011 18:15 | N | DC_ROAD_L_B | 27.53 |
| 1/19/2011 18:15 | N | DC_EGPS_L_A | 14.19 |
| 1/19/2011 18:15 | N | H_HOLLOW_E_1 | -4.76 |
| 1/19/2011 18:15 | N | HHOLLOW4_E_1 | -4.76 |
| 1/19/2011 18:15 | N | R_LH2SES_1 | 29.63 |
| 1/19/2011 18:15 | N | R_PB2SES_1 | -5.13 |
| 1/19/2011 18:15 | N | R_PB2SES_2 | -5.13 |
| 1/19/2011 18:15 | N | R_PB2SES_3 | -5.13 |
| 1/19/2011 18:15 | N | R_PB2SES_4 | -5.13 |
| 1/19/2011 18:15 | N | R_PB2SES_5 | -5.13 |
| 1/19/2011 18:15 | N | AUTO_EPS_390 | 29.52 |
| 1/19/2011 18:20 | N | DC_ROAD_L_B | 27.82 |
| 1/19/2011 18:20 | N | DC_EGPS_L_A | 14.35 |
| 1/19/2011 18:20 | N | H_HOLLOW_E_1 | -4.79 |
| 1/19/2011 18:20 | N | HHOLLOW4_E_1 | -4.79 |
| 1/19/2011 18:20 | N | R_LH2SES_1 | 29.93 |
| 1/19/2011 18:20 | N | R_PB2SES_1 | -5.16 |
| 1/19/2011 18:20 | N | R_PB2SES_2 | -5.16 |
| 1/19/2011 18:20 | N | R_PB2SES_3 | -5.16 |
| 1/19/2011 18:20 | N | R_PB2SES_4 | -5.16 |
| 1/19/2011 18:20 | N | R_PB2SES_5 | -5.16 |
| 1/19/2011 18:20 | N | AUTO_EPS_390 | 29.82 |
| 1/19/2011 18:25 | N | DC_ROAD_L_B | 27.97 |
| 1/19/2011 18:25 | N | DC_EGPS_L_A | 14.12 |
| 1/19/2011 18:25 | N | H_HOLLOW_E_1 | -5.62 |
| 1/19/2011 18:25 | N | HHOLLOW4_E_1 | -5.62 |
| 1/19/2011 18:25 | N | R_LH2SES_1 | 30.14 |
| 1/19/2011 18:25 | N | R_PB2SES_1 | -6.01 |
| 1/19/2011 18:25 | N | R_PB2SES_2 | -6.01 |
| 1/19/2011 18:25 | N | R_PB2SES_3 | -6.01 |
| 1/19/2011 18:25 | N | R_PB2SES_4 | -6.01 |
| 1/19/2011 18:25 | N | R_PB2SES_5 | -6.01 |

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| 1/19/2011 18:25 | N | AUTO_EPS_390 | 30.03 |
| 1/19/2011 18:30 | N | DC_ROAD_L_B | 28.87 |
| 1/19/2011 18:30 | N | DC_EGPS_L_A | 12.92 |
| 1/19/2011 18:30 | N | H_HOLLOW_E_1 | -9.86 |
| 1/19/2011 18:30 | N | HHOLLOW4_E_1 | -9.86 |
| 1/19/2011 18:30 | N | R_LH2SES_1 | 31.37 |
| 1/19/2011 18:30 | N | R_PB2SES_1 | -10.3 |
| 1/19/2011 18:30 | N | R_PB2SES_2 | -10.3 |
| 1/19/2011 18:30 | N | R_PB2SES_3 | -10.3 |
| 1/19/2011 18:30 | N | R_PB2SES_4 | -10.3 |
| 1/19/2011 18:30 | N | R_PB2SES_5 | -10.3 |
| 1/19/2011 18:30 | N | AUTO_EPS_390 | 31.24 |
| 1/19/2011 18:35 | N | DC_ROAD_L_B | 29.41 |
| 1/19/2011 18:35 | N | DC_EGPS_L_A | 13.19 |
| 1/19/2011 18:35 | N | H_HOLLOW_E_1 | -9.98 |
| 1/19/2011 18:35 | N | HHOLLOW4_E_1 | -9.98 |
| 1/19/2011 18:35 | N | R_LH2SES_1 | 31.95 |
| 1/19/2011 18:35 | N | R_PB2SES_1 | -10.43 |
| 1/19/2011 18:35 | N | R_PB2SES_2 | -10.43 |
| 1/19/2011 18:35 | N | R_PB2SES_3 | -10.43 |
| 1/19/2011 18:35 | N | R_PB2SES_4 | -10.43 |
| 1/19/2011 18:35 | N | R_PB2SES_5 | -10.43 |
| 1/19/2011 18:35 | N | AUTO_EPS_390 | 31.82 |
| 1/19/2011 18:40 | N | DC_ROAD_L_B | 28.78 |
| 1/19/2011 18:40 | N | DC_EGPS_L_A | 12.83 |
| 1/19/2011 18:40 | N | H_HOLLOW_E_1 | -9.88 |
| 1/19/2011 18:40 | N | HHOLLOW4_E_1 | -9.88 |
| 1/19/2011 18:40 | N | R_LH2SES_1 | 31.28 |
| 1/19/2011 18:40 | N | R_PB2SES_1 | -10.32 |
| 1/19/2011 18:40 | N | R_PB2SES_2 | -10.32 |
| 1/19/2011 18:40 | N | R_PB2SES_3 | -10.32 |
| 1/19/2011 18:40 | N | R_PB2SES_4 | -10.32 |
| 1/19/2011 18:40 | N | R_PB2SES_5 | -10.32 |
| 1/19/2011 18:40 | N | AUTO_EPS_390 | 31.15 |
| 1/19/2011 18:45 | N | DC_ROAD_L_B | 28.53 |
| 1/19/2011 18:45 | N | DC_EGPS_L_A | 14.45 |
| 1/19/2011 18:45 | N | H_HOLLOW_E_1 | -5.62 |
| 1/19/2011 18:45 | N | HHOLLOW4_E_1 | -5.62 |
| 1/19/2011 18:45 | N | R_LH2SES_1 | 30.74 |
| 1/19/2011 18:45 | N | R_PB2SES_1 | -6 |
| 1/19/2011 18:45 | N | R_PB2SES_2 | -6 |
| 1/19/2011 18:45 | N | R_PB2SES_3 | -6 |
| 1/19/2011 18:45 | N | R_PB2SES_4 | -6 |
| 1/19/2011 18:45 | N | R_PB2SES_5 | -6 |
| 1/19/2011 18:45 | N | AUTO_EPS_390 | 30.63 |
| 1/19/2011 18:50 | N | DC_ROAD_L_B | 28.53 |
| 1/19/2011 18:50 | N | DC_EGPS_L_A | 14.45 |

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| 1/19/2011 18:50 | N | H_HOLLOW_E_1 | -5.62 |
| 1/19/2011 18:50 | N | HHOLLOW4_E_1 | -5.62 |
| 1/19/2011 18:50 | N | R_LH2SES_1 | 30.74 |
| 1/19/2011 18:50 | N | R_PB2SES_1 | -6.01 |
| 1/19/2011 18:50 | N | R_PB2SES_2 | -6.01 |
| 1/19/2011 18:50 | N | R_PB2SES_3 | -6.01 |
| 1/19/2011 18:50 | N | R_PB2SES_4 | -6.01 |
| 1/19/2011 18:50 | N | R_PB2SES_5 | -6.01 |
| 1/19/2011 18:50 | N | AUTO_EPS_390 | 30.63 |
| 1/19/2011 18:55 | N | DC_ROAD_L_B | 28.25 |
| 1/19/2011 18:55 | N | DC_EGPS_L_A | 12.53 |
| 1/19/2011 18:55 | N | H_HOLLOW_E_1 | -9.86 |
| 1/19/2011 18:55 | N | HHOLLOW4_E_1 | -9.86 |
| 1/19/2011 18:55 | N | R_LH2SES_1 | 30.72 |
| 1/19/2011 18:55 | N | R_PB2SES_1 | -10.29 |
| 1/19/2011 18:55 | N | R_PB2SES_2 | -10.29 |
| 1/19/2011 18:55 | N | R_PB2SES_3 | -10.29 |
| 1/19/2011 18:55 | N | R_PB2SES_4 | -10.29 |
| 1/19/2011 18:55 | N | R_PB2SES_5 | -10.29 |
| 1/19/2011 18:55 | N | AUTO_EPS_390 | 30.59 |
| 1/19/2011 19:00 | N | DC_ROAD_L_B | 27.6 |
| 1/19/2011 19:00 | N | DC_EGPS_L_A | 12.08 |
| 1/19/2011 19:00 | N | H_HOLLOW_E_1 | -10.04 |
| 1/19/2011 19:00 | N | HHOLLOW4_E_1 | -10.04 |
| 1/19/2011 19:00 | N | R_LH2SES_1 | 30.04 |
| 1/19/2011 19:00 | N | R_PB2SES_1 | -10.47 |
| 1/19/2011 19:00 | N | R_PB2SES_2 | -10.47 |
| 1/19/2011 19:00 | N | R_PB2SES_3 | -10.47 |
| 1/19/2011 19:00 | N | R_PB2SES_4 | -10.47 |
| 1/19/2011 19:00 | N | R_PB2SES_5 | -10.47 |
| 1/19/2011 19:00 | N | AUTO_EPS_390 | 29.92 |
| 1/19/2011 19:05 | N | DC_ROAD_L_B | 27.42 |
| 1/19/2011 19:05 | N | DC_EGPS_L_A | 11.95 |
| 1/19/2011 19:05 | N | H_HOLLOW_E_1 | -10.1 |
| 1/19/2011 19:05 | N | HHOLLOW4_E_1 | -10.1 |
| 1/19/2011 19:05 | N | R_LH2SES_1 | 29.85 |
| 1/19/2011 19:05 | N | R_PB2SES_1 | -10.53 |
| 1/19/2011 19:05 | N | R_PB2SES_2 | -10.53 |
| 1/19/2011 19:05 | N | R_PB2SES_3 | -10.53 |
| 1/19/2011 19:05 | N | R_PB2SES_4 | -10.53 |
| 1/19/2011 19:05 | N | R_PB2SES_5 | -10.53 |
| 1/19/2011 19:05 | N | AUTO_EPS_390 | 29.73 |
| 1/19/2011 19:10 | N | DC_ROAD_L_B | 27.41 |
| 1/19/2011 19:10 | N | DC_EGPS_L_A | 11.95 |
| 1/19/2011 19:10 | N | H_HOLLOW_E_1 | -10.07 |
| 1/19/2011 19:10 | N | HHOLLOW4_E_1 | -10.07 |
| 1/19/2011 19:10 | N | R_LH2SES_1 | 29.83 |

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| 1/19/2011 19:10 | N | R_PB2SES_1 | -10.49 |
| 1/19/2011 19:10 | N | R_PB2SES_2 | -10.49 |
| 1/19/2011 19:10 | N | R_PB2SES_3 | -10.49 |
| 1/19/2011 19:10 | N | R_PB2SES_4 | -10.49 |
| 1/19/2011 19:10 | N | R_PB2SES_5 | -10.49 |
| 1/19/2011 19:10 | N | AUTO_EPS_390 | 29.71 |
| 1/19/2011 19:15 | N | DC_ROAD_L_B | 27.82 |
| 1/19/2011 19:15 | N | DC_EGPS_L_A | 14.93 |
| 1/19/2011 19:15 | N | H_HOLLOW_E_1 | -10.25 |
| 1/19/2011 19:15 | N | HHOLLOW4_E_1 | -10.25 |
| 1/19/2011 19:15 | N | R_LH2SES_1 | 29.8 |
| 1/19/2011 19:15 | N | R_PB2SES_1 | -10.62 |
| 1/19/2011 19:15 | N | R_PB2SES_2 | -10.62 |
| 1/19/2011 19:15 | N | R_PB2SES_3 | -10.62 |
| 1/19/2011 19:15 | N | R_PB2SES_4 | -10.62 |
| 1/19/2011 19:15 | N | R_PB2SES_5 | -10.62 |
| 1/19/2011 19:15 | N | AUTO_EPS_390 | 29.67 |
| 1/19/2011 19:20 | N | DC_ROAD_L_B | 27.92 |
| 1/19/2011 19:20 | N | DC_EGPS_L_A | 15.02 |
| 1/19/2011 19:20 | N | H_HOLLOW_E_1 | -10.44 |
| 1/19/2011 19:20 | N | HHOLLOW4_E_1 | -10.44 |
| 1/19/2011 19:20 | N | R_LH2SES_1 | 29.91 |
| 1/19/2011 19:20 | N | R_PB2SES_1 | -10.81 |
| 1/19/2011 19:20 | N | R_PB2SES_2 | -10.81 |
| 1/19/2011 19:20 | N | R_PB2SES_3 | -10.81 |
| 1/19/2011 19:20 | N | R_PB2SES_4 | -10.81 |
| 1/19/2011 19:20 | N | R_PB2SES_5 | -10.81 |
| 1/19/2011 19:20 | N | AUTO_EPS_390 | 29.78 |
| 1/19/2011 19:25 | N | DC_ROAD_L_B | 27.36 |
| 1/19/2011 19:25 | N | DC_EGPS_L_A | 14.45 |
| 1/19/2011 19:25 | N | H_HOLLOW_E_1 | -10.5 |
| 1/19/2011 19:25 | N | HHOLLOW4_E_1 | -10.5 |
| 1/19/2011 19:25 | N | R_LH2SES_1 | 29.36 |
| 1/19/2011 19:25 | N | R_PB2SES_1 | -10.87 |
| 1/19/2011 19:25 | N | R_PB2SES_2 | -10.87 |
| 1/19/2011 19:25 | N | R_PB2SES_3 | -10.87 |
| 1/19/2011 19:25 | N | R_PB2SES_4 | -10.87 |
| 1/19/2011 19:25 | N | R_PB2SES_5 | -10.87 |
| 1/19/2011 19:25 | N | AUTO_EPS_390 | 29.23 |
| 1/19/2011 19:30 | N | DC_ROAD_L_B | 26.77 |
| 1/19/2011 19:30 | N | DC_EGPS_L_A | 13.85 |
| 1/19/2011 19:30 | N | H_HOLLOW_E_1 | -10.33 |
| 1/19/2011 19:30 | N | HHOLLOW4_E_1 | -10.33 |
| 1/19/2011 19:30 | N | R_LH2SES_1 | 28.77 |
| 1/19/2011 19:30 | N | R_PB2SES_1 | -10.71 |
| 1/19/2011 19:30 | N | R_PB2SES_2 | -10.71 |
| 1/19/2011 19:30 | N | R_PB2SES_3 | -10.71 |

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| 1/19/2011 19:30 | N | R_PB2SES_4 | -10.71 |
| 1/19/2011 19:30 | N | R_PB2SES_5 | -10.71 |
| 1/19/2011 19:30 | N | AUTO_EPS_390 | 28.64 |
| 1/19/2011 19:35 | N | DC_ROAD_L_B | 26.76 |
| 1/19/2011 19:35 | N | DC_EGPS_L_A | 13.96 |
| 1/19/2011 19:35 | N | H_HOLLOW_E_1 | -10.14 |
| 1/19/2011 19:35 | N | HHOLLOW4_E_1 | -10.14 |
| 1/19/2011 19:35 | N | R_LH2SES_1 | 28.74 |
| 1/19/2011 19:35 | N | R_PB2SES_1 | -10.52 |
| 1/19/2011 19:35 | N | R_PB2SES_2 | -10.52 |
| 1/19/2011 19:35 | N | R_PB2SES_3 | -10.52 |
| 1/19/2011 19:35 | N | R_PB2SES_4 | -10.52 |
| 1/19/2011 19:35 | N | R_PB2SES_5 | -10.52 |
| 1/19/2011 19:35 | N | AUTO_EPS_390 | 28.61 |
| 1/19/2011 19:40 | N | DC_ROAD_L_B | 26.79 |
| 1/19/2011 19:40 | N | DC_EGPS_L_A | 14.07 |
| 1/19/2011 19:40 | N | H_HOLLOW_E_1 | -10.16 |
| 1/19/2011 19:40 | N | HHOLLOW4_E_1 | -10.16 |
| 1/19/2011 19:40 | N | R_LH2SES_1 | 28.76 |
| 1/19/2011 19:40 | N | R_PB2SES_1 | -10.53 |
| 1/19/2011 19:40 | N | R_PB2SES_2 | -10.53 |
| 1/19/2011 19:40 | N | R_PB2SES_3 | -10.53 |
| 1/19/2011 19:40 | N | R_PB2SES_4 | -10.53 |
| 1/19/2011 19:40 | N | R_PB2SES_5 | -10.53 |
| 1/19/2011 19:40 | N | AUTO_EPS_390 | 28.64 |
| 1/19/2011 19:45 | N | DC_ROAD_L_B | 26.87 |
| 1/19/2011 19:45 | N | DC_EGPS_L_A | 14.14 |
| 1/19/2011 19:45 | N | H_HOLLOW_E_1 | -10.2 |
| 1/19/2011 19:45 | N | HHOLLOW4_E_1 | -10.2 |
| 1/19/2011 19:45 | N | R_LH2SES_1 | 28.83 |
| 1/19/2011 19:45 | N | R_PB2SES_1 | -10.57 |
| 1/19/2011 19:45 | N | R_PB2SES_2 | -10.57 |
| 1/19/2011 19:45 | N | R_PB2SES_3 | -10.57 |
| 1/19/2011 19:45 | N | R_PB2SES_4 | -10.57 |
| 1/19/2011 19:45 | N | R_PB2SES_5 | -10.57 |
| 1/19/2011 19:45 | N | AUTO_EPS_390 | 28.71 |
| 1/19/2011 19:50 | N | DC_ROAD_L_B | 26.86 |
| 1/19/2011 19:50 | N | DC_EGPS_L_A | 14.14 |
| 1/19/2011 19:50 | N | H_HOLLOW_E_1 | -10.03 |
| 1/19/2011 19:50 | N | HHOLLOW4_E_1 | -10.03 |
| 1/19/2011 19:50 | N | R_LH2SES_1 | 28.82 |
| 1/19/2011 19:50 | N | R_PB2SES_1 | -10.4 |
| 1/19/2011 19:50 | N | R_PB2SES_2 | -10.4 |
| 1/19/2011 19:50 | N | R_PB2SES_3 | -10.4 |
| 1/19/2011 19:50 | N | R_PB2SES_4 | -10.4 |
| 1/19/2011 19:50 | N | R_PB2SES_5 | -10.4 |
| 1/19/2011 19:50 | N | AUTO_EPS_390 | 28.7 |

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| 1/19/2011 19:55 | N | DC_ROAD_L_B | 26.48 |
| 1/19/2011 19:55 | N | DC_EGPS_L_A | 13.81 |
| 1/19/2011 19:55 | N | H_HOLLOW_E_1 | -9.85 |
| 1/19/2011 19:55 | N | HHOLLOW4_E_1 | -9.85 |
| 1/19/2011 19:55 | N | R_LH2SES_1 | 28.44 |
| 1/19/2011 19:55 | N | R_PB2SES_1 | -10.22 |
| 1/19/2011 19:55 | N | R_PB2SES_2 | -10.22 |
| 1/19/2011 19:55 | N | R_PB2SES_3 | -10.22 |
| 1/19/2011 19:55 | N | R_PB2SES_4 | -10.22 |
| 1/19/2011 19:55 | N | R_PB2SES_5 | -10.22 |
| 1/19/2011 19:55 | N | AUTO_EPS_390 | 28.32 |
| 1/19/2011 20:00 | N | DC_ROAD_L_B | 26.47 |
| 1/19/2011 20:00 | N | DC_EGPS_L_A | 13.77 |
| 1/19/2011 20:00 | N | H_HOLLOW_E_1 | -9.82 |
| 1/19/2011 20:00 | N | HHOLLOW4_E_1 | -9.82 |
| 1/19/2011 20:00 | N | R_LH2SES_1 | 28.44 |
| 1/19/2011 20:00 | N | R_PB2SES_1 | -10.19 |
| 1/19/2011 20:00 | N | R_PB2SES_2 | -10.19 |
| 1/19/2011 20:00 | N | R_PB2SES_3 | -10.19 |
| 1/19/2011 20:00 | N | R_PB2SES_4 | -10.19 |
| 1/19/2011 20:00 | N | R_PB2SES_5 | -10.19 |
| 1/19/2011 20:00 | N | AUTO_EPS_390 | 28.32 |
| 1/19/2011 20:05 | N | DC_ROAD_L_B | 26.63 |
| 1/19/2011 20:05 | N | DC_EGPS_L_A | 13.93 |
| 1/19/2011 20:05 | N | H_HOLLOW_E_1 | -10.08 |
| 1/19/2011 20:05 | N | HHOLLOW4_E_1 | -10.08 |
| 1/19/2011 20:05 | N | R_LH2SES_1 | 28.6 |
| 1/19/2011 20:05 | N | R_PB2SES_1 | -10.45 |
| 1/19/2011 20:05 | N | R_PB2SES_2 | -10.45 |
| 1/19/2011 20:05 | N | R_PB2SES_3 | -10.45 |
| 1/19/2011 20:05 | N | R_PB2SES_4 | -10.45 |
| 1/19/2011 20:05 | N | R_PB2SES_5 | -10.45 |
| 1/19/2011 20:05 | N | AUTO_EPS_390 | 28.48 |
| 1/19/2011 20:10 | N | DC_ROAD_L_B | 26.73 |
| 1/19/2011 20:10 | N | DC_EGPS_L_A | 13.98 |
| 1/19/2011 20:10 | N | H_HOLLOW_E_1 | -10.35 |
| 1/19/2011 20:10 | N | HHOLLOW4_E_1 | -10.35 |
| 1/19/2011 20:10 | N | R_LH2SES_1 | 28.7 |
| 1/19/2011 20:10 | N | R_PB2SES_1 | -10.72 |
| 1/19/2011 20:10 | N | R_PB2SES_2 | -10.72 |
| 1/19/2011 20:10 | N | R_PB2SES_3 | -10.72 |
| 1/19/2011 20:10 | N | R_PB2SES_4 | -10.72 |
| 1/19/2011 20:10 | N | R_PB2SES_5 | -10.72 |
| 1/19/2011 20:10 | N | AUTO_EPS_390 | 28.58 |
| 1/19/2011 20:15 | N | DC_ROAD_L_B | 26.74 |
| 1/19/2011 20:15 | N | DC_EGPS_L_A | 14 |
| 1/19/2011 20:15 | N | H_HOLLOW_E_1 | -10.38 |

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| 1/19/2011 20:15 | N | HHOLLOW4_E_1 | -10.38 |
| 1/19/2011 20:15 | N | R_LH2SES_1 | 28.71 |
| 1/19/2011 20:15 | N | R_PB2SES_1 | -10.75 |
| 1/19/2011 20:15 | N | R_PB2SES_2 | -10.75 |
| 1/19/2011 20:15 | N | R_PB2SES_3 | -10.75 |
| 1/19/2011 20:15 | N | R_PB2SES_4 | -10.75 |
| 1/19/2011 20:15 | N | R_PB2SES_5 | -10.75 |
| 1/19/2011 20:15 | N | AUTO_EPS_390 | 28.59 |
| 1/19/2011 20:20 | N | DC_ROAD_L_B | 26.31 |
| 1/19/2011 20:20 | N | DC_EGPS_L_A | 11.49 |
| 1/19/2011 20:20 | N | H_HOLLOW_E_1 | -15.15 |
| 1/19/2011 20:20 | N | HHOLLOW4_E_1 | -15.15 |
| 1/19/2011 20:20 | N | R_LH2SES_1 | 28.61 |
| 1/19/2011 20:20 | N | R_PB2SES_1 | -15.58 |
| 1/19/2011 20:20 | N | R_PB2SES_2 | -15.58 |
| 1/19/2011 20:20 | N | R_PB2SES_3 | -15.58 |
| 1/19/2011 20:20 | N | R_PB2SES_4 | -15.58 |
| 1/19/2011 20:20 | N | R_PB2SES_5 | -15.58 |
| 1/19/2011 20:20 | N | AUTO_EPS_390 | 28.47 |
| 1/19/2011 20:25 | N | DC_ROAD_L_B | 26.18 |
| 1/19/2011 20:25 | N | DC_EGPS_L_A | 11.13 |
| 1/19/2011 20:25 | N | H_HOLLOW_E_1 | -10.3 |
| 1/19/2011 20:25 | N | HHOLLOW4_E_1 | -10.3 |
| 1/19/2011 20:25 | N | R_LH2SES_1 | 28.54 |
| 1/19/2011 20:25 | N | R_PB2SES_1 | -10.72 |
| 1/19/2011 20:25 | N | R_PB2SES_2 | -10.72 |
| 1/19/2011 20:25 | N | R_PB2SES_3 | -10.72 |
| 1/19/2011 20:25 | N | R_PB2SES_4 | -10.72 |
| 1/19/2011 20:25 | N | R_PB2SES_5 | -10.72 |
| 1/19/2011 20:25 | N | AUTO_EPS_390 | 28.42 |
| 1/19/2011 20:30 | N | DC_ROAD_L_B | 26.52 |
| 1/19/2011 20:30 | N | DC_EGPS_L_A | 15.51 |
| 1/19/2011 20:30 | N | H_HOLLOW_E_1 | -5.68 |
| 1/19/2011 20:30 | N | HHOLLOW4_E_1 | -5.68 |
| 1/19/2011 20:30 | N | R_LH2SES_1 | 28.23 |
| 1/19/2011 20:30 | N | R_PB2SES_1 | -6 |
| 1/19/2011 20:30 | N | R_PB2SES_2 | -6 |
| 1/19/2011 20:30 | N | R_PB2SES_3 | -6 |
| 1/19/2011 20:30 | N | R_PB2SES_4 | -6 |
| 1/19/2011 20:30 | N | R_PB2SES_5 | -6 |
| 1/19/2011 20:30 | N | AUTO_EPS_390 | 28.12 |
| 1/19/2011 20:35 | N | DC_ROAD_L_B | 26.34 |
| 1/19/2011 20:35 | N | DC_EGPS_L_A | 14.08 |
| 1/19/2011 20:35 | N | H_HOLLOW_E_1 | -8.99 |
| 1/19/2011 20:35 | N | HHOLLOW4_E_1 | -8.99 |
| 1/19/2011 20:35 | N | R_LH2SES_1 | 28.25 |
| 1/19/2011 20:35 | N | R_PB2SES_1 | -9.34 |

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| 1/19/2011 20:35 | N | R_PB2SES_2 | -9.34 |
| 1/19/2011 20:35 | N | R_PB2SES_3 | -9.34 |
| 1/19/2011 20:35 | N | R_PB2SES_4 | -9.34 |
| 1/19/2011 20:35 | N | R_PB2SES_5 | -9.34 |
| 1/19/2011 20:35 | N | AUTO_EPS_390 | 28.13 |
| 1/19/2011 20:40 | N | DC_ROAD_L_B | 26.35 |
| 1/19/2011 20:40 | N | DC_EGPS_L_A | 13.7 |
| 1/19/2011 20:40 | N | H_HOLLOW_E_1 | -10.01 |
| 1/19/2011 20:40 | N | HHOLLOW4_E_1 | -10.01 |
| 1/19/2011 20:40 | N | R_LH2SES_1 | 28.31 |
| 1/19/2011 20:40 | N | R_PB2SES_1 | -10.38 |
| 1/19/2011 20:40 | N | R_PB2SES_2 | -10.38 |
| 1/19/2011 20:40 | N | R_PB2SES_3 | -10.38 |
| 1/19/2011 20:40 | N | R_PB2SES_4 | -10.38 |
| 1/19/2011 20:40 | N | R_PB2SES_5 | -10.38 |
| 1/19/2011 20:40 | N | AUTO_EPS_390 | 28.19 |
| 1/19/2011 20:45 | N | DC_ROAD_L_B | 26.4 |
| 1/19/2011 20:45 | N | DC_EGPS_L_A | 13.62 |
| 1/19/2011 20:45 | N | H_HOLLOW_E_1 | -10.28 |
| 1/19/2011 20:45 | N | HHOLLOW4_E_1 | -10.28 |
| 1/19/2011 20:45 | N | R_LH2SES_1 | 28.39 |
| 1/19/2011 20:45 | N | R_PB2SES_1 | -10.65 |
| 1/19/2011 20:45 | N | R_PB2SES_2 | -10.65 |
| 1/19/2011 20:45 | N | R_PB2SES_3 | -10.65 |
| 1/19/2011 20:45 | N | R_PB2SES_4 | -10.65 |
| 1/19/2011 20:45 | N | R_PB2SES_5 | -10.65 |
| 1/19/2011 20:45 | N | AUTO_EPS_390 | 28.26 |
| 1/19/2011 20:50 | N | DC_ROAD_L_B | 26.33 |
| 1/19/2011 20:50 | N | DC_EGPS_L_A | 13.5 |
| 1/19/2011 20:50 | N | H_HOLLOW_E_1 | -10.28 |
| 1/19/2011 20:50 | N | HHOLLOW4_E_1 | -10.28 |
| 1/19/2011 20:50 | N | R_LH2SES_1 | 28.32 |
| 1/19/2011 20:50 | N | R_PB2SES_1 | -10.65 |
| 1/19/2011 20:50 | N | R_PB2SES_2 | -10.65 |
| 1/19/2011 20:50 | N | R_PB2SES_3 | -10.65 |
| 1/19/2011 20:50 | N | R_PB2SES_4 | -10.65 |
| 1/19/2011 20:50 | N | R_PB2SES_5 | -10.65 |
| 1/19/2011 20:50 | N | AUTO_EPS_390 | 28.2 |
| 1/19/2011 20:55 | N | DC_ROAD_L_B | 26.19 |
| 1/19/2011 20:55 | N | DC_EGPS_L_A | 13.52 |
| 1/19/2011 20:55 | N | H_HOLLOW_E_1 | -10.05 |
| 1/19/2011 20:55 | N | HHOLLOW4_E_1 | -10.05 |
| 1/19/2011 20:55 | N | R_LH2SES_1 | 28.16 |
| 1/19/2011 20:55 | N | R_PB2SES_1 | -10.42 |
| 1/19/2011 20:55 | N | R_PB2SES_2 | -10.42 |
| 1/19/2011 20:55 | N | R_PB2SES_3 | -10.42 |
| 1/19/2011 20:55 | N | R_PB2SES_4 | -10.42 |

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| 1/19/2011 20:55 | N | R_PB2SES_5 | -10.42 |
| 1/19/2011 20:55 | N | AUTO_EPS_390 | 28.03 |
| 1/19/2011 21:00 | N | DC_ROAD_L_B | 26.11 |
| 1/19/2011 21:00 | N | DC_EGPS_L_A | 13.47 |
| 1/19/2011 21:00 | N | H_HOLLOW_E_1 | -9.99 |
| 1/19/2011 21:00 | N | HHOLLOW4_E_1 | -9.99 |
| 1/19/2011 21:00 | N | R_LH2SES_1 | 28.07 |
| 1/19/2011 21:00 | N | R_PB2SES_1 | -10.36 |
| 1/19/2011 21:00 | N | R_PB2SES_2 | -10.36 |
| 1/19/2011 21:00 | N | R_PB2SES_3 | -10.36 |
| 1/19/2011 21:00 | N | R_PB2SES_4 | -10.36 |
| 1/19/2011 21:00 | N | R_PB2SES_5 | -10.36 |
| 1/19/2011 21:00 | N | AUTO_EPS_390 | 27.94 |
| 1/19/2011 21:05 | N | DC_ROAD_L_B | 26.35 |
| 1/19/2011 21:05 | N | DC_EGPS_L_A | 13.57 |
| 1/19/2011 21:05 | N | H_HOLLOW_E_1 | -10.17 |
| 1/19/2011 21:05 | N | HHOLLOW4_E_1 | -10.17 |
| 1/19/2011 21:05 | N | R_LH2SES_1 | 28.33 |
| 1/19/2011 21:05 | N | R_PB2SES_1 | -10.54 |
| 1/19/2011 21:05 | N | R_PB2SES_2 | -10.54 |
| 1/19/2011 21:05 | N | R_PB2SES_3 | -10.54 |
| 1/19/2011 21:05 | N | R_PB2SES_4 | -10.54 |
| 1/19/2011 21:05 | N | R_PB2SES_5 | -10.54 |
| 1/19/2011 21:05 | N | AUTO_EPS_390 | 28.21 |
| 1/19/2011 21:07 | N | DC_ROAD_L_B | 26.37 |
| 1/19/2011 21:07 | N | DC_EGPS_L_A | 13.55 |
| 1/19/2011 21:07 | N | H_HOLLOW_E_1 | -10.27 |
| 1/19/2011 21:07 | N | HHOLLOW4_E_1 | -10.27 |
| 1/19/2011 21:07 | N | R_LH2SES_1 | 28.35 |
| 1/19/2011 21:07 | N | R_PB2SES_1 | -10.64 |
| 1/19/2011 21:07 | N | R_PB2SES_2 | -10.64 |
| 1/19/2011 21:07 | N | R_PB2SES_3 | -10.64 |
| 1/19/2011 21:07 | N | R_PB2SES_4 | -10.64 |
| 1/19/2011 21:07 | N | R_PB2SES_5 | -10.64 |
| 1/19/2011 21:07 | N | AUTO_EPS_390 | 28.23 |
| 1/19/2011 21:10 | N | DC_ROAD_L_B | 25.75 |
| 1/19/2011 21:10 | N | DC_EGPS_L_A | 13.01 |
| 1/19/2011 21:10 | N | H_HOLLOW_E_1 | -10.46 |
| 1/19/2011 21:10 | N | HHOLLOW4_E_1 | -10.46 |
| 1/19/2011 21:10 | N | R_LH2SES_1 | 28.34 |
| 1/19/2011 21:10 | N | R_PB2SES_1 | -10.85 |
| 1/19/2011 21:10 | N | R_PB2SES_2 | -10.85 |
| 1/19/2011 21:10 | N | R_PB2SES_3 | -10.85 |
| 1/19/2011 21:10 | N | R_PB2SES_4 | -10.85 |
| 1/19/2011 21:10 | N | R_PB2SES_5 | -10.85 |
| 1/19/2011 21:10 | N | AUTO_EPS_390 | 28.23 |
| 1/19/2011 21:15 | N | DC_ROAD_L_B | 16.7 |

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| 1/19/2011 21:15 | N | DC_EGPS_L_A | 6.55 |
| 1/19/2011 21:15 | N | H_HOLLOW_E_1 | -10.39 |
| 1/19/2011 21:15 | N | HHOLLOW4_E_1 | -10.39 |
| 1/19/2011 21:15 | N | R_LH2SES_1 | 28.21 |
| 1/19/2011 21:15 | N | R_PB2SES_1 | -10.86 |
| 1/19/2011 21:15 | N | R_PB2SES_2 | -10.86 |
| 1/19/2011 21:15 | N | R_PB2SES_3 | -10.86 |
| 1/19/2011 21:15 | N | R_PB2SES_4 | -10.86 |
| 1/19/2011 21:15 | N | R_PB2SES_5 | -10.86 |
| 1/19/2011 21:15 | N | AUTO_EPS_390 | 28.24 |
| 1/19/2011 21:20 | N | DC_ROAD_L_B | 25.82 |
| 1/19/2011 21:20 | N | DC_EGPS_L_A | 13.21 |
| 1/19/2011 21:20 | N | H_HOLLOW_E_1 | -10.6 |
| 1/19/2011 21:20 | N | HHOLLOW4_E_1 | -10.6 |
| 1/19/2011 21:20 | N | R_LH2SES_1 | 28.01 |
| 1/19/2011 21:20 | N | R_PB2SES_1 | -10.97 |
| 1/19/2011 21:20 | N | R_PB2SES_2 | -10.97 |
| 1/19/2011 21:20 | N | R_PB2SES_3 | -10.97 |
| 1/19/2011 21:20 | N | R_PB2SES_4 | -10.97 |
| 1/19/2011 21:20 | N | R_PB2SES_5 | -10.97 |
| 1/19/2011 21:20 | N | AUTO_EPS_390 | 27.88 |
| 1/19/2011 21:25 | N | DC_ROAD_L_B | 24.72 |
| 1/19/2011 21:25 | N | DC_EGPS_L_A | 11.91 |
| 1/19/2011 21:25 | N | H_HOLLOW_E_1 | -10.57 |
| 1/19/2011 21:25 | N | HHOLLOW4_E_1 | -10.57 |
| 1/19/2011 21:25 | N | R_LH2SES_1 | 26.93 |
| 1/19/2011 21:25 | N | R_PB2SES_1 | -10.94 |
| 1/19/2011 21:25 | N | R_PB2SES_2 | -10.94 |
| 1/19/2011 21:25 | N | R_PB2SES_3 | -10.94 |
| 1/19/2011 21:25 | N | R_PB2SES_4 | -10.94 |
| 1/19/2011 21:25 | N | R_PB2SES_5 | -10.94 |
| 1/19/2011 21:25 | N | AUTO_EPS_390 | 26.81 |
| 1/19/2011 21:30 | N | DC_ROAD_L_B | 23.95 |
| 1/19/2011 21:30 | N | DC_EGPS_L_A | 9.74 |
| 1/19/2011 21:30 | N | H_HOLLOW_E_1 | -10.61 |
| 1/19/2011 21:30 | N | HHOLLOW4_E_1 | -10.61 |
| 1/19/2011 21:30 | N | R_LH2SES_1 | 26.32 |
| 1/19/2011 21:30 | N | R_PB2SES_1 | -11 |
| 1/19/2011 21:30 | N | R_PB2SES_2 | -11 |
| 1/19/2011 21:30 | N | R_PB2SES_3 | -11 |
| 1/19/2011 21:30 | N | R_PB2SES_4 | -11 |
| 1/19/2011 21:30 | N | R_PB2SES_5 | -11 |
| 1/19/2011 21:30 | N | AUTO_EPS_390 | 26.21 |
| 1/19/2011 21:35 | N | DC_ROAD_L_B | 23.85 |
| 1/19/2011 21:35 | N | DC_EGPS_L_A | 11.1 |
| 1/19/2011 21:35 | N | H_HOLLOW_E_1 | -10.49 |
| 1/19/2011 21:35 | N | HHOLLOW4_E_1 | -10.49 |

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| 1/19/2011 21:35 | N | R_LH2SES_1 | 25.84 |
| 1/19/2011 21:35 | N | R_PB2SES_1 | -10.85 |
| 1/19/2011 21:35 | N | R_PB2SES_2 | -10.85 |
| 1/19/2011 21:35 | N | R_PB2SES_3 | -10.85 |
| 1/19/2011 21:35 | N | R_PB2SES_4 | -10.85 |
| 1/19/2011 21:35 | N | R_PB2SES_5 | -10.85 |
| 1/19/2011 21:35 | N | AUTO_EPS_390 | 25.72 |
| 1/19/2011 21:40 | N | DC_ROAD_L_B | 23.65 |
| 1/19/2011 21:40 | N | DC_EGPS_L_A | 7.66 |
| 1/19/2011 21:40 | N | H_HOLLOW_E_1 | -18.27 |
| 1/19/2011 21:40 | N | HHOLLOW4_E_1 | -18.27 |
| 1/19/2011 21:40 | N | R_LH2SES_1 | 26.15 |
| 1/19/2011 21:40 | N | R_PB2SES_1 | -18.72 |
| 1/19/2011 21:40 | N | R_PB2SES_2 | -18.72 |
| 1/19/2011 21:40 | N | R_PB2SES_3 | -18.72 |
| 1/19/2011 21:40 | N | R_PB2SES_4 | -18.72 |
| 1/19/2011 21:40 | N | R_PB2SES_5 | -18.72 |
| 1/19/2011 21:40 | N | AUTO_EPS_390 | 26 |
| 1/19/2011 21:45 | N | DC_ROAD_L_B | 23.29 |
| 1/19/2011 21:45 | N | DC_EGPS_L_A | 5.94 |
| 1/19/2011 21:45 | N | H_HOLLOW_E_1 | -18.78 |
| 1/19/2011 21:45 | N | HHOLLOW4_E_1 | -18.78 |
| 1/19/2011 21:45 | N | R_LH2SES_1 | 26.02 |
| 1/19/2011 21:45 | N | R_PB2SES_1 | -19.26 |
| 1/19/2011 21:45 | N | R_PB2SES_2 | -19.26 |
| 1/19/2011 21:45 | N | R_PB2SES_3 | -19.26 |
| 1/19/2011 21:45 | N | R_PB2SES_4 | -19.26 |
| 1/19/2011 21:45 | N | R_PB2SES_5 | -19.26 |
| 1/19/2011 21:45 | N | AUTO_EPS_390 | 25.88 |
| 1/19/2011 21:50 | N | DC_ROAD_L_B | 23.07 |
| 1/19/2011 21:50 | N | DC_EGPS_L_A | 9.17 |
| 1/19/2011 21:50 | N | H_HOLLOW_E_1 | -10.6 |
| 1/19/2011 21:50 | N | HHOLLOW4_E_1 | -10.6 |
| 1/19/2011 21:50 | N | R_LH2SES_1 | 25.26 |
| 1/19/2011 21:50 | N | R_PB2SES_1 | -10.98 |
| 1/19/2011 21:50 | N | R_PB2SES_2 | -10.98 |
| 1/19/2011 21:50 | N | R_PB2SES_3 | -10.98 |
| 1/19/2011 21:50 | N | R_PB2SES_4 | -10.98 |
| 1/19/2011 21:50 | N | R_PB2SES_5 | -10.98 |
| 1/19/2011 21:50 | N | AUTO_EPS_390 | 25.14 |
| 1/19/2011 21:55 | N | DC_ROAD_L_B | 19.98 |
| 1/19/2011 21:55 | N | DC_EGPS_L_A | 7.45 |
| 1/19/2011 21:55 | N | H_HOLLOW_E_1 | -10.36 |
| 1/19/2011 21:55 | N | HHOLLOW4_E_1 | -10.36 |
| 1/19/2011 21:55 | N | R_LH2SES_1 | 21.95 |
| 1/19/2011 21:55 | N | R_PB2SES_1 | -10.7 |
| 1/19/2011 21:55 | N | R_PB2SES_2 | -10.7 |

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| 1/19/2011 21:55 | N | R_PB2SES_3 | -10.7 |
| 1/19/2011 21:55 | N | R_PB2SES_4 | -10.7 |
| 1/19/2011 21:55 | N | R_PB2SES_5 | -10.7 |
| 1/19/2011 21:55 | N | AUTO_EPS_390 | 21.85 |
| 1/19/2011 22:00 | N | DC_ROAD_L_B | 18.71 |
| 1/19/2011 22:00 | N | DC_EGPS_L_A | 6.84 |
| 1/19/2011 22:00 | N | H_HOLLOW_E_1 | -10.04 |
| 1/19/2011 22:00 | N | HHOLLOW4_E_1 | -10.04 |
| 1/19/2011 22:00 | N | R_LH2SES_1 | 20.58 |
| 1/19/2011 22:00 | N | R_PB2SES_1 | -10.37 |
| 1/19/2011 22:00 | N | R_PB2SES_2 | -10.37 |
| 1/19/2011 22:00 | N | R_PB2SES_3 | -10.37 |
| 1/19/2011 22:00 | N | R_PB2SES_4 | -10.37 |
| 1/19/2011 22:00 | N | R_PB2SES_5 | -10.37 |
| 1/19/2011 22:00 | N | AUTO_EPS_390 | 20.49 |
| 1/19/2011 22:03 | N | DC_ROAD_L_B | 20.28 |
| 1/19/2011 22:03 | N | DC_EGPS_L_A | 8.07 |
| 1/19/2011 22:03 | N | H_HOLLOW_E_1 | -9.93 |
| 1/19/2011 22:03 | N | HHOLLOW4_E_1 | -9.93 |
| 1/19/2011 22:03 | N | R_LH2SES_1 | 22.2 |
| 1/19/2011 22:03 | N | R_PB2SES_1 | -10.27 |
| 1/19/2011 22:03 | N | R_PB2SES_2 | -10.27 |
| 1/19/2011 22:03 | N | R_PB2SES_3 | -10.27 |
| 1/19/2011 22:03 | N | R_PB2SES_4 | -10.27 |
| 1/19/2011 22:03 | N | R_PB2SES_5 | -10.27 |
| 1/19/2011 22:03 | N | AUTO_EPS_390 | 22.1 |
| 1/19/2011 22:05 | N | DC_ROAD_L_B | 22.15 |
| 1/19/2011 22:05 | N | DC_EGPS_L_A | 8.71 |
| 1/19/2011 22:05 | N | H_HOLLOW_E_1 | -10.39 |
| 1/19/2011 22:05 | N | HHOLLOW4_E_1 | -10.39 |
| 1/19/2011 22:05 | N | R_LH2SES_1 | 24.27 |
| 1/19/2011 22:05 | N | R_PB2SES_1 | -10.77 |
| 1/19/2011 22:05 | N | R_PB2SES_2 | -10.77 |
| 1/19/2011 22:05 | N | R_PB2SES_3 | -10.77 |
| 1/19/2011 22:05 | N | R_PB2SES_4 | -10.77 |
| 1/19/2011 22:05 | N | R_PB2SES_5 | -10.77 |
| 1/19/2011 22:05 | N | AUTO_EPS_390 | 24.16 |
| 1/19/2011 22:10 | N | DC_ROAD_L_B | 22.93 |
| 1/19/2011 22:10 | N | DC_EGPS_L_A | 6.13 |
| 1/19/2011 22:10 | N | H_HOLLOW_E_1 | -17.77 |
| 1/19/2011 22:10 | N | HHOLLOW4_E_1 | -17.77 |
| 1/19/2011 22:10 | N | R_LH2SES_1 | 25.57 |
| 1/19/2011 22:10 | N | R_PB2SES_1 | -18.23 |
| 1/19/2011 22:10 | N | R_PB2SES_2 | -18.23 |
| 1/19/2011 22:10 | N | R_PB2SES_3 | -18.23 |
| 1/19/2011 22:10 | N | R_PB2SES_4 | -18.23 |
| 1/19/2011 22:10 | N | R_PB2SES_5 | -18.23 |

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| 1/19/2011 22:10 | N | AUTO_EPS_390 | 25.44 |
| 1/19/2011 22:12 | N | DC_ROAD_L_B | 23.31 |
| 1/19/2011 22:12 | N | DC_EGPS_L_A | 6.23 |
| 1/19/2011 22:12 | N | H_HOLLOW_E_1 | -18.09 |
| 1/19/2011 22:12 | N | HHOLLOW4_E_1 | -18.09 |
| 1/19/2011 22:12 | N | R_LH2SES_1 | 26.06 |
| 1/19/2011 22:12 | N | R_PB2SES_1 | -18.56 |
| 1/19/2011 22:12 | N | R_PB2SES_2 | -18.56 |
| 1/19/2011 22:12 | N | R_PB2SES_3 | -18.56 |
| 1/19/2011 22:12 | N | R_PB2SES_4 | -18.56 |
| 1/19/2011 22:12 | N | R_PB2SES_5 | -18.56 |
| 1/19/2011 22:12 | N | AUTO_EPS_390 | 25.93 |
| 1/19/2011 22:13 | N | DC_ROAD_L_B | 23.44 |
| 1/19/2011 22:13 | N | DC_EGPS_L_A | 9.42 |
| 1/19/2011 22:13 | N | H_HOLLOW_E_1 | -10.5 |
| 1/19/2011 22:13 | N | HHOLLOW4_E_1 | -10.5 |
| 1/19/2011 22:13 | N | R_LH2SES_1 | 25.64 |
| 1/19/2011 22:13 | N | R_PB2SES_1 | -10.88 |
| 1/19/2011 22:13 | N | R_PB2SES_2 | -10.88 |
| 1/19/2011 22:13 | N | R_PB2SES_3 | -10.88 |
| 1/19/2011 22:13 | N | R_PB2SES_4 | -10.88 |
| 1/19/2011 22:13 | N | R_PB2SES_5 | -10.88 |
| 1/19/2011 22:13 | N | AUTO_EPS_390 | 25.53 |
| 1/19/2011 22:15 | N | DC_ROAD_L_B | 23.52 |
| 1/19/2011 22:15 | N | DC_EGPS_L_A | 9.47 |
| 1/19/2011 22:15 | N | H_HOLLOW_E_1 | -10.49 |
| 1/19/2011 22:15 | N | HHOLLOW4_E_1 | -10.49 |
| 1/19/2011 22:15 | N | R_LH2SES_1 | 25.73 |
| 1/19/2011 22:15 | N | R_PB2SES_1 | -10.88 |
| 1/19/2011 22:15 | N | R_PB2SES_2 | -10.88 |
| 1/19/2011 22:15 | N | R_PB2SES_3 | -10.88 |
| 1/19/2011 22:15 | N | R_PB2SES_4 | -10.88 |
| 1/19/2011 22:15 | N | R_PB2SES_5 | -10.88 |
| 1/19/2011 22:15 | N | AUTO_EPS_390 | 25.62 |
| 1/19/2011 22:17 | N | DC_ROAD_L_B | 23.64 |
| 1/19/2011 22:17 | N | DC_EGPS_L_A | 9.56 |
| 1/19/2011 22:17 | N | H_HOLLOW_E_1 | -10.46 |
| 1/19/2011 22:17 | N | HHOLLOW4_E_1 | -10.46 |
| 1/19/2011 22:17 | N | R_LH2SES_1 | 25.86 |
| 1/19/2011 22:17 | N | R_PB2SES_1 | -10.85 |
| 1/19/2011 22:17 | N | R_PB2SES_2 | -10.85 |
| 1/19/2011 22:17 | N | R_PB2SES_3 | -10.85 |
| 1/19/2011 22:17 | N | R_PB2SES_4 | -10.85 |
| 1/19/2011 22:17 | N | R_PB2SES_5 | -10.85 |
| 1/19/2011 22:17 | N | AUTO_EPS_390 | 25.75 |
| 1/19/2011 22:20 | N | DC_ROAD_L_B | 23.52 |
| 1/19/2011 22:20 | N | DC_EGPS_L_A | 9.61 |

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| 1/19/2011 22:20 | N | H_HOLLOW_E_1 | -10.17 |
| 1/19/2011 22:20 | N | HHOLLOW4_E_1 | -10.17 |
| 1/19/2011 22:20 | N | R_LH2SES_1 | 25.71 |
| 1/19/2011 22:20 | N | R_PB2SES_1 | -10.55 |
| 1/19/2011 22:20 | N | R_PB2SES_2 | -10.55 |
| 1/19/2011 22:20 | N | R_PB2SES_3 | -10.55 |
| 1/19/2011 22:20 | N | R_PB2SES_4 | -10.55 |
| 1/19/2011 22:20 | N | R_PB2SES_5 | -10.55 |
| 1/19/2011 22:20 | N | AUTO_EPS_390 | 25.59 |
| 1/19/2011 22:25 | N | DC_ROAD_L_B | 22.94 |
| 1/19/2011 22:25 | N | DC_EGPS_L_A | 9.34 |
| 1/19/2011 22:25 | N | H_HOLLOW_E_1 | -10 |
| 1/19/2011 22:25 | N | HHOLLOW4_E_1 | -10 |
| 1/19/2011 22:25 | N | R_LH2SES_1 | 25.08 |
| 1/19/2011 22:25 | N | R_PB2SES_1 | -10.37 |
| 1/19/2011 22:25 | N | R_PB2SES_2 | -10.37 |
| 1/19/2011 22:25 | N | R_PB2SES_3 | -10.37 |
| 1/19/2011 22:25 | N | R_PB2SES_4 | -10.37 |
| 1/19/2011 22:25 | N | R_PB2SES_5 | -10.37 |
| 1/19/2011 22:25 | N | AUTO_EPS_390 | 24.97 |
| 1/19/2011 22:30 | N | DC_ROAD_L_B | 21.66 |
| 1/19/2011 22:30 | N | DC_EGPS_L_A | 8.45 |
| 1/19/2011 22:30 | N | H_HOLLOW_E_1 | -10.35 |
| 1/19/2011 22:30 | N | HHOLLOW4_E_1 | -10.35 |
| 1/19/2011 22:30 | N | R_LH2SES_1 | 23.73 |
| 1/19/2011 22:30 | N | R_PB2SES_1 | -10.71 |
| 1/19/2011 22:30 | N | R_PB2SES_2 | -10.71 |
| 1/19/2011 22:30 | N | R_PB2SES_3 | -10.71 |
| 1/19/2011 22:30 | N | R_PB2SES_4 | -10.71 |
| 1/19/2011 22:30 | N | R_PB2SES_5 | -10.71 |
| 1/19/2011 22:30 | N | AUTO_EPS_390 | 23.63 |
| 1/19/2011 22:35 | N | DC_ROAD_L_B | 22.63 |
| 1/19/2011 22:35 | N | DC_EGPS_L_A | 8.91 |
| 1/19/2011 22:35 | N | H_HOLLOW_E_1 | -10.62 |
| 1/19/2011 22:35 | N | HHOLLOW4_E_1 | -10.62 |
| 1/19/2011 22:35 | N | R_LH2SES_1 | 24.82 |
| 1/19/2011 22:35 | N | R_PB2SES_1 | -11 |
| 1/19/2011 22:35 | N | R_PB2SES_2 | -11 |
| 1/19/2011 22:35 | N | R_PB2SES_3 | -11 |
| 1/19/2011 22:35 | N | R_PB2SES_4 | -11 |
| 1/19/2011 22:35 | N | R_PB2SES_5 | -11 |
| 1/19/2011 22:35 | N | AUTO_EPS_390 | 24.71 |
| 1/19/2011 22:40 | N | DC_ROAD_L_B | 21.51 |
| 1/19/2011 22:40 | N | DC_EGPS_L_A | 8.4 |
| 1/19/2011 22:40 | N | H_HOLLOW_E_1 | -10.24 |
| 1/19/2011 22:40 | N | HHOLLOW4_E_1 | -10.24 |
| 1/19/2011 22:40 | N | R_LH2SES_1 | 23.58 |

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| 1/19/2011 22:40 | N | R_PB2SES_1 | -10.6 |
| 1/19/2011 22:40 | N | R_PB2SES_2 | -10.6 |
| 1/19/2011 22:40 | N | R_PB2SES_3 | -10.6 |
| 1/19/2011 22:40 | N | R_PB2SES_4 | -10.6 |
| 1/19/2011 22:40 | N | R_PB2SES_5 | -10.6 |
| 1/19/2011 22:40 | N | AUTO_EPS_390 | 23.47 |
| 1/19/2011 22:45 | N | DC_ROAD_L_B | 16.72 |
| 1/19/2011 22:45 | N | DC_EGPS_L_A | 9.02 |
| 1/19/2011 22:45 | N | H_HOLLOW_E_1 | -1.93 |
| 1/19/2011 22:45 | N | HHOLLOW4_E_1 | -1.93 |
| 1/19/2011 22:45 | N | R_LH2SES_1 | 17.94 |
| 1/19/2011 22:45 | N | R_PB2SES_1 | -2.14 |
| 1/19/2011 22:45 | N | R_PB2SES_2 | -2.14 |
| 1/19/2011 22:45 | N | R_PB2SES_3 | -2.14 |
| 1/19/2011 22:45 | N | R_PB2SES_4 | -2.14 |
| 1/19/2011 22:45 | N | R_PB2SES_5 | -2.14 |
| 1/19/2011 22:45 | N | AUTO_EPS_390 | 17.88 |
| 1/19/2011 22:50 | N | DC_ROAD_L_B | 21.51 |
| 1/19/2011 22:50 | N | DC_EGPS_L_A | 8.52 |
| 1/19/2011 22:50 | N | H_HOLLOW_E_1 | -9.94 |
| 1/19/2011 22:50 | N | HHOLLOW4_E_1 | -9.94 |
| 1/19/2011 22:50 | N | R_LH2SES_1 | 23.56 |
| 1/19/2011 22:50 | N | R_PB2SES_1 | -10.31 |
| 1/19/2011 22:50 | N | R_PB2SES_2 | -10.31 |
| 1/19/2011 22:50 | N | R_PB2SES_3 | -10.31 |
| 1/19/2011 22:50 | N | R_PB2SES_4 | -10.31 |
| 1/19/2011 22:50 | N | R_PB2SES_5 | -10.31 |
| 1/19/2011 22:50 | N | AUTO_EPS_390 | 23.45 |
| 1/19/2011 22:55 | N | DC_ROAD_L_B | 20.61 |
| 1/19/2011 22:55 | N | DC_EGPS_L_A | 11.12 |
| 1/19/2011 22:55 | N | H_HOLLOW_E_1 | -2.37 |
| 1/19/2011 22:55 | N | HHOLLOW4_E_1 | -2.37 |
| 1/19/2011 22:55 | N | R_LH2SES_1 | 22.11 |
| 1/19/2011 22:55 | N | R_PB2SES_1 | -2.64 |
| 1/19/2011 22:55 | N | R_PB2SES_2 | -2.64 |
| 1/19/2011 22:55 | N | R_PB2SES_3 | -2.64 |
| 1/19/2011 22:55 | N | R_PB2SES_4 | -2.64 |
| 1/19/2011 22:55 | N | R_PB2SES_5 | -2.64 |
| 1/19/2011 22:55 | N | AUTO_EPS_390 | 22.03 |
| 1/19/2011 23:00 | N | DC_ROAD_L_B | 19.79 |
| 1/19/2011 23:00 | N | DC_EGPS_L_A | 10.67 |
| 1/19/2011 23:00 | N | H_HOLLOW_E_1 | -2.28 |
| 1/19/2011 23:00 | N | HHOLLOW4_E_1 | -2.28 |
| 1/19/2011 23:00 | N | R_LH2SES_1 | 21.23 |
| 1/19/2011 23:00 | N | R_PB2SES_1 | -2.54 |
| 1/19/2011 23:00 | N | R_PB2SES_2 | -2.54 |
| 1/19/2011 23:00 | N | R_PB2SES_3 | -2.54 |

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| 1/19/2011 23:00 | N | R_PB2SES_4 | -2.54 |
| 1/19/2011 23:00 | N | R_PB2SES_5 | -2.54 |
| 1/19/2011 23:00 | N | AUTO_EPS_390 | 21.16 |
| 1/19/2011 23:05 | N | DC_ROAD_L_B | 20.02 |
| 1/19/2011 23:05 | N | DC_EGPS_L_A | 10.8 |
| 1/19/2011 23:05 | N | H_HOLLOW_E_1 | -2.3 |
| 1/19/2011 23:05 | N | HHOLLOW4_E_1 | -2.3 |
| 1/19/2011 23:05 | N | R_LH2SES_1 | 21.48 |
| 1/19/2011 23:05 | N | R_PB2SES_1 | -2.56 |
| 1/19/2011 23:05 | N | R_PB2SES_2 | -2.56 |
| 1/19/2011 23:05 | N | R_PB2SES_3 | -2.56 |
| 1/19/2011 23:05 | N | R_PB2SES_4 | -2.56 |
| 1/19/2011 23:05 | N | R_PB2SES_5 | -2.56 |
| 1/19/2011 23:05 | N | AUTO_EPS_390 | 21.4 |
| 1/19/2011 23:10 | N | DC_ROAD_L_B | 20.62 |
| 1/19/2011 23:10 | N | DC_EGPS_L_A | 11.13 |
| 1/19/2011 23:10 | N | H_HOLLOW_E_1 | -2.37 |
| 1/19/2011 23:10 | N | HHOLLOW4_E_1 | -2.37 |
| 1/19/2011 23:10 | N | R_LH2SES_1 | 22.12 |
| 1/19/2011 23:10 | N | R_PB2SES_1 | -2.64 |
| 1/19/2011 23:10 | N | R_PB2SES_2 | -2.64 |
| 1/19/2011 23:10 | N | R_PB2SES_3 | -2.64 |
| 1/19/2011 23:10 | N | R_PB2SES_4 | -2.64 |
| 1/19/2011 23:10 | N | R_PB2SES_5 | -2.64 |
| 1/19/2011 23:10 | N | AUTO_EPS_390 | 22.04 |
| 1/19/2011 23:15 | N | DC_ROAD_L_B | 21.99 |
| 1/19/2011 23:15 | N | DC_EGPS_L_A | 12.26 |
| 1/19/2011 23:15 | N | H_HOLLOW_E_1 | -1.58 |
| 1/19/2011 23:15 | N | HHOLLOW4_E_1 | -1.58 |
| 1/19/2011 23:15 | N | R_LH2SES_1 | 23.52 |
| 1/19/2011 23:15 | N | R_PB2SES_1 | -1.85 |
| 1/19/2011 23:15 | N | R_PB2SES_2 | -1.85 |
| 1/19/2011 23:15 | N | R_PB2SES_3 | -1.85 |
| 1/19/2011 23:15 | N | R_PB2SES_4 | -1.85 |
| 1/19/2011 23:15 | N | R_PB2SES_5 | -1.85 |
| 1/19/2011 23:15 | N | AUTO_EPS_390 | 23.44 |
| 1/19/2011 23:20 | N | DC_ROAD_L_B | 21.1 |
| 1/19/2011 23:20 | N | DC_EGPS_L_A | 10.81 |
| 1/19/2011 23:20 | N | H_HOLLOW_E_1 | -3.9 |
| 1/19/2011 23:20 | N | HHOLLOW4_E_1 | -3.9 |
| 1/19/2011 23:20 | N | R_LH2SES_1 | 22.72 |
| 1/19/2011 23:20 | N | R_PB2SES_1 | -4.18 |
| 1/19/2011 23:20 | N | R_PB2SES_2 | -4.18 |
| 1/19/2011 23:20 | N | R_PB2SES_3 | -4.18 |
| 1/19/2011 23:20 | N | R_PB2SES_4 | -4.18 |
| 1/19/2011 23:20 | N | R_PB2SES_5 | -4.18 |
| 1/19/2011 23:20 | N | AUTO_EPS_390 | 22.64 |

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| 1/19/2011 23:25 | N | DC_ROAD_L_B | 20.2 |
| 1/19/2011 23:25 | N | DC_EGPS_L_A | 10.92 |
| 1/19/2011 23:25 | N | H_HOLLOW_E_1 | -2.33 |
| 1/19/2011 23:25 | N | HHOLLOW4_E_1 | -2.33 |
| 1/19/2011 23:25 | N | R_LH2SES_1 | 21.66 |
| 1/19/2011 23:25 | N | R_PB2SES_1 | -2.58 |
| 1/19/2011 23:25 | N | R_PB2SES_2 | -2.58 |
| 1/19/2011 23:25 | N | R_PB2SES_3 | -2.58 |
| 1/19/2011 23:25 | N | R_PB2SES_4 | -2.58 |
| 1/19/2011 23:25 | N | R_PB2SES_5 | -2.58 |
| 1/19/2011 23:25 | N | AUTO_EPS_390 | 21.58 |
| 1/19/2011 23:30 | N | DC_ROAD_L_B | 19.77 |
| 1/19/2011 23:30 | N | DC_EGPS_L_A | 10.7 |
| 1/19/2011 23:30 | N | H_HOLLOW_E_1 | -2.27 |
| 1/19/2011 23:30 | N | HHOLLOW4_E_1 | -2.27 |
| 1/19/2011 23:30 | N | R_LH2SES_1 | 21.2 |
| 1/19/2011 23:30 | N | R_PB2SES_1 | -2.52 |
| 1/19/2011 23:30 | N | R_PB2SES_2 | -2.52 |
| 1/19/2011 23:30 | N | R_PB2SES_3 | -2.52 |
| 1/19/2011 23:30 | N | R_PB2SES_4 | -2.52 |
| 1/19/2011 23:30 | N | R_PB2SES_5 | -2.52 |
| 1/19/2011 23:30 | N | AUTO_EPS_390 | 21.13 |
| 1/19/2011 23:35 | N | DC_ROAD_L_B | 19.9 |
| 1/19/2011 23:35 | N | DC_EGPS_L_A | 11.45 |
| 1/19/2011 23:35 | N | H_HOLLOW_E_1 | -0.61 |
| 1/19/2011 23:35 | N | HHOLLOW4_E_1 | -0.61 |
| 1/19/2011 23:35 | N | R_LH2SES_1 | 21.22 |
| 1/19/2011 23:35 | N | R_PB2SES_1 | -0.85 |
| 1/19/2011 23:35 | N | R_PB2SES_2 | -0.85 |
| 1/19/2011 23:35 | N | R_PB2SES_3 | -0.85 |
| 1/19/2011 23:35 | N | R_PB2SES_4 | -0.85 |
| 1/19/2011 23:35 | N | R_PB2SES_5 | -0.85 |
| 1/19/2011 23:35 | N | AUTO_EPS_390 | 21.16 |
| 1/19/2011 23:40 | N | DC_ROAD_L_B | 19.43 |
| 1/19/2011 23:40 | N | DC_EGPS_L_A | 11.18 |
| 1/19/2011 23:40 | N | H_HOLLOW_E_1 | -0.6 |
| 1/19/2011 23:40 | N | HHOLLOW4_E_1 | -0.6 |
| 1/19/2011 23:40 | N | R_LH2SES_1 | 20.73 |
| 1/19/2011 23:40 | N | R_PB2SES_1 | -0.83 |
| 1/19/2011 23:40 | N | R_PB2SES_2 | -0.83 |
| 1/19/2011 23:40 | N | R_PB2SES_3 | -0.83 |
| 1/19/2011 23:40 | N | R_PB2SES_4 | -0.83 |
| 1/19/2011 23:40 | N | R_PB2SES_5 | -0.83 |
| 1/19/2011 23:40 | N | AUTO_EPS_390 | 20.66 |
| 1/19/2011 23:45 | N | DC_ROAD_L_B | 16.81 |
| 1/19/2011 23:45 | N | DC_EGPS_L_A | 9.63 |
| 1/19/2011 23:45 | N | H_HOLLOW_E_1 | -0.6 |

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| 1/19/2011 23:45 | N | HHOLLOW4_E_1 | -0.6 |
| 1/19/2011 23:45 | N | R_LH2SES_1 | 17.94 |
| 1/19/2011 23:45 | N | R_PB2SES_1 | -0.8 |
| 1/19/2011 23:45 | N | R_PB2SES_2 | -0.8 |
| 1/19/2011 23:45 | N | R_PB2SES_3 | -0.8 |
| 1/19/2011 23:45 | N | R_PB2SES_4 | -0.8 |
| 1/19/2011 23:45 | N | R_PB2SES_5 | -0.8 |
| 1/19/2011 23:45 | N | AUTO_EPS_390 | 17.88 |
| 1/19/2011 23:50 | N | DC_ROAD_L_B | 18.19 |
| 1/19/2011 23:50 | N | DC_EGPS_L_A | 10.45 |
| 1/19/2011 23:50 | N | H_HOLLOW_E_1 | -0.6 |
| 1/19/2011 23:50 | N | HHOLLOW4_E_1 | -0.6 |
| 1/19/2011 23:50 | N | KMCHI_1CT101 | 19.39 |
| 1/19/2011 23:50 | N | KMCHI_1CT201 | 19.39 |
| 1/19/2011 23:50 | N | KMCHI_1ST | 19.39 |
| 1/19/2011 23:50 | N | KMCHI_2CT101 | 19.39 |
| 1/19/2011 23:50 | N | KMCHI_2CT201 | 19.39 |
| 1/19/2011 23:50 | N | KMCHI_2ST | 19.39 |
| 1/19/2011 23:50 | N | R_LH2SES_1 | 19.41 |
| 1/19/2011 23:50 | N | R_PB2SES_1 | -0.81 |
| 1/19/2011 23:50 | N | R_PB2SES_2 | -0.81 |
| 1/19/2011 23:50 | N | R_PB2SES_3 | -0.81 |
| 1/19/2011 23:50 | N | R_PB2SES_4 | -0.81 |
| 1/19/2011 23:50 | N | R_PB2SES_5 | -0.81 |
| 1/19/2011 23:50 | N | AUTO_EPS_390 | 19.35 |
| 1/19/2011 23:55 | N | DC_ROAD_L_B | 18.19 |
| 1/19/2011 23:55 | N | DC_EGPS_L_A | 10.45 |
| 1/19/2011 23:55 | N | H_HOLLOW_E_1 | -0.6 |
| 1/19/2011 23:55 | N | HHOLLOW4_E_1 | -0.6 |
| 1/19/2011 23:55 | N | R_LH2SES_1 | 19.41 |
| 1/19/2011 23:55 | N | R_PB2SES_1 | -0.81 |
| 1/19/2011 23:55 | N | R_PB2SES_2 | -0.81 |
| 1/19/2011 23:55 | N | R_PB2SES_3 | -0.81 |
| 1/19/2011 23:55 | N | R_PB2SES_4 | -0.81 |
| 1/19/2011 23:55 | N | R_PB2SES_5 | -0.81 |
| 1/19/2011 23:55 | N | AUTO_EPS_390 | 19.35 |
| 1/19/2011 23:55 | N | DC_ROAD_L_B | 18.19 |
| 1/19/2011 23:55 | N | DC_EGPS_L_A | 10.45 |
| 1/19/2011 23:55 | N | H_HOLLOW_E_1 | -0.6 |
| 1/19/2011 23:55 | N | HHOLLOW4_E_1 | -0.6 |
| 1/19/2011 23:55 | N | R_LH2SES_1 | 19.41 |
| 1/19/2011 23:55 | N | R_PB2SES_1 | -0.81 |
| 1/19/2011 23:55 | N | R_PB2SES_2 | -0.81 |
| 1/19/2011 23:55 | N | R_PB2SES_3 | -0.81 |
| 1/19/2011 23:55 | N | R_PB2SES_4 | -0.81 |
| 1/19/2011 23:55 | N | R_PB2SES_5 | -0.81 |
| 1/19/2011 23:55 | N | AUTO_EPS_390 | 19.35 |

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| 1/20/2011 0:00 | N | DC_ROAD_L_B | 18.18 |
| 1/20/2011 0:00 | N | DC_EGPS_L_A | 10.44 |
| 1/20/2011 0:00 | N | H_HOLLOW_E_1 | -0.6 |
| 1/20/2011 0:00 | N | HHOLLOW4_E_1 | -0.6 |
| 1/20/2011 0:00 | N | R_LH2SES_1 | 19.4 |
| 1/20/2011 0:00 | N | R_PB2SES_1 | -0.82 |
| 1/20/2011 0:00 | N | R_PB2SES_2 | -0.82 |
| 1/20/2011 0:00 | N | R_PB2SES_3 | -0.82 |
| 1/20/2011 0:00 | N | R_PB2SES_4 | -0.82 |
| 1/20/2011 0:00 | N | R_PB2SES_5 | -0.82 |
| 1/20/2011 0:00 | N | AUTO_EPS_390 | 19.34 |
| 1/20/2011 0:01 | N | DC_ROAD_L_B | 21.59 |
| 1/20/2011 0:01 | N | DC_EGPS_L_A | 12.42 |
| 1/20/2011 0:01 | N | H_HOLLOW_E_1 | -0.66 |
| 1/20/2011 0:01 | N | HHOLLOW4_E_1 | -0.66 |
| 1/20/2011 0:01 | N | R_LH2SES_1 | 23.04 |
| 1/20/2011 0:01 | N | R_PB2SES_1 | -0.92 |
| 1/20/2011 0:01 | N | R_PB2SES_2 | -0.92 |
| 1/20/2011 0:01 | N | R_PB2SES_3 | -0.92 |
| 1/20/2011 0:01 | N | R_PB2SES_4 | -0.92 |
| 1/20/2011 0:01 | N | R_PB2SES_5 | -0.92 |
| 1/20/2011 0:01 | N | AUTO_EPS_390 | 22.97 |
| 1/20/2011 0:05 | N | DC_ROAD_L_B | 24.4 |
| 1/20/2011 0:05 | N | DC_EGPS_L_A | 14.03 |
| 1/20/2011 0:05 | N | H_HOLLOW_E_1 | -0.75 |
| 1/20/2011 0:05 | N | HHOLLOW4_E_1 | -0.75 |
| 1/20/2011 0:05 | N | R_LH2SES_1 | 26.04 |
| 1/20/2011 0:05 | N | R_PB2SES_1 | -1.03 |
| 1/20/2011 0:05 | N | R_PB2SES_2 | -1.03 |
| 1/20/2011 0:05 | N | R_PB2SES_3 | -1.03 |
| 1/20/2011 0:05 | N | R_PB2SES_4 | -1.03 |
| 1/20/2011 0:05 | N | R_PB2SES_5 | -1.03 |
| 1/20/2011 0:05 | N | AUTO_EPS_390 | 25.95 |
| 1/20/2011 0:06 | N | DC_ROAD_L_B | 21.6 |
| 1/20/2011 0:06 | N | DC_EGPS_L_A | 12.42 |
| 1/20/2011 0:06 | N | H_HOLLOW_E_1 | -0.66 |
| 1/20/2011 0:06 | N | HHOLLOW4_E_1 | -0.66 |
| 1/20/2011 0:06 | N | R_LH2SES_1 | 23.04 |
| 1/20/2011 0:06 | N | R_PB2SES_1 | -0.92 |
| 1/20/2011 0:06 | N | R_PB2SES_2 | -0.92 |
| 1/20/2011 0:06 | N | R_PB2SES_3 | -0.92 |
| 1/20/2011 0:06 | N | R_PB2SES_4 | -0.92 |
| 1/20/2011 0:06 | N | R_PB2SES_5 | -0.92 |
| 1/20/2011 0:06 | N | AUTO_EPS_390 | 22.97 |
| 1/20/2011 0:10 | N | DC_ROAD_L_B | 21.84 |
| 1/20/2011 0:10 | N | DC_EGPS_L_A | 12.56 |
| 1/20/2011 0:10 | N | H_HOLLOW_E_1 | -0.67 |

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| 1/20/2011 0:10 | N | HHOLLOW4_E_1 | -0.67 |
| 1/20/2011 0:10 | N | R_LH2SES_1 | 23.3 |
| 1/20/2011 0:10 | N | R_PB2SES_1 | -0.93 |
| 1/20/2011 0:10 | N | R_PB2SES_2 | -0.93 |
| 1/20/2011 0:10 | N | R_PB2SES_3 | -0.93 |
| 1/20/2011 0:10 | N | R_PB2SES_4 | -0.93 |
| 1/20/2011 0:10 | N | R_PB2SES_5 | -0.93 |
| 1/20/2011 0:10 | N | AUTO_EPS_390 | 23.22 |
| 1/20/2011 0:15 | N | DC_ROAD_L_B | 21.63 |
| 1/20/2011 0:15 | N | DC_EGPS_L_A | 12.44 |
| 1/20/2011 0:15 | N | H_HOLLOW_E_1 | -0.66 |
| 1/20/2011 0:15 | N | HHOLLOW4_E_1 | -0.66 |
| 1/20/2011 0:15 | N | R_LH2SES_1 | 23.07 |
| 1/20/2011 0:15 | N | R_PB2SES_1 | -0.92 |
| 1/20/2011 0:15 | N | R_PB2SES_2 | -0.92 |
| 1/20/2011 0:15 | N | R_PB2SES_3 | -0.92 |
| 1/20/2011 0:15 | N | R_PB2SES_4 | -0.92 |
| 1/20/2011 0:15 | N | R_PB2SES_5 | -0.92 |
| 1/20/2011 0:15 | N | AUTO_EPS_390 | 23 |
| 1/20/2011 0:20 | N | DC_ROAD_L_B | 19.93 |
| 1/20/2011 0:20 | N | DC_EGPS_L_A | 11.45 |
| 1/20/2011 0:20 | N | H_HOLLOW_E_1 | -0.6 |
| 1/20/2011 0:20 | N | HHOLLOW4_E_1 | -0.6 |
| 1/20/2011 0:20 | N | R_LH2SES_1 | 21.26 |
| 1/20/2011 0:20 | N | R_PB2SES_1 | -0.83 |
| 1/20/2011 0:20 | N | R_PB2SES_2 | -0.83 |
| 1/20/2011 0:20 | N | R_PB2SES_3 | -0.83 |
| 1/20/2011 0:20 | N | R_PB2SES_4 | -0.83 |
| 1/20/2011 0:20 | N | R_PB2SES_5 | -0.83 |
| 1/20/2011 0:20 | N | AUTO_EPS_390 | 21.2 |
| 1/20/2011 0:25 | N | DC_ROAD_L_B | 19.74 |
| 1/20/2011 0:25 | N | DC_EGPS_L_A | 11.34 |
| 1/20/2011 0:25 | N | H_HOLLOW_E_1 | -0.6 |
| 1/20/2011 0:25 | N | HHOLLOW4_E_1 | -0.6 |
| 1/20/2011 0:25 | N | R_LH2SES_1 | 21.06 |
| 1/20/2011 0:25 | N | R_PB2SES_1 | -0.83 |
| 1/20/2011 0:25 | N | R_PB2SES_2 | -0.83 |
| 1/20/2011 0:25 | N | R_PB2SES_3 | -0.83 |
| 1/20/2011 0:25 | N | R_PB2SES_4 | -0.83 |
| 1/20/2011 0:25 | N | R_PB2SES_5 | -0.83 |
| 1/20/2011 0:25 | N | AUTO_EPS_390 | 20.99 |
| 1/20/2011 0:30 | N | DC_ROAD_L_B | 18.32 |
| 1/20/2011 0:30 | N | DC_EGPS_L_A | 10.52 |
| 1/20/2011 0:30 | N | H_HOLLOW_E_1 | -0.57 |
| 1/20/2011 0:30 | N | HHOLLOW4_E_1 | -0.57 |
| 1/20/2011 0:30 | N | R_LH2SES_1 | 19.54 |
| 1/20/2011 0:30 | N | R_PB2SES_1 | -0.78 |

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| 1/20/2011 0:30 | N | R_PB2SES_2 | -0.78 |
| 1/20/2011 0:30 | N | R_PB2SES_3 | -0.78 |
| 1/20/2011 0:30 | N | R_PB2SES_4 | -0.78 |
| 1/20/2011 0:30 | N | R_PB2SES_5 | -0.78 |
| 1/20/2011 0:30 | N | AUTO_EPS_390 | 19.48 |
| 1/20/2011 0:35 | N | DC_ROAD_L_B | 16.75 |
| 1/20/2011 0:35 | N | DC_EGPS_L_A | 9.62 |
| 1/20/2011 0:35 | N | H_HOLLOW_E_1 | -0.52 |
| 1/20/2011 0:35 | N | HHOLLOW4_E_1 | -0.52 |
| 1/20/2011 0:35 | N | R_LH2SES_1 | 17.88 |
| 1/20/2011 0:35 | N | R_PB2SES_1 | -0.72 |
| 1/20/2011 0:35 | N | R_PB2SES_2 | -0.72 |
| 1/20/2011 0:35 | N | R_PB2SES_3 | -0.72 |
| 1/20/2011 0:35 | N | R_PB2SES_4 | -0.72 |
| 1/20/2011 0:35 | N | R_PB2SES_5 | -0.72 |
| 1/20/2011 0:35 | N | AUTO_EPS_390 | 17.82 |
| 1/20/2011 0:40 | N | DC_ROAD_L_B | 19.22 |
| 1/20/2011 0:40 | N | DC_EGPS_L_A | 11.04 |
| 1/20/2011 0:40 | N | H_HOLLOW_E_1 | -0.6 |
| 1/20/2011 0:40 | N | HHOLLOW4_E_1 | -0.6 |
| 1/20/2011 0:40 | N | R_LH2SES_1 | 20.51 |
| 1/20/2011 0:40 | N | R_PB2SES_1 | -0.82 |
| 1/20/2011 0:40 | N | R_PB2SES_2 | -0.82 |
| 1/20/2011 0:40 | N | R_PB2SES_3 | -0.82 |
| 1/20/2011 0:40 | N | R_PB2SES_4 | -0.82 |
| 1/20/2011 0:40 | N | R_PB2SES_5 | -0.82 |
| 1/20/2011 0:40 | N | AUTO_EPS_390 | 20.44 |
| 1/20/2011 0:45 | N | DC_ROAD_L_B | 18.2 |
| 1/20/2011 0:45 | N | DC_EGPS_L_A | 10.48 |
| 1/20/2011 0:45 | N | H_HOLLOW_E_1 | -0.49 |
| 1/20/2011 0:45 | N | HHOLLOW4_E_1 | -0.49 |
| 1/20/2011 0:45 | N | R_LH2SES_1 | 19.41 |
| 1/20/2011 0:45 | N | R_PB2SES_1 | -0.7 |
| 1/20/2011 0:45 | N | R_PB2SES_2 | -0.7 |
| 1/20/2011 0:45 | N | R_PB2SES_3 | -0.7 |
| 1/20/2011 0:45 | N | R_PB2SES_4 | -0.7 |
| 1/20/2011 0:45 | N | R_PB2SES_5 | -0.7 |
| 1/20/2011 0:45 | N | AUTO_EPS_390 | 19.35 |
| 1/20/2011 0:50 | N | DC_ROAD_L_B | 19.65 |
| 1/20/2011 0:50 | N | DC_EGPS_L_A | 11.32 |
| 1/20/2011 0:50 | N | H_HOLLOW_E_1 | -0.51 |
| 1/20/2011 0:50 | N | HHOLLOW4_E_1 | -0.51 |
| 1/20/2011 0:50 | N | R_LH2SES_1 | 20.96 |
| 1/20/2011 0:50 | N | R_PB2SES_1 | -0.74 |
| 1/20/2011 0:50 | N | R_PB2SES_2 | -0.74 |
| 1/20/2011 0:50 | N | R_PB2SES_3 | -0.74 |
| 1/20/2011 0:50 | N | R_PB2SES_4 | -0.74 |

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| 1/20/2011 0:50 | N | R_PB2SES_5 | -0.74 |
| 1/20/2011 0:50 | N | AUTO_EPS_390 | 20.89 |
| 1/20/2011 0:55 | N | DC_ROAD_L_B | 19.18 |
| 1/20/2011 0:55 | N | DC_EGPS_L_A | 11.09 |
| 1/20/2011 0:55 | N | H_HOLLOW_E_1 | -0.42 |
| 1/20/2011 0:55 | N | HHOLLOW4_E_1 | -0.42 |
| 1/20/2011 0:55 | N | R_LH2SES_1 | 20.46 |
| 1/20/2011 0:55 | N | R_PB2SES_1 | -0.64 |
| 1/20/2011 0:55 | N | R_PB2SES_2 | -0.64 |
| 1/20/2011 0:55 | N | R_PB2SES_3 | -0.64 |
| 1/20/2011 0:55 | N | R_PB2SES_4 | -0.64 |
| 1/20/2011 0:55 | N | R_PB2SES_5 | -0.64 |
| 1/20/2011 0:55 | N | AUTO_EPS_390 | 20.39 |
| 1/20/2011 1:01 | N | DC_ROAD_L_B | 19.05 |
| 1/20/2011 1:01 | N | DC_EGPS_L_A | 10.98 |
| 1/20/2011 1:01 | N | H_HOLLOW_E_1 | -0.48 |
| 1/20/2011 1:01 | N | HHOLLOW4_E_1 | -0.48 |
| 1/20/2011 1:01 | N | R_LH2SES_1 | 20.32 |
| 1/20/2011 1:01 | N | R_PB2SES_1 | -0.71 |
| 1/20/2011 1:01 | N | R_PB2SES_2 | -0.71 |
| 1/20/2011 1:01 | N | R_PB2SES_3 | -0.71 |
| 1/20/2011 1:01 | N | R_PB2SES_4 | -0.71 |
| 1/20/2011 1:01 | N | R_PB2SES_5 | -0.71 |
| 1/20/2011 1:01 | N | AUTO_EPS_390 | 20.26 |
| 1/20/2011 1:05 | N | DC_ROAD_L_B | 18.98 |
| 1/20/2011 1:05 | N | DC_EGPS_L_A | 11.03 |
| 1/20/2011 1:05 | N | H_HOLLOW_E_1 | -0.27 |
| 1/20/2011 1:05 | N | HHOLLOW4_E_1 | -0.27 |
| 1/20/2011 1:05 | N | R_LH2SES_1 | 20.24 |
| 1/20/2011 1:05 | N | R_PB2SES_1 | -0.49 |
| 1/20/2011 1:05 | N | R_PB2SES_2 | -0.49 |
| 1/20/2011 1:05 | N | R_PB2SES_3 | -0.49 |
| 1/20/2011 1:05 | N | R_PB2SES_4 | -0.49 |
| 1/20/2011 1:05 | N | R_PB2SES_5 | -0.49 |
| 1/20/2011 1:05 | N | AUTO_EPS_390 | 20.17 |
| 1/20/2011 1:10 | N | DC_ROAD_L_B | 16.72 |
| 1/20/2011 1:10 | N | DC_EGPS_L_A | 10.33 |
| 1/20/2011 1:10 | N | H_HOLLOW_E_1 | 1.26 |
| 1/20/2011 1:10 | N | HHOLLOW4_E_1 | 1.26 |
| 1/20/2011 1:10 | N | R_LH2SES_1 | 17.73 |
| 1/20/2011 1:10 | N | R_PB2SES_1 | 1.08 |
| 1/20/2011 1:10 | N | R_PB2SES_2 | 1.08 |
| 1/20/2011 1:10 | N | R_PB2SES_3 | 1.08 |
| 1/20/2011 1:10 | N | R_PB2SES_4 | 1.08 |
| 1/20/2011 1:10 | N | R_PB2SES_5 | 1.08 |
| 1/20/2011 1:10 | N | AUTO_EPS_390 | 17.68 |
| 1/20/2011 1:15 | N | DC_ROAD_L_B | 18.64 |

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|---|---|---|---|
| 1/20/2011 1:15 | N | DC_EGPS_L_A | 10.85 |
| 1/20/2011 1:15 | N | H_HOLLOW_E_1 | -0.22 |
| 1/20/2011 1:15 | N | HHOLLOW4_E_1 | -0.22 |
| 1/20/2011 1:15 | N | R_LH2SES_1 | 19.87 |
| 1/20/2011 1:15 | N | R_PB2SES_1 | -0.43 |
| 1/20/2011 1:15 | N | R_PB2SES_2 | -0.43 |
| 1/20/2011 1:15 | N | R_PB2SES_3 | -0.43 |
| 1/20/2011 1:15 | N | R_PB2SES_4 | -0.43 |
| 1/20/2011 1:15 | N | R_PB2SES_5 | -0.43 |
| 1/20/2011 1:15 | N | AUTO_EPS_390 | 19.8 |
| 1/20/2011 1:16 | N | DC_ROAD_L_B | 19.04 |
| 1/20/2011 1:16 | N | DC_EGPS_L_A | 11.77 |
| 1/20/2011 1:16 | N | H_HOLLOW_E_1 | 1.43 |
| 1/20/2011 1:16 | N | HHOLLOW4_E_1 | 1.43 |
| 1/20/2011 1:16 | N | R_LH2SES_1 | 20.18 |
| 1/20/2011 1:16 | N | R_PB2SES_1 | 1.23 |
| 1/20/2011 1:16 | N | R_PB2SES_2 | 1.23 |
| 1/20/2011 1:16 | N | R_PB2SES_3 | 1.23 |
| 1/20/2011 1:16 | N | R_PB2SES_4 | 1.23 |
| 1/20/2011 1:16 | N | R_PB2SES_5 | 1.23 |
| 1/20/2011 1:16 | N | AUTO_EPS_390 | 20.13 |
| 1/20/2011 1:46 | N | DC_ROAD_L_B | 19.41 |
| 1/20/2011 1:46 | N | DC_EGPS_L_A | 11.24 |
| 1/20/2011 1:46 | N | H_HOLLOW_E_1 | -0.46 |
| 1/20/2011 1:46 | N | HHOLLOW4_E_1 | -0.46 |
| 1/20/2011 1:46 | N | R_LH2SES_1 | 20.7 |
| 1/20/2011 1:46 | N | R_PB2SES_1 | -0.68 |
| 1/20/2011 1:46 | N | R_PB2SES_2 | -0.68 |
| 1/20/2011 1:46 | N | R_PB2SES_3 | -0.68 |
| 1/20/2011 1:46 | N | R_PB2SES_4 | -0.68 |
| 1/20/2011 1:46 | N | R_PB2SES_5 | -0.68 |
| 1/20/2011 1:46 | N | AUTO_EPS_390 | 20.63 |
| 1/20/2011 1:50 | N | DC_ROAD_L_B | 19.75 |
| 1/20/2011 1:50 | N | DC_EGPS_L_A | 11.4 |
| 1/20/2011 1:50 | N | H_HOLLOW_E_1 | -0.56 |
| 1/20/2011 1:50 | N | HHOLLOW4_E_1 | -0.56 |
| 1/20/2011 1:50 | N | R_LH2SES_1 | 21.06 |
| 1/20/2011 1:50 | N | R_PB2SES_1 | -0.79 |
| 1/20/2011 1:50 | N | R_PB2SES_2 | -0.79 |
| 1/20/2011 1:50 | N | R_PB2SES_3 | -0.79 |
| 1/20/2011 1:50 | N | R_PB2SES_4 | -0.79 |
| 1/20/2011 1:50 | N | R_PB2SES_5 | -0.79 |
| 1/20/2011 1:50 | N | AUTO_EPS_390 | 21 |
| 1/20/2011 1:52 | N | DC_ROAD_L_B | 19.71 |
| 1/20/2011 1:52 | N | DC_EGPS_L_A | 11.36 |
| 1/20/2011 1:52 | N | H_HOLLOW_E_1 | -0.6 |
| 1/20/2011 1:52 | N | HHOLLOW4_E_1 | -0.6 |

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|---|---|---|---|
| 1/20/2011 1:52 | N | R_LH2SES_1 | 21.02 |
| 1/20/2011 1:52 | N | R_PB2SES_1 | -0.83 |
| 1/20/2011 1:52 | N | R_PB2SES_2 | -0.83 |
| 1/20/2011 1:52 | N | R_PB2SES_3 | -0.83 |
| 1/20/2011 1:52 | N | R_PB2SES_4 | -0.83 |
| 1/20/2011 1:52 | N | R_PB2SES_5 | -0.83 |
| 1/20/2011 1:52 | N | AUTO_EPS_390 | 20.95 |
| 1/20/2011 1:55 | N | DC_ROAD_L_B | 19.36 |
| 1/20/2011 1:55 | N | DC_EGPS_L_A | 9.89 |
| 1/20/2011 1:55 | N | H_HOLLOW_E_1 | -3.66 |
| 1/20/2011 1:55 | N | HHOLLOW4_E_1 | -3.66 |
| 1/20/2011 1:55 | N | R_LH2SES_1 | 20.84 |
| 1/20/2011 1:55 | N | R_PB2SES_1 | -3.92 |
| 1/20/2011 1:55 | N | R_PB2SES_2 | -3.92 |
| 1/20/2011 1:55 | N | R_PB2SES_3 | -3.92 |
| 1/20/2011 1:55 | N | R_PB2SES_4 | -3.92 |
| 1/20/2011 1:55 | N | R_PB2SES_5 | -3.92 |
| 1/20/2011 1:55 | N | AUTO_EPS_390 | 20.77 |
| 1/20/2011 2:01 | N | DC_ROAD_L_B | 18.97 |
| 1/20/2011 2:01 | N | DC_EGPS_L_A | 10.9 |
| 1/20/2011 2:01 | N | H_HOLLOW_E_1 | -0.63 |
| 1/20/2011 2:01 | N | HHOLLOW4_E_1 | -0.63 |
| 1/20/2011 2:01 | N | R_LH2SES_1 | 20.24 |
| 1/20/2011 2:01 | N | R_PB2SES_1 | -0.86 |
| 1/20/2011 2:01 | N | R_PB2SES_2 | -0.86 |
| 1/20/2011 2:01 | N | R_PB2SES_3 | -0.86 |
| 1/20/2011 2:01 | N | R_PB2SES_4 | -0.86 |
| 1/20/2011 2:01 | N | R_PB2SES_5 | -0.86 |
| 1/20/2011 2:01 | N | AUTO_EPS_390 | 20.17 |
| 1/20/2011 2:05 | N | DC_ROAD_L_B | 18.68 |
| 1/20/2011 2:05 | N | DC_EGPS_L_A | 8.62 |
| 1/20/2011 2:05 | N | H_HOLLOW_E_1 | -5.73 |
| 1/20/2011 2:05 | N | HHOLLOW4_E_1 | -5.73 |
| 1/20/2011 2:05 | N | R_LH2SES_1 | 20.26 |
| 1/20/2011 2:05 | N | R_PB2SES_1 | -6 |
| 1/20/2011 2:05 | N | R_PB2SES_2 | -6 |
| 1/20/2011 2:05 | N | R_PB2SES_3 | -6 |
| 1/20/2011 2:05 | N | R_PB2SES_4 | -6 |
| 1/20/2011 2:05 | N | R_PB2SES_5 | -6 |
| 1/20/2011 2:05 | N | AUTO_EPS_390 | 20.18 |
| 1/20/2011 2:07 | N | DC_ROAD_L_B | 18.55 |
| 1/20/2011 2:07 | N | DC_EGPS_L_A | 8.54 |
| 1/20/2011 2:07 | N | H_HOLLOW_E_1 | -5.73 |
| 1/20/2011 2:07 | N | HHOLLOW4_E_1 | -5.73 |
| 1/20/2011 2:07 | N | R_LH2SES_1 | 20.12 |
| 1/20/2011 2:07 | N | R_PB2SES_1 | -6 |
| 1/20/2011 2:07 | N | R_PB2SES_2 | -6 |

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|---|---|---|---|
| 1/20/2011 2:07 | N | R_PB2SES_3 | -6 |
| 1/20/2011 2:07 | N | R_PB2SES_4 | -6 |
| 1/20/2011 2:07 | N | R_PB2SES_5 | -6 |
| 1/20/2011 2:07 | N | AUTO_EPS_390 | 20.04 |
| 1/20/2011 2:10 | N | DC_ROAD_L_B | 18.56 |
| 1/20/2011 2:10 | N | DC_EGPS_L_A | 8.54 |
| 1/20/2011 2:10 | N | H_HOLLOW_E_1 | -5.73 |
| 1/20/2011 2:10 | N | HHOLLOW4_E_1 | -5.73 |
| 1/20/2011 2:10 | N | R_LH2SES_1 | 20.13 |
| 1/20/2011 2:10 | N | R_PB2SES_1 | -6 |
| 1/20/2011 2:10 | N | R_PB2SES_2 | -6 |
| 1/20/2011 2:10 | N | R_PB2SES_3 | -6 |
| 1/20/2011 2:10 | N | R_PB2SES_4 | -6 |
| 1/20/2011 2:10 | N | R_PB2SES_5 | -6 |
| 1/20/2011 2:10 | N | AUTO_EPS_390 | 20.05 |
| 1/20/2011 2:15 | N | DC_ROAD_L_B | 18.12 |
| 1/20/2011 2:15 | N | DC_EGPS_L_A | 8.27 |
| 1/20/2011 2:15 | N | H_HOLLOW_E_1 | -5.73 |
| 1/20/2011 2:15 | N | HHOLLOW4_E_1 | -5.73 |
| 1/20/2011 2:15 | N | R_LH2SES_1 | 19.67 |
| 1/20/2011 2:15 | N | R_PB2SES_1 | -6 |
| 1/20/2011 2:15 | N | R_PB2SES_2 | -6 |
| 1/20/2011 2:15 | N | R_PB2SES_3 | -6 |
| 1/20/2011 2:15 | N | R_PB2SES_4 | -6 |
| 1/20/2011 2:15 | N | R_PB2SES_5 | -6 |
| 1/20/2011 2:15 | N | AUTO_EPS_390 | 19.59 |
| 1/20/2011 2:20 | N | DC_ROAD_L_B | 18.17 |
| 1/20/2011 2:20 | N | DC_EGPS_L_A | 9.21 |
| 1/20/2011 2:20 | N | H_HOLLOW_E_1 | -3.53 |
| 1/20/2011 2:20 | N | HHOLLOW4_E_1 | -3.53 |
| 1/20/2011 2:20 | N | R_LH2SES_1 | 19.59 |
| 1/20/2011 2:20 | N | R_PB2SES_1 | -3.78 |
| 1/20/2011 2:20 | N | R_PB2SES_2 | -3.78 |
| 1/20/2011 2:20 | N | R_PB2SES_3 | -3.78 |
| 1/20/2011 2:20 | N | R_PB2SES_4 | -3.78 |
| 1/20/2011 2:20 | N | R_PB2SES_5 | -3.78 |
| 1/20/2011 2:20 | N | AUTO_EPS_390 | 19.51 |
| 1/20/2011 2:25 | N | DC_ROAD_L_B | 16.5 |
| 1/20/2011 2:25 | N | DC_EGPS_L_A | 9.45 |
| 1/20/2011 2:25 | N | H_HOLLOW_E_1 | -0.6 |
| 1/20/2011 2:25 | N | HHOLLOW4_E_1 | -0.6 |
| 1/20/2011 2:25 | N | R_LH2SES_1 | 17.61 |
| 1/20/2011 2:25 | N | R_PB2SES_1 | -0.8 |
| 1/20/2011 2:25 | N | R_PB2SES_2 | -0.8 |
| 1/20/2011 2:25 | N | R_PB2SES_3 | -0.8 |
| 1/20/2011 2:25 | N | R_PB2SES_4 | -0.8 |
| 1/20/2011 2:25 | N | R_PB2SES_5 | -0.8 |

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|---|---|---|---|
| 1/20/2011 2:25 | N | AUTO_EPS_390 | 17.55 |
| 1/20/2011 2:30 | N | DC_ROAD_L_B | 17.17 |
| 1/20/2011 2:30 | N | DC_EGPS_L_A | 9.84 |
| 1/20/2011 2:30 | N | H_HOLLOW_E_1 | -0.6 |
| 1/20/2011 2:30 | N | HHOLLOW4_E_1 | -0.6 |
| 1/20/2011 2:30 | N | R_LH2SES_1 | 18.33 |
| 1/20/2011 2:30 | N | R_PB2SES_1 | -0.8 |
| 1/20/2011 2:30 | N | R_PB2SES_2 | -0.8 |
| 1/20/2011 2:30 | N | R_PB2SES_3 | -0.8 |
| 1/20/2011 2:30 | N | R_PB2SES_4 | -0.8 |
| 1/20/2011 2:30 | N | R_PB2SES_5 | -0.8 |
| 1/20/2011 2:30 | N | AUTO_EPS_390 | 18.27 |
| 1/20/2011 2:33 | N | DC_ROAD_L_B | 16.34 |
| 1/20/2011 2:33 | N | DC_EGPS_L_A | 9.34 |
| 1/20/2011 2:33 | N | H_HOLLOW_E_1 | -0.63 |
| 1/20/2011 2:33 | N | HHOLLOW4_E_1 | -0.63 |
| 1/20/2011 2:33 | N | R_LH2SES_1 | 17.44 |
| 1/20/2011 2:33 | N | R_PB2SES_1 | -0.83 |
| 1/20/2011 2:33 | N | R_PB2SES_2 | -0.83 |
| 1/20/2011 2:33 | N | R_PB2SES_3 | -0.83 |
| 1/20/2011 2:33 | N | R_PB2SES_4 | -0.83 |
| 1/20/2011 2:33 | N | R_PB2SES_5 | -0.83 |
| 1/20/2011 2:33 | N | AUTO_EPS_390 | 17.39 |
| 1/20/2011 2:35 | N | DC_ROAD_L_B | 18.39 |
| 1/20/2011 2:35 | N | DC_EGPS_L_A | 6.6 |
| 1/20/2011 2:35 | N | H_HOLLOW_E_1 | -10.16 |
| 1/20/2011 2:35 | N | HHOLLOW4_E_1 | -10.16 |
| 1/20/2011 2:35 | N | R_LH2SES_1 | 20.24 |
| 1/20/2011 2:35 | N | R_PB2SES_1 | -10.48 |
| 1/20/2011 2:35 | N | R_PB2SES_2 | -10.48 |
| 1/20/2011 2:35 | N | R_PB2SES_3 | -10.48 |
| 1/20/2011 2:35 | N | R_PB2SES_4 | -10.48 |
| 1/20/2011 2:35 | N | R_PB2SES_5 | -10.48 |
| 1/20/2011 2:35 | N | AUTO_EPS_390 | 20.14 |
| 1/20/2011 2:36 | N | DC_ROAD_L_B | 18.05 |
| 1/20/2011 2:36 | N | DC_EGPS_L_A | 6.42 |
| 1/20/2011 2:36 | N | H_HOLLOW_E_1 | -10.11 |
| 1/20/2011 2:36 | N | HHOLLOW4_E_1 | -10.11 |
| 1/20/2011 2:36 | N | R_LH2SES_1 | 19.87 |
| 1/20/2011 2:36 | N | R_PB2SES_1 | -10.42 |
| 1/20/2011 2:36 | N | R_PB2SES_2 | -10.42 |
| 1/20/2011 2:36 | N | R_PB2SES_3 | -10.42 |
| 1/20/2011 2:36 | N | R_PB2SES_4 | -10.42 |
| 1/20/2011 2:36 | N | R_PB2SES_5 | -10.42 |
| 1/20/2011 2:36 | N | AUTO_EPS_390 | 19.78 |
| 1/20/2011 2:37 | N | DC_ROAD_L_B | 17.92 |
| 1/20/2011 2:37 | N | DC_EGPS_L_A | 6.27 |

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| 1/20/2011 2:37 | N | H_HOLLOW_E_1 | -10.29 |
| 1/20/2011 2:37 | N | HHOLLOW4_E_1 | -10.29 |
| 1/20/2011 2:37 | N | R_LH2SES_1 | 19.75 |
| 1/20/2011 2:37 | N | R_PB2SES_1 | -10.61 |
| 1/20/2011 2:37 | N | R_PB2SES_2 | -10.61 |
| 1/20/2011 2:37 | N | R_PB2SES_3 | -10.61 |
| 1/20/2011 2:37 | N | R_PB2SES_4 | -10.61 |
| 1/20/2011 2:37 | N | R_PB2SES_5 | -10.61 |
| 1/20/2011 2:37 | N | AUTO_EPS_390 | 19.66 |
| 1/20/2011 2:40 | N | DC_ROAD_L_B | 19.61 |
| 1/20/2011 2:40 | N | DC_EGPS_L_A | 3.29 |
| 1/20/2011 2:40 | N | H_HOLLOW_E_1 | -20.03 |
| 1/20/2011 2:40 | N | HHOLLOW4_E_1 | -20.03 |
| 1/20/2011 2:40 | N | R_LH2SES_1 | 22.16 |
| 1/20/2011 2:40 | N | R_PB2SES_1 | -20.48 |
| 1/20/2011 2:40 | N | R_PB2SES_2 | -20.48 |
| 1/20/2011 2:40 | N | R_PB2SES_3 | -20.48 |
| 1/20/2011 2:40 | N | R_PB2SES_4 | -20.48 |
| 1/20/2011 2:40 | N | R_PB2SES_5 | -20.48 |
| 1/20/2011 2:40 | N | AUTO_EPS_390 | 22.03 |
| 1/20/2011 2:45 | N | DC_ROAD_L_B | 20.17 |
| 1/20/2011 2:45 | N | DC_EGPS_L_A | 3.21 |
| 1/20/2011 2:45 | N | H_HOLLOW_E_1 | -21.03 |
| 1/20/2011 2:45 | N | HHOLLOW4_E_1 | -21.03 |
| 1/20/2011 2:45 | N | R_LH2SES_1 | 22.83 |
| 1/20/2011 2:45 | N | R_PB2SES_1 | -21.49 |
| 1/20/2011 2:45 | N | R_PB2SES_2 | -21.49 |
| 1/20/2011 2:45 | N | R_PB2SES_3 | -21.49 |
| 1/20/2011 2:45 | N | R_PB2SES_4 | -21.49 |
| 1/20/2011 2:45 | N | R_PB2SES_5 | -21.49 |
| 1/20/2011 2:45 | N | AUTO_EPS_390 | 22.7 |
| 1/20/2011 2:50 | N | DC_ROAD_L_B | 19.09 |
| 1/20/2011 2:50 | N | DC_EGPS_L_A | 2.65 |
| 1/20/2011 2:50 | N | H_HOLLOW_E_1 | -20.7 |
| 1/20/2011 2:50 | N | HHOLLOW4_E_1 | -20.7 |
| 1/20/2011 2:50 | N | R_LH2SES_1 | 21.67 |
| 1/20/2011 2:50 | N | R_PB2SES_1 | -21.15 |
| 1/20/2011 2:50 | N | R_PB2SES_2 | -21.15 |
| 1/20/2011 2:50 | N | R_PB2SES_3 | -21.15 |
| 1/20/2011 2:50 | N | R_PB2SES_4 | -21.15 |
| 1/20/2011 2:50 | N | R_PB2SES_5 | -21.15 |
| 1/20/2011 2:50 | N | AUTO_EPS_390 | 21.54 |
| 1/20/2011 2:55 | N | DC_ROAD_L_B | 17.82 |
| 1/20/2011 2:55 | N | DC_EGPS_L_A | 6.04 |
| 1/20/2011 2:55 | N | H_HOLLOW_E_1 | -10.71 |
| 1/20/2011 2:55 | N | HHOLLOW4_E_1 | -10.71 |
| 1/20/2011 2:55 | N | R_LH2SES_1 | 19.67 |

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| 1/20/2011 2:55 | N | R_PB2SES_1 | -11.04 |
| 1/20/2011 2:55 | N | R_PB2SES_2 | -11.04 |
| 1/20/2011 2:55 | N | R_PB2SES_3 | -11.04 |
| 1/20/2011 2:55 | N | R_PB2SES_4 | -11.04 |
| 1/20/2011 2:55 | N | R_PB2SES_5 | -11.04 |
| 1/20/2011 2:55 | N | AUTO_EPS_390 | 19.58 |
| 1/20/2011 3:01 | N | DC_ROAD_L_B | 16.61 |
| 1/20/2011 3:01 | N | DC_EGPS_L_A | 5.32 |
| 1/20/2011 3:01 | N | H_HOLLOW_E_1 | -10.75 |
| 1/20/2011 3:01 | N | HHOLLOW4_E_1 | -10.75 |
| 1/20/2011 3:01 | N | R_LH2SES_1 | 18.39 |
| 1/20/2011 3:01 | N | R_PB2SES_1 | -11.06 |
| 1/20/2011 3:01 | N | R_PB2SES_2 | -11.06 |
| 1/20/2011 3:01 | N | R_PB2SES_3 | -11.06 |
| 1/20/2011 3:01 | N | R_PB2SES_4 | -11.06 |
| 1/20/2011 3:01 | N | R_PB2SES_5 | -11.06 |
| 1/20/2011 3:01 | N | AUTO_EPS_390 | 18.3 |
| 1/20/2011 3:05 | N | DC_ROAD_L_B | 17.59 |
| 1/20/2011 3:05 | N | DC_EGPS_L_A | 5.96 |
| 1/20/2011 3:05 | N | H_HOLLOW_E_1 | -10.58 |
| 1/20/2011 3:05 | N | HHOLLOW4_E_1 | -10.58 |
| 1/20/2011 3:05 | N | R_LH2SES_1 | 19.42 |
| 1/20/2011 3:05 | N | R_PB2SES_1 | -10.91 |
| 1/20/2011 3:05 | N | R_PB2SES_2 | -10.91 |
| 1/20/2011 3:05 | N | R_PB2SES_3 | -10.91 |
| 1/20/2011 3:05 | N | R_PB2SES_4 | -10.91 |
| 1/20/2011 3:05 | N | R_PB2SES_5 | -10.91 |
| 1/20/2011 3:05 | N | AUTO_EPS_390 | 19.33 |
| 1/20/2011 3:10 | N | DC_ROAD_L_B | 17.41 |
| 1/20/2011 3:10 | N | DC_EGPS_L_A | 5.76 |
| 1/20/2011 3:10 | N | H_HOLLOW_E_1 | -10.79 |
| 1/20/2011 3:10 | N | HHOLLOW4_E_1 | -10.79 |
| 1/20/2011 3:10 | N | R_LH2SES_1 | 19.24 |
| 1/20/2011 3:10 | N | R_PB2SES_1 | -11.11 |
| 1/20/2011 3:10 | N | R_PB2SES_2 | -11.11 |
| 1/20/2011 3:10 | N | R_PB2SES_3 | -11.11 |
| 1/20/2011 3:10 | N | R_PB2SES_4 | -11.11 |
| 1/20/2011 3:10 | N | R_PB2SES_5 | -11.11 |
| 1/20/2011 3:10 | N | AUTO_EPS_390 | 19.15 |
| 1/20/2011 3:15 | N | DC_ROAD_L_B | 17.75 |
| 1/20/2011 3:15 | N | DC_EGPS_L_A | 2.13 |
| 1/20/2011 3:15 | N | H_HOLLOW_E_1 | -20.05 |
| 1/20/2011 3:15 | N | HHOLLOW4_E_1 | -20.05 |
| 1/20/2011 3:15 | N | R_LH2SES_1 | 20.2 |
| 1/20/2011 3:15 | N | R_PB2SES_1 | -20.48 |
| 1/20/2011 3:15 | N | R_PB2SES_2 | -20.48 |
| 1/20/2011 3:15 | N | R_PB2SES_3 | -20.48 |

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| 1/20/2011 3:15 | N | R_PB2SES_4 | -20.48 |
| 1/20/2011 3:15 | N | R_PB2SES_5 | -20.48 |
| 1/20/2011 3:15 | N | AUTO_EPS_390 | 20.07 |
| 1/20/2011 3:20 | N | DC_ROAD_L_B | 18.71 |
| 1/20/2011 3:20 | N | DC_EGPS_L_A | 2.7 |
| 1/20/2011 3:20 | N | H_HOLLOW_E_1 | -20.03 |
| 1/20/2011 3:20 | N | HHOLLOW4_E_1 | -20.03 |
| 1/20/2011 3:20 | N | R_LH2SES_1 | 21.22 |
| 1/20/2011 3:20 | N | R_PB2SES_1 | -20.47 |
| 1/20/2011 3:20 | N | R_PB2SES_2 | -20.47 |
| 1/20/2011 3:20 | N | R_PB2SES_3 | -20.47 |
| 1/20/2011 3:20 | N | R_PB2SES_4 | -20.47 |
| 1/20/2011 3:20 | N | R_PB2SES_5 | -20.47 |
| 1/20/2011 3:20 | N | AUTO_EPS_390 | 21.1 |
| 1/20/2011 3:25 | N | DC_ROAD_L_B | 18.43 |
| 1/20/2011 3:25 | N | DC_EGPS_L_A | 2.87 |
| 1/20/2011 3:25 | N | H_HOLLOW_E_1 | -19.22 |
| 1/20/2011 3:25 | N | HHOLLOW4_E_1 | -19.22 |
| 1/20/2011 3:25 | N | R_LH2SES_1 | 20.87 |
| 1/20/2011 3:25 | N | R_PB2SES_1 | -19.65 |
| 1/20/2011 3:25 | N | R_PB2SES_2 | -19.65 |
| 1/20/2011 3:25 | N | R_PB2SES_3 | -19.65 |
| 1/20/2011 3:25 | N | R_PB2SES_4 | -19.65 |
| 1/20/2011 3:25 | N | R_PB2SES_5 | -19.65 |
| 1/20/2011 3:25 | N | AUTO_EPS_390 | 20.75 |
| 1/20/2011 3:30 | N | DC_ROAD_L_B | 17.48 |
| 1/20/2011 3:30 | N | DC_EGPS_L_A | 2.85 |
| 1/20/2011 3:30 | N | H_HOLLOW_E_1 | -17.93 |
| 1/20/2011 3:30 | N | HHOLLOW4_E_1 | -17.93 |
| 1/20/2011 3:30 | N | R_LH2SES_1 | 19.78 |
| 1/20/2011 3:30 | N | R_PB2SES_1 | -18.33 |
| 1/20/2011 3:30 | N | R_PB2SES_2 | -18.33 |
| 1/20/2011 3:30 | N | R_PB2SES_3 | -18.33 |
| 1/20/2011 3:30 | N | R_PB2SES_4 | -18.33 |
| 1/20/2011 3:30 | N | R_PB2SES_5 | -18.33 |
| 1/20/2011 3:30 | N | AUTO_EPS_390 | 19.66 |
| 1/20/2011 3:35 | N | DC_ROAD_L_B | 18.16 |
| 1/20/2011 3:35 | N | DC_EGPS_L_A | 2.65 |
| 1/20/2011 3:35 | N | H_HOLLOW_E_1 | -19.36 |
| 1/20/2011 3:35 | N | HHOLLOW4_E_1 | -19.36 |
| 1/20/2011 3:35 | N | R_LH2SES_1 | 20.59 |
| 1/20/2011 3:35 | N | R_PB2SES_1 | -19.79 |
| 1/20/2011 3:35 | N | R_PB2SES_2 | -19.79 |
| 1/20/2011 3:35 | N | R_PB2SES_3 | -19.79 |
| 1/20/2011 3:35 | N | R_PB2SES_4 | -19.79 |
| 1/20/2011 3:35 | N | R_PB2SES_5 | -19.79 |
| 1/20/2011 3:35 | N | AUTO_EPS_390 | 20.47 |

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| 1/20/2011 3:40 | N | DC_ROAD_L_B | 18.82 |
| 1/20/2011 3:40 | N | DC_EGPS_L_A | 2.42 |
| 1/20/2011 3:40 | N | H_HOLLOW_E_1 | -20.87 |
| 1/20/2011 3:40 | N | HHOLLOW4_E_1 | -20.87 |
| 1/20/2011 3:40 | N | R_LH2SES_1 | 21.39 |
| 1/20/2011 3:40 | N | R_PB2SES_1 | -21.32 |
| 1/20/2011 3:40 | N | R_PB2SES_2 | -21.32 |
| 1/20/2011 3:40 | N | R_PB2SES_3 | -21.32 |
| 1/20/2011 3:40 | N | R_PB2SES_4 | -21.32 |
| 1/20/2011 3:40 | N | R_PB2SES_5 | -21.32 |
| 1/20/2011 3:40 | N | AUTO_EPS_390 | 21.26 |
| 1/20/2011 3:45 | N | DC_ROAD_L_B | 18.69 |
| 1/20/2011 3:45 | N | DC_EGPS_L_A | 2.33 |
| 1/20/2011 3:45 | N | H_HOLLOW_E_1 | -20.91 |
| 1/20/2011 3:45 | N | HHOLLOW4_E_1 | -20.91 |
| 1/20/2011 3:45 | N | R_LH2SES_1 | 21.26 |
| 1/20/2011 3:45 | N | R_PB2SES_1 | -21.36 |
| 1/20/2011 3:45 | N | R_PB2SES_2 | -21.36 |
| 1/20/2011 3:45 | N | R_PB2SES_3 | -21.36 |
| 1/20/2011 3:45 | N | R_PB2SES_4 | -21.36 |
| 1/20/2011 3:45 | N | R_PB2SES_5 | -21.36 |
| 1/20/2011 3:45 | N | AUTO_EPS_390 | 21.13 |
| 1/20/2011 3:50 | N | DC_ROAD_L_B | 18.48 |
| 1/20/2011 3:50 | N | DC_EGPS_L_A | 2.33 |
| 1/20/2011 3:50 | N | H_HOLLOW_E_1 | -20.61 |
| 1/20/2011 3:50 | N | HHOLLOW4_E_1 | -20.61 |
| 1/20/2011 3:50 | N | R_LH2SES_1 | 21.02 |
| 1/20/2011 3:50 | N | R_PB2SES_1 | -21.06 |
| 1/20/2011 3:50 | N | R_PB2SES_2 | -21.06 |
| 1/20/2011 3:50 | N | R_PB2SES_3 | -21.06 |
| 1/20/2011 3:50 | N | R_PB2SES_4 | -21.06 |
| 1/20/2011 3:50 | N | R_PB2SES_5 | -21.06 |
| 1/20/2011 3:50 | N | AUTO_EPS_390 | 20.89 |
| 1/20/2011 3:52 | N | DC_ROAD_L_B | 17.91 |
| 1/20/2011 3:52 | N | DC_EGPS_L_A | 2.22 |
| 1/20/2011 3:52 | N | H_HOLLOW_E_1 | -20.06 |
| 1/20/2011 3:52 | N | HHOLLOW4_E_1 | -20.06 |
| 1/20/2011 3:52 | N | R_LH2SES_1 | 20.37 |
| 1/20/2011 3:52 | N | R_PB2SES_1 | -20.49 |
| 1/20/2011 3:52 | N | R_PB2SES_2 | -20.49 |
| 1/20/2011 3:52 | N | R_PB2SES_3 | -20.49 |
| 1/20/2011 3:52 | N | R_PB2SES_4 | -20.49 |
| 1/20/2011 3:52 | N | R_PB2SES_5 | -20.49 |
| 1/20/2011 3:52 | N | AUTO_EPS_390 | 20.25 |
| 1/20/2011 3:55 | N | DC_ROAD_L_B | 17.57 |
| 1/20/2011 3:55 | N | DC_EGPS_L_A | 2.13 |
| 1/20/2011 3:55 | N | H_HOLLOW_E_1 | -19.81 |

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| 1/20/2011 3:55 | N | HHOLLOW4_E_1 | -19.81 |
| 1/20/2011 3:55 | N | R_LH2SES_1 | 19.99 |
| 1/20/2011 3:55 | N | R_PB2SES_1 | -20.24 |
| 1/20/2011 3:55 | N | R_PB2SES_2 | -20.24 |
| 1/20/2011 3:55 | N | R_PB2SES_3 | -20.24 |
| 1/20/2011 3:55 | N | R_PB2SES_4 | -20.24 |
| 1/20/2011 3:55 | N | R_PB2SES_5 | -20.24 |
| 1/20/2011 3:55 | N | AUTO_EPS_390 | 19.87 |
| 1/20/2011 3:57 | N | DC_ROAD_L_B | 17.44 |
| 1/20/2011 3:57 | N | DC_EGPS_L_A | 2.5 |
| 1/20/2011 3:57 | N | H_HOLLOW_E_1 | -18.74 |
| 1/20/2011 3:57 | N | HHOLLOW4_E_1 | -18.74 |
| 1/20/2011 3:57 | N | R_LH2SES_1 | 19.8 |
| 1/20/2011 3:57 | N | R_PB2SES_1 | -19.16 |
| 1/20/2011 3:57 | N | R_PB2SES_2 | -19.16 |
| 1/20/2011 3:57 | N | R_PB2SES_3 | -19.16 |
| 1/20/2011 3:57 | N | R_PB2SES_4 | -19.16 |
| 1/20/2011 3:57 | N | R_PB2SES_5 | -19.16 |
| 1/20/2011 3:57 | N | AUTO_EPS_390 | 19.68 |
| 1/20/2011 4:01 | N | DC_ROAD_L_B | 17.39 |
| 1/20/2011 4:01 | N | DC_EGPS_L_A | 1.92 |
| 1/20/2011 4:01 | N | H_HOLLOW_E_1 | -20.07 |
| 1/20/2011 4:01 | N | HHOLLOW4_E_1 | -20.07 |
| 1/20/2011 4:01 | N | R_LH2SES_1 | 19.83 |
| 1/20/2011 4:01 | N | R_PB2SES_1 | -20.5 |
| 1/20/2011 4:01 | N | R_PB2SES_2 | -20.5 |
| 1/20/2011 4:01 | N | R_PB2SES_3 | -20.5 |
| 1/20/2011 4:01 | N | R_PB2SES_4 | -20.5 |
| 1/20/2011 4:01 | N | R_PB2SES_5 | -20.5 |
| 1/20/2011 4:01 | N | AUTO_EPS_390 | 19.7 |
| 1/20/2011 4:05 | N | DC_ROAD_L_B | 17.34 |
| 1/20/2011 4:05 | N | DC_EGPS_L_A | 1.65 |
| 1/20/2011 4:05 | N | H_HOLLOW_E_1 | -20.65 |
| 1/20/2011 4:05 | N | HHOLLOW4_E_1 | -20.65 |
| 1/20/2011 4:05 | N | R_LH2SES_1 | 19.81 |
| 1/20/2011 4:05 | N | R_PB2SES_1 | -21.09 |
| 1/20/2011 4:05 | N | R_PB2SES_2 | -21.09 |
| 1/20/2011 4:05 | N | R_PB2SES_3 | -21.09 |
| 1/20/2011 4:05 | N | R_PB2SES_4 | -21.09 |
| 1/20/2011 4:05 | N | R_PB2SES_5 | -21.09 |
| 1/20/2011 4:05 | N | AUTO_EPS_390 | 19.69 |
| 1/20/2011 4:10 | N | DC_ROAD_L_B | 16.63 |
| 1/20/2011 4:10 | N | DC_EGPS_L_A | 1.46 |
| 1/20/2011 4:10 | N | H_HOLLOW_E_1 | -20.09 |
| 1/20/2011 4:10 | N | HHOLLOW4_E_1 | -20.09 |
| 1/20/2011 4:10 | N | R_LH2SES_1 | 19.01 |
| 1/20/2011 4:10 | N | R_PB2SES_1 | -20.51 |

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| 1/20/2011 4:10 | N | R_PB2SES_2 | -20.51 |
| 1/20/2011 4:10 | N | R_PB2SES_3 | -20.51 |
| 1/20/2011 4:10 | N | R_PB2SES_4 | -20.51 |
| 1/20/2011 4:10 | N | R_PB2SES_5 | -20.51 |
| 1/20/2011 4:10 | N | AUTO_EPS_390 | 18.89 |
| 1/20/2011 4:15 | N | DC_ROAD_L_B | 16.53 |
| 1/20/2011 4:15 | N | DC_EGPS_L_A | 1.5 |
| 1/20/2011 4:15 | N | H_HOLLOW_E_1 | -19.86 |
| 1/20/2011 4:15 | N | HHOLLOW4_E_1 | -19.86 |
| 1/20/2011 4:15 | N | R_LH2SES_1 | 18.9 |
| 1/20/2011 4:15 | N | R_PB2SES_1 | -20.28 |
| 1/20/2011 4:15 | N | R_PB2SES_2 | -20.28 |
| 1/20/2011 4:15 | N | R_PB2SES_3 | -20.28 |
| 1/20/2011 4:15 | N | R_PB2SES_4 | -20.28 |
| 1/20/2011 4:15 | N | R_PB2SES_5 | -20.28 |
| 1/20/2011 4:15 | N | AUTO_EPS_390 | 18.78 |
| 1/20/2011 4:20 | N | DC_ROAD_L_B | 16.53 |
| 1/20/2011 4:20 | N | DC_EGPS_L_A | 1.38 |
| 1/20/2011 4:20 | N | H_HOLLOW_E_1 | -20.16 |
| 1/20/2011 4:20 | N | HHOLLOW4_E_1 | -20.16 |
| 1/20/2011 4:20 | N | R_LH2SES_1 | 18.92 |
| 1/20/2011 4:20 | N | R_PB2SES_1 | -20.58 |
| 1/20/2011 4:20 | N | R_PB2SES_2 | -20.58 |
| 1/20/2011 4:20 | N | R_PB2SES_3 | -20.58 |
| 1/20/2011 4:20 | N | R_PB2SES_4 | -20.58 |
| 1/20/2011 4:20 | N | R_PB2SES_5 | -20.58 |
| 1/20/2011 4:20 | N | AUTO_EPS_390 | 18.8 |
| 1/20/2011 4:25 | N | DC_ROAD_L_B | 18.88 |
| 1/20/2011 4:25 | N | DC_EGPS_L_A | 2.45 |
| 1/20/2011 4:25 | N | H_HOLLOW_E_1 | -20.88 |
| 1/20/2011 4:25 | N | HHOLLOW4_E_1 | -20.88 |
| 1/20/2011 4:25 | N | R_LH2SES_1 | 21.46 |
| 1/20/2011 4:25 | N | R_PB2SES_1 | -21.33 |
| 1/20/2011 4:25 | N | R_PB2SES_2 | -21.33 |
| 1/20/2011 4:25 | N | R_PB2SES_3 | -21.33 |
| 1/20/2011 4:25 | N | R_PB2SES_4 | -21.33 |
| 1/20/2011 4:25 | N | R_PB2SES_5 | -21.33 |
| 1/20/2011 4:25 | N | AUTO_EPS_390 | 21.33 |
| 1/20/2011 4:30 | N | DC_ROAD_L_B | 19.41 |
| 1/20/2011 4:30 | N | DC_EGPS_L_A | 2.78 |
| 1/20/2011 4:30 | N | H_HOLLOW_E_1 | -20.86 |
| 1/20/2011 4:30 | N | HHOLLOW4_E_1 | -20.86 |
| 1/20/2011 4:30 | N | R_LH2SES_1 | 22.03 |
| 1/20/2011 4:30 | N | R_PB2SES_1 | -21.32 |
| 1/20/2011 4:30 | N | R_PB2SES_2 | -21.32 |
| 1/20/2011 4:30 | N | R_PB2SES_3 | -21.32 |
| 1/20/2011 4:30 | N | R_PB2SES_4 | -21.32 |

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| 1/20/2011 4:30 | N | R_PB2SES_5 | -21.32 |
| 1/20/2011 4:30 | N | AUTO_EPS_390 | 21.9 |
| 1/20/2011 4:35 | N | DC_ROAD_L_B | 18.94 |
| 1/20/2011 4:35 | N | DC_EGPS_L_A | 2.66 |
| 1/20/2011 4:35 | N | H_HOLLOW_E_1 | -20.47 |
| 1/20/2011 4:35 | N | HHOLLOW4_E_1 | -20.47 |
| 1/20/2011 4:35 | N | R_LH2SES_1 | 21.51 |
| 1/20/2011 4:35 | N | R_PB2SES_1 | -20.93 |
| 1/20/2011 4:35 | N | R_PB2SES_2 | -20.93 |
| 1/20/2011 4:35 | N | R_PB2SES_3 | -20.93 |
| 1/20/2011 4:35 | N | R_PB2SES_4 | -20.93 |
| 1/20/2011 4:35 | N | R_PB2SES_5 | -20.93 |
| 1/20/2011 4:35 | N | AUTO_EPS_390 | 21.38 |
| 1/20/2011 4:40 | N | DC_ROAD_L_B | 18.99 |
| 1/20/2011 4:40 | N | DC_EGPS_L_A | 2.9 |
| 1/20/2011 4:40 | N | H_HOLLOW_E_1 | -19.97 |
| 1/20/2011 4:40 | N | HHOLLOW4_E_1 | -19.97 |
| 1/20/2011 4:40 | N | R_LH2SES_1 | 21.53 |
| 1/20/2011 4:40 | N | R_PB2SES_1 | -20.42 |
| 1/20/2011 4:40 | N | R_PB2SES_2 | -20.42 |
| 1/20/2011 4:40 | N | R_PB2SES_3 | -20.42 |
| 1/20/2011 4:40 | N | R_PB2SES_4 | -20.42 |
| 1/20/2011 4:40 | N | R_PB2SES_5 | -20.42 |
| 1/20/2011 4:40 | N | AUTO_EPS_390 | 21.4 |
| 1/20/2011 4:45 | N | DC_ROAD_L_B | 18.85 |
| 1/20/2011 4:45 | N | DC_EGPS_L_A | 2.98 |
| 1/20/2011 4:45 | N | H_HOLLOW_E_1 | -19.57 |
| 1/20/2011 4:45 | N | HHOLLOW4_E_1 | -19.57 |
| 1/20/2011 4:45 | N | R_LH2SES_1 | 21.35 |
| 1/20/2011 4:45 | N | R_PB2SES_1 | -20.01 |
| 1/20/2011 4:45 | N | R_PB2SES_2 | -20.01 |
| 1/20/2011 4:45 | N | R_PB2SES_3 | -20.01 |
| 1/20/2011 4:45 | N | R_PB2SES_4 | -20.01 |
| 1/20/2011 4:45 | N | R_PB2SES_5 | -20.01 |
| 1/20/2011 4:45 | N | AUTO_EPS_390 | 21.23 |
| 1/20/2011 4:50 | N | DC_ROAD_L_B | 19.13 |
| 1/20/2011 4:50 | N | DC_EGPS_L_A | 2.97 |
| 1/20/2011 4:50 | N | H_HOLLOW_E_1 | -19.99 |
| 1/20/2011 4:50 | N | HHOLLOW4_E_1 | -19.99 |
| 1/20/2011 4:50 | N | R_LH2SES_1 | 21.68 |
| 1/20/2011 4:50 | N | R_PB2SES_1 | -20.44 |
| 1/20/2011 4:50 | N | R_PB2SES_2 | -20.44 |
| 1/20/2011 4:50 | N | R_PB2SES_3 | -20.44 |
| 1/20/2011 4:50 | N | R_PB2SES_4 | -20.44 |
| 1/20/2011 4:50 | N | R_PB2SES_5 | -20.44 |
| 1/20/2011 4:50 | N | AUTO_EPS_390 | 21.55 |
| 1/20/2011 4:55 | N | DC_ROAD_L_B | 19.26 |

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| 1/20/2011 4:55 | N | DC_EGPS_L_A | 3.06 |
| 1/20/2011 4:55 | N | H_HOLLOW_E_1 | -19.99 |
| 1/20/2011 4:55 | N | HHOLLOW4_E_1 | -19.99 |
| 1/20/2011 4:55 | N | R_LH2SES_1 | 21.82 |
| 1/20/2011 4:55 | N | R_PB2SES_1 | -20.44 |
| 1/20/2011 4:55 | N | R_PB2SES_2 | -20.44 |
| 1/20/2011 4:55 | N | R_PB2SES_3 | -20.44 |
| 1/20/2011 4:55 | N | R_PB2SES_4 | -20.44 |
| 1/20/2011 4:55 | N | R_PB2SES_5 | -20.44 |
| 1/20/2011 4:55 | N | AUTO_EPS_390 | 21.69 |
| 1/20/2011 5:01 | N | DC_ROAD_L_B | 19.22 |
| 1/20/2011 5:01 | N | DC_EGPS_L_A | 3.36 |
| 1/20/2011 5:01 | N | H_HOLLOW_E_1 | -19.21 |
| 1/20/2011 5:01 | N | HHOLLOW4_E_1 | -19.21 |
| 1/20/2011 5:01 | N | R_LH2SES_1 | 21.72 |
| 1/20/2011 5:01 | N | R_PB2SES_1 | -19.66 |
| 1/20/2011 5:01 | N | R_PB2SES_2 | -19.66 |
| 1/20/2011 5:01 | N | R_PB2SES_3 | -19.66 |
| 1/20/2011 5:01 | N | R_PB2SES_4 | -19.66 |
| 1/20/2011 5:01 | N | R_PB2SES_5 | -19.66 |
| 1/20/2011 5:01 | N | AUTO_EPS_390 | 21.6 |
| 1/20/2011 5:03 | N | DC_ROAD_L_B | 20.08 |
| 1/20/2011 5:03 | N | DC_EGPS_L_A | 4.06 |
| 1/20/2011 5:03 | N | H_HOLLOW_E_1 | -18.73 |
| 1/20/2011 5:03 | N | HHOLLOW4_E_1 | -18.73 |
| 1/20/2011 5:03 | N | R_LH2SES_1 | 22.61 |
| 1/20/2011 5:03 | N | R_PB2SES_1 | -19.18 |
| 1/20/2011 5:03 | N | R_PB2SES_2 | -19.18 |
| 1/20/2011 5:03 | N | R_PB2SES_3 | -19.18 |
| 1/20/2011 5:03 | N | R_PB2SES_4 | -19.18 |
| 1/20/2011 5:03 | N | R_PB2SES_5 | -19.18 |
| 1/20/2011 5:03 | N | AUTO_EPS_390 | 22.48 |
| 1/20/2011 5:05 | N | DC_ROAD_L_B | 20.09 |
| 1/20/2011 5:05 | N | DC_EGPS_L_A | 9.46 |
| 1/20/2011 5:05 | N | H_HOLLOW_E_1 | -5.71 |
| 1/20/2011 5:05 | N | HHOLLOW4_E_1 | -5.71 |
| 1/20/2011 5:05 | N | R_LH2SES_1 | 21.78 |
| 1/20/2011 5:05 | N | R_PB2SES_1 | -6.01 |
| 1/20/2011 5:05 | N | R_PB2SES_2 | -6.01 |
| 1/20/2011 5:05 | N | R_PB2SES_3 | -6.01 |
| 1/20/2011 5:05 | N | R_PB2SES_4 | -6.01 |
| 1/20/2011 5:05 | N | R_PB2SES_5 | -6.01 |
| 1/20/2011 5:05 | N | AUTO_EPS_390 | 21.69 |
| 1/20/2011 5:08 | N | DC_ROAD_L_B | 19.83 |
| 1/20/2011 5:08 | N | DC_EGPS_L_A | 9.3 |
| 1/20/2011 5:08 | N | H_HOLLOW_E_1 | -5.71 |
| 1/20/2011 5:08 | N | HHOLLOW4_E_1 | -5.71 |

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| 1/20/2011 5:08 | N | R_LH2SES_1 | 21.5 |
| 1/20/2011 5:08 | N | R_PB2SES_1 | -6.01 |
| 1/20/2011 5:08 | N | R_PB2SES_2 | -6.01 |
| 1/20/2011 5:08 | N | R_PB2SES_3 | -6.01 |
| 1/20/2011 5:08 | N | R_PB2SES_4 | -6.01 |
| 1/20/2011 5:08 | N | R_PB2SES_5 | -6.01 |
| 1/20/2011 5:08 | N | AUTO_EPS_390 | 21.41 |
| 1/20/2011 5:10 | N | DC_ROAD_L_B | 19.83 |
| 1/20/2011 5:10 | N | DC_EGPS_L_A | 9.3 |
| 1/20/2011 5:10 | N | H_HOLLOW_E_1 | -5.71 |
| 1/20/2011 5:10 | N | HHOLLOW4_E_1 | -5.71 |
| 1/20/2011 5:10 | N | R_LH2SES_1 | 21.5 |
| 1/20/2011 5:10 | N | R_PB2SES_1 | -6.01 |
| 1/20/2011 5:10 | N | R_PB2SES_2 | -6.01 |
| 1/20/2011 5:10 | N | R_PB2SES_3 | -6.01 |
| 1/20/2011 5:10 | N | R_PB2SES_4 | -6.01 |
| 1/20/2011 5:10 | N | R_PB2SES_5 | -6.01 |
| 1/20/2011 5:10 | N | AUTO_EPS_390 | 21.41 |
| 1/20/2011 5:15 | N | DC_ROAD_L_B | 19.09 |
| 1/20/2011 5:15 | N | DC_EGPS_L_A | 8.88 |
| 1/20/2011 5:15 | N | H_HOLLOW_E_1 | -5.72 |
| 1/20/2011 5:15 | N | HHOLLOW4_E_1 | -5.72 |
| 1/20/2011 5:15 | N | R_LH2SES_1 | 20.71 |
| 1/20/2011 5:15 | N | R_PB2SES_1 | -6.01 |
| 1/20/2011 5:15 | N | R_PB2SES_2 | -6.01 |
| 1/20/2011 5:15 | N | R_PB2SES_3 | -6.01 |
| 1/20/2011 5:15 | N | R_PB2SES_4 | -6.01 |
| 1/20/2011 5:15 | N | R_PB2SES_5 | -6.01 |
| 1/20/2011 5:15 | N | AUTO_EPS_390 | 20.63 |
| 1/20/2011 5:20 | N | DC_ROAD_L_B | 19.95 |
| 1/20/2011 5:20 | N | DC_EGPS_L_A | 9.39 |
| 1/20/2011 5:20 | N | H_HOLLOW_E_1 | -5.71 |
| 1/20/2011 5:20 | N | HHOLLOW4_E_1 | -5.71 |
| 1/20/2011 5:20 | N | R_LH2SES_1 | 21.62 |
| 1/20/2011 5:20 | N | R_PB2SES_1 | -6.01 |
| 1/20/2011 5:20 | N | R_PB2SES_2 | -6.01 |
| 1/20/2011 5:20 | N | R_PB2SES_3 | -6.01 |
| 1/20/2011 5:20 | N | R_PB2SES_4 | -6.01 |
| 1/20/2011 5:20 | N | R_PB2SES_5 | -6.01 |
| 1/20/2011 5:20 | N | AUTO_EPS_390 | 21.54 |
| 1/20/2011 5:25 | N | DC_ROAD_L_B | 20.99 |
| 1/20/2011 5:25 | N | DC_EGPS_L_A | 9.99 |
| 1/20/2011 5:25 | N | H_HOLLOW_E_1 | -5.7 |
| 1/20/2011 5:25 | N | HHOLLOW4_E_1 | -5.7 |
| 1/20/2011 5:25 | N | R_LH2SES_1 | 22.73 |
| 1/20/2011 5:25 | N | R_PB2SES_1 | -6.01 |
| 1/20/2011 5:25 | N | R_PB2SES_2 | -6.01 |

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| 1/20/2011 5:25 | N | R_PB2SES_3 | -6.01 |
| 1/20/2011 5:25 | N | R_PB2SES_4 | -6.01 |
| 1/20/2011 5:25 | N | R_PB2SES_5 | -6.01 |
| 1/20/2011 5:25 | N | AUTO_EPS_390 | 22.64 |
| 1/20/2011 5:30 | N | DC_ROAD_L_B | 21.17 |
| 1/20/2011 5:30 | N | DC_EGPS_L_A | 4.95 |
| 1/20/2011 5:30 | N | H_HOLLOW_E_1 | -18.17 |
| 1/20/2011 5:30 | N | HHOLLOW4_E_1 | -18.17 |
| 1/20/2011 5:30 | N | R_LH2SES_1 | 23.74 |
| 1/20/2011 5:30 | N | R_PB2SES_1 | -18.63 |
| 1/20/2011 5:30 | N | R_PB2SES_2 | -18.63 |
| 1/20/2011 5:30 | N | R_PB2SES_3 | -18.63 |
| 1/20/2011 5:30 | N | R_PB2SES_4 | -18.63 |
| 1/20/2011 5:30 | N | R_PB2SES_5 | -18.63 |
| 1/20/2011 5:30 | N | AUTO_EPS_390 | 23.61 |
| 1/20/2011 5:35 | N | DC_ROAD_L_B | 21.36 |
| 1/20/2011 5:35 | N | DC_EGPS_L_A | 8.45 |
| 1/20/2011 5:35 | N | H_HOLLOW_E_1 | -9.96 |
| 1/20/2011 5:35 | N | HHOLLOW4_E_1 | -9.96 |
| 1/20/2011 5:35 | N | R_LH2SES_1 | 23.41 |
| 1/20/2011 5:35 | N | R_PB2SES_1 | -10.32 |
| 1/20/2011 5:35 | N | R_PB2SES_2 | -10.32 |
| 1/20/2011 5:35 | N | R_PB2SES_3 | -10.32 |
| 1/20/2011 5:35 | N | R_PB2SES_4 | -10.32 |
| 1/20/2011 5:35 | N | R_PB2SES_5 | -10.32 |
| 1/20/2011 5:35 | N | AUTO_EPS_390 | 23.3 |
| 1/20/2011 5:40 | N | DC_ROAD_L_B | 21.33 |
| 1/20/2011 5:40 | N | DC_EGPS_L_A | 12.29 |
| 1/20/2011 5:40 | N | H_HOLLOW_E_1 | -0.65 |
| 1/20/2011 5:40 | N | HHOLLOW4_E_1 | -0.65 |
| 1/20/2011 5:40 | N | R_LH2SES_1 | 22.76 |
| 1/20/2011 5:40 | N | R_PB2SES_1 | -0.91 |
| 1/20/2011 5:40 | N | R_PB2SES_2 | -0.91 |
| 1/20/2011 5:40 | N | R_PB2SES_3 | -0.91 |
| 1/20/2011 5:40 | N | R_PB2SES_4 | -0.91 |
| 1/20/2011 5:40 | N | R_PB2SES_5 | -0.91 |
| 1/20/2011 5:40 | N | AUTO_EPS_390 | 22.69 |
| 1/20/2011 5:45 | N | DC_ROAD_L_B | 22 |
| 1/20/2011 5:45 | N | DC_EGPS_L_A | 12.68 |
| 1/20/2011 5:45 | N | H_HOLLOW_E_1 | -0.67 |
| 1/20/2011 5:45 | N | HHOLLOW4_E_1 | -0.67 |
| 1/20/2011 5:45 | N | R_LH2SES_1 | 23.48 |
| 1/20/2011 5:45 | N | R_PB2SES_1 | -0.94 |
| 1/20/2011 5:45 | N | R_PB2SES_2 | -0.94 |
| 1/20/2011 5:45 | N | R_PB2SES_3 | -0.94 |
| 1/20/2011 5:45 | N | R_PB2SES_4 | -0.94 |
| 1/20/2011 5:45 | N | R_PB2SES_5 | -0.94 |

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| 1/20/2011 5:45 | N | AUTO_EPS_390 | 23.4 |
| 1/20/2011 5:50 | N | DC_ROAD_L_B | 21.74 |
| 1/20/2011 5:50 | N | DC_EGPS_L_A | 12.52 |
| 1/20/2011 5:50 | N | H_HOLLOW_E_1 | -0.67 |
| 1/20/2011 5:50 | N | HHOLLOW4_E_1 | -0.67 |
| 1/20/2011 5:50 | N | R_LH2SES_1 | 23.21 |
| 1/20/2011 5:50 | N | R_PB2SES_1 | -0.93 |
| 1/20/2011 5:50 | N | R_PB2SES_2 | -0.93 |
| 1/20/2011 5:50 | N | R_PB2SES_3 | -0.93 |
| 1/20/2011 5:50 | N | R_PB2SES_4 | -0.93 |
| 1/20/2011 5:50 | N | R_PB2SES_5 | -0.93 |
| 1/20/2011 5:50 | N | AUTO_EPS_390 | 23.13 |
| 1/20/2011 5:52 | N | DC_ROAD_L_B | 21.46 |
| 1/20/2011 5:52 | N | DC_EGPS_L_A | 12.37 |
| 1/20/2011 5:52 | N | H_HOLLOW_E_1 | -0.63 |
| 1/20/2011 5:52 | N | HHOLLOW4_E_1 | -0.63 |
| 1/20/2011 5:52 | N | R_LH2SES_1 | 22.91 |
| 1/20/2011 5:52 | N | R_PB2SES_1 | -0.89 |
| 1/20/2011 5:52 | N | R_PB2SES_2 | -0.89 |
| 1/20/2011 5:52 | N | R_PB2SES_3 | -0.89 |
| 1/20/2011 5:52 | N | R_PB2SES_4 | -0.89 |
| 1/20/2011 5:52 | N | R_PB2SES_5 | -0.89 |
| 1/20/2011 5:52 | N | AUTO_EPS_390 | 22.83 |
| 1/20/2011 5:55 | N | DC_ROAD_L_B | 21.14 |
| 1/20/2011 5:55 | N | DC_EGPS_L_A | 12.15 |
| 1/20/2011 5:55 | N | H_HOLLOW_E_1 | -0.64 |
| 1/20/2011 5:55 | N | HHOLLOW4_E_1 | -0.64 |
| 1/20/2011 5:55 | N | R_LH2SES_1 | 22.57 |
| 1/20/2011 5:55 | N | R_PB2SES_1 | -0.9 |
| 1/20/2011 5:55 | N | R_PB2SES_2 | -0.9 |
| 1/20/2011 5:55 | N | R_PB2SES_3 | -0.9 |
| 1/20/2011 5:55 | N | R_PB2SES_4 | -0.9 |
| 1/20/2011 5:55 | N | R_PB2SES_5 | -0.9 |
| 1/20/2011 5:55 | N | AUTO_EPS_390 | 22.49 |
| 1/20/2011 5:58 | N | DC_ROAD_L_B | 18.19 |
| 1/20/2011 5:58 | N | DC_EGPS_L_A | 10.43 |
| 1/20/2011 5:58 | N | H_HOLLOW_E_1 | -0.62 |
| 1/20/2011 5:58 | N | HHOLLOW4_E_1 | -0.62 |
| 1/20/2011 5:58 | N | R_LH2SES_1 | 19.42 |
| 1/20/2011 5:58 | N | R_PB2SES_1 | -0.84 |
| 1/20/2011 5:58 | N | R_PB2SES_2 | -0.84 |
| 1/20/2011 5:58 | N | R_PB2SES_3 | -0.84 |
| 1/20/2011 5:58 | N | R_PB2SES_4 | -0.84 |
| 1/20/2011 5:58 | N | R_PB2SES_5 | -0.84 |
| 1/20/2011 5:58 | N | AUTO_EPS_390 | 19.36 |
| 1/20/2011 6:01 | N | DC_ROAD_L_B | 20.96 |
| 1/20/2011 6:01 | N | DC_EGPS_L_A | 11.02 |

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| 1/20/2011 6:01 | N | H_HOLLOW_E_1 | -0.62 |
| 1/20/2011 6:01 | N | HHOLLOW4_E_1 | -0.62 |
| 1/20/2011 6:01 | N | R_LH2SES_1 | 22.35 |
| 1/20/2011 6:01 | N | R_PB2SES_1 | -0.89 |
| 1/20/2011 6:01 | N | R_PB2SES_2 | -0.89 |
| 1/20/2011 6:01 | N | R_PB2SES_3 | -0.89 |
| 1/20/2011 6:01 | N | R_PB2SES_4 | -0.89 |
| 1/20/2011 6:01 | N | R_PB2SES_5 | -0.89 |
| 1/20/2011 6:01 | N | AUTO_EPS_390 | 22.28 |
| 1/20/2011 6:02 | N | DC_ROAD_L_B | 21.59 |
| 1/20/2011 6:02 | N | DC_EGPS_L_A | 11.36 |
| 1/20/2011 6:02 | N | H_HOLLOW_E_1 | -0.62 |
| 1/20/2011 6:02 | N | HHOLLOW4_E_1 | -0.62 |
| 1/20/2011 6:02 | N | R_LH2SES_1 | 23.03 |
| 1/20/2011 6:02 | N | R_PB2SES_1 | -0.9 |
| 1/20/2011 6:02 | N | R_PB2SES_2 | -0.9 |
| 1/20/2011 6:02 | N | R_PB2SES_3 | -0.9 |
| 1/20/2011 6:02 | N | R_PB2SES_4 | -0.9 |
| 1/20/2011 6:02 | N | R_PB2SES_5 | -0.9 |
| 1/20/2011 6:02 | N | AUTO_EPS_390 | 22.96 |
| 1/20/2011 6:05 | N | DC_ROAD_L_B | 22.02 |
| 1/20/2011 6:05 | N | DC_EGPS_L_A | 11.61 |
| 1/20/2011 6:05 | N | H_HOLLOW_E_1 | -0.62 |
| 1/20/2011 6:05 | N | HHOLLOW4_E_1 | -0.62 |
| 1/20/2011 6:05 | N | R_LH2SES_1 | 23.48 |
| 1/20/2011 6:05 | N | R_PB2SES_1 | -0.9 |
| 1/20/2011 6:05 | N | R_PB2SES_2 | -0.9 |
| 1/20/2011 6:05 | N | R_PB2SES_3 | -0.9 |
| 1/20/2011 6:05 | N | R_PB2SES_4 | -0.9 |
| 1/20/2011 6:05 | N | R_PB2SES_5 | -0.9 |
| 1/20/2011 6:05 | N | AUTO_EPS_390 | 23.41 |
| 1/20/2011 6:10 | N | DC_ROAD_L_B | 24.09 |
| 1/20/2011 6:10 | N | DC_EGPS_L_A | 12.71 |
| 1/20/2011 6:10 | N | H_HOLLOW_E_1 | -0.66 |
| 1/20/2011 6:10 | N | HHOLLOW4_E_1 | -0.66 |
| 1/20/2011 6:10 | N | R_LH2SES_1 | 25.67 |
| 1/20/2011 6:10 | N | R_PB2SES_1 | -0.96 |
| 1/20/2011 6:10 | N | R_PB2SES_2 | -0.96 |
| 1/20/2011 6:10 | N | R_PB2SES_3 | -0.96 |
| 1/20/2011 6:10 | N | R_PB2SES_4 | -0.96 |
| 1/20/2011 6:10 | N | R_PB2SES_5 | -0.96 |
| 1/20/2011 6:10 | N | AUTO_EPS_390 | 25.59 |
| 1/20/2011 6:10 | N | DC_ROAD_L_B | 24.54 |
| 1/20/2011 6:10 | N | DC_EGPS_L_A | 12.95 |
| 1/20/2011 6:10 | N | H_HOLLOW_E_1 | -0.67 |
| 1/20/2011 6:10 | N | HHOLLOW4_E_1 | -0.67 |
| 1/20/2011 6:10 | N | R_LH2SES_1 | 26.16 |

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| 1/20/2011 6:10 | N | R_PB2SES_1 | -0.98 |
| 1/20/2011 6:10 | N | R_PB2SES_2 | -0.98 |
| 1/20/2011 6:10 | N | R_PB2SES_3 | -0.98 |
| 1/20/2011 6:10 | N | R_PB2SES_4 | -0.98 |
| 1/20/2011 6:10 | N | R_PB2SES_5 | -0.98 |
| 1/20/2011 6:10 | N | AUTO_EPS_390 | 26.08 |
| 1/20/2011 6:15 | N | DC_ROAD_L_B | 24.93 |
| 1/20/2011 6:15 | N | DC_EGPS_L_A | 13.15 |
| 1/20/2011 6:15 | N | H_HOLLOW_E_1 | -0.68 |
| 1/20/2011 6:15 | N | HHOLLOW4_E_1 | -0.68 |
| 1/20/2011 6:15 | N | R_LH2SES_1 | 26.58 |
| 1/20/2011 6:15 | N | R_PB2SES_1 | -1 |
| 1/20/2011 6:15 | N | R_PB2SES_2 | -1 |
| 1/20/2011 6:15 | N | R_PB2SES_3 | -1 |
| 1/20/2011 6:15 | N | R_PB2SES_4 | -1 |
| 1/20/2011 6:15 | N | R_PB2SES_5 | -1 |
| 1/20/2011 6:15 | N | AUTO_EPS_390 | 26.49 |
| 1/20/2011 6:20 | N | DC_ROAD_L_B | 25.47 |
| 1/20/2011 6:20 | N | DC_EGPS_L_A | 13.47 |
| 1/20/2011 6:20 | N | H_HOLLOW_E_1 | -0.62 |
| 1/20/2011 6:20 | N | HHOLLOW4_E_1 | -0.62 |
| 1/20/2011 6:20 | N | R_LH2SES_1 | 27.15 |
| 1/20/2011 6:20 | N | R_PB2SES_1 | -0.95 |
| 1/20/2011 6:20 | N | R_PB2SES_2 | -0.95 |
| 1/20/2011 6:20 | N | R_PB2SES_3 | -0.95 |
| 1/20/2011 6:20 | N | R_PB2SES_4 | -0.95 |
| 1/20/2011 6:20 | N | R_PB2SES_5 | -0.95 |
| 1/20/2011 6:20 | N | AUTO_EPS_390 | 27.07 |
| 1/20/2011 6:25 | N | DC_ROAD_L_B | 25.54 |
| 1/20/2011 6:25 | N | DC_EGPS_L_A | 13.51 |
| 1/20/2011 6:25 | N | H_HOLLOW_E_1 | -0.62 |
| 1/20/2011 6:25 | N | HHOLLOW4_E_1 | -0.62 |
| 1/20/2011 6:25 | N | R_LH2SES_1 | 27.22 |
| 1/20/2011 6:25 | N | R_PB2SES_1 | -0.94 |
| 1/20/2011 6:25 | N | R_PB2SES_2 | -0.94 |
| 1/20/2011 6:25 | N | R_PB2SES_3 | -0.94 |
| 1/20/2011 6:25 | N | R_PB2SES_4 | -0.94 |
| 1/20/2011 6:25 | N | R_PB2SES_5 | -0.94 |
| 1/20/2011 6:25 | N | AUTO_EPS_390 | 27.14 |
| 1/20/2011 6:30 | N | DC_ROAD_L_B | 25.75 |
| 1/20/2011 6:30 | N | DC_EGPS_L_A | 14 |
| 1/20/2011 6:30 | N | H_HOLLOW_E_1 | 0.2 |
| 1/20/2011 6:30 | N | HHOLLOW4_E_1 | 0.2 |
| 1/20/2011 6:30 | N | R_LH2SES_1 | 27.4 |
| 1/20/2011 6:30 | N | R_PB2SES_1 | -0.12 |
| 1/20/2011 6:30 | N | R_PB2SES_2 | -0.12 |
| 1/20/2011 6:30 | N | R_PB2SES_3 | -0.12 |

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| 1/20/2011 6:30 | N | R_PB2SES_4 | -0.12 |
| 1/20/2011 6:30 | N | R_PB2SES_5 | -0.12 |
| 1/20/2011 6:30 | N | AUTO_EPS_390 | 27.31 |
| 1/20/2011 6:35 | N | DC_ROAD_L_B | 26.33 |
| 1/20/2011 6:35 | N | DC_EGPS_L_A | 15.04 |
| 1/20/2011 6:35 | N | H_HOLLOW_E_1 | 1.78 |
| 1/20/2011 6:35 | N | HHOLLOW4_E_1 | 1.78 |
| 1/20/2011 6:35 | N | R_LH2SES_1 | 27.91 |
| 1/20/2011 6:35 | N | R_PB2SES_1 | 1.48 |
| 1/20/2011 6:35 | N | R_PB2SES_2 | 1.48 |
| 1/20/2011 6:35 | N | R_PB2SES_3 | 1.48 |
| 1/20/2011 6:35 | N | R_PB2SES_4 | 1.48 |
| 1/20/2011 6:35 | N | R_PB2SES_5 | 1.48 |
| 1/20/2011 6:35 | N | AUTO_EPS_390 | 27.83 |
| 1/20/2011 6:40 | N | DC_ROAD_L_B | 26.43 |
| 1/20/2011 6:40 | N | DC_EGPS_L_A | 15.11 |
| 1/20/2011 6:40 | N | H_HOLLOW_E_1 | 1.79 |
| 1/20/2011 6:40 | N | HHOLLOW4_E_1 | 1.79 |
| 1/20/2011 6:40 | N | R_LH2SES_1 | 28.14 |
| 1/20/2011 6:40 | N | R_PB2SES_1 | 1.48 |
| 1/20/2011 6:40 | N | R_PB2SES_2 | 1.48 |
| 1/20/2011 6:40 | N | R_PB2SES_3 | 1.48 |
| 1/20/2011 6:40 | N | R_PB2SES_4 | 1.48 |
| 1/20/2011 6:40 | N | R_PB2SES_5 | 1.48 |
| 1/20/2011 6:40 | N | AUTO_EPS_390 | 28.07 |
| 1/20/2011 6:45 | N | DC_ROAD_L_B | 27.09 |
| 1/20/2011 6:45 | N | DC_EGPS_L_A | 14.79 |
| 1/20/2011 6:45 | N | H_HOLLOW_E_1 | 0.22 |
| 1/20/2011 6:45 | N | HHOLLOW4_E_1 | 0.22 |
| 1/20/2011 6:45 | N | R_LH2SES_1 | 28.94 |
| 1/20/2011 6:45 | N | R_PB2SES_1 | -0.11 |
| 1/20/2011 6:45 | N | R_PB2SES_2 | -0.11 |
| 1/20/2011 6:45 | N | R_PB2SES_3 | -0.11 |
| 1/20/2011 6:45 | N | R_PB2SES_4 | -0.11 |
| 1/20/2011 6:45 | N | R_PB2SES_5 | -0.11 |
| 1/20/2011 6:45 | N | AUTO_EPS_390 | 28.86 |
| 1/20/2011 6:50 | N | DC_ROAD_L_B | 27.57 |
| 1/20/2011 6:50 | N | DC_EGPS_L_A | 15.02 |
| 1/20/2011 6:50 | N | H_HOLLOW_E_1 | 0.14 |
| 1/20/2011 6:50 | N | HHOLLOW4_E_1 | 0.14 |
| 1/20/2011 6:50 | N | R_LH2SES_1 | 29.47 |
| 1/20/2011 6:50 | N | R_PB2SES_1 | -0.19 |
| 1/20/2011 6:50 | N | R_PB2SES_2 | -0.19 |
| 1/20/2011 6:50 | N | R_PB2SES_3 | -0.19 |
| 1/20/2011 6:50 | N | R_PB2SES_4 | -0.19 |
| 1/20/2011 6:50 | N | R_PB2SES_5 | -0.19 |
| 1/20/2011 6:50 | N | AUTO_EPS_390 | 29.38 |

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| 1/20/2011 6:55 | N | DC_ROAD_L_B | 28.1 |
| 1/20/2011 6:55 | N | DC_EGPS_L_A | 15.34 |
| 1/20/2011 6:55 | N | H_HOLLOW_E_1 | 0.07 |
| 1/20/2011 6:55 | N | HHOLLOW4_E_1 | 0.07 |
| 1/20/2011 6:55 | N | R_LH2SES_1 | 29.9 |
| 1/20/2011 6:55 | N | R_PB2SES_1 | -0.32 |
| 1/20/2011 6:55 | N | R_PB2SES_2 | -0.32 |
| 1/20/2011 6:55 | N | R_PB2SES_3 | -0.32 |
| 1/20/2011 6:55 | N | R_PB2SES_4 | -0.32 |
| 1/20/2011 6:55 | N | R_PB2SES_5 | -0.32 |
| 1/20/2011 6:55 | N | AUTO_EPS_390 | 29.82 |
| 1/20/2011 7:01 | N | DC_ROAD_L_B | 28.41 |
| 1/20/2011 7:01 | N | DC_EGPS_L_A | 15.56 |
| 1/20/2011 7:01 | N | H_HOLLOW_E_1 | 0.18 |
| 1/20/2011 7:01 | N | HHOLLOW4_E_1 | 0.18 |
| 1/20/2011 7:01 | N | R_LH2SES_1 | 30.22 |
| 1/20/2011 7:01 | N | R_PB2SES_1 | -0.21 |
| 1/20/2011 7:01 | N | R_PB2SES_2 | -0.21 |
| 1/20/2011 7:01 | N | R_PB2SES_3 | -0.21 |
| 1/20/2011 7:01 | N | R_PB2SES_4 | -0.21 |
| 1/20/2011 7:01 | N | R_PB2SES_5 | -0.21 |
| 1/20/2011 7:01 | N | AUTO_EPS_390 | 30.14 |
| 1/20/2011 7:03 | N | DC_ROAD_L_B | 28.53 |
| 1/20/2011 7:03 | N | DC_EGPS_L_A | 15.63 |
| 1/20/2011 7:03 | N | H_HOLLOW_E_1 | 0.24 |
| 1/20/2011 7:03 | N | HHOLLOW4_E_1 | 0.24 |
| 1/20/2011 7:03 | N | R_LH2SES_1 | 30.32 |
| 1/20/2011 7:03 | N | R_PB2SES_1 | -0.16 |
| 1/20/2011 7:03 | N | R_PB2SES_2 | -0.16 |
| 1/20/2011 7:03 | N | R_PB2SES_3 | -0.16 |
| 1/20/2011 7:03 | N | R_PB2SES_4 | -0.16 |
| 1/20/2011 7:03 | N | R_PB2SES_5 | -0.16 |
| 1/20/2011 7:03 | N | AUTO_EPS_390 | 30.24 |
| 1/20/2011 7:04 | N | DC_ROAD_L_B | 29.26 |
| 1/20/2011 7:04 | N | DC_EGPS_L_A | 16.03 |
| 1/20/2011 7:04 | N | H_HOLLOW_E_1 | 0.32 |
| 1/20/2011 7:04 | N | HHOLLOW4_E_1 | 0.32 |
| 1/20/2011 7:04 | N | R_LH2SES_1 | 31.13 |
| 1/20/2011 7:04 | N | R_PB2SES_1 | -0.08 |
| 1/20/2011 7:04 | N | R_PB2SES_2 | -0.08 |
| 1/20/2011 7:04 | N | R_PB2SES_3 | -0.08 |
| 1/20/2011 7:04 | N | R_PB2SES_4 | -0.08 |
| 1/20/2011 7:04 | N | R_PB2SES_5 | -0.08 |
| 1/20/2011 7:04 | N | AUTO_EPS_390 | 31.05 |
| 1/20/2011 7:05 | N | DC_ROAD_L_B | 29.41 |
| 1/20/2011 7:05 | N | DC_EGPS_L_A | 16.11 |
| 1/20/2011 7:05 | N | H_HOLLOW_E_1 | 0.33 |

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|---|---|---|---|
| 1/20/2011 7:05 | N | HHOLLOW4_E_1 | 0.33 |
| 1/20/2011 7:05 | N | R_LH2SES_1 | 31.28 |
| 1/20/2011 7:05 | N | R_PB2SES_1 | -0.08 |
| 1/20/2011 7:05 | N | R_PB2SES_2 | -0.08 |
| 1/20/2011 7:05 | N | R_PB2SES_3 | -0.08 |
| 1/20/2011 7:05 | N | R_PB2SES_4 | -0.08 |
| 1/20/2011 7:05 | N | R_PB2SES_5 | -0.08 |
| 1/20/2011 7:05 | N | AUTO_EPS_390 | 31.2 |
| 1/20/2011 7:10 | N | DC_ROAD_L_B | 30.54 |
| 1/20/2011 7:10 | N | DC_EGPS_L_A | 17.47 |
| 1/20/2011 7:10 | N | H_HOLLOW_E_1 | 0.44 |
| 1/20/2011 7:10 | N | HHOLLOW4_E_1 | 0.44 |
| 1/20/2011 7:10 | N | R_LH2SES_1 | 31.81 |
| 1/20/2011 7:10 | N | R_PB2SES_1 | 0.04 |
| 1/20/2011 7:10 | N | R_PB2SES_2 | 0.04 |
| 1/20/2011 7:10 | N | R_PB2SES_3 | 0.04 |
| 1/20/2011 7:10 | N | R_PB2SES_4 | 0.04 |
| 1/20/2011 7:10 | N | R_PB2SES_5 | 0.04 |
| 1/20/2011 7:10 | N | AUTO_EPS_390 | 31.73 |
| 1/20/2011 7:15 | N | DC_ROAD_L_B | 31.21 |
| 1/20/2011 7:15 | N | DC_EGPS_L_A | 17.91 |
| 1/20/2011 7:15 | N | H_HOLLOW_E_1 | 0.4 |
| 1/20/2011 7:15 | N | HHOLLOW4_E_1 | 0.4 |
| 1/20/2011 7:15 | N | R_LH2SES_1 | 32.46 |
| 1/20/2011 7:15 | N | R_PB2SES_1 | 0 |
| 1/20/2011 7:15 | N | R_PB2SES_2 | 0 |
| 1/20/2011 7:15 | N | R_PB2SES_3 | 0 |
| 1/20/2011 7:15 | N | R_PB2SES_4 | 0 |
| 1/20/2011 7:15 | N | R_PB2SES_5 | 0 |
| 1/20/2011 7:15 | N | AUTO_EPS_390 | 32.38 |
| 1/20/2011 7:20 | N | DC_ROAD_L_B | 31.9 |
| 1/20/2011 7:20 | N | DC_EGPS_L_A | 18.3 |
| 1/20/2011 7:20 | N | H_HOLLOW_E_1 | 0.42 |
| 1/20/2011 7:20 | N | HHOLLOW4_E_1 | 0.42 |
| 1/20/2011 7:20 | N | R_LH2SES_1 | 33.16 |
| 1/20/2011 7:20 | N | R_PB2SES_1 | 0.01 |
| 1/20/2011 7:20 | N | R_PB2SES_2 | 0.01 |
| 1/20/2011 7:20 | N | R_PB2SES_3 | 0.01 |
| 1/20/2011 7:20 | N | R_PB2SES_4 | 0.01 |
| 1/20/2011 7:20 | N | R_PB2SES_5 | 0.01 |
| 1/20/2011 7:20 | N | AUTO_EPS_390 | 33.07 |
| 1/20/2011 7:25 | N | DC_ROAD_L_B | 31.58 |
| 1/20/2011 7:25 | N | DC_EGPS_L_A | 18.1 |
| 1/20/2011 7:25 | N | H_HOLLOW_E_1 | 0.48 |
| 1/20/2011 7:25 | N | HHOLLOW4_E_1 | 0.48 |
| 1/20/2011 7:25 | N | R_LH2SES_1 | 32.85 |
| 1/20/2011 7:25 | N | R_PB2SES_1 | 0.07 |

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|---|---|---|---|
| 1/20/2011 7:25 | N | R_PB2SES_2 | 0.07 |
| 1/20/2011 7:25 | N | R_PB2SES_3 | 0.07 |
| 1/20/2011 7:25 | N | R_PB2SES_4 | 0.07 |
| 1/20/2011 7:25 | N | R_PB2SES_5 | 0.07 |
| 1/20/2011 7:25 | N | AUTO_EPS_390 | 32.76 |
| 1/20/2011 7:30 | N | DC_ROAD_L_B | 30.93 |
| 1/20/2011 7:30 | N | DC_EGPS_L_A | 17.68 |
| 1/20/2011 7:30 | N | H_HOLLOW_E_1 | 0.51 |
| 1/20/2011 7:30 | N | HHOLLOW4_E_1 | 0.51 |
| 1/20/2011 7:30 | N | R_LH2SES_1 | 32.22 |
| 1/20/2011 7:30 | N | R_PB2SES_1 | 0.11 |
| 1/20/2011 7:30 | N | R_PB2SES_2 | 0.11 |
| 1/20/2011 7:30 | N | R_PB2SES_3 | 0.11 |
| 1/20/2011 7:30 | N | R_PB2SES_4 | 0.11 |
| 1/20/2011 7:30 | N | R_PB2SES_5 | 0.11 |
| 1/20/2011 7:30 | N | AUTO_EPS_390 | 32.14 |
| 1/20/2011 7:35 | N | DC_ROAD_L_B | 31.2 |
| 1/20/2011 7:35 | N | DC_EGPS_L_A | 17.74 |
| 1/20/2011 7:35 | N | H_HOLLOW_E_1 | 0.29 |
| 1/20/2011 7:35 | N | HHOLLOW4_E_1 | 0.29 |
| 1/20/2011 7:35 | N | R_LH2SES_1 | 32.52 |
| 1/20/2011 7:35 | N | R_PB2SES_1 | -0.11 |
| 1/20/2011 7:35 | N | R_PB2SES_2 | -0.11 |
| 1/20/2011 7:35 | N | R_PB2SES_3 | -0.11 |
| 1/20/2011 7:35 | N | R_PB2SES_4 | -0.11 |
| 1/20/2011 7:35 | N | R_PB2SES_5 | -0.11 |
| 1/20/2011 7:35 | N | AUTO_EPS_390 | 32.43 |
| 1/20/2011 7:40 | N | DC_ROAD_L_B | 30.54 |
| 1/20/2011 7:40 | N | DC_EGPS_L_A | 17.34 |
| 1/20/2011 7:40 | N | H_HOLLOW_E_1 | 0.33 |
| 1/20/2011 7:40 | N | HHOLLOW4_E_1 | 0.33 |
| 1/20/2011 7:40 | N | R_LH2SES_1 | 31.84 |
| 1/20/2011 7:40 | N | R_PB2SES_1 | -0.07 |
| 1/20/2011 7:40 | N | R_PB2SES_2 | -0.07 |
| 1/20/2011 7:40 | N | R_PB2SES_3 | -0.07 |
| 1/20/2011 7:40 | N | R_PB2SES_4 | -0.07 |
| 1/20/2011 7:40 | N | R_PB2SES_5 | -0.07 |
| 1/20/2011 7:40 | N | AUTO_EPS_390 | 31.76 |
| 1/20/2011 7:45 | N | DC_ROAD_L_B | 28.89 |
| 1/20/2011 7:45 | N | DC_EGPS_L_A | 16.38 |
| 1/20/2011 7:45 | N | H_HOLLOW_E_1 | 0.41 |
| 1/20/2011 7:45 | N | HHOLLOW4_E_1 | 0.41 |
| 1/20/2011 7:45 | N | R_LH2SES_1 | 30.17 |
| 1/20/2011 7:45 | N | R_PB2SES_1 | 0.03 |
| 1/20/2011 7:45 | N | R_PB2SES_2 | 0.03 |
| 1/20/2011 7:45 | N | R_PB2SES_3 | 0.03 |
| 1/20/2011 7:45 | N | R_PB2SES_4 | 0.03 |

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|---|---|---|---|
| 1/20/2011 7:45 | N | R_PB2SES_5 | 0.03 |
| 1/20/2011 7:45 | N | AUTO_EPS_390 | 30.09 |
| 1/20/2011 7:50 | N | DC_ROAD_L_B | 28.85 |
| 1/20/2011 7:50 | N | DC_EGPS_L_A | 16.45 |
| 1/20/2011 7:50 | N | H_HOLLOW_E_1 | 0.62 |
| 1/20/2011 7:50 | N | HHOLLOW4_E_1 | 0.62 |
| 1/20/2011 7:50 | N | R_LH2SES_1 | 30.12 |
| 1/20/2011 7:50 | N | R_PB2SES_1 | 0.25 |
| 1/20/2011 7:50 | N | R_PB2SES_2 | 0.25 |
| 1/20/2011 7:50 | N | R_PB2SES_3 | 0.25 |
| 1/20/2011 7:50 | N | R_PB2SES_4 | 0.25 |
| 1/20/2011 7:50 | N | R_PB2SES_5 | 0.25 |
| 1/20/2011 7:50 | N | AUTO_EPS_390 | 30.04 |
| 1/20/2011 7:55 | N | DC_ROAD_L_B | 29.35 |
| 1/20/2011 7:55 | N | DC_EGPS_L_A | 16.57 |
| 1/20/2011 7:55 | N | H_HOLLOW_E_1 | 0.24 |
| 1/20/2011 7:55 | N | HHOLLOW4_E_1 | 0.24 |
| 1/20/2011 7:55 | N | R_LH2SES_1 | 30.67 |
| 1/20/2011 7:55 | N | R_PB2SES_1 | -0.14 |
| 1/20/2011 7:55 | N | R_PB2SES_2 | -0.14 |
| 1/20/2011 7:55 | N | R_PB2SES_3 | -0.14 |
| 1/20/2011 7:55 | N | R_PB2SES_4 | -0.14 |
| 1/20/2011 7:55 | N | R_PB2SES_5 | -0.14 |
| 1/20/2011 7:55 | N | AUTO_EPS_390 | 30.59 |
| 1/20/2011 8:00 | N | DC_ROAD_L_B | 29.13 |
| 1/20/2011 8:00 | N | DC_EGPS_L_A | 15.81 |
| 1/20/2011 8:00 | N | H_HOLLOW_E_1 | 0.2 |
| 1/20/2011 8:00 | N | HHOLLOW4_E_1 | 0.2 |
| 1/20/2011 8:00 | N | R_LH2SES_1 | 31 |
| 1/20/2011 8:00 | N | R_PB2SES_1 | -0.2 |
| 1/20/2011 8:00 | N | R_PB2SES_2 | -0.2 |
| 1/20/2011 8:00 | N | R_PB2SES_3 | -0.2 |
| 1/20/2011 8:00 | N | R_PB2SES_4 | -0.2 |
| 1/20/2011 8:00 | N | R_PB2SES_5 | -0.2 |
| 1/20/2011 8:00 | N | AUTO_EPS_390 | 30.92 |
| 1/20/2011 8:05 | N | DC_ROAD_L_B | 29.19 |
| 1/20/2011 8:05 | N | DC_EGPS_L_A | 15.88 |
| 1/20/2011 8:05 | N | H_HOLLOW_E_1 | 0.31 |
| 1/20/2011 8:05 | N | HHOLLOW4_E_1 | 0.31 |
| 1/20/2011 8:05 | N | R_LH2SES_1 | 31.08 |
| 1/20/2011 8:05 | N | R_PB2SES_1 | -0.09 |
| 1/20/2011 8:05 | N | R_PB2SES_2 | -0.09 |
| 1/20/2011 8:05 | N | R_PB2SES_3 | -0.09 |
| 1/20/2011 8:05 | N | R_PB2SES_4 | -0.09 |
| 1/20/2011 8:05 | N | R_PB2SES_5 | -0.09 |
| 1/20/2011 8:05 | N | AUTO_EPS_390 | 31 |
| 1/20/2011 8:10 | N | DC_ROAD_L_B | 28.67 |

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| 1/20/2011 8:10 | N | DC_EGPS_L_A | 16.3 |
| 1/20/2011 8:10 | N | H_HOLLOW_E_1 | 1.85 |
| 1/20/2011 8:10 | N | HHOLLOW4_E_1 | 1.85 |
| 1/20/2011 8:10 | N | R_LH2SES_1 | 30.42 |
| 1/20/2011 8:10 | N | R_PB2SES_1 | 1.48 |
| 1/20/2011 8:10 | N | R_PB2SES_2 | 1.48 |
| 1/20/2011 8:10 | N | R_PB2SES_3 | 1.48 |
| 1/20/2011 8:10 | N | R_PB2SES_4 | 1.48 |
| 1/20/2011 8:10 | N | R_PB2SES_5 | 1.48 |
| 1/20/2011 8:10 | N | AUTO_EPS_390 | 30.35 |
| 1/20/2011 8:15 | N | DC_ROAD_L_B | 28.75 |
| 1/20/2011 8:15 | N | DC_EGPS_L_A | 15.84 |
| 1/20/2011 8:15 | N | H_HOLLOW_E_1 | 0.77 |
| 1/20/2011 8:15 | N | HHOLLOW4_E_1 | 0.77 |
| 1/20/2011 8:15 | N | R_LH2SES_1 | 30.58 |
| 1/20/2011 8:15 | N | R_PB2SES_1 | 0.38 |
| 1/20/2011 8:15 | N | R_PB2SES_2 | 0.38 |
| 1/20/2011 8:15 | N | R_PB2SES_3 | 0.38 |
| 1/20/2011 8:15 | N | R_PB2SES_4 | 0.38 |
| 1/20/2011 8:15 | N | R_PB2SES_5 | 0.38 |
| 1/20/2011 8:15 | N | AUTO_EPS_390 | 30.5 |
| 1/20/2011 8:20 | N | DC_ROAD_L_B | 29.02 |
| 1/20/2011 8:20 | N | DC_EGPS_L_A | 15.95 |
| 1/20/2011 8:20 | N | H_HOLLOW_E_1 | 0.66 |
| 1/20/2011 8:20 | N | HHOLLOW4_E_1 | 0.66 |
| 1/20/2011 8:20 | N | R_LH2SES_1 | 30.88 |
| 1/20/2011 8:20 | N | R_PB2SES_1 | 0.26 |
| 1/20/2011 8:20 | N | R_PB2SES_2 | 0.26 |
| 1/20/2011 8:20 | N | R_PB2SES_3 | 0.26 |
| 1/20/2011 8:20 | N | R_PB2SES_4 | 0.26 |
| 1/20/2011 8:20 | N | R_PB2SES_5 | 0.26 |
| 1/20/2011 8:20 | N | AUTO_EPS_390 | 30.79 |
| 1/20/2011 8:25 | N | DC_ROAD_L_B | 30.62 |
| 1/20/2011 8:25 | N | DC_EGPS_L_A | 16.68 |
| 1/20/2011 8:25 | N | H_HOLLOW_E_1 | 0.38 |
| 1/20/2011 8:25 | N | HHOLLOW4_E_1 | 0.38 |
| 1/20/2011 8:25 | N | R_LH2SES_1 | 32.59 |
| 1/20/2011 8:25 | N | R_PB2SES_1 | -0.04 |
| 1/20/2011 8:25 | N | R_PB2SES_2 | -0.04 |
| 1/20/2011 8:25 | N | R_PB2SES_3 | -0.04 |
| 1/20/2011 8:25 | N | R_PB2SES_4 | -0.04 |
| 1/20/2011 8:25 | N | R_PB2SES_5 | -0.04 |
| 1/20/2011 8:25 | N | AUTO_EPS_390 | 32.5 |
| 1/20/2011 8:30 | N | DC_ROAD_L_B | 31.07 |
| 1/20/2011 8:30 | N | DC_EGPS_L_A | 16.98 |
| 1/20/2011 8:30 | N | H_HOLLOW_E_1 | 0.49 |
| 1/20/2011 8:30 | N | HHOLLOW4_E_1 | 0.49 |

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| 1/20/2011 8:30 | N | R_LH2SES_1 | 33.07 |
| 1/20/2011 8:30 | N | R_PB2SES_1 | 0.06 |
| 1/20/2011 8:30 | N | R_PB2SES_2 | 0.06 |
| 1/20/2011 8:30 | N | R_PB2SES_3 | 0.06 |
| 1/20/2011 8:30 | N | R_PB2SES_4 | 0.06 |
| 1/20/2011 8:30 | N | R_PB2SES_5 | 0.06 |
| 1/20/2011 8:30 | N | AUTO_EPS_390 | 32.98 |
| 1/20/2011 8:35 | N | DC_ROAD_L_B | 30.46 |
| 1/20/2011 8:35 | N | DC_EGPS_L_A | 17.47 |
| 1/20/2011 8:35 | N | H_HOLLOW_E_1 | 2.3 |
| 1/20/2011 8:35 | N | HHOLLOW4_E_1 | 2.3 |
| 1/20/2011 8:35 | N | R_LH2SES_1 | 32.29 |
| 1/20/2011 8:35 | N | R_PB2SES_1 | 1.91 |
| 1/20/2011 8:35 | N | R_PB2SES_2 | 1.91 |
| 1/20/2011 8:35 | N | R_PB2SES_3 | 1.91 |
| 1/20/2011 8:35 | N | R_PB2SES_4 | 1.91 |
| 1/20/2011 8:35 | N | R_PB2SES_5 | 1.91 |
| 1/20/2011 8:35 | N | AUTO_EPS_390 | 32.21 |
| 1/20/2011 8:45 | N | DC_ROAD_L_B | 30.61 |
| 1/20/2011 8:45 | N | DC_EGPS_L_A | 16.98 |
| 1/20/2011 8:45 | N | H_HOLLOW_E_1 | 1.06 |
| 1/20/2011 8:45 | N | HHOLLOW4_E_1 | 1.06 |
| 1/20/2011 8:45 | N | R_LH2SES_1 | 32.54 |
| 1/20/2011 8:45 | N | R_PB2SES_1 | 0.65 |
| 1/20/2011 8:45 | N | R_PB2SES_2 | 0.65 |
| 1/20/2011 8:45 | N | R_PB2SES_3 | 0.65 |
| 1/20/2011 8:45 | N | R_PB2SES_4 | 0.65 |
| 1/20/2011 8:45 | N | R_PB2SES_5 | 0.65 |
| 1/20/2011 8:45 | N | AUTO_EPS_390 | 32.46 |
| 1/20/2011 8:50 | N | DC_ROAD_L_B | 30.69 |
| 1/20/2011 8:50 | N | DC_EGPS_L_A | 17.04 |
| 1/20/2011 8:50 | N | H_HOLLOW_E_1 | 1.08 |
| 1/20/2011 8:50 | N | HHOLLOW4_E_1 | 1.08 |
| 1/20/2011 8:50 | N | R_LH2SES_1 | 32.62 |
| 1/20/2011 8:50 | N | R_PB2SES_1 | 0.66 |
| 1/20/2011 8:50 | N | R_PB2SES_2 | 0.66 |
| 1/20/2011 8:50 | N | R_PB2SES_3 | 0.66 |
| 1/20/2011 8:50 | N | R_PB2SES_4 | 0.66 |
| 1/20/2011 8:50 | N | R_PB2SES_5 | 0.66 |
| 1/20/2011 8:50 | N | AUTO_EPS_390 | 32.54 |
| 1/20/2011 8:55 | N | DC_ROAD_L_B | 30.76 |
| 1/20/2011 8:55 | N | DC_EGPS_L_A | 17.45 |
| 1/20/2011 8:55 | N | H_HOLLOW_E_1 | 1.92 |
| 1/20/2011 8:55 | N | HHOLLOW4_E_1 | 1.92 |
| 1/20/2011 8:55 | N | R_LH2SES_1 | 32.64 |
| 1/20/2011 8:55 | N | R_PB2SES_1 | 1.52 |
| 1/20/2011 8:55 | N | R_PB2SES_2 | 1.52 |

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| 1/20/2011 8:55 | N | R_PB2SES_3 | 1.52 |
| 1/20/2011 8:55 | N | R_PB2SES_4 | 1.52 |
| 1/20/2011 8:55 | N | R_PB2SES_5 | 1.52 |
| 1/20/2011 8:55 | N | AUTO_EPS_390 | 32.56 |
| 1/20/2011 9:00 | N | DC_ROAD_L_B | 30.48 |
| 1/20/2011 9:00 | N | DC_EGPS_L_A | 16.91 |
| 1/20/2011 9:00 | N | H_HOLLOW_E_1 | 1.06 |
| 1/20/2011 9:00 | N | HHOLLOW4_E_1 | 1.06 |
| 1/20/2011 9:00 | N | R_LH2SES_1 | 32.39 |
| 1/20/2011 9:00 | N | R_PB2SES_1 | 0.64 |
| 1/20/2011 9:00 | N | R_PB2SES_2 | 0.64 |
| 1/20/2011 9:00 | N | R_PB2SES_3 | 0.64 |
| 1/20/2011 9:00 | N | R_PB2SES_4 | 0.64 |
| 1/20/2011 9:00 | N | R_PB2SES_5 | 0.64 |
| 1/20/2011 9:00 | N | AUTO_EPS_390 | 32.31 |
| 1/20/2011 9:05 | N | DC_ROAD_L_B | 31.32 |
| 1/20/2011 9:05 | N | DC_EGPS_L_A | 24.24 |
| 1/20/2011 9:05 | N | H_HOLLOW_E_1 | 0.36 |
| 1/20/2011 9:05 | N | HHOLLOW4_E_1 | 0.36 |
| 1/20/2011 9:05 | N | R_LH2SES_1 | 33.52 |
| 1/20/2011 9:05 | N | R_PB2SES_1 | -0.03 |
| 1/20/2011 9:05 | N | R_PB2SES_2 | -0.03 |
| 1/20/2011 9:05 | N | R_PB2SES_3 | -0.03 |
| 1/20/2011 9:05 | N | R_PB2SES_4 | -0.03 |
| 1/20/2011 9:05 | N | R_PB2SES_5 | -0.03 |
| 1/20/2011 9:05 | N | AUTO_EPS_390 | 33.42 |
| 1/20/2011 9:10 | N | DC_ROAD_L_B | 30.99 |
| 1/20/2011 9:10 | N | DC_EGPS_L_A | 24.01 |
| 1/20/2011 9:10 | N | H_HOLLOW_E_1 | 0.46 |
| 1/20/2011 9:10 | N | HHOLLOW4_E_1 | 0.46 |
| 1/20/2011 9:10 | N | R_LH2SES_1 | 33.15 |
| 1/20/2011 9:10 | N | R_PB2SES_1 | 0.08 |
| 1/20/2011 9:10 | N | R_PB2SES_2 | 0.08 |
| 1/20/2011 9:10 | N | R_PB2SES_3 | 0.08 |
| 1/20/2011 9:10 | N | R_PB2SES_4 | 0.08 |
| 1/20/2011 9:10 | N | R_PB2SES_5 | 0.08 |
| 1/20/2011 9:10 | N | AUTO_EPS_390 | 33.06 |
| 1/20/2011 9:15 | N | DC_ROAD_L_B | 30.96 |
| 1/20/2011 9:15 | N | DC_EGPS_L_A | 24.4 |
| 1/20/2011 9:15 | N | H_HOLLOW_E_1 | 2.39 |
| 1/20/2011 9:15 | N | HHOLLOW4_E_1 | 2.39 |
| 1/20/2011 9:15 | N | R_LH2SES_1 | 33 |
| 1/20/2011 9:15 | N | R_PB2SES_1 | 2.03 |
| 1/20/2011 9:15 | N | R_PB2SES_2 | 2.03 |
| 1/20/2011 9:15 | N | R_PB2SES_3 | 2.03 |
| 1/20/2011 9:15 | N | R_PB2SES_4 | 2.03 |
| 1/20/2011 9:15 | N | R_PB2SES_5 | 2.03 |

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| 1/20/2011 9:15 | N | AUTO_EPS_390 | 32.91 |
| 1/20/2011 9:20 | N | DC_ROAD_L_B | 31.79 |
| 1/20/2011 9:20 | N | DC_EGPS_L_A | 30.93 |
| 1/20/2011 9:20 | N | H_HOLLOW_E_1 | 28.07 |
| 1/20/2011 9:20 | N | HHOLLOW4_E_1 | 28.07 |
| 1/20/2011 9:20 | N | R_LH2SES_1 | 32.05 |
| 1/20/2011 9:20 | N | R_PB2SES_1 | 28.02 |
| 1/20/2011 9:20 | N | R_PB2SES_2 | 28.02 |
| 1/20/2011 9:20 | N | R_PB2SES_3 | 28.02 |
| 1/20/2011 9:20 | N | R_PB2SES_4 | 28.02 |
| 1/20/2011 9:20 | N | R_PB2SES_5 | 28.02 |
| 1/20/2011 9:20 | N | AUTO_EPS_390 | 32.04 |
| 1/20/2011 9:30 | N | DC_ROAD_L_B | 31.69 |
| 1/20/2011 9:30 | N | DC_EGPS_L_A | 28.95 |
| 1/20/2011 9:30 | N | H_HOLLOW_E_1 | 19.76 |
| 1/20/2011 9:30 | N | HHOLLOW4_E_1 | 19.76 |
| 1/20/2011 9:30 | N | R_LH2SES_1 | 32.54 |
| 1/20/2011 9:30 | N | R_PB2SES_1 | 19.61 |
| 1/20/2011 9:30 | N | R_PB2SES_2 | 19.61 |
| 1/20/2011 9:30 | N | R_PB2SES_3 | 19.61 |
| 1/20/2011 9:30 | N | R_PB2SES_4 | 19.61 |
| 1/20/2011 9:30 | N | R_PB2SES_5 | 19.61 |
| 1/20/2011 9:30 | N | AUTO_EPS_390 | 32.5 |
| 1/20/2011 9:40 | N | DC_ROAD_L_B | 34.26 |
| 1/20/2011 9:40 | N | DC_EGPS_L_A | 29.55 |
| 1/20/2011 9:40 | N | H_HOLLOW_E_1 | 13.76 |
| 1/20/2011 9:40 | N | HHOLLOW4_E_1 | 13.76 |
| 1/20/2011 9:40 | N | R_LH2SES_1 | 35.72 |
| 1/20/2011 9:40 | N | R_PB2SES_1 | 13.5 |
| 1/20/2011 9:40 | N | R_PB2SES_2 | 13.5 |
| 1/20/2011 9:40 | N | R_PB2SES_3 | 13.5 |
| 1/20/2011 9:40 | N | R_PB2SES_4 | 13.5 |
| 1/20/2011 9:40 | N | R_PB2SES_5 | 13.5 |
| 1/20/2011 9:40 | N | AUTO_EPS_390 | 35.65 |
| 1/20/2011 12:50 | N | DC_ROAD_L_B | 31.22 |
| 1/20/2011 12:50 | N | DC_EGPS_L_A | 31.19 |
| 1/20/2011 12:50 | N | H_HOLLOW_E_1 | 29.01 |
| 1/20/2011 12:50 | N | HHOLLOW4_E_1 | 29.01 |
| 1/20/2011 12:50 | N | R_LH2SES_1 | 31.16 |
| 1/20/2011 12:50 | N | R_PB2SES_1 | 32.62 |
| 1/20/2011 12:50 | N | R_PB2SES_2 | 32.62 |
| 1/20/2011 12:50 | N | R_PB2SES_3 | 32.62 |
| 1/20/2011 12:50 | N | R_PB2SES_4 | 32.62 |
| 1/20/2011 12:50 | N | R_PB2SES_5 | 32.62 |
| 1/20/2011 12:50 | N | AUTO_EPS_390 | 31.16 |
| 1/20/2011 12:55 | N | DC_ROAD_L_B | 30.72 |
| 1/20/2011 12:55 | N | DC_EGPS_L_A | 30.69 |

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| 1/20/2011 12:55 | N | H_HOLLOW_E_1 | 28.51 |
| 1/20/2011 12:55 | N | HHOLLOW4_E_1 | 28.51 |
| 1/20/2011 12:55 | N | R_LH2SES_1 | 30.66 |
| 1/20/2011 12:55 | N | R_PB2SES_1 | 32.12 |
| 1/20/2011 12:55 | N | R_PB2SES_2 | 32.12 |
| 1/20/2011 12:55 | N | R_PB2SES_3 | 32.12 |
| 1/20/2011 12:55 | N | R_PB2SES_4 | 32.12 |
| 1/20/2011 12:55 | N | R_PB2SES_5 | 32.12 |
| 1/20/2011 12:55 | N | AUTO_EPS_390 | 30.66 |
| 1/20/2011 13:00 | N | DC_ROAD_L_B | 30.4 |
| 1/20/2011 13:00 | N | DC_EGPS_L_A | 30.34 |
| 1/20/2011 13:00 | N | H_HOLLOW_E_1 | 28.16 |
| 1/20/2011 13:00 | N | HHOLLOW4_E_1 | 28.16 |
| 1/20/2011 13:00 | N | R_LH2SES_1 | 30.34 |
| 1/20/2011 13:00 | N | R_PB2SES_1 | 31.77 |
| 1/20/2011 13:00 | N | R_PB2SES_2 | 31.77 |
| 1/20/2011 13:00 | N | R_PB2SES_3 | 31.77 |
| 1/20/2011 13:00 | N | R_PB2SES_4 | 31.77 |
| 1/20/2011 13:00 | N | R_PB2SES_5 | 31.77 |
| 1/20/2011 13:00 | N | AUTO_EPS_390 | 30.34 |
| 1/20/2011 13:05 | N | DC_ROAD_L_B | 30.4 |
| 1/20/2011 13:05 | N | DC_EGPS_L_A | 30.35 |
| 1/20/2011 13:05 | N | H_HOLLOW_E_1 | 28.16 |
| 1/20/2011 13:05 | N | HHOLLOW4_E_1 | 28.16 |
| 1/20/2011 13:05 | N | R_LH2SES_1 | 30.35 |
| 1/20/2011 13:05 | N | R_PB2SES_1 | 31.78 |
| 1/20/2011 13:05 | N | R_PB2SES_2 | 31.78 |
| 1/20/2011 13:05 | N | R_PB2SES_3 | 31.78 |
| 1/20/2011 13:05 | N | R_PB2SES_4 | 31.78 |
| 1/20/2011 13:05 | N | R_PB2SES_5 | 31.78 |
| 1/20/2011 13:05 | N | AUTO_EPS_390 | 30.35 |
| 1/20/2011 13:15 | N | DC_ROAD_L_B | 30.44 |
| 1/20/2011 13:15 | N | DC_EGPS_L_A | 30.44 |
| 1/20/2011 13:15 | N | H_HOLLOW_E_1 | 30.25 |
| 1/20/2011 13:15 | N | HHOLLOW4_E_1 | 30.25 |
| 1/20/2011 13:15 | N | R_LH2SES_1 | 30.44 |
| 1/20/2011 13:15 | N | R_PB2SES_1 | 30.57 |
| 1/20/2011 13:15 | N | R_PB2SES_2 | 30.57 |
| 1/20/2011 13:15 | N | R_PB2SES_3 | 30.57 |
| 1/20/2011 13:15 | N | R_PB2SES_4 | 30.57 |
| 1/20/2011 13:15 | N | R_PB2SES_5 | 30.57 |
| 1/20/2011 13:15 | N | AUTO_EPS_390 | 30.44 |
| 1/20/2011 13:35 | N | DC_ROAD_L_B | 29.7 |
| 1/20/2011 13:35 | N | DC_EGPS_L_A | 29.69 |
| 1/20/2011 13:35 | N | H_HOLLOW_E_1 | 29.51 |
| 1/20/2011 13:35 | N | HHOLLOW4_E_1 | 29.51 |
| 1/20/2011 13:35 | N | R_LH2SES_1 | 29.69 |

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| 1/20/2011 13:35 | N | R_PB2SES_1 | 29.81 |
| 1/20/2011 13:35 | N | R_PB2SES_2 | 29.81 |
| 1/20/2011 13:35 | N | R_PB2SES_3 | 29.81 |
| 1/20/2011 13:35 | N | R_PB2SES_4 | 29.81 |
| 1/20/2011 13:35 | N | R_PB2SES_5 | 29.81 |
| 1/20/2011 13:35 | N | AUTO_EPS_390 | 29.69 |
| 1/20/2011 13:40 | N | DC_ROAD_L_B | 29.8 |
| 1/20/2011 13:40 | N | DC_EGPS_L_A | 29.75 |
| 1/20/2011 13:40 | N | H_HOLLOW_E_1 | 27.56 |
| 1/20/2011 13:40 | N | HHOLLOW4_E_1 | 27.56 |
| 1/20/2011 13:40 | N | R_LH2SES_1 | 29.75 |
| 1/20/2011 13:40 | N | R_PB2SES_1 | 31.17 |
| 1/20/2011 13:40 | N | R_PB2SES_2 | 31.17 |
| 1/20/2011 13:40 | N | R_PB2SES_3 | 31.17 |
| 1/20/2011 13:40 | N | R_PB2SES_4 | 31.17 |
| 1/20/2011 13:40 | N | R_PB2SES_5 | 31.17 |
| 1/20/2011 13:40 | N | AUTO_EPS_390 | 29.75 |
| 1/20/2011 16:55 | N | DC_ROAD_L_B | 29.65 |
| 1/20/2011 16:55 | N | DC_EGPS_L_A | 30.73 |
| 1/20/2011 16:55 | N | H_HOLLOW_E_1 | 29.11 |
| 1/20/2011 16:55 | N | HHOLLOW4_E_1 | 29.11 |
| 1/20/2011 16:55 | N | R_LH2SES_1 | 29.07 |
| 1/20/2011 16:55 | N | R_PB2SES_1 | 29.13 |
| 1/20/2011 16:55 | N | R_PB2SES_2 | 29.13 |
| 1/20/2011 16:55 | N | R_PB2SES_3 | 29.13 |
| 1/20/2011 16:55 | N | R_PB2SES_4 | 29.13 |
| 1/20/2011 16:55 | N | R_PB2SES_5 | 29.13 |
| 1/20/2011 16:55 | N | AUTO_EPS_390 | 29.07 |
| 1/20/2011 17:00 | N | DC_ROAD_L_B | 29.96 |
| 1/20/2011 17:00 | N | DC_EGPS_L_A | 31.09 |
| 1/20/2011 17:00 | N | H_HOLLOW_E_1 | 29.39 |
| 1/20/2011 17:00 | N | HHOLLOW4_E_1 | 29.39 |
| 1/20/2011 17:00 | N | R_LH2SES_1 | 29.35 |
| 1/20/2011 17:00 | N | R_PB2SES_1 | 29.42 |
| 1/20/2011 17:00 | N | R_PB2SES_2 | 29.42 |
| 1/20/2011 17:00 | N | R_PB2SES_3 | 29.42 |
| 1/20/2011 17:00 | N | R_PB2SES_4 | 29.42 |
| 1/20/2011 17:00 | N | R_PB2SES_5 | 29.42 |
| 1/20/2011 17:00 | N | AUTO_EPS_390 | 29.35 |
| 1/20/2011 17:05 | N | DC_ROAD_L_B | 29.77 |
| 1/20/2011 17:05 | N | DC_EGPS_L_A | 30.9 |
| 1/20/2011 17:05 | N | H_HOLLOW_E_1 | 29.2 |
| 1/20/2011 17:05 | N | HHOLLOW4_E_1 | 29.2 |
| 1/20/2011 17:05 | N | R_LH2SES_1 | 29.16 |
| 1/20/2011 17:05 | N | R_PB2SES_1 | 29.23 |
| 1/20/2011 17:05 | N | R_PB2SES_2 | 29.23 |
| 1/20/2011 17:05 | N | R_PB2SES_3 | 29.23 |

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| 1/20/2011 17:05 | N | R_PB2SES_4 | 29.23 |
| 1/20/2011 17:05 | N | R_PB2SES_5 | 29.23 |
| 1/20/2011 17:05 | N | AUTO_EPS_390 | 29.16 |
| 1/20/2011 17:10 | N | DC_ROAD_L_B | 29.76 |
| 1/20/2011 17:10 | N | DC_EGPS_L_A | 30.89 |
| 1/20/2011 17:10 | N | H_HOLLOW_E_1 | 29.18 |
| 1/20/2011 17:10 | N | HHOLLOW4_E_1 | 29.18 |
| 1/20/2011 17:10 | N | R_LH2SES_1 | 29.14 |
| 1/20/2011 17:10 | N | R_PB2SES_1 | 29.21 |
| 1/20/2011 17:10 | N | R_PB2SES_2 | 29.21 |
| 1/20/2011 17:10 | N | R_PB2SES_3 | 29.21 |
| 1/20/2011 17:10 | N | R_PB2SES_4 | 29.21 |
| 1/20/2011 17:10 | N | R_PB2SES_5 | 29.21 |
| 1/20/2011 17:10 | N | AUTO_EPS_390 | 29.14 |
| 1/20/2011 17:15 | N | DC_ROAD_L_B | 29.65 |
| 1/20/2011 17:15 | N | DC_EGPS_L_A | 30.76 |
| 1/20/2011 17:15 | N | H_HOLLOW_E_1 | 29.09 |
| 1/20/2011 17:15 | N | HHOLLOW4_E_1 | 29.09 |
| 1/20/2011 17:15 | N | R_LH2SES_1 | 29.04 |
| 1/20/2011 17:15 | N | R_PB2SES_1 | 29.11 |
| 1/20/2011 17:15 | N | R_PB2SES_2 | 29.11 |
| 1/20/2011 17:15 | N | R_PB2SES_3 | 29.11 |
| 1/20/2011 17:15 | N | R_PB2SES_4 | 29.11 |
| 1/20/2011 17:15 | N | R_PB2SES_5 | 29.11 |
| 1/20/2011 17:15 | N | AUTO_EPS_390 | 29.04 |
| 1/20/2011 17:20 | N | DC_ROAD_L_B | 30.05 |
| 1/20/2011 17:20 | N | DC_EGPS_L_A | 31.2 |
| 1/20/2011 17:20 | N | H_HOLLOW_E_1 | 29.46 |
| 1/20/2011 17:20 | N | HHOLLOW4_E_1 | 29.46 |
| 1/20/2011 17:20 | N | R_LH2SES_1 | 29.42 |
| 1/20/2011 17:20 | N | R_PB2SES_1 | 29.49 |
| 1/20/2011 17:20 | N | R_PB2SES_2 | 29.49 |
| 1/20/2011 17:20 | N | R_PB2SES_3 | 29.49 |
| 1/20/2011 17:20 | N | R_PB2SES_4 | 29.49 |
| 1/20/2011 17:20 | N | R_PB2SES_5 | 29.49 |
| 1/20/2011 17:20 | N | AUTO_EPS_390 | 29.42 |
| 1/20/2011 17:25 | N | DC_ROAD_L_B | 30.52 |
| 1/20/2011 17:25 | N | DC_EGPS_L_A | 31.75 |
| 1/20/2011 17:25 | N | H_HOLLOW_E_1 | 29.9 |
| 1/20/2011 17:25 | N | HHOLLOW4_E_1 | 29.9 |
| 1/20/2011 17:25 | N | R_LH2SES_1 | 29.85 |
| 1/20/2011 17:25 | N | R_PB2SES_1 | 29.93 |
| 1/20/2011 17:25 | N | R_PB2SES_2 | 29.93 |
| 1/20/2011 17:25 | N | R_PB2SES_3 | 29.93 |
| 1/20/2011 17:25 | N | R_PB2SES_4 | 29.93 |
| 1/20/2011 17:25 | N | R_PB2SES_5 | 29.93 |
| 1/20/2011 17:25 | N | AUTO_EPS_390 | 29.85 |

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| 1/20/2011 17:30 | N | DC_ROAD_L_B | 28.59 |
| 1/20/2011 17:30 | N | DC_EGPS_L_A | 30.43 |
| 1/20/2011 17:30 | N | H_HOLLOW_E_1 | 31.9 |
| 1/20/2011 17:30 | N | HHOLLOW4_E_1 | 31.9 |
| 1/20/2011 17:30 | N | R_LH2SES_1 | 31.4 |
| 1/20/2011 17:30 | N | R_PB2SES_1 | 31.88 |
| 1/20/2011 17:30 | N | R_PB2SES_2 | 31.88 |
| 1/20/2011 17:30 | N | R_PB2SES_3 | 31.88 |
| 1/20/2011 17:30 | N | R_PB2SES_4 | 31.88 |
| 1/20/2011 17:30 | N | R_PB2SES_5 | 31.88 |
| 1/20/2011 17:30 | N | AUTO_EPS_390 | 30.86 |
| 1/20/2011 17:35 | N | DC_ROAD_L_B | 28.87 |
| 1/20/2011 17:35 | N | DC_EGPS_L_A | 31.18 |
| 1/20/2011 17:35 | N | H_HOLLOW_E_1 | 34.22 |
| 1/20/2011 17:35 | N | HHOLLOW4_E_1 | 34.22 |
| 1/20/2011 17:35 | N | R_LH2SES_1 | 33.47 |
| 1/20/2011 17:35 | N | R_PB2SES_1 | 34.17 |
| 1/20/2011 17:35 | N | R_PB2SES_2 | 34.17 |
| 1/20/2011 17:35 | N | R_PB2SES_3 | 34.17 |
| 1/20/2011 17:35 | N | R_PB2SES_4 | 34.17 |
| 1/20/2011 17:35 | N | R_PB2SES_5 | 34.17 |
| 1/20/2011 17:35 | N | AUTO_EPS_390 | 32.63 |
| 1/20/2011 17:40 | N | DC_ROAD_L_B | 32.66 |
| 1/20/2011 17:40 | N | DC_EGPS_L_A | 34.64 |
| 1/20/2011 17:40 | N | H_HOLLOW_E_1 | 34.05 |
| 1/20/2011 17:40 | N | HHOLLOW4_E_1 | 34.05 |
| 1/20/2011 17:40 | N | R_LH2SES_1 | 33.73 |
| 1/20/2011 17:40 | N | R_PB2SES_1 | 34.05 |
| 1/20/2011 17:40 | N | R_PB2SES_2 | 34.05 |
| 1/20/2011 17:40 | N | R_PB2SES_3 | 34.05 |
| 1/20/2011 17:40 | N | R_PB2SES_4 | 34.05 |
| 1/20/2011 17:40 | N | R_PB2SES_5 | 34.05 |
| 1/20/2011 17:40 | N | AUTO_EPS_390 | 33.42 |
| 1/20/2011 17:45 | N | DC_ROAD_L_B | 34.13 |
| 1/20/2011 17:45 | N | DC_EGPS_L_A | 36.6 |
| 1/20/2011 17:45 | N | H_HOLLOW_E_1 | 36.97 |
| 1/20/2011 17:45 | N | HHOLLOW4_E_1 | 36.97 |
| 1/20/2011 17:45 | N | R_LH2SES_1 | 36.46 |
| 1/20/2011 17:45 | N | R_PB2SES_1 | 36.96 |
| 1/20/2011 17:45 | N | R_PB2SES_2 | 36.96 |
| 1/20/2011 17:45 | N | R_PB2SES_3 | 36.96 |
| 1/20/2011 17:45 | N | R_PB2SES_4 | 36.96 |
| 1/20/2011 17:45 | N | R_PB2SES_5 | 36.96 |
| 1/20/2011 17:45 | N | AUTO_EPS_390 | 35.93 |
| 1/20/2011 17:50 | N | DC_ROAD_L_B | 29.71 |
| 1/20/2011 17:50 | N | DC_EGPS_L_A | 40.89 |
| 1/20/2011 17:50 | N | H_HOLLOW_E_1 | 45.42 |

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| 1/20/2011 17:50 | N | HHOLLOW4_E_1 | 45.42 |
| 1/20/2011 17:50 | N | R_LH2SES_1 | 43.95 |
| 1/20/2011 17:50 | N | R_PB2SES_1 | 45.34 |
| 1/20/2011 17:50 | N | R_PB2SES_2 | 45.34 |
| 1/20/2011 17:50 | N | R_PB2SES_3 | 45.34 |
| 1/20/2011 17:50 | N | R_PB2SES_4 | 45.34 |
| 1/20/2011 17:50 | N | R_PB2SES_5 | 45.34 |
| 1/20/2011 17:50 | N | AUTO_EPS_390 | 42.37 |
| 1/20/2011 17:55 | N | DC_ROAD_L_B | 30.94 |
| 1/20/2011 17:55 | N | DC_EGPS_L_A | 47.65 |
| 1/20/2011 17:55 | N | H_HOLLOW_E_1 | 45.94 |
| 1/20/2011 17:55 | N | HHOLLOW4_E_1 | 45.94 |
| 1/20/2011 17:55 | N | R_LH2SES_1 | 44.98 |
| 1/20/2011 17:55 | N | R_PB2SES_1 | 45.95 |
| 1/20/2011 17:55 | N | R_PB2SES_2 | 45.95 |
| 1/20/2011 17:55 | N | R_PB2SES_3 | 45.95 |
| 1/20/2011 17:55 | N | R_PB2SES_4 | 45.95 |
| 1/20/2011 17:55 | N | R_PB2SES_5 | 45.95 |
| 1/20/2011 17:55 | N | AUTO_EPS_390 | 44.11 |
| 1/20/2011 17:56 | N | DC_ROAD_L_B | 31.47 |
| 1/20/2011 17:56 | N | DC_EGPS_L_A | 51.06 |
| 1/20/2011 17:56 | N | H_HOLLOW_E_1 | 57.6 |
| 1/20/2011 17:56 | N | HHOLLOW4_E_1 | 57.6 |
| 1/20/2011 17:56 | N | R_LH2SES_1 | 55.35 |
| 1/20/2011 17:56 | N | R_PB2SES_1 | 57.48 |
| 1/20/2011 17:56 | N | R_PB2SES_2 | 57.48 |
| 1/20/2011 17:56 | N | R_PB2SES_3 | 57.48 |
| 1/20/2011 17:56 | N | R_PB2SES_4 | 57.48 |
| 1/20/2011 17:56 | N | R_PB2SES_5 | 57.48 |
| 1/20/2011 17:56 | N | AUTO_EPS_390 | 52.95 |
| 1/20/2011 18:00 | N | DC_ROAD_L_B | 34.24 |
| 1/20/2011 18:00 | N | DC_EGPS_L_A | 56.58 |
| 1/20/2011 18:00 | N | H_HOLLOW_E_1 | 61.97 |
| 1/20/2011 18:00 | N | HHOLLOW4_E_1 | 61.97 |
| 1/20/2011 18:00 | N | R_LH2SES_1 | 59.66 |
| 1/20/2011 18:00 | N | R_PB2SES_1 | 61.88 |
| 1/20/2011 18:00 | N | R_PB2SES_2 | 61.88 |
| 1/20/2011 18:00 | N | R_PB2SES_3 | 61.88 |
| 1/20/2011 18:00 | N | R_PB2SES_4 | 61.88 |
| 1/20/2011 18:00 | N | R_PB2SES_5 | 61.88 |
| 1/20/2011 18:00 | N | AUTO_EPS_390 | 57.27 |
| 1/20/2011 18:03 | N | DC_ROAD_L_B | 32.37 |
| 1/20/2011 18:03 | N | DC_EGPS_L_A | 49.32 |
| 1/20/2011 18:03 | N | H_HOLLOW_E_1 | 56.55 |
| 1/20/2011 18:03 | N | HHOLLOW4_E_1 | 56.55 |
| 1/20/2011 18:03 | N | R_LH2SES_1 | 54.32 |
| 1/20/2011 18:03 | N | R_PB2SES_1 | 56.43 |

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| 1/20/2011 18:03 | N | R_PB2SES_2 | 56.43 |
| 1/20/2011 18:03 | N | R_PB2SES_3 | 56.43 |
| 1/20/2011 18:03 | N | R_PB2SES_4 | 56.43 |
| 1/20/2011 18:03 | N | R_PB2SES_5 | 56.43 |
| 1/20/2011 18:03 | N | AUTO_EPS_390 | 51.95 |
| 1/20/2011 18:05 | N | DC_ROAD_L_B | 32.63 |
| 1/20/2011 18:05 | N | DC_EGPS_L_A | 50.83 |
| 1/20/2011 18:05 | N | H_HOLLOW_E_1 | 57.61 |
| 1/20/2011 18:05 | N | HHOLLOW4_E_1 | 57.61 |
| 1/20/2011 18:05 | N | R_LH2SES_1 | 55.36 |
| 1/20/2011 18:05 | N | R_PB2SES_1 | 57.49 |
| 1/20/2011 18:05 | N | R_PB2SES_2 | 57.49 |
| 1/20/2011 18:05 | N | R_PB2SES_3 | 57.49 |
| 1/20/2011 18:05 | N | R_PB2SES_4 | 57.49 |
| 1/20/2011 18:05 | N | R_PB2SES_5 | 57.49 |
| 1/20/2011 18:05 | N | AUTO_EPS_390 | 52.98 |
| 1/20/2011 18:10 | N | DC_ROAD_L_B | 32 |
| 1/20/2011 18:10 | N | DC_EGPS_L_A | 41.2 |
| 1/20/2011 18:10 | N | H_HOLLOW_E_1 | 53.36 |
| 1/20/2011 18:10 | N | HHOLLOW4_E_1 | 53.36 |
| 1/20/2011 18:10 | N | R_LH2SES_1 | 51.29 |
| 1/20/2011 18:10 | N | R_PB2SES_1 | 53.17 |
| 1/20/2011 18:10 | N | R_PB2SES_2 | 53.17 |
| 1/20/2011 18:10 | N | R_PB2SES_3 | 53.17 |
| 1/20/2011 18:10 | N | R_PB2SES_4 | 53.17 |
| 1/20/2011 18:10 | N | R_PB2SES_5 | 53.17 |
| 1/20/2011 18:10 | N | AUTO_EPS_390 | 48.93 |
| 1/20/2011 18:13 | N | DC_ROAD_L_B | 32.61 |
| 1/20/2011 18:13 | N | DC_EGPS_L_A | 43.17 |
| 1/20/2011 18:13 | N | H_HOLLOW_E_1 | 55.1 |
| 1/20/2011 18:13 | N | HHOLLOW4_E_1 | 55.1 |
| 1/20/2011 18:13 | N | R_LH2SES_1 | 53.01 |
| 1/20/2011 18:13 | N | R_PB2SES_1 | 54.92 |
| 1/20/2011 18:13 | N | R_PB2SES_2 | 54.92 |
| 1/20/2011 18:13 | N | R_PB2SES_3 | 54.92 |
| 1/20/2011 18:13 | N | R_PB2SES_4 | 54.92 |
| 1/20/2011 18:13 | N | R_PB2SES_5 | 54.92 |
| 1/20/2011 18:13 | N | AUTO_EPS_390 | 50.65 |
| 1/20/2011 18:15 | N | DC_ROAD_L_B | 33.97 |
| 1/20/2011 18:15 | N | DC_EGPS_L_A | 53.55 |
| 1/20/2011 18:15 | N | H_HOLLOW_E_1 | 59.94 |
| 1/20/2011 18:15 | N | HHOLLOW4_E_1 | 59.94 |
| 1/20/2011 18:15 | N | R_LH2SES_1 | 57.69 |
| 1/20/2011 18:15 | N | R_PB2SES_1 | 59.85 |
| 1/20/2011 18:15 | N | R_PB2SES_2 | 59.85 |
| 1/20/2011 18:15 | N | R_PB2SES_3 | 59.85 |
| 1/20/2011 18:15 | N | R_PB2SES_4 | 59.85 |

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| 1/20/2011 18:15 | N | R_PB2SES_5 | 59.85 |
| 1/20/2011 18:15 | N | AUTO_EPS_390 | 55.28 |
| 1/20/2011 18:18 | N | DC_ROAD_L_B | 34.47 |
| 1/20/2011 18:18 | N | DC_EGPS_L_A | 56.39 |
| 1/20/2011 18:18 | N | H_HOLLOW_E_1 | 62.07 |
| 1/20/2011 18:18 | N | HHOLLOW4_E_1 | 62.07 |
| 1/20/2011 18:18 | N | R_LH2SES_1 | 59.78 |
| 1/20/2011 18:18 | N | R_PB2SES_1 | 61.99 |
| 1/20/2011 18:18 | N | R_PB2SES_2 | 61.99 |
| 1/20/2011 18:18 | N | R_PB2SES_3 | 61.99 |
| 1/20/2011 18:18 | N | R_PB2SES_4 | 61.99 |
| 1/20/2011 18:18 | N | R_PB2SES_5 | 61.99 |
| 1/20/2011 18:18 | N | AUTO_EPS_390 | 57.37 |
| 1/20/2011 18:20 | N | DC_ROAD_L_B | 34.39 |
| 1/20/2011 18:20 | N | DC_EGPS_L_A | 56.59 |
| 1/20/2011 18:20 | N | H_HOLLOW_E_1 | 62.16 |
| 1/20/2011 18:20 | N | HHOLLOW4_E_1 | 62.16 |
| 1/20/2011 18:20 | N | R_LH2SES_1 | 59.84 |
| 1/20/2011 18:20 | N | R_PB2SES_1 | 62.06 |
| 1/20/2011 18:20 | N | R_PB2SES_2 | 62.06 |
| 1/20/2011 18:20 | N | R_PB2SES_3 | 62.06 |
| 1/20/2011 18:20 | N | R_PB2SES_4 | 62.06 |
| 1/20/2011 18:20 | N | R_PB2SES_5 | 62.06 |
| 1/20/2011 18:20 | N | AUTO_EPS_390 | 57.47 |
| 1/20/2011 18:25 | N | DC_ROAD_L_B | 34.41 |
| 1/20/2011 18:25 | N | DC_EGPS_L_A | 56.79 |
| 1/20/2011 18:25 | N | H_HOLLOW_E_1 | 62.22 |
| 1/20/2011 18:25 | N | HHOLLOW4_E_1 | 62.22 |
| 1/20/2011 18:25 | N | R_LH2SES_1 | 59.89 |
| 1/20/2011 18:25 | N | R_PB2SES_1 | 62.11 |
| 1/20/2011 18:25 | N | R_PB2SES_2 | 62.11 |
| 1/20/2011 18:25 | N | R_PB2SES_3 | 62.11 |
| 1/20/2011 18:25 | N | R_PB2SES_4 | 62.11 |
| 1/20/2011 18:25 | N | R_PB2SES_5 | 62.11 |
| 1/20/2011 18:25 | N | AUTO_EPS_390 | 57.51 |
| 1/20/2011 18:30 | N | DC_ROAD_L_B | 34.63 |
| 1/20/2011 18:30 | N | DC_EGPS_L_A | 56.88 |
| 1/20/2011 18:30 | N | H_HOLLOW_E_1 | 62.25 |
| 1/20/2011 18:30 | N | HHOLLOW4_E_1 | 62.25 |
| 1/20/2011 18:30 | N | R_LH2SES_1 | 59.96 |
| 1/20/2011 18:30 | N | R_PB2SES_1 | 62.15 |
| 1/20/2011 18:30 | N | R_PB2SES_2 | 62.15 |
| 1/20/2011 18:30 | N | R_PB2SES_3 | 62.15 |
| 1/20/2011 18:30 | N | R_PB2SES_4 | 62.15 |
| 1/20/2011 18:30 | N | R_PB2SES_5 | 62.15 |
| 1/20/2011 18:30 | N | AUTO_EPS_390 | 57.55 |
| 1/20/2011 18:35 | N | DC_ROAD_L_B | 28.62 |

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| 1/20/2011 18:35 | N | DC_EGPS_L_A | 65.73 |
| 1/20/2011 18:35 | N | H_HOLLOW_E_1 | 67.54 |
| 1/20/2011 18:35 | N | HHOLLOW4_E_1 | 67.54 |
| 1/20/2011 18:35 | N | R_LH2SES_1 | 65.04 |
| 1/20/2011 18:35 | N | R_PB2SES_1 | 67.5 |
| 1/20/2011 18:35 | N | R_PB2SES_2 | 67.5 |
| 1/20/2011 18:35 | N | R_PB2SES_3 | 67.5 |
| 1/20/2011 18:35 | N | R_PB2SES_4 | 67.5 |
| 1/20/2011 18:35 | N | R_PB2SES_5 | 67.5 |
| 1/20/2011 18:35 | N | AUTO_EPS_390 | 62.61 |
| 1/20/2011 18:40 | N | DC_ROAD_L_B | 34.45 |
| 1/20/2011 18:40 | N | DC_EGPS_L_A | 79.95 |
| 1/20/2011 18:40 | N | H_HOLLOW_E_1 | 78.5 |
| 1/20/2011 18:40 | N | HHOLLOW4_E_1 | 78.5 |
| 1/20/2011 18:40 | N | R_LH2SES_1 | 75.89 |
| 1/20/2011 18:40 | N | R_PB2SES_1 | 78.49 |
| 1/20/2011 18:40 | N | R_PB2SES_2 | 78.49 |
| 1/20/2011 18:40 | N | R_PB2SES_3 | 78.49 |
| 1/20/2011 18:40 | N | R_PB2SES_4 | 78.49 |
| 1/20/2011 18:40 | N | R_PB2SES_5 | 78.49 |
| 1/20/2011 18:40 | N | AUTO_EPS_390 | 73.41 |
| 1/20/2011 18:45 | N | DC_ROAD_L_B | 32.45 |
| 1/20/2011 18:45 | N | DC_EGPS_L_A | 51.77 |
| 1/20/2011 18:45 | N | H_HOLLOW_E_1 | 62.24 |
| 1/20/2011 18:45 | N | HHOLLOW4_E_1 | 62.24 |
| 1/20/2011 18:45 | N | R_LH2SES_1 | 60.05 |
| 1/20/2011 18:45 | N | R_PB2SES_1 | 62.09 |
| 1/20/2011 18:45 | N | R_PB2SES_2 | 62.09 |
| 1/20/2011 18:45 | N | R_PB2SES_3 | 62.09 |
| 1/20/2011 18:45 | N | R_PB2SES_4 | 62.09 |
| 1/20/2011 18:45 | N | R_PB2SES_5 | 62.09 |
| 1/20/2011 18:45 | N | AUTO_EPS_390 | 57.67 |
| 1/20/2011 18:50 | N | DC_ROAD_L_B | 34.2 |
| 1/20/2011 18:50 | N | DC_EGPS_L_A | 53.76 |
| 1/20/2011 18:50 | N | H_HOLLOW_E_1 | 60.29 |
| 1/20/2011 18:50 | N | HHOLLOW4_E_1 | 60.29 |
| 1/20/2011 18:50 | N | R_LH2SES_1 | 58.02 |
| 1/20/2011 18:50 | N | R_PB2SES_1 | 60.18 |
| 1/20/2011 18:50 | N | R_PB2SES_2 | 60.18 |
| 1/20/2011 18:50 | N | R_PB2SES_3 | 60.18 |
| 1/20/2011 18:50 | N | R_PB2SES_4 | 60.18 |
| 1/20/2011 18:50 | N | R_PB2SES_5 | 60.18 |
| 1/20/2011 18:50 | N | AUTO_EPS_390 | 55.62 |
| 1/20/2011 18:55 | N | DC_ROAD_L_B | 42.35 |
| 1/20/2011 18:55 | N | DC_EGPS_L_A | 46.48 |
| 1/20/2011 18:55 | N | H_HOLLOW_E_1 | 59.47 |
| 1/20/2011 18:55 | N | HHOLLOW4_E_1 | 59.47 |

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| 1/20/2011 18:55 | N | R_LH2SES_1 | 57.49 |
| 1/20/2011 18:55 | N | R_PB2SES_1 | 59.27 |
| 1/20/2011 18:55 | N | R_PB2SES_2 | 59.27 |
| 1/20/2011 18:55 | N | R_PB2SES_3 | 59.27 |
| 1/20/2011 18:55 | N | R_PB2SES_4 | 59.27 |
| 1/20/2011 18:55 | N | R_PB2SES_5 | 59.27 |
| 1/20/2011 18:55 | N | AUTO_EPS_390 | 55.12 |
| 1/20/2011 19:00 | N | DC_ROAD_L_B | 35.12 |
| 1/20/2011 19:00 | N | DC_EGPS_L_A | 47.17 |
| 1/20/2011 19:00 | N | H_HOLLOW_E_1 | 44.97 |
| 1/20/2011 19:00 | N | HHOLLOW4_E_1 | 44.97 |
| 1/20/2011 19:00 | N | R_LH2SES_1 | 44.81 |
| 1/20/2011 19:00 | N | R_PB2SES_1 | 44.99 |
| 1/20/2011 19:00 | N | R_PB2SES_2 | 44.99 |
| 1/20/2011 19:00 | N | R_PB2SES_3 | 44.99 |
| 1/20/2011 19:00 | N | R_PB2SES_4 | 44.99 |
| 1/20/2011 19:00 | N | R_PB2SES_5 | 44.99 |
| 1/20/2011 19:00 | N | AUTO_EPS_390 | 44.79 |
| 1/20/2011 19:05 | N | DC_ROAD_L_B | 34.67 |
| 1/20/2011 19:05 | N | DC_EGPS_L_A | 50.35 |
| 1/20/2011 19:05 | N | H_HOLLOW_E_1 | 46.9 |
| 1/20/2011 19:05 | N | HHOLLOW4_E_1 | 46.9 |
| 1/20/2011 19:05 | N | R_LH2SES_1 | 46.67 |
| 1/20/2011 19:05 | N | R_PB2SES_1 | 46.95 |
| 1/20/2011 19:05 | N | R_PB2SES_2 | 46.95 |
| 1/20/2011 19:05 | N | R_PB2SES_3 | 46.95 |
| 1/20/2011 19:05 | N | R_PB2SES_4 | 46.95 |
| 1/20/2011 19:05 | N | R_PB2SES_5 | 46.95 |
| 1/20/2011 19:05 | N | AUTO_EPS_390 | 46.64 |
| 1/20/2011 19:10 | N | DC_ROAD_L_B | 34.76 |
| 1/20/2011 19:10 | N | DC_EGPS_L_A | 53.43 |
| 1/20/2011 19:10 | N | H_HOLLOW_E_1 | 47.12 |
| 1/20/2011 19:10 | N | HHOLLOW4_E_1 | 47.12 |
| 1/20/2011 19:10 | N | R_LH2SES_1 | 46.78 |
| 1/20/2011 19:10 | N | R_PB2SES_1 | 47.21 |
| 1/20/2011 19:10 | N | R_PB2SES_2 | 47.21 |
| 1/20/2011 19:10 | N | R_PB2SES_3 | 47.21 |
| 1/20/2011 19:10 | N | R_PB2SES_4 | 47.21 |
| 1/20/2011 19:10 | N | R_PB2SES_5 | 47.21 |
| 1/20/2011 19:10 | N | AUTO_EPS_390 | 46.74 |
| 1/20/2011 19:15 | N | DC_ROAD_L_B | 36.94 |
| 1/20/2011 19:15 | N | DC_EGPS_L_A | 60.72 |
| 1/20/2011 19:15 | N | H_HOLLOW_E_1 | 47.43 |
| 1/20/2011 19:15 | N | HHOLLOW4_E_1 | 47.43 |
| 1/20/2011 19:15 | N | R_LH2SES_1 | 46.87 |
| 1/20/2011 19:15 | N | R_PB2SES_1 | 47.65 |
| 1/20/2011 19:15 | N | R_PB2SES_2 | 47.65 |

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| 1/20/2011 19:15 | N | R_PB2SES_3 | 47.65 |
| 1/20/2011 19:15 | N | R_PB2SES_4 | 47.65 |
| 1/20/2011 19:15 | N | R_PB2SES_5 | 47.65 |
| 1/20/2011 19:15 | N | AUTO_EPS_390 | 46.81 |
| 1/20/2011 19:18 | N | DC_ROAD_L_B | 38.11 |
| 1/20/2011 19:18 | N | DC_EGPS_L_A | 52.68 |
| 1/20/2011 19:18 | N | H_HOLLOW_E_1 | 46.96 |
| 1/20/2011 19:18 | N | HHOLLOW4_E_1 | 46.96 |
| 1/20/2011 19:18 | N | R_PB2SES_1 | 47.05 |
| 1/20/2011 19:18 | N | R_PB2SES_2 | 47.05 |
| 1/20/2011 19:18 | N | R_PB2SES_3 | 47.05 |
| 1/20/2011 19:18 | N | R_PB2SES_4 | 47.05 |
| 1/20/2011 19:18 | N | R_PB2SES_5 | 47.05 |
| 1/20/2011 19:18 | N | AUTO_EPS_390 | 46.63 |
| 1/20/2011 19:20 | N | DC_ROAD_L_B | 38.63 |
| 1/20/2011 19:20 | N | DC_EGPS_L_A | 60.06 |
| 1/20/2011 19:20 | N | H_HOLLOW_E_1 | 47.29 |
| 1/20/2011 19:20 | N | HHOLLOW4_E_1 | 47.29 |
| 1/20/2011 19:20 | N | R_LH2SES_1 | 46.76 |
| 1/20/2011 19:20 | N | R_PB2SES_1 | 47.5 |
| 1/20/2011 19:20 | N | R_PB2SES_2 | 47.5 |
| 1/20/2011 19:20 | N | R_PB2SES_3 | 47.5 |
| 1/20/2011 19:20 | N | R_PB2SES_4 | 47.5 |
| 1/20/2011 19:20 | N | R_PB2SES_5 | 47.5 |
| 1/20/2011 19:20 | N | AUTO_EPS_390 | 46.71 |
| 1/20/2011 19:25 | N | DC_ROAD_L_B | 40.4 |
| 1/20/2011 19:25 | N | DC_EGPS_L_A | 53.84 |
| 1/20/2011 19:25 | N | H_HOLLOW_E_1 | 46.83 |
| 1/20/2011 19:25 | N | HHOLLOW4_E_1 | 46.83 |
| 1/20/2011 19:25 | N | R_LH2SES_1 | 46.51 |
| 1/20/2011 19:25 | N | R_PB2SES_1 | 46.93 |
| 1/20/2011 19:25 | N | R_PB2SES_2 | 46.93 |
| 1/20/2011 19:25 | N | R_PB2SES_3 | 46.93 |
| 1/20/2011 19:25 | N | R_PB2SES_4 | 46.93 |
| 1/20/2011 19:25 | N | R_PB2SES_5 | 46.93 |
| 1/20/2011 19:25 | N | AUTO_EPS_390 | 46.48 |
| 1/20/2011 19:30 | N | DC_ROAD_L_B | 36.85 |
| 1/20/2011 19:30 | N | DC_EGPS_L_A | 51.82 |
| 1/20/2011 19:30 | N | H_HOLLOW_E_1 | 46.25 |
| 1/20/2011 19:30 | N | HHOLLOW4_E_1 | 46.25 |
| 1/20/2011 19:30 | N | R_LH2SES_1 | 45.99 |
| 1/20/2011 19:30 | N | R_PB2SES_1 | 46.33 |
| 1/20/2011 19:30 | N | R_PB2SES_2 | 46.33 |
| 1/20/2011 19:30 | N | R_PB2SES_3 | 46.33 |
| 1/20/2011 19:30 | N | R_PB2SES_4 | 46.33 |
| 1/20/2011 19:30 | N | R_PB2SES_5 | 46.33 |
| 1/20/2011 19:30 | N | AUTO_EPS_390 | 45.96 |

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| 1/20/2011 19:35 | N | DC_ROAD_L_B | 36.64 |
| 1/20/2011 19:35 | N | DC_EGPS_L_A | 48.22 |
| 1/20/2011 19:35 | N | H_HOLLOW_E_1 | 46.12 |
| 1/20/2011 19:35 | N | HHOLLOW4_E_1 | 46.12 |
| 1/20/2011 19:35 | N | R_LH2SES_1 | 45.99 |
| 1/20/2011 19:35 | N | R_PB2SES_1 | 46.14 |
| 1/20/2011 19:35 | N | R_PB2SES_2 | 46.14 |
| 1/20/2011 19:35 | N | R_PB2SES_3 | 46.14 |
| 1/20/2011 19:35 | N | R_PB2SES_4 | 46.14 |
| 1/20/2011 19:35 | N | R_PB2SES_5 | 46.14 |
| 1/20/2011 19:35 | N | AUTO_EPS_390 | 45.97 |
| 1/20/2011 19:40 | N | DC_ROAD_L_B | 54.73 |
| 1/20/2011 19:40 | N | DC_EGPS_L_A | 112.25 |
| 1/20/2011 19:40 | N | H_HOLLOW_E_1 | 187.43 |
| 1/20/2011 19:40 | N | HHOLLOW4_E_1 | 187.43 |
| 1/20/2011 19:40 | N | R_LH2SES_1 | 11.39 |
| 1/20/2011 19:40 | N | R_PB2SES_1 | 188.18 |
| 1/20/2011 19:40 | N | R_PB2SES_2 | 188.18 |
| 1/20/2011 19:40 | N | R_PB2SES_3 | 188.18 |
| 1/20/2011 19:40 | N | R_PB2SES_4 | 188.18 |
| 1/20/2011 19:40 | N | R_PB2SES_5 | 188.18 |
| 1/20/2011 19:40 | N | AUTO_EPS_390 | 42.98 |
| 1/20/2011 19:45 | N | DC_ROAD_L_B | 57.47 |
| 1/20/2011 19:45 | N | DC_EGPS_L_A | 113.09 |
| 1/20/2011 19:45 | N | H_HOLLOW_E_1 | 180.35 |
| 1/20/2011 19:45 | N | HHOLLOW4_E_1 | 180.35 |
| 1/20/2011 19:45 | N | R_LH2SES_1 | 21.27 |
| 1/20/2011 19:45 | N | R_PB2SES_1 | 181.04 |
| 1/20/2011 19:45 | N | R_PB2SES_2 | 181.04 |
| 1/20/2011 19:45 | N | R_PB2SES_3 | 181.04 |
| 1/20/2011 19:45 | N | R_PB2SES_4 | 181.04 |
| 1/20/2011 19:45 | N | R_PB2SES_5 | 181.04 |
| 1/20/2011 19:45 | N | AUTO_EPS_390 | 49.82 |
| 1/20/2011 19:50 | N | DC_ROAD_L_B | 51.8 |
| 1/20/2011 19:50 | N | DC_EGPS_L_A | 105.46 |
| 1/20/2011 19:50 | N | H_HOLLOW_E_1 | 164.43 |
| 1/20/2011 19:50 | N | HHOLLOW4_E_1 | 164.43 |
| 1/20/2011 19:50 | N | R_LH2SES_1 | 23.12 |
| 1/20/2011 19:50 | N | R_PB2SES_1 | 165.05 |
| 1/20/2011 19:50 | N | R_PB2SES_2 | 165.05 |
| 1/20/2011 19:50 | N | R_PB2SES_3 | 165.05 |
| 1/20/2011 19:50 | N | R_PB2SES_4 | 165.05 |
| 1/20/2011 19:50 | N | R_PB2SES_5 | 165.05 |
| 1/20/2011 19:50 | N | AUTO_EPS_390 | 48.46 |
| 1/20/2011 19:55 | N | DC_ROAD_L_B | 22.64 |
| 1/20/2011 19:55 | N | DC_EGPS_L_A | 66.97 |
| 1/20/2011 19:55 | N | H_HOLLOW_E_1 | 86.96 |

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| 1/20/2011 19:55 | N | HHOLLOW4_E_1 | 86.96 |
| 1/20/2011 19:55 | N | R_LH2SES_1 | 29.06 |
| 1/20/2011 19:55 | N | R_PB2SES_1 | 87.26 |
| 1/20/2011 19:55 | N | R_PB2SES_2 | 87.26 |
| 1/20/2011 19:55 | N | R_PB2SES_3 | 87.26 |
| 1/20/2011 19:55 | N | R_PB2SES_4 | 87.26 |
| 1/20/2011 19:55 | N | R_PB2SES_5 | 87.26 |
| 1/20/2011 19:55 | N | AUTO_EPS_390 | 39.36 |
| 1/20/2011 20:00 | N | DC_ROAD_L_B | 34.88 |
| 1/20/2011 20:00 | N | DC_EGPS_L_A | 64.21 |
| 1/20/2011 20:00 | N | H_HOLLOW_E_1 | 86.8 |
| 1/20/2011 20:00 | N | HHOLLOW4_E_1 | 86.8 |
| 1/20/2011 20:00 | N | R_LH2SES_1 | 29.31 |
| 1/20/2011 20:00 | N | R_PB2SES_1 | 87.09 |
| 1/20/2011 20:00 | N | R_PB2SES_2 | 87.09 |
| 1/20/2011 20:00 | N | R_PB2SES_3 | 87.09 |
| 1/20/2011 20:00 | N | R_PB2SES_4 | 87.09 |
| 1/20/2011 20:00 | N | R_PB2SES_5 | 87.09 |
| 1/20/2011 20:00 | N | AUTO_EPS_390 | 39.6 |
| 1/20/2011 20:05 | N | DC_ROAD_L_B | 65.82 |
| 1/20/2011 20:05 | N | DC_EGPS_L_A | 123.54 |
| 1/20/2011 20:05 | N | H_HOLLOW_E_1 | 199.52 |
| 1/20/2011 20:05 | N | HHOLLOW4_E_1 | 199.52 |
| 1/20/2011 20:05 | N | R_LH2SES_1 | 21.83 |
| 1/20/2011 20:05 | N | R_PB2SES_1 | 200.28 |
| 1/20/2011 20:05 | N | R_PB2SES_2 | 200.28 |
| 1/20/2011 20:05 | N | R_PB2SES_3 | 200.28 |
| 1/20/2011 20:05 | N | R_PB2SES_4 | 200.28 |
| 1/20/2011 20:05 | N | R_PB2SES_5 | 200.28 |
| 1/20/2011 20:05 | N | AUTO_EPS_390 | 53.71 |
| 1/20/2011 20:10 | N | DC_ROAD_L_B | 97.59 |
| 1/20/2011 20:10 | N | DC_EGPS_L_A | 164.31 |
| 1/20/2011 20:10 | N | H_HOLLOW_E_1 | 277.93 |
| 1/20/2011 20:10 | N | HHOLLOW4_E_1 | 277.93 |
| 1/20/2011 20:10 | N | R_LH2SES_1 | 19.71 |
| 1/20/2011 20:10 | N | R_PB2SES_1 | 278.99 |
| 1/20/2011 20:10 | N | R_PB2SES_2 | 278.99 |
| 1/20/2011 20:10 | N | R_PB2SES_3 | 278.99 |
| 1/20/2011 20:10 | N | R_PB2SES_4 | 278.99 |
| 1/20/2011 20:10 | N | R_PB2SES_5 | 278.99 |
| 1/20/2011 20:10 | N | AUTO_EPS_390 | 66.09 |
| 1/20/2011 20:15 | N | DC_ROAD_L_B | 97.71 |
| 1/20/2011 20:15 | N | DC_EGPS_L_A | 164.42 |
| 1/20/2011 20:15 | N | H_HOLLOW_E_1 | 278.11 |
| 1/20/2011 20:15 | N | HHOLLOW4_E_1 | 278.11 |
| 1/20/2011 20:15 | N | R_LH2SES_1 | 19.84 |
| 1/20/2011 20:15 | N | R_PB2SES_1 | 279.14 |

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| 1/20/2011 20:15 | N | R_PB2SES_2 | 279.14 |
| 1/20/2011 20:15 | N | R_PB2SES_3 | 279.14 |
| 1/20/2011 20:15 | N | R_PB2SES_4 | 279.14 |
| 1/20/2011 20:15 | N | R_PB2SES_5 | 279.14 |
| 1/20/2011 20:15 | N | AUTO_EPS_390 | 66.21 |
| 1/20/2011 20:20 | N | DC_ROAD_L_B | 96.96 |
| 1/20/2011 20:20 | N | DC_EGPS_L_A | 163.68 |
| 1/20/2011 20:20 | N | H_HOLLOW_E_1 | 277.33 |
| 1/20/2011 20:20 | N | HHOLLOW4_E_1 | 277.33 |
| 1/20/2011 20:20 | N | R_LH2SES_1 | 19.1 |
| 1/20/2011 20:20 | N | R_PB2SES_1 | 278.42 |
| 1/20/2011 20:20 | N | R_PB2SES_2 | 278.42 |
| 1/20/2011 20:20 | N | R_PB2SES_3 | 278.42 |
| 1/20/2011 20:20 | N | R_PB2SES_4 | 278.42 |
| 1/20/2011 20:20 | N | R_PB2SES_5 | 278.42 |
| 1/20/2011 20:20 | N | AUTO_EPS_390 | 65.49 |
| 1/20/2011 20:25 | N | DC_ROAD_L_B | 96.93 |
| 1/20/2011 20:25 | N | DC_EGPS_L_A | 163.61 |
| 1/20/2011 20:25 | N | H_HOLLOW_E_1 | 277.3 |
| 1/20/2011 20:25 | N | HHOLLOW4_E_1 | 277.3 |
| 1/20/2011 20:25 | N | R_LH2SES_1 | 19.05 |
| 1/20/2011 20:25 | N | R_PB2SES_1 | 278.37 |
| 1/20/2011 20:25 | N | R_PB2SES_2 | 278.37 |
| 1/20/2011 20:25 | N | R_PB2SES_3 | 278.37 |
| 1/20/2011 20:25 | N | R_PB2SES_4 | 278.37 |
| 1/20/2011 20:25 | N | R_PB2SES_5 | 278.37 |
| 1/20/2011 20:25 | N | AUTO_EPS_390 | 65.46 |
| 1/20/2011 20:30 | N | DC_ROAD_L_B | 97.51 |
| 1/20/2011 20:30 | N | DC_EGPS_L_A | 164.22 |
| 1/20/2011 20:30 | N | H_HOLLOW_E_1 | 277.88 |
| 1/20/2011 20:30 | N | HHOLLOW4_E_1 | 277.88 |
| 1/20/2011 20:30 | N | R_LH2SES_1 | 19.63 |
| 1/20/2011 20:30 | N | R_PB2SES_1 | 278.94 |
| 1/20/2011 20:30 | N | R_PB2SES_2 | 278.94 |
| 1/20/2011 20:30 | N | R_PB2SES_3 | 278.94 |
| 1/20/2011 20:30 | N | R_PB2SES_4 | 278.94 |
| 1/20/2011 20:30 | N | R_PB2SES_5 | 278.94 |
| 1/20/2011 20:30 | N | AUTO_EPS_390 | 66.01 |
| 1/20/2011 20:35 | N | DC_ROAD_L_B | 99.82 |
| 1/20/2011 20:35 | N | DC_EGPS_L_A | 166.53 |
| 1/20/2011 20:35 | N | H_HOLLOW_E_1 | 280.22 |
| 1/20/2011 20:35 | N | HHOLLOW4_E_1 | 280.22 |
| 1/20/2011 20:35 | N | R_LH2SES_1 | 21.97 |
| 1/20/2011 20:35 | N | R_PB2SES_1 | 281.25 |
| 1/20/2011 20:35 | N | R_PB2SES_2 | 281.25 |
| 1/20/2011 20:35 | N | R_PB2SES_3 | 281.25 |
| 1/20/2011 20:35 | N | R_PB2SES_4 | 281.25 |

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| 1/20/2011 20:35 | N | R_PB2SES_5 | 281.25 |
| 1/20/2011 20:35 | N | AUTO_EPS_390 | 68.38 |
| 1/20/2011 20:40 | N | DC_ROAD_L_B | 102.75 |
| 1/20/2011 20:40 | N | DC_EGPS_L_A | 169.84 |
| 1/20/2011 20:40 | N | H_HOLLOW_E_1 | 283.7 |
| 1/20/2011 20:40 | N | HHOLLOW4_E_1 | 283.7 |
| 1/20/2011 20:40 | N | R_LH2SES_1 | 25.45 |
| 1/20/2011 20:40 | N | R_PB2SES_1 | 284.76 |
| 1/20/2011 20:40 | N | R_PB2SES_2 | 284.76 |
| 1/20/2011 20:40 | N | R_PB2SES_3 | 284.76 |
| 1/20/2011 20:40 | N | R_PB2SES_4 | 284.76 |
| 1/20/2011 20:40 | N | R_PB2SES_5 | 284.76 |
| 1/20/2011 20:40 | N | AUTO_EPS_390 | 71.86 |
| 1/20/2011 20:45 | N | DC_ROAD_L_B | 107.02 |
| 1/20/2011 20:45 | N | DC_EGPS_L_A | 174.11 |
| 1/20/2011 20:45 | N | H_HOLLOW_E_1 | 287.98 |
| 1/20/2011 20:45 | N | HHOLLOW4_E_1 | 287.98 |
| 1/20/2011 20:45 | N | R_LH2SES_1 | 29.73 |
| 1/20/2011 20:45 | N | R_PB2SES_1 | 289.01 |
| 1/20/2011 20:45 | N | R_PB2SES_2 | 289.01 |
| 1/20/2011 20:45 | N | R_PB2SES_3 | 289.01 |
| 1/20/2011 20:45 | N | R_PB2SES_4 | 289.01 |
| 1/20/2011 20:45 | N | R_PB2SES_5 | 289.01 |
| 1/20/2011 20:45 | N | AUTO_EPS_390 | 76.1 |
| 1/20/2011 20:50 | N | DC_ROAD_L_B | 53.54 |
| 1/20/2011 20:50 | N | DC_EGPS_L_A | 105.31 |
| 1/20/2011 20:50 | N | H_HOLLOW_E_1 | 154.99 |
| 1/20/2011 20:50 | N | HHOLLOW4_E_1 | 154.99 |
| 1/20/2011 20:50 | N | R_LH2SES_1 | 33.87 |
| 1/20/2011 20:50 | N | R_PB2SES_1 | 155.54 |
| 1/20/2011 20:50 | N | R_PB2SES_2 | 155.54 |
| 1/20/2011 20:50 | N | R_PB2SES_3 | 155.54 |
| 1/20/2011 20:50 | N | R_PB2SES_4 | 155.54 |
| 1/20/2011 20:50 | N | R_PB2SES_5 | 155.54 |
| 1/20/2011 20:50 | N | AUTO_EPS_390 | 55.57 |
| 1/20/2011 20:55 | N | DC_ROAD_L_B | 54.94 |
| 1/20/2011 20:55 | N | DC_EGPS_L_A | 107.04 |
| 1/20/2011 20:55 | N | H_HOLLOW_E_1 | 158.27 |
| 1/20/2011 20:55 | N | HHOLLOW4_E_1 | 158.27 |
| 1/20/2011 20:55 | N | R_LH2SES_1 | 33.89 |
| 1/20/2011 20:55 | N | R_PB2SES_1 | 158.82 |
| 1/20/2011 20:55 | N | R_PB2SES_2 | 158.82 |
| 1/20/2011 20:55 | N | R_PB2SES_3 | 158.82 |
| 1/20/2011 20:55 | N | R_PB2SES_4 | 158.82 |
| 1/20/2011 20:55 | N | R_PB2SES_5 | 158.82 |
| 1/20/2011 20:55 | N | AUTO_EPS_390 | 56.17 |
| 1/20/2011 21:00 | N | DC_ROAD_L_B | 33.03 |

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| 1/20/2011 21:00 | N | DC_EGPS_L_A | 59.08 |
| 1/20/2011 21:00 | N | H_HOLLOW_E_1 | 72.96 |
| 1/20/2011 21:00 | N | HHOLLOW4_E_1 | 72.96 |
| 1/20/2011 21:00 | N | R_LH2SES_1 | 34.81 |
| 1/20/2011 21:00 | N | R_PB2SES_1 | 73.14 |
| 1/20/2011 21:00 | N | R_PB2SES_2 | 73.14 |
| 1/20/2011 21:00 | N | R_PB2SES_3 | 73.14 |
| 1/20/2011 21:00 | N | R_PB2SES_4 | 73.14 |
| 1/20/2011 21:00 | N | R_PB2SES_5 | 73.14 |
| 1/20/2011 21:00 | N | AUTO_EPS_390 | 41.61 |
| 1/20/2011 21:05 | N | DC_ROAD_L_B | 37.66 |
| 1/20/2011 21:05 | N | DC_EGPS_L_A | 85.31 |
| 1/20/2011 21:05 | N | H_HOLLOW_E_1 | 117.93 |
| 1/20/2011 21:05 | N | HHOLLOW4_E_1 | 117.93 |
| 1/20/2011 21:05 | N | R_LH2SES_1 | 33.35 |
| 1/20/2011 21:05 | N | R_PB2SES_1 | 118.33 |
| 1/20/2011 21:05 | N | R_PB2SES_2 | 118.33 |
| 1/20/2011 21:05 | N | R_PB2SES_3 | 118.33 |
| 1/20/2011 21:05 | N | R_PB2SES_4 | 118.33 |
| 1/20/2011 21:05 | N | R_PB2SES_5 | 118.33 |
| 1/20/2011 21:05 | N | AUTO_EPS_390 | 48.46 |
| 1/20/2011 21:10 | N | DC_ROAD_L_B | 35.35 |
| 1/20/2011 21:10 | N | DC_EGPS_L_A | 55.62 |
| 1/20/2011 21:10 | N | H_HOLLOW_E_1 | 70.84 |
| 1/20/2011 21:10 | N | HHOLLOW4_E_1 | 70.84 |
| 1/20/2011 21:10 | N | R_LH2SES_1 | 32.1 |
| 1/20/2011 21:10 | N | R_PB2SES_1 | 71.02 |
| 1/20/2011 21:10 | N | R_PB2SES_2 | 71.02 |
| 1/20/2011 21:10 | N | R_PB2SES_3 | 71.02 |
| 1/20/2011 21:10 | N | R_PB2SES_4 | 71.02 |
| 1/20/2011 21:10 | N | R_PB2SES_5 | 71.02 |
| 1/20/2011 21:10 | N | AUTO_EPS_390 | 39.02 |
| 1/20/2011 21:15 | N | DC_ROAD_L_B | 34.64 |
| 1/20/2011 21:15 | N | DC_EGPS_L_A | 44.57 |
| 1/20/2011 21:15 | N | H_HOLLOW_E_1 | 52.55 |
| 1/20/2011 21:15 | N | HHOLLOW4_E_1 | 52.55 |
| 1/20/2011 21:15 | N | R_LH2SES_1 | 32.49 |
| 1/20/2011 21:15 | N | R_PB2SES_1 | 52.64 |
| 1/20/2011 21:15 | N | R_PB2SES_2 | 52.64 |
| 1/20/2011 21:15 | N | R_PB2SES_3 | 52.64 |
| 1/20/2011 21:15 | N | R_PB2SES_4 | 52.64 |
| 1/20/2011 21:15 | N | R_PB2SES_5 | 52.64 |
| 1/20/2011 21:15 | N | AUTO_EPS_390 | 36.08 |
| 1/20/2011 21:20 | N | DC_ROAD_L_B | 41.71 |
| 1/20/2011 21:20 | N | DC_EGPS_L_A | 44.26 |
| 1/20/2011 21:20 | N | H_HOLLOW_E_1 | 54.91 |
| 1/20/2011 21:20 | N | HHOLLOW4_E_1 | 54.91 |

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| 1/20/2011 21:20 | N | R_LH2SES_1 | 32.14 |
| 1/20/2011 21:20 | N | R_PB2SES_1 | 55 |
| 1/20/2011 21:20 | N | R_PB2SES_2 | 55 |
| 1/20/2011 21:20 | N | R_PB2SES_3 | 55 |
| 1/20/2011 21:20 | N | R_PB2SES_4 | 55 |
| 1/20/2011 21:20 | N | R_PB2SES_5 | 55 |
| 1/20/2011 21:20 | N | AUTO_EPS_390 | 36.25 |
| 1/20/2011 21:25 | N | DC_ROAD_L_B | 34.82 |
| 1/20/2011 21:25 | N | DC_EGPS_L_A | 47.71 |
| 1/20/2011 21:25 | N | H_HOLLOW_E_1 | 56.09 |
| 1/20/2011 21:25 | N | HHOLLOW4_E_1 | 56.09 |
| 1/20/2011 21:25 | N | R_LH2SES_1 | 34.12 |
| 1/20/2011 21:25 | N | R_PB2SES_1 | 56.19 |
| 1/20/2011 21:25 | N | R_PB2SES_2 | 56.19 |
| 1/20/2011 21:25 | N | R_PB2SES_3 | 56.19 |
| 1/20/2011 21:25 | N | R_PB2SES_4 | 56.19 |
| 1/20/2011 21:25 | N | R_PB2SES_5 | 56.19 |
| 1/20/2011 21:25 | N | AUTO_EPS_390 | 38.04 |
| 1/20/2011 21:30 | N | DC_ROAD_L_B | 34.79 |
| 1/20/2011 21:30 | N | DC_EGPS_L_A | 55 |
| 1/20/2011 21:30 | N | H_HOLLOW_E_1 | 68.01 |
| 1/20/2011 21:30 | N | HHOLLOW4_E_1 | 68.01 |
| 1/20/2011 21:30 | N | R_LH2SES_1 | 33.82 |
| 1/20/2011 21:30 | N | R_PB2SES_1 | 68.17 |
| 1/20/2011 21:30 | N | R_PB2SES_2 | 68.17 |
| 1/20/2011 21:30 | N | R_PB2SES_3 | 68.17 |
| 1/20/2011 21:30 | N | R_PB2SES_4 | 68.17 |
| 1/20/2011 21:30 | N | R_PB2SES_5 | 68.17 |
| 1/20/2011 21:30 | N | AUTO_EPS_390 | 39.92 |
| 1/20/2011 21:35 | N | DC_ROAD_L_B | 34.58 |
| 1/20/2011 21:35 | N | DC_EGPS_L_A | 50.21 |
| 1/20/2011 21:35 | N | H_HOLLOW_E_1 | 61.36 |
| 1/20/2011 21:35 | N | HHOLLOW4_E_1 | 61.36 |
| 1/20/2011 21:35 | N | R_LH2SES_1 | 32.69 |
| 1/20/2011 21:35 | N | R_PB2SES_1 | 61.49 |
| 1/20/2011 21:35 | N | R_PB2SES_2 | 61.49 |
| 1/20/2011 21:35 | N | R_PB2SES_3 | 61.49 |
| 1/20/2011 21:35 | N | R_PB2SES_4 | 61.49 |
| 1/20/2011 21:35 | N | R_PB2SES_5 | 61.49 |
| 1/20/2011 21:35 | N | AUTO_EPS_390 | 37.81 |
| 1/20/2011 21:40 | N | DC_ROAD_L_B | 34.55 |
| 1/20/2011 21:40 | N | DC_EGPS_L_A | 42.86 |
| 1/20/2011 21:40 | N | H_HOLLOW_E_1 | 50.72 |
| 1/20/2011 21:40 | N | HHOLLOW4_E_1 | 50.72 |
| 1/20/2011 21:40 | N | R_LH2SES_1 | 31.53 |
| 1/20/2011 21:40 | N | R_PB2SES_1 | 50.8 |
| 1/20/2011 21:40 | N | R_PB2SES_2 | 50.8 |

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| 1/20/2011 21:40 | N | R_PB2SES_3 | 50.8 |
| 1/20/2011 21:40 | N | R_PB2SES_4 | 50.8 |
| 1/20/2011 21:40 | N | R_PB2SES_5 | 50.8 |
| 1/20/2011 21:40 | N | AUTO_EPS_390 | 34.96 |
| 1/20/2011 21:45 | N | DC_ROAD_L_B | 39.74 |
| 1/20/2011 21:45 | N | DC_EGPS_L_A | 42 |
| 1/20/2011 21:45 | N | H_HOLLOW_E_1 | 51.46 |
| 1/20/2011 21:45 | N | HHOLLOW4_E_1 | 51.46 |
| 1/20/2011 21:45 | N | R_LH2SES_1 | 31.24 |
| 1/20/2011 21:45 | N | R_PB2SES_1 | 51.54 |
| 1/20/2011 21:45 | N | R_PB2SES_2 | 51.54 |
| 1/20/2011 21:45 | N | R_PB2SES_3 | 51.54 |
| 1/20/2011 21:45 | N | R_PB2SES_4 | 51.54 |
| 1/20/2011 21:45 | N | R_PB2SES_5 | 51.54 |
| 1/20/2011 21:45 | N | AUTO_EPS_390 | 34.88 |
| 1/20/2011 21:50 | N | DC_ROAD_L_B | 37.54 |
| 1/20/2011 21:50 | N | DC_EGPS_L_A | 42.8 |
| 1/20/2011 21:50 | N | H_HOLLOW_E_1 | 51.25 |
| 1/20/2011 21:50 | N | HHOLLOW4_E_1 | 51.25 |
| 1/20/2011 21:50 | N | R_LH2SES_1 | 31.97 |
| 1/20/2011 21:50 | N | R_PB2SES_1 | 51.33 |
| 1/20/2011 21:50 | N | R_PB2SES_2 | 51.33 |
| 1/20/2011 21:50 | N | R_PB2SES_3 | 51.33 |
| 1/20/2011 21:50 | N | R_PB2SES_4 | 51.33 |
| 1/20/2011 21:50 | N | R_PB2SES_5 | 51.33 |
| 1/20/2011 21:50 | N | AUTO_EPS_390 | 35.44 |
| 1/20/2011 22:00 | N | DC_ROAD_L_B | 38.11 |
| 1/20/2011 22:00 | N | DC_EGPS_L_A | 41.74 |
| 1/20/2011 22:00 | N | H_HOLLOW_E_1 | 50.46 |
| 1/20/2011 22:00 | N | HHOLLOW4_E_1 | 50.46 |
| 1/20/2011 22:00 | N | R_LH2SES_1 | 31.24 |
| 1/20/2011 22:00 | N | R_PB2SES_1 | 50.54 |
| 1/20/2011 22:00 | N | R_PB2SES_2 | 50.54 |
| 1/20/2011 22:00 | N | R_PB2SES_3 | 50.54 |
| 1/20/2011 22:00 | N | R_PB2SES_4 | 50.54 |
| 1/20/2011 22:00 | N | R_PB2SES_5 | 50.54 |
| 1/20/2011 22:00 | N | AUTO_EPS_390 | 34.7 |
| 1/20/2011 22:05 | N | DC_ROAD_L_B | 38.21 |
| 1/20/2011 22:05 | N | DC_EGPS_L_A | 40.86 |
| 1/20/2011 22:05 | N | H_HOLLOW_E_1 | 48.81 |
| 1/20/2011 22:05 | N | HHOLLOW4_E_1 | 48.81 |
| 1/20/2011 22:05 | N | R_LH2SES_1 | 31.53 |
| 1/20/2011 22:05 | N | R_PB2SES_1 | 48.88 |
| 1/20/2011 22:05 | N | R_PB2SES_2 | 48.88 |
| 1/20/2011 22:05 | N | R_PB2SES_3 | 48.88 |
| 1/20/2011 22:05 | N | R_PB2SES_4 | 48.88 |
| 1/20/2011 22:05 | N | R_PB2SES_5 | 48.88 |

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| 1/20/2011 22:05 | N | AUTO_EPS_390 | 34.64 |
| 1/20/2011 22:09 | N | DC_ROAD_L_B | 38.58 |
| 1/20/2011 22:09 | N | DC_EGPS_L_A | 40.39 |
| 1/20/2011 22:09 | N | H_HOLLOW_E_1 | 47.94 |
| 1/20/2011 22:09 | N | HHOLLOW4_E_1 | 47.94 |
| 1/20/2011 22:09 | N | R_LH2SES_1 | 31.79 |
| 1/20/2011 22:09 | N | R_PB2SES_1 | 48 |
| 1/20/2011 22:09 | N | R_PB2SES_2 | 48 |
| 1/20/2011 22:09 | N | R_PB2SES_3 | 48 |
| 1/20/2011 22:09 | N | R_PB2SES_4 | 48 |
| 1/20/2011 22:09 | N | R_PB2SES_5 | 48 |
| 1/20/2011 22:09 | N | AUTO_EPS_390 | 34.7 |
| 1/20/2011 22:10 | N | DC_ROAD_L_B | 38.58 |
| 1/20/2011 22:10 | N | DC_EGPS_L_A | 40.39 |
| 1/20/2011 22:10 | N | H_HOLLOW_E_1 | 47.94 |
| 1/20/2011 22:10 | N | HHOLLOW4_E_1 | 47.94 |
| 1/20/2011 22:10 | N | R_LH2SES_1 | 31.79 |
| 1/20/2011 22:10 | N | R_PB2SES_1 | 48 |
| 1/20/2011 22:10 | N | R_PB2SES_2 | 48 |
| 1/20/2011 22:10 | N | R_PB2SES_3 | 48 |
| 1/20/2011 22:10 | N | R_PB2SES_4 | 48 |
| 1/20/2011 22:10 | N | R_PB2SES_5 | 48 |
| 1/20/2011 22:10 | N | AUTO_EPS_390 | 34.7 |
| 1/20/2011 22:15 | N | DC_ROAD_L_B | 38.35 |
| 1/20/2011 22:15 | N | DC_EGPS_L_A | 39.98 |
| 1/20/2011 22:15 | N | H_HOLLOW_E_1 | 46.78 |
| 1/20/2011 22:15 | N | HHOLLOW4_E_1 | 46.78 |
| 1/20/2011 22:15 | N | R_LH2SES_1 | 32.24 |
| 1/20/2011 22:15 | N | R_PB2SES_1 | 46.83 |
| 1/20/2011 22:15 | N | R_PB2SES_2 | 46.83 |
| 1/20/2011 22:15 | N | R_PB2SES_3 | 46.83 |
| 1/20/2011 22:15 | N | R_PB2SES_4 | 46.83 |
| 1/20/2011 22:15 | N | R_PB2SES_5 | 46.83 |
| 1/20/2011 22:15 | N | AUTO_EPS_390 | 34.86 |
| 1/20/2011 22:20 | N | DC_ROAD_L_B | 39.74 |
| 1/20/2011 22:20 | N | DC_EGPS_L_A | 42.06 |
| 1/20/2011 22:20 | N | H_HOLLOW_E_1 | 51.75 |
| 1/20/2011 22:20 | N | HHOLLOW4_E_1 | 51.75 |
| 1/20/2011 22:20 | N | R_LH2SES_1 | 31.03 |
| 1/20/2011 22:20 | N | R_PB2SES_1 | 51.82 |
| 1/20/2011 22:20 | N | R_PB2SES_2 | 51.82 |
| 1/20/2011 22:20 | N | R_PB2SES_3 | 51.82 |
| 1/20/2011 22:20 | N | R_PB2SES_4 | 51.82 |
| 1/20/2011 22:20 | N | R_PB2SES_5 | 51.82 |
| 1/20/2011 22:20 | N | AUTO_EPS_390 | 34.76 |
| 1/20/2011 22:25 | N | DC_ROAD_L_B | 39.1 |
| 1/20/2011 22:25 | N | DC_EGPS_L_A | 41.4 |

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|---|---|---|---|
| 1/20/2011 22:25 | N | H_HOLLOW_E_1 | 51.01 |
| 1/20/2011 22:25 | N | HHOLLOW4_E_1 | 51.01 |
| 1/20/2011 22:25 | N | R_LH2SES_1 | 30.46 |
| 1/20/2011 22:25 | N | R_PB2SES_1 | 51.09 |
| 1/20/2011 22:25 | N | R_PB2SES_2 | 51.09 |
| 1/20/2011 22:25 | N | R_PB2SES_3 | 51.09 |
| 1/20/2011 22:25 | N | R_PB2SES_4 | 51.09 |
| 1/20/2011 22:25 | N | R_PB2SES_5 | 51.09 |
| 1/20/2011 22:25 | N | AUTO_EPS_390 | 34.16 |
| 1/20/2011 22:30 | N | DC_ROAD_L_B | 37.96 |
| 1/20/2011 22:30 | N | DC_EGPS_L_A | 39.97 |
| 1/20/2011 22:30 | N | H_HOLLOW_E_1 | 48.34 |
| 1/20/2011 22:30 | N | HHOLLOW4_E_1 | 48.34 |
| 1/20/2011 22:30 | N | R_LH2SES_1 | 30.43 |
| 1/20/2011 22:30 | N | R_PB2SES_1 | 48.41 |
| 1/20/2011 22:30 | N | R_PB2SES_2 | 48.41 |
| 1/20/2011 22:30 | N | R_PB2SES_3 | 48.41 |
| 1/20/2011 22:30 | N | R_PB2SES_4 | 48.41 |
| 1/20/2011 22:30 | N | R_PB2SES_5 | 48.41 |
| 1/20/2011 22:30 | N | AUTO_EPS_390 | 33.66 |
| 1/20/2011 22:35 | N | DC_ROAD_L_B | 36.58 |
| 1/20/2011 22:35 | N | DC_EGPS_L_A | 38.2 |
| 1/20/2011 22:35 | N | H_HOLLOW_E_1 | 44.95 |
| 1/20/2011 22:35 | N | HHOLLOW4_E_1 | 44.95 |
| 1/20/2011 22:35 | N | R_LH2SES_1 | 30.52 |
| 1/20/2011 22:35 | N | R_PB2SES_1 | 45 |
| 1/20/2011 22:35 | N | R_PB2SES_2 | 45 |
| 1/20/2011 22:35 | N | R_PB2SES_3 | 45 |
| 1/20/2011 22:35 | N | R_PB2SES_4 | 45 |
| 1/20/2011 22:35 | N | R_PB2SES_5 | 45 |
| 1/20/2011 22:35 | N | AUTO_EPS_390 | 33.12 |
| 1/20/2011 22:40 | N | DC_ROAD_L_B | 34.21 |
| 1/20/2011 22:40 | N | DC_EGPS_L_A | 35.15 |
| 1/20/2011 22:40 | N | H_HOLLOW_E_1 | 39.1 |
| 1/20/2011 22:40 | N | HHOLLOW4_E_1 | 39.1 |
| 1/20/2011 22:40 | N | R_LH2SES_1 | 30.65 |
| 1/20/2011 22:40 | N | R_PB2SES_1 | 39.13 |
| 1/20/2011 22:40 | N | R_PB2SES_2 | 39.13 |
| 1/20/2011 22:40 | N | R_PB2SES_3 | 39.13 |
| 1/20/2011 22:40 | N | R_PB2SES_4 | 39.13 |
| 1/20/2011 22:40 | N | R_PB2SES_5 | 39.13 |
| 1/20/2011 22:40 | N | AUTO_EPS_390 | 32.18 |
| 1/20/2011 22:45 | N | DC_ROAD_L_B | 33.02 |
| 1/20/2011 22:45 | N | DC_EGPS_L_A | 33.52 |
| 1/20/2011 22:45 | N | H_HOLLOW_E_1 | 35.6 |
| 1/20/2011 22:45 | N | HHOLLOW4_E_1 | 35.6 |
| 1/20/2011 22:45 | N | R_LH2SES_1 | 31.15 |

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|---|---|---|---|
| 1/20/2011 22:45 | N | R_PB2SES_1 | 35.62 |
| 1/20/2011 22:45 | N | R_PB2SES_2 | 35.62 |
| 1/20/2011 22:45 | N | R_PB2SES_3 | 35.62 |
| 1/20/2011 22:45 | N | R_PB2SES_4 | 35.62 |
| 1/20/2011 22:45 | N | R_PB2SES_5 | 35.62 |
| 1/20/2011 22:45 | N | AUTO_EPS_390 | 31.95 |
| 1/20/2011 22:50 | N | DC_ROAD_L_B | 32.38 |
| 1/20/2011 22:50 | N | DC_EGPS_L_A | 33.58 |
| 1/20/2011 22:50 | N | H_HOLLOW_E_1 | 34 |
| 1/20/2011 22:50 | N | HHOLLOW4_E_1 | 34 |
| 1/20/2011 22:50 | N | R_LH2SES_1 | 30.94 |
| 1/20/2011 22:50 | N | R_PB2SES_1 | 34.03 |
| 1/20/2011 22:50 | N | R_PB2SES_2 | 34.03 |
| 1/20/2011 22:50 | N | R_PB2SES_3 | 34.03 |
| 1/20/2011 22:50 | N | R_PB2SES_4 | 34.03 |
| 1/20/2011 22:50 | N | R_PB2SES_5 | 34.03 |
| 1/20/2011 22:50 | N | AUTO_EPS_390 | 31.49 |
| 1/20/2011 22:55 | N | DC_ROAD_L_B | 32.31 |
| 1/20/2011 22:55 | N | DC_EGPS_L_A | 33.99 |
| 1/20/2011 22:55 | N | H_HOLLOW_E_1 | 34.25 |
| 1/20/2011 22:55 | N | HHOLLOW4_E_1 | 34.25 |
| 1/20/2011 22:55 | N | R_LH2SES_1 | 30.51 |
| 1/20/2011 22:55 | N | R_PB2SES_1 | 34.29 |
| 1/20/2011 22:55 | N | R_PB2SES_2 | 34.29 |
| 1/20/2011 22:55 | N | R_PB2SES_3 | 34.29 |
| 1/20/2011 22:55 | N | R_PB2SES_4 | 34.29 |
| 1/20/2011 22:55 | N | R_PB2SES_5 | 34.29 |
| 1/20/2011 22:55 | N | AUTO_EPS_390 | 31.17 |
| 1/20/2011 23:00 | N | DC_ROAD_L_B | 32.49 |
| 1/20/2011 23:00 | N | DC_EGPS_L_A | 34.11 |
| 1/20/2011 23:00 | N | H_HOLLOW_E_1 | 34.93 |
| 1/20/2011 23:00 | N | HHOLLOW4_E_1 | 34.93 |
| 1/20/2011 23:00 | N | R_LH2SES_1 | 30.39 |
| 1/20/2011 23:00 | N | R_PB2SES_1 | 34.96 |
| 1/20/2011 23:00 | N | R_PB2SES_2 | 34.96 |
| 1/20/2011 23:00 | N | R_PB2SES_3 | 34.96 |
| 1/20/2011 23:00 | N | R_PB2SES_4 | 34.96 |
| 1/20/2011 23:00 | N | R_PB2SES_5 | 34.96 |
| 1/20/2011 23:00 | N | AUTO_EPS_390 | 31.2 |
| 1/20/2011 23:05 | N | DC_ROAD_L_B | 32.84 |
| 1/20/2011 23:05 | N | DC_EGPS_L_A | 33.97 |
| 1/20/2011 23:05 | N | H_HOLLOW_E_1 | 35.06 |
| 1/20/2011 23:05 | N | HHOLLOW4_E_1 | 35.06 |
| 1/20/2011 23:05 | N | R_LH2SES_1 | 31.02 |
| 1/20/2011 23:05 | N | R_PB2SES_1 | 35.09 |
| 1/20/2011 23:05 | N | R_PB2SES_2 | 35.09 |
| 1/20/2011 23:05 | N | R_PB2SES_3 | 35.09 |

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|---|---|---|---|
| 1/20/2011 23:05 | N | R_PB2SES_4 | 35.09 |
| 1/20/2011 23:05 | N | R_PB2SES_5 | 35.09 |
| 1/20/2011 23:05 | N | AUTO_EPS_390 | 31.74 |
| 1/20/2011 23:10 | N | DC_ROAD_L_B | 32.78 |
| 1/20/2011 23:10 | N | DC_EGPS_L_A | 33.67 |
| 1/20/2011 23:10 | N | H_HOLLOW_E_1 | 34.72 |
| 1/20/2011 23:10 | N | HHOLLOW4_E_1 | 34.72 |
| 1/20/2011 23:10 | N | R_LH2SES_1 | 31.22 |
| 1/20/2011 23:10 | N | R_PB2SES_1 | 34.75 |
| 1/20/2011 23:10 | N | R_PB2SES_2 | 34.75 |
| 1/20/2011 23:10 | N | R_PB2SES_3 | 34.75 |
| 1/20/2011 23:10 | N | R_PB2SES_4 | 34.75 |
| 1/20/2011 23:10 | N | R_PB2SES_5 | 34.75 |
| 1/20/2011 23:10 | N | AUTO_EPS_390 | 31.84 |
| 1/20/2011 23:15 | N | DC_ROAD_L_B | 32.93 |
| 1/20/2011 23:15 | N | DC_EGPS_L_A | 34.29 |
| 1/20/2011 23:15 | N | H_HOLLOW_E_1 | 35.07 |
| 1/20/2011 23:15 | N | HHOLLOW4_E_1 | 35.07 |
| 1/20/2011 23:15 | N | R_LH2SES_1 | 31.11 |
| 1/20/2011 23:15 | N | R_PB2SES_1 | 35.1 |
| 1/20/2011 23:15 | N | R_PB2SES_2 | 35.1 |
| 1/20/2011 23:15 | N | R_PB2SES_3 | 35.1 |
| 1/20/2011 23:15 | N | R_PB2SES_4 | 35.1 |
| 1/20/2011 23:15 | N | R_PB2SES_5 | 35.1 |
| 1/20/2011 23:15 | N | AUTO_EPS_390 | 31.81 |
| 1/20/2011 23:20 | N | DC_ROAD_L_B | 33.69 |
| 1/20/2011 23:20 | N | DC_EGPS_L_A | 38.8 |
| 1/20/2011 23:20 | N | H_HOLLOW_E_1 | 35.42 |
| 1/20/2011 23:20 | N | HHOLLOW4_E_1 | 35.42 |
| 1/20/2011 23:20 | N | R_LH2SES_1 | 31.04 |
| 1/20/2011 23:20 | N | R_PB2SES_1 | 35.51 |
| 1/20/2011 23:20 | N | R_PB2SES_2 | 35.51 |
| 1/20/2011 23:20 | N | R_PB2SES_3 | 35.51 |
| 1/20/2011 23:20 | N | R_PB2SES_4 | 35.51 |
| 1/20/2011 23:20 | N | R_PB2SES_5 | 35.51 |
| 1/20/2011 23:20 | N | AUTO_EPS_390 | 31.78 |
| 1/20/2011 23:25 | N | DC_ROAD_L_B | 33.56 |
| 1/20/2011 23:25 | N | DC_EGPS_L_A | 38.51 |
| 1/20/2011 23:25 | N | H_HOLLOW_E_1 | 35.03 |
| 1/20/2011 23:25 | N | HHOLLOW4_E_1 | 35.03 |
| 1/20/2011 23:25 | N | R_LH2SES_1 | 31.11 |
| 1/20/2011 23:25 | N | R_PB2SES_1 | 35.12 |
| 1/20/2011 23:25 | N | R_PB2SES_2 | 35.12 |
| 1/20/2011 23:25 | N | R_PB2SES_3 | 35.12 |
| 1/20/2011 23:25 | N | R_PB2SES_4 | 35.12 |
| 1/20/2011 23:25 | N | R_PB2SES_5 | 35.12 |
| 1/20/2011 23:25 | N | AUTO_EPS_390 | 31.78 |

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| 1/20/2011 23:30 | N | DC_ROAD_L_B | 32.94 |
| 1/20/2011 23:30 | N | DC_EGPS_L_A | 34.22 |
| 1/20/2011 23:30 | N | H_HOLLOW_E_1 | 34.89 |
| 1/20/2011 23:30 | N | HHOLLOW4_E_1 | 34.89 |
| 1/20/2011 23:30 | N | R_LH2SES_1 | 31.25 |
| 1/20/2011 23:30 | N | R_PB2SES_1 | 34.92 |
| 1/20/2011 23:30 | N | R_PB2SES_2 | 34.92 |
| 1/20/2011 23:30 | N | R_PB2SES_3 | 34.92 |
| 1/20/2011 23:30 | N | R_PB2SES_4 | 34.92 |
| 1/20/2011 23:30 | N | R_PB2SES_5 | 34.92 |
| 1/20/2011 23:30 | N | AUTO_EPS_390 | 31.9 |
| 1/20/2011 23:35 | N | DC_ROAD_L_B | 33.09 |
| 1/20/2011 23:35 | N | DC_EGPS_L_A | 34.21 |
| 1/20/2011 23:35 | N | H_HOLLOW_E_1 | 35.24 |
| 1/20/2011 23:35 | N | HHOLLOW4_E_1 | 35.24 |
| 1/20/2011 23:35 | N | R_LH2SES_1 | 31.31 |
| 1/20/2011 23:35 | N | R_PB2SES_1 | 35.27 |
| 1/20/2011 23:35 | N | R_PB2SES_2 | 35.27 |
| 1/20/2011 23:35 | N | R_PB2SES_3 | 35.27 |
| 1/20/2011 23:35 | N | R_PB2SES_4 | 35.27 |
| 1/20/2011 23:35 | N | R_PB2SES_5 | 35.27 |
| 1/20/2011 23:35 | N | AUTO_EPS_390 | 32.02 |
| 1/20/2011 23:40 | N | DC_ROAD_L_B | 32.96 |
| 1/20/2011 23:40 | N | DC_EGPS_L_A | 34.03 |
| 1/20/2011 23:40 | N | H_HOLLOW_E_1 | 34.62 |
| 1/20/2011 23:40 | N | HHOLLOW4_E_1 | 34.62 |
| 1/20/2011 23:40 | N | R_LH2SES_1 | 31.53 |
| 1/20/2011 23:40 | N | R_PB2SES_1 | 34.64 |
| 1/20/2011 23:40 | N | R_PB2SES_2 | 34.64 |
| 1/20/2011 23:40 | N | R_PB2SES_3 | 34.64 |
| 1/20/2011 23:40 | N | R_PB2SES_4 | 34.64 |
| 1/20/2011 23:40 | N | R_PB2SES_5 | 34.64 |
| 1/20/2011 23:40 | N | AUTO_EPS_390 | 32.08 |
| 1/20/2011 23:45 | N | DC_ROAD_L_B | 32.35 |
| 1/20/2011 23:45 | N | DC_EGPS_L_A | 33.49 |
| 1/20/2011 23:45 | N | H_HOLLOW_E_1 | 33.41 |
| 1/20/2011 23:45 | N | HHOLLOW4_E_1 | 33.41 |
| 1/20/2011 23:45 | N | R_LH2SES_1 | 31.3 |
| 1/20/2011 23:45 | N | R_PB2SES_1 | 33.43 |
| 1/20/2011 23:45 | N | R_PB2SES_2 | 33.43 |
| 1/20/2011 23:45 | N | R_PB2SES_3 | 33.43 |
| 1/20/2011 23:45 | N | R_PB2SES_4 | 33.43 |
| 1/20/2011 23:45 | N | R_PB2SES_5 | 33.43 |
| 1/20/2011 23:45 | N | AUTO_EPS_390 | 31.68 |
| 1/20/2011 23:50 | N | DC_EGPS_L_A | 33.73 |
| 1/20/2011 23:50 | N | H_HOLLOW_E_1 | 33.6 |
| 1/20/2011 23:50 | N | HHOLLOW4_E_1 | 33.6 |

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| 1/20/2011 23:50 | N | R_LH2SES_1 | 31.41 |
| 1/20/2011 23:50 | N | R_PB2SES_1 | 33.63 |
| 1/20/2011 23:50 | N | R_PB2SES_2 | 33.63 |
| 1/20/2011 23:50 | N | R_PB2SES_3 | 33.63 |
| 1/20/2011 23:50 | N | R_PB2SES_4 | 33.63 |
| 1/20/2011 23:50 | N | R_PB2SES_5 | 33.63 |
| 1/20/2011 23:50 | N | AUTO_EPS_390 | 31.8 |
| 1/20/2011 23:55 | N | DC_ROAD_L_B | 32.68 |
| 1/20/2011 23:55 | N | DC_EGPS_L_A | 33.86 |
| 1/20/2011 23:55 | N | H_HOLLOW_E_1 | 33.82 |
| 1/20/2011 23:55 | N | HHOLLOW4_E_1 | 33.82 |
| 1/20/2011 23:55 | N | R_LH2SES_1 | 31.57 |
| 1/20/2011 23:55 | N | R_PB2SES_1 | 33.84 |
| 1/20/2011 23:55 | N | R_PB2SES_2 | 33.84 |
| 1/20/2011 23:55 | N | R_PB2SES_3 | 33.84 |
| 1/20/2011 23:55 | N | R_PB2SES_4 | 33.84 |
| 1/20/2011 23:55 | N | R_PB2SES_5 | 33.84 |
| 1/20/2011 23:55 | N | AUTO_EPS_390 | 31.97 |
| 1/20/2011 23:55 | N | DC_ROAD_L_B | 32.68 |
| 1/20/2011 23:55 | N | DC_EGPS_L_A | 33.86 |
| 1/20/2011 23:55 | N | H_HOLLOW_E_1 | 33.82 |
| 1/20/2011 23:55 | N | HHOLLOW4_E_1 | 33.82 |
| 1/20/2011 23:55 | N | R_LH2SES_1 | 31.57 |
| 1/20/2011 23:55 | N | R_PB2SES_1 | 33.84 |
| 1/20/2011 23:55 | N | R_PB2SES_2 | 33.84 |
| 1/20/2011 23:55 | N | R_PB2SES_3 | 33.84 |
| 1/20/2011 23:55 | N | R_PB2SES_4 | 33.84 |
| 1/20/2011 23:55 | N | R_PB2SES_5 | 33.84 |
| 1/20/2011 23:55 | N | AUTO_EPS_390 | 31.97 |
| 1/21/2011 0:00 | N | DC_ROAD_L_B | 32.94 |
| 1/21/2011 0:00 | N | DC_EGPS_L_A | 33.92 |
| 1/21/2011 0:00 | N | H_HOLLOW_E_1 | 33.93 |
| 1/21/2011 0:00 | N | HHOLLOW4_E_1 | 33.93 |
| 1/21/2011 0:00 | N | R_LH2SES_1 | 31.99 |
| 1/21/2011 0:00 | N | R_PB2SES_1 | 33.95 |
| 1/21/2011 0:00 | N | R_PB2SES_2 | 33.95 |
| 1/21/2011 0:00 | N | R_PB2SES_3 | 33.95 |
| 1/21/2011 0:00 | N | R_PB2SES_4 | 33.95 |
| 1/21/2011 0:00 | N | R_PB2SES_5 | 33.95 |
| 1/21/2011 0:00 | N | AUTO_EPS_390 | 32.34 |
| 1/21/2011 0:03 | N | DC_ROAD_L_B | 34.74 |
| 1/21/2011 0:03 | N | DC_EGPS_L_A | 35.43 |
| 1/21/2011 0:03 | N | H_HOLLOW_E_1 | 36 |
| 1/21/2011 0:03 | N | HHOLLOW4_E_1 | 36 |
| 1/21/2011 0:03 | N | R_LH2SES_1 | 33.69 |
| 1/21/2011 0:03 | N | R_PB2SES_1 | 36.02 |
| 1/21/2011 0:03 | N | R_PB2SES_2 | 36.02 |

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| 1/21/2011 0:03 | N | R_PB2SES_3 | 36.02 |
| 1/21/2011 0:03 | N | R_PB2SES_4 | 36.02 |
| 1/21/2011 0:03 | N | R_PB2SES_5 | 36.02 |
| 1/21/2011 0:03 | N | AUTO_EPS_390 | 34.1 |
| 1/21/2011 0:05 | N | DC_ROAD_L_B | 36.3 |
| 1/21/2011 0:05 | N | DC_EGPS_L_A | 37.69 |
| 1/21/2011 0:05 | N | H_HOLLOW_E_1 | 42.8 |
| 1/21/2011 0:05 | N | HHOLLOW4_E_1 | 42.8 |
| 1/21/2011 0:05 | N | R_LH2SES_1 | 31.53 |
| 1/21/2011 0:05 | N | R_PB2SES_1 | 42.85 |
| 1/21/2011 0:05 | N | R_PB2SES_2 | 42.85 |
| 1/21/2011 0:05 | N | R_PB2SES_3 | 42.85 |
| 1/21/2011 0:05 | N | R_PB2SES_4 | 42.85 |
| 1/21/2011 0:05 | N | R_PB2SES_5 | 42.85 |
| 1/21/2011 0:05 | N | AUTO_EPS_390 | 33.56 |
| 1/21/2011 0:06 | N | DC_ROAD_L_B | 38.17 |
| 1/21/2011 0:06 | N | DC_EGPS_L_A | 39.88 |
| 1/21/2011 0:06 | N | H_HOLLOW_E_1 | 47.04 |
| 1/21/2011 0:06 | N | HHOLLOW4_E_1 | 47.04 |
| 1/21/2011 0:06 | N | R_LH2SES_1 | 31.72 |
| 1/21/2011 0:06 | N | R_PB2SES_1 | 47.1 |
| 1/21/2011 0:06 | N | R_PB2SES_2 | 47.1 |
| 1/21/2011 0:06 | N | R_PB2SES_3 | 47.1 |
| 1/21/2011 0:06 | N | R_PB2SES_4 | 47.1 |
| 1/21/2011 0:06 | N | R_PB2SES_5 | 47.1 |
| 1/21/2011 0:06 | N | AUTO_EPS_390 | 34.48 |
| 1/21/2011 0:07 | N | DC_ROAD_L_B | 38.66 |
| 1/21/2011 0:07 | N | DC_EGPS_L_A | 39.76 |
| 1/21/2011 0:07 | N | H_HOLLOW_E_1 | 44.33 |
| 1/21/2011 0:07 | N | HHOLLOW4_E_1 | 44.33 |
| 1/21/2011 0:07 | N | R_LH2SES_1 | 34.55 |
| 1/21/2011 0:07 | N | R_PB2SES_1 | 44.37 |
| 1/21/2011 0:07 | N | R_PB2SES_2 | 44.37 |
| 1/21/2011 0:07 | N | R_PB2SES_3 | 44.37 |
| 1/21/2011 0:07 | N | R_PB2SES_4 | 44.37 |
| 1/21/2011 0:07 | N | R_PB2SES_5 | 44.37 |
| 1/21/2011 0:07 | N | AUTO_EPS_390 | 36.31 |
| 1/21/2011 0:08 | N | DC_ROAD_L_B | 42.17 |
| 1/21/2011 0:08 | N | DC_EGPS_L_A | 44.97 |
| 1/21/2011 0:08 | N | H_HOLLOW_E_1 | 56.66 |
| 1/21/2011 0:08 | N | HHOLLOW4_E_1 | 56.66 |
| 1/21/2011 0:08 | N | R_LH2SES_1 | 31.64 |
| 1/21/2011 0:08 | N | R_PB2SES_1 | 56.75 |
| 1/21/2011 0:08 | N | R_PB2SES_2 | 56.75 |
| 1/21/2011 0:08 | N | R_PB2SES_3 | 56.75 |
| 1/21/2011 0:08 | N | R_PB2SES_4 | 56.75 |
| 1/21/2011 0:08 | N | R_PB2SES_5 | 56.75 |

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| 1/21/2011 0:08 | N | AUTO_EPS_390 | 36.15 |
| 1/21/2011 0:10 | N | DC_ROAD_L_B | 42.43 |
| 1/21/2011 0:10 | N | DC_EGPS_L_A | 44.57 |
| 1/21/2011 0:10 | N | H_HOLLOW_E_1 | 53.5 |
| 1/21/2011 0:10 | N | HHOLLOW4_E_1 | 53.5 |
| 1/21/2011 0:10 | N | R_LH2SES_1 | 34.38 |
| 1/21/2011 0:10 | N | R_PB2SES_1 | 53.57 |
| 1/21/2011 0:10 | N | R_PB2SES_2 | 53.57 |
| 1/21/2011 0:10 | N | R_PB2SES_3 | 53.57 |
| 1/21/2011 0:10 | N | R_PB2SES_4 | 53.57 |
| 1/21/2011 0:10 | N | R_PB2SES_5 | 53.57 |
| 1/21/2011 0:10 | N | AUTO_EPS_390 | 37.83 |
| 1/21/2011 0:12 | N | DC_ROAD_L_B | 46.54 |
| 1/21/2011 0:12 | N | DC_EGPS_L_A | 49.75 |
| 1/21/2011 0:12 | N | H_HOLLOW_E_1 | 63.21 |
| 1/21/2011 0:12 | N | HHOLLOW4_E_1 | 63.21 |
| 1/21/2011 0:12 | N | R_LH2SES_1 | 34.42 |
| 1/21/2011 0:12 | N | R_PB2SES_1 | 63.32 |
| 1/21/2011 0:12 | N | R_PB2SES_2 | 63.32 |
| 1/21/2011 0:12 | N | R_PB2SES_3 | 63.32 |
| 1/21/2011 0:12 | N | R_PB2SES_4 | 63.32 |
| 1/21/2011 0:12 | N | R_PB2SES_5 | 63.32 |
| 1/21/2011 0:12 | N | AUTO_EPS_390 | 39.61 |
| 1/21/2011 0:15 | N | DC_ROAD_L_B | 42.18 |
| 1/21/2011 0:15 | N | DC_EGPS_L_A | 43.05 |
| 1/21/2011 0:15 | N | H_HOLLOW_E_1 | 46.7 |
| 1/21/2011 0:15 | N | HHOLLOW4_E_1 | 46.7 |
| 1/21/2011 0:15 | N | R_LH2SES_1 | 38.91 |
| 1/21/2011 0:15 | N | R_PB2SES_1 | 46.73 |
| 1/21/2011 0:15 | N | R_PB2SES_2 | 46.73 |
| 1/21/2011 0:15 | N | R_PB2SES_3 | 46.73 |
| 1/21/2011 0:15 | N | R_PB2SES_4 | 46.73 |
| 1/21/2011 0:15 | N | R_PB2SES_5 | 46.73 |
| 1/21/2011 0:15 | N | AUTO_EPS_390 | 40.31 |
| 1/21/2011 0:50 | N | DC_ROAD_L_B | 36.25 |
| 1/21/2011 0:50 | N | DC_EGPS_L_A | 36.6 |
| 1/21/2011 0:50 | N | H_HOLLOW_E_1 | 36.2 |
| 1/21/2011 0:50 | N | HHOLLOW4_E_1 | 36.2 |
| 1/21/2011 0:50 | N | R_LH2SES_1 | 36.19 |
| 1/21/2011 0:50 | N | R_PB2SES_1 | 36.2 |
| 1/21/2011 0:50 | N | R_PB2SES_2 | 36.2 |
| 1/21/2011 0:50 | N | R_PB2SES_3 | 36.2 |
| 1/21/2011 0:50 | N | R_PB2SES_4 | 36.2 |
| 1/21/2011 0:50 | N | R_PB2SES_5 | 36.2 |
| 1/21/2011 0:50 | N | AUTO_EPS_390 | 36.18 |
| 1/21/2011 0:55 | N | DC_ROAD_L_B | 35.27 |
| 1/21/2011 0:55 | N | DC_EGPS_L_A | 36.56 |

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| 1/21/2011 0:55 | N | H_HOLLOW_E_1 | 35.08 |
| 1/21/2011 0:55 | N | HHOLLOW4_E_1 | 35.08 |
| 1/21/2011 0:55 | N | R_LH2SES_1 | 35.04 |
| 1/21/2011 0:55 | N | R_PB2SES_1 | 35.11 |
| 1/21/2011 0:55 | N | R_PB2SES_2 | 35.11 |
| 1/21/2011 0:55 | N | R_PB2SES_3 | 35.11 |
| 1/21/2011 0:55 | N | R_PB2SES_4 | 35.11 |
| 1/21/2011 0:55 | N | R_PB2SES_5 | 35.11 |
| 1/21/2011 0:55 | N | AUTO_EPS_390 | 35.03 |
| 1/21/2011 1:01 | N | DC_ROAD_L_B | 35.82 |
| 1/21/2011 1:01 | N | DC_EGPS_L_A | 36.42 |
| 1/21/2011 1:01 | N | H_HOLLOW_E_1 | 35.74 |
| 1/21/2011 1:01 | N | HHOLLOW4_E_1 | 35.74 |
| 1/21/2011 1:01 | N | R_LH2SES_1 | 35.71 |
| 1/21/2011 1:01 | N | R_PB2SES_1 | 35.75 |
| 1/21/2011 1:01 | N | R_PB2SES_2 | 35.75 |
| 1/21/2011 1:01 | N | R_PB2SES_3 | 35.75 |
| 1/21/2011 1:01 | N | R_PB2SES_4 | 35.75 |
| 1/21/2011 1:01 | N | R_PB2SES_5 | 35.75 |
| 1/21/2011 1:01 | N | AUTO_EPS_390 | 35.71 |
| 1/21/2011 1:05 | N | DC_ROAD_L_B | 35.28 |
| 1/21/2011 1:05 | N | DC_EGPS_L_A | 35.86 |
| 1/21/2011 1:05 | N | H_HOLLOW_E_1 | 35.19 |
| 1/21/2011 1:05 | N | HHOLLOW4_E_1 | 35.19 |
| 1/21/2011 1:05 | N | R_LH2SES_1 | 35.17 |
| 1/21/2011 1:05 | N | R_PB2SES_1 | 35.2 |
| 1/21/2011 1:05 | N | R_PB2SES_2 | 35.2 |
| 1/21/2011 1:05 | N | R_PB2SES_3 | 35.2 |
| 1/21/2011 1:05 | N | R_PB2SES_4 | 35.2 |
| 1/21/2011 1:05 | N | R_PB2SES_5 | 35.2 |
| 1/21/2011 1:05 | N | AUTO_EPS_390 | 35.17 |
| 1/21/2011 1:10 | N | DC_ROAD_L_B | 34.89 |
| 1/21/2011 1:10 | N | DC_EGPS_L_A | 35.53 |
| 1/21/2011 1:10 | N | H_HOLLOW_E_1 | 34.8 |
| 1/21/2011 1:10 | N | HHOLLOW4_E_1 | 34.8 |
| 1/21/2011 1:10 | N | R_LH2SES_1 | 34.77 |
| 1/21/2011 1:10 | N | R_PB2SES_1 | 34.81 |
| 1/21/2011 1:10 | N | R_PB2SES_2 | 34.81 |
| 1/21/2011 1:10 | N | R_PB2SES_3 | 34.81 |
| 1/21/2011 1:10 | N | R_PB2SES_4 | 34.81 |
| 1/21/2011 1:10 | N | R_PB2SES_5 | 34.81 |
| 1/21/2011 1:10 | N | AUTO_EPS_390 | 34.77 |
| 1/21/2011 1:15 | N | DC_ROAD_L_B | 35.19 |
| 1/21/2011 1:15 | N | DC_EGPS_L_A | 40.22 |
| 1/21/2011 1:15 | N | H_HOLLOW_E_1 | 34.45 |
| 1/21/2011 1:15 | N | HHOLLOW4_E_1 | 34.45 |
| 1/21/2011 1:15 | N | R_LH2SES_1 | 34.26 |

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| 1/21/2011 1:15 | N | R_PB2SES_1 | 34.54 |
| 1/21/2011 1:15 | N | R_PB2SES_2 | 34.54 |
| 1/21/2011 1:15 | N | R_PB2SES_3 | 34.54 |
| 1/21/2011 1:15 | N | R_PB2SES_4 | 34.54 |
| 1/21/2011 1:15 | N | R_PB2SES_5 | 34.54 |
| 1/21/2011 1:15 | N | AUTO_EPS_390 | 34.25 |
| 1/21/2011 1:20 | N | DC_ROAD_L_B | 35.07 |
| 1/21/2011 1:20 | N | DC_EGPS_L_A | 40.15 |
| 1/21/2011 1:20 | N | H_HOLLOW_E_1 | 34.33 |
| 1/21/2011 1:20 | N | HHOLLOW4_E_1 | 34.33 |
| 1/21/2011 1:20 | N | R_LH2SES_1 | 34.14 |
| 1/21/2011 1:20 | N | R_PB2SES_1 | 34.42 |
| 1/21/2011 1:20 | N | R_PB2SES_2 | 34.42 |
| 1/21/2011 1:20 | N | R_PB2SES_3 | 34.42 |
| 1/21/2011 1:20 | N | R_PB2SES_4 | 34.42 |
| 1/21/2011 1:20 | N | R_PB2SES_5 | 34.42 |
| 1/21/2011 1:20 | N | AUTO_EPS_390 | 34.13 |
| 1/21/2011 1:25 | N | DC_ROAD_L_B | 35.41 |
| 1/21/2011 1:25 | N | DC_EGPS_L_A | 40.7 |
| 1/21/2011 1:25 | N | H_HOLLOW_E_1 | 34.63 |
| 1/21/2011 1:25 | N | HHOLLOW4_E_1 | 34.63 |
| 1/21/2011 1:25 | N | R_LH2SES_1 | 34.43 |
| 1/21/2011 1:25 | N | R_PB2SES_1 | 34.73 |
| 1/21/2011 1:25 | N | R_PB2SES_2 | 34.73 |
| 1/21/2011 1:25 | N | R_PB2SES_3 | 34.73 |
| 1/21/2011 1:25 | N | R_PB2SES_4 | 34.73 |
| 1/21/2011 1:25 | N | R_PB2SES_5 | 34.73 |
| 1/21/2011 1:25 | N | AUTO_EPS_390 | 34.42 |
| 1/21/2011 1:30 | N | DC_ROAD_L_B | 35.02 |
| 1/21/2011 1:30 | N | DC_EGPS_L_A | 40.15 |
| 1/21/2011 1:30 | N | H_HOLLOW_E_1 | 34.27 |
| 1/21/2011 1:30 | N | HHOLLOW4_E_1 | 34.27 |
| 1/21/2011 1:30 | N | R_LH2SES_1 | 34.08 |
| 1/21/2011 1:30 | N | R_PB2SES_1 | 34.37 |
| 1/21/2011 1:30 | N | R_PB2SES_2 | 34.37 |
| 1/21/2011 1:30 | N | R_PB2SES_3 | 34.37 |
| 1/21/2011 1:30 | N | R_PB2SES_4 | 34.37 |
| 1/21/2011 1:30 | N | R_PB2SES_5 | 34.37 |
| 1/21/2011 1:30 | N | AUTO_EPS_390 | 34.07 |
| 1/21/2011 1:35 | N | DC_ROAD_L_B | 34.14 |
| 1/21/2011 1:35 | N | DC_EGPS_L_A | 38.91 |
| 1/21/2011 1:35 | N | H_HOLLOW_E_1 | 33.45 |
| 1/21/2011 1:35 | N | HHOLLOW4_E_1 | 33.45 |
| 1/21/2011 1:35 | N | R_LH2SES_1 | 33.27 |
| 1/21/2011 1:35 | N | R_PB2SES_1 | 33.54 |
| 1/21/2011 1:35 | N | R_PB2SES_2 | 33.54 |
| 1/21/2011 1:35 | N | R_PB2SES_3 | 33.54 |

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| 1/21/2011 1:35 | N | R_PB2SES_4 | 33.54 |
| 1/21/2011 1:35 | N | R_PB2SES_5 | 33.54 |
| 1/21/2011 1:35 | N | AUTO_EPS_390 | 33.26 |
| 1/21/2011 1:40 | N | DC_ROAD_L_B | 33.08 |
| 1/21/2011 1:40 | N | DC_EGPS_L_A | 33.58 |
| 1/21/2011 1:40 | N | H_HOLLOW_E_1 | 33.01 |
| 1/21/2011 1:40 | N | HHOLLOW4_E_1 | 33.01 |
| 1/21/2011 1:40 | N | R_LH2SES_1 | 32.99 |
| 1/21/2011 1:40 | N | R_PB2SES_1 | 33.02 |
| 1/21/2011 1:40 | N | R_PB2SES_2 | 33.02 |
| 1/21/2011 1:40 | N | R_PB2SES_3 | 33.02 |
| 1/21/2011 1:40 | N | R_PB2SES_4 | 33.02 |
| 1/21/2011 1:40 | N | R_PB2SES_5 | 33.02 |
| 1/21/2011 1:40 | N | AUTO_EPS_390 | 32.99 |
| 1/21/2011 1:45 | N | DC_ROAD_L_B | 33.27 |
| 1/21/2011 1:45 | N | DC_EGPS_L_A | 35.24 |
| 1/21/2011 1:45 | N | H_HOLLOW_E_1 | 32.98 |
| 1/21/2011 1:45 | N | HHOLLOW4_E_1 | 32.98 |
| 1/21/2011 1:45 | N | R_LH2SES_1 | 32.91 |
| 1/21/2011 1:45 | N | R_PB2SES_1 | 33.02 |
| 1/21/2011 1:45 | N | R_PB2SES_2 | 33.02 |
| 1/21/2011 1:45 | N | R_PB2SES_3 | 33.02 |
| 1/21/2011 1:45 | N | R_PB2SES_4 | 33.02 |
| 1/21/2011 1:45 | N | R_PB2SES_5 | 33.02 |
| 1/21/2011 1:45 | N | AUTO_EPS_390 | 32.9 |
| 1/21/2011 1:50 | N | DC_ROAD_L_B | 33.67 |
| 1/21/2011 1:50 | N | DC_EGPS_L_A | 38.37 |
| 1/21/2011 1:50 | N | H_HOLLOW_E_1 | 32.99 |
| 1/21/2011 1:50 | N | HHOLLOW4_E_1 | 32.99 |
| 1/21/2011 1:50 | N | R_LH2SES_1 | 32.81 |
| 1/21/2011 1:50 | N | R_PB2SES_1 | 33.08 |
| 1/21/2011 1:50 | N | R_PB2SES_2 | 33.08 |
| 1/21/2011 1:50 | N | R_PB2SES_3 | 33.08 |
| 1/21/2011 1:50 | N | R_PB2SES_4 | 33.08 |
| 1/21/2011 1:50 | N | R_PB2SES_5 | 33.08 |
| 1/21/2011 1:50 | N | AUTO_EPS_390 | 32.8 |
| 1/21/2011 1:55 | N | DC_ROAD_L_B | 32.93 |
| 1/21/2011 1:55 | N | DC_EGPS_L_A | 34.44 |
| 1/21/2011 1:55 | N | H_HOLLOW_E_1 | 32.71 |
| 1/21/2011 1:55 | N | HHOLLOW4_E_1 | 32.71 |
| 1/21/2011 1:55 | N | R_LH2SES_1 | 32.66 |
| 1/21/2011 1:55 | N | R_PB2SES_1 | 32.74 |
| 1/21/2011 1:55 | N | R_PB2SES_2 | 32.74 |
| 1/21/2011 1:55 | N | R_PB2SES_3 | 32.74 |
| 1/21/2011 1:55 | N | R_PB2SES_4 | 32.74 |
| 1/21/2011 1:55 | N | R_PB2SES_5 | 32.74 |
| 1/21/2011 1:55 | N | AUTO_EPS_390 | 32.65 |

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| 1/21/2011 2:05 | N | DC_ROAD_L_B | 32.28 |
| 1/21/2011 2:05 | N | DC_EGPS_L_A | 32.88 |
| 1/21/2011 2:05 | N | H_HOLLOW_E_1 | 32.2 |
| 1/21/2011 2:05 | N | HHOLLOW4_E_1 | 32.2 |
| 1/21/2011 2:05 | N | R_LH2SES_1 | 32.18 |
| 1/21/2011 2:05 | N | R_PB2SES_1 | 32.21 |
| 1/21/2011 2:05 | N | R_PB2SES_2 | 32.21 |
| 1/21/2011 2:05 | N | R_PB2SES_3 | 32.21 |
| 1/21/2011 2:05 | N | R_PB2SES_4 | 32.21 |
| 1/21/2011 2:05 | N | R_PB2SES_5 | 32.21 |
| 1/21/2011 2:05 | N | AUTO_EPS_390 | 32.17 |
| 1/21/2011 2:10 | N | DC_ROAD_L_B | 32.65 |
| 1/21/2011 2:10 | N | DC_EGPS_L_A | 37.04 |
| 1/21/2011 2:10 | N | H_HOLLOW_E_1 | 32.01 |
| 1/21/2011 2:10 | N | HHOLLOW4_E_1 | 32.01 |
| 1/21/2011 2:10 | N | R_LH2SES_1 | 31.84 |
| 1/21/2011 2:10 | N | R_PB2SES_1 | 32.09 |
| 1/21/2011 2:10 | N | R_PB2SES_2 | 32.09 |
| 1/21/2011 2:10 | N | R_PB2SES_3 | 32.09 |
| 1/21/2011 2:10 | N | R_PB2SES_4 | 32.09 |
| 1/21/2011 2:10 | N | R_PB2SES_5 | 32.09 |
| 1/21/2011 2:10 | N | AUTO_EPS_390 | 31.83 |
| 1/21/2011 2:15 | N | DC_ROAD_L_B | 32.52 |
| 1/21/2011 2:15 | N | DC_EGPS_L_A | 37.01 |
| 1/21/2011 2:15 | N | H_HOLLOW_E_1 | 31.87 |
| 1/21/2011 2:15 | N | HHOLLOW4_E_1 | 31.87 |
| 1/21/2011 2:15 | N | R_LH2SES_1 | 31.7 |
| 1/21/2011 2:15 | N | R_PB2SES_1 | 31.95 |
| 1/21/2011 2:15 | N | R_PB2SES_2 | 31.95 |
| 1/21/2011 2:15 | N | R_PB2SES_3 | 31.95 |
| 1/21/2011 2:15 | N | R_PB2SES_4 | 31.95 |
| 1/21/2011 2:15 | N | R_PB2SES_5 | 31.95 |
| 1/21/2011 2:15 | N | AUTO_EPS_390 | 31.69 |
| 1/21/2011 2:20 | N | DC_ROAD_L_B | 32.59 |
| 1/21/2011 2:20 | N | DC_EGPS_L_A | 37.01 |
| 1/21/2011 2:20 | N | H_HOLLOW_E_1 | 31.95 |
| 1/21/2011 2:20 | N | HHOLLOW4_E_1 | 31.95 |
| 1/21/2011 2:20 | N | R_LH2SES_1 | 31.77 |
| 1/21/2011 2:20 | N | R_PB2SES_1 | 32.03 |
| 1/21/2011 2:20 | N | R_PB2SES_2 | 32.03 |
| 1/21/2011 2:20 | N | R_PB2SES_3 | 32.03 |
| 1/21/2011 2:20 | N | R_PB2SES_4 | 32.03 |
| 1/21/2011 2:20 | N | R_PB2SES_5 | 32.03 |
| 1/21/2011 2:20 | N | AUTO_EPS_390 | 31.77 |
| 1/21/2011 2:25 | N | DC_ROAD_L_B | 32.43 |
| 1/21/2011 2:25 | N | DC_EGPS_L_A | 36.68 |
| 1/21/2011 2:25 | N | H_HOLLOW_E_1 | 31.81 |

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| 1/21/2011 2:25 | N | HHOLLOW4_E_1 | 31.81 |
| 1/21/2011 2:25 | N | R_LH2SES_1 | 31.64 |
| 1/21/2011 2:25 | N | R_PB2SES_1 | 31.89 |
| 1/21/2011 2:25 | N | R_PB2SES_2 | 31.89 |
| 1/21/2011 2:25 | N | R_PB2SES_3 | 31.89 |
| 1/21/2011 2:25 | N | R_PB2SES_4 | 31.89 |
| 1/21/2011 2:25 | N | R_PB2SES_5 | 31.89 |
| 1/21/2011 2:25 | N | AUTO_EPS_390 | 31.64 |
| 1/21/2011 2:30 | N | DC_ROAD_L_B | 32.13 |
| 1/21/2011 2:30 | N | DC_EGPS_L_A | 36.27 |
| 1/21/2011 2:30 | N | H_HOLLOW_E_1 | 31.52 |
| 1/21/2011 2:30 | N | HHOLLOW4_E_1 | 31.52 |
| 1/21/2011 2:30 | N | R_LH2SES_1 | 31.36 |
| 1/21/2011 2:30 | N | R_PB2SES_1 | 31.6 |
| 1/21/2011 2:30 | N | R_PB2SES_2 | 31.6 |
| 1/21/2011 2:30 | N | R_PB2SES_3 | 31.6 |
| 1/21/2011 2:30 | N | R_PB2SES_4 | 31.6 |
| 1/21/2011 2:30 | N | R_PB2SES_5 | 31.6 |
| 1/21/2011 2:30 | N | AUTO_EPS_390 | 31.35 |
| 1/21/2011 2:35 | N | DC_ROAD_L_B | 31.93 |
| 1/21/2011 2:35 | N | DC_EGPS_L_A | 36.08 |
| 1/21/2011 2:35 | N | H_HOLLOW_E_1 | 31.32 |
| 1/21/2011 2:35 | N | HHOLLOW4_E_1 | 31.32 |
| 1/21/2011 2:35 | N | R_LH2SES_1 | 31.16 |
| 1/21/2011 2:35 | N | R_PB2SES_1 | 31.4 |
| 1/21/2011 2:35 | N | R_PB2SES_2 | 31.4 |
| 1/21/2011 2:35 | N | R_PB2SES_3 | 31.4 |
| 1/21/2011 2:35 | N | R_PB2SES_4 | 31.4 |
| 1/21/2011 2:35 | N | R_PB2SES_5 | 31.4 |
| 1/21/2011 2:35 | N | AUTO_EPS_390 | 31.15 |
| 1/21/2011 2:40 | N | DC_ROAD_L_B | 31.77 |
| 1/21/2011 2:40 | N | DC_EGPS_L_A | 35.9 |
| 1/21/2011 2:40 | N | H_HOLLOW_E_1 | 31.17 |
| 1/21/2011 2:40 | N | HHOLLOW4_E_1 | 31.17 |
| 1/21/2011 2:40 | N | R_LH2SES_1 | 31.01 |
| 1/21/2011 2:40 | N | R_PB2SES_1 | 31.25 |
| 1/21/2011 2:40 | N | R_PB2SES_2 | 31.25 |
| 1/21/2011 2:40 | N | R_PB2SES_3 | 31.25 |
| 1/21/2011 2:40 | N | R_PB2SES_4 | 31.25 |
| 1/21/2011 2:40 | N | R_PB2SES_5 | 31.25 |
| 1/21/2011 2:40 | N | AUTO_EPS_390 | 31 |
| 1/21/2011 2:45 | N | DC_ROAD_L_B | 31.33 |
| 1/21/2011 2:45 | N | DC_EGPS_L_A | 35.23 |
| 1/21/2011 2:45 | N | H_HOLLOW_E_1 | 30.77 |
| 1/21/2011 2:45 | N | HHOLLOW4_E_1 | 30.77 |
| 1/21/2011 2:45 | N | R_LH2SES_1 | 30.61 |
| 1/21/2011 2:45 | N | R_PB2SES_1 | 30.84 |

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| 1/21/2011 2:45 | N | R_PB2SES_2 | 30.84 |
| 1/21/2011 2:45 | N | R_PB2SES_3 | 30.84 |
| 1/21/2011 2:45 | N | R_PB2SES_4 | 30.84 |
| 1/21/2011 2:45 | N | R_PB2SES_5 | 30.84 |
| 1/21/2011 2:45 | N | AUTO_EPS_390 | 30.6 |
| 1/21/2011 2:50 | N | DC_ROAD_L_B | 31.31 |
| 1/21/2011 2:50 | N | DC_EGPS_L_A | 35.21 |
| 1/21/2011 2:50 | N | H_HOLLOW_E_1 | 30.75 |
| 1/21/2011 2:50 | N | HHOLLOW4_E_1 | 30.75 |
| 1/21/2011 2:50 | N | R_LH2SES_1 | 30.59 |
| 1/21/2011 2:50 | N | R_PB2SES_1 | 30.82 |
| 1/21/2011 2:50 | N | R_PB2SES_2 | 30.82 |
| 1/21/2011 2:50 | N | R_PB2SES_3 | 30.82 |
| 1/21/2011 2:50 | N | R_PB2SES_4 | 30.82 |
| 1/21/2011 2:50 | N | R_PB2SES_5 | 30.82 |
| 1/21/2011 2:50 | N | AUTO_EPS_390 | 30.59 |
| 1/21/2011 2:55 | N | DC_ROAD_L_B | 31.12 |
| 1/21/2011 2:55 | N | DC_EGPS_L_A | 35.02 |
| 1/21/2011 2:55 | N | H_HOLLOW_E_1 | 30.55 |
| 1/21/2011 2:55 | N | HHOLLOW4_E_1 | 30.55 |
| 1/21/2011 2:55 | N | R_LH2SES_1 | 30.4 |
| 1/21/2011 2:55 | N | R_PB2SES_1 | 30.63 |
| 1/21/2011 2:55 | N | R_PB2SES_2 | 30.63 |
| 1/21/2011 2:55 | N | R_PB2SES_3 | 30.63 |
| 1/21/2011 2:55 | N | R_PB2SES_4 | 30.63 |
| 1/21/2011 2:55 | N | R_PB2SES_5 | 30.63 |
| 1/21/2011 2:55 | N | AUTO_EPS_390 | 30.39 |
| 1/21/2011 3:01 | N | DC_ROAD_L_B | 31.01 |
| 1/21/2011 3:01 | N | DC_EGPS_L_A | 34.92 |
| 1/21/2011 3:01 | N | H_HOLLOW_E_1 | 30.45 |
| 1/21/2011 3:01 | N | HHOLLOW4_E_1 | 30.45 |
| 1/21/2011 3:01 | N | R_LH2SES_1 | 30.29 |
| 1/21/2011 3:01 | N | R_PB2SES_1 | 30.52 |
| 1/21/2011 3:01 | N | R_PB2SES_2 | 30.52 |
| 1/21/2011 3:01 | N | R_PB2SES_3 | 30.52 |
| 1/21/2011 3:01 | N | R_PB2SES_4 | 30.52 |
| 1/21/2011 3:01 | N | R_PB2SES_5 | 30.52 |
| 1/21/2011 3:01 | N | AUTO_EPS_390 | 30.28 |
| 1/21/2011 3:05 | N | DC_ROAD_L_B | 30.98 |
| 1/21/2011 3:05 | N | DC_EGPS_L_A | 34.89 |
| 1/21/2011 3:05 | N | H_HOLLOW_E_1 | 30.41 |
| 1/21/2011 3:05 | N | HHOLLOW4_E_1 | 30.41 |
| 1/21/2011 3:05 | N | R_LH2SES_1 | 30.25 |
| 1/21/2011 3:05 | N | R_PB2SES_1 | 30.48 |
| 1/21/2011 3:05 | N | R_PB2SES_2 | 30.48 |
| 1/21/2011 3:05 | N | R_PB2SES_3 | 30.48 |
| 1/21/2011 3:05 | N | R_PB2SES_4 | 30.48 |

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| 1/21/2011 3:05 | N | R_PB2SES_5 | 30.48 |
| 1/21/2011 3:10 | N | DC_ROAD_L_B | 30.65 |
| 1/21/2011 3:10 | N | DC_EGPS_L_A | 34.42 |
| 1/21/2011 3:10 | N | H_HOLLOW_E_1 | 30.1 |
| 1/21/2011 3:10 | N | HHOLLOW4_E_1 | 30.1 |
| 1/21/2011 3:10 | N | R_LH2SES_1 | 29.95 |
| 1/21/2011 3:10 | N | R_PB2SES_1 | 30.17 |
| 1/21/2011 3:10 | N | R_PB2SES_2 | 30.17 |
| 1/21/2011 3:10 | N | R_PB2SES_3 | 30.17 |
| 1/21/2011 3:10 | N | R_PB2SES_4 | 30.17 |
| 1/21/2011 3:10 | N | R_PB2SES_5 | 30.17 |
| 1/21/2011 3:15 | N | DC_ROAD_L_B | 30.31 |
| 1/21/2011 3:15 | N | DC_EGPS_L_A | 32.18 |
| 1/21/2011 3:15 | N | H_HOLLOW_E_1 | 30.03 |
| 1/21/2011 3:15 | N | HHOLLOW4_E_1 | 30.03 |
| 1/21/2011 3:15 | N | R_LH2SES_1 | 29.96 |
| 1/21/2011 3:15 | N | R_PB2SES_1 | 30.07 |
| 1/21/2011 3:15 | N | R_PB2SES_2 | 30.07 |
| 1/21/2011 3:15 | N | R_PB2SES_3 | 30.07 |
| 1/21/2011 3:15 | N | R_PB2SES_4 | 30.07 |
| 1/21/2011 3:15 | N | R_PB2SES_5 | 30.07 |
| 1/21/2011 3:20 | N | DC_ROAD_L_B | 30.44 |
| 1/21/2011 3:20 | N | DC_EGPS_L_A | 32.24 |
| 1/21/2011 3:20 | N | H_HOLLOW_E_1 | 30.18 |
| 1/21/2011 3:20 | N | HHOLLOW4_E_1 | 30.18 |
| 1/21/2011 3:20 | N | R_LH2SES_1 | 30.11 |
| 1/21/2011 3:20 | N | R_PB2SES_1 | 30.21 |
| 1/21/2011 3:20 | N | R_PB2SES_2 | 30.21 |
| 1/21/2011 3:20 | N | R_PB2SES_3 | 30.21 |
| 1/21/2011 3:20 | N | R_PB2SES_4 | 30.21 |
| 1/21/2011 3:20 | N | R_PB2SES_5 | 30.21 |
| 1/21/2011 3:25 | N | DC_ROAD_L_B | 30.4 |
| 1/21/2011 3:25 | N | DC_EGPS_L_A | 32.26 |
| 1/21/2011 3:25 | N | H_HOLLOW_E_1 | 30.13 |
| 1/21/2011 3:25 | N | HHOLLOW4_E_1 | 30.13 |
| 1/21/2011 3:25 | N | R_LH2SES_1 | 30.06 |
| 1/21/2011 3:25 | N | R_PB2SES_1 | 30.17 |
| 1/21/2011 3:25 | N | R_PB2SES_2 | 30.17 |
| 1/21/2011 3:25 | N | R_PB2SES_3 | 30.17 |
| 1/21/2011 3:25 | N | R_PB2SES_4 | 30.17 |
| 1/21/2011 3:25 | N | R_PB2SES_5 | 30.17 |
| 1/21/2011 3:30 | N | DC_ROAD_L_B | 30.35 |
| 1/21/2011 3:30 | N | DC_EGPS_L_A | 32.24 |
| 1/21/2011 3:30 | N | H_HOLLOW_E_1 | 30.07 |
| 1/21/2011 3:30 | N | HHOLLOW4_E_1 | 30.07 |
| 1/21/2011 3:30 | N | R_LH2SES_1 | 30 |
| 1/21/2011 3:30 | N | R_PB2SES_1 | 30.11 |

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| 1/21/2011 3:30 | N | R_PB2SES_2 | 30.11 |
| 1/21/2011 3:30 | N | R_PB2SES_3 | 30.11 |
| 1/21/2011 3:30 | N | R_PB2SES_4 | 30.11 |
| 1/21/2011 3:30 | N | R_PB2SES_5 | 30.11 |
| 1/21/2011 3:35 | N | DC_ROAD_L_B | 30.38 |
| 1/21/2011 3:35 | N | DC_EGPS_L_A | 32.28 |
| 1/21/2011 3:35 | N | H_HOLLOW_E_1 | 30.11 |
| 1/21/2011 3:35 | N | HHOLLOW4_E_1 | 30.11 |
| 1/21/2011 3:35 | N | R_LH2SES_1 | 30.03 |
| 1/21/2011 3:35 | N | R_PB2SES_1 | 30.14 |
| 1/21/2011 3:35 | N | R_PB2SES_2 | 30.14 |
| 1/21/2011 3:35 | N | R_PB2SES_3 | 30.14 |
| 1/21/2011 3:35 | N | R_PB2SES_4 | 30.14 |
| 1/21/2011 3:35 | N | R_PB2SES_5 | 30.14 |
| 1/21/2011 3:40 | N | DC_ROAD_L_B | 30.48 |
| 1/21/2011 3:40 | N | DC_EGPS_L_A | 32.38 |
| 1/21/2011 3:40 | N | H_HOLLOW_E_1 | 30.21 |
| 1/21/2011 3:40 | N | HHOLLOW4_E_1 | 30.21 |
| 1/21/2011 3:40 | N | R_LH2SES_1 | 30.13 |
| 1/21/2011 3:40 | N | R_PB2SES_1 | 30.25 |
| 1/21/2011 3:40 | N | R_PB2SES_2 | 30.25 |
| 1/21/2011 3:40 | N | R_PB2SES_3 | 30.25 |
| 1/21/2011 3:40 | N | R_PB2SES_4 | 30.25 |
| 1/21/2011 3:40 | N | R_PB2SES_5 | 30.25 |
| 1/21/2011 3:45 | N | DC_ROAD_L_B | 30.39 |
| 1/21/2011 3:45 | N | DC_EGPS_L_A | 32.31 |
| 1/21/2011 3:45 | N | H_HOLLOW_E_1 | 30.11 |
| 1/21/2011 3:45 | N | HHOLLOW4_E_1 | 30.11 |
| 1/21/2011 3:45 | N | R_LH2SES_1 | 30.04 |
| 1/21/2011 3:45 | N | R_PB2SES_1 | 30.15 |
| 1/21/2011 3:45 | N | R_PB2SES_2 | 30.15 |
| 1/21/2011 3:45 | N | R_PB2SES_3 | 30.15 |
| 1/21/2011 3:45 | N | R_PB2SES_4 | 30.15 |
| 1/21/2011 3:45 | N | R_PB2SES_5 | 30.15 |
| 1/21/2011 3:47 | N | DC_ROAD_L_B | 30.44 |
| 1/21/2011 3:47 | N | DC_EGPS_L_A | 32.32 |
| 1/21/2011 3:47 | N | H_HOLLOW_E_1 | 30.17 |
| 1/21/2011 3:47 | N | HHOLLOW4_E_1 | 30.17 |
| 1/21/2011 3:47 | N | R_LH2SES_1 | 30.09 |
| 1/21/2011 3:47 | N | R_PB2SES_1 | 30.2 |
| 1/21/2011 3:47 | N | R_PB2SES_2 | 30.2 |
| 1/21/2011 3:47 | N | R_PB2SES_3 | 30.2 |
| 1/21/2011 3:47 | N | R_PB2SES_4 | 30.2 |
| 1/21/2011 3:47 | N | R_PB2SES_5 | 30.2 |
| 1/21/2011 3:47 | N | DC_ROAD_L_B | 31.16 |
| 1/21/2011 3:47 | N | DC_EGPS_L_A | 32.99 |
| 1/21/2011 3:47 | N | H_HOLLOW_E_1 | 30.89 |

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| 1/21/2011 3:47 | N | HHOLLOW4_E_1 | 30.89 |
| 1/21/2011 3:47 | N | R_LH2SES_1 | 30.82 |
| 1/21/2011 3:47 | N | R_PB2SES_1 | 30.92 |
| 1/21/2011 3:47 | N | R_PB2SES_2 | 30.92 |
| 1/21/2011 3:47 | N | R_PB2SES_3 | 30.92 |
| 1/21/2011 3:47 | N | R_PB2SES_4 | 30.92 |
| 1/21/2011 3:47 | N | R_PB2SES_5 | 30.92 |
| 1/21/2011 3:48 | N | DC_ROAD_L_B | 31.31 |
| 1/21/2011 3:48 | N | DC_EGPS_L_A | 33.1 |
| 1/21/2011 3:48 | N | H_HOLLOW_E_1 | 31.05 |
| 1/21/2011 3:48 | N | HHOLLOW4_E_1 | 31.05 |
| 1/21/2011 3:48 | N | R_LH2SES_1 | 30.98 |
| 1/21/2011 3:48 | N | R_PB2SES_1 | 31.08 |
| 1/21/2011 3:48 | N | R_PB2SES_2 | 31.08 |
| 1/21/2011 3:48 | N | R_PB2SES_3 | 31.08 |
| 1/21/2011 3:48 | N | R_PB2SES_4 | 31.08 |
| 1/21/2011 3:48 | N | R_PB2SES_5 | 31.08 |
| 1/21/2011 3:49 | N | DC_ROAD_L_B | 32.32 |
| 1/21/2011 3:49 | N | DC_EGPS_L_A | 33.97 |
| 1/21/2011 3:49 | N | H_HOLLOW_E_1 | 32.08 |
| 1/21/2011 3:49 | N | HHOLLOW4_E_1 | 32.08 |
| 1/21/2011 3:49 | N | R_LH2SES_1 | 32.02 |
| 1/21/2011 3:49 | N | R_PB2SES_1 | 32.12 |
| 1/21/2011 3:49 | N | R_PB2SES_2 | 32.12 |
| 1/21/2011 3:49 | N | R_PB2SES_3 | 32.12 |
| 1/21/2011 3:49 | N | R_PB2SES_4 | 32.12 |
| 1/21/2011 3:49 | N | R_PB2SES_5 | 32.12 |
| 1/21/2011 3:50 | N | DC_ROAD_L_B | 31.6 |
| 1/21/2011 3:50 | N | DC_EGPS_L_A | 33.35 |
| 1/21/2011 3:50 | N | H_HOLLOW_E_1 | 31.34 |
| 1/21/2011 3:50 | N | HHOLLOW4_E_1 | 31.34 |
| 1/21/2011 3:50 | N | R_LH2SES_1 | 31.27 |
| 1/21/2011 3:50 | N | R_PB2SES_1 | 31.37 |
| 1/21/2011 3:50 | N | R_PB2SES_2 | 31.37 |
| 1/21/2011 3:50 | N | R_PB2SES_3 | 31.37 |
| 1/21/2011 3:50 | N | R_PB2SES_4 | 31.37 |
| 1/21/2011 3:50 | N | R_PB2SES_5 | 31.37 |
| 1/21/2011 3:50 | N | DC_ROAD_L_B | 31.9 |
| 1/21/2011 3:50 | N | DC_EGPS_L_A | 35.9 |
| 1/21/2011 3:50 | N | H_HOLLOW_E_1 | 31.33 |
| 1/21/2011 3:50 | N | HHOLLOW4_E_1 | 31.33 |
| 1/21/2011 3:50 | N | R_LH2SES_1 | 31.17 |
| 1/21/2011 3:50 | N | R_PB2SES_1 | 31.4 |
| 1/21/2011 3:50 | N | R_PB2SES_2 | 31.4 |
| 1/21/2011 3:50 | N | R_PB2SES_3 | 31.4 |
| 1/21/2011 3:50 | N | R_PB2SES_4 | 31.4 |
| 1/21/2011 3:50 | N | R_PB2SES_5 | 31.4 |

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| 1/21/2011 3:55 | N | DC_ROAD_L_B | 31.8 |
| 1/21/2011 3:55 | N | DC_EGPS_L_A | 33.58 |
| 1/21/2011 3:55 | N | H_HOLLOW_E_1 | 31.54 |
| 1/21/2011 3:55 | N | HHOLLOW4_E_1 | 31.54 |
| 1/21/2011 3:55 | N | R_LH2SES_1 | 31.47 |
| 1/21/2011 3:55 | N | R_PB2SES_1 | 31.57 |
| 1/21/2011 3:55 | N | R_PB2SES_2 | 31.57 |
| 1/21/2011 3:55 | N | R_PB2SES_3 | 31.57 |
| 1/21/2011 3:55 | N | R_PB2SES_4 | 31.57 |
| 1/21/2011 3:55 | N | R_PB2SES_5 | 31.57 |
| 1/21/2011 4:01 | N | DC_ROAD_L_B | 32.81 |
| 1/21/2011 4:01 | N | DC_EGPS_L_A | 41.58 |
| 1/21/2011 4:01 | N | H_HOLLOW_E_1 | 31.54 |
| 1/21/2011 4:01 | N | HHOLLOW4_E_1 | 31.54 |
| 1/21/2011 4:01 | N | R_LH2SES_1 | 31.19 |
| 1/21/2011 4:01 | N | R_PB2SES_1 | 31.7 |
| 1/21/2011 4:01 | N | R_PB2SES_2 | 31.7 |
| 1/21/2011 4:01 | N | R_PB2SES_3 | 31.7 |
| 1/21/2011 4:01 | N | R_PB2SES_4 | 31.7 |
| 1/21/2011 4:01 | N | R_PB2SES_5 | 31.7 |
| 1/21/2011 4:04 | N | DC_ROAD_L_B | 32.34 |
| 1/21/2011 4:04 | N | DC_EGPS_L_A | 41.93 |
| 1/21/2011 4:04 | N | H_HOLLOW_E_1 | 30.94 |
| 1/21/2011 4:04 | N | HHOLLOW4_E_1 | 30.94 |
| 1/21/2011 4:04 | N | R_LH2SES_1 | 30.57 |
| 1/21/2011 4:04 | N | R_PB2SES_1 | 31.12 |
| 1/21/2011 4:04 | N | R_PB2SES_2 | 31.12 |
| 1/21/2011 4:04 | N | R_PB2SES_3 | 31.12 |
| 1/21/2011 4:04 | N | R_PB2SES_4 | 31.12 |
| 1/21/2011 4:04 | N | R_PB2SES_5 | 31.12 |
| 1/21/2011 4:05 | N | DC_ROAD_L_B | 32.43 |
| 1/21/2011 4:05 | N | DC_EGPS_L_A | 43.1 |
| 1/21/2011 4:05 | N | H_HOLLOW_E_1 | 30.89 |
| 1/21/2011 4:05 | N | HHOLLOW4_E_1 | 30.89 |
| 1/21/2011 4:05 | N | R_LH2SES_1 | 30.47 |
| 1/21/2011 4:05 | N | R_PB2SES_1 | 31.08 |
| 1/21/2011 4:05 | N | R_PB2SES_2 | 31.08 |
| 1/21/2011 4:05 | N | R_PB2SES_3 | 31.08 |
| 1/21/2011 4:05 | N | R_PB2SES_4 | 31.08 |
| 1/21/2011 4:05 | N | R_PB2SES_5 | 31.08 |
| 1/21/2011 4:10 | N | DC_ROAD_L_B | 54.53 |
| 1/21/2011 4:10 | N | DC_EGPS_L_A | 183.02 |
| 1/21/2011 4:10 | N | H_HOLLOW_E_1 | 35.88 |
| 1/21/2011 4:10 | N | HHOLLOW4_E_1 | 35.88 |
| 1/21/2011 4:10 | N | R_LH2SES_1 | 30.84 |
| 1/21/2011 4:10 | N | R_PB2SES_1 | 38.22 |
| 1/21/2011 4:10 | N | R_PB2SES_2 | 38.22 |

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| 1/21/2011 4:10 | N | R_PB2SES_3 | 38.22 |
| 1/21/2011 4:10 | N | R_PB2SES_4 | 38.22 |
| 1/21/2011 4:10 | N | R_PB2SES_5 | 38.22 |
| 1/21/2011 4:15 | N | DC_ROAD_L_B | 31.66 |
| 1/21/2011 4:15 | N | DC_EGPS_L_A | 36.14 |
| 1/21/2011 4:15 | N | H_HOLLOW_E_1 | 31.01 |
| 1/21/2011 4:15 | N | HHOLLOW4_E_1 | 31.01 |
| 1/21/2011 4:15 | N | R_LH2SES_1 | 30.83 |
| 1/21/2011 4:15 | N | R_PB2SES_1 | 31.09 |
| 1/21/2011 4:15 | N | R_PB2SES_2 | 31.09 |
| 1/21/2011 4:15 | N | R_PB2SES_3 | 31.09 |
| 1/21/2011 4:15 | N | R_PB2SES_4 | 31.09 |
| 1/21/2011 4:15 | N | R_PB2SES_5 | 31.09 |
| 1/21/2011 4:20 | N | DC_ROAD_L_B | 31.33 |
| 1/21/2011 4:20 | N | DC_EGPS_L_A | 34.59 |
| 1/21/2011 4:20 | N | H_HOLLOW_E_1 | 31.04 |
| 1/21/2011 4:20 | N | HHOLLOW4_E_1 | 31.04 |
| 1/21/2011 4:20 | N | R_LH2SES_1 | 30.75 |
| 1/21/2011 4:20 | N | R_PB2SES_1 | 28.74 |
| 1/21/2011 4:20 | N | R_PB2SES_2 | 28.74 |
| 1/21/2011 4:20 | N | R_PB2SES_3 | 28.74 |
| 1/21/2011 4:20 | N | R_PB2SES_4 | 28.74 |
| 1/21/2011 4:20 | N | R_PB2SES_5 | 28.74 |
| 1/21/2011 4:35 | N | DC_ROAD_L_B | 30.74 |
| 1/21/2011 4:35 | N | DC_EGPS_L_A | 30.53 |
| 1/21/2011 4:35 | N | H_HOLLOW_E_1 | 30.96 |
| 1/21/2011 4:35 | N | HHOLLOW4_E_1 | 30.96 |
| 1/21/2011 4:35 | N | R_LH2SES_1 | 30.8 |
| 1/21/2011 4:35 | N | R_PB2SES_1 | 28.59 |
| 1/21/2011 4:35 | N | R_PB2SES_2 | 28.59 |
| 1/21/2011 4:35 | N | R_PB2SES_3 | 28.59 |
| 1/21/2011 4:35 | N | R_PB2SES_4 | 28.59 |
| 1/21/2011 4:35 | N | R_PB2SES_5 | 28.59 |
| 1/21/2011 4:40 | N | DC_ROAD_L_B | 31 |
| 1/21/2011 4:40 | N | DC_EGPS_L_A | 30.78 |
| 1/21/2011 4:40 | N | H_HOLLOW_E_1 | 31.21 |
| 1/21/2011 4:40 | N | HHOLLOW4_E_1 | 31.21 |
| 1/21/2011 4:40 | N | R_LH2SES_1 | 31.05 |
| 1/21/2011 4:40 | N | R_PB2SES_1 | 28.84 |
| 1/21/2011 4:40 | N | R_PB2SES_2 | 28.84 |
| 1/21/2011 4:40 | N | R_PB2SES_3 | 28.84 |
| 1/21/2011 4:40 | N | R_PB2SES_4 | 28.84 |
| 1/21/2011 4:40 | N | R_PB2SES_5 | 28.84 |
| 1/21/2011 4:55 | N | DC_ROAD_L_B | 31.1 |
| 1/21/2011 4:55 | N | DC_EGPS_L_A | 31.61 |
| 1/21/2011 4:55 | N | H_HOLLOW_E_1 | 31.2 |
| 1/21/2011 4:55 | N | HHOLLOW4_E_1 | 31.2 |

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| 1/21/2011 4:55 | N | R_LH2SES_1 | 31.02 |
| 1/21/2011 4:55 | N | R_PB2SES_1 | 28.84 |
| 1/21/2011 4:55 | N | R_PB2SES_2 | 28.84 |
| 1/21/2011 4:55 | N | R_PB2SES_3 | 28.84 |
| 1/21/2011 4:55 | N | R_PB2SES_4 | 28.84 |
| 1/21/2011 4:55 | N | R_PB2SES_5 | 28.84 |
| 1/21/2011 5:01 | N | DC_ROAD_L_B | 31.03 |
| 1/21/2011 5:01 | N | DC_EGPS_L_A | 31.57 |
| 1/21/2011 5:01 | N | H_HOLLOW_E_1 | 31.13 |
| 1/21/2011 5:01 | N | HHOLLOW4_E_1 | 31.13 |
| 1/21/2011 5:01 | N | R_LH2SES_1 | 30.94 |
| 1/21/2011 5:01 | N | R_PB2SES_1 | 28.77 |
| 1/21/2011 5:01 | N | R_PB2SES_2 | 28.77 |
| 1/21/2011 5:01 | N | R_PB2SES_3 | 28.77 |
| 1/21/2011 5:01 | N | R_PB2SES_4 | 28.77 |
| 1/21/2011 5:01 | N | R_PB2SES_5 | 28.77 |
| 1/21/2011 5:05 | N | DC_ROAD_L_B | 31.3 |
| 1/21/2011 5:05 | N | DC_EGPS_L_A | 31.85 |
| 1/21/2011 5:05 | N | H_HOLLOW_E_1 | 31.41 |
| 1/21/2011 5:05 | N | HHOLLOW4_E_1 | 31.41 |
| 1/21/2011 5:05 | N | R_LH2SES_1 | 31.22 |
| 1/21/2011 5:05 | N | R_PB2SES_1 | 29.04 |
| 1/21/2011 5:05 | N | R_PB2SES_2 | 29.04 |
| 1/21/2011 5:05 | N | R_PB2SES_3 | 29.04 |
| 1/21/2011 5:05 | N | R_PB2SES_4 | 29.04 |
| 1/21/2011 5:05 | N | R_PB2SES_5 | 29.04 |
| 1/21/2011 5:10 | N | DC_ROAD_L_B | 31.5 |
| 1/21/2011 5:10 | N | DC_EGPS_L_A | 32.09 |
| 1/21/2011 5:10 | N | H_HOLLOW_E_1 | 31.6 |
| 1/21/2011 5:10 | N | HHOLLOW4_E_1 | 31.6 |
| 1/21/2011 5:10 | N | R_LH2SES_1 | 31.41 |
| 1/21/2011 5:10 | N | R_PB2SES_1 | 29.23 |
| 1/21/2011 5:10 | N | R_PB2SES_2 | 29.23 |
| 1/21/2011 5:10 | N | R_PB2SES_3 | 29.23 |
| 1/21/2011 5:10 | N | R_PB2SES_4 | 29.23 |
| 1/21/2011 5:10 | N | R_PB2SES_5 | 29.23 |
| 1/21/2011 5:15 | N | DC_ROAD_L_B | 32.07 |
| 1/21/2011 5:15 | N | DC_EGPS_L_A | 32.83 |
| 1/21/2011 5:15 | N | H_HOLLOW_E_1 | 31.99 |
| 1/21/2011 5:15 | N | HHOLLOW4_E_1 | 31.99 |
| 1/21/2011 5:15 | N | R_LH2SES_1 | 31.93 |
| 1/21/2011 5:15 | N | R_PB2SES_1 | 31.66 |
| 1/21/2011 5:15 | N | R_PB2SES_2 | 31.66 |
| 1/21/2011 5:15 | N | R_PB2SES_3 | 31.66 |
| 1/21/2011 5:15 | N | R_PB2SES_4 | 31.66 |
| 1/21/2011 5:15 | N | R_PB2SES_5 | 31.66 |
| 1/21/2011 5:20 | N | DC_ROAD_L_B | 32.1 |

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| 1/21/2011 5:20 | N | DC_EGPS_L_A | 32.88 |
| 1/21/2011 5:20 | N | H_HOLLOW_E_1 | 32.2 |
| 1/21/2011 5:20 | N | HHOLLOW4_E_1 | 32.2 |
| 1/21/2011 5:20 | N | R_LH2SES_1 | 32.01 |
| 1/21/2011 5:20 | N | R_PB2SES_1 | 29.81 |
| 1/21/2011 5:20 | N | R_PB2SES_2 | 29.81 |
| 1/21/2011 5:20 | N | R_PB2SES_3 | 29.81 |
| 1/21/2011 5:20 | N | R_PB2SES_4 | 29.81 |
| 1/21/2011 5:20 | N | R_PB2SES_5 | 29.81 |
| 1/21/2011 5:25 | N | DC_ROAD_L_B | 31.97 |
| 1/21/2011 5:25 | N | DC_EGPS_L_A | 32.84 |
| 1/21/2011 5:25 | N | H_HOLLOW_E_1 | 32.02 |
| 1/21/2011 5:25 | N | HHOLLOW4_E_1 | 32.02 |
| 1/21/2011 5:25 | N | R_LH2SES_1 | 31.82 |
| 1/21/2011 5:25 | N | R_PB2SES_1 | 29.64 |
| 1/21/2011 5:25 | N | R_PB2SES_2 | 29.64 |
| 1/21/2011 5:25 | N | R_PB2SES_3 | 29.64 |
| 1/21/2011 5:25 | N | R_PB2SES_4 | 29.64 |
| 1/21/2011 5:25 | N | R_PB2SES_5 | 29.64 |
| 1/21/2011 5:30 | N | DC_ROAD_L_B | 32.39 |
| 1/21/2011 5:30 | N | DC_EGPS_L_A | 33.21 |
| 1/21/2011 5:30 | N | H_HOLLOW_E_1 | 32.49 |
| 1/21/2011 5:30 | N | HHOLLOW4_E_1 | 32.49 |
| 1/21/2011 5:30 | N | R_LH2SES_1 | 32.28 |
| 1/21/2011 5:30 | N | R_PB2SES_1 | 30.09 |
| 1/21/2011 5:30 | N | R_PB2SES_2 | 30.09 |
| 1/21/2011 5:30 | N | R_PB2SES_3 | 30.09 |
| 1/21/2011 5:30 | N | R_PB2SES_4 | 30.09 |
| 1/21/2011 5:30 | N | R_PB2SES_5 | 30.09 |
| 1/21/2011 5:35 | N | DC_ROAD_L_B | 32.7 |
| 1/21/2011 5:35 | N | DC_EGPS_L_A | 33.46 |
| 1/21/2011 5:35 | N | H_HOLLOW_E_1 | 32.81 |
| 1/21/2011 5:35 | N | HHOLLOW4_E_1 | 32.81 |
| 1/21/2011 5:35 | N | R_LH2SES_1 | 32.61 |
| 1/21/2011 5:35 | N | R_PB2SES_1 | 30.4 |
| 1/21/2011 5:35 | N | R_PB2SES_2 | 30.4 |
| 1/21/2011 5:35 | N | R_PB2SES_3 | 30.4 |
| 1/21/2011 5:35 | N | R_PB2SES_4 | 30.4 |
| 1/21/2011 5:35 | N | R_PB2SES_5 | 30.4 |
| 1/21/2011 5:40 | N | DC_ROAD_L_B | 33.22 |
| 1/21/2011 5:40 | N | DC_EGPS_L_A | 33.84 |
| 1/21/2011 5:40 | N | H_HOLLOW_E_1 | 33.35 |
| 1/21/2011 5:40 | N | HHOLLOW4_E_1 | 33.35 |
| 1/21/2011 5:40 | N | R_PB2SES_1 | 30.91 |
| 1/21/2011 5:40 | N | R_PB2SES_2 | 30.91 |
| 1/21/2011 5:40 | N | R_PB2SES_3 | 30.91 |
| 1/21/2011 5:40 | N | R_PB2SES_4 | 30.91 |

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| 1/21/2011 5:40 | N | R_PB2SES_5 | 30.91 |
| 1/21/2011 5:45 | N | DC_ROAD_L_B | 33.35 |
| 1/21/2011 5:45 | N | DC_EGPS_L_A | 33.95 |
| 1/21/2011 5:45 | N | H_HOLLOW_E_1 | 33.48 |
| 1/21/2011 5:45 | N | HHOLLOW4_E_1 | 33.48 |
| 1/21/2011 5:45 | N | R_PB2SES_1 | 31.04 |
| 1/21/2011 5:45 | N | R_PB2SES_2 | 31.04 |
| 1/21/2011 5:45 | N | R_PB2SES_3 | 31.04 |
| 1/21/2011 5:45 | N | R_PB2SES_4 | 31.04 |
| 1/21/2011 5:45 | N | R_PB2SES_5 | 31.04 |
| 1/21/2011 5:50 | N | DC_ROAD_L_B | 33.81 |
| 1/21/2011 5:50 | N | DC_EGPS_L_A | 34.43 |
| 1/21/2011 5:50 | N | H_HOLLOW_E_1 | 33.94 |
| 1/21/2011 5:50 | N | HHOLLOW4_E_1 | 33.94 |
| 1/21/2011 5:50 | N | R_LH2SES_1 | 33.74 |
| 1/21/2011 5:50 | N | R_PB2SES_1 | 31.48 |
| 1/21/2011 5:50 | N | R_PB2SES_2 | 31.48 |
| 1/21/2011 5:50 | N | R_PB2SES_3 | 31.48 |
| 1/21/2011 5:50 | N | R_PB2SES_4 | 31.48 |
| 1/21/2011 5:50 | N | R_PB2SES_5 | 31.48 |
| 1/21/2011 5:55 | N | DC_ROAD_L_B | 34.12 |
| 1/21/2011 5:55 | N | DC_EGPS_L_A | 34.82 |
| 1/21/2011 5:55 | N | H_HOLLOW_E_1 | 34.24 |
| 1/21/2011 5:55 | N | HHOLLOW4_E_1 | 34.24 |
| 1/21/2011 5:55 | N | R_LH2SES_1 | 34.04 |
| 1/21/2011 5:55 | N | R_PB2SES_1 | 31.78 |
| 1/21/2011 5:55 | N | R_PB2SES_2 | 31.78 |
| 1/21/2011 5:55 | N | R_PB2SES_3 | 31.78 |
| 1/21/2011 5:55 | N | R_PB2SES_4 | 31.78 |
| 1/21/2011 5:55 | N | R_PB2SES_5 | 31.78 |
| 1/21/2011 6:01 | N | DC_ROAD_L_B | 34.94 |
| 1/21/2011 6:01 | N | DC_EGPS_L_A | 35.68 |
| 1/21/2011 6:01 | N | H_HOLLOW_E_1 | 35.06 |
| 1/21/2011 6:01 | N | HHOLLOW4_E_1 | 35.06 |
| 1/21/2011 6:01 | N | R_LH2SES_1 | 34.85 |
| 1/21/2011 6:01 | N | R_PB2SES_1 | 32.56 |
| 1/21/2011 6:01 | N | R_PB2SES_2 | 32.56 |
| 1/21/2011 6:01 | N | R_PB2SES_3 | 32.56 |
| 1/21/2011 6:01 | N | R_PB2SES_4 | 32.56 |
| 1/21/2011 6:01 | N | R_PB2SES_5 | 32.56 |
| 1/21/2011 6:05 | N | DC_ROAD_L_B | 35.55 |
| 1/21/2011 6:05 | N | DC_EGPS_L_A | 36.14 |
| 1/21/2011 6:05 | N | H_HOLLOW_E_1 | 35.57 |
| 1/21/2011 6:05 | N | HHOLLOW4_E_1 | 35.57 |
| 1/21/2011 6:05 | N | R_PB2SES_1 | 33.06 |
| 1/21/2011 6:05 | N | R_PB2SES_2 | 33.06 |
| 1/21/2011 6:05 | N | R_PB2SES_3 | 33.06 |

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| 1/21/2011 6:05 | N | R_PB2SES_4 | 33.06 |
| 1/21/2011 6:05 | N | R_PB2SES_5 | 33.06 |
| 1/21/2011 6:10 | N | DC_ROAD_L_B | 36.56 |
| 1/21/2011 6:10 | N | DC_EGPS_L_A | 37.07 |
| 1/21/2011 6:10 | N | H_HOLLOW_E_1 | 36.71 |
| 1/21/2011 6:10 | N | HHOLLOW4_E_1 | 36.71 |
| 1/21/2011 6:10 | N | R_PB2SES_1 | 34.15 |
| 1/21/2011 6:10 | N | R_PB2SES_2 | 34.15 |
| 1/21/2011 6:10 | N | R_PB2SES_3 | 34.15 |
| 1/21/2011 6:10 | N | R_PB2SES_4 | 34.15 |
| 1/21/2011 6:10 | N | R_PB2SES_5 | 34.15 |
| 1/21/2011 6:15 | N | DC_ROAD_L_B | 38.03 |
| 1/21/2011 6:15 | N | DC_EGPS_L_A | 34.76 |
| 1/21/2011 6:15 | N | H_HOLLOW_E_1 | 19.15 |
| 1/21/2011 6:15 | N | HHOLLOW4_E_1 | 19.15 |
| 1/21/2011 6:15 | N | R_LH2SES_1 | 39.17 |
| 1/21/2011 6:15 | N | R_PB2SES_1 | 16.95 |
| 1/21/2011 6:15 | N | R_PB2SES_2 | 16.95 |
| 1/21/2011 6:15 | N | R_PB2SES_3 | 16.95 |
| 1/21/2011 6:15 | N | R_PB2SES_4 | 16.95 |
| 1/21/2011 6:15 | N | R_PB2SES_5 | 16.95 |
| 1/21/2011 6:20 | N | DC_ROAD_L_B | 38.23 |
| 1/21/2011 6:20 | N | DC_EGPS_L_A | 32.74 |
| 1/21/2011 6:20 | N | H_HOLLOW_E_1 | 3.96 |
| 1/21/2011 6:20 | N | HHOLLOW4_E_1 | 3.96 |
| 1/21/2011 6:20 | N | R_LH2SES_1 | 40.19 |
| 1/21/2011 6:20 | N | R_PB2SES_1 | 2.1 |
| 1/21/2011 6:20 | N | R_PB2SES_2 | 2.1 |
| 1/21/2011 6:20 | N | R_PB2SES_3 | 2.1 |
| 1/21/2011 6:20 | N | R_PB2SES_4 | 2.1 |
| 1/21/2011 6:20 | N | R_PB2SES_5 | 2.1 |
| 1/21/2011 6:25 | N | DC_ROAD_L_B | 39.44 |
| 1/21/2011 6:25 | N | DC_EGPS_L_A | 33.17 |
| 1/21/2011 6:25 | N | H_HOLLOW_E_1 | 3.98 |
| 1/21/2011 6:25 | N | HHOLLOW4_E_1 | 3.98 |
| 1/21/2011 6:25 | N | R_LH2SES_1 | 41.57 |
| 1/21/2011 6:25 | N | R_PB2SES_1 | 2.09 |
| 1/21/2011 6:25 | N | R_PB2SES_2 | 2.09 |
| 1/21/2011 6:25 | N | R_PB2SES_3 | 2.09 |
| 1/21/2011 6:25 | N | R_PB2SES_4 | 2.09 |
| 1/21/2011 6:25 | N | R_PB2SES_5 | 2.09 |
| 1/21/2011 6:30 | N | DC_ROAD_L_B | 39.37 |
| 1/21/2011 6:30 | N | DC_EGPS_L_A | 33.14 |
| 1/21/2011 6:30 | N | H_HOLLOW_E_1 | 4.1 |
| 1/21/2011 6:30 | N | HHOLLOW4_E_1 | 4.1 |
| 1/21/2011 6:30 | N | R_LH2SES_1 | 46.01 |
| 1/21/2011 6:30 | N | R_PB2SES_1 | 2.2 |

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| 1/21/2011 6:30 | N | R_PB2SES_2 | 2.2 |
| 1/21/2011 6:30 | N | R_PB2SES_3 | 2.2 |
| 1/21/2011 6:30 | N | R_PB2SES_4 | 2.2 |
| 1/21/2011 6:30 | N | R_PB2SES_5 | 2.2 |
| 1/21/2011 6:35 | N | DC_ROAD_L_B | 43.63 |
| 1/21/2011 6:35 | N | DC_EGPS_L_A | 35.45 |
| 1/21/2011 6:35 | N | H_HOLLOW_E_1 | 1.46 |
| 1/21/2011 6:35 | N | HHOLLOW4_E_1 | 1.46 |
| 1/21/2011 6:35 | N | R_LH2SES_1 | 66.73 |
| 1/21/2011 6:35 | N | R_PB2SES_1 | 0.7 |
| 1/21/2011 6:35 | N | R_PB2SES_2 | 0.7 |
| 1/21/2011 6:35 | N | R_PB2SES_3 | 0.7 |
| 1/21/2011 6:35 | N | R_PB2SES_4 | 0.7 |
| 1/21/2011 6:35 | N | R_PB2SES_5 | 0.7 |
| 1/21/2011 6:40 | N | DC_ROAD_L_B | 46.35 |
| 1/21/2011 6:40 | N | DC_EGPS_L_A | 46.31 |
| 1/21/2011 6:40 | N | H_HOLLOW_E_1 | 1.33 |
| 1/21/2011 6:40 | N | HHOLLOW4_E_1 | 1.33 |
| 1/21/2011 6:40 | N | R_LH2SES_1 | 68.76 |
| 1/21/2011 6:40 | N | R_PB2SES_1 | 0.69 |
| 1/21/2011 6:40 | N | R_PB2SES_2 | 0.69 |
| 1/21/2011 6:40 | N | R_PB2SES_3 | 0.69 |
| 1/21/2011 6:40 | N | R_PB2SES_4 | 0.69 |
| 1/21/2011 6:40 | N | R_PB2SES_5 | 0.69 |
| 1/21/2011 6:45 | N | DC_ROAD_L_B | 46.52 |
| 1/21/2011 6:45 | N | DC_EGPS_L_A | 46.6 |
| 1/21/2011 6:45 | N | H_HOLLOW_E_1 | 1.48 |
| 1/21/2011 6:45 | N | HHOLLOW4_E_1 | 1.48 |
| 1/21/2011 6:45 | N | R_LH2SES_1 | 68.92 |
| 1/21/2011 6:45 | N | R_PB2SES_1 | 0.85 |
| 1/21/2011 6:45 | N | R_PB2SES_2 | 0.85 |
| 1/21/2011 6:45 | N | R_PB2SES_3 | 0.85 |
| 1/21/2011 6:45 | N | R_PB2SES_4 | 0.85 |
| 1/21/2011 6:45 | N | R_PB2SES_5 | 0.85 |
| 1/21/2011 6:50 | N | DC_ROAD_L_B | 45.62 |
| 1/21/2011 6:50 | N | DC_EGPS_L_A | 46.26 |
| 1/21/2011 6:50 | N | H_HOLLOW_E_1 | 4.95 |
| 1/21/2011 6:50 | N | HHOLLOW4_E_1 | 4.95 |
| 1/21/2011 6:50 | N | R_LH2SES_1 | 65.71 |
| 1/21/2011 6:50 | N | R_PB2SES_1 | 4.39 |
| 1/21/2011 6:50 | N | R_PB2SES_2 | 4.39 |
| 1/21/2011 6:50 | N | R_PB2SES_3 | 4.39 |
| 1/21/2011 6:50 | N | R_PB2SES_4 | 4.39 |
| 1/21/2011 6:50 | N | R_PB2SES_5 | 4.39 |
| 1/21/2011 6:55 | N | DC_ROAD_L_B | 45.89 |
| 1/21/2011 6:55 | N | DC_EGPS_L_A | 47.9 |
| 1/21/2011 6:55 | N | H_HOLLOW_E_1 | 11.68 |

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| 1/21/2011 6:55 | N | HHOLLOW4_E_1 | 11.68 |
| 1/21/2011 6:55 | N | R_LH2SES_1 | 62.42 |
| 1/21/2011 6:55 | N | R_PB2SES_1 | 11.23 |
| 1/21/2011 6:55 | N | R_PB2SES_2 | 11.23 |
| 1/21/2011 6:55 | N | R_PB2SES_3 | 11.23 |
| 1/21/2011 6:55 | N | R_PB2SES_4 | 11.23 |
| 1/21/2011 6:55 | N | R_PB2SES_5 | 11.23 |
| 1/21/2011 7:01 | N | DC_ROAD_L_B | 44.06 |
| 1/21/2011 7:01 | N | DC_EGPS_L_A | 36.02 |
| 1/21/2011 7:01 | N | H_HOLLOW_E_1 | 2.62 |
| 1/21/2011 7:01 | N | HHOLLOW4_E_1 | 2.62 |
| 1/21/2011 7:01 | N | R_LH2SES_1 | 63.09 |
| 1/21/2011 7:01 | N | R_PB2SES_1 | 1.93 |
| 1/21/2011 7:01 | N | R_PB2SES_2 | 1.93 |
| 1/21/2011 7:01 | N | R_PB2SES_3 | 1.93 |
| 1/21/2011 7:01 | N | R_PB2SES_4 | 1.93 |
| 1/21/2011 7:01 | N | R_PB2SES_5 | 1.93 |
| 1/21/2011 7:05 | N | DC_ROAD_L_B | 43.85 |
| 1/21/2011 7:05 | N | DC_EGPS_L_A | 35.57 |
| 1/21/2011 7:05 | N | H_HOLLOW_E_1 | 1.1 |
| 1/21/2011 7:05 | N | HHOLLOW4_E_1 | 1.1 |
| 1/21/2011 7:05 | N | R_LH2SES_1 | 52.18 |
| 1/21/2011 7:05 | N | R_PB2SES_1 | 0.58 |
| 1/21/2011 7:05 | N | R_PB2SES_2 | 0.58 |
| 1/21/2011 7:05 | N | R_PB2SES_3 | 0.58 |
| 1/21/2011 7:05 | N | R_PB2SES_4 | 0.58 |
| 1/21/2011 7:05 | N | R_PB2SES_5 | 0.58 |
| 1/21/2011 7:10 | N | DC_ROAD_L_B | 46.47 |
| 1/21/2011 7:10 | N | DC_EGPS_L_A | 37.78 |
| 1/21/2011 7:10 | N | H_HOLLOW_E_1 | 1.43 |
| 1/21/2011 7:10 | N | HHOLLOW4_E_1 | 1.43 |
| 1/21/2011 7:10 | N | R_LH2SES_1 | 67.17 |
| 1/21/2011 7:10 | N | R_PB2SES_1 | 0.68 |
| 1/21/2011 7:10 | N | R_PB2SES_2 | 0.68 |
| 1/21/2011 7:10 | N | R_PB2SES_3 | 0.68 |
| 1/21/2011 7:10 | N | R_PB2SES_4 | 0.68 |
| 1/21/2011 7:10 | N | R_PB2SES_5 | 0.68 |
| 1/21/2011 7:15 | N | DC_ROAD_L_B | 46.78 |
| 1/21/2011 7:15 | N | DC_EGPS_L_A | 38.07 |
| 1/21/2011 7:15 | N | H_HOLLOW_E_1 | 1.51 |
| 1/21/2011 7:15 | N | HHOLLOW4_E_1 | 1.51 |
| 1/21/2011 7:15 | N | R_LH2SES_1 | 71.57 |
| 1/21/2011 7:15 | N | R_PB2SES_1 | 0.69 |
| 1/21/2011 7:15 | N | R_PB2SES_2 | 0.69 |
| 1/21/2011 7:15 | N | R_PB2SES_3 | 0.69 |
| 1/21/2011 7:15 | N | R_PB2SES_4 | 0.69 |
| 1/21/2011 7:15 | N | R_PB2SES_5 | 0.69 |

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| 1/21/2011 7:20 | N | DC_ROAD_L_B | 45.95 |
| 1/21/2011 7:20 | N | DC_EGPS_L_A | 35.47 |
| 1/21/2011 7:20 | N | H_HOLLOW_E_1 | -6.36 |
| 1/21/2011 7:20 | N | HHOLLOW4_E_1 | -6.36 |
| 1/21/2011 7:20 | N | R_LH2SES_1 | 55.92 |
| 1/21/2011 7:20 | N | R_PB2SES_1 | -1.35 |
| 1/21/2011 7:20 | N | R_PB2SES_2 | -1.35 |
| 1/21/2011 7:20 | N | R_PB2SES_3 | -1.35 |
| 1/21/2011 7:20 | N | R_PB2SES_4 | -1.35 |
| 1/21/2011 7:20 | N | R_PB2SES_5 | -1.35 |
| 1/21/2011 7:25 | N | DC_ROAD_L_B | 41.3 |
| 1/21/2011 7:25 | N | DC_EGPS_L_A | 31.68 |
| 1/21/2011 7:25 | N | H_HOLLOW_E_1 | -6.16 |
| 1/21/2011 7:25 | N | HHOLLOW4_E_1 | -6.16 |
| 1/21/2011 7:25 | N | R_LH2SES_1 | 46.8 |
| 1/21/2011 7:25 | N | R_PB2SES_1 | -1.05 |
| 1/21/2011 7:25 | N | R_PB2SES_2 | -1.05 |
| 1/21/2011 7:25 | N | R_PB2SES_3 | -1.05 |
| 1/21/2011 7:25 | N | R_PB2SES_4 | -1.05 |
| 1/21/2011 7:25 | N | R_PB2SES_5 | -1.05 |
| 1/21/2011 7:30 | N | DC_ROAD_L_B | 39.7 |
| 1/21/2011 7:30 | N | DC_EGPS_L_A | 30.41 |
| 1/21/2011 7:30 | N | H_HOLLOW_E_1 | -6.1 |
| 1/21/2011 7:30 | N | HHOLLOW4_E_1 | -6.1 |
| 1/21/2011 7:30 | N | R_LH2SES_1 | 43.65 |
| 1/21/2011 7:30 | N | R_PB2SES_1 | -0.93 |
| 1/21/2011 7:30 | N | R_PB2SES_2 | -0.93 |
| 1/21/2011 7:30 | N | R_PB2SES_3 | -0.93 |
| 1/21/2011 7:30 | N | R_PB2SES_4 | -0.93 |
| 1/21/2011 7:30 | N | R_PB2SES_5 | -0.93 |
| 1/21/2011 7:35 | N | DC_ROAD_L_B | 36.44 |
| 1/21/2011 7:35 | N | DC_EGPS_L_A | 29.86 |
| 1/21/2011 7:35 | N | H_HOLLOW_E_1 | 0.75 |
| 1/21/2011 7:35 | N | HHOLLOW4_E_1 | 0.75 |
| 1/21/2011 7:35 | N | R_LH2SES_1 | 41.62 |
| 1/21/2011 7:35 | N | R_PB2SES_1 | 0.35 |
| 1/21/2011 7:35 | N | R_PB2SES_2 | 0.35 |
| 1/21/2011 7:35 | N | R_PB2SES_3 | 0.35 |
| 1/21/2011 7:35 | N | R_PB2SES_4 | 0.35 |
| 1/21/2011 7:35 | N | R_PB2SES_5 | 0.35 |
| 1/21/2011 7:40 | N | DC_ROAD_L_B | 36.4 |
| 1/21/2011 7:40 | N | DC_EGPS_L_A | 29.81 |
| 1/21/2011 7:40 | N | H_HOLLOW_E_1 | 0.93 |
| 1/21/2011 7:40 | N | HHOLLOW4_E_1 | 0.93 |
| 1/21/2011 7:40 | N | R_LH2SES_1 | 41.57 |
| 1/21/2011 7:40 | N | R_PB2SES_1 | 0.54 |
| 1/21/2011 7:40 | N | R_PB2SES_2 | 0.54 |

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| 1/21/2011 7:40 | N | R_PB2SES_3 | 0.54 |
| 1/21/2011 7:40 | N | R_PB2SES_4 | 0.54 |
| 1/21/2011 7:40 | N | R_PB2SES_5 | 0.54 |
| 1/21/2011 7:45 | N | DC_ROAD_L_B | 35.04 |
| 1/21/2011 7:45 | N | DC_EGPS_L_A | 29.22 |
| 1/21/2011 7:45 | N | H_HOLLOW_E_1 | 2.02 |
| 1/21/2011 7:45 | N | HHOLLOW4_E_1 | 2.02 |
| 1/21/2011 7:45 | N | R_LH2SES_1 | 39.36 |
| 1/21/2011 7:45 | N | R_PB2SES_1 | 1.66 |
| 1/21/2011 7:45 | N | R_PB2SES_2 | 1.66 |
| 1/21/2011 7:45 | N | R_PB2SES_3 | 1.66 |
| 1/21/2011 7:45 | N | R_PB2SES_4 | 1.66 |
| 1/21/2011 7:45 | N | R_PB2SES_5 | 1.66 |
| 1/21/2011 7:50 | N | DC_ROAD_L_B | 34.38 |
| 1/21/2011 7:50 | N | DC_EGPS_L_A | 29.07 |
| 1/21/2011 7:50 | N | H_HOLLOW_E_1 | 2.01 |
| 1/21/2011 7:50 | N | HHOLLOW4_E_1 | 2.01 |
| 1/21/2011 7:50 | N | R_LH2SES_1 | 39.03 |
| 1/21/2011 7:50 | N | R_PB2SES_1 | 1.65 |
| 1/21/2011 7:50 | N | R_PB2SES_2 | 1.65 |
| 1/21/2011 7:50 | N | R_PB2SES_3 | 1.65 |
| 1/21/2011 7:50 | N | R_PB2SES_4 | 1.65 |
| 1/21/2011 7:50 | N | R_PB2SES_5 | 1.65 |
| 1/21/2011 7:55 | N | DC_ROAD_L_B | 34.3 |
| 1/21/2011 7:55 | N | DC_EGPS_L_A | 29.45 |
| 1/21/2011 7:55 | N | H_HOLLOW_E_1 | 2.88 |
| 1/21/2011 7:55 | N | HHOLLOW4_E_1 | 2.88 |
| 1/21/2011 7:55 | N | R_LH2SES_1 | 40.33 |
| 1/21/2011 7:55 | N | R_PB2SES_1 | 2.51 |
| 1/21/2011 7:55 | N | R_PB2SES_2 | 2.51 |
| 1/21/2011 7:55 | N | R_PB2SES_3 | 2.51 |
| 1/21/2011 7:55 | N | R_PB2SES_4 | 2.51 |
| 1/21/2011 7:55 | N | R_PB2SES_5 | 2.51 |
| 1/21/2011 8:00 | N | DC_ROAD_L_B | 34.54 |
| 1/21/2011 8:00 | N | DC_EGPS_L_A | 28.98 |
| 1/21/2011 8:00 | N | H_HOLLOW_E_1 | 2.05 |
| 1/21/2011 8:00 | N | HHOLLOW4_E_1 | 2.05 |
| 1/21/2011 8:00 | N | R_LH2SES_1 | 40.54 |
| 1/21/2011 8:00 | N | R_PB2SES_1 | 1.67 |
| 1/21/2011 8:00 | N | R_PB2SES_2 | 1.67 |
| 1/21/2011 8:00 | N | R_PB2SES_3 | 1.67 |
| 1/21/2011 8:00 | N | R_PB2SES_4 | 1.67 |
| 1/21/2011 8:00 | N | R_PB2SES_5 | 1.67 |
| 1/21/2011 8:05 | N | DC_ROAD_L_B | 35.03 |
| 1/21/2011 8:05 | N | DC_EGPS_L_A | 29.26 |
| 1/21/2011 8:05 | N | H_HOLLOW_E_1 | 2.9 |
| 1/21/2011 8:05 | N | HHOLLOW4_E_1 | 2.9 |

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| 1/21/2011 8:05 | N | R_LH2SES_1 | 40.78 |
| 1/21/2011 8:05 | N | R_PB2SES_1 | 2.52 |
| 1/21/2011 8:05 | N | R_PB2SES_2 | 2.52 |
| 1/21/2011 8:05 | N | R_PB2SES_3 | 2.52 |
| 1/21/2011 8:05 | N | R_PB2SES_4 | 2.52 |
| 1/21/2011 8:05 | N | R_PB2SES_5 | 2.52 |
| 1/21/2011 8:10 | N | DC_ROAD_L_B | 34.83 |
| 1/21/2011 8:10 | N | DC_EGPS_L_A | 28.97 |
| 1/21/2011 8:10 | N | H_HOLLOW_E_1 | 2.76 |
| 1/21/2011 8:10 | N | HHOLLOW4_E_1 | 2.76 |
| 1/21/2011 8:10 | N | R_LH2SES_1 | 39.05 |
| 1/21/2011 8:10 | N | R_PB2SES_1 | 2.41 |
| 1/21/2011 8:10 | N | R_PB2SES_2 | 2.41 |
| 1/21/2011 8:10 | N | R_PB2SES_3 | 2.41 |
| 1/21/2011 8:10 | N | R_PB2SES_4 | 2.41 |
| 1/21/2011 8:10 | N | R_PB2SES_5 | 2.41 |
| 1/21/2011 8:15 | N | DC_ROAD_L_B | 35.42 |
| 1/21/2011 8:15 | N | DC_EGPS_L_A | 32.76 |
| 1/21/2011 8:15 | N | H_HOLLOW_E_1 | 19.95 |
| 1/21/2011 8:15 | N | HHOLLOW4_E_1 | 19.95 |
| 1/21/2011 8:15 | N | R_LH2SES_1 | 37.12 |
| 1/21/2011 8:15 | N | R_PB2SES_1 | 19.79 |
| 1/21/2011 8:15 | N | R_PB2SES_2 | 19.79 |
| 1/21/2011 8:15 | N | R_PB2SES_3 | 19.79 |
| 1/21/2011 8:15 | N | R_PB2SES_4 | 19.79 |
| 1/21/2011 8:15 | N | R_PB2SES_5 | 19.79 |
| 1/21/2011 8:20 | N | DC_ROAD_L_B | 35.11 |
| 1/21/2011 8:20 | N | DC_EGPS_L_A | 32.66 |
| 1/21/2011 8:20 | N | H_HOLLOW_E_1 | 20.01 |
| 1/21/2011 8:20 | N | HHOLLOW4_E_1 | 20.01 |
| 1/21/2011 8:20 | N | R_LH2SES_1 | 37.11 |
| 1/21/2011 8:20 | N | R_PB2SES_1 | 19.85 |
| 1/21/2011 8:20 | N | R_PB2SES_2 | 19.85 |
| 1/21/2011 8:20 | N | R_PB2SES_3 | 19.85 |
| 1/21/2011 8:20 | N | R_PB2SES_4 | 19.85 |
| 1/21/2011 8:20 | N | R_PB2SES_5 | 19.85 |
| 1/21/2011 8:25 | N | DC_ROAD_L_B | 35.33 |
| 1/21/2011 8:25 | N | DC_EGPS_L_A | 35.77 |
| 1/21/2011 8:25 | N | H_HOLLOW_E_1 | 33.89 |
| 1/21/2011 8:25 | N | HHOLLOW4_E_1 | 33.89 |
| 1/21/2011 8:25 | N | R_LH2SES_1 | 35.94 |
| 1/21/2011 8:25 | N | R_PB2SES_1 | 33.88 |
| 1/21/2011 8:25 | N | R_PB2SES_2 | 33.88 |
| 1/21/2011 8:25 | N | R_PB2SES_3 | 33.88 |
| 1/21/2011 8:25 | N | R_PB2SES_4 | 33.88 |
| 1/21/2011 8:25 | N | R_PB2SES_5 | 33.88 |
| 1/21/2011 8:30 | N | DC_ROAD_L_B | 35.45 |

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| 1/21/2011 8:30 | N | DC_EGPS_L_A | 36.02 |
| 1/21/2011 8:30 | N | H_HOLLOW_E_1 | 34.45 |
| 1/21/2011 8:30 | N | HHOLLOW4_E_1 | 34.45 |
| 1/21/2011 8:30 | N | R_LH2SES_1 | 35.8 |
| 1/21/2011 8:30 | N | R_PB2SES_1 | 34.45 |
| 1/21/2011 8:30 | N | R_PB2SES_2 | 34.45 |
| 1/21/2011 8:30 | N | R_PB2SES_3 | 34.45 |
| 1/21/2011 8:30 | N | R_PB2SES_4 | 34.45 |
| 1/21/2011 8:30 | N | R_PB2SES_5 | 34.45 |
| 1/21/2011 8:30 | N | AUTO_EPS_390 | 35.64 |
| 1/21/2011 8:35 | N | DC_ROAD_L_B | 35.14 |
| 1/21/2011 8:35 | N | DC_EGPS_L_A | 35.81 |
| 1/21/2011 8:35 | N | H_HOLLOW_E_1 | 35.05 |
| 1/21/2011 8:35 | N | HHOLLOW4_E_1 | 35.05 |
| 1/21/2011 8:35 | N | R_LH2SES_1 | 35.02 |
| 1/21/2011 8:35 | N | R_PB2SES_1 | 35.06 |
| 1/21/2011 8:35 | N | R_PB2SES_2 | 35.06 |
| 1/21/2011 8:35 | N | R_PB2SES_3 | 35.06 |
| 1/21/2011 8:35 | N | R_PB2SES_4 | 35.06 |
| 1/21/2011 8:35 | N | R_PB2SES_5 | 35.06 |
| 1/21/2011 8:35 | N | AUTO_EPS_390 | 35.02 |
| 1/21/2011 8:40 | N | DC_ROAD_L_B | 35.05 |
| 1/21/2011 8:40 | N | DC_EGPS_L_A | 35.47 |
| 1/21/2011 8:40 | N | H_HOLLOW_E_1 | 34.99 |
| 1/21/2011 8:40 | N | HHOLLOW4_E_1 | 34.99 |
| 1/21/2011 8:40 | N | R_LH2SES_1 | 34.97 |
| 1/21/2011 8:40 | N | R_PB2SES_1 | 34.99 |
| 1/21/2011 8:40 | N | R_PB2SES_2 | 34.99 |
| 1/21/2011 8:40 | N | R_PB2SES_3 | 34.99 |
| 1/21/2011 8:40 | N | R_PB2SES_4 | 34.99 |
| 1/21/2011 8:40 | N | R_PB2SES_5 | 34.99 |
| 1/21/2011 8:40 | N | AUTO_EPS_390 | 34.97 |
| 1/21/2011 8:45 | N | DC_ROAD_L_B | 39.21 |
| 1/21/2011 8:45 | N | DC_EGPS_L_A | 32.4 |
| 1/21/2011 8:45 | N | H_HOLLOW_E_1 | 0.22 |
| 1/21/2011 8:45 | N | HHOLLOW4_E_1 | 0.22 |
| 1/21/2011 8:45 | N | R_LH2SES_1 | 28.85 |
| 1/21/2011 8:45 | N | R_PB2SES_1 | 0.35 |
| 1/21/2011 8:45 | N | R_PB2SES_2 | 0.35 |
| 1/21/2011 8:45 | N | R_PB2SES_3 | 0.35 |
| 1/21/2011 8:45 | N | R_PB2SES_4 | 0.35 |
| 1/21/2011 8:45 | N | R_PB2SES_5 | 0.35 |
| 1/21/2011 8:45 | N | AUTO_EPS_390 | 30.23 |
| 1/21/2011 8:50 | N | DC_ROAD_L_B | 41.16 |
| 1/21/2011 8:50 | N | DC_EGPS_L_A | 33.83 |
| 1/21/2011 8:50 | N | H_HOLLOW_E_1 | -0.64 |
| 1/21/2011 8:50 | N | HHOLLOW4_E_1 | -0.64 |

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| 1/21/2011 8:50 | N | R_LH2SES_1 | 30.04 |
| 1/21/2011 8:50 | N | R_PB2SES_1 | -0.49 |
| 1/21/2011 8:50 | N | R_PB2SES_2 | -0.49 |
| 1/21/2011 8:50 | N | R_PB2SES_3 | -0.49 |
| 1/21/2011 8:50 | N | R_PB2SES_4 | -0.49 |
| 1/21/2011 8:50 | N | R_PB2SES_5 | -0.49 |
| 1/21/2011 8:50 | N | AUTO_EPS_390 | 31.55 |
| 1/21/2011 8:55 | N | DC_ROAD_L_B | 37.99 |
| 1/21/2011 8:55 | N | DC_EGPS_L_A | 32.87 |
| 1/21/2011 8:55 | N | H_HOLLOW_E_1 | 8.04 |
| 1/21/2011 8:55 | N | HHOLLOW4_E_1 | 8.04 |
| 1/21/2011 8:55 | N | R_LH2SES_1 | 30.02 |
| 1/21/2011 8:55 | N | R_PB2SES_1 | 8.14 |
| 1/21/2011 8:55 | N | R_PB2SES_2 | 8.14 |
| 1/21/2011 8:55 | N | R_PB2SES_3 | 8.14 |
| 1/21/2011 8:55 | N | R_PB2SES_4 | 8.14 |
| 1/21/2011 8:55 | N | R_PB2SES_5 | 8.14 |
| 1/21/2011 8:55 | N | AUTO_EPS_390 | 31.1 |
| 1/21/2011 9:00 | N | DC_ROAD_L_B | 35.41 |
| 1/21/2011 9:00 | N | DC_EGPS_L_A | 32.63 |
| 1/21/2011 9:00 | N | H_HOLLOW_E_1 | 19.52 |
| 1/21/2011 9:00 | N | HHOLLOW4_E_1 | 19.52 |
| 1/21/2011 9:00 | N | R_LH2SES_1 | 31.19 |
| 1/21/2011 9:00 | N | R_PB2SES_1 | 19.58 |
| 1/21/2011 9:00 | N | R_PB2SES_2 | 19.58 |
| 1/21/2011 9:00 | N | R_PB2SES_3 | 19.58 |
| 1/21/2011 9:00 | N | R_PB2SES_4 | 19.58 |
| 1/21/2011 9:00 | N | R_PB2SES_5 | 19.58 |
| 1/21/2011 9:00 | N | AUTO_EPS_390 | 31.77 |
| 1/21/2011 9:10 | N | DC_ROAD_L_B | 34.12 |
| 1/21/2011 9:10 | N | DC_EGPS_L_A | 37.71 |
| 1/21/2011 9:10 | N | H_HOLLOW_E_1 | 33.61 |
| 1/21/2011 9:10 | N | HHOLLOW4_E_1 | 33.61 |
| 1/21/2011 9:10 | N | R_LH2SES_1 | 33.46 |
| 1/21/2011 9:10 | N | R_PB2SES_1 | 33.68 |
| 1/21/2011 9:10 | N | R_PB2SES_2 | 33.68 |
| 1/21/2011 9:10 | N | R_PB2SES_3 | 33.68 |
| 1/21/2011 9:10 | N | R_PB2SES_4 | 33.68 |
| 1/21/2011 9:10 | N | R_PB2SES_5 | 33.68 |
| 1/21/2011 9:10 | N | AUTO_EPS_390 | 33.45 |
| 1/21/2011 9:15 | N | DC_ROAD_L_B | 56.5 |
| 1/21/2011 9:15 | N | DC_EGPS_L_A | 184.74 |
| 1/21/2011 9:15 | N | H_HOLLOW_E_1 | 38.58 |
| 1/21/2011 9:15 | N | HHOLLOW4_E_1 | 38.58 |
| 1/21/2011 9:15 | N | R_LH2SES_1 | 32.98 |
| 1/21/2011 9:15 | N | R_PB2SES_1 | 40.86 |
| 1/21/2011 9:15 | N | R_PB2SES_2 | 40.86 |

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| 1/21/2011 9:15 | N | R_PB2SES_3 | 40.86 |
| 1/21/2011 9:15 | N | R_PB2SES_4 | 40.86 |
| 1/21/2011 9:15 | N | R_PB2SES_5 | 40.86 |
| 1/21/2011 9:15 | N | AUTO_EPS_390 | 32.74 |
| 1/21/2011 9:20 | N | DC_ROAD_L_B | 47.05 |
| 1/21/2011 9:20 | N | DC_EGPS_L_A | 121.06 |
| 1/21/2011 9:20 | N | H_HOLLOW_E_1 | 36.45 |
| 1/21/2011 9:20 | N | HHOLLOW4_E_1 | 36.45 |
| 1/21/2011 9:20 | N | R_LH2SES_1 | 33.24 |
| 1/21/2011 9:20 | N | R_PB2SES_1 | 37.76 |
| 1/21/2011 9:20 | N | R_PB2SES_2 | 37.76 |
| 1/21/2011 9:20 | N | R_PB2SES_3 | 37.76 |
| 1/21/2011 9:20 | N | R_PB2SES_4 | 37.76 |
| 1/21/2011 9:20 | N | R_PB2SES_5 | 37.76 |
| 1/21/2011 9:20 | N | AUTO_EPS_390 | 33.08 |
| 1/21/2011 9:25 | N | DC_ROAD_L_B | 35.26 |
| 1/21/2011 9:25 | N | DC_EGPS_L_A | 40.98 |
| 1/21/2011 9:25 | N | H_HOLLOW_E_1 | 34.44 |
| 1/21/2011 9:25 | N | HHOLLOW4_E_1 | 34.44 |
| 1/21/2011 9:25 | N | R_LH2SES_1 | 34.19 |
| 1/21/2011 9:25 | N | R_PB2SES_1 | 34.54 |
| 1/21/2011 9:25 | N | R_PB2SES_2 | 34.54 |
| 1/21/2011 9:25 | N | R_PB2SES_3 | 34.54 |
| 1/21/2011 9:25 | N | R_PB2SES_4 | 34.54 |
| 1/21/2011 9:25 | N | R_PB2SES_5 | 34.54 |
| 1/21/2011 9:25 | N | AUTO_EPS_390 | 34.18 |
| 1/21/2011 9:30 | N | DC_ROAD_L_B | 34.29 |
| 1/21/2011 9:30 | N | DC_EGPS_L_A | 34.79 |
| 1/21/2011 9:30 | N | H_HOLLOW_E_1 | 34.21 |
| 1/21/2011 9:30 | N | HHOLLOW4_E_1 | 34.21 |
| 1/21/2011 9:30 | N | R_LH2SES_1 | 34.19 |
| 1/21/2011 9:30 | N | R_PB2SES_1 | 34.22 |
| 1/21/2011 9:30 | N | R_PB2SES_2 | 34.22 |
| 1/21/2011 9:30 | N | R_PB2SES_3 | 34.22 |
| 1/21/2011 9:30 | N | R_PB2SES_4 | 34.22 |
| 1/21/2011 9:30 | N | R_PB2SES_5 | 34.22 |
| 1/21/2011 9:30 | N | AUTO_EPS_390 | 34.19 |
| 1/21/2011 9:48 | N | DC_ROAD_L_B | 35.39 |
| 1/21/2011 9:48 | N | DC_EGPS_L_A | 35.88 |
| 1/21/2011 9:48 | N | H_HOLLOW_E_1 | 35.32 |
| 1/21/2011 9:48 | N | HHOLLOW4_E_1 | 35.32 |
| 1/21/2011 9:48 | N | R_LH2SES_1 | 35.3 |
| 1/21/2011 9:48 | N | R_PB2SES_1 | 35.33 |
| 1/21/2011 9:48 | N | R_PB2SES_2 | 35.33 |
| 1/21/2011 9:48 | N | R_PB2SES_3 | 35.33 |
| 1/21/2011 9:48 | N | R_PB2SES_4 | 35.33 |
| 1/21/2011 9:48 | N | R_PB2SES_5 | 35.33 |

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| 1/21/2011 9:48 | N | AUTO_EPS_390 | 35.3 |
| 1/21/2011 9:50 | N | DC_ROAD_L_B | 35.37 |
| 1/21/2011 9:50 | N | DC_EGPS_L_A | 36 |
| 1/21/2011 9:50 | N | H_HOLLOW_E_1 | 35.29 |
| 1/21/2011 9:50 | N | HHOLLOW4_E_1 | 35.29 |
| 1/21/2011 9:50 | N | R_LH2SES_1 | 35.26 |
| 1/21/2011 9:50 | N | R_PB2SES_1 | 35.3 |
| 1/21/2011 9:50 | N | R_PB2SES_2 | 35.3 |
| 1/21/2011 9:50 | N | R_PB2SES_3 | 35.3 |
| 1/21/2011 9:50 | N | R_PB2SES_4 | 35.3 |
| 1/21/2011 9:50 | N | R_PB2SES_5 | 35.3 |
| 1/21/2011 9:50 | N | AUTO_EPS_390 | 35.26 |
| 1/21/2011 9:55 | N | DC_ROAD_L_B | 37.06 |
| 1/21/2011 9:55 | N | DC_EGPS_L_A | 42.85 |
| 1/21/2011 9:55 | N | H_HOLLOW_E_1 | 36.25 |
| 1/21/2011 9:55 | N | HHOLLOW4_E_1 | 36.25 |
| 1/21/2011 9:55 | N | R_LH2SES_1 | 36 |
| 1/21/2011 9:55 | N | R_PB2SES_1 | 36.36 |
| 1/21/2011 9:55 | N | R_PB2SES_2 | 36.36 |
| 1/21/2011 9:55 | N | R_PB2SES_3 | 36.36 |
| 1/21/2011 9:55 | N | R_PB2SES_4 | 36.36 |
| 1/21/2011 9:55 | N | R_PB2SES_5 | 36.36 |
| 1/21/2011 9:55 | N | AUTO_EPS_390 | 35.99 |
| 1/21/2011 9:57 | N | DC_ROAD_L_B | 35.42 |
| 1/21/2011 9:57 | N | DC_EGPS_L_A | 35.75 |
| 1/21/2011 9:57 | N | H_HOLLOW_E_1 | 35.38 |
| 1/21/2011 9:57 | N | HHOLLOW4_E_1 | 35.38 |
| 1/21/2011 9:57 | N | R_LH2SES_1 | 35.36 |
| 1/21/2011 9:57 | N | R_PB2SES_1 | 35.38 |
| 1/21/2011 9:57 | N | R_PB2SES_2 | 35.38 |
| 1/21/2011 9:57 | N | R_PB2SES_3 | 35.38 |
| 1/21/2011 9:57 | N | R_PB2SES_4 | 35.38 |
| 1/21/2011 9:57 | N | R_PB2SES_5 | 35.38 |
| 1/21/2011 9:57 | N | AUTO_EPS_390 | 35.36 |
| 1/21/2011 9:58 | N | DC_ROAD_L_B | 35.63 |
| 1/21/2011 9:58 | N | DC_EGPS_L_A | 35.94 |
| 1/21/2011 9:58 | N | H_HOLLOW_E_1 | 35.59 |
| 1/21/2011 9:58 | N | HHOLLOW4_E_1 | 35.59 |
| 1/21/2011 9:58 | N | R_LH2SES_1 | 35.57 |
| 1/21/2011 9:58 | N | R_PB2SES_1 | 35.59 |
| 1/21/2011 9:58 | N | R_PB2SES_2 | 35.59 |
| 1/21/2011 9:58 | N | R_PB2SES_3 | 35.59 |
| 1/21/2011 9:58 | N | R_PB2SES_4 | 35.59 |
| 1/21/2011 9:58 | N | R_PB2SES_5 | 35.59 |
| 1/21/2011 9:58 | N | AUTO_EPS_390 | 35.57 |
| 1/21/2011 9:59 | N | DC_ROAD_L_B | 35.54 |
| 1/21/2011 9:59 | N | DC_EGPS_L_A | 35.89 |

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| 1/21/2011 9:59 | N | H_HOLLOW_E_1 | 35.49 |
| 1/21/2011 9:59 | N | HHOLLOW4_E_1 | 35.49 |
| 1/21/2011 9:59 | N | R_LH2SES_1 | 35.48 |
| 1/21/2011 9:59 | N | R_PB2SES_1 | 35.5 |
| 1/21/2011 9:59 | N | R_PB2SES_2 | 35.5 |
| 1/21/2011 9:59 | N | R_PB2SES_3 | 35.5 |
| 1/21/2011 9:59 | N | R_PB2SES_4 | 35.5 |
| 1/21/2011 9:59 | N | R_PB2SES_5 | 35.5 |
| 1/21/2011 9:59 | N | AUTO_EPS_390 | 35.48 |
| 1/21/2011 10:00 | N | DC_ROAD_L_B | 36.88 |
| 1/21/2011 10:00 | N | DC_EGPS_L_A | 36.97 |
| 1/21/2011 10:00 | N | H_HOLLOW_E_1 | 36.86 |
| 1/21/2011 10:00 | N | HHOLLOW4_E_1 | 36.86 |
| 1/21/2011 10:00 | N | R_LH2SES_1 | 36.86 |
| 1/21/2011 10:00 | N | R_PB2SES_1 | 36.86 |
| 1/21/2011 10:00 | N | R_PB2SES_2 | 36.86 |
| 1/21/2011 10:00 | N | R_PB2SES_3 | 36.86 |
| 1/21/2011 10:00 | N | R_PB2SES_4 | 36.86 |
| 1/21/2011 10:00 | N | R_PB2SES_5 | 36.86 |
| 1/21/2011 10:00 | N | AUTO_EPS_390 | 36.86 |
| 1/21/2011 10:15 | N | DC_ROAD_L_B | 37.32 |
| 1/21/2011 10:15 | N | DC_EGPS_L_A | 37.35 |
| 1/21/2011 10:30 | N | DC_ROAD_L_B | 35.07 |
| 1/21/2011 10:30 | N | DC_EGPS_L_A | 35.29 |
| 1/21/2011 10:30 | N | H_HOLLOW_E_1 | 35.04 |
| 1/21/2011 10:30 | N | HHOLLOW4_E_1 | 35.04 |
| 1/21/2011 10:30 | N | R_LH2SES_1 | 35.03 |
| 1/21/2011 10:30 | N | R_PB2SES_1 | 35.04 |
| 1/21/2011 10:30 | N | R_PB2SES_2 | 35.04 |
| 1/21/2011 10:30 | N | R_PB2SES_3 | 35.04 |
| 1/21/2011 10:30 | N | R_PB2SES_4 | 35.04 |
| 1/21/2011 10:30 | N | R_PB2SES_5 | 35.04 |
| 1/21/2011 10:30 | N | AUTO_EPS_390 | 35.03 |
| 1/21/2011 10:35 | N | DC_ROAD_L_B | 35.28 |
| 1/21/2011 10:35 | N | DC_EGPS_L_A | 35.53 |
| 1/21/2011 10:35 | N | H_HOLLOW_E_1 | 35.24 |
| 1/21/2011 10:35 | N | HHOLLOW4_E_1 | 35.24 |
| 1/21/2011 10:35 | N | R_LH2SES_1 | 35.23 |
| 1/21/2011 10:35 | N | R_PB2SES_1 | 35.25 |
| 1/21/2011 10:35 | N | R_PB2SES_2 | 35.25 |
| 1/21/2011 10:35 | N | R_PB2SES_3 | 35.25 |
| 1/21/2011 10:35 | N | R_PB2SES_4 | 35.25 |
| 1/21/2011 10:35 | N | R_PB2SES_5 | 35.25 |
| 1/21/2011 10:35 | N | AUTO_EPS_390 | 35.23 |
| 1/21/2011 10:40 | N | DC_ROAD_L_B | 35.38 |
| 1/21/2011 10:40 | N | DC_EGPS_L_A | 35.66 |
| 1/21/2011 10:40 | N | H_HOLLOW_E_1 | 35.35 |

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| 1/21/2011 10:40 | N | HHOLLOW4_E_1 | 35.35 |
| 1/21/2011 10:40 | N | R_LH2SES_1 | 35.33 |
| 1/21/2011 10:40 | N | R_PB2SES_1 | 35.35 |
| 1/21/2011 10:40 | N | R_PB2SES_2 | 35.35 |
| 1/21/2011 10:40 | N | R_PB2SES_3 | 35.35 |
| 1/21/2011 10:40 | N | R_PB2SES_4 | 35.35 |
| 1/21/2011 10:40 | N | R_PB2SES_5 | 35.35 |
| 1/21/2011 10:40 | N | AUTO_EPS_390 | 35.33 |
| 1/21/2011 10:45 | N | DC_ROAD_L_B | 35.03 |
| 1/21/2011 10:45 | N | DC_EGPS_L_A | 35.69 |
| 1/21/2011 10:45 | N | H_HOLLOW_E_1 | 34.93 |
| 1/21/2011 10:45 | N | HHOLLOW4_E_1 | 34.93 |
| 1/21/2011 10:45 | N | R_LH2SES_1 | 34.91 |
| 1/21/2011 10:45 | N | R_PB2SES_1 | 34.94 |
| 1/21/2011 10:45 | N | R_PB2SES_2 | 34.94 |
| 1/21/2011 10:45 | N | R_PB2SES_3 | 34.94 |
| 1/21/2011 10:45 | N | R_PB2SES_4 | 34.94 |
| 1/21/2011 10:45 | N | R_PB2SES_5 | 34.94 |
| 1/21/2011 10:45 | N | AUTO_EPS_390 | 34.9 |
| 1/21/2011 10:50 | N | DC_ROAD_L_B | 34.95 |
| 1/21/2011 10:50 | N | DC_EGPS_L_A | 36.15 |
| 1/21/2011 10:50 | N | H_HOLLOW_E_1 | 34.78 |
| 1/21/2011 10:50 | N | HHOLLOW4_E_1 | 34.78 |
| 1/21/2011 10:50 | N | R_LH2SES_1 | 34.73 |
| 1/21/2011 10:50 | N | R_PB2SES_1 | 34.8 |
| 1/21/2011 10:50 | N | R_PB2SES_2 | 34.8 |
| 1/21/2011 10:50 | N | R_PB2SES_3 | 34.8 |
| 1/21/2011 10:50 | N | R_PB2SES_4 | 34.8 |
| 1/21/2011 10:50 | N | R_PB2SES_5 | 34.8 |
| 1/21/2011 10:50 | N | AUTO_EPS_390 | 34.73 |
| 1/21/2011 10:55 | N | DC_ROAD_L_B | 34.3 |
| 1/21/2011 10:55 | N | DC_EGPS_L_A | 35.21 |
| 1/21/2011 10:55 | N | H_HOLLOW_E_1 | 34.17 |
| 1/21/2011 10:55 | N | HHOLLOW4_E_1 | 34.17 |
| 1/21/2011 10:55 | N | R_LH2SES_1 | 34.13 |
| 1/21/2011 10:55 | N | R_PB2SES_1 | 34.19 |
| 1/21/2011 10:55 | N | R_PB2SES_2 | 34.19 |
| 1/21/2011 10:55 | N | R_PB2SES_3 | 34.19 |
| 1/21/2011 10:55 | N | R_PB2SES_4 | 34.19 |
| 1/21/2011 10:55 | N | R_PB2SES_5 | 34.19 |
| 1/21/2011 10:55 | N | AUTO_EPS_390 | 34.13 |
| 1/21/2011 11:00 | N | DC_ROAD_L_B | 33.63 |
| 1/21/2011 11:00 | N | DC_EGPS_L_A | 34.1 |
| 1/21/2011 11:00 | N | H_HOLLOW_E_1 | 33.57 |
| 1/21/2011 11:00 | N | HHOLLOW4_E_1 | 33.57 |
| 1/21/2011 11:00 | N | R_LH2SES_1 | 33.55 |
| 1/21/2011 11:00 | N | R_PB2SES_1 | 33.57 |

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| 1/21/2011 11:00 | N | R_PB2SES_2 | 33.57 |
| 1/21/2011 11:00 | N | R_PB2SES_3 | 33.57 |
| 1/21/2011 11:00 | N | R_PB2SES_4 | 33.57 |
| 1/21/2011 11:00 | N | R_PB2SES_5 | 33.57 |
| 1/21/2011 11:00 | N | AUTO_EPS_390 | 33.55 |
| 1/21/2011 11:20 | N | DC_ROAD_L_B | 34.02 |
| 1/21/2011 11:20 | N | DC_EGPS_L_A | 34.32 |
| 1/21/2011 11:20 | N | H_HOLLOW_E_1 | 33.98 |
| 1/21/2011 11:20 | N | HHOLLOW4_E_1 | 33.98 |
| 1/21/2011 11:20 | N | R_LH2SES_1 | 33.97 |
| 1/21/2011 11:20 | N | R_PB2SES_1 | 33.98 |
| 1/21/2011 11:20 | N | R_PB2SES_2 | 33.98 |
| 1/21/2011 11:20 | N | R_PB2SES_3 | 33.98 |
| 1/21/2011 11:20 | N | R_PB2SES_4 | 33.98 |
| 1/21/2011 11:20 | N | R_PB2SES_5 | 33.98 |
| 1/21/2011 11:20 | N | AUTO_EPS_390 | 33.96 |
| 1/21/2011 11:30 | N | DC_ROAD_L_B | 33.42 |
| 1/21/2011 11:30 | N | DC_EGPS_L_A | 35.4 |
| 1/21/2011 11:30 | N | H_HOLLOW_E_1 | 33.13 |
| 1/21/2011 11:30 | N | HHOLLOW4_E_1 | 33.13 |
| 1/21/2011 11:30 | N | R_LH2SES_1 | 33.06 |
| 1/21/2011 11:30 | N | R_PB2SES_1 | 33.17 |
| 1/21/2011 11:30 | N | R_PB2SES_2 | 33.17 |
| 1/21/2011 11:30 | N | R_PB2SES_3 | 33.17 |
| 1/21/2011 11:30 | N | R_PB2SES_4 | 33.17 |
| 1/21/2011 11:30 | N | R_PB2SES_5 | 33.17 |
| 1/21/2011 11:30 | N | AUTO_EPS_390 | 33.05 |
| 1/21/2011 11:35 | N | DC_ROAD_L_B | 33.55 |
| 1/21/2011 11:35 | N | DC_EGPS_L_A | 38.22 |
| 1/21/2011 11:35 | N | H_HOLLOW_E_1 | 32.88 |
| 1/21/2011 11:35 | N | HHOLLOW4_E_1 | 32.88 |
| 1/21/2011 11:35 | N | R_LH2SES_1 | 32.69 |
| 1/21/2011 11:35 | N | R_PB2SES_1 | 32.96 |
| 1/21/2011 11:35 | N | R_PB2SES_2 | 32.96 |
| 1/21/2011 11:35 | N | R_PB2SES_3 | 32.96 |
| 1/21/2011 11:35 | N | R_PB2SES_4 | 32.96 |
| 1/21/2011 11:35 | N | R_PB2SES_5 | 32.96 |
| 1/21/2011 11:35 | N | AUTO_EPS_390 | 32.68 |
| 1/21/2011 11:40 | N | DC_ROAD_L_B | 33.57 |
| 1/21/2011 11:40 | N | DC_EGPS_L_A | 38.43 |
| 1/21/2011 11:40 | N | H_HOLLOW_E_1 | 32.87 |
| 1/21/2011 11:40 | N | HHOLLOW4_E_1 | 32.87 |
| 1/21/2011 11:40 | N | R_LH2SES_1 | 32.68 |
| 1/21/2011 11:40 | N | R_PB2SES_1 | 32.96 |
| 1/21/2011 11:40 | N | R_PB2SES_2 | 32.96 |
| 1/21/2011 11:40 | N | R_PB2SES_3 | 32.96 |
| 1/21/2011 11:40 | N | R_PB2SES_4 | 32.96 |

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| 1/21/2011 11:40 | N | R_PB2SES_5 | 32.96 |
| 1/21/2011 11:40 | N | AUTO_EPS_390 | 32.67 |
| 1/21/2011 11:45 | N | DC_ROAD_L_B | 33.57 |
| 1/21/2011 11:45 | N | DC_EGPS_L_A | 38.51 |
| 1/21/2011 11:45 | N | H_HOLLOW_E_1 | 32.85 |
| 1/21/2011 11:45 | N | HHOLLOW4_E_1 | 32.85 |
| 1/21/2011 11:45 | N | R_LH2SES_1 | 32.65 |
| 1/21/2011 11:45 | N | R_PB2SES_1 | 32.94 |
| 1/21/2011 11:45 | N | R_PB2SES_2 | 32.94 |
| 1/21/2011 11:45 | N | R_PB2SES_3 | 32.94 |
| 1/21/2011 11:45 | N | R_PB2SES_4 | 32.94 |
| 1/21/2011 11:45 | N | R_PB2SES_5 | 32.94 |
| 1/21/2011 11:45 | N | AUTO_EPS_390 | 32.65 |
| 1/21/2011 11:50 | N | DC_ROAD_L_B | 33.56 |
| 1/21/2011 11:50 | N | DC_EGPS_L_A | 38.37 |
| 1/21/2011 11:50 | N | H_HOLLOW_E_1 | 32.86 |
| 1/21/2011 11:50 | N | HHOLLOW4_E_1 | 32.86 |
| 1/21/2011 11:50 | N | R_LH2SES_1 | 32.67 |
| 1/21/2011 11:50 | N | R_PB2SES_1 | 32.95 |
| 1/21/2011 11:50 | N | R_PB2SES_2 | 32.95 |
| 1/21/2011 11:50 | N | R_PB2SES_3 | 32.95 |
| 1/21/2011 11:50 | N | R_PB2SES_4 | 32.95 |
| 1/21/2011 11:50 | N | R_PB2SES_5 | 32.95 |
| 1/21/2011 11:50 | N | AUTO_EPS_390 | 32.66 |
| 1/21/2011 14:35 | N | DC_ROAD_L_B | 25.34 |
| 1/21/2011 14:35 | N | DC_EGPS_L_A | 25.38 |
| 1/21/2011 14:35 | N | H_HOLLOW_E_1 | 25.45 |
| 1/21/2011 14:35 | N | HHOLLOW4_E_1 | 25.45 |
| 1/21/2011 14:35 | N | R_LH2SES_1 | 25.46 |
| 1/21/2011 14:35 | N | R_PB2SES_1 | 25.45 |
| 1/21/2011 14:35 | N | R_PB2SES_2 | 25.45 |
| 1/21/2011 14:35 | N | R_PB2SES_3 | 25.45 |
| 1/21/2011 14:35 | N | R_PB2SES_4 | 25.45 |
| 1/21/2011 14:35 | N | R_PB2SES_5 | 25.45 |
| 1/21/2011 14:35 | N | AUTO_EPS_390 | 25.47 |
| 1/21/2011 14:40 | N | DC_ROAD_L_B | 24.43 |
| 1/21/2011 14:40 | N | DC_EGPS_L_A | 24.48 |
| 1/21/2011 14:40 | N | H_HOLLOW_E_1 | 24.58 |
| 1/21/2011 14:40 | N | HHOLLOW4_E_1 | 24.58 |
| 1/21/2011 14:40 | N | R_LH2SES_1 | 24.59 |
| 1/21/2011 14:40 | N | R_PB2SES_1 | 24.58 |
| 1/21/2011 14:40 | N | R_PB2SES_2 | 24.58 |
| 1/21/2011 14:40 | N | R_PB2SES_3 | 24.58 |
| 1/21/2011 14:40 | N | R_PB2SES_4 | 24.58 |
| 1/21/2011 14:40 | N | R_PB2SES_5 | 24.58 |
| 1/21/2011 14:40 | N | AUTO_EPS_390 | 24.59 |
| 1/21/2011 14:45 | N | DC_ROAD_L_B | 24.46 |

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| 1/21/2011 14:45 | N | DC_EGPS_L_A | 24.51 |
| 1/21/2011 14:45 | N | H_HOLLOW_E_1 | 24.58 |
| 1/21/2011 14:45 | N | HHOLLOW4_E_1 | 24.58 |
| 1/21/2011 14:45 | N | R_LH2SES_1 | 24.59 |
| 1/21/2011 14:45 | N | R_PB2SES_1 | 24.58 |
| 1/21/2011 14:45 | N | R_PB2SES_2 | 24.58 |
| 1/21/2011 14:45 | N | R_PB2SES_3 | 24.58 |
| 1/21/2011 14:45 | N | R_PB2SES_4 | 24.58 |
| 1/21/2011 14:45 | N | R_PB2SES_5 | 24.58 |
| 1/21/2011 14:45 | N | AUTO_EPS_390 | 24.59 |
| 1/21/2011 14:50 | N | DC_ROAD_L_B | 23.99 |
| 1/21/2011 14:50 | N | DC_EGPS_L_A | 24.01 |
| 1/21/2011 14:50 | N | H_HOLLOW_E_1 | 24.04 |
| 1/21/2011 14:50 | N | HHOLLOW4_E_1 | 24.04 |
| 1/21/2011 14:50 | N | R_LH2SES_1 | 24.04 |
| 1/21/2011 14:50 | N | R_PB2SES_1 | 24.04 |
| 1/21/2011 14:50 | N | R_PB2SES_2 | 24.04 |
| 1/21/2011 14:50 | N | R_PB2SES_3 | 24.04 |
| 1/21/2011 14:50 | N | R_PB2SES_4 | 24.04 |
| 1/21/2011 14:50 | N | R_PB2SES_5 | 24.04 |
| 1/21/2011 14:50 | N | AUTO_EPS_390 | 24.04 |
| 1/21/2011 15:15 | N | DC_ROAD_L_B | 23.09 |
| 1/21/2011 15:15 | N | DC_EGPS_L_A | 23.09 |
| 1/21/2011 15:15 | N | H_HOLLOW_E_1 | 23.11 |
| 1/21/2011 15:15 | N | HHOLLOW4_E_1 | 23.11 |
| 1/21/2011 15:15 | N | R_LH2SES_1 | 23.11 |
| 1/21/2011 15:15 | N | R_PB2SES_1 | 23.11 |
| 1/21/2011 15:15 | N | R_PB2SES_2 | 23.11 |
| 1/21/2011 15:15 | N | R_PB2SES_3 | 23.11 |
| 1/21/2011 15:15 | N | R_PB2SES_4 | 23.11 |
| 1/21/2011 15:15 | N | R_PB2SES_5 | 23.11 |
| 1/21/2011 15:15 | N | AUTO_EPS_390 | 23.11 |
| 1/21/2011 15:35 | N | DC_ROAD_L_B | 22.3 |
| 1/21/2011 15:35 | N | DC_EGPS_L_A | 22.35 |
| 1/21/2011 15:35 | N | H_HOLLOW_E_1 | 22.44 |
| 1/21/2011 15:35 | N | HHOLLOW4_E_1 | 22.44 |
| 1/21/2011 15:35 | N | R_LH2SES_1 | 22.46 |
| 1/21/2011 15:35 | N | R_PB2SES_1 | 22.44 |
| 1/21/2011 15:35 | N | R_PB2SES_2 | 22.44 |
| 1/21/2011 15:35 | N | R_PB2SES_3 | 22.44 |
| 1/21/2011 15:35 | N | R_PB2SES_4 | 22.44 |
| 1/21/2011 15:35 | N | R_PB2SES_5 | 22.44 |
| 1/21/2011 15:35 | N | AUTO_EPS_390 | 22.46 |
| 1/21/2011 15:40 | N | DC_ROAD_L_B | 22.33 |
| 1/21/2011 15:40 | N | DC_EGPS_L_A | 22.36 |
| 1/21/2011 15:40 | N | H_HOLLOW_E_1 | 22.42 |
| 1/21/2011 15:40 | N | HHOLLOW4_E_1 | 22.42 |

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| 1/21/2011 15:40 | N | R_LH2SES_1 | 22.43 |
| 1/21/2011 15:40 | N | R_PB2SES_1 | 22.42 |
| 1/21/2011 15:40 | N | R_PB2SES_2 | 22.42 |
| 1/21/2011 15:40 | N | R_PB2SES_3 | 22.42 |
| 1/21/2011 15:40 | N | R_PB2SES_4 | 22.42 |
| 1/21/2011 15:40 | N | R_PB2SES_5 | 22.42 |
| 1/21/2011 15:40 | N | AUTO_EPS_390 | 22.43 |
| 1/21/2011 15:45 | N | DC_ROAD_L_B | 22.4 |
| 1/21/2011 15:45 | N | DC_EGPS_L_A | 22.42 |
| 1/21/2011 15:45 | N | H_HOLLOW_E_1 | 22.46 |
| 1/21/2011 15:45 | N | HHOLLOW4_E_1 | 22.46 |
| 1/21/2011 15:45 | N | R_LH2SES_1 | 22.46 |
| 1/21/2011 15:45 | N | R_PB2SES_1 | 22.46 |
| 1/21/2011 15:45 | N | R_PB2SES_2 | 22.46 |
| 1/21/2011 15:45 | N | R_PB2SES_3 | 22.46 |
| 1/21/2011 15:45 | N | R_PB2SES_4 | 22.46 |
| 1/21/2011 15:45 | N | R_PB2SES_5 | 22.46 |
| 1/21/2011 15:45 | N | AUTO_EPS_390 | 22.47 |
| 1/21/2011 15:50 | N | DC_ROAD_L_B | 22.41 |
| 1/21/2011 15:50 | N | DC_EGPS_L_A | 22.43 |
| 1/21/2011 15:50 | N | H_HOLLOW_E_1 | 22.47 |
| 1/21/2011 15:50 | N | HHOLLOW4_E_1 | 22.47 |
| 1/21/2011 15:50 | N | R_LH2SES_1 | 22.47 |
| 1/21/2011 15:50 | N | R_PB2SES_1 | 22.47 |
| 1/21/2011 15:50 | N | R_PB2SES_2 | 22.47 |
| 1/21/2011 15:50 | N | R_PB2SES_3 | 22.47 |
| 1/21/2011 15:50 | N | R_PB2SES_4 | 22.47 |
| 1/21/2011 15:50 | N | R_PB2SES_5 | 22.47 |
| 1/21/2011 15:50 | N | AUTO_EPS_390 | 22.47 |
| 1/21/2011 16:05 | N | DC_ROAD_L_B | 22.32 |
| 1/21/2011 16:05 | N | DC_EGPS_L_A | 22.13 |
| 1/21/2011 16:05 | N | H_HOLLOW_E_1 | 22.5 |
| 1/21/2011 16:05 | N | HHOLLOW4_E_1 | 22.5 |
| 1/21/2011 16:05 | N | R_LH2SES_1 | 22.37 |
| 1/21/2011 16:05 | N | R_PB2SES_1 | 20.46 |
| 1/21/2011 16:05 | N | R_PB2SES_2 | 20.46 |
| 1/21/2011 16:05 | N | R_PB2SES_3 | 20.46 |
| 1/21/2011 16:05 | N | R_PB2SES_4 | 20.46 |
| 1/21/2011 16:05 | N | R_PB2SES_5 | 20.46 |
| 1/21/2011 16:05 | N | AUTO_EPS_390 | 22.37 |
| 1/21/2011 16:10 | N | DC_ROAD_L_B | 22.19 |
| 1/21/2011 16:10 | N | DC_EGPS_L_A | 22 |
| 1/21/2011 16:10 | N | H_HOLLOW_E_1 | 22.36 |
| 1/21/2011 16:10 | N | HHOLLOW4_E_1 | 22.36 |
| 1/21/2011 16:10 | N | R_LH2SES_1 | 22.24 |
| 1/21/2011 16:10 | N | R_PB2SES_1 | 20.33 |
| 1/21/2011 16:10 | N | R_PB2SES_2 | 20.33 |

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| 1/21/2011 16:10 | N | R_PB2SES_3 | 20.33 |
| 1/21/2011 16:10 | N | R_PB2SES_4 | 20.33 |
| 1/21/2011 16:10 | N | R_PB2SES_5 | 20.33 |
| 1/21/2011 16:10 | N | AUTO_EPS_390 | 22.23 |
| 1/21/2011 16:15 | N | DC_ROAD_L_B | 22.06 |
| 1/21/2011 16:15 | N | DC_EGPS_L_A | 21.87 |
| 1/21/2011 16:15 | N | H_HOLLOW_E_1 | 22.23 |
| 1/21/2011 16:15 | N | HHOLLOW4_E_1 | 22.23 |
| 1/21/2011 16:15 | N | R_LH2SES_1 | 22.11 |
| 1/21/2011 16:15 | N | R_PB2SES_1 | 20.21 |
| 1/21/2011 16:15 | N | R_PB2SES_2 | 20.21 |
| 1/21/2011 16:15 | N | R_PB2SES_3 | 20.21 |
| 1/21/2011 16:15 | N | R_PB2SES_4 | 20.21 |
| 1/21/2011 16:15 | N | R_PB2SES_5 | 20.21 |
| 1/21/2011 16:15 | N | AUTO_EPS_390 | 22.11 |
| 1/21/2011 16:18 | N | DC_ROAD_L_B | 21.89 |
| 1/21/2011 16:18 | N | DC_EGPS_L_A | 21.71 |
| 1/21/2011 16:18 | N | H_HOLLOW_E_1 | 22.07 |
| 1/21/2011 16:18 | N | HHOLLOW4_E_1 | 22.07 |
| 1/21/2011 16:18 | N | R_LH2SES_1 | 21.94 |
| 1/21/2011 16:18 | N | R_PB2SES_1 | 20.05 |
| 1/21/2011 16:18 | N | R_PB2SES_2 | 20.05 |
| 1/21/2011 16:18 | N | R_PB2SES_3 | 20.05 |
| 1/21/2011 16:18 | N | R_PB2SES_4 | 20.05 |
| 1/21/2011 16:18 | N | R_PB2SES_5 | 20.05 |
| 1/21/2011 16:18 | N | AUTO_EPS_390 | 21.94 |
| 1/21/2011 16:20 | N | DC_ROAD_L_B | 21.72 |
| 1/21/2011 16:20 | N | DC_EGPS_L_A | 21.54 |
| 1/21/2011 16:20 | N | H_HOLLOW_E_1 | 21.89 |
| 1/21/2011 16:20 | N | HHOLLOW4_E_1 | 21.89 |
| 1/21/2011 16:20 | N | R_LH2SES_1 | 21.77 |
| 1/21/2011 16:20 | N | R_PB2SES_1 | 19.88 |
| 1/21/2011 16:20 | N | R_PB2SES_2 | 19.88 |
| 1/21/2011 16:20 | N | R_PB2SES_3 | 19.88 |
| 1/21/2011 16:20 | N | R_PB2SES_4 | 19.88 |
| 1/21/2011 16:20 | N | R_PB2SES_5 | 19.88 |
| 1/21/2011 16:20 | N | AUTO_EPS_390 | 21.76 |
| 1/21/2011 16:25 | N | DC_ROAD_L_B | 21.86 |
| 1/21/2011 16:25 | N | DC_EGPS_L_A | 21.68 |
| 1/21/2011 16:25 | N | H_HOLLOW_E_1 | 22.04 |
| 1/21/2011 16:25 | N | HHOLLOW4_E_1 | 22.04 |
| 1/21/2011 16:25 | N | R_LH2SES_1 | 21.91 |
| 1/21/2011 16:25 | N | R_PB2SES_1 | 20.02 |
| 1/21/2011 16:25 | N | R_PB2SES_2 | 20.02 |
| 1/21/2011 16:25 | N | R_PB2SES_3 | 20.02 |
| 1/21/2011 16:25 | N | R_PB2SES_4 | 20.02 |
| 1/21/2011 16:25 | N | R_PB2SES_5 | 20.02 |

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| 1/21/2011 16:25 | N | AUTO_EPS_390 | 21.91 |
| 1/21/2011 16:30 | N | DC_ROAD_L_B | 22.03 |
| 1/21/2011 16:30 | N | DC_EGPS_L_A | 21.84 |
| 1/21/2011 16:30 | N | H_HOLLOW_E_1 | 22.2 |
| 1/21/2011 16:30 | N | HHOLLOW4_E_1 | 22.2 |
| 1/21/2011 16:30 | N | R_LH2SES_1 | 22.07 |
| 1/21/2011 16:30 | N | R_PB2SES_1 | 20.17 |
| 1/21/2011 16:30 | N | R_PB2SES_2 | 20.17 |
| 1/21/2011 16:30 | N | R_PB2SES_3 | 20.17 |
| 1/21/2011 16:30 | N | R_PB2SES_4 | 20.17 |
| 1/21/2011 16:30 | N | R_PB2SES_5 | 20.17 |
| 1/21/2011 16:30 | N | AUTO_EPS_390 | 22.07 |
| 1/21/2011 16:32 | N | DC_ROAD_L_B | 20.16 |
| 1/21/2011 16:32 | N | DC_EGPS_L_A | 16.74 |
| 1/21/2011 16:32 | N | H_HOLLOW_E_1 | 3.78 |
| 1/21/2011 16:32 | N | HHOLLOW4_E_1 | 3.78 |
| 1/21/2011 16:32 | N | R_LH2SES_1 | 21.3 |
| 1/21/2011 16:32 | N | R_PB2SES_1 | 2.17 |
| 1/21/2011 16:32 | N | R_PB2SES_2 | 2.17 |
| 1/21/2011 16:32 | N | R_PB2SES_3 | 2.17 |
| 1/21/2011 16:32 | N | R_PB2SES_4 | 2.17 |
| 1/21/2011 16:32 | N | R_PB2SES_5 | 2.17 |
| 1/21/2011 16:32 | N | AUTO_EPS_390 | 21.24 |
| 1/21/2011 16:35 | N | DC_ROAD_L_B | 21.51 |
| 1/21/2011 16:35 | N | DC_EGPS_L_A | 17.16 |
| 1/21/2011 16:35 | N | H_HOLLOW_E_1 | -0.33 |
| 1/21/2011 16:35 | N | HHOLLOW4_E_1 | -0.33 |
| 1/21/2011 16:35 | N | R_LH2SES_1 | 22.97 |
| 1/21/2011 16:35 | N | R_PB2SES_1 | -0.68 |
| 1/21/2011 16:35 | N | R_PB2SES_2 | -0.68 |
| 1/21/2011 16:35 | N | R_PB2SES_3 | -0.68 |
| 1/21/2011 16:35 | N | R_PB2SES_4 | -0.68 |
| 1/21/2011 16:35 | N | R_PB2SES_5 | -0.68 |
| 1/21/2011 16:35 | N | AUTO_EPS_390 | 22.9 |
| 1/21/2011 16:40 | N | DC_ROAD_L_B | 24.02 |
| 1/21/2011 16:40 | N | DC_EGPS_L_A | 19.14 |
| 1/21/2011 16:40 | N | H_HOLLOW_E_1 | -0.59 |
| 1/21/2011 16:40 | N | HHOLLOW4_E_1 | -0.59 |
| 1/21/2011 16:40 | N | R_LH2SES_1 | 25.66 |
| 1/21/2011 16:40 | N | R_PB2SES_1 | -0.89 |
| 1/21/2011 16:40 | N | R_PB2SES_2 | -0.89 |
| 1/21/2011 16:40 | N | R_PB2SES_3 | -0.89 |
| 1/21/2011 16:40 | N | R_PB2SES_4 | -0.89 |
| 1/21/2011 16:40 | N | R_PB2SES_5 | -0.89 |
| 1/21/2011 16:40 | N | AUTO_EPS_390 | 25.58 |
| 1/21/2011 16:45 | N | DC_ROAD_L_B | 22.27 |
| 1/21/2011 16:45 | N | DC_EGPS_L_A | 16.72 |

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| 1/21/2011 16:45 | N | H_HOLLOW_E_1 | -5.62 |
| 1/21/2011 16:45 | N | HHOLLOW4_E_1 | -5.62 |
| 1/21/2011 16:45 | N | R_LH2SES_1 | 24.13 |
| 1/21/2011 16:45 | N | R_PB2SES_1 | -6 |
| 1/21/2011 16:45 | N | R_PB2SES_2 | -6 |
| 1/21/2011 16:45 | N | R_PB2SES_3 | -6 |
| 1/21/2011 16:45 | N | R_PB2SES_4 | -6 |
| 1/21/2011 16:45 | N | R_PB2SES_5 | -6 |
| 1/21/2011 16:45 | N | AUTO_EPS_390 | 24.04 |
| 1/21/2011 16:50 | N | DC_ROAD_L_B | 21.55 |
| 1/21/2011 16:50 | N | DC_EGPS_L_A | 17.13 |
| 1/21/2011 16:50 | N | H_HOLLOW_E_1 | -0.62 |
| 1/21/2011 16:50 | N | HHOLLOW4_E_1 | -0.62 |
| 1/21/2011 16:50 | N | R_LH2SES_1 | 23.03 |
| 1/21/2011 16:50 | N | R_PB2SES_1 | -0.89 |
| 1/21/2011 16:50 | N | R_PB2SES_2 | -0.89 |
| 1/21/2011 16:50 | N | R_PB2SES_3 | -0.89 |
| 1/21/2011 16:50 | N | R_PB2SES_4 | -0.89 |
| 1/21/2011 16:50 | N | R_PB2SES_5 | -0.89 |
| 1/21/2011 16:50 | N | AUTO_EPS_390 | 22.96 |
| 1/21/2011 16:53 | N | DC_ROAD_L_B | 21.01 |
| 1/21/2011 16:53 | N | DC_EGPS_L_A | 16.34 |
| 1/21/2011 16:53 | N | H_HOLLOW_E_1 | -2.42 |
| 1/21/2011 16:53 | N | HHOLLOW4_E_1 | -2.42 |
| 1/21/2011 16:53 | N | R_LH2SES_1 | 22.57 |
| 1/21/2011 16:53 | N | R_PB2SES_1 | -2.71 |
| 1/21/2011 16:53 | N | R_PB2SES_2 | -2.71 |
| 1/21/2011 16:53 | N | R_PB2SES_3 | -2.71 |
| 1/21/2011 16:53 | N | R_PB2SES_4 | -2.71 |
| 1/21/2011 16:53 | N | R_PB2SES_5 | -2.71 |
| 1/21/2011 16:53 | N | AUTO_EPS_390 | 22.5 |
| 1/21/2011 16:55 | N | DC_ROAD_L_B | 21.14 |
| 1/21/2011 16:55 | N | DC_EGPS_L_A | 16.6 |
| 1/21/2011 16:55 | N | H_HOLLOW_E_1 | -1.59 |
| 1/21/2011 16:55 | N | HHOLLOW4_E_1 | -1.59 |
| 1/21/2011 16:55 | N | R_LH2SES_1 | 22.66 |
| 1/21/2011 16:55 | N | R_PB2SES_1 | -1.86 |
| 1/21/2011 16:55 | N | R_PB2SES_2 | -1.86 |
| 1/21/2011 16:55 | N | R_PB2SES_3 | -1.86 |
| 1/21/2011 16:55 | N | R_PB2SES_4 | -1.86 |
| 1/21/2011 16:55 | N | R_PB2SES_5 | -1.86 |
| 1/21/2011 16:55 | N | AUTO_EPS_390 | 22.58 |
| 1/21/2011 17:00 | N | DC_ROAD_L_B | 22.84 |
| 1/21/2011 17:00 | N | DC_EGPS_L_A | 18.22 |
| 1/21/2011 17:00 | N | H_HOLLOW_E_1 | 0.43 |
| 1/21/2011 17:00 | N | HHOLLOW4_E_1 | 0.43 |
| 1/21/2011 17:00 | N | R_LH2SES_1 | 24.38 |

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|---|---|---|---|
| 1/21/2011 17:00 | N | R_PB2SES_1 | -1.15 |
| 1/21/2011 17:00 | N | R_PB2SES_2 | -1.15 |
| 1/21/2011 17:00 | N | R_PB2SES_3 | -1.15 |
| 1/21/2011 17:00 | N | R_PB2SES_4 | -1.15 |
| 1/21/2011 17:00 | N | R_PB2SES_5 | -1.15 |
| 1/21/2011 17:00 | N | AUTO_EPS_390 | 24.3 |
| 1/21/2011 17:05 | N | DC_ROAD_L_B | 21.82 |
| 1/21/2011 17:05 | N | DC_EGPS_L_A | 16.96 |
| 1/21/2011 17:05 | N | H_HOLLOW_E_1 | -2.52 |
| 1/21/2011 17:05 | N | HHOLLOW4_E_1 | -2.52 |
| 1/21/2011 17:05 | N | R_LH2SES_1 | 23.45 |
| 1/21/2011 17:05 | N | R_PB2SES_1 | -2.81 |
| 1/21/2011 17:05 | N | R_PB2SES_2 | -2.81 |
| 1/21/2011 17:05 | N | R_PB2SES_3 | -2.81 |
| 1/21/2011 17:05 | N | R_PB2SES_4 | -2.81 |
| 1/21/2011 17:05 | N | R_PB2SES_5 | -2.81 |
| 1/21/2011 17:05 | N | AUTO_EPS_390 | 23.37 |
| 1/21/2011 17:10 | N | DC_ROAD_L_B | 21.35 |
| 1/21/2011 17:10 | N | DC_EGPS_L_A | 16.31 |
| 1/21/2011 17:10 | N | H_HOLLOW_E_1 | -3.92 |
| 1/21/2011 17:10 | N | HHOLLOW4_E_1 | -3.92 |
| 1/21/2011 17:10 | N | R_LH2SES_1 | 23.04 |
| 1/21/2011 17:10 | N | R_PB2SES_1 | -4.23 |
| 1/21/2011 17:10 | N | R_PB2SES_2 | -4.23 |
| 1/21/2011 17:10 | N | R_PB2SES_3 | -4.23 |
| 1/21/2011 17:10 | N | R_PB2SES_4 | -4.23 |
| 1/21/2011 17:10 | N | R_PB2SES_5 | -4.23 |
| 1/21/2011 17:10 | N | AUTO_EPS_390 | 22.96 |
| 1/21/2011 17:15 | N | DC_ROAD_L_B | 22.21 |
| 1/21/2011 17:15 | N | DC_EGPS_L_A | 16.98 |
| 1/21/2011 17:15 | N | H_HOLLOW_E_1 | -4.03 |
| 1/21/2011 17:15 | N | HHOLLOW4_E_1 | -4.03 |
| 1/21/2011 17:15 | N | R_LH2SES_1 | 23.97 |
| 1/21/2011 17:15 | N | R_PB2SES_1 | -4.35 |
| 1/21/2011 17:15 | N | R_PB2SES_2 | -4.35 |
| 1/21/2011 17:15 | N | R_PB2SES_3 | -4.35 |
| 1/21/2011 17:15 | N | R_PB2SES_4 | -4.35 |
| 1/21/2011 17:15 | N | R_PB2SES_5 | -4.35 |
| 1/21/2011 17:15 | N | AUTO_EPS_390 | 23.88 |
| 1/21/2011 17:20 | N | DC_ROAD_L_B | 22.37 |
| 1/21/2011 17:20 | N | DC_EGPS_L_A | 17.39 |
| 1/21/2011 17:20 | N | H_HOLLOW_E_1 | -2.58 |
| 1/21/2011 17:20 | N | HHOLLOW4_E_1 | -2.58 |
| 1/21/2011 17:20 | N | R_LH2SES_1 | 24.04 |
| 1/21/2011 17:20 | N | R_PB2SES_1 | -2.88 |
| 1/21/2011 17:20 | N | R_PB2SES_2 | -2.88 |
| 1/21/2011 17:20 | N | R_PB2SES_3 | -2.88 |

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| 1/21/2011 17:20 | N | R_PB2SES_4 | -2.88 |
| 1/21/2011 17:20 | N | R_PB2SES_5 | -2.88 |
| 1/21/2011 17:20 | N | AUTO_EPS_390 | 23.96 |
| 1/21/2011 17:25 | N | DC_ROAD_L_B | 22.56 |
| 1/21/2011 17:25 | N | DC_EGPS_L_A | 18 |
| 1/21/2011 17:25 | N | H_HOLLOW_E_1 | -0.66 |
| 1/21/2011 17:25 | N | HHOLLOW4_E_1 | -0.66 |
| 1/21/2011 17:25 | N | R_LH2SES_1 | 24.18 |
| 1/21/2011 17:25 | N | R_PB2SES_1 | -0.94 |
| 1/21/2011 17:25 | N | R_PB2SES_2 | -0.94 |
| 1/21/2011 17:25 | N | R_PB2SES_3 | -0.94 |
| 1/21/2011 17:25 | N | R_PB2SES_4 | -0.94 |
| 1/21/2011 17:25 | N | R_PB2SES_5 | -0.94 |
| 1/21/2011 17:25 | N | AUTO_EPS_390 | 24.11 |
| 1/21/2011 17:30 | N | DC_ROAD_L_B | 22.8 |
| 1/21/2011 17:30 | N | DC_EGPS_L_A | 17.81 |
| 1/21/2011 17:30 | N | H_HOLLOW_E_1 | -2.64 |
| 1/21/2011 17:30 | N | HHOLLOW4_E_1 | -2.64 |
| 1/21/2011 17:30 | N | R_LH2SES_1 | 24.58 |
| 1/21/2011 17:30 | N | R_PB2SES_1 | -2.95 |
| 1/21/2011 17:30 | N | R_PB2SES_2 | -2.95 |
| 1/21/2011 17:30 | N | R_PB2SES_3 | -2.95 |
| 1/21/2011 17:30 | N | R_PB2SES_4 | -2.95 |
| 1/21/2011 17:30 | N | R_PB2SES_5 | -2.95 |
| 1/21/2011 17:30 | N | AUTO_EPS_390 | 24.49 |
| 1/21/2011 17:35 | N | DC_ROAD_L_B | 22.94 |
| 1/21/2011 17:35 | N | DC_EGPS_L_A | 18.33 |
| 1/21/2011 17:35 | N | H_HOLLOW_E_1 | -0.59 |
| 1/21/2011 17:35 | N | HHOLLOW4_E_1 | -0.59 |
| 1/21/2011 17:35 | N | R_LH2SES_1 | 24.58 |
| 1/21/2011 17:35 | N | R_PB2SES_1 | -0.88 |
| 1/21/2011 17:35 | N | R_PB2SES_2 | -0.88 |
| 1/21/2011 17:35 | N | R_PB2SES_3 | -0.88 |
| 1/21/2011 17:35 | N | R_PB2SES_4 | -0.88 |
| 1/21/2011 17:35 | N | R_PB2SES_5 | -0.88 |
| 1/21/2011 17:35 | N | AUTO_EPS_390 | 24.5 |
| 1/21/2011 17:40 | N | DC_ROAD_L_B | 23.28 |
| 1/21/2011 17:40 | N | DC_EGPS_L_A | 18.61 |
| 1/21/2011 17:40 | N | H_HOLLOW_E_1 | -0.58 |
| 1/21/2011 17:40 | N | HHOLLOW4_E_1 | -0.58 |
| 1/21/2011 17:40 | N | R_LH2SES_1 | 24.95 |
| 1/21/2011 17:40 | N | R_PB2SES_1 | -0.88 |
| 1/21/2011 17:40 | N | R_PB2SES_2 | -0.88 |
| 1/21/2011 17:40 | N | R_PB2SES_3 | -0.88 |
| 1/21/2011 17:40 | N | R_PB2SES_4 | -0.88 |
| 1/21/2011 17:40 | N | R_PB2SES_5 | -0.88 |
| 1/21/2011 17:40 | N | AUTO_EPS_390 | 24.87 |

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| 1/21/2011 17:45 | N | DC_ROAD_L_B | 23.44 |
| 1/21/2011 17:45 | N | DC_EGPS_L_A | 18.83 |
| 1/21/2011 17:45 | N | H_HOLLOW_E_1 | -0.07 |
| 1/21/2011 17:45 | N | HHOLLOW4_E_1 | -0.07 |
| 1/21/2011 17:45 | N | R_LH2SES_1 | 25.09 |
| 1/21/2011 17:45 | N | R_PB2SES_1 | -0.36 |
| 1/21/2011 17:45 | N | R_PB2SES_2 | -0.36 |
| 1/21/2011 17:45 | N | R_PB2SES_3 | -0.36 |
| 1/21/2011 17:45 | N | R_PB2SES_4 | -0.36 |
| 1/21/2011 17:45 | N | R_PB2SES_5 | -0.36 |
| 1/21/2011 17:45 | N | AUTO_EPS_390 | 25.01 |
| 1/21/2011 18:25 | N | DC_ROAD_L_B | 33.33 |
| 1/21/2011 18:25 | N | DC_EGPS_L_A | 32.21 |
| 1/21/2011 18:25 | N | H_HOLLOW_E_1 | 28.85 |
| 1/21/2011 18:25 | N | HHOLLOW4_E_1 | 28.85 |
| 1/21/2011 18:25 | N | R_LH2SES_1 | 28.38 |
| 1/21/2011 18:25 | N | R_PB2SES_1 | 28.89 |
| 1/21/2011 18:25 | N | R_PB2SES_2 | 28.89 |
| 1/21/2011 18:25 | N | R_PB2SES_3 | 28.89 |
| 1/21/2011 18:25 | N | R_PB2SES_4 | 28.89 |
| 1/21/2011 18:25 | N | R_PB2SES_5 | 28.89 |
| 1/21/2011 18:25 | N | AUTO_EPS_390 | 28.27 |
| 1/21/2011 18:30 | N | DC_ROAD_L_B | 34.2 |
| 1/21/2011 18:30 | N | DC_EGPS_L_A | 32.91 |
| 1/21/2011 18:30 | N | H_HOLLOW_E_1 | 29.03 |
| 1/21/2011 18:30 | N | HHOLLOW4_E_1 | 29.03 |
| 1/21/2011 18:30 | N | R_LH2SES_1 | 28.48 |
| 1/21/2011 18:30 | N | R_PB2SES_1 | 29.07 |
| 1/21/2011 18:30 | N | R_PB2SES_2 | 29.07 |
| 1/21/2011 18:30 | N | R_PB2SES_3 | 29.07 |
| 1/21/2011 18:30 | N | R_PB2SES_4 | 29.07 |
| 1/21/2011 18:30 | N | R_PB2SES_5 | 29.07 |
| 1/21/2011 18:30 | N | AUTO_EPS_390 | 28.36 |
| 1/21/2011 18:35 | N | DC_ROAD_L_B | 32.83 |
| 1/21/2011 18:35 | N | DC_EGPS_L_A | 31.88 |
| 1/21/2011 18:35 | N | H_HOLLOW_E_1 | 29.04 |
| 1/21/2011 18:35 | N | HHOLLOW4_E_1 | 29.04 |
| 1/21/2011 18:35 | N | R_LH2SES_1 | 28.64 |
| 1/21/2011 18:35 | N | R_PB2SES_1 | 29.07 |
| 1/21/2011 18:35 | N | R_PB2SES_2 | 29.07 |
| 1/21/2011 18:35 | N | R_PB2SES_3 | 29.07 |
| 1/21/2011 18:35 | N | R_PB2SES_4 | 29.07 |
| 1/21/2011 18:35 | N | R_PB2SES_5 | 29.07 |
| 1/21/2011 18:35 | N | AUTO_EPS_390 | 28.55 |
| 1/21/2011 18:40 | N | DC_ROAD_L_B | 32.17 |
| 1/21/2011 18:40 | N | DC_EGPS_L_A | 31.45 |
| 1/21/2011 18:40 | N | H_HOLLOW_E_1 | 29.3 |

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| 1/21/2011 18:40 | N | HHOLLOW4_E_1 | 29.3 |
| 1/21/2011 18:40 | N | R_LH2SES_1 | 28.99 |
| 1/21/2011 18:40 | N | R_PB2SES_1 | 29.32 |
| 1/21/2011 18:40 | N | R_PB2SES_2 | 29.32 |
| 1/21/2011 18:40 | N | R_PB2SES_3 | 29.32 |
| 1/21/2011 18:40 | N | R_PB2SES_4 | 29.32 |
| 1/21/2011 18:40 | N | R_PB2SES_5 | 29.32 |
| 1/21/2011 18:40 | N | AUTO_EPS_390 | 28.92 |
| 1/21/2011 18:45 | N | DC_ROAD_L_B | 32.69 |
| 1/21/2011 18:45 | N | DC_EGPS_L_A | 31.98 |
| 1/21/2011 18:45 | N | H_HOLLOW_E_1 | 29.86 |
| 1/21/2011 18:45 | N | HHOLLOW4_E_1 | 29.86 |
| 1/21/2011 18:45 | N | R_LH2SES_1 | 29.55 |
| 1/21/2011 18:45 | N | R_PB2SES_1 | 29.88 |
| 1/21/2011 18:45 | N | R_PB2SES_2 | 29.88 |
| 1/21/2011 18:45 | N | R_PB2SES_3 | 29.88 |
| 1/21/2011 18:45 | N | R_PB2SES_4 | 29.88 |
| 1/21/2011 18:45 | N | R_PB2SES_5 | 29.88 |
| 1/21/2011 18:45 | N | AUTO_EPS_390 | 29.48 |
| 1/21/2011 18:50 | N | DC_ROAD_L_B | 32.94 |
| 1/21/2011 18:50 | N | DC_EGPS_L_A | 32.22 |
| 1/21/2011 18:50 | N | H_HOLLOW_E_1 | 30.06 |
| 1/21/2011 18:50 | N | HHOLLOW4_E_1 | 30.06 |
| 1/21/2011 18:50 | N | R_LH2SES_1 | 29.75 |
| 1/21/2011 18:50 | N | R_PB2SES_1 | 30.08 |
| 1/21/2011 18:50 | N | R_PB2SES_2 | 30.08 |
| 1/21/2011 18:50 | N | R_PB2SES_3 | 30.08 |
| 1/21/2011 18:50 | N | R_PB2SES_4 | 30.08 |
| 1/21/2011 18:50 | N | R_PB2SES_5 | 30.08 |
| 1/21/2011 18:50 | N | AUTO_EPS_390 | 29.68 |
| 1/21/2011 18:55 | N | DC_ROAD_L_B | 33.01 |
| 1/21/2011 18:55 | N | DC_EGPS_L_A | 32.33 |
| 1/21/2011 18:55 | N | H_HOLLOW_E_1 | 30.3 |
| 1/21/2011 18:55 | N | HHOLLOW4_E_1 | 30.3 |
| 1/21/2011 18:55 | N | R_LH2SES_1 | 30 |
| 1/21/2011 18:55 | N | R_PB2SES_1 | 30.32 |
| 1/21/2011 18:55 | N | R_PB2SES_2 | 30.32 |
| 1/21/2011 18:55 | N | R_PB2SES_3 | 30.32 |
| 1/21/2011 18:55 | N | R_PB2SES_4 | 30.32 |
| 1/21/2011 18:55 | N | R_PB2SES_5 | 30.32 |
| 1/21/2011 18:55 | N | AUTO_EPS_390 | 29.94 |
| 1/21/2011 19:00 | N | DC_ROAD_L_B | 32.77 |
| 1/21/2011 19:00 | N | DC_EGPS_L_A | 32.26 |
| 1/21/2011 19:00 | N | H_HOLLOW_E_1 | 30.74 |
| 1/21/2011 19:00 | N | HHOLLOW4_E_1 | 30.74 |
| 1/21/2011 19:00 | N | R_LH2SES_1 | 30.52 |
| 1/21/2011 19:00 | N | R_PB2SES_1 | 30.76 |

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| 1/21/2011 19:00 | N | R_PB2SES_2 | 30.76 |
| 1/21/2011 19:00 | N | R_PB2SES_3 | 30.76 |
| 1/21/2011 19:00 | N | R_PB2SES_4 | 30.76 |
| 1/21/2011 19:00 | N | R_PB2SES_5 | 30.76 |
| 1/21/2011 19:00 | N | AUTO_EPS_390 | 30.48 |
| 1/21/2011 19:05 | N | DC_ROAD_L_B | 32.21 |
| 1/21/2011 19:05 | N | DC_EGPS_L_A | 31.8 |
| 1/21/2011 19:05 | N | H_HOLLOW_E_1 | 30.57 |
| 1/21/2011 19:05 | N | HHOLLOW4_E_1 | 30.57 |
| 1/21/2011 19:05 | N | R_LH2SES_1 | 30.39 |
| 1/21/2011 19:05 | N | R_PB2SES_1 | 30.58 |
| 1/21/2011 19:05 | N | R_PB2SES_2 | 30.58 |
| 1/21/2011 19:05 | N | R_PB2SES_3 | 30.58 |
| 1/21/2011 19:05 | N | R_PB2SES_4 | 30.58 |
| 1/21/2011 19:05 | N | R_PB2SES_5 | 30.58 |
| 1/21/2011 19:05 | N | AUTO_EPS_390 | 30.35 |
| 1/21/2011 19:10 | N | DC_ROAD_L_B | 32.13 |
| 1/21/2011 19:10 | N | DC_EGPS_L_A | 31.73 |
| 1/21/2011 19:10 | N | H_HOLLOW_E_1 | 30.52 |
| 1/21/2011 19:10 | N | HHOLLOW4_E_1 | 30.52 |
| 1/21/2011 19:10 | N | R_LH2SES_1 | 30.35 |
| 1/21/2011 19:10 | N | R_PB2SES_1 | 30.54 |
| 1/21/2011 19:10 | N | R_PB2SES_2 | 30.54 |
| 1/21/2011 19:10 | N | R_PB2SES_3 | 30.54 |
| 1/21/2011 19:10 | N | R_PB2SES_4 | 30.54 |
| 1/21/2011 19:10 | N | R_PB2SES_5 | 30.54 |
| 1/21/2011 19:10 | N | AUTO_EPS_390 | 30.31 |
| 1/21/2011 19:15 | N | DC_ROAD_L_B | 32.6 |
| 1/21/2011 19:15 | N | DC_EGPS_L_A | 32.12 |
| 1/21/2011 19:15 | N | H_HOLLOW_E_1 | 30.67 |
| 1/21/2011 19:15 | N | HHOLLOW4_E_1 | 30.67 |
| 1/21/2011 19:15 | N | R_LH2SES_1 | 30.46 |
| 1/21/2011 19:15 | N | R_PB2SES_1 | 30.68 |
| 1/21/2011 19:15 | N | R_PB2SES_2 | 30.68 |
| 1/21/2011 19:15 | N | R_PB2SES_3 | 30.68 |
| 1/21/2011 19:15 | N | R_PB2SES_4 | 30.68 |
| 1/21/2011 19:15 | N | R_PB2SES_5 | 30.68 |
| 1/21/2011 19:15 | N | AUTO_EPS_390 | 30.41 |
| 1/21/2011 19:20 | N | DC_ROAD_L_B | 32.46 |
| 1/21/2011 19:20 | N | DC_EGPS_L_A | 32.05 |
| 1/21/2011 19:20 | N | H_HOLLOW_E_1 | 30.8 |
| 1/21/2011 19:20 | N | HHOLLOW4_E_1 | 30.8 |
| 1/21/2011 19:20 | N | R_LH2SES_1 | 30.62 |
| 1/21/2011 19:20 | N | R_PB2SES_1 | 30.81 |
| 1/21/2011 19:20 | N | R_PB2SES_2 | 30.81 |
| 1/21/2011 19:20 | N | R_PB2SES_3 | 30.81 |
| 1/21/2011 19:20 | N | R_PB2SES_4 | 30.81 |

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| 1/21/2011 19:20 | N | R_PB2SES_5 | 30.81 |
| 1/21/2011 19:20 | N | AUTO_EPS_390 | 30.58 |
| 1/21/2011 19:25 | N | DC_ROAD_L_B | 32.7 |
| 1/21/2011 19:25 | N | DC_EGPS_L_A | 32.24 |
| 1/21/2011 19:25 | N | H_HOLLOW_E_1 | 30.84 |
| 1/21/2011 19:25 | N | HHOLLOW4_E_1 | 30.84 |
| 1/21/2011 19:25 | N | R_LH2SES_1 | 30.63 |
| 1/21/2011 19:25 | N | R_PB2SES_1 | 30.86 |
| 1/21/2011 19:25 | N | R_PB2SES_2 | 30.86 |
| 1/21/2011 19:25 | N | R_PB2SES_3 | 30.86 |
| 1/21/2011 19:25 | N | R_PB2SES_4 | 30.86 |
| 1/21/2011 19:25 | N | R_PB2SES_5 | 30.86 |
| 1/21/2011 19:25 | N | AUTO_EPS_390 | 30.59 |
| 1/21/2011 19:27 | N | DC_ROAD_L_B | 33.06 |
| 1/21/2011 19:27 | N | DC_EGPS_L_A | 32.6 |
| 1/21/2011 19:27 | N | H_HOLLOW_E_1 | 31.21 |
| 1/21/2011 19:27 | N | HHOLLOW4_E_1 | 31.21 |
| 1/21/2011 19:27 | N | R_LH2SES_1 | 31 |
| 1/21/2011 19:27 | N | R_PB2SES_1 | 31.23 |
| 1/21/2011 19:27 | N | R_PB2SES_2 | 31.23 |
| 1/21/2011 19:27 | N | R_PB2SES_3 | 31.23 |
| 1/21/2011 19:27 | N | R_PB2SES_4 | 31.23 |
| 1/21/2011 19:27 | N | R_PB2SES_5 | 31.23 |
| 1/21/2011 19:27 | N | AUTO_EPS_390 | 30.96 |
| 1/21/2011 19:30 | N | DC_ROAD_L_B | 33.5 |
| 1/21/2011 19:30 | N | DC_EGPS_L_A | 32.92 |
| 1/21/2011 19:30 | N | H_HOLLOW_E_1 | 31.18 |
| 1/21/2011 19:30 | N | HHOLLOW4_E_1 | 31.18 |
| 1/21/2011 19:30 | N | R_LH2SES_1 | 30.92 |
| 1/21/2011 19:30 | N | R_PB2SES_1 | 31.2 |
| 1/21/2011 19:30 | N | R_PB2SES_2 | 31.2 |
| 1/21/2011 19:30 | N | R_PB2SES_3 | 31.2 |
| 1/21/2011 19:30 | N | R_PB2SES_4 | 31.2 |
| 1/21/2011 19:30 | N | R_PB2SES_5 | 31.2 |
| 1/21/2011 19:30 | N | AUTO_EPS_390 | 30.86 |
| 1/21/2011 19:35 | N | DC_ROAD_L_B | 33.69 |
| 1/21/2011 19:35 | N | DC_EGPS_L_A | 33.05 |
| 1/21/2011 19:35 | N | H_HOLLOW_E_1 | 31.15 |
| 1/21/2011 19:35 | N | HHOLLOW4_E_1 | 31.15 |
| 1/21/2011 19:35 | N | R_LH2SES_1 | 30.86 |
| 1/21/2011 19:35 | N | R_PB2SES_1 | 31.17 |
| 1/21/2011 19:35 | N | R_PB2SES_2 | 31.17 |
| 1/21/2011 19:35 | N | R_PB2SES_3 | 31.17 |
| 1/21/2011 19:35 | N | R_PB2SES_4 | 31.17 |
| 1/21/2011 19:35 | N | R_PB2SES_5 | 31.17 |
| 1/21/2011 19:35 | N | AUTO_EPS_390 | 30.8 |
| 1/21/2011 19:40 | N | DC_ROAD_L_B | 33.76 |

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| 1/21/2011 19:40 | N | DC_EGPS_L_A | 33.23 |
| 1/21/2011 19:40 | N | H_HOLLOW_E_1 | 31.62 |
| 1/21/2011 19:40 | N | HHOLLOW4_E_1 | 31.62 |
| 1/21/2011 19:40 | N | R_LH2SES_1 | 31.38 |
| 1/21/2011 19:40 | N | R_PB2SES_1 | 31.64 |
| 1/21/2011 19:40 | N | R_PB2SES_2 | 31.64 |
| 1/21/2011 19:40 | N | R_PB2SES_3 | 31.64 |
| 1/21/2011 19:40 | N | R_PB2SES_4 | 31.64 |
| 1/21/2011 19:40 | N | R_PB2SES_5 | 31.64 |
| 1/21/2011 19:40 | N | AUTO_EPS_390 | 31.33 |
| 1/21/2011 19:45 | N | DC_ROAD_L_B | 33.82 |
| 1/21/2011 19:45 | N | DC_EGPS_L_A | 33.38 |
| 1/21/2011 19:45 | N | H_HOLLOW_E_1 | 32.07 |
| 1/21/2011 19:45 | N | HHOLLOW4_E_1 | 32.07 |
| 1/21/2011 19:45 | N | R_LH2SES_1 | 31.87 |
| 1/21/2011 19:45 | N | R_PB2SES_1 | 32.08 |
| 1/21/2011 19:45 | N | R_PB2SES_2 | 32.08 |
| 1/21/2011 19:45 | N | R_PB2SES_3 | 32.08 |
| 1/21/2011 19:45 | N | R_PB2SES_4 | 32.08 |
| 1/21/2011 19:45 | N | R_PB2SES_5 | 32.08 |
| 1/21/2011 19:45 | N | AUTO_EPS_390 | 31.83 |
| 1/21/2011 19:50 | N | DC_ROAD_L_B | 34.1 |
| 1/21/2011 19:50 | N | DC_EGPS_L_A | 33.78 |
| 1/21/2011 19:50 | N | H_HOLLOW_E_1 | 32.8 |
| 1/21/2011 19:50 | N | HHOLLOW4_E_1 | 32.8 |
| 1/21/2011 19:50 | N | R_LH2SES_1 | 32.65 |
| 1/21/2011 19:50 | N | R_PB2SES_1 | 32.81 |
| 1/21/2011 19:50 | N | R_PB2SES_2 | 32.81 |
| 1/21/2011 19:50 | N | R_PB2SES_3 | 32.81 |
| 1/21/2011 19:50 | N | R_PB2SES_4 | 32.81 |
| 1/21/2011 19:50 | N | R_PB2SES_5 | 32.81 |
| 1/21/2011 19:50 | N | AUTO_EPS_390 | 32.62 |
| 1/21/2011 19:55 | N | DC_ROAD_L_B | 34.42 |
| 1/21/2011 19:55 | N | DC_EGPS_L_A | 34.18 |
| 1/21/2011 19:55 | N | H_HOLLOW_E_1 | 33.42 |
| 1/21/2011 19:55 | N | HHOLLOW4_E_1 | 33.42 |
| 1/21/2011 19:55 | N | R_LH2SES_1 | 33.31 |
| 1/21/2011 19:55 | N | R_PB2SES_1 | 33.43 |
| 1/21/2011 19:55 | N | R_PB2SES_2 | 33.43 |
| 1/21/2011 19:55 | N | R_PB2SES_3 | 33.43 |
| 1/21/2011 19:55 | N | R_PB2SES_4 | 33.43 |
| 1/21/2011 19:55 | N | R_PB2SES_5 | 33.43 |
| 1/21/2011 19:55 | N | AUTO_EPS_390 | 33.28 |
| 1/21/2011 20:00 | N | DC_ROAD_L_B | 34.51 |
| 1/21/2011 20:00 | N | DC_EGPS_L_A | 34.36 |
| 1/21/2011 20:00 | N | H_HOLLOW_E_1 | 33.9 |
| 1/21/2011 20:00 | N | HHOLLOW4_E_1 | 33.9 |

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| 1/21/2011 20:00 | N | R_LH2SES_1 | 33.83 |
| 1/21/2011 20:00 | N | R_PB2SES_1 | 33.91 |
| 1/21/2011 20:00 | N | R_PB2SES_2 | 33.91 |
| 1/21/2011 20:00 | N | R_PB2SES_3 | 33.91 |
| 1/21/2011 20:00 | N | R_PB2SES_4 | 33.91 |
| 1/21/2011 20:00 | N | R_PB2SES_5 | 33.91 |
| 1/21/2011 20:00 | N | AUTO_EPS_390 | 33.82 |
| 1/21/2011 20:05 | N | DC_ROAD_L_B | 34.57 |
| 1/21/2011 20:05 | N | DC_EGPS_L_A | 34.52 |
| 1/21/2011 20:05 | N | H_HOLLOW_E_1 | 34.35 |
| 1/21/2011 20:05 | N | HHOLLOW4_E_1 | 34.35 |
| 1/21/2011 20:05 | N | R_LH2SES_1 | 34.32 |
| 1/21/2011 20:05 | N | R_PB2SES_1 | 34.35 |
| 1/21/2011 20:05 | N | R_PB2SES_2 | 34.35 |
| 1/21/2011 20:05 | N | R_PB2SES_3 | 34.35 |
| 1/21/2011 20:05 | N | R_PB2SES_4 | 34.35 |
| 1/21/2011 20:05 | N | R_PB2SES_5 | 34.35 |
| 1/21/2011 20:05 | N | AUTO_EPS_390 | 34.32 |
| 1/21/2011 21:10 | N | DC_ROAD_L_B | 36.82 |
| 1/21/2011 21:10 | N | H_HOLLOW_E_1 | 36.64 |
| 1/21/2011 21:10 | N | HHOLLOW4_E_1 | 36.64 |
| 1/21/2011 21:10 | N | R_LH2SES_1 | 37.06 |
| 1/21/2011 21:10 | N | R_PB2SES_1 | 36.64 |
| 1/21/2011 21:10 | N | R_PB2SES_2 | 36.64 |
| 1/21/2011 21:10 | N | R_PB2SES_3 | 36.64 |
| 1/21/2011 21:10 | N | R_PB2SES_4 | 36.64 |
| 1/21/2011 21:10 | N | R_PB2SES_5 | 36.64 |
| 1/21/2011 21:10 | N | AUTO_EPS_390 | 37.24 |
| 1/21/2011 21:15 | N | DC_ROAD_L_B | 37.28 |
| 1/21/2011 21:15 | N | DC_EGPS_L_A | 37.24 |
| 1/21/2011 21:15 | N | H_HOLLOW_E_1 | 37.09 |
| 1/21/2011 21:15 | N | HHOLLOW4_E_1 | 37.09 |
| 1/21/2011 21:15 | N | R_LH2SES_1 | 37.52 |
| 1/21/2011 21:15 | N | R_PB2SES_1 | 37.09 |
| 1/21/2011 21:15 | N | R_PB2SES_2 | 37.09 |
| 1/21/2011 21:15 | N | R_PB2SES_3 | 37.09 |
| 1/21/2011 21:15 | N | R_PB2SES_4 | 37.09 |
| 1/21/2011 21:15 | N | R_PB2SES_5 | 37.09 |
| 1/21/2011 21:15 | N | AUTO_EPS_390 | 37.72 |
| 1/21/2011 22:05 | N | DC_ROAD_L_B | 38.44 |
| 1/21/2011 22:05 | N | DC_EGPS_L_A | 38.35 |
| 1/21/2011 22:05 | N | H_HOLLOW_E_1 | 38.23 |
| 1/21/2011 22:05 | N | HHOLLOW4_E_1 | 38.23 |
| 1/21/2011 22:05 | N | R_LH2SES_1 | 38.7 |
| 1/21/2011 22:05 | N | R_PB2SES_1 | 38.23 |
| 1/21/2011 22:05 | N | R_PB2SES_2 | 38.23 |
| 1/21/2011 22:05 | N | R_PB2SES_3 | 38.23 |

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| 1/21/2011 22:05 | N | R_PB2SES_4 | 38.23 |
| 1/21/2011 22:05 | N | R_PB2SES_5 | 38.23 |
| 1/21/2011 22:05 | N | AUTO_EPS_390 | 38.92 |
| 1/21/2011 22:15 | N | DC_ROAD_L_B | 44.3 |
| 1/21/2011 22:15 | N | DC_EGPS_L_A | 44.12 |
| 1/21/2011 22:15 | N | H_HOLLOW_E_1 | 43.86 |
| 1/21/2011 22:15 | N | HHOLLOW4_E_1 | 43.86 |
| 1/21/2011 22:15 | N | R_LH2SES_1 | 44.86 |
| 1/21/2011 22:15 | N | R_PB2SES_1 | 43.86 |
| 1/21/2011 22:15 | N | R_PB2SES_2 | 43.86 |
| 1/21/2011 22:15 | N | R_PB2SES_3 | 43.86 |
| 1/21/2011 22:15 | N | R_PB2SES_4 | 43.86 |
| 1/21/2011 22:15 | N | R_PB2SES_5 | 43.86 |
| 1/21/2011 22:15 | N | AUTO_EPS_390 | 45.3 |
| 1/21/2011 22:20 | N | DC_ROAD_L_B | 44.42 |
| 1/21/2011 22:20 | N | DC_EGPS_L_A | 44.31 |
| 1/21/2011 22:20 | N | H_HOLLOW_E_1 | 43.86 |
| 1/21/2011 22:20 | N | HHOLLOW4_E_1 | 43.86 |
| 1/21/2011 22:20 | N | R_LH2SES_1 | 45.15 |
| 1/21/2011 22:20 | N | R_PB2SES_1 | 43.86 |
| 1/21/2011 22:20 | N | R_PB2SES_2 | 43.86 |
| 1/21/2011 22:20 | N | R_PB2SES_3 | 43.86 |
| 1/21/2011 22:20 | N | R_PB2SES_4 | 43.86 |
| 1/21/2011 22:20 | N | R_PB2SES_5 | 43.86 |
| 1/21/2011 22:20 | N | AUTO_EPS_390 | 45.73 |
| 1/21/2011 22:25 | N | DC_ROAD_L_B | 44.31 |
| 1/21/2011 22:25 | N | DC_EGPS_L_A | 44.2 |
| 1/21/2011 22:25 | N | H_HOLLOW_E_1 | 43.76 |
| 1/21/2011 22:25 | N | HHOLLOW4_E_1 | 43.76 |
| 1/21/2011 22:25 | N | R_LH2SES_1 | 45.02 |
| 1/21/2011 22:25 | N | R_PB2SES_1 | 43.76 |
| 1/21/2011 22:25 | N | R_PB2SES_2 | 43.76 |
| 1/21/2011 22:25 | N | R_PB2SES_3 | 43.76 |
| 1/21/2011 22:25 | N | R_PB2SES_4 | 43.76 |
| 1/21/2011 22:25 | N | R_PB2SES_5 | 43.76 |
| 1/21/2011 22:25 | N | AUTO_EPS_390 | 45.57 |
| 1/21/2011 22:30 | N | DC_ROAD_L_B | 47.76 |
| 1/21/2011 22:30 | N | DC_EGPS_L_A | 47.68 |
| 1/21/2011 22:30 | N | H_HOLLOW_E_1 | 47.39 |
| 1/21/2011 22:30 | N | HHOLLOW4_E_1 | 47.39 |
| 1/21/2011 22:30 | N | R_LH2SES_1 | 48.23 |
| 1/21/2011 22:30 | N | R_PB2SES_1 | 47.39 |
| 1/21/2011 22:30 | N | R_PB2SES_2 | 47.39 |
| 1/21/2011 22:30 | N | R_PB2SES_3 | 47.39 |
| 1/21/2011 22:30 | N | R_PB2SES_4 | 47.39 |
| 1/21/2011 22:30 | N | R_PB2SES_5 | 47.39 |
| 1/21/2011 22:30 | N | AUTO_EPS_390 | 48.6 |

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| 1/21/2011 22:35 | N | DC_ROAD_L_B | 45.42 |
| 1/21/2011 22:35 | N | DC_EGPS_L_A | 45.36 |
| 1/21/2011 22:35 | N | H_HOLLOW_E_1 | 45.1 |
| 1/21/2011 22:35 | N | HHOLLOW4_E_1 | 45.1 |
| 1/21/2011 22:35 | N | R_LH2SES_1 | 45.84 |
| 1/21/2011 22:35 | N | R_PB2SES_1 | 45.1 |
| 1/21/2011 22:35 | N | R_PB2SES_2 | 45.1 |
| 1/21/2011 22:35 | N | R_PB2SES_3 | 45.1 |
| 1/21/2011 22:35 | N | R_PB2SES_4 | 45.1 |
| 1/21/2011 22:35 | N | R_PB2SES_5 | 45.1 |
| 1/21/2011 22:35 | N | AUTO_EPS_390 | 46.16 |
| 1/21/2011 22:40 | N | DC_ROAD_L_B | 46.48 |
| 1/21/2011 22:40 | N | DC_EGPS_L_A | 46.41 |
| 1/21/2011 22:40 | N | H_HOLLOW_E_1 | 46.14 |
| 1/21/2011 22:40 | N | HHOLLOW4_E_1 | 46.14 |
| 1/21/2011 22:40 | N | R_LH2SES_1 | 46.91 |
| 1/21/2011 22:40 | N | R_PB2SES_1 | 46.14 |
| 1/21/2011 22:40 | N | R_PB2SES_2 | 46.14 |
| 1/21/2011 22:40 | N | R_PB2SES_3 | 46.14 |
| 1/21/2011 22:40 | N | R_PB2SES_4 | 46.14 |
| 1/21/2011 22:40 | N | R_PB2SES_5 | 46.14 |
| 1/21/2011 22:40 | N | AUTO_EPS_390 | 47.25 |
| 1/21/2011 22:45 | N | DC_ROAD_L_B | 56.01 |
| 1/21/2011 22:45 | N | DC_EGPS_L_A | 55.91 |
| 1/21/2011 22:45 | N | H_HOLLOW_E_1 | 55.52 |
| 1/21/2011 22:45 | N | HHOLLOW4_E_1 | 55.52 |
| 1/21/2011 22:45 | N | R_LH2SES_1 | 56.64 |
| 1/21/2011 22:45 | N | R_PB2SES_1 | 55.52 |
| 1/21/2011 22:45 | N | R_PB2SES_2 | 55.52 |
| 1/21/2011 22:45 | N | R_PB2SES_3 | 55.52 |
| 1/21/2011 22:45 | N | R_PB2SES_4 | 55.52 |
| 1/21/2011 22:45 | N | R_PB2SES_5 | 55.52 |
| 1/21/2011 22:45 | N | AUTO_EPS_390 | 57.13 |
| 1/21/2011 22:50 | N | DC_ROAD_L_B | 53.71 |
| 1/21/2011 22:50 | N | DC_EGPS_L_A | 53.62 |
| 1/21/2011 22:50 | N | H_HOLLOW_E_1 | 53.26 |
| 1/21/2011 22:50 | N | HHOLLOW4_E_1 | 53.26 |
| 1/21/2011 22:50 | N | R_LH2SES_1 | 54.29 |
| 1/21/2011 22:50 | N | R_PB2SES_1 | 53.27 |
| 1/21/2011 22:50 | N | R_PB2SES_2 | 53.27 |
| 1/21/2011 22:50 | N | R_PB2SES_3 | 53.27 |
| 1/21/2011 22:50 | N | R_PB2SES_4 | 53.27 |
| 1/21/2011 22:50 | N | R_PB2SES_5 | 53.27 |
| 1/21/2011 22:50 | N | AUTO_EPS_390 | 54.74 |
| 1/21/2011 23:00 | N | DC_ROAD_L_B | 46.45 |
| 1/21/2011 23:00 | N | DC_EGPS_L_A | 46.38 |
| 1/21/2011 23:00 | N | H_HOLLOW_E_1 | 46.11 |

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| 1/21/2011 23:00 | N | HHOLLOW4_E_1 | 46.11 |
| 1/21/2011 23:00 | N | R_LH2SES_1 | 46.87 |
| 1/21/2011 23:00 | N | R_PB2SES_1 | 46.11 |
| 1/21/2011 23:00 | N | R_PB2SES_2 | 46.11 |
| 1/21/2011 23:00 | N | R_PB2SES_3 | 46.11 |
| 1/21/2011 23:00 | N | R_PB2SES_4 | 46.11 |
| 1/21/2011 23:00 | N | R_PB2SES_5 | 46.11 |
| 1/21/2011 23:00 | N | AUTO_EPS_390 | 47.21 |
| 1/21/2011 23:05 | N | DC_ROAD_L_B | 58.2 |
| 1/21/2011 23:05 | N | DC_EGPS_L_A | 52.39 |
| 1/21/2011 23:05 | N | H_HOLLOW_E_1 | 28.99 |
| 1/21/2011 23:05 | N | HHOLLOW4_E_1 | 28.99 |
| 1/21/2011 23:05 | N | R_LH2SES_1 | 95.73 |
| 1/21/2011 23:05 | N | R_PB2SES_1 | 29.04 |
| 1/21/2011 23:05 | N | R_PB2SES_2 | 29.04 |
| 1/21/2011 23:05 | N | R_PB2SES_3 | 29.04 |
| 1/21/2011 23:05 | N | R_PB2SES_4 | 29.04 |
| 1/21/2011 23:05 | N | R_PB2SES_5 | 29.04 |
| 1/21/2011 23:05 | N | AUTO_EPS_390 | 125.29 |
| 1/22/2011 10:15 | N | DC_ROAD_L_B | 30.32 |
| 1/22/2011 10:15 | N | DC_EGPS_L_A | 24.93 |
| 1/22/2011 10:15 | N | H_HOLLOW_E_1 | 2.28 |
| 1/22/2011 10:15 | N | HHOLLOW4_E_1 | 2.28 |
| 1/22/2011 10:15 | N | R_LH2SES_1 | 32.21 |
| 1/22/2011 10:15 | N | R_PB2SES_1 | 1.94 |
| 1/22/2011 10:15 | N | R_PB2SES_2 | 1.94 |
| 1/22/2011 10:15 | N | R_PB2SES_3 | 1.94 |
| 1/22/2011 10:15 | N | R_PB2SES_4 | 1.94 |
| 1/22/2011 10:15 | N | R_PB2SES_5 | 1.94 |
| 1/22/2011 10:15 | N | AUTO_EPS_390 | 32.12 |
| 1/22/2011 10:20 | N | DC_ROAD_L_B | 29.93 |
| 1/22/2011 10:20 | N | DC_EGPS_L_A | 24.26 |
| 1/22/2011 10:20 | N | H_HOLLOW_E_1 | 0.25 |
| 1/22/2011 10:20 | N | HHOLLOW4_E_1 | 0.25 |
| 1/22/2011 10:20 | N | R_LH2SES_1 | 31.91 |
| 1/22/2011 10:20 | N | R_PB2SES_1 | -0.11 |
| 1/22/2011 10:20 | N | R_PB2SES_2 | -0.11 |
| 1/22/2011 10:20 | N | R_PB2SES_3 | -0.11 |
| 1/22/2011 10:20 | N | R_PB2SES_4 | -0.11 |
| 1/22/2011 10:20 | N | R_PB2SES_5 | -0.11 |
| 1/22/2011 10:20 | N | AUTO_EPS_390 | 31.81 |
| 1/22/2011 10:25 | N | DC_ROAD_L_B | 29.7 |
| 1/22/2011 10:25 | N | DC_EGPS_L_A | 23.94 |
| 1/22/2011 10:25 | N | H_HOLLOW_E_1 | -0.58 |
| 1/22/2011 10:25 | N | HHOLLOW4_E_1 | -0.58 |
| 1/22/2011 10:25 | N | R_LH2SES_1 | 31.72 |
| 1/22/2011 10:25 | N | R_PB2SES_1 | -0.95 |

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|---|---|---|---|
| 1/22/2011 10:25 | N | R_PB2SES_2 | -0.95 |
| 1/22/2011 10:25 | N | R_PB2SES_3 | -0.95 |
| 1/22/2011 10:25 | N | R_PB2SES_4 | -0.95 |
| 1/22/2011 10:25 | N | R_PB2SES_5 | -0.95 |
| 1/22/2011 10:25 | N | AUTO_EPS_390 | 31.62 |
| 1/22/2011 10:30 | N | DC_ROAD_L_B | 29.3 |
| 1/22/2011 10:30 | N | DC_EGPS_L_A | 23.11 |
| 1/22/2011 10:30 | N | H_HOLLOW_E_1 | -3.38 |
| 1/22/2011 10:30 | N | HHOLLOW4_E_1 | -3.38 |
| 1/22/2011 10:30 | N | R_LH2SES_1 | 31.48 |
| 1/22/2011 10:30 | N | R_PB2SES_1 | -3.78 |
| 1/22/2011 10:30 | N | R_PB2SES_2 | -3.78 |
| 1/22/2011 10:30 | N | R_PB2SES_3 | -3.78 |
| 1/22/2011 10:30 | N | R_PB2SES_4 | -3.78 |
| 1/22/2011 10:30 | N | R_PB2SES_5 | -3.78 |
| 1/22/2011 10:30 | N | AUTO_EPS_390 | 31.37 |
| 1/22/2011 10:35 | N | DC_ROAD_L_B | 28.76 |
| 1/22/2011 10:35 | N | DC_EGPS_L_A | 22.38 |
| 1/22/2011 10:35 | N | H_HOLLOW_E_1 | -4.79 |
| 1/22/2011 10:35 | N | HHOLLOW4_E_1 | -4.79 |
| 1/22/2011 10:35 | N | R_LH2SES_1 | 31 |
| 1/22/2011 10:35 | N | R_PB2SES_1 | -5.19 |
| 1/22/2011 10:35 | N | R_PB2SES_2 | -5.19 |
| 1/22/2011 10:35 | N | R_PB2SES_3 | -5.19 |
| 1/22/2011 10:35 | N | R_PB2SES_4 | -5.19 |
| 1/22/2011 10:35 | N | R_PB2SES_5 | -5.19 |
| 1/22/2011 10:35 | N | AUTO_EPS_390 | 30.89 |
| 1/22/2011 10:40 | N | DC_ROAD_L_B | 27.67 |
| 1/22/2011 10:40 | N | DC_EGPS_L_A | 21.47 |
| 1/22/2011 10:40 | N | H_HOLLOW_E_1 | -4.67 |
| 1/22/2011 10:40 | N | HHOLLOW4_E_1 | -4.67 |
| 1/22/2011 10:40 | N | R_LH2SES_1 | 29.84 |
| 1/22/2011 10:40 | N | R_PB2SES_1 | -5.06 |
| 1/22/2011 10:40 | N | R_PB2SES_2 | -5.06 |
| 1/22/2011 10:40 | N | R_PB2SES_3 | -5.06 |
| 1/22/2011 10:40 | N | R_PB2SES_4 | -5.06 |
| 1/22/2011 10:40 | N | R_PB2SES_5 | -5.06 |
| 1/22/2011 10:40 | N | AUTO_EPS_390 | 29.73 |
| 1/22/2011 10:45 | N | DC_ROAD_L_B | 26.86 |
| 1/22/2011 10:45 | N | DC_EGPS_L_A | 21.1 |
| 1/22/2011 10:45 | N | H_HOLLOW_E_1 | -3.1 |
| 1/22/2011 10:45 | N | HHOLLOW4_E_1 | -3.1 |
| 1/22/2011 10:45 | N | R_LH2SES_1 | 28.87 |
| 1/22/2011 10:45 | N | R_PB2SES_1 | -3.46 |
| 1/22/2011 10:45 | N | R_PB2SES_2 | -3.46 |
| 1/22/2011 10:45 | N | R_PB2SES_3 | -3.46 |
| 1/22/2011 10:45 | N | R_PB2SES_4 | -3.46 |

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|---|---|---|---|
| 1/22/2011 10:45 | N | R_PB2SES_5 | -3.46 |
| 1/22/2011 10:45 | N | AUTO_EPS_390 | 28.78 |
| 1/22/2011 10:50 | N | DC_ROAD_L_B | 26.47 |
| 1/22/2011 10:50 | N | DC_EGPS_L_A | 20.3 |
| 1/22/2011 10:50 | N | H_HOLLOW_E_1 | -5.62 |
| 1/22/2011 10:50 | N | HHOLLOW4_E_1 | -5.62 |
| 1/22/2011 10:50 | N | R_LH2SES_1 | 28.62 |
| 1/22/2011 10:50 | N | R_PB2SES_1 | -6.01 |
| 1/22/2011 10:50 | N | R_PB2SES_2 | -6.01 |
| 1/22/2011 10:50 | N | R_PB2SES_3 | -6.01 |
| 1/22/2011 10:50 | N | R_PB2SES_4 | -6.01 |
| 1/22/2011 10:50 | N | R_PB2SES_5 | -6.01 |
| 1/22/2011 10:50 | N | AUTO_EPS_390 | 28.52 |
| 1/22/2011 10:55 | N | DC_ROAD_L_B | 25.61 |
| 1/22/2011 10:55 | N | DC_EGPS_L_A | 17.25 |
| 1/22/2011 10:55 | N | H_HOLLOW_E_1 | -17.84 |
| 1/22/2011 10:55 | N | HHOLLOW4_E_1 | -17.84 |
| 1/22/2011 10:55 | N | R_LH2SES_1 | 28.53 |
| 1/22/2011 10:55 | N | R_PB2SES_1 | -18.37 |
| 1/22/2011 10:55 | N | R_PB2SES_2 | -18.37 |
| 1/22/2011 10:55 | N | R_PB2SES_3 | -18.37 |
| 1/22/2011 10:55 | N | R_PB2SES_4 | -18.37 |
| 1/22/2011 10:55 | N | R_PB2SES_5 | -18.37 |
| 1/22/2011 10:55 | N | AUTO_EPS_390 | 28.39 |
| 1/22/2011 11:00 | N | DC_ROAD_L_B | 25.73 |
| 1/22/2011 11:00 | N | DC_EGPS_L_A | 18.75 |
| 1/22/2011 11:00 | N | H_HOLLOW_E_1 | -10.57 |
| 1/22/2011 11:00 | N | HHOLLOW4_E_1 | -10.57 |
| 1/22/2011 11:00 | N | R_LH2SES_1 | 28.17 |
| 1/22/2011 11:00 | N | R_PB2SES_1 | -11 |
| 1/22/2011 11:00 | N | R_PB2SES_2 | -11 |
| 1/22/2011 11:00 | N | R_PB2SES_3 | -11 |
| 1/22/2011 11:00 | N | R_PB2SES_4 | -11 |
| 1/22/2011 11:00 | N | R_PB2SES_5 | -11 |
| 1/22/2011 11:00 | N | AUTO_EPS_390 | 28.05 |
| 1/22/2011 11:05 | N | DC_ROAD_L_B | 25.72 |
| 1/22/2011 11:05 | N | DC_EGPS_L_A | 18.74 |
| 1/22/2011 11:05 | N | H_HOLLOW_E_1 | -10.44 |
| 1/22/2011 11:05 | N | HHOLLOW4_E_1 | -10.44 |
| 1/22/2011 11:05 | N | R_LH2SES_1 | 28.15 |
| 1/22/2011 11:05 | N | R_PB2SES_1 | -10.88 |
| 1/22/2011 11:05 | N | R_PB2SES_2 | -10.88 |
| 1/22/2011 11:05 | N | R_PB2SES_3 | -10.88 |
| 1/22/2011 11:05 | N | R_PB2SES_4 | -10.88 |
| 1/22/2011 11:05 | N | R_PB2SES_5 | -10.88 |
| 1/22/2011 11:05 | N | AUTO_EPS_390 | 28.03 |
| 1/22/2011 11:10 | N | DC_ROAD_L_B | 25.74 |

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|---|---|---|---|
| 1/22/2011 11:10 | N | DC_EGPS_L_A | 19.88 |
| 1/22/2011 11:10 | N | H_HOLLOW_E_1 | -4.46 |
| 1/22/2011 11:10 | N | HHOLLOW4_E_1 | -4.46 |
| 1/22/2011 11:10 | N | R_LH2SES_1 | 27.78 |
| 1/22/2011 11:10 | N | R_PB2SES_1 | -4.82 |
| 1/22/2011 11:10 | N | R_PB2SES_2 | -4.82 |
| 1/22/2011 11:10 | N | R_PB2SES_3 | -4.82 |
| 1/22/2011 11:10 | N | R_PB2SES_4 | -4.82 |
| 1/22/2011 11:10 | N | R_PB2SES_5 | -4.82 |
| 1/22/2011 11:10 | N | AUTO_EPS_390 | 27.68 |
| 1/22/2011 11:15 | N | DC_ROAD_L_B | 25.35 |
| 1/22/2011 11:15 | N | DC_EGPS_L_A | 18.52 |
| 1/22/2011 11:15 | N | H_HOLLOW_E_1 | -9.95 |
| 1/22/2011 11:15 | N | HHOLLOW4_E_1 | -9.95 |
| 1/22/2011 11:15 | N | R_LH2SES_1 | 27.73 |
| 1/22/2011 11:15 | N | R_PB2SES_1 | -10.37 |
| 1/22/2011 11:15 | N | R_PB2SES_2 | -10.37 |
| 1/22/2011 11:15 | N | R_PB2SES_3 | -10.37 |
| 1/22/2011 11:15 | N | R_PB2SES_4 | -10.37 |
| 1/22/2011 11:15 | N | R_PB2SES_5 | -10.37 |
| 1/22/2011 11:15 | N | AUTO_EPS_390 | 27.62 |
| 1/22/2011 11:20 | N | DC_ROAD_L_B | 24.46 |
| 1/22/2011 11:20 | N | DC_EGPS_L_A | 19.18 |
| 1/22/2011 11:20 | N | H_HOLLOW_E_1 | -2.82 |
| 1/22/2011 11:20 | N | HHOLLOW4_E_1 | -2.82 |
| 1/22/2011 11:20 | N | R_LH2SES_1 | 26.3 |
| 1/22/2011 11:20 | N | R_PB2SES_1 | -3.15 |
| 1/22/2011 11:20 | N | R_PB2SES_2 | -3.15 |
| 1/22/2011 11:20 | N | R_PB2SES_3 | -3.15 |
| 1/22/2011 11:20 | N | R_PB2SES_4 | -3.15 |
| 1/22/2011 11:20 | N | R_PB2SES_5 | -3.15 |
| 1/22/2011 11:20 | N | AUTO_EPS_390 | 26.21 |
| 1/22/2011 11:25 | N | DC_ROAD_L_B | 24.5 |
| 1/22/2011 11:25 | N | DC_EGPS_L_A | 18.68 |
| 1/22/2011 11:25 | N | H_HOLLOW_E_1 | -5.64 |
| 1/22/2011 11:25 | N | HHOLLOW4_E_1 | -5.64 |
| 1/22/2011 11:25 | N | R_LH2SES_1 | 26.52 |
| 1/22/2011 11:25 | N | R_PB2SES_1 | -6.01 |
| 1/22/2011 11:25 | N | R_PB2SES_2 | -6.01 |
| 1/22/2011 11:25 | N | R_PB2SES_3 | -6.01 |
| 1/22/2011 11:25 | N | R_PB2SES_4 | -6.01 |
| 1/22/2011 11:25 | N | R_PB2SES_5 | -6.01 |
| 1/22/2011 11:25 | N | AUTO_EPS_390 | 26.43 |
| 1/22/2011 11:30 | N | DC_ROAD_L_B | 23.57 |
| 1/22/2011 11:30 | N | DC_EGPS_L_A | 17.05 |
| 1/22/2011 11:30 | N | H_HOLLOW_E_1 | -10.23 |
| 1/22/2011 11:30 | N | HHOLLOW4_E_1 | -10.23 |

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|---|---|---|---|
| 1/22/2011 11:30 | N | R_LH2SES_1 | 25.84 |
| 1/22/2011 11:30 | N | R_PB2SES_1 | -10.64 |
| 1/22/2011 11:30 | N | R_PB2SES_2 | -10.64 |
| 1/22/2011 11:30 | N | R_PB2SES_3 | -10.64 |
| 1/22/2011 11:30 | N | R_PB2SES_4 | -10.64 |
| 1/22/2011 11:30 | N | R_PB2SES_5 | -10.64 |
| 1/22/2011 11:30 | N | AUTO_EPS_390 | 25.73 |
| 1/22/2011 11:35 | N | DC_ROAD_L_B | 22.97 |
| 1/22/2011 11:35 | N | DC_EGPS_L_A | 14.99 |
| 1/22/2011 11:35 | N | H_HOLLOW_E_1 | -18.66 |
| 1/22/2011 11:35 | N | HHOLLOW4_E_1 | -18.66 |
| 1/22/2011 11:35 | N | R_LH2SES_1 | 25.76 |
| 1/22/2011 11:35 | N | R_PB2SES_1 | -19.16 |
| 1/22/2011 11:35 | N | R_PB2SES_2 | -19.16 |
| 1/22/2011 11:35 | N | R_PB2SES_3 | -19.16 |
| 1/22/2011 11:35 | N | R_PB2SES_4 | -19.16 |
| 1/22/2011 11:35 | N | R_PB2SES_5 | -19.16 |
| 1/22/2011 11:35 | N | AUTO_EPS_390 | 25.63 |
| 1/22/2011 11:40 | N | DC_ROAD_L_B | 22.99 |
| 1/22/2011 11:40 | N | DC_EGPS_L_A | 14.83 |
| 1/22/2011 11:40 | N | H_HOLLOW_E_1 | -19.42 |
| 1/22/2011 11:40 | N | HHOLLOW4_E_1 | -19.42 |
| 1/22/2011 11:40 | N | R_LH2SES_1 | 25.83 |
| 1/22/2011 11:40 | N | R_PB2SES_1 | -19.93 |
| 1/22/2011 11:40 | N | R_PB2SES_2 | -19.93 |
| 1/22/2011 11:40 | N | R_PB2SES_3 | -19.93 |
| 1/22/2011 11:40 | N | R_PB2SES_4 | -19.93 |
| 1/22/2011 11:40 | N | R_PB2SES_5 | -19.93 |
| 1/22/2011 11:40 | N | AUTO_EPS_390 | 25.7 |
| 1/22/2011 11:45 | N | DC_ROAD_L_B | 21.86 |
| 1/22/2011 11:45 | N | DC_EGPS_L_A | 14.02 |
| 1/22/2011 11:45 | N | H_HOLLOW_E_1 | -18.55 |
| 1/22/2011 11:45 | N | HHOLLOW4_E_1 | -18.55 |
| 1/22/2011 11:45 | N | R_LH2SES_1 | 24.58 |
| 1/22/2011 11:45 | N | R_PB2SES_1 | -19.04 |
| 1/22/2011 11:45 | N | R_PB2SES_2 | -19.04 |
| 1/22/2011 11:45 | N | R_PB2SES_3 | -19.04 |
| 1/22/2011 11:45 | N | R_PB2SES_4 | -19.04 |
| 1/22/2011 11:45 | N | R_PB2SES_5 | -19.04 |
| 1/22/2011 11:45 | N | AUTO_EPS_390 | 24.45 |
| 1/22/2011 11:50 | N | DC_ROAD_L_B | 19 |
| 1/22/2011 11:50 | N | DC_EGPS_L_A | 14.2 |
| 1/22/2011 11:50 | N | H_HOLLOW_E_1 | -5.71 |
| 1/22/2011 11:50 | N | HHOLLOW4_E_1 | -5.71 |
| 1/22/2011 11:50 | N | R_LH2SES_1 | 20.66 |
| 1/22/2011 11:50 | N | R_PB2SES_1 | -6 |
| 1/22/2011 11:50 | N | R_PB2SES_2 | -6 |

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| 1/22/2011 11:50 | N | R_PB2SES_3 | -6 |
| 1/22/2011 11:50 | N | R_PB2SES_4 | -6 |
| 1/22/2011 11:50 | N | R_PB2SES_5 | -6 |
| 1/22/2011 11:50 | N | AUTO_EPS_390 | 20.58 |
| 1/22/2011 11:55 | N | DC_ROAD_L_B | 16.69 |
| 1/22/2011 11:55 | N | DC_EGPS_L_A | 12.34 |
| 1/22/2011 11:55 | N | H_HOLLOW_E_1 | -5.74 |
| 1/22/2011 11:55 | N | HHOLLOW4_E_1 | -5.74 |
| 1/22/2011 11:55 | N | R_LH2SES_1 | 18.2 |
| 1/22/2011 11:55 | N | R_PB2SES_1 | -6 |
| 1/22/2011 11:55 | N | R_PB2SES_2 | -6 |
| 1/22/2011 11:55 | N | R_PB2SES_3 | -6 |
| 1/22/2011 11:55 | N | R_PB2SES_4 | -6 |
| 1/22/2011 11:55 | N | R_PB2SES_5 | -6 |
| 1/22/2011 11:55 | N | AUTO_EPS_390 | 18.13 |
| 1/22/2011 12:00 | N | DC_ROAD_L_B | 20.86 |
| 1/22/2011 12:00 | N | DC_EGPS_L_A | 14.87 |
| 1/22/2011 12:00 | N | H_HOLLOW_E_1 | -10.23 |
| 1/22/2011 12:00 | N | HHOLLOW4_E_1 | -10.23 |
| 1/22/2011 12:00 | N | R_LH2SES_1 | 22.95 |
| 1/22/2011 12:00 | N | R_PB2SES_1 | -10.6 |
| 1/22/2011 12:00 | N | R_PB2SES_2 | -10.6 |
| 1/22/2011 12:00 | N | R_PB2SES_3 | -10.6 |
| 1/22/2011 12:00 | N | R_PB2SES_4 | -10.6 |
| 1/22/2011 12:00 | N | R_PB2SES_5 | -10.6 |
| 1/22/2011 12:00 | N | AUTO_EPS_390 | 22.85 |
| 1/22/2011 12:05 | N | DC_ROAD_L_B | 24.4 |
| 1/22/2011 12:05 | N | DC_EGPS_L_A | 13.97 |
| 1/22/2011 12:05 | N | H_HOLLOW_E_1 | -29.68 |
| 1/22/2011 12:05 | N | HHOLLOW4_E_1 | -29.68 |
| 1/22/2011 12:05 | N | R_LH2SES_1 | 28.03 |
| 1/22/2011 12:05 | N | R_PB2SES_1 | -30.32 |
| 1/22/2011 12:05 | N | R_PB2SES_2 | -30.32 |
| 1/22/2011 12:05 | N | R_PB2SES_3 | -30.32 |
| 1/22/2011 12:05 | N | R_PB2SES_4 | -30.32 |
| 1/22/2011 12:05 | N | R_PB2SES_5 | -30.32 |
| 1/22/2011 12:05 | N | AUTO_EPS_390 | 27.86 |
| 1/22/2011 12:05 | N | DC_ROAD_L_B | 24.44 |
| 1/22/2011 12:05 | N | DC_EGPS_L_A | 14 |
| 1/22/2011 12:05 | N | H_HOLLOW_E_1 | -29.67 |
| 1/22/2011 12:05 | N | HHOLLOW4_E_1 | -29.67 |
| 1/22/2011 12:05 | N | R_LH2SES_1 | 28.07 |
| 1/22/2011 12:05 | N | R_PB2SES_1 | -30.32 |
| 1/22/2011 12:05 | N | R_PB2SES_2 | -30.32 |
| 1/22/2011 12:05 | N | R_PB2SES_3 | -30.32 |
| 1/22/2011 12:05 | N | R_PB2SES_4 | -30.32 |
| 1/22/2011 12:05 | N | R_PB2SES_5 | -30.32 |

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|---|---|---|---|
| 1/22/2011 12:05 | N | AUTO_EPS_390 | 27.89 |
| 1/22/2011 12:10 | N | DC_ROAD_L_B | 24.83 |
| 1/22/2011 12:10 | N | DC_EGPS_L_A | 15.91 |
| 1/22/2011 12:10 | N | H_HOLLOW_E_1 | -21.1 |
| 1/22/2011 12:10 | N | HHOLLOW4_E_1 | -21.1 |
| 1/22/2011 12:10 | N | R_LH2SES_1 | 27.93 |
| 1/22/2011 12:10 | N | R_PB2SES_1 | -21.65 |
| 1/22/2011 12:10 | N | R_PB2SES_2 | -21.65 |
| 1/22/2011 12:10 | N | R_PB2SES_3 | -21.65 |
| 1/22/2011 12:10 | N | R_PB2SES_4 | -21.65 |
| 1/22/2011 12:10 | N | R_PB2SES_5 | -21.65 |
| 1/22/2011 12:10 | N | AUTO_EPS_390 | 27.78 |
| 1/22/2011 12:15 | N | DC_ROAD_L_B | 22.99 |
| 1/22/2011 12:15 | N | DC_EGPS_L_A | 14.64 |
| 1/22/2011 12:15 | N | H_HOLLOW_E_1 | -19.93 |
| 1/22/2011 12:15 | N | HHOLLOW4_E_1 | -19.93 |
| 1/22/2011 12:15 | N | R_LH2SES_1 | 25.89 |
| 1/22/2011 12:15 | N | R_PB2SES_1 | -20.44 |
| 1/22/2011 12:15 | N | R_PB2SES_2 | -20.44 |
| 1/22/2011 12:15 | N | R_PB2SES_3 | -20.44 |
| 1/22/2011 12:15 | N | R_PB2SES_4 | -20.44 |
| 1/22/2011 12:15 | N | R_PB2SES_5 | -20.44 |
| 1/22/2011 12:15 | N | AUTO_EPS_390 | 25.75 |
| 1/22/2011 12:20 | N | DC_ROAD_L_B | 22.21 |
| 1/22/2011 12:20 | N | DC_EGPS_L_A | 13.99 |
| 1/22/2011 12:20 | N | H_HOLLOW_E_1 | -19.94 |
| 1/22/2011 12:20 | N | HHOLLOW4_E_1 | -19.94 |
| 1/22/2011 12:20 | N | R_LH2SES_1 | 25.06 |
| 1/22/2011 12:20 | N | R_PB2SES_1 | -20.45 |
| 1/22/2011 12:20 | N | R_PB2SES_2 | -20.45 |
| 1/22/2011 12:20 | N | R_PB2SES_3 | -20.45 |
| 1/22/2011 12:20 | N | R_PB2SES_4 | -20.45 |
| 1/22/2011 12:20 | N | R_PB2SES_5 | -20.45 |
| 1/22/2011 12:20 | N | AUTO_EPS_390 | 24.93 |
| 1/22/2011 12:25 | N | DC_ROAD_L_B | 20.68 |
| 1/22/2011 12:25 | N | DC_EGPS_L_A | 12.88 |
| 1/22/2011 12:25 | N | H_HOLLOW_E_1 | -19.33 |
| 1/22/2011 12:25 | N | HHOLLOW4_E_1 | -19.33 |
| 1/22/2011 12:25 | N | R_LH2SES_1 | 23.39 |
| 1/22/2011 12:25 | N | R_PB2SES_1 | -19.81 |
| 1/22/2011 12:25 | N | R_PB2SES_2 | -19.81 |
| 1/22/2011 12:25 | N | R_PB2SES_3 | -19.81 |
| 1/22/2011 12:25 | N | R_PB2SES_4 | -19.81 |
| 1/22/2011 12:25 | N | R_PB2SES_5 | -19.81 |
| 1/22/2011 12:25 | N | AUTO_EPS_390 | 23.26 |
| 1/22/2011 12:30 | N | DC_ROAD_L_B | 20.48 |
| 1/22/2011 12:30 | N | DC_EGPS_L_A | 12.73 |

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| 1/22/2011 12:30 | N | H_HOLLOW_E_1 | -19.24 |
| 1/22/2011 12:30 | N | HHOLLOW4_E_1 | -19.24 |
| 1/22/2011 12:30 | N | R_LH2SES_1 | 23.17 |
| 1/22/2011 12:30 | N | R_PB2SES_1 | -19.72 |
| 1/22/2011 12:30 | N | R_PB2SES_2 | -19.72 |
| 1/22/2011 12:30 | N | R_PB2SES_3 | -19.72 |
| 1/22/2011 12:30 | N | R_PB2SES_4 | -19.72 |
| 1/22/2011 12:30 | N | R_PB2SES_5 | -19.72 |
| 1/22/2011 12:30 | N | AUTO_EPS_390 | 23.04 |
| 1/22/2011 12:35 | N | DC_ROAD_L_B | 20.73 |
| 1/22/2011 12:35 | N | DC_EGPS_L_A | 12.83 |
| 1/22/2011 12:35 | N | H_HOLLOW_E_1 | -19.72 |
| 1/22/2011 12:35 | N | HHOLLOW4_E_1 | -19.72 |
| 1/22/2011 12:35 | N | R_LH2SES_1 | 23.47 |
| 1/22/2011 12:35 | N | R_PB2SES_1 | -20.21 |
| 1/22/2011 12:35 | N | R_PB2SES_2 | -20.21 |
| 1/22/2011 12:35 | N | R_PB2SES_3 | -20.21 |
| 1/22/2011 12:35 | N | R_PB2SES_4 | -20.21 |
| 1/22/2011 12:35 | N | R_PB2SES_5 | -20.21 |
| 1/22/2011 12:35 | N | AUTO_EPS_390 | 23.34 |
| 1/22/2011 12:40 | N | DC_ROAD_L_B | 20.58 |
| 1/22/2011 12:40 | N | DC_EGPS_L_A | 12.66 |
| 1/22/2011 12:40 | N | H_HOLLOW_E_1 | -19.99 |
| 1/22/2011 12:40 | N | HHOLLOW4_E_1 | -19.99 |
| 1/22/2011 12:40 | N | R_LH2SES_1 | 23.33 |
| 1/22/2011 12:40 | N | R_PB2SES_1 | -20.48 |
| 1/22/2011 12:40 | N | R_PB2SES_2 | -20.48 |
| 1/22/2011 12:40 | N | R_PB2SES_3 | -20.48 |
| 1/22/2011 12:40 | N | R_PB2SES_4 | -20.48 |
| 1/22/2011 12:40 | N | R_PB2SES_5 | -20.48 |
| 1/22/2011 12:40 | N | AUTO_EPS_390 | 23.2 |
| 1/22/2011 12:45 | N | DC_ROAD_L_B | 20.26 |
| 1/22/2011 12:45 | N | DC_EGPS_L_A | 12.51 |
| 1/22/2011 12:45 | N | H_HOLLOW_E_1 | -19.35 |
| 1/22/2011 12:45 | N | HHOLLOW4_E_1 | -19.35 |
| 1/22/2011 12:45 | N | R_LH2SES_1 | 22.95 |
| 1/22/2011 12:45 | N | R_PB2SES_1 | -19.83 |
| 1/22/2011 12:45 | N | R_PB2SES_2 | -19.83 |
| 1/22/2011 12:45 | N | R_PB2SES_3 | -19.83 |
| 1/22/2011 12:45 | N | R_PB2SES_4 | -19.83 |
| 1/22/2011 12:45 | N | R_PB2SES_5 | -19.83 |
| 1/22/2011 12:45 | N | AUTO_EPS_390 | 22.82 |
| 1/22/2011 12:50 | N | DC_ROAD_L_B | 19.94 |
| 1/22/2011 12:50 | N | DC_EGPS_L_A | 12.18 |
| 1/22/2011 12:50 | N | H_HOLLOW_E_1 | -19.77 |
| 1/22/2011 12:50 | N | HHOLLOW4_E_1 | -19.77 |
| 1/22/2011 12:50 | N | R_LH2SES_1 | 22.64 |

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| 1/22/2011 12:50 | N | R_PB2SES_1 | -20.25 |
| 1/22/2011 12:50 | N | R_PB2SES_2 | -20.25 |
| 1/22/2011 12:50 | N | R_PB2SES_3 | -20.25 |
| 1/22/2011 12:50 | N | R_PB2SES_4 | -20.25 |
| 1/22/2011 12:50 | N | R_PB2SES_5 | -20.25 |
| 1/22/2011 12:50 | N | AUTO_EPS_390 | 22.51 |
| 1/22/2011 12:55 | N | DC_ROAD_L_B | 19.69 |
| 1/22/2011 12:55 | N | DC_EGPS_L_A | 12.08 |
| 1/22/2011 12:55 | N | H_HOLLOW_E_1 | -19.29 |
| 1/22/2011 12:55 | N | HHOLLOW4_E_1 | -19.29 |
| 1/22/2011 12:55 | N | R_LH2SES_1 | 22.33 |
| 1/22/2011 12:55 | N | R_PB2SES_1 | -19.76 |
| 1/22/2011 12:55 | N | R_PB2SES_2 | -19.76 |
| 1/22/2011 12:55 | N | R_PB2SES_3 | -19.76 |
| 1/22/2011 12:55 | N | R_PB2SES_4 | -19.76 |
| 1/22/2011 12:55 | N | R_PB2SES_5 | -19.76 |
| 1/22/2011 12:55 | N | AUTO_EPS_390 | 22.2 |
| 1/22/2011 13:00 | N | DC_ROAD_L_B | 19.46 |
| 1/22/2011 13:00 | N | DC_EGPS_L_A | 11.93 |
| 1/22/2011 13:00 | N | H_HOLLOW_E_1 | -19.11 |
| 1/22/2011 13:00 | N | HHOLLOW4_E_1 | -19.11 |
| 1/22/2011 13:00 | N | R_LH2SES_1 | 22.07 |
| 1/22/2011 13:00 | N | R_PB2SES_1 | -19.58 |
| 1/22/2011 13:00 | N | R_PB2SES_2 | -19.58 |
| 1/22/2011 13:00 | N | R_PB2SES_3 | -19.58 |
| 1/22/2011 13:00 | N | R_PB2SES_4 | -19.58 |
| 1/22/2011 13:00 | N | R_PB2SES_5 | -19.58 |
| 1/22/2011 13:00 | N | AUTO_EPS_390 | 21.95 |
| 1/22/2011 13:05 | N | DC_ROAD_L_B | 19.4 |
| 1/22/2011 13:05 | N | DC_EGPS_L_A | 11.83 |
| 1/22/2011 13:05 | N | H_HOLLOW_E_1 | -19.42 |
| 1/22/2011 13:05 | N | HHOLLOW4_E_1 | -19.42 |
| 1/22/2011 13:05 | N | R_LH2SES_1 | 22.03 |
| 1/22/2011 13:05 | N | R_PB2SES_1 | -19.89 |
| 1/22/2011 13:05 | N | R_PB2SES_2 | -19.89 |
| 1/22/2011 13:05 | N | R_PB2SES_3 | -19.89 |
| 1/22/2011 13:05 | N | R_PB2SES_4 | -19.89 |
| 1/22/2011 13:05 | N | R_PB2SES_5 | -19.89 |
| 1/22/2011 13:05 | N | AUTO_EPS_390 | 21.9 |
| 1/22/2011 13:10 | N | DC_ROAD_L_B | 19.44 |
| 1/22/2011 13:10 | N | DC_EGPS_L_A | 11.74 |
| 1/22/2011 13:10 | N | H_HOLLOW_E_1 | -20.01 |
| 1/22/2011 13:10 | N | HHOLLOW4_E_1 | -20.01 |
| 1/22/2011 13:10 | N | R_LH2SES_1 | 22.11 |
| 1/22/2011 13:10 | N | R_PB2SES_1 | -20.49 |
| 1/22/2011 13:10 | N | R_PB2SES_2 | -20.49 |
| 1/22/2011 13:10 | N | R_PB2SES_3 | -20.49 |

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| 1/22/2011 13:10 | N | R_PB2SES_4 | -20.49 |
| 1/22/2011 13:10 | N | R_PB2SES_5 | -20.49 |
| 1/22/2011 13:10 | N | AUTO_EPS_390 | 21.98 |
| 1/22/2011 13:15 | N | DC_ROAD_L_B | 19.42 |
| 1/22/2011 13:15 | N | DC_EGPS_L_A | 11.67 |
| 1/22/2011 13:15 | N | H_HOLLOW_E_1 | -20.28 |
| 1/22/2011 13:15 | N | HHOLLOW4_E_1 | -20.28 |
| 1/22/2011 13:15 | N | R_LH2SES_1 | 22.1 |
| 1/22/2011 13:15 | N | R_PB2SES_1 | -20.75 |
| 1/22/2011 13:15 | N | R_PB2SES_2 | -20.75 |
| 1/22/2011 13:15 | N | R_PB2SES_3 | -20.75 |
| 1/22/2011 13:15 | N | R_PB2SES_4 | -20.75 |
| 1/22/2011 13:15 | N | R_PB2SES_5 | -20.75 |
| 1/22/2011 13:15 | N | AUTO_EPS_390 | 21.97 |
| 1/22/2011 13:20 | N | DC_ROAD_L_B | 19.33 |
| 1/22/2011 13:20 | N | DC_EGPS_L_A | 11.65 |
| 1/22/2011 13:20 | N | H_HOLLOW_E_1 | -20.01 |
| 1/22/2011 13:20 | N | HHOLLOW4_E_1 | -20.01 |
| 1/22/2011 13:20 | N | R_LH2SES_1 | 21.99 |
| 1/22/2011 13:20 | N | R_PB2SES_1 | -20.49 |
| 1/22/2011 13:20 | N | R_PB2SES_2 | -20.49 |
| 1/22/2011 13:20 | N | R_PB2SES_3 | -20.49 |
| 1/22/2011 13:20 | N | R_PB2SES_4 | -20.49 |
| 1/22/2011 13:20 | N | R_PB2SES_5 | -20.49 |
| 1/22/2011 13:20 | N | AUTO_EPS_390 | 21.86 |
| 1/22/2011 13:25 | N | DC_ROAD_L_B | 19.09 |
| 1/22/2011 13:25 | N | DC_EGPS_L_A | 11.37 |
| 1/22/2011 13:25 | N | H_HOLLOW_E_1 | -20.49 |
| 1/22/2011 13:25 | N | HHOLLOW4_E_1 | -20.49 |
| 1/22/2011 13:25 | N | R_LH2SES_1 | 21.77 |
| 1/22/2011 13:25 | N | R_PB2SES_1 | -20.97 |
| 1/22/2011 13:25 | N | R_PB2SES_2 | -20.97 |
| 1/22/2011 13:25 | N | R_PB2SES_3 | -20.97 |
| 1/22/2011 13:25 | N | R_PB2SES_4 | -20.97 |
| 1/22/2011 13:25 | N | R_PB2SES_5 | -20.97 |
| 1/22/2011 13:25 | N | AUTO_EPS_390 | 21.64 |
| 1/22/2011 13:30 | N | DC_ROAD_L_B | 18.6 |
| 1/22/2011 13:30 | N | DC_EGPS_L_A | 11.06 |
| 1/22/2011 13:30 | N | H_HOLLOW_E_1 | -20.03 |
| 1/22/2011 13:30 | N | HHOLLOW4_E_1 | -20.03 |
| 1/22/2011 13:30 | N | R_LH2SES_1 | 21.22 |
| 1/22/2011 13:30 | N | R_PB2SES_1 | -20.5 |
| 1/22/2011 13:30 | N | R_PB2SES_2 | -20.5 |
| 1/22/2011 13:30 | N | R_PB2SES_3 | -20.5 |
| 1/22/2011 13:30 | N | R_PB2SES_4 | -20.5 |
| 1/22/2011 13:30 | N | R_PB2SES_5 | -20.5 |
| 1/22/2011 13:30 | N | AUTO_EPS_390 | 21.09 |

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| 1/22/2011 13:35 | N | DC_ROAD_L_B | 17.74 |
| 1/22/2011 13:35 | N | DC_EGPS_L_A | 10.4 |
| 1/22/2011 13:35 | N | H_HOLLOW_E_1 | -19.79 |
| 1/22/2011 13:35 | N | HHOLLOW4_E_1 | -19.79 |
| 1/22/2011 13:35 | N | R_LH2SES_1 | 20.29 |
| 1/22/2011 13:35 | N | R_PB2SES_1 | -20.24 |
| 1/22/2011 13:35 | N | R_PB2SES_2 | -20.24 |
| 1/22/2011 13:35 | N | R_PB2SES_3 | -20.24 |
| 1/22/2011 13:35 | N | R_PB2SES_4 | -20.24 |
| 1/22/2011 13:35 | N | R_PB2SES_5 | -20.24 |
| 1/22/2011 13:35 | N | AUTO_EPS_390 | 20.17 |
| 1/22/2011 13:40 | N | DC_ROAD_L_B | 17.95 |
| 1/22/2011 13:40 | N | DC_EGPS_L_A | 10.66 |
| 1/22/2011 13:40 | N | H_HOLLOW_E_1 | -19.29 |
| 1/22/2011 13:40 | N | HHOLLOW4_E_1 | -19.29 |
| 1/22/2011 13:40 | N | R_LH2SES_1 | 20.47 |
| 1/22/2011 13:40 | N | R_PB2SES_1 | -19.73 |
| 1/22/2011 13:40 | N | R_PB2SES_2 | -19.73 |
| 1/22/2011 13:40 | N | R_PB2SES_3 | -19.73 |
| 1/22/2011 13:40 | N | R_PB2SES_4 | -19.73 |
| 1/22/2011 13:40 | N | R_PB2SES_5 | -19.73 |
| 1/22/2011 13:40 | N | AUTO_EPS_390 | 20.35 |
| 1/22/2011 13:45 | N | DC_ROAD_L_B | 17.38 |
| 1/22/2011 13:45 | N | DC_EGPS_L_A | 10.48 |
| 1/22/2011 13:45 | N | H_HOLLOW_E_1 | -17.87 |
| 1/22/2011 13:45 | N | HHOLLOW4_E_1 | -17.87 |
| 1/22/2011 13:45 | N | R_LH2SES_1 | 19.77 |
| 1/22/2011 13:45 | N | R_PB2SES_1 | -18.3 |
| 1/22/2011 13:45 | N | R_PB2SES_2 | -18.3 |
| 1/22/2011 13:45 | N | R_PB2SES_3 | -18.3 |
| 1/22/2011 13:45 | N | R_PB2SES_4 | -18.3 |
| 1/22/2011 13:45 | N | R_PB2SES_5 | -18.3 |
| 1/22/2011 13:45 | N | AUTO_EPS_390 | 19.66 |
| 1/22/2011 13:50 | N | DC_ROAD_L_B | 18.23 |
| 1/22/2011 13:50 | N | DC_EGPS_L_A | 10.94 |
| 1/22/2011 13:50 | N | H_HOLLOW_E_1 | -19.03 |
| 1/22/2011 13:50 | N | HHOLLOW4_E_1 | -19.03 |
| 1/22/2011 13:50 | N | R_LH2SES_1 | 20.75 |
| 1/22/2011 13:50 | N | R_PB2SES_1 | -19.48 |
| 1/22/2011 13:50 | N | R_PB2SES_2 | -19.48 |
| 1/22/2011 13:50 | N | R_PB2SES_3 | -19.48 |
| 1/22/2011 13:50 | N | R_PB2SES_4 | -19.48 |
| 1/22/2011 13:50 | N | R_PB2SES_5 | -19.48 |
| 1/22/2011 13:50 | N | AUTO_EPS_390 | 20.63 |
| 1/22/2011 13:52 | N | DC_ROAD_L_B | 18.92 |
| 1/22/2011 13:52 | N | DC_EGPS_L_A | 11.16 |
| 1/22/2011 13:52 | N | H_HOLLOW_E_1 | -20.87 |

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| 1/22/2011 13:52 | N | HHOLLOW4_E_1 | -20.87 |
| 1/22/2011 13:52 | N | R_LH2SES_1 | 21.61 |
| 1/22/2011 13:52 | N | R_PB2SES_1 | -21.35 |
| 1/22/2011 13:52 | N | R_PB2SES_2 | -21.35 |
| 1/22/2011 13:52 | N | R_PB2SES_3 | -21.35 |
| 1/22/2011 13:52 | N | R_PB2SES_4 | -21.35 |
| 1/22/2011 13:52 | N | R_PB2SES_5 | -21.35 |
| 1/22/2011 13:52 | N | AUTO_EPS_390 | 21.48 |
| 1/22/2011 13:55 | N | DC_ROAD_L_B | 19.12 |
| 1/22/2011 13:55 | N | DC_EGPS_L_A | 11.31 |
| 1/22/2011 13:55 | N | H_HOLLOW_E_1 | -20.88 |
| 1/22/2011 13:55 | N | HHOLLOW4_E_1 | -20.88 |
| 1/22/2011 13:55 | N | R_LH2SES_1 | 21.82 |
| 1/22/2011 13:55 | N | R_PB2SES_1 | -21.36 |
| 1/22/2011 13:55 | N | R_PB2SES_2 | -21.36 |
| 1/22/2011 13:55 | N | R_PB2SES_3 | -21.36 |
| 1/22/2011 13:55 | N | R_PB2SES_4 | -21.36 |
| 1/22/2011 13:55 | N | R_PB2SES_5 | -21.36 |
| 1/22/2011 13:55 | N | AUTO_EPS_390 | 21.69 |
| 1/22/2011 14:00 | N | DC_ROAD_L_B | 18.77 |
| 1/22/2011 14:00 | N | DC_EGPS_L_A | 11.01 |
| 1/22/2011 14:00 | N | H_HOLLOW_E_1 | -21.01 |
| 1/22/2011 14:00 | N | HHOLLOW4_E_1 | -21.01 |
| 1/22/2011 14:00 | N | R_LH2SES_1 | 21.46 |
| 1/22/2011 14:00 | N | R_PB2SES_1 | -21.49 |
| 1/22/2011 14:00 | N | R_PB2SES_2 | -21.49 |
| 1/22/2011 14:00 | N | R_PB2SES_3 | -21.49 |
| 1/22/2011 14:00 | N | R_PB2SES_4 | -21.49 |
| 1/22/2011 14:00 | N | R_PB2SES_5 | -21.49 |
| 1/22/2011 14:00 | N | AUTO_EPS_390 | 21.33 |
| 1/22/2011 14:05 | N | DC_ROAD_L_B | 18.56 |
| 1/22/2011 14:05 | N | DC_EGPS_L_A | 10.91 |
| 1/22/2011 14:05 | N | H_HOLLOW_E_1 | -20.53 |
| 1/22/2011 14:05 | N | HHOLLOW4_E_1 | -20.53 |
| 1/22/2011 14:05 | N | R_LH2SES_1 | 21.21 |
| 1/22/2011 14:05 | N | R_PB2SES_1 | -21 |
| 1/22/2011 14:05 | N | R_PB2SES_2 | -21 |
| 1/22/2011 14:05 | N | R_PB2SES_3 | -21 |
| 1/22/2011 14:05 | N | R_PB2SES_4 | -21 |
| 1/22/2011 14:05 | N | R_PB2SES_5 | -21 |
| 1/22/2011 14:05 | N | AUTO_EPS_390 | 21.08 |
| 1/22/2011 14:10 | N | DC_ROAD_L_B | 15.82 |
| 1/22/2011 14:10 | N | DC_EGPS_L_A | 8.94 |
| 1/22/2011 14:10 | N | H_HOLLOW_E_1 | -19.21 |
| 1/22/2011 14:10 | N | HHOLLOW4_E_1 | -19.21 |
| 1/22/2011 14:10 | N | R_LH2SES_1 | 18.21 |
| 1/22/2011 14:10 | N | R_PB2SES_1 | -19.63 |

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| 1/22/2011 14:10 | N | R_PB2SES_2 | -19.63 |
| 1/22/2011 14:10 | N | R_PB2SES_3 | -19.63 |
| 1/22/2011 14:10 | N | R_PB2SES_4 | -19.63 |
| 1/22/2011 14:10 | N | R_PB2SES_5 | -19.63 |
| 1/22/2011 14:10 | N | AUTO_EPS_390 | 18.09 |
| 1/22/2011 14:15 | N | DC_ROAD_L_B | 16.51 |
| 1/22/2011 14:15 | N | DC_EGPS_L_A | 9.53 |
| 1/22/2011 14:15 | N | H_HOLLOW_E_1 | -19.03 |
| 1/22/2011 14:15 | N | HHOLLOW4_E_1 | -19.03 |
| 1/22/2011 14:15 | N | R_LH2SES_1 | 18.93 |
| 1/22/2011 14:15 | N | R_PB2SES_1 | -19.46 |
| 1/22/2011 14:15 | N | R_PB2SES_2 | -19.46 |
| 1/22/2011 14:15 | N | R_PB2SES_3 | -19.46 |
| 1/22/2011 14:15 | N | R_PB2SES_4 | -19.46 |
| 1/22/2011 14:15 | N | R_PB2SES_5 | -19.46 |
| 1/22/2011 14:15 | N | AUTO_EPS_390 | 18.81 |
| 1/22/2011 14:20 | N | DC_ROAD_L_B | 17.31 |
| 1/22/2011 14:20 | N | DC_EGPS_L_A | 10.11 |
| 1/22/2011 14:20 | N | H_HOLLOW_E_1 | -19.49 |
| 1/22/2011 14:20 | N | HHOLLOW4_E_1 | -19.49 |
| 1/22/2011 14:20 | N | R_LH2SES_1 | 19.8 |
| 1/22/2011 14:20 | N | R_PB2SES_1 | -19.94 |
| 1/22/2011 14:20 | N | R_PB2SES_2 | -19.94 |
| 1/22/2011 14:20 | N | R_PB2SES_3 | -19.94 |
| 1/22/2011 14:20 | N | R_PB2SES_4 | -19.94 |
| 1/22/2011 14:20 | N | R_PB2SES_5 | -19.94 |
| 1/22/2011 14:20 | N | AUTO_EPS_390 | 19.68 |
| 1/22/2011 14:25 | N | DC_ROAD_L_B | 17.68 |
| 1/22/2011 14:25 | N | DC_EGPS_L_A | 10.39 |
| 1/22/2011 14:25 | N | H_HOLLOW_E_1 | -19.67 |
| 1/22/2011 14:25 | N | HHOLLOW4_E_1 | -19.67 |
| 1/22/2011 14:25 | N | R_LH2SES_1 | 20.2 |
| 1/22/2011 14:25 | N | R_PB2SES_1 | -20.12 |
| 1/22/2011 14:25 | N | R_PB2SES_2 | -20.12 |
| 1/22/2011 14:25 | N | R_PB2SES_3 | -20.12 |
| 1/22/2011 14:25 | N | R_PB2SES_4 | -20.12 |
| 1/22/2011 14:25 | N | R_PB2SES_5 | -20.12 |
| 1/22/2011 14:25 | N | AUTO_EPS_390 | 20.08 |
| 1/22/2011 14:30 | N | DC_ROAD_L_B | 17.28 |
| 1/22/2011 14:30 | N | DC_EGPS_L_A | 9.99 |
| 1/22/2011 14:30 | N | H_HOLLOW_E_1 | -20.07 |
| 1/22/2011 14:30 | N | HHOLLOW4_E_1 | -20.07 |
| 1/22/2011 14:30 | N | R_LH2SES_1 | 19.81 |
| 1/22/2011 14:30 | N | R_PB2SES_1 | -20.52 |
| 1/22/2011 14:30 | N | R_PB2SES_2 | -20.52 |
| 1/22/2011 14:30 | N | R_PB2SES_3 | -20.52 |
| 1/22/2011 14:30 | N | R_PB2SES_4 | -20.52 |

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| 1/22/2011 14:30 | N | R_PB2SES_5 | -20.52 |
| 1/22/2011 14:30 | N | AUTO_EPS_390 | 19.69 |
| 1/22/2011 14:35 | N | DC_ROAD_L_B | 17.94 |
| 1/22/2011 14:35 | N | DC_EGPS_L_A | 10.48 |
| 1/22/2011 14:35 | N | H_HOLLOW_E_1 | -20.27 |
| 1/22/2011 14:35 | N | HHOLLOW4_E_1 | -20.27 |
| 1/22/2011 14:35 | N | R_LH2SES_1 | 20.52 |
| 1/22/2011 14:35 | N | R_PB2SES_1 | -20.73 |
| 1/22/2011 14:35 | N | R_PB2SES_2 | -20.73 |
| 1/22/2011 14:35 | N | R_PB2SES_3 | -20.73 |
| 1/22/2011 14:35 | N | R_PB2SES_4 | -20.73 |
| 1/22/2011 14:35 | N | R_PB2SES_5 | -20.73 |
| 1/22/2011 14:35 | N | AUTO_EPS_390 | 20.39 |
| 1/22/2011 14:40 | N | DC_ROAD_L_B | 17.73 |
| 1/22/2011 14:40 | N | DC_EGPS_L_A | 10.27 |
| 1/22/2011 14:40 | N | H_HOLLOW_E_1 | -20.5 |
| 1/22/2011 14:40 | N | HHOLLOW4_E_1 | -20.5 |
| 1/22/2011 14:40 | N | R_LH2SES_1 | 20.31 |
| 1/22/2011 14:40 | N | R_PB2SES_1 | -20.96 |
| 1/22/2011 14:40 | N | R_PB2SES_2 | -20.96 |
| 1/22/2011 14:40 | N | R_PB2SES_3 | -20.96 |
| 1/22/2011 14:40 | N | R_PB2SES_4 | -20.96 |
| 1/22/2011 14:40 | N | R_PB2SES_5 | -20.96 |
| 1/22/2011 14:40 | N | AUTO_EPS_390 | 20.19 |
| 1/22/2011 14:45 | N | DC_ROAD_L_B | 17.28 |
| 1/22/2011 14:45 | N | DC_EGPS_L_A | 9.98 |
| 1/22/2011 14:45 | N | H_HOLLOW_E_1 | -20.07 |
| 1/22/2011 14:45 | N | HHOLLOW4_E_1 | -20.07 |
| 1/22/2011 14:45 | N | R_LH2SES_1 | 19.81 |
| 1/22/2011 14:45 | N | R_PB2SES_1 | -20.52 |
| 1/22/2011 14:45 | N | R_PB2SES_2 | -20.52 |
| 1/22/2011 14:45 | N | R_PB2SES_3 | -20.52 |
| 1/22/2011 14:45 | N | R_PB2SES_4 | -20.52 |
| 1/22/2011 14:45 | N | R_PB2SES_5 | -20.52 |
| 1/22/2011 14:45 | N | AUTO_EPS_390 | 19.69 |
| 1/22/2011 14:50 | N | DC_ROAD_L_B | 15.76 |
| 1/22/2011 14:50 | N | DC_EGPS_L_A | 8.78 |
| 1/22/2011 14:50 | N | H_HOLLOW_E_1 | -19.86 |
| 1/22/2011 14:50 | N | HHOLLOW4_E_1 | -19.86 |
| 1/22/2011 14:50 | N | R_LH2SES_1 | 18.18 |
| 1/22/2011 14:50 | N | R_PB2SES_1 | -20.29 |
| 1/22/2011 14:50 | N | R_PB2SES_2 | -20.29 |
| 1/22/2011 14:50 | N | R_PB2SES_3 | -20.29 |
| 1/22/2011 14:50 | N | R_PB2SES_4 | -20.29 |
| 1/22/2011 14:50 | N | R_PB2SES_5 | -20.29 |
| 1/22/2011 14:50 | N | AUTO_EPS_390 | 18.06 |
| 1/22/2011 14:55 | N | DC_ROAD_L_B | 15.65 |

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| 1/22/2011 14:55 | N | DC_EGPS_L_A | 8.72 |
| 1/22/2011 14:55 | N | H_HOLLOW_E_1 | -19.71 |
| 1/22/2011 14:55 | N | HHOLLOW4_E_1 | -19.71 |
| 1/22/2011 14:55 | N | R_LH2SES_1 | 18.05 |
| 1/22/2011 14:55 | N | R_PB2SES_1 | -20.14 |
| 1/22/2011 14:55 | N | R_PB2SES_2 | -20.14 |
| 1/22/2011 14:55 | N | R_PB2SES_3 | -20.14 |
| 1/22/2011 14:55 | N | R_PB2SES_4 | -20.14 |
| 1/22/2011 14:55 | N | R_PB2SES_5 | -20.14 |
| 1/22/2011 14:55 | N | AUTO_EPS_390 | 17.94 |
| 1/22/2011 15:00 | N | DC_ROAD_L_B | 14.33 |
| 1/22/2011 15:00 | N | DC_EGPS_L_A | 7.66 |
| 1/22/2011 15:00 | N | H_HOLLOW_E_1 | -19.74 |
| 1/22/2011 15:00 | N | HHOLLOW4_E_1 | -19.74 |
| 1/22/2011 15:00 | N | R_LH2SES_1 | 16.65 |
| 1/22/2011 15:00 | N | R_PB2SES_1 | -20.15 |
| 1/22/2011 15:00 | N | R_PB2SES_2 | -20.15 |
| 1/22/2011 15:00 | N | R_PB2SES_3 | -20.15 |
| 1/22/2011 15:00 | N | R_PB2SES_4 | -20.15 |
| 1/22/2011 15:00 | N | R_PB2SES_5 | -20.15 |
| 1/22/2011 15:00 | N | AUTO_EPS_390 | 16.54 |
| 1/22/2011 15:05 | N | DC_ROAD_L_B | 14.34 |
| 1/22/2011 15:05 | N | DC_EGPS_L_A | 7.68 |
| 1/22/2011 15:05 | N | H_HOLLOW_E_1 | -19.73 |
| 1/22/2011 15:05 | N | HHOLLOW4_E_1 | -19.73 |
| 1/22/2011 15:05 | N | R_LH2SES_1 | 16.65 |
| 1/22/2011 15:05 | N | R_PB2SES_1 | -20.14 |
| 1/22/2011 15:05 | N | R_PB2SES_2 | -20.14 |
| 1/22/2011 15:05 | N | R_PB2SES_3 | -20.14 |
| 1/22/2011 15:05 | N | R_PB2SES_4 | -20.14 |
| 1/22/2011 15:05 | N | R_PB2SES_5 | -20.14 |
| 1/22/2011 15:05 | N | AUTO_EPS_390 | 16.54 |
| 1/22/2011 15:10 | N | DC_ROAD_L_B | 15.95 |
| 1/22/2011 15:10 | N | DC_EGPS_L_A | 8.94 |
| 1/22/2011 15:10 | N | H_HOLLOW_E_1 | -19.89 |
| 1/22/2011 15:10 | N | HHOLLOW4_E_1 | -19.89 |
| 1/22/2011 15:10 | N | R_LH2SES_1 | 18.38 |
| 1/22/2011 15:10 | N | R_PB2SES_1 | -20.32 |
| 1/22/2011 15:10 | N | R_PB2SES_2 | -20.32 |
| 1/22/2011 15:10 | N | R_PB2SES_3 | -20.32 |
| 1/22/2011 15:10 | N | R_PB2SES_4 | -20.32 |
| 1/22/2011 15:10 | N | R_PB2SES_5 | -20.32 |
| 1/22/2011 15:10 | N | AUTO_EPS_390 | 18.26 |
| 1/22/2011 15:15 | N | DC_ROAD_L_B | 17.28 |
| 1/22/2011 15:15 | N | DC_EGPS_L_A | 10 |
| 1/22/2011 15:15 | N | H_HOLLOW_E_1 | -20.06 |
| 1/22/2011 15:15 | N | HHOLLOW4_E_1 | -20.06 |

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| 1/22/2011 15:15 | N | R_LH2SES_1 | 19.81 |
| 1/22/2011 15:15 | N | R_PB2SES_1 | -20.52 |
| 1/22/2011 15:15 | N | R_PB2SES_2 | -20.52 |
| 1/22/2011 15:15 | N | R_PB2SES_3 | -20.52 |
| 1/22/2011 15:15 | N | R_PB2SES_4 | -20.52 |
| 1/22/2011 15:15 | N | R_PB2SES_5 | -20.52 |
| 1/22/2011 15:15 | N | AUTO_EPS_390 | 19.69 |
| 1/22/2011 15:20 | N | DC_ROAD_L_B | 16.25 |
| 1/22/2011 15:20 | N | DC_EGPS_L_A | 9.16 |
| 1/22/2011 15:20 | N | H_HOLLOW_E_1 | -20.09 |
| 1/22/2011 15:20 | N | HHOLLOW4_E_1 | -20.09 |
| 1/22/2011 15:20 | N | R_LH2SES_1 | 18.71 |
| 1/22/2011 15:20 | N | R_PB2SES_1 | -20.53 |
| 1/22/2011 15:20 | N | R_PB2SES_2 | -20.53 |
| 1/22/2011 15:20 | N | R_PB2SES_3 | -20.53 |
| 1/22/2011 15:20 | N | R_PB2SES_4 | -20.53 |
| 1/22/2011 15:20 | N | R_PB2SES_5 | -20.53 |
| 1/22/2011 15:20 | N | AUTO_EPS_390 | 18.59 |
| 1/22/2011 15:25 | N | DC_ROAD_L_B | 15.46 |
| 1/22/2011 15:25 | N | DC_EGPS_L_A | 8.5 |
| 1/22/2011 15:25 | N | H_HOLLOW_E_1 | -20.11 |
| 1/22/2011 15:25 | N | HHOLLOW4_E_1 | -20.11 |
| 1/22/2011 15:25 | N | R_LH2SES_1 | 17.86 |
| 1/22/2011 15:25 | N | R_PB2SES_1 | -20.54 |
| 1/22/2011 15:25 | N | R_PB2SES_2 | -20.54 |
| 1/22/2011 15:25 | N | R_PB2SES_3 | -20.54 |
| 1/22/2011 15:25 | N | R_PB2SES_4 | -20.54 |
| 1/22/2011 15:25 | N | R_PB2SES_5 | -20.54 |
| 1/22/2011 15:25 | N | AUTO_EPS_390 | 17.75 |
| 1/22/2011 15:30 | N | DC_ROAD_L_B | 15.57 |
| 1/22/2011 15:30 | N | DC_EGPS_L_A | 8.66 |
| 1/22/2011 15:30 | N | H_HOLLOW_E_1 | -19.73 |
| 1/22/2011 15:30 | N | HHOLLOW4_E_1 | -19.73 |
| 1/22/2011 15:30 | N | R_LH2SES_1 | 17.96 |
| 1/22/2011 15:30 | N | R_PB2SES_1 | -20.15 |
| 1/22/2011 15:30 | N | R_PB2SES_2 | -20.15 |
| 1/22/2011 15:30 | N | R_PB2SES_3 | -20.15 |
| 1/22/2011 15:30 | N | R_PB2SES_4 | -20.15 |
| 1/22/2011 15:30 | N | R_PB2SES_5 | -20.15 |
| 1/22/2011 15:30 | N | AUTO_EPS_390 | 17.85 |
| 1/22/2011 15:35 | N | DC_ROAD_L_B | 14.34 |
| 1/22/2011 15:35 | N | DC_EGPS_L_A | 7.73 |
| 1/22/2011 15:35 | N | H_HOLLOW_E_1 | -19.42 |
| 1/22/2011 15:35 | N | HHOLLOW4_E_1 | -19.42 |
| 1/22/2011 15:35 | N | R_LH2SES_1 | 16.63 |
| 1/22/2011 15:35 | N | R_PB2SES_1 | -19.82 |
| 1/22/2011 15:35 | N | R_PB2SES_2 | -19.82 |

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| 1/22/2011 15:35 | N | R_PB2SES_3 | -19.82 |
| 1/22/2011 15:35 | N | R_PB2SES_4 | -19.82 |
| 1/22/2011 15:35 | N | R_PB2SES_5 | -19.82 |
| 1/22/2011 15:35 | N | AUTO_EPS_390 | 16.52 |
| 1/22/2011 15:40 | N | DC_ROAD_L_B | 15.36 |
| 1/22/2011 15:40 | N | DC_EGPS_L_A | 8.45 |
| 1/22/2011 15:40 | N | H_HOLLOW_E_1 | -19.98 |
| 1/22/2011 15:40 | N | HHOLLOW4_E_1 | -19.98 |
| 1/22/2011 15:40 | N | R_LH2SES_1 | 17.76 |
| 1/22/2011 15:40 | N | R_PB2SES_1 | -20.41 |
| 1/22/2011 15:40 | N | R_PB2SES_2 | -20.41 |
| 1/22/2011 15:40 | N | R_PB2SES_3 | -20.41 |
| 1/22/2011 15:40 | N | R_PB2SES_4 | -20.41 |
| 1/22/2011 15:40 | N | R_PB2SES_5 | -20.41 |
| 1/22/2011 15:40 | N | AUTO_EPS_390 | 17.64 |
| 1/22/2011 15:45 | N | DC_ROAD_L_B | 15.44 |
| 1/22/2011 15:45 | N | DC_EGPS_L_A | 8.49 |
| 1/22/2011 15:45 | N | H_HOLLOW_E_1 | -20.11 |
| 1/22/2011 15:45 | N | HHOLLOW4_E_1 | -20.11 |
| 1/22/2011 15:45 | N | R_LH2SES_1 | 17.85 |
| 1/22/2011 15:45 | N | R_PB2SES_1 | -20.54 |
| 1/22/2011 15:45 | N | R_PB2SES_2 | -20.54 |
| 1/22/2011 15:45 | N | R_PB2SES_3 | -20.54 |
| 1/22/2011 15:45 | N | R_PB2SES_4 | -20.54 |
| 1/22/2011 15:45 | N | R_PB2SES_5 | -20.54 |
| 1/22/2011 15:45 | N | AUTO_EPS_390 | 17.74 |
| 1/22/2011 15:50 | N | DC_ROAD_L_B | 14.32 |
| 1/22/2011 15:50 | N | DC_EGPS_L_A | 7.58 |
| 1/22/2011 15:50 | N | H_HOLLOW_E_1 | -20.14 |
| 1/22/2011 15:50 | N | HHOLLOW4_E_1 | -20.14 |
| 1/22/2011 15:50 | N | R_LH2SES_1 | 16.65 |
| 1/22/2011 15:50 | N | R_PB2SES_1 | -20.55 |
| 1/22/2011 15:50 | N | R_PB2SES_2 | -20.55 |
| 1/22/2011 15:50 | N | R_PB2SES_3 | -20.55 |
| 1/22/2011 15:50 | N | R_PB2SES_4 | -20.55 |
| 1/22/2011 15:50 | N | R_PB2SES_5 | -20.55 |
| 1/22/2011 15:50 | N | AUTO_EPS_390 | 16.54 |
| 1/22/2011 15:55 | N | DC_ROAD_L_B | 14.29 |
| 1/22/2011 15:55 | N | DC_EGPS_L_A | 7.55 |
| 1/22/2011 15:55 | N | H_HOLLOW_E_1 | -20.14 |
| 1/22/2011 15:55 | N | HHOLLOW4_E_1 | -20.14 |
| 1/22/2011 15:55 | N | R_LH2SES_1 | 16.62 |
| 1/22/2011 15:55 | N | R_PB2SES_1 | -20.55 |
| 1/22/2011 15:55 | N | R_PB2SES_2 | -20.55 |
| 1/22/2011 15:55 | N | R_PB2SES_3 | -20.55 |
| 1/22/2011 15:55 | N | R_PB2SES_4 | -20.55 |
| 1/22/2011 15:55 | N | R_PB2SES_5 | -20.55 |

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| 1/22/2011 15:55 | N | AUTO_EPS_390 | 16.5 |
| 1/22/2011 16:00 | N | DC_ROAD_L_B | 14.67 |
| 1/22/2011 16:00 | N | DC_EGPS_L_A | 7.87 |
| 1/22/2011 16:00 | N | H_HOLLOW_E_1 | -20.13 |
| 1/22/2011 16:00 | N | HHOLLOW4_E_1 | -20.13 |
| 1/22/2011 16:00 | N | R_LH2SES_1 | 17.03 |
| 1/22/2011 16:00 | N | R_PB2SES_1 | -20.55 |
| 1/22/2011 16:00 | N | R_PB2SES_2 | -20.55 |
| 1/22/2011 16:00 | N | R_PB2SES_3 | -20.55 |
| 1/22/2011 16:00 | N | R_PB2SES_4 | -20.55 |
| 1/22/2011 16:00 | N | R_PB2SES_5 | -20.55 |
| 1/22/2011 16:00 | N | AUTO_EPS_390 | 16.92 |
| 1/22/2011 16:05 | N | DC_ROAD_L_B | 14.98 |
| 1/22/2011 16:05 | N | DC_EGPS_L_A | 8.12 |
| 1/22/2011 16:05 | N | H_HOLLOW_E_1 | -20.09 |
| 1/22/2011 16:05 | N | HHOLLOW4_E_1 | -20.09 |
| 1/22/2011 16:05 | N | R_LH2SES_1 | 17.35 |
| 1/22/2011 16:05 | N | R_PB2SES_1 | -20.51 |
| 1/22/2011 16:05 | N | R_PB2SES_2 | -20.51 |
| 1/22/2011 16:05 | N | R_PB2SES_3 | -20.51 |
| 1/22/2011 16:05 | N | R_PB2SES_4 | -20.51 |
| 1/22/2011 16:05 | N | R_PB2SES_5 | -20.51 |
| 1/22/2011 16:05 | N | AUTO_EPS_390 | 17.24 |
| 1/22/2011 16:10 | N | DC_ROAD_L_B | 16.19 |
| 1/22/2011 16:10 | N | DC_EGPS_L_A | 9.12 |
| 1/22/2011 16:10 | N | H_HOLLOW_E_1 | -19.97 |
| 1/22/2011 16:10 | N | HHOLLOW4_E_1 | -19.97 |
| 1/22/2011 16:10 | N | R_LH2SES_1 | 18.64 |
| 1/22/2011 16:10 | N | R_PB2SES_1 | -20.41 |
| 1/22/2011 16:10 | N | R_PB2SES_2 | -20.41 |
| 1/22/2011 16:10 | N | R_PB2SES_3 | -20.41 |
| 1/22/2011 16:10 | N | R_PB2SES_4 | -20.41 |
| 1/22/2011 16:10 | N | R_PB2SES_5 | -20.41 |
| 1/22/2011 16:10 | N | AUTO_EPS_390 | 18.53 |
| 1/22/2011 16:15 | N | DC_ROAD_L_B | 15.5 |
| 1/22/2011 16:15 | N | DC_EGPS_L_A | 8.55 |
| 1/22/2011 16:15 | N | H_HOLLOW_E_1 | -20.03 |
| 1/22/2011 16:15 | N | HHOLLOW4_E_1 | -20.03 |
| 1/22/2011 16:15 | N | R_LH2SES_1 | 17.9 |
| 1/22/2011 16:15 | N | R_PB2SES_1 | -20.46 |
| 1/22/2011 16:15 | N | R_PB2SES_2 | -20.46 |
| 1/22/2011 16:15 | N | R_PB2SES_3 | -20.46 |
| 1/22/2011 16:15 | N | R_PB2SES_4 | -20.46 |
| 1/22/2011 16:15 | N | R_PB2SES_5 | -20.46 |
| 1/22/2011 16:15 | N | AUTO_EPS_390 | 17.79 |
| 1/22/2011 16:20 | N | DC_ROAD_L_B | 15.47 |
| 1/22/2011 16:20 | N | DC_EGPS_L_A | 8.51 |

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| 1/22/2011 16:20 | N | H_HOLLOW_E_1 | -20.11 |
| 1/22/2011 16:20 | N | HHOLLOW4_E_1 | -20.11 |
| 1/22/2011 16:20 | N | R_LH2SES_1 | 17.88 |
| 1/22/2011 16:20 | N | R_PB2SES_1 | -20.54 |
| 1/22/2011 16:20 | N | R_PB2SES_2 | -20.54 |
| 1/22/2011 16:20 | N | R_PB2SES_3 | -20.54 |
| 1/22/2011 16:20 | N | R_PB2SES_4 | -20.54 |
| 1/22/2011 16:20 | N | R_PB2SES_5 | -20.54 |
| 1/22/2011 16:20 | N | AUTO_EPS_390 | 17.76 |
| 1/22/2011 16:25 | N | DC_ROAD_L_B | 15.62 |
| 1/22/2011 16:25 | N | DC_EGPS_L_A | 0.97 |
| 1/22/2011 16:25 | N | H_HOLLOW_E_1 | -19.82 |
| 1/22/2011 16:25 | N | HHOLLOW4_E_1 | -19.82 |
| 1/22/2011 16:25 | N | R_LH2SES_1 | 17.8 |
| 1/22/2011 16:25 | N | R_PB2SES_1 | -20.3 |
| 1/22/2011 16:25 | N | R_PB2SES_2 | -20.3 |
| 1/22/2011 16:25 | N | R_PB2SES_3 | -20.3 |
| 1/22/2011 16:25 | N | R_PB2SES_4 | -20.3 |
| 1/22/2011 16:25 | N | R_PB2SES_5 | -20.3 |
| 1/22/2011 16:25 | N | AUTO_EPS_390 | 17.69 |
| 1/22/2011 16:30 | N | DC_ROAD_L_B | 15.48 |
| 1/22/2011 16:30 | N | DC_EGPS_L_A | 0.84 |
| 1/22/2011 16:30 | N | H_HOLLOW_E_1 | -19.93 |
| 1/22/2011 16:30 | N | HHOLLOW4_E_1 | -19.93 |
| 1/22/2011 16:30 | N | R_LH2SES_1 | 17.66 |
| 1/22/2011 16:30 | N | R_PB2SES_1 | -20.4 |
| 1/22/2011 16:30 | N | R_PB2SES_2 | -20.4 |
| 1/22/2011 16:30 | N | R_PB2SES_3 | -20.4 |
| 1/22/2011 16:30 | N | R_PB2SES_4 | -20.4 |
| 1/22/2011 16:30 | N | R_PB2SES_5 | -20.4 |
| 1/22/2011 16:30 | N | AUTO_EPS_390 | 17.55 |
| 1/22/2011 16:35 | N | DC_ROAD_L_B | 17.45 |
| 1/22/2011 16:35 | N | DC_EGPS_L_A | 1.87 |
| 1/22/2011 16:35 | N | H_HOLLOW_E_1 | -20.25 |
| 1/22/2011 16:35 | N | HHOLLOW4_E_1 | -20.25 |
| 1/22/2011 16:35 | N | R_LH2SES_1 | 19.76 |
| 1/22/2011 16:35 | N | R_PB2SES_1 | -20.75 |
| 1/22/2011 16:35 | N | R_PB2SES_2 | -20.75 |
| 1/22/2011 16:35 | N | R_PB2SES_3 | -20.75 |
| 1/22/2011 16:35 | N | R_PB2SES_4 | -20.75 |
| 1/22/2011 16:35 | N | R_PB2SES_5 | -20.75 |
| 1/22/2011 16:35 | N | AUTO_EPS_390 | 19.65 |
| 1/22/2011 16:40 | N | DC_ROAD_L_B | 17.45 |
| 1/22/2011 16:40 | N | DC_EGPS_L_A | 1.95 |
| 1/22/2011 16:40 | N | H_HOLLOW_E_1 | -20.06 |
| 1/22/2011 16:40 | N | HHOLLOW4_E_1 | -20.06 |
| 1/22/2011 16:40 | N | R_LH2SES_1 | 19.76 |

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| 1/22/2011 16:40 | N | R_PB2SES_1 | -20.56 |
| 1/22/2011 16:40 | N | R_PB2SES_2 | -20.56 |
| 1/22/2011 16:40 | N | R_PB2SES_3 | -20.56 |
| 1/22/2011 16:40 | N | R_PB2SES_4 | -20.56 |
| 1/22/2011 16:40 | N | R_PB2SES_5 | -20.56 |
| 1/22/2011 16:40 | N | AUTO_EPS_390 | 19.65 |
| 1/22/2011 16:45 | N | DC_ROAD_L_B | 16.08 |
| 1/22/2011 16:45 | N | DC_EGPS_L_A | 1.12 |
| 1/22/2011 16:45 | N | H_HOLLOW_E_1 | -20.05 |
| 1/22/2011 16:45 | N | HHOLLOW4_E_1 | -20.05 |
| 1/22/2011 16:45 | N | R_LH2SES_1 | 18.31 |
| 1/22/2011 16:45 | N | R_PB2SES_1 | -20.54 |
| 1/22/2011 16:45 | N | R_PB2SES_2 | -20.54 |
| 1/22/2011 16:45 | N | R_PB2SES_3 | -20.54 |
| 1/22/2011 16:45 | N | R_PB2SES_4 | -20.54 |
| 1/22/2011 16:45 | N | R_PB2SES_5 | -20.54 |
| 1/22/2011 16:45 | N | AUTO_EPS_390 | 18.2 |
| 1/22/2011 16:50 | N | DC_ROAD_L_B | 16.33 |
| 1/22/2011 16:50 | N | DC_EGPS_L_A | 1.25 |
| 1/22/2011 16:50 | N | H_HOLLOW_E_1 | -20.08 |
| 1/22/2011 16:50 | N | HHOLLOW4_E_1 | -20.08 |
| 1/22/2011 16:50 | N | R_LH2SES_1 | 18.58 |
| 1/22/2011 16:50 | N | R_PB2SES_1 | -20.57 |
| 1/22/2011 16:50 | N | R_PB2SES_2 | -20.57 |
| 1/22/2011 16:50 | N | R_PB2SES_3 | -20.57 |
| 1/22/2011 16:50 | N | R_PB2SES_4 | -20.57 |
| 1/22/2011 16:50 | N | R_PB2SES_5 | -20.57 |
| 1/22/2011 16:50 | N | AUTO_EPS_390 | 18.46 |
| 1/22/2011 16:55 | N | DC_ROAD_L_B | 16.38 |
| 1/22/2011 16:55 | N | DC_EGPS_L_A | 1.54 |
| 1/22/2011 16:55 | N | H_HOLLOW_E_1 | -19.42 |
| 1/22/2011 16:55 | N | HHOLLOW4_E_1 | -19.42 |
| 1/22/2011 16:55 | N | R_LH2SES_1 | 18.59 |
| 1/22/2011 16:55 | N | R_PB2SES_1 | -19.9 |
| 1/22/2011 16:55 | N | R_PB2SES_2 | -19.9 |
| 1/22/2011 16:55 | N | R_PB2SES_3 | -19.9 |
| 1/22/2011 16:55 | N | R_PB2SES_4 | -19.9 |
| 1/22/2011 16:55 | N | R_PB2SES_5 | -19.9 |
| 1/22/2011 16:55 | N | AUTO_EPS_390 | 18.49 |
| 1/22/2011 17:00 | N | DC_ROAD_L_B | 16.21 |
| 1/22/2011 17:00 | N | DC_EGPS_L_A | 1.69 |
| 1/22/2011 17:00 | N | H_HOLLOW_E_1 | -18.82 |
| 1/22/2011 17:00 | N | HHOLLOW4_E_1 | -18.82 |
| 1/22/2011 17:00 | N | R_LH2SES_1 | 18.37 |
| 1/22/2011 17:00 | N | R_PB2SES_1 | -19.28 |
| 1/22/2011 17:00 | N | R_PB2SES_2 | -19.28 |
| 1/22/2011 17:00 | N | R_PB2SES_3 | -19.28 |

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| 1/22/2011 17:00 | N | R_PB2SES_4 | -19.28 |
| 1/22/2011 17:00 | N | R_PB2SES_5 | -19.28 |
| 1/22/2011 17:00 | N | AUTO_EPS_390 | 18.27 |
| 1/22/2011 17:05 | N | DC_ROAD_L_B | 16.4 |
| 1/22/2011 17:05 | N | DC_EGPS_L_A | 1.56 |
| 1/22/2011 17:05 | N | H_HOLLOW_E_1 | -19.38 |
| 1/22/2011 17:05 | N | HHOLLOW4_E_1 | -19.38 |
| 1/22/2011 17:05 | N | R_LH2SES_1 | 18.61 |
| 1/22/2011 17:05 | N | R_PB2SES_1 | -19.86 |
| 1/22/2011 17:05 | N | R_PB2SES_2 | -19.86 |
| 1/22/2011 17:05 | N | R_PB2SES_3 | -19.86 |
| 1/22/2011 17:05 | N | R_PB2SES_4 | -19.86 |
| 1/22/2011 17:05 | N | R_PB2SES_5 | -19.86 |
| 1/22/2011 17:05 | N | AUTO_EPS_390 | 18.5 |
| 1/22/2011 17:10 | N | DC_ROAD_L_B | 18.41 |
| 1/22/2011 17:10 | N | DC_EGPS_L_A | 2.52 |
| 1/22/2011 17:10 | N | H_HOLLOW_E_1 | -19.95 |
| 1/22/2011 17:10 | N | HHOLLOW4_E_1 | -19.95 |
| 1/22/2011 17:10 | N | R_LH2SES_1 | 20.77 |
| 1/22/2011 17:10 | N | R_PB2SES_1 | -20.47 |
| 1/22/2011 17:10 | N | R_PB2SES_2 | -20.47 |
| 1/22/2011 17:10 | N | R_PB2SES_3 | -20.47 |
| 1/22/2011 17:10 | N | R_PB2SES_4 | -20.47 |
| 1/22/2011 17:10 | N | R_PB2SES_5 | -20.47 |
| 1/22/2011 17:10 | N | AUTO_EPS_390 | 20.66 |
| 1/22/2011 17:15 | N | DC_ROAD_L_B | 19.02 |
| 1/22/2011 17:15 | N | DC_EGPS_L_A | 2.86 |
| 1/22/2011 17:15 | N | H_HOLLOW_E_1 | -20.02 |
| 1/22/2011 17:15 | N | HHOLLOW4_E_1 | -20.02 |
| 1/22/2011 17:15 | N | R_LH2SES_1 | 21.43 |
| 1/22/2011 17:15 | N | R_PB2SES_1 | -20.54 |
| 1/22/2011 17:15 | N | R_PB2SES_2 | -20.54 |
| 1/22/2011 17:15 | N | R_PB2SES_3 | -20.54 |
| 1/22/2011 17:15 | N | R_PB2SES_4 | -20.54 |
| 1/22/2011 17:15 | N | R_PB2SES_5 | -20.54 |
| 1/22/2011 17:15 | N | AUTO_EPS_390 | 21.31 |
| 1/22/2011 17:20 | N | DC_ROAD_L_B | 18.77 |
| 1/22/2011 17:20 | N | DC_EGPS_L_A | 2.84 |
| 1/22/2011 17:20 | N | H_HOLLOW_E_1 | -19.59 |
| 1/22/2011 17:20 | N | HHOLLOW4_E_1 | -19.59 |
| 1/22/2011 17:20 | N | R_LH2SES_1 | 21.15 |
| 1/22/2011 17:20 | N | R_PB2SES_1 | -20.1 |
| 1/22/2011 17:20 | N | R_PB2SES_2 | -20.1 |
| 1/22/2011 17:20 | N | R_PB2SES_3 | -20.1 |
| 1/22/2011 17:20 | N | R_PB2SES_4 | -20.1 |
| 1/22/2011 17:20 | N | R_PB2SES_5 | -20.1 |
| 1/22/2011 17:20 | N | AUTO_EPS_390 | 21.03 |

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| 1/22/2011 17:25 | N | DC_ROAD_L_B | 18.82 |
| 1/22/2011 17:25 | N | DC_EGPS_L_A | 3.47 |
| 1/22/2011 17:25 | N | H_HOLLOW_E_1 | -18.15 |
| 1/22/2011 17:25 | N | HHOLLOW4_E_1 | -18.15 |
| 1/22/2011 17:25 | N | R_LH2SES_1 | 21.11 |
| 1/22/2011 17:25 | N | R_PB2SES_1 | -18.64 |
| 1/22/2011 17:25 | N | R_PB2SES_2 | -18.64 |
| 1/22/2011 17:25 | N | R_PB2SES_3 | -18.64 |
| 1/22/2011 17:25 | N | R_PB2SES_4 | -18.64 |
| 1/22/2011 17:25 | N | R_PB2SES_5 | -18.64 |
| 1/22/2011 17:25 | N | AUTO_EPS_390 | 21 |
| 1/22/2011 17:30 | N | DC_ROAD_L_B | 19.28 |
| 1/22/2011 17:30 | N | DC_EGPS_L_A | 3.69 |
| 1/22/2011 17:30 | N | H_HOLLOW_E_1 | -18.26 |
| 1/22/2011 17:30 | N | HHOLLOW4_E_1 | -18.26 |
| 1/22/2011 17:30 | N | R_LH2SES_1 | 21.6 |
| 1/22/2011 17:30 | N | R_PB2SES_1 | -18.76 |
| 1/22/2011 17:30 | N | R_PB2SES_2 | -18.76 |
| 1/22/2011 17:30 | N | R_PB2SES_3 | -18.76 |
| 1/22/2011 17:30 | N | R_PB2SES_4 | -18.76 |
| 1/22/2011 17:30 | N | R_PB2SES_5 | -18.76 |
| 1/22/2011 17:30 | N | AUTO_EPS_390 | 21.48 |
| 1/22/2011 17:35 | N | DC_ROAD_L_B | 19.71 |
| 1/22/2011 17:35 | N | DC_EGPS_L_A | 7.15 |
| 1/22/2011 17:35 | N | H_HOLLOW_E_1 | -10.54 |
| 1/22/2011 17:35 | N | HHOLLOW4_E_1 | -10.54 |
| 1/22/2011 17:35 | N | R_LH2SES_1 | 21.59 |
| 1/22/2011 17:35 | N | R_PB2SES_1 | -10.95 |
| 1/22/2011 17:35 | N | R_PB2SES_2 | -10.95 |
| 1/22/2011 17:35 | N | R_PB2SES_3 | -10.95 |
| 1/22/2011 17:35 | N | R_PB2SES_4 | -10.95 |
| 1/22/2011 17:35 | N | R_PB2SES_5 | -10.95 |
| 1/22/2011 17:35 | N | AUTO_EPS_390 | 21.49 |
| 1/22/2011 17:40 | N | DC_ROAD_L_B | 19.84 |
| 1/22/2011 17:40 | N | DC_EGPS_L_A | 7.2 |
| 1/22/2011 17:40 | N | H_HOLLOW_E_1 | -10.58 |
| 1/22/2011 17:40 | N | HHOLLOW4_E_1 | -10.58 |
| 1/22/2011 17:40 | N | R_LH2SES_1 | 21.72 |
| 1/22/2011 17:40 | N | R_PB2SES_1 | -10.99 |
| 1/22/2011 17:40 | N | R_PB2SES_2 | -10.99 |
| 1/22/2011 17:40 | N | R_PB2SES_3 | -10.99 |
| 1/22/2011 17:40 | N | R_PB2SES_4 | -10.99 |
| 1/22/2011 17:40 | N | R_PB2SES_5 | -10.99 |
| 1/22/2011 17:40 | N | AUTO_EPS_390 | 21.63 |
| 1/22/2011 17:45 | N | DC_ROAD_L_B | 20.02 |
| 1/22/2011 17:45 | N | DC_EGPS_L_A | 7.38 |
| 1/22/2011 17:45 | N | H_HOLLOW_E_1 | -10.43 |

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| 1/22/2011 17:45 | N | HHOLLOW4_E_1 | -10.43 |
| 1/22/2011 17:45 | N | R_LH2SES_1 | 21.91 |
| 1/22/2011 17:45 | N | R_PB2SES_1 | -10.84 |
| 1/22/2011 17:45 | N | R_PB2SES_2 | -10.84 |
| 1/22/2011 17:45 | N | R_PB2SES_3 | -10.84 |
| 1/22/2011 17:45 | N | R_PB2SES_4 | -10.84 |
| 1/22/2011 17:45 | N | R_PB2SES_5 | -10.84 |
| 1/22/2011 17:45 | N | AUTO_EPS_390 | 21.82 |
| 1/22/2011 17:50 | N | DC_ROAD_L_B | 20.99 |
| 1/22/2011 17:50 | N | DC_EGPS_L_A | 8.03 |
| 1/22/2011 17:50 | N | H_HOLLOW_E_1 | -10.22 |
| 1/22/2011 17:50 | N | HHOLLOW4_E_1 | -10.22 |
| 1/22/2011 17:50 | N | R_LH2SES_1 | 22.92 |
| 1/22/2011 17:50 | N | R_PB2SES_1 | -10.64 |
| 1/22/2011 17:50 | N | R_PB2SES_2 | -10.64 |
| 1/22/2011 17:50 | N | R_PB2SES_3 | -10.64 |
| 1/22/2011 17:50 | N | R_PB2SES_4 | -10.64 |
| 1/22/2011 17:50 | N | R_PB2SES_5 | -10.64 |
| 1/22/2011 17:50 | N | AUTO_EPS_390 | 22.83 |
| 1/22/2011 17:55 | N | DC_ROAD_L_B | 21.18 |
| 1/22/2011 17:55 | N | DC_EGPS_L_A | 8.22 |
| 1/22/2011 17:55 | N | H_HOLLOW_E_1 | -10.03 |
| 1/22/2011 17:55 | N | HHOLLOW4_E_1 | -10.03 |
| 1/22/2011 17:55 | N | R_LH2SES_1 | 23.11 |
| 1/22/2011 17:55 | N | R_PB2SES_1 | -10.45 |
| 1/22/2011 17:55 | N | R_PB2SES_2 | -10.45 |
| 1/22/2011 17:55 | N | R_PB2SES_3 | -10.45 |
| 1/22/2011 17:55 | N | R_PB2SES_4 | -10.45 |
| 1/22/2011 17:55 | N | R_PB2SES_5 | -10.45 |
| 1/22/2011 17:55 | N | AUTO_EPS_390 | 23.01 |
| 1/22/2011 18:00 | N | DC_ROAD_L_B | 21.21 |
| 1/22/2011 18:00 | N | DC_EGPS_L_A | 8.3 |
| 1/22/2011 18:00 | N | H_HOLLOW_E_1 | -9.88 |
| 1/22/2011 18:00 | N | HHOLLOW4_E_1 | -9.88 |
| 1/22/2011 18:00 | N | R_LH2SES_1 | 23.13 |
| 1/22/2011 18:00 | N | R_PB2SES_1 | -10.3 |
| 1/22/2011 18:00 | N | R_PB2SES_2 | -10.3 |
| 1/22/2011 18:00 | N | R_PB2SES_3 | -10.3 |
| 1/22/2011 18:00 | N | R_PB2SES_4 | -10.3 |
| 1/22/2011 18:00 | N | R_PB2SES_5 | -10.3 |
| 1/22/2011 18:00 | N | AUTO_EPS_390 | 23.04 |
| 1/22/2011 18:05 | N | DC_ROAD_L_B | 23.39 |
| 1/22/2011 18:05 | N | DC_EGPS_L_A | 11.34 |
| 1/22/2011 18:05 | N | H_HOLLOW_E_1 | -5.62 |
| 1/22/2011 18:05 | N | HHOLLOW4_E_1 | -5.62 |
| 1/22/2011 18:05 | N | R_LH2SES_1 | 25.18 |
| 1/22/2011 18:05 | N | R_PB2SES_1 | -6.01 |

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| 1/22/2011 18:05 | N | R_PB2SES_2 | -6.01 |
| 1/22/2011 18:05 | N | R_PB2SES_3 | -6.01 |
| 1/22/2011 18:05 | N | R_PB2SES_4 | -6.01 |
| 1/22/2011 18:05 | N | R_PB2SES_5 | -6.01 |
| 1/22/2011 18:05 | N | AUTO_EPS_390 | 25.1 |
| 1/22/2011 18:10 | N | DC_ROAD_L_B | 24.12 |
| 1/22/2011 18:10 | N | DC_EGPS_L_A | 11.77 |
| 1/22/2011 18:10 | N | H_HOLLOW_E_1 | -5.61 |
| 1/22/2011 18:10 | N | HHOLLOW4_E_1 | -5.61 |
| 1/22/2011 18:10 | N | R_LH2SES_1 | 25.96 |
| 1/22/2011 18:10 | N | R_PB2SES_1 | -6.01 |
| 1/22/2011 18:10 | N | R_PB2SES_2 | -6.01 |
| 1/22/2011 18:10 | N | R_PB2SES_3 | -6.01 |
| 1/22/2011 18:10 | N | R_PB2SES_4 | -6.01 |
| 1/22/2011 18:10 | N | R_PB2SES_5 | -6.01 |
| 1/22/2011 18:10 | N | AUTO_EPS_390 | 25.87 |
| 1/22/2011 18:15 | N | DC_ROAD_L_B | 23.3 |
| 1/22/2011 18:15 | N | DC_EGPS_L_A | 12.51 |
| 1/22/2011 18:15 | N | H_HOLLOW_E_1 | -2.67 |
| 1/22/2011 18:15 | N | HHOLLOW4_E_1 | -2.67 |
| 1/22/2011 18:15 | N | R_LH2SES_1 | 24.91 |
| 1/22/2011 18:15 | N | R_PB2SES_1 | -3.02 |
| 1/22/2011 18:15 | N | R_PB2SES_2 | -3.02 |
| 1/22/2011 18:15 | N | R_PB2SES_3 | -3.02 |
| 1/22/2011 18:15 | N | R_PB2SES_4 | -3.02 |
| 1/22/2011 18:15 | N | R_PB2SES_5 | -3.02 |
| 1/22/2011 18:15 | N | AUTO_EPS_390 | 24.83 |
| 1/22/2011 18:20 | N | DC_ROAD_L_B | 24.49 |
| 1/22/2011 18:20 | N | DC_EGPS_L_A | 14.08 |
| 1/22/2011 18:20 | N | H_HOLLOW_E_1 | -0.58 |
| 1/22/2011 18:20 | N | HHOLLOW4_E_1 | -0.58 |
| 1/22/2011 18:20 | N | R_LH2SES_1 | 26.04 |
| 1/22/2011 18:20 | N | R_PB2SES_1 | -0.91 |
| 1/22/2011 18:20 | N | R_PB2SES_2 | -0.91 |
| 1/22/2011 18:20 | N | R_PB2SES_3 | -0.91 |
| 1/22/2011 18:20 | N | R_PB2SES_4 | -0.91 |
| 1/22/2011 18:20 | N | R_PB2SES_5 | -0.91 |
| 1/22/2011 18:20 | N | AUTO_EPS_390 | 25.96 |
| 1/22/2011 18:25 | N | DC_ROAD_L_B | 24.49 |
| 1/22/2011 18:25 | N | DC_EGPS_L_A | 14.1 |
| 1/22/2011 18:25 | N | H_HOLLOW_E_1 | -0.58 |
| 1/22/2011 18:25 | N | HHOLLOW4_E_1 | -0.58 |
| 1/22/2011 18:25 | N | R_LH2SES_1 | 26.04 |
| 1/22/2011 18:25 | N | R_PB2SES_1 | -0.91 |
| 1/22/2011 18:25 | N | R_PB2SES_2 | -0.91 |
| 1/22/2011 18:25 | N | R_PB2SES_3 | -0.91 |
| 1/22/2011 18:25 | N | R_PB2SES_4 | -0.91 |

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| 1/22/2011 18:25 | N | R_PB2SES_5 | -0.91 |
| 1/22/2011 18:25 | N | AUTO_EPS_390 | 25.96 |
| 1/22/2011 18:30 | N | DC_ROAD_L_B | 25.08 |
| 1/22/2011 18:30 | N | DC_EGPS_L_A | 13.49 |
| 1/22/2011 18:30 | N | H_HOLLOW_E_1 | -2.88 |
| 1/22/2011 18:30 | N | HHOLLOW4_E_1 | -2.88 |
| 1/22/2011 18:30 | N | R_LH2SES_1 | 26.81 |
| 1/22/2011 18:30 | N | R_PB2SES_1 | -3.25 |
| 1/22/2011 18:30 | N | R_PB2SES_2 | -3.25 |
| 1/22/2011 18:30 | N | R_PB2SES_3 | -3.25 |
| 1/22/2011 18:30 | N | R_PB2SES_4 | -3.25 |
| 1/22/2011 18:30 | N | R_PB2SES_5 | -3.25 |
| 1/22/2011 18:30 | N | AUTO_EPS_390 | 26.73 |
| 1/22/2011 18:35 | N | DC_ROAD_L_B | 24.14 |
| 1/22/2011 18:35 | N | DC_EGPS_L_A | 13.9 |
| 1/22/2011 18:35 | N | H_HOLLOW_E_1 | -0.58 |
| 1/22/2011 18:35 | N | HHOLLOW4_E_1 | -0.58 |
| 1/22/2011 18:35 | N | R_LH2SES_1 | 25.66 |
| 1/22/2011 18:35 | N | R_PB2SES_1 | -0.91 |
| 1/22/2011 18:35 | N | R_PB2SES_2 | -0.91 |
| 1/22/2011 18:35 | N | R_PB2SES_3 | -0.91 |
| 1/22/2011 18:35 | N | R_PB2SES_4 | -0.91 |
| 1/22/2011 18:35 | N | R_PB2SES_5 | -0.91 |
| 1/22/2011 18:35 | N | AUTO_EPS_390 | 25.59 |
| 1/22/2011 18:40 | N | DC_ROAD_L_B | 23.92 |
| 1/22/2011 18:40 | N | DC_EGPS_L_A | 13.8 |
| 1/22/2011 18:40 | N | H_HOLLOW_E_1 | -0.58 |
| 1/22/2011 18:40 | N | HHOLLOW4_E_1 | -0.58 |
| 1/22/2011 18:40 | N | R_LH2SES_1 | 25.43 |
| 1/22/2011 18:40 | N | R_PB2SES_1 | -0.91 |
| 1/22/2011 18:40 | N | R_PB2SES_2 | -0.91 |
| 1/22/2011 18:40 | N | R_PB2SES_3 | -0.91 |
| 1/22/2011 18:40 | N | R_PB2SES_4 | -0.91 |
| 1/22/2011 18:40 | N | R_PB2SES_5 | -0.91 |
| 1/22/2011 18:40 | N | AUTO_EPS_390 | 25.36 |
| 1/22/2011 18:45 | N | DC_ROAD_L_B | 24.49 |
| 1/22/2011 18:45 | N | DC_EGPS_L_A | 14.13 |
| 1/22/2011 18:45 | N | H_HOLLOW_E_1 | -0.57 |
| 1/22/2011 18:45 | N | HHOLLOW4_E_1 | -0.57 |
| 1/22/2011 18:45 | N | R_LH2SES_1 | 26.04 |
| 1/22/2011 18:45 | N | R_PB2SES_1 | -0.91 |
| 1/22/2011 18:45 | N | R_PB2SES_2 | -0.91 |
| 1/22/2011 18:45 | N | R_PB2SES_3 | -0.91 |
| 1/22/2011 18:45 | N | R_PB2SES_4 | -0.91 |
| 1/22/2011 18:45 | N | R_PB2SES_5 | -0.91 |
| 1/22/2011 18:45 | N | AUTO_EPS_390 | 25.96 |
| 1/22/2011 18:50 | N | DC_ROAD_L_B | 24.65 |

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| 1/22/2011 18:50 | N | DC_EGPS_L_A | 14.28 |
| 1/22/2011 18:50 | N | H_HOLLOW_E_1 | -0.48 |
| 1/22/2011 18:50 | N | HHOLLOW4_E_1 | -0.48 |
| 1/22/2011 18:50 | N | R_LH2SES_1 | 26.19 |
| 1/22/2011 18:50 | N | R_PB2SES_1 | -0.82 |
| 1/22/2011 18:50 | N | R_PB2SES_2 | -0.82 |
| 1/22/2011 18:50 | N | R_PB2SES_3 | -0.82 |
| 1/22/2011 18:50 | N | R_PB2SES_4 | -0.82 |
| 1/22/2011 18:50 | N | R_PB2SES_5 | -0.82 |
| 1/22/2011 18:50 | N | AUTO_EPS_390 | 26.11 |
| 1/22/2011 18:55 | N | DC_ROAD_L_B | 24.51 |
| 1/22/2011 18:55 | N | DC_EGPS_L_A | 14.22 |
| 1/22/2011 18:55 | N | H_HOLLOW_E_1 | -0.56 |
| 1/22/2011 18:55 | N | HHOLLOW4_E_1 | -0.56 |
| 1/22/2011 18:55 | N | R_LH2SES_1 | 26.05 |
| 1/22/2011 18:55 | N | R_PB2SES_1 | -0.9 |
| 1/22/2011 18:55 | N | R_PB2SES_2 | -0.9 |
| 1/22/2011 18:55 | N | R_PB2SES_3 | -0.9 |
| 1/22/2011 18:55 | N | R_PB2SES_4 | -0.9 |
| 1/22/2011 18:55 | N | R_PB2SES_5 | -0.9 |
| 1/22/2011 18:55 | N | AUTO_EPS_390 | 25.97 |
| 1/22/2011 19:00 | N | DC_ROAD_L_B | 25.01 |
| 1/22/2011 19:00 | N | DC_EGPS_L_A | 14.51 |
| 1/22/2011 19:00 | N | H_HOLLOW_E_1 | -0.57 |
| 1/22/2011 19:00 | N | HHOLLOW4_E_1 | -0.57 |
| 1/22/2011 19:00 | N | R_LH2SES_1 | 26.58 |
| 1/22/2011 19:00 | N | R_PB2SES_1 | -0.91 |
| 1/22/2011 19:00 | N | R_PB2SES_2 | -0.91 |
| 1/22/2011 19:00 | N | R_PB2SES_3 | -0.91 |
| 1/22/2011 19:00 | N | R_PB2SES_4 | -0.91 |
| 1/22/2011 19:00 | N | R_PB2SES_5 | -0.91 |
| 1/22/2011 19:00 | N | AUTO_EPS_390 | 26.51 |
| 1/22/2011 19:05 | N | DC_ROAD_L_B | 25.93 |
| 1/22/2011 19:05 | N | DC_EGPS_L_A | 15.07 |
| 1/22/2011 19:05 | N | H_HOLLOW_E_1 | -0.58 |
| 1/22/2011 19:05 | N | HHOLLOW4_E_1 | -0.58 |
| 1/22/2011 19:05 | N | R_LH2SES_1 | 27.56 |
| 1/22/2011 19:05 | N | R_PB2SES_1 | -0.93 |
| 1/22/2011 19:05 | N | R_PB2SES_2 | -0.93 |
| 1/22/2011 19:05 | N | R_PB2SES_3 | -0.93 |
| 1/22/2011 19:05 | N | R_PB2SES_4 | -0.93 |
| 1/22/2011 19:05 | N | R_PB2SES_5 | -0.93 |
| 1/22/2011 19:05 | N | AUTO_EPS_390 | 27.48 |
| 1/22/2011 19:10 | N | DC_ROAD_L_B | 26.22 |
| 1/22/2011 19:10 | N | DC_EGPS_L_A | 15.24 |
| 1/22/2011 19:10 | N | H_HOLLOW_E_1 | -0.58 |
| 1/22/2011 19:10 | N | HHOLLOW4_E_1 | -0.58 |

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| 1/22/2011 19:10 | N | R_LH2SES_1 | 27.86 |
| 1/22/2011 19:10 | N | R_PB2SES_1 | -0.93 |
| 1/22/2011 19:10 | N | R_PB2SES_2 | -0.93 |
| 1/22/2011 19:10 | N | R_PB2SES_3 | -0.93 |
| 1/22/2011 19:10 | N | R_PB2SES_4 | -0.93 |
| 1/22/2011 19:10 | N | R_PB2SES_5 | -0.93 |
| 1/22/2011 19:10 | N | AUTO_EPS_390 | 27.78 |
| 1/22/2011 19:15 | N | DC_ROAD_L_B | 26.29 |
| 1/22/2011 19:15 | N | DC_EGPS_L_A | 15.28 |
| 1/22/2011 19:15 | N | H_HOLLOW_E_1 | -0.6 |
| 1/22/2011 19:15 | N | HHOLLOW4_E_1 | -0.6 |
| 1/22/2011 19:15 | N | R_LH2SES_1 | 27.94 |
| 1/22/2011 19:15 | N | R_PB2SES_1 | -0.96 |
| 1/22/2011 19:15 | N | R_PB2SES_2 | -0.96 |
| 1/22/2011 19:15 | N | R_PB2SES_3 | -0.96 |
| 1/22/2011 19:15 | N | R_PB2SES_4 | -0.96 |
| 1/22/2011 19:15 | N | R_PB2SES_5 | -0.96 |
| 1/22/2011 19:15 | N | AUTO_EPS_390 | 27.86 |
| 1/22/2011 19:20 | N | DC_ROAD_L_B | 26.2 |
| 1/22/2011 19:20 | N | DC_EGPS_L_A | 14.89 |
| 1/22/2011 19:20 | N | H_HOLLOW_E_1 | -1.49 |
| 1/22/2011 19:20 | N | HHOLLOW4_E_1 | -1.49 |
| 1/22/2011 19:20 | N | R_LH2SES_1 | 27.89 |
| 1/22/2011 19:20 | N | R_PB2SES_1 | -1.86 |
| 1/22/2011 19:20 | N | R_PB2SES_2 | -1.86 |
| 1/22/2011 19:20 | N | R_PB2SES_3 | -1.86 |
| 1/22/2011 19:20 | N | R_PB2SES_4 | -1.86 |
| 1/22/2011 19:20 | N | R_PB2SES_5 | -1.86 |
| 1/22/2011 19:20 | N | AUTO_EPS_390 | 27.81 |
| 1/22/2011 19:25 | N | DC_ROAD_L_B | 26.23 |
| 1/22/2011 19:25 | N | DC_EGPS_L_A | 14.9 |
| 1/22/2011 19:25 | N | H_HOLLOW_E_1 | -1.49 |
| 1/22/2011 19:25 | N | HHOLLOW4_E_1 | -1.49 |
| 1/22/2011 19:25 | N | R_LH2SES_1 | 27.92 |
| 1/22/2011 19:25 | N | R_PB2SES_1 | -1.86 |
| 1/22/2011 19:25 | N | R_PB2SES_2 | -1.86 |
| 1/22/2011 19:25 | N | R_PB2SES_3 | -1.86 |
| 1/22/2011 19:25 | N | R_PB2SES_4 | -1.86 |
| 1/22/2011 19:25 | N | R_PB2SES_5 | -1.86 |
| 1/22/2011 19:25 | N | AUTO_EPS_390 | 27.84 |
| 1/22/2011 19:28 | N | DC_ROAD_L_B | 26.15 |
| 1/22/2011 19:28 | N | DC_EGPS_L_A | 13.79 |
| 1/22/2011 19:28 | N | H_HOLLOW_E_1 | -4.1 |
| 1/22/2011 19:28 | N | HHOLLOW4_E_1 | -4.1 |
| 1/22/2011 19:28 | N | R_LH2SES_1 | 28 |
| 1/22/2011 19:28 | N | R_PB2SES_1 | -4.5 |
| 1/22/2011 19:28 | N | R_PB2SES_2 | -4.5 |

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| 1/22/2011 19:28 | N | R_PB2SES_3 | -4.5 |
| 1/22/2011 19:28 | N | R_PB2SES_4 | -4.5 |
| 1/22/2011 19:28 | N | R_PB2SES_5 | -4.5 |
| 1/22/2011 19:28 | N | AUTO_EPS_390 | 27.9 |
| 1/22/2011 19:30 | N | DC_ROAD_L_B | 26.04 |
| 1/22/2011 19:30 | N | DC_EGPS_L_A | 13.12 |
| 1/22/2011 19:30 | N | H_HOLLOW_E_1 | -5.59 |
| 1/22/2011 19:30 | N | HHOLLOW4_E_1 | -5.59 |
| 1/22/2011 19:30 | N | R_LH2SES_1 | 27.97 |
| 1/22/2011 19:30 | N | R_PB2SES_1 | -6.01 |
| 1/22/2011 19:30 | N | R_PB2SES_2 | -6.01 |
| 1/22/2011 19:30 | N | R_PB2SES_3 | -6.01 |
| 1/22/2011 19:30 | N | R_PB2SES_4 | -6.01 |
| 1/22/2011 19:30 | N | R_PB2SES_5 | -6.01 |
| 1/22/2011 19:30 | N | AUTO_EPS_390 | 27.88 |
| 1/22/2011 19:35 | N | DC_ROAD_L_B | 25.95 |
| 1/22/2011 19:35 | N | DC_EGPS_L_A | 11.27 |
| 1/22/2011 19:35 | N | H_HOLLOW_E_1 | -9.97 |
| 1/22/2011 19:35 | N | HHOLLOW4_E_1 | -9.97 |
| 1/22/2011 19:35 | N | R_LH2SES_1 | 28.15 |
| 1/22/2011 19:35 | N | R_PB2SES_1 | -10.46 |
| 1/22/2011 19:35 | N | R_PB2SES_2 | -10.46 |
| 1/22/2011 19:35 | N | R_PB2SES_3 | -10.46 |
| 1/22/2011 19:35 | N | R_PB2SES_4 | -10.46 |
| 1/22/2011 19:35 | N | R_PB2SES_5 | -10.46 |
| 1/22/2011 19:35 | N | AUTO_EPS_390 | 28.04 |
| 1/22/2011 19:40 | N | DC_ROAD_L_B | 26.02 |
| 1/22/2011 19:40 | N | DC_EGPS_L_A | 11.32 |
| 1/22/2011 19:40 | N | H_HOLLOW_E_1 | -9.86 |
| 1/22/2011 19:40 | N | HHOLLOW4_E_1 | -9.86 |
| 1/22/2011 19:40 | N | R_LH2SES_1 | 28.22 |
| 1/22/2011 19:40 | N | R_PB2SES_1 | -10.34 |
| 1/22/2011 19:40 | N | R_PB2SES_2 | -10.34 |
| 1/22/2011 19:40 | N | R_PB2SES_3 | -10.34 |
| 1/22/2011 19:40 | N | R_PB2SES_4 | -10.34 |
| 1/22/2011 19:40 | N | R_PB2SES_5 | -10.34 |
| 1/22/2011 19:40 | N | AUTO_EPS_390 | 28.11 |
| 1/22/2011 19:45 | N | DC_ROAD_L_B | 26.05 |
| 1/22/2011 19:45 | N | DC_EGPS_L_A | 13.64 |
| 1/22/2011 19:45 | N | H_HOLLOW_E_1 | -4.1 |
| 1/22/2011 19:45 | N | HHOLLOW4_E_1 | -4.1 |
| 1/22/2011 19:45 | N | R_LH2SES_1 | 27.9 |
| 1/22/2011 19:45 | N | R_PB2SES_1 | -4.5 |
| 1/22/2011 19:45 | N | R_PB2SES_2 | -4.5 |
| 1/22/2011 19:45 | N | R_PB2SES_3 | -4.5 |
| 1/22/2011 19:45 | N | R_PB2SES_4 | -4.5 |
| 1/22/2011 19:45 | N | R_PB2SES_5 | -4.5 |

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| 1/22/2011 19:45 | N | AUTO_EPS_390 | 27.81 |
| 1/22/2011 19:50 | N | DC_ROAD_L_B | 26.04 |
| 1/22/2011 19:50 | N | DC_EGPS_L_A | 13.64 |
| 1/22/2011 19:50 | N | H_HOLLOW_E_1 | -4.1 |
| 1/22/2011 19:50 | N | HHOLLOW4_E_1 | -4.1 |
| 1/22/2011 19:50 | N | R_LH2SES_1 | 27.89 |
| 1/22/2011 19:50 | N | R_PB2SES_1 | -4.51 |
| 1/22/2011 19:50 | N | R_PB2SES_2 | -4.51 |
| 1/22/2011 19:50 | N | R_PB2SES_3 | -4.51 |
| 1/22/2011 19:50 | N | R_PB2SES_4 | -4.51 |
| 1/22/2011 19:50 | N | R_PB2SES_5 | -4.51 |
| 1/22/2011 19:50 | N | AUTO_EPS_390 | 27.8 |
| 1/22/2011 19:55 | N | DC_ROAD_L_B | 25.77 |
| 1/22/2011 19:55 | N | DC_EGPS_L_A | 13.95 |
| 1/22/2011 19:55 | N | H_HOLLOW_E_1 | -2.95 |
| 1/22/2011 19:55 | N | HHOLLOW4_E_1 | -2.95 |
| 1/22/2011 19:55 | N | R_LH2SES_1 | 27.53 |
| 1/22/2011 19:55 | N | R_PB2SES_1 | -3.33 |
| 1/22/2011 19:55 | N | R_PB2SES_2 | -3.33 |
| 1/22/2011 19:55 | N | R_PB2SES_3 | -3.33 |
| 1/22/2011 19:55 | N | R_PB2SES_4 | -3.33 |
| 1/22/2011 19:55 | N | R_PB2SES_5 | -3.33 |
| 1/22/2011 19:55 | N | AUTO_EPS_390 | 27.44 |
| 1/22/2011 20:00 | N | DC_ROAD_L_B | 26.02 |
| 1/22/2011 20:00 | N | DC_EGPS_L_A | 13.63 |
| 1/22/2011 20:00 | N | H_HOLLOW_E_1 | -4.1 |
| 1/22/2011 20:00 | N | HHOLLOW4_E_1 | -4.1 |
| 1/22/2011 20:00 | N | R_LH2SES_1 | 27.87 |
| 1/22/2011 20:00 | N | R_PB2SES_1 | -4.51 |
| 1/22/2011 20:00 | N | R_PB2SES_2 | -4.51 |
| 1/22/2011 20:00 | N | R_PB2SES_3 | -4.51 |
| 1/22/2011 20:00 | N | R_PB2SES_4 | -4.51 |
| 1/22/2011 20:00 | N | R_PB2SES_5 | -4.51 |
| 1/22/2011 20:00 | N | AUTO_EPS_390 | 27.78 |
| 1/22/2011 20:05 | N | DC_ROAD_L_B | 26.26 |
| 1/22/2011 20:05 | N | DC_EGPS_L_A | 13.76 |
| 1/22/2011 20:05 | N | H_HOLLOW_E_1 | -4.13 |
| 1/22/2011 20:05 | N | HHOLLOW4_E_1 | -4.13 |
| 1/22/2011 20:05 | N | R_LH2SES_1 | 28.12 |
| 1/22/2011 20:05 | N | R_PB2SES_1 | -4.53 |
| 1/22/2011 20:05 | N | R_PB2SES_2 | -4.53 |
| 1/22/2011 20:05 | N | R_PB2SES_3 | -4.53 |
| 1/22/2011 20:05 | N | R_PB2SES_4 | -4.53 |
| 1/22/2011 20:05 | N | R_PB2SES_5 | -4.53 |
| 1/22/2011 20:05 | N | AUTO_EPS_390 | 28.03 |
| 1/22/2011 20:10 | N | DC_ROAD_L_B | 26.19 |
| 1/22/2011 20:10 | N | DC_EGPS_L_A | 13.72 |

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| 1/22/2011 20:10 | N | H_HOLLOW_E_1 | -4.12 |
| 1/22/2011 20:10 | N | HHOLLOW4_E_1 | -4.12 |
| 1/22/2011 20:10 | N | R_LH2SES_1 | 28.05 |
| 1/22/2011 20:10 | N | R_PB2SES_1 | -4.53 |
| 1/22/2011 20:10 | N | R_PB2SES_2 | -4.53 |
| 1/22/2011 20:10 | N | R_PB2SES_3 | -4.53 |
| 1/22/2011 20:10 | N | R_PB2SES_4 | -4.53 |
| 1/22/2011 20:10 | N | R_PB2SES_5 | -4.53 |
| 1/22/2011 20:10 | N | AUTO_EPS_390 | 27.96 |
| 1/22/2011 20:13 | N | DC_ROAD_L_B | 26.1 |
| 1/22/2011 20:13 | N | DC_EGPS_L_A | 11.28 |
| 1/22/2011 20:13 | N | H_HOLLOW_E_1 | -9.99 |
| 1/22/2011 20:13 | N | HHOLLOW4_E_1 | -9.99 |
| 1/22/2011 20:13 | N | R_LH2SES_1 | 28.31 |
| 1/22/2011 20:13 | N | R_PB2SES_1 | -10.47 |
| 1/22/2011 20:13 | N | R_PB2SES_2 | -10.47 |
| 1/22/2011 20:13 | N | R_PB2SES_3 | -10.47 |
| 1/22/2011 20:13 | N | R_PB2SES_4 | -10.47 |
| 1/22/2011 20:13 | N | R_PB2SES_5 | -10.47 |
| 1/22/2011 20:13 | N | AUTO_EPS_390 | 28.2 |
| 1/22/2011 20:15 | N | DC_ROAD_L_B | 26.12 |
| 1/22/2011 20:15 | N | DC_EGPS_L_A | 11.24 |
| 1/22/2011 20:15 | N | H_HOLLOW_E_1 | -10.1 |
| 1/22/2011 20:15 | N | HHOLLOW4_E_1 | -10.1 |
| 1/22/2011 20:15 | N | R_LH2SES_1 | 28.34 |
| 1/22/2011 20:15 | N | R_PB2SES_1 | -10.58 |
| 1/22/2011 20:15 | N | R_PB2SES_2 | -10.58 |
| 1/22/2011 20:15 | N | R_PB2SES_3 | -10.58 |
| 1/22/2011 20:15 | N | R_PB2SES_4 | -10.58 |
| 1/22/2011 20:15 | N | R_PB2SES_5 | -10.58 |
| 1/22/2011 20:15 | N | AUTO_EPS_390 | 28.23 |
| 1/22/2011 20:20 | N | DC_ROAD_L_B | 26.21 |
| 1/22/2011 20:20 | N | DC_EGPS_L_A | 11.11 |
| 1/22/2011 20:20 | N | H_HOLLOW_E_1 | -10.55 |
| 1/22/2011 20:20 | N | HHOLLOW4_E_1 | -10.55 |
| 1/22/2011 20:20 | N | R_LH2SES_1 | 28.46 |
| 1/22/2011 20:20 | N | R_PB2SES_1 | -11.04 |
| 1/22/2011 20:20 | N | R_PB2SES_2 | -11.04 |
| 1/22/2011 20:20 | N | R_PB2SES_3 | -11.04 |
| 1/22/2011 20:20 | N | R_PB2SES_4 | -11.04 |
| 1/22/2011 20:20 | N | R_PB2SES_5 | -11.04 |
| 1/22/2011 20:20 | N | AUTO_EPS_390 | 28.35 |
| 1/22/2011 20:25 | N | DC_ROAD_L_B | 26.04 |
| 1/22/2011 20:25 | N | DC_EGPS_L_A | 11.06 |
| 1/22/2011 20:25 | N | H_HOLLOW_E_1 | -10.36 |
| 1/22/2011 20:25 | N | HHOLLOW4_E_1 | -10.36 |
| 1/22/2011 20:25 | N | R_LH2SES_1 | 28.27 |

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| 1/22/2011 20:25 | N | R_PB2SES_1 | -10.85 |
| 1/22/2011 20:25 | N | R_PB2SES_2 | -10.85 |
| 1/22/2011 20:25 | N | R_PB2SES_3 | -10.85 |
| 1/22/2011 20:25 | N | R_PB2SES_4 | -10.85 |
| 1/22/2011 20:25 | N | R_PB2SES_5 | -10.85 |
| 1/22/2011 20:25 | N | AUTO_EPS_390 | 28.16 |
| 1/22/2011 20:30 | N | DC_ROAD_L_B | 25.79 |
| 1/22/2011 20:30 | N | DC_EGPS_L_A | 10.98 |
| 1/22/2011 20:30 | N | H_HOLLOW_E_1 | -10.12 |
| 1/22/2011 20:30 | N | HHOLLOW4_E_1 | -10.12 |
| 1/22/2011 20:30 | N | R_LH2SES_1 | 28 |
| 1/22/2011 20:30 | N | R_PB2SES_1 | -10.6 |
| 1/22/2011 20:30 | N | R_PB2SES_2 | -10.6 |
| 1/22/2011 20:30 | N | R_PB2SES_3 | -10.6 |
| 1/22/2011 20:30 | N | R_PB2SES_4 | -10.6 |
| 1/22/2011 20:30 | N | R_PB2SES_5 | -10.6 |
| 1/22/2011 20:30 | N | AUTO_EPS_390 | 27.89 |
| 1/22/2011 20:35 | N | DC_ROAD_L_B | 25.54 |
| 1/22/2011 20:35 | N | DC_EGPS_L_A | 10.94 |
| 1/22/2011 20:35 | N | H_HOLLOW_E_1 | -9.79 |
| 1/22/2011 20:35 | N | HHOLLOW4_E_1 | -9.79 |
| 1/22/2011 20:35 | N | R_LH2SES_1 | 27.71 |
| 1/22/2011 20:35 | N | R_PB2SES_1 | -10.26 |
| 1/22/2011 20:35 | N | R_PB2SES_2 | -10.26 |
| 1/22/2011 20:35 | N | R_PB2SES_3 | -10.26 |
| 1/22/2011 20:35 | N | R_PB2SES_4 | -10.26 |
| 1/22/2011 20:35 | N | R_PB2SES_5 | -10.26 |
| 1/22/2011 20:35 | N | AUTO_EPS_390 | 27.61 |
| 1/22/2011 20:40 | N | DC_ROAD_L_B | 25.54 |
| 1/22/2011 20:40 | N | DC_EGPS_L_A | 10.94 |
| 1/22/2011 20:40 | N | H_HOLLOW_E_1 | -9.73 |
| 1/22/2011 20:40 | N | HHOLLOW4_E_1 | -9.73 |
| 1/22/2011 20:40 | N | R_LH2SES_1 | 27.72 |
| 1/22/2011 20:40 | N | R_PB2SES_1 | -10.2 |
| 1/22/2011 20:40 | N | R_PB2SES_2 | -10.2 |
| 1/22/2011 20:40 | N | R_PB2SES_3 | -10.2 |
| 1/22/2011 20:40 | N | R_PB2SES_4 | -10.2 |
| 1/22/2011 20:40 | N | R_PB2SES_5 | -10.2 |
| 1/22/2011 20:40 | N | AUTO_EPS_390 | 27.61 |
| 1/22/2011 20:45 | N | DC_ROAD_L_B | 25.55 |
| 1/22/2011 20:45 | N | DC_EGPS_L_A | 10.89 |
| 1/22/2011 20:45 | N | H_HOLLOW_E_1 | -9.86 |
| 1/22/2011 20:45 | N | HHOLLOW4_E_1 | -9.86 |
| 1/22/2011 20:45 | N | R_LH2SES_1 | 27.74 |
| 1/22/2011 20:45 | N | R_PB2SES_1 | -10.34 |
| 1/22/2011 20:45 | N | R_PB2SES_2 | -10.34 |
| 1/22/2011 20:45 | N | R_PB2SES_3 | -10.34 |

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| 1/22/2011 20:45 | N | R_PB2SES_4 | -10.34 |
| 1/22/2011 20:45 | N | R_PB2SES_5 | -10.34 |
| 1/22/2011 20:45 | N | AUTO_EPS_390 | 27.63 |
| 1/22/2011 20:50 | N | DC_ROAD_L_B | 25.91 |
| 1/22/2011 20:50 | N | DC_EGPS_L_A | 11.04 |
| 1/22/2011 20:50 | N | H_HOLLOW_E_1 | -10 |
| 1/22/2011 20:50 | N | HHOLLOW4_E_1 | -10 |
| 1/22/2011 20:50 | N | R_LH2SES_1 | 28.12 |
| 1/22/2011 20:50 | N | R_PB2SES_1 | -10.48 |
| 1/22/2011 20:50 | N | R_PB2SES_2 | -10.48 |
| 1/22/2011 20:50 | N | R_PB2SES_3 | -10.48 |
| 1/22/2011 20:50 | N | R_PB2SES_4 | -10.48 |
| 1/22/2011 20:50 | N | R_PB2SES_5 | -10.48 |
| 1/22/2011 20:50 | N | AUTO_EPS_390 | 28.02 |
| 1/22/2011 20:55 | N | DC_ROAD_L_B | 25.71 |
| 1/22/2011 20:55 | N | DC_EGPS_L_A | 10.96 |
| 1/22/2011 20:55 | N | H_HOLLOW_E_1 | -9.91 |
| 1/22/2011 20:55 | N | HHOLLOW4_E_1 | -9.91 |
| 1/22/2011 20:55 | N | R_LH2SES_1 | 27.9 |
| 1/22/2011 20:55 | N | R_PB2SES_1 | -10.39 |
| 1/22/2011 20:55 | N | R_PB2SES_2 | -10.39 |
| 1/22/2011 20:55 | N | R_PB2SES_3 | -10.39 |
| 1/22/2011 20:55 | N | R_PB2SES_4 | -10.39 |
| 1/22/2011 20:55 | N | R_PB2SES_5 | -10.39 |
| 1/22/2011 20:55 | N | AUTO_EPS_390 | 27.8 |
| 1/22/2011 21:00 | N | DC_ROAD_L_B | 23.83 |
| 1/22/2011 21:00 | N | DC_EGPS_L_A | 9.86 |
| 1/22/2011 21:00 | N | H_HOLLOW_E_1 | -9.9 |
| 1/22/2011 21:00 | N | HHOLLOW4_E_1 | -9.9 |
| 1/22/2011 21:00 | N | R_LH2SES_1 | 25.91 |
| 1/22/2011 21:00 | N | R_PB2SES_1 | -10.35 |
| 1/22/2011 21:00 | N | R_PB2SES_2 | -10.35 |
| 1/22/2011 21:00 | N | R_PB2SES_3 | -10.35 |
| 1/22/2011 21:00 | N | R_PB2SES_4 | -10.35 |
| 1/22/2011 21:00 | N | R_PB2SES_5 | -10.35 |
| 1/22/2011 21:00 | N | AUTO_EPS_390 | 25.8 |
| 1/22/2011 21:05 | N | DC_ROAD_L_B | 23.62 |
| 1/22/2011 21:05 | N | DC_EGPS_L_A | 9.77 |
| 1/22/2011 21:05 | N | H_HOLLOW_E_1 | -9.85 |
| 1/22/2011 21:05 | N | HHOLLOW4_E_1 | -9.85 |
| 1/22/2011 21:05 | N | R_LH2SES_1 | 25.69 |
| 1/22/2011 21:05 | N | R_PB2SES_1 | -10.29 |
| 1/22/2011 21:05 | N | R_PB2SES_2 | -10.29 |
| 1/22/2011 21:05 | N | R_PB2SES_3 | -10.29 |
| 1/22/2011 21:05 | N | R_PB2SES_4 | -10.29 |
| 1/22/2011 21:05 | N | R_PB2SES_5 | -10.29 |
| 1/22/2011 21:05 | N | AUTO_EPS_390 | 25.59 |

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| 1/22/2011 21:10 | N | DC_ROAD_L_B | 23.82 |
| 1/22/2011 21:10 | N | DC_EGPS_L_A | 9.88 |
| 1/22/2011 21:10 | N | H_HOLLOW_E_1 | -9.85 |
| 1/22/2011 21:10 | N | HHOLLOW4_E_1 | -9.85 |
| 1/22/2011 21:10 | N | R_LH2SES_1 | 25.9 |
| 1/22/2011 21:10 | N | R_PB2SES_1 | -10.3 |
| 1/22/2011 21:10 | N | R_PB2SES_2 | -10.3 |
| 1/22/2011 21:10 | N | R_PB2SES_3 | -10.3 |
| 1/22/2011 21:10 | N | R_PB2SES_4 | -10.3 |
| 1/22/2011 21:10 | N | R_PB2SES_5 | -10.3 |
| 1/22/2011 21:10 | N | AUTO_EPS_390 | 25.8 |
| 1/22/2011 21:15 | N | DC_ROAD_L_B | 23.78 |
| 1/22/2011 21:15 | N | DC_EGPS_L_A | 9.77 |
| 1/22/2011 21:15 | N | H_HOLLOW_E_1 | -10.05 |
| 1/22/2011 21:15 | N | HHOLLOW4_E_1 | -10.05 |
| 1/22/2011 21:15 | N | R_LH2SES_1 | 25.87 |
| 1/22/2011 21:15 | N | R_PB2SES_1 | -10.5 |
| 1/22/2011 21:15 | N | R_PB2SES_2 | -10.5 |
| 1/22/2011 21:15 | N | R_PB2SES_3 | -10.5 |
| 1/22/2011 21:15 | N | R_PB2SES_4 | -10.5 |
| 1/22/2011 21:15 | N | R_PB2SES_5 | -10.5 |
| 1/22/2011 21:15 | N | AUTO_EPS_390 | 25.76 |
| 1/22/2011 21:20 | N | DC_ROAD_L_B | 23.93 |
| 1/22/2011 21:20 | N | DC_EGPS_L_A | 9.79 |
| 1/22/2011 21:20 | N | H_HOLLOW_E_1 | -10.22 |
| 1/22/2011 21:20 | N | HHOLLOW4_E_1 | -10.22 |
| 1/22/2011 21:20 | N | R_LH2SES_1 | 26.04 |
| 1/22/2011 21:20 | N | R_PB2SES_1 | -10.67 |
| 1/22/2011 21:20 | N | R_PB2SES_2 | -10.67 |
| 1/22/2011 21:20 | N | R_PB2SES_3 | -10.67 |
| 1/22/2011 21:20 | N | R_PB2SES_4 | -10.67 |
| 1/22/2011 21:20 | N | R_PB2SES_5 | -10.67 |
| 1/22/2011 21:20 | N | AUTO_EPS_390 | 25.94 |
| 1/22/2011 21:25 | N | DC_ROAD_L_B | 24.02 |
| 1/22/2011 21:25 | N | DC_EGPS_L_A | 9.82 |
| 1/22/2011 21:25 | N | H_HOLLOW_E_1 | -10.28 |
| 1/22/2011 21:25 | N | HHOLLOW4_E_1 | -10.28 |
| 1/22/2011 21:25 | N | R_LH2SES_1 | 26.14 |
| 1/22/2011 21:25 | N | R_PB2SES_1 | -10.73 |
| 1/22/2011 21:25 | N | R_PB2SES_2 | -10.73 |
| 1/22/2011 21:25 | N | R_PB2SES_3 | -10.73 |
| 1/22/2011 21:25 | N | R_PB2SES_4 | -10.73 |
| 1/22/2011 21:25 | N | R_PB2SES_5 | -10.73 |
| 1/22/2011 21:25 | N | AUTO_EPS_390 | 26.03 |
| 1/22/2011 21:30 | N | DC_ROAD_L_B | 23.79 |
| 1/22/2011 21:30 | N | DC_EGPS_L_A | 9.67 |
| 1/22/2011 21:30 | N | H_HOLLOW_E_1 | -10.32 |

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| 1/22/2011 21:30 | N | HHOLLOW4_E_1 | -10.32 |
| 1/22/2011 21:30 | N | R_LH2SES_1 | 25.89 |
| 1/22/2011 21:30 | N | R_PB2SES_1 | -10.78 |
| 1/22/2011 21:30 | N | R_PB2SES_2 | -10.78 |
| 1/22/2011 21:30 | N | R_PB2SES_3 | -10.78 |
| 1/22/2011 21:30 | N | R_PB2SES_4 | -10.78 |
| 1/22/2011 21:30 | N | R_PB2SES_5 | -10.78 |
| 1/22/2011 21:30 | N | AUTO_EPS_390 | 25.79 |
| 1/22/2011 21:35 | N | DC_ROAD_L_B | 23.57 |
| 1/22/2011 21:35 | N | DC_EGPS_L_A | 9.53 |
| 1/22/2011 21:35 | N | H_HOLLOW_E_1 | -10.34 |
| 1/22/2011 21:35 | N | HHOLLOW4_E_1 | -10.34 |
| 1/22/2011 21:35 | N | R_LH2SES_1 | 25.67 |
| 1/22/2011 21:35 | N | R_PB2SES_1 | -10.79 |
| 1/22/2011 21:35 | N | R_PB2SES_2 | -10.79 |
| 1/22/2011 21:35 | N | R_PB2SES_3 | -10.79 |
| 1/22/2011 21:35 | N | R_PB2SES_4 | -10.79 |
| 1/22/2011 21:35 | N | R_PB2SES_5 | -10.79 |
| 1/22/2011 21:35 | N | AUTO_EPS_390 | 25.56 |
| 1/22/2011 21:40 | N | DC_ROAD_L_B | 23 |
| 1/22/2011 21:40 | N | DC_EGPS_L_A | 9.22 |
| 1/22/2011 21:40 | N | H_HOLLOW_E_1 | -10.28 |
| 1/22/2011 21:40 | N | HHOLLOW4_E_1 | -10.28 |
| 1/22/2011 21:40 | N | R_LH2SES_1 | 25.05 |
| 1/22/2011 21:40 | N | R_PB2SES_1 | -10.73 |
| 1/22/2011 21:40 | N | R_PB2SES_2 | -10.73 |
| 1/22/2011 21:40 | N | R_PB2SES_3 | -10.73 |
| 1/22/2011 21:40 | N | R_PB2SES_4 | -10.73 |
| 1/22/2011 21:40 | N | R_PB2SES_5 | -10.73 |
| 1/22/2011 21:40 | N | AUTO_EPS_390 | 24.95 |
| 1/22/2011 21:45 | N | DC_ROAD_L_B | 23.49 |
| 1/22/2011 21:45 | N | DC_EGPS_L_A | 9.54 |
| 1/22/2011 21:45 | N | H_HOLLOW_E_1 | -10.21 |
| 1/22/2011 21:45 | N | HHOLLOW4_E_1 | -10.21 |
| 1/22/2011 21:45 | N | R_LH2SES_1 | 25.57 |
| 1/22/2011 21:45 | N | R_PB2SES_1 | -10.66 |
| 1/22/2011 21:45 | N | R_PB2SES_2 | -10.66 |
| 1/22/2011 21:45 | N | R_PB2SES_3 | -10.66 |
| 1/22/2011 21:45 | N | R_PB2SES_4 | -10.66 |
| 1/22/2011 21:45 | N | R_PB2SES_5 | -10.66 |
| 1/22/2011 21:45 | N | AUTO_EPS_390 | 25.47 |
| 1/22/2011 21:50 | N | DC_ROAD_L_B | 23.78 |
| 1/22/2011 21:50 | N | DC_EGPS_L_A | 9.6 |
| 1/22/2011 21:50 | N | H_HOLLOW_E_1 | -10.48 |
| 1/22/2011 21:50 | N | HHOLLOW4_E_1 | -10.48 |
| 1/22/2011 21:50 | N | R_LH2SES_1 | 25.89 |
| 1/22/2011 21:50 | N | R_PB2SES_1 | -10.94 |

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| 1/22/2011 21:50 | N | R_PB2SES_2 | -10.94 |
| 1/22/2011 21:50 | N | R_PB2SES_3 | -10.94 |
| 1/22/2011 21:50 | N | R_PB2SES_4 | -10.94 |
| 1/22/2011 21:50 | N | R_PB2SES_5 | -10.94 |
| 1/22/2011 21:50 | N | AUTO_EPS_390 | 25.79 |
| 1/22/2011 21:55 | N | DC_ROAD_L_B | 24.79 |
| 1/22/2011 21:55 | N | DC_EGPS_L_A | 10.14 |
| 1/22/2011 21:55 | N | H_HOLLOW_E_1 | -10.61 |
| 1/22/2011 21:55 | N | HHOLLOW4_E_1 | -10.61 |
| 1/22/2011 21:55 | N | R_LH2SES_1 | 26.97 |
| 1/22/2011 21:55 | N | R_PB2SES_1 | -11.08 |
| 1/22/2011 21:55 | N | R_PB2SES_2 | -11.08 |
| 1/22/2011 21:55 | N | R_PB2SES_3 | -11.08 |
| 1/22/2011 21:55 | N | R_PB2SES_4 | -11.08 |
| 1/22/2011 21:55 | N | R_PB2SES_5 | -11.08 |
| 1/22/2011 21:55 | N | AUTO_EPS_390 | 26.87 |
| 1/22/2011 22:00 | N | DC_ROAD_L_B | 24.85 |
| 1/22/2011 22:00 | N | DC_EGPS_L_A | 12.22 |
| 1/22/2011 22:00 | N | H_HOLLOW_E_1 | -5.6 |
| 1/22/2011 22:00 | N | HHOLLOW4_E_1 | -5.6 |
| 1/22/2011 22:00 | N | R_LH2SES_1 | 26.73 |
| 1/22/2011 22:00 | N | R_PB2SES_1 | -6.01 |
| 1/22/2011 22:00 | N | R_PB2SES_2 | -6.01 |
| 1/22/2011 22:00 | N | R_PB2SES_3 | -6.01 |
| 1/22/2011 22:00 | N | R_PB2SES_4 | -6.01 |
| 1/22/2011 22:00 | N | R_PB2SES_5 | -6.01 |
| 1/22/2011 22:00 | N | AUTO_EPS_390 | 26.64 |
| 1/22/2011 22:02 | N | DC_ROAD_L_B | 25.32 |
| 1/22/2011 22:02 | N | DC_EGPS_L_A | 13.62 |
| 1/22/2011 22:02 | N | H_HOLLOW_E_1 | -2.9 |
| 1/22/2011 22:02 | N | HHOLLOW4_E_1 | -2.9 |
| 1/22/2011 22:02 | N | R_LH2SES_1 | 27.07 |
| 1/22/2011 22:02 | N | R_PB2SES_1 | -3.28 |
| 1/22/2011 22:02 | N | R_PB2SES_2 | -3.28 |
| 1/22/2011 22:02 | N | R_PB2SES_3 | -3.28 |
| 1/22/2011 22:02 | N | R_PB2SES_4 | -3.28 |
| 1/22/2011 22:02 | N | R_PB2SES_5 | -3.28 |
| 1/22/2011 22:02 | N | AUTO_EPS_390 | 26.98 |
| 1/22/2011 22:05 | N | DC_ROAD_L_B | 23.06 |
| 1/22/2011 22:05 | N | DC_EGPS_L_A | 13.26 |
| 1/22/2011 22:05 | N | H_HOLLOW_E_1 | -0.58 |
| 1/22/2011 22:05 | N | HHOLLOW4_E_1 | -0.58 |
| 1/22/2011 22:05 | N | R_LH2SES_1 | 24.52 |
| 1/22/2011 22:05 | N | R_PB2SES_1 | -0.9 |
| 1/22/2011 22:05 | N | R_PB2SES_2 | -0.9 |
| 1/22/2011 22:05 | N | R_PB2SES_3 | -0.9 |
| 1/22/2011 22:05 | N | R_PB2SES_4 | -0.9 |

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| 1/22/2011 22:05 | N | R_PB2SES_5 | -0.9 |
| 1/22/2011 22:05 | N | AUTO_EPS_390 | 24.45 |
| 1/22/2011 22:10 | N | DC_ROAD_L_B | 23.43 |
| 1/22/2011 22:10 | N | DC_EGPS_L_A | 13.48 |
| 1/22/2011 22:10 | N | H_HOLLOW_E_1 | -0.58 |
| 1/22/2011 22:10 | N | HHOLLOW4_E_1 | -0.58 |
| 1/22/2011 22:10 | N | R_LH2SES_1 | 24.92 |
| 1/22/2011 22:10 | N | R_PB2SES_1 | -0.9 |
| 1/22/2011 22:10 | N | R_PB2SES_2 | -0.9 |
| 1/22/2011 22:10 | N | R_PB2SES_3 | -0.9 |
| 1/22/2011 22:10 | N | R_PB2SES_4 | -0.9 |
| 1/22/2011 22:10 | N | R_PB2SES_5 | -0.9 |
| 1/22/2011 22:10 | N | AUTO_EPS_390 | 24.84 |
| 1/22/2011 22:15 | N | DC_ROAD_L_B | 24.08 |
| 1/22/2011 22:15 | N | DC_EGPS_L_A | 12.48 |
| 1/22/2011 22:15 | N | H_HOLLOW_E_1 | -3.91 |
| 1/22/2011 22:15 | N | HHOLLOW4_E_1 | -3.91 |
| 1/22/2011 22:15 | N | R_LH2SES_1 | 25.81 |
| 1/22/2011 22:15 | N | R_PB2SES_1 | -4.29 |
| 1/22/2011 22:15 | N | R_PB2SES_2 | -4.29 |
| 1/22/2011 22:15 | N | R_PB2SES_3 | -4.29 |
| 1/22/2011 22:15 | N | R_PB2SES_4 | -4.29 |
| 1/22/2011 22:15 | N | R_PB2SES_5 | -4.29 |
| 1/22/2011 22:15 | N | AUTO_EPS_390 | 25.73 |
| 1/22/2011 22:20 | N | DC_ROAD_L_B | 24.4 |
| 1/22/2011 22:20 | N | DC_EGPS_L_A | 12.65 |
| 1/22/2011 22:20 | N | H_HOLLOW_E_1 | -3.95 |
| 1/22/2011 22:20 | N | HHOLLOW4_E_1 | -3.95 |
| 1/22/2011 22:20 | N | R_LH2SES_1 | 26.15 |
| 1/22/2011 22:20 | N | R_PB2SES_1 | -4.33 |
| 1/22/2011 22:20 | N | R_PB2SES_2 | -4.33 |
| 1/22/2011 22:20 | N | R_PB2SES_3 | -4.33 |
| 1/22/2011 22:20 | N | R_PB2SES_4 | -4.33 |
| 1/22/2011 22:20 | N | R_PB2SES_5 | -4.33 |
| 1/22/2011 22:20 | N | AUTO_EPS_390 | 26.07 |
| 1/22/2011 22:25 | N | DC_ROAD_L_B | 25.19 |
| 1/22/2011 22:25 | N | DC_EGPS_L_A | 10.64 |
| 1/22/2011 22:25 | N | H_HOLLOW_E_1 | -9.96 |
| 1/22/2011 22:25 | N | HHOLLOW4_E_1 | -9.96 |
| 1/22/2011 22:25 | N | R_LH2SES_1 | 27.36 |
| 1/22/2011 22:25 | N | R_PB2SES_1 | -10.43 |
| 1/22/2011 22:25 | N | R_PB2SES_2 | -10.43 |
| 1/22/2011 22:25 | N | R_PB2SES_3 | -10.43 |
| 1/22/2011 22:25 | N | R_PB2SES_4 | -10.43 |
| 1/22/2011 22:25 | N | R_PB2SES_5 | -10.43 |
| 1/22/2011 22:25 | N | AUTO_EPS_390 | 27.25 |
| 1/22/2011 22:30 | N | DC_ROAD_L_B | 25.8 |

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| 1/22/2011 22:30 | N | DC_EGPS_L_A | 11.01 |
| 1/22/2011 22:30 | N | H_HOLLOW_E_1 | -9.93 |
| 1/22/2011 22:30 | N | HHOLLOW4_E_1 | -9.93 |
| 1/22/2011 22:30 | N | R_LH2SES_1 | 28 |
| 1/22/2011 22:30 | N | R_PB2SES_1 | -10.41 |
| 1/22/2011 22:30 | N | R_PB2SES_2 | -10.41 |
| 1/22/2011 22:30 | N | R_PB2SES_3 | -10.41 |
| 1/22/2011 22:30 | N | R_PB2SES_4 | -10.41 |
| 1/22/2011 22:30 | N | R_PB2SES_5 | -10.41 |
| 1/22/2011 22:30 | N | AUTO_EPS_390 | 27.89 |
| 1/22/2011 22:35 | N | DC_ROAD_L_B | 25.98 |
| 1/22/2011 22:35 | N | DC_EGPS_L_A | 7.81 |
| 1/22/2011 22:35 | N | H_HOLLOW_E_1 | -17.9 |
| 1/22/2011 22:35 | N | HHOLLOW4_E_1 | -17.9 |
| 1/22/2011 22:35 | N | R_LH2SES_1 | 28.69 |
| 1/22/2011 22:35 | N | R_PB2SES_1 | -18.49 |
| 1/22/2011 22:35 | N | R_PB2SES_2 | -18.49 |
| 1/22/2011 22:35 | N | R_PB2SES_3 | -18.49 |
| 1/22/2011 22:35 | N | R_PB2SES_4 | -18.49 |
| 1/22/2011 22:35 | N | R_PB2SES_5 | -18.49 |
| 1/22/2011 22:35 | N | AUTO_EPS_390 | 28.56 |
| 1/22/2011 22:40 | N | DC_ROAD_L_B | 25.92 |
| 1/22/2011 22:40 | N | DC_EGPS_L_A | 7.8 |
| 1/22/2011 22:40 | N | H_HOLLOW_E_1 | -17.8 |
| 1/22/2011 22:40 | N | HHOLLOW4_E_1 | -17.8 |
| 1/22/2011 22:40 | N | R_LH2SES_1 | 28.63 |
| 1/22/2011 22:40 | N | R_PB2SES_1 | -18.38 |
| 1/22/2011 22:40 | N | R_PB2SES_2 | -18.38 |
| 1/22/2011 22:40 | N | R_PB2SES_3 | -18.38 |
| 1/22/2011 22:40 | N | R_PB2SES_4 | -18.38 |
| 1/22/2011 22:40 | N | R_PB2SES_5 | -18.38 |
| 1/22/2011 22:40 | N | AUTO_EPS_390 | 28.49 |
| 1/22/2011 22:41 | N | DC_ROAD_L_B | 24.36 |
| 1/22/2011 22:41 | N | DC_EGPS_L_A | 12.59 |
| 1/22/2011 22:41 | N | H_HOLLOW_E_1 | -3.96 |
| 1/22/2011 22:41 | N | HHOLLOW4_E_1 | -3.96 |
| 1/22/2011 22:41 | N | R_LH2SES_1 | 26.12 |
| 1/22/2011 22:41 | N | R_PB2SES_1 | -4.34 |
| 1/22/2011 22:41 | N | R_PB2SES_2 | -4.34 |
| 1/22/2011 22:41 | N | R_PB2SES_3 | -4.34 |
| 1/22/2011 22:41 | N | R_PB2SES_4 | -4.34 |
| 1/22/2011 22:41 | N | R_PB2SES_5 | -4.34 |
| 1/22/2011 22:41 | N | AUTO_EPS_390 | 26.03 |
| 1/22/2011 22:55 | N | DC_ROAD_L_B | 23.39 |
| 1/22/2011 22:55 | N | DC_EGPS_L_A | 13.66 |
| 1/22/2011 22:55 | N | H_HOLLOW_E_1 | -0.03 |
| 1/22/2011 22:55 | N | HHOLLOW4_E_1 | -0.03 |

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|---|---|---|---|
| 1/22/2011 22:55 | N | R_LH2SES_1 | 24.85 |
| 1/22/2011 22:55 | N | R_PB2SES_1 | -0.35 |
| 1/22/2011 22:55 | N | R_PB2SES_2 | -0.35 |
| 1/22/2011 22:55 | N | R_PB2SES_3 | -0.35 |
| 1/22/2011 22:55 | N | R_PB2SES_4 | -0.35 |
| 1/22/2011 22:55 | N | R_PB2SES_5 | -0.35 |
| 1/22/2011 22:55 | N | AUTO_EPS_390 | 24.78 |
| 1/22/2011 23:00 | N | DC_ROAD_L_B | 24.35 |
| 1/22/2011 23:00 | N | DC_EGPS_L_A | 14.1 |
| 1/22/2011 23:00 | N | H_HOLLOW_E_1 | -0.37 |
| 1/22/2011 23:00 | N | HHOLLOW4_E_1 | -0.37 |
| 1/22/2011 23:00 | N | R_LH2SES_1 | 25.88 |
| 1/22/2011 23:00 | N | R_PB2SES_1 | -0.71 |
| 1/22/2011 23:00 | N | R_PB2SES_2 | -0.71 |
| 1/22/2011 23:00 | N | R_PB2SES_3 | -0.71 |
| 1/22/2011 23:00 | N | R_PB2SES_4 | -0.71 |
| 1/22/2011 23:00 | N | R_PB2SES_5 | -0.71 |
| 1/22/2011 23:00 | N | AUTO_EPS_390 | 25.8 |
| 1/22/2011 23:05 | N | DC_ROAD_L_B | 25.3 |
| 1/22/2011 23:05 | N | DC_EGPS_L_A | 6.99 |
| 1/22/2011 23:05 | N | H_HOLLOW_E_1 | -19 |
| 1/22/2011 23:05 | N | HHOLLOW4_E_1 | -19 |
| 1/22/2011 23:05 | N | R_LH2SES_1 | 28.03 |
| 1/22/2011 23:05 | N | R_PB2SES_1 | -19.59 |
| 1/22/2011 23:05 | N | R_PB2SES_2 | -19.59 |
| 1/22/2011 23:05 | N | R_PB2SES_3 | -19.59 |
| 1/22/2011 23:05 | N | R_PB2SES_4 | -19.59 |
| 1/22/2011 23:05 | N | R_PB2SES_5 | -19.59 |
| 1/22/2011 23:05 | N | AUTO_EPS_390 | 27.9 |
| 1/22/2011 23:10 | N | DC_ROAD_L_B | 24.89 |
| 1/22/2011 23:10 | N | DC_EGPS_L_A | 6.39 |
| 1/22/2011 23:10 | N | H_HOLLOW_E_1 | -19.87 |
| 1/22/2011 23:10 | N | HHOLLOW4_E_1 | -19.87 |
| 1/22/2011 23:10 | N | R_LH2SES_1 | 27.65 |
| 1/22/2011 23:10 | N | R_PB2SES_1 | -20.47 |
| 1/22/2011 23:10 | N | R_PB2SES_2 | -20.47 |
| 1/22/2011 23:10 | N | R_PB2SES_3 | -20.47 |
| 1/22/2011 23:10 | N | R_PB2SES_4 | -20.47 |
| 1/22/2011 23:10 | N | R_PB2SES_5 | -20.47 |
| 1/22/2011 23:10 | N | AUTO_EPS_390 | 27.51 |
| 1/22/2011 23:15 | N | DC_ROAD_L_B | 22.23 |
| 1/22/2011 23:15 | N | DC_EGPS_L_A | 8.7 |
| 1/22/2011 23:15 | N | H_HOLLOW_E_1 | -10.42 |
| 1/22/2011 23:15 | N | HHOLLOW4_E_1 | -10.42 |
| 1/22/2011 23:15 | N | R_LH2SES_1 | 24.26 |
| 1/22/2011 23:15 | N | R_PB2SES_1 | -10.86 |
| 1/22/2011 23:15 | N | R_PB2SES_2 | -10.86 |

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| 1/22/2011 23:15 | N | R_PB2SES_3 | -10.86 |
| 1/22/2011 23:15 | N | R_PB2SES_4 | -10.86 |
| 1/22/2011 23:15 | N | R_PB2SES_5 | -10.86 |
| 1/22/2011 23:15 | N | AUTO_EPS_390 | 24.16 |
| 1/22/2011 23:20 | N | DC_ROAD_L_B | 21.73 |
| 1/22/2011 23:20 | N | DC_EGPS_L_A | 12.48 |
| 1/22/2011 23:20 | N | H_HOLLOW_E_1 | -0.51 |
| 1/22/2011 23:20 | N | HHOLLOW4_E_1 | -0.51 |
| 1/22/2011 23:20 | N | R_LH2SES_1 | 23.12 |
| 1/22/2011 23:20 | N | R_PB2SES_1 | -0.81 |
| 1/22/2011 23:20 | N | R_PB2SES_2 | -0.81 |
| 1/22/2011 23:20 | N | R_PB2SES_3 | -0.81 |
| 1/22/2011 23:20 | N | R_PB2SES_4 | -0.81 |
| 1/22/2011 23:20 | N | R_PB2SES_5 | -0.81 |
| 1/22/2011 23:20 | N | AUTO_EPS_390 | 23.05 |
| 1/22/2011 23:22 | N | DC_ROAD_L_B | 19.41 |
| 1/22/2011 23:22 | N | DC_EGPS_L_A | 11.15 |
| 1/22/2011 23:22 | N | H_HOLLOW_E_1 | -0.45 |
| 1/22/2011 23:22 | N | HHOLLOW4_E_1 | -0.45 |
| 1/22/2011 23:22 | N | R_LH2SES_1 | 20.65 |
| 1/22/2011 23:22 | N | R_PB2SES_1 | -0.72 |
| 1/22/2011 23:22 | N | R_PB2SES_2 | -0.72 |
| 1/22/2011 23:22 | N | R_PB2SES_3 | -0.72 |
| 1/22/2011 23:22 | N | R_PB2SES_4 | -0.72 |
| 1/22/2011 23:22 | N | R_PB2SES_5 | -0.72 |
| 1/22/2011 23:22 | N | AUTO_EPS_390 | 20.59 |
| 1/22/2011 23:25 | N | DC_ROAD_L_B | 16.71 |
| 1/22/2011 23:25 | N | DC_EGPS_L_A | 9.68 |
| 1/22/2011 23:25 | N | H_HOLLOW_E_1 | -0.18 |
| 1/22/2011 23:25 | N | HHOLLOW4_E_1 | -0.18 |
| 1/22/2011 23:25 | N | R_LH2SES_1 | 17.77 |
| 1/22/2011 23:25 | N | R_PB2SES_1 | -0.41 |
| 1/22/2011 23:25 | N | R_PB2SES_2 | -0.41 |
| 1/22/2011 23:25 | N | R_PB2SES_3 | -0.41 |
| 1/22/2011 23:25 | N | R_PB2SES_4 | -0.41 |
| 1/22/2011 23:25 | N | R_PB2SES_5 | -0.41 |
| 1/22/2011 23:25 | N | AUTO_EPS_390 | 17.71 |
| 1/22/2011 23:30 | N | DC_ROAD_L_B | 21.11 |
| 1/22/2011 23:30 | N | DC_EGPS_L_A | 12.99 |
| 1/22/2011 23:30 | N | H_HOLLOW_E_1 | 1.57 |
| 1/22/2011 23:30 | N | HHOLLOW4_E_1 | 1.57 |
| 1/22/2011 23:30 | N | R_LH2SES_1 | 22.33 |
| 1/22/2011 23:30 | N | R_PB2SES_1 | 1.31 |
| 1/22/2011 23:30 | N | R_PB2SES_2 | 1.31 |
| 1/22/2011 23:30 | N | R_PB2SES_3 | 1.31 |
| 1/22/2011 23:30 | N | R_PB2SES_4 | 1.31 |
| 1/22/2011 23:30 | N | R_PB2SES_5 | 1.31 |

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| 1/22/2011 23:30 | N | AUTO_EPS_390 | 22.27 |
| 1/22/2011 23:35 | N | DC_ROAD_L_B | 21.49 |
| 1/22/2011 23:35 | N | DC_EGPS_L_A | 13.25 |
| 1/22/2011 23:35 | N | H_HOLLOW_E_1 | 1.62 |
| 1/22/2011 23:35 | N | HHOLLOW4_E_1 | 1.62 |
| 1/22/2011 23:35 | N | R_LH2SES_1 | 22.72 |
| 1/22/2011 23:35 | N | R_PB2SES_1 | 1.35 |
| 1/22/2011 23:35 | N | R_PB2SES_2 | 1.35 |
| 1/22/2011 23:35 | N | R_PB2SES_3 | 1.35 |
| 1/22/2011 23:35 | N | R_PB2SES_4 | 1.35 |
| 1/22/2011 23:35 | N | R_PB2SES_5 | 1.35 |
| 1/22/2011 23:35 | N | AUTO_EPS_390 | 22.66 |
| 1/22/2011 23:40 | N | DC_ROAD_L_B | 22.01 |
| 1/22/2011 23:40 | N | DC_EGPS_L_A | 16.29 |
| 1/22/2011 23:40 | N | H_HOLLOW_E_1 | 8.16 |
| 1/22/2011 23:40 | N | HHOLLOW4_E_1 | 8.16 |
| 1/22/2011 23:40 | N | R_LH2SES_1 | 22.87 |
| 1/22/2011 23:40 | N | R_PB2SES_1 | 7.97 |
| 1/22/2011 23:40 | N | R_PB2SES_2 | 7.97 |
| 1/22/2011 23:40 | N | R_PB2SES_3 | 7.97 |
| 1/22/2011 23:40 | N | R_PB2SES_4 | 7.97 |
| 1/22/2011 23:40 | N | R_PB2SES_5 | 7.97 |
| 1/22/2011 23:40 | N | AUTO_EPS_390 | 22.82 |
| 1/22/2011 23:45 | N | DC_ROAD_L_B | 22.54 |
| 1/22/2011 23:45 | N | DC_EGPS_L_A | 21.48 |
| 1/22/2011 23:45 | N | H_HOLLOW_E_1 | 19.98 |
| 1/22/2011 23:45 | N | HHOLLOW4_E_1 | 19.98 |
| 1/22/2011 23:45 | N | R_LH2SES_1 | 22.7 |
| 1/22/2011 23:45 | N | R_PB2SES_1 | 19.94 |
| 1/22/2011 23:45 | N | R_PB2SES_2 | 19.94 |
| 1/22/2011 23:45 | N | R_PB2SES_3 | 19.94 |
| 1/22/2011 23:45 | N | R_PB2SES_4 | 19.94 |
| 1/22/2011 23:45 | N | R_PB2SES_5 | 19.94 |
| 1/22/2011 23:45 | N | AUTO_EPS_390 | 22.69 |
| 1/23/2011 3:50 | N | DC_ROAD_L_B | 23.88 |
| 1/23/2011 3:50 | N | DC_EGPS_L_A | 14.06 |
| 1/23/2011 3:50 | N | H_HOLLOW_E_1 | 0.17 |
| 1/23/2011 3:50 | N | HHOLLOW4_E_1 | 0.17 |
| 1/23/2011 3:50 | N | R_LH2SES_1 | 25.34 |
| 1/23/2011 3:50 | N | R_PB2SES_1 | -0.15 |
| 1/23/2011 3:50 | N | R_PB2SES_2 | -0.15 |
| 1/23/2011 3:50 | N | R_PB2SES_3 | -0.15 |
| 1/23/2011 3:50 | N | R_PB2SES_4 | -0.15 |
| 1/23/2011 3:50 | N | R_PB2SES_5 | -0.15 |
| 1/23/2011 3:50 | N | AUTO_EPS_390 | 25.27 |
| 1/23/2011 3:55 | N | DC_ROAD_L_B | 23.74 |
| 1/23/2011 3:55 | N | DC_EGPS_L_A | 13.99 |

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| 1/23/2011 3:55 | N | H_HOLLOW_E_1 | 0.19 |
| 1/23/2011 3:55 | N | HHOLLOW4_E_1 | 0.19 |
| 1/23/2011 3:55 | N | R_LH2SES_1 | 25.19 |
| 1/23/2011 3:55 | N | R_PB2SES_1 | -0.13 |
| 1/23/2011 3:55 | N | R_PB2SES_2 | -0.13 |
| 1/23/2011 3:55 | N | R_PB2SES_3 | -0.13 |
| 1/23/2011 3:55 | N | R_PB2SES_4 | -0.13 |
| 1/23/2011 3:55 | N | R_PB2SES_5 | -0.13 |
| 1/23/2011 3:55 | N | AUTO_EPS_390 | 25.12 |
| 1/23/2011 4:01 | N | DC_ROAD_L_B | 23.25 |
| 1/23/2011 4:01 | N | DC_EGPS_L_A | 13.66 |
| 1/23/2011 4:01 | N | H_HOLLOW_E_1 | 0.09 |
| 1/23/2011 4:01 | N | HHOLLOW4_E_1 | 0.09 |
| 1/23/2011 4:01 | N | R_LH2SES_1 | 24.67 |
| 1/23/2011 4:01 | N | R_PB2SES_1 | -0.22 |
| 1/23/2011 4:01 | N | R_PB2SES_2 | -0.22 |
| 1/23/2011 4:01 | N | R_PB2SES_3 | -0.22 |
| 1/23/2011 4:01 | N | R_PB2SES_4 | -0.22 |
| 1/23/2011 4:01 | N | R_PB2SES_5 | -0.22 |
| 1/23/2011 4:01 | N | AUTO_EPS_390 | 24.6 |
| 1/23/2011 4:05 | N | DC_ROAD_L_B | 22.4 |
| 1/23/2011 4:05 | N | DC_EGPS_L_A | 13.24 |
| 1/23/2011 4:05 | N | H_HOLLOW_E_1 | 0.28 |
| 1/23/2011 4:05 | N | HHOLLOW4_E_1 | 0.28 |
| 1/23/2011 4:05 | N | R_LH2SES_1 | 23.76 |
| 1/23/2011 4:05 | N | R_PB2SES_1 | -0.02 |
| 1/23/2011 4:05 | N | R_PB2SES_2 | -0.02 |
| 1/23/2011 4:05 | N | R_PB2SES_3 | -0.02 |
| 1/23/2011 4:05 | N | R_PB2SES_4 | -0.02 |
| 1/23/2011 4:05 | N | R_PB2SES_5 | -0.02 |
| 1/23/2011 4:05 | N | AUTO_EPS_390 | 23.69 |
| 1/23/2011 4:10 | N | DC_ROAD_L_B | 22.27 |
| 1/23/2011 4:10 | N | DC_EGPS_L_A | 13.72 |
| 1/23/2011 4:10 | N | H_HOLLOW_E_1 | 1.65 |
| 1/23/2011 4:10 | N | HHOLLOW4_E_1 | 1.65 |
| 1/23/2011 4:10 | N | R_LH2SES_1 | 23.55 |
| 1/23/2011 4:10 | N | R_PB2SES_1 | 1.37 |
| 1/23/2011 4:10 | N | R_PB2SES_2 | 1.37 |
| 1/23/2011 4:10 | N | R_PB2SES_3 | 1.37 |
| 1/23/2011 4:10 | N | R_PB2SES_4 | 1.37 |
| 1/23/2011 4:10 | N | R_PB2SES_5 | 1.37 |
| 1/23/2011 4:10 | N | AUTO_EPS_390 | 23.49 |
| 1/23/2011 4:15 | N | DC_ROAD_L_B | 22.31 |
| 1/23/2011 4:15 | N | DC_EGPS_L_A | 13.74 |
| 1/23/2011 4:15 | N | H_HOLLOW_E_1 | 1.65 |
| 1/23/2011 4:15 | N | HHOLLOW4_E_1 | 1.65 |
| 1/23/2011 4:15 | N | R_LH2SES_1 | 23.59 |

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| 1/23/2011 4:15 | N | R_PB2SES_1 | 1.37 |
| 1/23/2011 4:15 | N | R_PB2SES_2 | 1.37 |
| 1/23/2011 4:15 | N | R_PB2SES_3 | 1.37 |
| 1/23/2011 4:15 | N | R_PB2SES_4 | 1.37 |
| 1/23/2011 4:15 | N | R_PB2SES_5 | 1.37 |
| 1/23/2011 4:15 | N | AUTO_EPS_390 | 23.52 |
| 1/23/2011 4:16 | N | DC_ROAD_L_B | 22.6 |
| 1/23/2011 4:16 | N | DC_EGPS_L_A | 13.3 |
| 1/23/2011 4:16 | N | H_HOLLOW_E_1 | 0.13 |
| 1/23/2011 4:16 | N | HHOLLOW4_E_1 | 0.13 |
| 1/23/2011 4:16 | N | R_LH2SES_1 | 23.98 |
| 1/23/2011 4:16 | N | R_PB2SES_1 | -0.17 |
| 1/23/2011 4:16 | N | R_PB2SES_2 | -0.17 |
| 1/23/2011 4:16 | N | R_PB2SES_3 | -0.17 |
| 1/23/2011 4:16 | N | R_PB2SES_4 | -0.17 |
| 1/23/2011 4:16 | N | R_PB2SES_5 | -0.17 |
| 1/23/2011 4:16 | N | AUTO_EPS_390 | 23.91 |
| 1/23/2011 4:18 | N | DC_ROAD_L_B | 22.61 |
| 1/23/2011 4:18 | N | DC_EGPS_L_A | 13.28 |
| 1/23/2011 4:18 | N | H_HOLLOW_E_1 | 0.07 |
| 1/23/2011 4:18 | N | HHOLLOW4_E_1 | 0.07 |
| 1/23/2011 4:18 | N | R_LH2SES_1 | 24 |
| 1/23/2011 4:18 | N | R_PB2SES_1 | -0.23 |
| 1/23/2011 4:18 | N | R_PB2SES_2 | -0.23 |
| 1/23/2011 4:18 | N | R_PB2SES_3 | -0.23 |
| 1/23/2011 4:18 | N | R_PB2SES_4 | -0.23 |
| 1/23/2011 4:18 | N | R_PB2SES_5 | -0.23 |
| 1/23/2011 4:18 | N | AUTO_EPS_390 | 23.93 |
| 1/23/2011 4:20 | N | DC_ROAD_L_B | 23.78 |
| 1/23/2011 4:20 | N | DC_EGPS_L_A | 13.84 |
| 1/23/2011 4:20 | N | H_HOLLOW_E_1 | -0.25 |
| 1/23/2011 4:20 | N | HHOLLOW4_E_1 | -0.25 |
| 1/23/2011 4:20 | N | R_LH2SES_1 | 25.25 |
| 1/23/2011 4:20 | N | R_PB2SES_1 | -0.57 |
| 1/23/2011 4:20 | N | R_PB2SES_2 | -0.57 |
| 1/23/2011 4:20 | N | R_PB2SES_3 | -0.57 |
| 1/23/2011 4:20 | N | R_PB2SES_4 | -0.57 |
| 1/23/2011 4:20 | N | R_PB2SES_5 | -0.57 |
| 1/23/2011 4:20 | N | AUTO_EPS_390 | 25.18 |
| 1/23/2011 4:25 | N | DC_ROAD_L_B | 23.73 |
| 1/23/2011 4:25 | N | DC_EGPS_L_A | 13.81 |
| 1/23/2011 4:25 | N | H_HOLLOW_E_1 | -0.25 |
| 1/23/2011 4:25 | N | HHOLLOW4_E_1 | -0.25 |
| 1/23/2011 4:25 | N | R_LH2SES_1 | 25.2 |
| 1/23/2011 4:25 | N | R_PB2SES_1 | -0.57 |
| 1/23/2011 4:25 | N | R_PB2SES_2 | -0.57 |
| 1/23/2011 4:25 | N | R_PB2SES_3 | -0.57 |

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| 1/23/2011 4:25 | N | R_PB2SES_4 | -0.57 |
| 1/23/2011 4:25 | N | R_PB2SES_5 | -0.57 |
| 1/23/2011 4:25 | N | AUTO_EPS_390 | 25.13 |
| 1/23/2011 4:30 | N | DC_ROAD_L_B | 22.46 |
| 1/23/2011 4:30 | N | DC_EGPS_L_A | 13.11 |
| 1/23/2011 4:30 | N | H_HOLLOW_E_1 | -0.11 |
| 1/23/2011 4:30 | N | HHOLLOW4_E_1 | -0.11 |
| 1/23/2011 4:30 | N | R_LH2SES_1 | 23.85 |
| 1/23/2011 4:30 | N | R_PB2SES_1 | -0.41 |
| 1/23/2011 4:30 | N | R_PB2SES_2 | -0.41 |
| 1/23/2011 4:30 | N | R_PB2SES_3 | -0.41 |
| 1/23/2011 4:30 | N | R_PB2SES_4 | -0.41 |
| 1/23/2011 4:30 | N | R_PB2SES_5 | -0.41 |
| 1/23/2011 4:30 | N | AUTO_EPS_390 | 23.78 |
| 1/23/2011 4:35 | N | DC_ROAD_L_B | 22.25 |
| 1/23/2011 4:35 | N | DC_EGPS_L_A | 12.98 |
| 1/23/2011 4:35 | N | H_HOLLOW_E_1 | -0.1 |
| 1/23/2011 4:35 | N | HHOLLOW4_E_1 | -0.1 |
| 1/23/2011 4:35 | N | R_LH2SES_1 | 23.62 |
| 1/23/2011 4:35 | N | R_PB2SES_1 | -0.4 |
| 1/23/2011 4:35 | N | R_PB2SES_2 | -0.4 |
| 1/23/2011 4:35 | N | R_PB2SES_3 | -0.4 |
| 1/23/2011 4:35 | N | R_PB2SES_4 | -0.4 |
| 1/23/2011 4:35 | N | R_PB2SES_5 | -0.4 |
| 1/23/2011 4:35 | N | AUTO_EPS_390 | 23.56 |
| 1/23/2011 4:40 | N | DC_ROAD_L_B | 22.49 |
| 1/23/2011 4:40 | N | DC_EGPS_L_A | 13.03 |
| 1/23/2011 4:40 | N | H_HOLLOW_E_1 | -0.33 |
| 1/23/2011 4:40 | N | HHOLLOW4_E_1 | -0.33 |
| 1/23/2011 4:40 | N | R_LH2SES_1 | 23.9 |
| 1/23/2011 4:40 | N | R_PB2SES_1 | -0.64 |
| 1/23/2011 4:40 | N | R_PB2SES_2 | -0.64 |
| 1/23/2011 4:40 | N | R_PB2SES_3 | -0.64 |
| 1/23/2011 4:40 | N | R_PB2SES_4 | -0.64 |
| 1/23/2011 4:40 | N | R_PB2SES_5 | -0.64 |
| 1/23/2011 4:40 | N | AUTO_EPS_390 | 23.83 |
| 1/23/2011 4:45 | N | DC_ROAD_L_B | 22.57 |
| 1/23/2011 4:45 | N | DC_EGPS_L_A | 13.01 |
| 1/23/2011 4:45 | N | H_HOLLOW_E_1 | -0.5 |
| 1/23/2011 4:45 | N | HHOLLOW4_E_1 | -0.5 |
| 1/23/2011 4:45 | N | R_LH2SES_1 | 24 |
| 1/23/2011 4:45 | N | R_PB2SES_1 | -0.81 |
| 1/23/2011 4:45 | N | R_PB2SES_2 | -0.81 |
| 1/23/2011 4:45 | N | R_PB2SES_3 | -0.81 |
| 1/23/2011 4:45 | N | R_PB2SES_4 | -0.81 |
| 1/23/2011 4:45 | N | R_PB2SES_5 | -0.81 |
| 1/23/2011 4:45 | N | AUTO_EPS_390 | 23.93 |

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|---|---|---|---|
| 1/23/2011 4:50 | N | DC_ROAD_L_B | 22.6 |
| 1/23/2011 4:50 | N | DC_EGPS_L_A | 12.97 |
| 1/23/2011 4:50 | N | H_HOLLOW_E_1 | -0.58 |
| 1/23/2011 4:50 | N | HHOLLOW4_E_1 | -0.58 |
| 1/23/2011 4:50 | N | R_LH2SES_1 | 24.03 |
| 1/23/2011 4:50 | N | R_PB2SES_1 | -0.89 |
| 1/23/2011 4:50 | N | R_PB2SES_2 | -0.89 |
| 1/23/2011 4:50 | N | R_PB2SES_3 | -0.89 |
| 1/23/2011 4:50 | N | R_PB2SES_4 | -0.89 |
| 1/23/2011 4:50 | N | R_PB2SES_5 | -0.89 |
| 1/23/2011 4:50 | N | AUTO_EPS_390 | 23.96 |
| 1/23/2011 4:55 | N | DC_ROAD_L_B | 22.81 |
| 1/23/2011 4:55 | N | DC_EGPS_L_A | 13.09 |
| 1/23/2011 4:55 | N | H_HOLLOW_E_1 | -0.58 |
| 1/23/2011 4:55 | N | HHOLLOW4_E_1 | -0.58 |
| 1/23/2011 4:55 | N | R_LH2SES_1 | 24.26 |
| 1/23/2011 4:55 | N | R_PB2SES_1 | -0.89 |
| 1/23/2011 4:55 | N | R_PB2SES_2 | -0.89 |
| 1/23/2011 4:55 | N | R_PB2SES_3 | -0.89 |
| 1/23/2011 4:55 | N | R_PB2SES_4 | -0.89 |
| 1/23/2011 4:55 | N | R_PB2SES_5 | -0.89 |
| 1/23/2011 4:55 | N | AUTO_EPS_390 | 24.19 |
| 1/23/2011 5:01 | N | DC_ROAD_L_B | 22.54 |
| 1/23/2011 5:01 | N | DC_EGPS_L_A | 13.02 |
| 1/23/2011 5:01 | N | H_HOLLOW_E_1 | -0.36 |
| 1/23/2011 5:01 | N | HHOLLOW4_E_1 | -0.36 |
| 1/23/2011 5:01 | N | R_LH2SES_1 | 23.96 |
| 1/23/2011 5:01 | N | R_PB2SES_1 | -0.67 |
| 1/23/2011 5:01 | N | R_PB2SES_2 | -0.67 |
| 1/23/2011 5:01 | N | R_PB2SES_3 | -0.67 |
| 1/23/2011 5:01 | N | R_PB2SES_4 | -0.67 |
| 1/23/2011 5:01 | N | R_PB2SES_5 | -0.67 |
| 1/23/2011 5:01 | N | AUTO_EPS_390 | 23.89 |
| 1/23/2011 5:05 | N | DC_ROAD_L_B | 22.06 |
| 1/23/2011 5:05 | N | DC_EGPS_L_A | 12.71 |
| 1/23/2011 5:05 | N | H_HOLLOW_E_1 | -0.44 |
| 1/23/2011 5:05 | N | HHOLLOW4_E_1 | -0.44 |
| 1/23/2011 5:05 | N | R_LH2SES_1 | 23.46 |
| 1/23/2011 5:05 | N | R_PB2SES_1 | -0.74 |
| 1/23/2011 5:05 | N | R_PB2SES_2 | -0.74 |
| 1/23/2011 5:05 | N | R_PB2SES_3 | -0.74 |
| 1/23/2011 5:05 | N | R_PB2SES_4 | -0.74 |
| 1/23/2011 5:05 | N | R_PB2SES_5 | -0.74 |
| 1/23/2011 5:05 | N | AUTO_EPS_390 | 23.39 |
| 1/23/2011 5:10 | N | DC_ROAD_L_B | 22.22 |
| 1/23/2011 5:10 | N | DC_EGPS_L_A | 12.74 |
| 1/23/2011 5:10 | N | H_HOLLOW_E_1 | -0.58 |

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| 1/23/2011 5:10 | N | HHOLLOW4_E_1 | -0.58 |
| 1/23/2011 5:10 | N | R_LH2SES_1 | 23.63 |
| 1/23/2011 5:10 | N | R_PB2SES_1 | -0.89 |
| 1/23/2011 5:10 | N | R_PB2SES_2 | -0.89 |
| 1/23/2011 5:10 | N | R_PB2SES_3 | -0.89 |
| 1/23/2011 5:10 | N | R_PB2SES_4 | -0.89 |
| 1/23/2011 5:10 | N | R_PB2SES_5 | -0.89 |
| 1/23/2011 5:10 | N | AUTO_EPS_390 | 23.56 |
| 1/23/2011 5:15 | N | DC_ROAD_L_B | 22.8 |
| 1/23/2011 5:15 | N | DC_EGPS_L_A | 9.22 |
| 1/23/2011 5:15 | N | H_HOLLOW_E_1 | -9.91 |
| 1/23/2011 5:15 | N | HHOLLOW4_E_1 | -9.91 |
| 1/23/2011 5:15 | N | R_LH2SES_1 | 24.83 |
| 1/23/2011 5:15 | N | R_PB2SES_1 | -10.34 |
| 1/23/2011 5:15 | N | R_PB2SES_2 | -10.34 |
| 1/23/2011 5:15 | N | R_PB2SES_3 | -10.34 |
| 1/23/2011 5:15 | N | R_PB2SES_4 | -10.34 |
| 1/23/2011 5:15 | N | R_PB2SES_5 | -10.34 |
| 1/23/2011 5:15 | N | AUTO_EPS_390 | 24.73 |
| 1/23/2011 5:20 | N | DC_ROAD_L_B | 22.69 |
| 1/23/2011 5:20 | N | DC_EGPS_L_A | 10.93 |
| 1/23/2011 5:20 | N | H_HOLLOW_E_1 | -5.63 |
| 1/23/2011 5:20 | N | HHOLLOW4_E_1 | -5.63 |
| 1/23/2011 5:20 | N | R_LH2SES_1 | 24.44 |
| 1/23/2011 5:20 | N | R_PB2SES_1 | -6.01 |
| 1/23/2011 5:20 | N | R_PB2SES_2 | -6.01 |
| 1/23/2011 5:20 | N | R_PB2SES_3 | -6.01 |
| 1/23/2011 5:20 | N | R_PB2SES_4 | -6.01 |
| 1/23/2011 5:20 | N | R_PB2SES_5 | -6.01 |
| 1/23/2011 5:20 | N | AUTO_EPS_390 | 24.35 |
| 1/23/2011 5:25 | N | DC_ROAD_L_B | 22.4 |
| 1/23/2011 5:25 | N | DC_EGPS_L_A | 10.76 |
| 1/23/2011 5:25 | N | H_HOLLOW_E_1 | -5.63 |
| 1/23/2011 5:25 | N | HHOLLOW4_E_1 | -5.63 |
| 1/23/2011 5:25 | N | R_LH2SES_1 | 24.14 |
| 1/23/2011 5:25 | N | R_PB2SES_1 | -6.01 |
| 1/23/2011 5:25 | N | R_PB2SES_2 | -6.01 |
| 1/23/2011 5:25 | N | R_PB2SES_3 | -6.01 |
| 1/23/2011 5:25 | N | R_PB2SES_4 | -6.01 |
| 1/23/2011 5:25 | N | R_PB2SES_5 | -6.01 |
| 1/23/2011 5:25 | N | AUTO_EPS_390 | 24.05 |
| 1/23/2011 5:30 | N | DC_ROAD_L_B | 22.35 |
| 1/23/2011 5:30 | N | DC_EGPS_L_A | 12.41 |
| 1/23/2011 5:30 | N | H_HOLLOW_E_1 | -1.56 |
| 1/23/2011 5:30 | N | HHOLLOW4_E_1 | -1.56 |
| 1/23/2011 5:30 | N | R_LH2SES_1 | 23.83 |
| 1/23/2011 5:30 | N | R_PB2SES_1 | -1.88 |

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| 1/23/2011 5:30 | N | R_PB2SES_2 | -1.88 |
| 1/23/2011 5:30 | N | R_PB2SES_3 | -1.88 |
| 1/23/2011 5:30 | N | R_PB2SES_4 | -1.88 |
| 1/23/2011 5:30 | N | R_PB2SES_5 | -1.88 |
| 1/23/2011 5:30 | N | AUTO_EPS_390 | 23.76 |
| 1/23/2011 5:35 | N | DC_ROAD_L_B | 22.45 |
| 1/23/2011 5:35 | N | DC_EGPS_L_A | 11.56 |
| 1/23/2011 5:35 | N | H_HOLLOW_E_1 | -3.74 |
| 1/23/2011 5:35 | N | HHOLLOW4_E_1 | -3.74 |
| 1/23/2011 5:35 | N | R_LH2SES_1 | 24.07 |
| 1/23/2011 5:35 | N | R_PB2SES_1 | -4.09 |
| 1/23/2011 5:35 | N | R_PB2SES_2 | -4.09 |
| 1/23/2011 5:35 | N | R_PB2SES_3 | -4.09 |
| 1/23/2011 5:35 | N | R_PB2SES_4 | -4.09 |
| 1/23/2011 5:35 | N | R_PB2SES_5 | -4.09 |
| 1/23/2011 5:35 | N | AUTO_EPS_390 | 23.99 |
| 1/23/2011 5:40 | N | DC_ROAD_L_B | 22.35 |
| 1/23/2011 5:40 | N | DC_EGPS_L_A | 10.72 |
| 1/23/2011 5:40 | N | H_HOLLOW_E_1 | -5.63 |
| 1/23/2011 5:40 | N | HHOLLOW4_E_1 | -5.63 |
| 1/23/2011 5:40 | N | R_LH2SES_1 | 24.08 |
| 1/23/2011 5:40 | N | R_PB2SES_1 | -6.01 |
| 1/23/2011 5:40 | N | R_PB2SES_2 | -6.01 |
| 1/23/2011 5:40 | N | R_PB2SES_3 | -6.01 |
| 1/23/2011 5:40 | N | R_PB2SES_4 | -6.01 |
| 1/23/2011 5:40 | N | R_PB2SES_5 | -6.01 |
| 1/23/2011 5:40 | N | AUTO_EPS_390 | 24 |
| 1/23/2011 5:45 | N | DC_ROAD_L_B | 22.04 |
| 1/23/2011 5:45 | N | DC_EGPS_L_A | 10.54 |
| 1/23/2011 5:45 | N | H_HOLLOW_E_1 | -5.64 |
| 1/23/2011 5:45 | N | HHOLLOW4_E_1 | -5.64 |
| 1/23/2011 5:45 | N | R_LH2SES_1 | 23.76 |
| 1/23/2011 5:45 | N | R_PB2SES_1 | -6.01 |
| 1/23/2011 5:45 | N | R_PB2SES_2 | -6.01 |
| 1/23/2011 5:45 | N | R_PB2SES_3 | -6.01 |
| 1/23/2011 5:45 | N | R_PB2SES_4 | -6.01 |
| 1/23/2011 5:45 | N | R_PB2SES_5 | -6.01 |
| 1/23/2011 5:45 | N | AUTO_EPS_390 | 23.68 |
| 1/23/2011 5:50 | N | DC_ROAD_L_B | 21.7 |
| 1/23/2011 5:50 | N | DC_EGPS_L_A | 10.33 |
| 1/23/2011 5:50 | N | H_HOLLOW_E_1 | -5.64 |
| 1/23/2011 5:50 | N | HHOLLOW4_E_1 | -5.64 |
| 1/23/2011 5:50 | N | R_LH2SES_1 | 23.4 |
| 1/23/2011 5:50 | N | R_PB2SES_1 | -6.01 |
| 1/23/2011 5:50 | N | R_PB2SES_2 | -6.01 |
| 1/23/2011 5:50 | N | R_PB2SES_3 | -6.01 |
| 1/23/2011 5:50 | N | R_PB2SES_4 | -6.01 |

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| 1/23/2011 5:50 | N | R_PB2SES_5 | -6.01 |
| 1/23/2011 5:50 | N | AUTO_EPS_390 | 23.32 |
| 1/23/2011 5:55 | N | DC_ROAD_L_B | 21.44 |
| 1/23/2011 5:55 | N | DC_EGPS_L_A | 10.17 |
| 1/23/2011 5:55 | N | H_HOLLOW_E_1 | -5.65 |
| 1/23/2011 5:55 | N | HHOLLOW4_E_1 | -5.65 |
| 1/23/2011 5:55 | N | R_LH2SES_1 | 23.12 |
| 1/23/2011 5:55 | N | R_PB2SES_1 | -6.01 |
| 1/23/2011 5:55 | N | R_PB2SES_2 | -6.01 |
| 1/23/2011 5:55 | N | R_PB2SES_3 | -6.01 |
| 1/23/2011 5:55 | N | R_PB2SES_4 | -6.01 |
| 1/23/2011 5:55 | N | R_PB2SES_5 | -6.01 |
| 1/23/2011 5:55 | N | AUTO_EPS_390 | 23.04 |
| 1/23/2011 6:01 | N | DC_ROAD_L_B | 21.5 |
| 1/23/2011 6:01 | N | DC_EGPS_L_A | 10.21 |
| 1/23/2011 6:01 | N | H_HOLLOW_E_1 | -5.65 |
| 1/23/2011 6:01 | N | HHOLLOW4_E_1 | -5.65 |
| 1/23/2011 6:01 | N | R_LH2SES_1 | 23.19 |
| 1/23/2011 6:01 | N | R_PB2SES_1 | -6.01 |
| 1/23/2011 6:01 | N | R_PB2SES_2 | -6.01 |
| 1/23/2011 6:01 | N | R_PB2SES_3 | -6.01 |
| 1/23/2011 6:01 | N | R_PB2SES_4 | -6.01 |
| 1/23/2011 6:01 | N | R_PB2SES_5 | -6.01 |
| 1/23/2011 6:01 | N | AUTO_EPS_390 | 23.11 |
| 1/23/2011 6:05 | N | DC_ROAD_L_B | 24.11 |
| 1/23/2011 6:05 | N | DC_EGPS_L_A | 11.75 |
| 1/23/2011 6:05 | N | H_HOLLOW_E_1 | -5.61 |
| 1/23/2011 6:05 | N | HHOLLOW4_E_1 | -5.61 |
| 1/23/2011 6:05 | N | R_LH2SES_1 | 25.96 |
| 1/23/2011 6:05 | N | R_PB2SES_1 | -6.01 |
| 1/23/2011 6:05 | N | R_PB2SES_2 | -6.01 |
| 1/23/2011 6:05 | N | R_PB2SES_3 | -6.01 |
| 1/23/2011 6:05 | N | R_PB2SES_4 | -6.01 |
| 1/23/2011 6:05 | N | R_PB2SES_5 | -6.01 |
| 1/23/2011 6:05 | N | AUTO_EPS_390 | 25.87 |
| 1/23/2011 6:10 | N | DC_ROAD_L_B | 24.11 |
| 1/23/2011 6:10 | N | DC_EGPS_L_A | 11.75 |
| 1/23/2011 6:10 | N | H_HOLLOW_E_1 | -5.61 |
| 1/23/2011 6:10 | N | HHOLLOW4_E_1 | -5.61 |
| 1/23/2011 6:10 | N | R_LH2SES_1 | 25.96 |
| 1/23/2011 6:10 | N | R_PB2SES_1 | -6.01 |
| 1/23/2011 6:10 | N | R_PB2SES_2 | -6.01 |
| 1/23/2011 6:10 | N | R_PB2SES_3 | -6.01 |
| 1/23/2011 6:10 | N | R_PB2SES_4 | -6.01 |
| 1/23/2011 6:10 | N | R_PB2SES_5 | -6.01 |
| 1/23/2011 6:10 | N | AUTO_EPS_390 | 25.87 |
| 1/23/2011 6:15 | N | DC_ROAD_L_B | 23.22 |

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| 1/23/2011 6:15 | N | DC_EGPS_L_A | 17.53 |
| 1/23/2011 6:15 | N | H_HOLLOW_E_1 | -5.66 |
| 1/23/2011 6:15 | N | HHOLLOW4_E_1 | -5.66 |
| 1/23/2011 6:15 | N | R_LH2SES_1 | 25.2 |
| 1/23/2011 6:15 | N | R_PB2SES_1 | -6 |
| 1/23/2011 6:15 | N | R_PB2SES_2 | -6 |
| 1/23/2011 6:15 | N | R_PB2SES_3 | -6 |
| 1/23/2011 6:15 | N | R_PB2SES_4 | -6 |
| 1/23/2011 6:15 | N | R_PB2SES_5 | -6 |
| 1/23/2011 6:15 | N | AUTO_EPS_390 | 25.1 |
| 1/23/2011 6:20 | N | DC_ROAD_L_B | 23.4 |
| 1/23/2011 6:20 | N | DC_EGPS_L_A | 18.26 |
| 1/23/2011 6:20 | N | H_HOLLOW_E_1 | -2.7 |
| 1/23/2011 6:20 | N | HHOLLOW4_E_1 | -2.7 |
| 1/23/2011 6:20 | N | R_LH2SES_1 | 25.19 |
| 1/23/2011 6:20 | N | R_PB2SES_1 | -3.02 |
| 1/23/2011 6:20 | N | R_PB2SES_2 | -3.02 |
| 1/23/2011 6:20 | N | R_PB2SES_3 | -3.02 |
| 1/23/2011 6:20 | N | R_PB2SES_4 | -3.02 |
| 1/23/2011 6:20 | N | R_PB2SES_5 | -3.02 |
| 1/23/2011 6:20 | N | AUTO_EPS_390 | 25.1 |
| 1/23/2011 6:25 | N | DC_ROAD_L_B | 22.43 |
| 1/23/2011 6:25 | N | DC_EGPS_L_A | 17.9 |
| 1/23/2011 6:25 | N | H_HOLLOW_E_1 | -0.59 |
| 1/23/2011 6:25 | N | HHOLLOW4_E_1 | -0.59 |
| 1/23/2011 6:25 | N | R_LH2SES_1 | 24.01 |
| 1/23/2011 6:25 | N | R_PB2SES_1 | -0.87 |
| 1/23/2011 6:25 | N | R_PB2SES_2 | -0.87 |
| 1/23/2011 6:25 | N | R_PB2SES_3 | -0.87 |
| 1/23/2011 6:25 | N | R_PB2SES_4 | -0.87 |
| 1/23/2011 6:25 | N | R_PB2SES_5 | -0.87 |
| 1/23/2011 6:25 | N | AUTO_EPS_390 | 23.93 |
| 1/23/2011 6:30 | N | DC_ROAD_L_B | 22.79 |
| 1/23/2011 6:30 | N | DC_EGPS_L_A | 18.19 |
| 1/23/2011 6:30 | N | H_HOLLOW_E_1 | -0.59 |
| 1/23/2011 6:30 | N | HHOLLOW4_E_1 | -0.59 |
| 1/23/2011 6:30 | N | R_LH2SES_1 | 24.4 |
| 1/23/2011 6:30 | N | R_PB2SES_1 | -0.87 |
| 1/23/2011 6:30 | N | R_PB2SES_2 | -0.87 |
| 1/23/2011 6:30 | N | R_PB2SES_3 | -0.87 |
| 1/23/2011 6:30 | N | R_PB2SES_4 | -0.87 |
| 1/23/2011 6:30 | N | R_PB2SES_5 | -0.87 |
| 1/23/2011 6:30 | N | AUTO_EPS_390 | 24.32 |
| 1/23/2011 6:35 | N | DC_ROAD_L_B | 22.92 |
| 1/23/2011 6:35 | N | DC_EGPS_L_A | 18.31 |
| 1/23/2011 6:35 | N | H_HOLLOW_E_1 | -0.52 |
| 1/23/2011 6:35 | N | HHOLLOW4_E_1 | -0.52 |

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| 1/23/2011 6:35 | N | R_LH2SES_1 | 24.53 |
| 1/23/2011 6:35 | N | R_PB2SES_1 | -0.81 |
| 1/23/2011 6:35 | N | R_PB2SES_2 | -0.81 |
| 1/23/2011 6:35 | N | R_PB2SES_3 | -0.81 |
| 1/23/2011 6:35 | N | R_PB2SES_4 | -0.81 |
| 1/23/2011 6:35 | N | R_PB2SES_5 | -0.81 |
| 1/23/2011 6:35 | N | AUTO_EPS_390 | 24.45 |
| 1/23/2011 6:40 | N | DC_ROAD_L_B | 22.87 |
| 1/23/2011 6:40 | N | DC_EGPS_L_A | 18.25 |
| 1/23/2011 6:40 | N | H_HOLLOW_E_1 | -0.59 |
| 1/23/2011 6:40 | N | HHOLLOW4_E_1 | -0.59 |
| 1/23/2011 6:40 | N | R_LH2SES_1 | 24.48 |
| 1/23/2011 6:40 | N | R_PB2SES_1 | -0.87 |
| 1/23/2011 6:40 | N | R_PB2SES_2 | -0.87 |
| 1/23/2011 6:40 | N | R_PB2SES_3 | -0.87 |
| 1/23/2011 6:40 | N | R_PB2SES_4 | -0.87 |
| 1/23/2011 6:40 | N | R_PB2SES_5 | -0.87 |
| 1/23/2011 6:40 | N | AUTO_EPS_390 | 24.4 |
| 1/23/2011 6:45 | N | DC_ROAD_L_B | 23.64 |
| 1/23/2011 6:45 | N | DC_EGPS_L_A | 18.67 |
| 1/23/2011 6:45 | N | H_HOLLOW_E_1 | -1.55 |
| 1/23/2011 6:45 | N | HHOLLOW4_E_1 | -1.55 |
| 1/23/2011 6:45 | N | R_LH2SES_1 | 25.36 |
| 1/23/2011 6:45 | N | R_PB2SES_1 | -1.85 |
| 1/23/2011 6:45 | N | R_PB2SES_2 | -1.85 |
| 1/23/2011 6:45 | N | R_PB2SES_3 | -1.85 |
| 1/23/2011 6:45 | N | R_PB2SES_4 | -1.85 |
| 1/23/2011 6:45 | N | R_PB2SES_5 | -1.85 |
| 1/23/2011 6:45 | N | AUTO_EPS_390 | 25.28 |
| 1/23/2011 6:50 | N | DC_ROAD_L_B | 23.86 |
| 1/23/2011 6:50 | N | DC_EGPS_L_A | 19.06 |
| 1/23/2011 6:50 | N | H_HOLLOW_E_1 | -0.5 |
| 1/23/2011 6:50 | N | HHOLLOW4_E_1 | -0.5 |
| 1/23/2011 6:50 | N | R_LH2SES_1 | 25.53 |
| 1/23/2011 6:50 | N | R_PB2SES_1 | -0.79 |
| 1/23/2011 6:50 | N | R_PB2SES_2 | -0.79 |
| 1/23/2011 6:50 | N | R_PB2SES_3 | -0.79 |
| 1/23/2011 6:50 | N | R_PB2SES_4 | -0.79 |
| 1/23/2011 6:50 | N | R_PB2SES_5 | -0.79 |
| 1/23/2011 6:50 | N | AUTO_EPS_390 | 25.45 |
| 1/23/2011 6:55 | N | DC_ROAD_L_B | 23.55 |
| 1/23/2011 6:55 | N | DC_EGPS_L_A | 18.8 |
| 1/23/2011 6:55 | N | H_HOLLOW_E_1 | -0.52 |
| 1/23/2011 6:55 | N | HHOLLOW4_E_1 | -0.52 |
| 1/23/2011 6:55 | N | R_LH2SES_1 | 25.2 |
| 1/23/2011 6:55 | N | R_PB2SES_1 | -0.81 |
| 1/23/2011 6:55 | N | R_PB2SES_2 | -0.81 |

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| 1/23/2011 6:55 | N | R_PB2SES_3 | -0.81 |
| 1/23/2011 6:55 | N | R_PB2SES_4 | -0.81 |
| 1/23/2011 6:55 | N | R_PB2SES_5 | -0.81 |
| 1/23/2011 6:55 | N | AUTO_EPS_390 | 25.12 |
| 1/23/2011 7:00 | N | DC_ROAD_L_B | 23.22 |
| 1/23/2011 7:00 | N | DC_EGPS_L_A | 18.58 |
| 1/23/2011 7:00 | N | H_HOLLOW_E_1 | -0.35 |
| 1/23/2011 7:00 | N | HHOLLOW4_E_1 | -0.35 |
| 1/23/2011 7:00 | N | R_LH2SES_1 | 24.84 |
| 1/23/2011 7:00 | N | R_PB2SES_1 | -0.64 |
| 1/23/2011 7:00 | N | R_PB2SES_2 | -0.64 |
| 1/23/2011 7:00 | N | R_PB2SES_3 | -0.64 |
| 1/23/2011 7:00 | N | R_PB2SES_4 | -0.64 |
| 1/23/2011 7:00 | N | R_PB2SES_5 | -0.64 |
| 1/23/2011 7:00 | N | AUTO_EPS_390 | 24.76 |
| 1/23/2011 7:05 | N | DC_ROAD_L_B | 23.08 |
| 1/23/2011 7:05 | N | DC_EGPS_L_A | 18.5 |
| 1/23/2011 7:05 | N | H_HOLLOW_E_1 | -0.17 |
| 1/23/2011 7:05 | N | HHOLLOW4_E_1 | -0.17 |
| 1/23/2011 7:05 | N | R_LH2SES_1 | 24.67 |
| 1/23/2011 7:05 | N | R_PB2SES_1 | -0.45 |
| 1/23/2011 7:05 | N | R_PB2SES_2 | -0.45 |
| 1/23/2011 7:05 | N | R_PB2SES_3 | -0.45 |
| 1/23/2011 7:05 | N | R_PB2SES_4 | -0.45 |
| 1/23/2011 7:05 | N | R_PB2SES_5 | -0.45 |
| 1/23/2011 7:05 | N | AUTO_EPS_390 | 24.59 |
| 1/23/2011 7:10 | N | DC_ROAD_L_B | 23.4 |
| 1/23/2011 7:10 | N | DC_EGPS_L_A | 18.76 |
| 1/23/2011 7:10 | N | H_HOLLOW_E_1 | -0.15 |
| 1/23/2011 7:10 | N | HHOLLOW4_E_1 | -0.15 |
| 1/23/2011 7:10 | N | R_LH2SES_1 | 25.01 |
| 1/23/2011 7:10 | N | R_PB2SES_1 | -0.43 |
| 1/23/2011 7:10 | N | R_PB2SES_2 | -0.43 |
| 1/23/2011 7:10 | N | R_PB2SES_3 | -0.43 |
| 1/23/2011 7:10 | N | R_PB2SES_4 | -0.43 |
| 1/23/2011 7:10 | N | R_PB2SES_5 | -0.43 |
| 1/23/2011 7:10 | N | AUTO_EPS_390 | 24.94 |
| 1/23/2011 7:15 | N | DC_ROAD_L_B | 23.82 |
| 1/23/2011 7:15 | N | DC_EGPS_L_A | 18.99 |
| 1/23/2011 7:15 | N | H_HOLLOW_E_1 | -0.7 |
| 1/23/2011 7:15 | N | HHOLLOW4_E_1 | -0.7 |
| 1/23/2011 7:15 | N | R_LH2SES_1 | 25.5 |
| 1/23/2011 7:15 | N | R_PB2SES_1 | -1 |
| 1/23/2011 7:15 | N | R_PB2SES_2 | -1 |
| 1/23/2011 7:15 | N | R_PB2SES_3 | -1 |
| 1/23/2011 7:15 | N | R_PB2SES_4 | -1 |
| 1/23/2011 7:15 | N | R_PB2SES_5 | -1 |

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| 1/23/2011 7:15 | N | AUTO_EPS_390 | 25.42 |
| 1/23/2011 7:20 | N | DC_ROAD_L_B | 23.58 |
| 1/23/2011 7:20 | N | DC_EGPS_L_A | 18.8 |
| 1/23/2011 7:20 | N | H_HOLLOW_E_1 | -0.7 |
| 1/23/2011 7:20 | N | HHOLLOW4_E_1 | -0.7 |
| 1/23/2011 7:20 | N | R_LH2SES_1 | 25.24 |
| 1/23/2011 7:20 | N | R_PB2SES_1 | -0.99 |
| 1/23/2011 7:20 | N | R_PB2SES_2 | -0.99 |
| 1/23/2011 7:20 | N | R_PB2SES_3 | -0.99 |
| 1/23/2011 7:20 | N | R_PB2SES_4 | -0.99 |
| 1/23/2011 7:20 | N | R_PB2SES_5 | -0.99 |
| 1/23/2011 7:20 | N | AUTO_EPS_390 | 25.16 |
| 1/23/2011 7:25 | N | DC_ROAD_L_B | 23.36 |
| 1/23/2011 7:25 | N | DC_EGPS_L_A | 13.42 |
| 1/23/2011 7:25 | N | H_HOLLOW_E_1 | -0.55 |
| 1/23/2011 7:25 | N | HHOLLOW4_E_1 | -0.55 |
| 1/23/2011 7:25 | N | R_LH2SES_1 | 24.85 |
| 1/23/2011 7:25 | N | R_PB2SES_1 | -0.87 |
| 1/23/2011 7:25 | N | R_PB2SES_2 | -0.87 |
| 1/23/2011 7:25 | N | R_PB2SES_3 | -0.87 |
| 1/23/2011 7:25 | N | R_PB2SES_4 | -0.87 |
| 1/23/2011 7:25 | N | R_PB2SES_5 | -0.87 |
| 1/23/2011 7:25 | N | AUTO_EPS_390 | 24.78 |
| 1/23/2011 7:30 | N | DC_ROAD_L_B | 23.45 |
| 1/23/2011 7:30 | N | DC_EGPS_L_A | 13.47 |
| 1/23/2011 7:30 | N | H_HOLLOW_E_1 | -0.55 |
| 1/23/2011 7:30 | N | HHOLLOW4_E_1 | -0.55 |
| 1/23/2011 7:30 | N | R_LH2SES_1 | 24.95 |
| 1/23/2011 7:30 | N | R_PB2SES_1 | -0.87 |
| 1/23/2011 7:30 | N | R_PB2SES_2 | -0.87 |
| 1/23/2011 7:30 | N | R_PB2SES_3 | -0.87 |
| 1/23/2011 7:30 | N | R_PB2SES_4 | -0.87 |
| 1/23/2011 7:30 | N | R_PB2SES_5 | -0.87 |
| 1/23/2011 7:30 | N | AUTO_EPS_390 | 24.87 |
| 1/23/2011 7:35 | N | DC_ROAD_L_B | 23.05 |
| 1/23/2011 7:35 | N | DC_EGPS_L_A | 18.49 |
| 1/23/2011 7:35 | N | H_HOLLOW_E_1 | -0.08 |
| 1/23/2011 7:35 | N | HHOLLOW4_E_1 | -0.08 |
| 1/23/2011 7:35 | N | R_LH2SES_1 | 24.64 |
| 1/23/2011 7:35 | N | R_PB2SES_1 | -0.36 |
| 1/23/2011 7:35 | N | R_PB2SES_2 | -0.36 |
| 1/23/2011 7:35 | N | R_PB2SES_3 | -0.36 |
| 1/23/2011 7:35 | N | R_PB2SES_4 | -0.36 |
| 1/23/2011 7:35 | N | R_PB2SES_5 | -0.36 |
| 1/23/2011 7:35 | N | AUTO_EPS_390 | 24.56 |
| 1/23/2011 7:40 | N | DC_ROAD_L_B | 22.99 |
| 1/23/2011 7:40 | N | DC_EGPS_L_A | 18.42 |

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|---|---|---|---|
| 1/23/2011 7:40 | N | H_HOLLOW_E_1 | -0.18 |
| 1/23/2011 7:40 | N | HHOLLOW4_E_1 | -0.18 |
| 1/23/2011 7:40 | N | R_LH2SES_1 | 24.58 |
| 1/23/2011 7:40 | N | R_PB2SES_1 | -0.45 |
| 1/23/2011 7:40 | N | R_PB2SES_2 | -0.45 |
| 1/23/2011 7:40 | N | R_PB2SES_3 | -0.45 |
| 1/23/2011 7:40 | N | R_PB2SES_4 | -0.45 |
| 1/23/2011 7:40 | N | R_PB2SES_5 | -0.45 |
| 1/23/2011 7:40 | N | AUTO_EPS_390 | 24.5 |
| 1/23/2011 7:45 | N | DC_ROAD_L_B | 23.42 |
| 1/23/2011 7:45 | N | DC_EGPS_L_A | 13.62 |
| 1/23/2011 7:45 | N | H_HOLLOW_E_1 | -0.15 |
| 1/23/2011 7:45 | N | HHOLLOW4_E_1 | -0.15 |
| 1/23/2011 7:45 | N | R_LH2SES_1 | 24.89 |
| 1/23/2011 7:45 | N | R_PB2SES_1 | -0.46 |
| 1/23/2011 7:45 | N | R_PB2SES_2 | -0.46 |
| 1/23/2011 7:45 | N | R_PB2SES_3 | -0.46 |
| 1/23/2011 7:45 | N | R_PB2SES_4 | -0.46 |
| 1/23/2011 7:45 | N | R_PB2SES_5 | -0.46 |
| 1/23/2011 7:45 | N | AUTO_EPS_390 | 24.81 |
| 1/23/2011 7:50 | N | DC_ROAD_L_B | 23.94 |
| 1/23/2011 7:50 | N | DC_EGPS_L_A | 13.91 |
| 1/23/2011 7:50 | N | H_HOLLOW_E_1 | -0.2 |
| 1/23/2011 7:50 | N | HHOLLOW4_E_1 | -0.2 |
| 1/23/2011 7:50 | N | R_LH2SES_1 | 25.44 |
| 1/23/2011 7:50 | N | R_PB2SES_1 | -0.52 |
| 1/23/2011 7:50 | N | R_PB2SES_2 | -0.52 |
| 1/23/2011 7:50 | N | R_PB2SES_3 | -0.52 |
| 1/23/2011 7:50 | N | R_PB2SES_4 | -0.52 |
| 1/23/2011 7:50 | N | R_PB2SES_5 | -0.52 |
| 1/23/2011 7:50 | N | AUTO_EPS_390 | 25.37 |
| 1/23/2011 7:55 | N | DC_ROAD_L_B | 23.83 |
| 1/23/2011 7:55 | N | DC_EGPS_L_A | 19.11 |
| 1/23/2011 7:55 | N | H_HOLLOW_E_1 | -0.16 |
| 1/23/2011 7:55 | N | HHOLLOW4_E_1 | -0.16 |
| 1/23/2011 7:55 | N | R_LH2SES_1 | 25.47 |
| 1/23/2011 7:55 | N | R_PB2SES_1 | -0.44 |
| 1/23/2011 7:55 | N | R_PB2SES_2 | -0.44 |
| 1/23/2011 7:55 | N | R_PB2SES_3 | -0.44 |
| 1/23/2011 7:55 | N | R_PB2SES_4 | -0.44 |
| 1/23/2011 7:55 | N | R_PB2SES_5 | -0.44 |
| 1/23/2011 7:55 | N | AUTO_EPS_390 | 25.39 |
| 1/23/2011 8:00 | N | DC_ROAD_L_B | 23.72 |
| 1/23/2011 8:00 | N | DC_EGPS_L_A | 19.03 |
| 1/23/2011 8:00 | N | H_HOLLOW_E_1 | -0.09 |
| 1/23/2011 8:00 | N | HHOLLOW4_E_1 | -0.09 |
| 1/23/2011 8:00 | N | R_LH2SES_1 | 25.35 |

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|---|---|---|---|
| 1/23/2011 8:00 | N | R_PB2SES_1 | -0.38 |
| 1/23/2011 8:00 | N | R_PB2SES_2 | -0.38 |
| 1/23/2011 8:00 | N | R_PB2SES_3 | -0.38 |
| 1/23/2011 8:00 | N | R_PB2SES_4 | -0.38 |
| 1/23/2011 8:00 | N | R_PB2SES_5 | -0.38 |
| 1/23/2011 8:00 | N | AUTO_EPS_390 | 25.27 |
| 1/23/2011 8:05 | N | DC_ROAD_L_B | 24.36 |
| 1/23/2011 8:05 | N | DC_EGPS_L_A | 19.55 |
| 1/23/2011 8:05 | N | H_HOLLOW_E_1 | -0.05 |
| 1/23/2011 8:05 | N | HHOLLOW4_E_1 | -0.05 |
| 1/23/2011 8:05 | N | R_LH2SES_1 | 26.03 |
| 1/23/2011 8:05 | N | R_PB2SES_1 | -0.34 |
| 1/23/2011 8:05 | N | R_PB2SES_2 | -0.34 |
| 1/23/2011 8:05 | N | R_PB2SES_3 | -0.34 |
| 1/23/2011 8:05 | N | R_PB2SES_4 | -0.34 |
| 1/23/2011 8:05 | N | R_PB2SES_5 | -0.34 |
| 1/23/2011 8:05 | N | AUTO_EPS_390 | 25.95 |
| 1/23/2011 8:10 | N | DC_ROAD_L_B | 24.36 |
| 1/23/2011 8:10 | N | DC_EGPS_L_A | 19.56 |
| 1/23/2011 8:10 | N | H_HOLLOW_E_1 | -0.02 |
| 1/23/2011 8:10 | N | HHOLLOW4_E_1 | -0.02 |
| 1/23/2011 8:10 | N | R_LH2SES_1 | 26.03 |
| 1/23/2011 8:10 | N | R_PB2SES_1 | -0.32 |
| 1/23/2011 8:10 | N | R_PB2SES_2 | -0.32 |
| 1/23/2011 8:10 | N | R_PB2SES_3 | -0.32 |
| 1/23/2011 8:10 | N | R_PB2SES_4 | -0.32 |
| 1/23/2011 8:10 | N | R_PB2SES_5 | -0.32 |
| 1/23/2011 8:10 | N | AUTO_EPS_390 | 25.95 |
| 1/23/2011 8:15 | N | DC_ROAD_L_B | 24.37 |
| 1/23/2011 8:15 | N | DC_EGPS_L_A | 19.59 |
| 1/23/2011 8:15 | N | H_HOLLOW_E_1 | 0.11 |
| 1/23/2011 8:15 | N | HHOLLOW4_E_1 | 0.11 |
| 1/23/2011 8:15 | N | R_LH2SES_1 | 26.03 |
| 1/23/2011 8:15 | N | R_PB2SES_1 | -0.18 |
| 1/23/2011 8:15 | N | R_PB2SES_2 | -0.18 |
| 1/23/2011 8:15 | N | R_PB2SES_3 | -0.18 |
| 1/23/2011 8:15 | N | R_PB2SES_4 | -0.18 |
| 1/23/2011 8:15 | N | R_PB2SES_5 | -0.18 |
| 1/23/2011 8:15 | N | AUTO_EPS_390 | 25.95 |
| 1/23/2011 8:20 | N | DC_ROAD_L_B | 24.37 |
| 1/23/2011 8:20 | N | DC_EGPS_L_A | 19.59 |
| 1/23/2011 8:20 | N | H_HOLLOW_E_1 | 0.08 |
| 1/23/2011 8:20 | N | HHOLLOW4_E_1 | 0.08 |
| 1/23/2011 8:20 | N | R_LH2SES_1 | 26.03 |
| 1/23/2011 8:20 | N | R_PB2SES_1 | -0.21 |
| 1/23/2011 8:20 | N | R_PB2SES_2 | -0.21 |
| 1/23/2011 8:20 | N | R_PB2SES_3 | -0.21 |

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|---|---|---|---|
| 1/23/2011 8:20 | N | R_PB2SES_4 | -0.21 |
| 1/23/2011 8:20 | N | R_PB2SES_5 | -0.21 |
| 1/23/2011 8:20 | N | AUTO_EPS_390 | 25.95 |
| 1/23/2011 8:25 | N | DC_ROAD_L_B | 24.52 |
| 1/23/2011 8:25 | N | DC_EGPS_L_A | 19.71 |
| 1/23/2011 8:25 | N | H_HOLLOW_E_1 | 0.1 |
| 1/23/2011 8:25 | N | HHOLLOW4_E_1 | 0.1 |
| 1/23/2011 8:25 | N | R_LH2SES_1 | 26.19 |
| 1/23/2011 8:25 | N | R_PB2SES_1 | -0.19 |
| 1/23/2011 8:25 | N | R_PB2SES_2 | -0.19 |
| 1/23/2011 8:25 | N | R_PB2SES_3 | -0.19 |
| 1/23/2011 8:25 | N | R_PB2SES_4 | -0.19 |
| 1/23/2011 8:25 | N | R_PB2SES_5 | -0.19 |
| 1/23/2011 8:25 | N | AUTO_EPS_390 | 26.11 |
| 1/23/2011 8:30 | N | DC_ROAD_L_B | 24.67 |
| 1/23/2011 8:30 | N | DC_EGPS_L_A | 19.84 |
| 1/23/2011 8:30 | N | H_HOLLOW_E_1 | 0.15 |
| 1/23/2011 8:30 | N | HHOLLOW4_E_1 | 0.15 |
| 1/23/2011 8:30 | N | R_LH2SES_1 | 26.35 |
| 1/23/2011 8:30 | N | R_PB2SES_1 | -0.14 |
| 1/23/2011 8:30 | N | R_PB2SES_2 | -0.14 |
| 1/23/2011 8:30 | N | R_PB2SES_3 | -0.14 |
| 1/23/2011 8:30 | N | R_PB2SES_4 | -0.14 |
| 1/23/2011 8:30 | N | R_PB2SES_5 | -0.14 |
| 1/23/2011 8:30 | N | AUTO_EPS_390 | 26.27 |
| 1/23/2011 8:35 | N | DC_ROAD_L_B | 24.39 |
| 1/23/2011 8:35 | N | DC_EGPS_L_A | 19.65 |
| 1/23/2011 8:35 | N | H_HOLLOW_E_1 | 0.31 |
| 1/23/2011 8:35 | N | HHOLLOW4_E_1 | 0.31 |
| 1/23/2011 8:35 | N | R_LH2SES_1 | 26.04 |
| 1/23/2011 8:35 | N | R_PB2SES_1 | 0.02 |
| 1/23/2011 8:35 | N | R_PB2SES_2 | 0.02 |
| 1/23/2011 8:35 | N | R_PB2SES_3 | 0.02 |
| 1/23/2011 8:35 | N | R_PB2SES_4 | 0.02 |
| 1/23/2011 8:35 | N | R_PB2SES_5 | 0.02 |
| 1/23/2011 8:35 | N | AUTO_EPS_390 | 25.96 |
| 1/23/2011 8:40 | N | DC_ROAD_L_B | 24.15 |
| 1/23/2011 8:40 | N | DC_EGPS_L_A | 19.47 |
| 1/23/2011 8:40 | N | H_HOLLOW_E_1 | 0.38 |
| 1/23/2011 8:40 | N | HHOLLOW4_E_1 | 0.38 |
| 1/23/2011 8:40 | N | R_LH2SES_1 | 25.77 |
| 1/23/2011 8:40 | N | R_PB2SES_1 | 0.1 |
| 1/23/2011 8:40 | N | R_PB2SES_2 | 0.1 |
| 1/23/2011 8:40 | N | R_PB2SES_3 | 0.1 |
| 1/23/2011 8:40 | N | R_PB2SES_4 | 0.1 |
| 1/23/2011 8:40 | N | R_PB2SES_5 | 0.1 |
| 1/23/2011 8:40 | N | AUTO_EPS_390 | 25.69 |

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| 1/23/2011 8:45 | N | DC_ROAD_L_B | 24.14 |
| 1/23/2011 8:45 | N | DC_EGPS_L_A | 19.45 |
| 1/23/2011 8:45 | N | H_HOLLOW_E_1 | 0.28 |
| 1/23/2011 8:45 | N | HHOLLOW4_E_1 | 0.28 |
| 1/23/2011 8:45 | N | R_LH2SES_1 | 25.78 |
| 1/23/2011 8:45 | N | R_PB2SES_1 | -0.01 |
| 1/23/2011 8:45 | N | R_PB2SES_2 | -0.01 |
| 1/23/2011 8:45 | N | R_PB2SES_3 | -0.01 |
| 1/23/2011 8:45 | N | R_PB2SES_4 | -0.01 |
| 1/23/2011 8:45 | N | R_PB2SES_5 | -0.01 |
| 1/23/2011 8:45 | N | AUTO_EPS_390 | 25.7 |
| 1/23/2011 8:50 | N | DC_ROAD_L_B | 24.39 |
| 1/23/2011 8:50 | N | DC_EGPS_L_A | 19.63 |
| 1/23/2011 8:50 | N | H_HOLLOW_E_1 | 0.21 |
| 1/23/2011 8:50 | N | HHOLLOW4_E_1 | 0.21 |
| 1/23/2011 8:50 | N | R_LH2SES_1 | 26.04 |
| 1/23/2011 8:50 | N | R_PB2SES_1 | -0.08 |
| 1/23/2011 8:50 | N | R_PB2SES_2 | -0.08 |
| 1/23/2011 8:50 | N | R_PB2SES_3 | -0.08 |
| 1/23/2011 8:50 | N | R_PB2SES_4 | -0.08 |
| 1/23/2011 8:50 | N | R_PB2SES_5 | -0.08 |
| 1/23/2011 8:50 | N | AUTO_EPS_390 | 25.96 |
| 1/23/2011 8:55 | N | DC_ROAD_L_B | 24.59 |
| 1/23/2011 8:55 | N | DC_EGPS_L_A | 19.81 |
| 1/23/2011 8:55 | N | H_HOLLOW_E_1 | 0.29 |
| 1/23/2011 8:55 | N | HHOLLOW4_E_1 | 0.29 |
| 1/23/2011 8:55 | N | R_LH2SES_1 | 26.26 |
| 1/23/2011 8:55 | N | R_PB2SES_1 | -0.01 |
| 1/23/2011 8:55 | N | R_PB2SES_2 | -0.01 |
| 1/23/2011 8:55 | N | R_PB2SES_3 | -0.01 |
| 1/23/2011 8:55 | N | R_PB2SES_4 | -0.01 |
| 1/23/2011 8:55 | N | R_PB2SES_5 | -0.01 |
| 1/23/2011 8:55 | N | AUTO_EPS_390 | 26.17 |
| 1/23/2011 9:00 | N | DC_ROAD_L_B | 24.41 |
| 1/23/2011 9:00 | N | DC_EGPS_L_A | 19.72 |
| 1/23/2011 9:00 | N | H_HOLLOW_E_1 | 0.57 |
| 1/23/2011 9:00 | N | HHOLLOW4_E_1 | 0.57 |
| 1/23/2011 9:00 | N | R_LH2SES_1 | 26.04 |
| 1/23/2011 9:00 | N | R_PB2SES_1 | 0.29 |
| 1/23/2011 9:00 | N | R_PB2SES_2 | 0.29 |
| 1/23/2011 9:00 | N | R_PB2SES_3 | 0.29 |
| 1/23/2011 9:00 | N | R_PB2SES_4 | 0.29 |
| 1/23/2011 9:00 | N | R_PB2SES_5 | 0.29 |
| 1/23/2011 9:00 | N | AUTO_EPS_390 | 25.96 |
| 1/23/2011 9:05 | N | DC_ROAD_L_B | 24.49 |
| 1/23/2011 9:05 | N | DC_EGPS_L_A | 20 |
| 1/23/2011 9:05 | N | H_HOLLOW_E_1 | 1.72 |

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| 1/23/2011 9:05 | N | HHOLLOW4_E_1 | 1.72 |
| 1/23/2011 9:05 | N | R_LH2SES_1 | 26.05 |
| 1/23/2011 9:05 | N | R_PB2SES_1 | 1.44 |
| 1/23/2011 9:05 | N | R_PB2SES_2 | 1.44 |
| 1/23/2011 9:05 | N | R_PB2SES_3 | 1.44 |
| 1/23/2011 9:05 | N | R_PB2SES_4 | 1.44 |
| 1/23/2011 9:05 | N | R_PB2SES_5 | 1.44 |
| 1/23/2011 9:05 | N | AUTO_EPS_390 | 25.97 |
| 1/23/2011 9:15 | N | DC_ROAD_L_B | 24.36 |
| 1/23/2011 9:15 | N | DC_EGPS_L_A | 19.9 |
| 1/23/2011 9:15 | N | H_HOLLOW_E_1 | 1.71 |
| 1/23/2011 9:15 | N | HHOLLOW4_E_1 | 1.71 |
| 1/23/2011 9:15 | N | R_LH2SES_1 | 25.91 |
| 1/23/2011 9:15 | N | R_PB2SES_1 | 1.44 |
| 1/23/2011 9:15 | N | R_PB2SES_2 | 1.44 |
| 1/23/2011 9:15 | N | R_PB2SES_3 | 1.44 |
| 1/23/2011 9:15 | N | R_PB2SES_4 | 1.44 |
| 1/23/2011 9:15 | N | R_PB2SES_5 | 1.44 |
| 1/23/2011 9:15 | N | AUTO_EPS_390 | 25.84 |
| 1/23/2011 9:20 | N | DC_ROAD_L_B | 24.37 |
| 1/23/2011 9:20 | N | DC_EGPS_L_A | 19.59 |
| 1/23/2011 9:20 | N | H_HOLLOW_E_1 | 0.11 |
| 1/23/2011 9:20 | N | HHOLLOW4_E_1 | 0.11 |
| 1/23/2011 9:20 | N | R_LH2SES_1 | 26.03 |
| 1/23/2011 9:20 | N | R_PB2SES_1 | -0.18 |
| 1/23/2011 9:20 | N | R_PB2SES_2 | -0.18 |
| 1/23/2011 9:20 | N | R_PB2SES_3 | -0.18 |
| 1/23/2011 9:20 | N | R_PB2SES_4 | -0.18 |
| 1/23/2011 9:20 | N | R_PB2SES_5 | -0.18 |
| 1/23/2011 9:20 | N | AUTO_EPS_390 | 25.95 |
| 1/23/2011 9:25 | N | DC_ROAD_L_B | 24.69 |
| 1/23/2011 9:25 | N | DC_EGPS_L_A | 19.84 |
| 1/23/2011 9:25 | N | H_HOLLOW_E_1 | 0 |
| 1/23/2011 9:25 | N | HHOLLOW4_E_1 | 0 |
| 1/23/2011 9:25 | N | R_LH2SES_1 | 26.38 |
| 1/23/2011 9:25 | N | R_PB2SES_1 | -0.3 |
| 1/23/2011 9:25 | N | R_PB2SES_2 | -0.3 |
| 1/23/2011 9:25 | N | R_PB2SES_3 | -0.3 |
| 1/23/2011 9:25 | N | R_PB2SES_4 | -0.3 |
| 1/23/2011 9:25 | N | R_PB2SES_5 | -0.3 |
| 1/23/2011 9:25 | N | AUTO_EPS_390 | 26.3 |
| 1/23/2011 9:30 | N | DC_ROAD_L_B | 24.88 |
| 1/23/2011 9:30 | N | DC_EGPS_L_A | 19.97 |
| 1/23/2011 9:30 | N | H_HOLLOW_E_1 | -0.07 |
| 1/23/2011 9:30 | N | HHOLLOW4_E_1 | -0.07 |
| 1/23/2011 9:30 | N | R_LH2SES_1 | 26.58 |
| 1/23/2011 9:30 | N | R_PB2SES_1 | -0.37 |

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|---|---|---|---|
| 1/23/2011 9:30 | N | R_PB2SES_2 | -0.37 |
| 1/23/2011 9:30 | N | R_PB2SES_3 | -0.37 |
| 1/23/2011 9:30 | N | R_PB2SES_4 | -0.37 |
| 1/23/2011 9:30 | N | R_PB2SES_5 | -0.37 |
| 1/23/2011 9:30 | N | AUTO_EPS_390 | 26.5 |
| 1/23/2011 9:35 | N | DC_ROAD_L_B | 24.76 |
| 1/23/2011 9:35 | N | DC_EGPS_L_A | 19.88 |
| 1/23/2011 9:35 | N | H_HOLLOW_E_1 | 0 |
| 1/23/2011 9:35 | N | HHOLLOW4_E_1 | 0 |
| 1/23/2011 9:35 | N | R_LH2SES_1 | 26.45 |
| 1/23/2011 9:35 | N | R_PB2SES_1 | -0.3 |
| 1/23/2011 9:35 | N | R_PB2SES_2 | -0.3 |
| 1/23/2011 9:35 | N | R_PB2SES_3 | -0.3 |
| 1/23/2011 9:35 | N | R_PB2SES_4 | -0.3 |
| 1/23/2011 9:35 | N | R_PB2SES_5 | -0.3 |
| 1/23/2011 9:35 | N | AUTO_EPS_390 | 26.37 |
| 1/23/2011 9:40 | N | DC_ROAD_L_B | 23.63 |
| 1/23/2011 9:40 | N | DC_EGPS_L_A | 18.99 |
| 1/23/2011 9:40 | N | H_HOLLOW_E_1 | 0.08 |
| 1/23/2011 9:40 | N | HHOLLOW4_E_1 | 0.08 |
| 1/23/2011 9:40 | N | R_LH2SES_1 | 25.24 |
| 1/23/2011 9:40 | N | R_PB2SES_1 | -0.2 |
| 1/23/2011 9:40 | N | R_PB2SES_2 | -0.2 |
| 1/23/2011 9:40 | N | R_PB2SES_3 | -0.2 |
| 1/23/2011 9:40 | N | R_PB2SES_4 | -0.2 |
| 1/23/2011 9:40 | N | R_PB2SES_5 | -0.2 |
| 1/23/2011 9:40 | N | AUTO_EPS_390 | 25.16 |
| 1/23/2011 9:45 | N | DC_ROAD_L_B | 23.27 |
| 1/23/2011 9:45 | N | DC_EGPS_L_A | 18.7 |
| 1/23/2011 9:45 | N | H_HOLLOW_E_1 | 0.08 |
| 1/23/2011 9:45 | N | HHOLLOW4_E_1 | 0.08 |
| 1/23/2011 9:45 | N | R_LH2SES_1 | 24.86 |
| 1/23/2011 9:45 | N | R_PB2SES_1 | -0.2 |
| 1/23/2011 9:45 | N | R_PB2SES_2 | -0.2 |
| 1/23/2011 9:45 | N | R_PB2SES_3 | -0.2 |
| 1/23/2011 9:45 | N | R_PB2SES_4 | -0.2 |
| 1/23/2011 9:45 | N | R_PB2SES_5 | -0.2 |
| 1/23/2011 9:45 | N | AUTO_EPS_390 | 24.78 |
| 1/23/2011 9:50 | N | DC_ROAD_L_B | 24.08 |
| 1/23/2011 9:50 | N | DC_EGPS_L_A | 19.3 |
| 1/23/2011 9:50 | N | H_HOLLOW_E_1 | -0.24 |
| 1/23/2011 9:50 | N | HHOLLOW4_E_1 | -0.24 |
| 1/23/2011 9:50 | N | R_LH2SES_1 | 25.74 |
| 1/23/2011 9:50 | N | R_PB2SES_1 | -0.53 |
| 1/23/2011 9:50 | N | R_PB2SES_2 | -0.53 |
| 1/23/2011 9:50 | N | R_PB2SES_3 | -0.53 |
| 1/23/2011 9:50 | N | R_PB2SES_4 | -0.53 |

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| 1/23/2011 9:50 | N | R_PB2SES_5 | -0.53 |
| 1/23/2011 9:50 | N | AUTO_EPS_390 | 25.66 |
| 1/23/2011 9:55 | N | DC_ROAD_L_B | 24.18 |
| 1/23/2011 9:55 | N | DC_EGPS_L_A | 19.42 |
| 1/23/2011 9:55 | N | H_HOLLOW_E_1 | -0.09 |
| 1/23/2011 9:55 | N | HHOLLOW4_E_1 | -0.09 |
| 1/23/2011 9:55 | N | R_LH2SES_1 | 25.84 |
| 1/23/2011 9:55 | N | R_PB2SES_1 | -0.38 |
| 1/23/2011 9:55 | N | R_PB2SES_2 | -0.38 |
| 1/23/2011 9:55 | N | R_PB2SES_3 | -0.38 |
| 1/23/2011 9:55 | N | R_PB2SES_4 | -0.38 |
| 1/23/2011 9:55 | N | R_PB2SES_5 | -0.38 |
| 1/23/2011 9:55 | N | AUTO_EPS_390 | 25.76 |
| 1/23/2011 10:00 | N | DC_ROAD_L_B | 23.2 |
| 1/23/2011 10:00 | N | DC_EGPS_L_A | 18.66 |
| 1/23/2011 10:00 | N | H_HOLLOW_E_1 | 0.12 |
| 1/23/2011 10:00 | N | HHOLLOW4_E_1 | 0.12 |
| 1/23/2011 10:00 | N | R_LH2SES_1 | 24.77 |
| 1/23/2011 10:00 | N | R_PB2SES_1 | -0.15 |
| 1/23/2011 10:00 | N | R_PB2SES_2 | -0.15 |
| 1/23/2011 10:00 | N | R_PB2SES_3 | -0.15 |
| 1/23/2011 10:00 | N | R_PB2SES_4 | -0.15 |
| 1/23/2011 10:00 | N | R_PB2SES_5 | -0.15 |
| 1/23/2011 10:00 | N | AUTO_EPS_390 | 24.7 |
| 1/23/2011 10:05 | N | DC_ROAD_L_B | 23.15 |
| 1/23/2011 10:05 | N | DC_EGPS_L_A | 18.62 |
| 1/23/2011 10:05 | N | H_HOLLOW_E_1 | 0.14 |
| 1/23/2011 10:05 | N | HHOLLOW4_E_1 | 0.14 |
| 1/23/2011 10:05 | N | R_LH2SES_1 | 24.72 |
| 1/23/2011 10:05 | N | R_PB2SES_1 | -0.14 |
| 1/23/2011 10:05 | N | R_PB2SES_2 | -0.14 |
| 1/23/2011 10:05 | N | R_PB2SES_3 | -0.14 |
| 1/23/2011 10:05 | N | R_PB2SES_4 | -0.14 |
| 1/23/2011 10:05 | N | R_PB2SES_5 | -0.14 |
| 1/23/2011 10:05 | N | AUTO_EPS_390 | 24.65 |
| 1/23/2011 10:10 | N | DC_ROAD_L_B | 23.51 |
| 1/23/2011 10:10 | N | DC_EGPS_L_A | 18.91 |
| 1/23/2011 10:10 | N | H_HOLLOW_E_1 | 0.09 |
| 1/23/2011 10:10 | N | HHOLLOW4_E_1 | 0.09 |
| 1/23/2011 10:10 | N | R_LH2SES_1 | 25.11 |
| 1/23/2011 10:10 | N | R_PB2SES_1 | -0.19 |
| 1/23/2011 10:10 | N | R_PB2SES_2 | -0.19 |
| 1/23/2011 10:10 | N | R_PB2SES_3 | -0.19 |
| 1/23/2011 10:10 | N | R_PB2SES_4 | -0.19 |
| 1/23/2011 10:10 | N | R_PB2SES_5 | -0.19 |
| 1/23/2011 10:10 | N | AUTO_EPS_390 | 25.03 |
| 1/23/2011 10:12 | N | DC_ROAD_L_B | 23.46 |

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| 1/23/2011 10:12 | N | DC_EGPS_L_A | 18.86 |
| 1/23/2011 10:12 | N | H_HOLLOW_E_1 | 0.02 |
| 1/23/2011 10:12 | N | HHOLLOW4_E_1 | 0.02 |
| 1/23/2011 10:12 | N | R_LH2SES_1 | 25.06 |
| 1/23/2011 10:12 | N | R_PB2SES_1 | -0.27 |
| 1/23/2011 10:12 | N | R_PB2SES_2 | -0.27 |
| 1/23/2011 10:12 | N | R_PB2SES_3 | -0.27 |
| 1/23/2011 10:12 | N | R_PB2SES_4 | -0.27 |
| 1/23/2011 10:12 | N | R_PB2SES_5 | -0.27 |
| 1/23/2011 10:12 | N | AUTO_EPS_390 | 24.98 |
| 1/23/2011 10:13 | N | DC_ROAD_L_B | 24.03 |
| 1/23/2011 10:13 | N | DC_EGPS_L_A | 19.29 |
| 1/23/2011 10:13 | N | H_HOLLOW_E_1 | -0.17 |
| 1/23/2011 10:13 | N | HHOLLOW4_E_1 | -0.17 |
| 1/23/2011 10:13 | N | R_LH2SES_1 | 25.67 |
| 1/23/2011 10:13 | N | R_PB2SES_1 | -0.46 |
| 1/23/2011 10:13 | N | R_PB2SES_2 | -0.46 |
| 1/23/2011 10:13 | N | R_PB2SES_3 | -0.46 |
| 1/23/2011 10:13 | N | R_PB2SES_4 | -0.46 |
| 1/23/2011 10:13 | N | R_PB2SES_5 | -0.46 |
| 1/23/2011 10:13 | N | AUTO_EPS_390 | 25.59 |
| 1/23/2011 10:15 | N | DC_ROAD_L_B | 24.33 |
| 1/23/2011 10:15 | N | DC_EGPS_L_A | 19.46 |
| 1/23/2011 10:15 | N | H_HOLLOW_E_1 | -0.59 |
| 1/23/2011 10:15 | N | HHOLLOW4_E_1 | -0.59 |
| 1/23/2011 10:15 | N | R_LH2SES_1 | 26.02 |
| 1/23/2011 10:15 | N | R_PB2SES_1 | -0.89 |
| 1/23/2011 10:15 | N | R_PB2SES_2 | -0.89 |
| 1/23/2011 10:15 | N | R_PB2SES_3 | -0.89 |
| 1/23/2011 10:15 | N | R_PB2SES_4 | -0.89 |
| 1/23/2011 10:15 | N | R_PB2SES_5 | -0.89 |
| 1/23/2011 10:15 | N | AUTO_EPS_390 | 25.94 |
| 1/23/2011 10:20 | N | DC_ROAD_L_B | 24.23 |
| 1/23/2011 10:20 | N | DC_EGPS_L_A | 19.35 |
| 1/23/2011 10:20 | N | H_HOLLOW_E_1 | -0.7 |
| 1/23/2011 10:20 | N | HHOLLOW4_E_1 | -0.7 |
| 1/23/2011 10:20 | N | R_LH2SES_1 | 25.93 |
| 1/23/2011 10:20 | N | R_PB2SES_1 | -1 |
| 1/23/2011 10:20 | N | R_PB2SES_2 | -1 |
| 1/23/2011 10:20 | N | R_PB2SES_3 | -1 |
| 1/23/2011 10:20 | N | R_PB2SES_4 | -1 |
| 1/23/2011 10:20 | N | R_PB2SES_5 | -1 |
| 1/23/2011 10:20 | N | AUTO_EPS_390 | 25.84 |
| 1/23/2011 10:25 | N | DC_ROAD_L_B | 23.67 |
| 1/23/2011 10:25 | N | DC_EGPS_L_A | 18.92 |
| 1/23/2011 10:25 | N | H_HOLLOW_E_1 | -0.59 |
| 1/23/2011 10:25 | N | HHOLLOW4_E_1 | -0.59 |

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| 1/23/2011 10:25 | N | R_LH2SES_1 | 25.32 |
| 1/23/2011 10:25 | N | R_PB2SES_1 | -0.88 |
| 1/23/2011 10:25 | N | R_PB2SES_2 | -0.88 |
| 1/23/2011 10:25 | N | R_PB2SES_3 | -0.88 |
| 1/23/2011 10:25 | N | R_PB2SES_4 | -0.88 |
| 1/23/2011 10:25 | N | R_PB2SES_5 | -0.88 |
| 1/23/2011 10:25 | N | AUTO_EPS_390 | 25.24 |
| 1/23/2011 10:30 | N | DC_ROAD_L_B | 20.17 |
| 1/23/2011 10:30 | N | DC_EGPS_L_A | 16.15 |
| 1/23/2011 10:30 | N | H_HOLLOW_E_1 | -0.29 |
| 1/23/2011 10:30 | N | HHOLLOW4_E_1 | -0.29 |
| 1/23/2011 10:30 | N | R_LH2SES_1 | 21.57 |
| 1/23/2011 10:30 | N | R_PB2SES_1 | -0.54 |
| 1/23/2011 10:30 | N | R_PB2SES_2 | -0.54 |
| 1/23/2011 10:30 | N | R_PB2SES_3 | -0.54 |
| 1/23/2011 10:30 | N | R_PB2SES_4 | -0.54 |
| 1/23/2011 10:30 | N | R_PB2SES_5 | -0.54 |
| 1/23/2011 10:30 | N | AUTO_EPS_390 | 21.5 |
| 1/23/2011 10:35 | N | DC_ROAD_L_B | 21.97 |
| 1/23/2011 10:35 | N | DC_EGPS_L_A | 17.61 |
| 1/23/2011 10:35 | N | H_HOLLOW_E_1 | -0.18 |
| 1/23/2011 10:35 | N | HHOLLOW4_E_1 | -0.18 |
| 1/23/2011 10:35 | N | R_LH2SES_1 | 23.49 |
| 1/23/2011 10:35 | N | R_PB2SES_1 | -0.45 |
| 1/23/2011 10:35 | N | R_PB2SES_2 | -0.45 |
| 1/23/2011 10:35 | N | R_PB2SES_3 | -0.45 |
| 1/23/2011 10:35 | N | R_PB2SES_4 | -0.45 |
| 1/23/2011 10:35 | N | R_PB2SES_5 | -0.45 |
| 1/23/2011 10:35 | N | AUTO_EPS_390 | 23.41 |
| 1/23/2011 10:40 | N | DC_ROAD_L_B | 21.69 |
| 1/23/2011 10:40 | N | DC_EGPS_L_A | 17.74 |
| 1/23/2011 10:40 | N | H_HOLLOW_E_1 | 1.64 |
| 1/23/2011 10:40 | N | HHOLLOW4_E_1 | 1.64 |
| 1/23/2011 10:40 | N | R_LH2SES_1 | 23.06 |
| 1/23/2011 10:40 | N | R_PB2SES_1 | 1.4 |
| 1/23/2011 10:40 | N | R_PB2SES_2 | 1.4 |
| 1/23/2011 10:40 | N | R_PB2SES_3 | 1.4 |
| 1/23/2011 10:40 | N | R_PB2SES_4 | 1.4 |
| 1/23/2011 10:40 | N | R_PB2SES_5 | 1.4 |
| 1/23/2011 10:40 | N | AUTO_EPS_390 | 23 |
| 1/23/2011 10:45 | N | DC_ROAD_L_B | 21.6 |
| 1/23/2011 10:45 | N | DC_EGPS_L_A | 17.37 |
| 1/23/2011 10:45 | N | H_HOLLOW_E_1 | 0.06 |
| 1/23/2011 10:45 | N | HHOLLOW4_E_1 | 0.06 |
| 1/23/2011 10:45 | N | R_LH2SES_1 | 23.08 |
| 1/23/2011 10:45 | N | R_PB2SES_1 | -0.2 |
| 1/23/2011 10:45 | N | R_PB2SES_2 | -0.2 |

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| 1/23/2011 10:45 | N | R_PB2SES_3 | -0.2 |
| 1/23/2011 10:45 | N | R_PB2SES_4 | -0.2 |
| 1/23/2011 10:45 | N | R_PB2SES_5 | -0.2 |
| 1/23/2011 10:45 | N | AUTO_EPS_390 | 23.01 |
| 1/23/2011 10:50 | N | DC_ROAD_L_B | 21.97 |
| 1/23/2011 10:50 | N | DC_EGPS_L_A | 17.63 |
| 1/23/2011 10:50 | N | H_HOLLOW_E_1 | -0.24 |
| 1/23/2011 10:50 | N | HHOLLOW4_E_1 | -0.24 |
| 1/23/2011 10:50 | N | R_LH2SES_1 | 23.48 |
| 1/23/2011 10:50 | N | R_PB2SES_1 | -0.51 |
| 1/23/2011 10:50 | N | R_PB2SES_2 | -0.51 |
| 1/23/2011 10:50 | N | R_PB2SES_3 | -0.51 |
| 1/23/2011 10:50 | N | R_PB2SES_4 | -0.51 |
| 1/23/2011 10:50 | N | R_PB2SES_5 | -0.51 |
| 1/23/2011 10:50 | N | AUTO_EPS_390 | 23.41 |
| 1/23/2011 10:55 | N | DC_ROAD_L_B | 22.07 |
| 1/23/2011 10:55 | N | DC_EGPS_L_A | 17.69 |
| 1/23/2011 10:55 | N | H_HOLLOW_E_1 | -0.36 |
| 1/23/2011 10:55 | N | HHOLLOW4_E_1 | -0.36 |
| 1/23/2011 10:55 | N | R_LH2SES_1 | 23.6 |
| 1/23/2011 10:55 | N | R_PB2SES_1 | -0.63 |
| 1/23/2011 10:55 | N | R_PB2SES_2 | -0.63 |
| 1/23/2011 10:55 | N | R_PB2SES_3 | -0.63 |
| 1/23/2011 10:55 | N | R_PB2SES_4 | -0.63 |
| 1/23/2011 10:55 | N | R_PB2SES_5 | -0.63 |
| 1/23/2011 10:55 | N | AUTO_EPS_390 | 23.52 |
| 1/23/2011 11:00 | N | DC_ROAD_L_B | 22.08 |
| 1/23/2011 11:00 | N | DC_EGPS_L_A | 17.64 |
| 1/23/2011 11:00 | N | H_HOLLOW_E_1 | -0.59 |
| 1/23/2011 11:00 | N | HHOLLOW4_E_1 | -0.59 |
| 1/23/2011 11:00 | N | R_LH2SES_1 | 23.62 |
| 1/23/2011 11:00 | N | R_PB2SES_1 | -0.87 |
| 1/23/2011 11:00 | N | R_PB2SES_2 | -0.87 |
| 1/23/2011 11:00 | N | R_PB2SES_3 | -0.87 |
| 1/23/2011 11:00 | N | R_PB2SES_4 | -0.87 |
| 1/23/2011 11:00 | N | R_PB2SES_5 | -0.87 |
| 1/23/2011 11:00 | N | AUTO_EPS_390 | 23.54 |
| 1/23/2011 11:05 | N | DC_ROAD_L_B | 22.13 |
| 1/23/2011 11:05 | N | DC_EGPS_L_A | 17.74 |
| 1/23/2011 11:05 | N | H_HOLLOW_E_1 | -0.25 |
| 1/23/2011 11:05 | N | HHOLLOW4_E_1 | -0.25 |
| 1/23/2011 11:05 | N | R_LH2SES_1 | 23.65 |
| 1/23/2011 11:05 | N | R_PB2SES_1 | -0.52 |
| 1/23/2011 11:05 | N | R_PB2SES_2 | -0.52 |
| 1/23/2011 11:05 | N | R_PB2SES_3 | -0.52 |
| 1/23/2011 11:05 | N | R_PB2SES_4 | -0.52 |
| 1/23/2011 11:05 | N | R_PB2SES_5 | -0.52 |

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| 1/23/2011 11:05 | N | AUTO_EPS_390 | 23.58 |
| 1/23/2011 11:10 | N | DC_ROAD_L_B | 21.97 |
| 1/23/2011 11:10 | N | DC_EGPS_L_A | 17.63 |
| 1/23/2011 11:10 | N | H_HOLLOW_E_1 | -0.12 |
| 1/23/2011 11:10 | N | HHOLLOW4_E_1 | -0.12 |
| 1/23/2011 11:10 | N | R_LH2SES_1 | 23.48 |
| 1/23/2011 11:10 | N | R_PB2SES_1 | -0.38 |
| 1/23/2011 11:10 | N | R_PB2SES_2 | -0.38 |
| 1/23/2011 11:10 | N | R_PB2SES_3 | -0.38 |
| 1/23/2011 11:10 | N | R_PB2SES_4 | -0.38 |
| 1/23/2011 11:10 | N | R_PB2SES_5 | -0.38 |
| 1/23/2011 11:10 | N | AUTO_EPS_390 | 23.41 |
| 1/23/2011 11:15 | N | DC_ROAD_L_B | 21.91 |
| 1/23/2011 11:15 | N | DC_EGPS_L_A | 17.6 |
| 1/23/2011 11:15 | N | H_HOLLOW_E_1 | -0.03 |
| 1/23/2011 11:15 | N | HHOLLOW4_E_1 | -0.03 |
| 1/23/2011 11:15 | N | R_LH2SES_1 | 23.41 |
| 1/23/2011 11:15 | N | R_PB2SES_1 | -0.29 |
| 1/23/2011 11:15 | N | R_PB2SES_2 | -0.29 |
| 1/23/2011 11:15 | N | R_PB2SES_3 | -0.29 |
| 1/23/2011 11:15 | N | R_PB2SES_4 | -0.29 |
| 1/23/2011 11:15 | N | R_PB2SES_5 | -0.29 |
| 1/23/2011 11:15 | N | AUTO_EPS_390 | 23.34 |
| 1/23/2011 11:20 | N | DC_ROAD_L_B | 21.97 |
| 1/23/2011 11:20 | N | DC_EGPS_L_A | 17.97 |
| 1/23/2011 11:20 | N | H_HOLLOW_E_1 | 1.64 |
| 1/23/2011 11:20 | N | HHOLLOW4_E_1 | 1.64 |
| 1/23/2011 11:20 | N | R_LH2SES_1 | 23.36 |
| 1/23/2011 11:20 | N | R_PB2SES_1 | 1.39 |
| 1/23/2011 11:20 | N | R_PB2SES_2 | 1.39 |
| 1/23/2011 11:20 | N | R_PB2SES_3 | 1.39 |
| 1/23/2011 11:20 | N | R_PB2SES_4 | 1.39 |
| 1/23/2011 11:20 | N | R_PB2SES_5 | 1.39 |
| 1/23/2011 11:20 | N | AUTO_EPS_390 | 23.29 |
| 1/23/2011 11:30 | N | DC_ROAD_L_B | 21.86 |
| 1/23/2011 11:30 | N | DC_EGPS_L_A | 17.89 |
| 1/23/2011 11:30 | N | H_HOLLOW_E_1 | 1.66 |
| 1/23/2011 11:30 | N | HHOLLOW4_E_1 | 1.66 |
| 1/23/2011 11:30 | N | R_LH2SES_1 | 23.25 |
| 1/23/2011 11:30 | N | R_PB2SES_1 | 1.41 |
| 1/23/2011 11:30 | N | R_PB2SES_2 | 1.41 |
| 1/23/2011 11:30 | N | R_PB2SES_3 | 1.41 |
| 1/23/2011 11:30 | N | R_PB2SES_4 | 1.41 |
| 1/23/2011 11:30 | N | R_PB2SES_5 | 1.41 |
| 1/23/2011 11:30 | N | AUTO_EPS_390 | 23.18 |
| 1/24/2011 5:03 | N | DC_ROAD_L_B | 24.14 |
| 1/24/2011 5:03 | N | DC_EGPS_L_A | 19.9 |

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|---|---|---|---|
| 1/24/2011 5:03 | N | H_HOLLOW_E_1 | 1.88 |
| 1/24/2011 5:03 | N | HHOLLOW4_E_1 | 1.88 |
| 1/24/2011 5:03 | N | R_LH2SES_1 | 25.76 |
| 1/24/2011 5:03 | N | AUTO_EPS_390 | 25.68 |
| 1/24/2011 5:05 | N | DC_ROAD_L_B | 25.32 |
| 1/24/2011 5:05 | N | DC_EGPS_L_A | 24.03 |
| 1/24/2011 5:05 | N | H_HOLLOW_E_1 | 18.52 |
| 1/24/2011 5:05 | N | HHOLLOW4_E_1 | 18.52 |
| 1/24/2011 5:05 | N | R_LH2SES_1 | 25.82 |
| 1/24/2011 5:05 | N | AUTO_EPS_390 | 25.79 |
| 1/24/2011 5:06 | N | DC_ROAD_L_B | 25.56 |
| 1/24/2011 5:06 | N | DC_EGPS_L_A | 20.75 |
| 1/24/2011 5:06 | N | H_HOLLOW_E_1 | 0.31 |
| 1/24/2011 5:06 | N | HHOLLOW4_E_1 | 0.31 |
| 1/24/2011 5:06 | N | R_LH2SES_1 | 27.39 |
| 1/24/2011 5:06 | N | AUTO_EPS_390 | 27.3 |
| 1/24/2011 5:07 | N | DC_ROAD_L_B | 26.36 |
| 1/24/2011 5:07 | N | DC_EGPS_L_A | 21.68 |
| 1/24/2011 5:07 | N | H_HOLLOW_E_1 | 1.79 |
| 1/24/2011 5:07 | N | HHOLLOW4_E_1 | 1.79 |
| 1/24/2011 5:07 | N | R_LH2SES_1 | 28.14 |
| 1/24/2011 5:07 | N | AUTO_EPS_390 | 28.06 |
| 1/24/2011 6:40 | N | DC_ROAD_L_B | 42.76 |
| 1/24/2011 6:40 | N | DC_EGPS_L_A | 44.61 |
| 1/24/2011 6:40 | N | H_HOLLOW_E_1 | 34.42 |
| 1/24/2011 6:40 | N | HHOLLOW4_E_1 | 34.42 |
| 1/24/2011 6:40 | N | R_LH2SES_1 | 41.05 |
| 1/24/2011 6:40 | N | AUTO_EPS_390 | 41.16 |
| 1/24/2011 6:45 | N | DC_ROAD_L_B | 43.75 |
| 1/24/2011 6:45 | N | DC_EGPS_L_A | 45.6 |
| 1/24/2011 6:45 | N | H_HOLLOW_E_1 | 35.41 |
| 1/24/2011 6:45 | N | HHOLLOW4_E_1 | 35.41 |
| 1/24/2011 6:45 | N | R_LH2SES_1 | 42.05 |
| 1/24/2011 6:45 | N | AUTO_EPS_390 | 42.16 |
| 1/24/2011 8:35 | N | DC_ROAD_L_B | 63.24 |
| 1/24/2011 8:35 | N | DC_EGPS_L_A | 195.85 |
| 1/24/2011 8:35 | N | H_HOLLOW_E_1 | 36.64 |
| 1/24/2011 8:35 | N | HHOLLOW4_E_1 | 36.64 |
| 1/24/2011 8:35 | N | R_LH2SES_1 | 30.97 |
| 1/24/2011 8:35 | N | AUTO_EPS_390 | 30.69 |
| 1/24/2011 8:40 | N | DC_ROAD_L_B | 63.01 |
| 1/24/2011 8:40 | N | DC_EGPS_L_A | 195.63 |
| 1/24/2011 8:40 | N | H_HOLLOW_E_1 | 36.38 |
| 1/24/2011 8:40 | N | HHOLLOW4_E_1 | 36.38 |
| 1/24/2011 8:40 | N | R_LH2SES_1 | 30.71 |
| 1/24/2011 8:40 | N | AUTO_EPS_390 | 30.46 |
| 1/24/2011 8:45 | N | DC_ROAD_L_B | 62.61 |

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| 1/24/2011 8:45 | N | DC_EGPS_L_A | 195.23 |
| 1/24/2011 8:45 | N | H_HOLLOW_E_1 | 35.98 |
| 1/24/2011 8:45 | N | HHOLLOW4_E_1 | 35.98 |
| 1/24/2011 8:45 | N | R_LH2SES_1 | 30.31 |
| 1/24/2011 8:45 | N | AUTO_EPS_390 | 30.06 |
| 1/24/2011 8:50 | N | DC_ROAD_L_B | 36.27 |
| 1/24/2011 8:50 | N | DC_EGPS_L_A | 59.23 |
| 1/24/2011 8:50 | N | H_HOLLOW_E_1 | 31.65 |
| 1/24/2011 8:50 | N | HHOLLOW4_E_1 | 31.65 |
| 1/24/2011 8:50 | N | R_LH2SES_1 | 30.68 |
| 1/24/2011 8:50 | N | AUTO_EPS_390 | 30.64 |
| 1/24/2011 8:55 | N | DC_ROAD_L_B | 34.84 |
| 1/24/2011 8:55 | N | DC_EGPS_L_A | 51.6 |
| 1/24/2011 8:55 | N | H_HOLLOW_E_1 | 31.47 |
| 1/24/2011 8:55 | N | HHOLLOW4_E_1 | 31.47 |
| 1/24/2011 8:55 | N | R_LH2SES_1 | 30.76 |
| 1/24/2011 8:55 | N | AUTO_EPS_390 | 30.73 |
| 1/24/2011 9:00 | N | DC_ROAD_L_B | 34.21 |
| 1/24/2011 9:00 | N | DC_EGPS_L_A | 47.9 |
| 1/24/2011 9:00 | N | H_HOLLOW_E_1 | 31.45 |
| 1/24/2011 9:00 | N | HHOLLOW4_E_1 | 31.45 |
| 1/24/2011 9:00 | N | R_LH2SES_1 | 30.87 |
| 1/24/2011 9:00 | N | AUTO_EPS_390 | 30.85 |
| 1/24/2011 9:05 | N | DC_ROAD_L_B | 32.01 |
| 1/24/2011 9:05 | N | DC_EGPS_L_A | 35.45 |
| 1/24/2011 9:05 | N | H_HOLLOW_E_1 | 31.31 |
| 1/24/2011 9:05 | N | HHOLLOW4_E_1 | 31.31 |
| 1/24/2011 9:05 | N | R_LH2SES_1 | 31.17 |
| 1/24/2011 9:05 | N | AUTO_EPS_390 | 31.16 |
| 1/24/2011 9:10 | N | DC_ROAD_L_B | 31.62 |
| 1/24/2011 9:10 | N | DC_EGPS_L_A | 32.57 |
| 1/24/2011 9:10 | N | H_HOLLOW_E_1 | 31.41 |
| 1/24/2011 9:10 | N | HHOLLOW4_E_1 | 31.41 |
| 1/24/2011 9:10 | N | R_LH2SES_1 | 31.37 |
| 1/24/2011 9:10 | N | AUTO_EPS_390 | 31.37 |
| 1/24/2011 9:15 | N | DC_ROAD_L_B | 31.73 |
| 1/24/2011 9:15 | N | DC_EGPS_L_A | 32.78 |
| 1/24/2011 9:15 | N | H_HOLLOW_E_1 | 31.51 |
| 1/24/2011 9:15 | N | HHOLLOW4_E_1 | 31.51 |
| 1/24/2011 9:15 | N | R_LH2SES_1 | 31.47 |
| 1/24/2011 9:15 | N | AUTO_EPS_390 | 31.46 |
| 1/24/2011 9:20 | N | DC_ROAD_L_B | 31.88 |
| 1/24/2011 9:20 | N | DC_EGPS_L_A | 34.23 |
| 1/24/2011 9:20 | N | H_HOLLOW_E_1 | 31.38 |
| 1/24/2011 9:20 | N | HHOLLOW4_E_1 | 31.38 |
| 1/24/2011 9:20 | N | R_LH2SES_1 | 31.27 |
| 1/24/2011 9:20 | N | R_PB2SES_1 | 31.43 |

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| 1/24/2011 9:20 | N | R_PB2SES_2 | 31.43 |
| 1/24/2011 9:20 | N | R_PB2SES_3 | 31.43 |
| 1/24/2011 9:20 | N | R_PB2SES_4 | 31.43 |
| 1/24/2011 9:20 | N | R_PB2SES_5 | 31.43 |
| 1/24/2011 9:20 | N | AUTO_EPS_390 | 31.27 |
| 1/24/2011 9:25 | N | DC_ROAD_L_B | 33.35 |
| 1/24/2011 9:25 | N | DC_EGPS_L_A | 43.18 |
| 1/24/2011 9:25 | N | H_HOLLOW_E_1 | 31.23 |
| 1/24/2011 9:25 | N | HHOLLOW4_E_1 | 31.23 |
| 1/24/2011 9:25 | N | R_LH2SES_1 | 30.79 |
| 1/24/2011 9:25 | N | R_PB2SES_1 | 31.44 |
| 1/24/2011 9:25 | N | R_PB2SES_2 | 31.44 |
| 1/24/2011 9:25 | N | R_PB2SES_3 | 31.44 |
| 1/24/2011 9:25 | N | R_PB2SES_4 | 31.44 |
| 1/24/2011 9:25 | N | R_PB2SES_5 | 31.44 |
| 1/24/2011 9:25 | N | AUTO_EPS_390 | 30.77 |
| 1/24/2011 9:30 | N | DC_ROAD_L_B | 33.21 |
| 1/24/2011 9:30 | N | DC_EGPS_L_A | 42.27 |
| 1/24/2011 9:30 | N | H_HOLLOW_E_1 | 31.25 |
| 1/24/2011 9:30 | N | HHOLLOW4_E_1 | 31.25 |
| 1/24/2011 9:30 | N | R_LH2SES_1 | 30.85 |
| 1/24/2011 9:30 | N | R_PB2SES_1 | 31.45 |
| 1/24/2011 9:30 | N | R_PB2SES_2 | 31.45 |
| 1/24/2011 9:30 | N | R_PB2SES_3 | 31.45 |
| 1/24/2011 9:30 | N | R_PB2SES_4 | 31.45 |
| 1/24/2011 9:30 | N | R_PB2SES_5 | 31.45 |
| 1/24/2011 9:30 | N | AUTO_EPS_390 | 30.83 |
| 1/24/2011 9:35 | N | DC_ROAD_L_B | 31.34 |
| 1/24/2011 9:35 | N | DC_EGPS_L_A | 32.47 |
| 1/24/2011 9:35 | N | H_HOLLOW_E_1 | 31.09 |
| 1/24/2011 9:35 | N | HHOLLOW4_E_1 | 31.09 |
| 1/24/2011 9:35 | N | R_LH2SES_1 | 31.04 |
| 1/24/2011 9:35 | N | R_PB2SES_1 | 31.12 |
| 1/24/2011 9:35 | N | R_PB2SES_2 | 31.12 |
| 1/24/2011 9:35 | N | R_PB2SES_3 | 31.12 |
| 1/24/2011 9:35 | N | R_PB2SES_4 | 31.12 |
| 1/24/2011 9:35 | N | R_PB2SES_5 | 31.12 |
| 1/24/2011 9:35 | N | AUTO_EPS_390 | 31.04 |
| 1/24/2011 9:40 | N | DC_ROAD_L_B | 31.43 |
| 1/24/2011 9:40 | N | DC_EGPS_L_A | 32.42 |
| 1/24/2011 9:40 | N | H_HOLLOW_E_1 | 31.22 |
| 1/24/2011 9:40 | N | HHOLLOW4_E_1 | 31.22 |
| 1/24/2011 9:40 | N | R_LH2SES_1 | 31.18 |
| 1/24/2011 9:40 | N | R_PB2SES_1 | 31.24 |
| 1/24/2011 9:40 | N | R_PB2SES_2 | 31.24 |
| 1/24/2011 9:40 | N | R_PB2SES_3 | 31.24 |
| 1/24/2011 9:40 | N | R_PB2SES_4 | 31.24 |

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| 1/24/2011 9:40 | N | R_PB2SES_5 | 31.24 |
| 1/24/2011 9:40 | N | AUTO_EPS_390 | 31.18 |
| 1/24/2011 9:45 | N | DC_ROAD_L_B | 31.33 |
| 1/24/2011 9:45 | N | DC_EGPS_L_A | 32.29 |
| 1/24/2011 9:45 | N | H_HOLLOW_E_1 | 31.13 |
| 1/24/2011 9:45 | N | HHOLLOW4_E_1 | 31.13 |
| 1/24/2011 9:45 | N | R_LH2SES_1 | 31.09 |
| 1/24/2011 9:45 | N | R_PB2SES_1 | 31.15 |
| 1/24/2011 9:45 | N | R_PB2SES_2 | 31.15 |
| 1/24/2011 9:45 | N | R_PB2SES_3 | 31.15 |
| 1/24/2011 9:45 | N | R_PB2SES_4 | 31.15 |
| 1/24/2011 9:45 | N | R_PB2SES_5 | 31.15 |
| 1/24/2011 9:45 | N | AUTO_EPS_390 | 31.08 |
| 1/24/2011 9:50 | N | DC_ROAD_L_B | 31.23 |
| 1/24/2011 9:50 | N | DC_EGPS_L_A | 32.32 |
| 1/24/2011 9:50 | N | H_HOLLOW_E_1 | 31 |
| 1/24/2011 9:50 | N | HHOLLOW4_E_1 | 31 |
| 1/24/2011 9:50 | N | R_LH2SES_1 | 30.95 |
| 1/24/2011 9:50 | N | R_PB2SES_1 | 31.02 |
| 1/24/2011 9:50 | N | R_PB2SES_2 | 31.02 |
| 1/24/2011 9:50 | N | R_PB2SES_3 | 31.02 |
| 1/24/2011 9:50 | N | R_PB2SES_4 | 31.02 |
| 1/24/2011 9:50 | N | R_PB2SES_5 | 31.02 |
| 1/24/2011 9:50 | N | AUTO_EPS_390 | 30.95 |
| 1/24/2011 9:55 | N | DC_ROAD_L_B | 31.2 |
| 1/24/2011 9:55 | N | DC_EGPS_L_A | 33.14 |
| 1/24/2011 9:55 | N | H_HOLLOW_E_1 | 30.79 |
| 1/24/2011 9:55 | N | HHOLLOW4_E_1 | 30.79 |
| 1/24/2011 9:55 | N | R_LH2SES_1 | 30.7 |
| 1/24/2011 9:55 | N | R_PB2SES_1 | 30.83 |
| 1/24/2011 9:55 | N | R_PB2SES_2 | 30.83 |
| 1/24/2011 9:55 | N | R_PB2SES_3 | 30.83 |
| 1/24/2011 9:55 | N | R_PB2SES_4 | 30.83 |
| 1/24/2011 9:55 | N | R_PB2SES_5 | 30.83 |
| 1/24/2011 9:55 | N | AUTO_EPS_390 | 30.7 |
| 1/24/2011 10:00 | N | DC_ROAD_L_B | 30.73 |
| 1/24/2011 10:00 | N | DC_EGPS_L_A | 31.92 |
| 1/24/2011 10:00 | N | H_HOLLOW_E_1 | 30.48 |
| 1/24/2011 10:00 | N | HHOLLOW4_E_1 | 30.48 |
| 1/24/2011 10:00 | N | R_LH2SES_1 | 30.42 |
| 1/24/2011 10:00 | N | R_PB2SES_1 | 30.5 |
| 1/24/2011 10:00 | N | R_PB2SES_2 | 30.5 |
| 1/24/2011 10:00 | N | R_PB2SES_3 | 30.5 |
| 1/24/2011 10:00 | N | R_PB2SES_4 | 30.5 |
| 1/24/2011 10:00 | N | R_PB2SES_5 | 30.5 |
| 1/24/2011 10:00 | N | AUTO_EPS_390 | 30.42 |
| 1/24/2011 10:05 | N | DC_ROAD_L_B | 31.17 |

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| 1/24/2011 10:05 | N | DC_EGPS_L_A | 32.23 |
| 1/24/2011 10:05 | N | H_HOLLOW_E_1 | 30.94 |
| 1/24/2011 10:05 | N | HHOLLOW4_E_1 | 30.94 |
| 1/24/2011 10:05 | N | R_LH2SES_1 | 30.89 |
| 1/24/2011 10:05 | N | R_PB2SES_1 | 30.96 |
| 1/24/2011 10:05 | N | R_PB2SES_2 | 30.96 |
| 1/24/2011 10:05 | N | R_PB2SES_3 | 30.96 |
| 1/24/2011 10:05 | N | R_PB2SES_4 | 30.96 |
| 1/24/2011 10:05 | N | R_PB2SES_5 | 30.96 |
| 1/24/2011 10:05 | N | AUTO_EPS_390 | 30.89 |
| 1/24/2011 10:10 | N | DC_ROAD_L_B | 31.21 |
| 1/24/2011 10:10 | N | DC_EGPS_L_A | 32.22 |
| 1/24/2011 10:10 | N | H_HOLLOW_E_1 | 30.99 |
| 1/24/2011 10:10 | N | HHOLLOW4_E_1 | 30.99 |
| 1/24/2011 10:10 | N | R_LH2SES_1 | 30.94 |
| 1/24/2011 10:10 | N | R_PB2SES_1 | 31.01 |
| 1/24/2011 10:10 | N | R_PB2SES_2 | 31.01 |
| 1/24/2011 10:10 | N | R_PB2SES_3 | 31.01 |
| 1/24/2011 10:10 | N | R_PB2SES_4 | 31.01 |
| 1/24/2011 10:10 | N | R_PB2SES_5 | 31.01 |
| 1/24/2011 10:10 | N | AUTO_EPS_390 | 30.94 |
| 1/24/2011 10:15 | N | DC_ROAD_L_B | 31.33 |
| 1/24/2011 10:15 | N | DC_EGPS_L_A | 32.39 |
| 1/24/2011 10:15 | N | H_HOLLOW_E_1 | 31.1 |
| 1/24/2011 10:15 | N | HHOLLOW4_E_1 | 31.1 |
| 1/24/2011 10:15 | N | R_LH2SES_1 | 31.05 |
| 1/24/2011 10:15 | N | R_PB2SES_1 | 31.12 |
| 1/24/2011 10:15 | N | R_PB2SES_2 | 31.12 |
| 1/24/2011 10:15 | N | R_PB2SES_3 | 31.12 |
| 1/24/2011 10:15 | N | R_PB2SES_4 | 31.12 |
| 1/24/2011 10:15 | N | R_PB2SES_5 | 31.12 |
| 1/24/2011 10:15 | N | AUTO_EPS_390 | 31.05 |
| 1/24/2011 10:20 | N | DC_ROAD_L_B | 31.3 |
| 1/24/2011 10:20 | N | DC_EGPS_L_A | 32.41 |
| 1/24/2011 10:20 | N | H_HOLLOW_E_1 | 31.06 |
| 1/24/2011 10:20 | N | HHOLLOW4_E_1 | 31.06 |
| 1/24/2011 10:20 | N | R_LH2SES_1 | 31.01 |
| 1/24/2011 10:20 | N | R_PB2SES_1 | 31.09 |
| 1/24/2011 10:20 | N | R_PB2SES_2 | 31.09 |
| 1/24/2011 10:20 | N | R_PB2SES_3 | 31.09 |
| 1/24/2011 10:20 | N | R_PB2SES_4 | 31.09 |
| 1/24/2011 10:20 | N | R_PB2SES_5 | 31.09 |
| 1/24/2011 10:20 | N | AUTO_EPS_390 | 31.01 |
| 1/24/2011 10:25 | N | DC_ROAD_L_B | 31.1 |
| 1/24/2011 10:25 | N | DC_EGPS_L_A | 32.22 |
| 1/24/2011 10:25 | N | H_HOLLOW_E_1 | 30.86 |
| 1/24/2011 10:25 | N | HHOLLOW4_E_1 | 30.86 |

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| 1/24/2011 10:25 | N | R_LH2SES_1 | 30.81 |
| 1/24/2011 10:25 | N | R_PB2SES_1 | 30.88 |
| 1/24/2011 10:25 | N | R_PB2SES_2 | 30.88 |
| 1/24/2011 10:25 | N | R_PB2SES_3 | 30.88 |
| 1/24/2011 10:25 | N | R_PB2SES_4 | 30.88 |
| 1/24/2011 10:25 | N | R_PB2SES_5 | 30.88 |
| 1/24/2011 10:25 | N | AUTO_EPS_390 | 30.81 |
| 1/24/2011 10:30 | N | DC_ROAD_L_B | 30.29 |
| 1/24/2011 10:30 | N | DC_EGPS_L_A | 31.45 |
| 1/24/2011 10:30 | N | H_HOLLOW_E_1 | 30.04 |
| 1/24/2011 10:30 | N | HHOLLOW4_E_1 | 30.04 |
| 1/24/2011 10:30 | N | R_LH2SES_1 | 29.99 |
| 1/24/2011 10:30 | N | R_PB2SES_1 | 30.06 |
| 1/24/2011 10:30 | N | R_PB2SES_2 | 30.06 |
| 1/24/2011 10:30 | N | R_PB2SES_3 | 30.06 |
| 1/24/2011 10:30 | N | R_PB2SES_4 | 30.06 |
| 1/24/2011 10:30 | N | R_PB2SES_5 | 30.06 |
| 1/24/2011 10:30 | N | AUTO_EPS_390 | 29.99 |
| 1/24/2011 10:35 | N | DC_ROAD_L_B | 29.97 |
| 1/24/2011 10:35 | N | DC_EGPS_L_A | 31.28 |
| 1/24/2011 10:35 | N | H_HOLLOW_E_1 | 29.68 |
| 1/24/2011 10:35 | N | HHOLLOW4_E_1 | 29.68 |
| 1/24/2011 10:35 | N | R_LH2SES_1 | 29.62 |
| 1/24/2011 10:35 | N | R_PB2SES_1 | 29.71 |
| 1/24/2011 10:35 | N | R_PB2SES_2 | 29.71 |
| 1/24/2011 10:35 | N | R_PB2SES_3 | 29.71 |
| 1/24/2011 10:35 | N | R_PB2SES_4 | 29.71 |
| 1/24/2011 10:35 | N | R_PB2SES_5 | 29.71 |
| 1/24/2011 10:35 | N | AUTO_EPS_390 | 29.62 |
| 1/24/2011 10:40 | N | DC_ROAD_L_B | 30.76 |
| 1/24/2011 10:40 | N | DC_EGPS_L_A | 37.81 |
| 1/24/2011 10:40 | N | H_HOLLOW_E_1 | 29.23 |
| 1/24/2011 10:40 | N | HHOLLOW4_E_1 | 29.23 |
| 1/24/2011 10:40 | N | R_LH2SES_1 | 28.92 |
| 1/24/2011 10:40 | N | R_PB2SES_1 | 29.39 |
| 1/24/2011 10:40 | N | R_PB2SES_2 | 29.39 |
| 1/24/2011 10:40 | N | R_PB2SES_3 | 29.39 |
| 1/24/2011 10:40 | N | R_PB2SES_4 | 29.39 |
| 1/24/2011 10:40 | N | R_PB2SES_5 | 29.39 |
| 1/24/2011 10:40 | N | AUTO_EPS_390 | 28.91 |
| 1/24/2011 10:45 | N | DC_ROAD_L_B | 29.81 |
| 1/24/2011 10:45 | N | DC_EGPS_L_A | 34.38 |
| 1/24/2011 10:45 | N | H_HOLLOW_E_1 | 28.83 |
| 1/24/2011 10:45 | N | HHOLLOW4_E_1 | 28.83 |
| 1/24/2011 10:45 | N | R_LH2SES_1 | 28.62 |
| 1/24/2011 10:45 | N | R_PB2SES_1 | 28.93 |
| 1/24/2011 10:45 | N | R_PB2SES_2 | 28.93 |

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| 1/24/2011 10:45 | N | R_PB2SES_3 | 28.93 |
| 1/24/2011 10:45 | N | R_PB2SES_4 | 28.93 |
| 1/24/2011 10:45 | N | R_PB2SES_5 | 28.93 |
| 1/24/2011 10:45 | N | AUTO_EPS_390 | 28.61 |
| 1/24/2011 10:50 | N | DC_ROAD_L_B | 30.26 |
| 1/24/2011 10:50 | N | DC_EGPS_L_A | 37.05 |
| 1/24/2011 10:50 | N | H_HOLLOW_E_1 | 28.8 |
| 1/24/2011 10:50 | N | HHOLLOW4_E_1 | 28.8 |
| 1/24/2011 10:50 | N | R_LH2SES_1 | 28.49 |
| 1/24/2011 10:50 | N | R_PB2SES_1 | 28.94 |
| 1/24/2011 10:50 | N | R_PB2SES_2 | 28.94 |
| 1/24/2011 10:50 | N | R_PB2SES_3 | 28.94 |
| 1/24/2011 10:50 | N | R_PB2SES_4 | 28.94 |
| 1/24/2011 10:50 | N | R_PB2SES_5 | 28.94 |
| 1/24/2011 10:50 | N | AUTO_EPS_390 | 28.48 |
| 1/24/2011 10:55 | N | DC_ROAD_L_B | 29.64 |
| 1/24/2011 10:55 | N | DC_EGPS_L_A | 35.03 |
| 1/24/2011 10:55 | N | H_HOLLOW_E_1 | 28.48 |
| 1/24/2011 10:55 | N | HHOLLOW4_E_1 | 28.48 |
| 1/24/2011 10:55 | N | R_LH2SES_1 | 28.24 |
| 1/24/2011 10:55 | N | R_PB2SES_1 | 28.6 |
| 1/24/2011 10:55 | N | R_PB2SES_2 | 28.6 |
| 1/24/2011 10:55 | N | R_PB2SES_3 | 28.6 |
| 1/24/2011 10:55 | N | R_PB2SES_4 | 28.6 |
| 1/24/2011 10:55 | N | R_PB2SES_5 | 28.6 |
| 1/24/2011 10:55 | N | AUTO_EPS_390 | 28.23 |
| 1/24/2011 11:00 | N | DC_ROAD_L_B | 29.32 |
| 1/24/2011 11:00 | N | DC_EGPS_L_A | 34.25 |
| 1/24/2011 11:00 | N | H_HOLLOW_E_1 | 28.26 |
| 1/24/2011 11:00 | N | HHOLLOW4_E_1 | 28.26 |
| 1/24/2011 11:00 | N | R_LH2SES_1 | 28.04 |
| 1/24/2011 11:00 | N | R_PB2SES_1 | 28.36 |
| 1/24/2011 11:00 | N | R_PB2SES_2 | 28.36 |
| 1/24/2011 11:00 | N | R_PB2SES_3 | 28.36 |
| 1/24/2011 11:00 | N | R_PB2SES_4 | 28.36 |
| 1/24/2011 11:00 | N | R_PB2SES_5 | 28.36 |
| 1/24/2011 11:00 | N | AUTO_EPS_390 | 28.03 |
| 1/24/2011 11:05 | N | DC_ROAD_L_B | 28.48 |
| 1/24/2011 11:05 | N | DC_EGPS_L_A | 29.99 |
| 1/24/2011 11:05 | N | H_HOLLOW_E_1 | 28.16 |
| 1/24/2011 11:05 | N | HHOLLOW4_E_1 | 28.16 |
| 1/24/2011 11:05 | N | R_LH2SES_1 | 28.09 |
| 1/24/2011 11:05 | N | R_PB2SES_1 | 28.19 |
| 1/24/2011 11:05 | N | R_PB2SES_2 | 28.19 |
| 1/24/2011 11:05 | N | R_PB2SES_3 | 28.19 |
| 1/24/2011 11:05 | N | R_PB2SES_4 | 28.19 |
| 1/24/2011 11:05 | N | R_PB2SES_5 | 28.19 |

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| 1/24/2011 11:05 | N | AUTO_EPS_390 | 28.09 |
| 1/24/2011 11:10 | N | DC_ROAD_L_B | 28.31 |
| 1/24/2011 11:10 | N | DC_EGPS_L_A | 29.73 |
| 1/24/2011 11:10 | N | H_HOLLOW_E_1 | 28.01 |
| 1/24/2011 11:10 | N | HHOLLOW4_E_1 | 28.01 |
| 1/24/2011 11:10 | N | R_LH2SES_1 | 27.94 |
| 1/24/2011 11:10 | N | R_PB2SES_1 | 28.04 |
| 1/24/2011 11:10 | N | R_PB2SES_2 | 28.04 |
| 1/24/2011 11:10 | N | R_PB2SES_3 | 28.04 |
| 1/24/2011 11:10 | N | R_PB2SES_4 | 28.04 |
| 1/24/2011 11:10 | N | R_PB2SES_5 | 28.04 |
| 1/24/2011 11:10 | N | AUTO_EPS_390 | 27.94 |
| 1/24/2011 11:15 | N | DC_ROAD_L_B | 28.36 |
| 1/24/2011 11:15 | N | DC_EGPS_L_A | 29.75 |
| 1/24/2011 11:15 | N | H_HOLLOW_E_1 | 28.06 |
| 1/24/2011 11:15 | N | HHOLLOW4_E_1 | 28.06 |
| 1/24/2011 11:15 | N | R_LH2SES_1 | 28 |
| 1/24/2011 11:15 | N | R_PB2SES_1 | 28.09 |
| 1/24/2011 11:15 | N | R_PB2SES_2 | 28.09 |
| 1/24/2011 11:15 | N | R_PB2SES_3 | 28.09 |
| 1/24/2011 11:15 | N | R_PB2SES_4 | 28.09 |
| 1/24/2011 11:15 | N | R_PB2SES_5 | 28.09 |
| 1/24/2011 11:15 | N | AUTO_EPS_390 | 27.99 |
| 1/24/2011 11:20 | N | DC_ROAD_L_B | 28.41 |
| 1/24/2011 11:20 | N | DC_EGPS_L_A | 29.87 |
| 1/24/2011 11:20 | N | H_HOLLOW_E_1 | 28.09 |
| 1/24/2011 11:20 | N | HHOLLOW4_E_1 | 28.09 |
| 1/24/2011 11:20 | N | R_LH2SES_1 | 28.03 |
| 1/24/2011 11:20 | N | R_PB2SES_1 | 28.12 |
| 1/24/2011 11:20 | N | R_PB2SES_2 | 28.12 |
| 1/24/2011 11:20 | N | R_PB2SES_3 | 28.12 |
| 1/24/2011 11:20 | N | R_PB2SES_4 | 28.12 |
| 1/24/2011 11:20 | N | R_PB2SES_5 | 28.12 |
| 1/24/2011 11:20 | N | AUTO_EPS_390 | 28.02 |
| 1/24/2011 11:25 | N | DC_ROAD_L_B | 28.33 |
| 1/24/2011 11:25 | N | DC_EGPS_L_A | 29.85 |
| 1/24/2011 11:25 | N | H_HOLLOW_E_1 | 28 |
| 1/24/2011 11:25 | N | HHOLLOW4_E_1 | 28 |
| 1/24/2011 11:25 | N | R_LH2SES_1 | 27.93 |
| 1/24/2011 11:25 | N | R_PB2SES_1 | 28.03 |
| 1/24/2011 11:25 | N | R_PB2SES_2 | 28.03 |
| 1/24/2011 11:25 | N | R_PB2SES_3 | 28.03 |
| 1/24/2011 11:25 | N | R_PB2SES_4 | 28.03 |
| 1/24/2011 11:25 | N | R_PB2SES_5 | 28.03 |
| 1/24/2011 11:25 | N | AUTO_EPS_390 | 27.93 |
| 1/24/2011 11:30 | N | DC_ROAD_L_B | 28.27 |
| 1/24/2011 11:30 | N | DC_EGPS_L_A | 29.8 |

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|---|---|---|---|
| 1/24/2011 11:30 | N | H_HOLLOW_E_1 | 27.95 |
| 1/24/2011 11:30 | N | HHOLLOW4_E_1 | 27.95 |
| 1/24/2011 11:30 | N | R_LH2SES_1 | 27.88 |
| 1/24/2011 11:30 | N | R_PB2SES_1 | 27.98 |
| 1/24/2011 11:30 | N | R_PB2SES_2 | 27.98 |
| 1/24/2011 11:30 | N | R_PB2SES_3 | 27.98 |
| 1/24/2011 11:30 | N | R_PB2SES_4 | 27.98 |
| 1/24/2011 11:30 | N | R_PB2SES_5 | 27.98 |
| 1/24/2011 11:30 | N | AUTO_EPS_390 | 27.87 |
| 1/24/2011 11:35 | N | DC_ROAD_L_B | 28.23 |
| 1/24/2011 11:35 | N | DC_EGPS_L_A | 29.78 |
| 1/24/2011 11:35 | N | H_HOLLOW_E_1 | 27.9 |
| 1/24/2011 11:35 | N | HHOLLOW4_E_1 | 27.9 |
| 1/24/2011 11:35 | N | R_LH2SES_1 | 27.83 |
| 1/24/2011 11:35 | N | R_PB2SES_1 | 27.93 |
| 1/24/2011 11:35 | N | R_PB2SES_2 | 27.93 |
| 1/24/2011 11:35 | N | R_PB2SES_3 | 27.93 |
| 1/24/2011 11:35 | N | R_PB2SES_4 | 27.93 |
| 1/24/2011 11:35 | N | R_PB2SES_5 | 27.93 |
| 1/24/2011 11:35 | N | AUTO_EPS_390 | 27.83 |
| 1/24/2011 11:40 | N | DC_ROAD_L_B | 28.84 |
| 1/24/2011 11:40 | N | DC_EGPS_L_A | 33.1 |
| 1/24/2011 11:40 | N | H_HOLLOW_E_1 | 27.92 |
| 1/24/2011 11:40 | N | HHOLLOW4_E_1 | 27.92 |
| 1/24/2011 11:40 | N | R_LH2SES_1 | 27.73 |
| 1/24/2011 11:40 | N | R_PB2SES_1 | 28.01 |
| 1/24/2011 11:40 | N | R_PB2SES_2 | 28.01 |
| 1/24/2011 11:40 | N | R_PB2SES_3 | 28.01 |
| 1/24/2011 11:40 | N | R_PB2SES_4 | 28.01 |
| 1/24/2011 11:40 | N | R_PB2SES_5 | 28.01 |
| 1/24/2011 11:40 | N | AUTO_EPS_390 | 27.72 |
| 1/24/2011 11:45 | N | DC_ROAD_L_B | 28.85 |
| 1/24/2011 11:45 | N | DC_EGPS_L_A | 33.41 |
| 1/24/2011 11:45 | N | H_HOLLOW_E_1 | 27.87 |
| 1/24/2011 11:45 | N | HHOLLOW4_E_1 | 27.87 |
| 1/24/2011 11:45 | N | R_LH2SES_1 | 27.66 |
| 1/24/2011 11:45 | N | R_PB2SES_1 | 27.97 |
| 1/24/2011 11:45 | N | R_PB2SES_2 | 27.97 |
| 1/24/2011 11:45 | N | R_PB2SES_3 | 27.97 |
| 1/24/2011 11:45 | N | R_PB2SES_4 | 27.97 |
| 1/24/2011 11:45 | N | R_PB2SES_5 | 27.97 |
| 1/24/2011 11:45 | N | AUTO_EPS_390 | 27.65 |
| 1/24/2011 11:50 | N | DC_ROAD_L_B | 28.03 |
| 1/24/2011 11:50 | N | DC_EGPS_L_A | 29.58 |
| 1/24/2011 11:50 | N | H_HOLLOW_E_1 | 27.7 |
| 1/24/2011 11:50 | N | HHOLLOW4_E_1 | 27.7 |
| 1/24/2011 11:50 | N | R_LH2SES_1 | 27.63 |

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|---|---|---|---|
| 1/24/2011 11:50 | N | R_PB2SES_1 | 27.74 |
| 1/24/2011 11:50 | N | R_PB2SES_2 | 27.74 |
| 1/24/2011 11:50 | N | R_PB2SES_3 | 27.74 |
| 1/24/2011 11:50 | N | R_PB2SES_4 | 27.74 |
| 1/24/2011 11:50 | N | R_PB2SES_5 | 27.74 |
| 1/24/2011 11:50 | N | AUTO_EPS_390 | 27.63 |
| 1/24/2011 11:55 | N | DC_ROAD_L_B | 28.04 |
| 1/24/2011 11:55 | N | DC_EGPS_L_A | 29.54 |
| 1/24/2011 11:55 | N | H_HOLLOW_E_1 | 27.72 |
| 1/24/2011 11:55 | N | HHOLLOW4_E_1 | 27.72 |
| 1/24/2011 11:55 | N | R_LH2SES_1 | 27.65 |
| 1/24/2011 11:55 | N | R_PB2SES_1 | 27.75 |
| 1/24/2011 11:55 | N | R_PB2SES_2 | 27.75 |
| 1/24/2011 11:55 | N | R_PB2SES_3 | 27.75 |
| 1/24/2011 11:55 | N | R_PB2SES_4 | 27.75 |
| 1/24/2011 11:55 | N | R_PB2SES_5 | 27.75 |
| 1/24/2011 11:55 | N | AUTO_EPS_390 | 27.65 |
| 1/24/2011 12:00 | N | DC_ROAD_L_B | 28.22 |
| 1/24/2011 12:00 | N | DC_EGPS_L_A | 29.63 |
| 1/24/2011 12:00 | N | H_HOLLOW_E_1 | 27.91 |
| 1/24/2011 12:00 | N | HHOLLOW4_E_1 | 27.91 |
| 1/24/2011 12:00 | N | R_LH2SES_1 | 27.85 |
| 1/24/2011 12:00 | N | R_PB2SES_1 | 27.94 |
| 1/24/2011 12:00 | N | R_PB2SES_2 | 27.94 |
| 1/24/2011 12:00 | N | R_PB2SES_3 | 27.94 |
| 1/24/2011 12:00 | N | R_PB2SES_4 | 27.94 |
| 1/24/2011 12:00 | N | R_PB2SES_5 | 27.94 |
| 1/24/2011 12:00 | N | AUTO_EPS_390 | 27.85 |
| 1/24/2011 12:05 | N | DC_ROAD_L_B | 28.63 |
| 1/24/2011 12:05 | N | DC_EGPS_L_A | 29.96 |
| 1/24/2011 12:05 | N | H_HOLLOW_E_1 | 28.34 |
| 1/24/2011 12:05 | N | HHOLLOW4_E_1 | 28.34 |
| 1/24/2011 12:05 | N | R_LH2SES_1 | 28.28 |
| 1/24/2011 12:05 | N | R_PB2SES_1 | 28.37 |
| 1/24/2011 12:05 | N | R_PB2SES_2 | 28.37 |
| 1/24/2011 12:05 | N | R_PB2SES_3 | 28.37 |
| 1/24/2011 12:05 | N | R_PB2SES_4 | 28.37 |
| 1/24/2011 12:05 | N | R_PB2SES_5 | 28.37 |
| 1/24/2011 12:05 | N | AUTO_EPS_390 | 28.28 |
| 1/24/2011 12:10 | N | DC_ROAD_L_B | 29.39 |
| 1/24/2011 12:10 | N | DC_EGPS_L_A | 33.46 |
| 1/24/2011 12:10 | N | H_HOLLOW_E_1 | 28.51 |
| 1/24/2011 12:10 | N | HHOLLOW4_E_1 | 28.51 |
| 1/24/2011 12:10 | N | R_LH2SES_1 | 28.33 |
| 1/24/2011 12:10 | N | R_PB2SES_1 | 28.6 |
| 1/24/2011 12:10 | N | R_PB2SES_2 | 28.6 |
| 1/24/2011 12:10 | N | R_PB2SES_3 | 28.6 |

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| 1/24/2011 12:10 | N | R_PB2SES_4 | 28.6 |
| 1/24/2011 12:10 | N | R_PB2SES_5 | 28.6 |
| 1/24/2011 12:10 | N | AUTO_EPS_390 | 28.33 |
| 1/24/2011 12:15 | N | DC_ROAD_L_B | 29.62 |
| 1/24/2011 12:15 | N | DC_EGPS_L_A | 36.31 |
| 1/24/2011 12:15 | N | H_HOLLOW_E_1 | 28.18 |
| 1/24/2011 12:15 | N | HHOLLOW4_E_1 | 28.18 |
| 1/24/2011 12:15 | N | R_LH2SES_1 | 27.88 |
| 1/24/2011 12:15 | N | R_PB2SES_1 | 28.32 |
| 1/24/2011 12:15 | N | R_PB2SES_2 | 28.32 |
| 1/24/2011 12:15 | N | R_PB2SES_3 | 28.32 |
| 1/24/2011 12:15 | N | R_PB2SES_4 | 28.32 |
| 1/24/2011 12:15 | N | R_PB2SES_5 | 28.32 |
| 1/24/2011 12:15 | N | AUTO_EPS_390 | 27.86 |
| 1/24/2011 12:20 | N | DC_ROAD_L_B | 31.58 |
| 1/24/2011 12:20 | N | DC_EGPS_L_A | 45.51 |
| 1/24/2011 12:20 | N | H_HOLLOW_E_1 | 28.57 |
| 1/24/2011 12:20 | N | HHOLLOW4_E_1 | 28.57 |
| 1/24/2011 12:20 | N | R_LH2SES_1 | 27.95 |
| 1/24/2011 12:20 | N | R_PB2SES_1 | 28.87 |
| 1/24/2011 12:20 | N | R_PB2SES_2 | 28.87 |
| 1/24/2011 12:20 | N | R_PB2SES_3 | 28.87 |
| 1/24/2011 12:20 | N | R_PB2SES_4 | 28.87 |
| 1/24/2011 12:20 | N | R_PB2SES_5 | 28.87 |
| 1/24/2011 12:20 | N | AUTO_EPS_390 | 27.92 |
| 1/24/2011 12:25 | N | DC_ROAD_L_B | 29.98 |
| 1/24/2011 12:25 | N | DC_EGPS_L_A | 37.72 |
| 1/24/2011 12:25 | N | H_HOLLOW_E_1 | 28.31 |
| 1/24/2011 12:25 | N | HHOLLOW4_E_1 | 28.31 |
| 1/24/2011 12:25 | N | R_LH2SES_1 | 27.97 |
| 1/24/2011 12:25 | N | R_PB2SES_1 | 28.48 |
| 1/24/2011 12:25 | N | R_PB2SES_2 | 28.48 |
| 1/24/2011 12:25 | N | R_PB2SES_3 | 28.48 |
| 1/24/2011 12:25 | N | R_PB2SES_4 | 28.48 |
| 1/24/2011 12:25 | N | R_PB2SES_5 | 28.48 |
| 1/24/2011 12:25 | N | AUTO_EPS_390 | 27.96 |
| 1/24/2011 12:30 | N | DC_ROAD_L_B | 29.14 |
| 1/24/2011 12:30 | N | DC_EGPS_L_A | 34.16 |
| 1/24/2011 12:30 | N | H_HOLLOW_E_1 | 28.06 |
| 1/24/2011 12:30 | N | HHOLLOW4_E_1 | 28.06 |
| 1/24/2011 12:30 | N | R_LH2SES_1 | 27.84 |
| 1/24/2011 12:30 | N | R_PB2SES_1 | 28.17 |
| 1/24/2011 12:30 | N | R_PB2SES_2 | 28.17 |
| 1/24/2011 12:30 | N | R_PB2SES_3 | 28.17 |
| 1/24/2011 12:30 | N | R_PB2SES_4 | 28.17 |
| 1/24/2011 12:30 | N | R_PB2SES_5 | 28.17 |
| 1/24/2011 12:30 | N | AUTO_EPS_390 | 27.83 |

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| 1/24/2011 12:35 | N | DC_ROAD_L_B | 29.07 |
| 1/24/2011 12:35 | N | DC_EGPS_L_A | 33.97 |
| 1/24/2011 12:35 | N | H_HOLLOW_E_1 | 28.01 |
| 1/24/2011 12:35 | N | HHOLLOW4_E_1 | 28.01 |
| 1/24/2011 12:35 | N | R_LH2SES_1 | 27.79 |
| 1/24/2011 12:35 | N | R_PB2SES_1 | 28.11 |
| 1/24/2011 12:35 | N | R_PB2SES_2 | 28.11 |
| 1/24/2011 12:35 | N | R_PB2SES_3 | 28.11 |
| 1/24/2011 12:35 | N | R_PB2SES_4 | 28.11 |
| 1/24/2011 12:35 | N | R_PB2SES_5 | 28.11 |
| 1/24/2011 12:35 | N | AUTO_EPS_390 | 27.78 |
| 1/24/2011 12:40 | N | DC_ROAD_L_B | 28.94 |
| 1/24/2011 12:40 | N | DC_EGPS_L_A | 33.83 |
| 1/24/2011 12:40 | N | H_HOLLOW_E_1 | 27.89 |
| 1/24/2011 12:40 | N | HHOLLOW4_E_1 | 27.89 |
| 1/24/2011 12:40 | N | R_LH2SES_1 | 27.67 |
| 1/24/2011 12:40 | N | R_PB2SES_1 | 27.99 |
| 1/24/2011 12:40 | N | R_PB2SES_2 | 27.99 |
| 1/24/2011 12:40 | N | R_PB2SES_3 | 27.99 |
| 1/24/2011 12:40 | N | R_PB2SES_4 | 27.99 |
| 1/24/2011 12:40 | N | R_PB2SES_5 | 27.99 |
| 1/24/2011 12:40 | N | AUTO_EPS_390 | 27.66 |
| 1/24/2011 12:45 | N | DC_ROAD_L_B | 31 |
| 1/24/2011 12:45 | N | DC_EGPS_L_A | 44.67 |
| 1/24/2011 12:45 | N | H_HOLLOW_E_1 | 28.12 |
| 1/24/2011 12:45 | N | HHOLLOW4_E_1 | 28.12 |
| 1/24/2011 12:45 | N | R_LH2SES_1 | 27.52 |
| 1/24/2011 12:45 | N | R_PB2SES_1 | 28.41 |
| 1/24/2011 12:45 | N | R_PB2SES_2 | 28.41 |
| 1/24/2011 12:45 | N | R_PB2SES_3 | 28.41 |
| 1/24/2011 12:45 | N | R_PB2SES_4 | 28.41 |
| 1/24/2011 12:45 | N | R_PB2SES_5 | 28.41 |
| 1/24/2011 12:45 | N | AUTO_EPS_390 | 27.49 |
| 1/24/2011 12:50 | N | DC_ROAD_L_B | 31.02 |
| 1/24/2011 12:50 | N | DC_EGPS_L_A | 45.48 |
| 1/24/2011 12:50 | N | H_HOLLOW_E_1 | 27.97 |
| 1/24/2011 12:50 | N | HHOLLOW4_E_1 | 27.97 |
| 1/24/2011 12:50 | N | R_LH2SES_1 | 27.34 |
| 1/24/2011 12:50 | N | R_PB2SES_1 | 28.28 |
| 1/24/2011 12:50 | N | R_PB2SES_2 | 28.28 |
| 1/24/2011 12:50 | N | R_PB2SES_3 | 28.28 |
| 1/24/2011 12:50 | N | R_PB2SES_4 | 28.28 |
| 1/24/2011 12:50 | N | R_PB2SES_5 | 28.28 |
| 1/24/2011 12:50 | N | AUTO_EPS_390 | 27.31 |
| 1/24/2011 12:55 | N | DC_ROAD_L_B | 29.22 |
| 1/24/2011 12:55 | N | DC_EGPS_L_A | 36.64 |
| 1/24/2011 12:55 | N | H_HOLLOW_E_1 | 27.65 |

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| 1/24/2011 12:55 | N | HHOLLOW4_E_1 | 27.65 |
| 1/24/2011 12:55 | N | R_LH2SES_1 | 27.33 |
| 1/24/2011 12:55 | N | R_PB2SES_1 | 27.81 |
| 1/24/2011 12:55 | N | R_PB2SES_2 | 27.81 |
| 1/24/2011 12:55 | N | R_PB2SES_3 | 27.81 |
| 1/24/2011 12:55 | N | R_PB2SES_4 | 27.81 |
| 1/24/2011 12:55 | N | R_PB2SES_5 | 27.81 |
| 1/24/2011 12:55 | N | AUTO_EPS_390 | 27.31 |
| 1/24/2011 13:00 | N | DC_ROAD_L_B | 29.1 |
| 1/24/2011 13:00 | N | DC_EGPS_L_A | 34.2 |
| 1/24/2011 13:00 | N | H_HOLLOW_E_1 | 28.02 |
| 1/24/2011 13:00 | N | HHOLLOW4_E_1 | 28.02 |
| 1/24/2011 13:00 | N | R_LH2SES_1 | 27.8 |
| 1/24/2011 13:00 | N | R_PB2SES_1 | 28.13 |
| 1/24/2011 13:00 | N | R_PB2SES_2 | 28.13 |
| 1/24/2011 13:00 | N | R_PB2SES_3 | 28.13 |
| 1/24/2011 13:00 | N | R_PB2SES_4 | 28.13 |
| 1/24/2011 13:00 | N | R_PB2SES_5 | 28.13 |
| 1/24/2011 13:00 | N | AUTO_EPS_390 | 27.79 |
| 1/24/2011 13:03 | N | DC_ROAD_L_B | 29.31 |
| 1/24/2011 13:03 | N | DC_EGPS_L_A | 34.31 |
| 1/24/2011 13:03 | N | H_HOLLOW_E_1 | 28.26 |
| 1/24/2011 13:03 | N | HHOLLOW4_E_1 | 28.26 |
| 1/24/2011 13:03 | N | R_LH2SES_1 | 28.04 |
| 1/24/2011 13:03 | N | R_PB2SES_1 | 28.37 |
| 1/24/2011 13:03 | N | R_PB2SES_2 | 28.37 |
| 1/24/2011 13:03 | N | R_PB2SES_3 | 28.37 |
| 1/24/2011 13:03 | N | R_PB2SES_4 | 28.37 |
| 1/24/2011 13:03 | N | R_PB2SES_5 | 28.37 |
| 1/24/2011 13:03 | N | AUTO_EPS_390 | 28.03 |
| 1/24/2011 13:05 | N | DC_ROAD_L_B | 29.33 |
| 1/24/2011 13:05 | N | DC_EGPS_L_A | 34.18 |
| 1/24/2011 13:05 | N | H_HOLLOW_E_1 | 28.3 |
| 1/24/2011 13:05 | N | HHOLLOW4_E_1 | 28.3 |
| 1/24/2011 13:05 | N | R_LH2SES_1 | 28.09 |
| 1/24/2011 13:05 | N | R_PB2SES_1 | 28.41 |
| 1/24/2011 13:05 | N | R_PB2SES_2 | 28.41 |
| 1/24/2011 13:05 | N | R_PB2SES_3 | 28.41 |
| 1/24/2011 13:05 | N | R_PB2SES_4 | 28.41 |
| 1/24/2011 13:05 | N | R_PB2SES_5 | 28.41 |
| 1/24/2011 13:05 | N | AUTO_EPS_390 | 28.08 |
| 1/24/2011 13:10 | N | DC_ROAD_L_B | 29.76 |
| 1/24/2011 13:10 | N | DC_EGPS_L_A | 34.18 |
| 1/24/2011 13:10 | N | H_HOLLOW_E_1 | 28.83 |
| 1/24/2011 13:10 | N | HHOLLOW4_E_1 | 28.83 |
| 1/24/2011 13:10 | N | R_LH2SES_1 | 28.63 |
| 1/24/2011 13:10 | N | R_PB2SES_1 | 28.92 |

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| 1/24/2011 13:10 | N | R_PB2SES_2 | 28.92 |
| 1/24/2011 13:10 | N | R_PB2SES_3 | 28.92 |
| 1/24/2011 13:10 | N | R_PB2SES_4 | 28.92 |
| 1/24/2011 13:10 | N | R_PB2SES_5 | 28.92 |
| 1/24/2011 13:10 | N | AUTO_EPS_390 | 28.62 |
| 1/24/2011 13:15 | N | DC_ROAD_L_B | 29.61 |
| 1/24/2011 13:15 | N | DC_EGPS_L_A | 34.25 |
| 1/24/2011 13:15 | N | H_HOLLOW_E_1 | 28.63 |
| 1/24/2011 13:15 | N | HHOLLOW4_E_1 | 28.63 |
| 1/24/2011 13:15 | N | R_LH2SES_1 | 28.43 |
| 1/24/2011 13:15 | N | R_PB2SES_1 | 28.73 |
| 1/24/2011 13:15 | N | R_PB2SES_2 | 28.73 |
| 1/24/2011 13:15 | N | R_PB2SES_3 | 28.73 |
| 1/24/2011 13:15 | N | R_PB2SES_4 | 28.73 |
| 1/24/2011 13:15 | N | R_PB2SES_5 | 28.73 |
| 1/24/2011 13:15 | N | AUTO_EPS_390 | 28.42 |
| 1/24/2011 13:20 | N | DC_ROAD_L_B | 29.53 |
| 1/24/2011 13:20 | N | DC_EGPS_L_A | 34.42 |
| 1/24/2011 13:20 | N | H_HOLLOW_E_1 | 28.5 |
| 1/24/2011 13:20 | N | HHOLLOW4_E_1 | 28.5 |
| 1/24/2011 13:20 | N | R_LH2SES_1 | 28.29 |
| 1/24/2011 13:20 | N | R_PB2SES_1 | 28.61 |
| 1/24/2011 13:20 | N | R_PB2SES_2 | 28.61 |
| 1/24/2011 13:20 | N | R_PB2SES_3 | 28.61 |
| 1/24/2011 13:20 | N | R_PB2SES_4 | 28.61 |
| 1/24/2011 13:20 | N | R_PB2SES_5 | 28.61 |
| 1/24/2011 13:20 | N | AUTO_EPS_390 | 28.28 |
| 1/24/2011 13:25 | N | DC_ROAD_L_B | 30.06 |
| 1/24/2011 13:25 | N | DC_EGPS_L_A | 36.87 |
| 1/24/2011 13:25 | N | H_HOLLOW_E_1 | 28.63 |
| 1/24/2011 13:25 | N | HHOLLOW4_E_1 | 28.63 |
| 1/24/2011 13:25 | N | R_LH2SES_1 | 28.33 |
| 1/24/2011 13:25 | N | R_PB2SES_1 | 28.77 |
| 1/24/2011 13:25 | N | R_PB2SES_2 | 28.77 |
| 1/24/2011 13:25 | N | R_PB2SES_3 | 28.77 |
| 1/24/2011 13:25 | N | R_PB2SES_4 | 28.77 |
| 1/24/2011 13:25 | N | R_PB2SES_5 | 28.77 |
| 1/24/2011 13:25 | N | AUTO_EPS_390 | 28.32 |
| 1/24/2011 13:30 | N | DC_ROAD_L_B | 29.43 |
| 1/24/2011 13:30 | N | DC_EGPS_L_A | 34.21 |
| 1/24/2011 13:30 | N | H_HOLLOW_E_1 | 28.43 |
| 1/24/2011 13:30 | N | HHOLLOW4_E_1 | 28.43 |
| 1/24/2011 13:30 | N | R_LH2SES_1 | 28.22 |
| 1/24/2011 13:30 | N | R_PB2SES_1 | 28.53 |
| 1/24/2011 13:30 | N | R_PB2SES_2 | 28.53 |
| 1/24/2011 13:30 | N | R_PB2SES_3 | 28.53 |
| 1/24/2011 13:30 | N | R_PB2SES_4 | 28.53 |

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| 1/24/2011 13:30 | N | R_PB2SES_5 | 28.53 |
| 1/24/2011 13:30 | N | AUTO_EPS_390 | 28.21 |
| 1/24/2011 13:35 | N | DC_ROAD_L_B | 29.19 |
| 1/24/2011 13:35 | N | DC_EGPS_L_A | 33.65 |
| 1/24/2011 13:35 | N | H_HOLLOW_E_1 | 28.25 |
| 1/24/2011 13:35 | N | HHOLLOW4_E_1 | 28.25 |
| 1/24/2011 13:35 | N | R_LH2SES_1 | 28.05 |
| 1/24/2011 13:35 | N | R_PB2SES_1 | 28.34 |
| 1/24/2011 13:35 | N | R_PB2SES_2 | 28.34 |
| 1/24/2011 13:35 | N | R_PB2SES_3 | 28.34 |
| 1/24/2011 13:35 | N | R_PB2SES_4 | 28.34 |
| 1/24/2011 13:35 | N | R_PB2SES_5 | 28.34 |
| 1/24/2011 13:35 | N | AUTO_EPS_390 | 28.04 |
| 1/24/2011 13:45 | N | DC_ROAD_L_B | 29.1 |
| 1/24/2011 13:45 | N | DC_EGPS_L_A | 33.74 |
| 1/24/2011 13:45 | N | H_HOLLOW_E_1 | 28.13 |
| 1/24/2011 13:45 | N | HHOLLOW4_E_1 | 28.13 |
| 1/24/2011 13:45 | N | R_LH2SES_1 | 27.92 |
| 1/24/2011 13:45 | N | R_PB2SES_1 | 28.22 |
| 1/24/2011 13:45 | N | R_PB2SES_2 | 28.22 |
| 1/24/2011 13:45 | N | R_PB2SES_3 | 28.22 |
| 1/24/2011 13:45 | N | R_PB2SES_4 | 28.22 |
| 1/24/2011 13:45 | N | R_PB2SES_5 | 28.22 |
| 1/24/2011 13:45 | N | AUTO_EPS_390 | 27.91 |
| 1/24/2011 13:50 | N | DC_ROAD_L_B | 29.03 |
| 1/24/2011 13:50 | N | DC_EGPS_L_A | 33.72 |
| 1/24/2011 13:50 | N | H_HOLLOW_E_1 | 28.05 |
| 1/24/2011 13:50 | N | HHOLLOW4_E_1 | 28.05 |
| 1/24/2011 13:50 | N | R_LH2SES_1 | 27.84 |
| 1/24/2011 13:50 | N | R_PB2SES_1 | 28.14 |
| 1/24/2011 13:50 | N | R_PB2SES_2 | 28.14 |
| 1/24/2011 13:50 | N | R_PB2SES_3 | 28.14 |
| 1/24/2011 13:50 | N | R_PB2SES_4 | 28.14 |
| 1/24/2011 13:50 | N | R_PB2SES_5 | 28.14 |
| 1/24/2011 13:50 | N | AUTO_EPS_390 | 27.83 |
| 1/24/2011 13:55 | N | DC_ROAD_L_B | 28.94 |
| 1/24/2011 13:55 | N | DC_EGPS_L_A | 33.74 |
| 1/24/2011 13:55 | N | H_HOLLOW_E_1 | 27.93 |
| 1/24/2011 13:55 | N | HHOLLOW4_E_1 | 27.93 |
| 1/24/2011 13:55 | N | R_LH2SES_1 | 27.72 |
| 1/24/2011 13:55 | N | R_PB2SES_1 | 28.03 |
| 1/24/2011 13:55 | N | R_PB2SES_2 | 28.03 |
| 1/24/2011 13:55 | N | R_PB2SES_3 | 28.03 |
| 1/24/2011 13:55 | N | R_PB2SES_4 | 28.03 |
| 1/24/2011 13:55 | N | R_PB2SES_5 | 28.03 |
| 1/24/2011 13:55 | N | AUTO_EPS_390 | 27.71 |
| 1/24/2011 14:00 | N | DC_ROAD_L_B | 28.91 |

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| 1/24/2011 14:00 | N | DC_EGPS_L_A | 33.48 |
| 1/24/2011 14:00 | N | H_HOLLOW_E_1 | 27.95 |
| 1/24/2011 14:00 | N | HHOLLOW4_E_1 | 27.95 |
| 1/24/2011 14:00 | N | R_LH2SES_1 | 27.75 |
| 1/24/2011 14:00 | N | R_PB2SES_1 | 28.04 |
| 1/24/2011 14:00 | N | R_PB2SES_2 | 28.04 |
| 1/24/2011 14:00 | N | R_PB2SES_3 | 28.04 |
| 1/24/2011 14:00 | N | R_PB2SES_4 | 28.04 |
| 1/24/2011 14:00 | N | R_PB2SES_5 | 28.04 |
| 1/24/2011 14:00 | N | AUTO_EPS_390 | 27.74 |
| 1/24/2011 14:40 | N | DC_ROAD_L_B | 27.78 |
| 1/24/2011 14:40 | N | DC_EGPS_L_A | 28.43 |
| 1/24/2011 14:40 | N | H_HOLLOW_E_1 | 27.64 |
| 1/24/2011 14:40 | N | HHOLLOW4_E_1 | 27.64 |
| 1/24/2011 14:40 | N | R_LH2SES_1 | 27.61 |
| 1/24/2011 14:40 | N | R_PB2SES_1 | 27.66 |
| 1/24/2011 14:40 | N | R_PB2SES_2 | 27.66 |
| 1/24/2011 14:40 | N | R_PB2SES_3 | 27.66 |
| 1/24/2011 14:40 | N | R_PB2SES_4 | 27.66 |
| 1/24/2011 14:40 | N | R_PB2SES_5 | 27.66 |
| 1/24/2011 14:40 | N | AUTO_EPS_390 | 27.61 |
| 1/24/2011 14:45 | N | DC_ROAD_L_B | 27.68 |
| 1/24/2011 14:45 | N | DC_EGPS_L_A | 28.01 |
| 1/24/2011 14:45 | N | H_HOLLOW_E_1 | 27.61 |
| 1/24/2011 14:45 | N | HHOLLOW4_E_1 | 27.61 |
| 1/24/2011 14:45 | N | R_LH2SES_1 | 27.6 |
| 1/24/2011 14:45 | N | R_PB2SES_1 | 27.62 |
| 1/24/2011 14:45 | N | R_PB2SES_2 | 27.62 |
| 1/24/2011 14:45 | N | R_PB2SES_3 | 27.62 |
| 1/24/2011 14:45 | N | R_PB2SES_4 | 27.62 |
| 1/24/2011 14:45 | N | R_PB2SES_5 | 27.62 |
| 1/24/2011 14:45 | N | AUTO_EPS_390 | 27.6 |
| 1/24/2011 14:55 | N | DC_ROAD_L_B | 27.7 |
| 1/24/2011 14:55 | N | DC_EGPS_L_A | 28.56 |
| 1/24/2011 14:55 | N | H_HOLLOW_E_1 | 27.52 |
| 1/24/2011 14:55 | N | HHOLLOW4_E_1 | 27.52 |
| 1/24/2011 14:55 | N | R_LH2SES_1 | 27.48 |
| 1/24/2011 14:55 | N | R_PB2SES_1 | 27.54 |
| 1/24/2011 14:55 | N | R_PB2SES_2 | 27.54 |
| 1/24/2011 14:55 | N | R_PB2SES_3 | 27.54 |
| 1/24/2011 14:55 | N | R_PB2SES_4 | 27.54 |
| 1/24/2011 14:55 | N | R_PB2SES_5 | 27.54 |
| 1/24/2011 14:55 | N | AUTO_EPS_390 | 27.48 |
| 1/24/2011 15:05 | N | DC_ROAD_L_B | 28.76 |
| 1/24/2011 15:05 | N | DC_EGPS_L_A | 33.12 |
| 1/24/2011 15:05 | N | H_HOLLOW_E_1 | 27.84 |
| 1/24/2011 15:05 | N | HHOLLOW4_E_1 | 27.84 |

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| 1/24/2011 15:05 | N | R_LH2SES_1 | 27.65 |
| 1/24/2011 15:05 | N | R_PB2SES_1 | 27.93 |
| 1/24/2011 15:05 | N | R_PB2SES_2 | 27.93 |
| 1/24/2011 15:05 | N | R_PB2SES_3 | 27.93 |
| 1/24/2011 15:05 | N | R_PB2SES_4 | 27.93 |
| 1/24/2011 15:05 | N | R_PB2SES_5 | 27.93 |
| 1/24/2011 15:05 | N | AUTO_EPS_390 | 27.64 |
| 1/24/2011 15:10 | N | DC_ROAD_L_B | 28.65 |
| 1/24/2011 15:10 | N | DC_EGPS_L_A | 33.28 |
| 1/24/2011 15:10 | N | H_HOLLOW_E_1 | 27.67 |
| 1/24/2011 15:10 | N | HHOLLOW4_E_1 | 27.67 |
| 1/24/2011 15:10 | N | R_LH2SES_1 | 27.47 |
| 1/24/2011 15:10 | N | R_PB2SES_1 | 27.77 |
| 1/24/2011 15:10 | N | R_PB2SES_2 | 27.77 |
| 1/24/2011 15:10 | N | R_PB2SES_3 | 27.77 |
| 1/24/2011 15:10 | N | R_PB2SES_4 | 27.77 |
| 1/24/2011 15:10 | N | R_PB2SES_5 | 27.77 |
| 1/24/2011 15:10 | N | AUTO_EPS_390 | 27.46 |
| 1/24/2011 15:15 | N | DC_ROAD_L_B | 28.15 |
| 1/24/2011 15:15 | N | DC_EGPS_L_A | 33.37 |
| 1/24/2011 15:15 | N | H_HOLLOW_E_1 | 27.05 |
| 1/24/2011 15:15 | N | HHOLLOW4_E_1 | 27.05 |
| 1/24/2011 15:15 | N | R_LH2SES_1 | 26.82 |
| 1/24/2011 15:15 | N | R_PB2SES_1 | 27.16 |
| 1/24/2011 15:15 | N | R_PB2SES_2 | 27.16 |
| 1/24/2011 15:15 | N | R_PB2SES_3 | 27.16 |
| 1/24/2011 15:15 | N | R_PB2SES_4 | 27.16 |
| 1/24/2011 15:15 | N | R_PB2SES_5 | 27.16 |
| 1/24/2011 15:15 | N | AUTO_EPS_390 | 26.81 |
| 1/24/2011 15:20 | N | DC_ROAD_L_B | 27.17 |
| 1/24/2011 15:20 | N | DC_EGPS_L_A | 28.53 |
| 1/24/2011 15:20 | N | H_HOLLOW_E_1 | 26.73 |
| 1/24/2011 15:20 | N | HHOLLOW4_E_1 | 26.73 |
| 1/24/2011 15:20 | N | R_LH2SES_1 | 26.67 |
| 1/24/2011 15:20 | N | R_PB2SES_1 | 26.77 |
| 1/24/2011 15:20 | N | R_PB2SES_2 | 26.77 |
| 1/24/2011 15:20 | N | R_PB2SES_3 | 26.77 |
| 1/24/2011 15:20 | N | R_PB2SES_4 | 26.77 |
| 1/24/2011 15:20 | N | R_PB2SES_5 | 26.77 |
| 1/24/2011 15:20 | N | AUTO_EPS_390 | 26.67 |
| 1/24/2011 16:50 | N | DC_ROAD_L_B | 29.33 |
| 1/24/2011 16:50 | N | DC_EGPS_L_A | 29.14 |
| 1/24/2011 16:50 | N | H_HOLLOW_E_1 | 28.86 |
| 1/24/2011 16:50 | N | HHOLLOW4_E_1 | 28.86 |
| 1/24/2011 16:50 | N | R_LH2SES_1 | 28.74 |
| 1/24/2011 16:50 | N | R_PB2SES_1 | 28.86 |
| 1/24/2011 16:50 | N | R_PB2SES_2 | 28.86 |

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| 1/24/2011 16:50 | N | R_PB2SES_3 | 28.86 |
| 1/24/2011 16:50 | N | R_PB2SES_4 | 28.86 |
| 1/24/2011 16:50 | N | R_PB2SES_5 | 28.86 |
| 1/24/2011 16:50 | N | AUTO_EPS_390 | 28.69 |
| 1/24/2011 16:50 | N | DC_ROAD_L_B | 29.31 |
| 1/24/2011 16:50 | N | DC_EGPS_L_A | 29.13 |
| 1/24/2011 16:50 | N | H_HOLLOW_E_1 | 28.87 |
| 1/24/2011 16:50 | N | HHOLLOW4_E_1 | 28.87 |
| 1/24/2011 16:50 | N | R_LH2SES_1 | 28.76 |
| 1/24/2011 16:50 | N | R_PB2SES_1 | 28.87 |
| 1/24/2011 16:50 | N | R_PB2SES_2 | 28.87 |
| 1/24/2011 16:50 | N | R_PB2SES_3 | 28.87 |
| 1/24/2011 16:50 | N | R_PB2SES_4 | 28.87 |
| 1/24/2011 16:50 | N | R_PB2SES_5 | 28.87 |
| 1/24/2011 16:50 | N | AUTO_EPS_390 | 28.72 |
| 1/24/2011 16:55 | N | DC_ROAD_L_B | 29.2 |
| 1/24/2011 16:55 | N | DC_EGPS_L_A | 29.13 |
| 1/24/2011 16:55 | N | H_HOLLOW_E_1 | 28.85 |
| 1/24/2011 16:55 | N | HHOLLOW4_E_1 | 28.85 |
| 1/24/2011 16:55 | N | R_LH2SES_1 | 28.76 |
| 1/24/2011 16:55 | N | R_PB2SES_1 | 28.86 |
| 1/24/2011 16:55 | N | R_PB2SES_2 | 28.86 |
| 1/24/2011 16:55 | N | R_PB2SES_3 | 28.86 |
| 1/24/2011 16:55 | N | R_PB2SES_4 | 28.86 |
| 1/24/2011 16:55 | N | R_PB2SES_5 | 28.86 |
| 1/24/2011 16:55 | N | AUTO_EPS_390 | 28.73 |
| 1/24/2011 17:00 | N | DC_ROAD_L_B | 29.19 |
| 1/24/2011 17:00 | N | DC_EGPS_L_A | 29.18 |
| 1/24/2011 17:00 | N | H_HOLLOW_E_1 | 29.13 |
| 1/24/2011 17:00 | N | HHOLLOW4_E_1 | 29.13 |
| 1/24/2011 17:00 | N | R_LH2SES_1 | 29.11 |
| 1/24/2011 17:00 | N | R_PB2SES_1 | 29.13 |
| 1/24/2011 17:00 | N | R_PB2SES_2 | 29.13 |
| 1/24/2011 17:00 | N | R_PB2SES_3 | 29.13 |
| 1/24/2011 17:00 | N | R_PB2SES_4 | 29.13 |
| 1/24/2011 17:00 | N | R_PB2SES_5 | 29.13 |
| 1/24/2011 17:00 | N | AUTO_EPS_390 | 29.11 |
| 1/24/2011 17:10 | N | DC_ROAD_L_B | 29.58 |
| 1/24/2011 17:10 | N | DC_EGPS_L_A | 29.47 |
| 1/24/2011 17:10 | N | H_HOLLOW_E_1 | 28.99 |
| 1/24/2011 17:10 | N | HHOLLOW4_E_1 | 28.99 |
| 1/24/2011 17:10 | N | R_LH2SES_1 | 28.84 |
| 1/24/2011 17:10 | N | R_PB2SES_1 | 29 |
| 1/24/2011 17:10 | N | R_PB2SES_2 | 29 |
| 1/24/2011 17:10 | N | R_PB2SES_3 | 29 |
| 1/24/2011 17:10 | N | R_PB2SES_4 | 29 |
| 1/24/2011 17:10 | N | R_PB2SES_5 | 29 |

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| 1/24/2011 17:10 | N | AUTO_EPS_390 | 28.78 |
| 1/24/2011 17:15 | N | DC_ROAD_L_B | 31.22 |
| 1/24/2011 17:15 | N | DC_EGPS_L_A | 30.89 |
| 1/24/2011 17:15 | N | H_HOLLOW_E_1 | 29.51 |
| 1/24/2011 17:15 | N | HHOLLOW4_E_1 | 29.51 |
| 1/24/2011 17:15 | N | R_LH2SES_1 | 29.06 |
| 1/24/2011 17:15 | N | R_PB2SES_1 | 29.52 |
| 1/24/2011 17:15 | N | R_PB2SES_2 | 29.52 |
| 1/24/2011 17:15 | N | R_PB2SES_3 | 29.52 |
| 1/24/2011 17:15 | N | R_PB2SES_4 | 29.52 |
| 1/24/2011 17:15 | N | R_PB2SES_5 | 29.52 |
| 1/24/2011 17:15 | N | AUTO_EPS_390 | 28.9 |
| 1/24/2011 17:20 | N | DC_ROAD_L_B | 31.1 |
| 1/24/2011 17:20 | N | DC_EGPS_L_A | 30.93 |
| 1/24/2011 17:20 | N | H_HOLLOW_E_1 | 30.21 |
| 1/24/2011 17:20 | N | HHOLLOW4_E_1 | 30.21 |
| 1/24/2011 17:20 | N | R_LH2SES_1 | 29.97 |
| 1/24/2011 17:20 | N | R_PB2SES_1 | 30.21 |
| 1/24/2011 17:20 | N | R_PB2SES_2 | 30.21 |
| 1/24/2011 17:20 | N | R_PB2SES_3 | 30.21 |
| 1/24/2011 17:20 | N | R_PB2SES_4 | 30.21 |
| 1/24/2011 17:20 | N | R_PB2SES_5 | 30.21 |
| 1/24/2011 17:20 | N | AUTO_EPS_390 | 29.89 |
| 1/24/2011 17:35 | N | DC_ROAD_L_B | 32.42 |
| 1/24/2011 17:35 | N | DC_EGPS_L_A | 32.26 |
| 1/24/2011 17:35 | N | H_HOLLOW_E_1 | 31.6 |
| 1/24/2011 17:35 | N | HHOLLOW4_E_1 | 31.6 |
| 1/24/2011 17:35 | N | R_LH2SES_1 | 31.38 |
| 1/24/2011 17:35 | N | R_PB2SES_1 | 31.6 |
| 1/24/2011 17:35 | N | R_PB2SES_2 | 31.6 |
| 1/24/2011 17:35 | N | R_PB2SES_3 | 31.6 |
| 1/24/2011 17:35 | N | R_PB2SES_4 | 31.6 |
| 1/24/2011 17:35 | N | R_PB2SES_5 | 31.6 |
| 1/24/2011 17:35 | N | AUTO_EPS_390 | 31.31 |
| 1/24/2011 17:40 | N | DC_ROAD_L_B | 34.61 |
| 1/24/2011 17:40 | N | DC_EGPS_L_A | 34 |
| 1/24/2011 17:40 | N | H_HOLLOW_E_1 | 31.47 |
| 1/24/2011 17:40 | N | HHOLLOW4_E_1 | 31.47 |
| 1/24/2011 17:40 | N | R_LH2SES_1 | 30.66 |
| 1/24/2011 17:40 | N | R_PB2SES_1 | 31.49 |
| 1/24/2011 17:40 | N | R_PB2SES_2 | 31.49 |
| 1/24/2011 17:40 | N | R_PB2SES_3 | 31.49 |
| 1/24/2011 17:40 | N | R_PB2SES_4 | 31.49 |
| 1/24/2011 17:40 | N | R_PB2SES_5 | 31.49 |
| 1/24/2011 17:40 | N | AUTO_EPS_390 | 30.36 |
| 1/24/2011 17:45 | N | DC_ROAD_L_B | 36.39 |
| 1/24/2011 17:45 | N | DC_EGPS_L_A | 36.22 |

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| 1/24/2011 17:45 | N | H_HOLLOW_E_1 | 32.02 |
| 1/24/2011 17:45 | N | HHOLLOW4_E_1 | 32.02 |
| 1/24/2011 17:45 | N | R_LH2SES_1 | 30.9 |
| 1/24/2011 17:45 | N | R_PB2SES_1 | 32.06 |
| 1/24/2011 17:45 | N | R_PB2SES_2 | 32.06 |
| 1/24/2011 17:45 | N | R_PB2SES_3 | 32.06 |
| 1/24/2011 17:45 | N | R_PB2SES_4 | 32.06 |
| 1/24/2011 17:45 | N | R_PB2SES_5 | 32.06 |
| 1/24/2011 17:45 | N | AUTO_EPS_390 | 30.5 |
| 1/24/2011 17:50 | N | DC_ROAD_L_B | 37.16 |
| 1/24/2011 17:50 | N | DC_EGPS_L_A | 36.59 |
| 1/24/2011 17:50 | N | H_HOLLOW_E_1 | 32.35 |
| 1/24/2011 17:50 | N | HHOLLOW4_E_1 | 32.35 |
| 1/24/2011 17:50 | N | R_LH2SES_1 | 31.11 |
| 1/24/2011 17:50 | N | R_PB2SES_1 | 32.39 |
| 1/24/2011 17:50 | N | R_PB2SES_2 | 32.39 |
| 1/24/2011 17:50 | N | R_PB2SES_3 | 32.39 |
| 1/24/2011 17:50 | N | R_PB2SES_4 | 32.39 |
| 1/24/2011 17:50 | N | R_PB2SES_5 | 32.39 |
| 1/24/2011 17:50 | N | AUTO_EPS_390 | 30.66 |
| 1/24/2011 17:55 | N | DC_ROAD_L_B | 35.06 |
| 1/24/2011 17:55 | N | DC_EGPS_L_A | 36.73 |
| 1/24/2011 17:55 | N | H_HOLLOW_E_1 | 33.42 |
| 1/24/2011 17:55 | N | HHOLLOW4_E_1 | 33.42 |
| 1/24/2011 17:55 | N | R_LH2SES_1 | 33.01 |
| 1/24/2011 17:55 | N | R_PB2SES_1 | 33.47 |
| 1/24/2011 17:55 | N | R_PB2SES_2 | 33.47 |
| 1/24/2011 17:55 | N | R_PB2SES_3 | 33.47 |
| 1/24/2011 17:55 | N | R_PB2SES_4 | 33.47 |
| 1/24/2011 17:55 | N | R_PB2SES_5 | 33.47 |
| 1/24/2011 17:55 | N | AUTO_EPS_390 | 32.89 |
| 1/24/2011 18:00 | N | DC_ROAD_L_B | 35.02 |
| 1/24/2011 18:00 | N | DC_EGPS_L_A | 36.72 |
| 1/24/2011 18:00 | N | H_HOLLOW_E_1 | 34.66 |
| 1/24/2011 18:00 | N | HHOLLOW4_E_1 | 34.66 |
| 1/24/2011 18:00 | N | R_LH2SES_1 | 34.59 |
| 1/24/2011 18:00 | N | R_PB2SES_1 | 34.7 |
| 1/24/2011 18:00 | N | R_PB2SES_2 | 34.7 |
| 1/24/2011 18:00 | N | R_PB2SES_3 | 34.7 |
| 1/24/2011 18:00 | N | R_PB2SES_4 | 34.7 |
| 1/24/2011 18:00 | N | R_PB2SES_5 | 34.7 |
| 1/24/2011 18:00 | N | AUTO_EPS_390 | 34.58 |
| 1/24/2011 18:05 | N | DC_ROAD_L_B | 34.02 |
| 1/24/2011 18:05 | N | DC_EGPS_L_A | 36.28 |
| 1/24/2011 18:05 | N | H_HOLLOW_E_1 | 33.54 |
| 1/24/2011 18:05 | N | HHOLLOW4_E_1 | 33.54 |
| 1/24/2011 18:05 | N | R_LH2SES_1 | 33.44 |

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| 1/24/2011 18:05 | N | R_PB2SES_1 | 33.59 |
| 1/24/2011 18:05 | N | R_PB2SES_2 | 33.59 |
| 1/24/2011 18:05 | N | R_PB2SES_3 | 33.59 |
| 1/24/2011 18:05 | N | R_PB2SES_4 | 33.59 |
| 1/24/2011 18:05 | N | R_PB2SES_5 | 33.59 |
| 1/24/2011 18:05 | N | AUTO_EPS_390 | 33.44 |
| 1/24/2011 18:10 | N | DC_ROAD_L_B | 35.68 |
| 1/24/2011 18:10 | N | DC_EGPS_L_A | 37.4 |
| 1/24/2011 18:10 | N | H_HOLLOW_E_1 | 35.32 |
| 1/24/2011 18:10 | N | HHOLLOW4_E_1 | 35.32 |
| 1/24/2011 18:10 | N | R_LH2SES_1 | 35.25 |
| 1/24/2011 18:10 | N | R_PB2SES_1 | 35.36 |
| 1/24/2011 18:10 | N | R_PB2SES_2 | 35.36 |
| 1/24/2011 18:10 | N | R_PB2SES_3 | 35.36 |
| 1/24/2011 18:10 | N | R_PB2SES_4 | 35.36 |
| 1/24/2011 18:10 | N | R_PB2SES_5 | 35.36 |
| 1/24/2011 18:10 | N | AUTO_EPS_390 | 35.24 |
| 1/24/2011 18:15 | N | DC_ROAD_L_B | 37.35 |
| 1/24/2011 18:15 | N | DC_EGPS_L_A | 44.55 |
| 1/24/2011 18:15 | N | H_HOLLOW_E_1 | 35.84 |
| 1/24/2011 18:15 | N | HHOLLOW4_E_1 | 35.84 |
| 1/24/2011 18:15 | N | R_LH2SES_1 | 35.52 |
| 1/24/2011 18:15 | N | R_PB2SES_1 | 35.99 |
| 1/24/2011 18:15 | N | R_PB2SES_2 | 35.99 |
| 1/24/2011 18:15 | N | R_PB2SES_3 | 35.99 |
| 1/24/2011 18:15 | N | R_PB2SES_4 | 35.99 |
| 1/24/2011 18:15 | N | R_PB2SES_5 | 35.99 |
| 1/24/2011 18:15 | N | AUTO_EPS_390 | 35.51 |
| 1/24/2011 18:20 | N | DC_ROAD_L_B | 39.44 |
| 1/24/2011 18:20 | N | DC_EGPS_L_A | 48.68 |
| 1/24/2011 18:20 | N | H_HOLLOW_E_1 | 37.5 |
| 1/24/2011 18:20 | N | HHOLLOW4_E_1 | 37.5 |
| 1/24/2011 18:20 | N | R_LH2SES_1 | 37.09 |
| 1/24/2011 18:20 | N | R_PB2SES_1 | 37.69 |
| 1/24/2011 18:20 | N | R_PB2SES_2 | 37.69 |
| 1/24/2011 18:20 | N | R_PB2SES_3 | 37.69 |
| 1/24/2011 18:20 | N | R_PB2SES_4 | 37.69 |
| 1/24/2011 18:20 | N | R_PB2SES_5 | 37.69 |
| 1/24/2011 18:20 | N | AUTO_EPS_390 | 37.07 |
| 1/24/2011 18:25 | N | DC_ROAD_L_B | 68.48 |
| 1/24/2011 18:25 | N | DC_EGPS_L_A | 189.79 |
| 1/24/2011 18:25 | N | H_HOLLOW_E_1 | 42.97 |
| 1/24/2011 18:25 | N | HHOLLOW4_E_1 | 42.97 |
| 1/24/2011 18:25 | N | R_LH2SES_1 | 37.65 |
| 1/24/2011 18:25 | N | R_PB2SES_1 | 45.52 |
| 1/24/2011 18:25 | N | R_PB2SES_2 | 45.52 |
| 1/24/2011 18:25 | N | R_PB2SES_3 | 45.52 |

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| 1/24/2011 18:25 | N | R_PB2SES_4 | 45.52 |
| 1/24/2011 18:25 | N | R_PB2SES_5 | 45.52 |
| 1/24/2011 18:25 | N | AUTO_EPS_390 | 37.4 |
| 1/24/2011 18:30 | N | DC_ROAD_L_B | 70 |
| 1/24/2011 18:30 | N | DC_EGPS_L_A | 191.34 |
| 1/24/2011 18:30 | N | H_HOLLOW_E_1 | 44.48 |
| 1/24/2011 18:30 | N | HHOLLOW4_E_1 | 44.48 |
| 1/24/2011 18:30 | N | R_LH2SES_1 | 39.16 |
| 1/24/2011 18:30 | N | R_PB2SES_1 | 47.04 |
| 1/24/2011 18:30 | N | R_PB2SES_2 | 47.04 |
| 1/24/2011 18:30 | N | R_PB2SES_3 | 47.04 |
| 1/24/2011 18:30 | N | R_PB2SES_4 | 47.04 |
| 1/24/2011 18:30 | N | R_PB2SES_5 | 47.04 |
| 1/24/2011 18:30 | N | AUTO_EPS_390 | 38.92 |
| 1/24/2011 18:35 | N | DC_ROAD_L_B | 68.67 |
| 1/24/2011 18:35 | N | DC_EGPS_L_A | 190.02 |
| 1/24/2011 18:35 | N | H_HOLLOW_E_1 | 43.19 |
| 1/24/2011 18:35 | N | HHOLLOW4_E_1 | 43.19 |
| 1/24/2011 18:35 | N | R_LH2SES_1 | 37.87 |
| 1/24/2011 18:35 | N | R_PB2SES_1 | 45.75 |
| 1/24/2011 18:35 | N | R_PB2SES_2 | 45.75 |
| 1/24/2011 18:35 | N | R_PB2SES_3 | 45.75 |
| 1/24/2011 18:35 | N | R_PB2SES_4 | 45.75 |
| 1/24/2011 18:35 | N | R_PB2SES_5 | 45.75 |
| 1/24/2011 18:35 | N | AUTO_EPS_390 | 37.63 |
| 1/24/2011 18:40 | N | DC_ROAD_L_B | 38.25 |
| 1/24/2011 18:40 | N | DC_EGPS_L_A | 53.46 |
| 1/24/2011 18:40 | N | H_HOLLOW_E_1 | 35.47 |
| 1/24/2011 18:40 | N | HHOLLOW4_E_1 | 35.47 |
| 1/24/2011 18:40 | N | R_LH2SES_1 | 34.86 |
| 1/24/2011 18:40 | N | R_PB2SES_1 | 35.77 |
| 1/24/2011 18:40 | N | R_PB2SES_2 | 35.77 |
| 1/24/2011 18:40 | N | R_PB2SES_3 | 35.77 |
| 1/24/2011 18:40 | N | R_PB2SES_4 | 35.77 |
| 1/24/2011 18:40 | N | R_PB2SES_5 | 35.77 |
| 1/24/2011 18:40 | N | AUTO_EPS_390 | 34.83 |
| 1/24/2011 18:45 | N | DC_ROAD_L_B | 35.66 |
| 1/24/2011 18:45 | N | DC_EGPS_L_A | 36.99 |
| 1/24/2011 18:45 | N | H_HOLLOW_E_1 | 34.79 |
| 1/24/2011 18:45 | N | HHOLLOW4_E_1 | 34.79 |
| 1/24/2011 18:45 | N | R_LH2SES_1 | 34.58 |
| 1/24/2011 18:45 | N | R_PB2SES_1 | 34.82 |
| 1/24/2011 18:45 | N | R_PB2SES_2 | 34.82 |
| 1/24/2011 18:45 | N | R_PB2SES_3 | 34.82 |
| 1/24/2011 18:45 | N | R_PB2SES_4 | 34.82 |
| 1/24/2011 18:45 | N | R_PB2SES_5 | 34.82 |
| 1/24/2011 18:45 | N | AUTO_EPS_390 | 34.52 |

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| 1/24/2011 18:50 | N | DC_ROAD_L_B | 35.84 |
| 1/24/2011 18:50 | N | DC_EGPS_L_A | 36.13 |
| 1/24/2011 18:50 | N | H_HOLLOW_E_1 | 34.25 |
| 1/24/2011 18:50 | N | HHOLLOW4_E_1 | 34.25 |
| 1/24/2011 18:50 | N | R_LH2SES_1 | 33.85 |
| 1/24/2011 18:50 | N | R_PB2SES_1 | 34.27 |
| 1/24/2011 18:50 | N | R_PB2SES_2 | 34.27 |
| 1/24/2011 18:50 | N | R_PB2SES_3 | 34.27 |
| 1/24/2011 18:50 | N | R_PB2SES_4 | 34.27 |
| 1/24/2011 18:50 | N | R_PB2SES_5 | 34.27 |
| 1/24/2011 18:50 | N | AUTO_EPS_390 | 33.71 |
| 1/24/2011 18:55 | N | DC_ROAD_L_B | 36.28 |
| 1/24/2011 18:55 | N | DC_EGPS_L_A | 35.82 |
| 1/24/2011 18:55 | N | H_HOLLOW_E_1 | 33.88 |
| 1/24/2011 18:55 | N | HHOLLOW4_E_1 | 33.88 |
| 1/24/2011 18:55 | N | R_LH2SES_1 | 33.26 |
| 1/24/2011 18:55 | N | R_PB2SES_1 | 33.9 |
| 1/24/2011 18:55 | N | R_PB2SES_2 | 33.9 |
| 1/24/2011 18:55 | N | R_PB2SES_3 | 33.9 |
| 1/24/2011 18:55 | N | R_PB2SES_4 | 33.9 |
| 1/24/2011 18:55 | N | R_PB2SES_5 | 33.9 |
| 1/24/2011 18:55 | N | AUTO_EPS_390 | 33.04 |
| 1/24/2011 19:00 | N | DC_ROAD_L_B | 35.79 |
| 1/24/2011 19:00 | N | DC_EGPS_L_A | 35.28 |
| 1/24/2011 19:00 | N | H_HOLLOW_E_1 | 33.2 |
| 1/24/2011 19:00 | N | HHOLLOW4_E_1 | 33.2 |
| 1/24/2011 19:00 | N | R_LH2SES_1 | 32.53 |
| 1/24/2011 19:00 | N | R_PB2SES_1 | 33.21 |
| 1/24/2011 19:00 | N | R_PB2SES_2 | 33.21 |
| 1/24/2011 19:00 | N | R_PB2SES_3 | 33.21 |
| 1/24/2011 19:00 | N | R_PB2SES_4 | 33.21 |
| 1/24/2011 19:00 | N | R_PB2SES_5 | 33.21 |
| 1/24/2011 19:00 | N | AUTO_EPS_390 | 32.28 |
| 1/24/2011 19:05 | N | DC_ROAD_L_B | 33.79 |
| 1/24/2011 19:05 | N | DC_EGPS_L_A | 33.92 |
| 1/24/2011 19:05 | N | H_HOLLOW_E_1 | 32.35 |
| 1/24/2011 19:05 | N | HHOLLOW4_E_1 | 32.35 |
| 1/24/2011 19:05 | N | R_LH2SES_1 | 31.98 |
| 1/24/2011 19:05 | N | R_PB2SES_1 | 32.37 |
| 1/24/2011 19:05 | N | R_PB2SES_2 | 32.37 |
| 1/24/2011 19:05 | N | R_PB2SES_3 | 32.37 |
| 1/24/2011 19:05 | N | R_PB2SES_4 | 32.37 |
| 1/24/2011 19:05 | N | R_PB2SES_5 | 32.37 |
| 1/24/2011 19:05 | N | AUTO_EPS_390 | 31.85 |
| 1/24/2011 19:10 | N | DC_ROAD_L_B | 33.39 |
| 1/24/2011 19:10 | N | DC_EGPS_L_A | 33.95 |
| 1/24/2011 19:10 | N | H_HOLLOW_E_1 | 32.2 |

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| 1/24/2011 19:10 | N | HHOLLOW4_E_1 | 32.2 |
| 1/24/2011 19:10 | N | R_LH2SES_1 | 31.9 |
| 1/24/2011 19:10 | N | R_PB2SES_1 | 32.22 |
| 1/24/2011 19:10 | N | R_PB2SES_2 | 32.22 |
| 1/24/2011 19:10 | N | R_PB2SES_3 | 32.22 |
| 1/24/2011 19:10 | N | R_PB2SES_4 | 32.22 |
| 1/24/2011 19:10 | N | R_PB2SES_5 | 32.22 |
| 1/24/2011 19:10 | N | AUTO_EPS_390 | 31.8 |
| 1/24/2011 19:15 | N | DC_ROAD_L_B | 32.22 |
| 1/24/2011 19:15 | N | DC_EGPS_L_A | 33.16 |
| 1/24/2011 19:15 | N | H_HOLLOW_E_1 | 31.44 |
| 1/24/2011 19:15 | N | HHOLLOW4_E_1 | 31.44 |
| 1/24/2011 19:15 | N | R_LH2SES_1 | 31.25 |
| 1/24/2011 19:15 | N | R_PB2SES_1 | 31.46 |
| 1/24/2011 19:15 | N | R_PB2SES_2 | 31.46 |
| 1/24/2011 19:15 | N | R_PB2SES_3 | 31.46 |
| 1/24/2011 19:15 | N | R_PB2SES_4 | 31.46 |
| 1/24/2011 19:15 | N | R_PB2SES_5 | 31.46 |
| 1/24/2011 19:15 | N | AUTO_EPS_390 | 31.19 |
| 1/24/2011 19:18 | N | DC_ROAD_L_B | 32.38 |
| 1/24/2011 19:18 | N | DC_EGPS_L_A | 33.04 |
| 1/24/2011 19:18 | N | H_HOLLOW_E_1 | 30.36 |
| 1/24/2011 19:18 | N | HHOLLOW4_E_1 | 30.36 |
| 1/24/2011 19:18 | N | R_LH2SES_1 | 29.85 |
| 1/24/2011 19:18 | N | R_PB2SES_1 | 30.4 |
| 1/24/2011 19:18 | N | R_PB2SES_2 | 30.4 |
| 1/24/2011 19:18 | N | R_PB2SES_3 | 30.4 |
| 1/24/2011 19:18 | N | R_PB2SES_4 | 30.4 |
| 1/24/2011 19:18 | N | R_PB2SES_5 | 30.4 |
| 1/24/2011 19:18 | N | AUTO_EPS_390 | 29.68 |
| 1/24/2011 19:20 | N | DC_ROAD_L_B | 33.16 |
| 1/24/2011 19:20 | N | DC_EGPS_L_A | 33.6 |
| 1/24/2011 19:20 | N | H_HOLLOW_E_1 | 30.36 |
| 1/24/2011 19:20 | N | HHOLLOW4_E_1 | 30.36 |
| 1/24/2011 19:20 | N | R_LH2SES_1 | 29.65 |
| 1/24/2011 19:20 | N | R_PB2SES_1 | 30.4 |
| 1/24/2011 19:20 | N | R_PB2SES_2 | 30.4 |
| 1/24/2011 19:20 | N | R_PB2SES_3 | 30.4 |
| 1/24/2011 19:20 | N | R_PB2SES_4 | 30.4 |
| 1/24/2011 19:20 | N | R_PB2SES_5 | 30.4 |
| 1/24/2011 19:20 | N | AUTO_EPS_390 | 29.4 |
| 1/24/2011 19:25 | N | DC_ROAD_L_B | 35.86 |
| 1/24/2011 19:25 | N | DC_EGPS_L_A | 35.44 |
| 1/24/2011 19:25 | N | H_HOLLOW_E_1 | 30.87 |
| 1/24/2011 19:25 | N | HHOLLOW4_E_1 | 30.87 |
| 1/24/2011 19:25 | N | R_LH2SES_1 | 29.59 |
| 1/24/2011 19:25 | N | R_PB2SES_1 | 30.92 |

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| 1/24/2011 19:25 | N | R_PB2SES_2 | 30.92 |
| 1/24/2011 19:25 | N | R_PB2SES_3 | 30.92 |
| 1/24/2011 19:25 | N | R_PB2SES_4 | 30.92 |
| 1/24/2011 19:25 | N | R_PB2SES_5 | 30.92 |
| 1/24/2011 19:25 | N | AUTO_EPS_390 | 29.13 |
| 1/24/2011 19:30 | N | DC_ROAD_L_B | 34.96 |
| 1/24/2011 19:30 | N | DC_EGPS_L_A | 34.08 |
| 1/24/2011 19:30 | N | H_HOLLOW_E_1 | 30.52 |
| 1/24/2011 19:30 | N | HHOLLOW4_E_1 | 30.52 |
| 1/24/2011 19:30 | N | R_LH2SES_1 | 29.38 |
| 1/24/2011 19:30 | N | R_PB2SES_1 | 30.55 |
| 1/24/2011 19:30 | N | R_PB2SES_2 | 30.55 |
| 1/24/2011 19:30 | N | R_PB2SES_3 | 30.55 |
| 1/24/2011 19:30 | N | R_PB2SES_4 | 30.55 |
| 1/24/2011 19:30 | N | R_PB2SES_5 | 30.55 |
| 1/24/2011 19:30 | N | AUTO_EPS_390 | 28.96 |
| 1/24/2011 19:35 | N | DC_ROAD_L_B | 32.89 |
| 1/24/2011 19:35 | N | DC_EGPS_L_A | 32.3 |
| 1/24/2011 19:35 | N | H_HOLLOW_E_1 | 29.91 |
| 1/24/2011 19:35 | N | HHOLLOW4_E_1 | 29.91 |
| 1/24/2011 19:35 | N | R_LH2SES_1 | 29.14 |
| 1/24/2011 19:35 | N | R_PB2SES_1 | 29.93 |
| 1/24/2011 19:35 | N | R_PB2SES_2 | 29.93 |
| 1/24/2011 19:35 | N | R_PB2SES_3 | 29.93 |
| 1/24/2011 19:35 | N | R_PB2SES_4 | 29.93 |
| 1/24/2011 19:35 | N | R_PB2SES_5 | 29.93 |
| 1/24/2011 19:35 | N | AUTO_EPS_390 | 28.86 |
| 1/24/2011 19:40 | N | DC_ROAD_L_B | 32.26 |
| 1/24/2011 19:40 | N | DC_EGPS_L_A | 32.78 |
| 1/24/2011 19:40 | N | H_HOLLOW_E_1 | 29.53 |
| 1/24/2011 19:40 | N | HHOLLOW4_E_1 | 29.53 |
| 1/24/2011 19:40 | N | R_LH2SES_1 | 28.83 |
| 1/24/2011 19:40 | N | R_PB2SES_1 | 29.57 |
| 1/24/2011 19:40 | N | R_PB2SES_2 | 29.57 |
| 1/24/2011 19:40 | N | R_PB2SES_3 | 29.57 |
| 1/24/2011 19:40 | N | R_PB2SES_4 | 29.57 |
| 1/24/2011 19:40 | N | R_PB2SES_5 | 29.57 |
| 1/24/2011 19:40 | N | AUTO_EPS_390 | 28.6 |
| 1/24/2011 19:41 | N | DC_ROAD_L_B | 32.6 |
| 1/24/2011 19:41 | N | DC_EGPS_L_A | 33.01 |
| 1/24/2011 19:41 | N | H_HOLLOW_E_1 | 29.52 |
| 1/24/2011 19:41 | N | HHOLLOW4_E_1 | 29.52 |
| 1/24/2011 19:41 | N | R_LH2SES_1 | 28.74 |
| 1/24/2011 19:41 | N | R_PB2SES_1 | 29.56 |
| 1/24/2011 19:41 | N | R_PB2SES_2 | 29.56 |
| 1/24/2011 19:41 | N | R_PB2SES_3 | 29.56 |
| 1/24/2011 19:41 | N | R_PB2SES_4 | 29.56 |

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| 1/24/2011 19:41 | N | R_PB2SES_5 | 29.56 |
| 1/24/2011 19:41 | N | AUTO_EPS_390 | 28.46 |
| 1/24/2011 19:42 | N | DC_ROAD_L_B | 32.3 |
| 1/24/2011 19:42 | N | DC_EGPS_L_A | 32.85 |
| 1/24/2011 19:42 | N | H_HOLLOW_E_1 | 29.37 |
| 1/24/2011 19:42 | N | HHOLLOW4_E_1 | 29.37 |
| 1/24/2011 19:42 | N | R_LH2SES_1 | 28.63 |
| 1/24/2011 19:42 | N | R_PB2SES_1 | 29.42 |
| 1/24/2011 19:42 | N | R_PB2SES_2 | 29.42 |
| 1/24/2011 19:42 | N | R_PB2SES_3 | 29.42 |
| 1/24/2011 19:42 | N | R_PB2SES_4 | 29.42 |
| 1/24/2011 19:42 | N | R_PB2SES_5 | 29.42 |
| 1/24/2011 19:42 | N | AUTO_EPS_390 | 28.37 |
| 1/24/2011 19:45 | N | DC_ROAD_L_B | 33.27 |
| 1/24/2011 19:45 | N | DC_EGPS_L_A | 41.61 |
| 1/24/2011 19:45 | N | H_HOLLOW_E_1 | 29.48 |
| 1/24/2011 19:45 | N | HHOLLOW4_E_1 | 29.48 |
| 1/24/2011 19:45 | N | R_LH2SES_1 | 28.57 |
| 1/24/2011 19:45 | N | R_PB2SES_1 | 29.69 |
| 1/24/2011 19:45 | N | R_PB2SES_2 | 29.69 |
| 1/24/2011 19:45 | N | R_PB2SES_3 | 29.69 |
| 1/24/2011 19:45 | N | R_PB2SES_4 | 29.69 |
| 1/24/2011 19:45 | N | R_PB2SES_5 | 29.69 |
| 1/24/2011 19:45 | N | AUTO_EPS_390 | 28.37 |
| 1/24/2011 19:46 | N | DC_ROAD_L_B | 33.26 |
| 1/24/2011 19:46 | N | DC_EGPS_L_A | 30.27 |
| 1/24/2011 19:46 | N | H_HOLLOW_E_1 | -0.78 |
| 1/24/2011 19:46 | N | HHOLLOW4_E_1 | -0.78 |
| 1/24/2011 19:46 | N | R_LH2SES_1 | 29.41 |
| 1/24/2011 19:46 | N | R_PB2SES_1 | -0.88 |
| 1/24/2011 19:46 | N | R_PB2SES_2 | -0.88 |
| 1/24/2011 19:46 | N | R_PB2SES_3 | -0.88 |
| 1/24/2011 19:46 | N | R_PB2SES_4 | -0.88 |
| 1/24/2011 19:46 | N | R_PB2SES_5 | -0.88 |
| 1/24/2011 19:46 | N | AUTO_EPS_390 | 28.92 |
| 1/24/2011 19:50 | N | DC_ROAD_L_B | 34.92 |
| 1/24/2011 19:50 | N | DC_EGPS_L_A | 39.58 |
| 1/24/2011 19:50 | N | H_HOLLOW_E_1 | -4.02 |
| 1/24/2011 19:50 | N | HHOLLOW4_E_1 | -4.02 |
| 1/24/2011 19:50 | N | R_LH2SES_1 | 29.48 |
| 1/24/2011 19:50 | N | R_PB2SES_1 | -3.96 |
| 1/24/2011 19:50 | N | R_PB2SES_2 | -3.96 |
| 1/24/2011 19:50 | N | R_PB2SES_3 | -3.96 |
| 1/24/2011 19:50 | N | R_PB2SES_4 | -3.96 |
| 1/24/2011 19:50 | N | R_PB2SES_5 | -3.96 |
| 1/24/2011 19:50 | N | AUTO_EPS_390 | 28.98 |
| 1/24/2011 19:53 | N | DC_ROAD_L_B | 33.7 |

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| 1/24/2011 19:53 | N | DC_EGPS_L_A | 27.73 |
| 1/24/2011 19:53 | N | H_HOLLOW_E_1 | -0.75 |
| 1/24/2011 19:53 | N | HHOLLOW4_E_1 | -0.75 |
| 1/24/2011 19:53 | N | R_LH2SES_1 | 29.38 |
| 1/24/2011 19:53 | N | R_PB2SES_1 | -0.91 |
| 1/24/2011 19:53 | N | R_PB2SES_2 | -0.91 |
| 1/24/2011 19:53 | N | R_PB2SES_3 | -0.91 |
| 1/24/2011 19:53 | N | R_PB2SES_4 | -0.91 |
| 1/24/2011 19:53 | N | R_PB2SES_5 | -0.91 |
| 1/24/2011 19:53 | N | AUTO_EPS_390 | 28.8 |
| 1/24/2011 19:55 | N | DC_ROAD_L_B | 34.04 |
| 1/24/2011 19:55 | N | DC_EGPS_L_A | 28 |
| 1/24/2011 19:55 | N | H_HOLLOW_E_1 | -0.76 |
| 1/24/2011 19:55 | N | HHOLLOW4_E_1 | -0.76 |
| 1/24/2011 19:55 | N | R_LH2SES_1 | 29.44 |
| 1/24/2011 19:55 | N | R_PB2SES_1 | -0.91 |
| 1/24/2011 19:55 | N | R_PB2SES_2 | -0.91 |
| 1/24/2011 19:55 | N | R_PB2SES_3 | -0.91 |
| 1/24/2011 19:55 | N | R_PB2SES_4 | -0.91 |
| 1/24/2011 19:55 | N | R_PB2SES_5 | -0.91 |
| 1/24/2011 19:55 | N | AUTO_EPS_390 | 28.84 |
| 1/24/2011 20:00 | N | DC_ROAD_L_B | 32.26 |
| 1/24/2011 20:00 | N | DC_EGPS_L_A | 26.67 |
| 1/24/2011 20:00 | N | H_HOLLOW_E_1 | -0.75 |
| 1/24/2011 20:00 | N | HHOLLOW4_E_1 | -0.75 |
| 1/24/2011 20:00 | N | R_LH2SES_1 | 29.25 |
| 1/24/2011 20:00 | N | R_PB2SES_1 | -0.91 |
| 1/24/2011 20:00 | N | R_PB2SES_2 | -0.91 |
| 1/24/2011 20:00 | N | R_PB2SES_3 | -0.91 |
| 1/24/2011 20:00 | N | R_PB2SES_4 | -0.91 |
| 1/24/2011 20:00 | N | R_PB2SES_5 | -0.91 |
| 1/24/2011 20:00 | N | AUTO_EPS_390 | 28.78 |
| 1/24/2011 20:05 | N | DC_ROAD_L_B | 32.14 |
| 1/24/2011 20:05 | N | DC_EGPS_L_A | 26.34 |
| 1/24/2011 20:05 | N | H_HOLLOW_E_1 | -1.39 |
| 1/24/2011 20:05 | N | HHOLLOW4_E_1 | -1.39 |
| 1/24/2011 20:05 | N | R_LH2SES_1 | 29.37 |
| 1/24/2011 20:05 | N | R_PB2SES_1 | -1.56 |
| 1/24/2011 20:05 | N | R_PB2SES_2 | -1.56 |
| 1/24/2011 20:05 | N | R_PB2SES_3 | -1.56 |
| 1/24/2011 20:05 | N | R_PB2SES_4 | -1.56 |
| 1/24/2011 20:05 | N | R_PB2SES_5 | -1.56 |
| 1/24/2011 20:05 | N | AUTO_EPS_390 | 28.9 |
| 1/24/2011 20:10 | N | DC_ROAD_L_B | 31.61 |
| 1/24/2011 20:10 | N | DC_EGPS_L_A | 25.99 |
| 1/24/2011 20:10 | N | H_HOLLOW_E_1 | -1.59 |
| 1/24/2011 20:10 | N | HHOLLOW4_E_1 | -1.59 |

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| 1/24/2011 20:10 | N | R_LH2SES_1 | 29.45 |
| 1/24/2011 20:10 | N | R_PB2SES_1 | -1.76 |
| 1/24/2011 20:10 | N | R_PB2SES_2 | -1.76 |
| 1/24/2011 20:10 | N | R_PB2SES_3 | -1.76 |
| 1/24/2011 20:10 | N | R_PB2SES_4 | -1.76 |
| 1/24/2011 20:10 | N | R_PB2SES_5 | -1.76 |
| 1/24/2011 20:10 | N | AUTO_EPS_390 | 29.04 |
| 1/24/2011 20:15 | N | DC_ROAD_L_B | 31.4 |
| 1/24/2011 20:15 | N | DC_EGPS_L_A | 25.99 |
| 1/24/2011 20:15 | N | H_HOLLOW_E_1 | -1.59 |
| 1/24/2011 20:15 | N | HHOLLOW4_E_1 | -1.59 |
| 1/24/2011 20:15 | N | R_LH2SES_1 | 29.45 |
| 1/24/2011 20:15 | N | R_PB2SES_1 | -1.76 |
| 1/24/2011 20:15 | N | R_PB2SES_2 | -1.76 |
| 1/24/2011 20:15 | N | R_PB2SES_3 | -1.76 |
| 1/24/2011 20:15 | N | R_PB2SES_4 | -1.76 |
| 1/24/2011 20:15 | N | R_PB2SES_5 | -1.76 |
| 1/24/2011 20:15 | N | AUTO_EPS_390 | 29.06 |
| 1/24/2011 20:20 | N | DC_ROAD_L_B | 32.3 |
| 1/24/2011 20:20 | N | DC_EGPS_L_A | 30.1 |
| 1/24/2011 20:20 | N | H_HOLLOW_E_1 | -0.78 |
| 1/24/2011 20:20 | N | HHOLLOW4_E_1 | -0.78 |
| 1/24/2011 20:20 | N | R_LH2SES_1 | 29.13 |
| 1/24/2011 20:20 | N | R_PB2SES_1 | -0.87 |
| 1/24/2011 20:20 | N | R_PB2SES_2 | -0.87 |
| 1/24/2011 20:20 | N | R_PB2SES_3 | -0.87 |
| 1/24/2011 20:20 | N | R_PB2SES_4 | -0.87 |
| 1/24/2011 20:20 | N | R_PB2SES_5 | -0.87 |
| 1/24/2011 20:20 | N | AUTO_EPS_390 | 28.7 |
| 1/24/2011 20:25 | N | DC_ROAD_L_B | 35.61 |
| 1/24/2011 20:25 | N | DC_EGPS_L_A | 31.37 |
| 1/24/2011 20:25 | N | H_HOLLOW_E_1 | -0.4 |
| 1/24/2011 20:25 | N | HHOLLOW4_E_1 | -0.4 |
| 1/24/2011 20:25 | N | R_LH2SES_1 | 29.28 |
| 1/24/2011 20:25 | N | R_PB2SES_1 | -0.51 |
| 1/24/2011 20:25 | N | R_PB2SES_2 | -0.51 |
| 1/24/2011 20:25 | N | R_PB2SES_3 | -0.51 |
| 1/24/2011 20:25 | N | R_PB2SES_4 | -0.51 |
| 1/24/2011 20:25 | N | R_PB2SES_5 | -0.51 |
| 1/24/2011 20:25 | N | AUTO_EPS_390 | 28.58 |
| 1/24/2011 20:30 | N | DC_ROAD_L_B | 32.68 |
| 1/24/2011 20:30 | N | DC_EGPS_L_A | 30.89 |
| 1/24/2011 20:30 | N | H_HOLLOW_E_1 | 18.61 |
| 1/24/2011 20:30 | N | HHOLLOW4_E_1 | 18.61 |
| 1/24/2011 20:30 | N | R_LH2SES_1 | 28.94 |
| 1/24/2011 20:30 | N | R_PB2SES_1 | 18.57 |
| 1/24/2011 20:30 | N | R_PB2SES_2 | 18.57 |

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| 1/24/2011 20:30 | N | R_PB2SES_3 | 18.57 |
| 1/24/2011 20:30 | N | R_PB2SES_4 | 18.57 |
| 1/24/2011 20:30 | N | R_PB2SES_5 | 18.57 |
| 1/24/2011 20:30 | N | AUTO_EPS_390 | 28.58 |
| 1/24/2011 20:35 | N | DC_ROAD_L_B | 31.95 |
| 1/24/2011 20:35 | N | H_HOLLOW_E_1 | 20.01 |
| 1/24/2011 20:35 | N | HHOLLOW4_E_1 | 20.01 |
| 1/24/2011 20:35 | N | R_LH2SES_1 | 29.51 |
| 1/24/2011 20:35 | N | R_PB2SES_1 | 19.98 |
| 1/24/2011 20:35 | N | R_PB2SES_2 | 19.98 |
| 1/24/2011 20:35 | N | R_PB2SES_3 | 19.98 |
| 1/24/2011 20:35 | N | R_PB2SES_4 | 19.98 |
| 1/24/2011 20:35 | N | R_PB2SES_5 | 19.98 |
| 1/24/2011 20:35 | N | AUTO_EPS_390 | 29.25 |
| 1/24/2011 20:40 | N | DC_ROAD_L_B | 32.2 |
| 1/24/2011 20:40 | N | DC_EGPS_L_A | 32.59 |
| 1/24/2011 20:40 | N | H_HOLLOW_E_1 | 30.14 |
| 1/24/2011 20:40 | N | HHOLLOW4_E_1 | 30.14 |
| 1/24/2011 20:40 | N | R_LH2SES_1 | 29.62 |
| 1/24/2011 20:40 | N | R_PB2SES_1 | 30.17 |
| 1/24/2011 20:40 | N | R_PB2SES_2 | 30.17 |
| 1/24/2011 20:40 | N | R_PB2SES_3 | 30.17 |
| 1/24/2011 20:40 | N | R_PB2SES_4 | 30.17 |
| 1/24/2011 20:40 | N | R_PB2SES_5 | 30.17 |
| 1/24/2011 20:40 | N | AUTO_EPS_390 | 29.44 |
| 1/24/2011 20:45 | N | DC_ROAD_L_B | 32.83 |
| 1/24/2011 20:45 | N | DC_EGPS_L_A | 33.19 |
| 1/24/2011 20:45 | N | H_HOLLOW_E_1 | 29.95 |
| 1/24/2011 20:45 | N | HHOLLOW4_E_1 | 29.95 |
| 1/24/2011 20:45 | N | R_LH2SES_1 | 29.22 |
| 1/24/2011 20:45 | N | R_PB2SES_1 | 29.99 |
| 1/24/2011 20:45 | N | R_PB2SES_2 | 29.99 |
| 1/24/2011 20:45 | N | R_PB2SES_3 | 29.99 |
| 1/24/2011 20:45 | N | R_PB2SES_4 | 29.99 |
| 1/24/2011 20:45 | N | R_PB2SES_5 | 29.99 |
| 1/24/2011 20:45 | N | AUTO_EPS_390 | 28.96 |
| 1/24/2011 20:50 | N | DC_ROAD_L_B | 32.85 |
| 1/24/2011 20:50 | N | DC_EGPS_L_A | 33.63 |
| 1/24/2011 20:50 | N | H_HOLLOW_E_1 | 20.1 |
| 1/24/2011 20:50 | N | HHOLLOW4_E_1 | 20.1 |
| 1/24/2011 20:50 | N | R_LH2SES_1 | 28.68 |
| 1/24/2011 20:50 | N | R_PB2SES_1 | 20.12 |
| 1/24/2011 20:50 | N | R_PB2SES_2 | 20.12 |
| 1/24/2011 20:50 | N | R_PB2SES_3 | 20.12 |
| 1/24/2011 20:50 | N | R_PB2SES_4 | 20.12 |
| 1/24/2011 20:50 | N | R_PB2SES_5 | 20.12 |
| 1/24/2011 20:50 | N | AUTO_EPS_390 | 28.35 |

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| 1/24/2011 20:55 | N | DC_ROAD_L_B | 33.12 |
| 1/24/2011 20:55 | N | DC_EGPS_L_A | 34.41 |
| 1/24/2011 20:55 | N | H_HOLLOW_E_1 | 0.23 |
| 1/24/2011 20:55 | N | HHOLLOW4_E_1 | 0.23 |
| 1/24/2011 20:55 | N | R_LH2SES_1 | 29.14 |
| 1/24/2011 20:55 | N | R_PB2SES_1 | 0.22 |
| 1/24/2011 20:55 | N | R_PB2SES_2 | 0.22 |
| 1/24/2011 20:55 | N | R_PB2SES_3 | 0.22 |
| 1/24/2011 20:55 | N | R_PB2SES_4 | 0.22 |
| 1/24/2011 20:55 | N | R_PB2SES_5 | 0.22 |
| 1/24/2011 20:55 | N | AUTO_EPS_390 | 28.72 |
| 1/24/2011 21:00 | N | DC_ROAD_L_B | 30 |
| 1/24/2011 21:00 | N | DC_EGPS_L_A | 27.97 |
| 1/24/2011 21:00 | N | H_HOLLOW_E_1 | 14.92 |
| 1/24/2011 21:00 | N | HHOLLOW4_E_1 | 14.92 |
| 1/24/2011 21:00 | N | R_LH2SES_1 | 29.04 |
| 1/24/2011 21:00 | N | R_PB2SES_1 | 11.57 |
| 1/24/2011 21:00 | N | R_PB2SES_2 | 11.57 |
| 1/24/2011 21:00 | N | R_PB2SES_3 | 11.57 |
| 1/24/2011 21:00 | N | R_PB2SES_4 | 11.57 |
| 1/24/2011 21:00 | N | R_PB2SES_5 | 11.57 |
| 1/24/2011 21:00 | N | AUTO_EPS_390 | 28.86 |
| 1/24/2011 21:05 | N | DC_ROAD_L_B | 29.4 |
| 1/24/2011 21:05 | N | DC_EGPS_L_A | 30.41 |
| 1/24/2011 21:05 | N | H_HOLLOW_E_1 | 29.22 |
| 1/24/2011 21:05 | N | HHOLLOW4_E_1 | 29.22 |
| 1/24/2011 21:05 | N | R_LH2SES_1 | 29.15 |
| 1/24/2011 21:05 | N | R_PB2SES_1 | 27.08 |
| 1/24/2011 21:05 | N | R_PB2SES_2 | 27.08 |
| 1/24/2011 21:05 | N | R_PB2SES_3 | 27.08 |
| 1/24/2011 21:05 | N | R_PB2SES_4 | 27.08 |
| 1/24/2011 21:05 | N | R_PB2SES_5 | 27.08 |
| 1/24/2011 21:05 | N | AUTO_EPS_390 | 29.14 |
| 1/24/2011 21:10 | N | DC_ROAD_L_B | 29.64 |
| 1/24/2011 21:10 | N | DC_EGPS_L_A | 30.6 |
| 1/24/2011 21:10 | N | H_HOLLOW_E_1 | 29.47 |
| 1/24/2011 21:10 | N | HHOLLOW4_E_1 | 29.47 |
| 1/24/2011 21:10 | N | R_LH2SES_1 | 29.4 |
| 1/24/2011 21:10 | N | R_PB2SES_1 | 27.32 |
| 1/24/2011 21:10 | N | R_PB2SES_2 | 27.32 |
| 1/24/2011 21:10 | N | R_PB2SES_3 | 27.32 |
| 1/24/2011 21:10 | N | R_PB2SES_4 | 27.32 |
| 1/24/2011 21:10 | N | R_PB2SES_5 | 27.32 |
| 1/24/2011 21:10 | N | AUTO_EPS_390 | 29.4 |
| 1/24/2011 21:15 | N | DC_ROAD_L_B | 29.63 |
| 1/24/2011 21:15 | N | DC_EGPS_L_A | 30.74 |
| 1/24/2011 21:15 | N | H_HOLLOW_E_1 | 29.43 |

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| 1/24/2011 21:15 | N | HHOLLOW4_E_1 | 29.43 |
| 1/24/2011 21:15 | N | R_LH2SES_1 | 29.36 |
| 1/24/2011 21:15 | N | R_PB2SES_1 | 27.29 |
| 1/24/2011 21:15 | N | R_PB2SES_2 | 27.29 |
| 1/24/2011 21:15 | N | R_PB2SES_3 | 27.29 |
| 1/24/2011 21:15 | N | R_PB2SES_4 | 27.29 |
| 1/24/2011 21:15 | N | R_PB2SES_5 | 27.29 |
| 1/24/2011 21:15 | N | AUTO_EPS_390 | 29.35 |
| 1/24/2011 21:20 | N | DC_ROAD_L_B | 30.9 |
| 1/24/2011 21:20 | N | DC_EGPS_L_A | 38.29 |
| 1/24/2011 21:20 | N | H_HOLLOW_E_1 | 29.38 |
| 1/24/2011 21:20 | N | HHOLLOW4_E_1 | 29.38 |
| 1/24/2011 21:20 | N | R_LH2SES_1 | 29.02 |
| 1/24/2011 21:20 | N | R_PB2SES_1 | 27.37 |
| 1/24/2011 21:20 | N | R_PB2SES_2 | 27.37 |
| 1/24/2011 21:20 | N | R_PB2SES_3 | 27.37 |
| 1/24/2011 21:20 | N | R_PB2SES_4 | 27.37 |
| 1/24/2011 21:20 | N | R_PB2SES_5 | 27.37 |
| 1/24/2011 21:20 | N | AUTO_EPS_390 | 29 |
| 1/24/2011 21:25 | N | DC_ROAD_L_B | 31.88 |
| 1/24/2011 21:25 | N | DC_EGPS_L_A | 39.74 |
| 1/24/2011 21:25 | N | H_HOLLOW_E_1 | 29.87 |
| 1/24/2011 21:25 | N | HHOLLOW4_E_1 | 29.87 |
| 1/24/2011 21:25 | N | R_LH2SES_1 | 29.38 |
| 1/24/2011 21:25 | N | R_PB2SES_1 | 27.86 |
| 1/24/2011 21:25 | N | R_PB2SES_2 | 27.86 |
| 1/24/2011 21:25 | N | R_PB2SES_3 | 27.86 |
| 1/24/2011 21:25 | N | R_PB2SES_4 | 27.86 |
| 1/24/2011 21:25 | N | R_PB2SES_5 | 27.86 |
| 1/24/2011 21:25 | N | AUTO_EPS_390 | 29.32 |
| 1/24/2011 21:30 | N | DC_ROAD_L_B | 30.47 |
| 1/24/2011 21:30 | N | DC_EGPS_L_A | 31.5 |
| 1/24/2011 21:30 | N | H_HOLLOW_E_1 | 30.29 |
| 1/24/2011 21:30 | N | HHOLLOW4_E_1 | 30.29 |
| 1/24/2011 21:30 | N | R_LH2SES_1 | 30.22 |
| 1/24/2011 21:30 | N | R_PB2SES_1 | 28.11 |
| 1/24/2011 21:30 | N | R_PB2SES_2 | 28.11 |
| 1/24/2011 21:30 | N | R_PB2SES_3 | 28.11 |
| 1/24/2011 21:30 | N | R_PB2SES_4 | 28.11 |
| 1/24/2011 21:30 | N | R_PB2SES_5 | 28.11 |
| 1/24/2011 21:30 | N | AUTO_EPS_390 | 30.21 |
| 1/24/2011 21:35 | N | DC_ROAD_L_B | 31.33 |
| 1/24/2011 21:35 | N | DC_EGPS_L_A | 32.35 |
| 1/24/2011 21:35 | N | H_HOLLOW_E_1 | 31.11 |
| 1/24/2011 21:35 | N | HHOLLOW4_E_1 | 31.11 |
| 1/24/2011 21:35 | N | R_LH2SES_1 | 31.07 |
| 1/24/2011 21:35 | N | R_PB2SES_1 | 31.14 |

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| 1/24/2011 21:35 | N | R_PB2SES_2 | 31.14 |
| 1/24/2011 21:35 | N | R_PB2SES_3 | 31.14 |
| 1/24/2011 21:35 | N | R_PB2SES_4 | 31.14 |
| 1/24/2011 21:35 | N | R_PB2SES_5 | 31.14 |
| 1/24/2011 21:35 | N | AUTO_EPS_390 | 31.06 |
| 1/24/2011 21:40 | N | DC_ROAD_L_B | 31.72 |
| 1/24/2011 21:40 | N | DC_EGPS_L_A | 32.5 |
| 1/24/2011 21:40 | N | H_HOLLOW_E_1 | 30.54 |
| 1/24/2011 21:40 | N | HHOLLOW4_E_1 | 30.54 |
| 1/24/2011 21:40 | N | R_LH2SES_1 | 30.24 |
| 1/24/2011 21:40 | N | R_PB2SES_1 | 30.57 |
| 1/24/2011 21:40 | N | R_PB2SES_2 | 30.57 |
| 1/24/2011 21:40 | N | R_PB2SES_3 | 30.57 |
| 1/24/2011 21:40 | N | R_PB2SES_4 | 30.57 |
| 1/24/2011 21:40 | N | R_PB2SES_5 | 30.57 |
| 1/24/2011 21:40 | N | AUTO_EPS_390 | 30.15 |
| 1/24/2011 21:45 | N | DC_ROAD_L_B | 31.79 |
| 1/24/2011 21:45 | N | DC_EGPS_L_A | 32.45 |
| 1/24/2011 21:45 | N | H_HOLLOW_E_1 | 30.38 |
| 1/24/2011 21:45 | N | HHOLLOW4_E_1 | 30.38 |
| 1/24/2011 21:45 | N | R_LH2SES_1 | 30.03 |
| 1/24/2011 21:45 | N | R_PB2SES_1 | 30.41 |
| 1/24/2011 21:45 | N | R_PB2SES_2 | 30.41 |
| 1/24/2011 21:45 | N | R_PB2SES_3 | 30.41 |
| 1/24/2011 21:45 | N | R_PB2SES_4 | 30.41 |
| 1/24/2011 21:45 | N | R_PB2SES_5 | 30.41 |
| 1/24/2011 21:45 | N | AUTO_EPS_390 | 29.91 |
| 1/24/2011 21:50 | N | DC_ROAD_L_B | 30.29 |
| 1/24/2011 21:50 | N | DC_EGPS_L_A | 31.37 |
| 1/24/2011 21:50 | N | H_HOLLOW_E_1 | 30.06 |
| 1/24/2011 21:50 | N | HHOLLOW4_E_1 | 30.06 |
| 1/24/2011 21:50 | N | R_LH2SES_1 | 30.02 |
| 1/24/2011 21:50 | N | R_PB2SES_1 | 30.09 |
| 1/24/2011 21:50 | N | R_PB2SES_2 | 30.09 |
| 1/24/2011 21:50 | N | R_PB2SES_3 | 30.09 |
| 1/24/2011 21:50 | N | R_PB2SES_4 | 30.09 |
| 1/24/2011 21:50 | N | R_PB2SES_5 | 30.09 |
| 1/24/2011 21:50 | N | AUTO_EPS_390 | 30.01 |
| 1/24/2011 21:55 | N | DC_ROAD_L_B | 29.36 |
| 1/24/2011 21:55 | N | DC_EGPS_L_A | 30.22 |
| 1/24/2011 21:55 | N | H_HOLLOW_E_1 | 29.21 |
| 1/24/2011 21:55 | N | HHOLLOW4_E_1 | 29.21 |
| 1/24/2011 21:55 | N | R_LH2SES_1 | 29.15 |
| 1/24/2011 21:55 | N | R_PB2SES_1 | 27.06 |
| 1/24/2011 21:55 | N | R_PB2SES_2 | 27.06 |
| 1/24/2011 21:55 | N | R_PB2SES_3 | 27.06 |
| 1/24/2011 21:55 | N | R_PB2SES_4 | 27.06 |

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| 1/24/2011 21:55 | N | R_PB2SES_5 | 27.06 |
| 1/24/2011 21:55 | N | AUTO_EPS_390 | 29.14 |
| 1/24/2011 22:00 | N | DC_ROAD_L_B | 31.09 |
| 1/24/2011 22:00 | N | DC_EGPS_L_A | 31.75 |
| 1/24/2011 22:00 | N | H_HOLLOW_E_1 | 30.99 |
| 1/24/2011 22:00 | N | HHOLLOW4_E_1 | 30.99 |
| 1/24/2011 22:00 | N | R_LH2SES_1 | 30.93 |
| 1/24/2011 22:00 | N | R_PB2SES_1 | 28.78 |
| 1/24/2011 22:00 | N | R_PB2SES_2 | 28.78 |
| 1/24/2011 22:00 | N | R_PB2SES_3 | 28.78 |
| 1/24/2011 22:00 | N | R_PB2SES_4 | 28.78 |
| 1/24/2011 22:00 | N | R_PB2SES_5 | 28.78 |
| 1/24/2011 22:00 | N | AUTO_EPS_390 | 30.93 |
| 1/24/2011 22:05 | N | DC_ROAD_L_B | 30.7 |
| 1/24/2011 22:05 | N | DC_EGPS_L_A | 31.54 |
| 1/24/2011 22:05 | N | H_HOLLOW_E_1 | 30.52 |
| 1/24/2011 22:05 | N | HHOLLOW4_E_1 | 30.52 |
| 1/24/2011 22:05 | N | R_LH2SES_1 | 30.48 |
| 1/24/2011 22:05 | N | R_PB2SES_1 | 30.54 |
| 1/24/2011 22:05 | N | R_PB2SES_2 | 30.54 |
| 1/24/2011 22:05 | N | R_PB2SES_3 | 30.54 |
| 1/24/2011 22:05 | N | R_PB2SES_4 | 30.54 |
| 1/24/2011 22:05 | N | R_PB2SES_5 | 30.54 |
| 1/24/2011 22:05 | N | AUTO_EPS_390 | 30.48 |
| 1/24/2011 22:10 | N | DC_ROAD_L_B | 30.23 |
| 1/24/2011 22:10 | N | DC_EGPS_L_A | 31.02 |
| 1/24/2011 22:10 | N | H_HOLLOW_E_1 | 30.06 |
| 1/24/2011 22:10 | N | HHOLLOW4_E_1 | 30.06 |
| 1/24/2011 22:10 | N | R_LH2SES_1 | 30.03 |
| 1/24/2011 22:10 | N | R_PB2SES_1 | 30.08 |
| 1/24/2011 22:10 | N | R_PB2SES_2 | 30.08 |
| 1/24/2011 22:10 | N | R_PB2SES_3 | 30.08 |
| 1/24/2011 22:10 | N | R_PB2SES_4 | 30.08 |
| 1/24/2011 22:10 | N | R_PB2SES_5 | 30.08 |
| 1/24/2011 22:10 | N | AUTO_EPS_390 | 30.03 |
| 1/24/2011 22:13 | N | DC_ROAD_L_B | 29.62 |
| 1/24/2011 22:13 | N | DC_EGPS_L_A | 30.44 |
| 1/24/2011 22:13 | N | H_HOLLOW_E_1 | 29.45 |
| 1/24/2011 22:13 | N | HHOLLOW4_E_1 | 29.45 |
| 1/24/2011 22:13 | N | R_LH2SES_1 | 29.41 |
| 1/24/2011 22:13 | N | R_PB2SES_1 | 29.47 |
| 1/24/2011 22:13 | N | R_PB2SES_2 | 29.47 |
| 1/24/2011 22:13 | N | R_PB2SES_3 | 29.47 |
| 1/24/2011 22:13 | N | R_PB2SES_4 | 29.47 |
| 1/24/2011 22:13 | N | R_PB2SES_5 | 29.47 |
| 1/24/2011 22:13 | N | AUTO_EPS_390 | 29.41 |
| 1/24/2011 22:15 | N | DC_ROAD_L_B | 29.21 |

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| 1/24/2011 22:15 | N | DC_EGPS_L_A | 30.06 |
| 1/24/2011 22:15 | N | H_HOLLOW_E_1 | 29.03 |
| 1/24/2011 22:15 | N | HHOLLOW4_E_1 | 29.03 |
| 1/24/2011 22:15 | N | R_LH2SES_1 | 28.99 |
| 1/24/2011 22:15 | N | R_PB2SES_1 | 29.05 |
| 1/24/2011 22:15 | N | R_PB2SES_2 | 29.05 |
| 1/24/2011 22:15 | N | R_PB2SES_3 | 29.05 |
| 1/24/2011 22:15 | N | R_PB2SES_4 | 29.05 |
| 1/24/2011 22:15 | N | R_PB2SES_5 | 29.05 |
| 1/24/2011 22:15 | N | AUTO_EPS_390 | 28.99 |
| 1/24/2011 22:20 | N | DC_ROAD_L_B | 27.53 |
| 1/24/2011 22:20 | N | DC_EGPS_L_A | 23.48 |
| 1/24/2011 22:20 | N | H_HOLLOW_E_1 | 2.44 |
| 1/24/2011 22:20 | N | HHOLLOW4_E_1 | 2.44 |
| 1/24/2011 22:20 | N | R_LH2SES_1 | 29.15 |
| 1/24/2011 22:20 | N | R_PB2SES_1 | 1.27 |
| 1/24/2011 22:20 | N | R_PB2SES_2 | 1.27 |
| 1/24/2011 22:20 | N | R_PB2SES_3 | 1.27 |
| 1/24/2011 22:20 | N | R_PB2SES_4 | 1.27 |
| 1/24/2011 22:20 | N | R_PB2SES_5 | 1.27 |
| 1/24/2011 22:20 | N | AUTO_EPS_390 | 29.06 |
| 1/24/2011 22:25 | N | DC_ROAD_L_B | 27.77 |
| 1/24/2011 22:25 | N | DC_EGPS_L_A | 23.34 |
| 1/24/2011 22:25 | N | H_HOLLOW_E_1 | 0.15 |
| 1/24/2011 22:25 | N | HHOLLOW4_E_1 | 0.15 |
| 1/24/2011 22:25 | N | R_LH2SES_1 | 29.54 |
| 1/24/2011 22:25 | N | R_PB2SES_1 | -0.02 |
| 1/24/2011 22:25 | N | R_PB2SES_2 | -0.02 |
| 1/24/2011 22:25 | N | R_PB2SES_3 | -0.02 |
| 1/24/2011 22:25 | N | R_PB2SES_4 | -0.02 |
| 1/24/2011 22:25 | N | R_PB2SES_5 | -0.02 |
| 1/24/2011 22:25 | N | AUTO_EPS_390 | 29.44 |
| 1/24/2011 22:30 | N | DC_ROAD_L_B | 27.87 |
| 1/24/2011 22:30 | N | DC_EGPS_L_A | 23.47 |
| 1/24/2011 22:30 | N | H_HOLLOW_E_1 | -0.17 |
| 1/24/2011 22:30 | N | HHOLLOW4_E_1 | -0.17 |
| 1/24/2011 22:30 | N | R_LH2SES_1 | 29.64 |
| 1/24/2011 22:30 | N | R_PB2SES_1 | -0.34 |
| 1/24/2011 22:30 | N | R_PB2SES_2 | -0.34 |
| 1/24/2011 22:30 | N | R_PB2SES_3 | -0.34 |
| 1/24/2011 22:30 | N | R_PB2SES_4 | -0.34 |
| 1/24/2011 22:30 | N | R_PB2SES_5 | -0.34 |
| 1/24/2011 22:30 | N | AUTO_EPS_390 | 29.55 |
| 1/24/2011 22:31 | N | DC_ROAD_L_B | 27.82 |
| 1/24/2011 22:31 | N | DC_EGPS_L_A | 23.46 |
| 1/24/2011 22:31 | N | H_HOLLOW_E_1 | -0.05 |
| 1/24/2011 22:31 | N | HHOLLOW4_E_1 | -0.05 |

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| 1/24/2011 22:31 | N | R_LH2SES_1 | 29.58 |
| 1/24/2011 22:31 | N | R_PB2SES_1 | -0.23 |
| 1/24/2011 22:31 | N | R_PB2SES_2 | -0.23 |
| 1/24/2011 22:31 | N | R_PB2SES_3 | -0.23 |
| 1/24/2011 22:31 | N | R_PB2SES_4 | -0.23 |
| 1/24/2011 22:31 | N | R_PB2SES_5 | -0.23 |
| 1/24/2011 22:31 | N | AUTO_EPS_390 | 29.48 |
| 1/24/2011 22:32 | N | DC_ROAD_L_B | 27.77 |
| 1/24/2011 22:32 | N | DC_EGPS_L_A | 23.43 |
| 1/24/2011 22:32 | N | H_HOLLOW_E_1 | -0.17 |
| 1/24/2011 22:32 | N | HHOLLOW4_E_1 | -0.17 |
| 1/24/2011 22:32 | N | R_LH2SES_1 | 29.53 |
| 1/24/2011 22:32 | N | R_PB2SES_1 | -0.34 |
| 1/24/2011 22:32 | N | R_PB2SES_2 | -0.34 |
| 1/24/2011 22:32 | N | R_PB2SES_3 | -0.34 |
| 1/24/2011 22:32 | N | R_PB2SES_4 | -0.34 |
| 1/24/2011 22:32 | N | R_PB2SES_5 | -0.34 |
| 1/24/2011 22:32 | N | AUTO_EPS_390 | 29.43 |
| 1/24/2011 22:35 | N | DC_ROAD_L_B | 26.79 |
| 1/24/2011 22:35 | N | DC_EGPS_L_A | 22.76 |
| 1/24/2011 22:35 | N | H_HOLLOW_E_1 | -0.08 |
| 1/24/2011 22:35 | N | HHOLLOW4_E_1 | -0.08 |
| 1/24/2011 22:35 | N | R_LH2SES_1 | 28.43 |
| 1/24/2011 22:35 | N | R_PB2SES_1 | -0.24 |
| 1/24/2011 22:35 | N | R_PB2SES_2 | -0.24 |
| 1/24/2011 22:35 | N | R_PB2SES_3 | -0.24 |
| 1/24/2011 22:35 | N | R_PB2SES_4 | -0.24 |
| 1/24/2011 22:35 | N | R_PB2SES_5 | -0.24 |
| 1/24/2011 22:35 | N | AUTO_EPS_390 | 28.34 |
| 1/24/2011 22:40 | N | DC_ROAD_L_B | 23.55 |
| 1/24/2011 22:40 | N | DC_EGPS_L_A | 20.86 |
| 1/24/2011 22:40 | N | H_HOLLOW_E_1 | 1.75 |
| 1/24/2011 22:40 | N | HHOLLOW4_E_1 | 1.75 |
| 1/24/2011 22:40 | N | R_LH2SES_1 | 24.75 |
| 1/24/2011 22:40 | N | R_PB2SES_1 | 1.63 |
| 1/24/2011 22:40 | N | R_PB2SES_2 | 1.63 |
| 1/24/2011 22:40 | N | R_PB2SES_3 | 1.63 |
| 1/24/2011 22:40 | N | R_PB2SES_4 | 1.63 |
| 1/24/2011 22:40 | N | R_PB2SES_5 | 1.63 |
| 1/24/2011 22:40 | N | AUTO_EPS_390 | 24.67 |
| 1/24/2011 22:54 | N | DC_ROAD_L_B | 23.45 |
| 1/24/2011 22:54 | N | DC_EGPS_L_A | 20.5 |
| 1/24/2011 22:54 | N | H_HOLLOW_E_1 | -0.59 |
| 1/24/2011 22:54 | N | HHOLLOW4_E_1 | -0.59 |
| 1/24/2011 22:54 | N | R_LH2SES_1 | 24.75 |
| 1/24/2011 22:54 | N | R_PB2SES_1 | -0.73 |
| 1/24/2011 22:54 | N | R_PB2SES_2 | -0.73 |

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| 1/24/2011 22:54 | N | R_PB2SES_3 | -0.73 |
| 1/24/2011 22:54 | N | R_PB2SES_4 | -0.73 |
| 1/24/2011 22:54 | N | R_PB2SES_5 | -0.73 |
| 1/24/2011 22:54 | N | AUTO_EPS_390 | 24.67 |
| 1/24/2011 22:55 | N | DC_ROAD_L_B | 24.3 |
| 1/24/2011 22:55 | N | DC_EGPS_L_A | 21.05 |
| 1/24/2011 22:55 | N | H_HOLLOW_E_1 | -0.75 |
| 1/24/2011 22:55 | N | HHOLLOW4_E_1 | -0.75 |
| 1/24/2011 22:55 | N | R_LH2SES_1 | 25.7 |
| 1/24/2011 22:55 | N | R_PB2SES_1 | -0.89 |
| 1/24/2011 22:55 | N | R_PB2SES_2 | -0.89 |
| 1/24/2011 22:55 | N | R_PB2SES_3 | -0.89 |
| 1/24/2011 22:55 | N | R_PB2SES_4 | -0.89 |
| 1/24/2011 22:55 | N | R_PB2SES_5 | -0.89 |
| 1/24/2011 22:55 | N | AUTO_EPS_390 | 25.62 |
| 1/24/2011 23:00 | N | DC_ROAD_L_B | 24.42 |
| 1/24/2011 23:00 | N | DC_EGPS_L_A | 21.41 |
| 1/24/2011 23:00 | N | H_HOLLOW_E_1 | -0.76 |
| 1/24/2011 23:00 | N | HHOLLOW4_E_1 | -0.76 |
| 1/24/2011 23:00 | N | R_LH2SES_1 | 25.76 |
| 1/24/2011 23:00 | N | R_PB2SES_1 | -0.89 |
| 1/24/2011 23:00 | N | R_PB2SES_2 | -0.89 |
| 1/24/2011 23:00 | N | R_PB2SES_3 | -0.89 |
| 1/24/2011 23:00 | N | R_PB2SES_4 | -0.89 |
| 1/24/2011 23:00 | N | R_PB2SES_5 | -0.89 |
| 1/24/2011 23:00 | N | AUTO_EPS_390 | 25.67 |
| 1/24/2011 23:05 | N | DC_ROAD_L_B | 24.58 |
| 1/24/2011 23:05 | N | DC_EGPS_L_A | 21.42 |
| 1/24/2011 23:05 | N | H_HOLLOW_E_1 | -0.75 |
| 1/24/2011 23:05 | N | HHOLLOW4_E_1 | -0.75 |
| 1/24/2011 23:05 | N | R_LH2SES_1 | 25.97 |
| 1/24/2011 23:05 | N | R_PB2SES_1 | -0.89 |
| 1/24/2011 23:05 | N | R_PB2SES_2 | -0.89 |
| 1/24/2011 23:05 | N | R_PB2SES_3 | -0.89 |
| 1/24/2011 23:05 | N | R_PB2SES_4 | -0.89 |
| 1/24/2011 23:05 | N | R_PB2SES_5 | -0.89 |
| 1/24/2011 23:05 | N | AUTO_EPS_390 | 25.89 |
| 1/24/2011 23:10 | N | DC_ROAD_L_B | 22.67 |
| 1/24/2011 23:10 | N | DC_EGPS_L_A | 20.04 |
| 1/24/2011 23:10 | N | H_HOLLOW_E_1 | -0.2 |
| 1/24/2011 23:10 | N | HHOLLOW4_E_1 | -0.2 |
| 1/24/2011 23:10 | N | R_LH2SES_1 | 23.87 |
| 1/24/2011 23:10 | N | R_PB2SES_1 | -0.32 |
| 1/24/2011 23:10 | N | R_PB2SES_2 | -0.32 |
| 1/24/2011 23:10 | N | R_PB2SES_3 | -0.32 |
| 1/24/2011 23:10 | N | R_PB2SES_4 | -0.32 |
| 1/24/2011 23:10 | N | R_PB2SES_5 | -0.32 |

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| 1/24/2011 23:10 | N | AUTO_EPS_390 | 23.79 |
| 1/24/2011 23:15 | N | DC_ROAD_L_B | 22.33 |
| 1/24/2011 23:15 | N | DC_EGPS_L_A | 19.71 |
| 1/24/2011 23:15 | N | H_HOLLOW_E_1 | -0.1 |
| 1/24/2011 23:15 | N | HHOLLOW4_E_1 | -0.1 |
| 1/24/2011 23:15 | N | R_LH2SES_1 | 23.52 |
| 1/24/2011 23:15 | N | R_PB2SES_1 | -0.22 |
| 1/24/2011 23:15 | N | R_PB2SES_2 | -0.22 |
| 1/24/2011 23:15 | N | R_PB2SES_3 | -0.22 |
| 1/24/2011 23:15 | N | R_PB2SES_4 | -0.22 |
| 1/24/2011 23:15 | N | R_PB2SES_5 | -0.22 |
| 1/24/2011 23:15 | N | AUTO_EPS_390 | 23.44 |
| 1/24/2011 23:20 | N | DC_ROAD_L_B | 22.4 |
| 1/24/2011 23:20 | N | DC_EGPS_L_A | 19.83 |
| 1/24/2011 23:20 | N | H_HOLLOW_E_1 | -0.19 |
| 1/24/2011 23:20 | N | HHOLLOW4_E_1 | -0.19 |
| 1/24/2011 23:20 | N | R_LH2SES_1 | 23.58 |
| 1/24/2011 23:20 | N | R_PB2SES_1 | -0.31 |
| 1/24/2011 23:20 | N | R_PB2SES_2 | -0.31 |
| 1/24/2011 23:20 | N | R_PB2SES_3 | -0.31 |
| 1/24/2011 23:20 | N | R_PB2SES_4 | -0.31 |
| 1/24/2011 23:20 | N | R_PB2SES_5 | -0.31 |
| 1/24/2011 23:20 | N | AUTO_EPS_390 | 23.5 |
| 1/24/2011 23:25 | N | DC_ROAD_L_B | 22.3 |
| 1/24/2011 23:25 | N | DC_EGPS_L_A | 19.71 |
| 1/24/2011 23:25 | N | H_HOLLOW_E_1 | -0.49 |
| 1/24/2011 23:25 | N | HHOLLOW4_E_1 | -0.49 |
| 1/24/2011 23:25 | N | R_LH2SES_1 | 23.49 |
| 1/24/2011 23:25 | N | R_PB2SES_1 | -0.61 |
| 1/24/2011 23:25 | N | R_PB2SES_2 | -0.61 |
| 1/24/2011 23:25 | N | R_PB2SES_3 | -0.61 |
| 1/24/2011 23:25 | N | R_PB2SES_4 | -0.61 |
| 1/24/2011 23:25 | N | R_PB2SES_5 | -0.61 |
| 1/24/2011 23:25 | N | AUTO_EPS_390 | 23.41 |
| 1/24/2011 23:30 | N | DC_ROAD_L_B | 22.19 |
| 1/24/2011 23:30 | N | DC_EGPS_L_A | 19.45 |
| 1/24/2011 23:30 | N | H_HOLLOW_E_1 | -0.74 |
| 1/24/2011 23:30 | N | HHOLLOW4_E_1 | -0.74 |
| 1/24/2011 23:30 | N | R_LH2SES_1 | 23.42 |
| 1/24/2011 23:30 | N | R_PB2SES_1 | -0.87 |
| 1/24/2011 23:30 | N | R_PB2SES_2 | -0.87 |
| 1/24/2011 23:30 | N | R_PB2SES_3 | -0.87 |
| 1/24/2011 23:30 | N | R_PB2SES_4 | -0.87 |
| 1/24/2011 23:30 | N | R_PB2SES_5 | -0.87 |
| 1/24/2011 23:30 | N | AUTO_EPS_390 | 23.34 |
| 1/24/2011 23:35 | N | DC_ROAD_L_B | 22.23 |
| 1/24/2011 23:35 | N | DC_EGPS_L_A | 19.38 |

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|---|---|---|---|
| 1/24/2011 23:35 | N | H_HOLLOW_E_1 | -0.74 |
| 1/24/2011 23:35 | N | HHOLLOW4_E_1 | -0.74 |
| 1/24/2011 23:35 | N | R_LH2SES_1 | 23.49 |
| 1/24/2011 23:35 | N | R_PB2SES_1 | -0.87 |
| 1/24/2011 23:35 | N | R_PB2SES_2 | -0.87 |
| 1/24/2011 23:35 | N | R_PB2SES_3 | -0.87 |
| 1/24/2011 23:35 | N | R_PB2SES_4 | -0.87 |
| 1/24/2011 23:35 | N | R_PB2SES_5 | -0.87 |
| 1/24/2011 23:35 | N | AUTO_EPS_390 | 23.4 |
| 1/24/2011 23:40 | N | DC_ROAD_L_B | 22.24 |
| 1/24/2011 23:40 | N | DC_EGPS_L_A | 19.3 |
| 1/24/2011 23:40 | N | H_HOLLOW_E_1 | -1.01 |
| 1/24/2011 23:40 | N | HHOLLOW4_E_1 | -1.01 |
| 1/24/2011 23:40 | N | R_LH2SES_1 | 23.53 |
| 1/24/2011 23:40 | N | R_PB2SES_1 | -1.14 |
| 1/24/2011 23:40 | N | R_PB2SES_2 | -1.14 |
| 1/24/2011 23:40 | N | R_PB2SES_3 | -1.14 |
| 1/24/2011 23:40 | N | R_PB2SES_4 | -1.14 |
| 1/24/2011 23:40 | N | R_PB2SES_5 | -1.14 |
| 1/24/2011 23:40 | N | AUTO_EPS_390 | 23.45 |
| 1/24/2011 23:45 | N | DC_ROAD_L_B | 22.07 |
| 1/24/2011 23:45 | N | DC_EGPS_L_A | 19.47 |
| 1/24/2011 23:45 | N | H_HOLLOW_E_1 | -0.74 |
| 1/24/2011 23:45 | N | HHOLLOW4_E_1 | -0.74 |
| 1/24/2011 23:45 | N | R_LH2SES_1 | 23.26 |
| 1/24/2011 23:45 | N | R_PB2SES_1 | -0.86 |
| 1/24/2011 23:45 | N | R_PB2SES_2 | -0.86 |
| 1/24/2011 23:45 | N | R_PB2SES_3 | -0.86 |
| 1/24/2011 23:45 | N | R_PB2SES_4 | -0.86 |
| 1/24/2011 23:45 | N | R_PB2SES_5 | -0.86 |
| 1/24/2011 23:45 | N | AUTO_EPS_390 | 23.18 |
| 1/24/2011 23:50 | N | DC_ROAD_L_B | 22.38 |
| 1/24/2011 23:50 | N | DC_EGPS_L_A | 20.11 |
| 1/24/2011 23:50 | N | H_HOLLOW_E_1 | -1.07 |
| 1/24/2011 23:50 | N | HHOLLOW4_E_1 | -1.07 |
| 1/24/2011 23:50 | N | R_LH2SES_1 | 23.5 |
| 1/24/2011 23:50 | N | R_PB2SES_1 | -1.19 |
| 1/24/2011 23:50 | N | R_PB2SES_2 | -1.19 |
| 1/24/2011 23:50 | N | R_PB2SES_3 | -1.19 |
| 1/24/2011 23:50 | N | R_PB2SES_4 | -1.19 |
| 1/24/2011 23:50 | N | R_PB2SES_5 | -1.19 |
| 1/24/2011 23:50 | N | AUTO_EPS_390 | 23.41 |
| 1/24/2011 23:55 | N | DC_ROAD_L_B | 21.92 |
| 1/24/2011 23:55 | N | DC_EGPS_L_A | 19.44 |
| 1/24/2011 23:55 | N | H_HOLLOW_E_1 | -0.74 |
| 1/24/2011 23:55 | N | HHOLLOW4_E_1 | -0.74 |
| 1/24/2011 23:55 | N | R_LH2SES_1 | 23.08 |

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|---|---|---|---|
| 1/24/2011 23:55 | N | R_PB2SES_1 | -0.86 |
| 1/24/2011 23:55 | N | R_PB2SES_2 | -0.86 |
| 1/24/2011 23:55 | N | R_PB2SES_3 | -0.86 |
| 1/24/2011 23:55 | N | R_PB2SES_4 | -0.86 |
| 1/24/2011 23:55 | N | R_PB2SES_5 | -0.86 |
| 1/24/2011 23:55 | N | AUTO_EPS_390 | 23 |
| 1/24/2011 23:55 | N | DC_ROAD_L_B | 21.92 |
| 1/24/2011 23:55 | N | DC_EGPS_L_A | 19.44 |
| 1/24/2011 23:55 | N | H_HOLLOW_E_1 | -0.74 |
| 1/24/2011 23:55 | N | HHOLLOW4_E_1 | -0.74 |
| 1/24/2011 23:55 | N | R_LH2SES_1 | 23.08 |
| 1/24/2011 23:55 | N | R_PB2SES_1 | -0.86 |
| 1/24/2011 23:55 | N | R_PB2SES_2 | -0.86 |
| 1/24/2011 23:55 | N | R_PB2SES_3 | -0.86 |
| 1/24/2011 23:55 | N | R_PB2SES_4 | -0.86 |
| 1/24/2011 23:55 | N | R_PB2SES_5 | -0.86 |
| 1/24/2011 23:55 | N | AUTO_EPS_390 | 23 |
| 1/25/2011 0:01 | N | DC_ROAD_L_B | 21.79 |
| 1/25/2011 0:01 | N | DC_EGPS_L_A | 19.18 |
| 1/25/2011 0:01 | N | H_HOLLOW_E_1 | -0.74 |
| 1/25/2011 0:01 | N | HHOLLOW4_E_1 | -0.74 |
| 1/25/2011 0:01 | N | R_LH2SES_1 | 22.98 |
| 1/25/2011 0:01 | N | R_PB2SES_1 | -0.86 |
| 1/25/2011 0:01 | N | R_PB2SES_2 | -0.86 |
| 1/25/2011 0:01 | N | R_PB2SES_3 | -0.86 |
| 1/25/2011 0:01 | N | R_PB2SES_4 | -0.86 |
| 1/25/2011 0:01 | N | R_PB2SES_5 | -0.86 |
| 1/25/2011 0:01 | N | AUTO_EPS_390 | 22.9 |
| 1/25/2011 0:05 | N | DC_ROAD_L_B | 21.88 |
| 1/25/2011 0:05 | N | DC_EGPS_L_A | 19.24 |
| 1/25/2011 0:05 | N | H_HOLLOW_E_1 | -0.6 |
| 1/25/2011 0:05 | N | HHOLLOW4_E_1 | -0.6 |
| 1/25/2011 0:05 | N | R_LH2SES_1 | 23.07 |
| 1/25/2011 0:05 | N | R_PB2SES_1 | -0.72 |
| 1/25/2011 0:05 | N | R_PB2SES_2 | -0.72 |
| 1/25/2011 0:05 | N | R_PB2SES_3 | -0.72 |
| 1/25/2011 0:05 | N | R_PB2SES_4 | -0.72 |
| 1/25/2011 0:05 | N | R_PB2SES_5 | -0.72 |
| 1/25/2011 0:05 | N | AUTO_EPS_390 | 22.99 |
| 1/25/2011 0:10 | N | DC_ROAD_L_B | 27.67 |
| 1/25/2011 0:10 | N | DC_EGPS_L_A | 27.84 |
| 1/25/2011 0:10 | N | H_HOLLOW_E_1 | -0.54 |
| 1/25/2011 0:10 | N | HHOLLOW4_E_1 | -0.54 |
| 1/25/2011 0:10 | N | R_LH2SES_1 | 21.96 |
| 1/25/2011 0:10 | N | R_PB2SES_1 | -0.54 |
| 1/25/2011 0:10 | N | R_PB2SES_2 | -0.54 |
| 1/25/2011 0:10 | N | R_PB2SES_3 | -0.54 |

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|---|---|---|---|
| 1/25/2011 0:10 | N | R_PB2SES_4 | -0.54 |
| 1/25/2011 0:10 | N | R_PB2SES_5 | -0.54 |
| 1/25/2011 0:10 | N | AUTO_EPS_390 | 21.42 |
| 1/25/2011 0:15 | N | DC_ROAD_L_B | 27.45 |
| 1/25/2011 0:15 | N | DC_EGPS_L_A | 34.79 |
| 1/25/2011 0:15 | N | H_HOLLOW_E_1 | -0.37 |
| 1/25/2011 0:15 | N | HHOLLOW4_E_1 | -0.37 |
| 1/25/2011 0:15 | N | R_LH2SES_1 | 23.25 |
| 1/25/2011 0:15 | N | R_PB2SES_1 | -0.24 |
| 1/25/2011 0:15 | N | R_PB2SES_2 | -0.24 |
| 1/25/2011 0:15 | N | R_PB2SES_3 | -0.24 |
| 1/25/2011 0:15 | N | R_PB2SES_4 | -0.24 |
| 1/25/2011 0:15 | N | R_PB2SES_5 | -0.24 |
| 1/25/2011 0:15 | N | AUTO_EPS_390 | 22.94 |
| 1/25/2011 0:20 | N | DC_ROAD_L_B | 23.31 |
| 1/25/2011 0:20 | N | DC_EGPS_L_A | 22.58 |
| 1/25/2011 0:20 | N | H_HOLLOW_E_1 | -0.13 |
| 1/25/2011 0:20 | N | HHOLLOW4_E_1 | -0.13 |
| 1/25/2011 0:20 | N | R_LH2SES_1 | 23.34 |
| 1/25/2011 0:20 | N | R_PB2SES_1 | -0.2 |
| 1/25/2011 0:20 | N | R_PB2SES_2 | -0.2 |
| 1/25/2011 0:20 | N | R_PB2SES_3 | -0.2 |
| 1/25/2011 0:20 | N | R_PB2SES_4 | -0.2 |
| 1/25/2011 0:20 | N | R_PB2SES_5 | -0.2 |
| 1/25/2011 0:20 | N | AUTO_EPS_390 | 23.21 |
| 1/25/2011 0:25 | N | DC_ROAD_L_B | 22.68 |
| 1/25/2011 0:25 | N | DC_EGPS_L_A | 20.18 |
| 1/25/2011 0:25 | N | H_HOLLOW_E_1 | -0.32 |
| 1/25/2011 0:25 | N | HHOLLOW4_E_1 | -0.32 |
| 1/25/2011 0:25 | N | R_LH2SES_1 | 23.17 |
| 1/25/2011 0:25 | N | R_PB2SES_1 | -0.43 |
| 1/25/2011 0:25 | N | R_PB2SES_2 | -0.43 |
| 1/25/2011 0:25 | N | R_PB2SES_3 | -0.43 |
| 1/25/2011 0:25 | N | R_PB2SES_4 | -0.43 |
| 1/25/2011 0:25 | N | R_PB2SES_5 | -0.43 |
| 1/25/2011 0:25 | N | AUTO_EPS_390 | 23.04 |
| 1/25/2011 0:30 | N | DC_ROAD_L_B | 22.53 |
| 1/25/2011 0:30 | N | DC_EGPS_L_A | 20.03 |
| 1/25/2011 0:30 | N | H_HOLLOW_E_1 | -0.38 |
| 1/25/2011 0:30 | N | HHOLLOW4_E_1 | -0.38 |
| 1/25/2011 0:30 | N | R_LH2SES_1 | 23.17 |
| 1/25/2011 0:30 | N | R_PB2SES_1 | -0.49 |
| 1/25/2011 0:30 | N | R_PB2SES_2 | -0.49 |
| 1/25/2011 0:30 | N | R_PB2SES_3 | -0.49 |
| 1/25/2011 0:30 | N | R_PB2SES_4 | -0.49 |
| 1/25/2011 0:30 | N | R_PB2SES_5 | -0.49 |
| 1/25/2011 0:30 | N | AUTO_EPS_390 | 23.06 |

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|---|---|---|---|
| 1/25/2011 0:35 | N | DC_ROAD_L_B | 22.28 |
| 1/25/2011 0:35 | N | DC_EGPS_L_A | 19.64 |
| 1/25/2011 0:35 | N | H_HOLLOW_E_1 | -0.4 |
| 1/25/2011 0:35 | N | HHOLLOW4_E_1 | -0.4 |
| 1/25/2011 0:35 | N | R_LH2SES_1 | 23.14 |
| 1/25/2011 0:35 | N | R_PB2SES_1 | -0.52 |
| 1/25/2011 0:35 | N | R_PB2SES_2 | -0.52 |
| 1/25/2011 0:35 | N | R_PB2SES_3 | -0.52 |
| 1/25/2011 0:35 | N | R_PB2SES_4 | -0.52 |
| 1/25/2011 0:35 | N | R_PB2SES_5 | -0.52 |
| 1/25/2011 0:35 | N | AUTO_EPS_390 | 23.04 |
| 1/25/2011 0:39 | N | DC_ROAD_L_B | 22.9 |
| 1/25/2011 0:39 | N | DC_EGPS_L_A | 20.23 |
| 1/25/2011 0:39 | N | H_HOLLOW_E_1 | -0.45 |
| 1/25/2011 0:39 | N | HHOLLOW4_E_1 | -0.45 |
| 1/25/2011 0:39 | N | R_LH2SES_1 | 17.48 |
| 1/25/2011 0:39 | N | R_PB2SES_1 | -0.55 |
| 1/25/2011 0:39 | N | R_PB2SES_2 | -0.55 |
| 1/25/2011 0:39 | N | R_PB2SES_3 | -0.55 |
| 1/25/2011 0:39 | N | R_PB2SES_4 | -0.55 |
| 1/25/2011 0:39 | N | R_PB2SES_5 | -0.55 |
| 1/25/2011 0:39 | N | AUTO_EPS_390 | 16.96 |
| 1/25/2011 0:40 | N | DC_ROAD_L_B | 22.97 |
| 1/25/2011 0:40 | N | DC_EGPS_L_A | 20.24 |
| 1/25/2011 0:40 | N | H_HOLLOW_E_1 | -0.44 |
| 1/25/2011 0:40 | N | HHOLLOW4_E_1 | -0.44 |
| 1/25/2011 0:40 | N | R_LH2SES_1 | 18.01 |
| 1/25/2011 0:40 | N | R_PB2SES_1 | -0.54 |
| 1/25/2011 0:40 | N | R_PB2SES_2 | -0.54 |
| 1/25/2011 0:40 | N | R_PB2SES_3 | -0.54 |
| 1/25/2011 0:40 | N | R_PB2SES_4 | -0.54 |
| 1/25/2011 0:40 | N | R_PB2SES_5 | -0.54 |
| 1/25/2011 0:40 | N | AUTO_EPS_390 | 17.52 |
| 1/25/2011 0:45 | N | DC_ROAD_L_B | 23.33 |
| 1/25/2011 0:45 | N | DC_EGPS_L_A | 20.66 |
| 1/25/2011 0:45 | N | H_HOLLOW_E_1 | -0.47 |
| 1/25/2011 0:45 | N | HHOLLOW4_E_1 | -0.47 |
| 1/25/2011 0:45 | N | R_LH2SES_1 | 20.73 |
| 1/25/2011 0:45 | N | R_PB2SES_1 | -0.59 |
| 1/25/2011 0:45 | N | R_PB2SES_2 | -0.59 |
| 1/25/2011 0:45 | N | R_PB2SES_3 | -0.59 |
| 1/25/2011 0:45 | N | R_PB2SES_4 | -0.59 |
| 1/25/2011 0:45 | N | R_PB2SES_5 | -0.59 |
| 1/25/2011 0:45 | N | AUTO_EPS_390 | 20.4 |
| 1/25/2011 0:47 | N | DC_ROAD_L_B | 22.97 |
| 1/25/2011 0:47 | N | DC_EGPS_L_A | 20.82 |
| 1/25/2011 0:47 | N | H_HOLLOW_E_1 | -0.51 |

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| 1/25/2011 0:47 | N | HHOLLOW4_E_1 | -0.51 |
| 1/25/2011 0:47 | N | R_LH2SES_1 | 21.7 |
| 1/25/2011 0:47 | N | R_PB2SES_1 | -0.64 |
| 1/25/2011 0:47 | N | R_PB2SES_2 | -0.64 |
| 1/25/2011 0:47 | N | R_PB2SES_3 | -0.64 |
| 1/25/2011 0:47 | N | R_PB2SES_4 | -0.64 |
| 1/25/2011 0:47 | N | R_PB2SES_5 | -0.64 |
| 1/25/2011 0:47 | N | AUTO_EPS_390 | 21.47 |
| 1/25/2011 0:50 | N | DC_ROAD_L_B | 23.38 |
| 1/25/2011 0:50 | N | DC_EGPS_L_A | 21.79 |
| 1/25/2011 0:50 | N | H_HOLLOW_E_1 | -0.23 |
| 1/25/2011 0:50 | N | HHOLLOW4_E_1 | -0.23 |
| 1/25/2011 0:50 | N | R_PB2SES_1 | -0.34 |
| 1/25/2011 0:50 | N | R_PB2SES_2 | -0.34 |
| 1/25/2011 0:50 | N | R_PB2SES_3 | -0.34 |
| 1/25/2011 0:50 | N | R_PB2SES_4 | -0.34 |
| 1/25/2011 0:50 | N | R_PB2SES_5 | -0.34 |
| 1/25/2011 0:50 | N | AUTO_EPS_390 | 20.95 |
| 1/25/2011 0:55 | N | DC_ROAD_L_B | 22.74 |
| 1/25/2011 0:55 | N | DC_EGPS_L_A | 21.15 |
| 1/25/2011 0:55 | N | H_HOLLOW_E_1 | -0.39 |
| 1/25/2011 0:55 | N | HHOLLOW4_E_1 | -0.39 |
| 1/25/2011 0:55 | N | R_LH2SES_1 | 22.84 |
| 1/25/2011 0:55 | N | R_PB2SES_1 | -0.52 |
| 1/25/2011 0:55 | N | R_PB2SES_2 | -0.52 |
| 1/25/2011 0:55 | N | R_PB2SES_3 | -0.52 |
| 1/25/2011 0:55 | N | R_PB2SES_4 | -0.52 |
| 1/25/2011 0:55 | N | R_PB2SES_5 | -0.52 |
| 1/25/2011 0:55 | N | AUTO_EPS_390 | 22.71 |
| 1/25/2011 1:00 | N | DC_ROAD_L_B | 24.03 |
| 1/25/2011 1:00 | N | DC_EGPS_L_A | 22.98 |
| 1/25/2011 1:00 | N | H_HOLLOW_E_1 | -1.05 |
| 1/25/2011 1:00 | N | HHOLLOW4_E_1 | -1.05 |
| 1/25/2011 1:00 | N | R_LH2SES_1 | 24.73 |
| 1/25/2011 1:00 | N | R_PB2SES_1 | -1.18 |
| 1/25/2011 1:00 | N | R_PB2SES_2 | -1.18 |
| 1/25/2011 1:00 | N | R_PB2SES_3 | -1.18 |
| 1/25/2011 1:00 | N | R_PB2SES_4 | -1.18 |
| 1/25/2011 1:00 | N | R_PB2SES_5 | -1.18 |
| 1/25/2011 1:00 | N | AUTO_EPS_390 | 24.65 |
| 1/25/2011 1:05 | N | DC_ROAD_L_B | 23.77 |
| 1/25/2011 1:05 | N | DC_EGPS_L_A | 22.37 |
| 1/25/2011 1:05 | N | H_HOLLOW_E_1 | -1.01 |
| 1/25/2011 1:05 | N | HHOLLOW4_E_1 | -1.01 |
| 1/25/2011 1:05 | N | R_LH2SES_1 | 24.57 |
| 1/25/2011 1:05 | N | R_PB2SES_1 | -1.15 |
| 1/25/2011 1:05 | N | R_PB2SES_2 | -1.15 |

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| 1/25/2011 1:05 | N | R_PB2SES_3 | -1.15 |
| 1/25/2011 1:05 | N | R_PB2SES_4 | -1.15 |
| 1/25/2011 1:05 | N | R_PB2SES_5 | -1.15 |
| 1/25/2011 1:05 | N | AUTO_EPS_390 | 24.49 |
| 1/25/2011 1:10 | N | DC_ROAD_L_B | 23.21 |
| 1/25/2011 1:10 | N | DC_EGPS_L_A | 20.5 |
| 1/25/2011 1:10 | N | H_HOLLOW_E_1 | -0.91 |
| 1/25/2011 1:10 | N | HHOLLOW4_E_1 | -0.91 |
| 1/25/2011 1:10 | N | R_LH2SES_1 | 23.1 |
| 1/25/2011 1:10 | N | R_PB2SES_1 | -1.06 |
| 1/25/2011 1:10 | N | R_PB2SES_2 | -1.06 |
| 1/25/2011 1:10 | N | R_PB2SES_3 | -1.06 |
| 1/25/2011 1:10 | N | R_PB2SES_4 | -1.06 |
| 1/25/2011 1:10 | N | R_PB2SES_5 | -1.06 |
| 1/25/2011 1:10 | N | AUTO_EPS_390 | 22.94 |
| 1/25/2011 1:15 | N | DC_ROAD_L_B | 22.54 |
| 1/25/2011 1:15 | N | DC_EGPS_L_A | 19.98 |
| 1/25/2011 1:15 | N | H_HOLLOW_E_1 | -0.73 |
| 1/25/2011 1:15 | N | HHOLLOW4_E_1 | -0.73 |
| 1/25/2011 1:15 | N | R_LH2SES_1 | 23.61 |
| 1/25/2011 1:15 | N | R_PB2SES_1 | -0.89 |
| 1/25/2011 1:15 | N | R_PB2SES_2 | -0.89 |
| 1/25/2011 1:15 | N | R_PB2SES_3 | -0.89 |
| 1/25/2011 1:15 | N | R_PB2SES_4 | -0.89 |
| 1/25/2011 1:15 | N | R_PB2SES_5 | -0.89 |
| 1/25/2011 1:15 | N | AUTO_EPS_390 | 23.54 |
| 1/25/2011 1:20 | N | DC_ROAD_L_B | 22.48 |
| 1/25/2011 1:20 | N | DC_EGPS_L_A | 20.07 |
| 1/25/2011 1:20 | N | H_HOLLOW_E_1 | -0.61 |
| 1/25/2011 1:20 | N | HHOLLOW4_E_1 | -0.61 |
| 1/25/2011 1:20 | N | R_LH2SES_1 | 23.49 |
| 1/25/2011 1:20 | N | R_PB2SES_1 | -0.76 |
| 1/25/2011 1:20 | N | R_PB2SES_2 | -0.76 |
| 1/25/2011 1:20 | N | R_PB2SES_3 | -0.76 |
| 1/25/2011 1:20 | N | R_PB2SES_4 | -0.76 |
| 1/25/2011 1:20 | N | R_PB2SES_5 | -0.76 |
| 1/25/2011 1:20 | N | AUTO_EPS_390 | 23.41 |
| 1/25/2011 1:25 | N | DC_ROAD_L_B | 22.2 |
| 1/25/2011 1:25 | N | DC_EGPS_L_A | 19.81 |
| 1/25/2011 1:25 | N | H_HOLLOW_E_1 | -0.3 |
| 1/25/2011 1:25 | N | HHOLLOW4_E_1 | -0.3 |
| 1/25/2011 1:25 | N | R_LH2SES_1 | 23.11 |
| 1/25/2011 1:25 | N | R_PB2SES_1 | -0.46 |
| 1/25/2011 1:25 | N | R_PB2SES_2 | -0.46 |
| 1/25/2011 1:25 | N | R_PB2SES_3 | -0.46 |
| 1/25/2011 1:25 | N | R_PB2SES_4 | -0.46 |
| 1/25/2011 1:25 | N | R_PB2SES_5 | -0.46 |

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| 1/25/2011 1:25 | N | AUTO_EPS_390 | 23.03 |
| 1/25/2011 1:30 | N | DC_ROAD_L_B | 22.37 |
| 1/25/2011 1:30 | N | DC_EGPS_L_A | 20.02 |
| 1/25/2011 1:30 | N | H_HOLLOW_E_1 | -0.2 |
| 1/25/2011 1:30 | N | HHOLLOW4_E_1 | -0.2 |
| 1/25/2011 1:30 | N | R_LH2SES_1 | 23.05 |
| 1/25/2011 1:30 | N | R_PB2SES_1 | -0.35 |
| 1/25/2011 1:30 | N | R_PB2SES_2 | -0.35 |
| 1/25/2011 1:30 | N | R_PB2SES_3 | -0.35 |
| 1/25/2011 1:30 | N | R_PB2SES_4 | -0.35 |
| 1/25/2011 1:30 | N | R_PB2SES_5 | -0.35 |
| 1/25/2011 1:30 | N | AUTO_EPS_390 | 22.96 |
| 1/25/2011 1:35 | N | DC_ROAD_L_B | 22.33 |
| 1/25/2011 1:35 | N | DC_EGPS_L_A | 20.01 |
| 1/25/2011 1:35 | N | H_HOLLOW_E_1 | -0.19 |
| 1/25/2011 1:35 | N | HHOLLOW4_E_1 | -0.19 |
| 1/25/2011 1:35 | N | R_LH2SES_1 | 20.43 |
| 1/25/2011 1:35 | N | R_PB2SES_1 | -0.31 |
| 1/25/2011 1:35 | N | R_PB2SES_2 | -0.31 |
| 1/25/2011 1:35 | N | R_PB2SES_3 | -0.31 |
| 1/25/2011 1:35 | N | R_PB2SES_4 | -0.31 |
| 1/25/2011 1:35 | N | R_PB2SES_5 | -0.31 |
| 1/25/2011 1:35 | N | AUTO_EPS_390 | 20.16 |
| 1/25/2011 1:40 | N | DC_ROAD_L_B | 22.41 |
| 1/25/2011 1:40 | N | DC_EGPS_L_A | 20 |
| 1/25/2011 1:40 | N | H_HOLLOW_E_1 | -0.24 |
| 1/25/2011 1:40 | N | HHOLLOW4_E_1 | -0.24 |
| 1/25/2011 1:40 | N | R_LH2SES_1 | 17.8 |
| 1/25/2011 1:40 | N | R_PB2SES_1 | -0.34 |
| 1/25/2011 1:40 | N | R_PB2SES_2 | -0.34 |
| 1/25/2011 1:40 | N | R_PB2SES_3 | -0.34 |
| 1/25/2011 1:40 | N | R_PB2SES_4 | -0.34 |
| 1/25/2011 1:40 | N | R_PB2SES_5 | -0.34 |
| 1/25/2011 1:40 | N | AUTO_EPS_390 | 17.34 |
| 1/25/2011 1:45 | N | DC_ROAD_L_B | 22.5 |
| 1/25/2011 1:45 | N | DC_EGPS_L_A | 20.11 |
| 1/25/2011 1:45 | N | H_HOLLOW_E_1 | -0.23 |
| 1/25/2011 1:45 | N | HHOLLOW4_E_1 | -0.23 |
| 1/25/2011 1:45 | N | R_LH2SES_1 | 22.98 |
| 1/25/2011 1:45 | N | R_PB2SES_1 | -0.38 |
| 1/25/2011 1:45 | N | R_PB2SES_2 | -0.38 |
| 1/25/2011 1:45 | N | R_PB2SES_3 | -0.38 |
| 1/25/2011 1:45 | N | R_PB2SES_4 | -0.38 |
| 1/25/2011 1:45 | N | R_PB2SES_5 | -0.38 |
| 1/25/2011 1:45 | N | AUTO_EPS_390 | 22.87 |
| 1/25/2011 1:50 | N | DC_ROAD_L_B | 22.69 |
| 1/25/2011 1:50 | N | DC_EGPS_L_A | 20.76 |

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|---|---|---|---|
| 1/25/2011 1:50 | N | H_HOLLOW_E_1 | -0.24 |
| 1/25/2011 1:50 | N | HHOLLOW4_E_1 | -0.24 |
| 1/25/2011 1:50 | N | R_LH2SES_1 | 23.6 |
| 1/25/2011 1:50 | N | R_PB2SES_1 | -0.38 |
| 1/25/2011 1:50 | N | R_PB2SES_2 | -0.38 |
| 1/25/2011 1:50 | N | R_PB2SES_3 | -0.38 |
| 1/25/2011 1:50 | N | R_PB2SES_4 | -0.38 |
| 1/25/2011 1:50 | N | R_PB2SES_5 | -0.38 |
| 1/25/2011 1:50 | N | AUTO_EPS_390 | 23.52 |
| 1/25/2011 1:55 | N | DC_ROAD_L_B | 22.42 |
| 1/25/2011 1:55 | N | DC_EGPS_L_A | 20.45 |
| 1/25/2011 1:55 | N | H_HOLLOW_E_1 | -0.13 |
| 1/25/2011 1:55 | N | HHOLLOW4_E_1 | -0.13 |
| 1/25/2011 1:55 | N | R_LH2SES_1 | 23.13 |
| 1/25/2011 1:55 | N | R_PB2SES_1 | -0.28 |
| 1/25/2011 1:55 | N | R_PB2SES_2 | -0.28 |
| 1/25/2011 1:55 | N | R_PB2SES_3 | -0.28 |
| 1/25/2011 1:55 | N | R_PB2SES_4 | -0.28 |
| 1/25/2011 1:55 | N | R_PB2SES_5 | -0.28 |
| 1/25/2011 1:55 | N | AUTO_EPS_390 | 23.04 |
| 1/25/2011 2:01 | N | DC_ROAD_L_B | 22.78 |
| 1/25/2011 2:01 | N | DC_EGPS_L_A | 20.92 |
| 1/25/2011 2:01 | N | H_HOLLOW_E_1 | 0 |
| 1/25/2011 2:01 | N | HHOLLOW4_E_1 | 0 |
| 1/25/2011 2:01 | N | R_LH2SES_1 | 23.06 |
| 1/25/2011 2:01 | N | R_PB2SES_1 | -0.14 |
| 1/25/2011 2:01 | N | R_PB2SES_2 | -0.14 |
| 1/25/2011 2:01 | N | R_PB2SES_3 | -0.14 |
| 1/25/2011 2:01 | N | R_PB2SES_4 | -0.14 |
| 1/25/2011 2:01 | N | R_PB2SES_5 | -0.14 |
| 1/25/2011 2:01 | N | AUTO_EPS_390 | 22.94 |
| 1/25/2011 2:05 | N | DC_ROAD_L_B | 22.78 |
| 1/25/2011 2:05 | N | DC_EGPS_L_A | 21.14 |
| 1/25/2011 2:05 | N | H_HOLLOW_E_1 | 0.22 |
| 1/25/2011 2:05 | N | HHOLLOW4_E_1 | 0.22 |
| 1/25/2011 2:05 | N | R_LH2SES_1 | 23.06 |
| 1/25/2011 2:05 | N | R_PB2SES_1 | 0.09 |
| 1/25/2011 2:05 | N | R_PB2SES_2 | 0.09 |
| 1/25/2011 2:05 | N | R_PB2SES_3 | 0.09 |
| 1/25/2011 2:05 | N | R_PB2SES_4 | 0.09 |
| 1/25/2011 2:05 | N | R_PB2SES_5 | 0.09 |
| 1/25/2011 2:05 | N | AUTO_EPS_390 | 22.95 |
| 1/25/2011 2:10 | N | DC_ROAD_L_B | 22.89 |
| 1/25/2011 2:10 | N | DC_EGPS_L_A | 21.4 |
| 1/25/2011 2:10 | N | H_HOLLOW_E_1 | 0.27 |
| 1/25/2011 2:10 | N | HHOLLOW4_E_1 | 0.27 |
| 1/25/2011 2:10 | N | R_LH2SES_1 | 22.56 |

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| 1/25/2011 2:10 | N | R_PB2SES_1 | 0.14 |
| 1/25/2011 2:10 | N | R_PB2SES_2 | 0.14 |
| 1/25/2011 2:10 | N | R_PB2SES_3 | 0.14 |
| 1/25/2011 2:10 | N | R_PB2SES_4 | 0.14 |
| 1/25/2011 2:10 | N | R_PB2SES_5 | 0.14 |
| 1/25/2011 2:10 | N | AUTO_EPS_390 | 22.41 |
| 1/25/2011 2:15 | N | DC_ROAD_L_B | 24 |
| 1/25/2011 2:15 | N | DC_EGPS_L_A | 22.99 |
| 1/25/2011 2:15 | N | H_HOLLOW_E_1 | -0.02 |
| 1/25/2011 2:15 | N | HHOLLOW4_E_1 | -0.02 |
| 1/25/2011 2:15 | N | R_LH2SES_1 | 21.28 |
| 1/25/2011 2:15 | N | R_PB2SES_1 | -0.11 |
| 1/25/2011 2:15 | N | R_PB2SES_2 | -0.11 |
| 1/25/2011 2:15 | N | R_PB2SES_3 | -0.11 |
| 1/25/2011 2:15 | N | R_PB2SES_4 | -0.11 |
| 1/25/2011 2:15 | N | R_PB2SES_5 | -0.11 |
| 1/25/2011 2:15 | N | AUTO_EPS_390 | 20.97 |
| 1/25/2011 2:20 | N | DC_ROAD_L_B | 24.73 |
| 1/25/2011 2:20 | N | DC_EGPS_L_A | 24.27 |
| 1/25/2011 2:20 | N | H_HOLLOW_E_1 | -0.03 |
| 1/25/2011 2:20 | N | HHOLLOW4_E_1 | -0.03 |
| 1/25/2011 2:20 | N | R_LH2SES_1 | 21.52 |
| 1/25/2011 2:20 | N | R_PB2SES_1 | -0.12 |
| 1/25/2011 2:20 | N | R_PB2SES_2 | -0.12 |
| 1/25/2011 2:20 | N | R_PB2SES_3 | -0.12 |
| 1/25/2011 2:20 | N | R_PB2SES_4 | -0.12 |
| 1/25/2011 2:20 | N | R_PB2SES_5 | -0.12 |
| 1/25/2011 2:20 | N | AUTO_EPS_390 | 21.18 |
| 1/25/2011 2:25 | N | DC_ROAD_L_B | 23.22 |
| 1/25/2011 2:25 | N | DC_EGPS_L_A | 21.98 |
| 1/25/2011 2:25 | N | H_HOLLOW_E_1 | 0.03 |
| 1/25/2011 2:25 | N | HHOLLOW4_E_1 | 0.03 |
| 1/25/2011 2:25 | N | R_LH2SES_1 | 23.05 |
| 1/25/2011 2:25 | N | R_PB2SES_1 | -0.09 |
| 1/25/2011 2:25 | N | R_PB2SES_2 | -0.09 |
| 1/25/2011 2:25 | N | R_PB2SES_3 | -0.09 |
| 1/25/2011 2:25 | N | R_PB2SES_4 | -0.09 |
| 1/25/2011 2:25 | N | R_PB2SES_5 | -0.09 |
| 1/25/2011 2:25 | N | AUTO_EPS_390 | 22.92 |
| 1/25/2011 2:30 | N | DC_ROAD_L_B | 23.32 |
| 1/25/2011 2:30 | N | DC_EGPS_L_A | 22.37 |
| 1/25/2011 2:30 | N | H_HOLLOW_E_1 | 0.05 |
| 1/25/2011 2:30 | N | HHOLLOW4_E_1 | 0.05 |
| 1/25/2011 2:30 | N | R_LH2SES_1 | 22.91 |
| 1/25/2011 2:30 | N | R_PB2SES_1 | -0.06 |
| 1/25/2011 2:30 | N | R_PB2SES_2 | -0.06 |
| 1/25/2011 2:30 | N | R_PB2SES_3 | -0.06 |

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| 1/25/2011 2:30 | N | R_PB2SES_4 | -0.06 |
| 1/25/2011 2:30 | N | R_PB2SES_5 | -0.06 |
| 1/25/2011 2:30 | N | AUTO_EPS_390 | 22.76 |
| 1/25/2011 2:35 | N | DC_ROAD_L_B | 26.8 |
| 1/25/2011 2:35 | N | DC_EGPS_L_A | 38.46 |
| 1/25/2011 2:35 | N | H_HOLLOW_E_1 | 0.12 |
| 1/25/2011 2:35 | N | HHOLLOW4_E_1 | 0.12 |
| 1/25/2011 2:35 | N | R_LH2SES_1 | 23.1 |
| 1/25/2011 2:35 | N | R_PB2SES_1 | 0.26 |
| 1/25/2011 2:35 | N | R_PB2SES_2 | 0.26 |
| 1/25/2011 2:35 | N | R_PB2SES_3 | 0.26 |
| 1/25/2011 2:35 | N | R_PB2SES_4 | 0.26 |
| 1/25/2011 2:35 | N | R_PB2SES_5 | 0.26 |
| 1/25/2011 2:35 | N | AUTO_EPS_390 | 22.92 |
| 1/25/2011 2:40 | N | DC_ROAD_L_B | 27.01 |
| 1/25/2011 2:40 | N | DC_EGPS_L_A | 39.37 |
| 1/25/2011 2:40 | N | H_HOLLOW_E_1 | 1.88 |
| 1/25/2011 2:40 | N | HHOLLOW4_E_1 | 1.88 |
| 1/25/2011 2:40 | N | R_LH2SES_1 | 22.89 |
| 1/25/2011 2:40 | N | R_PB2SES_1 | 2.04 |
| 1/25/2011 2:40 | N | R_PB2SES_2 | 2.04 |
| 1/25/2011 2:40 | N | R_PB2SES_3 | 2.04 |
| 1/25/2011 2:40 | N | R_PB2SES_4 | 2.04 |
| 1/25/2011 2:40 | N | R_PB2SES_5 | 2.04 |
| 1/25/2011 2:40 | N | AUTO_EPS_390 | 22.7 |
| 1/25/2011 2:45 | N | DC_ROAD_L_B | 23.07 |
| 1/25/2011 2:45 | N | DC_EGPS_L_A | 22.62 |
| 1/25/2011 2:45 | N | H_HOLLOW_E_1 | 1.57 |
| 1/25/2011 2:45 | N | HHOLLOW4_E_1 | 1.57 |
| 1/25/2011 2:45 | N | R_LH2SES_1 | 23.02 |
| 1/25/2011 2:45 | N | R_PB2SES_1 | 1.47 |
| 1/25/2011 2:45 | N | R_PB2SES_2 | 1.47 |
| 1/25/2011 2:45 | N | R_PB2SES_3 | 1.47 |
| 1/25/2011 2:45 | N | R_PB2SES_4 | 1.47 |
| 1/25/2011 2:45 | N | R_PB2SES_5 | 1.47 |
| 1/25/2011 2:45 | N | AUTO_EPS_390 | 22.91 |
| 1/25/2011 2:50 | N | DC_ROAD_L_B | 23.93 |
| 1/25/2011 2:50 | N | DC_EGPS_L_A | 25.29 |
| 1/25/2011 2:50 | N | H_HOLLOW_E_1 | 1.66 |
| 1/25/2011 2:50 | N | HHOLLOW4_E_1 | 1.66 |
| 1/25/2011 2:50 | N | R_LH2SES_1 | 21.7 |
| 1/25/2011 2:50 | N | R_PB2SES_1 | 1.61 |
| 1/25/2011 2:50 | N | R_PB2SES_2 | 1.61 |
| 1/25/2011 2:50 | N | R_PB2SES_3 | 1.61 |
| 1/25/2011 2:50 | N | R_PB2SES_4 | 1.61 |
| 1/25/2011 2:50 | N | R_PB2SES_5 | 1.61 |
| 1/25/2011 2:50 | N | AUTO_EPS_390 | 21.47 |

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| 1/25/2011 2:55 | N | DC_ROAD_L_B | 24.03 |
| 1/25/2011 2:55 | N | DC_EGPS_L_A | 25.58 |
| 1/25/2011 2:55 | N | H_HOLLOW_E_1 | 1.71 |
| 1/25/2011 2:55 | N | HHOLLOW4_E_1 | 1.71 |
| 1/25/2011 2:55 | N | R_LH2SES_1 | 23 |
| 1/25/2011 2:55 | N | R_PB2SES_1 | 1.65 |
| 1/25/2011 2:55 | N | R_PB2SES_2 | 1.65 |
| 1/25/2011 2:55 | N | R_PB2SES_3 | 1.65 |
| 1/25/2011 2:55 | N | R_PB2SES_4 | 1.65 |
| 1/25/2011 2:55 | N | R_PB2SES_5 | 1.65 |
| 1/25/2011 2:55 | N | AUTO_EPS_390 | 22.85 |
| 1/25/2011 3:02 | N | DC_ROAD_L_B | 24.88 |
| 1/25/2011 3:02 | N | DC_EGPS_L_A | 29.45 |
| 1/25/2011 3:02 | N | H_HOLLOW_E_1 | 12.95 |
| 1/25/2011 3:02 | N | HHOLLOW4_E_1 | 12.95 |
| 1/25/2011 3:02 | N | R_LH2SES_1 | 22.73 |
| 1/25/2011 3:02 | N | R_PB2SES_1 | 13.01 |
| 1/25/2011 3:02 | N | R_PB2SES_2 | 13.01 |
| 1/25/2011 3:02 | N | R_PB2SES_3 | 13.01 |
| 1/25/2011 3:02 | N | R_PB2SES_4 | 13.01 |
| 1/25/2011 3:02 | N | R_PB2SES_5 | 13.01 |
| 1/25/2011 3:02 | N | AUTO_EPS_390 | 22.61 |
| 1/25/2011 3:05 | N | DC_ROAD_L_B | 27.14 |
| 1/25/2011 3:05 | N | DC_EGPS_L_A | 42.94 |
| 1/25/2011 3:05 | N | H_HOLLOW_E_1 | 23.72 |
| 1/25/2011 3:05 | N | HHOLLOW4_E_1 | 23.72 |
| 1/25/2011 3:05 | N | R_LH2SES_1 | 23.04 |
| 1/25/2011 3:05 | N | R_PB2SES_1 | 24.04 |
| 1/25/2011 3:05 | N | R_PB2SES_2 | 24.04 |
| 1/25/2011 3:05 | N | R_PB2SES_3 | 24.04 |
| 1/25/2011 3:05 | N | R_PB2SES_4 | 24.04 |
| 1/25/2011 3:05 | N | R_PB2SES_5 | 24.04 |
| 1/25/2011 3:05 | N | AUTO_EPS_390 | 23.01 |
| 1/25/2011 3:10 | N | DC_ROAD_L_B | 24.9 |
| 1/25/2011 3:10 | N | DC_EGPS_L_A | 31.41 |
| 1/25/2011 3:10 | N | H_HOLLOW_E_1 | 23.38 |
| 1/25/2011 3:10 | N | HHOLLOW4_E_1 | 23.38 |
| 1/25/2011 3:10 | N | R_LH2SES_1 | 23.08 |
| 1/25/2011 3:10 | N | R_PB2SES_1 | 23.52 |
| 1/25/2011 3:10 | N | R_PB2SES_2 | 23.52 |
| 1/25/2011 3:10 | N | R_PB2SES_3 | 23.52 |
| 1/25/2011 3:10 | N | R_PB2SES_4 | 23.52 |
| 1/25/2011 3:10 | N | R_PB2SES_5 | 23.52 |
| 1/25/2011 3:10 | N | AUTO_EPS_390 | 23.06 |
| 1/25/2011 3:15 | N | DC_ROAD_L_B | 25.17 |
| 1/25/2011 3:15 | N | DC_EGPS_L_A | 32.05 |
| 1/25/2011 3:15 | N | H_HOLLOW_E_1 | 23.68 |

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| 1/25/2011 3:15 | N | HHOLLOW4_E_1 | 23.68 |
| 1/25/2011 3:15 | N | R_LH2SES_1 | 23.38 |
| 1/25/2011 3:15 | N | R_PB2SES_1 | 23.82 |
| 1/25/2011 3:15 | N | R_PB2SES_2 | 23.82 |
| 1/25/2011 3:15 | N | R_PB2SES_3 | 23.82 |
| 1/25/2011 3:15 | N | R_PB2SES_4 | 23.82 |
| 1/25/2011 3:15 | N | R_PB2SES_5 | 23.82 |
| 1/25/2011 3:20 | N | DC_ROAD_L_B | 24.13 |
| 1/25/2011 3:20 | N | DC_EGPS_L_A | 25.64 |
| 1/25/2011 3:20 | N | H_HOLLOW_E_1 | 23.4 |
| 1/25/2011 3:20 | N | HHOLLOW4_E_1 | 23.4 |
| 1/25/2011 3:20 | N | R_LH2SES_1 | 23.23 |
| 1/25/2011 3:20 | N | R_PB2SES_1 | 23.43 |
| 1/25/2011 3:20 | N | R_PB2SES_2 | 23.43 |
| 1/25/2011 3:20 | N | R_PB2SES_3 | 23.43 |
| 1/25/2011 3:20 | N | R_PB2SES_4 | 23.43 |
| 1/25/2011 3:20 | N | R_PB2SES_5 | 23.43 |
| 1/25/2011 3:25 | N | DC_ROAD_L_B | 24.31 |
| 1/25/2011 3:25 | N | DC_EGPS_L_A | 25.74 |
| 1/25/2011 3:25 | N | H_HOLLOW_E_1 | 24 |
| 1/25/2011 3:25 | N | HHOLLOW4_E_1 | 24 |
| 1/25/2011 3:25 | N | R_LH2SES_1 | 23.94 |
| 1/25/2011 3:25 | N | R_PB2SES_1 | 24.03 |
| 1/25/2011 3:25 | N | R_PB2SES_2 | 24.03 |
| 1/25/2011 3:25 | N | R_PB2SES_3 | 24.03 |
| 1/25/2011 3:25 | N | R_PB2SES_4 | 24.03 |
| 1/25/2011 3:25 | N | R_PB2SES_5 | 24.03 |
| 1/25/2011 3:30 | N | DC_ROAD_L_B | 24.44 |
| 1/25/2011 3:30 | N | DC_EGPS_L_A | 25.83 |
| 1/25/2011 3:30 | N | H_HOLLOW_E_1 | 24.14 |
| 1/25/2011 3:30 | N | HHOLLOW4_E_1 | 24.14 |
| 1/25/2011 3:30 | N | R_LH2SES_1 | 24.08 |
| 1/25/2011 3:30 | N | R_PB2SES_1 | 24.17 |
| 1/25/2011 3:30 | N | R_PB2SES_2 | 24.17 |
| 1/25/2011 3:30 | N | R_PB2SES_3 | 24.17 |
| 1/25/2011 3:30 | N | R_PB2SES_4 | 24.17 |
| 1/25/2011 3:30 | N | R_PB2SES_5 | 24.17 |
| 1/25/2011 3:35 | N | DC_ROAD_L_B | 24.68 |
| 1/25/2011 3:35 | N | DC_EGPS_L_A | 26.17 |
| 1/25/2011 3:35 | N | H_HOLLOW_E_1 | 24.35 |
| 1/25/2011 3:35 | N | HHOLLOW4_E_1 | 24.35 |
| 1/25/2011 3:35 | N | R_LH2SES_1 | 24.29 |
| 1/25/2011 3:35 | N | R_PB2SES_1 | 24.38 |
| 1/25/2011 3:35 | N | R_PB2SES_2 | 24.38 |
| 1/25/2011 3:35 | N | R_PB2SES_3 | 24.38 |
| 1/25/2011 3:35 | N | R_PB2SES_4 | 24.38 |
| 1/25/2011 3:35 | N | R_PB2SES_5 | 24.38 |

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| 1/25/2011 3:40 | N | DC_ROAD_L_B | 25.01 |
| 1/25/2011 3:40 | N | DC_EGPS_L_A | 26.59 |
| 1/25/2011 3:40 | N | H_HOLLOW_E_1 | 24.67 |
| 1/25/2011 3:40 | N | HHOLLOW4_E_1 | 24.67 |
| 1/25/2011 3:40 | N | R_LH2SES_1 | 24.6 |
| 1/25/2011 3:40 | N | R_PB2SES_1 | 24.7 |
| 1/25/2011 3:40 | N | R_PB2SES_2 | 24.7 |
| 1/25/2011 3:40 | N | R_PB2SES_3 | 24.7 |
| 1/25/2011 3:40 | N | R_PB2SES_4 | 24.7 |
| 1/25/2011 3:40 | N | R_PB2SES_5 | 24.7 |
| 1/25/2011 3:45 | N | DC_ROAD_L_B | 25.18 |
| 1/25/2011 3:45 | N | DC_EGPS_L_A | 26.82 |
| 1/25/2011 3:45 | N | H_HOLLOW_E_1 | 24.83 |
| 1/25/2011 3:45 | N | HHOLLOW4_E_1 | 24.83 |
| 1/25/2011 3:45 | N | R_LH2SES_1 | 24.76 |
| 1/25/2011 3:45 | N | R_PB2SES_1 | 24.86 |
| 1/25/2011 3:45 | N | R_PB2SES_2 | 24.86 |
| 1/25/2011 3:45 | N | R_PB2SES_3 | 24.86 |
| 1/25/2011 3:45 | N | R_PB2SES_4 | 24.86 |
| 1/25/2011 3:45 | N | R_PB2SES_5 | 24.86 |
| 1/25/2011 3:50 | N | DC_ROAD_L_B | 24.76 |
| 1/25/2011 3:50 | N | DC_EGPS_L_A | 26.49 |
| 1/25/2011 3:50 | N | H_HOLLOW_E_1 | 24.38 |
| 1/25/2011 3:50 | N | HHOLLOW4_E_1 | 24.38 |
| 1/25/2011 3:50 | N | R_LH2SES_1 | 24.31 |
| 1/25/2011 3:50 | N | R_PB2SES_1 | 24.42 |
| 1/25/2011 3:50 | N | R_PB2SES_2 | 24.42 |
| 1/25/2011 3:50 | N | R_PB2SES_3 | 24.42 |
| 1/25/2011 3:50 | N | R_PB2SES_4 | 24.42 |
| 1/25/2011 3:50 | N | R_PB2SES_5 | 24.42 |
| 1/25/2011 3:55 | N | DC_ROAD_L_B | 25.88 |
| 1/25/2011 3:55 | N | DC_EGPS_L_A | 27.48 |
| 1/25/2011 3:55 | N | H_HOLLOW_E_1 | 25.54 |
| 1/25/2011 3:55 | N | HHOLLOW4_E_1 | 25.54 |
| 1/25/2011 3:55 | N | R_LH2SES_1 | 25.47 |
| 1/25/2011 3:55 | N | R_PB2SES_1 | 25.57 |
| 1/25/2011 3:55 | N | R_PB2SES_2 | 25.57 |
| 1/25/2011 3:55 | N | R_PB2SES_3 | 25.57 |
| 1/25/2011 3:55 | N | R_PB2SES_4 | 25.57 |
| 1/25/2011 3:55 | N | R_PB2SES_5 | 25.57 |
| 1/25/2011 4:00 | N | DC_ROAD_L_B | 25.53 |
| 1/25/2011 4:00 | N | DC_EGPS_L_A | 26.92 |
| 1/25/2011 4:00 | N | H_HOLLOW_E_1 | 25.22 |
| 1/25/2011 4:00 | N | HHOLLOW4_E_1 | 25.22 |
| 1/25/2011 4:00 | N | R_LH2SES_1 | 25.16 |
| 1/25/2011 4:00 | N | R_PB2SES_1 | 25.25 |
| 1/25/2011 4:00 | N | R_PB2SES_2 | 25.25 |

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| 1/25/2011 4:00 | N | R_PB2SES_3 | 25.25 |
| 1/25/2011 4:00 | N | R_PB2SES_4 | 25.25 |
| 1/25/2011 4:00 | N | R_PB2SES_5 | 25.25 |
| 1/25/2011 4:05 | N | DC_ROAD_L_B | 25.5 |
| 1/25/2011 4:05 | N | DC_EGPS_L_A | 26.75 |
| 1/25/2011 4:05 | N | H_HOLLOW_E_1 | 25.23 |
| 1/25/2011 4:05 | N | HHOLLOW4_E_1 | 25.23 |
| 1/25/2011 4:05 | N | R_LH2SES_1 | 25.17 |
| 1/25/2011 4:05 | N | R_PB2SES_1 | 25.25 |
| 1/25/2011 4:05 | N | R_PB2SES_2 | 25.25 |
| 1/25/2011 4:05 | N | R_PB2SES_3 | 25.25 |
| 1/25/2011 4:05 | N | R_PB2SES_4 | 25.25 |
| 1/25/2011 4:05 | N | R_PB2SES_5 | 25.25 |
| 1/25/2011 4:15 | N | DC_ROAD_L_B | 25.63 |
| 1/25/2011 4:15 | N | DC_EGPS_L_A | 27.12 |
| 1/25/2011 4:15 | N | H_HOLLOW_E_1 | 25.3 |
| 1/25/2011 4:15 | N | HHOLLOW4_E_1 | 25.3 |
| 1/25/2011 4:15 | N | R_LH2SES_1 | 25.24 |
| 1/25/2011 4:15 | N | R_PB2SES_1 | 25.33 |
| 1/25/2011 4:15 | N | R_PB2SES_2 | 25.33 |
| 1/25/2011 4:15 | N | R_PB2SES_3 | 25.33 |
| 1/25/2011 4:15 | N | R_PB2SES_4 | 25.33 |
| 1/25/2011 4:15 | N | R_PB2SES_5 | 25.33 |
| 1/25/2011 4:20 | N | DC_ROAD_L_B | 25.68 |
| 1/25/2011 4:20 | N | DC_EGPS_L_A | 27.42 |
| 1/25/2011 4:20 | N | H_HOLLOW_E_1 | 25.31 |
| 1/25/2011 4:20 | N | HHOLLOW4_E_1 | 25.31 |
| 1/25/2011 4:20 | N | R_LH2SES_1 | 25.23 |
| 1/25/2011 4:20 | N | R_PB2SES_1 | 25.35 |
| 1/25/2011 4:20 | N | R_PB2SES_2 | 25.35 |
| 1/25/2011 4:20 | N | R_PB2SES_3 | 25.35 |
| 1/25/2011 4:20 | N | R_PB2SES_4 | 25.35 |
| 1/25/2011 4:20 | N | R_PB2SES_5 | 25.35 |
| 1/25/2011 4:25 | N | DC_ROAD_L_B | 25.75 |
| 1/25/2011 4:25 | N | DC_EGPS_L_A | 27.47 |
| 1/25/2011 4:25 | N | H_HOLLOW_E_1 | 25.39 |
| 1/25/2011 4:25 | N | HHOLLOW4_E_1 | 25.39 |
| 1/25/2011 4:25 | N | R_LH2SES_1 | 25.31 |
| 1/25/2011 4:25 | N | R_PB2SES_1 | 25.43 |
| 1/25/2011 4:25 | N | R_PB2SES_2 | 25.43 |
| 1/25/2011 4:25 | N | R_PB2SES_3 | 25.43 |
| 1/25/2011 4:25 | N | R_PB2SES_4 | 25.43 |
| 1/25/2011 4:25 | N | R_PB2SES_5 | 25.43 |
| 1/25/2011 4:30 | N | DC_ROAD_L_B | 26.86 |
| 1/25/2011 4:30 | N | DC_EGPS_L_A | 28.27 |
| 1/25/2011 4:30 | N | H_HOLLOW_E_1 | 26.57 |
| 1/25/2011 4:30 | N | HHOLLOW4_E_1 | 26.57 |

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| 1/25/2011 4:30 | N | R_LH2SES_1 | 26.5 |
| 1/25/2011 4:30 | N | R_PB2SES_1 | 26.6 |
| 1/25/2011 4:30 | N | R_PB2SES_2 | 26.6 |
| 1/25/2011 4:30 | N | R_PB2SES_3 | 26.6 |
| 1/25/2011 4:30 | N | R_PB2SES_4 | 26.6 |
| 1/25/2011 4:30 | N | R_PB2SES_5 | 26.6 |
| 1/25/2011 4:45 | N | DC_ROAD_L_B | 28.36 |
| 1/25/2011 4:45 | N | DC_EGPS_L_A | 29.31 |
| 1/25/2011 4:45 | N | H_HOLLOW_E_1 | 28.16 |
| 1/25/2011 4:45 | N | HHOLLOW4_E_1 | 28.16 |
| 1/25/2011 4:45 | N | R_LH2SES_1 | 28.12 |
| 1/25/2011 4:45 | N | R_PB2SES_1 | 28.18 |
| 1/25/2011 4:45 | N | R_PB2SES_2 | 28.18 |
| 1/25/2011 4:45 | N | R_PB2SES_3 | 28.18 |
| 1/25/2011 4:45 | N | R_PB2SES_4 | 28.18 |
| 1/25/2011 4:45 | N | R_PB2SES_5 | 28.18 |
| 1/25/2011 4:50 | N | DC_ROAD_L_B | 28.03 |
| 1/25/2011 4:50 | N | DC_EGPS_L_A | 29.18 |
| 1/25/2011 4:50 | N | H_HOLLOW_E_1 | 27.79 |
| 1/25/2011 4:50 | N | HHOLLOW4_E_1 | 27.79 |
| 1/25/2011 4:50 | N | R_LH2SES_1 | 27.74 |
| 1/25/2011 4:50 | N | R_PB2SES_1 | 27.82 |
| 1/25/2011 4:50 | N | R_PB2SES_2 | 27.82 |
| 1/25/2011 4:50 | N | R_PB2SES_3 | 27.82 |
| 1/25/2011 4:50 | N | R_PB2SES_4 | 27.82 |
| 1/25/2011 4:50 | N | R_PB2SES_5 | 27.82 |
| 1/25/2011 4:55 | N | DC_ROAD_L_B | 28.51 |
| 1/25/2011 4:55 | N | DC_EGPS_L_A | 29.72 |
| 1/25/2011 4:55 | N | H_HOLLOW_E_1 | 28.25 |
| 1/25/2011 4:55 | N | HHOLLOW4_E_1 | 28.25 |
| 1/25/2011 4:55 | N | R_LH2SES_1 | 28.2 |
| 1/25/2011 4:55 | N | R_PB2SES_1 | 28.28 |
| 1/25/2011 4:55 | N | R_PB2SES_2 | 28.28 |
| 1/25/2011 4:55 | N | R_PB2SES_3 | 28.28 |
| 1/25/2011 4:55 | N | R_PB2SES_4 | 28.28 |
| 1/25/2011 4:55 | N | R_PB2SES_5 | 28.28 |
| 1/25/2011 5:00 | N | DC_ROAD_L_B | 28.84 |
| 1/25/2011 5:00 | N | DC_EGPS_L_A | 30.05 |
| 1/25/2011 5:00 | N | H_HOLLOW_E_1 | 28.59 |
| 1/25/2011 5:00 | N | HHOLLOW4_E_1 | 28.59 |
| 1/25/2011 5:00 | N | R_LH2SES_1 | 28.54 |
| 1/25/2011 5:00 | N | R_PB2SES_1 | 28.62 |
| 1/25/2011 5:00 | N | R_PB2SES_2 | 28.62 |
| 1/25/2011 5:00 | N | R_PB2SES_3 | 28.62 |
| 1/25/2011 5:00 | N | R_PB2SES_4 | 28.62 |
| 1/25/2011 5:00 | N | R_PB2SES_5 | 28.62 |
| 1/25/2011 5:05 | N | DC_ROAD_L_B | 29.04 |

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| 1/25/2011 5:05 | N | DC_EGPS_L_A | 30.18 |
| 1/25/2011 5:05 | N | H_HOLLOW_E_1 | 28.81 |
| 1/25/2011 5:05 | N | HHOLLOW4_E_1 | 28.81 |
| 1/25/2011 5:05 | N | R_LH2SES_1 | 28.76 |
| 1/25/2011 5:05 | N | R_PB2SES_1 | 28.83 |
| 1/25/2011 5:05 | N | R_PB2SES_2 | 28.83 |
| 1/25/2011 5:05 | N | R_PB2SES_3 | 28.83 |
| 1/25/2011 5:05 | N | R_PB2SES_4 | 28.83 |
| 1/25/2011 5:05 | N | R_PB2SES_5 | 28.83 |
| 1/25/2011 5:10 | N | DC_ROAD_L_B | 29.36 |
| 1/25/2011 5:10 | N | DC_EGPS_L_A | 30.38 |
| 1/25/2011 5:10 | N | H_HOLLOW_E_1 | 29.15 |
| 1/25/2011 5:10 | N | HHOLLOW4_E_1 | 29.15 |
| 1/25/2011 5:10 | N | R_LH2SES_1 | 29.11 |
| 1/25/2011 5:10 | N | R_PB2SES_1 | 29.17 |
| 1/25/2011 5:10 | N | R_PB2SES_2 | 29.17 |
| 1/25/2011 5:10 | N | R_PB2SES_3 | 29.17 |
| 1/25/2011 5:10 | N | R_PB2SES_4 | 29.17 |
| 1/25/2011 5:10 | N | R_PB2SES_5 | 29.17 |
| 1/25/2011 5:15 | N | DC_ROAD_L_B | 30.08 |
| 1/25/2011 5:15 | N | DC_EGPS_L_A | 31.02 |
| 1/25/2011 5:15 | N | H_HOLLOW_E_1 | 29.89 |
| 1/25/2011 5:15 | N | HHOLLOW4_E_1 | 29.89 |
| 1/25/2011 5:15 | N | R_LH2SES_1 | 29.84 |
| 1/25/2011 5:15 | N | R_PB2SES_1 | 29.91 |
| 1/25/2011 5:15 | N | R_PB2SES_2 | 29.91 |
| 1/25/2011 5:15 | N | R_PB2SES_3 | 29.91 |
| 1/25/2011 5:15 | N | R_PB2SES_4 | 29.91 |
| 1/25/2011 5:15 | N | R_PB2SES_5 | 29.91 |
| 1/25/2011 5:20 | N | DC_ROAD_L_B | 30.13 |
| 1/25/2011 5:20 | N | DC_EGPS_L_A | 31.16 |
| 1/25/2011 5:20 | N | H_HOLLOW_E_1 | 29.92 |
| 1/25/2011 5:20 | N | HHOLLOW4_E_1 | 29.92 |
| 1/25/2011 5:20 | N | R_LH2SES_1 | 29.87 |
| 1/25/2011 5:20 | N | R_PB2SES_1 | 29.94 |
| 1/25/2011 5:20 | N | R_PB2SES_2 | 29.94 |
| 1/25/2011 5:20 | N | R_PB2SES_3 | 29.94 |
| 1/25/2011 5:20 | N | R_PB2SES_4 | 29.94 |
| 1/25/2011 5:20 | N | R_PB2SES_5 | 29.94 |
| 1/25/2011 5:25 | N | DC_ROAD_L_B | 30.37 |
| 1/25/2011 5:25 | N | DC_EGPS_L_A | 31.49 |
| 1/25/2011 5:25 | N | H_HOLLOW_E_1 | 30.14 |
| 1/25/2011 5:25 | N | HHOLLOW4_E_1 | 30.14 |
| 1/25/2011 5:25 | N | R_LH2SES_1 | 30.09 |
| 1/25/2011 5:25 | N | R_PB2SES_1 | 30.16 |
| 1/25/2011 5:25 | N | R_PB2SES_2 | 30.16 |
| 1/25/2011 5:25 | N | R_PB2SES_3 | 30.16 |

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| 1/25/2011 5:25 | N | R_PB2SES_4 | 30.16 |
| 1/25/2011 5:25 | N | R_PB2SES_5 | 30.16 |
| 1/25/2011 5:30 | N | DC_ROAD_L_B | 30.6 |
| 1/25/2011 5:30 | N | DC_EGPS_L_A | 31.75 |
| 1/25/2011 5:30 | N | H_HOLLOW_E_1 | 30.36 |
| 1/25/2011 5:30 | N | HHOLLOW4_E_1 | 30.36 |
| 1/25/2011 5:30 | N | R_LH2SES_1 | 30.31 |
| 1/25/2011 5:30 | N | R_PB2SES_1 | 30.39 |
| 1/25/2011 5:30 | N | R_PB2SES_2 | 30.39 |
| 1/25/2011 5:30 | N | R_PB2SES_3 | 30.39 |
| 1/25/2011 5:30 | N | R_PB2SES_4 | 30.39 |
| 1/25/2011 5:30 | N | R_PB2SES_5 | 30.39 |
| 1/25/2011 5:35 | N | DC_ROAD_L_B | 31.66 |
| 1/25/2011 5:35 | N | DC_EGPS_L_A | 32.65 |
| 1/25/2011 5:35 | N | H_HOLLOW_E_1 | 31.46 |
| 1/25/2011 5:35 | N | HHOLLOW4_E_1 | 31.46 |
| 1/25/2011 5:35 | N | R_LH2SES_1 | 31.41 |
| 1/25/2011 5:35 | N | R_PB2SES_1 | 31.48 |
| 1/25/2011 5:35 | N | R_PB2SES_2 | 31.48 |
| 1/25/2011 5:35 | N | R_PB2SES_3 | 31.48 |
| 1/25/2011 5:35 | N | R_PB2SES_4 | 31.48 |
| 1/25/2011 5:35 | N | R_PB2SES_5 | 31.48 |
| 1/25/2011 5:40 | N | DC_ROAD_L_B | 33.56 |
| 1/25/2011 5:40 | N | DC_EGPS_L_A | 34.28 |
| 1/25/2011 5:40 | N | H_HOLLOW_E_1 | 33.41 |
| 1/25/2011 5:40 | N | HHOLLOW4_E_1 | 33.41 |
| 1/25/2011 5:40 | N | R_LH2SES_1 | 33.38 |
| 1/25/2011 5:40 | N | R_PB2SES_1 | 33.43 |
| 1/25/2011 5:40 | N | R_PB2SES_2 | 33.43 |
| 1/25/2011 5:40 | N | R_PB2SES_3 | 33.43 |
| 1/25/2011 5:40 | N | R_PB2SES_4 | 33.43 |
| 1/25/2011 5:40 | N | R_PB2SES_5 | 33.43 |
| 1/25/2011 5:45 | N | DC_ROAD_L_B | 35.73 |
| 1/25/2011 5:45 | N | DC_EGPS_L_A | 36.27 |
| 1/25/2011 5:45 | N | H_HOLLOW_E_1 | 35.61 |
| 1/25/2011 5:45 | N | HHOLLOW4_E_1 | 35.61 |
| 1/25/2011 5:45 | N | R_LH2SES_1 | 35.59 |
| 1/25/2011 5:45 | N | R_PB2SES_1 | 35.63 |
| 1/25/2011 5:45 | N | R_PB2SES_2 | 35.63 |
| 1/25/2011 5:45 | N | R_PB2SES_3 | 35.63 |
| 1/25/2011 5:45 | N | R_PB2SES_4 | 35.63 |
| 1/25/2011 5:45 | N | R_PB2SES_5 | 35.63 |
| 1/25/2011 5:50 | N | DC_ROAD_L_B | 39.79 |
| 1/25/2011 5:50 | N | DC_EGPS_L_A | 39.94 |
| 1/25/2011 5:50 | N | H_HOLLOW_E_1 | 39.75 |
| 1/25/2011 5:50 | N | HHOLLOW4_E_1 | 39.75 |
| 1/25/2011 5:50 | N | R_LH2SES_1 | 39.75 |

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| 1/25/2011 5:50 | N | R_PB2SES_1 | 39.76 |
| 1/25/2011 5:50 | N | R_PB2SES_2 | 39.76 |
| 1/25/2011 5:50 | N | R_PB2SES_3 | 39.76 |
| 1/25/2011 5:50 | N | R_PB2SES_4 | 39.76 |
| 1/25/2011 5:50 | N | R_PB2SES_5 | 39.76 |
| 1/25/2011 5:55 | N | DC_ROAD_L_B | 36.36 |
| 1/25/2011 5:55 | N | DC_EGPS_L_A | 36.96 |
| 1/25/2011 5:55 | N | H_HOLLOW_E_1 | 36.23 |
| 1/25/2011 5:55 | N | HHOLLOW4_E_1 | 36.23 |
| 1/25/2011 5:55 | N | R_LH2SES_1 | 36.2 |
| 1/25/2011 5:55 | N | R_PB2SES_1 | 36.24 |
| 1/25/2011 5:55 | N | R_PB2SES_2 | 36.24 |
| 1/25/2011 5:55 | N | R_PB2SES_3 | 36.24 |
| 1/25/2011 5:55 | N | R_PB2SES_4 | 36.24 |
| 1/25/2011 5:55 | N | R_PB2SES_5 | 36.24 |
| 1/25/2011 6:00 | N | DC_ROAD_L_B | 33.09 |
| 1/25/2011 6:00 | N | DC_EGPS_L_A | 34.04 |
| 1/25/2011 6:00 | N | H_HOLLOW_E_1 | 32.89 |
| 1/25/2011 6:00 | N | HHOLLOW4_E_1 | 32.89 |
| 1/25/2011 6:00 | N | R_LH2SES_1 | 32.84 |
| 1/25/2011 6:00 | N | R_PB2SES_1 | 32.91 |
| 1/25/2011 6:00 | N | R_PB2SES_2 | 32.91 |
| 1/25/2011 6:00 | N | R_PB2SES_3 | 32.91 |
| 1/25/2011 6:00 | N | R_PB2SES_4 | 32.91 |
| 1/25/2011 6:00 | N | R_PB2SES_5 | 32.91 |
| 1/25/2011 6:05 | N | DC_ROAD_L_B | 32.51 |
| 1/25/2011 6:05 | N | DC_EGPS_L_A | 33.55 |
| 1/25/2011 6:05 | N | H_HOLLOW_E_1 | 32.29 |
| 1/25/2011 6:05 | N | HHOLLOW4_E_1 | 32.29 |
| 1/25/2011 6:05 | N | R_LH2SES_1 | 32.25 |
| 1/25/2011 6:05 | N | R_PB2SES_1 | 32.32 |
| 1/25/2011 6:05 | N | R_PB2SES_2 | 32.32 |
| 1/25/2011 6:05 | N | R_PB2SES_3 | 32.32 |
| 1/25/2011 6:05 | N | R_PB2SES_4 | 32.32 |
| 1/25/2011 6:05 | N | R_PB2SES_5 | 32.32 |
| 1/25/2011 6:10 | N | DC_ROAD_L_B | 35.39 |
| 1/25/2011 6:10 | N | DC_EGPS_L_A | 48.24 |
| 1/25/2011 6:10 | N | H_HOLLOW_E_1 | 32.69 |
| 1/25/2011 6:10 | N | HHOLLOW4_E_1 | 32.69 |
| 1/25/2011 6:10 | N | R_LH2SES_1 | 32.12 |
| 1/25/2011 6:10 | N | R_PB2SES_1 | 32.96 |
| 1/25/2011 6:10 | N | R_PB2SES_2 | 32.96 |
| 1/25/2011 6:10 | N | R_PB2SES_3 | 32.96 |
| 1/25/2011 6:10 | N | R_PB2SES_4 | 32.96 |
| 1/25/2011 6:10 | N | R_PB2SES_5 | 32.96 |
| 1/25/2011 6:15 | N | DC_ROAD_L_B | 42.01 |
| 1/25/2011 6:15 | N | DC_EGPS_L_A | 79.01 |

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| 1/25/2011 6:15 | N | H_HOLLOW_E_1 | 34.24 |
| 1/25/2011 6:15 | N | HHOLLOW4_E_1 | 34.24 |
| 1/25/2011 6:15 | N | R_LH2SES_1 | 32.62 |
| 1/25/2011 6:15 | N | R_PB2SES_1 | 35.02 |
| 1/25/2011 6:15 | N | R_PB2SES_2 | 35.02 |
| 1/25/2011 6:15 | N | R_PB2SES_3 | 35.02 |
| 1/25/2011 6:15 | N | R_PB2SES_4 | 35.02 |
| 1/25/2011 6:15 | N | R_PB2SES_5 | 35.02 |
| 1/25/2011 6:20 | N | DC_ROAD_L_B | 35.76 |
| 1/25/2011 6:20 | N | DC_EGPS_L_A | 38.77 |
| 1/25/2011 6:20 | N | H_HOLLOW_E_1 | 35.13 |
| 1/25/2011 6:20 | N | HHOLLOW4_E_1 | 35.13 |
| 1/25/2011 6:20 | N | R_LH2SES_1 | 35 |
| 1/25/2011 6:20 | N | R_PB2SES_1 | 35.19 |
| 1/25/2011 6:20 | N | R_PB2SES_2 | 35.19 |
| 1/25/2011 6:20 | N | R_PB2SES_3 | 35.19 |
| 1/25/2011 6:20 | N | R_PB2SES_4 | 35.19 |
| 1/25/2011 6:20 | N | R_PB2SES_5 | 35.19 |
| 1/25/2011 6:25 | N | DC_ROAD_L_B | 35.46 |
| 1/25/2011 6:25 | N | DC_EGPS_L_A | 36.88 |
| 1/25/2011 6:25 | N | H_HOLLOW_E_1 | 35.17 |
| 1/25/2011 6:25 | N | HHOLLOW4_E_1 | 35.17 |
| 1/25/2011 6:25 | N | R_LH2SES_1 | 35.11 |
| 1/25/2011 6:25 | N | R_PB2SES_1 | 35.2 |
| 1/25/2011 6:25 | N | R_PB2SES_2 | 35.2 |
| 1/25/2011 6:25 | N | R_PB2SES_3 | 35.2 |
| 1/25/2011 6:25 | N | R_PB2SES_4 | 35.2 |
| 1/25/2011 6:25 | N | R_PB2SES_5 | 35.2 |
| 1/25/2011 6:30 | N | DC_ROAD_L_B | 35.75 |
| 1/25/2011 6:30 | N | DC_EGPS_L_A | 37.19 |
| 1/25/2011 6:30 | N | H_HOLLOW_E_1 | 35.44 |
| 1/25/2011 6:30 | N | HHOLLOW4_E_1 | 35.44 |
| 1/25/2011 6:30 | N | R_LH2SES_1 | 35.38 |
| 1/25/2011 6:30 | N | R_PB2SES_1 | 35.48 |
| 1/25/2011 6:30 | N | R_PB2SES_2 | 35.48 |
| 1/25/2011 6:30 | N | R_PB2SES_3 | 35.48 |
| 1/25/2011 6:30 | N | R_PB2SES_4 | 35.48 |
| 1/25/2011 6:30 | N | R_PB2SES_5 | 35.48 |
| 1/25/2011 6:35 | N | DC_ROAD_L_B | 36.39 |
| 1/25/2011 6:35 | N | DC_EGPS_L_A | 37.7 |
| 1/25/2011 6:35 | N | H_HOLLOW_E_1 | 36.12 |
| 1/25/2011 6:35 | N | HHOLLOW4_E_1 | 36.12 |
| 1/25/2011 6:35 | N | R_LH2SES_1 | 36.06 |
| 1/25/2011 6:35 | N | R_PB2SES_1 | 36.14 |
| 1/25/2011 6:35 | N | R_PB2SES_2 | 36.14 |
| 1/25/2011 6:35 | N | R_PB2SES_3 | 36.14 |
| 1/25/2011 6:35 | N | R_PB2SES_4 | 36.14 |

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| 1/25/2011 6:35 | N | R_PB2SES_5 | 36.14 |
| 1/25/2011 6:40 | N | DC_ROAD_L_B | 78.95 |
| 1/25/2011 6:40 | N | DC_EGPS_L_A | 133.53 |
| 1/25/2011 6:40 | N | H_HOLLOW_E_1 | 337.92 |
| 1/25/2011 6:40 | N | HHOLLOW4_E_1 | 337.92 |
| 1/25/2011 6:40 | N | R_LH2SES_1 | 415.67 |
| 1/25/2011 6:40 | N | R_PB2SES_1 | 336.3 |
| 1/25/2011 6:40 | N | R_PB2SES_2 | 336.3 |
| 1/25/2011 6:40 | N | R_PB2SES_3 | 336.3 |
| 1/25/2011 6:40 | N | R_PB2SES_4 | 336.3 |
| 1/25/2011 6:40 | N | R_PB2SES_5 | 336.3 |
| 1/25/2011 6:45 | N | DC_ROAD_L_B | 81.09 |
| 1/25/2011 6:45 | N | DC_EGPS_L_A | 135.85 |
| 1/25/2011 6:45 | N | H_HOLLOW_E_1 | 341.01 |
| 1/25/2011 6:45 | N | HHOLLOW4_E_1 | 341.01 |
| 1/25/2011 6:45 | N | R_LH2SES_1 | 417.15 |
| 1/25/2011 6:45 | N | R_PB2SES_1 | 339.34 |
| 1/25/2011 6:45 | N | R_PB2SES_2 | 339.34 |
| 1/25/2011 6:45 | N | R_PB2SES_3 | 339.34 |
| 1/25/2011 6:45 | N | R_PB2SES_4 | 339.34 |
| 1/25/2011 6:45 | N | R_PB2SES_5 | 339.34 |
| 1/25/2011 6:50 | N | DC_ROAD_L_B | 97.32 |
| 1/25/2011 6:50 | N | DC_EGPS_L_A | 152.08 |
| 1/25/2011 6:50 | N | H_HOLLOW_E_1 | 357.19 |
| 1/25/2011 6:50 | N | HHOLLOW4_E_1 | 357.19 |
| 1/25/2011 6:50 | N | R_LH2SES_1 | 433.33 |
| 1/25/2011 6:50 | N | R_PB2SES_1 | 355.57 |
| 1/25/2011 6:50 | N | R_PB2SES_2 | 355.57 |
| 1/25/2011 6:50 | N | R_PB2SES_3 | 355.57 |
| 1/25/2011 6:50 | N | R_PB2SES_4 | 355.57 |
| 1/25/2011 6:50 | N | R_PB2SES_5 | 355.57 |
| 1/25/2011 6:55 | N | DC_ROAD_L_B | 95.41 |
| 1/25/2011 6:55 | N | DC_EGPS_L_A | 150 |
| 1/25/2011 6:55 | N | H_HOLLOW_E_1 | 354.48 |
| 1/25/2011 6:55 | N | HHOLLOW4_E_1 | 354.48 |
| 1/25/2011 6:55 | N | R_LH2SES_1 | 434.19 |
| 1/25/2011 6:55 | N | R_PB2SES_1 | 352.86 |
| 1/25/2011 6:55 | N | R_PB2SES_2 | 352.86 |
| 1/25/2011 6:55 | N | R_PB2SES_3 | 352.86 |
| 1/25/2011 6:55 | N | R_PB2SES_4 | 352.86 |
| 1/25/2011 6:55 | N | R_PB2SES_5 | 352.86 |
| 1/25/2011 7:00 | N | DC_ROAD_L_B | 92.68 |
| 1/25/2011 7:00 | N | DC_EGPS_L_A | 147.31 |
| 1/25/2011 7:00 | N | H_HOLLOW_E_1 | 351.79 |
| 1/25/2011 7:00 | N | HHOLLOW4_E_1 | 351.79 |
| 1/25/2011 7:00 | N | R_LH2SES_1 | 431.46 |
| 1/25/2011 7:00 | N | R_PB2SES_1 | 350.13 |

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| 1/25/2011 7:00 | N | R_PB2SES_2 | 350.13 |
| 1/25/2011 7:00 | N | R_PB2SES_3 | 350.13 |
| 1/25/2011 7:00 | N | R_PB2SES_4 | 350.13 |
| 1/25/2011 7:00 | N | R_PB2SES_5 | 350.13 |
| 1/25/2011 7:05 | N | DC_ROAD_L_B | 90.46 |
| 1/25/2011 7:05 | N | DC_EGPS_L_A | 145.09 |
| 1/25/2011 7:05 | N | H_HOLLOW_E_1 | 349.62 |
| 1/25/2011 7:05 | N | HHOLLOW4_E_1 | 349.62 |
| 1/25/2011 7:05 | N | R_LH2SES_1 | 429.28 |
| 1/25/2011 7:05 | N | R_PB2SES_1 | 348 |
| 1/25/2011 7:05 | N | R_PB2SES_2 | 348 |
| 1/25/2011 7:05 | N | R_PB2SES_3 | 348 |
| 1/25/2011 7:05 | N | R_PB2SES_4 | 348 |
| 1/25/2011 7:05 | N | R_PB2SES_5 | 348 |
| 1/25/2011 7:10 | N | DC_ROAD_L_B | 92.56 |
| 1/25/2011 7:10 | N | DC_EGPS_L_A | 147.14 |
| 1/25/2011 7:10 | N | H_HOLLOW_E_1 | 351.67 |
| 1/25/2011 7:10 | N | HHOLLOW4_E_1 | 351.67 |
| 1/25/2011 7:10 | N | R_LH2SES_1 | 431.33 |
| 1/25/2011 7:10 | N | R_PB2SES_1 | 350 |
| 1/25/2011 7:10 | N | R_PB2SES_2 | 350 |
| 1/25/2011 7:10 | N | R_PB2SES_3 | 350 |
| 1/25/2011 7:10 | N | R_PB2SES_4 | 350 |
| 1/25/2011 7:10 | N | R_PB2SES_5 | 350 |
| 1/25/2011 7:15 | N | DC_ROAD_L_B | 93.46 |
| 1/25/2011 7:15 | N | DC_EGPS_L_A | 148.09 |
| 1/25/2011 7:15 | N | H_HOLLOW_E_1 | 352.61 |
| 1/25/2011 7:15 | N | HHOLLOW4_E_1 | 352.61 |
| 1/25/2011 7:15 | N | R_LH2SES_1 | 432.23 |
| 1/25/2011 7:15 | N | R_PB2SES_1 | 350.95 |
| 1/25/2011 7:15 | N | R_PB2SES_2 | 350.95 |
| 1/25/2011 7:15 | N | R_PB2SES_3 | 350.95 |
| 1/25/2011 7:15 | N | R_PB2SES_4 | 350.95 |
| 1/25/2011 7:15 | N | R_PB2SES_5 | 350.95 |
| 1/25/2011 7:20 | N | DC_ROAD_L_B | 90.51 |
| 1/25/2011 7:20 | N | DC_EGPS_L_A | 145.14 |
| 1/25/2011 7:20 | N | H_HOLLOW_E_1 | 349.66 |
| 1/25/2011 7:20 | N | HHOLLOW4_E_1 | 349.66 |
| 1/25/2011 7:20 | N | R_LH2SES_1 | 429.33 |
| 1/25/2011 7:20 | N | R_PB2SES_1 | 348.04 |
| 1/25/2011 7:20 | N | R_PB2SES_2 | 348.04 |
| 1/25/2011 7:20 | N | R_PB2SES_3 | 348.04 |
| 1/25/2011 7:20 | N | R_PB2SES_4 | 348.04 |
| 1/25/2011 7:20 | N | R_PB2SES_5 | 348.04 |
| 1/25/2011 7:25 | N | DC_ROAD_L_B | 81.89 |
| 1/25/2011 7:25 | N | DC_EGPS_L_A | 136.56 |
| 1/25/2011 7:25 | N | H_HOLLOW_E_1 | 341.09 |

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|---|---|---|---|
| 1/25/2011 7:25 | N | HHOLLOW4_E_1 | 341.09 |
| 1/25/2011 7:25 | N | R_LH2SES_1 | 420.74 |
| 1/25/2011 7:25 | N | R_PB2SES_1 | 339.47 |
| 1/25/2011 7:25 | N | R_PB2SES_2 | 339.47 |
| 1/25/2011 7:25 | N | R_PB2SES_3 | 339.47 |
| 1/25/2011 7:25 | N | R_PB2SES_4 | 339.47 |
| 1/25/2011 7:25 | N | R_PB2SES_5 | 339.47 |
| 1/25/2011 7:30 | N | DC_ROAD_L_B | 80.36 |
| 1/25/2011 7:30 | N | DC_EGPS_L_A | 134.99 |
| 1/25/2011 7:30 | N | H_HOLLOW_E_1 | 339.56 |
| 1/25/2011 7:30 | N | HHOLLOW4_E_1 | 339.56 |
| 1/25/2011 7:30 | N | R_LH2SES_1 | 419.18 |
| 1/25/2011 7:30 | N | R_PB2SES_1 | 337.9 |
| 1/25/2011 7:30 | N | R_PB2SES_2 | 337.9 |
| 1/25/2011 7:30 | N | R_PB2SES_3 | 337.9 |
| 1/25/2011 7:30 | N | R_PB2SES_4 | 337.9 |
| 1/25/2011 7:30 | N | R_PB2SES_5 | 337.9 |
| 1/25/2011 8:05 | N | DC_ROAD_L_B | 35.43 |
| 1/25/2011 8:05 | N | DC_EGPS_L_A | 36.1 |
| 1/25/2011 8:05 | N | H_HOLLOW_E_1 | 35.29 |
| 1/25/2011 8:05 | N | HHOLLOW4_E_1 | 35.29 |
| 1/25/2011 8:05 | N | R_LH2SES_1 | 35.26 |
| 1/25/2011 8:05 | N | R_PB2SES_1 | 35.31 |
| 1/25/2011 8:05 | N | R_PB2SES_2 | 35.31 |
| 1/25/2011 8:05 | N | R_PB2SES_3 | 35.31 |
| 1/25/2011 8:05 | N | R_PB2SES_4 | 35.31 |
| 1/25/2011 8:05 | N | R_PB2SES_5 | 35.31 |
| 1/25/2011 8:10 | N | DC_ROAD_L_B | 35.52 |
| 1/25/2011 8:10 | N | DC_EGPS_L_A | 36.83 |
| 1/25/2011 8:10 | N | H_HOLLOW_E_1 | 35.24 |
| 1/25/2011 8:10 | N | HHOLLOW4_E_1 | 35.24 |
| 1/25/2011 8:10 | N | R_LH2SES_1 | 35.19 |
| 1/25/2011 8:10 | N | R_PB2SES_1 | 35.27 |
| 1/25/2011 8:10 | N | R_PB2SES_2 | 35.27 |
| 1/25/2011 8:10 | N | R_PB2SES_3 | 35.27 |
| 1/25/2011 8:10 | N | R_PB2SES_4 | 35.27 |
| 1/25/2011 8:10 | N | R_PB2SES_5 | 35.27 |
| 1/25/2011 8:15 | N | DC_ROAD_L_B | 35.66 |
| 1/25/2011 8:15 | N | DC_EGPS_L_A | 36.9 |
| 1/25/2011 8:15 | N | H_HOLLOW_E_1 | 35.39 |
| 1/25/2011 8:15 | N | HHOLLOW4_E_1 | 35.39 |
| 1/25/2011 8:15 | N | R_LH2SES_1 | 35.34 |
| 1/25/2011 8:15 | N | R_PB2SES_1 | 35.42 |
| 1/25/2011 8:15 | N | R_PB2SES_2 | 35.42 |
| 1/25/2011 8:15 | N | R_PB2SES_3 | 35.42 |
| 1/25/2011 8:15 | N | R_PB2SES_4 | 35.42 |
| 1/25/2011 8:15 | N | R_PB2SES_5 | 35.42 |

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| 1/25/2011 8:20 | N | DC_ROAD_L_B | 35.94 |
| 1/25/2011 8:20 | N | DC_EGPS_L_A | 36.52 |
| 1/25/2011 8:20 | N | H_HOLLOW_E_1 | 35.82 |
| 1/25/2011 8:20 | N | HHOLLOW4_E_1 | 35.82 |
| 1/25/2011 8:20 | N | R_LH2SES_1 | 35.79 |
| 1/25/2011 8:20 | N | R_PB2SES_1 | 35.83 |
| 1/25/2011 8:20 | N | R_PB2SES_2 | 35.83 |
| 1/25/2011 8:20 | N | R_PB2SES_3 | 35.83 |
| 1/25/2011 8:20 | N | R_PB2SES_4 | 35.83 |
| 1/25/2011 8:20 | N | R_PB2SES_5 | 35.83 |
| 1/25/2011 8:25 | N | DC_ROAD_L_B | 35.84 |
| 1/25/2011 8:25 | N | DC_EGPS_L_A | 36.31 |
| 1/25/2011 8:25 | N | H_HOLLOW_E_1 | 35.74 |
| 1/25/2011 8:25 | N | HHOLLOW4_E_1 | 35.74 |
| 1/25/2011 8:25 | N | R_LH2SES_1 | 35.72 |
| 1/25/2011 8:25 | N | R_PB2SES_1 | 35.75 |
| 1/25/2011 8:25 | N | R_PB2SES_2 | 35.75 |
| 1/25/2011 8:25 | N | R_PB2SES_3 | 35.75 |
| 1/25/2011 8:25 | N | R_PB2SES_4 | 35.75 |
| 1/25/2011 8:25 | N | R_PB2SES_5 | 35.75 |
| 1/25/2011 8:30 | N | DC_ROAD_L_B | 35.44 |
| 1/25/2011 8:30 | N | DC_EGPS_L_A | 36.01 |
| 1/25/2011 8:30 | N | H_HOLLOW_E_1 | 35.31 |
| 1/25/2011 8:30 | N | HHOLLOW4_E_1 | 35.31 |
| 1/25/2011 8:30 | N | R_LH2SES_1 | 35.29 |
| 1/25/2011 8:30 | N | R_PB2SES_1 | 35.33 |
| 1/25/2011 8:30 | N | R_PB2SES_2 | 35.33 |
| 1/25/2011 8:30 | N | R_PB2SES_3 | 35.33 |
| 1/25/2011 8:30 | N | R_PB2SES_4 | 35.33 |
| 1/25/2011 8:30 | N | R_PB2SES_5 | 35.33 |
| 1/25/2011 8:35 | N | DC_ROAD_L_B | 34.98 |
| 1/25/2011 8:35 | N | DC_EGPS_L_A | 35.69 |
| 1/25/2011 8:35 | N | H_HOLLOW_E_1 | 34.83 |
| 1/25/2011 8:35 | N | HHOLLOW4_E_1 | 34.83 |
| 1/25/2011 8:35 | N | R_LH2SES_1 | 34.79 |
| 1/25/2011 8:35 | N | R_PB2SES_1 | 34.84 |
| 1/25/2011 8:35 | N | R_PB2SES_2 | 34.84 |
| 1/25/2011 8:35 | N | R_PB2SES_3 | 34.84 |
| 1/25/2011 8:35 | N | R_PB2SES_4 | 34.84 |
| 1/25/2011 8:35 | N | R_PB2SES_5 | 34.84 |
| 1/25/2011 8:40 | N | DC_ROAD_L_B | 34.69 |
| 1/25/2011 8:40 | N | DC_EGPS_L_A | 35.45 |
| 1/25/2011 8:40 | N | H_HOLLOW_E_1 | 34.53 |
| 1/25/2011 8:40 | N | HHOLLOW4_E_1 | 34.53 |
| 1/25/2011 8:40 | N | R_LH2SES_1 | 34.5 |
| 1/25/2011 8:40 | N | R_PB2SES_1 | 34.55 |
| 1/25/2011 8:40 | N | R_PB2SES_2 | 34.55 |

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| 1/25/2011 8:40 | N | R_PB2SES_3 | 34.55 |
| 1/25/2011 8:40 | N | R_PB2SES_4 | 34.55 |
| 1/25/2011 8:40 | N | R_PB2SES_5 | 34.55 |
| 1/25/2011 8:45 | N | DC_ROAD_L_B | 34.44 |
| 1/25/2011 8:45 | N | DC_EGPS_L_A | 35.18 |
| 1/25/2011 8:45 | N | H_HOLLOW_E_1 | 34.28 |
| 1/25/2011 8:45 | N | HHOLLOW4_E_1 | 34.28 |
| 1/25/2011 8:45 | N | R_LH2SES_1 | 34.24 |
| 1/25/2011 8:45 | N | R_PB2SES_1 | 34.29 |
| 1/25/2011 8:45 | N | R_PB2SES_2 | 34.29 |
| 1/25/2011 8:45 | N | R_PB2SES_3 | 34.29 |
| 1/25/2011 8:45 | N | R_PB2SES_4 | 34.29 |
| 1/25/2011 8:45 | N | R_PB2SES_5 | 34.29 |
| 1/25/2011 8:50 | N | DC_ROAD_L_B | 34.5 |
| 1/25/2011 8:50 | N | DC_EGPS_L_A | 35.15 |
| 1/25/2011 8:50 | N | H_HOLLOW_E_1 | 34.36 |
| 1/25/2011 8:50 | N | HHOLLOW4_E_1 | 34.36 |
| 1/25/2011 8:50 | N | R_LH2SES_1 | 34.33 |
| 1/25/2011 8:50 | N | R_PB2SES_1 | 34.37 |
| 1/25/2011 8:50 | N | R_PB2SES_2 | 34.37 |
| 1/25/2011 8:50 | N | R_PB2SES_3 | 34.37 |
| 1/25/2011 8:50 | N | R_PB2SES_4 | 34.37 |
| 1/25/2011 8:50 | N | R_PB2SES_5 | 34.37 |
| 1/25/2011 8:55 | N | DC_ROAD_L_B | 34.68 |
| 1/25/2011 8:55 | N | DC_EGPS_L_A | 35.27 |
| 1/25/2011 8:55 | N | H_HOLLOW_E_1 | 34.56 |
| 1/25/2011 8:55 | N | HHOLLOW4_E_1 | 34.56 |
| 1/25/2011 8:55 | N | R_LH2SES_1 | 34.53 |
| 1/25/2011 8:55 | N | R_PB2SES_1 | 34.57 |
| 1/25/2011 8:55 | N | R_PB2SES_2 | 34.57 |
| 1/25/2011 8:55 | N | R_PB2SES_3 | 34.57 |
| 1/25/2011 8:55 | N | R_PB2SES_4 | 34.57 |
| 1/25/2011 8:55 | N | R_PB2SES_5 | 34.57 |
| 1/25/2011 9:00 | N | DC_ROAD_L_B | 34.72 |
| 1/25/2011 9:00 | N | DC_EGPS_L_A | 35.35 |
| 1/25/2011 9:00 | N | H_HOLLOW_E_1 | 34.59 |
| 1/25/2011 9:00 | N | HHOLLOW4_E_1 | 34.59 |
| 1/25/2011 9:00 | N | R_LH2SES_1 | 34.56 |
| 1/25/2011 9:00 | N | R_PB2SES_1 | 34.6 |
| 1/25/2011 9:00 | N | R_PB2SES_2 | 34.6 |
| 1/25/2011 9:00 | N | R_PB2SES_3 | 34.6 |
| 1/25/2011 9:00 | N | R_PB2SES_4 | 34.6 |
| 1/25/2011 9:00 | N | R_PB2SES_5 | 34.6 |
| 1/25/2011 9:05 | N | DC_ROAD_L_B | 34.18 |
| 1/25/2011 9:05 | N | DC_EGPS_L_A | 34.94 |
| 1/25/2011 9:05 | N | H_HOLLOW_E_1 | 34.02 |
| 1/25/2011 9:05 | N | HHOLLOW4_E_1 | 34.02 |

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| 1/25/2011 9:05 | N | R_LH2SES_1 | 33.98 |
| 1/25/2011 9:05 | N | R_PB2SES_1 | 34.03 |
| 1/25/2011 9:05 | N | R_PB2SES_2 | 34.03 |
| 1/25/2011 9:05 | N | R_PB2SES_3 | 34.03 |
| 1/25/2011 9:05 | N | R_PB2SES_4 | 34.03 |
| 1/25/2011 9:05 | N | R_PB2SES_5 | 34.03 |
| 1/25/2011 9:10 | N | DC_ROAD_L_B | 34.48 |
| 1/25/2011 9:10 | N | DC_EGPS_L_A | 35.23 |
| 1/25/2011 9:10 | N | H_HOLLOW_E_1 | 34.32 |
| 1/25/2011 9:10 | N | HHOLLOW4_E_1 | 34.32 |
| 1/25/2011 9:10 | N | R_LH2SES_1 | 34.29 |
| 1/25/2011 9:10 | N | R_PB2SES_1 | 34.34 |
| 1/25/2011 9:10 | N | R_PB2SES_2 | 34.34 |
| 1/25/2011 9:10 | N | R_PB2SES_3 | 34.34 |
| 1/25/2011 9:10 | N | R_PB2SES_4 | 34.34 |
| 1/25/2011 9:10 | N | R_PB2SES_5 | 34.34 |
| 1/25/2011 9:15 | N | DC_ROAD_L_B | 34.97 |
| 1/25/2011 9:15 | N | DC_EGPS_L_A | 35.63 |
| 1/25/2011 9:15 | N | H_HOLLOW_E_1 | 34.83 |
| 1/25/2011 9:15 | N | HHOLLOW4_E_1 | 34.83 |
| 1/25/2011 9:15 | N | R_LH2SES_1 | 34.8 |
| 1/25/2011 9:15 | N | R_PB2SES_1 | 34.84 |
| 1/25/2011 9:15 | N | R_PB2SES_2 | 34.84 |
| 1/25/2011 9:15 | N | R_PB2SES_3 | 34.84 |
| 1/25/2011 9:15 | N | R_PB2SES_4 | 34.84 |
| 1/25/2011 9:15 | N | R_PB2SES_5 | 34.84 |
| 1/25/2011 9:20 | N | DC_ROAD_L_B | 35.2 |
| 1/25/2011 9:20 | N | DC_EGPS_L_A | 35.8 |
| 1/25/2011 9:20 | N | H_HOLLOW_E_1 | 35.07 |
| 1/25/2011 9:20 | N | HHOLLOW4_E_1 | 35.07 |
| 1/25/2011 9:20 | N | R_LH2SES_1 | 35.04 |
| 1/25/2011 9:20 | N | R_PB2SES_1 | 35.08 |
| 1/25/2011 9:20 | N | R_PB2SES_2 | 35.08 |
| 1/25/2011 9:20 | N | R_PB2SES_3 | 35.08 |
| 1/25/2011 9:20 | N | R_PB2SES_4 | 35.08 |
| 1/25/2011 9:20 | N | R_PB2SES_5 | 35.08 |
| 1/25/2011 9:20 | N | AUTO_EPS_390 | 35.04 |
| 1/25/2011 9:25 | N | DC_ROAD_L_B | 35.49 |
| 1/25/2011 9:25 | N | DC_EGPS_L_A | 36.04 |
| 1/25/2011 9:25 | N | H_HOLLOW_E_1 | 35.37 |
| 1/25/2011 9:25 | N | HHOLLOW4_E_1 | 35.37 |
| 1/25/2011 9:25 | N | R_LH2SES_1 | 35.35 |
| 1/25/2011 9:25 | N | R_PB2SES_1 | 35.38 |
| 1/25/2011 9:25 | N | R_PB2SES_2 | 35.38 |
| 1/25/2011 9:25 | N | R_PB2SES_3 | 35.38 |
| 1/25/2011 9:25 | N | R_PB2SES_4 | 35.38 |
| 1/25/2011 9:25 | N | R_PB2SES_5 | 35.38 |

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| 1/25/2011 9:25 | N | AUTO_EPS_390 | 35.35 |
| 1/25/2011 9:30 | N | DC_ROAD_L_B | 35.26 |
| 1/25/2011 9:30 | N | DC_EGPS_L_A | 35.82 |
| 1/25/2011 9:30 | N | H_HOLLOW_E_1 | 35.14 |
| 1/25/2011 9:30 | N | HHOLLOW4_E_1 | 35.14 |
| 1/25/2011 9:30 | N | R_LH2SES_1 | 35.11 |
| 1/25/2011 9:30 | N | R_PB2SES_1 | 35.15 |
| 1/25/2011 9:30 | N | R_PB2SES_2 | 35.15 |
| 1/25/2011 9:30 | N | R_PB2SES_3 | 35.15 |
| 1/25/2011 9:30 | N | R_PB2SES_4 | 35.15 |
| 1/25/2011 9:30 | N | R_PB2SES_5 | 35.15 |
| 1/25/2011 9:30 | N | AUTO_EPS_390 | 35.11 |
| 1/25/2011 9:35 | N | DC_ROAD_L_B | 34.88 |
| 1/25/2011 9:35 | N | DC_EGPS_L_A | 35.48 |
| 1/25/2011 9:35 | N | H_HOLLOW_E_1 | 34.75 |
| 1/25/2011 9:35 | N | HHOLLOW4_E_1 | 34.75 |
| 1/25/2011 9:35 | N | R_LH2SES_1 | 34.73 |
| 1/25/2011 9:35 | N | R_PB2SES_1 | 34.77 |
| 1/25/2011 9:35 | N | R_PB2SES_2 | 34.77 |
| 1/25/2011 9:35 | N | R_PB2SES_3 | 34.77 |
| 1/25/2011 9:35 | N | R_PB2SES_4 | 34.77 |
| 1/25/2011 9:35 | N | R_PB2SES_5 | 34.77 |
| 1/25/2011 9:35 | N | AUTO_EPS_390 | 34.72 |
| 1/25/2011 9:40 | N | DC_ROAD_L_B | 34.54 |
| 1/25/2011 9:40 | N | DC_EGPS_L_A | 35.11 |
| 1/25/2011 9:40 | N | H_HOLLOW_E_1 | 34.42 |
| 1/25/2011 9:40 | N | HHOLLOW4_E_1 | 34.42 |
| 1/25/2011 9:40 | N | R_LH2SES_1 | 34.4 |
| 1/25/2011 9:40 | N | R_PB2SES_1 | 34.44 |
| 1/25/2011 9:40 | N | R_PB2SES_2 | 34.44 |
| 1/25/2011 9:40 | N | R_PB2SES_3 | 34.44 |
| 1/25/2011 9:40 | N | R_PB2SES_4 | 34.44 |
| 1/25/2011 9:40 | N | R_PB2SES_5 | 34.44 |
| 1/25/2011 9:40 | N | AUTO_EPS_390 | 34.4 |
| 1/25/2011 9:45 | N | DC_ROAD_L_B | 34.22 |
| 1/25/2011 9:45 | N | DC_EGPS_L_A | 34.77 |
| 1/25/2011 9:45 | N | H_HOLLOW_E_1 | 34.11 |
| 1/25/2011 9:45 | N | HHOLLOW4_E_1 | 34.11 |
| 1/25/2011 9:45 | N | R_LH2SES_1 | 34.09 |
| 1/25/2011 9:45 | N | R_PB2SES_1 | 34.12 |
| 1/25/2011 9:45 | N | R_PB2SES_2 | 34.12 |
| 1/25/2011 9:45 | N | R_PB2SES_3 | 34.12 |
| 1/25/2011 9:45 | N | R_PB2SES_4 | 34.12 |
| 1/25/2011 9:45 | N | R_PB2SES_5 | 34.12 |
| 1/25/2011 9:45 | N | AUTO_EPS_390 | 34.08 |
| 1/25/2011 9:50 | N | DC_ROAD_L_B | 34.26 |
| 1/25/2011 9:50 | N | DC_EGPS_L_A | 34.99 |

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| 1/25/2011 9:50 | N | H_HOLLOW_E_1 | 34.11 |
| 1/25/2011 9:50 | N | HHOLLOW4_E_1 | 34.11 |
| 1/25/2011 9:50 | N | R_LH2SES_1 | 34.07 |
| 1/25/2011 9:50 | N | R_PB2SES_1 | 34.12 |
| 1/25/2011 9:50 | N | R_PB2SES_2 | 34.12 |
| 1/25/2011 9:50 | N | R_PB2SES_3 | 34.12 |
| 1/25/2011 9:50 | N | R_PB2SES_4 | 34.12 |
| 1/25/2011 9:50 | N | R_PB2SES_5 | 34.12 |
| 1/25/2011 9:50 | N | AUTO_EPS_390 | 34.07 |
| 1/25/2011 9:55 | N | DC_ROAD_L_B | 34.26 |
| 1/25/2011 9:55 | N | DC_EGPS_L_A | 35.11 |
| 1/25/2011 9:55 | N | H_HOLLOW_E_1 | 34.08 |
| 1/25/2011 9:55 | N | HHOLLOW4_E_1 | 34.08 |
| 1/25/2011 9:55 | N | R_LH2SES_1 | 34.04 |
| 1/25/2011 9:55 | N | R_PB2SES_1 | 34.1 |
| 1/25/2011 9:55 | N | R_PB2SES_2 | 34.1 |
| 1/25/2011 9:55 | N | R_PB2SES_3 | 34.1 |
| 1/25/2011 9:55 | N | R_PB2SES_4 | 34.1 |
| 1/25/2011 9:55 | N | R_PB2SES_5 | 34.1 |
| 1/25/2011 9:55 | N | AUTO_EPS_390 | 34.04 |
| 1/25/2011 10:00 | N | DC_ROAD_L_B | 34.18 |
| 1/25/2011 10:00 | N | DC_EGPS_L_A | 35.01 |
| 1/25/2011 10:00 | N | H_HOLLOW_E_1 | 34.01 |
| 1/25/2011 10:00 | N | HHOLLOW4_E_1 | 34.01 |
| 1/25/2011 10:00 | N | R_LH2SES_1 | 33.97 |
| 1/25/2011 10:00 | N | R_PB2SES_1 | 34.03 |
| 1/25/2011 10:00 | N | R_PB2SES_2 | 34.03 |
| 1/25/2011 10:00 | N | R_PB2SES_3 | 34.03 |
| 1/25/2011 10:00 | N | R_PB2SES_4 | 34.03 |
| 1/25/2011 10:00 | N | R_PB2SES_5 | 34.03 |
| 1/25/2011 10:00 | N | AUTO_EPS_390 | 33.97 |
| 1/25/2011 10:05 | N | DC_ROAD_L_B | 34.3 |
| 1/25/2011 10:05 | N | DC_EGPS_L_A | 34.93 |
| 1/25/2011 10:05 | N | H_HOLLOW_E_1 | 34.17 |
| 1/25/2011 10:05 | N | HHOLLOW4_E_1 | 34.17 |
| 1/25/2011 10:05 | N | R_LH2SES_1 | 34.14 |
| 1/25/2011 10:05 | N | AUTO_EPS_390 | 34.14 |
| 1/25/2011 10:10 | N | DC_ROAD_L_B | 34.22 |
| 1/25/2011 10:10 | N | DC_EGPS_L_A | 35.09 |
| 1/25/2011 10:10 | N | H_HOLLOW_E_1 | 34.04 |
| 1/25/2011 10:10 | N | HHOLLOW4_E_1 | 34.04 |
| 1/25/2011 10:10 | N | R_LH2SES_1 | 34 |
| 1/25/2011 10:10 | N | AUTO_EPS_390 | 34 |
| 1/25/2011 10:15 | N | DC_ROAD_L_B | 34.69 |
| 1/25/2011 10:15 | N | DC_EGPS_L_A | 36.1 |
| 1/25/2011 10:15 | N | H_HOLLOW_E_1 | 34.4 |
| 1/25/2011 10:15 | N | HHOLLOW4_E_1 | 34.4 |

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|---|---|---|---|
| 1/25/2011 10:15 | N | R_LH2SES_1 | 34.34 |
| 1/25/2011 10:15 | N | AUTO_EPS_390 | 34.34 |
| 1/25/2011 10:20 | N | DC_ROAD_L_B | 34.54 |
| 1/25/2011 10:20 | N | DC_EGPS_L_A | 36 |
| 1/25/2011 10:20 | N | H_HOLLOW_E_1 | 34.25 |
| 1/25/2011 10:20 | N | HHOLLOW4_E_1 | 34.25 |
| 1/25/2011 10:20 | N | R_LH2SES_1 | 34.18 |
| 1/25/2011 10:20 | N | AUTO_EPS_390 | 34.17 |
| 1/25/2011 10:25 | N | DC_ROAD_L_B | 35.38 |
| 1/25/2011 10:25 | N | DC_EGPS_L_A | 37.03 |
| 1/25/2011 10:25 | N | H_HOLLOW_E_1 | 35.24 |
| 1/25/2011 10:25 | N | HHOLLOW4_E_1 | 35.24 |
| 1/25/2011 10:25 | N | R_LH2SES_1 | 35 |
| 1/25/2011 10:25 | N | AUTO_EPS_390 | 35 |
| 1/25/2011 10:30 | N | DC_ROAD_L_B | 34.7 |
| 1/25/2011 10:30 | N | DC_EGPS_L_A | 35.97 |
| 1/25/2011 10:30 | N | H_HOLLOW_E_1 | 34.61 |
| 1/25/2011 10:30 | N | HHOLLOW4_E_1 | 34.61 |
| 1/25/2011 10:30 | N | R_LH2SES_1 | 34.42 |
| 1/25/2011 10:30 | N | AUTO_EPS_390 | 34.43 |
| 1/25/2011 10:35 | N | DC_ROAD_L_B | 34.8 |
| 1/25/2011 10:35 | N | DC_EGPS_L_A | 35.64 |
| 1/25/2011 10:35 | N | H_HOLLOW_E_1 | 34.85 |
| 1/25/2011 10:35 | N | HHOLLOW4_E_1 | 34.85 |
| 1/25/2011 10:35 | N | R_LH2SES_1 | 34.63 |
| 1/25/2011 10:35 | N | AUTO_EPS_390 | 34.63 |
| 1/25/2011 10:40 | N | DC_ROAD_L_B | 34.3 |
| 1/25/2011 10:40 | N | DC_EGPS_L_A | 35.94 |
| 1/25/2011 10:40 | N | H_HOLLOW_E_1 | 34.19 |
| 1/25/2011 10:40 | N | HHOLLOW4_E_1 | 34.19 |
| 1/25/2011 10:40 | N | R_LH2SES_1 | 33.92 |
| 1/25/2011 10:40 | N | AUTO_EPS_390 | 33.92 |
| 1/25/2011 10:45 | N | DC_ROAD_L_B | 33.76 |
| 1/25/2011 10:45 | N | DC_EGPS_L_A | 35.42 |
| 1/25/2011 10:45 | N | H_HOLLOW_E_1 | 33.65 |
| 1/25/2011 10:45 | N | HHOLLOW4_E_1 | 33.65 |
| 1/25/2011 10:45 | N | R_LH2SES_1 | 33.39 |
| 1/25/2011 10:45 | N | AUTO_EPS_390 | 33.39 |
| 1/25/2011 10:50 | N | DC_ROAD_L_B | 33.66 |
| 1/25/2011 10:50 | N | DC_EGPS_L_A | 35.18 |
| 1/25/2011 10:50 | N | H_HOLLOW_E_1 | 33.57 |
| 1/25/2011 10:50 | N | HHOLLOW4_E_1 | 33.57 |
| 1/25/2011 10:50 | N | R_LH2SES_1 | 33.32 |
| 1/25/2011 10:50 | N | AUTO_EPS_390 | 33.31 |
| 1/25/2011 10:55 | N | DC_ROAD_L_B | 33.62 |
| 1/25/2011 10:55 | N | DC_EGPS_L_A | 34.89 |
| 1/25/2011 10:55 | N | H_HOLLOW_E_1 | 33.59 |

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|---|---|---|---|
| 1/25/2011 10:55 | N | HHOLLOW4_E_1 | 33.59 |
| 1/25/2011 10:55 | N | R_LH2SES_1 | 33.34 |
| 1/25/2011 10:55 | N | AUTO_EPS_390 | 33.34 |
| 1/25/2011 11:00 | N | DC_ROAD_L_B | 33.6 |
| 1/25/2011 11:00 | N | DC_EGPS_L_A | 34.93 |
| 1/25/2011 11:00 | N | H_HOLLOW_E_1 | 33.55 |
| 1/25/2011 11:00 | N | HHOLLOW4_E_1 | 33.55 |
| 1/25/2011 11:00 | N | R_LH2SES_1 | 33.3 |
| 1/25/2011 11:00 | N | AUTO_EPS_390 | 33.3 |
| 1/25/2011 11:05 | N | DC_ROAD_L_B | 33.72 |
| 1/25/2011 11:05 | N | DC_EGPS_L_A | 35.27 |
| 1/25/2011 11:05 | N | H_HOLLOW_E_1 | 33.63 |
| 1/25/2011 11:05 | N | HHOLLOW4_E_1 | 33.63 |
| 1/25/2011 11:05 | N | R_LH2SES_1 | 33.37 |
| 1/25/2011 11:05 | N | AUTO_EPS_390 | 33.4 |
| 1/25/2011 11:10 | N | DC_ROAD_L_B | 33.81 |
| 1/25/2011 11:10 | N | DC_EGPS_L_A | 35.46 |
| 1/25/2011 11:10 | N | H_HOLLOW_E_1 | 33.7 |
| 1/25/2011 11:10 | N | HHOLLOW4_E_1 | 33.7 |
| 1/25/2011 11:10 | N | R_LH2SES_1 | 33.43 |
| 1/25/2011 11:10 | N | AUTO_EPS_390 | 33.43 |
| 1/25/2011 11:15 | N | DC_ROAD_L_B | 33.81 |
| 1/25/2011 11:15 | N | DC_EGPS_L_A | 35.15 |
| 1/25/2011 11:15 | N | H_HOLLOW_E_1 | 33.68 |
| 1/25/2011 11:15 | N | HHOLLOW4_E_1 | 33.68 |
| 1/25/2011 11:15 | N | R_LH2SES_1 | 33.49 |
| 1/25/2011 11:15 | N | AUTO_EPS_390 | 33.49 |
| 1/25/2011 11:20 | N | DC_ROAD_L_B | 33.04 |
| 1/25/2011 11:20 | N | DC_EGPS_L_A | 34.63 |
| 1/25/2011 11:20 | N | H_HOLLOW_E_1 | 32.94 |
| 1/25/2011 11:20 | N | HHOLLOW4_E_1 | 32.94 |
| 1/25/2011 11:20 | N | R_LH2SES_1 | 32.68 |
| 1/25/2011 11:20 | N | AUTO_EPS_390 | 32.67 |
| 1/25/2011 11:25 | N | DC_ROAD_L_B | 33.14 |
| 1/25/2011 11:25 | N | DC_EGPS_L_A | 34.71 |
| 1/25/2011 11:25 | N | H_HOLLOW_E_1 | 33.05 |
| 1/25/2011 11:25 | N | HHOLLOW4_E_1 | 33.05 |
| 1/25/2011 11:25 | N | R_LH2SES_1 | 32.79 |
| 1/25/2011 11:25 | N | AUTO_EPS_390 | 32.81 |
| 1/25/2011 11:30 | N | DC_ROAD_L_B | 33.38 |
| 1/25/2011 11:30 | N | DC_EGPS_L_A | 35.03 |
| 1/25/2011 11:30 | N | H_HOLLOW_E_1 | 33.26 |
| 1/25/2011 11:30 | N | HHOLLOW4_E_1 | 33.26 |
| 1/25/2011 11:30 | N | R_LH2SES_1 | 33 |
| 1/25/2011 11:30 | N | AUTO_EPS_390 | 33 |
| 1/25/2011 11:35 | N | DC_ROAD_L_B | 32.69 |
| 1/25/2011 11:35 | N | DC_EGPS_L_A | 33.75 |

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|---|---|---|---|
| 1/25/2011 11:35 | N | H_HOLLOW_E_1 | 32.47 |
| 1/25/2011 11:35 | N | HHOLLOW4_E_1 | 32.47 |
| 1/25/2011 11:35 | N | R_LH2SES_1 | 32.43 |
| 1/25/2011 11:35 | N | AUTO_EPS_390 | 32.42 |
| 1/25/2011 11:40 | N | DC_ROAD_L_B | 32.35 |
| 1/25/2011 11:40 | N | DC_EGPS_L_A | 34.05 |
| 1/25/2011 11:40 | N | H_HOLLOW_E_1 | 32.14 |
| 1/25/2011 11:40 | N | HHOLLOW4_E_1 | 32.14 |
| 1/25/2011 11:40 | N | R_LH2SES_1 | 31.96 |
| 1/25/2011 11:40 | N | AUTO_EPS_390 | 31.96 |
| 1/25/2011 11:45 | N | DC_ROAD_L_B | 32.12 |
| 1/25/2011 11:45 | N | DC_EGPS_L_A | 33.97 |
| 1/25/2011 11:45 | N | H_HOLLOW_E_1 | 31.98 |
| 1/25/2011 11:45 | N | HHOLLOW4_E_1 | 31.98 |
| 1/25/2011 11:45 | N | R_LH2SES_1 | 31.71 |
| 1/25/2011 11:45 | N | AUTO_EPS_390 | 31.71 |
| 1/25/2011 11:50 | N | DC_ROAD_L_B | 31.74 |
| 1/25/2011 11:50 | N | DC_EGPS_L_A | 32.58 |
| 1/25/2011 11:50 | N | H_HOLLOW_E_1 | 31.8 |
| 1/25/2011 11:50 | N | HHOLLOW4_E_1 | 31.8 |
| 1/25/2011 11:50 | N | R_LH2SES_1 | 31.57 |
| 1/25/2011 11:50 | N | AUTO_EPS_390 | 31.6 |
| 1/25/2011 11:55 | N | DC_ROAD_L_B | 31.31 |
| 1/25/2011 11:55 | N | DC_EGPS_L_A | 32.12 |
| 1/25/2011 11:55 | N | H_HOLLOW_E_1 | 31.37 |
| 1/25/2011 11:55 | N | HHOLLOW4_E_1 | 31.37 |
| 1/25/2011 11:55 | N | R_LH2SES_1 | 31.14 |
| 1/25/2011 11:55 | N | AUTO_EPS_390 | 31.14 |
| 1/25/2011 12:00 | N | DC_ROAD_L_B | 30.63 |
| 1/25/2011 12:00 | N | DC_EGPS_L_A | 31.44 |
| 1/25/2011 12:00 | N | H_HOLLOW_E_1 | 30.69 |
| 1/25/2011 12:00 | N | HHOLLOW4_E_1 | 30.69 |
| 1/25/2011 12:00 | N | R_LH2SES_1 | 30.46 |
| 1/25/2011 12:00 | N | AUTO_EPS_390 | 30.46 |
| 1/25/2011 12:05 | N | DC_ROAD_L_B | 31.34 |
| 1/25/2011 12:05 | N | DC_EGPS_L_A | 33.28 |
| 1/25/2011 12:05 | N | H_HOLLOW_E_1 | 31.18 |
| 1/25/2011 12:05 | N | HHOLLOW4_E_1 | 31.18 |
| 1/25/2011 12:05 | N | R_LH2SES_1 | 30.94 |
| 1/25/2011 12:05 | N | AUTO_EPS_390 | 30.93 |
| 1/25/2011 12:10 | N | DC_ROAD_L_B | 30.85 |
| 1/25/2011 12:10 | N | DC_EGPS_L_A | 33.1 |
| 1/25/2011 12:10 | N | H_HOLLOW_E_1 | 30.63 |
| 1/25/2011 12:10 | N | HHOLLOW4_E_1 | 30.63 |
| 1/25/2011 12:10 | N | R_LH2SES_1 | 30.35 |
| 1/25/2011 12:10 | N | AUTO_EPS_390 | 30.37 |
| 1/25/2011 12:15 | N | DC_ROAD_L_B | 31.58 |

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|---|---|---|---|
| 1/25/2011 12:15 | N | DC_EGPS_L_A | 39.32 |
| 1/25/2011 12:15 | N | H_HOLLOW_E_1 | 30.31 |
| 1/25/2011 12:15 | N | HHOLLOW4_E_1 | 30.31 |
| 1/25/2011 12:15 | N | R_LH2SES_1 | 29.78 |
| 1/25/2011 12:15 | N | AUTO_EPS_390 | 29.8 |
| 1/25/2011 12:20 | N | DC_ROAD_L_B | 30.42 |
| 1/25/2011 12:20 | N | DC_EGPS_L_A | 32.77 |
| 1/25/2011 12:20 | N | H_HOLLOW_E_1 | 30.18 |
| 1/25/2011 12:20 | N | HHOLLOW4_E_1 | 30.18 |
| 1/25/2011 12:20 | N | R_LH2SES_1 | 29.89 |
| 1/25/2011 12:20 | N | AUTO_EPS_390 | 29.88 |
| 1/25/2011 12:25 | N | DC_ROAD_L_B | 34.66 |
| 1/25/2011 12:25 | N | DC_EGPS_L_A | 57.67 |
| 1/25/2011 12:25 | N | H_HOLLOW_E_1 | 30.47 |
| 1/25/2011 12:25 | N | HHOLLOW4_E_1 | 30.47 |
| 1/25/2011 12:25 | N | R_LH2SES_1 | 29.26 |
| 1/25/2011 12:25 | N | AUTO_EPS_390 | 29.22 |
| 1/25/2011 12:30 | N | DC_ROAD_L_B | 33.84 |
| 1/25/2011 12:30 | N | DC_EGPS_L_A | 52.95 |
| 1/25/2011 12:30 | N | H_HOLLOW_E_1 | 30.19 |
| 1/25/2011 12:30 | N | HHOLLOW4_E_1 | 30.19 |
| 1/25/2011 12:30 | N | R_LH2SES_1 | 29.2 |
| 1/25/2011 12:30 | N | AUTO_EPS_390 | 29.17 |
| 1/25/2011 12:35 | N | DC_ROAD_L_B | 32.55 |
| 1/25/2011 12:35 | N | DC_EGPS_L_A | 45.9 |
| 1/25/2011 12:35 | N | H_HOLLOW_E_1 | 30.07 |
| 1/25/2011 12:35 | N | HHOLLOW4_E_1 | 30.07 |
| 1/25/2011 12:35 | N | R_LH2SES_1 | 29.33 |
| 1/25/2011 12:35 | N | AUTO_EPS_390 | 29.33 |
| 1/25/2011 12:40 | N | DC_ROAD_L_B | 29.97 |
| 1/25/2011 12:40 | N | DC_EGPS_L_A | 33.19 |
| 1/25/2011 12:40 | N | H_HOLLOW_E_1 | 29.53 |
| 1/25/2011 12:40 | N | HHOLLOW4_E_1 | 29.53 |
| 1/25/2011 12:40 | N | R_LH2SES_1 | 29.21 |
| 1/25/2011 12:40 | N | AUTO_EPS_390 | 29.2 |
| 1/25/2011 12:45 | N | DC_ROAD_L_B | 29.29 |
| 1/25/2011 12:45 | N | DC_EGPS_L_A | 31.53 |
| 1/25/2011 12:45 | N | H_HOLLOW_E_1 | 29.05 |
| 1/25/2011 12:45 | N | HHOLLOW4_E_1 | 29.05 |
| 1/25/2011 12:45 | N | R_LH2SES_1 | 28.76 |
| 1/25/2011 12:45 | N | AUTO_EPS_390 | 28.76 |
| 1/25/2011 12:50 | N | DC_ROAD_L_B | 29.18 |
| 1/25/2011 12:50 | N | DC_EGPS_L_A | 31.3 |
| 1/25/2011 12:50 | N | H_HOLLOW_E_1 | 28.96 |
| 1/25/2011 12:50 | N | HHOLLOW4_E_1 | 28.96 |
| 1/25/2011 12:50 | N | R_LH2SES_1 | 28.68 |
| 1/25/2011 12:50 | N | AUTO_EPS_390 | 28.71 |

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| 1/25/2011 12:55 | N | DC_ROAD_L_B | 29.16 |
| 1/25/2011 12:55 | N | DC_EGPS_L_A | 31.42 |
| 1/25/2011 12:55 | N | H_HOLLOW_E_1 | 28.89 |
| 1/25/2011 12:55 | N | HHOLLOW4_E_1 | 28.89 |
| 1/25/2011 12:55 | N | R_LH2SES_1 | 28.63 |
| 1/25/2011 12:55 | N | AUTO_EPS_390 | 28.63 |
| 1/25/2011 13:00 | N | DC_ROAD_L_B | 29.99 |
| 1/25/2011 13:00 | N | DC_EGPS_L_A | 36.66 |
| 1/25/2011 13:00 | N | H_HOLLOW_E_1 | 28.83 |
| 1/25/2011 13:00 | N | HHOLLOW4_E_1 | 28.83 |
| 1/25/2011 13:00 | N | R_LH2SES_1 | 28.39 |
| 1/25/2011 13:00 | N | AUTO_EPS_390 | 28.38 |
| 1/25/2011 13:05 | N | DC_ROAD_L_B | 32.08 |
| 1/25/2011 13:05 | N | DC_EGPS_L_A | 48.54 |
| 1/25/2011 13:05 | N | H_HOLLOW_E_1 | 28.95 |
| 1/25/2011 13:05 | N | HHOLLOW4_E_1 | 28.95 |
| 1/25/2011 13:05 | N | R_LH2SES_1 | 28.09 |
| 1/25/2011 13:05 | N | AUTO_EPS_390 | 28.07 |
| 1/25/2011 13:10 | N | DC_ROAD_L_B | 30.91 |
| 1/25/2011 13:10 | N | DC_EGPS_L_A | 42.44 |
| 1/25/2011 13:10 | N | H_HOLLOW_E_1 | 28.78 |
| 1/25/2011 13:10 | N | HHOLLOW4_E_1 | 28.78 |
| 1/25/2011 13:10 | N | R_LH2SES_1 | 28.13 |
| 1/25/2011 13:10 | N | AUTO_EPS_390 | 28.11 |
| 1/25/2011 13:15 | N | DC_ROAD_L_B | 30.13 |
| 1/25/2011 13:15 | N | DC_EGPS_L_A | 39.03 |
| 1/25/2011 13:15 | N | H_HOLLOW_E_1 | 28.46 |
| 1/25/2011 13:15 | N | HHOLLOW4_E_1 | 28.46 |
| 1/25/2011 13:15 | N | R_LH2SES_1 | 28.08 |
| 1/25/2011 13:15 | N | AUTO_EPS_390 | 28.06 |
| 1/25/2011 13:20 | N | DC_ROAD_L_B | 29.49 |
| 1/25/2011 13:20 | N | DC_EGPS_L_A | 36.02 |
| 1/25/2011 13:20 | N | H_HOLLOW_E_1 | 28.27 |
| 1/25/2011 13:20 | N | HHOLLOW4_E_1 | 28.27 |
| 1/25/2011 13:20 | N | R_LH2SES_1 | 27.99 |
| 1/25/2011 13:20 | N | AUTO_EPS_390 | 27.98 |
| 1/25/2011 13:25 | N | DC_ROAD_L_B | 28.42 |
| 1/25/2011 13:25 | N | DC_EGPS_L_A | 30.05 |
| 1/25/2011 13:25 | N | H_HOLLOW_E_1 | 28.11 |
| 1/25/2011 13:25 | N | HHOLLOW4_E_1 | 28.11 |
| 1/25/2011 13:25 | N | R_LH2SES_1 | 28.04 |
| 1/25/2011 13:25 | N | AUTO_EPS_390 | 28.04 |
| 1/25/2011 13:35 | N | DC_ROAD_L_B | 27.7 |
| 1/25/2011 13:35 | N | DC_EGPS_L_A | 28.52 |
| 1/25/2011 13:35 | N | H_HOLLOW_E_1 | 27.76 |
| 1/25/2011 13:35 | N | HHOLLOW4_E_1 | 27.76 |
| 1/25/2011 13:35 | N | R_LH2SES_1 | 27.54 |

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| 1/25/2011 13:35 | N | AUTO_EPS_390 | 27.56 |
| 1/25/2011 13:40 | N | DC_ROAD_L_B | 27.78 |
| 1/25/2011 13:40 | N | DC_EGPS_L_A | 29.48 |
| 1/25/2011 13:40 | N | H_HOLLOW_E_1 | 27.43 |
| 1/25/2011 13:40 | N | HHOLLOW4_E_1 | 27.43 |
| 1/25/2011 13:40 | N | R_LH2SES_1 | 27.36 |
| 1/25/2011 13:40 | N | AUTO_EPS_390 | 27.36 |
| 1/25/2011 13:45 | N | DC_ROAD_L_B | 28.67 |
| 1/25/2011 13:45 | N | DC_EGPS_L_A | 35.78 |
| 1/25/2011 13:45 | N | H_HOLLOW_E_1 | 27.24 |
| 1/25/2011 13:45 | N | HHOLLOW4_E_1 | 27.24 |
| 1/25/2011 13:45 | N | R_LH2SES_1 | 26.95 |
| 1/25/2011 13:45 | N | AUTO_EPS_390 | 26.93 |
| 1/25/2011 13:50 | N | DC_ROAD_L_B | 29.11 |
| 1/25/2011 13:50 | N | DC_EGPS_L_A | 36.69 |
| 1/25/2011 13:50 | N | H_HOLLOW_E_1 | 27.59 |
| 1/25/2011 13:50 | N | HHOLLOW4_E_1 | 27.59 |
| 1/25/2011 13:50 | N | R_LH2SES_1 | 27.27 |
| 1/25/2011 13:50 | N | AUTO_EPS_390 | 27.26 |
| 1/25/2011 13:55 | N | DC_ROAD_L_B | 28.7 |
| 1/25/2011 13:55 | N | DC_EGPS_L_A | 35.91 |
| 1/25/2011 13:55 | N | H_HOLLOW_E_1 | 27.25 |
| 1/25/2011 13:55 | N | HHOLLOW4_E_1 | 27.25 |
| 1/25/2011 13:55 | N | R_LH2SES_1 | 26.95 |
| 1/25/2011 13:55 | N | AUTO_EPS_390 | 26.94 |
| 1/25/2011 14:00 | N | DC_ROAD_L_B | 27.22 |
| 1/25/2011 14:00 | N | DC_EGPS_L_A | 29.11 |
| 1/25/2011 14:00 | N | H_HOLLOW_E_1 | 26.85 |
| 1/25/2011 14:00 | N | HHOLLOW4_E_1 | 26.85 |
| 1/25/2011 14:00 | N | R_LH2SES_1 | 26.77 |
| 1/25/2011 14:00 | N | AUTO_EPS_390 | 26.76 |
| 1/25/2011 14:05 | N | DC_ROAD_L_B | 27 |
| 1/25/2011 14:05 | N | DC_EGPS_L_A | 28.65 |
| 1/25/2011 14:05 | N | H_HOLLOW_E_1 | 26.67 |
| 1/25/2011 14:05 | N | HHOLLOW4_E_1 | 26.67 |
| 1/25/2011 14:05 | N | R_LH2SES_1 | 26.6 |
| 1/25/2011 14:05 | N | AUTO_EPS_390 | 26.59 |
| 1/25/2011 14:10 | N | DC_ROAD_L_B | 26.98 |
| 1/25/2011 14:10 | N | DC_EGPS_L_A | 28.56 |
| 1/25/2011 14:10 | N | H_HOLLOW_E_1 | 26.66 |
| 1/25/2011 14:10 | N | HHOLLOW4_E_1 | 26.66 |
| 1/25/2011 14:10 | N | R_LH2SES_1 | 26.6 |
| 1/25/2011 14:10 | N | AUTO_EPS_390 | 26.59 |
| 1/25/2011 14:15 | N | DC_ROAD_L_B | 27.04 |
| 1/25/2011 14:15 | N | DC_EGPS_L_A | 28.87 |
| 1/25/2011 14:15 | N | H_HOLLOW_E_1 | 26.67 |
| 1/25/2011 14:15 | N | HHOLLOW4_E_1 | 26.67 |

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| 1/25/2011 14:15 | N | R_LH2SES_1 | 26.59 |
| 1/25/2011 14:15 | N | AUTO_EPS_390 | 26.59 |
| 1/25/2011 14:20 | N | DC_ROAD_L_B | 29.25 |
| 1/25/2011 14:20 | N | DC_EGPS_L_A | 39.88 |
| 1/25/2011 14:20 | N | H_HOLLOW_E_1 | 27.12 |
| 1/25/2011 14:20 | N | HHOLLOW4_E_1 | 27.12 |
| 1/25/2011 14:20 | N | R_LH2SES_1 | 26.67 |
| 1/25/2011 14:20 | N | AUTO_EPS_390 | 26.65 |
| 1/25/2011 14:25 | N | DC_ROAD_L_B | 30.86 |
| 1/25/2011 14:25 | N | DC_EGPS_L_A | 48.84 |
| 1/25/2011 14:25 | N | H_HOLLOW_E_1 | 27.24 |
| 1/25/2011 14:25 | N | HHOLLOW4_E_1 | 27.24 |
| 1/25/2011 14:25 | N | R_LH2SES_1 | 26.49 |
| 1/25/2011 14:25 | N | AUTO_EPS_390 | 26.46 |
| 1/25/2011 14:30 | N | DC_ROAD_L_B | 28.85 |
| 1/25/2011 14:30 | N | DC_EGPS_L_A | 38.33 |
| 1/25/2011 14:30 | N | H_HOLLOW_E_1 | 26.95 |
| 1/25/2011 14:30 | N | HHOLLOW4_E_1 | 26.95 |
| 1/25/2011 14:30 | N | R_LH2SES_1 | 26.55 |
| 1/25/2011 14:30 | N | AUTO_EPS_390 | 26.53 |
| 1/25/2011 14:35 | N | DC_ROAD_L_B | 27.05 |
| 1/25/2011 14:35 | N | DC_EGPS_L_A | 28.95 |
| 1/25/2011 14:35 | N | H_HOLLOW_E_1 | 26.67 |
| 1/25/2011 14:35 | N | HHOLLOW4_E_1 | 26.67 |
| 1/25/2011 14:35 | N | R_LH2SES_1 | 26.59 |
| 1/25/2011 14:35 | N | AUTO_EPS_390 | 26.59 |
| 1/25/2011 14:40 | N | DC_ROAD_L_B | 25.83 |
| 1/25/2011 14:40 | N | DC_EGPS_L_A | 27.58 |
| 1/25/2011 14:40 | N | H_HOLLOW_E_1 | 25.48 |
| 1/25/2011 14:40 | N | HHOLLOW4_E_1 | 25.48 |
| 1/25/2011 14:40 | N | R_LH2SES_1 | 25.41 |
| 1/25/2011 14:40 | N | AUTO_EPS_390 | 25.41 |
| 1/25/2011 14:50 | N | DC_ROAD_L_B | 25.92 |
| 1/25/2011 14:50 | N | DC_EGPS_L_A | 27.69 |
| 1/25/2011 14:50 | N | H_HOLLOW_E_1 | 25.56 |
| 1/25/2011 14:50 | N | HHOLLOW4_E_1 | 25.56 |
| 1/25/2011 14:50 | N | R_LH2SES_1 | 25.49 |
| 1/25/2011 14:50 | N | AUTO_EPS_390 | 25.49 |
| 1/25/2011 14:55 | N | DC_ROAD_L_B | 25.79 |
| 1/25/2011 14:55 | N | DC_EGPS_L_A | 27.75 |
| 1/25/2011 14:55 | N | H_HOLLOW_E_1 | 25.39 |
| 1/25/2011 14:55 | N | HHOLLOW4_E_1 | 25.39 |
| 1/25/2011 14:55 | N | R_LH2SES_1 | 25.31 |
| 1/25/2011 14:55 | N | AUTO_EPS_390 | 25.3 |
| 1/25/2011 15:00 | N | DC_ROAD_L_B | 26.67 |
| 1/25/2011 15:00 | N | DC_EGPS_L_A | 32.12 |
| 1/25/2011 15:00 | N | H_HOLLOW_E_1 | 25.58 |

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|---|---|---|---|
| 1/25/2011 15:00 | N | HHOLLOW4_E_1 | 25.58 |
| 1/25/2011 15:00 | N | R_LH2SES_1 | 25.35 |
| 1/25/2011 15:00 | N | AUTO_EPS_390 | 25.34 |
| 1/25/2011 15:05 | N | DC_ROAD_L_B | 25.18 |
| 1/25/2011 15:05 | N | DC_EGPS_L_A | 29.57 |
| 1/25/2011 15:05 | N | H_HOLLOW_E_1 | 24.29 |
| 1/25/2011 15:05 | N | HHOLLOW4_E_1 | 24.29 |
| 1/25/2011 15:05 | N | R_LH2SES_1 | 24.11 |
| 1/25/2011 15:05 | N | AUTO_EPS_390 | 24.1 |
| 1/25/2011 15:10 | N | DC_ROAD_L_B | 24.23 |
| 1/25/2011 15:10 | N | DC_EGPS_L_A | 26.53 |
| 1/25/2011 15:10 | N | H_HOLLOW_E_1 | 23.76 |
| 1/25/2011 15:10 | N | HHOLLOW4_E_1 | 23.76 |
| 1/25/2011 15:10 | N | R_LH2SES_1 | 23.67 |
| 1/25/2011 15:10 | N | AUTO_EPS_390 | 23.66 |
| 1/25/2011 15:15 | N | DC_ROAD_L_B | 24.27 |
| 1/25/2011 15:15 | N | DC_EGPS_L_A | 26.39 |
| 1/25/2011 15:15 | N | H_HOLLOW_E_1 | 23.85 |
| 1/25/2011 15:15 | N | HHOLLOW4_E_1 | 23.85 |
| 1/25/2011 15:15 | N | R_LH2SES_1 | 23.76 |
| 1/25/2011 15:15 | N | AUTO_EPS_390 | 23.75 |
| 1/25/2011 19:05 | N | DC_ROAD_L_B | 33.23 |
| 1/25/2011 19:05 | N | DC_EGPS_L_A | 33.58 |
| 1/25/2011 19:05 | N | H_HOLLOW_E_1 | 35.07 |
| 1/25/2011 19:05 | N | HHOLLOW4_E_1 | 35.07 |
| 1/25/2011 19:05 | N | R_LH2SES_1 | 31.93 |
| 1/25/2011 19:05 | N | AUTO_EPS_390 | 32.43 |
| 1/25/2011 19:10 | N | DC_ROAD_L_B | 33.56 |
| 1/25/2011 19:10 | N | DC_EGPS_L_A | 34.08 |
| 1/25/2011 19:10 | N | H_HOLLOW_E_1 | 36.27 |
| 1/25/2011 19:10 | N | HHOLLOW4_E_1 | 36.27 |
| 1/25/2011 19:10 | N | R_LH2SES_1 | 31.63 |
| 1/25/2011 19:10 | N | AUTO_EPS_390 | 32.37 |
| 1/25/2011 19:15 | N | DC_ROAD_L_B | 33.5 |
| 1/25/2011 19:15 | N | DC_EGPS_L_A | 33.98 |
| 1/25/2011 19:15 | N | H_HOLLOW_E_1 | 35.97 |
| 1/25/2011 19:15 | N | HHOLLOW4_E_1 | 35.97 |
| 1/25/2011 19:15 | N | R_LH2SES_1 | 31.76 |
| 1/25/2011 19:15 | N | AUTO_EPS_390 | 32.43 |
| 1/25/2011 19:20 | N | DC_ROAD_L_B | 33.63 |
| 1/25/2011 19:20 | N | DC_EGPS_L_A | 34.04 |
| 1/25/2011 19:20 | N | H_HOLLOW_E_1 | 35.79 |
| 1/25/2011 19:20 | N | HHOLLOW4_E_1 | 35.79 |
| 1/25/2011 19:20 | N | R_LH2SES_1 | 32.1 |
| 1/25/2011 19:20 | N | AUTO_EPS_390 | 32.68 |
| 1/25/2011 19:25 | N | DC_ROAD_L_B | 33.54 |
| 1/25/2011 19:25 | N | DC_EGPS_L_A | 33.89 |

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|---|---|---|---|
| 1/25/2011 19:25 | N | H_HOLLOW_E_1 | 35.36 |
| 1/25/2011 19:25 | N | HHOLLOW4_E_1 | 35.36 |
| 1/25/2011 19:25 | N | R_LH2SES_1 | 32.25 |
| 1/25/2011 19:25 | N | AUTO_EPS_390 | 32.74 |
| 1/25/2011 19:30 | N | DC_ROAD_L_B | 33.55 |
| 1/25/2011 19:30 | N | DC_EGPS_L_A | 33.86 |
| 1/25/2011 19:30 | N | H_HOLLOW_E_1 | 35.17 |
| 1/25/2011 19:30 | N | HHOLLOW4_E_1 | 35.17 |
| 1/25/2011 19:30 | N | R_LH2SES_1 | 32.41 |
| 1/25/2011 19:30 | N | AUTO_EPS_390 | 32.84 |
| 1/25/2011 19:35 | N | DC_ROAD_L_B | 33.84 |
| 1/25/2011 19:35 | N | DC_EGPS_L_A | 34.09 |
| 1/25/2011 19:35 | N | H_HOLLOW_E_1 | 35.18 |
| 1/25/2011 19:35 | N | HHOLLOW4_E_1 | 35.18 |
| 1/25/2011 19:35 | N | R_LH2SES_1 | 32.89 |
| 1/25/2011 19:35 | N | AUTO_EPS_390 | 33.25 |
| 1/25/2011 19:40 | N | DC_ROAD_L_B | 33.63 |
| 1/25/2011 19:40 | N | DC_EGPS_L_A | 33.91 |
| 1/25/2011 19:40 | N | H_HOLLOW_E_1 | 35.09 |
| 1/25/2011 19:40 | N | HHOLLOW4_E_1 | 35.09 |
| 1/25/2011 19:40 | N | R_LH2SES_1 | 32.6 |
| 1/25/2011 19:40 | N | AUTO_EPS_390 | 32.99 |
| 1/25/2011 19:45 | N | DC_ROAD_L_B | 33.7 |
| 1/25/2011 19:45 | N | DC_EGPS_L_A | 33.97 |
| 1/25/2011 19:45 | N | H_HOLLOW_E_1 | 35.08 |
| 1/25/2011 19:45 | N | HHOLLOW4_E_1 | 35.08 |
| 1/25/2011 19:45 | N | R_LH2SES_1 | 32.73 |
| 1/25/2011 19:45 | N | AUTO_EPS_390 | 33.1 |
| 1/25/2011 19:50 | N | DC_ROAD_L_B | 33.62 |
| 1/25/2011 19:50 | N | DC_EGPS_L_A | 33.92 |
| 1/25/2011 19:50 | N | H_HOLLOW_E_1 | 35.19 |
| 1/25/2011 19:50 | N | HHOLLOW4_E_1 | 35.19 |
| 1/25/2011 19:50 | N | R_LH2SES_1 | 32.51 |
| 1/25/2011 19:50 | N | AUTO_EPS_390 | 32.93 |
| 1/25/2011 19:55 | N | DC_ROAD_L_B | 33.55 |
| 1/25/2011 19:55 | N | DC_EGPS_L_A | 33.91 |
| 1/25/2011 19:55 | N | H_HOLLOW_E_1 | 35.4 |
| 1/25/2011 19:55 | N | HHOLLOW4_E_1 | 35.4 |
| 1/25/2011 19:55 | N | R_LH2SES_1 | 32.24 |
| 1/25/2011 19:55 | N | AUTO_EPS_390 | 32.74 |
| 1/25/2011 20:00 | N | DC_ROAD_L_B | 33.93 |
| 1/25/2011 20:00 | N | DC_EGPS_L_A | 34.33 |
| 1/25/2011 20:00 | N | H_HOLLOW_E_1 | 36.01 |
| 1/25/2011 20:00 | N | HHOLLOW4_E_1 | 36.01 |
| 1/25/2011 20:00 | N | R_LH2SES_1 | 32.46 |
| 1/25/2011 20:00 | N | AUTO_EPS_390 | 33.02 |
| 1/25/2011 20:05 | N | DC_ROAD_L_B | 35.05 |

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|---|---|---|---|
| 1/25/2011 20:05 | N | DC_EGPS_L_A | 35.15 |
| 1/25/2011 20:05 | N | H_HOLLOW_E_1 | 35.58 |
| 1/25/2011 20:05 | N | HHOLLOW4_E_1 | 35.58 |
| 1/25/2011 20:05 | N | R_LH2SES_1 | 34.68 |
| 1/25/2011 20:05 | N | AUTO_EPS_390 | 34.82 |
| 1/25/2011 20:15 | N | DC_ROAD_L_B | 35.14 |
| 1/25/2011 20:15 | N | DC_EGPS_L_A | 35.18 |
| 1/25/2011 20:15 | N | H_HOLLOW_E_1 | 35.34 |
| 1/25/2011 20:15 | N | HHOLLOW4_E_1 | 35.34 |
| 1/25/2011 20:15 | N | R_LH2SES_1 | 35.01 |
| 1/25/2011 20:15 | N | AUTO_EPS_390 | 35.06 |
| 1/25/2011 20:20 | N | DC_ROAD_L_B | 34.75 |
| 1/25/2011 20:20 | N | DC_EGPS_L_A | 34.86 |
| 1/25/2011 20:20 | N | H_HOLLOW_E_1 | 35.32 |
| 1/25/2011 20:20 | N | HHOLLOW4_E_1 | 35.32 |
| 1/25/2011 20:20 | N | R_LH2SES_1 | 34.36 |
| 1/25/2011 20:20 | N | AUTO_EPS_390 | 34.51 |
| 1/25/2011 20:25 | N | DC_ROAD_L_B | 34.04 |
| 1/25/2011 20:25 | N | DC_EGPS_L_A | 34.38 |
| 1/25/2011 20:25 | N | H_HOLLOW_E_1 | 35.81 |
| 1/25/2011 20:25 | N | HHOLLOW4_E_1 | 35.81 |
| 1/25/2011 20:25 | N | R_LH2SES_1 | 32.79 |
| 1/25/2011 20:25 | N | AUTO_EPS_390 | 33.27 |
| 1/25/2011 20:30 | N | DC_ROAD_L_B | 34.24 |
| 1/25/2011 20:30 | N | DC_EGPS_L_A | 34.74 |
| 1/25/2011 20:30 | N | H_HOLLOW_E_1 | 36.81 |
| 1/25/2011 20:30 | N | HHOLLOW4_E_1 | 36.81 |
| 1/25/2011 20:30 | N | R_LH2SES_1 | 32.43 |
| 1/25/2011 20:30 | N | AUTO_EPS_390 | 33.13 |
| 1/25/2011 20:35 | N | DC_ROAD_L_B | 34.32 |
| 1/25/2011 20:35 | N | DC_EGPS_L_A | 34.78 |
| 1/25/2011 20:35 | N | H_HOLLOW_E_1 | 36.69 |
| 1/25/2011 20:35 | N | HHOLLOW4_E_1 | 36.69 |
| 1/25/2011 20:35 | N | R_LH2SES_1 | 32.64 |
| 1/25/2011 20:35 | N | AUTO_EPS_390 | 33.29 |
| 1/25/2011 20:40 | N | DC_ROAD_L_B | 34.27 |
| 1/25/2011 20:40 | N | DC_EGPS_L_A | 34.57 |
| 1/25/2011 20:40 | N | H_HOLLOW_E_1 | 35.81 |
| 1/25/2011 20:40 | N | HHOLLOW4_E_1 | 35.81 |
| 1/25/2011 20:40 | N | R_LH2SES_1 | 33.18 |
| 1/25/2011 20:40 | N | AUTO_EPS_390 | 33.6 |
| 1/25/2011 20:45 | N | DC_ROAD_L_B | 34.19 |
| 1/25/2011 20:45 | N | DC_EGPS_L_A | 34.38 |
| 1/25/2011 20:45 | N | H_HOLLOW_E_1 | 35.21 |
| 1/25/2011 20:45 | N | HHOLLOW4_E_1 | 35.21 |
| 1/25/2011 20:45 | N | R_LH2SES_1 | 33.47 |
| 1/25/2011 20:45 | N | AUTO_EPS_390 | 33.74 |

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| 1/25/2011 20:50 | N | DC_ROAD_L_B | 34.29 |
| 1/25/2011 20:50 | N | DC_EGPS_L_A | 34.44 |
| 1/25/2011 20:50 | N | H_HOLLOW_E_1 | 35.08 |
| 1/25/2011 20:50 | N | HHOLLOW4_E_1 | 35.08 |
| 1/25/2011 20:50 | N | R_LH2SES_1 | 33.72 |
| 1/25/2011 20:50 | N | AUTO_EPS_390 | 33.94 |
| 1/25/2011 20:55 | N | DC_ROAD_L_B | 34.13 |
| 1/25/2011 20:55 | N | DC_EGPS_L_A | 34.32 |
| 1/25/2011 20:55 | N | H_HOLLOW_E_1 | 35.11 |
| 1/25/2011 20:55 | N | HHOLLOW4_E_1 | 35.11 |
| 1/25/2011 20:55 | N | R_LH2SES_1 | 33.45 |
| 1/25/2011 20:55 | N | AUTO_EPS_390 | 33.71 |
| 1/25/2011 21:00 | N | DC_ROAD_L_B | 34.39 |
| 1/25/2011 21:00 | N | DC_EGPS_L_A | 34.62 |
| 1/25/2011 21:00 | N | H_HOLLOW_E_1 | 35.54 |
| 1/25/2011 21:00 | N | HHOLLOW4_E_1 | 35.54 |
| 1/25/2011 21:00 | N | R_LH2SES_1 | 33.59 |
| 1/25/2011 21:00 | N | AUTO_EPS_390 | 33.89 |
| 1/25/2011 21:04 | N | H_HOLLOW_E_1 | 36.49 |
| 1/25/2011 21:04 | N | HHOLLOW4_E_1 | 36.49 |
| 1/25/2011 21:04 | N | R_LH2SES_1 | 36.44 |
| 1/25/2011 21:04 | N | AUTO_EPS_390 | 36.45 |
| 1/25/2011 21:05 | N | DC_ROAD_L_B | 37 |
| 1/25/2011 21:05 | N | DC_EGPS_L_A | 37.21 |
| 1/25/2011 21:05 | N | H_HOLLOW_E_1 | 38.06 |
| 1/25/2011 21:05 | N | HHOLLOW4_E_1 | 38.06 |
| 1/25/2011 21:05 | N | R_LH2SES_1 | 36.26 |
| 1/25/2011 21:05 | N | AUTO_EPS_390 | 36.54 |
| 1/25/2011 21:10 | N | DC_ROAD_L_B | 40.24 |
| 1/25/2011 21:10 | N | DC_EGPS_L_A | 42.12 |
| 1/25/2011 21:10 | N | H_HOLLOW_E_1 | 49.99 |
| 1/25/2011 21:10 | N | HHOLLOW4_E_1 | 49.99 |
| 1/25/2011 21:10 | N | R_LH2SES_1 | 33.34 |
| 1/25/2011 21:10 | N | AUTO_EPS_390 | 35.98 |
| 1/25/2011 21:15 | N | DC_ROAD_L_B | 40.5 |
| 1/25/2011 21:15 | N | DC_EGPS_L_A | 42.87 |
| 1/25/2011 21:15 | N | H_HOLLOW_E_1 | 52.78 |
| 1/25/2011 21:15 | N | HHOLLOW4_E_1 | 52.78 |
| 1/25/2011 21:15 | N | R_LH2SES_1 | 31.82 |
| 1/25/2011 21:15 | N | AUTO_EPS_390 | 35.14 |
| 1/25/2011 21:20 | N | DC_ROAD_L_B | 41.51 |
| 1/25/2011 21:20 | N | DC_EGPS_L_A | 44.27 |
| 1/25/2011 21:20 | N | H_HOLLOW_E_1 | 55.79 |
| 1/25/2011 21:20 | N | HHOLLOW4_E_1 | 55.79 |
| 1/25/2011 21:20 | N | R_LH2SES_1 | 31.41 |
| 1/25/2011 21:20 | N | AUTO_EPS_390 | 35.28 |
| 1/25/2011 21:25 | N | DC_ROAD_L_B | 38.01 |

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| 1/25/2011 21:25 | N | DC_EGPS_L_A | 39.84 |
| 1/25/2011 21:25 | N | H_HOLLOW_E_1 | 47.5 |
| 1/25/2011 21:25 | N | HHOLLOW4_E_1 | 47.5 |
| 1/25/2011 21:25 | N | R_LH2SES_1 | 31.29 |
| 1/25/2011 21:25 | N | AUTO_EPS_390 | 33.86 |
| 1/25/2011 21:30 | N | DC_ROAD_L_B | 36.95 |
| 1/25/2011 21:30 | N | DC_EGPS_L_A | 38.29 |
| 1/25/2011 21:30 | N | H_HOLLOW_E_1 | 43.92 |
| 1/25/2011 21:30 | N | HHOLLOW4_E_1 | 43.92 |
| 1/25/2011 21:30 | N | R_LH2SES_1 | 32.03 |
| 1/25/2011 21:30 | N | AUTO_EPS_390 | 33.91 |
| 1/25/2011 21:55 | N | DC_ROAD_L_B | 34.62 |
| 1/25/2011 21:55 | N | DC_EGPS_L_A | 34.74 |
| 1/25/2011 21:55 | N | H_HOLLOW_E_1 | 35.27 |
| 1/25/2011 21:55 | N | HHOLLOW4_E_1 | 35.27 |
| 1/25/2011 21:55 | N | R_LH2SES_1 | 34.16 |
| 1/25/2011 21:55 | N | AUTO_EPS_390 | 34.33 |
| 1/25/2011 22:05 | N | DC_ROAD_L_B | 36.29 |
| 1/25/2011 22:05 | N | DC_EGPS_L_A | 36.74 |
| 1/25/2011 22:05 | N | H_HOLLOW_E_1 | 38.65 |
| 1/25/2011 22:05 | N | HHOLLOW4_E_1 | 38.65 |
| 1/25/2011 22:05 | N | R_LH2SES_1 | 34.62 |
| 1/25/2011 22:05 | N | AUTO_EPS_390 | 35.26 |
| 1/25/2011 22:10 | N | DC_ROAD_L_B | 41.5 |
| 1/25/2011 22:10 | N | DC_EGPS_L_A | 44.49 |
| 1/25/2011 22:10 | N | H_HOLLOW_E_1 | 57.01 |
| 1/25/2011 22:10 | N | HHOLLOW4_E_1 | 57.01 |
| 1/25/2011 22:10 | N | R_LH2SES_1 | 30.55 |
| 1/25/2011 22:10 | N | AUTO_EPS_390 | 34.74 |
| 1/25/2011 22:15 | N | DC_ROAD_L_B | 48.07 |
| 1/25/2011 22:15 | N | DC_EGPS_L_A | 53.74 |
| 1/25/2011 22:15 | N | H_HOLLOW_E_1 | 77.51 |
| 1/25/2011 22:15 | N | HHOLLOW4_E_1 | 77.51 |
| 1/25/2011 22:15 | N | R_LH2SES_1 | 27.27 |
| 1/25/2011 22:15 | N | AUTO_EPS_390 | 35.23 |
| 1/25/2011 22:20 | N | DC_ROAD_L_B | 37.72 |
| 1/25/2011 22:20 | N | DC_EGPS_L_A | 40.45 |
| 1/25/2011 22:20 | N | H_HOLLOW_E_1 | 51.87 |
| 1/25/2011 22:20 | N | HHOLLOW4_E_1 | 51.87 |
| 1/25/2011 22:20 | N | R_LH2SES_1 | 27.71 |
| 1/25/2011 22:20 | N | R_PB2SES_1 | 51.95 |
| 1/25/2011 22:20 | N | R_PB2SES_2 | 51.95 |
| 1/25/2011 22:20 | N | R_PB2SES_3 | 51.95 |
| 1/25/2011 22:20 | N | R_PB2SES_4 | 51.95 |
| 1/25/2011 22:20 | N | R_PB2SES_5 | 51.95 |
| 1/25/2011 22:20 | N | AUTO_EPS_390 | 31.54 |
| 1/25/2011 22:25 | N | DC_ROAD_L_B | 34.37 |

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| 1/25/2011 22:25 | N | DC_EGPS_L_A | 35.45 |
| 1/25/2011 22:25 | N | H_HOLLOW_E_1 | 39.97 |
| 1/25/2011 22:25 | N | HHOLLOW4_E_1 | 39.97 |
| 1/25/2011 22:25 | N | R_LH2SES_1 | 30.41 |
| 1/25/2011 22:25 | N | R_PB2SES_1 | 40 |
| 1/25/2011 22:25 | N | R_PB2SES_2 | 40 |
| 1/25/2011 22:25 | N | R_PB2SES_3 | 40 |
| 1/25/2011 22:25 | N | R_PB2SES_4 | 40 |
| 1/25/2011 22:25 | N | R_PB2SES_5 | 40 |
| 1/25/2011 22:25 | N | AUTO_EPS_390 | 31.92 |
| 1/25/2011 22:45 | N | DC_ROAD_L_B | 33.4 |
| 1/25/2011 22:45 | N | DC_EGPS_L_A | 33.7 |
| 1/25/2011 22:45 | N | H_HOLLOW_E_1 | 34.97 |
| 1/25/2011 22:45 | N | HHOLLOW4_E_1 | 34.97 |
| 1/25/2011 22:45 | N | R_LH2SES_1 | 32.29 |
| 1/25/2011 22:45 | N | R_PB2SES_1 | 34.98 |
| 1/25/2011 22:45 | N | R_PB2SES_2 | 34.98 |
| 1/25/2011 22:45 | N | R_PB2SES_3 | 34.98 |
| 1/25/2011 22:45 | N | R_PB2SES_4 | 34.98 |
| 1/25/2011 22:45 | N | R_PB2SES_5 | 34.98 |
| 1/25/2011 22:45 | N | AUTO_EPS_390 | 32.71 |
| 1/25/2011 22:50 | N | DC_ROAD_L_B | 33.59 |
| 1/25/2011 22:50 | N | DC_EGPS_L_A | 34.22 |
| 1/25/2011 22:50 | N | H_HOLLOW_E_1 | 36.81 |
| 1/25/2011 22:50 | N | HHOLLOW4_E_1 | 36.81 |
| 1/25/2011 22:50 | N | R_LH2SES_1 | 31.32 |
| 1/25/2011 22:50 | N | R_PB2SES_1 | 36.83 |
| 1/25/2011 22:50 | N | R_PB2SES_2 | 36.83 |
| 1/25/2011 22:50 | N | R_PB2SES_3 | 36.83 |
| 1/25/2011 22:50 | N | R_PB2SES_4 | 36.83 |
| 1/25/2011 22:50 | N | R_PB2SES_5 | 36.83 |
| 1/25/2011 22:50 | N | AUTO_EPS_390 | 32.19 |
| 1/25/2011 22:55 | N | DC_ROAD_L_B | 32.8 |
| 1/25/2011 22:55 | N | DC_EGPS_L_A | 33.25 |
| 1/25/2011 22:55 | N | H_HOLLOW_E_1 | 35.13 |
| 1/25/2011 22:55 | N | HHOLLOW4_E_1 | 35.13 |
| 1/25/2011 22:55 | N | R_LH2SES_1 | 31.15 |
| 1/25/2011 22:55 | N | R_PB2SES_1 | 35.14 |
| 1/25/2011 22:55 | N | R_PB2SES_2 | 35.14 |
| 1/25/2011 22:55 | N | R_PB2SES_3 | 35.14 |
| 1/25/2011 22:55 | N | R_PB2SES_4 | 35.14 |
| 1/25/2011 22:55 | N | R_PB2SES_5 | 35.14 |
| 1/25/2011 22:55 | N | AUTO_EPS_390 | 31.79 |
| 1/25/2011 23:00 | N | DC_ROAD_L_B | 32.33 |
| 1/25/2011 23:00 | N | DC_EGPS_L_A | 32.65 |
| 1/25/2011 23:00 | N | H_HOLLOW_E_1 | 33.97 |
| 1/25/2011 23:00 | N | HHOLLOW4_E_1 | 33.97 |

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| 1/25/2011 23:00 | N | R_LH2SES_1 | 31.17 |
| 1/25/2011 23:00 | N | R_PB2SES_1 | 33.98 |
| 1/25/2011 23:00 | N | R_PB2SES_2 | 33.98 |
| 1/25/2011 23:00 | N | R_PB2SES_3 | 33.98 |
| 1/25/2011 23:00 | N | R_PB2SES_4 | 33.98 |
| 1/25/2011 23:00 | N | R_PB2SES_5 | 33.98 |
| 1/25/2011 23:00 | N | AUTO_EPS_390 | 31.61 |
| 1/26/2011 5:36 | N | DC_ROAD_L_B | 33.08 |
| 1/26/2011 5:36 | N | DC_EGPS_L_A | 32.29 |
| 1/26/2011 5:36 | N | H_HOLLOW_E_1 | 29.04 |
| 1/26/2011 5:36 | N | HHOLLOW4_E_1 | 29.04 |
| 1/26/2011 5:36 | N | R_LH2SES_1 | 27.97 |
| 1/26/2011 5:36 | N | R_PB2SES_1 | 29.07 |
| 1/26/2011 5:36 | N | R_PB2SES_2 | 29.07 |
| 1/26/2011 5:36 | N | R_PB2SES_3 | 29.07 |
| 1/26/2011 5:36 | N | R_PB2SES_4 | 29.07 |
| 1/26/2011 5:36 | N | R_PB2SES_5 | 29.07 |
| 1/26/2011 5:36 | N | AUTO_EPS_390 | 27.59 |
| 1/26/2011 5:40 | N | DC_ROAD_L_B | 33.65 |
| 1/26/2011 5:40 | N | DC_EGPS_L_A | 32.78 |
| 1/26/2011 5:40 | N | H_HOLLOW_E_1 | 29.19 |
| 1/26/2011 5:40 | N | HHOLLOW4_E_1 | 29.19 |
| 1/26/2011 5:40 | N | R_LH2SES_1 | 28.02 |
| 1/26/2011 5:40 | N | R_PB2SES_1 | 29.22 |
| 1/26/2011 5:40 | N | R_PB2SES_2 | 29.22 |
| 1/26/2011 5:40 | N | R_PB2SES_3 | 29.22 |
| 1/26/2011 5:40 | N | R_PB2SES_4 | 29.22 |
| 1/26/2011 5:40 | N | R_PB2SES_5 | 29.22 |
| 1/26/2011 5:40 | N | AUTO_EPS_390 | 27.6 |
| 1/26/2011 5:45 | N | DC_ROAD_L_B | 34.55 |
| 1/26/2011 5:45 | N | DC_EGPS_L_A | 33.54 |
| 1/26/2011 5:45 | N | H_HOLLOW_E_1 | 29.4 |
| 1/26/2011 5:45 | N | HHOLLOW4_E_1 | 29.4 |
| 1/26/2011 5:45 | N | R_LH2SES_1 | 28.04 |
| 1/26/2011 5:45 | N | R_PB2SES_1 | 29.43 |
| 1/26/2011 5:45 | N | R_PB2SES_2 | 29.43 |
| 1/26/2011 5:45 | N | R_PB2SES_3 | 29.43 |
| 1/26/2011 5:45 | N | R_PB2SES_4 | 29.43 |
| 1/26/2011 5:45 | N | R_PB2SES_5 | 29.43 |
| 1/26/2011 5:45 | N | AUTO_EPS_390 | 27.56 |
| 1/26/2011 5:50 | N | DC_ROAD_L_B | 34.29 |
| 1/26/2011 5:50 | N | DC_EGPS_L_A | 33.4 |
| 1/26/2011 5:50 | N | H_HOLLOW_E_1 | 29.75 |
| 1/26/2011 5:50 | N | HHOLLOW4_E_1 | 29.75 |
| 1/26/2011 5:50 | N | R_LH2SES_1 | 28.56 |
| 1/26/2011 5:50 | N | R_PB2SES_1 | 29.79 |
| 1/26/2011 5:50 | N | R_PB2SES_2 | 29.79 |

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| 1/26/2011 5:50 | N | R_PB2SES_3 | 29.79 |
| 1/26/2011 5:50 | N | R_PB2SES_4 | 29.79 |
| 1/26/2011 5:50 | N | R_PB2SES_5 | 29.79 |
| 1/26/2011 5:50 | N | AUTO_EPS_390 | 28.13 |
| 1/26/2011 5:55 | N | DC_ROAD_L_B | 32.58 |
| 1/26/2011 5:55 | N | DC_EGPS_L_A | 31.9 |
| 1/26/2011 5:55 | N | H_HOLLOW_E_1 | 29.15 |
| 1/26/2011 5:55 | N | HHOLLOW4_E_1 | 29.15 |
| 1/26/2011 5:55 | N | R_LH2SES_1 | 29.09 |
| 1/26/2011 5:55 | N | R_PB2SES_1 | 29.15 |
| 1/26/2011 5:55 | N | R_PB2SES_2 | 29.15 |
| 1/26/2011 5:55 | N | R_PB2SES_3 | 29.15 |
| 1/26/2011 5:55 | N | R_PB2SES_4 | 29.15 |
| 1/26/2011 5:55 | N | R_PB2SES_5 | 29.15 |
| 1/26/2011 5:55 | N | AUTO_EPS_390 | 28.73 |
| 1/26/2011 6:01 | N | DC_ROAD_L_B | 30.53 |
| 1/26/2011 6:01 | N | DC_EGPS_L_A | 24.7 |
| 1/26/2011 6:01 | N | H_HOLLOW_E_1 | 1.07 |
| 1/26/2011 6:01 | N | HHOLLOW4_E_1 | 1.07 |
| 1/26/2011 6:01 | N | R_LH2SES_1 | 38 |
| 1/26/2011 6:01 | N | R_PB2SES_1 | 0.11 |
| 1/26/2011 6:01 | N | R_PB2SES_2 | 0.11 |
| 1/26/2011 6:01 | N | R_PB2SES_3 | 0.11 |
| 1/26/2011 6:01 | N | R_PB2SES_4 | 0.11 |
| 1/26/2011 6:01 | N | R_PB2SES_5 | 0.11 |
| 1/26/2011 6:01 | N | AUTO_EPS_390 | 33.25 |
| 1/26/2011 6:05 | N | DC_ROAD_L_B | 29.49 |
| 1/26/2011 6:05 | N | DC_EGPS_L_A | 23.79 |
| 1/26/2011 6:05 | N | H_HOLLOW_E_1 | 0.66 |
| 1/26/2011 6:05 | N | HHOLLOW4_E_1 | 0.66 |
| 1/26/2011 6:05 | N | R_LH2SES_1 | 37.72 |
| 1/26/2011 6:05 | N | R_PB2SES_1 | -0.33 |
| 1/26/2011 6:05 | N | R_PB2SES_2 | -0.33 |
| 1/26/2011 6:05 | N | R_PB2SES_3 | -0.33 |
| 1/26/2011 6:05 | N | R_PB2SES_4 | -0.33 |
| 1/26/2011 6:05 | N | R_PB2SES_5 | -0.33 |
| 1/26/2011 6:05 | N | AUTO_EPS_390 | 33.03 |
| 1/26/2011 6:10 | N | DC_ROAD_L_B | 31.41 |
| 1/26/2011 6:10 | N | DC_EGPS_L_A | 25.47 |
| 1/26/2011 6:10 | N | H_HOLLOW_E_1 | 1.42 |
| 1/26/2011 6:10 | N | HHOLLOW4_E_1 | 1.42 |
| 1/26/2011 6:10 | N | R_LH2SES_1 | 38.18 |
| 1/26/2011 6:10 | N | R_PB2SES_1 | 0.43 |
| 1/26/2011 6:10 | N | R_PB2SES_2 | 0.43 |
| 1/26/2011 6:10 | N | R_PB2SES_3 | 0.43 |
| 1/26/2011 6:10 | N | R_PB2SES_4 | 0.43 |
| 1/26/2011 6:10 | N | R_PB2SES_5 | 0.43 |

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|---|---|---|---|
| 1/26/2011 6:10 | N | AUTO_EPS_390 | 33.37 |
| 1/26/2011 6:15 | N | DC_ROAD_L_B | 35.56 |
| 1/26/2011 6:15 | N | DC_EGPS_L_A | 29.05 |
| 1/26/2011 6:15 | N | H_HOLLOW_E_1 | 2.61 |
| 1/26/2011 6:15 | N | HHOLLOW4_E_1 | 2.61 |
| 1/26/2011 6:15 | N | R_LH2SES_1 | 38.63 |
| 1/26/2011 6:15 | N | R_PB2SES_1 | 1.68 |
| 1/26/2011 6:15 | N | R_PB2SES_2 | 1.68 |
| 1/26/2011 6:15 | N | R_PB2SES_3 | 1.68 |
| 1/26/2011 6:15 | N | R_PB2SES_4 | 1.68 |
| 1/26/2011 6:15 | N | R_PB2SES_5 | 1.68 |
| 1/26/2011 6:15 | N | AUTO_EPS_390 | 33.54 |
| 1/26/2011 6:20 | N | DC_ROAD_L_B | 40.2 |
| 1/26/2011 6:20 | N | DC_EGPS_L_A | 33.09 |
| 1/26/2011 6:20 | N | H_HOLLOW_E_1 | 3.87 |
| 1/26/2011 6:20 | N | HHOLLOW4_E_1 | 3.87 |
| 1/26/2011 6:20 | N | R_LH2SES_1 | 39.18 |
| 1/26/2011 6:20 | N | R_PB2SES_1 | 2.87 |
| 1/26/2011 6:20 | N | R_PB2SES_2 | 2.87 |
| 1/26/2011 6:20 | N | R_PB2SES_3 | 2.87 |
| 1/26/2011 6:20 | N | R_PB2SES_4 | 2.87 |
| 1/26/2011 6:20 | N | R_PB2SES_5 | 2.87 |
| 1/26/2011 6:20 | N | AUTO_EPS_390 | 33.81 |
| 1/26/2011 6:25 | N | DC_ROAD_L_B | 39.54 |
| 1/26/2011 6:25 | N | DC_EGPS_L_A | 32.55 |
| 1/26/2011 6:25 | N | H_HOLLOW_E_1 | 3.83 |
| 1/26/2011 6:25 | N | HHOLLOW4_E_1 | 3.83 |
| 1/26/2011 6:25 | N | R_LH2SES_1 | 39.33 |
| 1/26/2011 6:25 | N | R_PB2SES_1 | 2.87 |
| 1/26/2011 6:25 | N | R_PB2SES_2 | 2.87 |
| 1/26/2011 6:25 | N | R_PB2SES_3 | 2.87 |
| 1/26/2011 6:25 | N | R_PB2SES_4 | 2.87 |
| 1/26/2011 6:25 | N | R_PB2SES_5 | 2.87 |
| 1/26/2011 6:25 | N | AUTO_EPS_390 | 33.99 |
| 1/26/2011 6:30 | N | DC_ROAD_L_B | 40.52 |
| 1/26/2011 6:30 | N | DC_EGPS_L_A | 35.41 |
| 1/26/2011 6:30 | N | H_HOLLOW_E_1 | 14.55 |
| 1/26/2011 6:30 | N | HHOLLOW4_E_1 | 14.55 |
| 1/26/2011 6:30 | N | R_LH2SES_1 | 52.52 |
| 1/26/2011 6:30 | N | R_PB2SES_1 | 13.5 |
| 1/26/2011 6:30 | N | R_PB2SES_2 | 13.5 |
| 1/26/2011 6:30 | N | R_PB2SES_3 | 13.5 |
| 1/26/2011 6:30 | N | R_PB2SES_4 | 13.5 |
| 1/26/2011 6:30 | N | R_PB2SES_5 | 13.5 |
| 1/26/2011 6:30 | N | AUTO_EPS_390 | 48.11 |
| 1/26/2011 6:35 | N | DC_ROAD_L_B | 42.02 |
| 1/26/2011 6:35 | N | DC_EGPS_L_A | 36.91 |

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| 1/26/2011 6:35 | N | H_HOLLOW_E_1 | 16.05 |
| 1/26/2011 6:35 | N | HHOLLOW4_E_1 | 16.05 |
| 1/26/2011 6:35 | N | R_LH2SES_1 | 54.03 |
| 1/26/2011 6:35 | N | R_PB2SES_1 | 15 |
| 1/26/2011 6:35 | N | R_PB2SES_2 | 15 |
| 1/26/2011 6:35 | N | R_PB2SES_3 | 15 |
| 1/26/2011 6:35 | N | R_PB2SES_4 | 15 |
| 1/26/2011 6:35 | N | R_PB2SES_5 | 15 |
| 1/26/2011 6:35 | N | AUTO_EPS_390 | 49.62 |
| 1/26/2011 6:40 | N | DC_ROAD_L_B | 44.06 |
| 1/26/2011 6:40 | N | DC_EGPS_L_A | 38.95 |
| 1/26/2011 6:40 | N | H_HOLLOW_E_1 | 18.06 |
| 1/26/2011 6:40 | N | HHOLLOW4_E_1 | 18.06 |
| 1/26/2011 6:40 | N | R_LH2SES_1 | 56.03 |
| 1/26/2011 6:40 | N | R_PB2SES_1 | 17.04 |
| 1/26/2011 6:40 | N | R_PB2SES_2 | 17.04 |
| 1/26/2011 6:40 | N | R_PB2SES_3 | 17.04 |
| 1/26/2011 6:40 | N | R_PB2SES_4 | 17.04 |
| 1/26/2011 6:40 | N | R_PB2SES_5 | 17.04 |
| 1/26/2011 6:40 | N | AUTO_EPS_390 | 51.62 |
| 1/26/2011 6:45 | N | DC_ROAD_L_B | 44.13 |
| 1/26/2011 6:45 | N | DC_EGPS_L_A | 39.02 |
| 1/26/2011 6:45 | N | H_HOLLOW_E_1 | 18.13 |
| 1/26/2011 6:45 | N | HHOLLOW4_E_1 | 18.13 |
| 1/26/2011 6:45 | N | R_LH2SES_1 | 56.13 |
| 1/26/2011 6:45 | N | R_PB2SES_1 | 17.11 |
| 1/26/2011 6:45 | N | R_PB2SES_2 | 17.11 |
| 1/26/2011 6:45 | N | R_PB2SES_3 | 17.11 |
| 1/26/2011 6:45 | N | R_PB2SES_4 | 17.11 |
| 1/26/2011 6:45 | N | R_PB2SES_5 | 17.11 |
| 1/26/2011 6:45 | N | AUTO_EPS_390 | 51.69 |
| 1/26/2011 6:50 | N | DC_ROAD_L_B | 44.24 |
| 1/26/2011 6:50 | N | DC_EGPS_L_A | 39.13 |
| 1/26/2011 6:50 | N | H_HOLLOW_E_1 | 18.27 |
| 1/26/2011 6:50 | N | HHOLLOW4_E_1 | 18.27 |
| 1/26/2011 6:50 | N | R_LH2SES_1 | 56.25 |
| 1/26/2011 6:50 | N | R_PB2SES_1 | 17.22 |
| 1/26/2011 6:50 | N | R_PB2SES_2 | 17.22 |
| 1/26/2011 6:50 | N | R_PB2SES_3 | 17.22 |
| 1/26/2011 6:50 | N | R_PB2SES_4 | 17.22 |
| 1/26/2011 6:50 | N | R_PB2SES_5 | 17.22 |
| 1/26/2011 6:50 | N | AUTO_EPS_390 | 51.84 |
| 1/26/2011 6:55 | N | DC_ROAD_L_B | 45.31 |
| 1/26/2011 6:55 | N | DC_EGPS_L_A | 40.23 |
| 1/26/2011 6:55 | N | H_HOLLOW_E_1 | 19.41 |
| 1/26/2011 6:55 | N | HHOLLOW4_E_1 | 19.41 |
| 1/26/2011 6:55 | N | R_LH2SES_1 | 57.21 |

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| 1/26/2011 6:55 | N | R_PB2SES_1 | 18.39 |
| 1/26/2011 6:55 | N | R_PB2SES_2 | 18.39 |
| 1/26/2011 6:55 | N | R_PB2SES_3 | 18.39 |
| 1/26/2011 6:55 | N | R_PB2SES_4 | 18.39 |
| 1/26/2011 6:55 | N | R_PB2SES_5 | 18.39 |
| 1/26/2011 6:55 | N | AUTO_EPS_390 | 52.8 |
| 1/26/2011 7:01 | N | DC_ROAD_L_B | 43.95 |
| 1/26/2011 7:01 | N | DC_EGPS_L_A | 38.87 |
| 1/26/2011 7:01 | N | H_HOLLOW_E_1 | 18.05 |
| 1/26/2011 7:01 | N | HHOLLOW4_E_1 | 18.05 |
| 1/26/2011 7:01 | N | R_LH2SES_1 | 55.85 |
| 1/26/2011 7:01 | N | R_PB2SES_1 | 17.03 |
| 1/26/2011 7:01 | N | R_PB2SES_2 | 17.03 |
| 1/26/2011 7:01 | N | R_PB2SES_3 | 17.03 |
| 1/26/2011 7:01 | N | R_PB2SES_4 | 17.03 |
| 1/26/2011 7:01 | N | R_PB2SES_5 | 17.03 |
| 1/26/2011 7:01 | N | AUTO_EPS_390 | 51.47 |
| 1/26/2011 7:05 | N | DC_ROAD_L_B | 44.05 |
| 1/26/2011 7:05 | N | DC_EGPS_L_A | 38.98 |
| 1/26/2011 7:05 | N | H_HOLLOW_E_1 | 18.19 |
| 1/26/2011 7:05 | N | HHOLLOW4_E_1 | 18.19 |
| 1/26/2011 7:05 | N | R_LH2SES_1 | 55.95 |
| 1/26/2011 7:05 | N | R_PB2SES_1 | 17.14 |
| 1/26/2011 7:05 | N | R_PB2SES_2 | 17.14 |
| 1/26/2011 7:05 | N | R_PB2SES_3 | 17.14 |
| 1/26/2011 7:05 | N | R_PB2SES_4 | 17.14 |
| 1/26/2011 7:05 | N | R_PB2SES_5 | 17.14 |
| 1/26/2011 7:05 | N | AUTO_EPS_390 | 51.58 |
| 1/26/2011 7:10 | N | DC_ROAD_L_B | 43.95 |
| 1/26/2011 7:10 | N | DC_EGPS_L_A | 38.87 |
| 1/26/2011 7:10 | N | H_HOLLOW_E_1 | 18.05 |
| 1/26/2011 7:10 | N | HHOLLOW4_E_1 | 18.05 |
| 1/26/2011 7:10 | N | R_LH2SES_1 | 55.85 |
| 1/26/2011 7:10 | N | R_PB2SES_1 | 17.03 |
| 1/26/2011 7:10 | N | R_PB2SES_2 | 17.03 |
| 1/26/2011 7:10 | N | R_PB2SES_3 | 17.03 |
| 1/26/2011 7:10 | N | R_PB2SES_4 | 17.03 |
| 1/26/2011 7:10 | N | R_PB2SES_5 | 17.03 |
| 1/26/2011 7:10 | N | AUTO_EPS_390 | 51.44 |
| 1/26/2011 7:15 | N | DC_ROAD_L_B | 42.63 |
| 1/26/2011 7:15 | N | DC_EGPS_L_A | 37.52 |
| 1/26/2011 7:15 | N | H_HOLLOW_E_1 | 16.62 |
| 1/26/2011 7:15 | N | HHOLLOW4_E_1 | 16.62 |
| 1/26/2011 7:15 | N | R_LH2SES_1 | 54.6 |
| 1/26/2011 7:15 | N | R_PB2SES_1 | 15.61 |
| 1/26/2011 7:15 | N | R_PB2SES_2 | 15.61 |
| 1/26/2011 7:15 | N | R_PB2SES_3 | 15.61 |

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| 1/26/2011 7:15 | N | R_PB2SES_4 | 15.61 |
| 1/26/2011 7:15 | N | R_PB2SES_5 | 15.61 |
| 1/26/2011 7:15 | N | AUTO_EPS_390 | 50.19 |
| 1/26/2011 7:20 | N | DC_ROAD_L_B | 41.06 |
| 1/26/2011 7:20 | N | DC_EGPS_L_A | 35.95 |
| 1/26/2011 7:20 | N | H_HOLLOW_E_1 | 15.09 |
| 1/26/2011 7:20 | N | HHOLLOW4_E_1 | 15.09 |
| 1/26/2011 7:20 | N | R_LH2SES_1 | 53.06 |
| 1/26/2011 7:20 | N | R_PB2SES_1 | 14.04 |
| 1/26/2011 7:20 | N | R_PB2SES_2 | 14.04 |
| 1/26/2011 7:20 | N | R_PB2SES_3 | 14.04 |
| 1/26/2011 7:20 | N | R_PB2SES_4 | 14.04 |
| 1/26/2011 7:20 | N | R_PB2SES_5 | 14.04 |
| 1/26/2011 7:20 | N | AUTO_EPS_390 | 48.65 |
| 1/26/2011 7:25 | N | DC_ROAD_L_B | 40 |
| 1/26/2011 7:25 | N | DC_EGPS_L_A | 34.89 |
| 1/26/2011 7:25 | N | H_HOLLOW_E_1 | 14.03 |
| 1/26/2011 7:25 | N | HHOLLOW4_E_1 | 14.03 |
| 1/26/2011 7:25 | N | R_LH2SES_1 | 52 |
| 1/26/2011 7:25 | N | R_PB2SES_1 | 12.98 |
| 1/26/2011 7:25 | N | R_PB2SES_2 | 12.98 |
| 1/26/2011 7:25 | N | R_PB2SES_3 | 12.98 |
| 1/26/2011 7:25 | N | R_PB2SES_4 | 12.98 |
| 1/26/2011 7:25 | N | R_PB2SES_5 | 12.98 |
| 1/26/2011 7:25 | N | AUTO_EPS_390 | 47.56 |
| 1/26/2011 7:30 | N | DC_ROAD_L_B | 39.46 |
| 1/26/2011 7:30 | N | DC_EGPS_L_A | 34.31 |
| 1/26/2011 7:30 | N | H_HOLLOW_E_1 | 13.45 |
| 1/26/2011 7:30 | N | HHOLLOW4_E_1 | 13.45 |
| 1/26/2011 7:30 | N | R_LH2SES_1 | 51.43 |
| 1/26/2011 7:30 | N | R_PB2SES_1 | 12.44 |
| 1/26/2011 7:30 | N | R_PB2SES_2 | 12.44 |
| 1/26/2011 7:30 | N | R_PB2SES_3 | 12.44 |
| 1/26/2011 7:30 | N | R_PB2SES_4 | 12.44 |
| 1/26/2011 7:30 | N | R_PB2SES_5 | 12.44 |
| 1/26/2011 7:30 | N | AUTO_EPS_390 | 47.02 |
| 1/26/2011 7:35 | N | DC_ROAD_L_B | 38.24 |
| 1/26/2011 7:35 | N | DC_EGPS_L_A | 33.13 |
| 1/26/2011 7:35 | N | H_HOLLOW_E_1 | 12.27 |
| 1/26/2011 7:35 | N | HHOLLOW4_E_1 | 12.27 |
| 1/26/2011 7:35 | N | R_LH2SES_1 | 50.74 |
| 1/26/2011 7:35 | N | R_PB2SES_1 | 11.25 |
| 1/26/2011 7:35 | N | R_PB2SES_2 | 11.25 |
| 1/26/2011 7:35 | N | R_PB2SES_3 | 11.25 |
| 1/26/2011 7:35 | N | R_PB2SES_4 | 11.25 |
| 1/26/2011 7:35 | N | R_PB2SES_5 | 11.25 |
| 1/26/2011 7:35 | N | AUTO_EPS_390 | 45.9 |

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| 1/26/2011 7:40 | N | DC_ROAD_L_B | 37.05 |
| 1/26/2011 7:40 | N | DC_EGPS_L_A | 31.94 |
| 1/26/2011 7:40 | N | H_HOLLOW_E_1 | 11.08 |
| 1/26/2011 7:40 | N | HHOLLOW4_E_1 | 11.08 |
| 1/26/2011 7:40 | N | R_LH2SES_1 | 49.56 |
| 1/26/2011 7:40 | N | R_PB2SES_1 | 10.07 |
| 1/26/2011 7:40 | N | R_PB2SES_2 | 10.07 |
| 1/26/2011 7:40 | N | R_PB2SES_3 | 10.07 |
| 1/26/2011 7:40 | N | R_PB2SES_4 | 10.07 |
| 1/26/2011 7:40 | N | R_PB2SES_5 | 10.07 |
| 1/26/2011 7:40 | N | AUTO_EPS_390 | 44.72 |
| 1/26/2011 7:45 | N | DC_ROAD_L_B | 35.82 |
| 1/26/2011 7:45 | N | DC_EGPS_L_A | 30.71 |
| 1/26/2011 7:45 | N | H_HOLLOW_E_1 | 9.85 |
| 1/26/2011 7:45 | N | HHOLLOW4_E_1 | 9.85 |
| 1/26/2011 7:45 | N | R_LH2SES_1 | 48.3 |
| 1/26/2011 7:45 | N | R_PB2SES_1 | 8.8 |
| 1/26/2011 7:45 | N | R_PB2SES_2 | 8.8 |
| 1/26/2011 7:45 | N | R_PB2SES_3 | 8.8 |
| 1/26/2011 7:45 | N | R_PB2SES_4 | 8.8 |
| 1/26/2011 7:45 | N | R_PB2SES_5 | 8.8 |
| 1/26/2011 7:45 | N | AUTO_EPS_390 | 43.48 |
| 1/26/2011 7:50 | N | DC_ROAD_L_B | 35.5 |
| 1/26/2011 7:50 | N | DC_EGPS_L_A | 30.39 |
| 1/26/2011 7:50 | N | H_HOLLOW_E_1 | 9.57 |
| 1/26/2011 7:50 | N | HHOLLOW4_E_1 | 9.57 |
| 1/26/2011 7:50 | N | R_LH2SES_1 | 48.01 |
| 1/26/2011 7:50 | N | R_PB2SES_1 | 8.52 |
| 1/26/2011 7:50 | N | R_PB2SES_2 | 8.52 |
| 1/26/2011 7:50 | N | R_PB2SES_3 | 8.52 |
| 1/26/2011 7:50 | N | R_PB2SES_4 | 8.52 |
| 1/26/2011 7:50 | N | R_PB2SES_5 | 8.52 |
| 1/26/2011 7:50 | N | AUTO_EPS_390 | 43.17 |
| 1/26/2011 7:55 | N | DC_ROAD_L_B | 34.56 |
| 1/26/2011 7:55 | N | DC_EGPS_L_A | 29.38 |
| 1/26/2011 7:55 | N | H_HOLLOW_E_1 | 8.59 |
| 1/26/2011 7:55 | N | HHOLLOW4_E_1 | 8.59 |
| 1/26/2011 7:55 | N | R_LH2SES_1 | 47.04 |
| 1/26/2011 7:55 | N | R_PB2SES_1 | 7.54 |
| 1/26/2011 7:55 | N | R_PB2SES_2 | 7.54 |
| 1/26/2011 7:55 | N | R_PB2SES_3 | 7.54 |
| 1/26/2011 7:55 | N | R_PB2SES_4 | 7.54 |
| 1/26/2011 7:55 | N | R_PB2SES_5 | 7.54 |
| 1/26/2011 7:55 | N | AUTO_EPS_390 | 42.23 |
| 1/26/2011 8:00 | N | DC_ROAD_L_B | 33.6 |
| 1/26/2011 8:00 | N | DC_EGPS_L_A | 28.45 |
| 1/26/2011 8:00 | N | H_HOLLOW_E_1 | 7.63 |

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| 1/26/2011 8:00 | N | HHOLLOW4_E_1 | 7.63 |
| 1/26/2011 8:00 | N | R_LH2SES_1 | 46.1 |
| 1/26/2011 8:00 | N | R_PB2SES_1 | 6.61 |
| 1/26/2011 8:00 | N | R_PB2SES_2 | 6.61 |
| 1/26/2011 8:00 | N | R_PB2SES_3 | 6.61 |
| 1/26/2011 8:00 | N | R_PB2SES_4 | 6.61 |
| 1/26/2011 8:00 | N | R_PB2SES_5 | 6.61 |
| 1/26/2011 8:00 | N | AUTO_EPS_390 | 41.26 |
| 1/26/2011 8:05 | N | DC_ROAD_L_B | 35.19 |
| 1/26/2011 8:05 | N | DC_EGPS_L_A | 30.01 |
| 1/26/2011 8:05 | N | H_HOLLOW_E_1 | 9.22 |
| 1/26/2011 8:05 | N | HHOLLOW4_E_1 | 9.22 |
| 1/26/2011 8:05 | N | R_LH2SES_1 | 47.67 |
| 1/26/2011 8:05 | N | R_PB2SES_1 | 8.17 |
| 1/26/2011 8:05 | N | R_PB2SES_2 | 8.17 |
| 1/26/2011 8:05 | N | R_PB2SES_3 | 8.17 |
| 1/26/2011 8:05 | N | R_PB2SES_4 | 8.17 |
| 1/26/2011 8:05 | N | R_PB2SES_5 | 8.17 |
| 1/26/2011 8:05 | N | AUTO_EPS_390 | 42.86 |
| 1/26/2011 8:10 | N | DC_ROAD_L_B | 35.32 |
| 1/26/2011 8:10 | N | DC_EGPS_L_A | 34.69 |
| 1/26/2011 8:10 | N | H_HOLLOW_E_1 | 32.14 |
| 1/26/2011 8:10 | N | HHOLLOW4_E_1 | 32.14 |
| 1/26/2011 8:10 | N | R_LH2SES_1 | 36.85 |
| 1/26/2011 8:10 | N | R_PB2SES_1 | 32.01 |
| 1/26/2011 8:10 | N | R_PB2SES_2 | 32.01 |
| 1/26/2011 8:10 | N | R_PB2SES_3 | 32.01 |
| 1/26/2011 8:10 | N | R_PB2SES_4 | 32.01 |
| 1/26/2011 8:10 | N | R_PB2SES_5 | 32.01 |
| 1/26/2011 8:10 | N | AUTO_EPS_390 | 36.26 |
| 1/26/2011 8:15 | N | DC_ROAD_L_B | 35.02 |
| 1/26/2011 8:15 | N | DC_EGPS_L_A | 29.84 |
| 1/26/2011 8:15 | N | H_HOLLOW_E_1 | 9.02 |
| 1/26/2011 8:15 | N | HHOLLOW4_E_1 | 9.02 |
| 1/26/2011 8:15 | N | R_LH2SES_1 | 47.49 |
| 1/26/2011 8:15 | N | R_PB2SES_1 | 8 |
| 1/26/2011 8:15 | N | R_PB2SES_2 | 8 |
| 1/26/2011 8:15 | N | R_PB2SES_3 | 8 |
| 1/26/2011 8:15 | N | R_PB2SES_4 | 8 |
| 1/26/2011 8:15 | N | R_PB2SES_5 | 8 |
| 1/26/2011 8:15 | N | AUTO_EPS_390 | 42.69 |
| 1/26/2011 16:50 | N | DC_ROAD_L_B | 24.57 |
| 1/26/2011 16:50 | N | DC_EGPS_L_A | 25.1 |
| 1/26/2011 16:50 | N | H_HOLLOW_E_1 | 27.33 |
| 1/26/2011 16:50 | N | HHOLLOW4_E_1 | 27.33 |
| 1/26/2011 16:50 | N | R_LH2SES_1 | 22.56 |
| 1/26/2011 16:50 | N | AUTO_EPS_390 | 23.34 |

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| 1/26/2011 16:55 | N | DC_ROAD_L_B | 24.54 |
| 1/26/2011 16:55 | N | DC_EGPS_L_A | 25.17 |
| 1/26/2011 16:55 | N | H_HOLLOW_E_1 | 27.83 |
| 1/26/2011 16:55 | N | HHOLLOW4_E_1 | 27.83 |
| 1/26/2011 16:55 | N | R_LH2SES_1 | 22.13 |
| 1/26/2011 16:55 | N | AUTO_EPS_390 | 23.06 |
| 1/26/2011 17:00 | N | DC_ROAD_L_B | 24.73 |
| 1/26/2011 17:00 | N | DC_EGPS_L_A | 25.27 |
| 1/26/2011 17:00 | N | H_HOLLOW_E_1 | 27.51 |
| 1/26/2011 17:00 | N | HHOLLOW4_E_1 | 27.51 |
| 1/26/2011 17:00 | N | R_LH2SES_1 | 22.71 |
| 1/26/2011 17:00 | N | AUTO_EPS_390 | 23.49 |
| 1/26/2011 17:05 | N | DC_ROAD_L_B | 24.69 |
| 1/26/2011 17:05 | N | DC_EGPS_L_A | 25.21 |
| 1/26/2011 17:05 | N | H_HOLLOW_E_1 | 27.39 |
| 1/26/2011 17:05 | N | HHOLLOW4_E_1 | 27.39 |
| 1/26/2011 17:05 | N | R_LH2SES_1 | 22.71 |
| 1/26/2011 17:05 | N | AUTO_EPS_390 | 23.48 |
| 1/26/2011 17:10 | N | DC_ROAD_L_B | 24.68 |
| 1/26/2011 17:10 | N | DC_EGPS_L_A | 25.22 |
| 1/26/2011 17:10 | N | H_HOLLOW_E_1 | 27.49 |
| 1/26/2011 17:10 | N | HHOLLOW4_E_1 | 27.49 |
| 1/26/2011 17:10 | N | R_LH2SES_1 | 22.62 |
| 1/26/2011 17:10 | N | AUTO_EPS_390 | 23.41 |
| 1/26/2011 22:15 | N | DC_ROAD_L_B | 51.86 |
| 1/26/2011 22:15 | N | DC_EGPS_L_A | 59.06 |
| 1/26/2011 22:15 | N | H_HOLLOW_E_1 | 89.04 |
| 1/26/2011 22:15 | N | HHOLLOW4_E_1 | 89.04 |
| 1/26/2011 22:15 | N | R_LH2SES_1 | 28 |
| 1/26/2011 22:15 | N | R_PB2SES_1 | 89.33 |
| 1/26/2011 22:15 | N | R_PB2SES_2 | 89.33 |
| 1/26/2011 22:15 | N | R_PB2SES_3 | 89.33 |
| 1/26/2011 22:15 | N | R_PB2SES_4 | 89.33 |
| 1/26/2011 22:15 | N | R_PB2SES_5 | 89.33 |
| 1/26/2011 22:15 | N | AUTO_EPS_390 | 37.21 |
| 1/26/2011 22:20 | N | DC_ROAD_L_B | 51.83 |
| 1/26/2011 22:20 | N | DC_EGPS_L_A | 58.97 |
| 1/26/2011 22:20 | N | H_HOLLOW_E_1 | 88.69 |
| 1/26/2011 22:20 | N | HHOLLOW4_E_1 | 88.69 |
| 1/26/2011 22:20 | N | R_LH2SES_1 | 28.17 |
| 1/26/2011 22:20 | N | R_PB2SES_1 | 88.98 |
| 1/26/2011 22:20 | N | R_PB2SES_2 | 88.98 |
| 1/26/2011 22:20 | N | R_PB2SES_3 | 88.98 |
| 1/26/2011 22:20 | N | R_PB2SES_4 | 88.98 |
| 1/26/2011 22:20 | N | R_PB2SES_5 | 88.98 |
| 1/26/2011 22:20 | N | AUTO_EPS_390 | 37.31 |
| 1/26/2011 22:25 | N | DC_ROAD_L_B | 45.13 |

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| 1/26/2011 22:25 | N | DC_EGPS_L_A | 50.14 |
| 1/26/2011 22:25 | N | H_HOLLOW_E_1 | 71.02 |
| 1/26/2011 22:25 | N | HHOLLOW4_E_1 | 71.02 |
| 1/26/2011 22:25 | N | R_LH2SES_1 | 28.52 |
| 1/26/2011 22:25 | N | R_PB2SES_1 | 71.22 |
| 1/26/2011 22:25 | N | R_PB2SES_2 | 71.22 |
| 1/26/2011 22:25 | N | R_PB2SES_3 | 71.22 |
| 1/26/2011 22:25 | N | R_PB2SES_4 | 71.22 |
| 1/26/2011 22:25 | N | R_PB2SES_5 | 71.22 |
| 1/26/2011 22:25 | N | AUTO_EPS_390 | 34.93 |
| 1/26/2011 22:30 | N | DC_ROAD_L_B | 32.45 |
| 1/26/2011 22:30 | N | DC_EGPS_L_A | 33.63 |
| 1/26/2011 22:30 | N | H_HOLLOW_E_1 | 38.53 |
| 1/26/2011 22:30 | N | HHOLLOW4_E_1 | 38.53 |
| 1/26/2011 22:30 | N | R_LH2SES_1 | 28.55 |
| 1/26/2011 22:30 | N | R_PB2SES_1 | 38.58 |
| 1/26/2011 22:30 | N | R_PB2SES_2 | 38.58 |
| 1/26/2011 22:30 | N | R_PB2SES_3 | 38.58 |
| 1/26/2011 22:30 | N | R_PB2SES_4 | 38.58 |
| 1/26/2011 22:30 | N | R_PB2SES_5 | 38.58 |
| 1/26/2011 22:30 | N | AUTO_EPS_390 | 30.06 |
| 1/26/2011 22:35 | N | DC_ROAD_L_B | 31.17 |
| 1/26/2011 22:35 | N | DC_EGPS_L_A | 31.64 |
| 1/26/2011 22:35 | N | H_HOLLOW_E_1 | 33.58 |
| 1/26/2011 22:35 | N | HHOLLOW4_E_1 | 33.58 |
| 1/26/2011 22:35 | N | R_LH2SES_1 | 29.63 |
| 1/26/2011 22:35 | N | R_PB2SES_1 | 33.6 |
| 1/26/2011 22:35 | N | R_PB2SES_2 | 33.6 |
| 1/26/2011 22:35 | N | R_PB2SES_3 | 33.6 |
| 1/26/2011 22:35 | N | R_PB2SES_4 | 33.6 |
| 1/26/2011 22:35 | N | R_PB2SES_5 | 33.6 |
| 1/26/2011 22:35 | N | AUTO_EPS_390 | 30.22 |
| 1/26/2011 22:40 | N | DC_ROAD_L_B | 31.16 |
| 1/26/2011 22:40 | N | DC_EGPS_L_A | 31.66 |
| 1/26/2011 22:40 | N | H_HOLLOW_E_1 | 33.75 |
| 1/26/2011 22:40 | N | HHOLLOW4_E_1 | 33.75 |
| 1/26/2011 22:40 | N | R_LH2SES_1 | 29.5 |
| 1/26/2011 22:40 | N | R_PB2SES_1 | 33.77 |
| 1/26/2011 22:40 | N | R_PB2SES_2 | 33.77 |
| 1/26/2011 22:40 | N | R_PB2SES_3 | 33.77 |
| 1/26/2011 22:40 | N | R_PB2SES_4 | 33.77 |
| 1/26/2011 22:40 | N | R_PB2SES_5 | 33.77 |
| 1/26/2011 22:40 | N | AUTO_EPS_390 | 30.14 |
| 1/26/2011 22:45 | N | DC_ROAD_L_B | 31.61 |
| 1/26/2011 22:45 | N | DC_EGPS_L_A | 32.46 |
| 1/26/2011 22:45 | N | H_HOLLOW_E_1 | 36.01 |
| 1/26/2011 22:45 | N | HHOLLOW4_E_1 | 36.01 |

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| 1/26/2011 22:45 | N | R_LH2SES_1 | 28.79 |
| 1/26/2011 22:45 | N | R_PB2SES_1 | 36.05 |
| 1/26/2011 22:45 | N | R_PB2SES_2 | 36.05 |
| 1/26/2011 22:45 | N | R_PB2SES_3 | 36.05 |
| 1/26/2011 22:45 | N | R_PB2SES_4 | 36.05 |
| 1/26/2011 22:45 | N | R_PB2SES_5 | 36.05 |
| 1/26/2011 22:45 | N | AUTO_EPS_390 | 29.87 |
| 1/26/2011 22:50 | N | DC_ROAD_L_B | 30.77 |
| 1/26/2011 22:50 | N | DC_EGPS_L_A | 31.42 |
| 1/26/2011 22:50 | N | H_HOLLOW_E_1 | 34.16 |
| 1/26/2011 22:50 | N | HHOLLOW4_E_1 | 34.16 |
| 1/26/2011 22:50 | N | R_LH2SES_1 | 28.59 |
| 1/26/2011 22:50 | N | R_PB2SES_1 | 34.18 |
| 1/26/2011 22:50 | N | R_PB2SES_2 | 34.18 |
| 1/26/2011 22:50 | N | R_PB2SES_3 | 34.18 |
| 1/26/2011 22:50 | N | R_PB2SES_4 | 34.18 |
| 1/26/2011 22:50 | N | R_PB2SES_5 | 34.18 |
| 1/26/2011 22:50 | N | AUTO_EPS_390 | 29.43 |
| 1/26/2011 22:55 | N | DC_ROAD_L_B | 30.47 |
| 1/26/2011 22:55 | N | DC_EGPS_L_A | 31.02 |
| 1/26/2011 22:55 | N | H_HOLLOW_E_1 | 33.27 |
| 1/26/2011 22:55 | N | HHOLLOW4_E_1 | 33.27 |
| 1/26/2011 22:55 | N | R_LH2SES_1 | 28.68 |
| 1/26/2011 22:55 | N | R_PB2SES_1 | 33.29 |
| 1/26/2011 22:55 | N | R_PB2SES_2 | 33.29 |
| 1/26/2011 22:55 | N | R_PB2SES_3 | 33.29 |
| 1/26/2011 22:55 | N | R_PB2SES_4 | 33.29 |
| 1/26/2011 22:55 | N | R_PB2SES_5 | 33.29 |
| 1/26/2011 22:55 | N | AUTO_EPS_390 | 29.37 |
| 1/26/2011 23:00 | N | DC_ROAD_L_B | 30.44 |
| 1/26/2011 23:00 | N | DC_EGPS_L_A | 30.94 |
| 1/26/2011 23:00 | N | H_HOLLOW_E_1 | 33.01 |
| 1/26/2011 23:00 | N | HHOLLOW4_E_1 | 33.01 |
| 1/26/2011 23:00 | N | R_LH2SES_1 | 28.8 |
| 1/26/2011 23:00 | N | R_PB2SES_1 | 33.03 |
| 1/26/2011 23:00 | N | R_PB2SES_2 | 33.03 |
| 1/26/2011 23:00 | N | R_PB2SES_3 | 33.03 |
| 1/26/2011 23:00 | N | R_PB2SES_4 | 33.03 |
| 1/26/2011 23:00 | N | R_PB2SES_5 | 33.03 |
| 1/26/2011 23:00 | N | AUTO_EPS_390 | 29.43 |
| 1/26/2011 23:05 | N | DC_ROAD_L_B | 30.88 |
| 1/26/2011 23:05 | N | DC_EGPS_L_A | 31.17 |
| 1/26/2011 23:05 | N | H_HOLLOW_E_1 | 32.37 |
| 1/26/2011 23:05 | N | HHOLLOW4_E_1 | 32.37 |
| 1/26/2011 23:05 | N | R_LH2SES_1 | 29.93 |
| 1/26/2011 23:05 | N | R_PB2SES_1 | 32.38 |
| 1/26/2011 23:05 | N | R_PB2SES_2 | 32.38 |

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| 1/26/2011 23:05 | N | R_PB2SES_3 | 32.38 |
| 1/26/2011 23:05 | N | R_PB2SES_4 | 32.38 |
| 1/26/2011 23:05 | N | R_PB2SES_5 | 32.38 |
| 1/26/2011 23:05 | N | AUTO_EPS_390 | 30.29 |
| 1/26/2011 23:15 | N | DC_ROAD_L_B | 31.38 |
| 1/26/2011 23:15 | N | DC_EGPS_L_A | 31.52 |
| 1/26/2011 23:15 | N | H_HOLLOW_E_1 | 32.08 |
| 1/26/2011 23:15 | N | HHOLLOW4_E_1 | 32.08 |
| 1/26/2011 23:15 | N | R_LH2SES_1 | 30.93 |
| 1/26/2011 23:15 | N | R_PB2SES_1 | 32.09 |
| 1/26/2011 23:15 | N | R_PB2SES_2 | 32.09 |
| 1/26/2011 23:15 | N | R_PB2SES_3 | 32.09 |
| 1/26/2011 23:15 | N | R_PB2SES_4 | 32.09 |
| 1/26/2011 23:15 | N | R_PB2SES_5 | 32.09 |
| 1/26/2011 23:15 | N | AUTO_EPS_390 | 31.1 |
| 1/26/2011 23:20 | N | DC_ROAD_L_B | 31.13 |
| 1/26/2011 23:20 | N | DC_EGPS_L_A | 31.29 |
| 1/26/2011 23:20 | N | H_HOLLOW_E_1 | 31.98 |
| 1/26/2011 23:20 | N | HHOLLOW4_E_1 | 31.98 |
| 1/26/2011 23:20 | N | R_LH2SES_1 | 30.58 |
| 1/26/2011 23:20 | N | R_PB2SES_1 | 31.99 |
| 1/26/2011 23:20 | N | R_PB2SES_2 | 31.99 |
| 1/26/2011 23:20 | N | R_PB2SES_3 | 31.99 |
| 1/26/2011 23:20 | N | R_PB2SES_4 | 31.99 |
| 1/26/2011 23:20 | N | R_PB2SES_5 | 31.99 |
| 1/26/2011 23:20 | N | AUTO_EPS_390 | 30.79 |
| 1/26/2011 23:25 | N | DC_ROAD_L_B | 30.29 |
| 1/26/2011 23:25 | N | DC_EGPS_L_A | 30.47 |
| 1/26/2011 23:25 | N | H_HOLLOW_E_1 | 31.21 |
| 1/26/2011 23:25 | N | HHOLLOW4_E_1 | 31.21 |
| 1/26/2011 23:25 | N | R_LH2SES_1 | 29.7 |
| 1/26/2011 23:25 | N | R_PB2SES_1 | 31.22 |
| 1/26/2011 23:25 | N | R_PB2SES_2 | 31.22 |
| 1/26/2011 23:25 | N | R_PB2SES_3 | 31.22 |
| 1/26/2011 23:25 | N | R_PB2SES_4 | 31.22 |
| 1/26/2011 23:25 | N | R_PB2SES_5 | 31.22 |
| 1/26/2011 23:25 | N | AUTO_EPS_390 | 29.93 |
| 1/26/2011 23:30 | N | DC_ROAD_L_B | 30.56 |
| 1/26/2011 23:30 | N | DC_EGPS_L_A | 31.12 |
| 1/26/2011 23:30 | N | H_HOLLOW_E_1 | 33.45 |
| 1/26/2011 23:30 | N | HHOLLOW4_E_1 | 33.45 |
| 1/26/2011 23:30 | N | R_LH2SES_1 | 28.71 |
| 1/26/2011 23:30 | N | R_PB2SES_1 | 33.47 |
| 1/26/2011 23:30 | N | R_PB2SES_2 | 33.47 |
| 1/26/2011 23:30 | N | R_PB2SES_3 | 33.47 |
| 1/26/2011 23:30 | N | R_PB2SES_4 | 33.47 |
| 1/26/2011 23:30 | N | R_PB2SES_5 | 33.47 |

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| 1/26/2011 23:30 | N | AUTO_EPS_390 | 29.42 |
| 1/26/2011 23:35 | N | DC_ROAD_L_B | 30.31 |
| 1/26/2011 23:35 | N | DC_EGPS_L_A | 30.83 |
| 1/26/2011 23:35 | N | H_HOLLOW_E_1 | 33.01 |
| 1/26/2011 23:35 | N | HHOLLOW4_E_1 | 33.01 |
| 1/26/2011 23:35 | N | R_LH2SES_1 | 28.58 |
| 1/26/2011 23:35 | N | R_PB2SES_1 | 33.03 |
| 1/26/2011 23:35 | N | R_PB2SES_2 | 33.03 |
| 1/26/2011 23:35 | N | R_PB2SES_3 | 33.03 |
| 1/26/2011 23:35 | N | R_PB2SES_4 | 33.03 |
| 1/26/2011 23:35 | N | R_PB2SES_5 | 33.03 |
| 1/26/2011 23:35 | N | AUTO_EPS_390 | 29.25 |
| 1/26/2011 23:40 | N | DC_ROAD_L_B | 30.03 |
| 1/26/2011 23:40 | N | DC_EGPS_L_A | 30.39 |
| 1/26/2011 23:40 | N | H_HOLLOW_E_1 | 31.92 |
| 1/26/2011 23:40 | N | HHOLLOW4_E_1 | 31.92 |
| 1/26/2011 23:40 | N | R_LH2SES_1 | 28.81 |
| 1/26/2011 23:40 | N | R_PB2SES_1 | 31.93 |
| 1/26/2011 23:40 | N | R_PB2SES_2 | 31.93 |
| 1/26/2011 23:40 | N | R_PB2SES_3 | 31.93 |
| 1/26/2011 23:40 | N | R_PB2SES_4 | 31.93 |
| 1/26/2011 23:40 | N | R_PB2SES_5 | 31.93 |
| 1/26/2011 23:40 | N | AUTO_EPS_390 | 29.28 |
| 1/26/2011 23:45 | N | DC_ROAD_L_B | 29.8 |
| 1/26/2011 23:45 | N | DC_EGPS_L_A | 30.15 |
| 1/26/2011 23:45 | N | H_HOLLOW_E_1 | 31.61 |
| 1/26/2011 23:45 | N | HHOLLOW4_E_1 | 31.61 |
| 1/26/2011 23:45 | N | R_LH2SES_1 | 28.64 |
| 1/26/2011 23:45 | N | R_PB2SES_1 | 31.63 |
| 1/26/2011 23:45 | N | R_PB2SES_2 | 31.63 |
| 1/26/2011 23:45 | N | R_PB2SES_3 | 31.63 |
| 1/26/2011 23:45 | N | R_PB2SES_4 | 31.63 |
| 1/26/2011 23:45 | N | R_PB2SES_5 | 31.63 |
| 1/26/2011 23:45 | N | AUTO_EPS_390 | 29.09 |
| 1/26/2011 23:50 | N | DC_ROAD_L_B | 29.47 |
| 1/26/2011 23:50 | N | DC_EGPS_L_A | 29.79 |
| 1/26/2011 23:50 | N | H_HOLLOW_E_1 | 31.11 |
| 1/26/2011 23:50 | N | HHOLLOW4_E_1 | 31.11 |
| 1/26/2011 23:50 | N | R_LH2SES_1 | 28.42 |
| 1/26/2011 23:50 | N | R_PB2SES_1 | 31.12 |
| 1/26/2011 23:50 | N | R_PB2SES_2 | 31.12 |
| 1/26/2011 23:50 | N | R_PB2SES_3 | 31.12 |
| 1/26/2011 23:50 | N | R_PB2SES_4 | 31.12 |
| 1/26/2011 23:50 | N | R_PB2SES_5 | 31.12 |
| 1/26/2011 23:50 | N | AUTO_EPS_390 | 28.82 |
| 1/26/2011 23:55 | N | DC_ROAD_L_B | 28.91 |
| 1/26/2011 23:55 | N | DC_EGPS_L_A | 29.29 |

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| 1/26/2011 23:55 | N | H_HOLLOW_E_1 | 30.87 |
| 1/26/2011 23:55 | N | HHOLLOW4_E_1 | 30.87 |
| 1/26/2011 23:55 | N | R_LH2SES_1 | 27.66 |
| 1/26/2011 23:55 | N | R_PB2SES_1 | 30.89 |
| 1/26/2011 23:55 | N | R_PB2SES_2 | 30.89 |
| 1/26/2011 23:55 | N | R_PB2SES_3 | 30.89 |
| 1/26/2011 23:55 | N | R_PB2SES_4 | 30.89 |
| 1/26/2011 23:55 | N | R_PB2SES_5 | 30.89 |
| 1/26/2011 23:55 | N | AUTO_EPS_390 | 28.14 |
| 1/26/2011 23:55 | N | DC_ROAD_L_B | 28.91 |
| 1/26/2011 23:55 | N | DC_EGPS_L_A | 29.29 |
| 1/26/2011 23:55 | N | H_HOLLOW_E_1 | 30.87 |
| 1/26/2011 23:55 | N | HHOLLOW4_E_1 | 30.87 |
| 1/26/2011 23:55 | N | R_LH2SES_1 | 27.66 |
| 1/26/2011 23:55 | N | R_PB2SES_1 | 30.89 |
| 1/26/2011 23:55 | N | R_PB2SES_2 | 30.89 |
| 1/26/2011 23:55 | N | R_PB2SES_3 | 30.89 |
| 1/26/2011 23:55 | N | R_PB2SES_4 | 30.89 |
| 1/26/2011 23:55 | N | R_PB2SES_5 | 30.89 |
| 1/26/2011 23:55 | N | AUTO_EPS_390 | 28.14 |
| 1/27/2011 0:14 | N | DC_ROAD_L_B | 28.48 |
| 1/27/2011 0:14 | N | DC_EGPS_L_A | 28.7 |
| 1/27/2011 0:14 | N | H_HOLLOW_E_1 | 29.63 |
| 1/27/2011 0:14 | N | HHOLLOW4_E_1 | 29.63 |
| 1/27/2011 0:14 | N | R_LH2SES_1 | 27.74 |
| 1/27/2011 0:14 | N | R_PB2SES_1 | 29.64 |
| 1/27/2011 0:14 | N | R_PB2SES_2 | 29.64 |
| 1/27/2011 0:14 | N | R_PB2SES_3 | 29.64 |
| 1/27/2011 0:14 | N | R_PB2SES_4 | 29.64 |
| 1/27/2011 0:14 | N | R_PB2SES_5 | 29.64 |
| 1/27/2011 0:14 | N | AUTO_EPS_390 | 28.02 |
| 1/27/2011 0:15 | N | DC_ROAD_L_B | 28.28 |
| 1/27/2011 0:15 | N | DC_EGPS_L_A | 28.47 |
| 1/27/2011 0:15 | N | H_HOLLOW_E_1 | 29.28 |
| 1/27/2011 0:15 | N | HHOLLOW4_E_1 | 29.28 |
| 1/27/2011 0:15 | N | R_LH2SES_1 | 27.63 |
| 1/27/2011 0:15 | N | R_PB2SES_1 | 29.29 |
| 1/27/2011 0:15 | N | R_PB2SES_2 | 29.29 |
| 1/27/2011 0:15 | N | R_PB2SES_3 | 29.29 |
| 1/27/2011 0:15 | N | R_PB2SES_4 | 29.29 |
| 1/27/2011 0:15 | N | R_PB2SES_5 | 29.29 |
| 1/27/2011 0:15 | N | AUTO_EPS_390 | 27.88 |
| 1/27/2011 0:20 | N | DC_ROAD_L_B | 27.66 |
| 1/27/2011 0:20 | N | DC_EGPS_L_A | 27.74 |
| 1/27/2011 0:20 | N | H_HOLLOW_E_1 | 28.08 |
| 1/27/2011 0:20 | N | HHOLLOW4_E_1 | 28.08 |
| 1/27/2011 0:20 | N | R_LH2SES_1 | 27.39 |

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|---|---|---|---|
| 1/27/2011 0:20 | N | R_PB2SES_1 | 28.08 |
| 1/27/2011 0:20 | N | R_PB2SES_2 | 28.08 |
| 1/27/2011 0:20 | N | R_PB2SES_3 | 28.08 |
| 1/27/2011 0:20 | N | R_PB2SES_4 | 28.08 |
| 1/27/2011 0:20 | N | R_PB2SES_5 | 28.08 |
| 1/27/2011 0:20 | N | AUTO_EPS_390 | 27.49 |
| 1/27/2011 0:25 | N | DC_ROAD_L_B | 27.98 |
| 1/27/2011 0:25 | N | DC_EGPS_L_A | 28.13 |
| 1/27/2011 0:25 | N | H_HOLLOW_E_1 | 28.76 |
| 1/27/2011 0:25 | N | HHOLLOW4_E_1 | 28.76 |
| 1/27/2011 0:25 | N | R_LH2SES_1 | 27.49 |
| 1/27/2011 0:25 | N | R_PB2SES_1 | 28.76 |
| 1/27/2011 0:25 | N | R_PB2SES_2 | 28.76 |
| 1/27/2011 0:25 | N | R_PB2SES_3 | 28.76 |
| 1/27/2011 0:25 | N | R_PB2SES_4 | 28.76 |
| 1/27/2011 0:25 | N | R_PB2SES_5 | 28.76 |
| 1/27/2011 0:25 | N | AUTO_EPS_390 | 27.68 |
| 1/27/2011 0:30 | N | DC_ROAD_L_B | 29.09 |
| 1/27/2011 0:30 | N | DC_EGPS_L_A | 29.65 |
| 1/27/2011 0:30 | N | H_HOLLOW_E_1 | 31.97 |
| 1/27/2011 0:30 | N | HHOLLOW4_E_1 | 31.97 |
| 1/27/2011 0:30 | N | R_LH2SES_1 | 27.23 |
| 1/27/2011 0:30 | N | R_PB2SES_1 | 31.99 |
| 1/27/2011 0:30 | N | R_PB2SES_2 | 31.99 |
| 1/27/2011 0:30 | N | R_PB2SES_3 | 31.99 |
| 1/27/2011 0:30 | N | R_PB2SES_4 | 31.99 |
| 1/27/2011 0:30 | N | R_PB2SES_5 | 31.99 |
| 1/27/2011 0:30 | N | AUTO_EPS_390 | 27.95 |
| 1/27/2011 0:35 | N | DC_ROAD_L_B | 29.15 |
| 1/27/2011 0:35 | N | DC_EGPS_L_A | 29.76 |
| 1/27/2011 0:35 | N | H_HOLLOW_E_1 | 32.31 |
| 1/27/2011 0:35 | N | HHOLLOW4_E_1 | 32.31 |
| 1/27/2011 0:35 | N | R_LH2SES_1 | 27.12 |
| 1/27/2011 0:35 | N | R_PB2SES_1 | 32.34 |
| 1/27/2011 0:35 | N | R_PB2SES_2 | 32.34 |
| 1/27/2011 0:35 | N | R_PB2SES_3 | 32.34 |
| 1/27/2011 0:35 | N | R_PB2SES_4 | 32.34 |
| 1/27/2011 0:35 | N | R_PB2SES_5 | 32.34 |
| 1/27/2011 0:35 | N | AUTO_EPS_390 | 27.9 |
| 1/27/2011 0:40 | N | DC_ROAD_L_B | 29.09 |
| 1/27/2011 0:40 | N | DC_EGPS_L_A | 29.69 |
| 1/27/2011 0:40 | N | H_HOLLOW_E_1 | 32.21 |
| 1/27/2011 0:40 | N | HHOLLOW4_E_1 | 32.21 |
| 1/27/2011 0:40 | N | R_LH2SES_1 | 27.09 |
| 1/27/2011 0:40 | N | R_PB2SES_1 | 32.23 |
| 1/27/2011 0:40 | N | R_PB2SES_2 | 32.23 |
| 1/27/2011 0:40 | N | R_PB2SES_3 | 32.23 |

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| 1/27/2011 0:40 | N | R_PB2SES_4 | 32.23 |
| 1/27/2011 0:40 | N | R_PB2SES_5 | 32.23 |
| 1/27/2011 0:40 | N | AUTO_EPS_390 | 27.86 |
| 1/27/2011 0:45 | N | DC_ROAD_L_B | 28.96 |
| 1/27/2011 0:45 | N | DC_EGPS_L_A | 29.6 |
| 1/27/2011 0:45 | N | H_HOLLOW_E_1 | 32.25 |
| 1/27/2011 0:45 | N | HHOLLOW4_E_1 | 32.25 |
| 1/27/2011 0:45 | N | R_LH2SES_1 | 26.86 |
| 1/27/2011 0:45 | N | R_PB2SES_1 | 32.27 |
| 1/27/2011 0:45 | N | R_PB2SES_2 | 32.27 |
| 1/27/2011 0:45 | N | R_PB2SES_3 | 32.27 |
| 1/27/2011 0:45 | N | R_PB2SES_4 | 32.27 |
| 1/27/2011 0:45 | N | R_PB2SES_5 | 32.27 |
| 1/27/2011 0:45 | N | AUTO_EPS_390 | 27.67 |
| 1/27/2011 0:50 | N | DC_ROAD_L_B | 28.8 |
| 1/27/2011 0:50 | N | DC_EGPS_L_A | 29.35 |
| 1/27/2011 0:50 | N | H_HOLLOW_E_1 | 31.66 |
| 1/27/2011 0:50 | N | HHOLLOW4_E_1 | 31.66 |
| 1/27/2011 0:50 | N | R_LH2SES_1 | 26.96 |
| 1/27/2011 0:50 | N | R_PB2SES_1 | 31.68 |
| 1/27/2011 0:50 | N | R_PB2SES_2 | 31.68 |
| 1/27/2011 0:50 | N | R_PB2SES_3 | 31.68 |
| 1/27/2011 0:50 | N | R_PB2SES_4 | 31.68 |
| 1/27/2011 0:50 | N | R_PB2SES_5 | 31.68 |
| 1/27/2011 0:50 | N | AUTO_EPS_390 | 27.67 |
| 1/27/2011 0:55 | N | DC_ROAD_L_B | 28.86 |
| 1/27/2011 0:55 | N | DC_EGPS_L_A | 29.41 |
| 1/27/2011 0:55 | N | H_HOLLOW_E_1 | 31.68 |
| 1/27/2011 0:55 | N | HHOLLOW4_E_1 | 31.68 |
| 1/27/2011 0:55 | N | R_LH2SES_1 | 27.05 |
| 1/27/2011 0:55 | N | R_PB2SES_1 | 31.7 |
| 1/27/2011 0:55 | N | R_PB2SES_2 | 31.7 |
| 1/27/2011 0:55 | N | R_PB2SES_3 | 31.7 |
| 1/27/2011 0:55 | N | R_PB2SES_4 | 31.7 |
| 1/27/2011 0:55 | N | R_PB2SES_5 | 31.7 |
| 1/27/2011 0:55 | N | AUTO_EPS_390 | 27.75 |
| 1/27/2011 1:00 | N | DC_ROAD_L_B | 28.47 |
| 1/27/2011 1:00 | N | DC_EGPS_L_A | 28.92 |
| 1/27/2011 1:00 | N | H_HOLLOW_E_1 | 30.78 |
| 1/27/2011 1:00 | N | HHOLLOW4_E_1 | 30.78 |
| 1/27/2011 1:00 | N | R_LH2SES_1 | 27 |
| 1/27/2011 1:00 | N | R_PB2SES_1 | 30.79 |
| 1/27/2011 1:00 | N | R_PB2SES_2 | 30.79 |
| 1/27/2011 1:00 | N | R_PB2SES_3 | 30.79 |
| 1/27/2011 1:00 | N | R_PB2SES_4 | 30.79 |
| 1/27/2011 1:00 | N | R_PB2SES_5 | 30.79 |
| 1/27/2011 1:00 | N | AUTO_EPS_390 | 27.57 |

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| 1/27/2011 1:05 | N | DC_ROAD_L_B | 28.75 |
| 1/27/2011 1:05 | N | DC_EGPS_L_A | 29.25 |
| 1/27/2011 1:05 | N | H_HOLLOW_E_1 | 31.35 |
| 1/27/2011 1:05 | N | HHOLLOW4_E_1 | 31.35 |
| 1/27/2011 1:05 | N | R_LH2SES_1 | 27.07 |
| 1/27/2011 1:05 | N | R_PB2SES_1 | 31.37 |
| 1/27/2011 1:05 | N | R_PB2SES_2 | 31.37 |
| 1/27/2011 1:05 | N | R_PB2SES_3 | 31.37 |
| 1/27/2011 1:05 | N | R_PB2SES_4 | 31.37 |
| 1/27/2011 1:05 | N | R_PB2SES_5 | 31.37 |
| 1/27/2011 1:05 | N | AUTO_EPS_390 | 27.72 |
| 1/27/2011 1:10 | N | DC_ROAD_L_B | 28.67 |
| 1/27/2011 1:10 | N | DC_EGPS_L_A | 29.21 |
| 1/27/2011 1:10 | N | H_HOLLOW_E_1 | 31.5 |
| 1/27/2011 1:10 | N | HHOLLOW4_E_1 | 31.5 |
| 1/27/2011 1:10 | N | R_LH2SES_1 | 26.85 |
| 1/27/2011 1:10 | N | R_PB2SES_1 | 31.52 |
| 1/27/2011 1:10 | N | R_PB2SES_2 | 31.52 |
| 1/27/2011 1:10 | N | R_PB2SES_3 | 31.52 |
| 1/27/2011 1:10 | N | R_PB2SES_4 | 31.52 |
| 1/27/2011 1:10 | N | R_PB2SES_5 | 31.52 |
| 1/27/2011 1:10 | N | AUTO_EPS_390 | 27.55 |
| 1/27/2011 1:15 | N | DC_ROAD_L_B | 29.49 |
| 1/27/2011 1:15 | N | DC_EGPS_L_A | 30.41 |
| 1/27/2011 1:15 | N | H_HOLLOW_E_1 | 34.24 |
| 1/27/2011 1:15 | N | HHOLLOW4_E_1 | 34.24 |
| 1/27/2011 1:15 | N | R_LH2SES_1 | 26.45 |
| 1/27/2011 1:15 | N | R_PB2SES_1 | 34.28 |
| 1/27/2011 1:15 | N | R_PB2SES_2 | 34.28 |
| 1/27/2011 1:15 | N | R_PB2SES_3 | 34.28 |
| 1/27/2011 1:15 | N | R_PB2SES_4 | 34.28 |
| 1/27/2011 1:15 | N | R_PB2SES_5 | 34.28 |
| 1/27/2011 1:15 | N | AUTO_EPS_390 | 27.62 |
| 1/27/2011 1:20 | N | DC_ROAD_L_B | 29.06 |
| 1/27/2011 1:20 | N | DC_EGPS_L_A | 29.88 |
| 1/27/2011 1:20 | N | H_HOLLOW_E_1 | 33.32 |
| 1/27/2011 1:20 | N | HHOLLOW4_E_1 | 33.32 |
| 1/27/2011 1:20 | N | R_LH2SES_1 | 26.32 |
| 1/27/2011 1:20 | N | R_PB2SES_1 | 33.35 |
| 1/27/2011 1:20 | N | R_PB2SES_2 | 33.35 |
| 1/27/2011 1:20 | N | R_PB2SES_3 | 33.35 |
| 1/27/2011 1:20 | N | R_PB2SES_4 | 33.35 |
| 1/27/2011 1:20 | N | R_PB2SES_5 | 33.35 |
| 1/27/2011 1:20 | N | AUTO_EPS_390 | 27.38 |
| 1/27/2011 1:25 | N | DC_ROAD_L_B | 27.76 |
| 1/27/2011 1:25 | N | DC_EGPS_L_A | 28.2 |
| 1/27/2011 1:25 | N | H_HOLLOW_E_1 | 30.03 |

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| 1/27/2011 1:25 | N | HHOLLOW4_E_1 | 30.03 |
| 1/27/2011 1:25 | N | R_LH2SES_1 | 26.3 |
| 1/27/2011 1:25 | N | R_PB2SES_1 | 30.05 |
| 1/27/2011 1:25 | N | R_PB2SES_2 | 30.05 |
| 1/27/2011 1:25 | N | R_PB2SES_3 | 30.05 |
| 1/27/2011 1:25 | N | R_PB2SES_4 | 30.05 |
| 1/27/2011 1:25 | N | R_PB2SES_5 | 30.05 |
| 1/27/2011 1:25 | N | AUTO_EPS_390 | 26.87 |
| 1/27/2011 1:30 | N | DC_ROAD_L_B | 27.8 |
| 1/27/2011 1:30 | N | DC_EGPS_L_A | 28.18 |
| 1/27/2011 1:30 | N | H_HOLLOW_E_1 | 29.74 |
| 1/27/2011 1:30 | N | HHOLLOW4_E_1 | 29.74 |
| 1/27/2011 1:30 | N | R_LH2SES_1 | 26.56 |
| 1/27/2011 1:30 | N | R_PB2SES_1 | 29.76 |
| 1/27/2011 1:30 | N | R_PB2SES_2 | 29.76 |
| 1/27/2011 1:30 | N | R_PB2SES_3 | 29.76 |
| 1/27/2011 1:30 | N | R_PB2SES_4 | 29.76 |
| 1/27/2011 1:30 | N | R_PB2SES_5 | 29.76 |
| 1/27/2011 1:30 | N | AUTO_EPS_390 | 27.04 |
| 1/27/2011 1:35 | N | DC_ROAD_L_B | 28.46 |
| 1/27/2011 1:35 | N | DC_EGPS_L_A | 28.95 |
| 1/27/2011 1:35 | N | H_HOLLOW_E_1 | 31.02 |
| 1/27/2011 1:35 | N | HHOLLOW4_E_1 | 31.02 |
| 1/27/2011 1:35 | N | R_LH2SES_1 | 26.81 |
| 1/27/2011 1:35 | N | R_PB2SES_1 | 31.04 |
| 1/27/2011 1:35 | N | R_PB2SES_2 | 31.04 |
| 1/27/2011 1:35 | N | R_PB2SES_3 | 31.04 |
| 1/27/2011 1:35 | N | R_PB2SES_4 | 31.04 |
| 1/27/2011 1:35 | N | R_PB2SES_5 | 31.04 |
| 1/27/2011 1:35 | N | AUTO_EPS_390 | 27.45 |
| 1/27/2011 1:40 | N | DC_ROAD_L_B | 28.43 |
| 1/27/2011 1:40 | N | DC_EGPS_L_A | 29.02 |
| 1/27/2011 1:40 | N | H_HOLLOW_E_1 | 31.45 |
| 1/27/2011 1:40 | N | HHOLLOW4_E_1 | 31.45 |
| 1/27/2011 1:40 | N | R_LH2SES_1 | 26.5 |
| 1/27/2011 1:40 | N | R_PB2SES_1 | 31.47 |
| 1/27/2011 1:40 | N | R_PB2SES_2 | 31.47 |
| 1/27/2011 1:40 | N | R_PB2SES_3 | 31.47 |
| 1/27/2011 1:40 | N | R_PB2SES_4 | 31.47 |
| 1/27/2011 1:40 | N | R_PB2SES_5 | 31.47 |
| 1/27/2011 1:40 | N | AUTO_EPS_390 | 27.25 |
| 1/27/2011 1:45 | N | DC_ROAD_L_B | 28.91 |
| 1/27/2011 1:45 | N | DC_EGPS_L_A | 29.54 |
| 1/27/2011 1:45 | N | H_HOLLOW_E_1 | 32.2 |
| 1/27/2011 1:45 | N | HHOLLOW4_E_1 | 32.2 |
| 1/27/2011 1:45 | N | R_LH2SES_1 | 26.79 |
| 1/27/2011 1:45 | N | R_PB2SES_1 | 32.23 |

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| 1/27/2011 1:45 | N | R_PB2SES_2 | 32.23 |
| 1/27/2011 1:45 | N | R_PB2SES_3 | 32.23 |
| 1/27/2011 1:45 | N | R_PB2SES_4 | 32.23 |
| 1/27/2011 1:45 | N | R_PB2SES_5 | 32.23 |
| 1/27/2011 1:45 | N | AUTO_EPS_390 | 27.61 |
| 1/27/2011 1:50 | N | DC_ROAD_L_B | 28.79 |
| 1/27/2011 1:50 | N | DC_EGPS_L_A | 29.25 |
| 1/27/2011 1:50 | N | H_HOLLOW_E_1 | 31.18 |
| 1/27/2011 1:50 | N | HHOLLOW4_E_1 | 31.18 |
| 1/27/2011 1:50 | N | R_LH2SES_1 | 27.25 |
| 1/27/2011 1:50 | N | R_PB2SES_1 | 31.2 |
| 1/27/2011 1:50 | N | R_PB2SES_2 | 31.2 |
| 1/27/2011 1:50 | N | R_PB2SES_3 | 31.2 |
| 1/27/2011 1:50 | N | R_PB2SES_4 | 31.2 |
| 1/27/2011 1:50 | N | R_PB2SES_5 | 31.2 |
| 1/27/2011 1:50 | N | AUTO_EPS_390 | 27.85 |
| 1/27/2011 1:55 | N | DC_ROAD_L_B | 28.75 |
| 1/27/2011 1:55 | N | DC_EGPS_L_A | 29.15 |
| 1/27/2011 1:55 | N | H_HOLLOW_E_1 | 30.83 |
| 1/27/2011 1:55 | N | HHOLLOW4_E_1 | 30.83 |
| 1/27/2011 1:55 | N | R_LH2SES_1 | 27.41 |
| 1/27/2011 1:55 | N | R_PB2SES_1 | 30.84 |
| 1/27/2011 1:55 | N | R_PB2SES_2 | 30.84 |
| 1/27/2011 1:55 | N | R_PB2SES_3 | 30.84 |
| 1/27/2011 1:55 | N | R_PB2SES_4 | 30.84 |
| 1/27/2011 1:55 | N | R_PB2SES_5 | 30.84 |
| 1/27/2011 1:55 | N | AUTO_EPS_390 | 27.93 |
| 1/27/2011 2:00 | N | DC_ROAD_L_B | 28.94 |
| 1/27/2011 2:00 | N | DC_EGPS_L_A | 29.45 |
| 1/27/2011 2:00 | N | H_HOLLOW_E_1 | 31.55 |
| 1/27/2011 2:00 | N | HHOLLOW4_E_1 | 31.55 |
| 1/27/2011 2:00 | N | R_LH2SES_1 | 27.26 |
| 1/27/2011 2:00 | N | R_PB2SES_1 | 31.58 |
| 1/27/2011 2:00 | N | R_PB2SES_2 | 31.58 |
| 1/27/2011 2:00 | N | R_PB2SES_3 | 31.58 |
| 1/27/2011 2:00 | N | R_PB2SES_4 | 31.58 |
| 1/27/2011 2:00 | N | R_PB2SES_5 | 31.58 |
| 1/27/2011 2:00 | N | AUTO_EPS_390 | 27.91 |
| 1/27/2011 2:05 | N | DC_ROAD_L_B | 28.63 |
| 1/27/2011 2:05 | N | DC_EGPS_L_A | 29.26 |
| 1/27/2011 2:05 | N | H_HOLLOW_E_1 | 31.88 |
| 1/27/2011 2:05 | N | HHOLLOW4_E_1 | 31.88 |
| 1/27/2011 2:05 | N | R_LH2SES_1 | 26.54 |
| 1/27/2011 2:05 | N | R_PB2SES_1 | 31.9 |
| 1/27/2011 2:05 | N | R_PB2SES_2 | 31.9 |
| 1/27/2011 2:05 | N | R_PB2SES_3 | 31.9 |
| 1/27/2011 2:05 | N | R_PB2SES_4 | 31.9 |

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| 1/27/2011 2:05 | N | R_PB2SES_5 | 31.9 |
| 1/27/2011 2:05 | N | AUTO_EPS_390 | 27.35 |
| 1/27/2011 2:10 | N | DC_ROAD_L_B | 29.09 |
| 1/27/2011 2:10 | N | DC_EGPS_L_A | 29.66 |
| 1/27/2011 2:10 | N | H_HOLLOW_E_1 | 32.07 |
| 1/27/2011 2:10 | N | HHOLLOW4_E_1 | 32.07 |
| 1/27/2011 2:10 | N | R_LH2SES_1 | 27.18 |
| 1/27/2011 2:10 | N | R_PB2SES_1 | 32.09 |
| 1/27/2011 2:10 | N | R_PB2SES_2 | 32.09 |
| 1/27/2011 2:10 | N | R_PB2SES_3 | 32.09 |
| 1/27/2011 2:10 | N | R_PB2SES_4 | 32.09 |
| 1/27/2011 2:10 | N | R_PB2SES_5 | 32.09 |
| 1/27/2011 2:10 | N | AUTO_EPS_390 | 27.92 |
| 1/27/2011 2:15 | N | DC_ROAD_L_B | 29.04 |
| 1/27/2011 2:15 | N | DC_EGPS_L_A | 29.52 |
| 1/27/2011 2:15 | N | H_HOLLOW_E_1 | 31.53 |
| 1/27/2011 2:15 | N | HHOLLOW4_E_1 | 31.53 |
| 1/27/2011 2:15 | N | R_LH2SES_1 | 27.44 |
| 1/27/2011 2:15 | N | R_PB2SES_1 | 31.55 |
| 1/27/2011 2:15 | N | R_PB2SES_2 | 31.55 |
| 1/27/2011 2:15 | N | R_PB2SES_3 | 31.55 |
| 1/27/2011 2:15 | N | R_PB2SES_4 | 31.55 |
| 1/27/2011 2:15 | N | R_PB2SES_5 | 31.55 |
| 1/27/2011 2:15 | N | AUTO_EPS_390 | 28.06 |
| 1/27/2011 2:20 | N | DC_ROAD_L_B | 28.91 |
| 1/27/2011 2:20 | N | DC_EGPS_L_A | 29.4 |
| 1/27/2011 2:20 | N | H_HOLLOW_E_1 | 31.46 |
| 1/27/2011 2:20 | N | HHOLLOW4_E_1 | 31.46 |
| 1/27/2011 2:20 | N | R_LH2SES_1 | 27.27 |
| 1/27/2011 2:20 | N | R_PB2SES_1 | 31.48 |
| 1/27/2011 2:20 | N | R_PB2SES_2 | 31.48 |
| 1/27/2011 2:20 | N | R_PB2SES_3 | 31.48 |
| 1/27/2011 2:20 | N | R_PB2SES_4 | 31.48 |
| 1/27/2011 2:20 | N | R_PB2SES_5 | 31.48 |
| 1/27/2011 2:20 | N | AUTO_EPS_390 | 27.9 |
| 1/27/2011 2:25 | N | DC_ROAD_L_B | 28.6 |
| 1/27/2011 2:25 | N | DC_EGPS_L_A | 29.14 |
| 1/27/2011 2:25 | N | H_HOLLOW_E_1 | 31.42 |
| 1/27/2011 2:25 | N | HHOLLOW4_E_1 | 31.42 |
| 1/27/2011 2:25 | N | R_LH2SES_1 | 26.78 |
| 1/27/2011 2:25 | N | R_PB2SES_1 | 31.44 |
| 1/27/2011 2:25 | N | R_PB2SES_2 | 31.44 |
| 1/27/2011 2:25 | N | R_PB2SES_3 | 31.44 |
| 1/27/2011 2:25 | N | R_PB2SES_4 | 31.44 |
| 1/27/2011 2:25 | N | R_PB2SES_5 | 31.44 |
| 1/27/2011 2:25 | N | AUTO_EPS_390 | 27.48 |
| 1/27/2011 2:30 | N | DC_ROAD_L_B | 28.78 |

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| 1/27/2011 2:30 | N | DC_EGPS_L_A | 29.32 |
| 1/27/2011 2:30 | N | H_HOLLOW_E_1 | 31.56 |
| 1/27/2011 2:30 | N | HHOLLOW4_E_1 | 31.56 |
| 1/27/2011 2:30 | N | R_LH2SES_1 | 26.99 |
| 1/27/2011 2:30 | N | R_PB2SES_1 | 31.58 |
| 1/27/2011 2:30 | N | R_PB2SES_2 | 31.58 |
| 1/27/2011 2:30 | N | R_PB2SES_3 | 31.58 |
| 1/27/2011 2:30 | N | R_PB2SES_4 | 31.58 |
| 1/27/2011 2:30 | N | R_PB2SES_5 | 31.58 |
| 1/27/2011 2:30 | N | AUTO_EPS_390 | 27.69 |
| 1/27/2011 2:35 | N | DC_ROAD_L_B | 29.07 |
| 1/27/2011 2:35 | N | DC_EGPS_L_A | 29.57 |
| 1/27/2011 2:35 | N | H_HOLLOW_E_1 | 31.66 |
| 1/27/2011 2:35 | N | HHOLLOW4_E_1 | 31.66 |
| 1/27/2011 2:35 | N | R_LH2SES_1 | 27.41 |
| 1/27/2011 2:35 | N | R_PB2SES_1 | 31.68 |
| 1/27/2011 2:35 | N | R_PB2SES_2 | 31.68 |
| 1/27/2011 2:35 | N | R_PB2SES_3 | 31.68 |
| 1/27/2011 2:35 | N | R_PB2SES_4 | 31.68 |
| 1/27/2011 2:35 | N | R_PB2SES_5 | 31.68 |
| 1/27/2011 2:35 | N | AUTO_EPS_390 | 28.05 |
| 1/27/2011 2:40 | N | DC_ROAD_L_B | 29.19 |
| 1/27/2011 2:40 | N | DC_EGPS_L_A | 29.73 |
| 1/27/2011 2:40 | N | H_HOLLOW_E_1 | 31.98 |
| 1/27/2011 2:40 | N | HHOLLOW4_E_1 | 31.98 |
| 1/27/2011 2:40 | N | R_LH2SES_1 | 27.39 |
| 1/27/2011 2:40 | N | R_PB2SES_1 | 32 |
| 1/27/2011 2:40 | N | R_PB2SES_2 | 32 |
| 1/27/2011 2:40 | N | R_PB2SES_3 | 32 |
| 1/27/2011 2:40 | N | R_PB2SES_4 | 32 |
| 1/27/2011 2:40 | N | R_PB2SES_5 | 32 |
| 1/27/2011 2:40 | N | AUTO_EPS_390 | 28.09 |
| 1/27/2011 2:45 | N | DC_ROAD_L_B | 29.25 |
| 1/27/2011 2:45 | N | DC_EGPS_L_A | 29.87 |
| 1/27/2011 2:45 | N | H_HOLLOW_E_1 | 32.43 |
| 1/27/2011 2:45 | N | HHOLLOW4_E_1 | 32.43 |
| 1/27/2011 2:45 | N | R_LH2SES_1 | 27.22 |
| 1/27/2011 2:45 | N | R_PB2SES_1 | 32.45 |
| 1/27/2011 2:45 | N | R_PB2SES_2 | 32.45 |
| 1/27/2011 2:45 | N | R_PB2SES_3 | 32.45 |
| 1/27/2011 2:45 | N | R_PB2SES_4 | 32.45 |
| 1/27/2011 2:45 | N | R_PB2SES_5 | 32.45 |
| 1/27/2011 2:45 | N | AUTO_EPS_390 | 28 |
| 1/27/2011 2:50 | N | DC_ROAD_L_B | 29.31 |
| 1/27/2011 2:50 | N | DC_EGPS_L_A | 29.93 |
| 1/27/2011 2:50 | N | H_HOLLOW_E_1 | 32.55 |
| 1/27/2011 2:50 | N | HHOLLOW4_E_1 | 32.55 |

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|---|---|---|---|
| 1/27/2011 2:50 | N | R_LH2SES_1 | 27.22 |
| 1/27/2011 2:50 | N | R_PB2SES_1 | 32.57 |
| 1/27/2011 2:50 | N | R_PB2SES_2 | 32.57 |
| 1/27/2011 2:50 | N | R_PB2SES_3 | 32.57 |
| 1/27/2011 2:50 | N | R_PB2SES_4 | 32.57 |
| 1/27/2011 2:50 | N | R_PB2SES_5 | 32.57 |
| 1/27/2011 2:50 | N | AUTO_EPS_390 | 28.03 |
| 1/27/2011 2:55 | N | DC_ROAD_L_B | 29.39 |
| 1/27/2011 2:55 | N | DC_EGPS_L_A | 30.11 |
| 1/27/2011 2:55 | N | H_HOLLOW_E_1 | 33.13 |
| 1/27/2011 2:55 | N | HHOLLOW4_E_1 | 33.13 |
| 1/27/2011 2:55 | N | R_LH2SES_1 | 26.99 |
| 1/27/2011 2:55 | N | R_PB2SES_1 | 33.16 |
| 1/27/2011 2:55 | N | R_PB2SES_2 | 33.16 |
| 1/27/2011 2:55 | N | R_PB2SES_3 | 33.16 |
| 1/27/2011 2:55 | N | R_PB2SES_4 | 33.16 |
| 1/27/2011 2:55 | N | R_PB2SES_5 | 33.16 |
| 1/27/2011 2:55 | N | AUTO_EPS_390 | 27.92 |
| 1/27/2011 3:01 | N | DC_ROAD_L_B | 29.36 |
| 1/27/2011 3:01 | N | DC_EGPS_L_A | 30.04 |
| 1/27/2011 3:01 | N | H_HOLLOW_E_1 | 32.86 |
| 1/27/2011 3:01 | N | HHOLLOW4_E_1 | 32.86 |
| 1/27/2011 3:01 | N | R_LH2SES_1 | 27.12 |
| 1/27/2011 3:01 | N | R_PB2SES_1 | 32.89 |
| 1/27/2011 3:01 | N | R_PB2SES_2 | 32.89 |
| 1/27/2011 3:01 | N | R_PB2SES_3 | 32.89 |
| 1/27/2011 3:01 | N | R_PB2SES_4 | 32.89 |
| 1/27/2011 3:01 | N | R_PB2SES_5 | 32.89 |
| 1/27/2011 3:01 | N | AUTO_EPS_390 | 27.98 |
| 1/27/2011 3:05 | N | DC_ROAD_L_B | 29.45 |
| 1/27/2011 3:05 | N | DC_EGPS_L_A | 30.09 |
| 1/27/2011 3:05 | N | H_HOLLOW_E_1 | 32.76 |
| 1/27/2011 3:05 | N | HHOLLOW4_E_1 | 32.76 |
| 1/27/2011 3:05 | N | R_LH2SES_1 | 27.32 |
| 1/27/2011 3:05 | N | R_PB2SES_1 | 32.79 |
| 1/27/2011 3:05 | N | R_PB2SES_2 | 32.79 |
| 1/27/2011 3:05 | N | R_PB2SES_3 | 32.79 |
| 1/27/2011 3:05 | N | R_PB2SES_4 | 32.79 |
| 1/27/2011 3:05 | N | R_PB2SES_5 | 32.79 |
| 1/27/2011 3:05 | N | AUTO_EPS_390 | 28.14 |
| 1/27/2011 3:10 | N | DC_ROAD_L_B | 29.65 |
| 1/27/2011 3:10 | N | DC_EGPS_L_A | 30.29 |
| 1/27/2011 3:10 | N | H_HOLLOW_E_1 | 32.94 |
| 1/27/2011 3:10 | N | HHOLLOW4_E_1 | 32.94 |
| 1/27/2011 3:10 | N | R_LH2SES_1 | 27.54 |
| 1/27/2011 3:10 | N | R_PB2SES_1 | 32.97 |
| 1/27/2011 3:10 | N | R_PB2SES_2 | 32.97 |

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| 1/27/2011 3:10 | N | R_PB2SES_3 | 32.97 |
| 1/27/2011 3:10 | N | R_PB2SES_4 | 32.97 |
| 1/27/2011 3:10 | N | R_PB2SES_5 | 32.97 |
| 1/27/2011 3:10 | N | AUTO_EPS_390 | 28.35 |
| 1/27/2011 3:15 | N | DC_ROAD_L_B | 29.73 |
| 1/27/2011 3:15 | N | DC_EGPS_L_A | 30.44 |
| 1/27/2011 3:15 | N | H_HOLLOW_E_1 | 33.41 |
| 1/27/2011 3:15 | N | HHOLLOW4_E_1 | 33.41 |
| 1/27/2011 3:15 | N | R_LH2SES_1 | 27.37 |
| 1/27/2011 3:15 | N | R_PB2SES_1 | 33.44 |
| 1/27/2011 3:15 | N | R_PB2SES_2 | 33.44 |
| 1/27/2011 3:15 | N | R_PB2SES_3 | 33.44 |
| 1/27/2011 3:15 | N | R_PB2SES_4 | 33.44 |
| 1/27/2011 3:15 | N | R_PB2SES_5 | 33.44 |
| 1/27/2011 3:15 | N | AUTO_EPS_390 | 28.28 |
| 1/27/2011 3:20 | N | DC_ROAD_L_B | 29.82 |
| 1/27/2011 3:20 | N | DC_EGPS_L_A | 30.64 |
| 1/27/2011 3:20 | N | H_HOLLOW_E_1 | 34.05 |
| 1/27/2011 3:20 | N | HHOLLOW4_E_1 | 34.05 |
| 1/27/2011 3:20 | N | R_LH2SES_1 | 27.11 |
| 1/27/2011 3:20 | N | R_PB2SES_1 | 34.08 |
| 1/27/2011 3:20 | N | R_PB2SES_2 | 34.08 |
| 1/27/2011 3:20 | N | R_PB2SES_3 | 34.08 |
| 1/27/2011 3:20 | N | R_PB2SES_4 | 34.08 |
| 1/27/2011 3:20 | N | R_PB2SES_5 | 34.08 |
| 1/27/2011 3:20 | N | AUTO_EPS_390 | 28.15 |
| 1/27/2011 3:25 | N | DC_ROAD_L_B | 29.28 |
| 1/27/2011 3:25 | N | DC_EGPS_L_A | 30.02 |
| 1/27/2011 3:25 | N | H_HOLLOW_E_1 | 33.07 |
| 1/27/2011 3:25 | N | HHOLLOW4_E_1 | 33.07 |
| 1/27/2011 3:25 | N | R_LH2SES_1 | 26.85 |
| 1/27/2011 3:25 | N | R_PB2SES_1 | 33.1 |
| 1/27/2011 3:25 | N | R_PB2SES_2 | 33.1 |
| 1/27/2011 3:25 | N | R_PB2SES_3 | 33.1 |
| 1/27/2011 3:25 | N | R_PB2SES_4 | 33.1 |
| 1/27/2011 3:25 | N | R_PB2SES_5 | 33.1 |
| 1/27/2011 3:25 | N | AUTO_EPS_390 | 27.79 |
| 1/27/2011 3:30 | N | DC_ROAD_L_B | 29.08 |
| 1/27/2011 3:30 | N | DC_EGPS_L_A | 29.68 |
| 1/27/2011 3:30 | N | H_HOLLOW_E_1 | 32.18 |
| 1/27/2011 3:30 | N | HHOLLOW4_E_1 | 32.18 |
| 1/27/2011 3:30 | N | R_LH2SES_1 | 27.09 |
| 1/27/2011 3:30 | N | R_PB2SES_1 | 32.21 |
| 1/27/2011 3:30 | N | R_PB2SES_2 | 32.21 |
| 1/27/2011 3:30 | N | R_PB2SES_3 | 32.21 |
| 1/27/2011 3:30 | N | R_PB2SES_4 | 32.21 |
| 1/27/2011 3:30 | N | R_PB2SES_5 | 32.21 |

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| 1/27/2011 3:30 | N | AUTO_EPS_390 | 27.86 |
| 1/27/2011 3:35 | N | DC_ROAD_L_B | 28.98 |
| 1/27/2011 3:35 | N | DC_EGPS_L_A | 29.49 |
| 1/27/2011 3:35 | N | H_HOLLOW_E_1 | 31.62 |
| 1/27/2011 3:35 | N | HHOLLOW4_E_1 | 31.62 |
| 1/27/2011 3:35 | N | R_LH2SES_1 | 27.28 |
| 1/27/2011 3:35 | N | R_PB2SES_1 | 31.64 |
| 1/27/2011 3:35 | N | R_PB2SES_2 | 31.64 |
| 1/27/2011 3:35 | N | R_PB2SES_3 | 31.64 |
| 1/27/2011 3:35 | N | R_PB2SES_4 | 31.64 |
| 1/27/2011 3:35 | N | R_PB2SES_5 | 31.64 |
| 1/27/2011 3:35 | N | AUTO_EPS_390 | 27.94 |
| 1/27/2011 3:40 | N | DC_ROAD_L_B | 29.39 |
| 1/27/2011 3:40 | N | DC_EGPS_L_A | 30.03 |
| 1/27/2011 3:40 | N | H_HOLLOW_E_1 | 32.72 |
| 1/27/2011 3:40 | N | HHOLLOW4_E_1 | 32.72 |
| 1/27/2011 3:40 | N | R_LH2SES_1 | 27.25 |
| 1/27/2011 3:40 | N | R_PB2SES_1 | 32.74 |
| 1/27/2011 3:40 | N | R_PB2SES_2 | 32.74 |
| 1/27/2011 3:40 | N | R_PB2SES_3 | 32.74 |
| 1/27/2011 3:40 | N | R_PB2SES_4 | 32.74 |
| 1/27/2011 3:40 | N | R_PB2SES_5 | 32.74 |
| 1/27/2011 3:40 | N | AUTO_EPS_390 | 28.08 |
| 1/27/2011 3:45 | N | DC_ROAD_L_B | 29.68 |
| 1/27/2011 3:45 | N | DC_EGPS_L_A | 30.39 |
| 1/27/2011 3:45 | N | H_HOLLOW_E_1 | 33.35 |
| 1/27/2011 3:45 | N | HHOLLOW4_E_1 | 33.35 |
| 1/27/2011 3:45 | N | R_LH2SES_1 | 27.33 |
| 1/27/2011 3:45 | N | R_PB2SES_1 | 33.38 |
| 1/27/2011 3:45 | N | R_PB2SES_2 | 33.38 |
| 1/27/2011 3:45 | N | R_PB2SES_3 | 33.38 |
| 1/27/2011 3:45 | N | R_PB2SES_4 | 33.38 |
| 1/27/2011 3:45 | N | R_PB2SES_5 | 33.38 |
| 1/27/2011 3:45 | N | AUTO_EPS_390 | 28.24 |
| 1/27/2011 3:50 | N | DC_ROAD_L_B | 29.94 |
| 1/27/2011 3:50 | N | DC_EGPS_L_A | 30.72 |
| 1/27/2011 3:50 | N | H_HOLLOW_E_1 | 33.99 |
| 1/27/2011 3:50 | N | HHOLLOW4_E_1 | 33.99 |
| 1/27/2011 3:50 | N | R_LH2SES_1 | 27.33 |
| 1/27/2011 3:50 | N | R_PB2SES_1 | 34.03 |
| 1/27/2011 3:50 | N | R_PB2SES_2 | 34.03 |
| 1/27/2011 3:50 | N | R_PB2SES_3 | 34.03 |
| 1/27/2011 3:50 | N | R_PB2SES_4 | 34.03 |
| 1/27/2011 3:50 | N | R_PB2SES_5 | 34.03 |
| 1/27/2011 3:50 | N | AUTO_EPS_390 | 28.34 |
| 1/27/2011 3:55 | N | DC_ROAD_L_B | 30.11 |
| 1/27/2011 3:55 | N | DC_EGPS_L_A | 30.87 |

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| 1/27/2011 3:55 | N | H_HOLLOW_E_1 | 34.03 |
| 1/27/2011 3:55 | N | HHOLLOW4_E_1 | 34.03 |
| 1/27/2011 3:55 | N | R_LH2SES_1 | 27.59 |
| 1/27/2011 3:55 | N | R_PB2SES_1 | 34.06 |
| 1/27/2011 3:55 | N | R_PB2SES_2 | 34.06 |
| 1/27/2011 3:55 | N | R_PB2SES_3 | 34.06 |
| 1/27/2011 3:55 | N | R_PB2SES_4 | 34.06 |
| 1/27/2011 3:55 | N | R_PB2SES_5 | 34.06 |
| 1/27/2011 3:55 | N | AUTO_EPS_390 | 28.56 |
| 1/27/2011 4:00 | N | DC_ROAD_L_B | 29.51 |
| 1/27/2011 4:00 | N | DC_EGPS_L_A | 30.22 |
| 1/27/2011 4:00 | N | H_HOLLOW_E_1 | 33.16 |
| 1/27/2011 4:00 | N | HHOLLOW4_E_1 | 33.16 |
| 1/27/2011 4:00 | N | R_LH2SES_1 | 27.17 |
| 1/27/2011 4:00 | N | R_PB2SES_1 | 33.19 |
| 1/27/2011 4:00 | N | R_PB2SES_2 | 33.19 |
| 1/27/2011 4:00 | N | R_PB2SES_3 | 33.19 |
| 1/27/2011 4:00 | N | R_PB2SES_4 | 33.19 |
| 1/27/2011 4:00 | N | R_PB2SES_5 | 33.19 |
| 1/27/2011 4:00 | N | AUTO_EPS_390 | 28.07 |
| 1/27/2011 4:05 | N | DC_ROAD_L_B | 29.26 |
| 1/27/2011 4:05 | N | DC_EGPS_L_A | 29.9 |
| 1/27/2011 4:05 | N | H_HOLLOW_E_1 | 32.58 |
| 1/27/2011 4:05 | N | HHOLLOW4_E_1 | 32.58 |
| 1/27/2011 4:05 | N | R_LH2SES_1 | 27.13 |
| 1/27/2011 4:05 | N | R_PB2SES_1 | 32.61 |
| 1/27/2011 4:05 | N | R_PB2SES_2 | 32.61 |
| 1/27/2011 4:05 | N | R_PB2SES_3 | 32.61 |
| 1/27/2011 4:05 | N | R_PB2SES_4 | 32.61 |
| 1/27/2011 4:05 | N | R_PB2SES_5 | 32.61 |
| 1/27/2011 4:05 | N | AUTO_EPS_390 | 27.95 |
| 1/27/2011 4:10 | N | DC_ROAD_L_B | 29.34 |
| 1/27/2011 4:10 | N | DC_EGPS_L_A | 30.05 |
| 1/27/2011 4:10 | N | H_HOLLOW_E_1 | 33 |
| 1/27/2011 4:10 | N | HHOLLOW4_E_1 | 33 |
| 1/27/2011 4:10 | N | R_LH2SES_1 | 26.99 |
| 1/27/2011 4:10 | N | R_PB2SES_1 | 33.03 |
| 1/27/2011 4:10 | N | R_PB2SES_2 | 33.03 |
| 1/27/2011 4:10 | N | R_PB2SES_3 | 33.03 |
| 1/27/2011 4:10 | N | R_PB2SES_4 | 33.03 |
| 1/27/2011 4:10 | N | R_PB2SES_5 | 33.03 |
| 1/27/2011 4:10 | N | AUTO_EPS_390 | 27.9 |
| 1/27/2011 4:15 | N | DC_ROAD_L_B | 29 |
| 1/27/2011 4:15 | N | DC_EGPS_L_A | 29.58 |
| 1/27/2011 4:15 | N | H_HOLLOW_E_1 | 32.02 |
| 1/27/2011 4:15 | N | HHOLLOW4_E_1 | 32.02 |
| 1/27/2011 4:15 | N | R_LH2SES_1 | 27.06 |

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| 1/27/2011 4:15 | N | R_PB2SES_1 | 32.04 |
| 1/27/2011 4:15 | N | R_PB2SES_2 | 32.04 |
| 1/27/2011 4:15 | N | R_PB2SES_3 | 32.04 |
| 1/27/2011 4:15 | N | R_PB2SES_4 | 32.04 |
| 1/27/2011 4:15 | N | R_PB2SES_5 | 32.04 |
| 1/27/2011 4:15 | N | AUTO_EPS_390 | 27.81 |
| 1/27/2011 4:20 | N | DC_ROAD_L_B | 28.87 |
| 1/27/2011 4:20 | N | DC_EGPS_L_A | 29.43 |
| 1/27/2011 4:20 | N | H_HOLLOW_E_1 | 31.77 |
| 1/27/2011 4:20 | N | HHOLLOW4_E_1 | 31.77 |
| 1/27/2011 4:20 | N | R_LH2SES_1 | 27.01 |
| 1/27/2011 4:20 | N | R_PB2SES_1 | 31.79 |
| 1/27/2011 4:20 | N | R_PB2SES_2 | 31.79 |
| 1/27/2011 4:20 | N | R_PB2SES_3 | 31.79 |
| 1/27/2011 4:20 | N | R_PB2SES_4 | 31.79 |
| 1/27/2011 4:20 | N | R_PB2SES_5 | 31.79 |
| 1/27/2011 4:20 | N | AUTO_EPS_390 | 27.73 |
| 1/27/2011 4:25 | N | DC_ROAD_L_B | 29.26 |
| 1/27/2011 4:25 | N | DC_EGPS_L_A | 29.88 |
| 1/27/2011 4:25 | N | H_HOLLOW_E_1 | 32.44 |
| 1/27/2011 4:25 | N | HHOLLOW4_E_1 | 32.44 |
| 1/27/2011 4:25 | N | R_LH2SES_1 | 27.22 |
| 1/27/2011 4:25 | N | R_PB2SES_1 | 32.46 |
| 1/27/2011 4:25 | N | R_PB2SES_2 | 32.46 |
| 1/27/2011 4:25 | N | R_PB2SES_3 | 32.46 |
| 1/27/2011 4:25 | N | R_PB2SES_4 | 32.46 |
| 1/27/2011 4:25 | N | R_PB2SES_5 | 32.46 |
| 1/27/2011 4:25 | N | AUTO_EPS_390 | 28.01 |
| 1/27/2011 4:30 | N | DC_ROAD_L_B | 29.13 |
| 1/27/2011 4:30 | N | DC_EGPS_L_A | 29.71 |
| 1/27/2011 4:30 | N | H_HOLLOW_E_1 | 32.14 |
| 1/27/2011 4:30 | N | HHOLLOW4_E_1 | 32.14 |
| 1/27/2011 4:30 | N | R_LH2SES_1 | 27.19 |
| 1/27/2011 4:30 | N | R_PB2SES_1 | 32.16 |
| 1/27/2011 4:30 | N | R_PB2SES_2 | 32.16 |
| 1/27/2011 4:30 | N | R_PB2SES_3 | 32.16 |
| 1/27/2011 4:30 | N | R_PB2SES_4 | 32.16 |
| 1/27/2011 4:30 | N | R_PB2SES_5 | 32.16 |
| 1/27/2011 4:30 | N | AUTO_EPS_390 | 27.94 |
| 1/27/2011 4:35 | N | DC_ROAD_L_B | 29.32 |
| 1/27/2011 4:35 | N | DC_EGPS_L_A | 29.95 |
| 1/27/2011 4:35 | N | H_HOLLOW_E_1 | 32.58 |
| 1/27/2011 4:35 | N | HHOLLOW4_E_1 | 32.58 |
| 1/27/2011 4:35 | N | R_LH2SES_1 | 27.23 |
| 1/27/2011 4:35 | N | R_PB2SES_1 | 32.61 |
| 1/27/2011 4:35 | N | R_PB2SES_2 | 32.61 |
| 1/27/2011 4:35 | N | R_PB2SES_3 | 32.61 |

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| 1/27/2011 4:35 | N | R_PB2SES_4 | 32.61 |
| 1/27/2011 4:35 | N | R_PB2SES_5 | 32.61 |
| 1/27/2011 4:35 | N | AUTO_EPS_390 | 28.04 |
| 1/27/2011 4:40 | N | DC_ROAD_L_B | 29.54 |
| 1/27/2011 4:40 | N | DC_EGPS_L_A | 30.22 |
| 1/27/2011 4:40 | N | H_HOLLOW_E_1 | 33.03 |
| 1/27/2011 4:40 | N | HHOLLOW4_E_1 | 33.03 |
| 1/27/2011 4:40 | N | R_LH2SES_1 | 27.3 |
| 1/27/2011 4:40 | N | R_PB2SES_1 | 33.06 |
| 1/27/2011 4:40 | N | R_PB2SES_2 | 33.06 |
| 1/27/2011 4:40 | N | R_PB2SES_3 | 33.06 |
| 1/27/2011 4:40 | N | R_PB2SES_4 | 33.06 |
| 1/27/2011 4:40 | N | R_PB2SES_5 | 33.06 |
| 1/27/2011 4:40 | N | AUTO_EPS_390 | 28.16 |
| 1/27/2011 4:45 | N | DC_ROAD_L_B | 29.44 |
| 1/27/2011 4:45 | N | DC_EGPS_L_A | 30.06 |
| 1/27/2011 4:45 | N | H_HOLLOW_E_1 | 32.68 |
| 1/27/2011 4:45 | N | HHOLLOW4_E_1 | 32.68 |
| 1/27/2011 4:45 | N | R_LH2SES_1 | 27.36 |
| 1/27/2011 4:45 | N | R_PB2SES_1 | 32.7 |
| 1/27/2011 4:45 | N | R_PB2SES_2 | 32.7 |
| 1/27/2011 4:45 | N | R_PB2SES_3 | 32.7 |
| 1/27/2011 4:45 | N | R_PB2SES_4 | 32.7 |
| 1/27/2011 4:45 | N | R_PB2SES_5 | 32.7 |
| 1/27/2011 4:45 | N | AUTO_EPS_390 | 28.16 |
| 1/27/2011 4:50 | N | DC_ROAD_L_B | 29.31 |
| 1/27/2011 4:50 | N | DC_EGPS_L_A | 29.92 |
| 1/27/2011 4:50 | N | H_HOLLOW_E_1 | 32.46 |
| 1/27/2011 4:50 | N | HHOLLOW4_E_1 | 32.46 |
| 1/27/2011 4:50 | N | R_LH2SES_1 | 27.28 |
| 1/27/2011 4:50 | N | R_PB2SES_1 | 32.49 |
| 1/27/2011 4:50 | N | R_PB2SES_2 | 32.49 |
| 1/27/2011 4:50 | N | R_PB2SES_3 | 32.49 |
| 1/27/2011 4:50 | N | R_PB2SES_4 | 32.49 |
| 1/27/2011 4:50 | N | R_PB2SES_5 | 32.49 |
| 1/27/2011 4:50 | N | AUTO_EPS_390 | 28.07 |
| 1/27/2011 4:55 | N | DC_ROAD_L_B | 29.32 |
| 1/27/2011 4:55 | N | DC_EGPS_L_A | 29.96 |
| 1/27/2011 4:55 | N | H_HOLLOW_E_1 | 32.62 |
| 1/27/2011 4:55 | N | HHOLLOW4_E_1 | 32.62 |
| 1/27/2011 4:55 | N | R_LH2SES_1 | 27.21 |
| 1/27/2011 4:55 | N | R_PB2SES_1 | 32.64 |
| 1/27/2011 4:55 | N | R_PB2SES_2 | 32.64 |
| 1/27/2011 4:55 | N | R_PB2SES_3 | 32.64 |
| 1/27/2011 4:55 | N | R_PB2SES_4 | 32.64 |
| 1/27/2011 4:55 | N | R_PB2SES_5 | 32.64 |
| 1/27/2011 4:55 | N | AUTO_EPS_390 | 28.03 |

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| 1/27/2011 5:00 | N | DC_ROAD_L_B | 29.06 |
| 1/27/2011 5:00 | N | DC_EGPS_L_A | 29.64 |
| 1/27/2011 5:00 | N | H_HOLLOW_E_1 | 32.04 |
| 1/27/2011 5:00 | N | HHOLLOW4_E_1 | 32.04 |
| 1/27/2011 5:00 | N | R_LH2SES_1 | 27.15 |
| 1/27/2011 5:00 | N | R_PB2SES_1 | 32.07 |
| 1/27/2011 5:00 | N | R_PB2SES_2 | 32.07 |
| 1/27/2011 5:00 | N | R_PB2SES_3 | 32.07 |
| 1/27/2011 5:00 | N | R_PB2SES_4 | 32.07 |
| 1/27/2011 5:00 | N | R_PB2SES_5 | 32.07 |
| 1/27/2011 5:00 | N | AUTO_EPS_390 | 27.89 |
| 1/27/2011 5:05 | N | DC_ROAD_L_B | 29.37 |
| 1/27/2011 5:05 | N | DC_EGPS_L_A | 30.03 |
| 1/27/2011 5:05 | N | H_HOLLOW_E_1 | 32.78 |
| 1/27/2011 5:05 | N | HHOLLOW4_E_1 | 32.78 |
| 1/27/2011 5:05 | N | R_LH2SES_1 | 27.17 |
| 1/27/2011 5:05 | N | R_PB2SES_1 | 32.81 |
| 1/27/2011 5:05 | N | R_PB2SES_2 | 32.81 |
| 1/27/2011 5:05 | N | R_PB2SES_3 | 32.81 |
| 1/27/2011 5:05 | N | R_PB2SES_4 | 32.81 |
| 1/27/2011 5:05 | N | R_PB2SES_5 | 32.81 |
| 1/27/2011 5:05 | N | AUTO_EPS_390 | 28.02 |
| 1/27/2011 5:10 | N | DC_ROAD_L_B | 29.51 |
| 1/27/2011 5:10 | N | DC_EGPS_L_A | 30.22 |
| 1/27/2011 5:10 | N | H_HOLLOW_E_1 | 33.16 |
| 1/27/2011 5:10 | N | HHOLLOW4_E_1 | 33.16 |
| 1/27/2011 5:10 | N | R_LH2SES_1 | 27.17 |
| 1/27/2011 5:10 | N | R_PB2SES_1 | 33.19 |
| 1/27/2011 5:10 | N | R_PB2SES_2 | 33.19 |
| 1/27/2011 5:10 | N | R_PB2SES_3 | 33.19 |
| 1/27/2011 5:10 | N | R_PB2SES_4 | 33.19 |
| 1/27/2011 5:10 | N | R_PB2SES_5 | 33.19 |
| 1/27/2011 5:10 | N | AUTO_EPS_390 | 28.08 |
| 1/27/2011 5:15 | N | DC_ROAD_L_B | 29.73 |
| 1/27/2011 5:15 | N | DC_EGPS_L_A | 30.49 |
| 1/27/2011 5:15 | N | H_HOLLOW_E_1 | 33.68 |
| 1/27/2011 5:15 | N | HHOLLOW4_E_1 | 33.68 |
| 1/27/2011 5:15 | N | R_LH2SES_1 | 27.2 |
| 1/27/2011 5:15 | N | R_PB2SES_1 | 33.71 |
| 1/27/2011 5:15 | N | R_PB2SES_2 | 33.71 |
| 1/27/2011 5:15 | N | R_PB2SES_3 | 33.71 |
| 1/27/2011 5:15 | N | R_PB2SES_4 | 33.71 |
| 1/27/2011 5:15 | N | R_PB2SES_5 | 33.71 |
| 1/27/2011 5:15 | N | AUTO_EPS_390 | 28.18 |
| 1/27/2011 5:20 | N | DC_ROAD_L_B | 30.87 |
| 1/27/2011 5:20 | N | DC_EGPS_L_A | 31.96 |
| 1/27/2011 5:20 | N | H_HOLLOW_E_1 | 36.5 |

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| 1/27/2011 5:20 | N | HHOLLOW4_E_1 | 36.5 |
| 1/27/2011 5:20 | N | R_LH2SES_1 | 27.26 |
| 1/27/2011 5:20 | N | R_PB2SES_1 | 36.54 |
| 1/27/2011 5:20 | N | R_PB2SES_2 | 36.54 |
| 1/27/2011 5:20 | N | R_PB2SES_3 | 36.54 |
| 1/27/2011 5:20 | N | R_PB2SES_4 | 36.54 |
| 1/27/2011 5:20 | N | R_PB2SES_5 | 36.54 |
| 1/27/2011 5:20 | N | AUTO_EPS_390 | 28.65 |
| 1/27/2011 5:25 | N | DC_ROAD_L_B | 31.86 |
| 1/27/2011 5:25 | N | DC_EGPS_L_A | 33.17 |
| 1/27/2011 5:25 | N | H_HOLLOW_E_1 | 38.63 |
| 1/27/2011 5:25 | N | HHOLLOW4_E_1 | 38.63 |
| 1/27/2011 5:25 | N | R_LH2SES_1 | 27.51 |
| 1/27/2011 5:25 | N | R_PB2SES_1 | 38.68 |
| 1/27/2011 5:25 | N | R_PB2SES_2 | 38.68 |
| 1/27/2011 5:25 | N | R_PB2SES_3 | 38.68 |
| 1/27/2011 5:25 | N | R_PB2SES_4 | 38.68 |
| 1/27/2011 5:25 | N | R_PB2SES_5 | 38.68 |
| 1/27/2011 5:25 | N | AUTO_EPS_390 | 29.19 |
| 1/27/2011 5:30 | N | DC_ROAD_L_B | 33.7 |
| 1/27/2011 5:30 | N | DC_EGPS_L_A | 35.38 |
| 1/27/2011 5:30 | N | H_HOLLOW_E_1 | 42.43 |
| 1/27/2011 5:30 | N | HHOLLOW4_E_1 | 42.43 |
| 1/27/2011 5:30 | N | R_LH2SES_1 | 28.09 |
| 1/27/2011 5:30 | N | R_PB2SES_1 | 42.5 |
| 1/27/2011 5:30 | N | R_PB2SES_2 | 42.5 |
| 1/27/2011 5:30 | N | R_PB2SES_3 | 42.5 |
| 1/27/2011 5:30 | N | R_PB2SES_4 | 42.5 |
| 1/27/2011 5:30 | N | R_PB2SES_5 | 42.5 |
| 1/27/2011 5:30 | N | AUTO_EPS_390 | 30.25 |
| 1/27/2011 5:35 | N | DC_ROAD_L_B | 37.84 |
| 1/27/2011 5:35 | N | DC_EGPS_L_A | 40.65 |
| 1/27/2011 5:35 | N | H_HOLLOW_E_1 | 52.38 |
| 1/27/2011 5:35 | N | HHOLLOW4_E_1 | 52.38 |
| 1/27/2011 5:35 | N | R_LH2SES_1 | 28.51 |
| 1/27/2011 5:35 | N | R_PB2SES_1 | 52.49 |
| 1/27/2011 5:35 | N | R_PB2SES_2 | 52.49 |
| 1/27/2011 5:35 | N | R_PB2SES_3 | 52.49 |
| 1/27/2011 5:35 | N | R_PB2SES_4 | 52.49 |
| 1/27/2011 5:35 | N | R_PB2SES_5 | 52.49 |
| 1/27/2011 5:35 | N | AUTO_EPS_390 | 32.11 |
| 1/27/2011 5:40 | N | DC_ROAD_L_B | 46.65 |
| 1/27/2011 5:40 | N | DC_EGPS_L_A | 52.31 |
| 1/27/2011 5:40 | N | H_HOLLOW_E_1 | 75.91 |
| 1/27/2011 5:40 | N | HHOLLOW4_E_1 | 75.91 |
| 1/27/2011 5:40 | N | R_LH2SES_1 | 27.87 |
| 1/27/2011 5:40 | N | R_PB2SES_1 | 76.14 |

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| 1/27/2011 5:40 | N | R_PB2SES_2 | 76.14 |
| 1/27/2011 5:40 | N | R_PB2SES_3 | 76.14 |
| 1/27/2011 5:40 | N | R_PB2SES_4 | 76.14 |
| 1/27/2011 5:40 | N | R_PB2SES_5 | 76.14 |
| 1/27/2011 5:40 | N | AUTO_EPS_390 | 35.11 |
| 1/27/2011 5:45 | N | DC_ROAD_L_B | 68.63 |
| 1/27/2011 5:45 | N | DC_EGPS_L_A | 81.61 |
| 1/27/2011 5:45 | N | H_HOLLOW_E_1 | 135.7 |
| 1/27/2011 5:45 | N | HHOLLOW4_E_1 | 135.7 |
| 1/27/2011 5:45 | N | R_LH2SES_1 | 25.6 |
| 1/27/2011 5:45 | N | R_PB2SES_1 | 136.22 |
| 1/27/2011 5:45 | N | R_PB2SES_2 | 136.22 |
| 1/27/2011 5:45 | N | R_PB2SES_3 | 136.22 |
| 1/27/2011 5:45 | N | R_PB2SES_4 | 136.22 |
| 1/27/2011 5:45 | N | R_PB2SES_5 | 136.22 |
| 1/27/2011 5:45 | N | AUTO_EPS_390 | 42.21 |
| 1/27/2011 5:50 | N | DC_ROAD_L_B | 84.71 |
| 1/27/2011 5:50 | N | DC_EGPS_L_A | 102.55 |
| 1/27/2011 5:50 | N | H_HOLLOW_E_1 | 177.01 |
| 1/27/2011 5:50 | N | HHOLLOW4_E_1 | 177.01 |
| 1/27/2011 5:50 | N | R_LH2SES_1 | 25.48 |
| 1/27/2011 5:50 | N | R_PB2SES_1 | 177.74 |
| 1/27/2011 5:50 | N | R_PB2SES_2 | 177.74 |
| 1/27/2011 5:50 | N | R_PB2SES_3 | 177.74 |
| 1/27/2011 5:50 | N | R_PB2SES_4 | 177.74 |
| 1/27/2011 5:50 | N | R_PB2SES_5 | 177.74 |
| 1/27/2011 5:50 | N | AUTO_EPS_390 | 48.34 |
| 1/27/2011 5:55 | N | DC_ROAD_L_B | 62.76 |
| 1/27/2011 5:55 | N | DC_EGPS_L_A | 73.41 |
| 1/27/2011 5:55 | N | H_HOLLOW_E_1 | 117.88 |
| 1/27/2011 5:55 | N | HHOLLOW4_E_1 | 117.88 |
| 1/27/2011 5:55 | N | R_LH2SES_1 | 27.38 |
| 1/27/2011 5:55 | N | R_PB2SES_1 | 118.31 |
| 1/27/2011 5:55 | N | R_PB2SES_2 | 118.31 |
| 1/27/2011 5:55 | N | R_PB2SES_3 | 118.31 |
| 1/27/2011 5:55 | N | R_PB2SES_4 | 118.31 |
| 1/27/2011 5:55 | N | R_PB2SES_5 | 118.31 |
| 1/27/2011 5:55 | N | AUTO_EPS_390 | 41.03 |
| 1/27/2011 6:00 | N | DC_ROAD_L_B | 45.62 |
| 1/27/2011 6:00 | N | DC_EGPS_L_A | 49.9 |
| 1/27/2011 6:00 | N | H_HOLLOW_E_1 | 67.74 |
| 1/27/2011 6:00 | N | HHOLLOW4_E_1 | 67.74 |
| 1/27/2011 6:00 | N | R_LH2SES_1 | 31.38 |
| 1/27/2011 6:00 | N | R_PB2SES_1 | 67.91 |
| 1/27/2011 6:00 | N | R_PB2SES_2 | 67.91 |
| 1/27/2011 6:00 | N | R_PB2SES_3 | 67.91 |
| 1/27/2011 6:00 | N | R_PB2SES_4 | 67.91 |

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| 1/27/2011 6:00 | N | R_PB2SES_5 | 67.91 |
| 1/27/2011 6:00 | N | AUTO_EPS_390 | 36.87 |
| 1/27/2011 6:10 | N | DC_ROAD_L_B | 189.23 |
| 1/27/2011 6:10 | N | DC_EGPS_L_A | 224.23 |
| 1/27/2011 6:10 | N | H_HOLLOW_E_1 | 370.46 |
| 1/27/2011 6:10 | N | HHOLLOW4_E_1 | 370.46 |
| 1/27/2011 6:10 | N | R_LH2SES_1 | 60.85 |
| 1/27/2011 6:10 | N | R_PB2SES_1 | 371.4 |
| 1/27/2011 6:10 | N | R_PB2SES_2 | 371.4 |
| 1/27/2011 6:10 | N | R_PB2SES_3 | 371.4 |
| 1/27/2011 6:10 | N | R_PB2SES_4 | 371.4 |
| 1/27/2011 6:10 | N | R_PB2SES_5 | 371.4 |
| 1/27/2011 6:10 | N | AUTO_EPS_390 | 111.14 |
| 1/27/2011 6:15 | N | DC_ROAD_L_B | 162.64 |
| 1/27/2011 6:15 | N | DC_EGPS_L_A | 197.64 |
| 1/27/2011 6:15 | N | H_HOLLOW_E_1 | 343.87 |
| 1/27/2011 6:15 | N | HHOLLOW4_E_1 | 343.87 |
| 1/27/2011 6:15 | N | R_LH2SES_1 | 34.26 |
| 1/27/2011 6:15 | N | R_PB2SES_1 | 344.82 |
| 1/27/2011 6:15 | N | R_PB2SES_2 | 344.82 |
| 1/27/2011 6:15 | N | R_PB2SES_3 | 344.82 |
| 1/27/2011 6:15 | N | R_PB2SES_4 | 344.82 |
| 1/27/2011 6:15 | N | R_PB2SES_5 | 344.82 |
| 1/27/2011 6:15 | N | AUTO_EPS_390 | 84.56 |
| 1/27/2011 6:20 | N | DC_ROAD_L_B | 192.02 |
| 1/27/2011 6:20 | N | DC_EGPS_L_A | 227.02 |
| 1/27/2011 6:20 | N | H_HOLLOW_E_1 | 373.25 |
| 1/27/2011 6:20 | N | HHOLLOW4_E_1 | 373.25 |
| 1/27/2011 6:20 | N | R_LH2SES_1 | 63.64 |
| 1/27/2011 6:20 | N | R_PB2SES_1 | 374.2 |
| 1/27/2011 6:20 | N | R_PB2SES_2 | 374.2 |
| 1/27/2011 6:20 | N | R_PB2SES_3 | 374.2 |
| 1/27/2011 6:20 | N | R_PB2SES_4 | 374.2 |
| 1/27/2011 6:20 | N | R_PB2SES_5 | 374.2 |
| 1/27/2011 6:20 | N | AUTO_EPS_390 | 113.94 |
| 1/27/2011 6:25 | N | DC_ROAD_L_B | 192.24 |
| 1/27/2011 6:25 | N | DC_EGPS_L_A | 227.24 |
| 1/27/2011 6:25 | N | H_HOLLOW_E_1 | 373.44 |
| 1/27/2011 6:25 | N | HHOLLOW4_E_1 | 373.44 |
| 1/27/2011 6:25 | N | R_LH2SES_1 | 63.85 |
| 1/27/2011 6:25 | N | R_PB2SES_1 | 374.38 |
| 1/27/2011 6:25 | N | R_PB2SES_2 | 374.38 |
| 1/27/2011 6:25 | N | R_PB2SES_3 | 374.38 |
| 1/27/2011 6:25 | N | R_PB2SES_4 | 374.38 |
| 1/27/2011 6:25 | N | R_PB2SES_5 | 374.38 |
| 1/27/2011 6:25 | N | AUTO_EPS_390 | 114.12 |
| 1/27/2011 6:30 | N | DC_ROAD_L_B | 190.84 |

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| 1/27/2011 6:30 | N | DC_EGPS_L_A | 225.84 |
| 1/27/2011 6:30 | N | H_HOLLOW_E_1 | 372.04 |
| 1/27/2011 6:30 | N | HHOLLOW4_E_1 | 372.04 |
| 1/27/2011 6:30 | N | R_LH2SES_1 | 62.45 |
| 1/27/2011 6:30 | N | R_PB2SES_1 | 372.98 |
| 1/27/2011 6:30 | N | R_PB2SES_2 | 372.98 |
| 1/27/2011 6:30 | N | R_PB2SES_3 | 372.98 |
| 1/27/2011 6:30 | N | R_PB2SES_4 | 372.98 |
| 1/27/2011 6:30 | N | R_PB2SES_5 | 372.98 |
| 1/27/2011 6:30 | N | AUTO_EPS_390 | 112.72 |
| 1/27/2011 6:35 | N | DC_ROAD_L_B | 193.45 |
| 1/27/2011 6:35 | N | DC_EGPS_L_A | 228.45 |
| 1/27/2011 6:35 | N | H_HOLLOW_E_1 | 374.65 |
| 1/27/2011 6:35 | N | HHOLLOW4_E_1 | 374.65 |
| 1/27/2011 6:35 | N | R_LH2SES_1 | 65.07 |
| 1/27/2011 6:35 | N | R_PB2SES_1 | 375.63 |
| 1/27/2011 6:35 | N | R_PB2SES_2 | 375.63 |
| 1/27/2011 6:35 | N | R_PB2SES_3 | 375.63 |
| 1/27/2011 6:35 | N | R_PB2SES_4 | 375.63 |
| 1/27/2011 6:35 | N | R_PB2SES_5 | 375.63 |
| 1/27/2011 6:35 | N | AUTO_EPS_390 | 115.37 |
| 1/27/2011 6:40 | N | DC_ROAD_L_B | 2232.49 |
| 1/27/2011 6:40 | N | DC_EGPS_L_A | 2267.49 |
| 1/27/2011 6:40 | N | H_HOLLOW_E_1 | 2413.72 |
| 1/27/2011 6:40 | N | HHOLLOW4_E_1 | 2413.72 |
| 1/27/2011 6:40 | N | R_LH2SES_1 | 2104.11 |
| 1/27/2011 6:40 | N | R_PB2SES_1 | 2414.66 |
| 1/27/2011 6:40 | N | R_PB2SES_2 | 2414.66 |
| 1/27/2011 6:40 | N | R_PB2SES_3 | 2414.66 |
| 1/27/2011 6:40 | N | R_PB2SES_4 | 2414.66 |
| 1/27/2011 6:40 | N | R_PB2SES_5 | 2414.66 |
| 1/27/2011 6:40 | N | AUTO_EPS_390 | 2154.4 |
| 1/27/2011 6:45 | N | DC_ROAD_L_B | 2232.87 |
| 1/27/2011 6:45 | N | DC_EGPS_L_A | 2267.87 |
| 1/27/2011 6:45 | N | H_HOLLOW_E_1 | 2414.07 |
| 1/27/2011 6:45 | N | HHOLLOW4_E_1 | 2414.07 |
| 1/27/2011 6:45 | N | R_LH2SES_1 | 2104.46 |
| 1/27/2011 6:45 | N | R_PB2SES_1 | 2415.01 |
| 1/27/2011 6:45 | N | R_PB2SES_2 | 2415.01 |
| 1/27/2011 6:45 | N | R_PB2SES_3 | 2415.01 |
| 1/27/2011 6:45 | N | R_PB2SES_4 | 2415.01 |
| 1/27/2011 6:45 | N | R_PB2SES_5 | 2415.01 |
| 1/27/2011 6:45 | N | AUTO_EPS_390 | 2154.75 |
| 1/27/2011 6:50 | N | DC_ROAD_L_B | 2232.7 |
| 1/27/2011 6:50 | N | DC_EGPS_L_A | 2267.73 |
| 1/27/2011 6:50 | N | H_HOLLOW_E_1 | 2414.03 |
| 1/27/2011 6:50 | N | HHOLLOW4_E_1 | 2414.03 |

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| 1/27/2011 6:50 | N | R_LH2SES_1 | 2104.07 |
| 1/27/2011 6:50 | N | R_PB2SES_1 | 2414.98 |
| 1/27/2011 6:50 | N | R_PB2SES_2 | 2414.98 |
| 1/27/2011 6:50 | N | R_PB2SES_3 | 2414.98 |
| 1/27/2011 6:50 | N | R_PB2SES_4 | 2414.98 |
| 1/27/2011 6:50 | N | R_PB2SES_5 | 2414.98 |
| 1/27/2011 6:50 | N | AUTO_EPS_390 | 2154.47 |
| 1/27/2011 6:55 | N | DC_ROAD_L_B | 2232.8 |
| 1/27/2011 6:55 | N | DC_EGPS_L_A | 2267.84 |
| 1/27/2011 6:55 | N | H_HOLLOW_E_1 | 2414.14 |
| 1/27/2011 6:55 | N | HHOLLOW4_E_1 | 2414.14 |
| 1/27/2011 6:55 | N | R_LH2SES_1 | 2104.18 |
| 1/27/2011 6:55 | N | R_PB2SES_1 | 2415.08 |
| 1/27/2011 6:55 | N | R_PB2SES_2 | 2415.08 |
| 1/27/2011 6:55 | N | R_PB2SES_3 | 2415.08 |
| 1/27/2011 6:55 | N | R_PB2SES_4 | 2415.08 |
| 1/27/2011 6:55 | N | R_PB2SES_5 | 2415.08 |
| 1/27/2011 6:55 | N | AUTO_EPS_390 | 2154.58 |
| 1/27/2011 7:00 | N | DC_ROAD_L_B | 128.43 |
| 1/27/2011 7:00 | N | DC_EGPS_L_A | 163.43 |
| 1/27/2011 7:00 | N | H_HOLLOW_E_1 | 309.73 |
| 1/27/2011 7:00 | N | HHOLLOW4_E_1 | 309.73 |
| 1/27/2011 7:00 | N | R_LH2SES_1 | -0.21 |
| 1/27/2011 7:00 | N | R_PB2SES_1 | 310.67 |
| 1/27/2011 7:00 | N | R_PB2SES_2 | 310.67 |
| 1/27/2011 7:00 | N | R_PB2SES_3 | 310.67 |
| 1/27/2011 7:00 | N | R_PB2SES_4 | 310.67 |
| 1/27/2011 7:00 | N | R_PB2SES_5 | 310.67 |
| 1/27/2011 7:00 | N | AUTO_EPS_390 | 50.17 |
| 1/27/2011 7:05 | N | DC_ROAD_L_B | 58.78 |
| 1/27/2011 7:05 | N | DC_EGPS_L_A | 93.78 |
| 1/27/2011 7:05 | N | H_HOLLOW_E_1 | 240.01 |
| 1/27/2011 7:05 | N | HHOLLOW4_E_1 | 240.01 |
| 1/27/2011 7:05 | N | R_LH2SES_1 | -69.88 |
| 1/27/2011 7:05 | N | R_PB2SES_1 | 240.96 |
| 1/27/2011 7:05 | N | R_PB2SES_2 | 240.96 |
| 1/27/2011 7:05 | N | R_PB2SES_3 | 240.96 |
| 1/27/2011 7:05 | N | R_PB2SES_4 | 240.96 |
| 1/27/2011 7:05 | N | R_PB2SES_5 | 240.96 |
| 1/27/2011 7:05 | N | AUTO_EPS_390 | -19.48 |
| 1/27/2011 7:10 | N | DC_ROAD_L_B | 58.29 |
| 1/27/2011 7:10 | N | DC_EGPS_L_A | 93.29 |
| 1/27/2011 7:10 | N | H_HOLLOW_E_1 | 239.52 |
| 1/27/2011 7:10 | N | HHOLLOW4_E_1 | 239.52 |
| 1/27/2011 7:10 | N | R_LH2SES_1 | -70.37 |
| 1/27/2011 7:10 | N | AUTO_EPS_390 | -19.97 |
| 1/27/2011 7:15 | N | DC_ROAD_L_B | 44.59 |

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| 1/27/2011 7:15 | N | DC_EGPS_L_A | 49.24 |
| 1/27/2011 7:15 | N | H_HOLLOW_E_1 | 68.63 |
| 1/27/2011 7:15 | N | HHOLLOW4_E_1 | 68.63 |
| 1/27/2011 7:15 | N | R_LH2SES_1 | 27.52 |
| 1/27/2011 7:15 | N | AUTO_EPS_390 | 34.21 |
| 1/27/2011 7:20 | N | DC_ROAD_L_B | 35.34 |
| 1/27/2011 7:20 | N | DC_EGPS_L_A | 36.82 |
| 1/27/2011 7:20 | N | H_HOLLOW_E_1 | 42.98 |
| 1/27/2011 7:20 | N | HHOLLOW4_E_1 | 42.98 |
| 1/27/2011 7:20 | N | R_LH2SES_1 | 29.92 |
| 1/27/2011 7:20 | N | AUTO_EPS_390 | 32.05 |
| 1/27/2011 7:25 | N | DC_ROAD_L_B | 34.52 |
| 1/27/2011 7:25 | N | DC_EGPS_L_A | 35.52 |
| 1/27/2011 7:25 | N | H_HOLLOW_E_1 | 39.72 |
| 1/27/2011 7:25 | N | HHOLLOW4_E_1 | 39.72 |
| 1/27/2011 7:25 | N | R_LH2SES_1 | 30.79 |
| 1/27/2011 7:25 | N | AUTO_EPS_390 | 32.26 |
| 1/27/2011 7:30 | N | DC_ROAD_L_B | 34.37 |
| 1/27/2011 7:30 | N | DC_EGPS_L_A | 34.4 |
| 1/27/2011 7:30 | N | H_HOLLOW_E_1 | 34.53 |
| 1/27/2011 7:30 | N | HHOLLOW4_E_1 | 34.53 |
| 1/27/2011 7:30 | N | R_LH2SES_1 | 34.25 |
| 1/27/2011 7:30 | N | AUTO_EPS_390 | 34.3 |
| 1/28/2011 22:10 | N | DC_ROAD_L_B | 48.83 |
| 1/28/2011 22:10 | N | DC_EGPS_L_A | 41.37 |
| 1/28/2011 22:10 | N | H_HOLLOW_E_1 | 20.25 |
| 1/28/2011 22:10 | N | HHOLLOW4_E_1 | 20.25 |
| 1/28/2011 22:10 | N | R_LH2SES_1 | 17.2 |
| 1/28/2011 22:10 | N | R_PB2SES_1 | 20.5 |
| 1/28/2011 22:10 | N | R_PB2SES_2 | 20.5 |
| 1/28/2011 22:10 | N | R_PB2SES_3 | 20.5 |
| 1/28/2011 22:10 | N | R_PB2SES_4 | 20.5 |
| 1/28/2011 22:10 | N | R_PB2SES_5 | 20.5 |
| 1/28/2011 22:10 | N | AUTO_EPS_390 | 16.32 |
| 1/28/2011 22:10 | N | DC_ROAD_L_B | 49.85 |
| 1/28/2011 22:10 | N | DC_EGPS_L_A | 42.15 |
| 1/28/2011 22:10 | N | H_HOLLOW_E_1 | 20.33 |
| 1/28/2011 22:10 | N | HHOLLOW4_E_1 | 20.33 |
| 1/28/2011 22:10 | N | R_LH2SES_1 | 17.18 |
| 1/28/2011 22:10 | N | R_PB2SES_1 | 20.59 |
| 1/28/2011 22:10 | N | R_PB2SES_2 | 20.59 |
| 1/28/2011 22:10 | N | R_PB2SES_3 | 20.59 |
| 1/28/2011 22:10 | N | R_PB2SES_4 | 20.59 |
| 1/28/2011 22:10 | N | R_PB2SES_5 | 20.59 |
| 1/28/2011 22:10 | N | AUTO_EPS_390 | 16.27 |
| 1/28/2011 22:13 | N | DC_ROAD_L_B | 30.53 |
| 1/28/2011 22:13 | N | DC_EGPS_L_A | 27.03 |

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| 1/28/2011 22:13 | N | H_HOLLOW_E_1 | 17.11 |
| 1/28/2011 22:13 | N | HHOLLOW4_E_1 | 17.11 |
| 1/28/2011 22:13 | N | R_LH2SES_1 | 15.67 |
| 1/28/2011 22:13 | N | R_PB2SES_1 | 17.22 |
| 1/28/2011 22:13 | N | R_PB2SES_2 | 17.22 |
| 1/28/2011 22:13 | N | R_PB2SES_3 | 17.22 |
| 1/28/2011 22:13 | N | R_PB2SES_4 | 17.22 |
| 1/28/2011 22:13 | N | R_PB2SES_5 | 17.22 |
| 1/28/2011 22:13 | N | AUTO_EPS_390 | 15.26 |
| 1/28/2011 22:15 | N | DC_ROAD_L_B | 25.71 |
| 1/28/2011 22:15 | N | DC_EGPS_L_A | 23.34 |
| 1/28/2011 22:15 | N | H_HOLLOW_E_1 | 16.61 |
| 1/28/2011 22:15 | N | HHOLLOW4_E_1 | 16.61 |
| 1/28/2011 22:15 | N | R_LH2SES_1 | 15.64 |
| 1/28/2011 22:15 | N | R_PB2SES_1 | 16.69 |
| 1/28/2011 22:15 | N | R_PB2SES_2 | 16.69 |
| 1/28/2011 22:15 | N | R_PB2SES_3 | 16.69 |
| 1/28/2011 22:15 | N | R_PB2SES_4 | 16.69 |
| 1/28/2011 22:15 | N | R_PB2SES_5 | 16.69 |
| 1/28/2011 22:15 | N | AUTO_EPS_390 | 15.36 |
| 1/28/2011 22:20 | N | DC_ROAD_L_B | 22.63 |
| 1/28/2011 22:20 | N | DC_EGPS_L_A | 21.14 |
| 1/28/2011 22:20 | N | H_HOLLOW_E_1 | 16.91 |
| 1/28/2011 22:20 | N | HHOLLOW4_E_1 | 16.91 |
| 1/28/2011 22:20 | N | R_LH2SES_1 | 16.3 |
| 1/28/2011 22:20 | N | R_PB2SES_1 | 16.96 |
| 1/28/2011 22:20 | N | R_PB2SES_2 | 16.96 |
| 1/28/2011 22:20 | N | R_PB2SES_3 | 16.96 |
| 1/28/2011 22:20 | N | R_PB2SES_4 | 16.96 |
| 1/28/2011 22:20 | N | R_PB2SES_5 | 16.96 |
| 1/28/2011 22:20 | N | AUTO_EPS_390 | 16.13 |
| 1/28/2011 22:25 | N | DC_ROAD_L_B | 20.55 |
| 1/28/2011 22:25 | N | DC_EGPS_L_A | 19.37 |
| 1/28/2011 22:25 | N | H_HOLLOW_E_1 | 16.02 |
| 1/28/2011 22:25 | N | HHOLLOW4_E_1 | 16.02 |
| 1/28/2011 22:25 | N | R_LH2SES_1 | 15.53 |
| 1/28/2011 22:25 | N | R_PB2SES_1 | 16.06 |
| 1/28/2011 22:25 | N | R_PB2SES_2 | 16.06 |
| 1/28/2011 22:25 | N | R_PB2SES_3 | 16.06 |
| 1/28/2011 22:25 | N | R_PB2SES_4 | 16.06 |
| 1/28/2011 22:25 | N | R_PB2SES_5 | 16.06 |
| 1/28/2011 22:25 | N | AUTO_EPS_390 | 15.4 |
| 1/28/2011 22:30 | N | DC_ROAD_L_B | 20.18 |
| 1/28/2011 22:30 | N | DC_EGPS_L_A | 18.95 |
| 1/28/2011 22:30 | N | H_HOLLOW_E_1 | 15.43 |
| 1/28/2011 22:30 | N | HHOLLOW4_E_1 | 15.43 |
| 1/28/2011 22:30 | N | R_LH2SES_1 | 14.93 |

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| 1/28/2011 22:30 | N | R_PB2SES_1 | 15.48 |
| 1/28/2011 22:30 | N | R_PB2SES_2 | 15.48 |
| 1/28/2011 22:30 | N | R_PB2SES_3 | 15.48 |
| 1/28/2011 22:30 | N | R_PB2SES_4 | 15.48 |
| 1/28/2011 22:30 | N | R_PB2SES_5 | 15.48 |
| 1/28/2011 22:30 | N | AUTO_EPS_390 | 14.78 |
| 1/28/2011 22:35 | N | DC_ROAD_L_B | 20.24 |
| 1/28/2011 22:35 | N | DC_EGPS_L_A | 19.12 |
| 1/28/2011 22:35 | N | H_HOLLOW_E_1 | 15.92 |
| 1/28/2011 22:35 | N | HHOLLOW4_E_1 | 15.92 |
| 1/28/2011 22:35 | N | R_LH2SES_1 | 15.46 |
| 1/28/2011 22:35 | N | R_PB2SES_1 | 15.96 |
| 1/28/2011 22:35 | N | R_PB2SES_2 | 15.96 |
| 1/28/2011 22:35 | N | R_PB2SES_3 | 15.96 |
| 1/28/2011 22:35 | N | R_PB2SES_4 | 15.96 |
| 1/28/2011 22:35 | N | R_PB2SES_5 | 15.96 |
| 1/28/2011 22:35 | N | AUTO_EPS_390 | 15.33 |
| 1/28/2011 22:40 | N | DC_ROAD_L_B | 20 |
| 1/28/2011 22:40 | N | DC_EGPS_L_A | 18.94 |
| 1/28/2011 22:40 | N | H_HOLLOW_E_1 | 15.93 |
| 1/28/2011 22:40 | N | HHOLLOW4_E_1 | 15.93 |
| 1/28/2011 22:40 | N | R_LH2SES_1 | 15.49 |
| 1/28/2011 22:40 | N | R_PB2SES_1 | 15.96 |
| 1/28/2011 22:40 | N | R_PB2SES_2 | 15.96 |
| 1/28/2011 22:40 | N | R_PB2SES_3 | 15.96 |
| 1/28/2011 22:40 | N | R_PB2SES_4 | 15.96 |
| 1/28/2011 22:40 | N | R_PB2SES_5 | 15.96 |
| 1/28/2011 22:40 | N | AUTO_EPS_390 | 15.37 |
| 1/28/2011 22:45 | N | DC_ROAD_L_B | 19.81 |
| 1/28/2011 22:45 | N | DC_EGPS_L_A | 18.8 |
| 1/28/2011 22:45 | N | H_HOLLOW_E_1 | 15.91 |
| 1/28/2011 22:45 | N | HHOLLOW4_E_1 | 15.91 |
| 1/28/2011 22:45 | N | R_LH2SES_1 | 15.51 |
| 1/28/2011 22:45 | N | R_PB2SES_1 | 15.94 |
| 1/28/2011 22:45 | N | R_PB2SES_2 | 15.94 |
| 1/28/2011 22:45 | N | R_PB2SES_3 | 15.94 |
| 1/28/2011 22:45 | N | R_PB2SES_4 | 15.94 |
| 1/28/2011 22:45 | N | R_PB2SES_5 | 15.94 |
| 1/28/2011 22:45 | N | AUTO_EPS_390 | 15.39 |
| 1/28/2011 22:50 | N | DC_ROAD_L_B | 19.77 |
| 1/28/2011 22:50 | N | DC_EGPS_L_A | 18.76 |
| 1/28/2011 22:50 | N | H_HOLLOW_E_1 | 15.87 |
| 1/28/2011 22:50 | N | HHOLLOW4_E_1 | 15.87 |
| 1/28/2011 22:50 | N | R_LH2SES_1 | 15.47 |
| 1/28/2011 22:50 | N | R_PB2SES_1 | 15.9 |
| 1/28/2011 22:50 | N | R_PB2SES_2 | 15.9 |
| 1/28/2011 22:50 | N | R_PB2SES_3 | 15.9 |

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| 1/28/2011 22:50 | N | R_PB2SES_4 | 15.9 |
| 1/28/2011 22:50 | N | R_PB2SES_5 | 15.9 |
| 1/28/2011 22:50 | N | AUTO_EPS_390 | 15.35 |
| 1/28/2011 22:55 | N | DC_ROAD_L_B | 19.44 |
| 1/28/2011 22:55 | N | DC_EGPS_L_A | 18.46 |
| 1/28/2011 22:55 | N | H_HOLLOW_E_1 | 15.67 |
| 1/28/2011 22:55 | N | HHOLLOW4_E_1 | 15.67 |
| 1/28/2011 22:55 | N | R_LH2SES_1 | 15.28 |
| 1/28/2011 22:55 | N | R_PB2SES_1 | 15.69 |
| 1/28/2011 22:55 | N | R_PB2SES_2 | 15.69 |
| 1/28/2011 22:55 | N | R_PB2SES_3 | 15.69 |
| 1/28/2011 22:55 | N | R_PB2SES_4 | 15.69 |
| 1/28/2011 22:55 | N | R_PB2SES_5 | 15.69 |
| 1/28/2011 22:55 | N | AUTO_EPS_390 | 15.16 |
| 1/28/2011 23:00 | N | DC_ROAD_L_B | 19.36 |
| 1/28/2011 23:00 | N | DC_EGPS_L_A | 18.4 |
| 1/28/2011 23:00 | N | H_HOLLOW_E_1 | 15.63 |
| 1/28/2011 23:00 | N | HHOLLOW4_E_1 | 15.63 |
| 1/28/2011 23:00 | N | R_LH2SES_1 | 15.25 |
| 1/28/2011 23:00 | N | R_PB2SES_1 | 15.66 |
| 1/28/2011 23:00 | N | R_PB2SES_2 | 15.66 |
| 1/28/2011 23:00 | N | R_PB2SES_3 | 15.66 |
| 1/28/2011 23:00 | N | R_PB2SES_4 | 15.66 |
| 1/28/2011 23:00 | N | R_PB2SES_5 | 15.66 |
| 1/28/2011 23:00 | N | AUTO_EPS_390 | 15.14 |
| 1/28/2011 23:05 | N | DC_ROAD_L_B | 19.15 |
| 1/28/2011 23:05 | N | DC_EGPS_L_A | 18.26 |
| 1/28/2011 23:05 | N | H_HOLLOW_E_1 | 15.72 |
| 1/28/2011 23:05 | N | HHOLLOW4_E_1 | 15.72 |
| 1/28/2011 23:05 | N | R_LH2SES_1 | 15.36 |
| 1/28/2011 23:05 | N | R_PB2SES_1 | 15.74 |
| 1/28/2011 23:05 | N | R_PB2SES_2 | 15.74 |
| 1/28/2011 23:05 | N | R_PB2SES_3 | 15.74 |
| 1/28/2011 23:05 | N | R_PB2SES_4 | 15.74 |
| 1/28/2011 23:05 | N | R_PB2SES_5 | 15.74 |
| 1/28/2011 23:05 | N | AUTO_EPS_390 | 15.26 |
| 1/28/2011 23:10 | N | DC_ROAD_L_B | 19.57 |
| 1/28/2011 23:10 | N | DC_EGPS_L_A | 18.58 |
| 1/28/2011 23:10 | N | H_HOLLOW_E_1 | 15.73 |
| 1/28/2011 23:10 | N | HHOLLOW4_E_1 | 15.73 |
| 1/28/2011 23:10 | N | R_LH2SES_1 | 15.34 |
| 1/28/2011 23:10 | N | R_PB2SES_1 | 15.76 |
| 1/28/2011 23:10 | N | R_PB2SES_2 | 15.76 |
| 1/28/2011 23:10 | N | R_PB2SES_3 | 15.76 |
| 1/28/2011 23:10 | N | R_PB2SES_4 | 15.76 |
| 1/28/2011 23:10 | N | R_PB2SES_5 | 15.76 |
| 1/28/2011 23:10 | N | AUTO_EPS_390 | 15.22 |

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| 1/28/2011 23:15 | N | DC_ROAD_L_B | 21.62 |
| 1/28/2011 23:15 | N | DC_EGPS_L_A | 15.91 |
| 1/28/2011 23:15 | N | H_HOLLOW_E_1 | -0.54 |
| 1/28/2011 23:15 | N | HHOLLOW4_E_1 | -0.54 |
| 1/28/2011 23:15 | N | R_LH2SES_1 | -2.8 |
| 1/28/2011 23:15 | N | R_PB2SES_1 | -0.38 |
| 1/28/2011 23:15 | N | R_PB2SES_2 | -0.38 |
| 1/28/2011 23:15 | N | R_PB2SES_3 | -0.38 |
| 1/28/2011 23:15 | N | R_PB2SES_4 | -0.38 |
| 1/28/2011 23:15 | N | R_PB2SES_5 | -0.38 |
| 1/28/2011 23:15 | N | AUTO_EPS_390 | -3.47 |
| 1/28/2011 23:20 | N | DC_ROAD_L_B | 18.8 |
| 1/28/2011 23:20 | N | DC_EGPS_L_A | 13.81 |
| 1/28/2011 23:20 | N | H_HOLLOW_E_1 | -0.6 |
| 1/28/2011 23:20 | N | HHOLLOW4_E_1 | -0.6 |
| 1/28/2011 23:20 | N | R_LH2SES_1 | -2.59 |
| 1/28/2011 23:20 | N | R_PB2SES_1 | -0.46 |
| 1/28/2011 23:20 | N | R_PB2SES_2 | -0.46 |
| 1/28/2011 23:20 | N | R_PB2SES_3 | -0.46 |
| 1/28/2011 23:20 | N | R_PB2SES_4 | -0.46 |
| 1/28/2011 23:20 | N | R_PB2SES_5 | -0.46 |
| 1/28/2011 23:20 | N | AUTO_EPS_390 | -3.17 |
| 1/28/2011 23:25 | N | DC_ROAD_L_B | 15.36 |
| 1/28/2011 23:25 | N | DC_EGPS_L_A | 11.44 |
| 1/28/2011 23:25 | N | H_HOLLOW_E_1 | 0.14 |
| 1/28/2011 23:25 | N | HHOLLOW4_E_1 | 0.14 |
| 1/28/2011 23:25 | N | R_LH2SES_1 | -1.42 |
| 1/28/2011 23:25 | N | R_PB2SES_1 | 0.25 |
| 1/28/2011 23:25 | N | R_PB2SES_2 | 0.25 |
| 1/28/2011 23:25 | N | R_PB2SES_3 | 0.25 |
| 1/28/2011 23:25 | N | R_PB2SES_4 | 0.25 |
| 1/28/2011 23:25 | N | R_PB2SES_5 | 0.25 |
| 1/28/2011 23:25 | N | AUTO_EPS_390 | -1.87 |
| 1/28/2011 23:30 | N | DC_ROAD_L_B | 16.1 |
| 1/28/2011 23:30 | N | DC_EGPS_L_A | 12.77 |
| 1/28/2011 23:30 | N | H_HOLLOW_E_1 | 3.16 |
| 1/28/2011 23:30 | N | HHOLLOW4_E_1 | 3.16 |
| 1/28/2011 23:30 | N | R_LH2SES_1 | 1.83 |
| 1/28/2011 23:30 | N | R_PB2SES_1 | 3.25 |
| 1/28/2011 23:30 | N | R_PB2SES_2 | 3.25 |
| 1/28/2011 23:30 | N | R_PB2SES_3 | 3.25 |
| 1/28/2011 23:30 | N | R_PB2SES_4 | 3.25 |
| 1/28/2011 23:30 | N | R_PB2SES_5 | 3.25 |
| 1/28/2011 23:30 | N | AUTO_EPS_390 | 1.44 |
| 1/28/2011 23:35 | N | DC_ROAD_L_B | 19.65 |
| 1/28/2011 23:35 | N | DC_EGPS_L_A | 18.61 |
| 1/28/2011 23:35 | N | H_HOLLOW_E_1 | 15.61 |

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| 1/28/2011 23:35 | N | HHOLLOW4_E_1 | 15.61 |
| 1/28/2011 23:35 | N | R_LH2SES_1 | 15.2 |
| 1/28/2011 23:35 | N | R_PB2SES_1 | 15.64 |
| 1/28/2011 23:35 | N | R_PB2SES_2 | 15.64 |
| 1/28/2011 23:35 | N | R_PB2SES_3 | 15.64 |
| 1/28/2011 23:35 | N | R_PB2SES_4 | 15.64 |
| 1/28/2011 23:35 | N | R_PB2SES_5 | 15.64 |
| 1/28/2011 23:35 | N | AUTO_EPS_390 | 15.08 |
| 1/28/2011 23:40 | N | DC_ROAD_L_B | 18.76 |
| 1/28/2011 23:40 | N | DC_EGPS_L_A | 14.81 |
| 1/28/2011 23:40 | N | H_HOLLOW_E_1 | -0.3 |
| 1/28/2011 23:40 | N | HHOLLOW4_E_1 | -0.3 |
| 1/28/2011 23:40 | N | R_LH2SES_1 | 15.23 |
| 1/28/2011 23:40 | N | R_PB2SES_1 | -0.42 |
| 1/28/2011 23:40 | N | R_PB2SES_2 | -0.42 |
| 1/28/2011 23:40 | N | R_PB2SES_3 | -0.42 |
| 1/28/2011 23:40 | N | R_PB2SES_4 | -0.42 |
| 1/28/2011 23:40 | N | R_PB2SES_5 | -0.42 |
| 1/28/2011 23:40 | N | AUTO_EPS_390 | 15.05 |
| 1/28/2011 23:45 | N | DC_ROAD_L_B | 17.14 |
| 1/28/2011 23:45 | N | DC_EGPS_L_A | 13.1 |
| 1/28/2011 23:45 | N | H_HOLLOW_E_1 | -0.61 |
| 1/28/2011 23:45 | N | HHOLLOW4_E_1 | -0.61 |
| 1/28/2011 23:45 | N | R_LH2SES_1 | 7.2 |
| 1/28/2011 23:45 | N | R_PB2SES_1 | -0.62 |
| 1/28/2011 23:45 | N | R_PB2SES_2 | -0.62 |
| 1/28/2011 23:45 | N | R_PB2SES_3 | -0.62 |
| 1/28/2011 23:45 | N | R_PB2SES_4 | -0.62 |
| 1/28/2011 23:45 | N | R_PB2SES_5 | -0.62 |
| 1/28/2011 23:45 | N | AUTO_EPS_390 | 6.89 |
| 1/28/2011 23:50 | N | DC_ROAD_L_B | 16.84 |
| 1/28/2011 23:50 | N | DC_EGPS_L_A | 12.86 |
| 1/28/2011 23:50 | N | H_HOLLOW_E_1 | -0.58 |
| 1/28/2011 23:50 | N | HHOLLOW4_E_1 | -0.58 |
| 1/28/2011 23:50 | N | R_LH2SES_1 | 7.14 |
| 1/28/2011 23:50 | N | R_PB2SES_1 | -0.59 |
| 1/28/2011 23:50 | N | R_PB2SES_2 | -0.59 |
| 1/28/2011 23:50 | N | R_PB2SES_3 | -0.59 |
| 1/28/2011 23:50 | N | R_PB2SES_4 | -0.59 |
| 1/28/2011 23:50 | N | R_PB2SES_5 | -0.59 |
| 1/28/2011 23:50 | N | AUTO_EPS_390 | 6.84 |
| 1/28/2011 23:55 | N | DC_ROAD_L_B | 17.06 |
| 1/28/2011 23:55 | N | DC_EGPS_L_A | 13.09 |
| 1/28/2011 23:55 | N | H_HOLLOW_E_1 | -0.55 |
| 1/28/2011 23:55 | N | HHOLLOW4_E_1 | -0.55 |
| 1/28/2011 23:55 | N | R_LH2SES_1 | 8.17 |
| 1/28/2011 23:55 | N | R_PB2SES_1 | -0.58 |

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|---|---|---|---|
| 1/28/2011 23:55 | N | R_PB2SES_2 | -0.58 |
| 1/28/2011 23:55 | N | R_PB2SES_3 | -0.58 |
| 1/28/2011 23:55 | N | R_PB2SES_4 | -0.58 |
| 1/28/2011 23:55 | N | R_PB2SES_5 | -0.58 |
| 1/28/2011 23:55 | N | AUTO_EPS_390 | 7.88 |
| 1/28/2011 23:55 | N | DC_ROAD_L_B | 17.06 |
| 1/28/2011 23:55 | N | DC_EGPS_L_A | 13.09 |
| 1/28/2011 23:55 | N | H_HOLLOW_E_1 | -0.55 |
| 1/28/2011 23:55 | N | HHOLLOW4_E_1 | -0.55 |
| 1/28/2011 23:55 | N | R_LH2SES_1 | 8.17 |
| 1/28/2011 23:55 | N | R_PB2SES_1 | -0.58 |
| 1/28/2011 23:55 | N | R_PB2SES_2 | -0.58 |
| 1/28/2011 23:55 | N | R_PB2SES_3 | -0.58 |
| 1/28/2011 23:55 | N | R_PB2SES_4 | -0.58 |
| 1/28/2011 23:55 | N | R_PB2SES_5 | -0.58 |
| 1/28/2011 23:55 | N | AUTO_EPS_390 | 7.88 |
| 1/29/2011 0:00 | N | DC_ROAD_L_B | 16.57 |
| 1/29/2011 0:00 | N | DC_EGPS_L_A | 13.13 |
| 1/29/2011 0:00 | N | H_HOLLOW_E_1 | -0.39 |
| 1/29/2011 0:00 | N | HHOLLOW4_E_1 | -0.39 |
| 1/29/2011 0:00 | N | R_LH2SES_1 | 15.14 |
| 1/29/2011 0:00 | N | R_PB2SES_1 | -0.52 |
| 1/29/2011 0:00 | N | R_PB2SES_2 | -0.52 |
| 1/29/2011 0:00 | N | R_PB2SES_3 | -0.52 |
| 1/29/2011 0:00 | N | R_PB2SES_4 | -0.52 |
| 1/29/2011 0:00 | N | R_PB2SES_5 | -0.52 |
| 1/29/2011 0:00 | N | AUTO_EPS_390 | 15.03 |
| 1/29/2011 0:05 | N | DC_ROAD_L_B | 20.41 |
| 1/29/2011 0:05 | N | DC_EGPS_L_A | 16.39 |
| 1/29/2011 0:05 | N | H_HOLLOW_E_1 | -0.28 |
| 1/29/2011 0:05 | N | HHOLLOW4_E_1 | -0.28 |
| 1/29/2011 0:05 | N | R_LH2SES_1 | 21.77 |
| 1/29/2011 0:05 | N | R_PB2SES_1 | -0.48 |
| 1/29/2011 0:05 | N | R_PB2SES_2 | -0.48 |
| 1/29/2011 0:05 | N | R_PB2SES_3 | -0.48 |
| 1/29/2011 0:05 | N | R_PB2SES_4 | -0.48 |
| 1/29/2011 0:05 | N | R_PB2SES_5 | -0.48 |
| 1/29/2011 0:05 | N | AUTO_EPS_390 | 21.7 |
| 1/29/2011 0:10 | N | DC_ROAD_L_B | 19.4 |
| 1/29/2011 0:10 | N | DC_EGPS_L_A | 15.57 |
| 1/29/2011 0:10 | N | H_HOLLOW_E_1 | -0.26 |
| 1/29/2011 0:10 | N | HHOLLOW4_E_1 | -0.26 |
| 1/29/2011 0:10 | N | R_LH2SES_1 | 20.7 |
| 1/29/2011 0:10 | N | R_PB2SES_1 | -0.45 |
| 1/29/2011 0:10 | N | R_PB2SES_2 | -0.45 |
| 1/29/2011 0:10 | N | R_PB2SES_3 | -0.45 |
| 1/29/2011 0:10 | N | R_PB2SES_4 | -0.45 |

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|---|---|---|---|
| 1/29/2011 0:10 | N | R_PB2SES_5 | -0.45 |
| 1/29/2011 0:10 | N | AUTO_EPS_390 | 20.63 |
| 1/29/2011 0:15 | N | DC_ROAD_L_B | 16.7 |
| 1/29/2011 0:15 | N | DC_EGPS_L_A | 13.25 |
| 1/29/2011 0:15 | N | H_HOLLOW_E_1 | -0.39 |
| 1/29/2011 0:15 | N | HHOLLOW4_E_1 | -0.39 |
| 1/29/2011 0:15 | N | R_LH2SES_1 | 15.6 |
| 1/29/2011 0:15 | N | R_PB2SES_1 | -0.53 |
| 1/29/2011 0:15 | N | R_PB2SES_2 | -0.53 |
| 1/29/2011 0:15 | N | R_PB2SES_3 | -0.53 |
| 1/29/2011 0:15 | N | R_PB2SES_4 | -0.53 |
| 1/29/2011 0:15 | N | R_PB2SES_5 | -0.53 |
| 1/29/2011 0:15 | N | AUTO_EPS_390 | 15.49 |
| 1/29/2011 0:20 | N | DC_ROAD_L_B | 16.03 |
| 1/29/2011 0:20 | N | DC_EGPS_L_A | 12.7 |
| 1/29/2011 0:20 | N | H_HOLLOW_E_1 | -0.41 |
| 1/29/2011 0:20 | N | HHOLLOW4_E_1 | -0.41 |
| 1/29/2011 0:20 | N | R_LH2SES_1 | 14.92 |
| 1/29/2011 0:20 | N | R_PB2SES_1 | -0.54 |
| 1/29/2011 0:20 | N | R_PB2SES_2 | -0.54 |
| 1/29/2011 0:20 | N | R_PB2SES_3 | -0.54 |
| 1/29/2011 0:20 | N | R_PB2SES_4 | -0.54 |
| 1/29/2011 0:20 | N | R_PB2SES_5 | -0.54 |
| 1/29/2011 0:20 | N | AUTO_EPS_390 | 14.82 |
| 1/29/2011 0:25 | N | DC_ROAD_L_B | 15.94 |
| 1/29/2011 0:25 | N | DC_EGPS_L_A | 12.64 |
| 1/29/2011 0:25 | N | H_HOLLOW_E_1 | -0.38 |
| 1/29/2011 0:25 | N | HHOLLOW4_E_1 | -0.38 |
| 1/29/2011 0:25 | N | R_LH2SES_1 | 14.9 |
| 1/29/2011 0:25 | N | R_PB2SES_1 | -0.51 |
| 1/29/2011 0:25 | N | R_PB2SES_2 | -0.51 |
| 1/29/2011 0:25 | N | R_PB2SES_3 | -0.51 |
| 1/29/2011 0:25 | N | R_PB2SES_4 | -0.51 |
| 1/29/2011 0:25 | N | R_PB2SES_5 | -0.51 |
| 1/29/2011 0:25 | N | AUTO_EPS_390 | 14.8 |
| 1/29/2011 0:30 | N | DC_ROAD_L_B | 15.77 |
| 1/29/2011 0:30 | N | DC_EGPS_L_A | 12.5 |
| 1/29/2011 0:30 | N | H_HOLLOW_E_1 | -0.41 |
| 1/29/2011 0:30 | N | HHOLLOW4_E_1 | -0.41 |
| 1/29/2011 0:30 | N | R_LH2SES_1 | 14.86 |
| 1/29/2011 0:30 | N | R_PB2SES_1 | -0.54 |
| 1/29/2011 0:30 | N | R_PB2SES_2 | -0.54 |
| 1/29/2011 0:30 | N | R_PB2SES_3 | -0.54 |
| 1/29/2011 0:30 | N | R_PB2SES_4 | -0.54 |
| 1/29/2011 0:30 | N | R_PB2SES_5 | -0.54 |
| 1/29/2011 0:30 | N | AUTO_EPS_390 | 14.76 |
| 1/29/2011 0:35 | N | DC_ROAD_L_B | 15.25 |

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| 1/29/2011 0:35 | N | DC_EGPS_L_A | 12.16 |
| 1/29/2011 0:35 | N | H_HOLLOW_E_1 | -0.33 |
| 1/29/2011 0:35 | N | HHOLLOW4_E_1 | -0.33 |
| 1/29/2011 0:35 | N | R_LH2SES_1 | 15.33 |
| 1/29/2011 0:35 | N | R_PB2SES_1 | -0.47 |
| 1/29/2011 0:35 | N | R_PB2SES_2 | -0.47 |
| 1/29/2011 0:35 | N | R_PB2SES_3 | -0.47 |
| 1/29/2011 0:35 | N | R_PB2SES_4 | -0.47 |
| 1/29/2011 0:35 | N | R_PB2SES_5 | -0.47 |
| 1/29/2011 0:35 | N | AUTO_EPS_390 | 15.26 |
| 1/29/2011 0:40 | N | DC_ROAD_L_B | 15.09 |
| 1/29/2011 0:40 | N | DC_EGPS_L_A | 12.04 |
| 1/29/2011 0:40 | N | H_HOLLOW_E_1 | -0.34 |
| 1/29/2011 0:40 | N | HHOLLOW4_E_1 | -0.34 |
| 1/29/2011 0:40 | N | R_LH2SES_1 | 15.31 |
| 1/29/2011 0:40 | N | R_PB2SES_1 | -0.48 |
| 1/29/2011 0:40 | N | R_PB2SES_2 | -0.48 |
| 1/29/2011 0:40 | N | R_PB2SES_3 | -0.48 |
| 1/29/2011 0:40 | N | R_PB2SES_4 | -0.48 |
| 1/29/2011 0:40 | N | R_PB2SES_5 | -0.48 |
| 1/29/2011 0:40 | N | AUTO_EPS_390 | 15.24 |
| 1/29/2011 0:45 | N | DC_ROAD_L_B | 14.64 |
| 1/29/2011 0:45 | N | DC_EGPS_L_A | 11.7 |
| 1/29/2011 0:45 | N | H_HOLLOW_E_1 | -0.27 |
| 1/29/2011 0:45 | N | HHOLLOW4_E_1 | -0.27 |
| 1/29/2011 0:45 | N | R_LH2SES_1 | 15.17 |
| 1/29/2011 0:45 | N | R_PB2SES_1 | -0.4 |
| 1/29/2011 0:45 | N | R_PB2SES_2 | -0.4 |
| 1/29/2011 0:45 | N | R_PB2SES_3 | -0.4 |
| 1/29/2011 0:45 | N | R_PB2SES_4 | -0.4 |
| 1/29/2011 0:45 | N | R_PB2SES_5 | -0.4 |
| 1/29/2011 0:45 | N | AUTO_EPS_390 | 15.11 |
| 1/29/2011 0:50 | N | DC_ROAD_L_B | 14.35 |
| 1/29/2011 0:50 | N | DC_EGPS_L_A | 11.48 |
| 1/29/2011 0:50 | N | H_HOLLOW_E_1 | -0.32 |
| 1/29/2011 0:50 | N | HHOLLOW4_E_1 | -0.32 |
| 1/29/2011 0:50 | N | R_LH2SES_1 | 15.09 |
| 1/29/2011 0:50 | N | R_PB2SES_1 | -0.46 |
| 1/29/2011 0:50 | N | R_PB2SES_2 | -0.46 |
| 1/29/2011 0:50 | N | R_PB2SES_3 | -0.46 |
| 1/29/2011 0:50 | N | R_PB2SES_4 | -0.46 |
| 1/29/2011 0:50 | N | R_PB2SES_5 | -0.46 |
| 1/29/2011 0:50 | N | AUTO_EPS_390 | 15.04 |
| 1/29/2011 0:55 | N | DC_ROAD_L_B | 14.74 |
| 1/29/2011 0:55 | N | DC_EGPS_L_A | 11.75 |
| 1/29/2011 0:55 | N | H_HOLLOW_E_1 | -0.3 |
| 1/29/2011 0:55 | N | HHOLLOW4_E_1 | -0.3 |

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| 1/29/2011 0:55 | N | R_LH2SES_1 | 14.6 |
| 1/29/2011 0:55 | N | R_PB2SES_1 | -0.43 |
| 1/29/2011 0:55 | N | R_PB2SES_2 | -0.43 |
| 1/29/2011 0:55 | N | R_PB2SES_3 | -0.43 |
| 1/29/2011 0:55 | N | R_PB2SES_4 | -0.43 |
| 1/29/2011 0:55 | N | R_PB2SES_5 | -0.43 |
| 1/29/2011 0:55 | N | AUTO_EPS_390 | 14.53 |
| 1/29/2011 1:00 | N | DC_ROAD_L_B | 15.02 |
| 1/29/2011 1:00 | N | DC_EGPS_L_A | 11.99 |
| 1/29/2011 1:00 | N | H_HOLLOW_E_1 | -0.28 |
| 1/29/2011 1:00 | N | HHOLLOW4_E_1 | -0.28 |
| 1/29/2011 1:00 | N | R_LH2SES_1 | 15.15 |
| 1/29/2011 1:00 | N | R_PB2SES_1 | -0.41 |
| 1/29/2011 1:00 | N | R_PB2SES_2 | -0.41 |
| 1/29/2011 1:00 | N | R_PB2SES_3 | -0.41 |
| 1/29/2011 1:00 | N | R_PB2SES_4 | -0.41 |
| 1/29/2011 1:00 | N | R_PB2SES_5 | -0.41 |
| 1/29/2011 1:00 | N | AUTO_EPS_390 | 15.07 |
| 1/29/2011 1:05 | N | DC_ROAD_L_B | 15.11 |
| 1/29/2011 1:05 | N | DC_EGPS_L_A | 12.08 |
| 1/29/2011 1:05 | N | H_HOLLOW_E_1 | -0.2 |
| 1/29/2011 1:05 | N | HHOLLOW4_E_1 | -0.2 |
| 1/29/2011 1:05 | N | R_LH2SES_1 | 15.28 |
| 1/29/2011 1:05 | N | R_PB2SES_1 | -0.33 |
| 1/29/2011 1:05 | N | R_PB2SES_2 | -0.33 |
| 1/29/2011 1:05 | N | R_PB2SES_3 | -0.33 |
| 1/29/2011 1:05 | N | R_PB2SES_4 | -0.33 |
| 1/29/2011 1:05 | N | R_PB2SES_5 | -0.33 |
| 1/29/2011 1:05 | N | AUTO_EPS_390 | 15.21 |
| 1/29/2011 1:10 | N | DC_ROAD_L_B | 14.61 |
| 1/29/2011 1:10 | N | DC_EGPS_L_A | 11.72 |
| 1/29/2011 1:10 | N | H_HOLLOW_E_1 | -0.16 |
| 1/29/2011 1:10 | N | HHOLLOW4_E_1 | -0.16 |
| 1/29/2011 1:10 | N | R_LH2SES_1 | 15.22 |
| 1/29/2011 1:10 | N | R_PB2SES_1 | -0.3 |
| 1/29/2011 1:10 | N | R_PB2SES_2 | -0.3 |
| 1/29/2011 1:10 | N | R_PB2SES_3 | -0.3 |
| 1/29/2011 1:10 | N | R_PB2SES_4 | -0.3 |
| 1/29/2011 1:10 | N | R_PB2SES_5 | -0.3 |
| 1/29/2011 1:10 | N | AUTO_EPS_390 | 15.17 |
| 1/29/2011 1:15 | N | DC_ROAD_L_B | 14.79 |
| 1/29/2011 1:15 | N | DC_EGPS_L_A | 11.88 |
| 1/29/2011 1:15 | N | H_HOLLOW_E_1 | 0.02 |
| 1/29/2011 1:15 | N | HHOLLOW4_E_1 | 0.02 |
| 1/29/2011 1:15 | N | R_LH2SES_1 | 15.22 |
| 1/29/2011 1:15 | N | R_PB2SES_1 | -0.11 |
| 1/29/2011 1:15 | N | R_PB2SES_2 | -0.11 |

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|---|---|---|---|
| 1/29/2011 1:15 | N | R_PB2SES_3 | -0.11 |
| 1/29/2011 1:15 | N | R_PB2SES_4 | -0.11 |
| 1/29/2011 1:15 | N | R_PB2SES_5 | -0.11 |
| 1/29/2011 1:15 | N | AUTO_EPS_390 | 15.16 |
| 1/29/2011 1:20 | N | DC_ROAD_L_B | 14.39 |
| 1/29/2011 1:20 | N | DC_EGPS_L_A | 11.51 |
| 1/29/2011 1:20 | N | H_HOLLOW_E_1 | -0.14 |
| 1/29/2011 1:20 | N | HHOLLOW4_E_1 | -0.14 |
| 1/29/2011 1:20 | N | R_LH2SES_1 | 14.52 |
| 1/29/2011 1:20 | N | R_PB2SES_1 | -0.27 |
| 1/29/2011 1:20 | N | R_PB2SES_2 | -0.27 |
| 1/29/2011 1:20 | N | R_PB2SES_3 | -0.27 |
| 1/29/2011 1:20 | N | R_PB2SES_4 | -0.27 |
| 1/29/2011 1:20 | N | R_PB2SES_5 | -0.27 |
| 1/29/2011 1:20 | N | AUTO_EPS_390 | 14.45 |
| 1/29/2011 1:25 | N | DC_ROAD_L_B | 13.74 |
| 1/29/2011 1:25 | N | DC_EGPS_L_A | 11.05 |
| 1/29/2011 1:25 | N | H_HOLLOW_E_1 | -0.06 |
| 1/29/2011 1:25 | N | HHOLLOW4_E_1 | -0.06 |
| 1/29/2011 1:25 | N | R_LH2SES_1 | 14.65 |
| 1/29/2011 1:25 | N | R_PB2SES_1 | -0.2 |
| 1/29/2011 1:25 | N | R_PB2SES_2 | -0.2 |
| 1/29/2011 1:25 | N | R_PB2SES_3 | -0.2 |
| 1/29/2011 1:25 | N | R_PB2SES_4 | -0.2 |
| 1/29/2011 1:25 | N | R_PB2SES_5 | -0.2 |
| 1/29/2011 1:25 | N | AUTO_EPS_390 | 14.6 |
| 1/29/2011 1:30 | N | DC_ROAD_L_B | 13.38 |
| 1/29/2011 1:30 | N | DC_EGPS_L_A | 10.74 |
| 1/29/2011 1:30 | N | H_HOLLOW_E_1 | -0.16 |
| 1/29/2011 1:30 | N | HHOLLOW4_E_1 | -0.16 |
| 1/29/2011 1:30 | N | R_LH2SES_1 | 14.27 |
| 1/29/2011 1:30 | N | R_PB2SES_1 | -0.29 |
| 1/29/2011 1:30 | N | R_PB2SES_2 | -0.29 |
| 1/29/2011 1:30 | N | R_PB2SES_3 | -0.29 |
| 1/29/2011 1:30 | N | R_PB2SES_4 | -0.29 |
| 1/29/2011 1:30 | N | R_PB2SES_5 | -0.29 |
| 1/29/2011 1:30 | N | AUTO_EPS_390 | 14.22 |
| 1/29/2011 1:35 | N | DC_ROAD_L_B | 12.22 |
| 1/29/2011 1:35 | N | DC_EGPS_L_A | 9.83 |
| 1/29/2011 1:35 | N | H_HOLLOW_E_1 | -0.06 |
| 1/29/2011 1:35 | N | HHOLLOW4_E_1 | -0.06 |
| 1/29/2011 1:35 | N | R_LH2SES_1 | 13.03 |
| 1/29/2011 1:35 | N | R_PB2SES_1 | -0.18 |
| 1/29/2011 1:35 | N | R_PB2SES_2 | -0.18 |
| 1/29/2011 1:35 | N | R_PB2SES_3 | -0.18 |
| 1/29/2011 1:35 | N | R_PB2SES_4 | -0.18 |
| 1/29/2011 1:35 | N | R_PB2SES_5 | -0.18 |

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| 1/29/2011 1:35 | N | AUTO_EPS_390 | 12.98 |
| 1/29/2011 1:40 | N | DC_ROAD_L_B | 12.9 |
| 1/29/2011 1:40 | N | DC_EGPS_L_A | 10.35 |
| 1/29/2011 1:40 | N | H_HOLLOW_E_1 | -0.18 |
| 1/29/2011 1:40 | N | HHOLLOW4_E_1 | -0.18 |
| 1/29/2011 1:40 | N | R_LH2SES_1 | 13.76 |
| 1/29/2011 1:40 | N | R_PB2SES_1 | -0.31 |
| 1/29/2011 1:40 | N | R_PB2SES_2 | -0.31 |
| 1/29/2011 1:40 | N | R_PB2SES_3 | -0.31 |
| 1/29/2011 1:40 | N | R_PB2SES_4 | -0.31 |
| 1/29/2011 1:40 | N | R_PB2SES_5 | -0.31 |
| 1/29/2011 1:40 | N | AUTO_EPS_390 | 13.71 |
| 1/29/2011 1:45 | N | DC_ROAD_L_B | 12.28 |
| 1/29/2011 1:45 | N | DC_EGPS_L_A | 10.14 |
| 1/29/2011 1:45 | N | H_HOLLOW_E_1 | 1.32 |
| 1/29/2011 1:45 | N | HHOLLOW4_E_1 | 1.32 |
| 1/29/2011 1:45 | N | R_LH2SES_1 | 13 |
| 1/29/2011 1:45 | N | R_PB2SES_1 | 1.21 |
| 1/29/2011 1:45 | N | R_PB2SES_2 | 1.21 |
| 1/29/2011 1:45 | N | R_PB2SES_3 | 1.21 |
| 1/29/2011 1:45 | N | R_PB2SES_4 | 1.21 |
| 1/29/2011 1:45 | N | R_PB2SES_5 | 1.21 |
| 1/29/2011 1:45 | N | AUTO_EPS_390 | 12.96 |
| 1/29/2011 1:50 | N | DC_ROAD_L_B | 12.15 |
| 1/29/2011 1:50 | N | DC_EGPS_L_A | 9.78 |
| 1/29/2011 1:50 | N | H_HOLLOW_E_1 | -0.05 |
| 1/29/2011 1:50 | N | HHOLLOW4_E_1 | -0.05 |
| 1/29/2011 1:50 | N | R_LH2SES_1 | 12.96 |
| 1/29/2011 1:50 | N | R_PB2SES_1 | -0.17 |
| 1/29/2011 1:50 | N | R_PB2SES_2 | -0.17 |
| 1/29/2011 1:50 | N | R_PB2SES_3 | -0.17 |
| 1/29/2011 1:50 | N | R_PB2SES_4 | -0.17 |
| 1/29/2011 1:50 | N | R_PB2SES_5 | -0.17 |
| 1/29/2011 1:50 | N | AUTO_EPS_390 | 12.92 |
| 1/29/2011 1:55 | N | DC_ROAD_L_B | 13.1 |
| 1/29/2011 1:55 | N | DC_EGPS_L_A | 10.53 |
| 1/29/2011 1:55 | N | H_HOLLOW_E_1 | -0.06 |
| 1/29/2011 1:55 | N | HHOLLOW4_E_1 | -0.06 |
| 1/29/2011 1:55 | N | R_LH2SES_1 | 13.96 |
| 1/29/2011 1:55 | N | R_PB2SES_1 | -0.19 |
| 1/29/2011 1:55 | N | R_PB2SES_2 | -0.19 |
| 1/29/2011 1:55 | N | R_PB2SES_3 | -0.19 |
| 1/29/2011 1:55 | N | R_PB2SES_4 | -0.19 |
| 1/29/2011 1:55 | N | R_PB2SES_5 | -0.19 |
| 1/29/2011 1:55 | N | AUTO_EPS_390 | 13.92 |
| 1/29/2011 2:05 | N | DC_ROAD_L_B | 14.25 |
| 1/29/2011 2:05 | N | DC_EGPS_L_A | 11.48 |

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| 1/29/2011 2:05 | N | H_HOLLOW_E_1 | 0.05 |
| 1/29/2011 2:05 | N | HHOLLOW4_E_1 | 0.05 |
| 1/29/2011 2:05 | N | R_LH2SES_1 | 15.18 |
| 1/29/2011 2:05 | N | R_PB2SES_1 | -0.09 |
| 1/29/2011 2:05 | N | R_PB2SES_2 | -0.09 |
| 1/29/2011 2:05 | N | R_PB2SES_3 | -0.09 |
| 1/29/2011 2:05 | N | R_PB2SES_4 | -0.09 |
| 1/29/2011 2:05 | N | R_PB2SES_5 | -0.09 |
| 1/29/2011 2:05 | N | AUTO_EPS_390 | 15.14 |
| 1/29/2011 2:10 | N | DC_ROAD_L_B | 12.66 |
| 1/29/2011 2:10 | N | DC_EGPS_L_A | 10.21 |
| 1/29/2011 2:10 | N | H_HOLLOW_E_1 | 0.08 |
| 1/29/2011 2:10 | N | HHOLLOW4_E_1 | 0.08 |
| 1/29/2011 2:10 | N | R_LH2SES_1 | 13.49 |
| 1/29/2011 2:10 | N | R_PB2SES_1 | -0.04 |
| 1/29/2011 2:10 | N | R_PB2SES_2 | -0.04 |
| 1/29/2011 2:10 | N | R_PB2SES_3 | -0.04 |
| 1/29/2011 2:10 | N | R_PB2SES_4 | -0.04 |
| 1/29/2011 2:10 | N | R_PB2SES_5 | -0.04 |
| 1/29/2011 2:10 | N | AUTO_EPS_390 | 13.44 |
| 1/29/2011 2:20 | N | DC_ROAD_L_B | 13.43 |
| 1/29/2011 2:20 | N | DC_EGPS_L_A | 11.02 |
| 1/29/2011 2:20 | N | H_HOLLOW_E_1 | 1.08 |
| 1/29/2011 2:20 | N | HHOLLOW4_E_1 | 1.08 |
| 1/29/2011 2:20 | N | R_LH2SES_1 | 14.24 |
| 1/29/2011 2:20 | N | R_PB2SES_1 | 0.96 |
| 1/29/2011 2:20 | N | R_PB2SES_2 | 0.96 |
| 1/29/2011 2:20 | N | R_PB2SES_3 | 0.96 |
| 1/29/2011 2:20 | N | R_PB2SES_4 | 0.96 |
| 1/29/2011 2:20 | N | R_PB2SES_5 | 0.96 |
| 1/29/2011 2:20 | N | AUTO_EPS_390 | 14.2 |
| 1/29/2011 13:30 | N | DC_ROAD_L_B | 20.1 |
| 1/29/2011 13:30 | N | DC_EGPS_L_A | 19.16 |
| 1/29/2011 13:30 | N | H_HOLLOW_E_1 | 16.46 |
| 1/29/2011 13:30 | N | HHOLLOW4_E_1 | 16.46 |
| 1/29/2011 13:30 | N | R_LH2SES_1 | 16.11 |
| 1/29/2011 13:30 | N | R_PB2SES_1 | 16.49 |
| 1/29/2011 13:30 | N | R_PB2SES_2 | 16.49 |
| 1/29/2011 13:30 | N | R_PB2SES_3 | 16.49 |
| 1/29/2011 13:30 | N | R_PB2SES_4 | 16.49 |
| 1/29/2011 13:30 | N | R_PB2SES_5 | 16.49 |
| 1/29/2011 13:30 | N | AUTO_EPS_390 | 16 |
| 1/29/2011 13:35 | N | DC_ROAD_L_B | 20.04 |
| 1/29/2011 13:35 | N | DC_EGPS_L_A | 19.24 |
| 1/29/2011 13:35 | N | H_HOLLOW_E_1 | 16.95 |
| 1/29/2011 13:35 | N | HHOLLOW4_E_1 | 16.95 |
| 1/29/2011 13:35 | N | R_LH2SES_1 | 16.65 |

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| 1/29/2011 13:35 | N | R_PB2SES_1 | 16.97 |
| 1/29/2011 13:35 | N | R_PB2SES_2 | 16.97 |
| 1/29/2011 13:35 | N | R_PB2SES_3 | 16.97 |
| 1/29/2011 13:35 | N | R_PB2SES_4 | 16.97 |
| 1/29/2011 13:35 | N | R_PB2SES_5 | 16.97 |
| 1/29/2011 13:35 | N | AUTO_EPS_390 | 16.56 |
| 1/29/2011 13:40 | N | DC_ROAD_L_B | 20.5 |
| 1/29/2011 13:40 | N | DC_EGPS_L_A | 19.57 |
| 1/29/2011 13:40 | N | H_HOLLOW_E_1 | 16.93 |
| 1/29/2011 13:40 | N | HHOLLOW4_E_1 | 16.93 |
| 1/29/2011 13:40 | N | R_LH2SES_1 | 16.59 |
| 1/29/2011 13:40 | N | R_PB2SES_1 | 16.96 |
| 1/29/2011 13:40 | N | R_PB2SES_2 | 16.96 |
| 1/29/2011 13:40 | N | R_PB2SES_3 | 16.96 |
| 1/29/2011 13:40 | N | R_PB2SES_4 | 16.96 |
| 1/29/2011 13:40 | N | R_PB2SES_5 | 16.96 |
| 1/29/2011 13:40 | N | AUTO_EPS_390 | 16.48 |
| 1/29/2011 13:45 | N | DC_ROAD_L_B | 20.39 |
| 1/29/2011 13:45 | N | DC_EGPS_L_A | 19.52 |
| 1/29/2011 13:45 | N | H_HOLLOW_E_1 | 17.02 |
| 1/29/2011 13:45 | N | HHOLLOW4_E_1 | 17.02 |
| 1/29/2011 13:45 | N | R_LH2SES_1 | 16.7 |
| 1/29/2011 13:45 | N | R_PB2SES_1 | 17.05 |
| 1/29/2011 13:45 | N | R_PB2SES_2 | 17.05 |
| 1/29/2011 13:45 | N | R_PB2SES_3 | 17.05 |
| 1/29/2011 13:45 | N | R_PB2SES_4 | 17.05 |
| 1/29/2011 13:45 | N | R_PB2SES_5 | 17.05 |
| 1/29/2011 13:45 | N | AUTO_EPS_390 | 16.6 |
| 1/29/2011 13:50 | N | DC_ROAD_L_B | 20.45 |
| 1/29/2011 13:50 | N | DC_EGPS_L_A | 19.65 |
| 1/29/2011 13:50 | N | H_HOLLOW_E_1 | 17.37 |
| 1/29/2011 13:50 | N | HHOLLOW4_E_1 | 17.37 |
| 1/29/2011 13:50 | N | R_LH2SES_1 | 17.08 |
| 1/29/2011 13:50 | N | R_PB2SES_1 | 17.4 |
| 1/29/2011 13:50 | N | R_PB2SES_2 | 17.4 |
| 1/29/2011 13:50 | N | R_PB2SES_3 | 17.4 |
| 1/29/2011 13:50 | N | R_PB2SES_4 | 17.4 |
| 1/29/2011 13:50 | N | R_PB2SES_5 | 17.4 |
| 1/29/2011 13:50 | N | AUTO_EPS_390 | 16.99 |
| 1/29/2011 13:55 | N | DC_ROAD_L_B | 19.83 |
| 1/29/2011 13:55 | N | DC_EGPS_L_A | 19.68 |
| 1/29/2011 13:55 | N | H_HOLLOW_E_1 | 19.24 |
| 1/29/2011 13:55 | N | HHOLLOW4_E_1 | 19.24 |
| 1/29/2011 13:55 | N | R_LH2SES_1 | 19.19 |
| 1/29/2011 13:55 | N | R_PB2SES_1 | 19.25 |
| 1/29/2011 13:55 | N | R_PB2SES_2 | 19.25 |
| 1/29/2011 13:55 | N | R_PB2SES_3 | 19.25 |

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| 1/29/2011 13:55 | N | R_PB2SES_4 | 19.25 |
| 1/29/2011 13:55 | N | R_PB2SES_5 | 19.25 |
| 1/29/2011 13:55 | N | AUTO_EPS_390 | 19.17 |
| 1/29/2011 14:00 | N | DC_ROAD_L_B | 20.11 |
| 1/29/2011 14:00 | N | DC_EGPS_L_A | 19.28 |
| 1/29/2011 14:00 | N | H_HOLLOW_E_1 | 16.91 |
| 1/29/2011 14:00 | N | HHOLLOW4_E_1 | 16.91 |
| 1/29/2011 14:00 | N | R_LH2SES_1 | 16.6 |
| 1/29/2011 14:00 | N | R_PB2SES_1 | 16.93 |
| 1/29/2011 14:00 | N | R_PB2SES_2 | 16.93 |
| 1/29/2011 14:00 | N | R_PB2SES_3 | 16.93 |
| 1/29/2011 14:00 | N | R_PB2SES_4 | 16.93 |
| 1/29/2011 14:00 | N | R_PB2SES_5 | 16.93 |
| 1/29/2011 14:00 | N | AUTO_EPS_390 | 16.51 |
| 1/29/2011 14:05 | N | DC_ROAD_L_B | 20.07 |
| 1/29/2011 14:05 | N | DC_EGPS_L_A | 19.36 |
| 1/29/2011 14:05 | N | H_HOLLOW_E_1 | 17.32 |
| 1/29/2011 14:05 | N | HHOLLOW4_E_1 | 17.32 |
| 1/29/2011 14:05 | N | R_LH2SES_1 | 17.06 |
| 1/29/2011 14:05 | N | R_PB2SES_1 | 17.34 |
| 1/29/2011 14:05 | N | R_PB2SES_2 | 17.34 |
| 1/29/2011 14:05 | N | R_PB2SES_3 | 17.34 |
| 1/29/2011 14:05 | N | R_PB2SES_4 | 17.34 |
| 1/29/2011 14:05 | N | R_PB2SES_5 | 17.34 |
| 1/29/2011 14:05 | N | AUTO_EPS_390 | 16.97 |
| 1/29/2011 14:10 | N | DC_ROAD_L_B | 20.44 |
| 1/29/2011 14:10 | N | DC_EGPS_L_A | 20.07 |
| 1/29/2011 14:10 | N | H_HOLLOW_E_1 | 19.01 |
| 1/29/2011 14:10 | N | HHOLLOW4_E_1 | 19.01 |
| 1/29/2011 14:10 | N | R_LH2SES_1 | 18.88 |
| 1/29/2011 14:10 | N | R_PB2SES_1 | 19.02 |
| 1/29/2011 14:10 | N | R_PB2SES_2 | 19.02 |
| 1/29/2011 14:10 | N | R_PB2SES_3 | 19.02 |
| 1/29/2011 14:10 | N | R_PB2SES_4 | 19.02 |
| 1/29/2011 14:10 | N | R_PB2SES_5 | 19.02 |
| 1/29/2011 14:10 | N | AUTO_EPS_390 | 18.83 |
| 1/29/2011 14:15 | N | DC_ROAD_L_B | 20.22 |
| 1/29/2011 14:15 | N | DC_EGPS_L_A | 19.48 |
| 1/29/2011 14:15 | N | H_HOLLOW_E_1 | 17.36 |
| 1/29/2011 14:15 | N | HHOLLOW4_E_1 | 17.36 |
| 1/29/2011 14:15 | N | R_LH2SES_1 | 17.09 |
| 1/29/2011 14:15 | N | R_PB2SES_1 | 17.39 |
| 1/29/2011 14:15 | N | R_PB2SES_2 | 17.39 |
| 1/29/2011 14:15 | N | R_PB2SES_3 | 17.39 |
| 1/29/2011 14:15 | N | R_PB2SES_4 | 17.39 |
| 1/29/2011 14:15 | N | R_PB2SES_5 | 17.39 |
| 1/29/2011 14:15 | N | AUTO_EPS_390 | 17 |

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| 1/29/2011 14:20 | N | DC_ROAD_L_B | 20.3 |
| 1/29/2011 14:20 | N | DC_EGPS_L_A | 19.46 |
| 1/29/2011 14:20 | N | H_HOLLOW_E_1 | 17.08 |
| 1/29/2011 14:20 | N | HHOLLOW4_E_1 | 17.08 |
| 1/29/2011 14:20 | N | R_LH2SES_1 | 16.78 |
| 1/29/2011 14:20 | N | R_PB2SES_1 | 17.11 |
| 1/29/2011 14:20 | N | R_PB2SES_2 | 17.11 |
| 1/29/2011 14:20 | N | R_PB2SES_3 | 17.11 |
| 1/29/2011 14:20 | N | R_PB2SES_4 | 17.11 |
| 1/29/2011 14:20 | N | R_PB2SES_5 | 17.11 |
| 1/29/2011 14:20 | N | AUTO_EPS_390 | 16.68 |
| 1/29/2011 14:25 | N | DC_ROAD_L_B | 20.19 |
| 1/29/2011 14:25 | N | DC_EGPS_L_A | 19.36 |
| 1/29/2011 14:25 | N | H_HOLLOW_E_1 | 16.97 |
| 1/29/2011 14:25 | N | HHOLLOW4_E_1 | 16.97 |
| 1/29/2011 14:25 | N | R_LH2SES_1 | 16.66 |
| 1/29/2011 14:25 | N | R_PB2SES_1 | 17 |
| 1/29/2011 14:25 | N | R_PB2SES_2 | 17 |
| 1/29/2011 14:25 | N | R_PB2SES_3 | 17 |
| 1/29/2011 14:25 | N | R_PB2SES_4 | 17 |
| 1/29/2011 14:25 | N | R_PB2SES_5 | 17 |
| 1/29/2011 14:25 | N | AUTO_EPS_390 | 16.57 |
| 1/29/2011 14:30 | N | DC_ROAD_L_B | 19.82 |
| 1/29/2011 14:30 | N | DC_EGPS_L_A | 18.8 |
| 1/29/2011 14:30 | N | H_HOLLOW_E_1 | 15.89 |
| 1/29/2011 14:30 | N | HHOLLOW4_E_1 | 15.89 |
| 1/29/2011 14:30 | N | R_LH2SES_1 | 15.51 |
| 1/29/2011 14:30 | N | R_PB2SES_1 | 15.92 |
| 1/29/2011 14:30 | N | R_PB2SES_2 | 15.92 |
| 1/29/2011 14:30 | N | R_PB2SES_3 | 15.92 |
| 1/29/2011 14:30 | N | R_PB2SES_4 | 15.92 |
| 1/29/2011 14:30 | N | R_PB2SES_5 | 15.92 |
| 1/29/2011 14:30 | N | AUTO_EPS_390 | 15.4 |
| 1/29/2011 14:35 | N | DC_ROAD_L_B | 20.17 |
| 1/29/2011 14:35 | N | DC_EGPS_L_A | 19.3 |
| 1/29/2011 14:35 | N | H_HOLLOW_E_1 | 16.84 |
| 1/29/2011 14:35 | N | HHOLLOW4_E_1 | 16.84 |
| 1/29/2011 14:35 | N | R_LH2SES_1 | 16.52 |
| 1/29/2011 14:35 | N | R_PB2SES_1 | 16.87 |
| 1/29/2011 14:35 | N | R_PB2SES_2 | 16.87 |
| 1/29/2011 14:35 | N | R_PB2SES_3 | 16.87 |
| 1/29/2011 14:35 | N | R_PB2SES_4 | 16.87 |
| 1/29/2011 14:35 | N | R_PB2SES_5 | 16.87 |
| 1/29/2011 14:35 | N | AUTO_EPS_390 | 16.42 |
| 1/29/2011 14:40 | N | DC_ROAD_L_B | 19.82 |
| 1/29/2011 14:40 | N | DC_EGPS_L_A | 18.8 |
| 1/29/2011 14:40 | N | H_HOLLOW_E_1 | 15.91 |

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| 1/29/2011 14:40 | N | HHOLLOW4_E_1 | 15.91 |
| 1/29/2011 14:40 | N | R_LH2SES_1 | 15.53 |
| 1/29/2011 14:40 | N | R_PB2SES_1 | 15.94 |
| 1/29/2011 14:40 | N | R_PB2SES_2 | 15.94 |
| 1/29/2011 14:40 | N | R_PB2SES_3 | 15.94 |
| 1/29/2011 14:40 | N | R_PB2SES_4 | 15.94 |
| 1/29/2011 14:40 | N | R_PB2SES_5 | 15.94 |
| 1/29/2011 14:40 | N | AUTO_EPS_390 | 15.42 |
| 1/29/2011 14:45 | N | DC_ROAD_L_B | 19.7 |
| 1/29/2011 14:45 | N | DC_EGPS_L_A | 18.96 |
| 1/29/2011 14:45 | N | H_HOLLOW_E_1 | 16.84 |
| 1/29/2011 14:45 | N | HHOLLOW4_E_1 | 16.84 |
| 1/29/2011 14:45 | N | R_LH2SES_1 | 16.56 |
| 1/29/2011 14:45 | N | R_PB2SES_1 | 16.86 |
| 1/29/2011 14:45 | N | R_PB2SES_2 | 16.86 |
| 1/29/2011 14:45 | N | R_PB2SES_3 | 16.86 |
| 1/29/2011 14:45 | N | R_PB2SES_4 | 16.86 |
| 1/29/2011 14:45 | N | R_PB2SES_5 | 16.86 |
| 1/29/2011 14:45 | N | AUTO_EPS_390 | 16.48 |
| 1/29/2011 14:50 | N | DC_ROAD_L_B | 19.71 |
| 1/29/2011 14:50 | N | DC_EGPS_L_A | 18.97 |
| 1/29/2011 14:50 | N | H_HOLLOW_E_1 | 16.88 |
| 1/29/2011 14:50 | N | HHOLLOW4_E_1 | 16.88 |
| 1/29/2011 14:50 | N | R_LH2SES_1 | 16.61 |
| 1/29/2011 14:50 | N | R_PB2SES_1 | 16.9 |
| 1/29/2011 14:50 | N | R_PB2SES_2 | 16.9 |
| 1/29/2011 14:50 | N | R_PB2SES_3 | 16.9 |
| 1/29/2011 14:50 | N | R_PB2SES_4 | 16.9 |
| 1/29/2011 14:50 | N | R_PB2SES_5 | 16.9 |
| 1/29/2011 14:50 | N | AUTO_EPS_390 | 16.53 |
| 1/29/2011 14:55 | N | DC_ROAD_L_B | 18.5 |
| 1/29/2011 14:55 | N | DC_EGPS_L_A | 18.01 |
| 1/29/2011 14:55 | N | H_HOLLOW_E_1 | 16.6 |
| 1/29/2011 14:55 | N | HHOLLOW4_E_1 | 16.6 |
| 1/29/2011 14:55 | N | R_LH2SES_1 | 16.42 |
| 1/29/2011 14:55 | N | R_PB2SES_1 | 16.62 |
| 1/29/2011 14:55 | N | R_PB2SES_2 | 16.62 |
| 1/29/2011 14:55 | N | R_PB2SES_3 | 16.62 |
| 1/29/2011 14:55 | N | R_PB2SES_4 | 16.62 |
| 1/29/2011 14:55 | N | R_PB2SES_5 | 16.62 |
| 1/29/2011 14:55 | N | AUTO_EPS_390 | 16.36 |
| 1/29/2011 15:00 | N | DC_ROAD_L_B | 19.28 |
| 1/29/2011 15:00 | N | DC_EGPS_L_A | 18.48 |
| 1/29/2011 15:00 | N | H_HOLLOW_E_1 | 16.17 |
| 1/29/2011 15:00 | N | HHOLLOW4_E_1 | 16.17 |
| 1/29/2011 15:00 | N | R_LH2SES_1 | 15.88 |
| 1/29/2011 15:00 | N | R_PB2SES_1 | 16.2 |

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| 1/29/2011 15:00 | N | R_PB2SES_2 | 16.2 |
| 1/29/2011 15:00 | N | R_PB2SES_3 | 16.2 |
| 1/29/2011 15:00 | N | R_PB2SES_4 | 16.2 |
| 1/29/2011 15:00 | N | R_PB2SES_5 | 16.2 |
| 1/29/2011 15:00 | N | AUTO_EPS_390 | 15.79 |
| 1/29/2011 15:05 | N | DC_ROAD_L_B | 19.1 |
| 1/29/2011 15:05 | N | DC_EGPS_L_A | 18.66 |
| 1/29/2011 15:05 | N | H_HOLLOW_E_1 | 17.4 |
| 1/29/2011 15:05 | N | HHOLLOW4_E_1 | 17.4 |
| 1/29/2011 15:05 | N | R_LH2SES_1 | 17.24 |
| 1/29/2011 15:05 | N | R_PB2SES_1 | 17.42 |
| 1/29/2011 15:05 | N | R_PB2SES_2 | 17.42 |
| 1/29/2011 15:05 | N | R_PB2SES_3 | 17.42 |
| 1/29/2011 15:05 | N | R_PB2SES_4 | 17.42 |
| 1/29/2011 15:05 | N | R_PB2SES_5 | 17.42 |
| 1/29/2011 15:05 | N | AUTO_EPS_390 | 17.19 |
| 1/29/2011 15:10 | N | DC_ROAD_L_B | 19.61 |
| 1/29/2011 15:10 | N | DC_EGPS_L_A | 18.85 |
| 1/29/2011 15:10 | N | H_HOLLOW_E_1 | 16.67 |
| 1/29/2011 15:10 | N | HHOLLOW4_E_1 | 16.67 |
| 1/29/2011 15:10 | N | R_LH2SES_1 | 16.38 |
| 1/29/2011 15:10 | N | R_PB2SES_1 | 16.69 |
| 1/29/2011 15:10 | N | R_PB2SES_2 | 16.69 |
| 1/29/2011 15:10 | N | R_PB2SES_3 | 16.69 |
| 1/29/2011 15:10 | N | R_PB2SES_4 | 16.69 |
| 1/29/2011 15:10 | N | R_PB2SES_5 | 16.69 |
| 1/29/2011 15:10 | N | AUTO_EPS_390 | 16.3 |
| 1/29/2011 15:15 | N | DC_ROAD_L_B | 19.1 |
| 1/29/2011 15:15 | N | H_HOLLOW_E_1 | 19.03 |
| 1/29/2011 15:15 | N | HHOLLOW4_E_1 | 19.03 |
| 1/29/2011 15:15 | N | R_LH2SES_1 | 19.02 |
| 1/29/2011 15:15 | N | R_PB2SES_1 | 19.03 |
| 1/29/2011 15:15 | N | R_PB2SES_2 | 19.03 |
| 1/29/2011 15:15 | N | R_PB2SES_3 | 19.03 |
| 1/29/2011 15:15 | N | R_PB2SES_4 | 19.03 |
| 1/29/2011 15:15 | N | R_PB2SES_5 | 19.03 |
| 1/29/2011 15:15 | N | AUTO_EPS_390 | 19.02 |
| 1/29/2011 15:20 | N | DC_ROAD_L_B | 19.23 |
| 1/29/2011 15:20 | N | DC_EGPS_L_A | 18.59 |
| 1/29/2011 15:20 | N | H_HOLLOW_E_1 | 16.77 |
| 1/29/2011 15:20 | N | HHOLLOW4_E_1 | 16.77 |
| 1/29/2011 15:20 | N | R_LH2SES_1 | 16.53 |
| 1/29/2011 15:20 | N | R_PB2SES_1 | 16.79 |
| 1/29/2011 15:20 | N | R_PB2SES_2 | 16.79 |
| 1/29/2011 15:20 | N | R_PB2SES_3 | 16.79 |
| 1/29/2011 15:20 | N | R_PB2SES_4 | 16.79 |
| 1/29/2011 15:20 | N | R_PB2SES_5 | 16.79 |

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| 1/29/2011 15:20 | N | AUTO_EPS_390 | 16.46 |
| 1/29/2011 15:30 | N | DC_ROAD_L_B | 19.23 |
| 1/29/2011 15:30 | N | DC_EGPS_L_A | 18.33 |
| 1/29/2011 15:30 | N | H_HOLLOW_E_1 | 15.77 |
| 1/29/2011 15:30 | N | HHOLLOW4_E_1 | 15.77 |
| 1/29/2011 15:30 | N | R_LH2SES_1 | 15.44 |
| 1/29/2011 15:30 | N | R_PB2SES_1 | 15.8 |
| 1/29/2011 15:30 | N | R_PB2SES_2 | 15.8 |
| 1/29/2011 15:30 | N | R_PB2SES_3 | 15.8 |
| 1/29/2011 15:30 | N | R_PB2SES_4 | 15.8 |
| 1/29/2011 15:30 | N | R_PB2SES_5 | 15.8 |
| 1/29/2011 15:30 | N | AUTO_EPS_390 | 15.34 |
| 1/29/2011 15:35 | N | DC_ROAD_L_B | 19.39 |
| 1/29/2011 15:35 | N | DC_EGPS_L_A | 18.71 |
| 1/29/2011 15:35 | N | H_HOLLOW_E_1 | 16.76 |
| 1/29/2011 15:35 | N | HHOLLOW4_E_1 | 16.76 |
| 1/29/2011 15:35 | N | R_LH2SES_1 | 16.51 |
| 1/29/2011 15:35 | N | R_PB2SES_1 | 16.79 |
| 1/29/2011 15:35 | N | R_PB2SES_2 | 16.79 |
| 1/29/2011 15:35 | N | R_PB2SES_3 | 16.79 |
| 1/29/2011 15:35 | N | R_PB2SES_4 | 16.79 |
| 1/29/2011 15:35 | N | R_PB2SES_5 | 16.79 |
| 1/29/2011 15:35 | N | AUTO_EPS_390 | 16.43 |
| 1/29/2011 15:40 | N | DC_ROAD_L_B | 18.51 |
| 1/29/2011 15:40 | N | DC_EGPS_L_A | 18.06 |
| 1/29/2011 15:40 | N | H_HOLLOW_E_1 | 16.78 |
| 1/29/2011 15:40 | N | HHOLLOW4_E_1 | 16.78 |
| 1/29/2011 15:40 | N | R_LH2SES_1 | 16.62 |
| 1/29/2011 15:40 | N | R_PB2SES_1 | 16.8 |
| 1/29/2011 15:40 | N | R_PB2SES_2 | 16.8 |
| 1/29/2011 15:40 | N | R_PB2SES_3 | 16.8 |
| 1/29/2011 15:40 | N | R_PB2SES_4 | 16.8 |
| 1/29/2011 15:40 | N | R_PB2SES_5 | 16.8 |
| 1/29/2011 15:40 | N | AUTO_EPS_390 | 16.57 |
| 1/29/2011 15:55 | N | DC_ROAD_L_B | 17.91 |
| 1/29/2011 15:55 | N | DC_EGPS_L_A | 17.65 |
| 1/29/2011 15:55 | N | H_HOLLOW_E_1 | 16.89 |
| 1/29/2011 15:55 | N | HHOLLOW4_E_1 | 16.89 |
| 1/29/2011 15:55 | N | R_LH2SES_1 | 16.79 |
| 1/29/2011 15:55 | N | R_PB2SES_1 | 16.9 |
| 1/29/2011 15:55 | N | R_PB2SES_2 | 16.9 |
| 1/29/2011 15:55 | N | R_PB2SES_3 | 16.9 |
| 1/29/2011 15:55 | N | R_PB2SES_4 | 16.9 |
| 1/29/2011 15:55 | N | R_PB2SES_5 | 16.9 |
| 1/29/2011 15:55 | N | AUTO_EPS_390 | 16.76 |
| 1/29/2011 16:00 | N | DC_ROAD_L_B | 17.27 |
| 1/29/2011 16:00 | N | DC_EGPS_L_A | 17.09 |

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| 1/29/2011 16:00 | N | H_HOLLOW_E_1 | 16.59 |
| 1/29/2011 16:00 | N | HHOLLOW4_E_1 | 16.59 |
| 1/29/2011 16:00 | N | R_LH2SES_1 | 16.53 |
| 1/29/2011 16:00 | N | R_PB2SES_1 | 16.6 |
| 1/29/2011 16:00 | N | R_PB2SES_2 | 16.6 |
| 1/29/2011 16:00 | N | R_PB2SES_3 | 16.6 |
| 1/29/2011 16:00 | N | R_PB2SES_4 | 16.6 |
| 1/29/2011 16:00 | N | R_PB2SES_5 | 16.6 |
| 1/29/2011 16:00 | N | AUTO_EPS_390 | 16.51 |
| 1/29/2011 16:05 | N | DC_ROAD_L_B | 18.73 |
| 1/29/2011 16:05 | N | DC_EGPS_L_A | 18.2 |
| 1/29/2011 16:05 | N | H_HOLLOW_E_1 | 16.68 |
| 1/29/2011 16:05 | N | HHOLLOW4_E_1 | 16.68 |
| 1/29/2011 16:05 | N | R_LH2SES_1 | 16.49 |
| 1/29/2011 16:05 | N | R_PB2SES_1 | 16.7 |
| 1/29/2011 16:05 | N | R_PB2SES_2 | 16.7 |
| 1/29/2011 16:05 | N | R_PB2SES_3 | 16.7 |
| 1/29/2011 16:05 | N | R_PB2SES_4 | 16.7 |
| 1/29/2011 16:05 | N | R_PB2SES_5 | 16.7 |
| 1/29/2011 16:05 | N | AUTO_EPS_390 | 16.43 |
| 1/29/2011 16:10 | N | DC_ROAD_L_B | 19.37 |
| 1/29/2011 16:10 | N | DC_EGPS_L_A | 19.3 |
| 1/29/2011 16:10 | N | H_HOLLOW_E_1 | 19.11 |
| 1/29/2011 16:10 | N | HHOLLOW4_E_1 | 19.11 |
| 1/29/2011 16:10 | N | R_LH2SES_1 | 19.08 |
| 1/29/2011 16:10 | N | R_PB2SES_1 | 19.11 |
| 1/29/2011 16:10 | N | R_PB2SES_2 | 19.11 |
| 1/29/2011 16:10 | N | R_PB2SES_3 | 19.11 |
| 1/29/2011 16:10 | N | R_PB2SES_4 | 19.11 |
| 1/29/2011 16:10 | N | R_PB2SES_5 | 19.11 |
| 1/29/2011 16:10 | N | AUTO_EPS_390 | 19.08 |
| 1/29/2011 16:20 | N | DC_ROAD_L_B | 19.74 |
| 1/29/2011 16:20 | N | DC_EGPS_L_A | 19.6 |
| 1/29/2011 16:20 | N | H_HOLLOW_E_1 | 19.22 |
| 1/29/2011 16:20 | N | HHOLLOW4_E_1 | 19.22 |
| 1/29/2011 16:20 | N | R_LH2SES_1 | 19.17 |
| 1/29/2011 16:20 | N | R_PB2SES_1 | 19.23 |
| 1/29/2011 16:20 | N | R_PB2SES_2 | 19.23 |
| 1/29/2011 16:20 | N | R_PB2SES_3 | 19.23 |
| 1/29/2011 16:20 | N | R_PB2SES_4 | 19.23 |
| 1/29/2011 16:20 | N | R_PB2SES_5 | 19.23 |
| 1/29/2011 16:20 | N | AUTO_EPS_390 | 19.16 |
| 1/29/2011 18:40 | N | DC_ROAD_L_B | 24.62 |
| 1/29/2011 18:40 | N | DC_EGPS_L_A | 21.8 |
| 1/29/2011 18:40 | N | H_HOLLOW_E_1 | 13.68 |
| 1/29/2011 18:40 | N | HHOLLOW4_E_1 | 13.68 |
| 1/29/2011 18:40 | N | R_LH2SES_1 | 12.64 |

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| 1/29/2011 18:40 | N | R_PB2SES_1 | 13.78 |
| 1/29/2011 18:40 | N | R_PB2SES_2 | 13.78 |
| 1/29/2011 18:40 | N | R_PB2SES_3 | 13.78 |
| 1/29/2011 18:40 | N | R_PB2SES_4 | 13.78 |
| 1/29/2011 18:40 | N | R_PB2SES_5 | 13.78 |
| 1/29/2011 18:40 | N | AUTO_EPS_390 | 12.32 |
| 1/29/2011 18:41 | N | DC_ROAD_L_B | 30.38 |
| 1/29/2011 18:41 | N | DC_EGPS_L_A | 30.14 |
| 1/29/2011 18:41 | N | H_HOLLOW_E_1 | 29.46 |
| 1/29/2011 18:41 | N | HHOLLOW4_E_1 | 29.46 |
| 1/29/2011 18:41 | N | R_LH2SES_1 | 29.37 |
| 1/29/2011 18:41 | N | R_PB2SES_1 | 29.47 |
| 1/29/2011 18:41 | N | R_PB2SES_2 | 29.47 |
| 1/29/2011 18:41 | N | R_PB2SES_3 | 29.47 |
| 1/29/2011 18:41 | N | R_PB2SES_4 | 29.47 |
| 1/29/2011 18:41 | N | R_PB2SES_5 | 29.47 |
| 1/29/2011 18:41 | N | AUTO_EPS_390 | 29.35 |
| 1/29/2011 18:55 | N | DC_ROAD_L_B | 24.83 |
| 1/29/2011 18:55 | N | DC_EGPS_L_A | 34.16 |
| 1/29/2011 18:55 | N | H_HOLLOW_E_1 | 31.39 |
| 1/29/2011 18:55 | N | HHOLLOW4_E_1 | 31.39 |
| 1/29/2011 18:55 | N | R_LH2SES_1 | 31.27 |
| 1/29/2011 18:55 | N | R_PB2SES_1 | 31.44 |
| 1/29/2011 18:55 | N | R_PB2SES_2 | 31.44 |
| 1/29/2011 18:55 | N | R_PB2SES_3 | 31.44 |
| 1/29/2011 18:55 | N | R_PB2SES_4 | 31.44 |
| 1/29/2011 18:55 | N | R_PB2SES_5 | 31.44 |
| 1/29/2011 18:55 | N | AUTO_EPS_390 | 31.25 |
| 1/29/2011 19:00 | N | DC_ROAD_L_B | 24.58 |
| 1/29/2011 19:00 | N | DC_EGPS_L_A | 33.91 |
| 1/29/2011 19:00 | N | H_HOLLOW_E_1 | 31.13 |
| 1/29/2011 19:00 | N | HHOLLOW4_E_1 | 31.13 |
| 1/29/2011 19:00 | N | R_LH2SES_1 | 31.02 |
| 1/29/2011 19:00 | N | R_PB2SES_1 | 31.16 |
| 1/29/2011 19:00 | N | R_PB2SES_2 | 31.16 |
| 1/29/2011 19:00 | N | R_PB2SES_3 | 31.16 |
| 1/29/2011 19:00 | N | R_PB2SES_4 | 31.16 |
| 1/29/2011 19:00 | N | R_PB2SES_5 | 31.16 |
| 1/29/2011 19:00 | N | AUTO_EPS_390 | 30.99 |
| 1/29/2011 19:05 | N | DC_ROAD_L_B | 21.54 |
| 1/29/2011 19:05 | N | DC_EGPS_L_A | 30.86 |
| 1/29/2011 19:05 | N | H_HOLLOW_E_1 | 28.12 |
| 1/29/2011 19:05 | N | HHOLLOW4_E_1 | 28.12 |
| 1/29/2011 19:05 | N | R_LH2SES_1 | 27.98 |
| 1/29/2011 19:05 | N | R_PB2SES_1 | 28.14 |
| 1/29/2011 19:05 | N | R_PB2SES_2 | 28.14 |
| 1/29/2011 19:05 | N | R_PB2SES_3 | 28.14 |

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| 1/29/2011 19:05 | N | R_PB2SES_4 | 28.14 |
| 1/29/2011 19:05 | N | R_PB2SES_5 | 28.14 |
| 1/29/2011 19:05 | N | AUTO_EPS_390 | 27.98 |
| 1/29/2011 19:10 | N | DC_ROAD_L_B | 19.87 |
| 1/29/2011 19:10 | N | DC_EGPS_L_A | 29.19 |
| 1/29/2011 19:10 | N | H_HOLLOW_E_1 | 26.42 |
| 1/29/2011 19:10 | N | HHOLLOW4_E_1 | 26.42 |
| 1/29/2011 19:10 | N | R_LH2SES_1 | 26.31 |
| 1/29/2011 19:10 | N | R_PB2SES_1 | 26.48 |
| 1/29/2011 19:10 | N | R_PB2SES_2 | 26.48 |
| 1/29/2011 19:10 | N | R_PB2SES_3 | 26.48 |
| 1/29/2011 19:10 | N | R_PB2SES_4 | 26.48 |
| 1/29/2011 19:10 | N | R_PB2SES_5 | 26.48 |
| 1/29/2011 19:10 | N | AUTO_EPS_390 | 26.28 |
| 1/29/2011 19:15 | N | DC_ROAD_L_B | 19.16 |
| 1/29/2011 19:15 | N | DC_EGPS_L_A | 28.49 |
| 1/29/2011 19:15 | N | H_HOLLOW_E_1 | 25.74 |
| 1/29/2011 19:15 | N | HHOLLOW4_E_1 | 25.74 |
| 1/29/2011 19:15 | N | R_LH2SES_1 | 25.6 |
| 1/29/2011 19:15 | N | R_PB2SES_1 | 25.77 |
| 1/29/2011 19:15 | N | R_PB2SES_2 | 25.77 |
| 1/29/2011 19:15 | N | R_PB2SES_3 | 25.77 |
| 1/29/2011 19:15 | N | R_PB2SES_4 | 25.77 |
| 1/29/2011 19:15 | N | R_PB2SES_5 | 25.77 |
| 1/29/2011 19:15 | N | AUTO_EPS_390 | 25.6 |
| 1/29/2011 19:25 | N | DC_ROAD_L_B | 18.91 |
| 1/29/2011 19:25 | N | DC_EGPS_L_A | 28.24 |
| 1/29/2011 19:25 | N | H_HOLLOW_E_1 | 25.49 |
| 1/29/2011 19:25 | N | HHOLLOW4_E_1 | 25.49 |
| 1/29/2011 19:25 | N | R_LH2SES_1 | 25.35 |
| 1/29/2011 19:25 | N | R_PB2SES_1 | 25.52 |
| 1/29/2011 19:25 | N | R_PB2SES_2 | 25.52 |
| 1/29/2011 19:25 | N | R_PB2SES_3 | 25.52 |
| 1/29/2011 19:25 | N | R_PB2SES_4 | 25.52 |
| 1/29/2011 19:25 | N | R_PB2SES_5 | 25.52 |
| 1/29/2011 19:25 | N | AUTO_EPS_390 | 25.35 |
| 1/29/2011 19:30 | N | DC_ROAD_L_B | 18.12 |
| 1/29/2011 19:30 | N | DC_EGPS_L_A | 27.42 |
| 1/29/2011 19:30 | N | H_HOLLOW_E_1 | 24.68 |
| 1/29/2011 19:30 | N | HHOLLOW4_E_1 | 24.68 |
| 1/29/2011 19:30 | N | R_LH2SES_1 | 24.54 |
| 1/29/2011 19:30 | N | R_PB2SES_1 | 24.7 |
| 1/29/2011 19:30 | N | R_PB2SES_2 | 24.7 |
| 1/29/2011 19:30 | N | R_PB2SES_3 | 24.7 |
| 1/29/2011 19:30 | N | R_PB2SES_4 | 24.7 |
| 1/29/2011 19:30 | N | R_PB2SES_5 | 24.7 |
| 1/29/2011 19:30 | N | AUTO_EPS_390 | 24.54 |

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| 1/29/2011 19:45 | N | DC_ROAD_L_B | 18.1 |
| 1/29/2011 19:45 | N | DC_EGPS_L_A | 27.42 |
| 1/29/2011 19:45 | N | H_HOLLOW_E_1 | 24.65 |
| 1/29/2011 19:45 | N | HHOLLOW4_E_1 | 24.65 |
| 1/29/2011 19:45 | N | R_LH2SES_1 | 24.54 |
| 1/29/2011 19:45 | N | R_PB2SES_1 | 24.68 |
| 1/29/2011 19:45 | N | R_PB2SES_2 | 24.68 |
| 1/29/2011 19:45 | N | R_PB2SES_3 | 24.68 |
| 1/29/2011 19:45 | N | R_PB2SES_4 | 24.68 |
| 1/29/2011 19:45 | N | R_PB2SES_5 | 24.68 |
| 1/29/2011 19:45 | N | AUTO_EPS_390 | 24.51 |
| 1/29/2011 20:05 | N | DC_ROAD_L_B | 17.71 |
| 1/29/2011 20:05 | N | DC_EGPS_L_A | 27.03 |
| 1/29/2011 20:05 | N | H_HOLLOW_E_1 | 24.29 |
| 1/29/2011 20:05 | N | HHOLLOW4_E_1 | 24.29 |
| 1/29/2011 20:05 | N | R_LH2SES_1 | 24.15 |
| 1/29/2011 20:05 | N | R_PB2SES_1 | 24.31 |
| 1/29/2011 20:05 | N | R_PB2SES_2 | 24.31 |
| 1/29/2011 20:05 | N | R_PB2SES_3 | 24.31 |
| 1/29/2011 20:05 | N | R_PB2SES_4 | 24.31 |
| 1/29/2011 20:05 | N | R_PB2SES_5 | 24.31 |
| 1/29/2011 20:05 | N | AUTO_EPS_390 | 24.15 |
| 1/30/2011 16:25 | N | DC_ROAD_L_B | 19.12 |
| 1/30/2011 16:25 | N | DC_EGPS_L_A | 28.44 |
| 1/30/2011 16:25 | N | H_HOLLOW_E_1 | 25.67 |
| 1/30/2011 16:25 | N | HHOLLOW4_E_1 | 25.67 |
| 1/30/2011 16:25 | N | R_PB2SES_1 | 25.72 |
| 1/30/2011 16:25 | N | R_PB2SES_2 | 25.72 |
| 1/30/2011 16:25 | N | R_PB2SES_3 | 25.72 |
| 1/30/2011 16:25 | N | R_PB2SES_4 | 25.72 |
| 1/30/2011 16:25 | N | R_PB2SES_5 | 25.72 |
| 1/30/2011 16:25 | N | AUTO_EPS_390 | 25.53 |
| 1/30/2011 16:30 | N | DC_ROAD_L_B | 19.03 |
| 1/30/2011 16:30 | N | DC_EGPS_L_A | 28.38 |
| 1/30/2011 16:30 | N | H_HOLLOW_E_1 | 25.61 |
| 1/30/2011 16:30 | N | HHOLLOW4_E_1 | 25.61 |
| 1/30/2011 16:30 | N | R_PB2SES_1 | 25.64 |
| 1/30/2011 16:30 | N | R_PB2SES_2 | 25.64 |
| 1/30/2011 16:30 | N | R_PB2SES_3 | 25.64 |
| 1/30/2011 16:30 | N | R_PB2SES_4 | 25.64 |
| 1/30/2011 16:30 | N | R_PB2SES_5 | 25.64 |
| 1/30/2011 16:30 | N | AUTO_EPS_390 | 25.47 |
| 1/31/2011 9:50 | N | DCTM_L_A | 34.22 |
| 1/31/2011 9:50 | N | DC_ROAD_L_B | 31.05 |
| 1/31/2011 9:50 | N | DC_EGPS_L_A | 31.57 |
| 1/31/2011 9:50 | N | H_HOLLOW_E_1 | 33.74 |
| 1/31/2011 9:50 | N | HHOLLOW4_E_1 | 33.74 |

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| 1/31/2011 9:50 | N | R_LH2SES_1 | 29.19 |
| 1/31/2011 9:50 | N | R_PB2SES_1 | 33.75 |
| 1/31/2011 9:50 | N | R_PB2SES_2 | 33.75 |
| 1/31/2011 9:50 | N | R_PB2SES_3 | 33.75 |
| 1/31/2011 9:50 | N | R_PB2SES_4 | 33.75 |
| 1/31/2011 9:50 | N | R_PB2SES_5 | 33.75 |
| 1/31/2011 9:50 | N | AUTO_EPS_390 | 29.98 |
| 1/31/2011 9:55 | N | DCTM_L_A | 40.62 |
| 1/31/2011 9:55 | N | DC_ROAD_L_B | 32.3 |
| 1/31/2011 9:55 | N | DC_EGPS_L_A | 33.65 |
| 1/31/2011 9:55 | N | H_HOLLOW_E_1 | 39.36 |
| 1/31/2011 9:55 | N | HHOLLOW4_E_1 | 39.36 |
| 1/31/2011 9:55 | N | R_LH2SES_1 | 27.39 |
| 1/31/2011 9:55 | N | R_PB2SES_1 | 39.39 |
| 1/31/2011 9:55 | N | R_PB2SES_2 | 39.39 |
| 1/31/2011 9:55 | N | R_PB2SES_3 | 39.39 |
| 1/31/2011 9:55 | N | R_PB2SES_4 | 39.39 |
| 1/31/2011 9:55 | N | R_PB2SES_5 | 39.39 |
| 1/31/2011 9:55 | N | AUTO_EPS_390 | 29.48 |
| 1/31/2011 10:00 | N | DCTM_L_A | 52.82 |
| 1/31/2011 10:00 | N | DC_ROAD_L_B | 36.48 |
| 1/31/2011 10:00 | N | DC_EGPS_L_A | 39.13 |
| 1/31/2011 10:00 | N | H_HOLLOW_E_1 | 50.34 |
| 1/31/2011 10:00 | N | HHOLLOW4_E_1 | 50.34 |
| 1/31/2011 10:00 | N | R_LH2SES_1 | 26.85 |
| 1/31/2011 10:00 | N | R_PB2SES_1 | 50.41 |
| 1/31/2011 10:00 | N | R_PB2SES_2 | 50.41 |
| 1/31/2011 10:00 | N | R_PB2SES_3 | 50.41 |
| 1/31/2011 10:00 | N | R_PB2SES_4 | 50.41 |
| 1/31/2011 10:00 | N | R_PB2SES_5 | 50.41 |
| 1/31/2011 10:00 | N | AUTO_EPS_390 | 30.95 |
| 1/31/2011 10:05 | N | DCTM_L_A | 40.87 |
| 1/31/2011 10:05 | N | DC_ROAD_L_B | 32.65 |
| 1/31/2011 10:05 | N | DC_EGPS_L_A | 33.99 |
| 1/31/2011 10:05 | N | H_HOLLOW_E_1 | 39.62 |
| 1/31/2011 10:05 | N | HHOLLOW4_E_1 | 39.62 |
| 1/31/2011 10:05 | N | R_LH2SES_1 | 27.82 |
| 1/31/2011 10:05 | N | R_PB2SES_1 | 39.66 |
| 1/31/2011 10:05 | N | R_PB2SES_2 | 39.66 |
| 1/31/2011 10:05 | N | R_PB2SES_3 | 39.66 |
| 1/31/2011 10:05 | N | R_PB2SES_4 | 39.66 |
| 1/31/2011 10:05 | N | R_PB2SES_5 | 39.66 |
| 1/31/2011 10:05 | N | AUTO_EPS_390 | 29.87 |
| 1/31/2011 10:10 | N | DCTM_L_A | 32.45 |
| 1/31/2011 10:10 | N | DC_ROAD_L_B | 31.08 |
| 1/31/2011 10:10 | N | DC_EGPS_L_A | 31.31 |
| 1/31/2011 10:10 | N | H_HOLLOW_E_1 | 32.24 |

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|---|---|---|---|
| 1/31/2011 10:10 | N | HHOLLOW4_E_1 | 32.24 |
| 1/31/2011 10:10 | N | R_LH2SES_1 | 30.28 |
| 1/31/2011 10:10 | N | R_PB2SES_1 | 32.25 |
| 1/31/2011 10:10 | N | R_PB2SES_2 | 32.25 |
| 1/31/2011 10:10 | N | R_PB2SES_3 | 32.25 |
| 1/31/2011 10:10 | N | R_PB2SES_4 | 32.25 |
| 1/31/2011 10:10 | N | R_PB2SES_5 | 32.25 |
| 1/31/2011 10:10 | N | AUTO_EPS_390 | 30.62 |
| 1/31/2011 10:15 | N | DCTM_L_A | 32.3 |
| 1/31/2011 10:15 | N | DC_ROAD_L_B | 31.36 |
| 1/31/2011 10:15 | N | DC_EGPS_L_A | 31.51 |
| 1/31/2011 10:15 | N | H_HOLLOW_E_1 | 32.16 |
| 1/31/2011 10:15 | N | HHOLLOW4_E_1 | 32.16 |
| 1/31/2011 10:15 | N | R_LH2SES_1 | 30.8 |
| 1/31/2011 10:15 | N | R_PB2SES_1 | 32.16 |
| 1/31/2011 10:15 | N | R_PB2SES_2 | 32.16 |
| 1/31/2011 10:15 | N | R_PB2SES_3 | 32.16 |
| 1/31/2011 10:15 | N | R_PB2SES_4 | 32.16 |
| 1/31/2011 10:15 | N | R_PB2SES_5 | 32.16 |
| 1/31/2011 10:15 | N | AUTO_EPS_390 | 31.04 |
| 1/31/2011 10:20 | N | DCTM_L_A | 32.47 |
| 1/31/2011 10:20 | N | DC_ROAD_L_B | 31.09 |
| 1/31/2011 10:20 | N | DC_EGPS_L_A | 31.16 |
| 1/31/2011 10:20 | N | H_HOLLOW_E_1 | 32.26 |
| 1/31/2011 10:20 | N | HHOLLOW4_E_1 | 32.26 |
| 1/31/2011 10:20 | N | R_LH2SES_1 | 30.29 |
| 1/31/2011 10:20 | N | R_PB2SES_1 | 32.27 |
| 1/31/2011 10:20 | N | R_PB2SES_2 | 32.27 |
| 1/31/2011 10:20 | N | R_PB2SES_3 | 32.27 |
| 1/31/2011 10:20 | N | R_PB2SES_4 | 32.27 |
| 1/31/2011 10:20 | N | R_PB2SES_5 | 32.27 |
| 1/31/2011 10:20 | N | AUTO_EPS_390 | 30.64 |
| 1/31/2011 10:25 | N | DCTM_L_A | 45.86 |
| 1/31/2011 10:25 | N | DC_ROAD_L_B | 34.22 |
| 1/31/2011 10:25 | N | DC_EGPS_L_A | 34.81 |
| 1/31/2011 10:25 | N | H_HOLLOW_E_1 | 44.11 |
| 1/31/2011 10:25 | N | HHOLLOW4_E_1 | 44.11 |
| 1/31/2011 10:25 | N | R_LH2SES_1 | 27.46 |
| 1/31/2011 10:25 | N | R_PB2SES_1 | 44.17 |
| 1/31/2011 10:25 | N | R_PB2SES_2 | 44.17 |
| 1/31/2011 10:25 | N | R_PB2SES_3 | 44.17 |
| 1/31/2011 10:25 | N | R_PB2SES_4 | 44.17 |
| 1/31/2011 10:25 | N | R_PB2SES_5 | 44.17 |
| 1/31/2011 10:25 | N | AUTO_EPS_390 | 30.35 |
| 1/31/2011 10:30 | N | DCTM_L_A | 82.88 |
| 1/31/2011 10:30 | N | DC_ROAD_L_B | 45.92 |
| 1/31/2011 10:30 | N | DC_EGPS_L_A | 47.78 |

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|---|---|---|---|
| 1/31/2011 10:30 | N | H_HOLLOW_E_1 | 77.34 |
| 1/31/2011 10:30 | N | HHOLLOW4_E_1 | 77.34 |
| 1/31/2011 10:30 | N | R_LH2SES_1 | 24.42 |
| 1/31/2011 10:30 | N | R_PB2SES_1 | 77.52 |
| 1/31/2011 10:30 | N | R_PB2SES_2 | 77.52 |
| 1/31/2011 10:30 | N | R_PB2SES_3 | 77.52 |
| 1/31/2011 10:30 | N | R_PB2SES_4 | 77.52 |
| 1/31/2011 10:30 | N | R_PB2SES_5 | 77.52 |
| 1/31/2011 10:30 | N | AUTO_EPS_390 | 33.62 |
| 1/31/2011 10:35 | N | DCTM_L_A | 77.6 |
| 1/31/2011 10:35 | N | DC_ROAD_L_B | 44.03 |
| 1/31/2011 10:35 | N | DC_EGPS_L_A | 45.73 |
| 1/31/2011 10:35 | N | H_HOLLOW_E_1 | 72.58 |
| 1/31/2011 10:35 | N | HHOLLOW4_E_1 | 72.58 |
| 1/31/2011 10:35 | N | R_LH2SES_1 | 24.51 |
| 1/31/2011 10:35 | N | R_PB2SES_1 | 72.74 |
| 1/31/2011 10:35 | N | R_PB2SES_2 | 72.74 |
| 1/31/2011 10:35 | N | R_PB2SES_3 | 72.74 |
| 1/31/2011 10:35 | N | R_PB2SES_4 | 72.74 |
| 1/31/2011 10:35 | N | R_PB2SES_5 | 72.74 |
| 1/31/2011 10:35 | N | AUTO_EPS_390 | 32.87 |
| 1/31/2011 10:40 | N | DCTM_L_A | 64.05 |
| 1/31/2011 10:40 | N | DC_ROAD_L_B | 40.25 |
| 1/31/2011 10:40 | N | DC_EGPS_L_A | 41.45 |
| 1/31/2011 10:40 | N | H_HOLLOW_E_1 | 60.48 |
| 1/31/2011 10:40 | N | HHOLLOW4_E_1 | 60.48 |
| 1/31/2011 10:40 | N | R_LH2SES_1 | 26.36 |
| 1/31/2011 10:40 | N | R_PB2SES_1 | 60.61 |
| 1/31/2011 10:40 | N | R_PB2SES_2 | 60.61 |
| 1/31/2011 10:40 | N | R_PB2SES_3 | 60.61 |
| 1/31/2011 10:40 | N | R_PB2SES_4 | 60.61 |
| 1/31/2011 10:40 | N | R_PB2SES_5 | 60.61 |
| 1/31/2011 10:40 | N | AUTO_EPS_390 | 32.29 |
| 1/31/2011 10:45 | N | DCTM_L_A | 45.71 |
| 1/31/2011 10:45 | N | DC_ROAD_L_B | 34.04 |
| 1/31/2011 10:45 | N | DC_EGPS_L_A | 34.63 |
| 1/31/2011 10:45 | N | H_HOLLOW_E_1 | 43.96 |
| 1/31/2011 10:45 | N | HHOLLOW4_E_1 | 43.96 |
| 1/31/2011 10:45 | N | R_LH2SES_1 | 27.22 |
| 1/31/2011 10:45 | N | R_PB2SES_1 | 44.02 |
| 1/31/2011 10:45 | N | R_PB2SES_2 | 44.02 |
| 1/31/2011 10:45 | N | R_PB2SES_3 | 44.02 |
| 1/31/2011 10:45 | N | R_PB2SES_4 | 44.02 |
| 1/31/2011 10:45 | N | R_PB2SES_5 | 44.02 |
| 1/31/2011 10:45 | N | AUTO_EPS_390 | 30.14 |
| 1/31/2011 10:50 | N | DCTM_L_A | 50.62 |
| 1/31/2011 10:50 | N | DC_ROAD_L_B | 35.62 |

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|---|---|---|---|
| 1/31/2011 10:50 | N | DC_EGPS_L_A | 36.37 |
| 1/31/2011 10:50 | N | H_HOLLOW_E_1 | 48.37 |
| 1/31/2011 10:50 | N | HHOLLOW4_E_1 | 48.37 |
| 1/31/2011 10:50 | N | R_LH2SES_1 | 26.85 |
| 1/31/2011 10:50 | N | R_PB2SES_1 | 48.45 |
| 1/31/2011 10:50 | N | R_PB2SES_2 | 48.45 |
| 1/31/2011 10:50 | N | R_PB2SES_3 | 48.45 |
| 1/31/2011 10:50 | N | R_PB2SES_4 | 48.45 |
| 1/31/2011 10:50 | N | R_PB2SES_5 | 48.45 |
| 1/31/2011 10:50 | N | AUTO_EPS_390 | 30.6 |
| 1/31/2011 10:55 | N | DCTM_L_A | 73.12 |
| 1/31/2011 10:55 | N | DC_ROAD_L_B | 43.62 |
| 1/31/2011 10:55 | N | DC_EGPS_L_A | 45.11 |
| 1/31/2011 10:55 | N | H_HOLLOW_E_1 | 68.7 |
| 1/31/2011 10:55 | N | HHOLLOW4_E_1 | 68.7 |
| 1/31/2011 10:55 | N | R_LH2SES_1 | 26.39 |
| 1/31/2011 10:55 | N | R_PB2SES_1 | 68.86 |
| 1/31/2011 10:55 | N | R_PB2SES_2 | 68.86 |
| 1/31/2011 10:55 | N | R_PB2SES_3 | 68.86 |
| 1/31/2011 10:55 | N | R_PB2SES_4 | 68.86 |
| 1/31/2011 10:55 | N | R_PB2SES_5 | 68.86 |
| 1/31/2011 10:55 | N | AUTO_EPS_390 | 33.76 |
| 1/31/2011 11:00 | N | DCTM_L_A | 47.83 |
| 1/31/2011 11:00 | N | DC_ROAD_L_B | 34.42 |
| 1/31/2011 11:00 | N | DC_EGPS_L_A | 35.1 |
| 1/31/2011 11:00 | N | H_HOLLOW_E_1 | 45.82 |
| 1/31/2011 11:00 | N | HHOLLOW4_E_1 | 45.82 |
| 1/31/2011 11:00 | N | R_LH2SES_1 | 26.59 |
| 1/31/2011 11:00 | N | R_PB2SES_1 | 45.89 |
| 1/31/2011 11:00 | N | R_PB2SES_2 | 45.89 |
| 1/31/2011 11:00 | N | R_PB2SES_3 | 45.89 |
| 1/31/2011 11:00 | N | R_PB2SES_4 | 45.89 |
| 1/31/2011 11:00 | N | R_PB2SES_5 | 45.89 |
| 1/31/2011 11:00 | N | AUTO_EPS_390 | 29.94 |
| 1/31/2011 11:05 | N | DCTM_L_A | 40.9 |
| 1/31/2011 11:05 | N | DC_ROAD_L_B | 32.15 |
| 1/31/2011 11:05 | N | DC_EGPS_L_A | 32.59 |
| 1/31/2011 11:05 | N | H_HOLLOW_E_1 | 39.59 |
| 1/31/2011 11:05 | N | HHOLLOW4_E_1 | 39.59 |
| 1/31/2011 11:05 | N | R_LH2SES_1 | 27.04 |
| 1/31/2011 11:05 | N | R_PB2SES_1 | 39.63 |
| 1/31/2011 11:05 | N | R_PB2SES_2 | 39.63 |
| 1/31/2011 11:05 | N | R_PB2SES_3 | 39.63 |
| 1/31/2011 11:05 | N | R_PB2SES_4 | 39.63 |
| 1/31/2011 11:05 | N | R_PB2SES_5 | 39.63 |
| 1/31/2011 11:05 | N | AUTO_EPS_390 | 29.22 |
| 1/31/2011 11:10 | N | DCTM_L_A | 39.98 |

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|---|---|---|---|
| 1/31/2011 11:10 | N | DC_ROAD_L_B | 31.88 |
| 1/31/2011 11:10 | N | DC_EGPS_L_A | 32.29 |
| 1/31/2011 11:10 | N | H_HOLLOW_E_1 | 38.76 |
| 1/31/2011 11:10 | N | HHOLLOW4_E_1 | 38.76 |
| 1/31/2011 11:10 | N | R_LH2SES_1 | 27.16 |
| 1/31/2011 11:10 | N | R_PB2SES_1 | 38.8 |
| 1/31/2011 11:10 | N | R_PB2SES_2 | 38.8 |
| 1/31/2011 11:10 | N | R_PB2SES_3 | 38.8 |
| 1/31/2011 11:10 | N | R_PB2SES_4 | 38.8 |
| 1/31/2011 11:10 | N | R_PB2SES_5 | 38.8 |
| 1/31/2011 11:10 | N | AUTO_EPS_390 | 29.18 |
| 1/31/2011 11:15 | N | DCTM_L_A | 35.1 |
| 1/31/2011 11:15 | N | DC_ROAD_L_B | 30.54 |
| 1/31/2011 11:15 | N | DC_EGPS_L_A | 30.77 |
| 1/31/2011 11:15 | N | H_HOLLOW_E_1 | 34.41 |
| 1/31/2011 11:15 | N | HHOLLOW4_E_1 | 34.41 |
| 1/31/2011 11:15 | N | R_LH2SES_1 | 27.87 |
| 1/31/2011 11:15 | N | R_PB2SES_1 | 34.44 |
| 1/31/2011 11:15 | N | R_PB2SES_2 | 34.44 |
| 1/31/2011 11:15 | N | R_PB2SES_3 | 34.44 |
| 1/31/2011 11:15 | N | R_PB2SES_4 | 34.44 |
| 1/31/2011 11:15 | N | R_PB2SES_5 | 34.44 |
| 1/31/2011 11:15 | N | AUTO_EPS_390 | 29.01 |
| 1/31/2011 11:20 | N | DCTM_L_A | 33.86 |
| 1/31/2011 11:20 | N | DC_ROAD_L_B | 30.31 |
| 1/31/2011 11:20 | N | DC_EGPS_L_A | 30.49 |
| 1/31/2011 11:20 | N | H_HOLLOW_E_1 | 33.33 |
| 1/31/2011 11:20 | N | HHOLLOW4_E_1 | 33.33 |
| 1/31/2011 11:20 | N | R_LH2SES_1 | 28.23 |
| 1/31/2011 11:20 | N | R_PB2SES_1 | 33.35 |
| 1/31/2011 11:20 | N | R_PB2SES_2 | 33.35 |
| 1/31/2011 11:20 | N | R_PB2SES_3 | 33.35 |
| 1/31/2011 11:20 | N | R_PB2SES_4 | 33.35 |
| 1/31/2011 11:20 | N | R_PB2SES_5 | 33.35 |
| 1/31/2011 11:20 | N | AUTO_EPS_390 | 29.12 |
| 1/31/2011 11:25 | N | DCTM_L_A | 31.96 |
| 1/31/2011 11:25 | N | DC_ROAD_L_B | 29.93 |
| 1/31/2011 11:25 | N | DC_EGPS_L_A | 30.26 |
| 1/31/2011 11:25 | N | H_HOLLOW_E_1 | 31.65 |
| 1/31/2011 11:25 | N | HHOLLOW4_E_1 | 31.65 |
| 1/31/2011 11:25 | N | R_LH2SES_1 | 28.73 |
| 1/31/2011 11:25 | N | R_PB2SES_1 | 31.66 |
| 1/31/2011 11:25 | N | R_PB2SES_2 | 31.66 |
| 1/31/2011 11:25 | N | R_PB2SES_3 | 31.66 |
| 1/31/2011 11:25 | N | R_PB2SES_4 | 31.66 |
| 1/31/2011 11:25 | N | R_PB2SES_5 | 31.66 |
| 1/31/2011 11:25 | N | AUTO_EPS_390 | 29.24 |

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| 1/31/2011 11:30 | N | DCTM_L_A | 31.27 |
| 1/31/2011 11:30 | N | DC_ROAD_L_B | 29.6 |
| 1/31/2011 11:30 | N | DC_EGPS_L_A | 29.87 |
| 1/31/2011 11:30 | N | H_HOLLOW_E_1 | 31.02 |
| 1/31/2011 11:30 | N | HHOLLOW4_E_1 | 31.02 |
| 1/31/2011 11:30 | N | R_LH2SES_1 | 28.61 |
| 1/31/2011 11:30 | N | R_PB2SES_1 | 31.02 |
| 1/31/2011 11:30 | N | R_PB2SES_2 | 31.02 |
| 1/31/2011 11:30 | N | R_PB2SES_3 | 31.02 |
| 1/31/2011 11:30 | N | R_PB2SES_4 | 31.02 |
| 1/31/2011 11:30 | N | R_PB2SES_5 | 31.02 |
| 1/31/2011 11:30 | N | AUTO_EPS_390 | 29.03 |
| 1/31/2011 11:35 | N | DCTM_L_A | 31.19 |
| 1/31/2011 11:35 | N | DC_ROAD_L_B | 29.37 |
| 1/31/2011 11:35 | N | DC_EGPS_L_A | 29.67 |
| 1/31/2011 11:35 | N | H_HOLLOW_E_1 | 30.91 |
| 1/31/2011 11:35 | N | HHOLLOW4_E_1 | 30.91 |
| 1/31/2011 11:35 | N | R_LH2SES_1 | 28.3 |
| 1/31/2011 11:35 | N | R_PB2SES_1 | 30.92 |
| 1/31/2011 11:35 | N | R_PB2SES_2 | 30.92 |
| 1/31/2011 11:35 | N | R_PB2SES_3 | 30.92 |
| 1/31/2011 11:35 | N | R_PB2SES_4 | 30.92 |
| 1/31/2011 11:35 | N | R_PB2SES_5 | 30.92 |
| 1/31/2011 11:35 | N | AUTO_EPS_390 | 28.76 |
| 1/31/2011 11:40 | N | DCTM_L_A | 30.78 |
| 1/31/2011 11:40 | N | DC_ROAD_L_B | 28.95 |
| 1/31/2011 11:40 | N | DC_EGPS_L_A | 29.24 |
| 1/31/2011 11:40 | N | H_HOLLOW_E_1 | 30.5 |
| 1/31/2011 11:40 | N | HHOLLOW4_E_1 | 30.5 |
| 1/31/2011 11:40 | N | R_LH2SES_1 | 27.86 |
| 1/31/2011 11:40 | N | R_PB2SES_1 | 30.51 |
| 1/31/2011 11:40 | N | R_PB2SES_2 | 30.51 |
| 1/31/2011 11:40 | N | R_PB2SES_3 | 30.51 |
| 1/31/2011 11:40 | N | R_PB2SES_4 | 30.51 |
| 1/31/2011 11:40 | N | R_PB2SES_5 | 30.51 |
| 1/31/2011 11:40 | N | AUTO_EPS_390 | 28.32 |
| 1/31/2011 11:45 | N | DCTM_L_A | 30.72 |
| 1/31/2011 11:45 | N | DC_ROAD_L_B | 29.13 |
| 1/31/2011 11:45 | N | DC_EGPS_L_A | 29.39 |
| 1/31/2011 11:45 | N | H_HOLLOW_E_1 | 30.48 |
| 1/31/2011 11:45 | N | HHOLLOW4_E_1 | 30.48 |
| 1/31/2011 11:45 | N | R_LH2SES_1 | 28.18 |
| 1/31/2011 11:45 | N | R_PB2SES_1 | 30.49 |
| 1/31/2011 11:45 | N | R_PB2SES_2 | 30.49 |
| 1/31/2011 11:45 | N | R_PB2SES_3 | 30.49 |
| 1/31/2011 11:45 | N | R_PB2SES_4 | 30.49 |
| 1/31/2011 11:45 | N | R_PB2SES_5 | 30.49 |

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| 1/31/2011 11:45 | N | AUTO_EPS_390 | 28.58 |
| 1/31/2011 11:50 | N | DCTM_L_A | 30.55 |
| 1/31/2011 11:50 | N | DC_ROAD_L_B | 28.97 |
| 1/31/2011 11:50 | N | DC_EGPS_L_A | 29.23 |
| 1/31/2011 11:50 | N | H_HOLLOW_E_1 | 30.31 |
| 1/31/2011 11:50 | N | HHOLLOW4_E_1 | 30.31 |
| 1/31/2011 11:50 | N | R_LH2SES_1 | 28.03 |
| 1/31/2011 11:50 | N | R_PB2SES_1 | 30.32 |
| 1/31/2011 11:50 | N | R_PB2SES_2 | 30.32 |
| 1/31/2011 11:50 | N | R_PB2SES_3 | 30.32 |
| 1/31/2011 11:50 | N | R_PB2SES_4 | 30.32 |
| 1/31/2011 11:50 | N | R_PB2SES_5 | 30.32 |
| 1/31/2011 11:50 | N | AUTO_EPS_390 | 28.43 |
| 1/31/2011 15:42 | N | DCTM_L_A | 1.7 |
| 1/31/2011 15:42 | N | DC_ROAD_L_B | 20.5 |
| 1/31/2011 15:42 | N | DC_EGPS_L_A | 16.75 |
| 1/31/2011 15:42 | N | H_HOLLOW_E_1 | 1.58 |
| 1/31/2011 15:42 | N | HHOLLOW4_E_1 | 1.58 |
| 1/31/2011 15:42 | N | R_LH2SES_1 | 21.76 |
| 1/31/2011 15:42 | N | R_PB2SES_1 | 1.38 |
| 1/31/2011 15:42 | N | R_PB2SES_2 | 1.38 |
| 1/31/2011 15:42 | N | R_PB2SES_3 | 1.38 |
| 1/31/2011 15:42 | N | R_PB2SES_4 | 1.38 |
| 1/31/2011 15:42 | N | R_PB2SES_5 | 1.38 |
| 1/31/2011 15:42 | N | AUTO_EPS_390 | 21.7 |
| 1/31/2011 15:45 | N | DCTM_L_A | 0.79 |
| 1/31/2011 15:45 | N | DC_ROAD_L_B | 20.48 |
| 1/31/2011 15:45 | N | DC_EGPS_L_A | 16.55 |
| 1/31/2011 15:45 | N | H_HOLLOW_E_1 | 0.66 |
| 1/31/2011 15:45 | N | HHOLLOW4_E_1 | 0.66 |
| 1/31/2011 15:45 | N | R_LH2SES_1 | 21.8 |
| 1/31/2011 15:45 | N | R_PB2SES_1 | 0.45 |
| 1/31/2011 15:45 | N | R_PB2SES_2 | 0.45 |
| 1/31/2011 15:45 | N | R_PB2SES_3 | 0.45 |
| 1/31/2011 15:45 | N | R_PB2SES_4 | 0.45 |
| 1/31/2011 15:45 | N | R_PB2SES_5 | 0.45 |
| 1/31/2011 15:45 | N | AUTO_EPS_390 | 21.74 |
| 1/31/2011 15:50 | N | DCTM_L_A | -0.29 |
| 1/31/2011 15:50 | N | DC_ROAD_L_B | 20.68 |
| 1/31/2011 15:50 | N | DC_EGPS_L_A | 16.49 |
| 1/31/2011 15:50 | N | H_HOLLOW_E_1 | -0.43 |
| 1/31/2011 15:50 | N | HHOLLOW4_E_1 | -0.43 |
| 1/31/2011 15:50 | N | R_LH2SES_1 | 22.09 |
| 1/31/2011 15:50 | N | R_PB2SES_1 | -0.65 |
| 1/31/2011 15:50 | N | R_PB2SES_2 | -0.65 |
| 1/31/2011 15:50 | N | R_PB2SES_3 | -0.65 |
| 1/31/2011 15:50 | N | R_PB2SES_4 | -0.65 |

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| 1/31/2011 15:50 | N | R_PB2SES_5 | -0.65 |
| 1/31/2011 15:50 | N | AUTO_EPS_390 | 22.02 |
| 1/31/2011 15:51 | N | DCTM_L_A | -0.28 |
| 1/31/2011 15:51 | N | DC_ROAD_L_B | 20.14 |
| 1/31/2011 15:51 | N | DC_EGPS_L_A | 16.06 |
| 1/31/2011 15:51 | N | H_HOLLOW_E_1 | -0.41 |
| 1/31/2011 15:51 | N | HHOLLOW4_E_1 | -0.41 |
| 1/31/2011 15:51 | N | R_LH2SES_1 | 21.51 |
| 1/31/2011 15:51 | N | R_PB2SES_1 | -0.62 |
| 1/31/2011 15:51 | N | R_PB2SES_2 | -0.62 |
| 1/31/2011 15:51 | N | R_PB2SES_3 | -0.62 |
| 1/31/2011 15:51 | N | R_PB2SES_4 | -0.62 |
| 1/31/2011 15:51 | N | R_PB2SES_5 | -0.62 |
| 1/31/2011 15:51 | N | AUTO_EPS_390 | 21.45 |
| 1/31/2011 15:52 | N | DCTM_L_A | 0.14 |
| 1/31/2011 15:52 | N | DC_ROAD_L_B | 19.71 |
| 1/31/2011 15:52 | N | DC_EGPS_L_A | 15.8 |
| 1/31/2011 15:52 | N | H_HOLLOW_E_1 | 0.01 |
| 1/31/2011 15:52 | N | HHOLLOW4_E_1 | 0.01 |
| 1/31/2011 15:52 | N | R_LH2SES_1 | 21.03 |
| 1/31/2011 15:52 | N | R_PB2SES_1 | -0.2 |
| 1/31/2011 15:52 | N | R_PB2SES_2 | -0.2 |
| 1/31/2011 15:52 | N | R_PB2SES_3 | -0.2 |
| 1/31/2011 15:52 | N | R_PB2SES_4 | -0.2 |
| 1/31/2011 15:52 | N | R_PB2SES_5 | -0.2 |
| 1/31/2011 15:52 | N | AUTO_EPS_390 | 20.96 |
| 1/31/2011 15:55 | N | DCTM_L_A | 0 |
| 1/31/2011 15:55 | N | DC_ROAD_L_B | 20.4 |
| 1/31/2011 15:55 | N | DC_EGPS_L_A | 16.32 |
| 1/31/2011 15:55 | N | H_HOLLOW_E_1 | -0.14 |
| 1/31/2011 15:55 | N | HHOLLOW4_E_1 | -0.14 |
| 1/31/2011 15:55 | N | R_LH2SES_1 | 21.76 |
| 1/31/2011 15:55 | N | R_PB2SES_1 | -0.35 |
| 1/31/2011 15:55 | N | R_PB2SES_2 | -0.35 |
| 1/31/2011 15:55 | N | R_PB2SES_3 | -0.35 |
| 1/31/2011 15:55 | N | R_PB2SES_4 | -0.35 |
| 1/31/2011 15:55 | N | R_PB2SES_5 | -0.35 |
| 1/31/2011 15:55 | N | AUTO_EPS_390 | 21.7 |
| 1/31/2011 15:57 | N | DCTM_L_A | -0.01 |
| 1/31/2011 15:57 | N | DC_ROAD_L_B | 20.16 |
| 1/31/2011 15:57 | N | DC_EGPS_L_A | 16.13 |
| 1/31/2011 15:57 | N | H_HOLLOW_E_1 | -0.15 |
| 1/31/2011 15:57 | N | HHOLLOW4_E_1 | -0.15 |
| 1/31/2011 15:57 | N | R_LH2SES_1 | 21.51 |
| 1/31/2011 15:57 | N | R_PB2SES_1 | -0.36 |
| 1/31/2011 15:57 | N | R_PB2SES_2 | -0.36 |
| 1/31/2011 15:57 | N | R_PB2SES_3 | -0.36 |

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| 1/31/2011 15:57 | N | R_PB2SES_4 | -0.36 |
| 1/31/2011 15:57 | N | R_PB2SES_5 | -0.36 |
| 1/31/2011 15:57 | N | AUTO_EPS_390 | 21.44 |
| 1/31/2011 16:00 | N | DCTM_L_A | -0.05 |
| 1/31/2011 16:00 | N | DC_ROAD_L_B | 20.37 |
| 1/31/2011 16:00 | N | DC_EGPS_L_A | 16.3 |
| 1/31/2011 16:00 | N | H_HOLLOW_E_1 | -0.18 |
| 1/31/2011 16:00 | N | HHOLLOW4_E_1 | -0.18 |
| 1/31/2011 16:00 | N | R_LH2SES_1 | 21.74 |
| 1/31/2011 16:00 | N | R_PB2SES_1 | -0.4 |
| 1/31/2011 16:00 | N | R_PB2SES_2 | -0.4 |
| 1/31/2011 16:00 | N | R_PB2SES_3 | -0.4 |
| 1/31/2011 16:00 | N | R_PB2SES_4 | -0.4 |
| 1/31/2011 16:00 | N | R_PB2SES_5 | -0.4 |
| 1/31/2011 16:00 | N | AUTO_EPS_390 | 21.68 |
| 1/31/2011 16:03 | N | DCTM_L_A | -0.31 |
| 1/31/2011 16:03 | N | DC_ROAD_L_B | 20.21 |
| 1/31/2011 16:03 | N | DC_EGPS_L_A | 16.11 |
| 1/31/2011 16:03 | N | H_HOLLOW_E_1 | -0.45 |
| 1/31/2011 16:03 | N | HHOLLOW4_E_1 | -0.45 |
| 1/31/2011 16:03 | N | R_LH2SES_1 | 21.58 |
| 1/31/2011 16:03 | N | R_PB2SES_1 | -0.66 |
| 1/31/2011 16:03 | N | R_PB2SES_2 | -0.66 |
| 1/31/2011 16:03 | N | R_PB2SES_3 | -0.66 |
| 1/31/2011 16:03 | N | R_PB2SES_4 | -0.66 |
| 1/31/2011 16:03 | N | R_PB2SES_5 | -0.66 |
| 1/31/2011 16:03 | N | AUTO_EPS_390 | 21.52 |
| 1/31/2011 16:05 | N | DCTM_L_A | -0.23 |
| 1/31/2011 16:05 | N | DC_ROAD_L_B | 19.92 |
| 1/31/2011 16:05 | N | DC_EGPS_L_A | 15.89 |
| 1/31/2011 16:05 | N | H_HOLLOW_E_1 | -0.39 |
| 1/31/2011 16:05 | N | HHOLLOW4_E_1 | -0.39 |
| 1/31/2011 16:05 | N | R_LH2SES_1 | 21.27 |
| 1/31/2011 16:05 | N | R_PB2SES_1 | -0.67 |
| 1/31/2011 16:05 | N | R_PB2SES_2 | -0.67 |
| 1/31/2011 16:05 | N | R_PB2SES_3 | -0.67 |
| 1/31/2011 16:05 | N | R_PB2SES_4 | -0.67 |
| 1/31/2011 16:05 | N | R_PB2SES_5 | -0.67 |
| 1/31/2011 16:05 | N | AUTO_EPS_390 | 21.21 |
| 1/31/2011 16:08 | N | DCTM_L_A | -0.48 |
| 1/31/2011 16:08 | N | DC_ROAD_L_B | 18.94 |
| 1/31/2011 16:08 | N | DC_EGPS_L_A | 15.06 |
| 1/31/2011 16:08 | N | H_HOLLOW_E_1 | -0.61 |
| 1/31/2011 16:08 | N | HHOLLOW4_E_1 | -0.61 |
| 1/31/2011 16:08 | N | R_LH2SES_1 | 20.24 |
| 1/31/2011 16:08 | N | R_PB2SES_1 | -0.81 |
| 1/31/2011 16:08 | N | R_PB2SES_2 | -0.81 |

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| 1/31/2011 16:08 | N | R_PB2SES_3 | -0.81 |
| 1/31/2011 16:08 | N | R_PB2SES_4 | -0.81 |
| 1/31/2011 16:08 | N | R_PB2SES_5 | -0.81 |
| 1/31/2011 16:08 | N | AUTO_EPS_390 | 20.18 |
| 1/31/2011 16:10 | N | DCTM_L_A | -0.48 |
| 1/31/2011 16:10 | N | DC_ROAD_L_B | 20.08 |
| 1/31/2011 16:10 | N | DC_EGPS_L_A | 15.98 |
| 1/31/2011 16:10 | N | H_HOLLOW_E_1 | -0.61 |
| 1/31/2011 16:10 | N | HHOLLOW4_E_1 | -0.61 |
| 1/31/2011 16:10 | N | R_LH2SES_1 | 21.46 |
| 1/31/2011 16:10 | N | R_PB2SES_1 | -0.83 |
| 1/31/2011 16:10 | N | R_PB2SES_2 | -0.83 |
| 1/31/2011 16:10 | N | R_PB2SES_3 | -0.83 |
| 1/31/2011 16:10 | N | R_PB2SES_4 | -0.83 |
| 1/31/2011 16:10 | N | R_PB2SES_5 | -0.83 |
| 1/31/2011 16:10 | N | AUTO_EPS_390 | 21.39 |
| 1/31/2011 16:15 | N | DCTM_L_A | -0.48 |
| 1/31/2011 16:15 | N | DC_ROAD_L_B | 20.27 |
| 1/31/2011 16:15 | N | DC_EGPS_L_A | 16.14 |
| 1/31/2011 16:15 | N | H_HOLLOW_E_1 | -0.62 |
| 1/31/2011 16:15 | N | HHOLLOW4_E_1 | -0.62 |
| 1/31/2011 16:15 | N | R_LH2SES_1 | 21.66 |
| 1/31/2011 16:15 | N | R_PB2SES_1 | -0.84 |
| 1/31/2011 16:15 | N | R_PB2SES_2 | -0.84 |
| 1/31/2011 16:15 | N | R_PB2SES_3 | -0.84 |
| 1/31/2011 16:15 | N | R_PB2SES_4 | -0.84 |
| 1/31/2011 16:15 | N | R_PB2SES_5 | -0.84 |
| 1/31/2011 16:15 | N | AUTO_EPS_390 | 21.59 |
| 1/31/2011 16:20 | N | DCTM_L_A | -0.6 |
| 1/31/2011 16:20 | N | DC_ROAD_L_B | 20.35 |
| 1/31/2011 16:20 | N | DC_EGPS_L_A | 16.18 |
| 1/31/2011 16:20 | N | H_HOLLOW_E_1 | -0.74 |
| 1/31/2011 16:20 | N | HHOLLOW4_E_1 | -0.74 |
| 1/31/2011 16:20 | N | R_LH2SES_1 | 21.75 |
| 1/31/2011 16:20 | N | R_PB2SES_1 | -0.96 |
| 1/31/2011 16:20 | N | R_PB2SES_2 | -0.96 |
| 1/31/2011 16:20 | N | R_PB2SES_3 | -0.96 |
| 1/31/2011 16:20 | N | R_PB2SES_4 | -0.96 |
| 1/31/2011 16:20 | N | R_PB2SES_5 | -0.96 |
| 1/31/2011 16:20 | N | AUTO_EPS_390 | 21.69 |
| 1/31/2011 16:25 | N | DCTM_L_A | -0.42 |
| 1/31/2011 16:25 | N | DC_ROAD_L_B | 20.03 |
| 1/31/2011 16:25 | N | DC_EGPS_L_A | 15.97 |
| 1/31/2011 16:25 | N | H_HOLLOW_E_1 | -0.55 |
| 1/31/2011 16:25 | N | HHOLLOW4_E_1 | -0.55 |
| 1/31/2011 16:25 | N | R_LH2SES_1 | 21.4 |
| 1/31/2011 16:25 | N | R_PB2SES_1 | -0.77 |

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| 1/31/2011 16:25 | N | R_PB2SES_2 | -0.77 |
| 1/31/2011 16:25 | N | R_PB2SES_3 | -0.77 |
| 1/31/2011 16:25 | N | R_PB2SES_4 | -0.77 |
| 1/31/2011 16:25 | N | R_PB2SES_5 | -0.77 |
| 1/31/2011 16:25 | N | AUTO_EPS_390 | 21.34 |
| 1/31/2011 16:30 | N | DCTM_L_A | -0.48 |
| 1/31/2011 16:30 | N | DC_ROAD_L_B | 19.32 |
| 1/31/2011 16:30 | N | DC_EGPS_L_A | 15.38 |
| 1/31/2011 16:30 | N | H_HOLLOW_E_1 | -0.61 |
| 1/31/2011 16:30 | N | HHOLLOW4_E_1 | -0.61 |
| 1/31/2011 16:30 | N | R_LH2SES_1 | 20.64 |
| 1/31/2011 16:30 | N | R_PB2SES_1 | -0.82 |
| 1/31/2011 16:30 | N | R_PB2SES_2 | -0.82 |
| 1/31/2011 16:30 | N | R_PB2SES_3 | -0.82 |
| 1/31/2011 16:30 | N | R_PB2SES_4 | -0.82 |
| 1/31/2011 16:30 | N | R_PB2SES_5 | -0.82 |
| 1/31/2011 16:30 | N | AUTO_EPS_390 | 20.58 |
| 1/31/2011 16:35 | N | DCTM_L_A | -0.16 |
| 1/31/2011 16:35 | N | DC_ROAD_L_B | 18.92 |
| 1/31/2011 16:35 | N | DC_EGPS_L_A | 15.13 |
| 1/31/2011 16:35 | N | H_HOLLOW_E_1 | -0.29 |
| 1/31/2011 16:35 | N | HHOLLOW4_E_1 | -0.29 |
| 1/31/2011 16:35 | N | R_LH2SES_1 | 20.2 |
| 1/31/2011 16:35 | N | R_PB2SES_1 | -0.49 |
| 1/31/2011 16:35 | N | R_PB2SES_2 | -0.49 |
| 1/31/2011 16:35 | N | R_PB2SES_3 | -0.49 |
| 1/31/2011 16:35 | N | R_PB2SES_4 | -0.49 |
| 1/31/2011 16:35 | N | R_PB2SES_5 | -0.49 |
| 1/31/2011 16:35 | N | AUTO_EPS_390 | 20.13 |
| 1/31/2011 16:40 | N | DCTM_L_A | -0.17 |
| 1/31/2011 16:40 | N | DC_ROAD_L_B | 19.7 |
| 1/31/2011 16:40 | N | DC_EGPS_L_A | 15.74 |
| 1/31/2011 16:40 | N | H_HOLLOW_E_1 | -0.3 |
| 1/31/2011 16:40 | N | HHOLLOW4_E_1 | -0.3 |
| 1/31/2011 16:40 | N | R_LH2SES_1 | 21.03 |
| 1/31/2011 16:40 | N | R_PB2SES_1 | -0.51 |
| 1/31/2011 16:40 | N | R_PB2SES_2 | -0.51 |
| 1/31/2011 16:40 | N | R_PB2SES_3 | -0.51 |
| 1/31/2011 16:40 | N | R_PB2SES_4 | -0.51 |
| 1/31/2011 16:40 | N | R_PB2SES_5 | -0.51 |
| 1/31/2011 16:40 | N | AUTO_EPS_390 | 20.97 |
| 1/31/2011 16:45 | N | DCTM_L_A | -0.18 |
| 1/31/2011 16:45 | N | DC_ROAD_L_B | 19.44 |
| 1/31/2011 16:45 | N | DC_EGPS_L_A | 15.53 |
| 1/31/2011 16:45 | N | H_HOLLOW_E_1 | -0.31 |
| 1/31/2011 16:45 | N | HHOLLOW4_E_1 | -0.31 |
| 1/31/2011 16:45 | N | R_LH2SES_1 | 20.75 |

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| 1/31/2011 16:45 | N | R_PB2SES_1 | -0.52 |
| 1/31/2011 16:45 | N | R_PB2SES_2 | -0.52 |
| 1/31/2011 16:45 | N | R_PB2SES_3 | -0.52 |
| 1/31/2011 16:45 | N | R_PB2SES_4 | -0.52 |
| 1/31/2011 16:45 | N | R_PB2SES_5 | -0.52 |
| 1/31/2011 16:45 | N | AUTO_EPS_390 | 20.69 |
| 1/31/2011 16:50 | N | DCTM_L_A | -0.48 |
| 1/31/2011 16:50 | N | DC_ROAD_L_B | 19.85 |
| 1/31/2011 16:50 | N | DC_EGPS_L_A | 15.8 |
| 1/31/2011 16:50 | N | H_HOLLOW_E_1 | -0.61 |
| 1/31/2011 16:50 | N | HHOLLOW4_E_1 | -0.61 |
| 1/31/2011 16:50 | N | R_LH2SES_1 | 21.21 |
| 1/31/2011 16:50 | N | R_PB2SES_1 | -0.83 |
| 1/31/2011 16:50 | N | R_PB2SES_2 | -0.83 |
| 1/31/2011 16:50 | N | R_PB2SES_3 | -0.83 |
| 1/31/2011 16:50 | N | R_PB2SES_4 | -0.83 |
| 1/31/2011 16:50 | N | R_PB2SES_5 | -0.83 |
| 1/31/2011 16:50 | N | AUTO_EPS_390 | 21.14 |
| 1/31/2011 16:55 | N | DCTM_L_A | -0.61 |
| 1/31/2011 16:55 | N | DC_ROAD_L_B | 20.55 |
| 1/31/2011 16:55 | N | DC_EGPS_L_A | 16.33 |
| 1/31/2011 16:55 | N | H_HOLLOW_E_1 | -0.75 |
| 1/31/2011 16:55 | N | HHOLLOW4_E_1 | -0.75 |
| 1/31/2011 16:55 | N | R_LH2SES_1 | 21.96 |
| 1/31/2011 16:55 | N | R_PB2SES_1 | -0.97 |
| 1/31/2011 16:55 | N | R_PB2SES_2 | -0.97 |
| 1/31/2011 16:55 | N | R_PB2SES_3 | -0.97 |
| 1/31/2011 16:55 | N | R_PB2SES_4 | -0.97 |
| 1/31/2011 16:55 | N | R_PB2SES_5 | -0.97 |
| 1/31/2011 16:55 | N | AUTO_EPS_390 | 21.89 |
| 1/31/2011 17:00 | N | DC_ROAD_L_B | 20.54 |
| 1/31/2011 17:00 | N | DC_EGPS_L_A | 16.37 |
| 1/31/2011 17:00 | N | H_HOLLOW_E_1 | -0.6 |
| 1/31/2011 17:00 | N | HHOLLOW4_E_1 | -0.6 |
| 1/31/2011 17:00 | N | R_LH2SES_1 | 21.95 |
| 1/31/2011 17:00 | N | R_PB2SES_1 | -0.82 |
| 1/31/2011 17:00 | N | R_PB2SES_2 | -0.82 |
| 1/31/2011 17:00 | N | R_PB2SES_3 | -0.82 |
| 1/31/2011 17:00 | N | R_PB2SES_4 | -0.82 |
| 1/31/2011 17:00 | N | R_PB2SES_5 | -0.82 |
| 1/31/2011 17:00 | N | AUTO_EPS_390 | 21.88 |
| 1/31/2011 17:27 | N | DC_ROAD_L_B | 19.45 |
| 1/31/2011 17:27 | N | DC_EGPS_L_A | 15.9 |
| 1/31/2011 17:27 | N | H_HOLLOW_E_1 | 1.56 |
| 1/31/2011 17:27 | N | HHOLLOW4_E_1 | 1.56 |
| 1/31/2011 17:27 | N | R_LH2SES_1 | 20.64 |
| 1/31/2011 17:27 | N | R_PB2SES_1 | 1.38 |

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| 1/31/2011 17:27 | N | R_PB2SES_2 | 1.38 |
| 1/31/2011 17:27 | N | R_PB2SES_3 | 1.38 |
| 1/31/2011 17:27 | N | R_PB2SES_4 | 1.38 |
| 1/31/2011 17:27 | N | R_PB2SES_5 | 1.38 |
| 1/31/2011 17:27 | N | AUTO_EPS_390 | 20.58 |
| 1/31/2011 17:30 | N | DC_ROAD_L_B | 19.93 |
| 1/31/2011 17:30 | N | DC_EGPS_L_A | 16.28 |
| 1/31/2011 17:30 | N | H_HOLLOW_E_1 | 1.54 |
| 1/31/2011 17:30 | N | HHOLLOW4_E_1 | 1.54 |
| 1/31/2011 17:30 | N | R_LH2SES_1 | 21.16 |
| 1/31/2011 17:30 | N | R_PB2SES_1 | 1.35 |
| 1/31/2011 17:30 | N | R_PB2SES_2 | 1.35 |
| 1/31/2011 17:30 | N | R_PB2SES_3 | 1.35 |
| 1/31/2011 17:30 | N | R_PB2SES_4 | 1.35 |
| 1/31/2011 17:30 | N | R_PB2SES_5 | 1.35 |
| 1/31/2011 17:30 | N | AUTO_EPS_390 | 21.1 |
| 1/31/2011 17:35 | N | DC_ROAD_L_B | 20.2 |
| 1/31/2011 17:35 | N | DC_EGPS_L_A | 16.51 |
| 1/31/2011 17:35 | N | H_HOLLOW_E_1 | 1.58 |
| 1/31/2011 17:35 | N | HHOLLOW4_E_1 | 1.58 |
| 1/31/2011 17:35 | N | R_LH2SES_1 | 21.44 |
| 1/31/2011 17:35 | N | R_PB2SES_1 | 1.39 |
| 1/31/2011 17:35 | N | R_PB2SES_2 | 1.39 |
| 1/31/2011 17:35 | N | R_PB2SES_3 | 1.39 |
| 1/31/2011 17:35 | N | R_PB2SES_4 | 1.39 |
| 1/31/2011 17:35 | N | R_PB2SES_5 | 1.39 |
| 1/31/2011 17:35 | N | AUTO_EPS_390 | 21.38 |
| 1/31/2011 17:40 | N | DC_ROAD_L_B | 20.44 |
| 1/31/2011 17:40 | N | DC_EGPS_L_A | 16.7 |
| 1/31/2011 17:40 | N | H_HOLLOW_E_1 | 1.59 |
| 1/31/2011 17:40 | N | HHOLLOW4_E_1 | 1.59 |
| 1/31/2011 17:40 | N | R_LH2SES_1 | 21.69 |
| 1/31/2011 17:40 | N | R_PB2SES_1 | 1.4 |
| 1/31/2011 17:40 | N | R_PB2SES_2 | 1.4 |
| 1/31/2011 17:40 | N | R_PB2SES_3 | 1.4 |
| 1/31/2011 17:40 | N | R_PB2SES_4 | 1.4 |
| 1/31/2011 17:40 | N | R_PB2SES_5 | 1.4 |
| 1/31/2011 17:40 | N | AUTO_EPS_390 | 21.63 |
| 1/31/2011 17:50 | N | DC_ROAD_L_B | 22.2 |
| 1/31/2011 17:50 | N | DC_EGPS_L_A | 17.79 |
| 1/31/2011 17:50 | N | H_HOLLOW_E_1 | -0.08 |
| 1/31/2011 17:50 | N | HHOLLOW4_E_1 | -0.08 |
| 1/31/2011 17:50 | N | R_LH2SES_1 | 23.67 |
| 1/31/2011 17:50 | N | R_PB2SES_1 | -0.31 |
| 1/31/2011 17:50 | N | R_PB2SES_2 | -0.31 |
| 1/31/2011 17:50 | N | R_PB2SES_3 | -0.31 |
| 1/31/2011 17:50 | N | R_PB2SES_4 | -0.31 |

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| 1/31/2011 17:50 | N | R_PB2SES_5 | -0.31 |
| 1/31/2011 17:50 | N | AUTO_EPS_390 | 23.6 |
| 1/31/2011 17:51 | N | DC_ROAD_L_B | 23.51 |
| 1/31/2011 17:51 | N | DC_EGPS_L_A | 14.9 |
| 1/31/2011 17:51 | N | H_HOLLOW_E_1 | -20.18 |
| 1/31/2011 17:51 | N | HHOLLOW4_E_1 | -20.18 |
| 1/31/2011 17:51 | N | R_LH2SES_1 | 26.38 |
| 1/31/2011 17:51 | N | R_PB2SES_1 | -20.61 |
| 1/31/2011 17:51 | N | R_PB2SES_2 | -20.61 |
| 1/31/2011 17:51 | N | R_PB2SES_3 | -20.61 |
| 1/31/2011 17:51 | N | R_PB2SES_4 | -20.61 |
| 1/31/2011 17:51 | N | R_PB2SES_5 | -20.61 |
| 1/31/2011 17:51 | N | AUTO_EPS_390 | 26.24 |
| 1/31/2011 17:55 | N | DC_ROAD_L_B | 24.74 |
| 1/31/2011 17:55 | N | DC_EGPS_L_A | 15.76 |
| 1/31/2011 17:55 | N | H_HOLLOW_E_1 | -20.81 |
| 1/31/2011 17:55 | N | HHOLLOW4_E_1 | -20.81 |
| 1/31/2011 17:55 | N | R_LH2SES_1 | 27.73 |
| 1/31/2011 17:55 | N | R_PB2SES_1 | -21.26 |
| 1/31/2011 17:55 | N | R_PB2SES_2 | -21.26 |
| 1/31/2011 17:55 | N | R_PB2SES_3 | -21.26 |
| 1/31/2011 17:55 | N | R_PB2SES_4 | -21.26 |
| 1/31/2011 17:55 | N | R_PB2SES_5 | -21.26 |
| 1/31/2011 17:55 | N | AUTO_EPS_390 | 27.59 |
| 1/31/2011 18:00 | N | DC_ROAD_L_B | 25.31 |
| 1/31/2011 18:00 | N | DC_EGPS_L_A | 16.02 |
| 1/31/2011 18:00 | N | H_HOLLOW_E_1 | -21.77 |
| 1/31/2011 18:00 | N | HHOLLOW4_E_1 | -21.77 |
| 1/31/2011 18:00 | N | R_LH2SES_1 | 28.41 |
| 1/31/2011 18:00 | N | R_PB2SES_1 | -22.23 |
| 1/31/2011 18:00 | N | R_PB2SES_2 | -22.23 |
| 1/31/2011 18:00 | N | R_PB2SES_3 | -22.23 |
| 1/31/2011 18:00 | N | R_PB2SES_4 | -22.23 |
| 1/31/2011 18:00 | N | R_PB2SES_5 | -22.23 |
| 1/31/2011 18:00 | N | AUTO_EPS_390 | 28.26 |
| 1/31/2011 18:05 | N | DC_ROAD_L_B | 23.73 |
| 1/31/2011 18:05 | N | DC_EGPS_L_A | 18.92 |
| 1/31/2011 18:05 | N | H_HOLLOW_E_1 | -0.7 |
| 1/31/2011 18:05 | N | HHOLLOW4_E_1 | -0.7 |
| 1/31/2011 18:05 | N | R_LH2SES_1 | 25.25 |
| 1/31/2011 18:05 | N | R_PB2SES_1 | -0.99 |
| 1/31/2011 18:05 | N | R_PB2SES_2 | -0.99 |
| 1/31/2011 18:05 | N | R_PB2SES_3 | -0.99 |
| 1/31/2011 18:05 | N | R_PB2SES_4 | -0.99 |
| 1/31/2011 18:05 | N | R_PB2SES_5 | -0.99 |
| 1/31/2011 18:05 | N | AUTO_EPS_390 | 25.18 |
| 1/31/2011 18:10 | N | DC_ROAD_L_B | 22.19 |

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| 1/31/2011 18:10 | N | DC_EGPS_L_A | 17.8 |
| 1/31/2011 18:10 | N | H_HOLLOW_E_1 | -0.13 |
| 1/31/2011 18:10 | N | HHOLLOW4_E_1 | -0.13 |
| 1/31/2011 18:10 | N | R_LH2SES_1 | 23.58 |
| 1/31/2011 18:10 | N | R_PB2SES_1 | -0.4 |
| 1/31/2011 18:10 | N | R_PB2SES_2 | -0.4 |
| 1/31/2011 18:10 | N | R_PB2SES_3 | -0.4 |
| 1/31/2011 18:10 | N | R_PB2SES_4 | -0.4 |
| 1/31/2011 18:10 | N | R_PB2SES_5 | -0.4 |
| 1/31/2011 18:10 | N | AUTO_EPS_390 | 23.52 |
| 1/31/2011 18:25 | N | DC_ROAD_L_B | 23.58 |
| 1/31/2011 18:25 | N | DC_EGPS_L_A | 18.82 |
| 1/31/2011 18:25 | N | H_HOLLOW_E_1 | -0.59 |
| 1/31/2011 18:25 | N | HHOLLOW4_E_1 | -0.59 |
| 1/31/2011 18:25 | N | R_LH2SES_1 | 25.12 |
| 1/31/2011 18:25 | N | R_PB2SES_1 | -0.87 |
| 1/31/2011 18:25 | N | R_PB2SES_2 | -0.87 |
| 1/31/2011 18:25 | N | R_PB2SES_3 | -0.87 |
| 1/31/2011 18:25 | N | R_PB2SES_4 | -0.87 |
| 1/31/2011 18:25 | N | R_PB2SES_5 | -0.87 |
| 1/31/2011 18:25 | N | AUTO_EPS_390 | 25.04 |
| 1/31/2011 18:30 | N | DC_ROAD_L_B | 23.77 |
| 1/31/2011 18:30 | N | DC_EGPS_L_A | 18.26 |
| 1/31/2011 18:30 | N | H_HOLLOW_E_1 | -4.26 |
| 1/31/2011 18:30 | N | HHOLLOW4_E_1 | -4.26 |
| 1/31/2011 18:30 | N | R_LH2SES_1 | 25.55 |
| 1/31/2011 18:30 | N | R_PB2SES_1 | -4.58 |
| 1/31/2011 18:30 | N | R_PB2SES_2 | -4.58 |
| 1/31/2011 18:30 | N | R_PB2SES_3 | -4.58 |
| 1/31/2011 18:30 | N | R_PB2SES_4 | -4.58 |
| 1/31/2011 18:30 | N | R_PB2SES_5 | -4.58 |
| 1/31/2011 18:30 | N | AUTO_EPS_390 | 25.45 |
| 1/31/2011 18:35 | N | DCTM_L_A | -9.96 |
| 1/31/2011 18:35 | N | DC_ROAD_L_B | 23.45 |
| 1/31/2011 18:35 | N | DC_EGPS_L_A | 16.83 |
| 1/31/2011 18:35 | N | H_HOLLOW_E_1 | -10.23 |
| 1/31/2011 18:35 | N | HHOLLOW4_E_1 | -10.23 |
| 1/31/2011 18:35 | N | R_LH2SES_1 | 25.59 |
| 1/31/2011 18:35 | N | R_PB2SES_1 | -10.63 |
| 1/31/2011 18:35 | N | R_PB2SES_2 | -10.63 |
| 1/31/2011 18:35 | N | R_PB2SES_3 | -10.63 |
| 1/31/2011 18:35 | N | R_PB2SES_4 | -10.63 |
| 1/31/2011 18:35 | N | R_PB2SES_5 | -10.63 |
| 1/31/2011 18:35 | N | AUTO_EPS_390 | 25.47 |
| 1/31/2011 18:40 | N | DCTM_L_A | 0.01 |
| 1/31/2011 18:40 | N | DC_ROAD_L_B | 22.54 |
| 1/31/2011 18:40 | N | DC_EGPS_L_A | 18.08 |

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| 1/31/2011 18:40 | N | H_HOLLOW_E_1 | -0.16 |
| 1/31/2011 18:40 | N | HHOLLOW4_E_1 | -0.16 |
| 1/31/2011 18:40 | N | R_LH2SES_1 | 23.99 |
| 1/31/2011 18:40 | N | R_PB2SES_1 | -0.43 |
| 1/31/2011 18:40 | N | R_PB2SES_2 | -0.43 |
| 1/31/2011 18:40 | N | R_PB2SES_3 | -0.43 |
| 1/31/2011 18:40 | N | R_PB2SES_4 | -0.43 |
| 1/31/2011 18:40 | N | R_PB2SES_5 | -0.43 |
| 1/31/2011 18:40 | N | AUTO_EPS_390 | 23.91 |
| 1/31/2011 18:45 | N | DCTM_L_A | 0.13 |
| 1/31/2011 18:45 | N | DC_ROAD_L_B | 22.17 |
| 1/31/2011 18:45 | N | DC_EGPS_L_A | 17.8 |
| 1/31/2011 18:45 | N | H_HOLLOW_E_1 | -0.03 |
| 1/31/2011 18:45 | N | HHOLLOW4_E_1 | -0.03 |
| 1/31/2011 18:45 | N | R_LH2SES_1 | 23.58 |
| 1/31/2011 18:45 | N | R_PB2SES_1 | -0.3 |
| 1/31/2011 18:45 | N | R_PB2SES_2 | -0.3 |
| 1/31/2011 18:45 | N | R_PB2SES_3 | -0.3 |
| 1/31/2011 18:45 | N | R_PB2SES_4 | -0.3 |
| 1/31/2011 18:45 | N | R_PB2SES_5 | -0.3 |
| 1/31/2011 18:45 | N | AUTO_EPS_390 | 23.51 |
| 1/31/2011 18:50 | N | DCTM_L_A | 0.31 |
| 1/31/2011 18:50 | N | DC_ROAD_L_B | 22.33 |
| 1/31/2011 18:50 | N | DC_EGPS_L_A | 17.96 |
| 1/31/2011 18:50 | N | H_HOLLOW_E_1 | 0.14 |
| 1/31/2011 18:50 | N | HHOLLOW4_E_1 | 0.14 |
| 1/31/2011 18:50 | N | R_LH2SES_1 | 23.74 |
| 1/31/2011 18:50 | N | R_PB2SES_1 | -0.13 |
| 1/31/2011 18:50 | N | R_PB2SES_2 | -0.13 |
| 1/31/2011 18:50 | N | R_PB2SES_3 | -0.13 |
| 1/31/2011 18:50 | N | R_PB2SES_4 | -0.13 |
| 1/31/2011 18:50 | N | R_PB2SES_5 | -0.13 |
| 1/31/2011 18:50 | N | AUTO_EPS_390 | 23.66 |
| 1/31/2011 18:55 | N | DCTM_L_A | -0.41 |
| 1/31/2011 18:55 | N | DC_ROAD_L_B | 22.47 |
| 1/31/2011 18:55 | N | DC_EGPS_L_A | 17.93 |
| 1/31/2011 18:55 | N | H_HOLLOW_E_1 | -0.59 |
| 1/31/2011 18:55 | N | HHOLLOW4_E_1 | -0.59 |
| 1/31/2011 18:55 | N | R_LH2SES_1 | 23.93 |
| 1/31/2011 18:55 | N | R_PB2SES_1 | -0.86 |
| 1/31/2011 18:55 | N | R_PB2SES_2 | -0.86 |
| 1/31/2011 18:55 | N | R_PB2SES_3 | -0.86 |
| 1/31/2011 18:55 | N | R_PB2SES_4 | -0.86 |
| 1/31/2011 18:55 | N | R_PB2SES_5 | -0.86 |
| 1/31/2011 18:55 | N | AUTO_EPS_390 | 23.85 |
| 1/31/2011 19:00 | N | DCTM_L_A | -9.78 |
| 1/31/2011 19:00 | N | DC_ROAD_L_B | 23.29 |

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| 1/31/2011 19:00 | N | DC_EGPS_L_A | 16.73 |
| 1/31/2011 19:00 | N | H_HOLLOW_E_1 | -10.04 |
| 1/31/2011 19:00 | N | HHOLLOW4_E_1 | -10.04 |
| 1/31/2011 19:00 | N | R_LH2SES_1 | 25.39 |
| 1/31/2011 19:00 | N | R_PB2SES_1 | -10.44 |
| 1/31/2011 19:00 | N | R_PB2SES_2 | -10.44 |
| 1/31/2011 19:00 | N | R_PB2SES_3 | -10.44 |
| 1/31/2011 19:00 | N | R_PB2SES_4 | -10.44 |
| 1/31/2011 19:00 | N | R_PB2SES_5 | -10.44 |
| 1/31/2011 19:00 | N | AUTO_EPS_390 | 25.28 |
| 1/31/2011 19:05 | N | DCTM_L_A | -2.42 |
| 1/31/2011 19:05 | N | DC_ROAD_L_B | 22.95 |
| 1/31/2011 19:05 | N | DC_EGPS_L_A | 17.91 |
| 1/31/2011 19:05 | N | H_HOLLOW_E_1 | -2.62 |
| 1/31/2011 19:05 | N | HHOLLOW4_E_1 | -2.62 |
| 1/31/2011 19:05 | N | R_LH2SES_1 | 24.57 |
| 1/31/2011 19:05 | N | R_PB2SES_1 | -2.92 |
| 1/31/2011 19:05 | N | R_PB2SES_2 | -2.92 |
| 1/31/2011 19:05 | N | R_PB2SES_3 | -2.92 |
| 1/31/2011 19:05 | N | R_PB2SES_4 | -2.92 |
| 1/31/2011 19:05 | N | R_PB2SES_5 | -2.92 |
| 1/31/2011 19:05 | N | AUTO_EPS_390 | 24.49 |
| 1/31/2011 19:10 | N | DCTM_L_A | 0.09 |
| 1/31/2011 19:10 | N | DC_ROAD_L_B | 22.05 |
| 1/31/2011 19:10 | N | DC_EGPS_L_A | 17.71 |
| 1/31/2011 19:10 | N | H_HOLLOW_E_1 | -0.07 |
| 1/31/2011 19:10 | N | HHOLLOW4_E_1 | -0.07 |
| 1/31/2011 19:10 | N | R_LH2SES_1 | 23.46 |
| 1/31/2011 19:10 | N | R_PB2SES_1 | -0.34 |
| 1/31/2011 19:10 | N | R_PB2SES_2 | -0.34 |
| 1/31/2011 19:10 | N | R_PB2SES_3 | -0.34 |
| 1/31/2011 19:10 | N | R_PB2SES_4 | -0.34 |
| 1/31/2011 19:10 | N | R_PB2SES_5 | -0.34 |
| 1/31/2011 19:10 | N | AUTO_EPS_390 | 23.39 |
| 1/31/2011 19:15 | N | DCTM_L_A | 0.12 |
| 1/31/2011 19:15 | N | DC_ROAD_L_B | 22.11 |
| 1/31/2011 19:15 | N | DC_EGPS_L_A | 17.76 |
| 1/31/2011 19:15 | N | H_HOLLOW_E_1 | -0.04 |
| 1/31/2011 19:15 | N | HHOLLOW4_E_1 | -0.04 |
| 1/31/2011 19:15 | N | R_LH2SES_1 | 23.53 |
| 1/31/2011 19:15 | N | R_PB2SES_1 | -0.31 |
| 1/31/2011 19:15 | N | R_PB2SES_2 | -0.31 |
| 1/31/2011 19:15 | N | R_PB2SES_3 | -0.31 |
| 1/31/2011 19:15 | N | R_PB2SES_4 | -0.31 |
| 1/31/2011 19:15 | N | R_PB2SES_5 | -0.31 |
| 1/31/2011 19:15 | N | AUTO_EPS_390 | 23.45 |
| 1/31/2011 19:20 | N | DC_ROAD_L_B | 21.92 |

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| 1/31/2011 19:20 | N | DC_EGPS_L_A | 17.61 |
| 1/31/2011 19:20 | N | H_HOLLOW_E_1 | 0.03 |
| 1/31/2011 19:20 | N | HHOLLOW4_E_1 | 0.03 |
| 1/31/2011 19:20 | N | R_LH2SES_1 | 23.32 |
| 1/31/2011 19:20 | N | R_PB2SES_1 | -0.23 |
| 1/31/2011 19:20 | N | R_PB2SES_2 | -0.23 |
| 1/31/2011 19:20 | N | R_PB2SES_3 | -0.23 |
| 1/31/2011 19:20 | N | R_PB2SES_4 | -0.23 |
| 1/31/2011 19:20 | N | R_PB2SES_5 | -0.23 |
| 1/31/2011 19:20 | N | AUTO_EPS_390 | 23.24 |
| 1/31/2011 19:25 | N | DC_ROAD_L_B | 22.22 |
| 1/31/2011 19:25 | N | DC_EGPS_L_A | 17.72 |
| 1/31/2011 19:25 | N | H_HOLLOW_E_1 | -0.59 |
| 1/31/2011 19:25 | N | HHOLLOW4_E_1 | -0.59 |
| 1/31/2011 19:25 | N | R_LH2SES_1 | 23.66 |
| 1/31/2011 19:25 | N | R_PB2SES_1 | -0.86 |
| 1/31/2011 19:25 | N | R_PB2SES_2 | -0.86 |
| 1/31/2011 19:25 | N | R_PB2SES_3 | -0.86 |
| 1/31/2011 19:25 | N | R_PB2SES_4 | -0.86 |
| 1/31/2011 19:25 | N | R_PB2SES_5 | -0.86 |
| 1/31/2011 19:25 | N | AUTO_EPS_390 | 23.59 |
| 1/31/2011 19:30 | N | DC_ROAD_L_B | 21.92 |
| 1/31/2011 19:30 | N | DC_EGPS_L_A | 15.66 |
| 1/31/2011 19:30 | N | H_HOLLOW_E_1 | -9.89 |
| 1/31/2011 19:30 | N | HHOLLOW4_E_1 | -9.89 |
| 1/31/2011 19:30 | N | R_LH2SES_1 | 23.94 |
| 1/31/2011 19:30 | N | R_PB2SES_1 | -10.26 |
| 1/31/2011 19:30 | N | R_PB2SES_2 | -10.26 |
| 1/31/2011 19:30 | N | R_PB2SES_3 | -10.26 |
| 1/31/2011 19:30 | N | R_PB2SES_4 | -10.26 |
| 1/31/2011 19:30 | N | R_PB2SES_5 | -10.26 |
| 1/31/2011 19:30 | N | AUTO_EPS_390 | 23.83 |
| 1/31/2011 19:35 | N | DC_ROAD_L_B | 22.27 |
| 1/31/2011 19:35 | N | DC_EGPS_L_A | 17.76 |
| 1/31/2011 19:35 | N | H_HOLLOW_E_1 | -0.66 |
| 1/31/2011 19:35 | N | HHOLLOW4_E_1 | -0.66 |
| 1/31/2011 19:35 | N | R_LH2SES_1 | 23.73 |
| 1/31/2011 19:35 | N | R_PB2SES_1 | -0.93 |
| 1/31/2011 19:35 | N | R_PB2SES_2 | -0.93 |
| 1/31/2011 19:35 | N | R_PB2SES_3 | -0.93 |
| 1/31/2011 19:35 | N | R_PB2SES_4 | -0.93 |
| 1/31/2011 19:35 | N | R_PB2SES_5 | -0.93 |
| 1/31/2011 19:35 | N | AUTO_EPS_390 | 23.65 |
| 1/31/2011 19:40 | N | DC_ROAD_L_B | 22.09 |
| 1/31/2011 19:40 | N | DC_EGPS_L_A | 17.66 |
| 1/31/2011 19:40 | N | H_HOLLOW_E_1 | -0.5 |
| 1/31/2011 19:40 | N | HHOLLOW4_E_1 | -0.5 |

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| 1/31/2011 19:40 | N | R_LH2SES_1 | 23.53 |
| 1/31/2011 19:40 | N | R_PB2SES_1 | -0.77 |
| 1/31/2011 19:40 | N | R_PB2SES_2 | -0.77 |
| 1/31/2011 19:40 | N | R_PB2SES_3 | -0.77 |
| 1/31/2011 19:40 | N | R_PB2SES_4 | -0.77 |
| 1/31/2011 19:40 | N | R_PB2SES_5 | -0.77 |
| 1/31/2011 19:40 | N | AUTO_EPS_390 | 23.46 |
| 1/31/2011 19:45 | N | DC_ROAD_L_B | 21.98 |
| 1/31/2011 19:45 | N | DC_EGPS_L_A | 17.61 |
| 1/31/2011 19:45 | N | H_HOLLOW_E_1 | -0.31 |
| 1/31/2011 19:45 | N | HHOLLOW4_E_1 | -0.31 |
| 1/31/2011 19:45 | N | R_LH2SES_1 | 23.4 |
| 1/31/2011 19:45 | N | R_PB2SES_1 | -0.58 |
| 1/31/2011 19:45 | N | R_PB2SES_2 | -0.58 |
| 1/31/2011 19:45 | N | R_PB2SES_3 | -0.58 |
| 1/31/2011 19:45 | N | R_PB2SES_4 | -0.58 |
| 1/31/2011 19:45 | N | R_PB2SES_5 | -0.58 |
| 1/31/2011 19:45 | N | AUTO_EPS_390 | 23.32 |
| 1/31/2011 19:50 | N | DC_ROAD_L_B | 21.72 |
| 1/31/2011 19:50 | N | DC_EGPS_L_A | 17.48 |
| 1/31/2011 19:50 | N | H_HOLLOW_E_1 | 0.1 |
| 1/31/2011 19:50 | N | HHOLLOW4_E_1 | 0.1 |
| 1/31/2011 19:50 | N | R_LH2SES_1 | 23.1 |
| 1/31/2011 19:50 | N | R_PB2SES_1 | -0.16 |
| 1/31/2011 19:50 | N | R_PB2SES_2 | -0.16 |
| 1/31/2011 19:50 | N | R_PB2SES_3 | -0.16 |
| 1/31/2011 19:50 | N | R_PB2SES_4 | -0.16 |
| 1/31/2011 19:50 | N | R_PB2SES_5 | -0.16 |
| 1/31/2011 19:50 | N | AUTO_EPS_390 | 23.03 |
| 1/31/2011 19:55 | N | DC_ROAD_L_B | 21.64 |
| 1/31/2011 19:55 | N | DC_EGPS_L_A | 17.36 |
| 1/31/2011 19:55 | N | H_HOLLOW_E_1 | -0.16 |
| 1/31/2011 19:55 | N | HHOLLOW4_E_1 | -0.16 |
| 1/31/2011 19:55 | N | R_LH2SES_1 | 23.03 |
| 1/31/2011 19:55 | N | R_PB2SES_1 | -0.42 |
| 1/31/2011 19:55 | N | R_PB2SES_2 | -0.42 |
| 1/31/2011 19:55 | N | R_PB2SES_3 | -0.42 |
| 1/31/2011 19:55 | N | R_PB2SES_4 | -0.42 |
| 1/31/2011 19:55 | N | R_PB2SES_5 | -0.42 |
| 1/31/2011 19:55 | N | AUTO_EPS_390 | 22.96 |
| 1/31/2011 20:00 | N | DC_ROAD_L_B | 22.18 |
| 1/31/2011 20:00 | N | DC_EGPS_L_A | 17.77 |
| 1/31/2011 20:00 | N | H_HOLLOW_E_1 | -0.26 |
| 1/31/2011 20:00 | N | HHOLLOW4_E_1 | -0.26 |
| 1/31/2011 20:00 | N | R_LH2SES_1 | 23.61 |
| 1/31/2011 20:00 | N | R_PB2SES_1 | -0.52 |
| 1/31/2011 20:00 | N | R_PB2SES_2 | -0.52 |

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| 1/31/2011 20:00 | N | R_PB2SES_3 | -0.52 |
| 1/31/2011 20:00 | N | R_PB2SES_4 | -0.52 |
| 1/31/2011 20:00 | N | R_PB2SES_5 | -0.52 |
| 1/31/2011 20:00 | N | AUTO_EPS_390 | 23.54 |
| 1/31/2011 20:05 | N | DC_ROAD_L_B | 22.99 |
| 1/31/2011 20:05 | N | DC_EGPS_L_A | 18.35 |
| 1/31/2011 20:05 | N | H_HOLLOW_E_1 | -0.59 |
| 1/31/2011 20:05 | N | HHOLLOW4_E_1 | -0.59 |
| 1/31/2011 20:05 | N | R_LH2SES_1 | 24.49 |
| 1/31/2011 20:05 | N | R_PB2SES_1 | -0.87 |
| 1/31/2011 20:05 | N | R_PB2SES_2 | -0.87 |
| 1/31/2011 20:05 | N | R_PB2SES_3 | -0.87 |
| 1/31/2011 20:05 | N | R_PB2SES_4 | -0.87 |
| 1/31/2011 20:05 | N | R_PB2SES_5 | -0.87 |
| 1/31/2011 20:05 | N | AUTO_EPS_390 | 24.41 |
| 1/31/2011 20:10 | N | DC_ROAD_L_B | 22.61 |
| 1/31/2011 20:10 | N | DC_EGPS_L_A | 18.05 |
| 1/31/2011 20:10 | N | H_HOLLOW_E_1 | -0.58 |
| 1/31/2011 20:10 | N | HHOLLOW4_E_1 | -0.58 |
| 1/31/2011 20:10 | N | R_LH2SES_1 | 24.08 |
| 1/31/2011 20:10 | N | R_PB2SES_1 | -0.86 |
| 1/31/2011 20:10 | N | R_PB2SES_2 | -0.86 |
| 1/31/2011 20:10 | N | R_PB2SES_3 | -0.86 |
| 1/31/2011 20:10 | N | R_PB2SES_4 | -0.86 |
| 1/31/2011 20:10 | N | R_PB2SES_5 | -0.86 |
| 1/31/2011 20:10 | N | AUTO_EPS_390 | 24 |
| 1/31/2011 20:15 | N | DC_ROAD_L_B | 22.17 |
| 1/31/2011 20:15 | N | DC_EGPS_L_A | 17.8 |
| 1/31/2011 20:15 | N | H_HOLLOW_E_1 | -0.08 |
| 1/31/2011 20:15 | N | HHOLLOW4_E_1 | -0.08 |
| 1/31/2011 20:15 | N | R_LH2SES_1 | 23.59 |
| 1/31/2011 20:15 | N | R_PB2SES_1 | -0.35 |
| 1/31/2011 20:15 | N | R_PB2SES_2 | -0.35 |
| 1/31/2011 20:15 | N | R_PB2SES_3 | -0.35 |
| 1/31/2011 20:15 | N | R_PB2SES_4 | -0.35 |
| 1/31/2011 20:15 | N | R_PB2SES_5 | -0.35 |
| 1/31/2011 20:15 | N | AUTO_EPS_390 | 23.51 |
| 1/31/2011 20:20 | N | DC_ROAD_L_B | 21.89 |
| 1/31/2011 20:20 | N | DC_EGPS_L_A | 17.59 |
| 1/31/2011 20:20 | N | H_HOLLOW_E_1 | 0.04 |
| 1/31/2011 20:20 | N | HHOLLOW4_E_1 | 0.04 |
| 1/31/2011 20:20 | N | R_LH2SES_1 | 23.28 |
| 1/31/2011 20:20 | N | R_PB2SES_1 | -0.22 |
| 1/31/2011 20:20 | N | R_PB2SES_2 | -0.22 |
| 1/31/2011 20:20 | N | R_PB2SES_3 | -0.22 |
| 1/31/2011 20:20 | N | R_PB2SES_4 | -0.22 |
| 1/31/2011 20:20 | N | R_PB2SES_5 | -0.22 |

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| 1/31/2011 20:20 | N | AUTO_EPS_390 | 23.2 |
| 1/31/2011 20:25 | N | DC_ROAD_L_B | 21.88 |
| 1/31/2011 20:25 | N | DC_EGPS_L_A | 17.55 |
| 1/31/2011 20:25 | N | H_HOLLOW_E_1 | -0.11 |
| 1/31/2011 20:25 | N | HHOLLOW4_E_1 | -0.11 |
| 1/31/2011 20:25 | N | R_LH2SES_1 | 23.28 |
| 1/31/2011 20:25 | N | R_PB2SES_1 | -0.37 |
| 1/31/2011 20:25 | N | R_PB2SES_2 | -0.37 |
| 1/31/2011 20:25 | N | R_PB2SES_3 | -0.37 |
| 1/31/2011 20:25 | N | R_PB2SES_4 | -0.37 |
| 1/31/2011 20:25 | N | R_PB2SES_5 | -0.37 |
| 1/31/2011 20:25 | N | AUTO_EPS_390 | 23.2 |
| 1/31/2011 20:30 | N | DC_ROAD_L_B | 21.56 |
| 1/31/2011 20:30 | N | DC_EGPS_L_A | 17.26 |
| 1/31/2011 20:30 | N | H_HOLLOW_E_1 | -0.26 |
| 1/31/2011 20:30 | N | HHOLLOW4_E_1 | -0.26 |
| 1/31/2011 20:30 | N | R_LH2SES_1 | 22.94 |
| 1/31/2011 20:30 | N | R_PB2SES_1 | -0.51 |
| 1/31/2011 20:30 | N | R_PB2SES_2 | -0.51 |
| 1/31/2011 20:30 | N | R_PB2SES_3 | -0.51 |
| 1/31/2011 20:30 | N | R_PB2SES_4 | -0.51 |
| 1/31/2011 20:30 | N | R_PB2SES_5 | -0.51 |
| 1/31/2011 20:30 | N | AUTO_EPS_390 | 22.87 |
| 1/31/2011 20:33 | N | DC_ROAD_L_B | 21.91 |
| 1/31/2011 20:33 | N | DC_EGPS_L_A | 17.51 |
| 1/31/2011 20:33 | N | H_HOLLOW_E_1 | -0.39 |
| 1/31/2011 20:33 | N | HHOLLOW4_E_1 | -0.39 |
| 1/31/2011 20:33 | N | R_LH2SES_1 | 23.32 |
| 1/31/2011 20:33 | N | R_PB2SES_1 | -0.66 |
| 1/31/2011 20:33 | N | R_PB2SES_2 | -0.66 |
| 1/31/2011 20:33 | N | R_PB2SES_3 | -0.66 |
| 1/31/2011 20:33 | N | R_PB2SES_4 | -0.66 |
| 1/31/2011 20:33 | N | R_PB2SES_5 | -0.66 |
| 1/31/2011 20:33 | N | AUTO_EPS_390 | 23.25 |
| 1/31/2011 20:35 | N | DC_ROAD_L_B | 22.02 |
| 1/31/2011 20:35 | N | DC_EGPS_L_A | 17.57 |
| 1/31/2011 20:35 | N | H_HOLLOW_E_1 | -0.59 |
| 1/31/2011 20:35 | N | HHOLLOW4_E_1 | -0.59 |
| 1/31/2011 20:35 | N | R_LH2SES_1 | 23.46 |
| 1/31/2011 20:35 | N | R_PB2SES_1 | -0.86 |
| 1/31/2011 20:35 | N | R_PB2SES_2 | -0.86 |
| 1/31/2011 20:35 | N | R_PB2SES_3 | -0.86 |
| 1/31/2011 20:35 | N | R_PB2SES_4 | -0.86 |
| 1/31/2011 20:35 | N | R_PB2SES_5 | -0.86 |
| 1/31/2011 20:35 | N | AUTO_EPS_390 | 23.38 |
| 1/31/2011 20:40 | N | DC_ROAD_L_B | 21.99 |
| 1/31/2011 20:40 | N | DC_EGPS_L_A | 17.54 |

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|---|---|---|---|
| 1/31/2011 20:40 | N | H_HOLLOW_E_1 | -0.59 |
| 1/31/2011 20:40 | N | HHOLLOW4_E_1 | -0.59 |
| 1/31/2011 20:40 | N | R_LH2SES_1 | 23.42 |
| 1/31/2011 20:40 | N | R_PB2SES_1 | -0.86 |
| 1/31/2011 20:40 | N | R_PB2SES_2 | -0.86 |
| 1/31/2011 20:40 | N | R_PB2SES_3 | -0.86 |
| 1/31/2011 20:40 | N | R_PB2SES_4 | -0.86 |
| 1/31/2011 20:40 | N | R_PB2SES_5 | -0.86 |
| 1/31/2011 20:40 | N | AUTO_EPS_390 | 23.35 |
| 1/31/2011 20:45 | N | DC_ROAD_L_B | 21.82 |
| 1/31/2011 20:45 | N | DC_EGPS_L_A | 17.41 |
| 1/31/2011 20:45 | N | H_HOLLOW_E_1 | -0.59 |
| 1/31/2011 20:45 | N | HHOLLOW4_E_1 | -0.59 |
| 1/31/2011 20:45 | N | R_LH2SES_1 | 23.25 |
| 1/31/2011 20:45 | N | R_PB2SES_1 | -0.86 |
| 1/31/2011 20:45 | N | R_PB2SES_2 | -0.86 |
| 1/31/2011 20:45 | N | R_PB2SES_3 | -0.86 |
| 1/31/2011 20:45 | N | R_PB2SES_4 | -0.86 |
| 1/31/2011 20:45 | N | R_PB2SES_5 | -0.86 |
| 1/31/2011 20:45 | N | AUTO_EPS_390 | 23.17 |
| 1/31/2011 20:50 | N | DC_ROAD_L_B | 21.09 |
| 1/31/2011 20:50 | N | DC_EGPS_L_A | 16.87 |
| 1/31/2011 20:50 | N | H_HOLLOW_E_1 | -0.36 |
| 1/31/2011 20:50 | N | HHOLLOW4_E_1 | -0.36 |
| 1/31/2011 20:50 | N | R_LH2SES_1 | 22.46 |
| 1/31/2011 20:50 | N | R_PB2SES_1 | -0.62 |
| 1/31/2011 20:50 | N | R_PB2SES_2 | -0.62 |
| 1/31/2011 20:50 | N | R_PB2SES_3 | -0.62 |
| 1/31/2011 20:50 | N | R_PB2SES_4 | -0.62 |
| 1/31/2011 20:50 | N | R_PB2SES_5 | -0.62 |
| 1/31/2011 20:50 | N | AUTO_EPS_390 | 22.39 |
| 1/31/2011 20:55 | N | DC_ROAD_L_B | 21.15 |
| 1/31/2011 20:55 | N | DC_EGPS_L_A | 16.89 |
| 1/31/2011 20:55 | N | H_HOLLOW_E_1 | -0.48 |
| 1/31/2011 20:55 | N | HHOLLOW4_E_1 | -0.48 |
| 1/31/2011 20:55 | N | R_LH2SES_1 | 22.53 |
| 1/31/2011 20:55 | N | R_PB2SES_1 | -0.74 |
| 1/31/2011 20:55 | N | R_PB2SES_2 | -0.74 |
| 1/31/2011 20:55 | N | R_PB2SES_3 | -0.74 |
| 1/31/2011 20:55 | N | R_PB2SES_4 | -0.74 |
| 1/31/2011 20:55 | N | R_PB2SES_5 | -0.74 |
| 1/31/2011 20:55 | N | AUTO_EPS_390 | 22.45 |
| 1/31/2011 21:00 | N | DC_ROAD_L_B | 21.63 |
| 1/31/2011 21:00 | N | DC_EGPS_L_A | 17.27 |
| 1/31/2011 21:00 | N | H_HOLLOW_E_1 | -0.51 |
| 1/31/2011 21:00 | N | HHOLLOW4_E_1 | -0.51 |
| 1/31/2011 21:00 | N | R_LH2SES_1 | 23.04 |

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|---|---|---|---|
| 1/31/2011 21:00 | N | R_PB2SES_1 | -0.77 |
| 1/31/2011 21:00 | N | R_PB2SES_2 | -0.77 |
| 1/31/2011 21:00 | N | R_PB2SES_3 | -0.77 |
| 1/31/2011 21:00 | N | R_PB2SES_4 | -0.77 |
| 1/31/2011 21:00 | N | R_PB2SES_5 | -0.77 |
| 1/31/2011 21:00 | N | AUTO_EPS_390 | 22.96 |
| 1/31/2011 21:05 | N | DC_ROAD_L_B | 21.73 |
| 1/31/2011 21:05 | N | DC_EGPS_L_A | 17.33 |
| 1/31/2011 21:05 | N | H_HOLLOW_E_1 | -0.59 |
| 1/31/2011 21:05 | N | HHOLLOW4_E_1 | -0.59 |
| 1/31/2011 21:05 | N | R_LH2SES_1 | 23.14 |
| 1/31/2011 21:05 | N | R_PB2SES_1 | -0.85 |
| 1/31/2011 21:05 | N | R_PB2SES_2 | -0.85 |
| 1/31/2011 21:05 | N | R_PB2SES_3 | -0.85 |
| 1/31/2011 21:05 | N | R_PB2SES_4 | -0.85 |
| 1/31/2011 21:05 | N | R_PB2SES_5 | -0.85 |
| 1/31/2011 21:05 | N | AUTO_EPS_390 | 23.07 |
| 1/31/2011 21:10 | N | DC_ROAD_L_B | 21.87 |
| 1/31/2011 21:10 | N | DC_EGPS_L_A | 17.26 |
| 1/31/2011 21:10 | N | H_HOLLOW_E_1 | -1.58 |
| 1/31/2011 21:10 | N | HHOLLOW4_E_1 | -1.58 |
| 1/31/2011 21:10 | N | R_LH2SES_1 | 23.35 |
| 1/31/2011 21:10 | N | R_PB2SES_1 | -1.86 |
| 1/31/2011 21:10 | N | R_PB2SES_2 | -1.86 |
| 1/31/2011 21:10 | N | R_PB2SES_3 | -1.86 |
| 1/31/2011 21:10 | N | R_PB2SES_4 | -1.86 |
| 1/31/2011 21:10 | N | R_PB2SES_5 | -1.86 |
| 1/31/2011 21:10 | N | AUTO_EPS_390 | 23.27 |
| 1/31/2011 21:15 | N | DC_ROAD_L_B | 21.8 |
| 1/31/2011 21:15 | N | DC_EGPS_L_A | 16.73 |
| 1/31/2011 21:15 | N | H_HOLLOW_E_1 | -4 |
| 1/31/2011 21:15 | N | HHOLLOW4_E_1 | -4 |
| 1/31/2011 21:15 | N | R_LH2SES_1 | 23.44 |
| 1/31/2011 21:15 | N | R_PB2SES_1 | -4.3 |
| 1/31/2011 21:15 | N | R_PB2SES_2 | -4.3 |
| 1/31/2011 21:15 | N | R_PB2SES_3 | -4.3 |
| 1/31/2011 21:15 | N | R_PB2SES_4 | -4.3 |
| 1/31/2011 21:15 | N | R_PB2SES_5 | -4.3 |
| 1/31/2011 21:15 | N | AUTO_EPS_390 | 23.35 |
| 1/31/2011 21:20 | N | DC_ROAD_L_B | 21.64 |
| 1/31/2011 21:20 | N | DC_EGPS_L_A | 16.61 |
| 1/31/2011 21:20 | N | H_HOLLOW_E_1 | -3.97 |
| 1/31/2011 21:20 | N | HHOLLOW4_E_1 | -3.97 |
| 1/31/2011 21:20 | N | R_LH2SES_1 | 23.26 |
| 1/31/2011 21:20 | N | R_PB2SES_1 | -4.27 |
| 1/31/2011 21:20 | N | R_PB2SES_2 | -4.27 |
| 1/31/2011 21:20 | N | R_PB2SES_3 | -4.27 |

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| 1/31/2011 21:20 | N | R_PB2SES_4 | -4.27 |
| 1/31/2011 21:20 | N | R_PB2SES_5 | -4.27 |
| 1/31/2011 21:20 | N | AUTO_EPS_390 | 23.18 |
| 1/31/2011 21:25 | N | DC_ROAD_L_B | 20.26 |
| 1/31/2011 21:25 | N | DC_EGPS_L_A | 15.53 |
| 1/31/2011 21:25 | N | H_HOLLOW_E_1 | -3.8 |
| 1/31/2011 21:25 | N | HHOLLOW4_E_1 | -3.8 |
| 1/31/2011 21:25 | N | R_LH2SES_1 | 21.78 |
| 1/31/2011 21:25 | N | R_PB2SES_1 | -4.08 |
| 1/31/2011 21:25 | N | R_PB2SES_2 | -4.08 |
| 1/31/2011 21:25 | N | R_PB2SES_3 | -4.08 |
| 1/31/2011 21:25 | N | R_PB2SES_4 | -4.08 |
| 1/31/2011 21:25 | N | R_PB2SES_5 | -4.08 |
| 1/31/2011 21:25 | N | AUTO_EPS_390 | 21.7 |
| 1/31/2011 21:30 | N | DC_ROAD_L_B | 20.45 |
| 1/31/2011 21:30 | N | DC_EGPS_L_A | 15.69 |
| 1/31/2011 21:30 | N | H_HOLLOW_E_1 | -3.82 |
| 1/31/2011 21:30 | N | HHOLLOW4_E_1 | -3.82 |
| 1/31/2011 21:30 | N | R_LH2SES_1 | 21.99 |
| 1/31/2011 21:30 | N | R_PB2SES_1 | -4.1 |
| 1/31/2011 21:30 | N | R_PB2SES_2 | -4.1 |
| 1/31/2011 21:30 | N | R_PB2SES_3 | -4.1 |
| 1/31/2011 21:30 | N | R_PB2SES_4 | -4.1 |
| 1/31/2011 21:30 | N | R_PB2SES_5 | -4.1 |
| 1/31/2011 21:30 | N | AUTO_EPS_390 | 21.9 |
| 1/31/2011 21:35 | N | DC_ROAD_L_B | 20.64 |
| 1/31/2011 21:35 | N | DC_EGPS_L_A | 15.49 |
| 1/31/2011 21:35 | N | H_HOLLOW_E_1 | -5.69 |
| 1/31/2011 21:35 | N | HHOLLOW4_E_1 | -5.69 |
| 1/31/2011 21:35 | N | R_LH2SES_1 | 22.31 |
| 1/31/2011 21:35 | N | R_PB2SES_1 | -6 |
| 1/31/2011 21:35 | N | R_PB2SES_2 | -6 |
| 1/31/2011 21:35 | N | R_PB2SES_3 | -6 |
| 1/31/2011 21:35 | N | R_PB2SES_4 | -6 |
| 1/31/2011 21:35 | N | R_PB2SES_5 | -6 |
| 1/31/2011 21:35 | N | AUTO_EPS_390 | 22.22 |
| 1/31/2011 21:40 | N | DC_ROAD_L_B | 20.64 |
| 1/31/2011 21:40 | N | DC_EGPS_L_A | 14.65 |
| 1/31/2011 21:40 | N | H_HOLLOW_E_1 | -9.93 |
| 1/31/2011 21:40 | N | HHOLLOW4_E_1 | -9.93 |
| 1/31/2011 21:40 | N | R_LH2SES_1 | 22.57 |
| 1/31/2011 21:40 | N | R_PB2SES_1 | -10.29 |
| 1/31/2011 21:40 | N | R_PB2SES_2 | -10.29 |
| 1/31/2011 21:40 | N | R_PB2SES_3 | -10.29 |
| 1/31/2011 21:40 | N | R_PB2SES_4 | -10.29 |
| 1/31/2011 21:40 | N | R_PB2SES_5 | -10.29 |
| 1/31/2011 21:40 | N | AUTO_EPS_390 | 22.47 |

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| 1/31/2011 21:45 | N | DC_ROAD_L_B | 20.08 |
| 1/31/2011 21:45 | N | DC_EGPS_L_A | 15.02 |
| 1/31/2011 21:45 | N | H_HOLLOW_E_1 | -5.7 |
| 1/31/2011 21:45 | N | HHOLLOW4_E_1 | -5.7 |
| 1/31/2011 21:45 | N | R_LH2SES_1 | 21.71 |
| 1/31/2011 21:45 | N | R_PB2SES_1 | -6 |
| 1/31/2011 21:45 | N | R_PB2SES_2 | -6 |
| 1/31/2011 21:45 | N | R_PB2SES_3 | -6 |
| 1/31/2011 21:45 | N | R_PB2SES_4 | -6 |
| 1/31/2011 21:45 | N | R_PB2SES_5 | -6 |
| 1/31/2011 21:45 | N | AUTO_EPS_390 | 21.62 |
| 1/31/2011 21:50 | N | DC_ROAD_L_B | 18 |
| 1/31/2011 21:50 | N | DC_EGPS_L_A | 13.33 |
| 1/31/2011 21:50 | N | H_HOLLOW_E_1 | -5.72 |
| 1/31/2011 21:50 | N | HHOLLOW4_E_1 | -5.72 |
| 1/31/2011 21:50 | N | R_LH2SES_1 | 19.5 |
| 1/31/2011 21:50 | N | R_PB2SES_1 | -6 |
| 1/31/2011 21:50 | N | R_PB2SES_2 | -6 |
| 1/31/2011 21:50 | N | R_PB2SES_3 | -6 |
| 1/31/2011 21:50 | N | R_PB2SES_4 | -6 |
| 1/31/2011 21:50 | N | R_PB2SES_5 | -6 |
| 1/31/2011 21:50 | N | AUTO_EPS_390 | 19.42 |
| 1/31/2011 21:55 | N | DC_ROAD_L_B | 16.91 |
| 1/31/2011 21:55 | N | DC_EGPS_L_A | 12.46 |
| 1/31/2011 21:55 | N | H_HOLLOW_E_1 | -5.74 |
| 1/31/2011 21:55 | N | HHOLLOW4_E_1 | -5.74 |
| 1/31/2011 21:55 | N | R_LH2SES_1 | 18.34 |
| 1/31/2011 21:55 | N | R_PB2SES_1 | -6 |
| 1/31/2011 21:55 | N | R_PB2SES_2 | -6 |
| 1/31/2011 21:55 | N | R_PB2SES_3 | -6 |
| 1/31/2011 21:55 | N | R_PB2SES_4 | -6 |
| 1/31/2011 21:55 | N | R_PB2SES_5 | -6 |
| 1/31/2011 21:55 | N | AUTO_EPS_390 | 18.26 |
| 1/31/2011 22:00 | N | DC_ROAD_L_B | 18 |
| 1/31/2011 22:00 | N | DC_EGPS_L_A | 13.33 |
| 1/31/2011 22:00 | N | H_HOLLOW_E_1 | -5.72 |
| 1/31/2011 22:00 | N | HHOLLOW4_E_1 | -5.72 |
| 1/31/2011 22:00 | N | R_LH2SES_1 | 19.5 |
| 1/31/2011 22:00 | N | R_PB2SES_1 | -6 |
| 1/31/2011 22:00 | N | R_PB2SES_2 | -6 |
| 1/31/2011 22:00 | N | R_PB2SES_3 | -6 |
| 1/31/2011 22:00 | N | R_PB2SES_4 | -6 |
| 1/31/2011 22:00 | N | R_PB2SES_5 | -6 |
| 1/31/2011 22:00 | N | AUTO_EPS_390 | 19.42 |
| 1/31/2011 22:05 | N | DC_ROAD_L_B | 19.34 |
| 1/31/2011 22:05 | N | DC_EGPS_L_A | 14.81 |
| 1/31/2011 22:05 | N | H_HOLLOW_E_1 | -3.68 |

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| 1/31/2011 22:05 | N | HHOLLOW4_E_1 | -3.68 |
| 1/31/2011 22:05 | N | R_LH2SES_1 | 20.8 |
| 1/31/2011 22:05 | N | R_PB2SES_1 | -3.95 |
| 1/31/2011 22:05 | N | R_PB2SES_2 | -3.95 |
| 1/31/2011 22:05 | N | R_PB2SES_3 | -3.95 |
| 1/31/2011 22:05 | N | R_PB2SES_4 | -3.95 |
| 1/31/2011 22:05 | N | R_PB2SES_5 | -3.95 |
| 1/31/2011 22:05 | N | AUTO_EPS_390 | 20.72 |
| 1/31/2011 22:10 | N | DC_ROAD_L_B | 19.4 |
| 1/31/2011 22:10 | N | DC_EGPS_L_A | 14.87 |
| 1/31/2011 22:10 | N | H_HOLLOW_E_1 | -3.68 |
| 1/31/2011 22:10 | N | HHOLLOW4_E_1 | -3.68 |
| 1/31/2011 22:10 | N | R_LH2SES_1 | 20.87 |
| 1/31/2011 22:10 | N | R_PB2SES_1 | -3.96 |
| 1/31/2011 22:10 | N | R_PB2SES_2 | -3.96 |
| 1/31/2011 22:10 | N | R_PB2SES_3 | -3.96 |
| 1/31/2011 22:10 | N | R_PB2SES_4 | -3.96 |
| 1/31/2011 22:10 | N | R_PB2SES_5 | -3.96 |
| 1/31/2011 22:10 | N | AUTO_EPS_390 | 20.79 |
| 1/31/2011 22:15 | N | DC_ROAD_L_B | 18.96 |
| 1/31/2011 22:15 | N | DC_EGPS_L_A | 14.52 |
| 1/31/2011 22:15 | N | H_HOLLOW_E_1 | -3.63 |
| 1/31/2011 22:15 | N | HHOLLOW4_E_1 | -3.63 |
| 1/31/2011 22:15 | N | R_LH2SES_1 | 20.39 |
| 1/31/2011 22:15 | N | R_PB2SES_1 | -3.89 |
| 1/31/2011 22:15 | N | R_PB2SES_2 | -3.89 |
| 1/31/2011 22:15 | N | R_PB2SES_3 | -3.89 |
| 1/31/2011 22:15 | N | R_PB2SES_4 | -3.89 |
| 1/31/2011 22:15 | N | R_PB2SES_5 | -3.89 |
| 1/31/2011 22:15 | N | AUTO_EPS_390 | 20.31 |
| 1/31/2011 22:20 | N | DC_ROAD_L_B | 19.25 |
| 1/31/2011 22:20 | N | DC_EGPS_L_A | 15.14 |
| 1/31/2011 22:20 | N | H_HOLLOW_E_1 | -1.64 |
| 1/31/2011 22:20 | N | HHOLLOW4_E_1 | -1.64 |
| 1/31/2011 22:20 | N | R_LH2SES_1 | 20.57 |
| 1/31/2011 22:20 | N | R_PB2SES_1 | -1.88 |
| 1/31/2011 22:20 | N | R_PB2SES_2 | -1.88 |
| 1/31/2011 22:20 | N | R_PB2SES_3 | -1.88 |
| 1/31/2011 22:20 | N | R_PB2SES_4 | -1.88 |
| 1/31/2011 22:20 | N | R_PB2SES_5 | -1.88 |
| 1/31/2011 22:20 | N | AUTO_EPS_390 | 20.5 |
| 1/31/2011 22:25 | N | DC_ROAD_L_B | 16.65 |
| 1/31/2011 22:25 | N | DC_EGPS_L_A | 13.26 |
| 1/31/2011 22:25 | N | H_HOLLOW_E_1 | -0.6 |
| 1/31/2011 22:25 | N | HHOLLOW4_E_1 | -0.6 |
| 1/31/2011 22:25 | N | R_LH2SES_1 | 17.75 |
| 1/31/2011 22:25 | N | R_PB2SES_1 | -0.8 |

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| 1/31/2011 22:25 | N | R_PB2SES_2 | -0.8 |
| 1/31/2011 22:25 | N | R_PB2SES_3 | -0.8 |
| 1/31/2011 22:25 | N | R_PB2SES_4 | -0.8 |
| 1/31/2011 22:25 | N | R_PB2SES_5 | -0.8 |
| 1/31/2011 22:25 | N | AUTO_EPS_390 | 17.69 |
| 1/31/2011 22:30 | N | DC_ROAD_L_B | 18.02 |
| 1/31/2011 22:30 | N | DC_EGPS_L_A | 13.34 |
| 1/31/2011 22:30 | N | H_HOLLOW_E_1 | -5.72 |
| 1/31/2011 22:30 | N | HHOLLOW4_E_1 | -5.72 |
| 1/31/2011 22:30 | N | R_LH2SES_1 | 19.53 |
| 1/31/2011 22:30 | N | R_PB2SES_1 | -6 |
| 1/31/2011 22:30 | N | R_PB2SES_2 | -6 |
| 1/31/2011 22:30 | N | R_PB2SES_3 | -6 |
| 1/31/2011 22:30 | N | R_PB2SES_4 | -6 |
| 1/31/2011 22:30 | N | R_PB2SES_5 | -6 |
| 1/31/2011 22:30 | N | AUTO_EPS_390 | 19.45 |
| 1/31/2011 22:35 | N | DC_ROAD_L_B | 12.84 |
| 1/31/2011 22:35 | N | DC_EGPS_L_A | 10.58 |
| 1/31/2011 22:35 | N | H_HOLLOW_E_1 | 1.36 |
| 1/31/2011 22:35 | N | HHOLLOW4_E_1 | 1.36 |
| 1/31/2011 22:35 | N | R_LH2SES_1 | 13.57 |
| 1/31/2011 22:35 | N | R_PB2SES_1 | 1.22 |
| 1/31/2011 22:35 | N | R_PB2SES_2 | 1.22 |
| 1/31/2011 22:35 | N | R_PB2SES_3 | 1.22 |
| 1/31/2011 22:35 | N | R_PB2SES_4 | 1.22 |
| 1/31/2011 22:35 | N | R_PB2SES_5 | 1.22 |
| 1/31/2011 22:35 | N | AUTO_EPS_390 | 13.53 |
| 1/31/2011 22:40 | N | DC_ROAD_L_B | 14.23 |
| 1/31/2011 22:40 | N | DC_EGPS_L_A | 11.34 |
| 1/31/2011 22:40 | N | H_HOLLOW_E_1 | -0.49 |
| 1/31/2011 22:40 | N | HHOLLOW4_E_1 | -0.49 |
| 1/31/2011 22:40 | N | R_LH2SES_1 | 15.17 |
| 1/31/2011 22:40 | N | R_PB2SES_1 | -0.66 |
| 1/31/2011 22:40 | N | R_PB2SES_2 | -0.66 |
| 1/31/2011 22:40 | N | R_PB2SES_3 | -0.66 |
| 1/31/2011 22:40 | N | R_PB2SES_4 | -0.66 |
| 1/31/2011 22:40 | N | R_PB2SES_5 | -0.66 |
| 1/31/2011 22:40 | N | AUTO_EPS_390 | 15.12 |
| 1/31/2011 22:45 | N | DC_ROAD_L_B | 8.78 |
| 1/31/2011 22:45 | N | DC_EGPS_L_A | 6.99 |
| 1/31/2011 22:45 | N | H_HOLLOW_E_1 | -0.33 |
| 1/31/2011 22:45 | N | HHOLLOW4_E_1 | -0.33 |
| 1/31/2011 22:45 | N | R_LH2SES_1 | 9.37 |
| 1/31/2011 22:45 | N | R_PB2SES_1 | -0.44 |
| 1/31/2011 22:45 | N | R_PB2SES_2 | -0.44 |
| 1/31/2011 22:45 | N | R_PB2SES_3 | -0.44 |
| 1/31/2011 22:45 | N | R_PB2SES_4 | -0.44 |

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| 1/31/2011 22:45 | N | R_PB2SES_5 | -0.44 |
| 1/31/2011 22:45 | N | AUTO_EPS_390 | 9.33 |
| 1/31/2011 22:50 | N | DC_ROAD_L_B | 13.41 |
| 1/31/2011 22:50 | N | DC_EGPS_L_A | 10.66 |
| 1/31/2011 22:50 | N | H_HOLLOW_E_1 | -0.54 |
| 1/31/2011 22:50 | N | HHOLLOW4_E_1 | -0.54 |
| 1/31/2011 22:50 | N | R_LH2SES_1 | 14.29 |
| 1/31/2011 22:50 | N | R_PB2SES_1 | -0.7 |
| 1/31/2011 22:50 | N | R_PB2SES_2 | -0.7 |
| 1/31/2011 22:50 | N | R_PB2SES_3 | -0.7 |
| 1/31/2011 22:50 | N | R_PB2SES_4 | -0.7 |
| 1/31/2011 22:50 | N | R_PB2SES_5 | -0.7 |
| 1/31/2011 22:50 | N | AUTO_EPS_390 | 14.24 |
| 1/31/2011 22:55 | N | DC_ROAD_L_B | 14.55 |
| 1/31/2011 22:55 | N | DC_EGPS_L_A | 11.57 |
| 1/31/2011 22:55 | N | H_HOLLOW_E_1 | -0.59 |
| 1/31/2011 22:55 | N | HHOLLOW4_E_1 | -0.59 |
| 1/31/2011 22:55 | N | R_LH2SES_1 | 15.51 |
| 1/31/2011 22:55 | N | R_PB2SES_1 | -0.77 |
| 1/31/2011 22:55 | N | R_PB2SES_2 | -0.77 |
| 1/31/2011 22:55 | N | R_PB2SES_3 | -0.77 |
| 1/31/2011 22:55 | N | R_PB2SES_4 | -0.77 |
| 1/31/2011 22:55 | N | R_PB2SES_5 | -0.77 |
| 1/31/2011 22:55 | N | AUTO_EPS_390 | 15.46 |
| 1/31/2011 23:00 | N | DC_ROAD_L_B | 14.44 |
| 1/31/2011 23:00 | N | DC_EGPS_L_A | 11.48 |
| 1/31/2011 23:00 | N | H_HOLLOW_E_1 | -0.59 |
| 1/31/2011 23:00 | N | HHOLLOW4_E_1 | -0.59 |
| 1/31/2011 23:00 | N | R_LH2SES_1 | 15.4 |
| 1/31/2011 23:00 | N | R_PB2SES_1 | -0.77 |
| 1/31/2011 23:00 | N | R_PB2SES_2 | -0.77 |
| 1/31/2011 23:00 | N | R_PB2SES_3 | -0.77 |
| 1/31/2011 23:00 | N | R_PB2SES_4 | -0.77 |
| 1/31/2011 23:00 | N | R_PB2SES_5 | -0.77 |
| 1/31/2011 23:00 | N | AUTO_EPS_390 | 15.35 |
| 1/31/2011 23:05 | N | DC_ROAD_L_B | 15.33 |
| 1/31/2011 23:05 | N | DC_EGPS_L_A | 12.21 |
| 1/31/2011 23:05 | N | H_HOLLOW_E_1 | -0.51 |
| 1/31/2011 23:05 | N | HHOLLOW4_E_1 | -0.51 |
| 1/31/2011 23:05 | N | R_LH2SES_1 | 16.34 |
| 1/31/2011 23:05 | N | R_PB2SES_1 | -0.7 |
| 1/31/2011 23:05 | N | R_PB2SES_2 | -0.7 |
| 1/31/2011 23:05 | N | R_PB2SES_3 | -0.7 |
| 1/31/2011 23:05 | N | R_PB2SES_4 | -0.7 |
| 1/31/2011 23:05 | N | R_PB2SES_5 | -0.7 |
| 1/31/2011 23:05 | N | AUTO_EPS_390 | 16.28 |
| 1/31/2011 23:10 | N | DC_ROAD_L_B | 15.32 |

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| 1/31/2011 23:10 | N | DC_EGPS_L_A | 12.22 |
| 1/31/2011 23:10 | N | H_HOLLOW_E_1 | -0.46 |
| 1/31/2011 23:10 | N | HHOLLOW4_E_1 | -0.46 |
| 1/31/2011 23:10 | N | R_LH2SES_1 | 16.33 |
| 1/31/2011 23:10 | N | R_PB2SES_1 | -0.65 |
| 1/31/2011 23:10 | N | R_PB2SES_2 | -0.65 |
| 1/31/2011 23:10 | N | R_PB2SES_3 | -0.65 |
| 1/31/2011 23:10 | N | R_PB2SES_4 | -0.65 |
| 1/31/2011 23:10 | N | R_PB2SES_5 | -0.65 |
| 1/31/2011 23:10 | N | AUTO_EPS_390 | 16.27 |
| 1/31/2011 23:15 | N | DC_ROAD_L_B | 14.52 |
| 1/31/2011 23:15 | N | DC_EGPS_L_A | 11.57 |
| 1/31/2011 23:15 | N | H_HOLLOW_E_1 | -0.44 |
| 1/31/2011 23:15 | N | HHOLLOW4_E_1 | -0.44 |
| 1/31/2011 23:15 | N | R_LH2SES_1 | 15.47 |
| 1/31/2011 23:15 | N | R_PB2SES_1 | -0.61 |
| 1/31/2011 23:15 | N | R_PB2SES_2 | -0.61 |
| 1/31/2011 23:15 | N | R_PB2SES_3 | -0.61 |
| 1/31/2011 23:15 | N | R_PB2SES_4 | -0.61 |
| 1/31/2011 23:15 | N | R_PB2SES_5 | -0.61 |
| 1/31/2011 23:15 | N | AUTO_EPS_390 | 15.42 |
| 1/31/2011 23:20 | N | DC_ROAD_L_B | 14.5 |
| 1/31/2011 23:20 | N | DC_EGPS_L_A | 11.56 |
| 1/31/2011 23:20 | N | H_HOLLOW_E_1 | -0.46 |
| 1/31/2011 23:20 | N | HHOLLOW4_E_1 | -0.46 |
| 1/31/2011 23:20 | N | R_LH2SES_1 | 15.46 |
| 1/31/2011 23:20 | N | R_PB2SES_1 | -0.63 |
| 1/31/2011 23:20 | N | R_PB2SES_2 | -0.63 |
| 1/31/2011 23:20 | N | R_PB2SES_3 | -0.63 |
| 1/31/2011 23:20 | N | R_PB2SES_4 | -0.63 |
| 1/31/2011 23:20 | N | R_PB2SES_5 | -0.63 |
| 1/31/2011 23:20 | N | AUTO_EPS_390 | 15.4 |
| 1/31/2011 23:25 | N | DC_ROAD_L_B | 13.65 |
| 1/31/2011 23:25 | N | DC_EGPS_L_A | 10.85 |
| 1/31/2011 23:25 | N | H_HOLLOW_E_1 | -0.55 |
| 1/31/2011 23:25 | N | HHOLLOW4_E_1 | -0.55 |
| 1/31/2011 23:25 | N | R_LH2SES_1 | 14.55 |
| 1/31/2011 23:25 | N | R_PB2SES_1 | -0.72 |
| 1/31/2011 23:25 | N | R_PB2SES_2 | -0.72 |
| 1/31/2011 23:25 | N | R_PB2SES_3 | -0.72 |
| 1/31/2011 23:25 | N | R_PB2SES_4 | -0.72 |
| 1/31/2011 23:25 | N | R_PB2SES_5 | -0.72 |
| 1/31/2011 23:25 | N | AUTO_EPS_390 | 14.5 |
| 1/31/2011 23:30 | N | DC_ROAD_L_B | 14.42 |
| 1/31/2011 23:30 | N | DC_EGPS_L_A | 11.49 |
| 1/31/2011 23:30 | N | H_HOLLOW_E_1 | -0.45 |
| 1/31/2011 23:30 | N | HHOLLOW4_E_1 | -0.45 |

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| 1/31/2011 23:30 | N | R_LH2SES_1 | 15.36 |
| 1/31/2011 23:30 | N | R_PB2SES_1 | -0.63 |
| 1/31/2011 23:30 | N | R_PB2SES_2 | -0.63 |
| 1/31/2011 23:30 | N | R_PB2SES_3 | -0.63 |
| 1/31/2011 23:30 | N | R_PB2SES_4 | -0.63 |
| 1/31/2011 23:30 | N | R_PB2SES_5 | -0.63 |
| 1/31/2011 23:30 | N | AUTO_EPS_390 | 15.31 |
| 1/31/2011 23:35 | N | DC_ROAD_L_B | 13.41 |
| 1/31/2011 23:35 | N | DC_EGPS_L_A | 10.69 |
| 1/31/2011 23:35 | N | H_HOLLOW_E_1 | -0.4 |
| 1/31/2011 23:35 | N | HHOLLOW4_E_1 | -0.4 |
| 1/31/2011 23:35 | N | R_LH2SES_1 | 14.29 |
| 1/31/2011 23:35 | N | R_PB2SES_1 | -0.56 |
| 1/31/2011 23:35 | N | R_PB2SES_2 | -0.56 |
| 1/31/2011 23:35 | N | R_PB2SES_3 | -0.56 |
| 1/31/2011 23:35 | N | R_PB2SES_4 | -0.56 |
| 1/31/2011 23:35 | N | R_PB2SES_5 | -0.56 |
| 1/31/2011 23:35 | N | AUTO_EPS_390 | 14.24 |
| 1/31/2011 23:40 | N | DC_ROAD_L_B | 13.76 |
| 1/31/2011 23:40 | N | DC_EGPS_L_A | 10.97 |
| 1/31/2011 23:40 | N | H_HOLLOW_E_1 | -0.42 |
| 1/31/2011 23:40 | N | HHOLLOW4_E_1 | -0.42 |
| 1/31/2011 23:40 | N | R_LH2SES_1 | 14.67 |
| 1/31/2011 23:40 | N | R_PB2SES_1 | -0.59 |
| 1/31/2011 23:40 | N | R_PB2SES_2 | -0.59 |
| 1/31/2011 23:40 | N | R_PB2SES_3 | -0.59 |
| 1/31/2011 23:40 | N | R_PB2SES_4 | -0.59 |
| 1/31/2011 23:40 | N | R_PB2SES_5 | -0.59 |
| 1/31/2011 23:40 | N | AUTO_EPS_390 | 14.62 |
| 1/31/2011 23:45 | N | DC_ROAD_L_B | 14.28 |
| 1/31/2011 23:45 | N | DC_EGPS_L_A | 11.39 |
| 1/31/2011 23:45 | N | H_HOLLOW_E_1 | -0.43 |
| 1/31/2011 23:45 | N | HHOLLOW4_E_1 | -0.43 |
| 1/31/2011 23:45 | N | R_LH2SES_1 | 15.22 |
| 1/31/2011 23:45 | N | R_PB2SES_1 | -0.6 |
| 1/31/2011 23:45 | N | R_PB2SES_2 | -0.6 |
| 1/31/2011 23:45 | N | R_PB2SES_3 | -0.6 |
| 1/31/2011 23:45 | N | R_PB2SES_4 | -0.6 |
| 1/31/2011 23:45 | N | R_PB2SES_5 | -0.6 |
| 1/31/2011 23:45 | N | AUTO_EPS_390 | 15.17 |
| 1/31/2011 23:50 | N | DC_ROAD_L_B | 13.42 |
| 1/31/2011 23:50 | N | DC_EGPS_L_A | 10.73 |
| 1/31/2011 23:50 | N | H_HOLLOW_E_1 | -0.23 |
| 1/31/2011 23:50 | N | HHOLLOW4_E_1 | -0.23 |
| 1/31/2011 23:50 | N | R_LH2SES_1 | 14.29 |
| 1/31/2011 23:50 | N | R_PB2SES_1 | -0.39 |
| 1/31/2011 23:50 | N | R_PB2SES_2 | -0.39 |

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| 1/31/2011 23:50 | N | R_PB2SES_3 | -0.39 |
| 1/31/2011 23:50 | N | R_PB2SES_4 | -0.39 |
| 1/31/2011 23:50 | N | R_PB2SES_5 | -0.39 |
| 1/31/2011 23:50 | N | AUTO_EPS_390 | 14.24 |