ACN 109 200 900

AUSTRALIAN SECURITIES EXCHANGE ANNOUNCEMENT

18 June 2024

EdenCrete® Update - Colorado I-70 Vail Pass Trial

Long Term I-70 - Vail Pass Paving Project Trial

After several years of planning, in 2021 the Colorado Department of Transportation (CDOT) commenced a concrete paving trial in the Rocky Mountains on Interstate Highway 70 (I-70).

The trial is being conducted in harsh and challenging conditions at an elevation of approximately 10,000 feet (approx. 3050 meters) at the Vail Pass, Colorado (see Eden's ASX Announcement 16 June 2021). The long-term trial over several years involved laying three concrete sections and two asphalt sections of highway pavement (see Figure 1) to test the comparative performance of each.

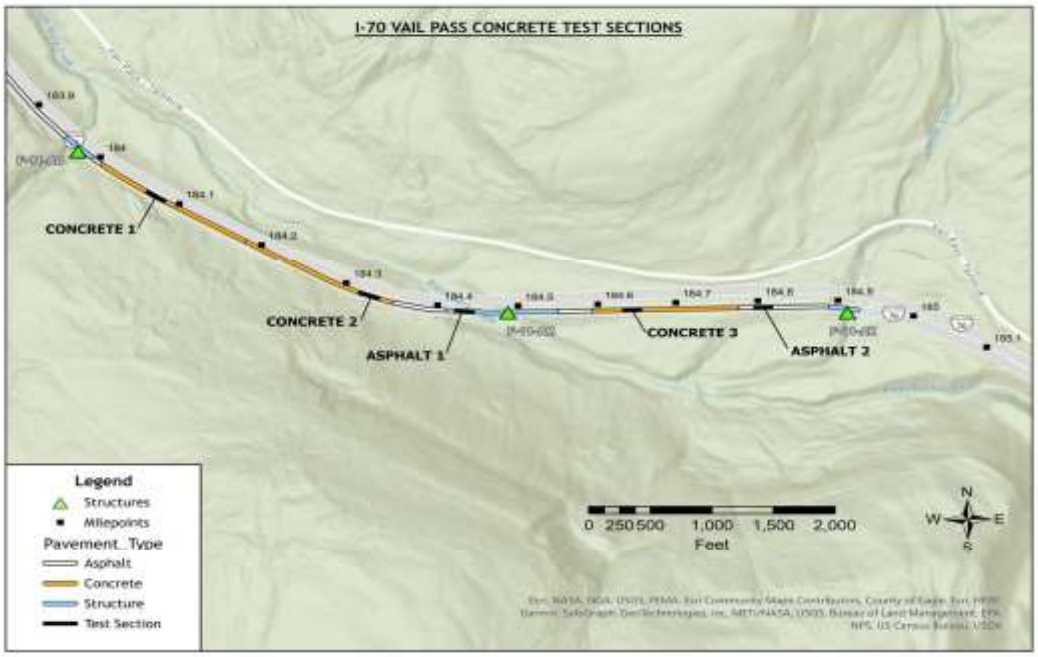


Figure 1. Plan of the I-70 Vail Pass Concrete Test Sections

The purpose of the trial is to evaluate the relative performance over a number of years of concrete highway paving compared with asphalt. This was the first time CDOT had placed concrete on Interstate 70 (I-70) near Vail in such a trial. The three concrete mixes that CDOT is evaluating are:

- a control mix ("the Reference"),
- a silica fume mix, and
- an EdenCrete® mix .

The Reference (i.e. the control,) a 4500 psi (31 MPa) exterior paving mix, was specified as the base mix. The second mix used the same control mix but replaced 7% of the cement with silica fume. The third mix included adding EdenCrete® in at 2 gal/yd^3 (9.9 l/m^3) to the Reference (but no silica fume).

The three concrete sections involved the placement of approximately 600 yd^3 (460 m^3) of concrete at a thickness of 6 inches (15 cm) in the drive lane at Mile Marker 184 on eastbound I-70. Each of the three mixes involved placement of approximately 200 yd^3 (153 m^3) of concrete (see Figure 2).

Figure 2 - Vail Pass Trial on I-70

Historically, CDOT's high-altitude designs require asphalt pavement due to its flexibility, the ease of placement and repair, as well as the cost. The arguments against concrete pavement have been its increased cost, long construction cycles, and extended lane closures creating unsafe traffic conditions. Further, the soil in the mountains is notorious for movement under load, and a more flexible material such as asphalt pavement had been assumed to perform better than concrete with regards to cracking. Typically, high mountain passes like Vail expose pavements to severe winter weather and freeze thaw cycles that require the regular application of harsh de-icer chemicals.

Further, semi-trailers using snow chains and passenger vehicles using studded snow tires for driving in the icy conditions, create pavement rutting, a dangerous safety hazard for the motoring public.

The argument presented to support this I-70 trial was that CDOT should consider using concrete pavement instead of asphalt, as the service life of concrete pavement until repair or replacement of concrete is required, will be greatly extended, and the overall life-cycle costs greatly reduced.

If the economic benefits of the extended service life are sufficient to offset the increased upfront cost of concrete construction, it would make concrete a competitively priced alternative to asphalt. CDOT is evaluating EdenCrete® as one of the three options to potentially achieve this outcome.

Evaluation Criteria
Each of the concrete pavement sections is being evaluated over many years, for surface wear, cracking, scaling, and rutting. After two winters, on 8 December 2023 CDOT released its concrete pavement test observations (see attached) which Eden recently received.

Also attached is a recently updated series of photographs that Eden has taken over the past 3 years showing the progressive wear of each section after each winter , showing the start, middle and the end portions, of each of the Reference, the EdenCrete® and the Silica Fume concrete sections. This series of photographs provide an accurate visual comparison of the progressive level of wear that occurred in each section over the three years. To date, the EdenCrete® section appears to be performing well.

CDOT has indicated it intends to continue monitoring the performance of the three concrete sections over the coming years, which will provide an effective, long-term, very professional trial, and Eden looks forward to the long-term comparison of the performance of the EdenCrete® concrete section compared with the performance each of the Reference and the Silica Fume concrete sections.

Future
High-altitude highway pavement has always been challenged by the environment. With the first concrete placement now completed on Vail Pass, successful performance by the EdenCrete® pavement and the other concrete sections will support the case for the future use of concrete pavement in both Colorado for other mountainous states. Using concrete in place of asphalt will not only help to minimize rutting and provide ancillary benefits to public safety, it is considered highly likely to significantly extend the service life of the pavement and thus also potentially reducing the life-cycles costs of the pavement, potentially save millions of dollars for DOTs, not only in mountainous regions of the USA and elsewhere, but also where snow and ice occur during winter.

The performance to date of the EdenCrete® concrete section has been impressive and if it outperforms the Reference and the silica fume concrete sections over the longer term, it could assist in opening a significant infrastructure market in many parts of the world.

EdenCrete® Background

EdenCrete® products are Eden's 100% owned, proprietary carbon-strengthened concrete additives that enhance a wide range of performance characteristics of the concrete including compressive strength, flexural strength, tensile strength, abrasion resistance, reduced permeability, increased modulus of elasticity, reduced shrinkage and that collectively deliver stronger, tougher, more durable and longer lasting concrete.

EdenCrete® is generally used in concrete that incorporates a high percentage of Ordinary Portland Cement (OPC or Portland cement) whilst EdenCrete® Pz is mostly used in concrete that incorporates a high percentage of pozzolans as an alternative cementitious material (including fly-ash and blast furnace slag which are each waste by-products from coal fired power stations and metal smelting respectively, thereby each being treated, as a waste by-product, as having a zero Greenhouse Gas footprint from its production process).

As a result, EdenCrete® Pz in particular has repeatedly shown it is capable of enabling the proportion of the Portland cement in the concrete to be replaced by a percentage of pozzolans with far lower Greenhouse Gas footprints, resulting in a reduction in the Greenhouse Gas footprint generated in the production of the various cementitious components used in the manufacturing of the concrete.
Both products have been repeatedly shown to be suitable for use in ready-mix concrete, pre-cast and pre-stressed concrete, shotcrete, pumped concrete and volumetric concrete.

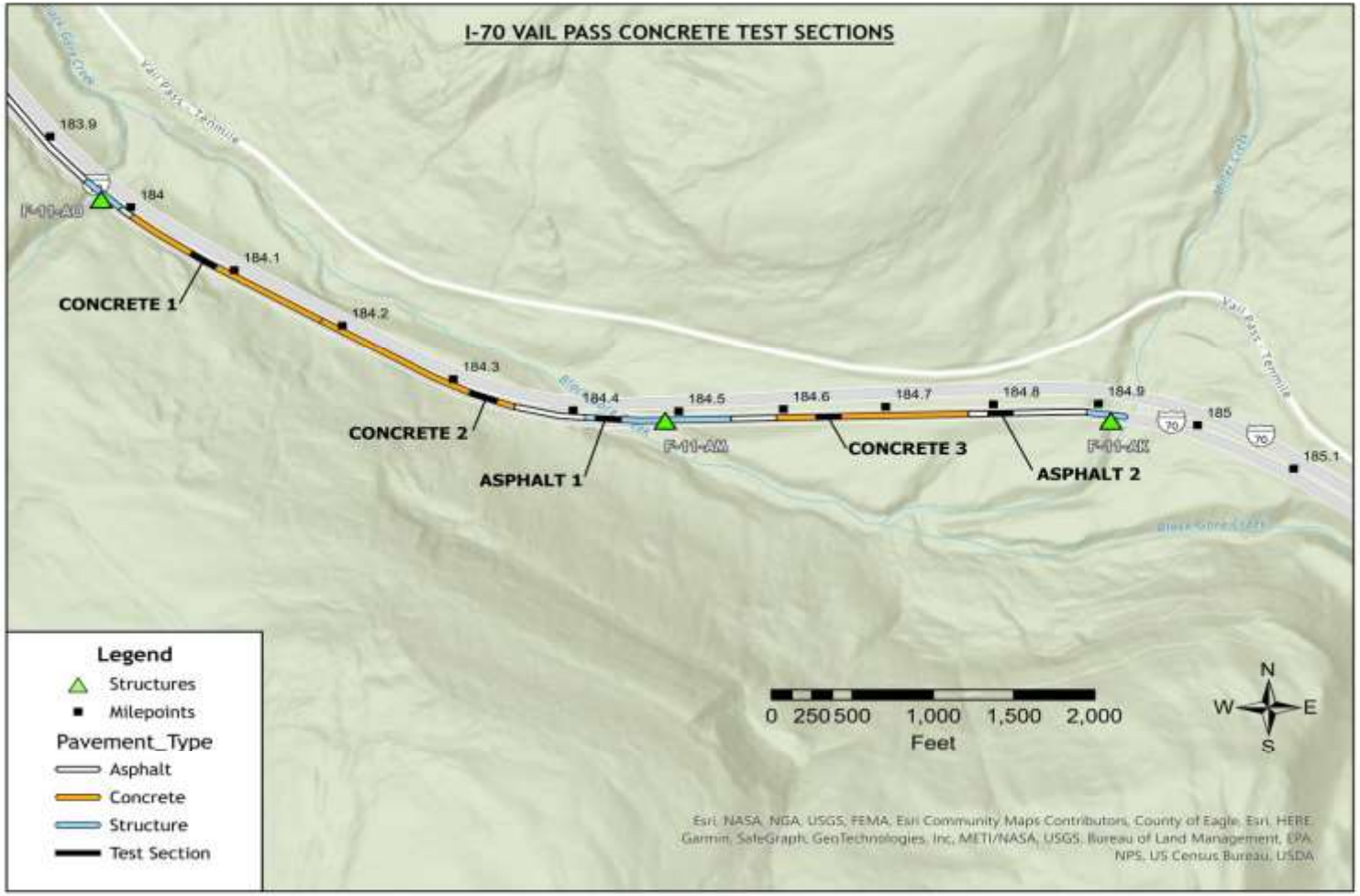
One of the primary target markets for EdenCrete® products is improving the performance of concrete used in the construction and maintenance of concrete roads, bridges, ports, airports, and other infrastructure, particularly where it is subject to heavy wear, freeze/thaw weather conditions, heavy snow falls, and/or high levels of added salt or de-icing chemicals.

Since 2015, EdenCrete® products have been sold in the USA and more recently also in Australia and a growing number of other countries. They have successfully and repeatedly delivered a wide range of benefits when incorporated into concrete that is used in many different applications, including low-rise, medium-rise and high-rise building construction, roads and bridges, ports/marine/coastal applications, bus stations, carparks, water pipes, hardstand areas, waste transfer stations, warehouses, shotcrete applications, stadiums, and pre-stressed and pre-cast concrete products.

Gregory H. Solomon
Executive Chairman
This announcement was authorised by the above signatory.
For any queries regarding this announcement please contact him on +618 9282 5889.

CDOT Region 3 Vail Pass Trial

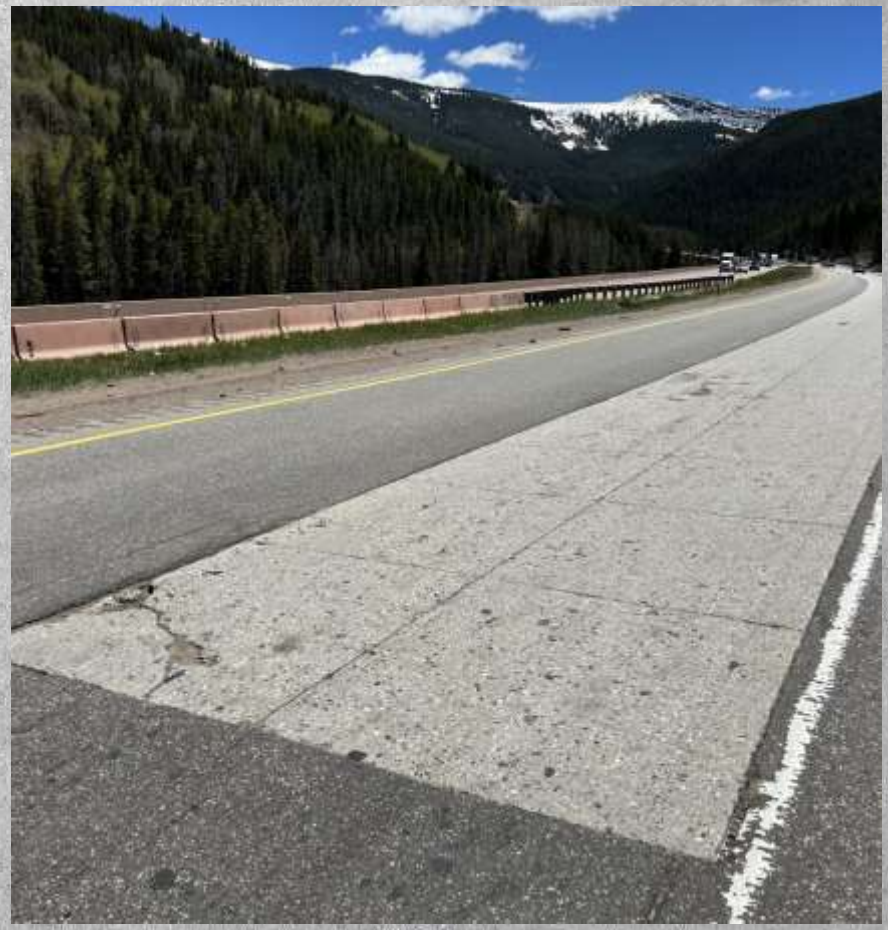
Interstate 70 Concrete Trial – Rutting, Abrasion, and Deicer Scaling Resistance



Reference (Concrete with no additives) - Beginning Section (wear over 3 years)

May 10, 2022

September 5, 2023



June 5, 2024

CDOT Region 3 Vail Pass Trial

Interstate 70 Concrete Trial – Rutting, Abrasion, and Deicer Scaling Resistance

CARBON CONCRETE ADDITIVE

EdenCrete

EdenCrete® (Concrete with EdenCrete® added) - Beginning Section (wear over 3 years)

May 10, 2022

September 5, 2023

June 5, 2024

CDOT Region 3 Vail Pass Trial

Interstate 70 Concrete Trial – Rutting, Abrasion, and Deicer Scaling Resistance

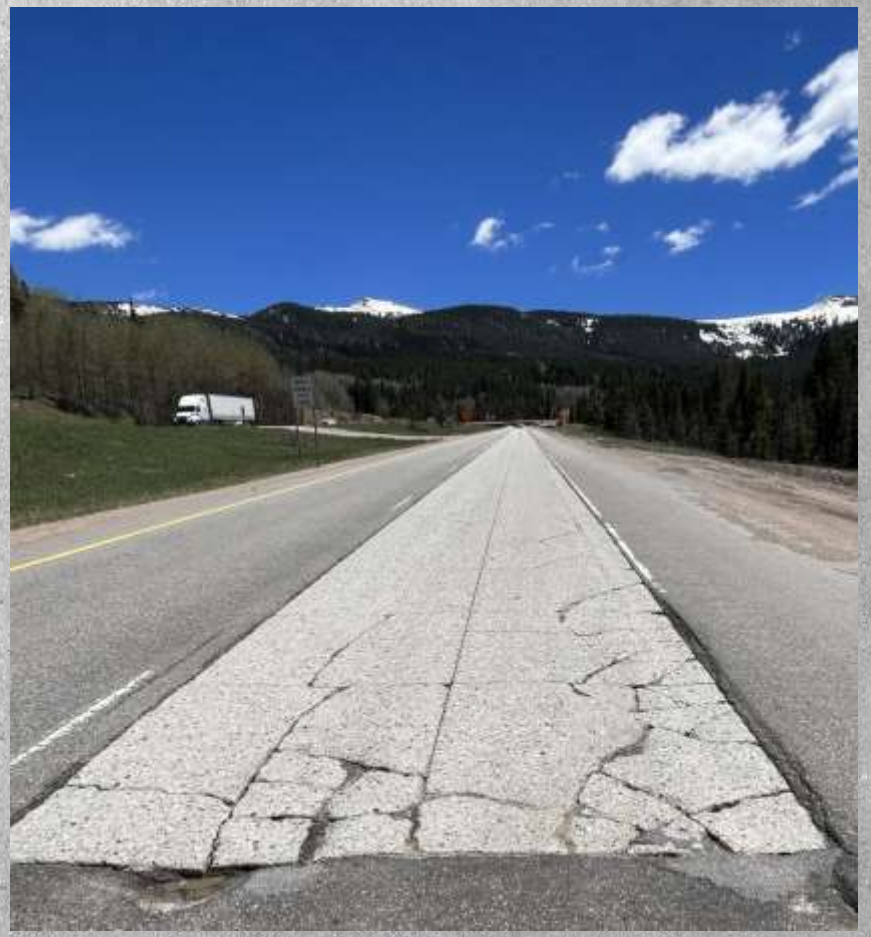
CARBON CONCRETE ADDITIVE

EdenCrete

Silica Fume (Concrete with Silica Fume added) - Beginning Section (wear over 3 years)

May 10, 2022

September 5, 2023



June 5, 2024

CDOT Region 3 Vail Pass Trial

Interstate 70 Concrete Trial – Rutting, Abrasion, and Deicer Scaling Resistance

CARBON CONCRETE ADDITIVE

EdenCrete

Reference (Concrete with no additives) - Middle Section (wear over 3 years)

May 10, 2022

September 5, 2023

June 5, 2024

CDOT Region 3 Vail Pass Trial

Interstate 70 Concrete Trial – Rutting, Abrasion, and Deicer Scaling Resistance

CARBON CONCRETE ADDITIVE

EdenCrete

EdenCrete® (Concrete with EdenCrete® added) - Middle Section (wear over 3 years)

May 10, 2022

September 5, 2023

June 5, 2024

CDOT Region 3 Vail Pass Trial

Interstate 70 Concrete Trial – Rutting, Abrasion, and Deicer Scaling Resistance

CARBON CONCRETE ADDITIVE

EdenCrete

Silica Fume (Concrete with Silica Fume added) - Middle Section (wear over 3 years)

May 10, 2022

September 5, 2023

June 5, 2024

CDOT Region 3 Vail Pass Trial

Interstate 70 Concrete Trial – Rutting, Abrasion, and Deicer Scaling Resistance

CARBON CONCRETE ADDITIVE

EdenCrete

Reference (Concrete with no additives) - End Section (wear over 3 years)

May 10, 2022

September 5, 2023

June 5, 2024

CDOT Region 3 Vail Pass Trial

Interstate 70 Concrete Trial – Rutting, Abrasion, and Deicer Scaling Resistance

CARBON CONCRETE ADDITIVE

EdenCrete

EdenCrete® (Concrete with EdenCrete® added) - End Section (wear over 3 years)

May 10, 2022

September 5, 2023

June 5, 2024

CDOT Region 3 Vail Pass Trial

Interstate 70 Concrete Trial – Rutting, Abrasion, and Deicer Scaling Resistance

CARBON CONCRETE ADDITIVE

EdenCrete

Silica Fume (Concrete with Silica Fume added) - End Section (wear over 3 years)

May 10, 2022

September 5, 2023

June 5, 2024

CDOT Region 3 Vail Pass Trial

Interstate 70 Concrete Trial – Rutting, Abrasion, and Deicer Scaling Resistance

CARBON CONCRETE ADDITIVE

EdenCrete

COLORADO
Department of Transportation
Region 3

Memorandum

Date: December 8, 2023
To: Eric Prieve, Karen Berdoulay, ACPA, CAPA
From: Golden/Peak/Mulumba - Region 3 Materials
Subject: I-70 Vail Pass Concrete Pavement Test Sections Year 2 (2023) Observations

Background

A memorandum summarizing the Year 1 (2022) observations was issued January 5, 2023 summarizing distresses from the first winter after the test sections were installed. The current memorandum continues this monitoring effort, summarizing distresses and observations after a second winter.

The three concrete pavement test sections were installed on I-70 eastbound from mileposts (MP) 184.008-184.356 and 184.598-184.782 in May 2021 to test the durability of concrete to chain wear and heavy traffic in winter conditions. Note that throughout this report all MPs have been updated from the Year 1 MPs to reflect the most recent data collection. All three concrete test sections were constructed by milling out 6 inches of existing asphalt and installing a 6 inch concrete overlay. Concrete panels are on average 66 inches by 72 inches.

Each test section is approximately 1000 feet long, with the first two sections connecting to each other. A vicinity map is included as an attachment. Concrete Test Section 1 (approximately MP 184.008-184.184) is a Class P control mix. Concrete Test Section 2 (approximately MP 184.184-184.356) is a Class P mix with EdenCrete, a carbon concrete admixture. Concrete Test Section 3 (approximately MP 184.598-184.782) is a Class P mix with 7% silica fume.

As-built records in this area show that Vail pass was originally constructed in the late 1970's with 5 inches of HMA over 6 inches of ABC (Class 6). Drill records from 1993 shown pavement depths ranging from 8.5 to 12.75 inches. This area has recently been treated regularly with 2 inch mill and fills, with recent projects on the eastbound lanes happening most recently in 2014 (climbing lane only), 2011 (travel lanes), 2010 (climbing lane only), and 2004 (full width). The asphalt pavement in this area underwent a surface treatment from MP 184.53 to 190.10 eastbound in 2021 that consisted of a 2 inch mill and fill of Hot Mix Asphalt (SX) (75) using PG (58-28) binder. Structure F-11-AM, located from MP 184.416 to 184.554, had approximately 5 inches of HMA milled off and replaced with new waterproofing and 3 inches of HMA using the aforementioned mix as a part of this project.

Construction Challenges

The concrete pavement test sections were constructed the nights of May 6 and 7, 2021. During these operations a few known construction challenges were faced, which are documented here. The sections described below were not included in the Pavement Condition Index (PCI) surveys described later in this report.

The first documented challenge is that the first concrete truck to arrive onsite was held until three trucks were onsite. The accelerator dosage was also too high, with a partial dosage at the plant and the remainder added onsite. This caused approximately the first 200 feet of the first concrete test section to be overworked with voids due to a dry mix.

The next documented challenge was that the asphalt millings were not fully removed from the corners prior to placement of the concrete pavement. Distresses were expected to develop in this area. Corner breaks were observed at the transitions during the site visit conducted by CDOT.

The last documented challenge was that there was slight raveling at joints due to saw cutting the joints early. This may account for the minor joint and corner spalling observed and documented in the PCI survey.

Pictures of these challenges and Year 2 conditions of these areas are included at the end of this memo.

Year 2 Observations

A site visit to assess the conditions of the concrete pavement test sections and of the asphalt pavement was conducted on November 1, 2023 by CDOT Region 3 staff. This survey included visual observations of the road conditions, as well as rutting measurements and a PCI survey. The five sample areas defined in the Year 1 Observations were resampled. The samples consist of one in each of the three concrete test sections and two asphalt pavement test sections. The sample areas considered are all in the right-most climbing lane and are approximately 100 feet in length. Each is described in the following sections with observations.

Only distresses within the main continuous paving areas were considered in these sample areas. This is due to the fact that if the entire roadways were one, contiguous material those joint distresses at the transition of materials would likely not exist. Thus, the concrete and asphalt transition joint and the longitudinal joints at the lane lines of the asphalt pavement were not included in the PCI calculations. The conditions of both of these joint types are however included in the narrative below for tracking purposes.

Concrete Test Section 1 – Class P Mix, Control

This sample area begins 300 feet east of the beginning of the first concrete test section (MP 184.008) and extends approximately 100 feet east. The sample area contains 32 slabs that are on average 66 inches by 72 inches. Rutting in both wheel paths was measured to be 0.25 to 0.38 inches throughout the sample area. This rutting is due to chain wear and is resulting in the wearing away of the concrete paste, polishing of aggregate, and the popout of some aggregate material from the surface. In general the joints are in good condition with minimal spalling, though the joint sealant has come out of the transverse joints and some joints are beginning to fill with fines. It should be noted that the rutting in this area is trending towards the left of the lane, though most traffic appears to still be running close to the centers of the panels.

Concrete Test Section 2 – Class P Mix with EdenCrete

This sample area starts 200 feet west of the end of the second concrete test section and extends approximately 100 feet east towards the end of the test section. The sample area contains 32 slabs that are on average 66 inches by 72 inches. Rutting in both wheel paths was measured to be 0.25 to 0.38 inches throughout the sample area. This rutting is due to chain wear and is resulting in the wearing away of the concrete paste, polishing of aggregate, and the popout of some aggregate material from the surface. However, the joints are in fair condition with minor spalling at the joints and at corners. The joint sealant has come out of the transverse joints and some joints are beginning to fill with fines. It should also be noted that the rutting in this area is trending towards the left of the lane, though most traffic appears to still be running close to the centers of the panels.

Concrete Test Section 3 – Class P Mix with 7% Silica Fume

This sample area starts 200 feet east of the beginning of the third concrete test section and extends approximately 100 feet east towards the end of the test section. The sample area contains 32 slabs that are on average 66 inches by 72 inches. Rutting in both wheel paths was measured to be 0.13 to 0.50 inches throughout the sample area. This rutting is due to chain wear and is resulting in the wearing away of the concrete paste, polishing of aggregate, and the popout of some aggregate material from the surface. The inner joints are in fair condition with minor spalling at the joints and at corners. The joint sealant has come out of the transverse joints and some joints are beginning to fill with fines. The joints next to the asphalt surface are not even and are beginning to spall in many places. This is thought to be a production issue, but will continue to be monitored and was not considered in the PCI survey as discussed near the beginning of this section. It should be noted that the rutting in this

area is trending towards the right of the lane, with the main right wheel path within about 6 inches of the joint. This suggests that some traffic may be driving on the joint, especially in the winter when visibility is not ideal. So far this has resulted in the rutting in the right wheel path to be low due to the proximity to the joint and the cross slope of the road. However, as this joint is already not in excellent condition and there is potential traffic running on or near the joint this will continue to be monitored in the coming years.

Asphalt Pavement Section 1 – Structure F-11-AM

This sample area starts 50 feet east from the eastern bridge joint of F-11-AM and extends approximately 100 feet on the structure. This pavement consists of 3 inches of HMA on top of the concrete structure. As constructed plans showed this to be placed in one lift, but after observing delamination it was confirmed with Region staff that the HMA on this structure was placed in two 1.5 inch lifts. The sample area was measured to be 12 feet wide. Rutting in both wheel paths was measured to be 0.75 to 1.38 inches throughout the sample area. Similar to the concrete pavements the chain wear is resulting in the wearing of the asphaltic material and polished aggregate, though for asphalt some of the rutting may also be a result of settlement in the material, though this should not be significant for asphalt directly placed on a structure. Rutting has developed significantly in the past year, with the top layer being worn off completely in some areas resulting in some delamination of the layer at the edges. It should be noted that the sample area in this section is in the bottom of a vertical curve that appears to be in shade much of the year. At the time of the site visit this was the only area that had a minor dusting of snow remaining. This appears to be causing the pavement to wear faster in this sample area. While there was still isolated areas of delamination in the rest of the section, the largest and most frequent were in the sample area.

Asphalt Pavement Section 2

This sample area starts 100 feet east of the end of the third concrete test section and extends approximately 100 feet east. The sample area was measured to be 12 feet wide, or the width of the climbing lane. Rutting in both wheel paths was measured to be 0.75 to 1.13 inches throughout the sample area. Similar to the concrete pavements, the chain wear is resulting in the wearing of the asphaltic material and polished aggregate, though for asphalt some of the rutting may also be a result of settlement in the material and the subsurface. Longitudinal cracks have begun to develop in the wheel paths, which are suspected to be the beginning of fatigue cracking. One area of rutting was observed to have developed fatigue cracking already. It should also be noted that the rutting in this area is trending towards the left of the lane. Cracking about 0.25 inches wide was observed along both longitudinal joints, though this was not included in the PCI survey.

Other Observations

The first 200 feet of the first concrete test section from MP 184.008 to 184.046 was not included as a sample area due to the known and documented challenges during construction. The first 100 feet had a high number of voids from construction with what appears to be additional popouts and wearing due to the overworking of the concrete. These have developed significantly in the past year, beginning to appear corrugated with potholes developing. The corner break in the first, left panel has continued to develop with the cracks widening and beginning to spall. These production issues are apparent for the first 200 feet or so and improve afterwards, matching more closely to the conditions described in Concrete Test Section 1.

The corner break observed in the first, right panel of the third concrete test section last year has developed into a shattered slab that has been patched with some asphalt. The first panel on the right has also shattered, as well as two more in the left. Corner breaks have also developed in some of the slabs in the first 100 feet. It appears that there is a base or subgrade issue in this area that has caused these slabs to fail, though this will have to be confirmed when the slabs are replaced.

Due to the worsening of these initial sections it will likely be necessary for some of the panels to be replaced to maintain a safe driving surface. As of now it is difficult to ascertain how much of this additional damage in the initial transitions to concrete are solely due to construction issues and how much is due to the transition between pavement types is causing additional distress. Some additional distress in the first 50 feet of the asphalt after a concrete section was observed, but not to the same level as the failed panels in the concrete sections.

Rutting Data

The major driving distresses on Vail Pass is rutting due to high traffic with chain wear in the wintertime. Rutting measurements were conducted in each of the sample areas using a straight edge and a tape measure. Six measurements were recorded for each sample area, with a measurement in both wheel paths at the beginning, middle, and end (by the driving direction). These values are tabulated below.

Table 1: Rutting Depths – 2023 Site Visit

Sample Area	Beginning (inches)		Middle (inches)		End (inches)		Average (inches)
	R	L	R	L	R	L	
Concrete Test Section 1	0.25	0.38	0.25	0.38	0.38	0.38	0.33
Concrete Test Section 2	0.25	0.38	0.25	0.38	0.25	0.38	0.31
Concrete Test Section 3	0.13	0.50	0.13	0.38	0.13	0.50	0.29
Asphalt Pavement Section 1	1.13	0.75	1.38	0.75	1.25	1.13	1.06
Asphalt Pavement Section 2	1.00	0.75	0.75	1.00	1.13	1.13	0.96
Concrete Pavement Average	-	-	-	-	-	-	0.31
Asphalt Pavement Average	-	-	-	-	-	-	1.01

*Note that rutting depths were measured to the nearest 1/8 inch and rounded to the nearest hundredth.

Distress data was also collected by Fugro as a part of the Pavement Management Program. The data is summarized on the next page in Table 2. Typically, data is collected by the 0.10 mile, for this section the data was collected by the 0.002 mile (about every 10 feet). Transverse profiles are measured every 1 foot, with the ruts averaged over every 0.002 mile section. Note that the rutting data has been averaged for the specific 100 foot section that was observed in the field and also averaged for the entire length of the test section. Raw data is included as an attachment to this report.

Table 2: Rutting Depths – Fugro Data

Sample Area	Rut Average (inches)	Rut Max Average (inches)	Rut Max (inches)	Rut Site Visit Average (inches)
Concrete Test Section 1 – Sample Area 1	0.27	0.40	0.58	0.33
Concrete Test Section 1 – Entire Section	0.24	0.41	1.82	-
Concrete Test Section 2 – Sample Area 2	0.21	0.34	0.51	0.31
Concrete Test Section 2 – Entire Section	0.20	0.41	1.30	-
Concrete Test Section 3 – Sample Area 4	0.20	0.35	0.53	0.29
Concrete Test Section 3 – Entire Section	0.23	0.44	1.42	-
Asphalt Pavement Section 1 – Sample Area 3	0.29	0.75	1.01	1.06
Asphalt Pavement Section 1 – Average over Structure F-11-AM	0.27	0.59	1.19	-
Asphalt Pavement Section 2 – Sample Area 5	0.21	0.48	0.75	0.96
Asphalt Pavement Section 2 – Asphalt Section	0.23	0.55	1.03	-

As can be seen in the table the rut averages collected by Fugro are lower than the averages collected in the field. These discrepancies are likely a result of how and where the rut data is collected in each method. Fugro follows AASHTO procedures (AASHTO R 87-18) with a defined wheel path, typically considering the lane line to be the high point from which rutting is measured. However, for the concrete sections the lane line is outside the concrete pavement section, so Fugro modified the concrete data to consider the edge of pavement to be the high point. It should also be noted that the apparent wheel paths observed in the field were not in consistent locations within the lanes due to curves and how drivers follow the road. The AASHTO method may not consider meandering wheel paths, instead keeping the wheel path to be a constant location. These locations should be consistent year to year though and show year to year changes in the same location provided striping does not change.

This year for rut average, in order to prevent transverse profiles from falling on joints and being read as “deep rutting” Fugro compared the rut results to the rut results for the adjacent transverse profiles. Fugro made sure that the rut exists for three profiles in a row, and was not a "deep rut" at just one of the three transverse profiles.

In contrast, the field data was collected in accordance with ASTM D 6433, which does not offer specific instruction on where the rut is to be measured. Our team used a 7 foot straight edge to bridge the ruts within the same pavement section. The maximum rut depth was then measured, where the maximum was determined by visual observation and measurements. This method leaves room for human error and judgement, but measures close to the maximum rut depth in the transverse. Exact locations year to year could not be duplicated, though the six measurements were taken in similar locations at the beginning, 50 feet, and end of each 100 feet section.

Due to these differences the rut measurements from the field data may be most comparable to the rut max collected by Fugro. As seen in Table 2 on the previous page the Rut Site Visit Average values for concrete sections is most comparable to the Rut Max Average from the Fugro data. However, for asphalt pavements the Rut Site Visit Average values are closer to the absolute measured Rut Max values from the Fugro data. The reason for this is not clear.

Table 3: Rutting Depths – Year 1 and 2 Comparison

Sample Area	2022 Rut Fugro Average (inches)	2023 Rut Fugro Average (inches)	2022 Rut Site Visit Average (inches)	2023 Rut Site Visit Average (inches)
Concrete Test Section 1 – Sample Area 1	0.20	0.27	0.13	0.33
Concrete Test Section 1 – Entire Section	0.18	0.24	-	-
Concrete Test Section 2 – Sample Area 2	0.17	0.21	0.08	0.31
Concrete Test Section 2 – Entire Section	0.16	0.20	-	-
Concrete Test Section 3 – Sample Area 4	0.14	0.20	0.13	0.29
Concrete Test Section 3 – Entire Section	0.17	0.23	-	-
Asphalt Pavement Section 1 – Sample Area 3	0.10	0.29	0.19	1.06
Asphalt Pavement Section 1 – Average over Structure F-11-AM	0.10	0.27	-	-
Asphalt Pavement Section 2 – Sample Area 5	0.12	0.21	0.40	0.96
Asphalt Pavement Section 2 – Asphalt Section	0.13	0.23	-	-

PCI Survey Data

The Pavement Condition Index (PCI) was determined in accordance with ASTM D 6433 for the five sample areas described above. The PCI is a numerical index that rates the surface condition of pavements and ranges from 0 to 100 with 0 being a failed pavement and 100 a new pavement in excellent condition. The PCI can be used and directly compared to future values to help determine the performance of a pavement.

The PCI of each of the five sample areas (the three concrete test sections and two representative asphalt sections) were determine as outlined in ASTM D 6433. However, in completing this survey there are some significant caveats that must be considered in the PCI methodology in regards to these sections, in particular with how rutting is defined and considered.

PCI methodology considers rutting to be “a surface depression in the wheel paths” and considers the mechanism to be “from a permanent deformation in any of the pavement layers or subgrades, usually caused by consolidated or lateral movement of the materials due to traffic load.” However, the rutting on Vail Pass occurs due to a combination of the deformation of the materials as well as significant material loss due to chain wear. This material loss is not easily equated to any of the pavement distresses in the PCI survey.

Because of how the PCI methodology considers rutting it is only considered to be a distress in asphalt pavements, as concrete pavements do not deform in the same manner. It is also considered to be a structural distress in the asphalt and results in very high deductions in the PCI for even low amounts of rutting. As of now the average rutting in the asphalt sections ranges from 0.75 to 1.25 inches, which results in a severity level of failed according to ASTM D 6433. When assuming the wheel paths to be 3 feet wide and to run the entire length of the sample unit this results in a deduction of about 90 points from the PCI.

This is in contrast to the concrete pavement, which does not consider rutting. The closest distresses would be polished aggregate and/or popouts, both of which according to ASTM D 6433 have no severity associated with them and must be “significant” or “extensive” to be counted. Most of the panels observed did not yet meet this criteria as the main material loss is of the concrete paste and thus were not yet counted. The maximum PCI deduction for these distresses is also only around 10 to 12 points.

PCI numbers should normally be roughly comparable between pavement types with the pavement ranging from a failed to good rating depending on the index. However, due to the unique mechanism of the development of the rutting distresses on Vail Pass these results are not comparable in this case, and are only provided to establish

a base line and comparison to previous year's ratings. PCI surveys are still planned in future years to help monitor the distresses in these same sample areas in the future, but should not be used by themselves to compare the two pavement types. Rutting will likely be the driving distress for both pavement types as eventually the loss of material in the wheel paths will lead to unsafe driving conditions. Raw data sheets tracking distresses are included as an attachment to this memo.

PASER (Pavement Surface Evaluation and Rating) ratings, as determined by the corresponding manual for each pavement type, are also included in the table. The PASER methodology is visual and more subjective than PCI methodology, though the PASER manual for concrete pavements does discuss rutting (albeit only slight rutting) in the discussion of wear and polishing, with examples of the surface mortar being worn away. The PASER methodology for asphalt pavements also considers rutting to solely be a displacement of materials rather than a loss of material. The PASER values are included as a reference.

Table 2: PCI Values

Sample Area	2023 PCI Value	2022 PCI Value	2023 Standard PCI Rating Scale	2023 PASER Rating	2022 PASER Rating
Concrete Test Section 1	87	93	Good	5, Fair	5, Fair
Concrete Test Section 2	84	89	Satisfactory	5, Fair	5, Fair
Concrete Test Section 3	88	90	Good	5, Fair	5, Fair
Asphalt Pavement Section 1	10	58	Failed	3, Poor	4, Fair
Asphalt Pavement Section 2	10	54	Failed	3, Poor	4, Fair

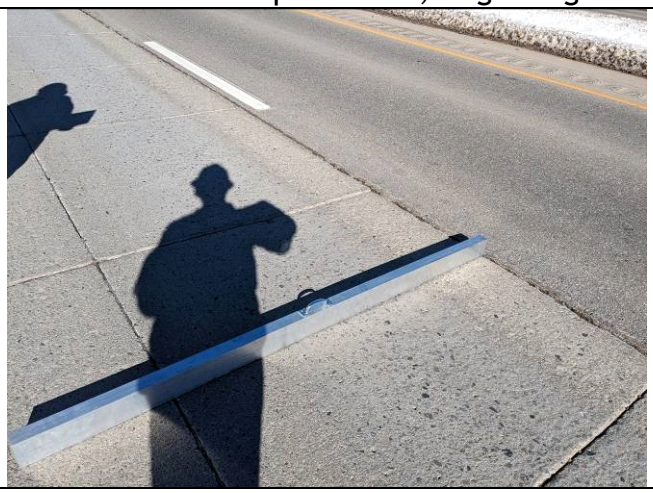
This is the second evaluation of the concrete pavement sections after two years of pavement wear. We are beginning to see some pattern to the distress development, though the test sections should continue to be monitored. The CDOT Region 3 Materials Unit plans to continue monitoring these concrete and asphalt sections on a yearly basis, continuing to collect rutting data, both physically and automatically, along with PCI and PASER ratings. Distress data collected through CDOT's pavement asset management will also be evaluated as available, as well as input and observations from Maintenance and other stakeholders.

Cc: Resident Engineer, File

Concrete Test Section 1, Class P Mix

Concrete Sample Area 1, Beginning

Concrete Sample Area 1, End



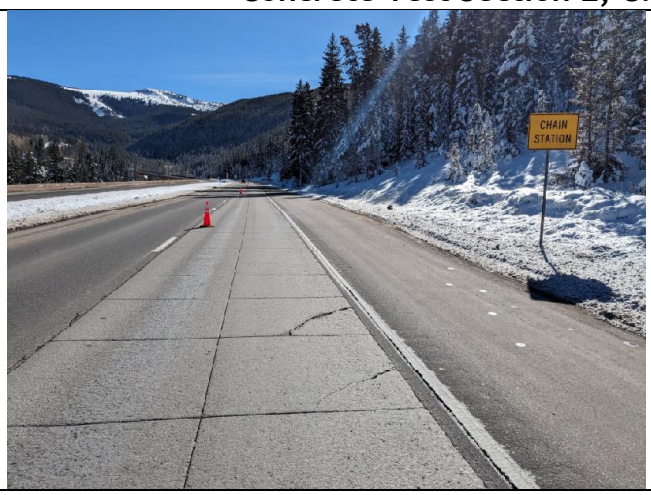
Concrete Test Section 1, Rutting

Concrete Test Section 1, Rutting

Concrete Test Section 1, Wheel Path and Minor Joint Spalling

Between Concrete Sample Areas 1 and 2, Popouts

Concrete Test Section 2, Class P Mix with EdenCrete



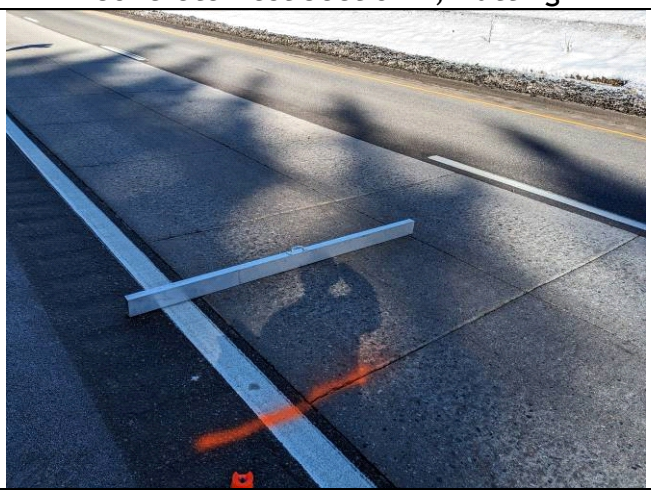
Between Concrete Sample Areas 1 and 2, Corner Breaks

Concrete Sample Area 2

Concrete Test Section 2, Rutting

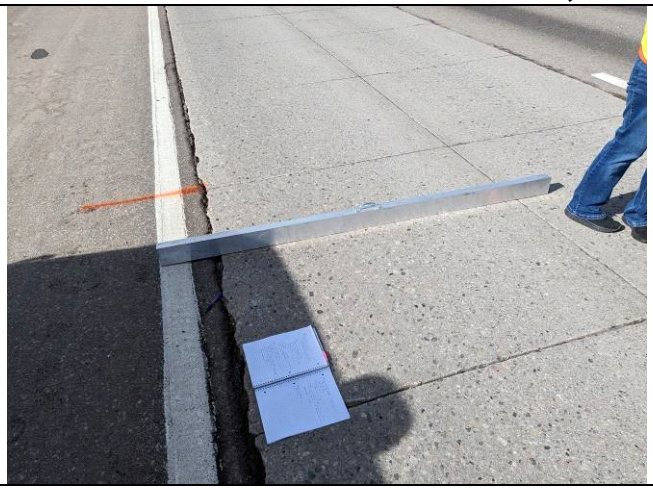
Concrete Test Section 2, Rutting

Concrete Test Section 2, Polished Aggregate



Concrete Test Section 2, Rutting

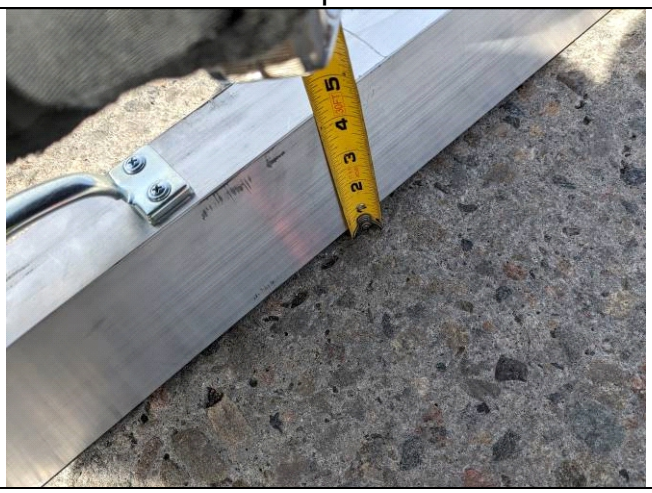
Concrete Test Section 3, Class P Mix with 7% Silica Fume



Concrete Sample Area 3 Beginning

Concrete Sample Area 3 End

Concrete Test Section 3, Rutting



Concrete Test Section 3, Rutting

Concrete Test Section 3, Defect

Concrete Test Section 3, Corner Break

Asphalt Pavement Section 1, Structure F-11-AM

Asphalt Section 1

Asphalt Section 1, Rutting

Asphalt Section 1, Rutting

Asphalt Section 1, Rutting

Asphalt Section 1, Rutting

Asphalt Section 1, Rutting

Asphalt Pavement Section 2

Asphalt Section 2, Rutting

Asphalt Section 2, Rutting

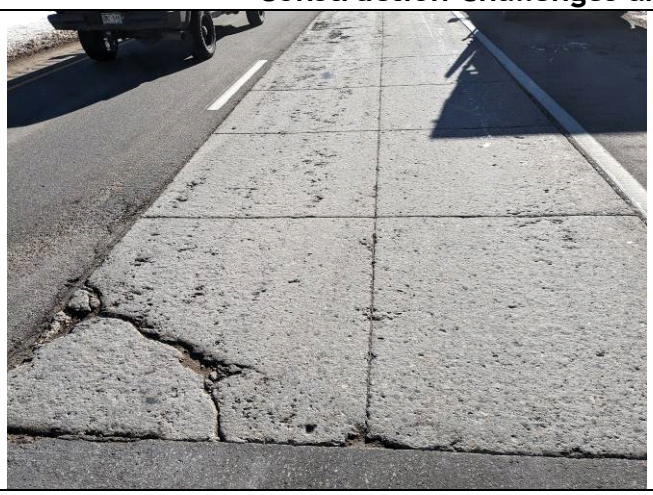
Asphalt Section 2, Rutting

Asphalt Section 2, Rutting

Asphalt Section 2, Rutting

Asphalt Section 2, Rutting

Construction Challenges and Miscellaneous Photos



Concrete Test Section 1, First 100 Feet

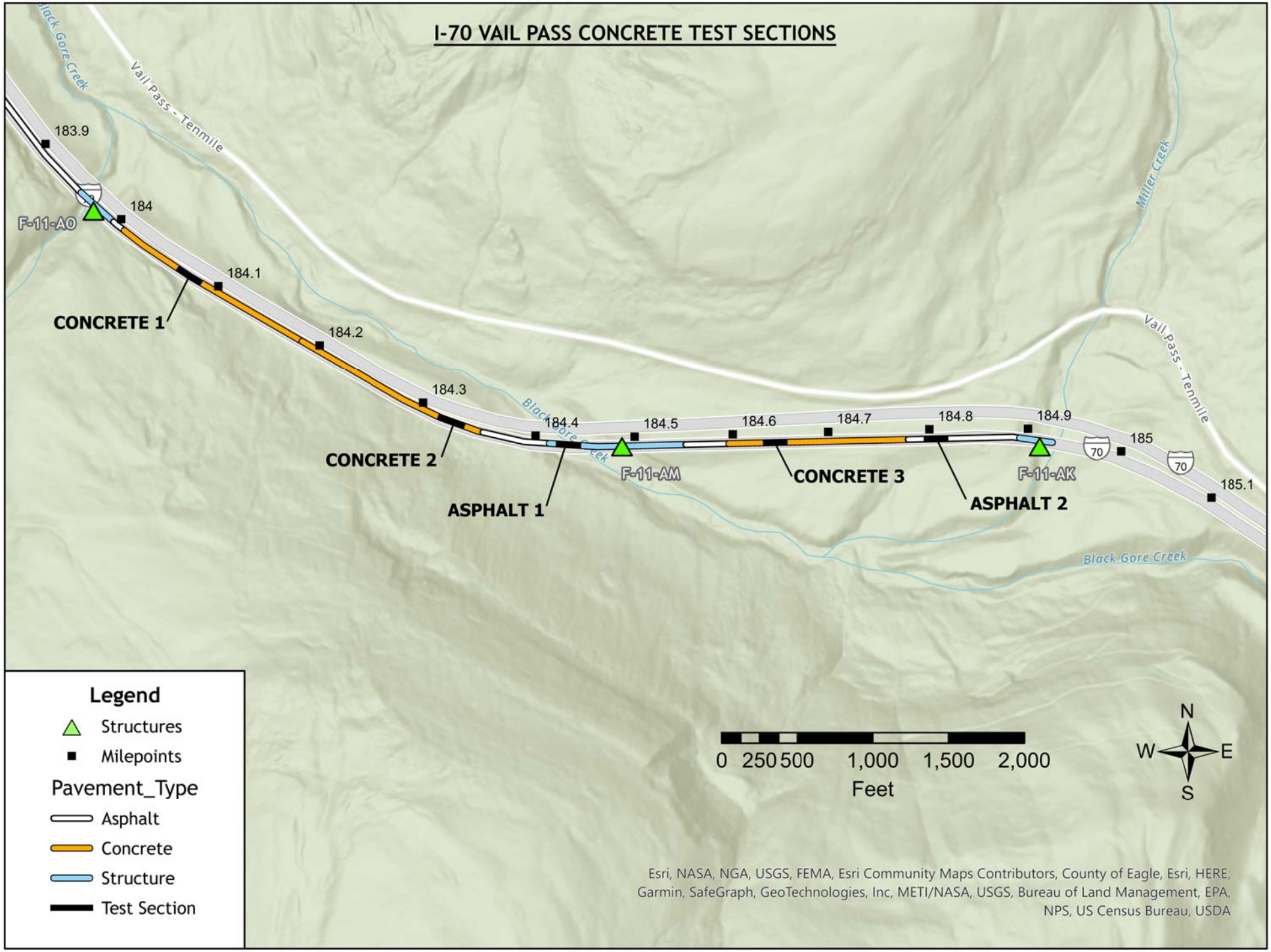
Concrete Test Section 1, Voids First 100 Feet

Concrete Test Section 2, First 100 Feet

Rutting F-11-AM after Asphalt Test Section 1

Bridge joint, F-11-AM

Concrete Test Section 3 to Asphalt Transition


I-70 VAIL PASS CONCRETE TEST SECTIONS
Black Gore Creek
Vail Pass - Tenmile
Miller Creek
183.9
184
184.1
184.2
184.3
184.4
184.5
184.6
184.7
184.8
184.9
185
185.1
F-11-A0
F-11-AM
F-11-AK
CONCRETE 1
CONCRETE 2
CONCRETE 3
ASPHALT 1
ASPHALT 2
70
Legend
Structures
Milepoints
Pavement_Type
Asphalt
Concrete
Structure
Test Section
0 250 500 1,000 1,500 2,000
Feet
N
W
E
S
Esri, NASA, NGA, USGS, FEMA, Esri Community Maps Contributors, County of Eagle, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA

CONCRETE SURFACED ROADS AND PARKING LOTS
CONDITION SURVEY DATA SHEET FOR SAMPLE UNIT

BRANCH _____ SECTION _____ SAMPLE UNIT 1

SURVEYED BY JM - JP DATE 11-1-23 SAMPLE AREA 300'-400' E of conc

Distress Types

21. Blow up/Buckling
22. Corner Break
23. Divided Slab
24. Durability Crack
25. Faulting
26. Joint Seal
27. Lane/Shoulder
28. Linear Cracking
29. Patching (Large)
30. Patching (Small)
31. Polished Aggregate
32. Popouts
33. Pumping
34. Punchout
35. Railroad Crossing
36. Scaling
37. Shrinkage
38. Spalling Corner
39. Spalling Joint

DIST TYPE	SEV	NO. SLABS	DENSITY %	DEDUCT VALUE
26	H	32	100	8
31	"	16(N)	50	7
			TDV	15
			CDV	13
			PCI	87

SKETCH:

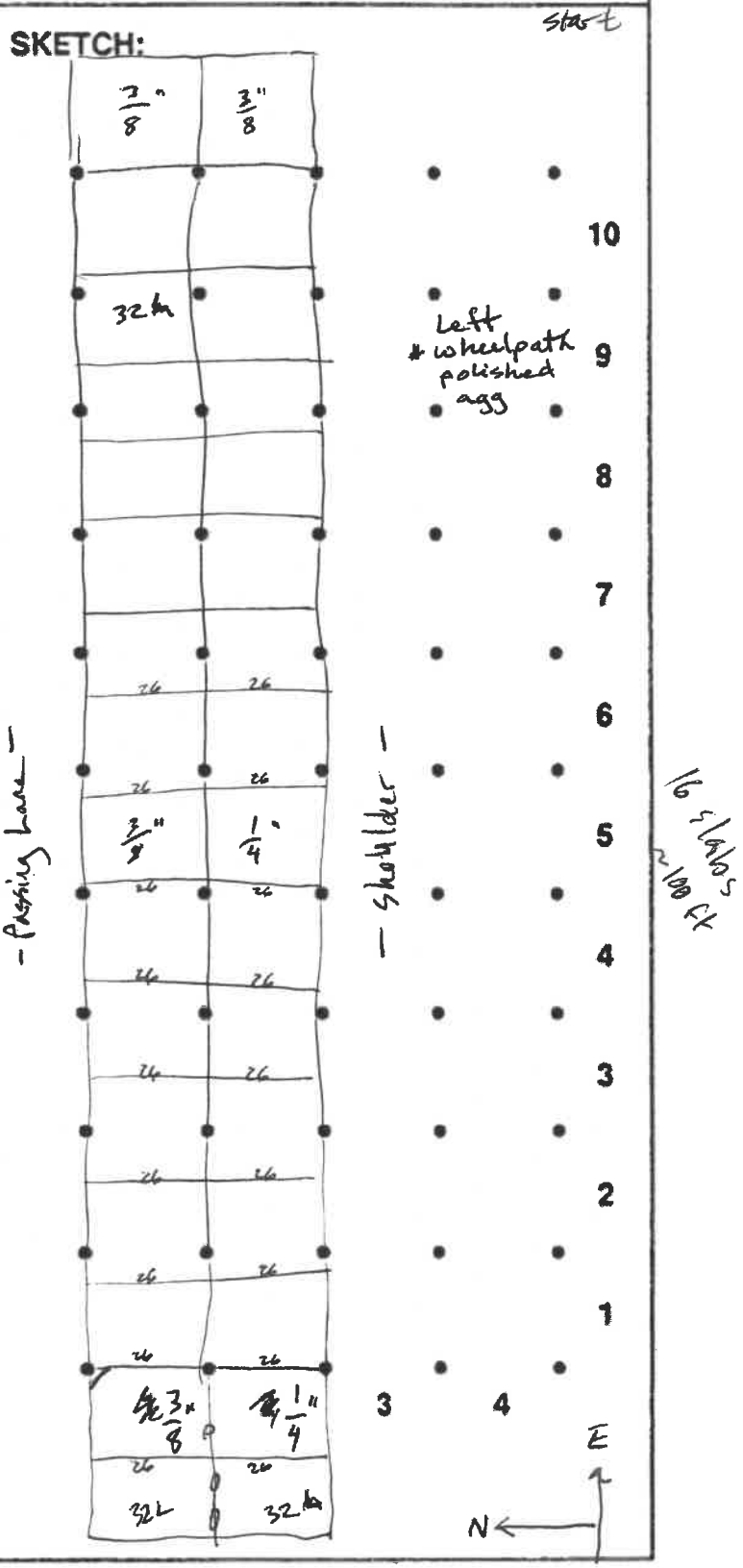


FIG. 3 Joint Rigid Pavement Condition Survey Data Sheet for Sample Unit

CONCRETE SURFACED ROADS AND PARKING LOTS
CONDITION SURVEY DATA SHEET FOR SAMPLE UNIT

BRANCH _____ SECTION _____ SAMPLE UNIT 1

SURVEYED BY JM + JP DATE 11-1-23 SAMPLE AREA 200'-100' W of conc end

Distress Types

21. Blow up/Buckling
22. Corner Break
23. Divided Slab
24. Durability Crack
25. Faulting
26. Joint Seal
27. Lane/Shoulder
28. Linear Cracking
29. Patching (Large)
30. Patching (Small)
31. Polished Aggregate
32. Popouts
33. Pumping
34. Punchout
35. Railroad Crossing
36. Scaling
37. Shrinkage
38. Spalling Corner
39. Spalling Joint

DIST TYPE	SEV	NO. SLABS	DENSITY %	DEDUCT VALUE
31	–	24	75	9
26	H (long)	32	100	8
39	L	9	28.13	6
			TDV	23
			CDV	16
			PCI	84

SKETCH:

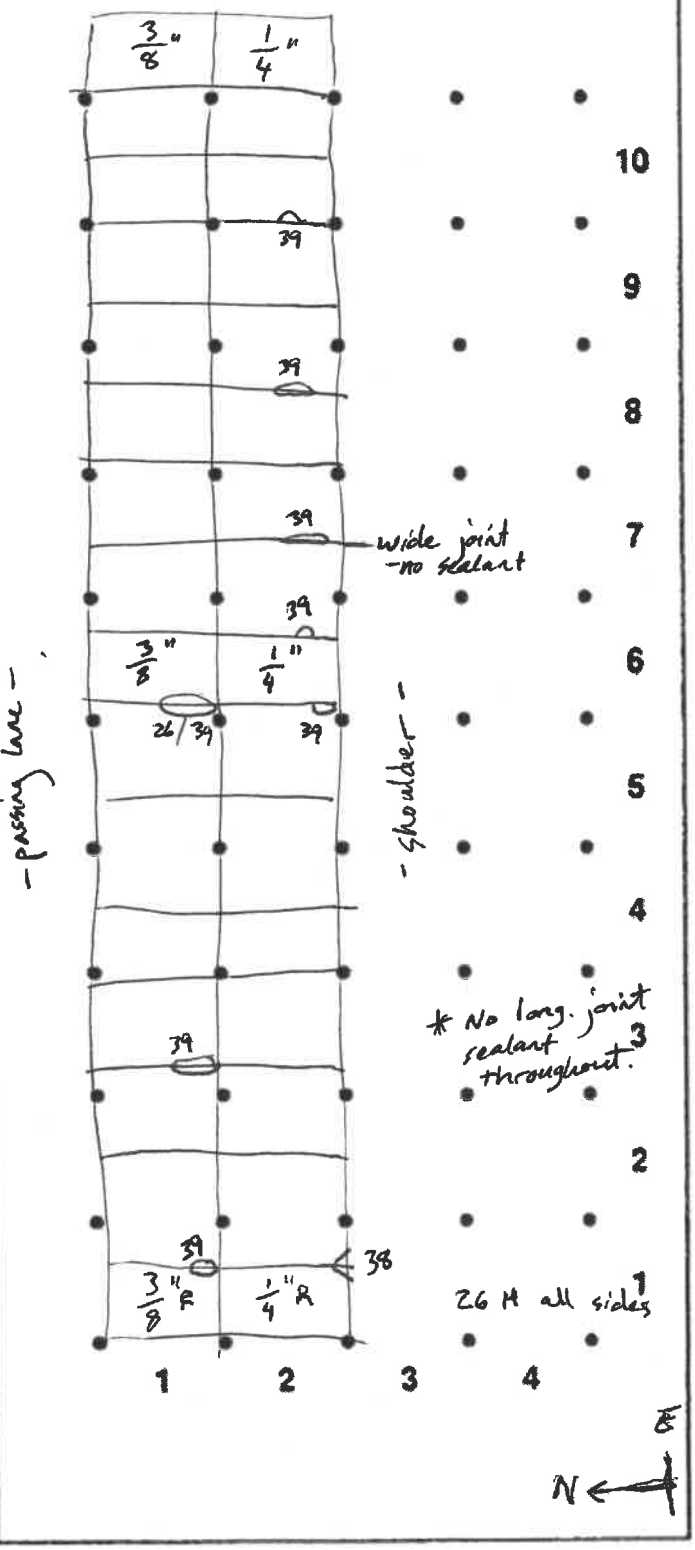
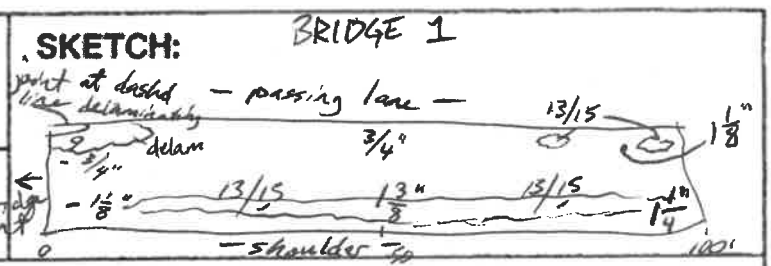


FIG. 3 Joint Rigid Pavement Condition Survey Data Sheet for Sample Unit

ASPHALT SURFACED ROADS AND PARKING LOTS CONDITION SURVEY DATA SHEET FOR SAMPLE UNIT

SKETCH: BRIDGE 1



BRANCH 170 SECTION Vail SAMPLE UNIT 3 50' ← to bridge joint

SURVEYED BY JM + JP DATE 11-1-23 SAMPLE AREA 1200

1. Alligator Cracking
2. Bleeding
3. Block Cracking
4. Bumps and Sags
5. Corrugation
6. Depression
7. Edge Cracking
8. Jt. Reflection Cracking
9. Lane/Shoulder Drop Off
10. Long & Trans Cracking
11. Patching & Util Cut Patching
12. Polished Aggregate
13. Potholes
14. Railroad Crossing
15. Rutting
16. Shoving
17. Slippage Cracking
18. Swell
19. Weathering/Raveling
20. Delamination

DISTRESS SEVERITY	QUANTITY									TOTAL	DENSITY %	DEDUCT VALUE
~~15~~	~~600 SF~~									~~37.4~~	~~3.1~~	
20 ~~20 13L~~	200 SF	~~37.4 holes~~	(~~Assume 5.5 ft²~~)							~~200 SF~~	~~16.67~~	
15 M	~~400~~ 200 SF									200 SF	16.67	52
15 H	400 SF									400 SF	33.3	80
											m	1.2
											q	2
											TDV	90
											CDV	
											PCI	~~100~~ 10

80 + 52 × .2

FIG. 2 Flexible Pavement Condition Survey Data Sheet for Sample Unit

* 2/3rds of measured rutting was > 1", so was considered high, 1/3 was ~~four~~ moderate

~~* delaminated areas counted as Low severity potholes~~ delamination considered part of rutting

CONCRETE SURFACED ROADS AND PARKING LOTS
CONDITION SURVEY DATA SHEET FOR SAMPLE UNIT

BRANCH I 70 SECTION Vail SAMPLE UNIT #4

SURVEYED BY JM + JP DATE 11-1-23 SAMPLE AREA 200' - 300' 2nd section East of conc start

Distress Types

21. Blow up/Buckling
22. Corner Break
23. Divided Slab
24. Durability Crack
25. Faulting
26. Joint Seal
27. Lane/Shoulder
28. Linear Cracking
29. Patching (Large)
30. Patching (Small)
31. Polished Aggregate
32. Popouts
33. Pumping
34. Punchout
35. Railroad Crossing
36. Scaling
37. Shrinkage
38. Spalling Corner
39. Spalling Joint

DIST TYPE	SEV	NO. SLABS	DENSITY %	DEDUCT VALUE
39	Low	9	28.13	6
22	M	1	3.12	~~5~~
26	H (low)	32	100	8
32	–	1	3.12	1
			TDV	20
			CDV	12
			PCI	88

SKETCH:

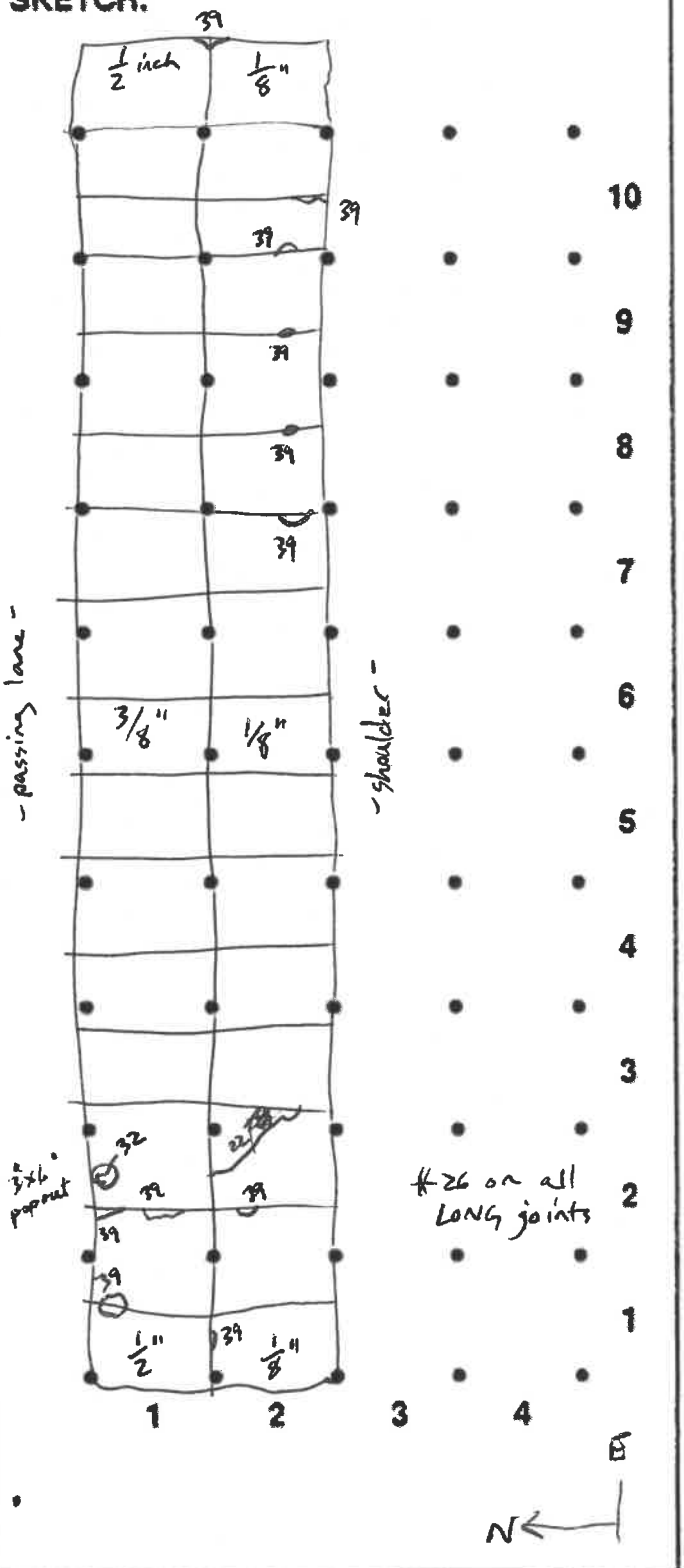


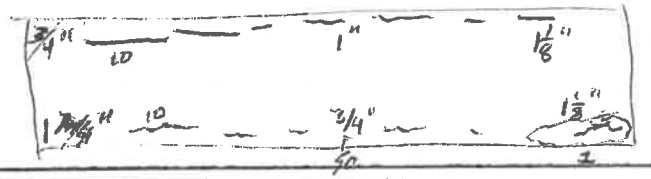
FIG. 3 Joint Rigid Pavement Condition Survey Data Sheet for Sample Unit

ASPHALT SURFACED ROADS AND PARKING LOTS CONDITION SURVEY DATA SHEET FOR SAMPLE UNIT

BRANCH I-70 SECTION Vail Pass SAMPLE UNIT 5

SURVEYED BY JM · JP DATE 11-1-23 SAMPLE AREA 100'-200' E of 2nd Curve

SKETCH:



N ↑

1. Alligator Cracking
2. Bleeding
3. Block Cracking
4. Bumps and Sags
5. Corrugation
6. Depression
7. Edge Cracking
8. Jt. Reflection Cracking
9. Lane/Shoulder Drop Off
10. Long & Trans Cracking
11. Patching & Util Cut Patching
12. Polished Aggregate
13. Potholes
14. Railroad Crossing
15. Rutting
16. Shoving
17. Slippage Cracking
18. Swell
19. Weathering/Raveling

DISTRESS SEVERITY	QUANTITY										TOTAL	DENSITY %	DEDUCT VALUE
1 L	26 SF										26 SF	2.16	17
10 L	48 LF										48 LF	4.0	3
15 M	200 SF										200 SF	16.67	52
15 H	400 SF										400 SF	33.3	80
												m	1.2
												q	4
												FDV	90
												CDV	
												PCI	10

80 + 52 * .2

FIG. 2 Flexible Pavement Condition Survey Data Sheet for Sample Unit

* 2/3rds of measured rutting was > 1", so was considered high, 1/3 was moderate

Rutting Average Summary

	Begin MP	End MP	Length	Length (ft)	Rut Average	Rut Left Average	Rut Right Average	Rut Max Average	Rut Max	Site Visit Average
Asphalt	183.492	183.954	0.462	2439.4	0.18	0.19	0.18	0.42	1.36	
Structure	183.954	183.996	0.042	221.8	0.29	0.06	0.52	0.68	2.03	
Asphalt	183.996	184.008	0.012	63.4	0.20	0.05	0.36	0.42	0.68	
Concrete Test Section 1	184.008	184.184	0.176	929.3	0.24	0.26	0.21	0.41	1.83	
Concrete Test Section 2	184.184	184.356	0.172	908.2	0.20	0.27	0.14	0.41	1.30	
Asphalt	184.356	184.416	0.060	316.8	0.18	0.16	0.21	0.41	0.77	
Structure	184.416	184.554	0.138	728.6	0.27	0.16	0.38	0.59	1.19	
Asphalt	184.554	184.598	0.044	232.3	0.24	0.19	0.29	0.54	1.39	
Concrete Test Section 3	184.598	184.782	0.184	971.5	0.23	0.30	0.16	0.44	1.42	
Asphalt	184.782	184.896	0.114	601.9	0.23	0.26	0.20	0.55	1.03	
Structure	184.896	184.930	0.034	179.5	0.29	0.52	0.05	0.70	1.18	
Sample Areas										
Concrete Test Section 1 (first 200 ft)	184.00800	184.04588	0.038	200.0	0.25	0.25	0.24	0.52	1.83	-
Concrete Test Section 1	184.06482	184.08376	0.019	100.0	0.27	0.26	0.28	0.40	0.58	0.33
Concrete Test Section 2	184.31812	184.33706	0.019	100.0	0.21	0.20	0.22	0.34	0.51	0.31
Concrete Test Section 3	184.63588	184.65482	0.019	100.0	0.20	0.28	0.12	0.35	0.53	0.29
Asphalt Test Section 1 (Structure)	184.42547	184.44441	0.019	100.0	0.29	0.29	0.29	0.75	1.01	1.06
Asphalt Test Section 2	184.80094	184.81988	0.019	100.0	0.21	0.27	0.15	0.48	0.75	0.96

HWY	BEGREFPT	ENDREFPT	LENGTH	LENGTH_DM	PAVETYPE	RUTAVG	RUTLEFT	RUTRIGHT	RUTMAX
070A	183.492	183.494	0.002	0.002	1	0.28	0.49	0.06	0.55
070A	183.494	183.496	0.002	0.002	1	0.26	0.44	0.07	0.54
070A	183.496	183.498	0.002	0.002	1	0.26	0.45	0.07	0.52
070A	183.498	183.5	0.002	0.002	1	0.27	0.47	0.08	0.51
070A	183.5	183.502	0.002	0.002	1	0.3	0.5	0.1	0.52
070A	183.502	183.504	0.002	0.002	1	0.31	0.51	0.11	0.53
070A	183.504	183.506	0.002	0.002	1	0.34	0.56	0.11	0.6
070A	183.506	183.508	0.002	0.002	1	0.37	0.65	0.09	0.69
070A	183.508	183.51	0.002	0.002	1	0.38	0.65	0.1	0.71
070A	183.51	183.512	0.002	0.002	1	0.36	0.6	0.12	0.65
070A	183.512	183.514	0.002	0.002	1	0.3	0.49	0.12	0.54
070A	183.514	183.516	0.002	0.002	1	0.34	0.52	0.15	0.54
070A	183.516	183.518	0.002	0.002	1	0.36	0.55	0.16	0.58
070A	183.518	183.52	0.002	0.002	1	0.35	0.53	0.17	0.58
070A	183.52	183.522	0.002	0.002	1	0.34	0.51	0.16	0.54
070A	183.522	183.524	0.002	0.002	1	0.32	0.48	0.16	0.51
070A	183.524	183.526	0.002	0.002	1	0.3	0.46	0.15	0.54
070A	183.526	183.528	0.002	0.002	1	0.29	0.44	0.13	0.53
070A	183.528	183.53	0.002	0.002	1	0.26	0.35	0.16	0.48
070A	183.53	183.532	0.002	0.002	1	0.25	0.34	0.16	0.57
070A	183.532	183.534	0.002	0.002	1	0.23	0.28	0.17	0.47
070A	183.534	183.536	0.002	0.002	1	0.17	0.19	0.15	0.45
070A	183.536	183.538	0.002	0.002	1	0.12	0.07	0.17	0.21
070A	183.538	183.54	0.002	0.002	1	0.12	0.08	0.16	0.31
070A	183.54	183.542	0.002	0.002	1	0.14	0.1	0.17	0.32
070A	183.542	183.544	0.002	0.002	1	0.11	0.05	0.18	0.23
070A	183.544	183.546	0.002	0.002	1	0.11	0.05	0.16	0.22
070A	183.546	183.548	0.002	0.002	1	0.1	0.05	0.15	0.22
070A	183.548	183.55	0.002	0.002	1	0.1	0.06	0.15	0.16
070A	183.55	183.552	0.002	0.002	1	0.11	0.05	0.17	0.2
070A	183.552	183.554	0.002	0.002	1	0.1	0.04	0.15	0.17
070A	183.554	183.556	0.002	0.002	1	0.11	0.04	0.17	0.2
070A	183.556	183.558	0.002	0.002	1	0.11	0.05	0.17	0.19
070A	183.558	183.56	0.002	0.002	1	0.12	0.06	0.17	0.19
070A	183.56	183.562	0.002	0.002	1	0.12	0.06	0.17	0.21
070A	183.562	183.564	0.002	0.002	1	0.11	0.05	0.16	0.2
070A	183.564	183.566	0.002	0.002	1	0.1	0.06	0.14	0.19
070A	183.566	183.568	0.002	0.002	1	0.11	0.09	0.13	0.28
070A	183.568	183.57	0.002	0.002	1	0.09	0.06	0.12	0.23
070A	183.57	183.572	0.002	0.002	1	0.07	0.04	0.11	0.17
070A	183.572	183.574	0.002	0.002	1	0.08	0.06	0.11	0.23
070A	183.574	183.576	0.002	0.002	1	0.13	0.05	0.21	0.31
070A	183.576	183.578	0.002	0.002	1	0.13	0.07	0.19	0.27
070A	183.578	183.58	0.002	0.002	1	0.1	0.05	0.14	0.25
070A	183.58	183.582	0.002	0.002	1	0.09	0.04	0.14	0.24
070A	183.582	183.584	0.002	0.002	1	0.1	0.06	0.13	0.29
070A	183.584	183.586	0.002	0.002	1	0.07	0.03	0.1	0.22
070A	183.586	183.588	0.002	0.002	1	0.09	0.07	0.1	0.34
070A	183.588	183.59	0.002	0.002	1	0.11	0.07	0.14	0.32

070A	183.59	183.592	0.002	0.002	1	0.09	0.05	0.13	0.16
070A	183.592	183.594	0.002	0.002	1	0.1	0.07	0.12	0.29
070A	183.594	183.596	0.002	0.002	1	0.09	0.05	0.13	0.22
070A	183.596	183.598	0.002	0.002	1	0.07	0.04	0.09	0.14
070A	183.598	183.6	0.002	0.002	1	0.09	0.04	0.14	0.19
070A	183.6	183.602	0.002	0.002	1	0.1	0.05	0.15	0.2
070A	183.602	183.604	0.002	0.002	1	0.09	0.05	0.13	0.17
070A	183.604	183.606	0.002	0.002	1	0.1	0.09	0.11	0.48
070A	183.606	183.608	0.002	0.002	1	0.08	0.05	0.1	0.17
070A	183.608	183.61	0.002	0.002	1	0.15	0.2	0.1	0.48
070A	183.61	183.612	0.002	0.002	1	0.26	0.39	0.12	0.47
070A	183.612	183.614	0.002	0.002	1	0.24	0.33	0.15	0.47
070A	183.614	183.616	0.002	0.002	1	0.28	0.41	0.15	0.68
070A	183.616	183.618	0.002	0.002	1	0.26	0.39	0.13	0.51
070A	183.618	183.62	0.002	0.002	1	0.33	0.44	0.21	0.5
070A	183.62	183.622	0.002	0.002	1	0.28	0.42	0.15	0.49
070A	183.622	183.624	0.002	0.002	1	0.3	0.47	0.13	0.53
070A	183.624	183.626	0.002	0.002	1	0.32	0.44	0.19	0.51
070A	183.626	183.628	0.002	0.002	1	0.34	0.47	0.21	0.52
070A	183.628	183.63	0.002	0.002	1	0.41	0.58	0.25	0.78
070A	183.63	183.632	0.002	0.002	1	0.51	0.67	0.35	0.75
070A	183.632	183.634	0.002	0.002	1	0.47	0.56	0.38	0.73
070A	183.634	183.636	0.002	0.002	1	0.32	0.42	0.21	0.55
070A	183.636	183.638	0.002	0.002	1	0.42	0.57	0.28	0.64
070A	183.638	183.64	0.002	0.002	1	0.33	0.47	0.19	0.6
070A	183.64	183.642	0.002	0.002	1	0.42	0.57	0.27	0.67
070A	183.642	183.644	0.002	0.002	1	0.45	0.58	0.33	0.68
070A	183.644	183.646	0.002	0.002	1	0.3	0.44	0.16	0.7
070A	183.646	183.648	0.002	0.002	1	0.19	0.33	0.05	0.44
070A	183.648	183.65	0.002	0.002	1	0.2	0.36	0.05	0.49
070A	183.65	183.652	0.002	0.002	1	0.21	0.36	0.06	0.42
070A	183.652	183.654	0.002	0.002	1	0.19	0.31	0.07	0.5
070A	183.654	183.656	0.002	0.002	1	0.16	0.27	0.05	0.32
070A	183.656	183.658	0.002	0.002	1	0.17	0.29	0.06	0.34
070A	183.658	183.66	0.002	0.002	1	0.2	0.33	0.06	0.36
070A	183.66	183.662	0.002	0.002	1	0.17	0.3	0.05	0.42
070A	183.662	183.664	0.002	0.002	1	0.17	0.28	0.05	0.39
070A	183.664	183.666	0.002	0.002	1	0.17	0.28	0.05	0.36
070A	183.666	183.668	0.002	0.002	1	0.19	0.3	0.08	0.34
070A	183.668	183.67	0.002	0.002	1	0.23	0.31	0.16	0.87
070A	183.67	183.672	0.002	0.002	1	0.19	0.28	0.1	0.93
070A	183.672	183.674	0.002	0.002	1	0.13	0.15	0.1	0.39
070A	183.674	183.676	0.002	0.002	1	0.15	0.14	0.16	0.26
070A	183.676	183.678	0.002	0.002	1	0.14	0.11	0.16	0.26
070A	183.678	183.68	0.002	0.002	1	0.13	0.18	0.08	0.24
070A	183.68	183.682	0.002	0.002	1	0.17	0.16	0.19	0.37
070A	183.682	183.684	0.002	0.002	1	0.17	0.11	0.23	0.34
070A	183.684	183.686	0.002	0.002	1	0.18	0.11	0.26	0.65
070A	183.686	183.688	0.002	0.002	1	0.14	0.1	0.17	0.36
070A	183.688	183.69	0.002	0.002	1	0.17	0.14	0.19	0.43

070A	183.69	183.692	0.002	0.002	1	0.13	0.12	0.14	0.25
070A	183.692	183.694	0.002	0.002	1	0.18	0.07	0.29	0.66
070A	183.694	183.696	0.002	0.002	1	0.2	0.1	0.29	0.51
070A	183.696	183.698	0.002	0.002	1	0.16	0.1	0.22	0.51
070A	183.698	183.7	0.002	0.002	1	0.15	0.14	0.16	0.49
070A	183.7	183.702	0.002	0.002	1	0.27	0.18	0.35	0.62
070A	183.702	183.704	0.002	0.002	1	0.4	0.25	0.54	0.65
070A	183.704	183.706	0.002	0.002	1	0.36	0.27	0.45	0.69
070A	183.706	183.708	0.002	0.002	1	0.41	0.25	0.57	0.62
070A	183.708	183.71	0.002	0.002	1	0.4	0.24	0.57	0.67
070A	183.71	183.712	0.002	0.002	1	0.32	0.14	0.49	0.67
070A	183.712	183.714	0.002	0.002	1	0.35	0.18	0.53	0.68
070A	183.714	183.716	0.002	0.002	1	0.37	0.22	0.52	0.68
070A	183.716	183.718	0.002	0.002	1	0.27	0.17	0.36	0.73
070A	183.718	183.72	0.002	0.002	1	0.2	0.14	0.25	0.58
070A	183.72	183.722	0.002	0.002	1	0.17	0.14	0.21	0.32
070A	183.722	183.724	0.002	0.002	1	0.16	0.11	0.21	0.32
070A	183.724	183.726	0.002	0.002	1	0.29	0.14	0.43	0.81
070A	183.726	183.728	0.002	0.002	1	0.17	0.11	0.24	0.66
070A	183.728	183.73	0.002	0.002	1	0.17	0.13	0.22	0.62
070A	183.73	183.732	0.002	0.002	1	0.15	0.1	0.19	0.28
070A	183.732	183.734	0.002	0.002	1	0.15	0.11	0.19	0.31
070A	183.734	183.736	0.002	0.002	1	0.14	0.09	0.18	0.27
070A	183.736	183.738	0.002	0.002	1	0.15	0.09	0.22	0.46
070A	183.738	183.74	0.002	0.002	1	0.15	0.08	0.23	0.36
070A	183.74	183.742	0.002	0.002	1	0.12	0.07	0.17	0.3
070A	183.742	183.744	0.002	0.002	1	0.14	0.08	0.21	0.59
070A	183.744	183.746	0.002	0.002	1	0.2	0.07	0.32	0.56
070A	183.746	183.748	0.002	0.002	1	0.15	0.08	0.23	0.55
070A	183.748	183.75	0.002	0.002	1	0.14	0.08	0.2	0.3
070A	183.75	183.752	0.002	0.002	1	0.32	0.28	0.35	0.59
070A	183.752	183.754	0.002	0.002	1	0.24	0.26	0.22	0.65
070A	183.754	183.756	0.002	0.002	1	0.38	0.24	0.52	0.8
070A	183.756	183.758	0.002	0.002	1	0.29	0.19	0.38	0.67
070A	183.758	183.76	0.002	0.002	1	0.17	0.08	0.26	0.63
070A	183.76	183.762	0.002	0.002	1	0.18	0.1	0.26	0.62
070A	183.762	183.764	0.002	0.002	1	0.14	0.06	0.21	0.25
070A	183.764	183.766	0.002	0.002	1	0.13	0.07	0.19	0.25
070A	183.766	183.768	0.002	0.002	1	0.13	0.06	0.2	0.25
070A	183.768	183.77	0.002	0.002	1	0.13	0.06	0.2	0.29
070A	183.77	183.772	0.002	0.002	1	0.14	0.08	0.19	0.34
070A	183.772	183.774	0.002	0.002	1	0.11	0.05	0.18	0.28
070A	183.774	183.776	0.002	0.002	1	0.11	0.05	0.18	0.27
070A	183.776	183.778	0.002	0.002	1	0.13	0.11	0.15	0.63
070A	183.778	183.78	0.002	0.002	1	0.09	0.04	0.14	0.23
070A	183.78	183.782	0.002	0.002	1	0.3	0.37	0.24	0.52
070A	183.782	183.784	0.002	0.002	1	0.11	0.08	0.14	0.5
070A	183.784	183.786	0.002	0.002	1	0.13	0.1	0.15	0.41
070A	183.786	183.788	0.002	0.002	1	0.13	0.11	0.14	0.4
070A	183.788	183.79	0.002	0.002	1	0.18	0.17	0.2	0.47

070A	183.79	183.792	0.002	0.002	1	0.19	0.19	0.19	0.43
070A	183.792	183.794	0.002	0.002	1	0.15	0.15	0.15	0.37
070A	183.794	183.796	0.002	0.002	1	0.17	0.21	0.13	0.43
070A	183.796	183.798	0.002	0.002	1	0.16	0.17	0.15	0.56
070A	183.798	183.8	0.002	0.002	1	0.12	0.11	0.13	0.35
070A	183.8	183.802	0.002	0.002	1	0.13	0.12	0.13	0.36
070A	183.802	183.804	0.002	0.002	1	0.23	0.2	0.25	0.56
070A	183.804	183.806	0.002	0.002	1	0.18	0.17	0.2	0.48
070A	183.806	183.808	0.002	0.002	1	0.2	0.14	0.25	0.38
070A	183.808	183.81	0.002	0.002	1	0.18	0.26	0.11	0.4
070A	183.81	183.812	0.002	0.002	1	0.09	0.06	0.12	0.17
070A	183.812	183.814	0.002	0.002	1	0.11	0.08	0.13	0.38
070A	183.814	183.816	0.002	0.002	1	0.13	0.14	0.12	0.38
070A	183.816	183.818	0.002	0.002	1	0.21	0.32	0.11	0.45
070A	183.818	183.82	0.002	0.002	1	0.16	0.17	0.14	0.47
070A	183.82	183.822	0.002	0.002	1	0.13	0.12	0.14	0.45
070A	183.822	183.824	0.002	0.002	1	0.12	0.15	0.09	0.49
070A	183.824	183.826	0.002	0.002	1	0.24	0.34	0.13	0.53
070A	183.826	183.828	0.002	0.002	1	0.26	0.36	0.16	0.5
070A	183.828	183.83	0.002	0.002	1	0.2	0.26	0.14	0.5
070A	183.83	183.832	0.002	0.002	1	0.27	0.39	0.15	0.53
070A	183.832	183.834	0.002	0.002	1	0.24	0.29	0.19	0.56
070A	183.834	183.836	0.002	0.002	1	0.15	0.12	0.17	0.25
070A	183.836	183.838	0.002	0.002	1	0.17	0.12	0.22	0.37
070A	183.838	183.84	0.002	0.002	1	0.18	0.13	0.23	0.59
070A	183.84	183.842	0.002	0.002	1	0.1	0.06	0.15	0.2
070A	183.842	183.844	0.002	0.002	1	0.12	0.06	0.18	0.28
070A	183.844	183.846	0.002	0.002	1	0.16	0.16	0.16	0.4
070A	183.846	183.848	0.002	0.002	1	0.14	0.13	0.15	0.36
070A	183.848	183.85	0.002	0.002	1	0.1	0.07	0.13	0.28
070A	183.85	183.852	0.002	0.002	1	0.1	0.04	0.15	0.28
070A	183.852	183.854	0.002	0.002	1	0.11	0.07	0.14	0.25
070A	183.854	183.856	0.002	0.002	1	0.1	0.05	0.15	0.23
070A	183.856	183.858	0.002	0.002	1	0.11	0.04	0.17	0.22
070A	183.858	183.86	0.002	0.002	1	0.14	0.05	0.24	0.3
070A	183.86	183.862	0.002	0.002	1	0.12	0.05	0.19	0.3
070A	183.862	183.864	0.002	0.002	1	0.11	0.07	0.14	0.22
070A	183.864	183.866	0.002	0.002	1	0.1	0.05	0.14	0.23
070A	183.866	183.868	0.002	0.002	1	0.1	0.04	0.15	0.21
070A	183.868	183.87	0.002	0.002	1	0.08	0.05	0.11	0.19
070A	183.87	183.872	0.002	0.002	1	0.1	0.04	0.15	0.19
070A	183.872	183.874	0.002	0.002	1	0.08	0.05	0.11	0.2
070A	183.874	183.876	0.002	0.002	1	0.08	0.06	0.11	0.18
070A	183.876	183.878	0.002	0.002	1	0.09	0.05	0.13	0.24
070A	183.878	183.88	0.002	0.002	1	0.1	0.08	0.12	0.22
070A	183.88	183.882	0.002	0.002	1	0.1	0.07	0.13	0.21
070A	183.882	183.884	0.002	0.002	1	0.1	0.07	0.12	0.22
070A	183.884	183.886	0.002	0.002	1	0.11	0.12	0.1	0.27
070A	183.886	183.888	0.002	0.002	1	0.12	0.1	0.13	0.26
070A	183.888	183.89	0.002	0.002	1	0.09	0.06	0.12	0.21

070A	183.89	183.892	0.002	0.002	1	0.1	0.11	0.09	0.28
070A	183.892	183.894	0.002	0.002	1	0.1	0.08	0.11	0.29
070A	183.894	183.896	0.002	0.002	1	0.13	0.14	0.11	0.36
070A	183.896	183.898	0.002	0.002	1	0.13	0.11	0.15	0.33
070A	183.898	183.9	0.002	0.002	1	0.1	0.1	0.1	0.3
070A	183.9	183.902	0.002	0.002	1	0.07	0.06	0.09	0.3
070A	183.902	183.904	0.002	0.002	1	0.15	0.18	0.12	0.31
070A	183.904	183.906	0.002	0.002	1	0.14	0.13	0.14	0.34
070A	183.906	183.908	0.002	0.002	1	0.08	0.08	0.08	0.28
070A	183.908	183.91	0.002	0.002	1	0.08	0.07	0.08	0.24
070A	183.91	183.912	0.002	0.002	1	0.1	0.07	0.13	0.25
070A	183.912	183.914	0.002	0.002	1	0.1	0.08	0.11	0.23
070A	183.914	183.916	0.002	0.002	1	0.13	0.15	0.1	0.29
070A	183.916	183.918	0.002	0.002	1	0.14	0.19	0.09	0.31
070A	183.918	183.92	0.002	0.002	1	0.15	0.17	0.12	0.29
070A	183.92	183.922	0.002	0.002	1	0.09	0.07	0.11	0.26
070A	183.922	183.924	0.002	0.002	1	0.11	0.1	0.12	0.27
070A	183.924	183.926	0.002	0.002	1	0.09	0.05	0.13	0.18
070A	183.926	183.928	0.002	0.002	1	0.09	0.05	0.13	0.2
070A	183.928	183.93	0.002	0.002	1	0.1	0.07	0.12	0.21
070A	183.93	183.932	0.002	0.002	1	0.1	0.04	0.16	0.25
070A	183.932	183.934	0.002	0.002	1	0.1	0.04	0.16	0.26
070A	183.934	183.936	0.002	0.002	1	0.09	0.04	0.14	0.21
070A	183.936	183.938	0.002	0.002	1	0.12	0.04	0.19	0.31
070A	183.938	183.94	0.002	0.002	1	0.14	0.05	0.23	0.38
070A	183.94	183.942	0.002	0.002	1	0.13	0.06	0.2	0.32
070A	183.942	183.944	0.002	0.002	1	0.15	0.06	0.23	0.36
070A	183.944	183.946	0.002	0.002	1	0.37	0.07	0.67	1.15
070A	183.946	183.948	0.002	0.002	1	0.37	0.14	0.6	1.05
070A	183.948	183.95	0.002	0.002	1	0.27	0.11	0.43	0.91
070A	183.95	183.952	0.002	0.002	1	0.34	0.39	0.3	0.83
070A	183.952	183.954	0.002	0.002	1	0.46	0.21	0.71	1.36
070A	183.954	183.956	0.002	0.002	1	0.3	0.06	0.53	0.96
070A	183.956	183.958	0.002	0.002	1	0.2	0.05	0.34	0.41
070A	183.958	183.96	0.002	0.002	1	0.21	0.04	0.38	0.44
070A	183.96	183.962	0.002	0.002	1	0.24	0.05	0.43	0.54
070A	183.962	183.964	0.002	0.002	1	0.22	0.05	0.39	0.44
070A	183.964	183.966	0.002	0.002	1	0.24	0.05	0.43	0.51
070A	183.966	183.968	0.002	0.002	1	0.31	0.07	0.55	0.59
070A	183.968	183.97	0.002	0.002	1	0.27	0.08	0.45	0.52
070A	183.97	183.972	0.002	0.002	1	0.24	0.06	0.42	0.46
070A	183.972	183.974	0.002	0.002	1	0.24	0.07	0.41	0.47
070A	183.974	183.976	0.002	0.002	1	0.24	0.07	0.41	0.53
070A	183.976	183.977	0.001	0.001	1	0.2	0.07	0.33	0.35
070A	183.977	183.978	0.001	0.001	1	0.24	0.05	0.43	0.48
070A	183.978	183.98	0.002	0.002	1	0.27	0.05	0.48	0.54
070A	183.98	183.982	0.002	0.002	1	0.32	0.05	0.59	0.8
070A	183.982	183.984	0.002	0.002	1	0.39	0.07	0.71	0.95
070A	183.984	183.986	0.002	0.002	1	0.44	0.07	0.82	0.98
070A	183.986	183.988	0.002	0.002	1	0.52	0.08	0.96	1.08

070A	183.988	183.99	0.002	0.002	1	0.57	0.08	1.05	2.03
070A	183.99	183.992	0.002	0.002	1	0.26	0.08	0.43	0.88
070A	183.992	183.994	0.002	0.002	1	0.33	0.1	0.56	1.12
070A	183.994	183.996	0.002	0.002	1	0.23	0.05	0.4	0.5
070A	183.996	183.998	0.002	0.002	1	0.2	0.05	0.36	0.4
070A	183.998	184	0.002	0.002	1	0.28	0.04	0.52	0.68
070A	184	184.002	0.002	0.002	1	0.17	0.05	0.3	0.32
070A	184.002	184.004	0.002	0.002	1	0.19	0.05	0.33	0.37
070A	184.004	184.006	0.002	0.002	1	0.21	0.05	0.37	0.43
070A	184.006	184.008	0.002	0.002	1	0.16	0.06	0.26	0.32
070A	184.008	184.01	0.002	0.002	2	0.23	0.21	0.25	0.51
070A	184.01	184.012	0.002	0.002	2	0.23	0.26	0.2	0.62
070A	184.012	184.014	0.002	0.002	2	0.23	0.27	0.18	1.13
070A	184.014	184.016	0.002	0.002	2	0.28	0.31	0.25	0.86
070A	184.016	184.018	0.002	0.002	2	0.21	0.15	0.26	0.37
070A	184.018	184.02	0.002	0.002	2	0.18	0.12	0.24	0.33
070A	184.02	184.022	0.002	0.002	2	0.17	0.16	0.19	0.27
070A	184.022	184.024	0.002	0.002	2	0.27	0.29	0.24	1.83
070A	184.024	184.026	0.002	0.002	2	0.27	0.26	0.27	0.37
070A	184.026	184.028	0.002	0.002	2	0.23	0.26	0.21	0.31
070A	184.028	184.03	0.002	0.002	2	0.27	0.31	0.22	0.4
070A	184.03	184.032	0.002	0.002	2	0.26	0.25	0.27	0.32
070A	184.032	184.034	0.002	0.002	2	0.26	0.23	0.28	0.4
070A	184.034	184.036	0.002	0.002	2	0.27	0.25	0.28	0.33
070A	184.036	184.038	0.002	0.002	2	0.27	0.29	0.25	0.39
070A	184.038	184.04	0.002	0.002	2	0.28	0.32	0.24	0.36
070A	184.04	184.042	0.002	0.002	2	0.26	0.28	0.24	0.32
070A	184.042	184.044	0.002	0.002	2	0.28	0.27	0.28	0.38
070A	184.044	184.046	0.002	0.002	2	0.29	0.29	0.28	0.36
070A	184.046	184.048	0.002	0.002	2	0.29	0.3	0.27	0.55
070A	184.048	184.05	0.002	0.002	2	0.28	0.26	0.29	0.37
070A	184.05	184.052	0.002	0.002	2	0.29	0.32	0.25	0.41
070A	184.052	184.054	0.002	0.002	2	0.24	0.28	0.19	0.41
070A	184.054	184.056	0.002	0.002	2	0.33	0.4	0.25	0.85
070A	184.056	184.058	0.002	0.002	2	0.28	0.31	0.25	0.56
070A	184.058	184.06	0.002	0.002	2	0.3	0.33	0.26	0.44
070A	184.06	184.062	0.002	0.002	2	0.27	0.25	0.29	0.41
070A	184.062	184.064	0.002	0.002	2	0.28	0.29	0.26	0.39
070A	184.064	184.066	0.002	0.002	2	0.32	0.36	0.29	0.43
070A	184.066	184.068	0.002	0.002	2	0.32	0.28	0.35	0.4
070A	184.068	184.07	0.002	0.002	2	0.28	0.26	0.3	0.39
070A	184.07	184.072	0.002	0.002	2	0.23	0.15	0.31	0.58
070A	184.072	184.074	0.002	0.002	2	0.32	0.32	0.31	0.39
070A	184.074	184.076	0.002	0.002	2	0.3	0.27	0.32	0.36
070A	184.076	184.078	0.002	0.002	2	0.28	0.28	0.27	0.44
070A	184.078	184.08	0.002	0.002	2	0.25	0.25	0.25	0.31
070A	184.08	184.082	0.002	0.002	2	0.22	0.24	0.21	0.31
070A	184.082	184.084	0.002	0.002	2	0.2	0.21	0.19	0.34
070A	184.084	184.086	0.002	0.002	2	0.18	0.22	0.14	0.35
070A	184.086	184.088	0.002	0.002	2	0.22	0.24	0.21	0.33

070A	184.088	184.09	0.002	0.002	2	0.22	0.26	0.18	0.33
070A	184.09	184.092	0.002	0.002	2	0.22	0.25	0.19	0.33
070A	184.092	184.094	0.002	0.002	2	0.26	0.28	0.24	0.54
070A	184.094	184.096	0.002	0.002	2	0.26	0.28	0.24	0.33
070A	184.096	184.098	0.002	0.002	2	0.26	0.26	0.26	0.32
070A	184.098	184.1	0.002	0.002	2	0.24	0.23	0.25	0.38
070A	184.1	184.102	0.002	0.002	2	0.24	0.25	0.24	0.48
070A	184.102	184.104	0.002	0.002	2	0.26	0.26	0.26	0.34
070A	184.104	184.106	0.002	0.002	2	0.27	0.27	0.27	0.34
070A	184.106	184.108	0.002	0.002	2	0.28	0.25	0.31	0.44
070A	184.108	184.11	0.002	0.002	2	0.24	0.26	0.22	0.32
070A	184.11	184.112	0.002	0.002	2	0.22	0.23	0.2	0.44
070A	184.112	184.114	0.002	0.002	2	0.24	0.25	0.23	0.34
070A	184.114	184.116	0.002	0.002	2	0.23	0.24	0.22	0.34
070A	184.116	184.118	0.002	0.002	2	0.23	0.26	0.2	0.4
070A	184.118	184.12	0.002	0.002	2	0.24	0.27	0.22	0.31
070A	184.12	184.122	0.002	0.002	2	0.2	0.26	0.14	0.28
070A	184.122	184.124	0.002	0.002	2	0.21	0.22	0.2	0.33
070A	184.124	184.126	0.002	0.002	2	0.18	0.21	0.16	0.32
070A	184.126	184.128	0.002	0.002	2	0.23	0.25	0.22	0.32
070A	184.128	184.13	0.002	0.002	2	0.21	0.28	0.13	0.32
070A	184.13	184.132	0.002	0.002	2	0.2	0.25	0.15	0.28
070A	184.132	184.134	0.002	0.002	2	0.22	0.27	0.17	0.31
070A	184.134	184.136	0.002	0.002	2	0.22	0.28	0.16	0.4
070A	184.136	184.138	0.002	0.002	2	0.21	0.3	0.12	0.4
070A	184.138	184.14	0.002	0.002	2	0.21	0.26	0.15	0.33
070A	184.14	184.142	0.002	0.002	2	0.2	0.24	0.16	0.32
070A	184.142	184.144	0.002	0.002	2	0.23	0.28	0.18	0.35
070A	184.144	184.146	0.002	0.002	2	0.22	0.26	0.18	0.4
070A	184.146	184.148	0.002	0.002	2	0.24	0.28	0.21	0.32
070A	184.148	184.15	0.002	0.002	2	0.22	0.27	0.16	0.3
070A	184.15	184.152	0.002	0.002	2	0.27	0.29	0.24	0.78
070A	184.152	184.154	0.002	0.002	2	0.21	0.24	0.19	0.32
070A	184.154	184.156	0.002	0.002	2	0.21	0.25	0.17	0.31
070A	184.156	184.158	0.002	0.002	2	0.21	0.27	0.15	0.35
070A	184.158	184.16	0.002	0.002	2	0.2	0.23	0.17	0.3
070A	184.16	184.162	0.002	0.002	2	0.17	0.19	0.15	0.26
070A	184.162	184.164	0.002	0.002	2	0.16	0.17	0.15	0.33
070A	184.164	184.166	0.002	0.002	2	0.2	0.26	0.14	0.59
070A	184.166	184.168	0.002	0.002	2	0.17	0.22	0.13	0.38
070A	184.168	184.17	0.002	0.002	2	0.18	0.23	0.13	0.32
070A	184.17	184.172	0.002	0.002	2	0.18	0.24	0.13	0.34
070A	184.172	184.174	0.002	0.002	2	0.21	0.25	0.17	0.36
070A	184.174	184.176	0.002	0.002	2	0.16	0.2	0.12	0.3
070A	184.176	184.178	0.002	0.002	2	0.17	0.23	0.12	0.31
070A	184.178	184.18	0.002	0.002	2	0.17	0.23	0.12	0.34
070A	184.18	184.182	0.002	0.002	2	0.2	0.28	0.11	0.35
070A	184.182	184.184	0.002	0.002	2	0.17	0.25	0.1	0.34
070A	184.184	184.186	0.002	0.002	2	0.16	0.23	0.09	0.43
070A	184.186	184.188	0.002	0.002	2	0.18	0.24	0.12	0.32

070A	184.188	184.19	0.002	0.002	2	0.17	0.22	0.12	0.33
070A	184.19	184.192	0.002	0.002	2	0.17	0.23	0.12	0.36
070A	184.192	184.194	0.002	0.002	2	0.17	0.23	0.12	0.35
070A	184.194	184.196	0.002	0.002	2	0.18	0.25	0.12	0.32
070A	184.196	184.198	0.002	0.002	2	0.16	0.23	0.09	0.36
070A	184.198	184.2	0.002	0.002	2	0.15	0.21	0.09	0.32
070A	184.2	184.202	0.002	0.002	2	0.14	0.2	0.07	0.39
070A	184.202	184.204	0.002	0.002	2	0.21	0.3	0.13	0.43
070A	184.204	184.206	0.002	0.002	2	0.18	0.28	0.08	0.4
070A	184.206	184.208	0.002	0.002	2	0.17	0.26	0.07	0.37
070A	184.208	184.21	0.002	0.002	2	0.18	0.29	0.08	0.35
070A	184.21	184.212	0.002	0.002	2	0.23	0.34	0.12	0.61
070A	184.212	184.214	0.002	0.002	2	0.2	0.35	0.06	0.42
070A	184.214	184.216	0.002	0.002	2	0.21	0.35	0.08	0.48
070A	184.216	184.218	0.002	0.002	2	0.22	0.32	0.12	0.41
070A	184.218	184.22	0.002	0.002	2	0.23	0.34	0.12	0.38
070A	184.22	184.222	0.002	0.002	2	0.23	0.34	0.11	0.46
070A	184.222	184.224	0.002	0.002	2	0.24	0.36	0.12	0.45
070A	184.224	184.226	0.002	0.002	2	0.21	0.32	0.11	0.44
070A	184.226	184.228	0.002	0.002	2	0.21	0.3	0.13	0.44
070A	184.228	184.23	0.002	0.002	2	0.24	0.34	0.14	0.4
070A	184.23	184.232	0.002	0.002	2	0.2	0.3	0.1	0.39
070A	184.232	184.234	0.002	0.002	2	0.21	0.34	0.08	0.51
070A	184.234	184.236	0.002	0.002	2	0.24	0.38	0.1	0.55
070A	184.236	184.238	0.002	0.002	2	0.24	0.38	0.1	0.64
070A	184.238	184.24	0.002	0.002	2	0.29	0.43	0.14	0.56
070A	184.24	184.242	0.002	0.002	2	0.24	0.38	0.1	0.49
070A	184.242	184.244	0.002	0.002	2	0.24	0.38	0.11	0.47
070A	184.244	184.246	0.002	0.002	2	0.24	0.37	0.12	0.47
070A	184.246	184.248	0.002	0.002	2	0.24	0.37	0.12	0.42
070A	184.248	184.25	0.002	0.002	2	0.25	0.39	0.11	0.45
070A	184.25	184.252	0.002	0.002	2	0.24	0.38	0.1	0.64
070A	184.252	184.254	0.002	0.002	2	0.23	0.35	0.12	0.44
070A	184.254	184.256	0.002	0.002	2	0.25	0.33	0.17	0.48
070A	184.256	184.258	0.002	0.002	2	0.23	0.33	0.13	0.42
070A	184.258	184.26	0.002	0.002	2	0.24	0.34	0.14	0.4
070A	184.26	184.262	0.002	0.002	2	0.25	0.39	0.11	0.46
070A	184.262	184.264	0.002	0.002	2	0.24	0.37	0.12	0.45
070A	184.264	184.266	0.002	0.002	2	0.22	0.35	0.1	0.4
070A	184.266	184.268	0.002	0.002	2	0.22	0.35	0.09	0.46
070A	184.268	184.27	0.002	0.002	2	0.24	0.38	0.1	0.66
070A	184.27	184.272	0.002	0.002	2	0.23	0.35	0.11	0.51
070A	184.272	184.274	0.002	0.002	2	0.23	0.31	0.15	0.42
070A	184.274	184.276	0.002	0.002	2	0.19	0.24	0.14	0.36
070A	184.276	184.278	0.002	0.002	2	0.15	0.22	0.09	0.42
070A	184.278	184.28	0.002	0.002	2	0.2	0.3	0.09	0.51
070A	184.28	184.282	0.002	0.002	2	0.2	0.3	0.1	0.41
070A	184.282	184.284	0.002	0.002	2	0.19	0.27	0.11	0.35
070A	184.284	184.286	0.002	0.002	2	0.21	0.28	0.14	0.45
070A	184.286	184.288	0.002	0.002	2	0.19	0.25	0.13	0.32

070A	184.288	184.29	0.002	0.002	2	0.2	0.25	0.14	0.34
070A	184.29	184.292	0.002	0.002	2	0.18	0.2	0.17	0.39
070A	184.292	184.294	0.002	0.002	2	0.2	0.22	0.18	0.77
070A	184.294	184.296	0.002	0.002	2	0.17	0.19	0.15	0.3
070A	184.296	184.298	0.002	0.002	2	0.17	0.16	0.19	0.28
070A	184.298	184.3	0.002	0.002	2	0.16	0.11	0.21	0.35
070A	184.3	184.302	0.002	0.002	2	0.21	0.14	0.28	0.62
070A	184.302	184.304	0.002	0.002	2	0.17	0.11	0.22	0.41
070A	184.304	184.306	0.002	0.002	2	0.15	0.15	0.14	0.33
070A	184.306	184.308	0.002	0.002	2	0.15	0.13	0.17	0.31
070A	184.308	184.31	0.002	0.002	2	0.16	0.14	0.18	0.32
070A	184.31	184.312	0.002	0.002	2	0.15	0.16	0.15	0.27
070A	184.312	184.314	0.002	0.002	2	0.2	0.15	0.25	0.36
070A	184.314	184.316	0.002	0.002	2	0.13	0.16	0.1	0.19
070A	184.316	184.318	0.002	0.002	2	0.17	0.17	0.16	0.28
070A	184.318	184.32	0.002	0.002	2	0.23	0.21	0.25	0.34
070A	184.32	184.322	0.002	0.002	2	0.22	0.2	0.24	0.35
070A	184.322	184.324	0.002	0.002	2	0.23	0.19	0.26	0.35
070A	184.324	184.326	0.002	0.002	2	0.23	0.18	0.28	0.33
070A	184.326	184.328	0.002	0.002	2	0.22	0.23	0.21	0.51
070A	184.328	184.33	0.002	0.002	2	0.2	0.2	0.2	0.26
070A	184.33	184.332	0.002	0.002	2	0.2	0.19	0.21	0.3
070A	184.332	184.334	0.002	0.002	2	0.2	0.18	0.21	0.4
070A	184.334	184.336	0.002	0.002	2	0.2	0.21	0.18	0.28
070A	184.336	184.338	0.002	0.002	2	0.2	0.2	0.2	0.26
070A	184.338	184.34	0.002	0.002	2	0.18	0.2	0.17	0.3
070A	184.34	184.342	0.002	0.002	2	0.21	0.21	0.22	0.29
070A	184.342	184.344	0.002	0.002	2	0.22	0.21	0.23	0.32
070A	184.344	184.346	0.002	0.002	2	0.23	0.22	0.23	0.28
070A	184.346	184.348	0.002	0.002	2	0.19	0.2	0.18	0.33
070A	184.348	184.35	0.002	0.002	2	0.21	0.21	0.21	0.27
070A	184.35	184.352	0.002	0.002	2	0.18	0.22	0.14	0.34
070A	184.352	184.354	0.002	0.002	2	0.17	0.22	0.13	0.35
070A	184.354	184.356	0.002	0.002	2	0.22	0.35	0.1	1.3
070A	184.356	184.358	0.002	0.002	1	0.21	0.31	0.12	0.47
070A	184.358	184.36	0.002	0.002	1	0.16	0.23	0.09	0.41
070A	184.36	184.362	0.002	0.002	1	0.19	0.26	0.12	0.51
070A	184.362	184.364	0.002	0.002	1	0.18	0.25	0.11	0.43
070A	184.364	184.366	0.002	0.002	1	0.16	0.22	0.1	0.39
070A	184.366	184.368	0.002	0.002	1	0.2	0.29	0.1	0.38
070A	184.368	184.37	0.002	0.002	1	0.12	0.14	0.1	0.34
070A	184.37	184.372	0.002	0.002	1	0.1	0.11	0.08	0.35
070A	184.372	184.374	0.002	0.002	1	0.23	0.25	0.22	0.39
070A	184.374	184.376	0.002	0.002	1	0.25	0.22	0.28	0.36
070A	184.376	184.378	0.002	0.002	1	0.23	0.12	0.35	0.43
070A	184.378	184.38	0.002	0.002	1	0.35	0.07	0.63	0.77
070A	184.38	184.382	0.002	0.002	1	0.34	0.09	0.59	0.73
070A	184.382	184.384	0.002	0.002	1	0.25	0.06	0.44	0.67
070A	184.384	184.386	0.002	0.002	1	0.17	0.05	0.29	0.34
070A	184.386	184.388	0.002	0.002	1	0.15	0.06	0.25	0.36

070A	184.388	184.39	0.002	0.002	1	0.15	0.06	0.23	0.32
070A	184.39	184.392	0.002	0.002	1	0.15	0.06	0.23	0.27
070A	184.392	184.394	0.002	0.002	1	0.12	0.05	0.19	0.24
070A	184.394	184.396	0.002	0.002	1	0.11	0.05	0.17	0.22
070A	184.396	184.398	0.002	0.002	1	0.13	0.06	0.19	0.29
070A	184.398	184.4	0.002	0.002	1	0.12	0.05	0.19	0.24
070A	184.4	184.402	0.002	0.002	1	0.11	0.07	0.14	0.21
070A	184.402	184.404	0.002	0.002	1	0.13	0.14	0.11	0.3
070A	184.404	184.406	0.002	0.002	1	0.1	0.09	0.1	0.18
070A	184.406	184.408	0.002	0.002	1	0.15	0.2	0.11	0.45
070A	184.408	184.41	0.002	0.002	1	0.29	0.47	0.11	0.63
070A	184.41	184.412	0.002	0.002	1	0.18	0.19	0.18	0.57
070A	184.412	184.414	0.002	0.002	1	0.16	0.18	0.14	0.51
070A	184.414	184.416	0.002	0.002	1	0.23	0.26	0.19	0.6
070A	184.416	184.418	0.002	0.002	1	0.24	0.35	0.14	0.6
070A	184.418	184.42	0.002	0.002	1	0.27	0.43	0.11	0.74
070A	184.42	184.422	0.002	0.002	1	0.25	0.36	0.14	0.63
070A	184.422	184.424	0.002	0.002	1	0.32	0.5	0.14	0.63
070A	184.424	184.426	0.002	0.002	1	0.3	0.46	0.13	0.81
070A	184.426	184.428	0.002	0.002	1	0.42	0.68	0.16	0.9
070A	184.428	184.43	0.002	0.002	1	0.33	0.48	0.18	0.9
070A	184.43	184.432	0.002	0.002	1	0.31	0.47	0.15	1.01
070A	184.432	184.434	0.002	0.002	1	0.27	0.29	0.25	0.74
070A	184.434	184.436	0.002	0.002	1	0.16	0.12	0.21	0.54
070A	184.436	184.438	0.002	0.002	1	0.19	0.1	0.28	0.43
070A	184.438	184.44	0.002	0.002	1	0.26	0.1	0.42	0.59
070A	184.44	184.442	0.002	0.002	1	0.35	0.12	0.59	0.81
070A	184.442	184.444	0.002	0.002	1	0.29	0.1	0.48	0.78
070A	184.444	184.446	0.002	0.002	1	0.28	0.11	0.44	0.57
070A	184.446	184.448	0.002	0.002	1	0.34	0.12	0.56	0.69
070A	184.448	184.45	0.002	0.002	1	0.4	0.12	0.67	1.19
070A	184.45	184.452	0.002	0.002	1	0.34	0.13	0.55	0.66
070A	184.452	184.454	0.002	0.002	1	0.39	0.11	0.67	0.77
070A	184.454	184.456	0.002	0.002	1	0.37	0.1	0.64	0.74
070A	184.456	184.458	0.002	0.002	1	0.31	0.08	0.54	0.75
070A	184.458	184.46	0.002	0.002	1	0.29	0.08	0.51	0.6
070A	184.46	184.462	0.002	0.002	1	0.32	0.09	0.55	0.74
070A	184.462	184.464	0.002	0.002	1	0.23	0.05	0.41	0.5
070A	184.464	184.466	0.002	0.002	1	0.23	0.05	0.4	0.51
070A	184.466	184.468	0.002	0.002	1	0.24	0.1	0.39	0.54
070A	184.468	184.47	0.002	0.002	1	0.21	0.08	0.35	0.46
070A	184.47	184.472	0.002	0.002	1	0.22	0.1	0.35	0.46
070A	184.472	184.474	0.002	0.002	1	0.2	0.11	0.3	0.46
070A	184.474	184.476	0.002	0.002	1	0.21	0.14	0.29	0.41
070A	184.476	184.478	0.002	0.002	1	0.17	0.11	0.24	0.52
070A	184.478	184.48	0.002	0.002	1	0.17	0.15	0.2	0.41
070A	184.48	184.482	0.002	0.002	1	0.18	0.14	0.22	0.31
070A	184.482	184.484	0.002	0.002	1	0.19	0.16	0.22	0.33
070A	184.484	184.486	0.002	0.002	1	0.17	0.15	0.2	0.29
070A	184.486	184.488	0.002	0.002	1	0.2	0.14	0.26	0.34

070A	184.488	184.49	0.002	0.002	1	0.2	0.13	0.26	0.32
070A	184.49	184.492	0.002	0.002	1	0.2	0.16	0.23	0.51
070A	184.492	184.494	0.002	0.002	1	0.21	0.15	0.27	0.32
070A	184.494	184.496	0.002	0.002	1	0.2	0.12	0.27	0.45
070A	184.496	184.498	0.002	0.002	1	0.18	0.12	0.25	0.53
070A	184.498	184.5	0.002	0.002	1	0.22	0.17	0.27	0.42
070A	184.5	184.502	0.002	0.002	1	0.19	0.1	0.28	0.41
070A	184.502	184.504	0.002	0.002	1	0.2	0.1	0.29	0.38
070A	184.504	184.506	0.002	0.002	1	0.23	0.14	0.31	0.48
070A	184.506	184.508	0.002	0.002	1	0.23	0.12	0.35	0.56
070A	184.508	184.51	0.002	0.002	1	0.28	0.13	0.42	0.57
070A	184.51	184.512	0.002	0.002	1	0.3	0.11	0.5	0.63
070A	184.512	184.514	0.002	0.002	1	0.31	0.12	0.5	0.61
070A	184.514	184.516	0.002	0.002	1	0.31	0.07	0.54	0.67
070A	184.516	184.518	0.002	0.002	1	0.29	0.11	0.48	0.63
070A	184.518	184.52	0.002	0.002	1	0.3	0.11	0.5	0.64
070A	184.52	184.522	0.002	0.002	1	0.24	0.07	0.41	0.58
070A	184.522	184.524	0.002	0.002	1	0.33	0.06	0.61	0.8
070A	184.524	184.526	0.002	0.002	1	0.31	0.08	0.54	0.59
070A	184.526	184.528	0.002	0.002	1	0.33	0.08	0.59	0.67
070A	184.528	184.53	0.002	0.002	1	0.34	0.1	0.58	0.66
070A	184.53	184.532	0.002	0.002	1	0.33	0.09	0.57	0.65
070A	184.532	184.534	0.002	0.002	1	0.32	0.07	0.56	0.65
070A	184.534	184.536	0.002	0.002	1	0.24	0.07	0.41	0.56
070A	184.536	184.538	0.002	0.002	1	0.21	0.09	0.33	0.42
070A	184.538	184.54	0.002	0.002	1	0.22	0.08	0.36	0.44
070A	184.54	184.542	0.002	0.002	1	0.32	0.13	0.5	0.61
070A	184.542	184.544	0.002	0.002	1	0.34	0.16	0.51	0.66
070A	184.544	184.546	0.002	0.002	1	0.23	0.14	0.32	0.46
070A	184.546	184.548	0.002	0.002	1	0.29	0.17	0.4	0.5
070A	184.548	184.55	0.002	0.002	1	0.28	0.16	0.39	0.53
070A	184.55	184.552	0.002	0.002	1	0.44	0.32	0.55	1.39
070A	184.552	184.554	0.002	0.002	1	0.45	0.53	0.36	0.72
070A	184.554	184.556	0.002	0.002	1	0.36	0.29	0.43	0.64
070A	184.556	184.558	0.002	0.002	1	0.23	0.18	0.28	0.68
070A	184.558	184.56	0.002	0.002	1	0.2	0.09	0.3	0.39
070A	184.56	184.562	0.002	0.002	1	0.18	0.07	0.3	0.42
070A	184.562	184.564	0.002	0.002	1	0.19	0.1	0.28	0.38
070A	184.564	184.566	0.002	0.002	1	0.27	0.1	0.44	0.58
070A	184.566	184.568	0.002	0.002	1	0.23	0.08	0.37	0.47
070A	184.568	184.57	0.002	0.002	1	0.2	0.11	0.29	0.46
070A	184.57	184.572	0.002	0.002	1	0.26	0.1	0.42	0.61
070A	184.572	184.574	0.002	0.002	1	0.24	0.07	0.41	0.74
070A	184.574	184.576	0.002	0.002	1	0.26	0.1	0.41	0.58
070A	184.576	184.578	0.002	0.002	1	0.18	0.13	0.23	0.5
070A	184.578	184.58	0.002	0.002	1	0.17	0.13	0.21	0.45
070A	184.58	184.582	0.002	0.002	1	0.21	0.13	0.28	0.52
070A	184.582	184.584	0.002	0.002	1	0.23	0.25	0.2	0.47
070A	184.584	184.586	0.002	0.002	1	0.14	0.21	0.08	0.33
070A	184.586	184.588	0.002	0.002	1	0.27	0.23	0.3	0.57

070A	184.588	184.59	0.002	0.002	1	0.16	0.18	0.15	0.41
070A	184.59	184.592	0.002	0.002	1	0.16	0.22	0.1	0.39
070A	184.592	184.594	0.002	0.002	1	0.14	0.2	0.08	0.29
070A	184.594	184.596	0.002	0.002	1	0.17	0.26	0.07	0.45
070A	184.596	184.598	0.002	0.002	1	0.27	0.45	0.08	0.52
070A	184.598	184.6	0.002	0.002	2	0.52	0.48	0.56	1.42
070A	184.6	184.602	0.002	0.002	2	0.36	0.45	0.28	1.35
070A	184.602	184.604	0.002	0.002	2	0.27	0.41	0.12	0.53
070A	184.604	184.606	0.002	0.002	2	0.28	0.46	0.09	0.51
070A	184.606	184.608	0.002	0.002	2	0.27	0.41	0.12	0.56
070A	184.608	184.61	0.002	0.002	2	0.26	0.37	0.14	0.42
070A	184.61	184.612	0.002	0.002	2	0.23	0.36	0.11	0.39
070A	184.612	184.614	0.002	0.002	2	0.3	0.42	0.19	0.78
070A	184.614	184.616	0.002	0.002	2	0.27	0.4	0.14	0.57
070A	184.616	184.618	0.002	0.002	2	0.22	0.32	0.12	0.44
070A	184.618	184.62	0.002	0.002	2	0.18	0.28	0.09	0.32
070A	184.62	184.622	0.002	0.002	2	0.17	0.26	0.08	0.29
070A	184.622	184.624	0.002	0.002	2	0.21	0.31	0.11	0.36
070A	184.624	184.626	0.002	0.002	2	0.22	0.33	0.1	0.45
070A	184.626	184.628	0.002	0.002	2	0.24	0.37	0.12	0.66
070A	184.628	184.63	0.002	0.002	2	0.23	0.33	0.12	0.55
070A	184.63	184.632	0.002	0.002	2	0.23	0.32	0.13	0.38
070A	184.632	184.634	0.002	0.002	2	0.22	0.33	0.1	0.37
070A	184.634	184.636	0.002	0.002	2	0.2	0.29	0.11	0.47
070A	184.636	184.638	0.002	0.002	2	0.21	0.29	0.13	0.33
070A	184.638	184.64	0.002	0.002	2	0.2	0.28	0.12	0.32
070A	184.64	184.642	0.002	0.002	2	0.22	0.33	0.11	0.53
070A	184.642	184.644	0.002	0.002	2	0.22	0.27	0.16	0.34
070A	184.644	184.646	0.002	0.002	2	0.2	0.26	0.14	0.3
070A	184.646	184.648	0.002	0.002	2	0.2	0.27	0.13	0.34
070A	184.648	184.65	0.002	0.002	2	0.19	0.27	0.11	0.31
070A	184.65	184.652	0.002	0.002	2	0.2	0.3	0.1	0.36
070A	184.652	184.654	0.002	0.002	2	0.2	0.29	0.12	0.34
070A	184.654	184.656	0.002	0.002	2	0.2	0.28	0.11	0.35
070A	184.656	184.658	0.002	0.002	2	0.2	0.29	0.11	0.37
070A	184.658	184.66	0.002	0.002	2	0.2	0.29	0.12	0.41
070A	184.66	184.662	0.002	0.002	2	0.2	0.29	0.12	0.33
070A	184.662	184.664	0.002	0.002	2	0.21	0.31	0.12	0.42
070A	184.664	184.666	0.002	0.002	2	0.23	0.34	0.11	0.68
070A	184.666	184.668	0.002	0.002	2	0.2	0.33	0.06	0.51
070A	184.668	184.67	0.002	0.002	2	0.21	0.32	0.11	0.47
070A	184.67	184.672	0.002	0.002	2	0.21	0.31	0.11	0.35
070A	184.672	184.674	0.002	0.002	2	0.21	0.29	0.13	0.34
070A	184.674	184.676	0.002	0.002	2	0.22	0.26	0.17	0.64
070A	184.676	184.678	0.002	0.002	2	0.17	0.24	0.11	0.29
070A	184.678	184.68	0.002	0.002	2	0.2	0.25	0.15	0.36
070A	184.68	184.682	0.002	0.002	2	0.17	0.2	0.15	0.32
070A	184.682	184.684	0.002	0.002	2	0.21	0.25	0.17	0.32
070A	184.684	184.686	0.002	0.002	2	0.15	0.2	0.1	0.3
070A	184.686	184.688	0.002	0.002	2	0.16	0.21	0.11	0.28

070A	184.688	184.69	0.002	0.002	2	0.2	0.23	0.17	0.3
070A	184.69	184.692	0.002	0.002	2	0.24	0.25	0.23	0.31
070A	184.692	184.694	0.002	0.002	2	0.26	0.22	0.29	0.41
070A	184.694	184.696	0.002	0.002	2	0.29	0.2	0.37	0.44
070A	184.696	184.698	0.002	0.002	2	0.29	0.26	0.31	0.45
070A	184.698	184.7	0.002	0.002	2	0.24	0.27	0.22	0.33
070A	184.7	184.702	0.002	0.002	2	0.2	0.21	0.19	0.28
070A	184.702	184.704	0.002	0.002	2	0.17	0.2	0.14	0.75
070A	184.704	184.706	0.002	0.002	2	0.14	0.19	0.08	0.29
070A	184.706	184.708	0.002	0.002	2	0.18	0.28	0.09	0.35
070A	184.708	184.71	0.002	0.002	2	0.21	0.25	0.16	0.33
070A	184.71	184.712	0.002	0.002	2	0.23	0.28	0.17	0.4
070A	184.712	184.714	0.002	0.002	2	0.27	0.28	0.25	0.37
070A	184.714	184.716	0.002	0.002	2	0.29	0.31	0.26	0.37
070A	184.716	184.718	0.002	0.002	2	0.24	0.27	0.22	0.36
070A	184.718	184.72	0.002	0.002	2	0.2	0.26	0.13	0.39
070A	184.72	184.722	0.002	0.002	2	0.24	0.33	0.15	0.4
070A	184.722	184.724	0.002	0.002	2	0.28	0.38	0.18	0.55
070A	184.724	184.726	0.002	0.002	2	0.21	0.32	0.11	0.36
070A	184.726	184.728	0.002	0.002	2	0.22	0.31	0.13	0.35
070A	184.728	184.73	0.002	0.002	2	0.23	0.31	0.14	0.38
070A	184.73	184.732	0.002	0.002	2	0.24	0.33	0.15	0.43
070A	184.732	184.734	0.002	0.002	2	0.24	0.31	0.18	0.41
070A	184.734	184.736	0.002	0.002	2	0.22	0.32	0.12	0.35
070A	184.736	184.738	0.002	0.002	2	0.23	0.31	0.14	0.91
070A	184.738	184.74	0.002	0.002	2	0.22	0.32	0.12	0.38
070A	184.74	184.742	0.002	0.002	2	0.23	0.36	0.11	0.42
070A	184.742	184.744	0.002	0.002	2	0.23	0.34	0.11	0.42
070A	184.744	184.746	0.002	0.002	2	0.26	0.31	0.21	0.73
070A	184.746	184.748	0.002	0.002	2	0.23	0.3	0.17	0.35
070A	184.748	184.75	0.002	0.002	2	0.24	0.32	0.16	0.39
070A	184.75	184.752	0.002	0.002	2	0.28	0.39	0.16	0.43
070A	184.752	184.754	0.002	0.002	2	0.28	0.36	0.19	0.38
070A	184.754	184.756	0.002	0.002	2	0.27	0.35	0.19	0.38
070A	184.756	184.758	0.002	0.002	2	0.25	0.29	0.21	0.4
070A	184.758	184.76	0.002	0.002	2	0.3	0.36	0.24	0.48
070A	184.76	184.762	0.002	0.002	2	0.27	0.3	0.23	0.36
070A	184.762	184.764	0.002	0.002	2	0.26	0.26	0.25	0.38
070A	184.764	184.766	0.002	0.002	2	0.26	0.29	0.22	0.76
070A	184.766	184.768	0.002	0.002	2	0.28	0.32	0.24	0.35
070A	184.768	184.77	0.002	0.002	2	0.28	0.31	0.24	0.46
070A	184.77	184.772	0.002	0.002	2	0.3	0.33	0.27	0.39
070A	184.772	184.774	0.002	0.002	2	0.28	0.27	0.28	0.32
070A	184.774	184.776	0.002	0.002	2	0.24	0.31	0.17	0.35
070A	184.776	184.778	0.002	0.002	2	0.24	0.26	0.22	0.4
070A	184.778	184.78	0.002	0.002	2	0.21	0.24	0.19	0.31
070A	184.78	184.781	0.001	0.001	2	0.17	0.18	0.16	0.25
070A	184.781	184.782	0.001	0.002	2	0.23	0.32	0.13	0.51
070A	184.782	184.784	0.002	0.002	1	0.21	0.35	0.07	0.48
070A	184.784	184.786	0.002	0.002	1	0.18	0.15	0.22	0.61

070A	184.786	184.788	0.002	0.002	1	0.17	0.13	0.22	0.58
070A	184.788	184.79	0.002	0.002	1	0.11	0.13	0.09	0.35
070A	184.79	184.792	0.002	0.002	1	0.09	0.09	0.09	0.31
070A	184.792	184.794	0.002	0.002	1	0.12	0.12	0.12	0.3
070A	184.794	184.796	0.002	0.002	1	0.17	0.16	0.18	0.38
070A	184.796	184.798	0.002	0.002	1	0.15	0.17	0.13	0.34
070A	184.798	184.8	0.002	0.002	1	0.13	0.14	0.11	0.4
070A	184.8	184.802	0.002	0.002	1	0.13	0.18	0.07	0.3
070A	184.802	184.804	0.002	0.002	1	0.18	0.22	0.14	0.29
070A	184.804	184.806	0.002	0.002	1	0.19	0.26	0.12	0.39
070A	184.806	184.808	0.002	0.002	1	0.15	0.18	0.12	0.31
070A	184.808	184.81	0.002	0.002	1	0.19	0.3	0.08	0.5
070A	184.81	184.812	0.002	0.002	1	0.26	0.3	0.22	0.66
070A	184.812	184.814	0.002	0.002	1	0.27	0.35	0.18	0.65
070A	184.814	184.816	0.002	0.002	1	0.29	0.41	0.18	0.75
070A	184.816	184.818	0.002	0.002	1	0.22	0.3	0.14	0.51
070A	184.818	184.82	0.002	0.002	1	0.25	0.21	0.29	0.48
070A	184.82	184.822	0.002	0.002	1	0.42	0.5	0.35	0.74
070A	184.822	184.824	0.002	0.002	1	0.28	0.31	0.25	0.63
070A	184.824	184.826	0.002	0.002	1	0.38	0.31	0.45	0.93
070A	184.826	184.828	0.002	0.002	1	0.42	0.36	0.49	0.89
070A	184.828	184.83	0.002	0.002	1	0.36	0.34	0.38	0.8
070A	184.83	184.832	0.002	0.002	1	0.34	0.31	0.37	0.73
070A	184.832	184.834	0.002	0.002	1	0.42	0.2	0.64	0.73
070A	184.834	184.836	0.002	0.002	1	0.42	0.32	0.51	0.71
070A	184.836	184.838	0.002	0.002	1	0.35	0.33	0.38	0.78
070A	184.838	184.84	0.002	0.002	1	0.33	0.18	0.49	0.87
070A	184.84	184.842	0.002	0.002	1	0.39	0.39	0.39	0.84
070A	184.842	184.844	0.002	0.002	1	0.34	0.31	0.38	1.03
070A	184.844	184.846	0.002	0.002	1	0.38	0.32	0.43	0.86
070A	184.846	184.848	0.002	0.002	1	0.37	0.39	0.35	0.83
070A	184.848	184.85	0.002	0.002	1	0.39	0.33	0.44	0.84
070A	184.85	184.852	0.002	0.002	1	0.19	0.2	0.18	0.45
070A	184.852	184.854	0.002	0.002	1	0.18	0.13	0.24	0.77
070A	184.854	184.856	0.002	0.002	1	0.17	0.19	0.14	0.52
070A	184.856	184.858	0.002	0.002	1	0.2	0.18	0.21	0.67
070A	184.858	184.86	0.002	0.002	1	0.11	0.12	0.11	0.37
070A	184.86	184.862	0.002	0.002	1	0.1	0.12	0.09	0.38
070A	184.862	184.864	0.002	0.002	1	0.32	0.19	0.45	0.67
070A	184.864	184.866	0.002	0.002	1	0.26	0.28	0.24	0.7
070A	184.866	184.868	0.002	0.002	1	0.11	0.13	0.09	0.47
070A	184.868	184.87	0.002	0.002	1	0.09	0.11	0.07	0.33
070A	184.87	184.872	0.002	0.002	1	0.08	0.12	0.05	0.15
070A	184.872	184.874	0.002	0.002	1	0.09	0.12	0.06	0.37
070A	184.874	184.876	0.002	0.002	1	0.12	0.16	0.08	0.43
070A	184.876	184.878	0.002	0.002	1	0.14	0.19	0.08	0.31
070A	184.878	184.88	0.002	0.002	1	0.14	0.23	0.04	0.29
070A	184.88	184.882	0.002	0.002	1	0.18	0.28	0.07	0.36
070A	184.882	184.884	0.002	0.002	1	0.2	0.33	0.07	0.42
070A	184.884	184.886	0.002	0.002	1	0.23	0.4	0.06	0.44

070A	184.886	184.888	0.002	0.002	1	0.27	0.47	0.06	0.54
070A	184.888	184.89	0.002	0.002	1	0.27	0.48	0.06	0.56
070A	184.89	184.892	0.002	0.002	1	0.23	0.42	0.04	0.5
070A	184.892	184.894	0.002	0.002	1	0.26	0.44	0.07	0.52
070A	184.894	184.896	0.002	0.002	1	0.22	0.39	0.05	0.49
070A	184.896	184.898	0.002	0.002	1	0.24	0.43	0.05	0.54
070A	184.898	184.9	0.002	0.002	1	0.28	0.5	0.05	0.66
070A	184.9	184.902	0.002	0.002	1	0.28	0.5	0.05	0.62
070A	184.902	184.904	0.002	0.002	1	0.28	0.5	0.06	0.83
070A	184.904	184.906	0.002	0.002	1	0.36	0.66	0.05	0.99
070A	184.906	184.908	0.002	0.002	1	0.33	0.61	0.05	0.76
070A	184.908	184.91	0.002	0.002	1	0.31	0.56	0.05	0.68
070A	184.91	184.912	0.002	0.002	1	0.27	0.49	0.05	0.69
070A	184.912	184.914	0.002	0.002	1	0.28	0.51	0.05	0.59
070A	184.914	184.916	0.002	0.002	1	0.45	0.84	0.05	1.18
070A	184.916	184.918	0.002	0.002	1	0.33	0.6	0.05	0.9
070A	184.918	184.92	0.002	0.002	1	0.28	0.48	0.07	0.6
070A	184.92	184.922	0.002	0.002	1	0.28	0.51	0.05	0.6
070A	184.922	184.924	0.002	0.002	1	0.27	0.48	0.05	0.57
070A	184.924	184.926	0.002	0.002	1	0.24	0.45	0.04	0.55
070A	184.926	184.928	0.002	0.002	1	0.23	0.42	0.05	0.55
070A	184.928	184.93	0.002	0.002	1	0.21	0.37	0.05	0.56