TRAFFIC SOLUTIONS PTY LTD

Reference No : 19.20.037
26 September 2023

The General Manager
Parramatta City Council
PO Box 32
Parramatta NSW 2124

Dear Sir,

Supplementary Traffic Assessment Proposed Child Care Centre, 23 King Street, Dundas Valley

Traffic Solutions Pty Ltd has been engaged by the applicant to provide Council with the additional information requested at the Parramatta Local Planning Panel held on Tuesday, 18 July 2023.

The Panels determination that this assessment is provided for is:

> The Panel is not yet satisfied with the adequacy of the traffic safety assessment within the vicinity of the childcare centre.
>
> The Panel is especially concerned about the close proximity to the public school rear access/carriageway from King Street. The Panel heard from local residents, who stated that this access is used by both pedestrians and vehicles and sometimes is used two-way. On occasion vehicles have been witnessed reversing out onto King Street. At that point, it appears to reverse onto a marked crossing which the locals explained was used by school children and parents and therefore likely to be used by childcare attendees as well.
>
> Therefore an additional report addressing the context of likely morning and afternoon traffic when the childcare is in use taking into account traffic into both the school and its various Out of School Hours Care is requested.
>
> The Panel is also concerned at the impact of overshadowing of number 21 King Street and requires further assessment of the shadow in accordance with Parramatta Development Control Panel 2021.

Data on the traffic movements along King Street as well as into and out of the Yates Public School driveway plus pedestrian movements across the existing raised pedestrian crossing have been collected as part of this assessment by surveys undertaken by R.O.A.R. Data Pty Ltd on behalf of this firm from 7.00am – 9.00am and 3.00pm – 6.00pm on Thursday, 7 September 2023.Conditions on this day were described as fine with no unusual circumstances encountered.

The weekday peak hour for vehicles travelling along King Street in the morning and evening was found to be between 8.00am – 9.00am and 5.00pm – 6.00pm respectively. Detailed results of the survey are attached. The recorded peak hour flows in King Street at this time are as follows:

Traffic Solutions Pty Ltd, PO Box 9161, Bathurst NSW 2795
M: 0417 262 057 ▪ Email: craig@trafficsolutions.com.au
ABN 63 074 165 263

Direction of traffic flow along King Street	AM Peak Hour 8.00am – 9.00 am	PM Peak Hour 5.00pm – 6.00pm
Northbound	172	121
Southbound	197	113
Total	**369**	**234**

The peak hour flows along the school driveway were recorded as:

Direction of traffic flow along School driveway	AM Peak Hour 7.30am – 8.00 am	PM Peak Hour 5.00pm – 6.00pm
Eastbound	18	13
Westbound	7	14
Total	**25**	**27**

As can be seen the peak hour for the driveway is different to the King Street peaks. It should be noted that the school sign in the driveway states that "Entry via Yates Avenue", however this is being ignored. It does not help that there is a sign in Yates Avenue states "Out of School Hours centre (OOSH), Entry via King Street". It appears that the King Street vehicle driveway is for entering vehicles only during school hours and Yates Avenue is entry and exit at all times. Then after school hours when children are being picked up or dropped off to/from the OOSH that the school closes all the gates accessing the school from Yates Avenue. This is reflected in the results.

The peak hour for pedestrians crossing King Street at the raised pedestrian crossing are as follows:

Direction of pedestrians	AM Peak Hour 8.00am – 9.00 am	PM Peak Hour 3.00pm – 4.00pm
Eastbound	3	1
Westbound	13	11
Total	**16**	**12**

These numbers are considered low. The peaks are as expected corresponding with the opening and closing of the school.

As stated in the report by this firm for the development application, The estimated traffic generation of the proposal is in the order of 35 and 31 trips in the morning and evening peak hours respectively. The RMS defines a vehicle trip as a one-way vehicular movement from one point to another excluding the return journey. Accordingly, the estimated trips will be in the order of 18 in and 17 out in the morning peak hour and 16 in and 15 out in the evening peak hour.

This traffic generation on average equates to 1 car either approaching or departing the centre every 1 minute and 43 seconds in the morning and 1 car either approaching or departing every 1 minute and 56 seconds in the evening. This minor increase in traffic flow will not have any unacceptable impacts upon the operation of King Street or the surrounding road network.

Despite the low volumes the Pedestrian crossing has been modelled using SIDRA intersection 6.0 plus, a software program developed for the purpose of analysing signalised, roundabout, sign controlled intersections and pedestrian crossings, the effect of the estimated traffic generation of this development on King Street has been assessed.

A comparison of intersection performance between the existing and projected traffic demands during the morning and evening peak hours upon the intersection of King Street with the marked crossing has been modelled. Tabled below are the results of the intersection modelling and a copy of the SIDRA summary output file is attached for Council's information.

Intersection Operational Indicators	King Street with the marked crossing - Sign Control Intersection			
	Existing		Proposed	
	AM	PM	AM	PM
Level of Service	N/a	N/a	N/a	N/a
Degree of Saturation	0.221	0.137	0.235	0.158
Total Average Delay(sec/veh)	2.2s	3.1s	2.3s	3.2s

The results of the SIDRA analysis reveal:

- The Level of Service at the intersection of King Street with the marked crossing will not change with the estimated additional traffic generation of the proposed development.

- The additional traffic demand on the intersection of King Street with the marked crossing as a consequence of the proposed development will only alter the Degree of Saturation and Total Average Delays minutely.

CONCLUSIONS AND RECOMMENDATION

The preceding assessment has revealed the following:

- The proposal has a potential net increase in estimated peak hour traffic flows in the order of 35 and 31 vehicle trips in the morning and evening peak hours respectively, which will not have any unacceptable impacts upon King Street or the surrounding road network.

- As is not the responsibility of this development to resolve Yates Public School existing vehicle access concerns raised by residents at the Planning Pannel meeting, it is recommended that Council raise this concern with the School Principal or Department of Education.

Should you require any additional information or clarification of the contents of this letter please contact me on the numbers provided.

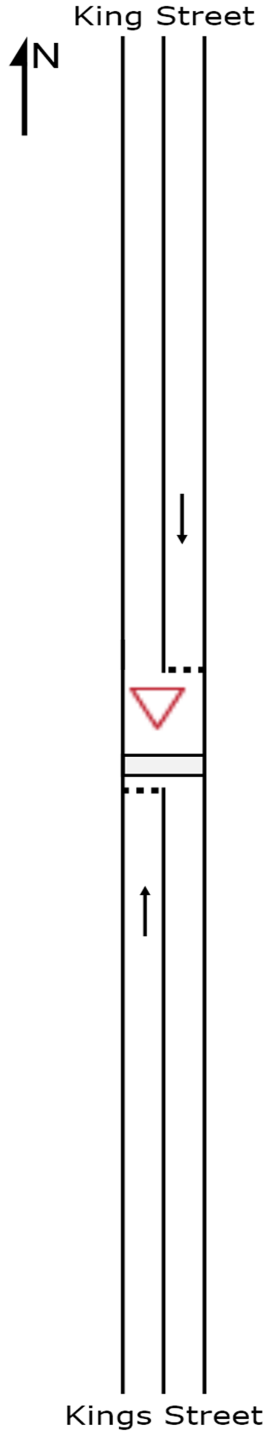
Yours sincerely

Craig Hazell
Director

SITE LAYOUT

Site: Existing AM peak

Unsignalised pedestrian (Zebra) crossing across two-way road
Giveway / Yield (Two-Way)



INPUT VOLUMES

Vehicles and pedestrians per 60 minutes

Site: Existing AM peak

Unsignalised pedestrian (Zebra) crossing across two-way road
Giveway / Yield (Two-Way)

Volume Display Method: Separate

Volumes are shown for Movement Class(es): Light Vehicles and Heavy Vehicles

Total Intersection Volumes (veh)

All Movement Classes: 373

Light Vehicles (LV): 369

Heavy Vehicles (HV): 4

Pedestrians: 12

INPUT VOLUMES

Vehicles and pedestrians per 60 minutes

Site: Existing PM peak

Unsignalised pedestrian (Zebra) crossing across two-way road
Giveway / Yield (Two-Way)

Volume Display Method: Separate

Volumes are shown for Movement Class(es): Light Vehicles and Heavy Vehicles

Total Intersection Volumes (veh)

- **All Movement Classes: 238**
- **Light Vehicles (LV): 234**
- **Heavy Vehicles (HV): 4**
- **Pedestrians: 9**

MOVEMENT SUMMARY

Site: Existing AM peak

Unsignalised pedestrian (Zebra) crossing across two-way road
Giveway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	ODMo v	Demand Flows Total	Demand Flows HV	Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	95% Back of Queue Distance	Prop. Queued	Effective Stop Rate	Average Speed
		veh/h	%	v/c	sec		veh	m		per veh	km/h
South: Kings Street											
2	T1	182	0.6	0.191	2.2	LOS A	0.8	5.8	0.08	0.35	39.1
Approach		182	0.6	0.191	2.2	LOS A	0.8	5.8	0.08	0.35	39.1
North: King Street											
8	T1	211	1.5	0.221	2.2	LOS A	1.0	7.0	0.08	0.35	39.1
Approach		211	1.5	0.221	2.2	LOS A	1.0	7.0	0.08	0.35	39.1
All Vehicles		393	1.1	0.221	2.2	NA	1.0	7.0	0.08	0.35	39.1

Level of Service (LOS) Method: Delay (RTA NSW).
Vehicle movement LOS values are based on average delay per movement
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: Akçelik M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Processed: Sunday, 17 September 2023 11:40:19 AM
SIDRA INTERSECTION 6.0.24.4877
Project: T:\20222023\015\Sidra\King Street.sip6
8000870, 6016543, TRAFFIC SOLUTIONS PTY LTD, PLUS / 1PC

MOVEMENT SUMMARY

Site: Existing AM peak

Unsignalised pedestrian (Zebra) crossing across two-way road
Giveway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	ODMo v	Demand Flows Total	Demand Flows HV	Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	95% Back of Queue Distance	Prop. Queued	Effective Stop Rate	Average Speed
		veh/h	%	v/c	sec		veh	m		per veh	km/h
South: Kings Street											
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8	T1	211	1.5	0.221	2.2	LOS A	1.0	7.0	0.08	0.35	39.1
Approach		211	1.5	0.221	2.2	LOS A	1.0	7.0	0.08	0.35	39.1
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HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

R.O.A.R. DATA
Reliable, Original & Authentic Results
Mob.0418-239019

AM

King St

Client : Traffic Solution Pty Ltd
Job No/Name : 7899 DUNDAS VALLEY King St Crossing
Day/Date : Thursday / 7th September 2023

Lights

	King St		
Time Per	NTH-B	STH-B	TOT
0700 - 0715	24	37	**61**
0715 - 0730	12	35	**47**
0730 - 0745	16	56	**72**
0745 - 0800	19	46	**65**
0800 - 0815	34	49	**83**
0815 - 0830	40	55	**95**
0830 - 0845	47	41	**88**
0845 - 0900	48	51	**99**
Period End	**240**	**370**	**610**

Lights

	King St		
Peak Per	NTH-B	STH-B	TOT
0700 - 0800	71	174	**245**
0715 - 0815	81	186	**267**
0730 - 0830	109	206	**315**
0745 - 0845	140	191	**331**
0800 - 0900	169	196	**365**
PEAK HR	**169**	**196**	**365**

Heavies

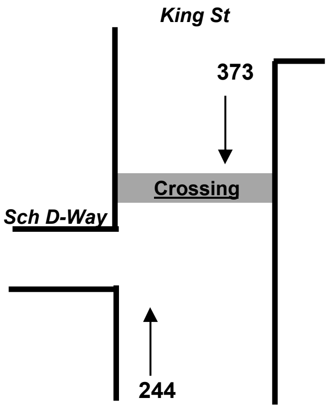
	King St		
Time Per	NTH-B	STH-B	TOT
0700 - 0715	1	1	**2**
0715 - 0730	0	0	**0**
0730 - 0745	0	1	**1**
0745 - 0800	0	0	**0**
0800 - 0815	0	0	**0**
0815 - 0830	1	0	**1**
0830 - 0845	2	1	**3**
0845 - 0900	0	0	**0**
Period End	**4**	**3**	**7**

Heavies

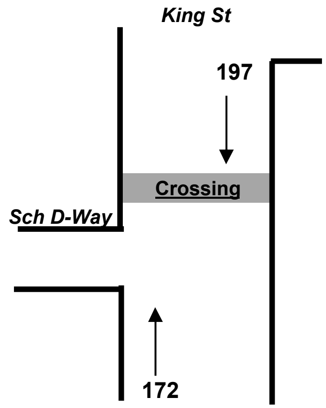
	King St		
Peak Per	NTH-B	STH-B	TOT
0700 - 0800	1	2	**3**
0715 - 0815	0	1	**1**
0730 - 0830	1	1	**2**
0745 - 0845	3	1	**4**
0800 - 0900	3	1	**4**
PEAK HR	**3**	**1**	**4**

Combined

	King St		
Time Per	NTH-B	STH-B	TOT
0700 - 0715	25	38	**63**
0715 - 0730	12	35	**47**
0730 - 0745	16	57	**73**
0745 - 0800	19	46	**65**
0800 - 0815	34	49	**83**
0815 - 0830	41	55	**96**
0830 - 0845	49	42	**91**
0845 - 0900	48	51	**99**
Period End	**244**	**373**	**617**



Combined
TOTAL VOLUMES for PERIOD COUNTED



Combined
AM PEAK
0800 - 0900

Combined

	King St		
Peak Per	NTH-B	STH-B	TOT
0700 - 0800	72	176	**248**
0715 - 0815	81	187	**268**
0730 - 0830	110	207	**317**
0745 - 0845	143	192	**335**
0800 - 0900	172	197	**369**

PEAK HR	**172**	**197**	**369**

R.O.A.R. DATA

Reliable, Original & Authentic Results

Mob.0418-239019

PM

King St

Client : Traffic Solution Pty Ltd
Job No/Name : 7899 DUNDAS VALLEY King St Crossing
Day/Date : Thursday / 7th September 2023

Lights

	King St		
Time Per	**NTH-B**	**STH-B**	**TOT**
1500 - 1515	23	25	**48**
1515 - 1530	25	24	**49**
1530 - 1545	16	29	**45**
1545 - 1600	20	26	**46**
1600 - 1615	24	28	**52**
1615 - 1630	23	31	**54**
1630 - 1645	12	25	**37**
1645 - 1700	19	35	**54**
1700 - 1715	22	25	**47**
1715 - 1730	24	39	**63**
1730 - 1745	41	28	**69**
1745 - 1800	34	21	**55**
Period End	**283**	**336**	**619**

Lights

	King St		
Peak Per	**NTH-B**	**STH-B**	**TOT**
1500 - 1600	84	104	**188**
1515 - 1615	85	107	**192**
1530 - 1630	83	114	**197**
1545 - 1645	79	110	**189**
1600 - 1700	78	119	**197**
1615 - 1715	76	116	**192**
1630 - 1730	77	124	**201**
1645 - 1745	106	127	**233**
1700 - 1800	121	113	**234**
PEAK HR	**121**	**113**	**234**

Heavies

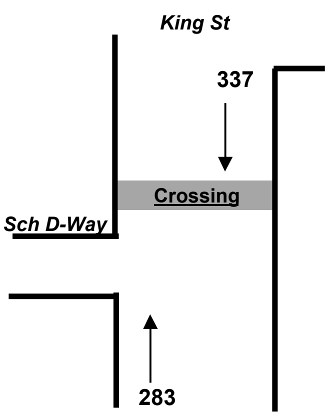
	King St		
Time Per	**NTH-B**	**STH-B**	**TOT**
1500 - 1515	0	0	**0**
1515 - 1530	0	0	**0**
1530 - 1545	0	0	**0**
1545 - 1600	0	0	**0**
1600 - 1615	0	0	**0**
1615 - 1630	0	0	**0**
1630 - 1645	0	1	**1**
1645 - 1700	0	0	**0**
1700 - 1715	0	0	**0**
1715 - 1730	0	0	**0**
1730 - 1745	0	0	**0**
1745 - 1800	0	0	**0**
Period End	**0**	**1**	**1**

Heavies

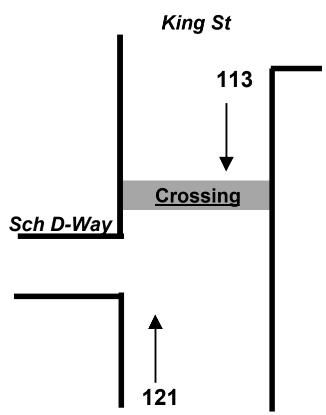
	King St		
Peak Per	**NTH-B**	**STH-B**	**TOT**
1500 - 1600	0	0	**0**
1515 - 1615	0	0	**0**
1530 - 1630	0	0	**0**
1545 - 1645	0	1	**1**
1600 - 1700	0	1	**1**
1615 - 1715	0	1	**1**
1630 - 1730	0	1	**1**
1645 - 1745	0	0	**0**
1700 - 1800	0	0	**0**
PEAK HR	**0**	**0**	**0**

Combined

	King St		
Time Per	**NTH-B**	**STH-B**	**TOT**
1500 - 1515	23	25	**48**
1515 - 1530	25	24	**49**
1530 - 1545	16	29	**45**
1545 - 1600	20	26	**46**
1600 - 1615	24	28	**52**
1615 - 1630	23	31	**54**
1630 - 1645	12	26	**38**
1645 - 1700	19	35	**54**
1700 - 1715	22	25	**47**
1715 - 1730	24	39	**63**
1730 - 1745	41	28	**69**
1745 - 1800	34	21	**55**
Period End	**283**	**337**	**620**



Combined
TOTAL VOLUMES for PERIOD COUNTED



Combined
PM PEAK
1700 - 1800

Combined

	King St		
Peak Per	**NTH-B**	**STH-B**	**TOT**
1500 - 1600	84	104	**188**
1515 - 1615	85	107	**192**
1530 - 1630	83	114	**197**
1545 - 1645	79	111	**190**
1600 - 1700	78	120	**198**
1615 - 1715	76	117	**193**
1630 - 1730	77	125	**202**
1645 - 1745	106	127	**233**
1700 - 1800	121	113	**234**

PEAK HR	**121**	**113**	**234**

R.O.A.R. DATA

Reliable, Original & Authentic Results

Mob.0418-239019

Client : Traffic Solution Pty Ltd

Job No/Name : 7899 DUNDAS VALLEY King St Crossing

Day/Date : Thursday / 7th September 2023

Peds	CROSSING						
	EASTBOUND			WESTBOUND			
	King St						
Time Period	Sch Age & Under	Aged & Mobility	Others	Sch Age & Under	Aged & Mobility	Others	TOTAL
0700 - 0715	0	0	0	0	0	1	**1**
0715 - 0730	0	0	1	0	0	0	**1**
0730 - 0745	0	0	1	0	0	0	**1**
0745 - 0800	0	0	0	0	0	1	**1**
0800 - 0815	0	0	0	3	0	1	**4**
0815 - 0830	0	0	0	1	0	0	**1**
0830 - 0845	0	0	0	2	0	0	**2**
0845 - 0900	0	0	1	3	0	1	**5**
Period End	**0**	**0**	**3**	**9**	**0**	**4**	**16**

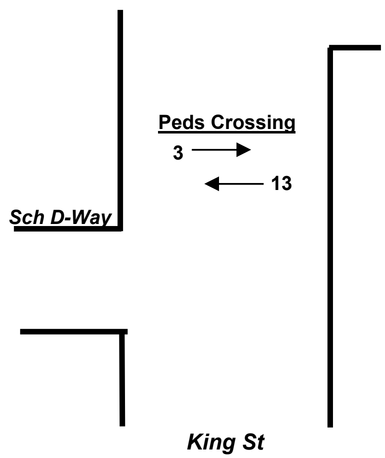
Peds	CROSSING						
	EASTBOUND			WESTBOUND			
	King St						
Peak Period	Sch Age & Under	Aged & Mobility	Others	Sch Age & Under	Aged & Mobility	Others	TOTAL
0700 - 0800	0	0	2	0	0	2	**4**
0715 - 0815	0	0	2	3	0	2	**7**
0730 - 0830	0	0	1	4	0	2	**7**
0745 - 0845	0	0	0	6	0	2	**8**
0800 - 0900	0	0	1	9	0	2	**12**
PEAK HR	**0**	**0**	**1**	**9**	**0**	**2**	**12**

PEDS Combined	CROSSING		
Time Per	EAST-B	WEST-B	TOT
0700 - 0715	0	1	**1**
0715 - 0730	1	0	**1**
0730 - 0745	1	0	**1**
0745 - 0800	0	1	**1**
0800 - 0815	0	4	**4**
0815 - 0830	0	1	**1**
0830 - 0845	0	2	**2**
0845 - 0900	1	4	**5**
Period End	**3**	**13**	**16**

PEDS Combined	CROSSING		
Peak Per	EAST-B	WEST-B	TOT
0700 - 0800	2	2	**4**
0715 - 0815	2	5	**7**
0730 - 0830	1	6	**7**
0745 - 0845	0	8	**8**
0800 - 0900	1	11	**12**
PEAK HR	**1**	**11**	**12**

Combined

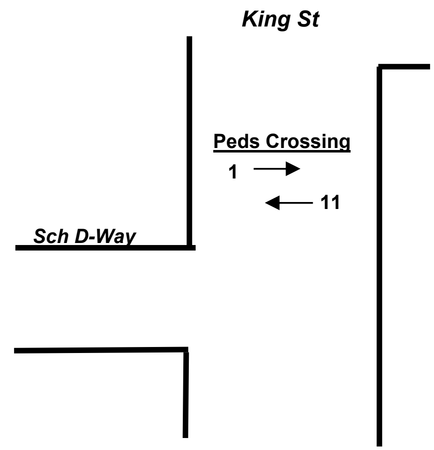
TOTAL VOLUMES for PERIOD COUNTED



Combined

AM PEAK HOUR

0800 - 0900



R.O.A.R. DATA

Reliable, Original & Authentic Results

Mob.0418-239019

Client : Traffic Solution Pty Ltd
Job No/Name : 7899 DUNDAS VALLEY King St Crossing
Day/Date : Thursday / 7th September 2023

Peds	CROSSING						
	EASTBOUND			WESTBOUND			
	King St						
Time Period	Sch Age & Under	Aged & Mobility	Others	Sch Age & Under	Aged & Mobility	Others	TOTAL
1500 - 1515	3	0	1	0	0	1	**5**
1515 - 1530	0	0	0	0	0	0	**0**
1530 - 1545	1	0	3	0	0	0	**4**
1545 - 1600	0	0	0	0	0	0	**0**
1600 - 1615	0	0	0	0	0	0	**0**
1615 - 1630	0	0	0	0	0	0	**0**
1630 - 1645	0	0	0	0	0	0	**0**
1645 - 1700	0	0	0	0	0	0	**0**
1700 - 1715	0	0	0	0	0	0	**0**
1715 - 1730	0	0	0	0	0	0	**0**
1730 - 1745	1	0	0	0	0	0	**1**
1745 - 1800	0	0	0	0	0	0	**0**
Period End	**5**	**0**	**4**	**0**	**0**	**1**	**10**

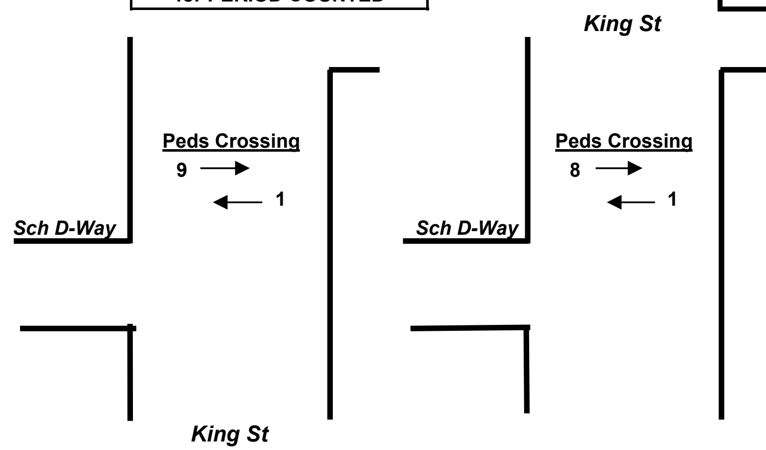
Peds	CROSSING						
	EASTBOUND			WESTBOUND			
	King St						
Peak Period	Sch Age & Under	Aged & Mobility	Others	Sch Age & Under	Aged & Mobility	Others	TOTAL
1500 - 1600	4	0	4	0	0	1	**9**
1515 - 1615	1	0	3	0	0	0	**4**
1530 - 1630	1	0	3	0	0	0	**4**
1545 - 1645	0	0	0	0	0	0	**0**
1600 - 1700	0	0	0	0	0	0	**0**
1615 - 1715	0	0	0	0	0	0	**0**
1630 - 1730	0	0	0	0	0	0	**0**
1645 - 1745	1	0	0	0	0	0	**1**
1700 - 1800	1	0	0	0	0	0	**1**
PEAK HR							

PEDS Combined	CROSSING		
Time Per	EAST-B	WEST-B	TOT
1500 - 1515	4	1	**5**
1515 - 1530	0	0	**0**
1530 - 1545	4	0	**4**
1545 - 1600	0	0	**0**
1600 - 1615	0	0	**0**
1615 - 1630	0	0	**0**
1630 - 1645	0	0	**0**
1645 - 1700	0	0	**0**
1700 - 1715	0	0	**0**
1715 - 1730	0	0	**0**
1730 - 1745	1	0	**1**
1745 - 1800	0	0	**0**
Period End	**9**	**1**	**10**

PEDS Combined	CROSSING		
Peak Per	EAST-B	WEST-B	TOT
1500 - 1600	8	1	**9**
1515 - 1615	4	0	**4**
1530 - 1630	4	0	**4**
1545 - 1645	0	0	**0**
1600 - 1700	0	0	**0**
1615 - 1715	0	0	**0**
1630 - 1730	0	0	**0**
1645 - 1745	1	0	**1**
1700 - 1800	1	0	**1**
PEAK HR	**8**	**1**	**9**

Combined
TOTAL VOLUMES for PERIOD COUNTED

Combined
PM PEAK HOUR
1500 - 1600



R.O.A.R. DATA
Reliable, Original & Authentic Results
Mob.0418-239019

AM

School Driveway

Client : Traffic Solution Pty Ltd
Job No/Name : 7899 DUNDAS VALLEY King St Crossing
Day/Date : Thursday / 7th September 2023

Lights — Sch D-Way

Time Per	IN	OUT	TOT
0700 - 0715	3	1	**4**
0715 - 0730	3	2	**5**
0730 - 0745	2	2	**4**
0745 - 0800	5	2	**7**
0800 - 0815	5	3	**8**
0815 - 0830	6	0	**6**
0830 - 0845	3	0	**3**
0845 - 0900	2	0	**2**
Period End	**29**	**10**	**39**

Lights — Sch D-Way

Peak Per	IN	OUT	TOT
0700 - 0800	13	7	**20**
0715 - 0815	15	9	**24**
0730 - 0830	18	7	**25**
0745 - 0845	19	5	**24**
0800 - 0900	16	3	**19**
PEAK HR	**18**	**7**	**25**

Heavies — Sch D-Way

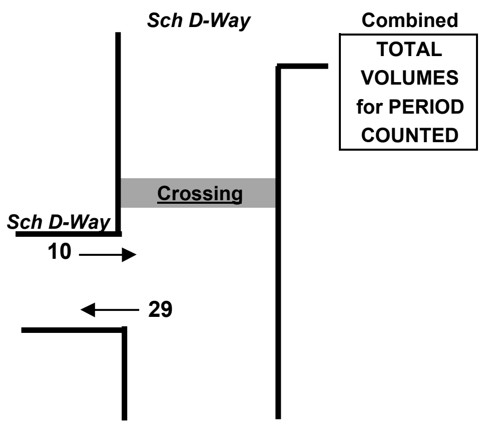
Time Per	IN	OUT	TOT
0700 - 0715	0	0	**0**
0715 - 0730	0	0	**0**
0730 - 0745	0	0	**0**
0745 - 0800	0	0	**0**
0800 - 0815	0	0	**0**
0815 - 0830	0	0	**0**
0830 - 0845	0	0	**0**
0845 - 0900	0	0	**0**
Period End	**0**	**0**	**0**

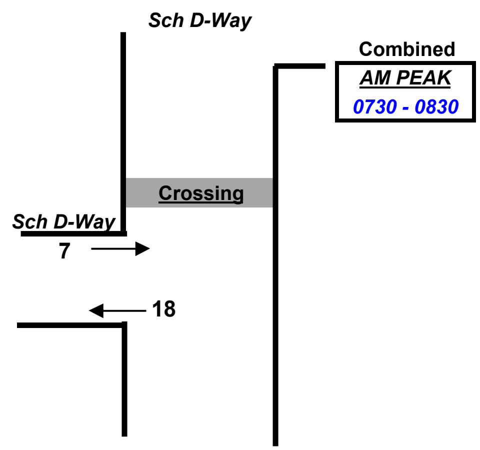
Heavies — Sch D-Way

Peak Per	IN	OUT	TOT
0700 - 0800	0	0	**0**
0715 - 0815	0	0	**0**
0730 - 0830	0	0	**0**
0745 - 0845	0	0	**0**
0800 - 0900	0	0	**0**
PEAK HR	**0**	**0**	**0**

Combined — Sch D-Way

Time Per	IN	OUT	TOT
0700 - 0715	3	1	**4**
0715 - 0730	3	2	**5**
0730 - 0745	2	2	**4**
0745 - 0800	5	2	**7**
0800 - 0815	5	3	**8**
0815 - 0830	6	0	**6**
0830 - 0845	3	0	**3**
0845 - 0900	2	0	**2**
Period End	**29**	**10**	**39**





Combined — Sch D-Way

Peak Per	IN	OUT	TOT
0700 - 0800	13	7	**20**
0715 - 0815	15	9	**24**
0730 - 0830	18	7	**25**
0745 - 0845	19	5	**24**
0800 - 0900	16	3	**19**

PEAK HR	**18**	**7**	**25**

R.O.A.R. DATA

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PM

School Driveway

Client : Traffic Solution Pty Ltd

Job No/Name : 7899 DUNDAS VALLEY King St Crossing

Day/Date : Thursday / 7th September 2023

Lights — Sch D-Way

Time Per	IN	OUT	TOT
1500 - 1515	0	1	**1**
1515 - 1530	2	7	**9**
1530 - 1545	0	4	**4**
1545 - 1600	1	4	**5**
1600 - 1615	0	0	**0**
1615 - 1630	4	1	**5**
1630 - 1645	4	2	**6**
1645 - 1700	3	5	**8**
1700 - 1715	2	5	**7**
1715 - 1730	4	2	**6**
1730 - 1745	1	3	**4**
1745 - 1800	0	2	**2**
Period End	**21**	**36**	**57**

Lights — Sch D-Way

Peak Per	IN	OUT	TOT
1500 - 1600	3	16	**19**
1515 - 1615	3	15	**18**
1530 - 1630	5	9	**14**
1545 - 1645	9	7	**16**
1600 - 1700	11	8	**19**
1615 - 1715	13	13	**26**
1630 - 1730	13	14	**27**
1645 - 1745	10	15	**25**
1700 - 1800	7	12	**19**
PEAK HR	**13**	**14**	**27**

Heavies — Sch D-Way

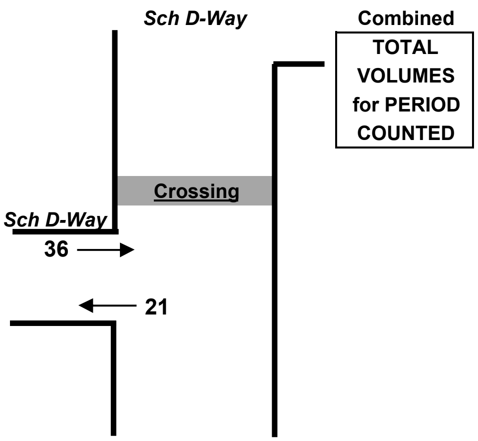
Time Per	IN	OUT	TOT
1500 - 1515	0	0	**0**
1515 - 1530	0	0	**0**
1530 - 1545	0	0	**0**
1545 - 1600	0	0	**0**
1600 - 1615	0	0	**0**
1615 - 1630	0	0	**0**
1630 - 1645	0	0	**0**
1645 - 1700	0	0	**0**
1700 - 1715	0	0	**0**
1715 - 1730	0	0	**0**
1730 - 1745	0	0	**0**
1745 - 1800	0	0	**0**
Period End	**0**	**0**	**0**

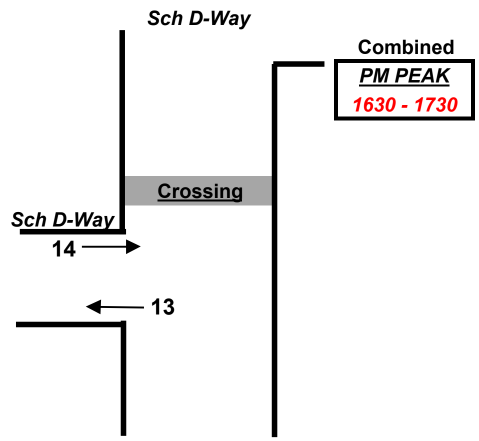
Heavies — Sch D-Way

Peak Per	IN	OUT	TOT
1500 - 1600	0	0	**0**
1515 - 1615	0	0	**0**
1530 - 1630	0	0	**0**
1545 - 1645	0	0	**0**
1600 - 1700	0	0	**0**
1615 - 1715	0	0	**0**
1630 - 1730	0	0	**0**
1645 - 1745	0	0	**0**
1700 - 1800	0	0	**0**
PEAK HR	**0**	**0**	**0**

Combined — Sch D-Way

Time Per	IN	OUT	TOT
1500 - 1515	0	1	**1**
1515 - 1530	2	7	**9**
1530 - 1545	0	4	**4**
1545 - 1600	1	4	**5**
1600 - 1615	0	0	**0**
1615 - 1630	4	1	**5**
1630 - 1645	4	2	**6**
1645 - 1700	3	5	**8**
1700 - 1715	2	5	**7**
1715 - 1730	4	2	**6**
1730 - 1745	1	3	**4**
1745 - 1800	0	2	**2**
Period End	**21**	**36**	**57**





Combined — Sch D-Way

Peak Per	IN	OUT	TOT
1500 - 1600	3	16	**19**
1515 - 1615	3	15	**18**
1530 - 1630	5	9	**14**
1545 - 1645	9	7	**16**
1600 - 1700	11	8	**19**
1615 - 1715	13	13	**26**
1630 - 1730	13	14	**27**
1645 - 1745	10	15	**25**
1700 - 1800	7	12	**19**
PEAK HR	**13**	**14**	**27**