

File 118197

March 19, 2019

Ryan Davidson
President
RDL Export
5200 Dixie Road, Units 27-29
Mississauga, ON L4W 1E4
ryan@rdlexport.com

Re: 655 Hurontario Street, Town of Collingwood
Traffic Impact Brief

Dear Mr. Davidson:

As requested, we have reviewed the proposed residential development to be located at 655 Hurontario Street in the Town of Collingwood from a transportation perspective, addressing site access, site traffic volumes, sight lines at the access point and the potential impacts to the adjacent road system. Our comments are set out in this letter report.

EXISTING CONDITIONS

Existing Site

As illustrated in Figure 1, the development site is located on the north east corner of the intersection of Hurontario Street with Lockhart Road/Campbell Street in the Town of Collingwood. The property is bounded by Lockhart Road to the south, Hurontario Street to the west and residential properties to the north and east.

Road Network

As per the *Official Plan of the Town of Collingwood*¹, Hurontario Street is classified as an arterial road. The road is oriented north-south through the study area and has a 3-lane urban cross section with a paved width of approximately 13 metres, providing one lane of travel per direction and a continuous two-way left turn lane. The road has a posted speed limit of 50 km/h and thus a design speed of 60 km/h has been assumed (posted speed limit + 10 km/h). Arterial roads typically have an assumed planning capacity in the order of 900 to 1100 vehicles per hour per lane (vphpl).

¹*Official Plan of the Town of Collingwood*, Town of Collingwood. Office consolidated January 2019

In consideration of the number of driveways along Hurontario Street in the immediate area, the lower capacity threshold (900 vphpl) has been assumed. It is noted that the provision of a continuous centre turn lane (as is present on Hurontario Street) can increase lane capacity by 10 to 15% (as per industry practice) by removing left turning vehicles from the through movement. In this respect, a higher lane capacity could be applied; however, to ensure a conservative approach, a capacity of 900 vphpl has been assumed.

Lockhart Road is a local road with a 2-lane urban cross-section. As a local road, Lockhart Road has an assumed planning capacity of 400 vphpl.

The intersection of Hurontario Street with Lockhart Road/Campbell Street is a 4-leg signalized intersection. The north and south approaches each provide an exclusive left turn lane with a shared through/right turn lane; whereas the east and west legs approaches have a single shared left/through/right lane.

The study area road network is illustrated in Figure 2.

Traffic Volumes

To determine existing traffic volumes through the study area, traffic counts at the intersection of Hurontario with Campbell Street/Lockhart Road were obtained from the Blackmoor Gates - Traffic Impact Study². The counts were conducted on Thursday March 22, 2018 from 7:00 to 9:00 and 16:00 to 18:00. To reflect existing conditions (2019), the 2018 traffic counts were adjusted by an annual growth rate of 2.0% (as utilized in the Blackmoor Gates TIS).

The traffic count details are provided in Appendix A, whereas the AM and PM peak hour volumes are illustrated in Figure 3.

turn lane (as is present on Hurontario Street) can increase lane capacity by 10 to 15% (as per industry practice) by removing left turning vehicles from the through movement. In this respect, a higher lane capacity could be applied; however, to ensure a conservative approach, a capacity of 900 vphpl has been assumed.

Lockhart Road is a local road with a 2-lane urban cross-section. As a local road, Lockhart Road has an assumed planning capacity of 400 vphpl.

The intersection of Hurontario Street with Lockhart Road/Campbell Street is a 4-leg signalized intersection. The north and south approaches each provide an exclusive left turn lane with a shared through/right turn lane; whereas the east and west legs approaches have a single shared left/through/right lane.

The study area road network is illustrated in Figure 2.

² *Blackmoor Gates - Traffic Impact Study, WSP Canada Inc., May 2018*

Road Section Operations

As previously noted, Hurontario Street and Lockhart Drive have assumed lane capacities of 900 and 400 vphpl, respectively. With existing peak directional peak hour volumes along Hurontario Street in the order of 530 to 650 vehicles, Hurontario Street is currently operating at 72% of capacity or less. Lockhart Road, with peak directional peak hour volumes in the order of 135 to 165 vehicles, is currently operating at 41% of capacity or less.

In consideration of the assumed planning capacity of the road network and existing peak hour traffic volumes, the study area road network is operating below capacity and can readily accommodate additional growth.

EXISTING CONDITIONS

Proposed Land-Use

The proposed development will consist of a four-storey residential apartment building consisting of 50 units with underground and surface parking facilities for up to 63 vehicles.

A site plan is provided in Figure 4.

Site Access * On-Site Circulation

As per the site plan, the site will be served by a single full-moves driveway on Hurontario Street, located approximately 77 metres north of Lockhart Road (measured centre Lockhart Road to centre of access). In consideration of the arterial classification of Hurontario Street and signal control at the intersection of Hurontario Street with Lockhart Road, the Transportation Association of Canada (TAC) *Geometric Design Guide for Canadian Roads*³ suggests a minimum corner clearance of 70 metres (measured from the edge of the access to the edge of the intersecting road). The proposed plan provides approximately 65 metres clearance. While this is slightly less than the suggested minimum, it is the maximum possible given the site orientation and set-back requirements. Regardless, the 65 metre clearance provided is considered reasonable given the available capacity on Hurontario Street and the limited volumes to be generated by the subject site.

It is noted that the proposed site access will be located opposite (and offset slightly to the south) the Collingwood Collegiate Institute (CCI) parking lot access. The offset between the two access points is such that could cause an overlap between northbound vehicles turning left into the CCI parking lot and southbound vehicles turning left into the subject site. While the potential for this overlap does exist, it is noted that a majority of the northbound left turns into CCI will occur during in the AM (prior to the school start time) when inbound traffic to the site is minimal. It is further noted that the PM peak hour operations of the school will occur well in advance of the PM peak hour operations of the subject site and adjacent

³ *Geometric Design Guide for Canadian Roads*. Transportation Association of Canada. June 2017.

road network. Recognizing that the peak inbound operations for the site and school do not coincide, the potential overlap of the inbound left turn movements is expected to be minimal.

At the property line, the site access will have a throat width of 7.5 metres, narrowing to 6.0 metres within the site. As such, the access will readily accommodate two-way operations (i.e. 1 inbound lane and 1 outbound lane) while satisfying the Town's *Driveway Entrance - Standard No. 405⁴*, which requires a minimum width of 6.0 metres at the property line for a driveway providing two-way operations. In context of the expected traffic volumes and vehicle type accessing the site (predominantly passenger cars), a single access point with the proposed dimensions is considered appropriate.

Access to Hurontario Street (as proposed) is preferred over access provision to Lockhart Road. While it is acknowledged that Hurontario Street is an arterial road, the site has greater frontage on Hurontario Street which allows for maximum separation between the proposed access and the Hurontario Street and Lockhart Road intersection. In addition, the shared centre turn lane on Hurontario Street will facilitate vehicles entering and exiting the development without impact to through traffic. An access on Lockhart Road could be blocked by the WB queue at the Hurontario Street traffic signals, thereby restricting access for left turns into the site and hence impeding EB traffic.

With respect to on-site circulation, the site will be served by an internal private road with a width of 6.0 metres. Based on the proposed design of the internal road network and access provision, and in consideration of the anticipated volumes and vehicle type accessing the site, the site layout as proposed is considered appropriate. It is further noted that the 6.0 metre clear route throughout the site is considered sufficient to accommodate manoeuvring requirements of an emergency response vehicle (i.e. a fire truck). The fire route is identified on the site plan (Figure 4).

Parking Review

As per the *Town of Collingwood Comprehensive Zoning By-law 2010-40⁵*, a dwelling apartment must provide 1 space per dwelling unit with an additional 0.25 spaces per unit for visitor parking. As such, the proposed development must provide 63 parking spaces (50 units x 1.25 spaces per unit = 62.5, or 63 spaces), of which 13 are to be allocated for visitors (50 units x 0.25 spaces per unit = 12.5, or 13 spaces). As per the site plan, the proposed development will provide 63 parking spaces (27 surface spaces and 36 underground spaces). Thus, the proposed parking supply satisfies the Town's parking requirements.

The zoning by-law also requires that a minimum of 3 accessible parking spaces be provided for a development requiring between 51 to 100 spaces. As noted on the site plan, the site will provide 3 barrier free spaces, satisfying the Town's requirement.

⁴ *Development Standards*. Corporation of the Town of Collingwood. July 2007.

⁵ *Collingwood Zoning By-law*. Corporation of the Town of Collingwood. April 12, 2010.

Site-Generated Trips

The number of vehicle trips to be generated by the proposed development has been determined based on type of use, development size and trip generation rates provided in the *ITE Trip Generation Manual*⁶, 10th Edition. Based on the proposed residential use, the *multi-family (mid-rise)* land use (ITE code 221) has been applied to this development.

The associated trip generation rates and resulting trip estimates are provided in Table 1. The rates represent the weekday AM and PM peak hour of the adjacent street.

Overall, the proposed development is expected to generate 18 trips during the weekday AM peak hour and 22 trips during the weekday PM peak hour.

Table 1: Trip Generation Rates

LAND USE	UNIT/SIZE	AM PEAK HOUR			PM PEAK HOUR		
		IN	OUT	TOTAL	IN	OUT	TOTAL
multi-family (mid-rise) (ITE code 221)	units	0.09	0.27	0.36	0.27	0.17	0.44
	50	5	13	18	13	9	22

Trip Distribution & Assignment

New trips generated by the site have been distributed to as follows:

- 60% to/from the north on Hurontario Street; and
- 40% to/from the south on Hurontario Street.

The assumed distribution considers the location of the site in relation to Collingwood's downtown core as well as travel patterns observed in the area.

The resulting site generated traffic volumes assigned to the road network are illustrated in Figure 5.

TRANSPORTATION ASSESSMENT

Traffic Operations

The additional volumes to be generated by the proposed development are not significant. The existing peak hour traffic volumes on Hurontario Street indicate that the road is operating below capacity and thus can readily accommodate the additional traffic generated by the site. With respect to the intersection of Hurontario Street with Lockhart Road, the site is only expected to contribute an additional 7 to 9 vehicles through the intersection during the AM and PM peak hours (approximately 1 vehicle every 7 to 8 minutes).

⁶ *ITE Trip Generation Manual, 10th Edition*. Institute of Transportation Engineers, September 2017.

In consideration of the limited trips to be generated by the site, the overall impact of the additional traffic volumes on the study area road network will be negligible.

Access Operations

In consideration of the relatively low volume of trips to be generated by the development, the existing centre turn lane on Hurontario Street and reserve capacity available on the road network, the site access is expected to provide excellent operations with minimal delays.

SIGHT LINE ASSESSMENT

As per the TAC guidelines, the minimum stopping sight distance for a design speed of 60 km/h (posted 50 km/h + 10 km/h) is 85 metres. This provides sufficient distance for an approaching motorist to observe a stationary hazard in the road (i.e. a vehicle slowing or stopped to turn into the subject site) and bring their vehicle to a complete stop prior to the hazard.

The sight distances to/from the north and south along Hurontario Street at the site access are well in excess of 150 metres. Thus, the available sight distances at the access point satisfy the TAC minimum stopping sight distance requirement for the noted design speed and road geometry. No improvements are required to address the available sight distances.

SUMMARY

Given the limited traffic volumes to be generated by the site, and in consideration of the available capacity on Hurontario Street, the proposed development is not expected to have any appreciable impacts on the adjacent road system.

Sight lines along Hurontario Street at the proposed access location were reviewed in consideration of TAC minimum stopping sight distance requirements. The available sight distances to/from the north and south at the site access points satisfy the minimum stopping sight distance requirements in consideration of the assumed 60 km/h design speed. No improvements are required to address the available sight distances.

Should you have any questions or comments on the above, please do not hesitate to contact us.

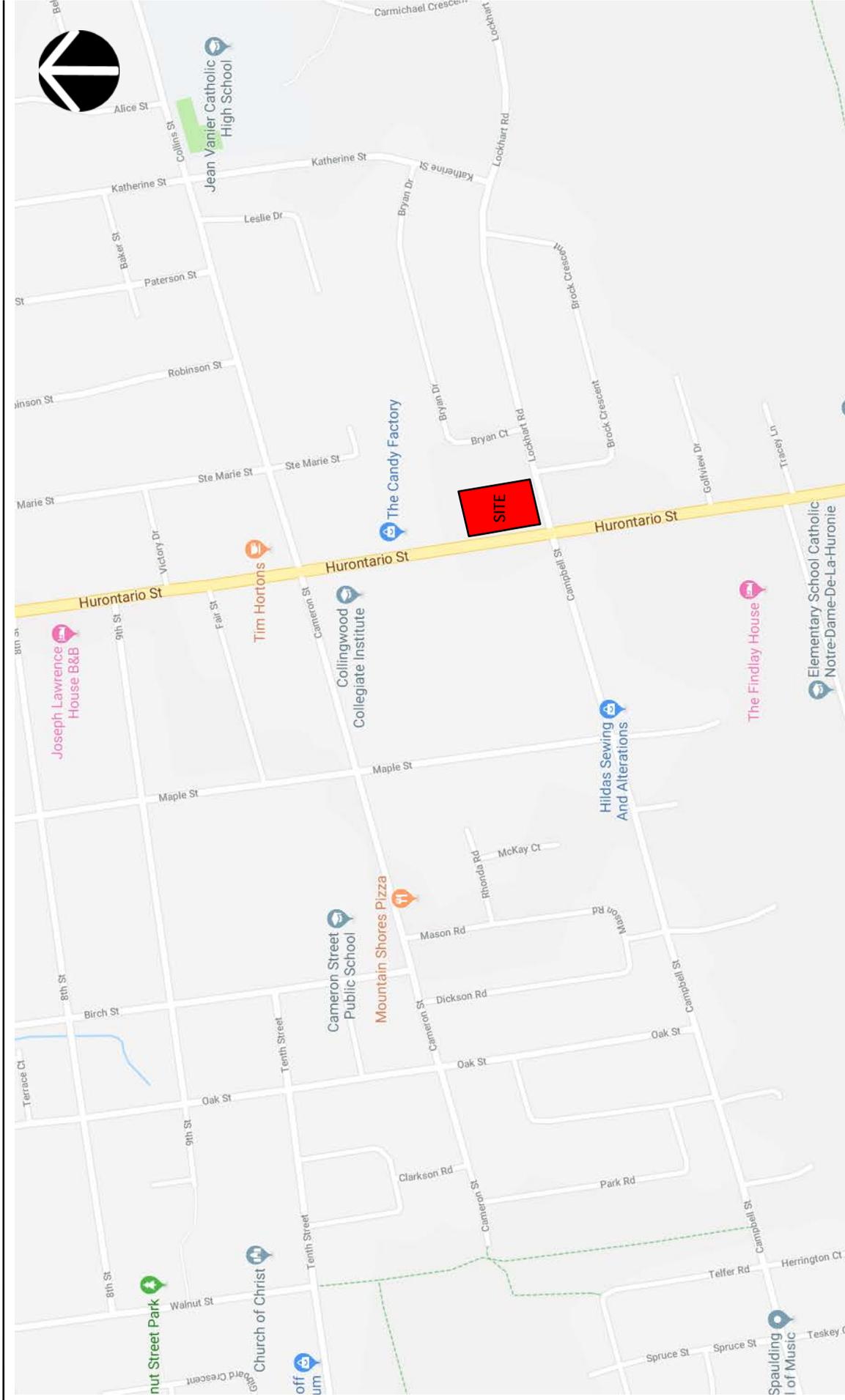
Yours truly,
Tatham Engineering Limited



Jake Losole, B.Eng., EIT
Intern Engineer
JL:df



David Perks, M.Sc., PTP
Transportation Planner, Project Manager

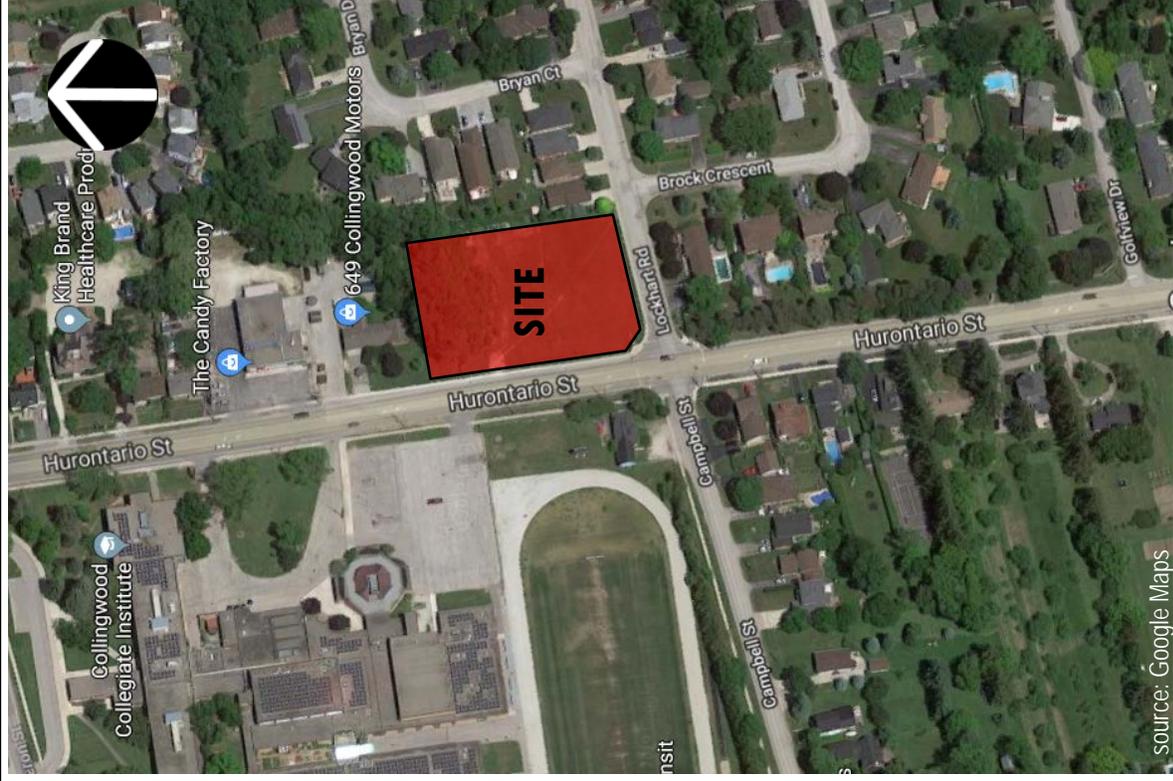
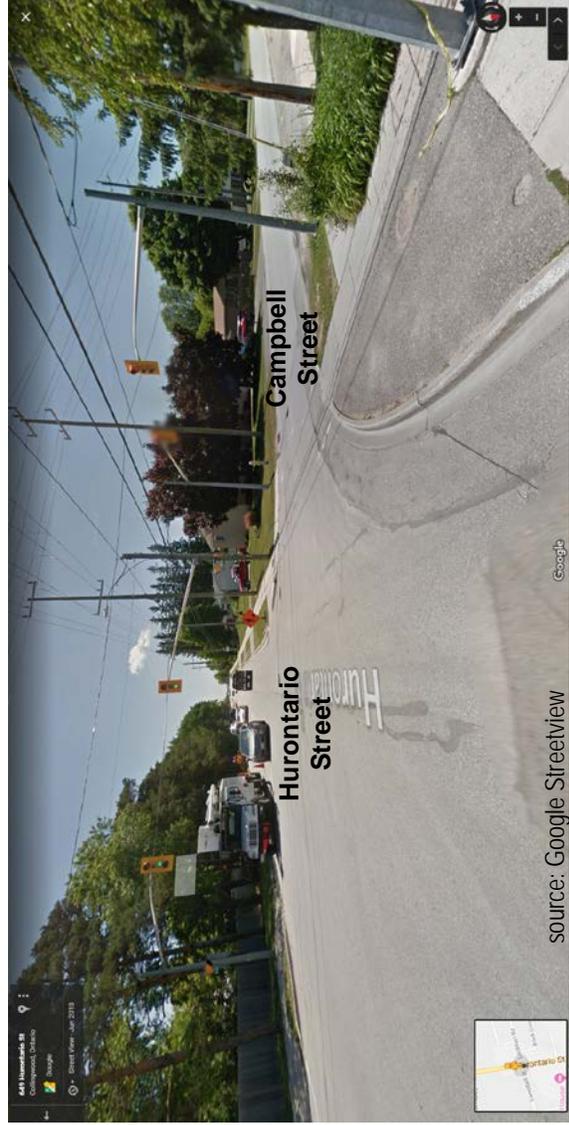


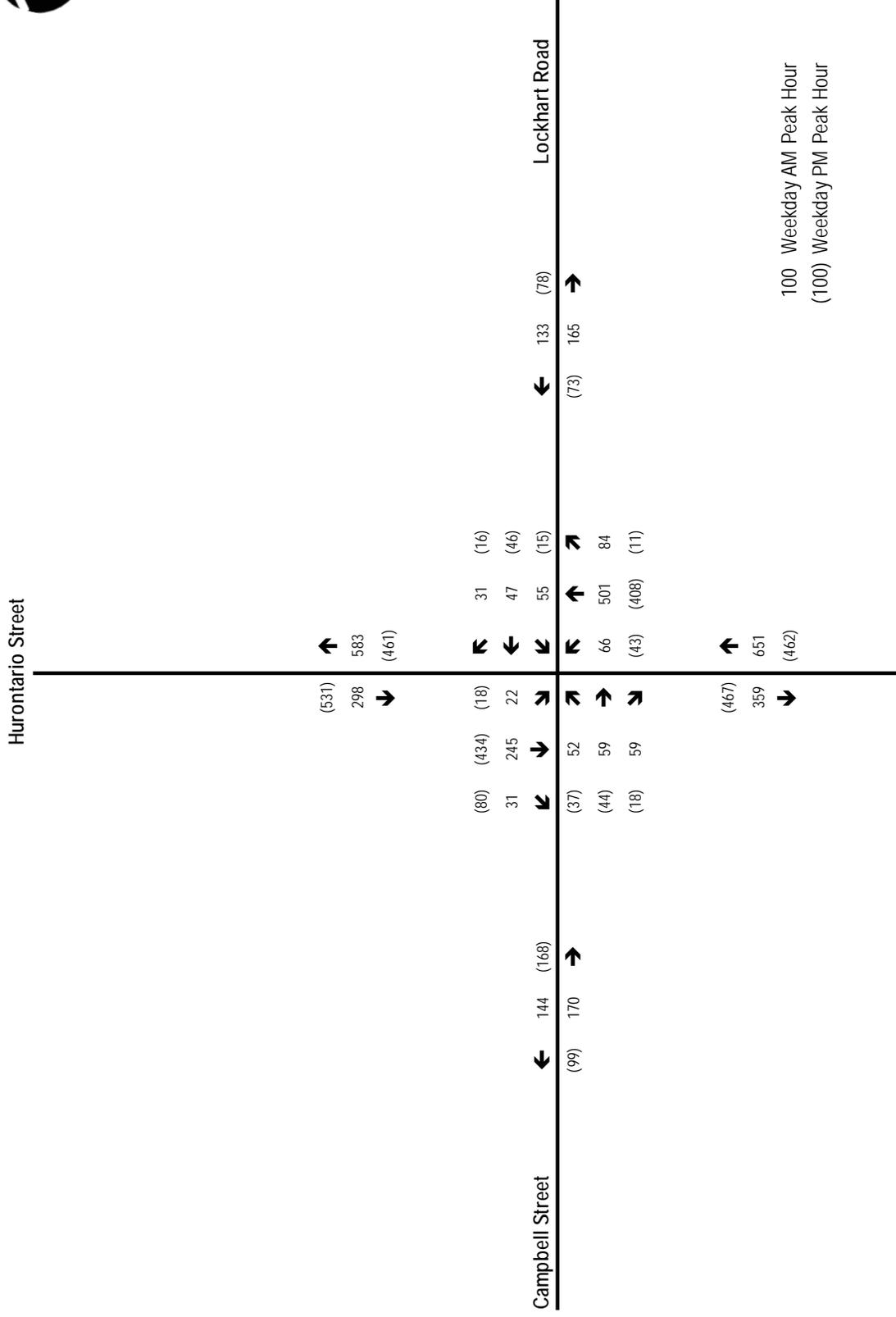
Source: Google Maps

Figure 1

655 Hurontario Street, Town of Collingwood Site Location





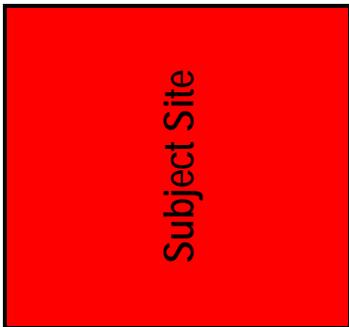
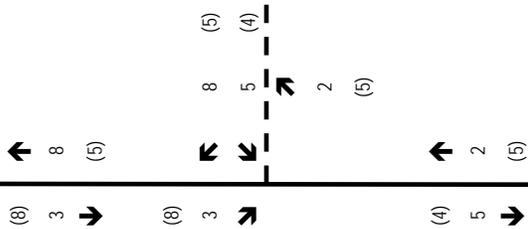


100 Weekday AM Peak Hour
 (100) Weekday PM Peak Hour



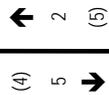


Hurontario Street



Campbell Street

Lockhart Road



100 Weekday AM Peak Hour
(100) Weekday PM Peak Hour

Appendix A: Traffic Counts

Ontario Traffic Inc.

Morning Peak Diagram

Specified Period

From: 7:00:00

To: 9:00:00

One Hour Peak

From: 8:00:00

To: 9:00:00

Municipality: Collingwood
Site #: 1810700001
Intersection: Hurontario St & Campbell St-Lockhart
TFR File #: 5
Count date: 22-Mar-18

Weather conditions:

Person(s) who counted:

**** Signalized Intersection ****

Major Road: Hurontario St runs N/S

North Leg Total: 864

North Entering: 292

North Peds: 20

Peds Cross: \times

Cyclists	0	1	0	1
Trucks	1	18	1	20
Cars	29	221	21	271
Totals	30	240	22	



Cyclists	8
Trucks	37
Cars	527
Totals	572

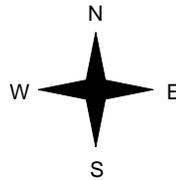
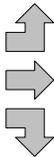
East Leg Total: 292
 East Entering: 130
 East Peds: 5
 Peds Cross: \times

Cyclists	Trucks	Cars	Totals
2	5	134	141



Campbell St

Cyclists	Trucks	Cars	Totals
0	1	50	51
2	2	54	58
0	1	57	58
2	4	161	



Hurontario St



Cars	Trucks	Cyclists	Totals
27	3	0	30
42	2	2	46
44	10	0	54
113	15	2	

Lockhart Rd



Cars	Trucks	Cyclists	Totals
147	13	2	162

Peds Cross: \times
 West Peds: 11
 West Entering: 167
 West Leg Total: 308

Cars	322	Cars	63	450	72	585
Trucks	29	Trucks	2	33	10	45
Cyclists	1	Cyclists	0	8	0	8
Totals	352	Totals	65	491	82	



Peds Cross: \times
 South Peds: 5
 South Entering: 638
 South Leg Total: 990

Comments

Ontario Traffic Inc.

Afternoon Peak Diagram

Specified Period

From: 16:00:00

To: 18:00:00

One Hour Peak

From: 17:00:00

To: 18:00:00

Municipality: Collingwood
Site #: 1810700001
Intersection: Hurontario St & Campbell St-Lockhart
TFR File #: 5
Count date: 22-Mar-18

Weather conditions:

Person(s) who counted:

**** Signalized Intersection ****

Major Road: Hurontario St runs N/S

North Leg Total: 973

North Entering: 521

North Peds: 4

Peds Cross: \times

Cyclists	1	5	0	6
Trucks	1	27	5	33
Cars	76	393	13	482
Totals	78	425	18	



Cyclists	6
Trucks	23
Cars	423
Totals	452

East Leg Total: 148

East Entering: 76

East Peds: 8

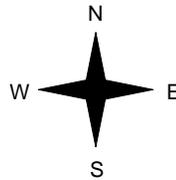
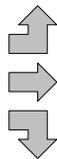
Peds Cross: \times

Cyclists	Trucks	Cars	Totals
4	1	160	165



Campbell St

Cyclists	Trucks	Cars	Totals
0	0	36	36
3	0	40	43
1	0	17	18
4	0	93	



Hurontario St



Cars	Trucks	Cyclists	Totals
13	3	0	16
42	0	3	45
12	3	0	15
67	6	3	

Lockhart Rd



Cars	Trucks	Cyclists	Totals
60	9	3	72

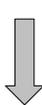
Peds Cross: \times

West Peds: 6

West Entering: 97

West Leg Total: 262

Cars	422	Cars	42	374	7	423
Trucks	30	Trucks	0	20	4	24
Cyclists	6	Cyclists	0	6	0	6
Totals	458	Totals	42	400	11	



Peds Cross: \times

South Peds: 5

South Entering: 453

South Leg Total: 911

Comments

Ontario Traffic Inc.

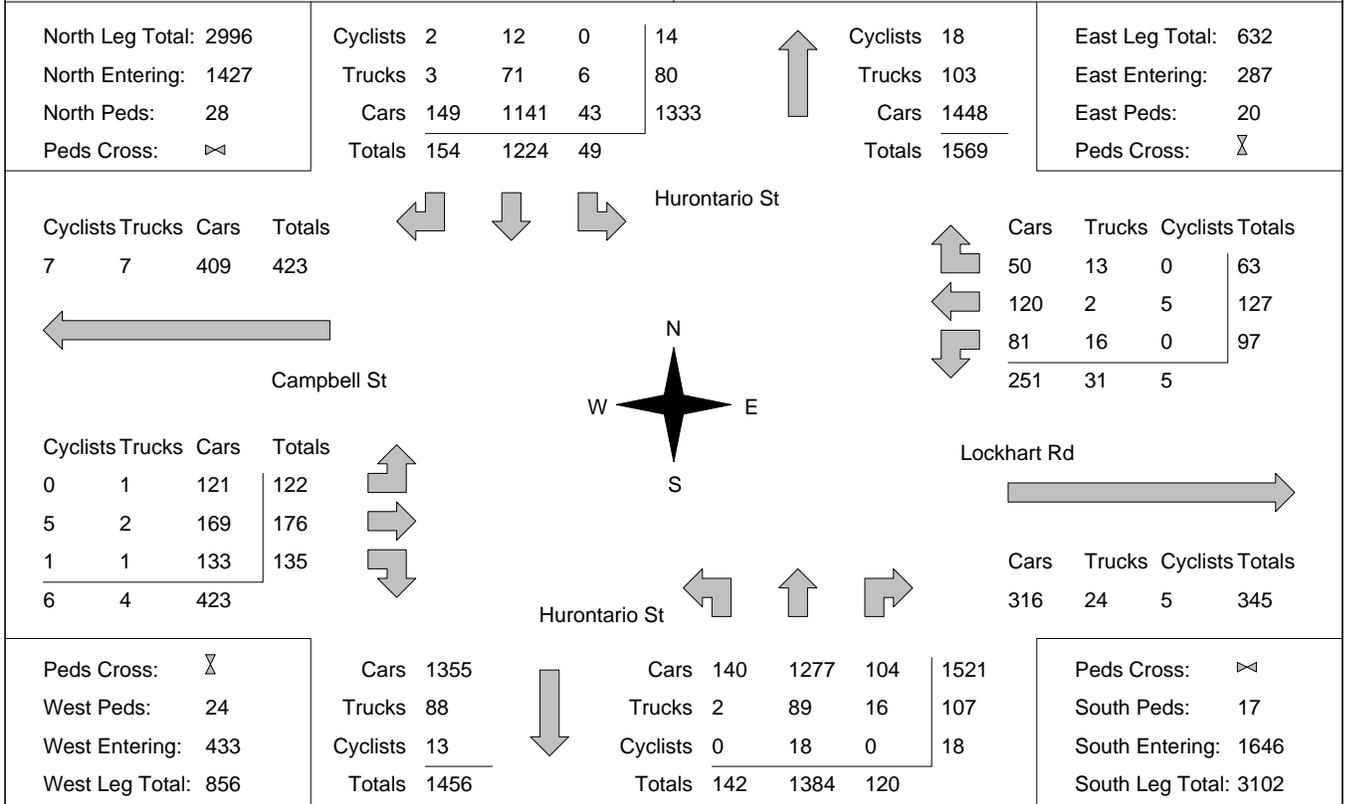
Total Count Diagram

Municipality: Collingwood
Site #: 1810700001
Intersection: Hurontario St & Campbell St-Lockhart
TFR File #: 5
Count date: 22-Mar-18

Weather conditions:
Person(s) who counted:

**** Signalized Intersection ****

Major Road: Hurontario St runs N/S



Comments

Ontario Traffic Inc. Traffic Count Summary

Intersection: Hurontario St & Campbell St-Lockh Count Date: 22-Mar-18 Municipality: Collingwood												
North Approach Totals						South Approach Totals						
Hour Ending	Includes Cars, Trucks, & Cyclists				Total Peds	North/South Total Approaches	Hour Ending	Includes Cars, Trucks, & Cyclists				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
7:00:00	0	0	0	0	0	0	7:00:00	0	0	0	0	0
8:00:00	2	135	11	148	0	354	8:00:00	18	170	18	206	0
9:00:00	22	240	30	292	20	930	9:00:00	65	491	82	638	5
16:00:00	0	3	0	3	0	10	16:00:00	2	4	1	7	0
17:00:00	7	421	35	463	4	805	17:00:00	15	319	8	342	7
18:00:00	18	425	78	521	4	974	18:00:00	42	400	11	453	5
Totals:	49	1224	154	1427	28	3073		142	1384	120	1646	17
East Approach Totals						West Approach Totals						
Hour Ending	Includes Cars, Trucks, & Cyclists				Total Peds	East/West Total Approaches	Hour Ending	Includes Cars, Trucks, & Cyclists				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
7:00:00	0	0	0	0	0	0	7:00:00	0	0	0	0	0
8:00:00	18	18	6	42	0	112	8:00:00	12	17	41	70	0
9:00:00	54	46	30	130	5	297	9:00:00	51	58	58	167	11
16:00:00	0	0	0	0	0	1	16:00:00	0	0	1	1	0
17:00:00	10	18	11	39	7	137	17:00:00	23	58	17	98	7
18:00:00	15	45	16	76	8	172	18:00:00	36	42	18	96	6
Totals:	97	127	63	287	20	719		122	175	135	432	24
Calculated Values for Traffic Crossing Major Street												
Hours Ending:	7:00	8:00	9:00	16:00		17:00	17:00	18:00	18:00			
Crossing Values:	0	48	188	0		102	102	105	105			

Ontario Traffic Inc.

Count Date: 22-Mar-18 Site #: 1810700001

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Cyclists - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	Incr
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	30	30	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	1	1	60	30	3	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0
7:45:00	2	1	88	28	5	2	0	0	3	2	0	0	0	0	0	0	0	0	0	0
8:00:00	2	0	131	43	11	6	0	0	4	1	0	0	0	0	0	0	0	0	0	0
8:15:00	4	2	171	40	14	3	0	0	8	4	0	0	0	0	0	0	0	0	0	0
8:30:00	8	4	223	52	21	7	0	0	11	3	1	1	0	0	0	0	0	0	0	4
8:45:00	15	7	308	85	36	15	0	0	17	6	1	0	0	0	0	0	0	0	0	4
9:00:00	23	8	352	44	40	4	1	1	22	5	1	0	0	0	1	1	0	0	0	19
9:00:44	23	0	355	3	40	0	1	0	22	0	1	0	0	0	1	0	0	0	0	20
16:00:00	23	0	355	0	40	0	1	0	22	0	1	0	0	0	1	0	0	0	0	20
16:15:00	26	3	433	78	45	5	1	0	30	8	2	1	0	0	3	2	0	0	0	20
16:30:00	30	4	526	93	51	6	1	0	35	5	2	0	0	0	4	1	0	0	0	22
16:45:00	30	0	634	108	60	9	1	0	39	4	2	0	0	0	6	2	0	0	0	22
17:00:00	30	0	748	114	73	13	1	0	44	5	2	0	0	0	7	1	1	1	1	24
17:15:00	32	2	852	104	91	18	2	1	48	4	2	0	0	0	9	2	2	1	1	25
17:30:00	38	6	947	95	104	13	4	2	54	6	2	0	0	0	10	1	2	0	0	25
17:45:00	38	0	1038	91	124	20	4	0	64	10	2	0	0	0	11	1	2	0	0	27
18:00:00	43	5	1141	103	149	25	6	2	71	7	3	1	0	0	12	1	2	0	0	28
18:00:04	43	0	1141	0	149	0	6	0	71	0	3	0	0	0	12	0	2	0	0	28
18:15:00	43	0	1141	0	149	0	6	0	71	0	3	0	0	0	12	0	2	0	0	28
18:15:15	43	0	1141	0	149	0	6	0	71	0	3	0	0	0	12	0	2	0	0	28

Ontario Traffic Inc.

Count Date: 22-Mar-18 Site #: 1810700001

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Cyclists - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	3	3	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	6	3	4	1	1	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0
7:45:00	10	4	10	6	2	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0
8:00:00	18	8	18	8	4	2	0	0	0	0	2	1	0	0	0	0	0	0	0	0
8:15:00	23	5	27	9	9	5	0	0	0	0	2	0	0	0	0	0	0	0	0	0
8:30:00	27	4	38	11	13	4	1	1	1	1	2	0	0	0	1	1	0	0	0	1
8:45:00	42	15	45	7	21	8	3	2	1	0	3	1	0	0	2	1	0	0	0	3
9:00:00	62	20	60	15	31	10	10	7	2	1	5	2	0	0	2	0	0	0	0	5
9:00:44	62	0	60	0	31	0	10	0	2	0	5	0	0	0	2	0	0	0	0	5
16:00:00	62	0	60	0	31	0	10	0	2	0	5	0	0	0	2	0	0	0	0	5
16:15:00	64	2	65	5	31	0	10	0	2	0	5	0	0	0	2	0	0	0	0	7
16:30:00	66	2	66	1	35	4	10	0	2	0	6	1	0	0	2	0	0	0	0	7
16:45:00	68	2	71	5	37	2	11	1	2	0	8	2	0	0	2	0	0	0	0	9
17:00:00	69	1	78	7	37	0	13	2	2	0	10	2	0	0	2	0	0	0	0	12
17:15:00	70	1	88	10	39	2	13	0	2	0	10	0	0	0	3	1	0	0	0	14
17:30:00	77	7	103	15	41	2	14	1	2	0	10	0	0	0	5	2	0	0	0	16
17:45:00	80	3	110	7	48	7	15	1	2	0	11	1	0	0	5	0	0	0	0	18
18:00:00	81	1	120	10	50	2	16	1	2	0	13	2	0	0	5	0	0	0	0	20
18:00:04	81	0	120	0	50	0	16	0	2	0	13	0	0	0	5	0	0	0	0	20
18:15:00	81	0	120	0	50	0	16	0	2	0	13	0	0	0	5	0	0	0	0	20
18:15:15	81	0	120	0	50	0	16	0	2	0	13	0	0	0	5	0	0	0	0	20

Ontario Traffic Inc.

Count Date: 22-Mar-18 Site #: 1810700001

Interval Time	Passenger Cars - South Approach				Trucks - South Approach				Cyclists - South Approach				Pedestrians	
	Left		Right		Left		Right		Left		Right		South	Cross
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	1	1	30	2	0	0	0	0	0	0	0	0	0	0
7:30:00	4	3	55	5	0	0	7	1	1	0	0	0	0	0
7:45:00	9	5	90	35	0	0	10	3	1	0	0	0	0	0
8:00:00	18	9	154	64	0	0	16	6	1	0	0	0	0	0
8:15:00	29	11	225	71	0	0	25	9	1	0	0	0	0	0
8:30:00	47	18	369	144	0	0	36	11	2	1	0	0	0	1
8:45:00	64	17	502	133	1	1	46	10	10	8	0	0	0	4
9:00:00	81	17	604	102	2	1	49	3	11	1	0	0	0	5
9:00:44	83	2	608	4	2	0	49	0	11	0	0	0	0	1
16:00:00	83	0	608	0	2	0	49	0	11	0	0	0	0	5
16:15:00	86	3	677	69	2	0	52	3	12	1	0	0	0	0
16:30:00	89	3	755	78	2	0	57	5	12	0	0	0	0	8
16:45:00	92	3	827	72	2	0	65	8	12	0	0	0	0	0
17:00:00	98	6	903	76	2	0	69	4	12	0	0	0	0	9
17:15:00	105	7	992	89	2	0	74	5	12	0	0	0	0	12
17:30:00	114	9	1083	91	2	0	79	5	13	1	0	0	0	12
17:45:00	129	15	1184	101	2	0	84	5	14	1	0	0	0	14
18:00:00	140	11	1277	93	2	0	89	5	16	2	0	0	0	15
18:00:04	140	0	1277	0	2	0	89	0	16	0	0	0	0	17
18:15:00	140	0	1277	0	2	0	89	0	16	0	0	0	0	17
18:15:15	140	0	1277	0	2	0	89	0	16	0	0	0	0	17

