TRAFFIC ENGINEERING EVALUATION

PROPOSED RESIDENTIAL DEVELOPMENT
OLD HOPEWELL ROAD (COUNTY ROUTE 28)
WAPPINGERS FALLS, DUTCHESS COUNTY, NEW YORK

Prepared for:

Acadia Place LLC
44 Elm Street
Fishkill, NY 12524

Prepared by:

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March 22, 2024

KLEIN
TRAFFIC CONSULTING, LLC

INTRODUCTION

The purpose of this Traffic Engineering Evaluation is to assess the traffic impacts associated with the development of the subject property located in the southeast corner of the intersection of Old Hopewell Road (CR 28) with Cedar Hill Road. The site has frontage along the south side of Old Hopewell Road (County Route 28) and the east side of Cedar Hill Road. The site is currently undeveloped. The proposal is to develop the site with 66 units of multifamily housing (low-rise) in 11 buildings and 12 single family homes. Access to the development would be via Old Hopewell Road.

EXISTING CONDITIONS

The subject site is an 89.55-acre undeveloped property in the southeast corner of the intersection of Old Hopewell Road with Cerad Hill Road. The surrounding properties generally consist of a mix of residential uses. The adjacent roadway of Old Hopewell Road (County Route 28) serving the subject site are described as follows:

Old Hopewell Road (Couty Route 28) has no sidewalks on either side of the street and parking is prohibited on both sides of the street. Old Hopewell Road has one lane in each direction with narrow shoulders. Old Hopewell Road connects State Route 82 in Hopewell Junction to the east with Route 9, Route 9D, and the New Hamburg Station to the west. The New Hamburgh Station is approximately a 10-minute/4-mile drive from the subject property. The posted speed limit near the subject site is 40 MPH. There is a traffic signal at the intersection of All Angels Hill Road to the east and at State Route 9 to the west.

DEVELOPMENT PROPOSAL

The proposed development consists of the construction of 66 units of multifamily housing (low-rise) and 12 single family homes. Proposed access to the site would be provided by one full movement access roadway on Old Hopewell Road (County Route 28).

Trip Generation

According to the *Trip Generation Manual, 11th Edition* published by the Institute of Transportation Engineers (ITE), Multifamily Housing (Low-Rise) includes “apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have two or three floors (levels). Various configurations fit this description, including walkup apartment, mansion apartment, and stacked townhouse”. Also, according to *Trip Generation, 11th Edition*, land use code 210, single-family detached housing site includes “any single-family detached home on an individual lot. A typical site surveyed is a suburban subdivision.”

Table 1 -Trip Generation Summary, summarizes the trip generation for the proposed 66 multifamily housing (low-rise) and the proposed 12 single-family homes. As shown in Table 1, the proposed development would generate 35 new vehicle trips during the AM peak hour (9 in and 26 out), 41 new vehicle trips during the PM peak hour (26 in and 15 out), and 34 new vehicle trips (17 in and 17 out) during the Saturday peak hour.

According to *Transportation Impact Analysis for Site Development*, published by the Institute of Transportation Engineers (ITE), an increase of less than 100 vehicle trips would not change the level of service of the local street network nor appreciably increase the volume-to-capacity ratio of an intersection approach. Also, NYSDOT SEQRA (State Environmental Quality Review Act) process "assumes that a project generating fewer than 100 peak hour vehicle trips per hour will not result in any significant increases in traffic." However, we have analyzed the site generated traffic during the weekday AM and PM peak hours and the Saturday peak hour.

Traffic Volumes

The NYSDOT Data Viewer website was researched and traffic volumes from December 2022 were obtained for Old Hopewell Road (CR 28) between Cedar Hill Road and All Angels Hill Road. According to traffic volume data obtained from the NYSDOT website, Old Hopewell Road carried approximately 8,294 vehicles per day (Average Annual Daily Traffic – AADT) in both directions in December 2022. The eastbound peak hour traffic on Old Hopewell Road in December 2022 was between 253 and 267 vehicles per hour (VPH) and the westbound peak hour traffic was between 282 and 300 VPH from 7 AM to 8 AM. The eastbound peak hour traffic was between 311 and 384 VPH and westbound was between 367 and 408 VPH during the evening peak hour of 5 PM to 6 PM. For the traffic analysis of the site access roadway with Old Hopewell Road, the weekday AM peak hour traffic volumes of 260 VPH eastbound and 300 VPH westbound on Tuesday, December 6, 2022, was chosen for the weekday AM peak hour traffic volumes. The weekday PM peak hour traffic volumes of 384 VPH eastbound and 408 VPH westbound were chosen for Wednesday, December 7, 2022.

Traffic Analysis

The methodology found in Chapter 19, Two-Way Stop-Controlled Intersections of the 2010 Highway Capacity Manual published by the Transportation Research Board was used in calculating the capacity of the intersection of the right-out driveway on Richmond Avenue, yielding a level of service for the impeded traffic movements. Level of Service Definitions for signalized and unsignalized intersections are appended to this report.

Using the traffic volumes retrieved from the NYSDOT website for eastbound and westbound Old Hopewell Road, we increased the 2022 traffic volumes by 2 percent per year compounded annually to reflect background growth of traffic volumes along Old Hopewell Road. Then we analyzed the proposed site access roadway during the weekday AM and PM peak hours, and Saturday peak hour. The results of the analysis of the proposed site access roadway at Old Hopewell Road for the weekday AM and PM peak hour and the Saturday peak hour for the Build Condition are summarized as follows:

Peak Hour	**Level of Service**	**Average Vehicle Delay**
Weekday 7 – 8 AM Peak Hour	B	12.2 seconds
Weekday 5 – 6 PM Peak Hour	C	15.1 seconds
Saturday 12 – 1 PM Peak Hour	B	13.7 seconds

The Build peak hour traffic conditions show acceptable operating conditions at the studied intersection, which are characterized by low average vehicle delay. The combined left-turn/right-turn traffic movements at the studied intersection of the site access roadway with Old Hopewell Road would operate at acceptable Levels of Service (LOS) B with an average vehicle delay of 12.2 seconds during the 7 AM to 8 AM peak hour, at acceptable LOS C with 15.1 seconds of average vehicle delay during the 5 PM to 6 PM peak hour, and at acceptable LOS B with average vehicle delay of 13.7 seconds during the Saturday 12 PM to 1 PM peak hour. The one-page summaries of the intersection capacity analysis worksheets are appended to this report.

Left Turn Lane on Old Hopewell Road

AASHTO, A Policy on Geometric Design of Highways and Streets, provides a guide for left-turn lanes on two-lane highways in Table 9-23. According to the NYSDOT Traffic Data Viewer information, the operating speed is 40 MPH. The maximum number of left turns into the proposed site access roadway is 13 vehicles per hour (VPH) during the weekday PM peak hour. With advancing traffic volume of 442 VPH on westbound Old Hopewell Road, the left turns are less than 3 percent. For a roadway with an operating speed of 40 MPH, with less than 600 opposing vehicle volume per hour, and with less than 5 percent left turns in the advancing traffic volume, there is no warrant for an exclusive let turn lane on Old Hopewell Road.

CONCLUSIONS

Based upon our Traffic Engineering Evaluation, it is our professional opinion that the proposed 12 single-family homes and the proposed 66 units of multifamily housing (low-rise) would not have a significant impact on traffic conditions during the weekday AM and PM peak hours or the Saturday peak hour. The proposed use would generate less than the peak hour trip generation limits of the NYSDOT SEQRA (State Environmental Quality Review Act) process that "assumes that a project generating fewer than 100 peak hour vehicle trips per hour will not result in any significant increases in traffic." However, we used the NYSDOT Traffic Data Viewer traffic volume data to analyze the proposed site access roadway with Old Hopewell Road and found the proposed site access roadway and Old Hopewell Road to operate at acceptable Levels of Service during thew weekday AM, PM, and Saturday peak hours.

In conclusion, the development of this subject property would have no significant impact on the traffic operations of the intersection of the proposed site access roadway with Old Hopewell Road.

The foregoing is a true representation of my findings.

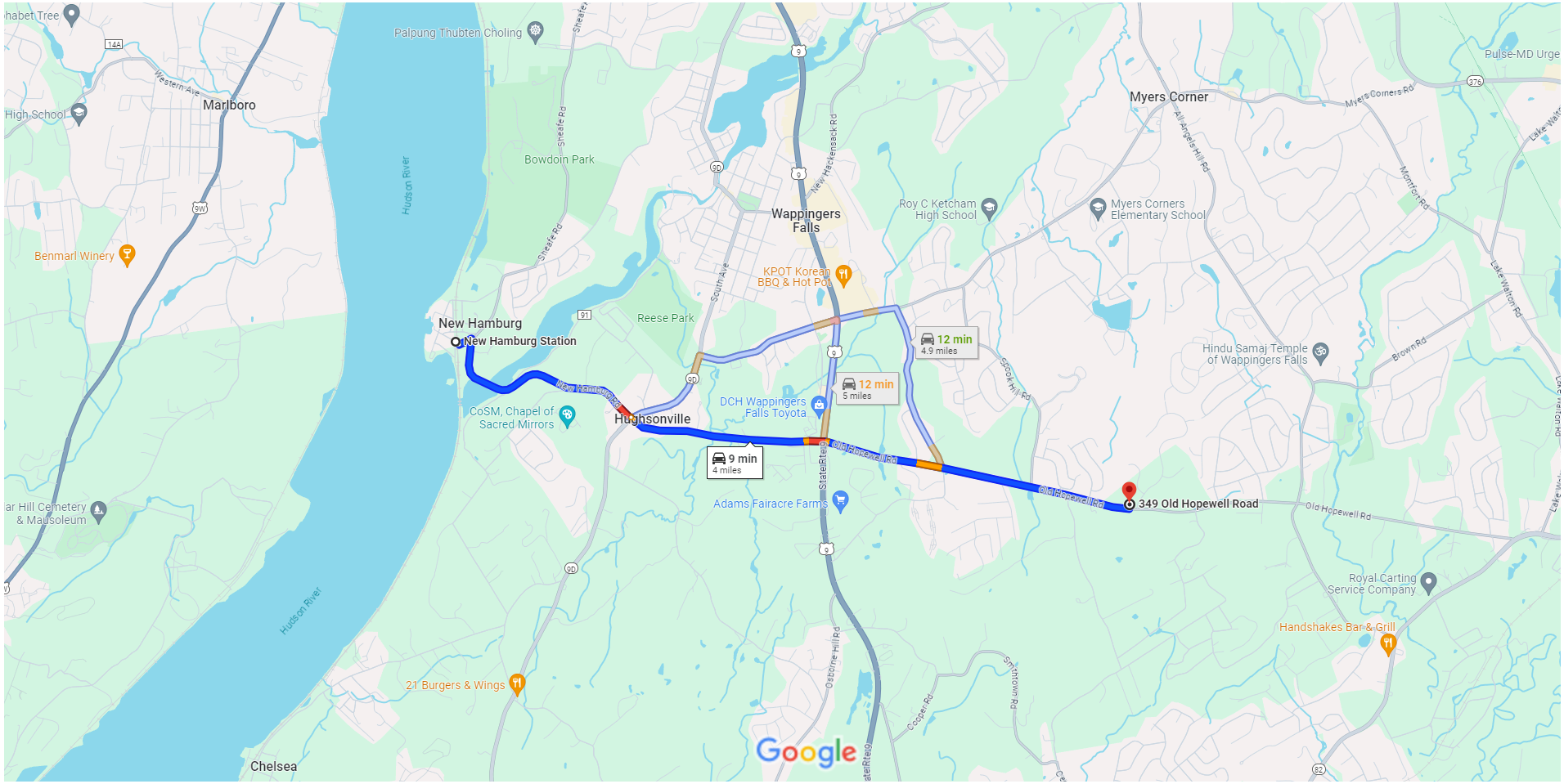
Lee D Klein

LEE D. KLEIN, P.E., PTOE
NY State Professional Engineer License No. 077773
Professional Traffic Operations Engineer 1627

Google Maps

New Hamburg Station, 18 Main St, Wappingers Falls, NY 12590 to 349 Old Hopewell Rd, Wappingers Falls, NY 12590

Drive 4.0 miles, 9 min



Map data ©2024 Google 2000 ft

Figure 2 - 2022 Existing Weekday AM, PM, and Saturday Peak Hour Traffic Volumes
Acadia Place, Old Hopewell Road, Wappingers Falls, Dutchess County, NY

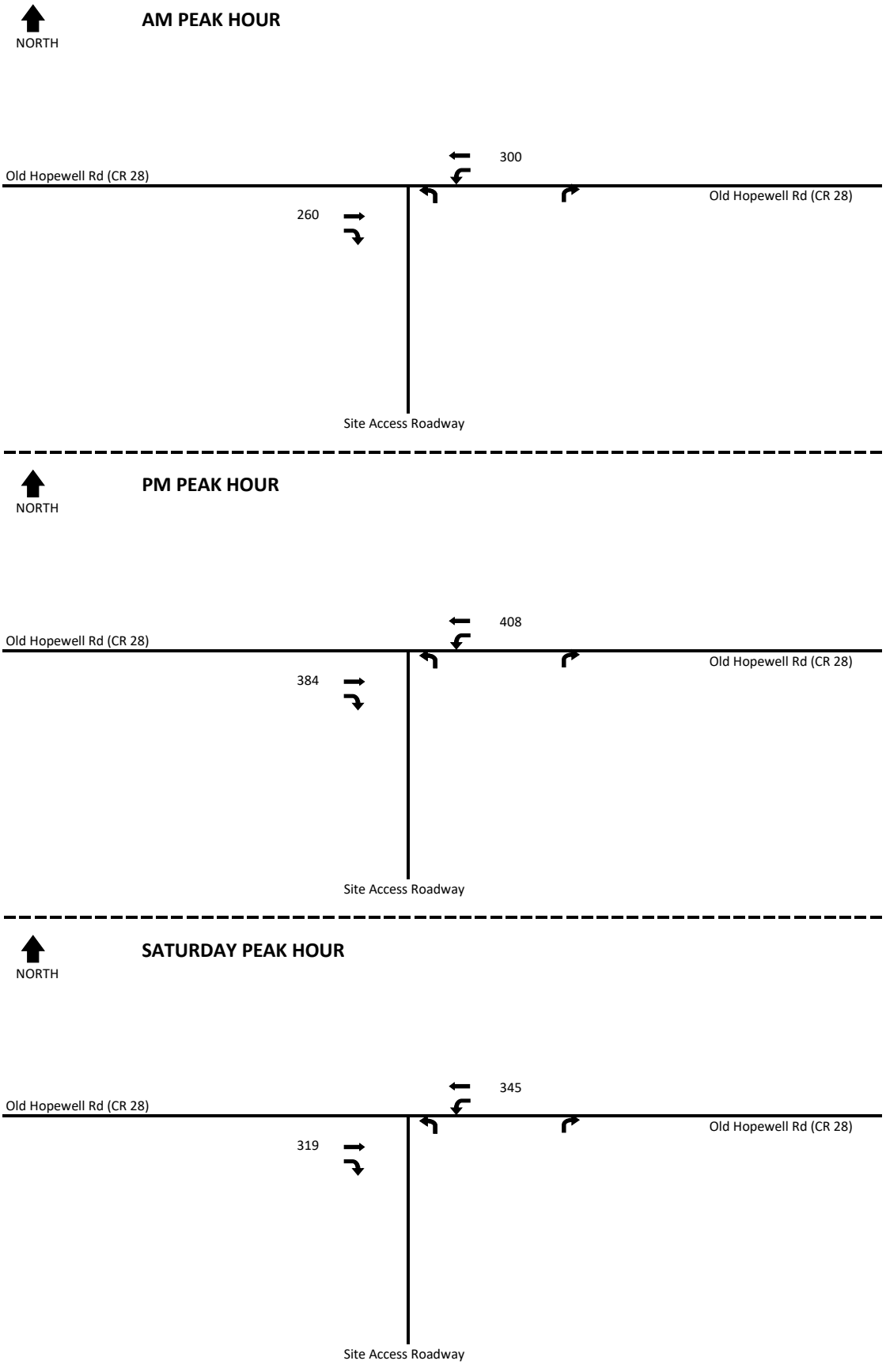


Figure 3 - 2026 No-Build Weekday AM, PM, and Saturday Peak Hour Traffic Volumes
Acadia Place, Old Hopewell Road, Wappingers Falls, Dutchess County, NY

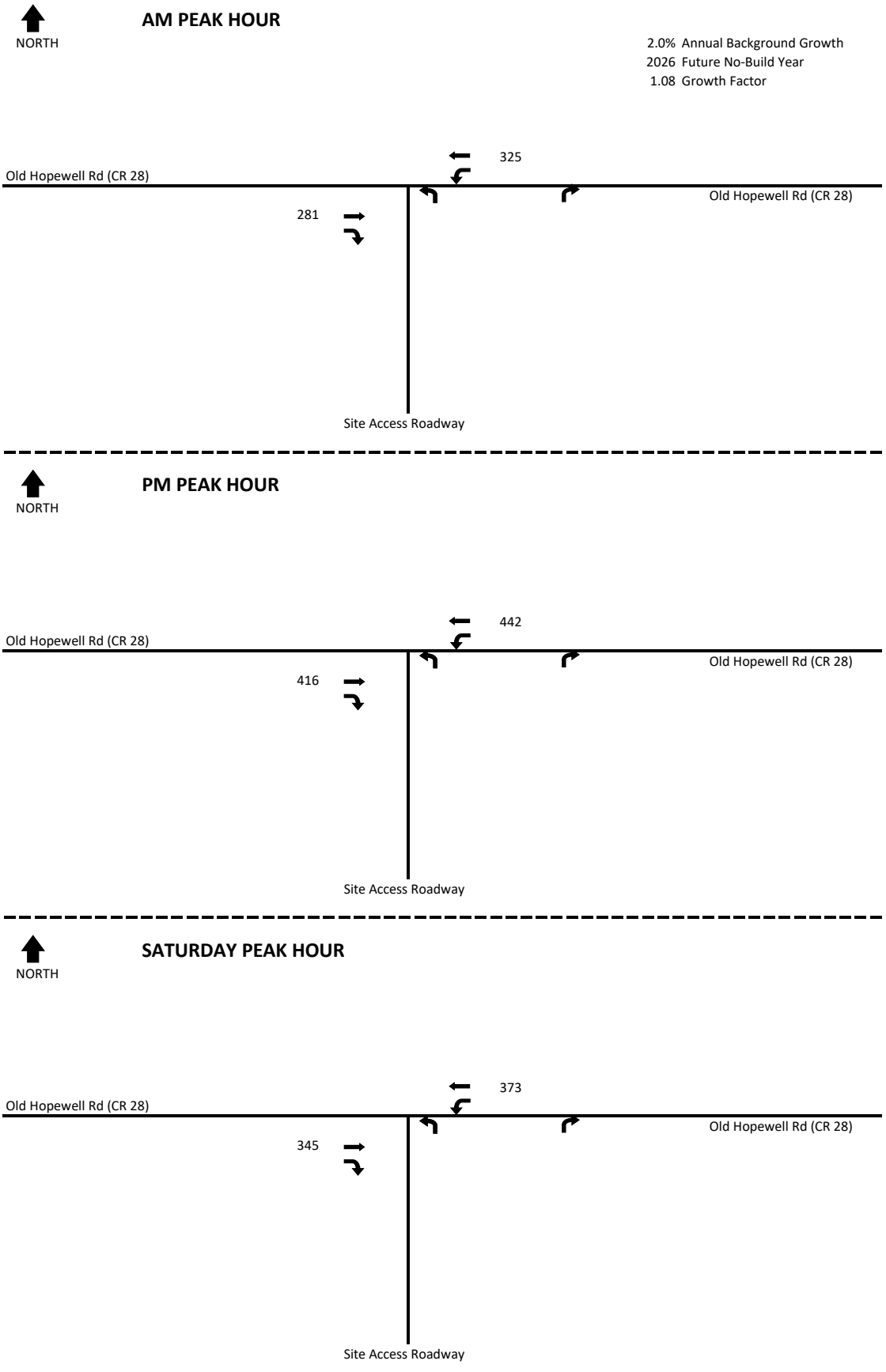


Figure 4 - Weedkay AM, PM, and Saturday Peak Hour Trip Distribution Percentages
Acadia Place, Old Hopewell Road, Wappingers Falls, Dutchess County, NY

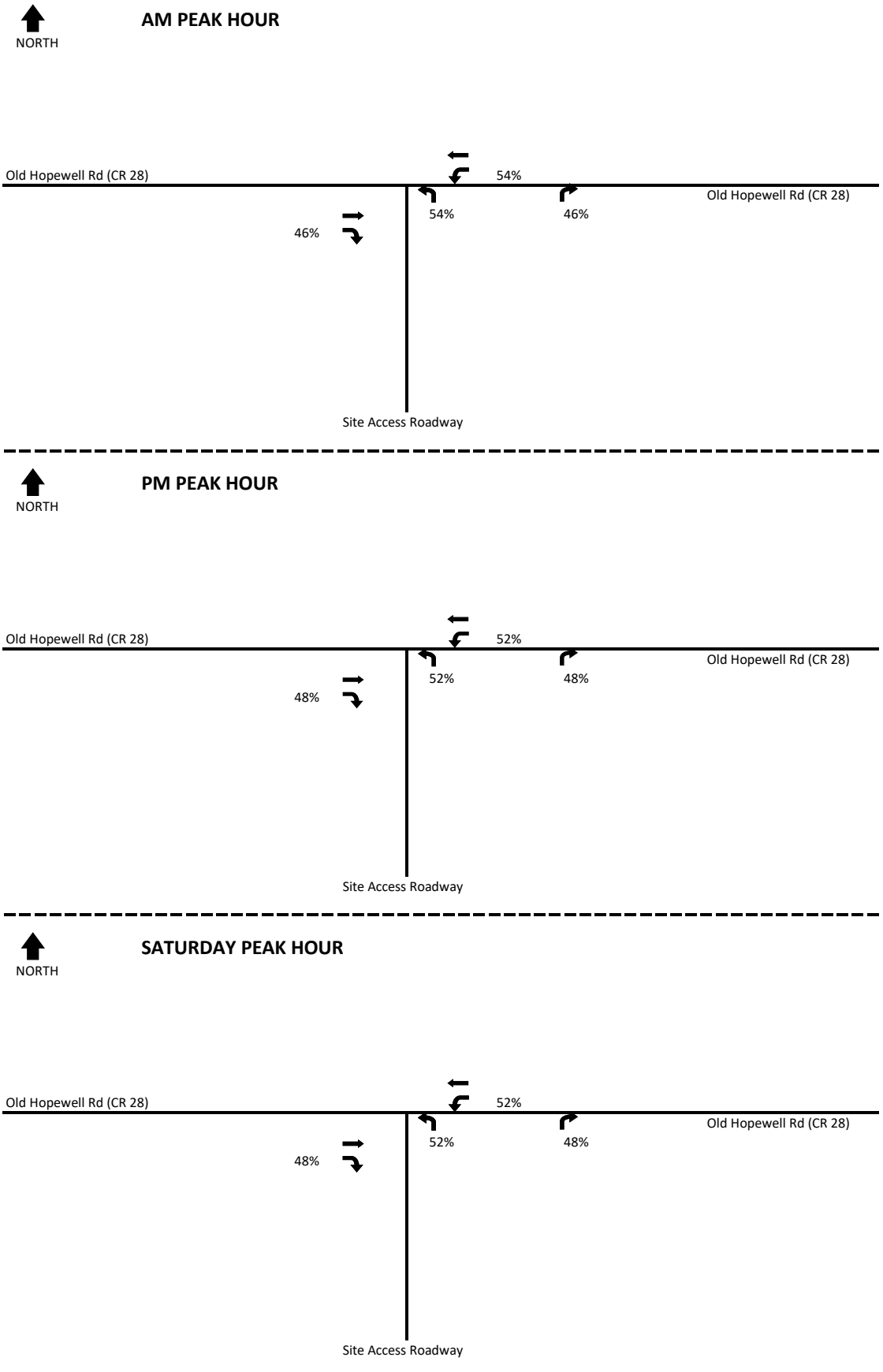


Figure 5 - Weekday AM, PM, and Saturday Peak Hour Site-Generated Trips
Acadia Place, Old Hopewell Road, Wappingers Falls, Dutchess County, NY

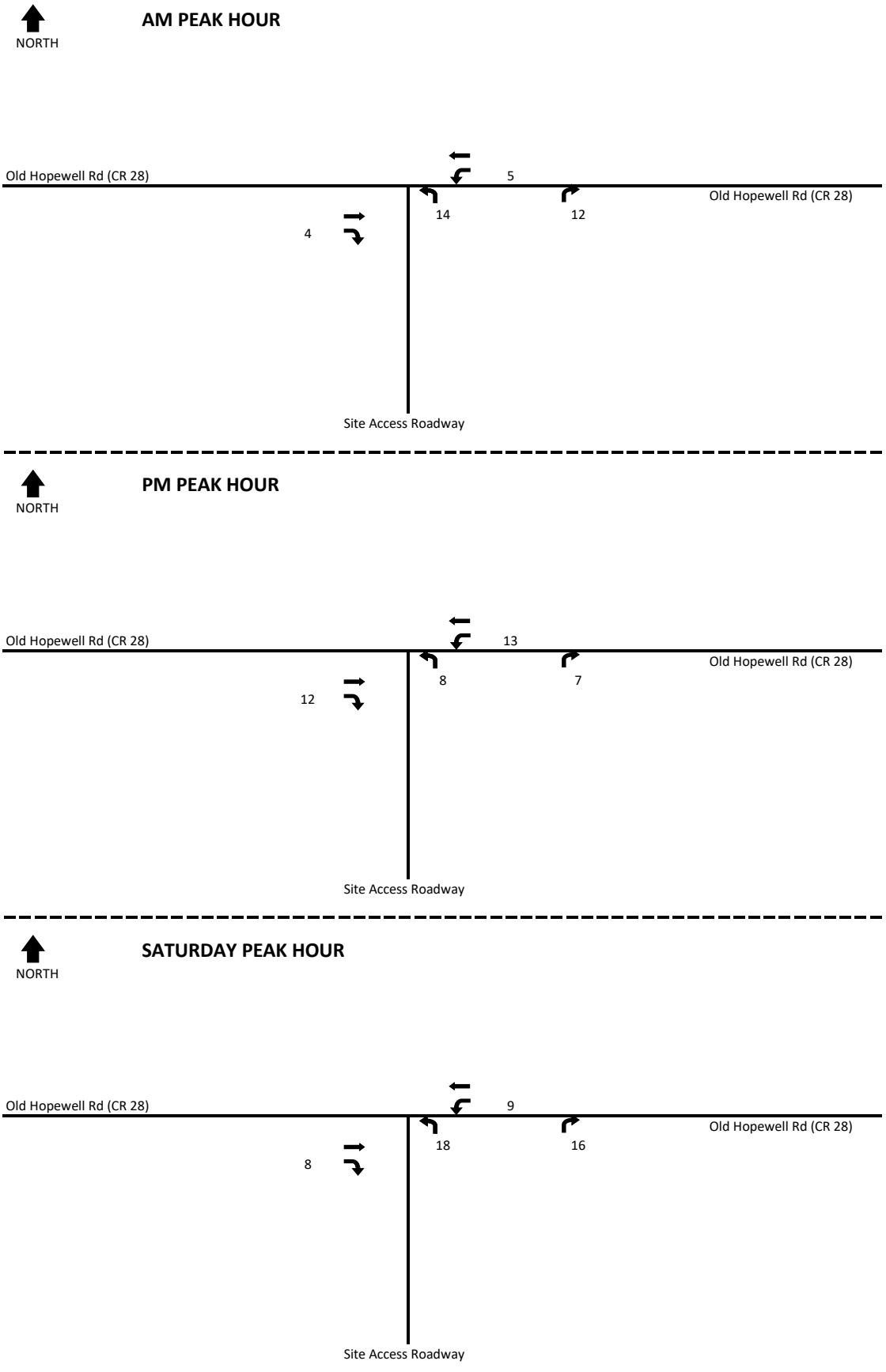


Figure 6 - 2026 Build Weekday AM, PM, and Saturday Peak Hour Traffic Volumes
Acadia Place, Old Hopewell Road, Wappingers Falls, Dutchess County, NY

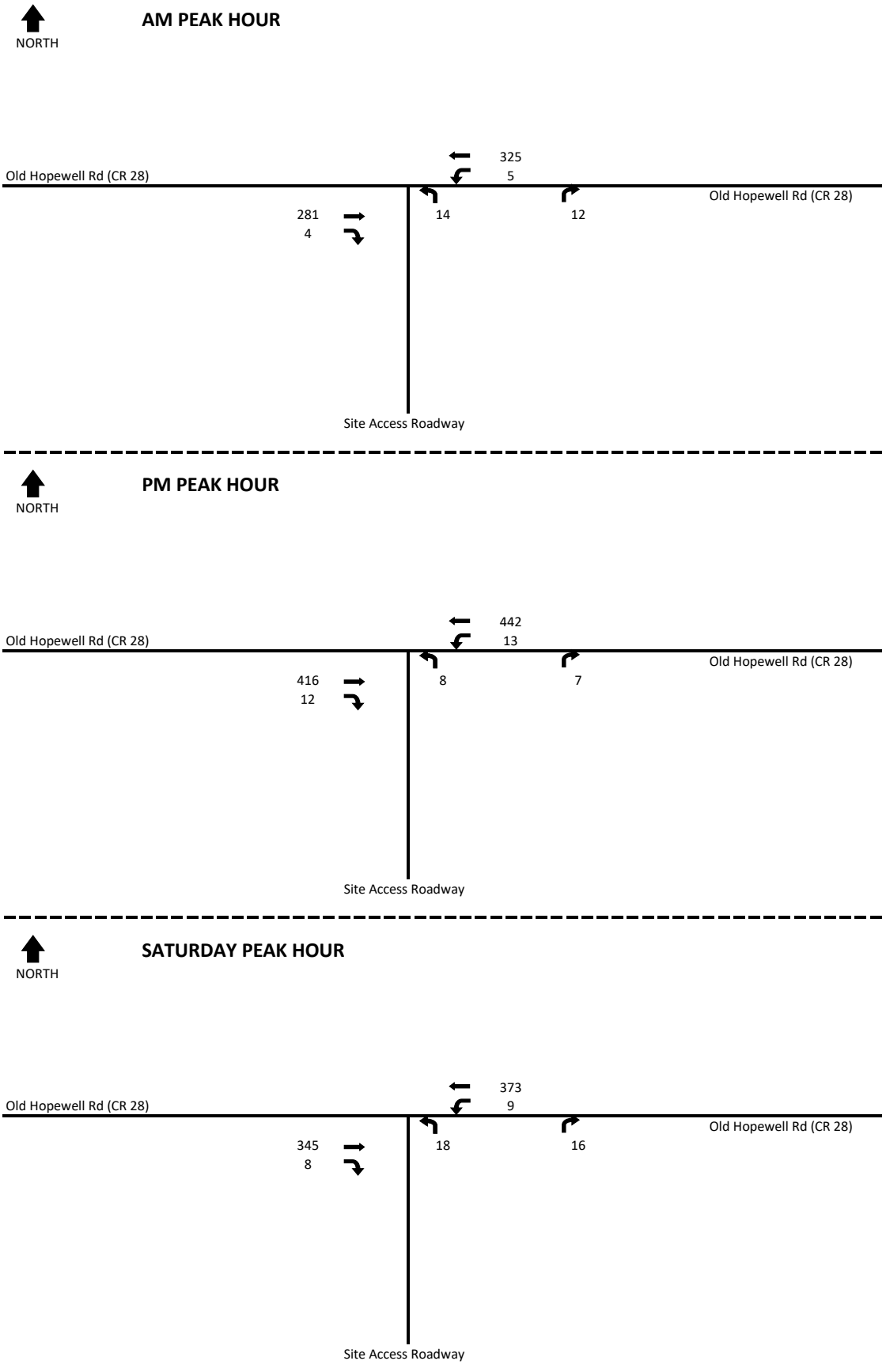


TABLE 1 - TRIP GENERATION SUMMARY

Acadia Place, Old Hopewell Road, Wappingers Falls, Dutchess County, NY

			WEEKDAY							SATURDAY			
			AM PEAK HOUR			PM PEAK HOUR				PEAK HOUR			
CODE	LAND USE	AMOUNT	IN	OUT	TOTAL	IN	OUT	TOTAL	ADT	ADT	IN	OUT	TOTAL
PROPOSED													
215	Single-Family Attached (Average Rate)	12 units	3	6	8	4	3	7	86	105	3	4	7
220	Multifamily Housing (Low-Rise)(Average Rate)	66 units	6	20	26	22	12	34	445	300	14	14	27
TOTAL SITE GENERATED VEHICLE TRIPS			**9**	**26**	**35**	**26**	**15**	**41**	**531**	**405**	**17**	**17**	**34**

SOURCE: *Trip Generation Manual, 11th Edition,* Institute of Transportation Engineers (ITE)

TABLE 2 - LEVEL OF SERVICE / AVERAGE VEHICLE DELAY - BUILD CONDITION
Acadia Place, Old Hopewell Road, Wappingers Falls, Dutchess County, NY

Intersection	2026 Build Condition									
		AM PEAK			PM PEAK			SATURDAY PEAK		
	LANE GROUP	V/C Ratio	Delay (sec)	Levels of Service	V/C Ratio	Delay (sec)	Levels of Service	V/C Ratio	Delay (sec)	Levels of Service
Old Hopewell Road	**WB-LT**	0.00	0.2	A	0.01	0.4	A	0.01	0.3	A
& Site Access Road	**NB-LR**	0.05	12.2	B	0.04	15.1	C	0.08	13.7	B
(Unsignalized)										

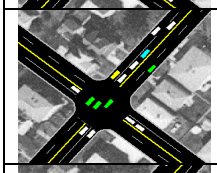
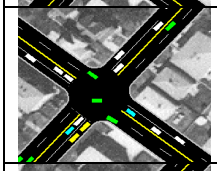
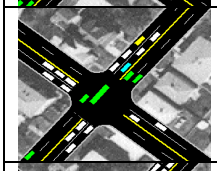
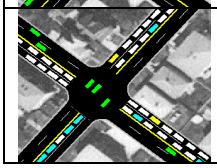
TRAFFIC OPERATIONS

Capacity analysis, a procedure used to estimate the traffic-carrying ability of roadway facilities over a range of defined operating conditions, was performed using the 2010 Highway Capacity Manual (HCM) and 2010 Highway Capacity Software.

For a signalized intersection, Level of Service (LOS) A indicates operations with delay less than 10 seconds per vehicle, while LOS F describes operations with delay in excess of 80 seconds per vehicle.

For an unsignalized intersection, LOS A indicates operations with delay less than 10 seconds per vehicle, while LOS F describes operations with delay in excess of 50 seconds per vehicle.

LEVEL OF SERVICE /AVERAGE DELAY CRITERIA*

	Level Of Service (LOS)	Signalized Delay Range (average delay, sec/veh)	Unsignalized Delay Range (average delay in sec/veh)
	A	<=10	<=10
	B	>10 and <=20	>10 and <=15
	C	>20 and <=35	>15 and <=25
	D	>35 and <=55	>25 and <=35
	E	>55 and <=80	>35 and <=50
	F	>80	>50

* *Sources: Highway Capacity Manual (2010 Edition) & SimTraffic Version 5.0*

HCS Two-Way Stop-Control Report

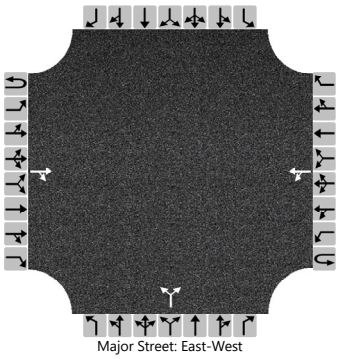
General Information

Analyst	LDK
Agency/Co.	KLEIN TRAFFIC CONSULTING
Date Performed	3/18/2024
Analysis Year	2026
Time Analyzed	AM PEAK HOUR
Intersection Orientation	East-West
Project Description	BUILD

Site Information

Intersection	OLD HOPEWELL RD/SITE ACCESS
Jurisdiction	DUTCHESS COUNTY
East/West Street	OLD HOPEWELL ROAD
North/South Street	SITE ACCESS ROADWAY
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			281	4		5	325			14		12				
Percent Heavy Vehicles (%)						0				0		0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.10				6.40		6.20				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.20				3.50		3.30				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						5					28					
Capacity, c (veh/h)						1262					526					
v/c Ratio						0.00					0.05					
95% Queue Length, Q_{95} (veh)						0.0					0.2					
Control Delay (s/veh)						7.9	0.0				12.2					
Level of Service (LOS)						A	A				B					
Approach Delay (s/veh)					0.2				12.2							
Approach LOS					A				B							

HCS Two-Way Stop-Control Report

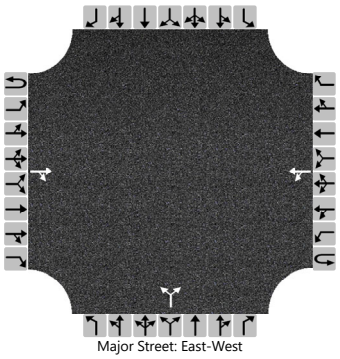
General Information

Analyst	LDK
Agency/Co.	KLEIN TRAFFIC CONSULTING
Date Performed	3/18/2024
Analysis Year	2026
Time Analyzed	PM PEAK HOUR
Intersection Orientation	East-West
Project Description	BUILD

Site Information

Intersection	OLD HOPEWELL RD/SITE ACCESS
Jurisdiction	DUTCHESS COUNTY
East/West Street	OLD HOPEWELL ROAD
North/South Street	SITE ACCESS ROADWAY
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			416	12		13	442			8		7				
Percent Heavy Vehicles (%)						0				0		0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage																

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.10				6.40		6.20				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.20				3.50		3.30				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						14					16					
Capacity, c (veh/h)						1107					373					
v/c Ratio						0.01					0.04					
95% Queue Length, Q_{95} (veh)						0.0					0.1					
Control Delay (s/veh)						8.3	0.1				15.1					
Level of Service (LOS)						A	A				C					
Approach Delay (s/veh)						0.4				15.1						
Approach LOS						A				C						

HCS Two-Way Stop-Control Report

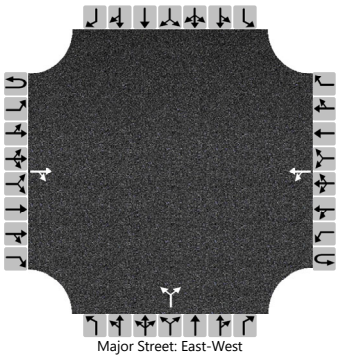
General Information

Analyst	LDK
Agency/Co.	KLEIN TRAFFIC CONSULTING
Date Performed	3/18/2024
Analysis Year	2026
Time Analyzed	SATURDAY PEAK HOUR
Intersection Orientation	East-West
Project Description	BUILD

Site Information

Intersection	OLD HOPEWELL RD/SITE ACCESS
Jurisdiction	DUTCHESS COUNTY
East/West Street	OLD HOPEWELL ROAD
North/South Street	SITE ACCESS ROADWAY
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			345	8		9	373			18		16				
Percent Heavy Vehicles (%)						0				0		0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.10				6.40		6.20				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.20				3.50		3.30				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						10					37					
Capacity, c (veh/h)						1186					453					
v/c Ratio						0.01					0.08					
95% Queue Length, Q_{95} (veh)						0.0					0.3					
Control Delay (s/veh)						8.1	0.1				13.7					
Level of Service (LOS)						A	A				B					
Approach Delay (s/veh)					0.3				13.7							
Approach LOS					A				B							

Table 9-23. Guide for Left-Turn Lanes on Two-Lane Highways (*10*)

Metric					U.S. Customary				
Opposing Volume (veh/h)	Advancing Volume (veh/h)				Opposing Volume (veh/h)	Advancing Volume (veh/h)			
	5% Left Turns	10% Left Turns	20% Left Turns	30% Left Turns		5% Left Turns	10% Left Turns	20% Left Turns	30% Left Turns
60-km/h Operating Speed					40-mph Operating Speed				
800	330	240	180	160	800	330	240	180	160
600	410	305	225	200	600	410	305	225	200
400	510	380	275	245	400	510	380	275	245
200	640	470	350	305	200	640	470	350	305
100	720	515	390	340	100	720	515	390	340
80-km/h Operating Speed					50-mph Operating Speed				
800	280	210	165	135	800	280	210	165	135
600	350	260	195	170	600	350	260	195	170
400	430	320	240	210	400	430	320	240	210
200	550	400	300	270	200	550	400	300	270
100	615	445	335	295	100	615	445	335	295
100-km/h Operating Speed					60-mph Operating Speed				
800	230	170	125	115	800	230	170	125	115
600	290	210	160	140	600	290	210	160	140
400	365	270	200	175	400	365	270	200	175
200	450	330	250	215	200	450	330	250	215
100	505	370	275	240	100	505	370	275	240

Additional information on left-turn lanes, including their suggested lengths, can be found in *Highway Research Record 211*, NCHRP Report 225, and NCHRP Report 279 (*10*, *19*, *17*). In the case of double left-turn lanes, a capacity analysis of the intersection should be performed to determine what traffic controls are needed in order for it to function properly.

Local conditions and the cost of right-of-way often influence the type of intersection selected as well as many of the design details. Limited sight distance, for example, may make it desirable to control traffic by yield signs, stop signs, or traffic signals when the traffic densities are less than those ordinarily considered appropriate for such control. The alignment and grade of the intersecting roads and the angle of intersection may make it advisable to channelize or use auxiliary pavement areas, regardless of the traffic densities. In general, traffic service, highway design designation, physical conditions, and cost of right-of-way are considered jointly in choosing the type of intersection.

For the general benefit of through-traffic movements, the number of crossroads, intersecting roads, or intersecting streets should be minimized. Where intersections are closely spaced on a two-way facility, it is seldom practical to provide signals for completely coordinated traffic movements at reasonable speeds in opposing directions on that facility. At the same time, the resultant road or street patterns should permit travel on roadways other than the predominant highway without too much inconvenience. Traffic analysis

Hourly Direction Report NYSDOT_SC 828396000000

Wednesday, December 7, 2022

Site Name 828396 **Site ID** 828396000000 **Description** CR28 OLD HOPEWELL RD from CEDAR HILL RD to CR 94 ALL ANGELS HIL
Region 8 **County** Dutchess **DOTID** 183484 **County Order** 01

Exclude data: None

	EB	WB	Total
12:00 am	11	15	26
01:00 am	12	7	19
02:00 am	6	7	13
03:00 am	12	3	15
04:00 am	35	41	76
05:00 am	82	55	137
06:00 am	197	145	342
07:00 am	253	282	535
08:00 am	238	264	502
09:00 am	197	214	411
10:00 am	209	226	435
11:00 am	225	257	482
12:00 pm	234	254	488
01:00 pm	254	233	487
02:00 pm	290	274	564
03:00 pm	324	344	668
04:00 pm	340	363	703
05:00 pm	384	408	792
06:00 pm	304	232	536
07:00 pm	180	190	370
08:00 pm	137	129	266
09:00 pm	85	85	170
10:00 pm	49	56	105
11:00 pm	29	26	55
7am-7pm	3252	3351	6603
6am-10pm	3851	3900	7751
6am-12am	3929	3982	7911
12am-12am	4087	4110	8197
am Peak	07:00 am	07:00 am	07:00 am
Peak Volume	253	282	535
pm Peak	05:00 pm	05:00 pm	05:00 pm
Peak Volume	384	408	792

Hourly Direction Report NYSDOT_SC 828396000000 Thursday, December 8, 2022

Site Name 828396 **Site ID** 828396000000 **Description** CR28 OLD HOPEWELL RD from CEDAR HILL RD to CR 94 ALL ANGELS HIL
Region 8 **County** Dutchess **DOTID** 183484 **County Order** 01

Exclude data: None

	EB	WB	Total
12:00 am	16	17	33
01:00 am	11	5	16
02:00 am	10	5	15
03:00 am	9	9	18
04:00 am	39	37	76
05:00 am	80	54	134
06:00 am	184	155	339
07:00 am	267	290	557
08:00 am	230	277	507
09:00 am	218	235	453
10:00 am	213	250	463
11:00 am	235	270	505
12:00 pm	237	296	533
01:00 pm	237	310	547
02:00 pm	309	294	603
03:00 pm	296	344	640
04:00 pm	380	367	747
05:00 pm	343	375	718
06:00 pm	292	270	562
07:00 pm	228	177	405
08:00 pm	138	127	265
09:00 pm	96	99	195
10:00 pm	47	60	107
11:00 pm	31	31	62
7am-7pm	3257	3578	6835
6am-10pm	3903	4136	8039
6am-12am	3981	4227	8208
12am-12am	4146	4354	8500
am Peak	07:00 am	07:00 am	07:00 am
Peak Volume	267	290	557
pm Peak	04:00 pm	05:00 pm	04:00 pm
Peak Volume	380	375	747

Hourly Direction Report NYSDOT_SC 828396000000 Saturday, December 10, 2022

Site Name 828396 **Site ID** 828396000000 **Description** CR28 OLD HOPEWELL RD from CEDAR HILL RD to CR 94 ALL ANGELS HIL
Region 8 **County** Dutchess **DOTID** 183484 **County Order** 01

Exclude data: None

	EB	WB	Total
12:00 am	38	36	74
01:00 am	25	25	50
02:00 am	7	5	12
03:00 am	10	8	18
04:00 am	12	8	20
05:00 am	31	24	55
06:00 am	56	45	101
07:00 am	95	133	228
08:00 am	161	184	345
09:00 am	218	287	505
10:00 am	284	296	580
11:00 am	312	351	663
12:00 pm	319	345	664
01:00 pm	319	337	656
02:00 pm	339	323	662
03:00 pm	283	275	558
04:00 pm	327	304	631
05:00 pm	300	255	555
06:00 pm	209	245	454
07:00 pm	194	179	373
08:00 pm	154	106	260
09:00 pm	128	99	227
10:00 pm	96	96	192
11:00 pm	62	66	128
7am-7pm	3166	3335	6501
6am-10pm	3698	3764	7462
6am-12am	3856	3926	7782
12am-12am	3979	4032	8011
am Peak	11:00 am	11:00 am	11:00 am
Peak Volume	312	351	663
pm Peak	02:00 pm	12:00 pm	12:00 pm
Peak Volume	339	345	664