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February 13, 2018

**VIA E-MAIL**

Mr. Rick Cipriani  
Envirogreen Associates, Inc.  
11 Hageman Court  
Katonah, NY 10532

Re: Proposed Light Industrial Warehouse  
2040 Greenwood Street  
Town of Yorktown, Westchester County, New York  
MC Project No. 18000387A

Dear Mr. Cipriani:

The 2040 Greenwood Street light industrial development is proposed to be constructed on the site located on the east side of Greenwood Street, approximately 400 feet north of the Greenwood Street intersection with Veterans Road. The development is proposed to consist of 6,000 square feet of light industrial space and will be served by a single driveway connection to Greenwood Street. This site location is shown on Figure No. 1. The following describes the tasks undertaken in completing our evaluation of existing and future traffic conditions.

1. 2018 Existing Traffic Volumes (Figures No. 2 and 3)

Detailed turning movement traffic counts were collected at the following intersections during the weekday peak AM and peak PM hours:

- NYS Route 118/NYS Route 35/U.S. Route 202 & Greenwood Street
- NYS Route 118/NYS Route 35/U.S. Route 202 & Evergreen Street
- Greenwood Street & Veterans Road

The weekday peak PM counts were conducted between 3:00 PM and 6:00 PM on February 5, 2018, and the weekday peak AM counts were conducted between 7:00 AM and 9:30 AM on February 6, 2018. These counts were also compared with historical data available in our files. The existing traffic volumes for the AM and PM peak hours were generally found to occur between 7:30 AM - 8:30 AM and 4:45 PM – 5:45 PM and the observed traffic volumes are shown on Figures No. 2 and 3. Copies of the existing turning movement traffic counts can be found in Appendix D.



## 2. Description of Existing Roadway Network

The following is a description of the primary roadways serving the site.

### a. NYS Route 118

NYS Route 118 (Saw Mill River Road) is a State highway which runs in a generally north/south direction. The roadway originates at a “Stop” sign/Flashing Beacon controlled “T” intersection with NYS Route 129 (note that it was recently announced that this will be replaced with a fully operating three color traffic signal). The roadway traverses in a northerly direction generally consistent of one-lane per direction plus paved shoulders and it intersects with Underhill Avenue and Kear Street at signalized intersections. The speed limit is posted at 55 MPH in the southern portion, but is reduced to 35 MPH in the vicinity of the site. The roadway continues north intersecting with NYS Route 35/US Route 202 in the center of town and continues past Greenwood Street as a combined route into the Town of Somers.

### b. NYS Route 35/U.S. Route 202

NYS Route 35/U.S. Route 202 (Crompond Road) is a major east/west roadway which in Westchester County extends from Peekskill to the west, through the Town of Cortlandt, the Town of Yorktown, and the Town of Somers to the east. It is generally a two-lane roadway in the vicinity of the site and is under the jurisdiction of the NYSDOT. Near the site, the roadway operates as a combined route with NYS Route 118 and continues as a combined route into the Town of Somers.

### c. Greenwood Street

Greenwood Street is a two-lane Town roadway which originates at an unsignalized “Stop” sign controlled intersection with NYS Route 35/NYS Route 118/U.S. Route 202 and traverses south, intersecting with both Brookside Avenue and Veterans Road at “Stop” sign controlled, “T” intersections. Further to the south, the roadway ends at its intersection with Northmore Drive/Edgewater Street. The roadway serves a mix of residential, municipal (Sewage Treatment Facility) and commercial (Hartel’s Auto Body) properties, has a posted speed limit of 30 MPH, no striping, and per observed conditions, contains pavement in “fair” to “poor” condition, with severe stress cracking in certain portions of the roadway, including in the vicinity of the proposed site driveway.

### d. Veterans Road

Veterans Road is a two-lane Town roadway which originates at a full-movement, signalized intersection with Downing Drive. The roadway traverses northeast, through a full-movement, signalized intersection with Commerce Street and further northeast through a “Stop” sign controlled, “T” intersection with Maple Hill Street. In this vicinity, some one-street parking is permitted. The roadway terminates at a “Stop” sign controlled, “T” intersection with Greenwood Street, and has a posted speed limit of 30 MPH.

3. Year 2023 No-Build Traffic Volumes (Figure No. 4 and 5)

The Year 2018 existing traffic volumes were projected to a future design year of 2023 utilizing a background growth factor. This growth factor of 2% per year was utilized to conduct a conservative analysis as well as account for miscellaneous other development traffic volumes that may utilize the study area roadways. Note that the Town of Yorktown has publicly discussed potentially re-locating the Town of Yorktown Highway Department Garage to the Town owned property near the Sewage Treatment facility on Greenwood Street as identified on Figure No. 1, but no official plans have been announced and therefore the re-location is not considered in this analysis. The resulting Year 2023 projected volumes form the Year 2023 No-Build Traffic Volumes.

4. Site Generated Traffic Volumes (Table No. 1)

Estimates of the site generated area traffic volume for the proposed light industrial development were computed based on information published by the Institute of Transportation and Engineers (ITE) as contained in their report entitled *Trip Generation, 10<sup>th</sup> Edition, 2017*. The resulting site generated traffic volumes for each of the peak hours are shown on Table No. 1. As can be seen in Table No. 1, this type of development can be expected to generate a total of between 9 and 16 vehicle trips during the peak hour.

5. Arrival/Departure Distributions (Figures No. 6 and 7)

Based upon a review of the existing traffic volumes, including the traffic volumes utilizing Greenwood Street adjacent to the proposed site driveway location, an arrival and departure distribution was developed to assign site generated traffic volumes to the roadway network. Figures No. 6 and 7 summarize the arrival and departure distributions anticipated for the site based on the proposed access scheme.

6. Year 2023 Build Conditions Traffic Volumes (Figures No. 8, 9, 10 and 11)

The site generated traffic volumes summarized in Table No. 1 were assigned to the roadway network based on the arrival and departure distributions discussed above. The resulting site generated traffic volumes are shown on Figures No. 8 and 9 for the AM and PM peak hours, respectively. These site generated traffic volumes were combined with the Year 2023 No-Build traffic volumes to obtain the Year 2023 Build traffic volumes, which are shown on Figures No. 10 and 11 for the AM and PM peak hours, respectively.

## 7. Description of Analysis Procedures

It was necessary to perform capacity analyses in order to determine existing and future traffic operating conditions at the study area intersections. The following is a brief description of the analysis method utilized in this report:

### ▪ Signalized Intersection Capacity Analysis

The capacity analysis for a signalized intersection was performed in accordance with the procedures described in the *2010 Highway Capacity Manual*, published by the Transportation Research Board. The terminology used in identifying traffic flow conditions is Levels of Service. A Level of Service “A” represents the best condition and a Level of Service “F” represents the worst condition. A Level of Service “C” is generally used as a design standard while a Level of Service “D” is acceptable during peak periods. A Level of Service “E” represents an operation near capacity. In order to identify an intersection’s Level of Service, the average amount of vehicle delay is computed for each approach to the intersection as well as for the overall intersection.

### ▪ Unsignalized Intersection Capacity Analysis

The unsignalized intersection capacity analysis method utilized in this report was also performed in accordance with the procedures described in the *2010 Highway Capacity Manual*. The procedure is based on total elapsed time from when a vehicle stops at the end of the queue until the vehicle departs from the stop line. The average total delay for any particular critical movement is a function of the service rate or capacity of the approach and the degree of saturation. In order to identify the Level of Service, the average amount of vehicle delay is computed for each critical movement to the intersection.

Additional information concerning signalized and unsignalized Levels of Service can be found in Appendix “C” of this report.

## 8. Description of Intersections and Analysis Results (Table No. 2)

Utilizing the procedures described above, a capacity analysis was conducted at each of the intersections and site driveways to identify current and future traffic conditions. A description of each of the intersections, current traffic control, and the resulting Levels of Service are summarized below. The Levels of Service and average vehicle delay for the Existing, No-Build and Build conditions are summarized in Table No. 2.

### a. Greenwood Street and Veterans Road

Veterans Road intersects with Greenwood Street approximately 400 feet south of the proposed site driveway location at an unsignalized, “Stop” sign controlled, “T”



intersection. Currently, the striping of the intersection reflects three, one-lane approaches. However, the Veterans Road eastbound approach widens at the intersection, and under observed conditions, this widening allows the intersection to operate as if there were separate eastbound left and right turn lanes from Veterans Road on to Greenwood Street. Note that due to an irregular alignment of and currently faded pavement markings (striping) on the three approaches to the intersection, drivers occasionally treat the intersection as “All-Way Stop” sign controlled, however under existing conditions it was not analyzed as such (see Item No. 8 for possible improvements).

The capacity analysis conducted at this intersection indicates that the critical eastbound approach experiences a Level of Service “B” on both the left and right-turn movements during the AM peak hour. Under both the Year 2023 No-Build and Year 2023 Build conditions, the intersection’s critical eastbound approach experiences the same Level of Service “B” on both the eastbound left and right-turn movements during the AM peak hour.

b. Greenwood Street and Proposed Site Driveway

Under the proposed build condition, the site driveway will intersect with Greenwood Street approximately 400 feet north of the intersection with Veterans Road, at a “T” shaped, “Stop” sign controlled intersection (see Item No. 8 for possible improvements).

The capacity analysis conducted at this intersection indicates that it experiences a Level of Service “A” on all approaches under the Year 2023 Build condition.

c. NYS Route 35/NYS Route 118/U.S. Route 202 and Greenwood Street/Evergreen Street

Greenwood Street intersects with NYS Route 35/NYS Route 118/U.S. Route 202 approximately 0.5 miles north of the proposed site driveway location at an unsignalized, “Stop” sign controlled, “T” intersection. This intersection is slightly offset from a “T” intersection opposite where Evergreen Street intersects NYS Route 35/NYS Route 118/U.S. Route 202. For analysis purposes, due to the close proximity of the two intersections, they were analyzed as one intersection under “Stop” sign control on the minor approaches. Each approach to the intersection consists of a single lane, and there are paved shoulders on both the east and westbound approaches of NYS Route 35/NYS Route 118/U.S. Route 202.

The capacity analysis conducted at this intersection indicates that the critical northbound and southbound “Stop” sign controlled approaches experience a Level of Service “C” and “D”, respectively, during both the AM and PM peak hours. Under both the Year 2023 No-Build and Year 2023 Build conditions, the northbound approach experiences a Level of Service “C” during the AM peak hour



and a Level of Service “D” during the PM peak hour. Under the same conditions, the southbound approach experiences a Level of Service “E” for both the AM and PM peak hours. Note that when considering minor road approaches to a major road, it is not uncommon for the side roads with lower volumes to experience longer delays when turning left onto the major road.

## 8. Summary and Conclusion

Based on the above analysis, similar Levels of Service and delays will be experienced at the area intersections under the future No-Build and future Build Conditions. The development of the site will result in minimal increased traffic in the area and with the addition of the development, the surrounding roadways can be expected to function similarly to their projected No-Build condition.

Based on our review of existing conditions and the results of the analyses, the following are potential improvements which should be considered. With the exception of the site access driveway (item “e” below), these should be considered under existing conditions.

- a. Although it is not apparent this time of year, the existing vegetation should be either pruned and/or cleared within the right-of-way on all four (4) corners of the intersection of NYS Route 35/NYS Route 118/U.S. Route 202 & Greenwood Street/Evergreen Street in order to provide improved sightlines for all turning movements.
- b. In the vicinity of the proposed site driveway location, the existing pavement on Greenwood Street should be repaired/resurfaced and then striped with a double-yellow centerline.
- c. At the intersection of Greenwood Street and Veterans Road, the existing faded pavement markings should be re-striped. Furthermore, field observations identified inefficiencies with respect to drivers interpreting the existing intersection. A separate analysis was done to verify that the intersection maintains existing Levels of Service on all approaches under “All-Way Stop” sign control. The possibility of “All-Way Stop” sign control as a way to control traffic volumes at this intersection could be further discussed with the Town of Yorktown.
- d. Based upon the existing back-to-back curves on Greenwood Street just north of the proposed site driveway location, curve warning signs of 25 MPH should be considered on both the north and southbound approaches.
- e. At the intersection of Greenwood Street and the proposed site driveway, existing vegetation should be pruned and/or cleared within the right-of-way on both sides of the proposed driveway to provide adequate sight lines for vehicles exiting the site (Table SD-1).



Mr. Rick Cipriani  
MC Project No. 18000387A  
February 13, 2018  
Page 7 of 7

Please do not hesitate to contact our office if you have any further questions and/or concerns.

Very truly yours,

MASER CONSULTING P.A.

A handwritten signature in black ink, appearing to read 'Philip J. Grealy', is written over the typed name and title.

Philip J. Grealy, Ph.D., P.E.  
Principal/Department Manager

PJG/ces  
Enclosures

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2040 Greenwood Street  
Letter Report  
MC Project No. 18000387A  
Appendix

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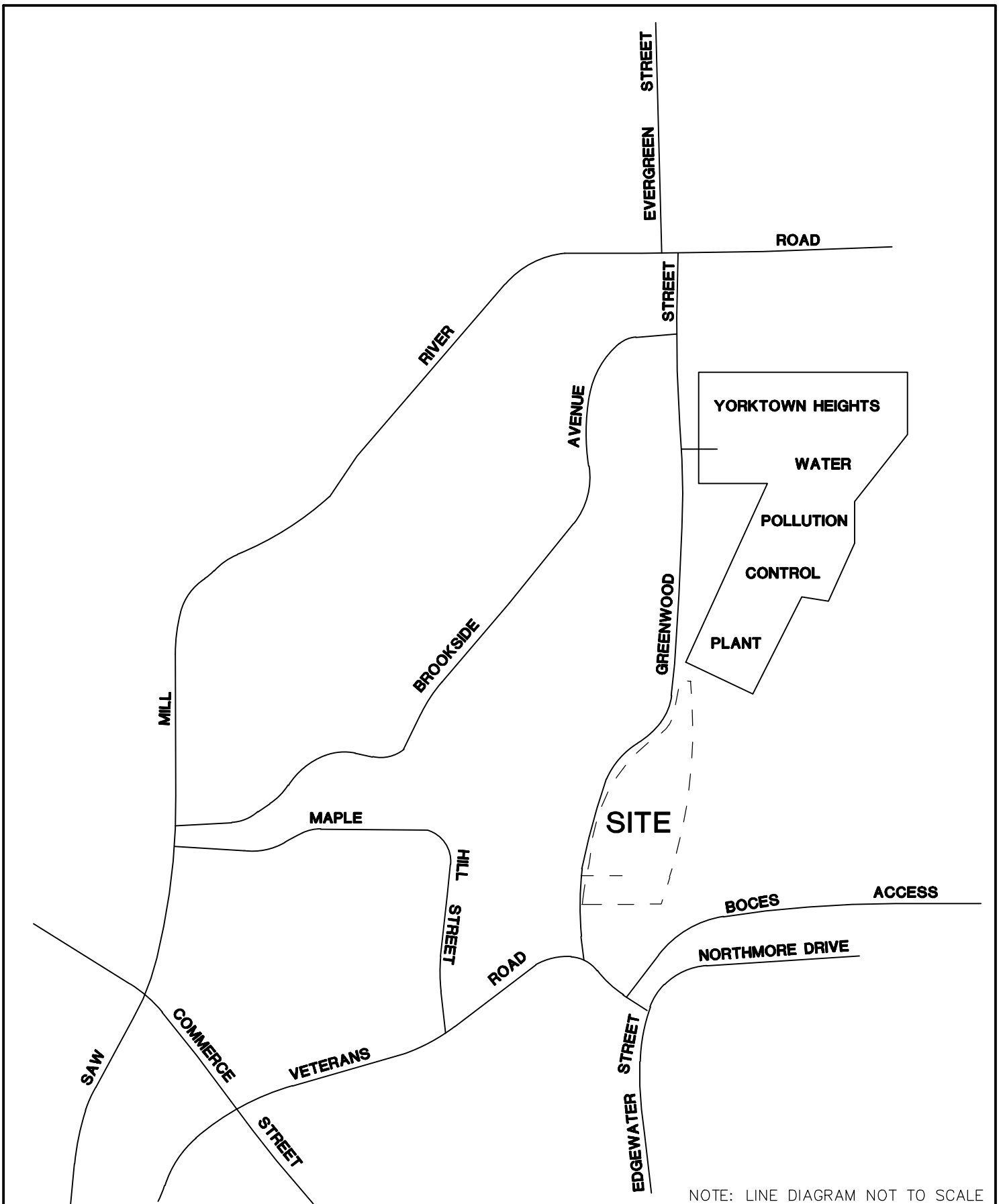
***2040 GREENWOOD STREET***

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**APPENDIX A**

**FIGURES**





NOTE: LINE DIAGRAM NOT TO SCALE

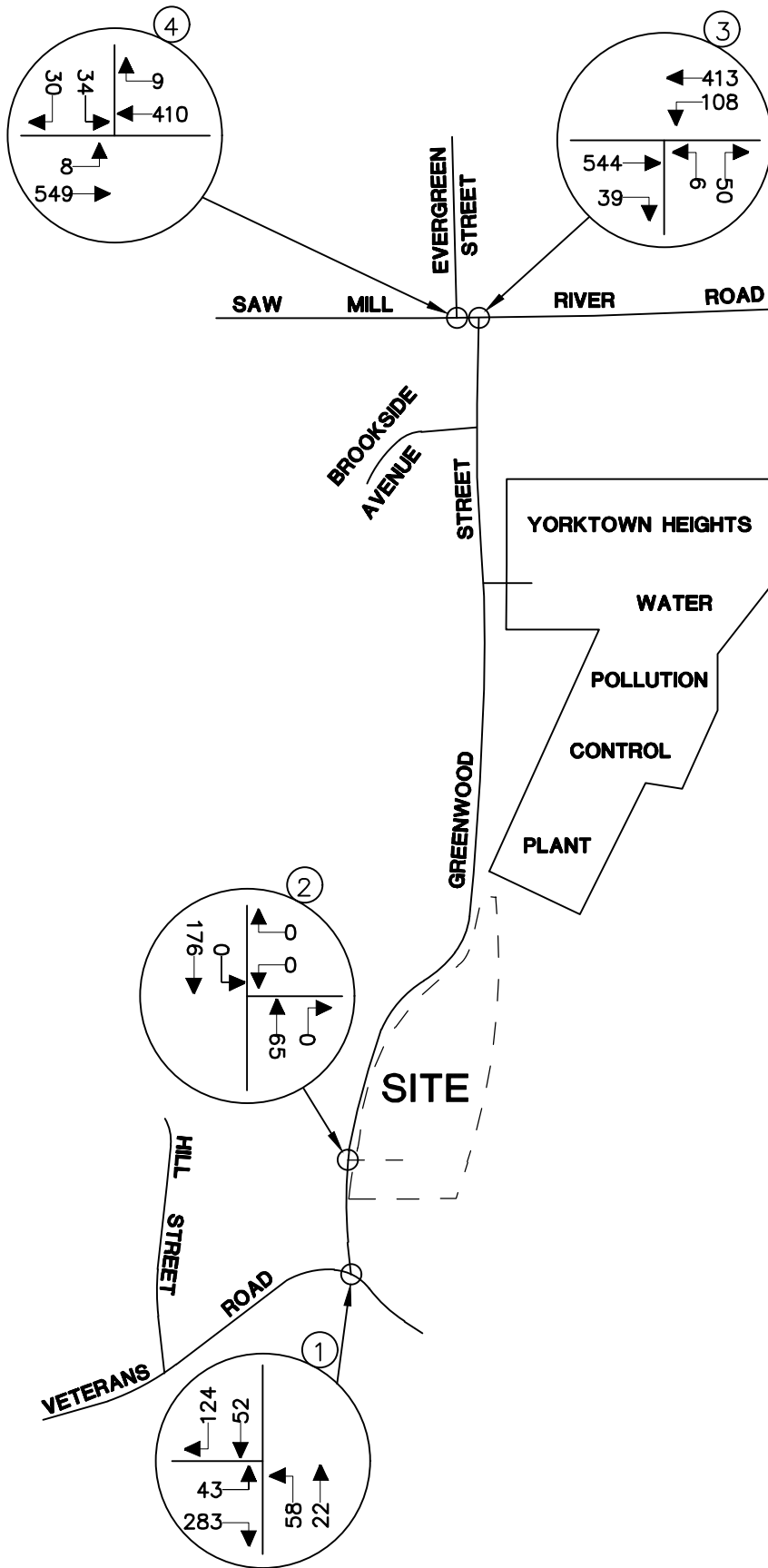


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2040 GREENWOOD STREET  
YORKTOWN, NY

SITE LOCATION MAP

JOB NUMBER:	DATE:
18000387A	FEB. 2018
FIGURE NUMBER:	



NOTE: LINE DIAGRAM NOT TO SCALE



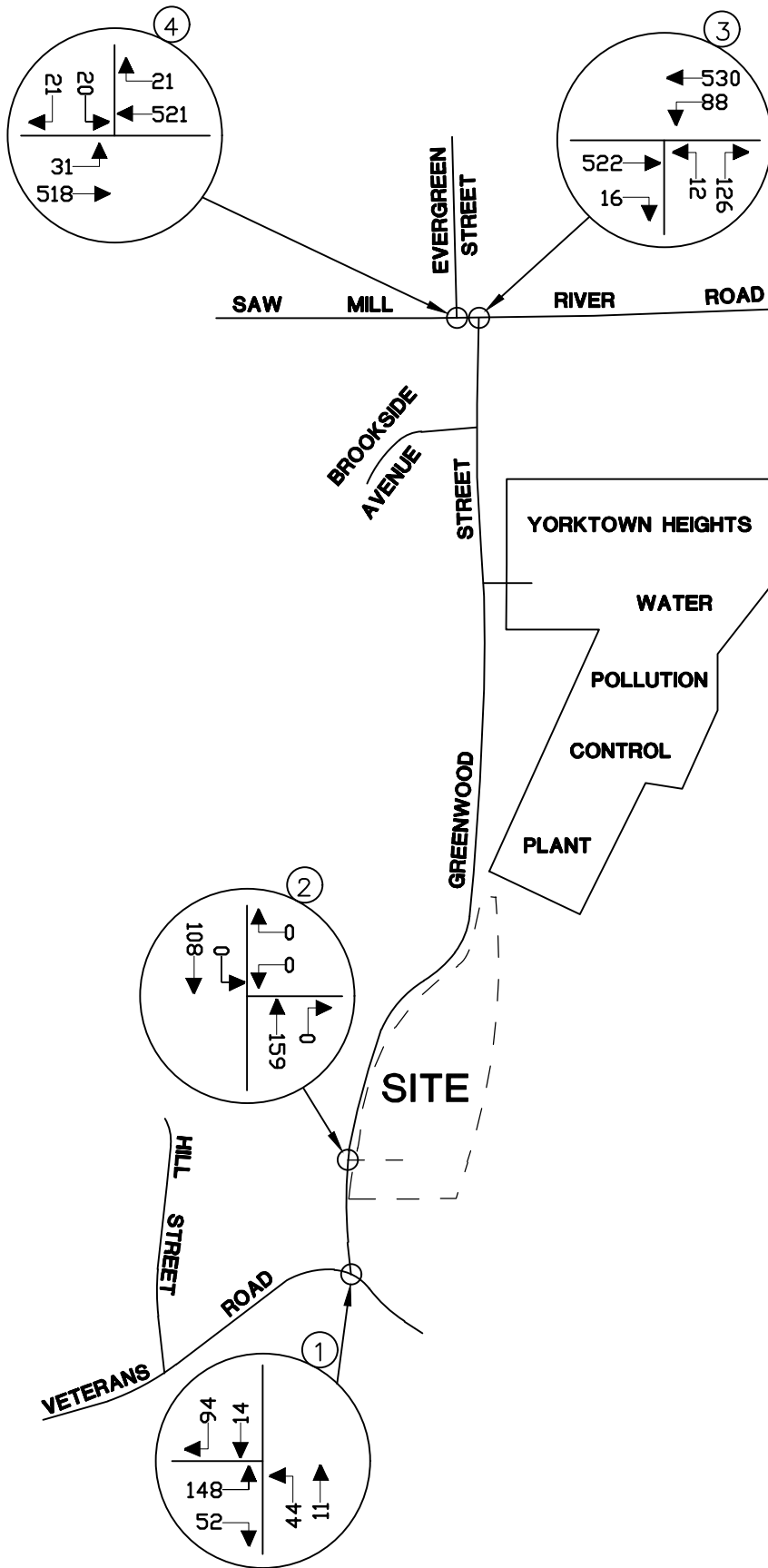
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2040 GREENWOOD STREET  
YORKTOWN, NY

2018 EXISTING TRAFFIC VOLUMES  
WEEKDAY PEAK AM HOUR

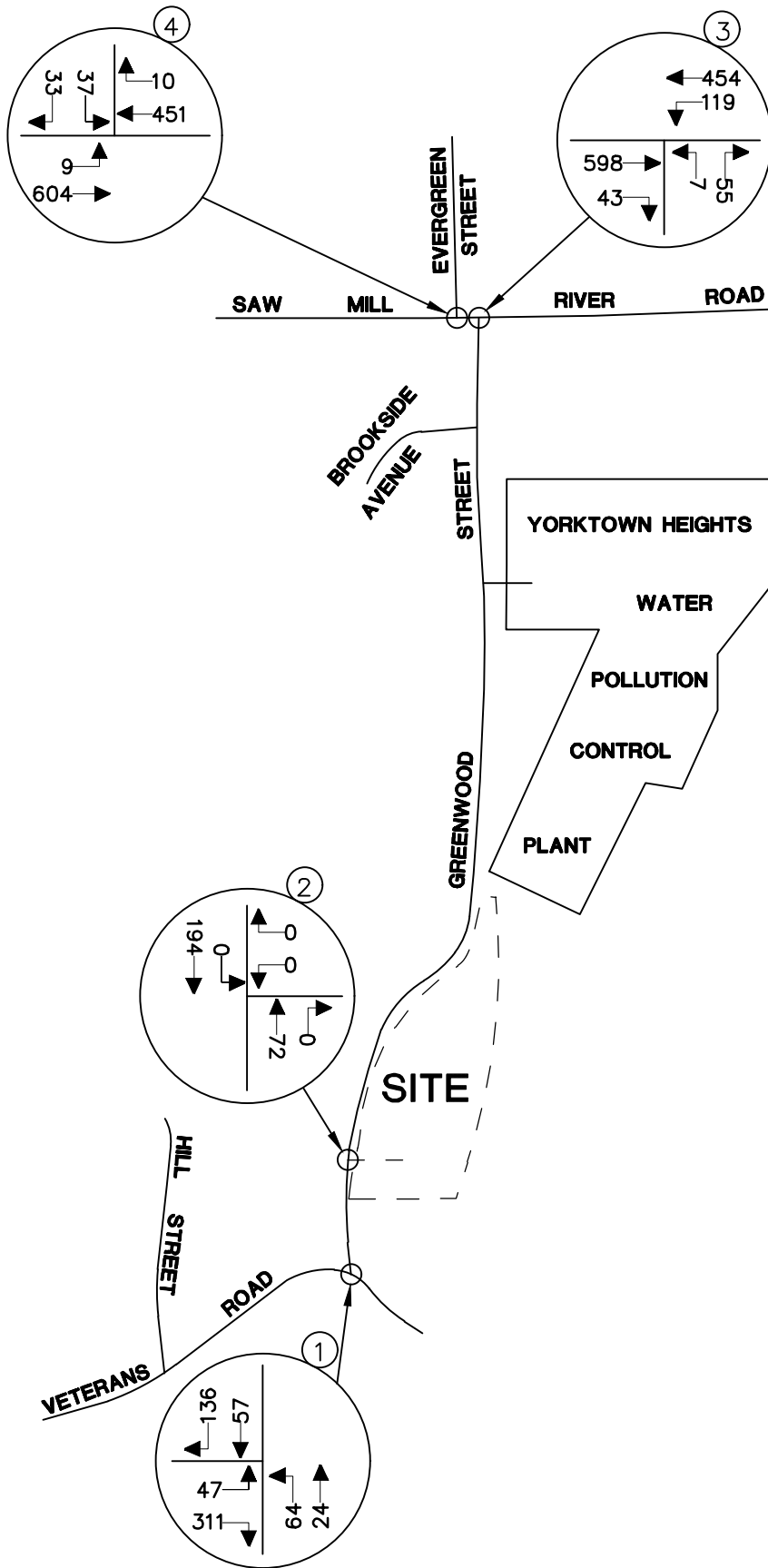


JOB NUMBER:	DATE:
18000387A	FEB. 2018
FIGURE NUMBER:	



NOTE: LINE DIAGRAM NOT TO SCALE





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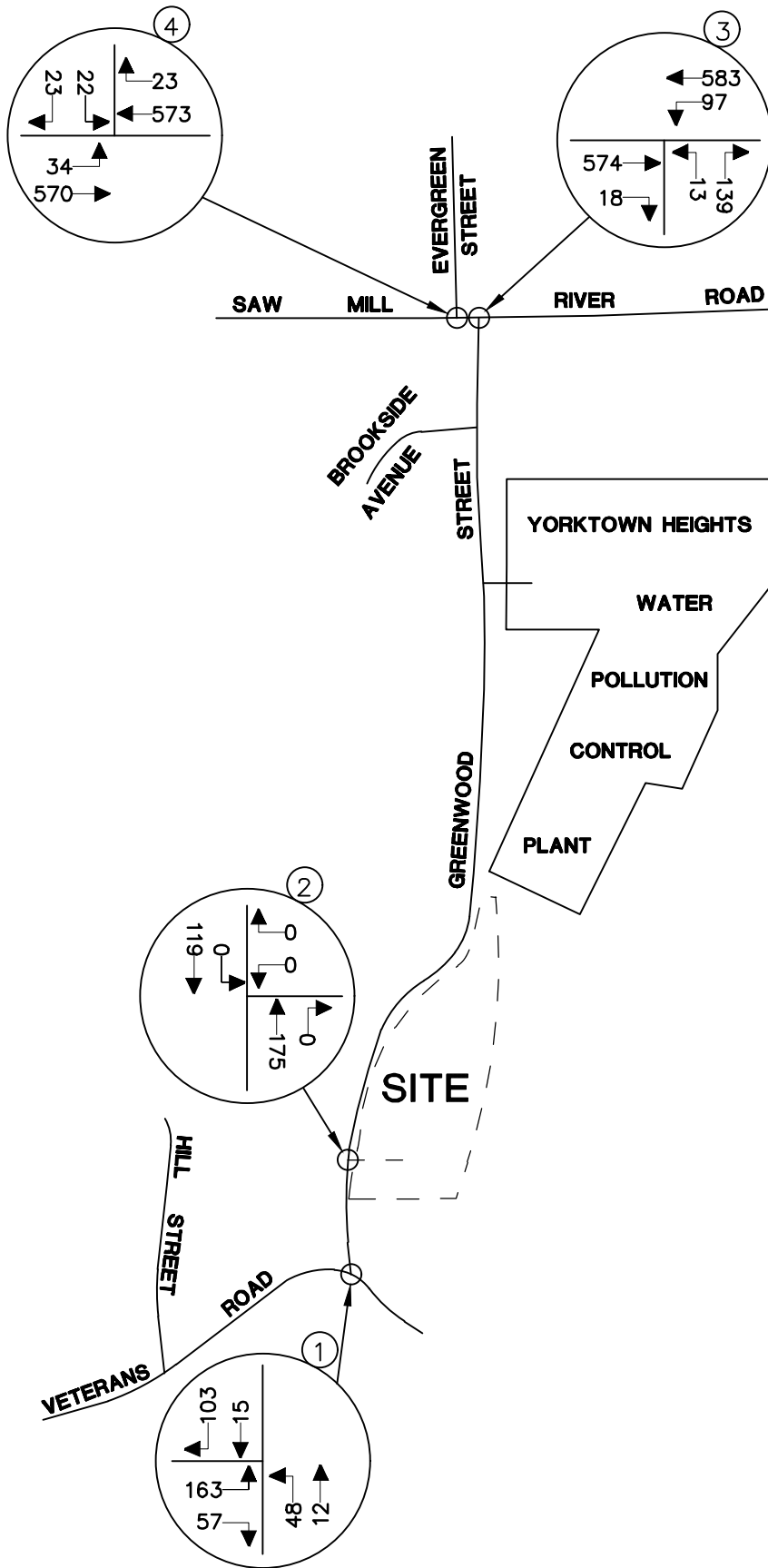
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2040 GREENWOOD STREET  
YORKTOWN, NY

2023 NO-BUILD TRAFFIC VOLUMES  
WEEKDAY PEAK AM HOUR



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18000387A	FEB. 2018
FIGURE NUMBER:	



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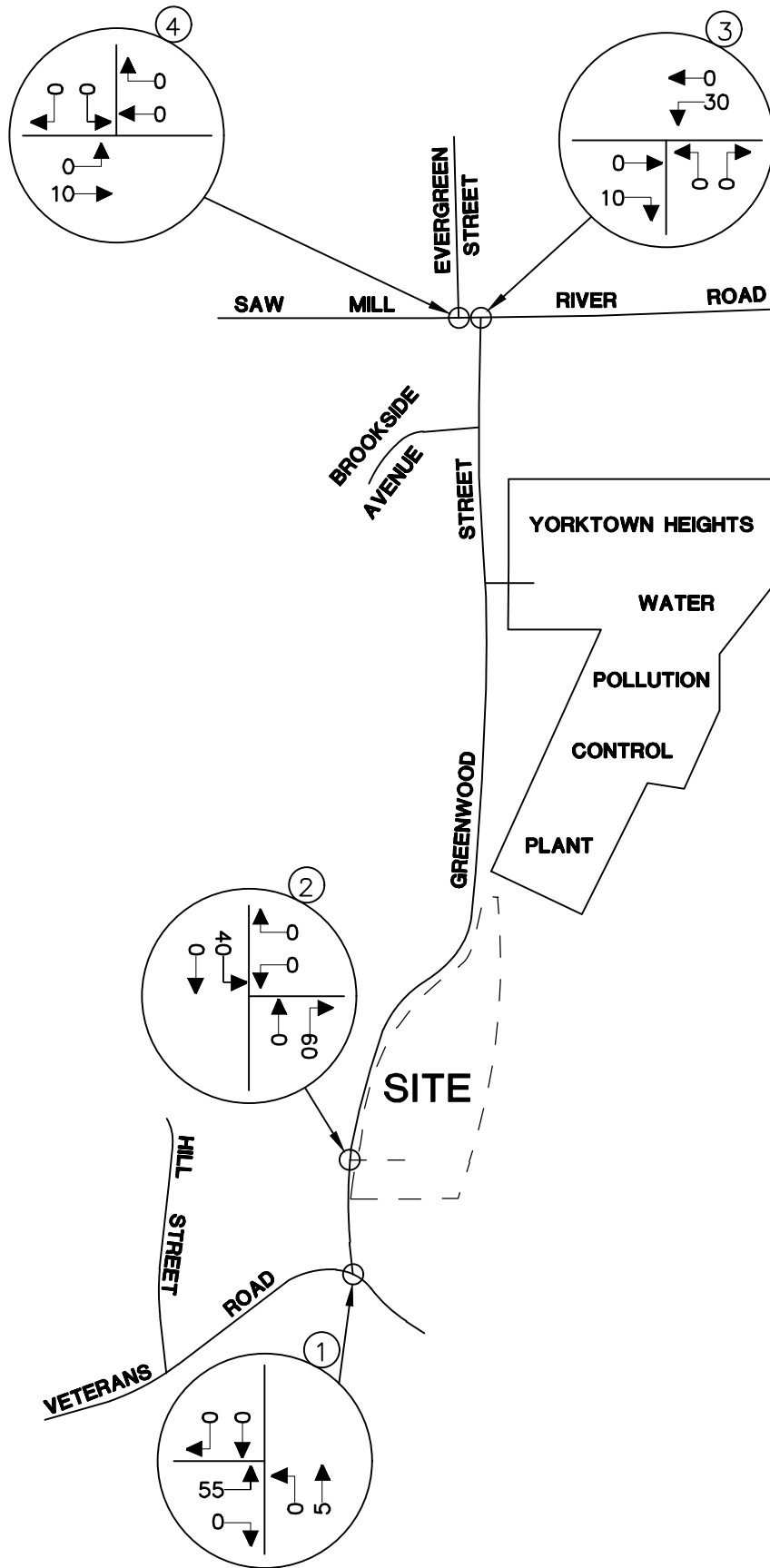
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2040 GREENWOOD STREET  
 YORKTOWN, NY

2023 NO-BUILD TRAFFIC VOLUMES  
 WEEKDAY PEAK PM HOUR

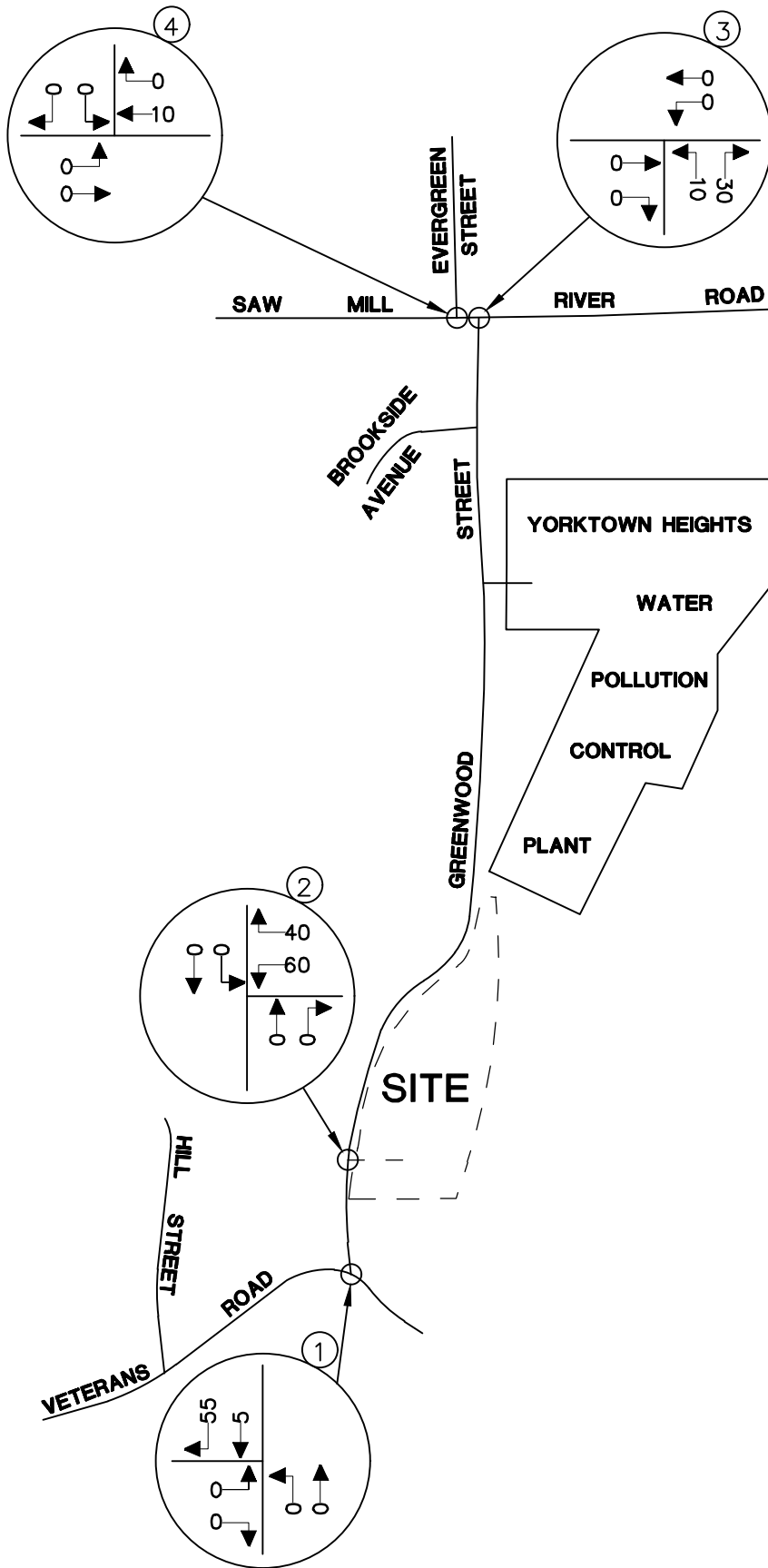


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18000387A	FEB. 2018
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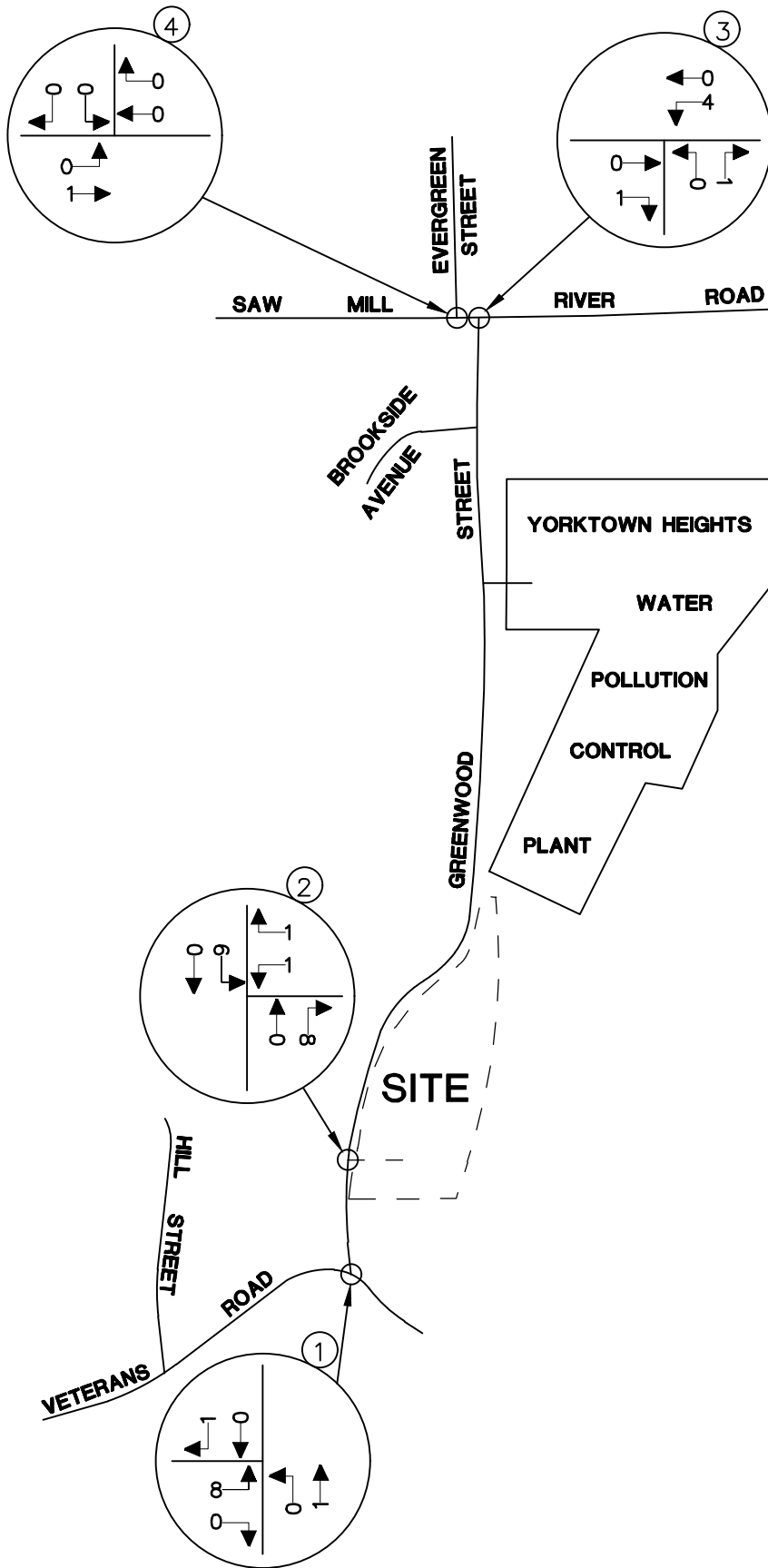
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2040 GREENWOOD STREET  
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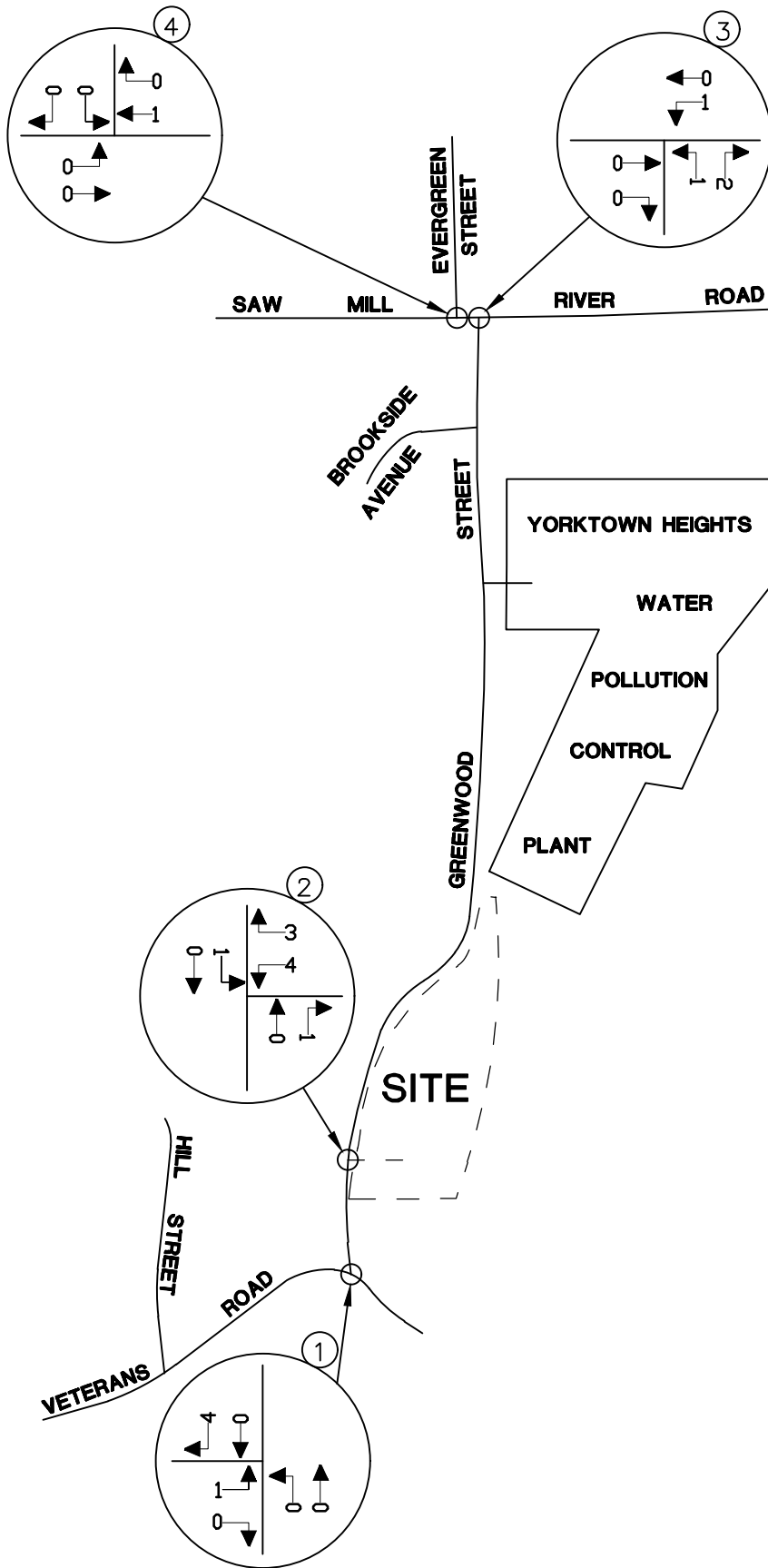
2040 GREENWOOD STREET  
YORKTOWN, NY

SITE GENERATED TRAFFIC VOLUMES  
WEEKDAY PEAK AM HOUR



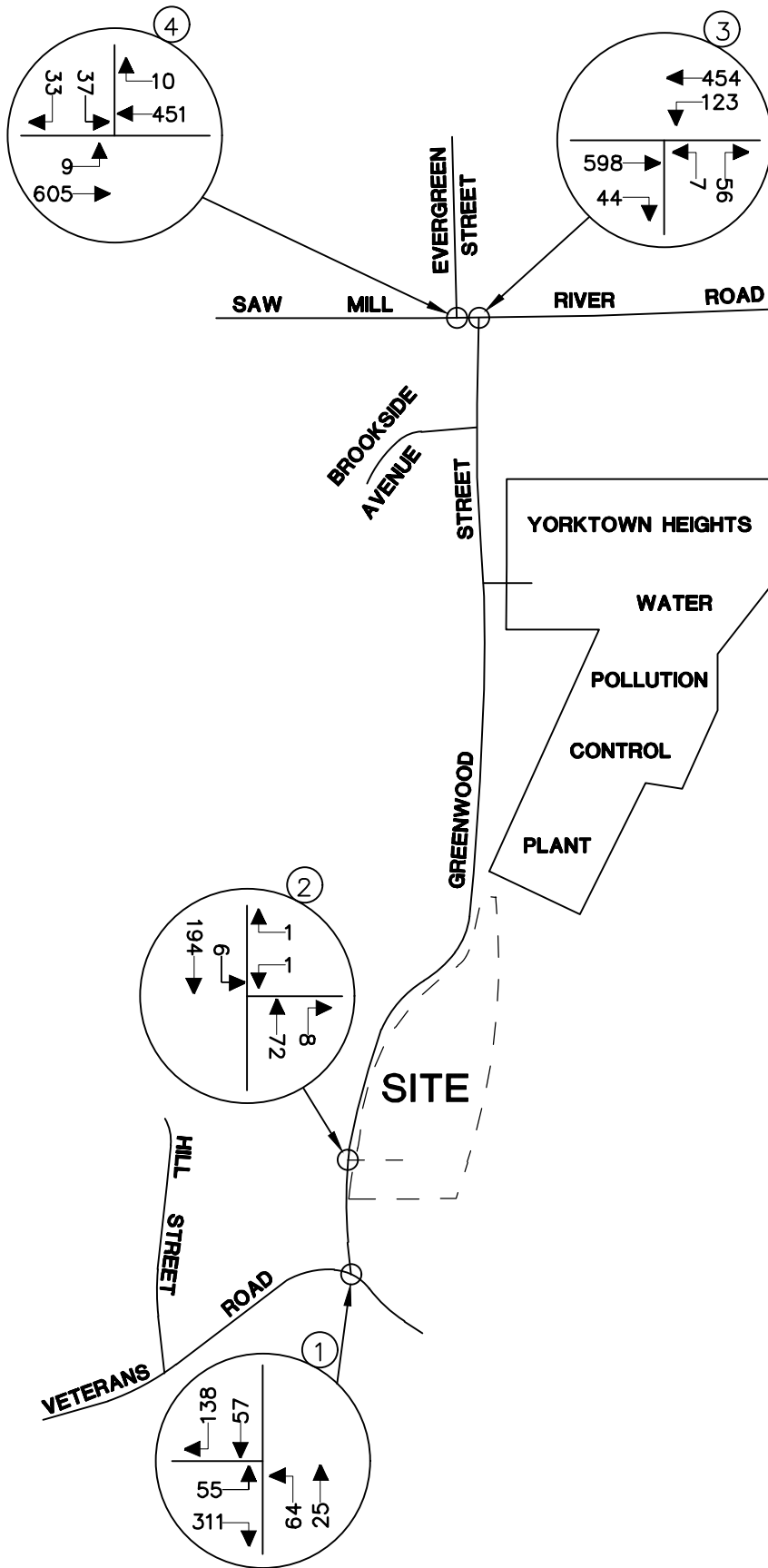
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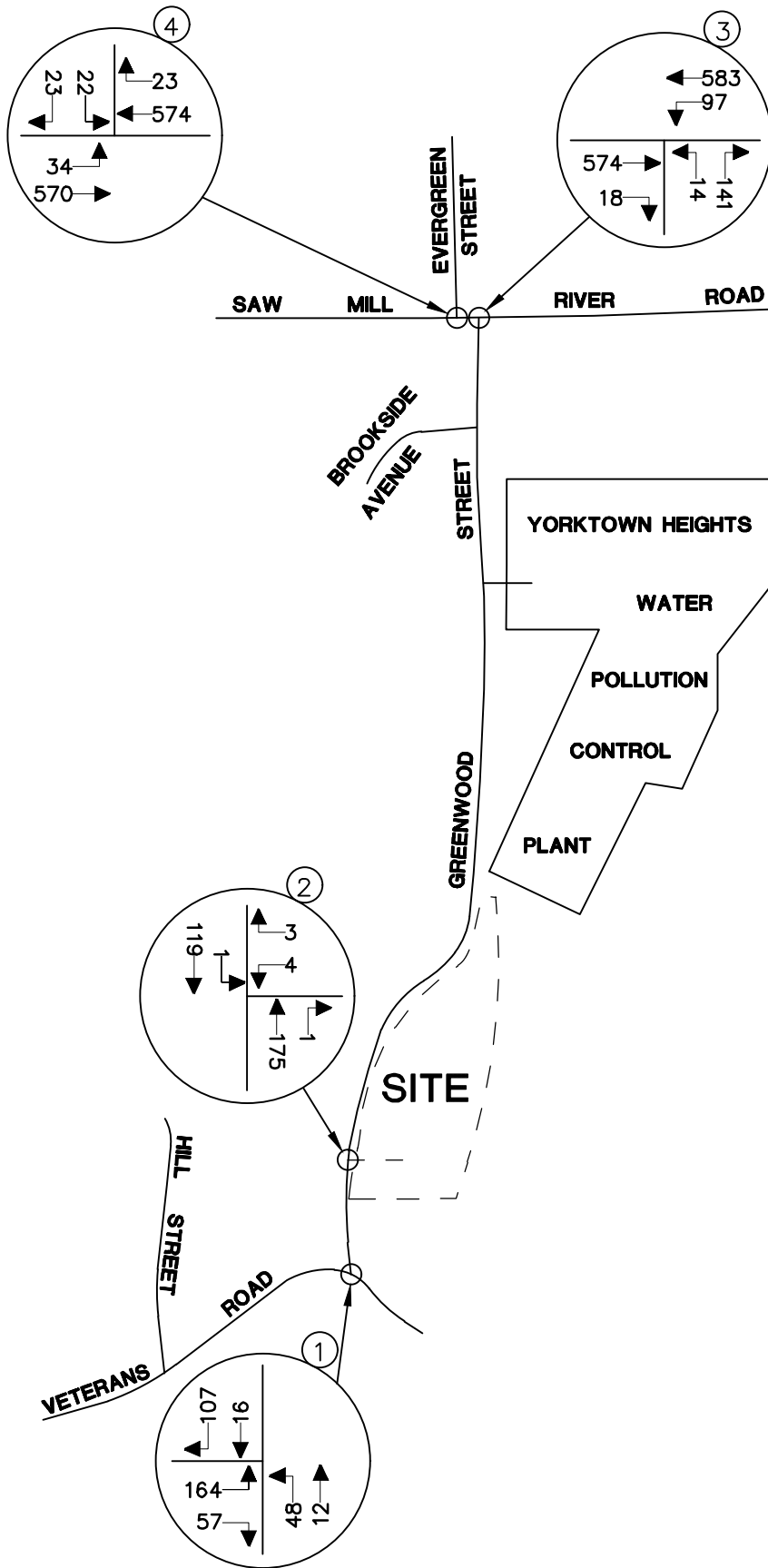
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2040 GREENWOOD STREET  
YORKTOWN, NY

2023 BUILD TRAFFIC VOLUMES  
WEEKDAY PEAK AM HOUR



JOB NUMBER:	DATE:
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2040 GREENWOOD STREET  
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2023 BUILD TRAFFIC VOLUMES  
 WEEKDAY PEAK PM HOUR



JOB NUMBER:	DATE:
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**SIGHT DISTANCE IDENTIFICATION FOR 2040 GREENWOOD**

**GREENWOOD STREET & PROPOSED SITE DRIVEWAY**

**TOWN OF YORKTOWN WESTCHESTER NEW YORK**

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LETTER REPORT			
SCALE: AS SHOWN	DATE: 2/13/2018	DRAWN BY: N.S.T.	CHECKED BY: P.J.G.
PROJECT NUMBER: 18000387A		DRAWING NAME: R-SGHT-DIST	
SHEET TITLE: SIGHT DISTANCES			
SHEET NUMBER: 1 OF 1			



2040 Greenwood Street  
Letter Report  
MC Project No. 18000387A  
Appendix

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***2040 GREENWOOD STREET***

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**APPENDIX B**

**TABLES**

**TABLE 1**

**HOURLY TRIP GENERATION RATES (HTGR) AND ANTICIPATED  
SITE GENERATED TRAFFIC VOLUMES**

2040 GREENWOOD STREET YORKTOWN, NY	ENTRY		EXIT	
	HTGR*	VOLUME	HTGR*	VOLUME
LIGHT INDUSTRIAL (6,000 S.F.)				
PEAK AM HOUR	2.38	14	0.36	2
PEAK PM HOUR	0.25	2	1.16	7

NOTES:

- 1) \* HTGR-HOURLY TRIP GENERATION RATES EXPRESSED IN TERMS OF TRIPS PER 1000 S.F. FOR LAND USES - 110 LIGHT INDUSTRIAL;  
BASED ON THE INSTITUTE OF TRANSPORTATION ENGINEERS (ITE) PUBLICATION ENTITLED "TRIP GENERATION", 10TH EDITION, 2017.

**TABLE NO. 2**

LEVEL OF SERVICE SUMMARY TABLE

	LOCATION	YEAR 2018 EXISTING						YEAR 2023 NO-BUILD						YEAR 2023 BUILD					
		WEEKDAY AM			WEEKDAY PM			WEEKDAY AM			WEEKDAY PM			WEEKDAY AM			WEEKDAY PM		
		LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C
1	GREENWOOD STREET & VETERANS ROAD UN SIGNALIZED GREENWOOD STREET NB L-T VETERANS ROAD EB L VETERANS ROAD EB R	A	8.3	0.060	A	7.5	0.035	A	8.4	0.067	A	7.6	0.038	A	8.4	0.067	A	7.6	0.038
		B	11.1	0.080	B	10.8	0.216	B	11.5	0.092	B	11.2	0.243	B	11.6	0.108	B	11.2	0.246
		B	11.5	0.379	A	8.8	0.060	B	12.1	0.423	A	8.9	0.066	B	12.1	0.424	A	8.9	0.066
2	GREENWOOD STREET & PROPOSED SITE DRIVEWAY UN SIGNALIZED GREENWOOD STREET SB L-T PROPOSED SITE DRIVEWAY WB L-R	---	---	---	---	---	---	---	---	---	---	---	---	A	7.4	0.004	A	7.6	0.001
		---	---	---	---	---	---	---	---	---	---	---	---	A	9.5	0.003	A	9.9	0.010
3	NYS ROUTE 35/NYS ROUTE 118/U.S. ROUTE 202 & GREENWOOD STREET/EVERGREEN STREET UN SIGNALIZED NYS RT 35/118/U.S. RT 202 EB L-T-R NYS RT 35/118/U.S. RT 202 WB L-T-R GREENWOOD STREET NB L-T-R EVERGREEN STREET SB L-T-R	A	8.4	0.008	A	8.6	0.031	A	8.5	0.009	A	8.8	0.036	A	8.5	0.009	A	8.8	0.036
		A	9.0	0.111	A	8.8	0.088	A	9.3	0.129	A	9.0	0.102	A	9.3	0.133	A	9.0	0.102
		C	17.1	0.164	C	20.7	0.387	C	20.3	0.215	D	26.5	0.492	C	20.4	0.219	D	27.7	0.511
		D	26.7	0.287	D	31.7	0.241	E	35.0	0.382	E	44.4	0.342	E	35.8	0.388	E	44.8	0.345

THE ABOVE REPRESENTS THE LEVELS OF SERVICE, VEHICLE DELAY IN SECONDS AND VOLUME-TO-CAPACITY (V/C) RATIO FOR THE ABOVE INTERSECTIONS.

**Table SD-1**  
**Proposed Site Driveway - Sight Distance Summary Table**

Design Speed	35 MPH	40 MPH
<b><u>AASHTO Intersection Sight Distances</u></b>		
Left Turn from Stop	390'	445'
Right Turn from Stop	335'	385'
Left Turn from Major Road	285'	325'
Stopping Sight Distance (Rear End Sight Distance)	250'	305'

(1) 85<sup>th</sup>ile roadway speeds were observed to be 38 MPH on Greenwood Street north of the site.





2040 Greenwood Street  
Letter Report  
MC Project No. 18000387A  
Appendix

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***2040 GREENWOOD STREET***

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**APPENDIX C**

**LEVEL OF SERVICE STANDARDS**

## **LEVEL OF SERVICE STANDARDS**

### **LEVEL OF SERVICE FOR SIGNALIZED INTERSECTIONS**

Level of Service (LOS) can be characterized for the entire intersection, each intersection approach, and each lane group. Control delay alone is used to characterize LOS for the entire intersection or an approach. Control delay and volume-to-capacity (v/c) ratio are used to characterize LOS for a lane group. Delay quantifies the increase in travel time due to traffic signal control. It is also a measure of driver discomfort and fuel consumption. The volume-to-capacity ratio quantifies the degree to which a phase's capacity is utilized by a lane group.

**LOS A** describes operations with a control delay of 10 s/veh or less and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is exceptionally favorable or the cycle length is very short. If it is due to favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.

**LOS B** describes operations with control delay between 10 and 20 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with LOS A.

**LOS C** describes operations with control delay between 20 and 35 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when progression is favorable or the cycle length is moderate.

**LOS D** describes operations with control delay between 35 and 55 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high and either progression is ineffective or the cycle length is long.

**LOS E** describes operations with control delay between 55 and 80 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long.

**LOS F** describes operations with control delay exceeding 80 s/veh or a volume-to-capacity ratio greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long.

A lane group can incur a delay less than 80 s/veh when the volume-to-capacity ratio exceeds 1.0. This condition typically occurs when the cycle length is short, the signal progression is favorable, or both. As a result, both the delay and volume-to-capacity ratio are considered when lane group LOS is established. A ratio of 1.0 or more indicates that cycle capacity is fully utilized and represents failure from a capacity perspective (just as delay in excess of 80 s/veh represents failure from a delay perspective).

The Level of Service Criteria for signalized intersections are given in Exhibit 18-4 from the *2010 Highway Capacity Manual* published by the Transportation Research Board.

**Exhibit 18-4**

Control Delay (s/veh)	LOS by Volume-to-Capacity Ratio	
	v/c ≤1.0	v/c >1.0
≤10	A	F
>10-20	B	F
>20-35	C	F
>35-55	D	F
>55-80	E	F
>80	F	F

For approach-based and intersection wide assessments, LOS is defined solely by control delay.



**LEVEL OF SERVICE CRITERIA**  
**FOR TWO-WAY STOP-CONTROLLED (TWSC) UNSIGNALIZED INTERSECTIONS**

Level of Service (LOS) for a two-way stop-controlled (TWSC) intersection is determined by the computed or measured control delay. For motor vehicles, LOS is determined for each minor-street movement (or shared movement) as well as major-street left turns. LOS is not defined for the intersection as a whole or for major-street approaches.

The Level of Service Criteria for TWSC unsignalized intersections are given in Exhibit 19-1 from the *2010 Highway Capacity Manual* published by the Transportation Research Board.

**Exhibit 19-1**

Control Delay (s/veh)	LOS by Volume-to-Capacity Ratio	
	v/c ≤1.0	v/c >1.0
0-10	A	F
>10-15	B	F
>15-25	C	F
>25-35	D	F
>35-50	E	F
>50	F	F

The LOS criteria apply to each lane on a given approach and to each approach on the minor street.  
LOS is not calculated for major-street approaches or for the intersection as a whole.

As Exhibit 19-1 notes, LOS F is assigned to the movement if the volume-to-capacity ratio for the movement exceeds 1.0, regardless of the control delay.

The Level of Service Criteria for unsignalized intersections are somewhat different from the criteria for signalized intersections.



**LEVEL OF SERVICE CRITERIA**

**FOR ALL-WAY STOP-CONTROLLED (AWSC) UNSIGNALIZED INTERSECTIONS**

The Levels of Service (LOS) for all-way stop-controlled (AWSC) intersections are given in Exhibit 20-2. As the exhibit notes, LOS F is assigned if the volume-to-capacity (v/c) ratio of a lane exceeds 1.0, regardless of the control delay. For assessment of LOS at the approach and intersection levels, LOS is based solely on control delay.

The Level of Service Criteria for AWSC unsignalized intersections are given in Exhibit 20-2 from the *2010 Highway Capacity Manual* published by the Transportation Research Board.

**Exhibit 20-2**

<b>Control Delay (s/veh)</b>	<b>LOS by Volume-to-Capacity Ratio</b>	
	<b>v/c ≤1.0</b>	<b>v/c &gt;1.0</b>
0-10	A	F
>10-15	B	F
>15-25	C	F
>25-35	D	F
>35-50	E	F
>50	F	F

For approaches and intersection wide assessment, LOS is defined solely by control delay.



2040 Greenwood Street  
Letter Report  
MC Project No. 18000387A  
Appendix

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***2040 GREENWOOD STREET***

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**APPENDIX D**

**TRAFFIC VOLUME DATA**

LOCATION: GREENWOOD STREET & VETERANS ROAD PROJECT: 2040 GREENWOOD STREET  
 DATE OF COUNT: 02/06/18 DAY: TUESDAY JCE JOB #: 18000387A START TIME : 07:00 **AM**

**ENTER 15-MINUTE COUNT VOLUMES BY MOVEMENT**

	EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND					
AM PEAK HOUR	1	2	3	4	5	6	7	8	9	10	11	12	total		
07:00 AM 07:15 AM	4		19				9	0			3	19	54	A	
07:15 AM 07:30 AM	8		20				10	7			3	16	64	A	
07:30 AM 07:45 AM	7		65				2	6			6	24	110	X	
07:45 AM 08:00 AM	15		91				11	6			15	26	164	X	392
08:00 AM 08:15 AM	6		78				12	2			16	31	145	X	483
08:15 AM 08:30 AM	10		49				33	4			9	30	135	X	554
08:30 AM 08:45 AM	13		23				24	7			2	23	92	A	536
08:45 AM 09:00 AM	15		12				2	2			3	33	67	A	439
09:00 AM 09:15 AM													0	A	294
09:15 AM 09:30 AM													0	A	159
09:30 AM 09:45 AM													0	A	67
09:45 AM 10:00 AM													0	A	0
10:00 AM 10:15 AM													0	A	0
10:15 AM 10:30 AM													0	A	0
10:30 AM 10:45 AM													0	A	0
10:45 AM 11:00 AM													0	A	0

**CALCULATED PEAK 15-MINUTE VOLUMES**

07:00 AM 07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:15 AM 07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:30 AM 07:45 AM	7	0	65	0	0	0	2	6	0	0	6	24	110		
07:45 AM 08:00 AM	15	0	91	0	0	0	11	6	0	0	15	26	164		
08:00 AM 08:15 AM	6	0	78	0	0	0	12	2	0	0	16	31	145		
08:15 AM 08:30 AM	10	0	49	0	0	0	33	4	0	0	9	30	135		
08:30 AM 08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
08:45 AM 09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
09:00 AM 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
09:15 AM 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
09:30 AM 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
09:45 AM 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:00 AM 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:15 AM 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:30 AM 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:45 AM 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		

111	46	0	^	6	0
12	11	10	<	5	0
<	v	>	v	4	0
38	1	^	<	^	>
0	2	>	7	8	9
283	3	v	58	18	0

**CALCULATED PEAK HOUR VOLUMES**

AM PEAK HOUR	1	2	3	4	5	6	7	8	9	10	11	12	total	PHF
07:30 AM 08:30 AM	38	0	283	0	0	0	58	18	0	0	46	111	554	0.844512

LOCATION: GREENWOOD STREET & VETERANS ROAD PROJECT: 2040 GREENWOOD STREET  
 DATE OF COUNT: 02/05/18 DAY: MONDAY JCE JOB #: 18000387A START TIME: 16:00 **PM**

**ENTER 15-MINUTE COUNT VOLUMES BY MOVEMENT**

PM PEAK HOUR	EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND			total		
	1	2	3	4	5	6	7	8	9	10	11	12			
04:00 PM 04:15 PM	35		12				19	4			4	26	100	A	
04:15 PM 04:30 PM	35		4				12	1			6	25	83	A	
04:30 PM 04:45 PM	24		6				18	8			3	17	76	A	
04:45 PM 05:00 PM	39		9				8	2			1	22	81	X	340
05:00 PM 05:15 PM	43		13				10	4			6	28	104	X	344
05:15 PM 05:30 PM	33		18				15	2			1	26	95	X	356
05:30 PM 05:45 PM	33		12				11	3			6	18	83	X	363
05:45 PM 06:00 PM	22		11				13	3			2	22	73	A	355
06:00 PM 06:15 PM													0	A	251
06:15 PM 06:30 PM													0	A	156
06:30 PM 06:45 PM													0	A	73
06:45 PM 07:00 PM													0	A	0
07:00 PM 07:15 PM													0	A	0
07:15 PM 07:30 PM													0	A	0
07:30 PM 07:45 PM													0	A	0
07:45 PM 08:00 PM													0	A	0

**CALCULATED PEAK 15-MINUTE VOLUMES**

04:00 PM 04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM 04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM 04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM 05:00 PM	39	0	9	0	0	0	8	2	0	0	1	22	81		
05:00 PM 05:15 PM	43	0	13	0	0	0	10	4	0	0	6	28	104		
05:15 PM 05:30 PM	33	0	18	0	0	0	15	2	0	0	1	26	95		
05:30 PM 05:45 PM	33	0	12	0	0	0	11	3	0	0	6	18	83		
05:45 PM 06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**CALCULATED PEAK HOUR VOLUMES**

PM PEAK HOUR	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>	<u>7</u>	<u>8</u>	<u>9</u>	<u>10</u>	<u>11</u>	<u>12</u>	total	PHF
04:45 PM 05:45 PM	148	0	52	0	0	0	44	11	0	0	14	94	363	0.872596

94	14	0	^	6	0
12	11	10	<	5	0
<	v	>	v	4	0
148	1	^	<	^	>
0	2	>	7	8	9
52	3	v	44	11	0



LOCATION: ROUTE 202/118/35 & GREENWOOD STREET PROJECT: 2040 GREENWOOD STREET  
 DATE OF COUNT: 02/06/18 DAY: TUESDAY JCE JOB #: 18000387A START TIME: 07:00 **AM**

**ENTER 15-MINUTE COUNT VOLUMES BY MOVEMENT**

AM PEAK HOUR	EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND			total		
	1	2	3	4	5	6	7	8	9	10	11	12			
07:00 AM 07:15 AM		123	4	21	91		1		7				247	A	
07:15 AM 07:30 AM		135	1	17	101		4		13				271	X	
07:30 AM 07:45 AM		154	4	24	92		0		13				287	X	
07:45 AM 08:00 AM		122	13	24	115		1		15				290	X	1095
08:00 AM 08:15 AM		133	11	38	105		1		9				297	X	1145
08:15 AM 08:30 AM		104	8	19	105		2		14				252	A	1126
08:30 AM 08:45 AM		109	2	25	109		5		16				266	A	1105
08:45 AM 09:00 AM		118	6	28	93		1		16				262	A	1077
09:00 AM 09:15 AM													0	A	780
09:15 AM 09:30 AM													0	A	528
09:30 AM 09:45 AM													0	A	262
09:45 AM 10:00 AM													0	A	0
10:00 AM 10:15 AM													0	A	0
10:15 AM 10:30 AM													0	A	0
10:30 AM 10:45 AM													0	A	0
10:45 AM 11:00 AM													0	A	0

**CALCULATED PEAK 15-MINUTE VOLUMES**

07:00 AM 07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM 07:30 AM	0	135	1	17	101	0	4	0	13	0	0	0	271		
07:30 AM 07:45 AM	0	154	4	24	92	0	0	0	13	0	0	0	287		
07:45 AM 08:00 AM	0	122	13	24	115	0	1	0	15	0	0	0	290		
08:00 AM 08:15 AM	0	133	11	38	105	0	1	0	9	0	0	0	297		
08:15 AM 08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
08:30 AM 08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
08:45 AM 09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
09:00 AM 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
09:15 AM 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
09:30 AM 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
09:45 AM 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:00 AM 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:15 AM 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:30 AM 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:45 AM 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		

**CALCULATED PEAK HOUR VOLUMES**

AM PEAK HOUR	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>	<u>7</u>	<u>8</u>	<u>9</u>	<u>10</u>	<u>11</u>	<u>12</u>	total	PHF
07:15 AM 08:15 AM	0	544	29	103	413	0	6	0	50	0	0	0	1145	0.963805

0	0	0	^	6	0
12	11	10	<	5	413
<	v	>	v	4	103
0	1	^	<	^	>
544	2	>	7	8	9
29	3	v	6	0	50

LOCATION: ROUTE 202/118/35 & GREENWOOD STREET PROJECT: 2040 GREENWOOD STREET  
 DATE OF COUNT: 02/05/18 DAY: MONDAY JCE JOB #: 18000387A START TIME : 16:00 **PM**

**ENTER 15-MINUTE COUNT VOLUMES BY MOVEMENT**

	EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND					
PM PEAK HOUR	1	2	3	4	5	6	7	8	9	10	11	12	total		
04:00 PM 04:15 PM		126	2	24	100		0		28				280	A	
04:15 PM 04:30 PM		132	2	27	113		1		31				306	A	
04:30 PM 04:45 PM		130	0	20	122		2		31				305	A	
04:45 PM 05:00 PM		111	3	18	124		2		32				290	A	1181
05:00 PM 05:15 PM		147	3	22	112		3		42				329	X	1230
05:15 PM 05:30 PM		137	7	27	129		2		36				338	X	1262
05:30 PM 05:45 PM		125	4	15	144		3		30				321	X	1278
05:45 PM 06:00 PM		113	2	24	145		4		18				306	X	1294
06:00 PM 06:15 PM													0	A	965
06:15 PM 06:30 PM													0	A	627
06:30 PM 06:45 PM													0	A	306
06:45 PM 07:00 PM													0	A	0
07:00 PM 07:15 PM													0	A	0
07:15 PM 07:30 PM													0	A	0
07:30 PM 07:45 PM													0	A	0
07:45 PM 08:00 PM													0	A	0

**CALCULATED PEAK 15-MINUTE VOLUMES**

04:00 PM 04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:15 PM 04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:30 PM 04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:45 PM 05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
05:00 PM 05:15 PM	0	147	3	22	112	0	3	0	42	0	0	0	329		
05:15 PM 05:30 PM	0	137	7	27	129	0	2	0	36	0	0	0	338		
05:30 PM 05:45 PM	0	125	4	15	144	0	3	0	30	0	0	0	321		
05:45 PM 06:00 PM	0	113	2	24	145	0	4	0	18	0	0	0	306		
06:00 PM 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
06:15 PM 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
06:30 PM 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
06:45 PM 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:00 PM 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:15 PM 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:30 PM 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:45 PM 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		

**CALCULATED PEAK HOUR VOLUMES**

PM PEAK HOUR	1	2	3	4	5	6	7	8	9	10	11	12	total	PHF
05:00 PM 06:00 PM	0	522	16	88	530	0	12	0	126	0	0	0	1294	0.957101

0	0	0	^	6	0
12	11	10	<	5	530
<	v	>	v	4	88
0	1	^	<	^	>
522	2	>	7	8	9
16	3	v	12	0	126

LOCATION:	ROUTE 202/118/35 & EVERGREEN STREET	PROJECT:	2040 GREENWOOD STREET											
DATE OF COUNT:	02/06/18	DAY:	TUESDAY											
		JCE JOB #:	18000387A											
		START TIME :	07:00											
<b>AM</b>														
<b>ENTER 15-MINUTE COUNT VOLUMES BY MOVEMENT</b>														
	<b>EASTBOUND</b>			<b>WESTBOUND</b>			<b>NORTHBOUND</b>			<b>SOUTHBOUND</b>				
<b>AM PEAK HOUR</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>total</b>	
07:00 AM 07:15 AM	0	122			91	1				5		9	228	A
07:15 AM 07:30 AM	1	127			101	4				9		9	251	X
07:30 AM 07:45 AM	2	150			91	1				8		12	264	X
07:45 AM 08:00 AM	2	123			114	2				12		5	258	X 1001
08:00 AM 08:15 AM	3	139			104	2				5		4	257	X 1030
08:15 AM 08:30 AM	3	107			105	2				5		3	225	A 1004
08:30 AM 08:45 AM	0	107			111	3				4		4	229	A 969
08:45 AM 09:00 AM	3	117			94	0				7		14	235	A 946
09:00 AM 09:15 AM													0	A 689
09:15 AM 09:30 AM													0	A 464
09:30 AM 09:45 AM													0	A 235
09:45 AM 10:00 AM													0	A 0
10:00 AM 10:15 AM													0	A 0
10:15 AM 10:30 AM													0	A 0
10:30 AM 10:45 AM													0	A 0
10:45 AM 11:00 AM													0	A 0
<b>CALCULATED PEAK 15-MINUTE VOLUMES</b>														
07:00 AM 07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:15 AM 07:30 AM	1	127	0	0	101	4	0	0	0	9	0	9	251	
07:30 AM 07:45 AM	2	150	0	0	91	1	0	0	0	8	0	12	264	
07:45 AM 08:00 AM	2	123	0	0	114	2	0	0	0	12	0	5	258	
08:00 AM 08:15 AM	3	139	0	0	104	2	0	0	0	5	0	4	257	
08:15 AM 08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:30 AM 08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:45 AM 09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:00 AM 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:15 AM 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:30 AM 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:45 AM 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 AM 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 AM 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 AM 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 AM 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>CALCULATED PEAK HOUR VOLUMES</b>														
<b>AM PEAK HOUR</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>total</b>	<b>PHF</b>
07:15 AM 08:15 AM	8	539	0	0	410	9	0	0	0	34	0	30	1030	0.975379

<b>30</b>	<b>0</b>	<b>34</b>	^	6	<b>9</b>
12	11	10	<	5	<b>410</b>
<	v	>	v	4	<b>0</b>
<b>8</b>	1	^	<	^	>
<b>539</b>	2	>	7	8	<b>9</b>
<b>0</b>	3	v	<b>0</b>	<b>0</b>	<b>0</b>

LOCATION:	ROUTE 202/118/35 & EVERGREEN STREET	PROJECT:	2040 GREENWOOD STREET											
DATE OF COUNT:	02/05/18	DAY:	MONDAY											
		JCE JOB #:	18000387A											
		START TIME :	16:00											
<b>PM</b>														
<b>ENTER 15-MINUTE COUNT VOLUMES BY MOVEMENT</b>														
	<b>EASTBOUND</b>			<b>WESTBOUND</b>			<b>NORTHBOUND</b>			<b>SOUTHBOUND</b>				
<b>PM PEAK HOUR</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>total</b>	
04:00 PM 04:15 PM	6	126			97	3				2		1	235	A
04:15 PM 04:30 PM	8	131			110	4				3		4	260	A
04:30 PM 04:45 PM	4	129			121	3				1		6	264	A
04:45 PM 05:00 PM	10	111			121	5				3		2	252	A 1011
05:00 PM 05:15 PM	9	144			109	6				6		2	276	X 1052
05:15 PM 05:30 PM	7	140			128	3				4		7	289	X 1081
05:30 PM 05:45 PM	8	119			143	4				10		10	294	X 1111
05:45 PM 06:00 PM	7	115			141	8				0		2	273	X 1132
06:00 PM 06:15 PM													0	A 856
06:15 PM 06:30 PM													0	A 567
06:30 PM 06:45 PM													0	A 273
06:45 PM 07:00 PM													0	A 0
07:00 PM 07:15 PM													0	A 0
07:15 PM 07:30 PM													0	A 0
07:30 PM 07:45 PM													0	A 0
07:45 PM 08:00 PM													0	A 0
<b>CALCULATED PEAK 15-MINUTE VOLUMES</b>														
04:00 PM 04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:15 PM 04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:30 PM 04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:45 PM 05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:00 PM 05:15 PM	9	144	0	0	109	6	0	0	0	6	0	2	276	
05:15 PM 05:30 PM	7	140	0	0	128	3	0	0	0	4	0	7	289	
05:30 PM 05:45 PM	8	119	0	0	143	4	0	0	0	10	0	10	294	
05:45 PM 06:00 PM	7	115	0	0	141	8	0	0	0	0	0	2	273	
06:00 PM 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:15 PM 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:30 PM 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:45 PM 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:00 PM 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:15 PM 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:30 PM 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:45 PM 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>CALCULATED PEAK HOUR VOLUMES</b>														
<b>PM PEAK HOUR</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>total</b>	<b>PHF</b>
05:00 PM 06:00 PM	31	518	0	0	521	21	0	0	0	20	0	21	1132	0.962585

<b>21</b>	<b>0</b>	<b>20</b>	^	6	<b>21</b>
12	11	10	<	5	<b>521</b>
<	v	>	v	4	<b>0</b>
<b>31</b>	1	^	<	^	>
<b>518</b>	2	>	7	8	9
<b>0</b>	3	v	<b>0</b>	<b>0</b>	<b>0</b>



# Maser Consulting

400 Columbus Avenue, Suite 180E  
Valhalla, NY 10595

*Customer Loyalty through Client Satisfaction*

Project: 2040 GREENWOOD  
Location: YORKTOWN, NY  
MC Job No. 18000387A

Site Code: 18000387 1010  
GREENWOOD STREET (NORTH OF VETERANS  
ROAD AND SOUTH OF BROOKSIDE AVENUE)  
Latitude: 0' 0.0000 Undefined  
Longitude: 0' 0.0000 Undefined

SB

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	85th Percent	95th Percent
02/05/18	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	2	1	2	6	35	25	6	0	0	0	0	0	0	0	77	38	41
14:00	3	0	1	17	38	21	2	0	0	0	0	0	0	0	82	37	39
15:00	1	1	0	7	39	42	16	1	0	0	0	0	0	0	107	40	43
16:00	1	0	2	1	47	45	5	2	0	0	0	0	0	0	103	39	41
17:00	2	0	1	7	45	35	8	0	0	0	0	0	0	0	98	39	41
18:00	2	0	0	12	40	28	4	0	0	0	0	0	0	0	86	38	39
19:00	0	0	0	2	14	22	7	1	0	0	0	0	0	0	46	40	44
20:00	1	0	0	5	23	19	1	0	0	0	0	0	0	0	49	38	39
21:00	0	0	0	5	5	4	1	0	0	0	0	0	0	0	15	38	41
22:00	0	0	0	0	2	3	1	0	0	0	0	0	0	0	6	40	43
23:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	44	44
<b>Total</b>	12	2	6	62	288	244	52	4	0	0	0	0	0	0	670		
<b>Percent</b>	1.8%	0.3%	0.9%	9.3%	43.0%	36.4%	7.8%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.	14:00	13:00	13:00	14:00	16:00	16:00	15:00	16:00							15:00		
	3	1	2	17	47	45	16	2							107		

# Maser Consulting

400 Columbus Avenue, Suite 180E  
Valhalla, NY 10595

*Customer Loyalty through Client Satisfaction*

Project: 2040 GREENWOOD  
Location: YORKTOWN, NY  
MC Job No. 18000387A

Site Code: 18000387 1010  
GREENWOOD STREET (NORTH OF VETERANS  
ROAD AND SOUTH OF BROOKSIDE AVENUE)  
Latitude: 0' 0.0000 Undefined  
Longitude: 0' 0.0000 Undefined

SB

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	85th Percent	95th Percent
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999			
02/06/18	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	39	39
01:00	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3	33	34
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	1	2	3	0	1	0	0	0	0	0	7	44	53
05:00	0	0	0	1	2	2	0	0	0	0	0	0	0	0	5	38	39
06:00	0	0	1	4	17	8	5	1	0	0	0	0	0	0	36	40	44
07:00	14	0	1	17	37	34	8	2	0	0	0	0	0	0	113	38	42
08:00	16	1	1	24	58	60	16	0	0	0	0	0	0	0	176	39	42
09:00	21	0	5	27	65	41	11	1	0	0	0	0	0	0	171	38	41
10:00	20	0	3	16	33	40	6	2	0	0	0	0	0	0	120	38	41
11:00	19	1	6	19	41	23	9	1	0	0	0	0	0	0	119	38	42
12 PM	8	0	2	24	35	18	6	0	0	0	0	0	0	0	93	37	41
13:00	21	0	11	28	56	25	8	0	0	0	0	0	0	0	149	37	40
14:00	14	1	8	34	38	27	7	0	0	0	0	0	0	0	129	37	40
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	133	3	38	195	385	281	79	7	1	0	0	0	0	0	1122		
Percent	11.9%	0.3%	3.4%	17.4%	34.3%	25.0%	7.0%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	08:00	11:00	09:00	09:00	08:00	08:00	07:00	04:00						08:00		
Vol.	21	1	6	27	65	60	16	2	1						176		
PM Peak	13:00	14:00	13:00	14:00	13:00	14:00	13:00								13:00		
Vol.	21	1	11	34	56	27	8								149		
Grand Total	145	5	44	257	673	525	131	11	1	0	0	0	0	0	1792		
Percent	8.1%	0.3%	2.5%	14.3%	37.6%	29.3%	7.3%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile : 26 MPH  
50th Percentile : 33 MPH  
85th Percentile : 38 MPH  
95th Percentile : 42 MPH

Statistics  
10 MPH Pace Speed : 31-40 MPH  
Number in Pace : 1198  
Percent in Pace : 66.9%  
Number of Vehicles > 55 MPH : 0  
Percent of Vehicles > 55 MPH : 0.0%  
Mean Speed(Average) : 32 MPH

# Maser Consulting

400 Columbus Avenue, Suite 180E  
Valhalla, NY 10595

*Customer Loyalty through Client Satisfaction*

Project: 2040 GREENWOOD  
Location: YORKTOWN, NY  
MC Job No. 18000387A

Site Code: 18000387 1010  
GREENWOOD STREET (NORTH OF VETERANS  
ROAD AND SOUTH OF BROOKSIDE AVENUE)  
Latitude: 0' 0.0000 Undefined  
Longitude: 0' 0.0000 Undefined

NB

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	85th Percent	95th Percent
	15	20	25	30	35	40	45	50	55	60	65	70	75	999			
02/05/18	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	1	0	1	11	30	21	7	1	0	0	0	0	0	0	72	39	43
14:00	1	2	2	12	40	28	10	1	0	0	0	0	0	0	96	39	43
15:00	0	0	1	15	44	32	8	1	0	0	0	0	0	0	101	39	42
16:00	0	0	0	12	49	57	9	2	0	0	0	0	0	0	129	39	42
17:00	2	1	0	13	78	50	11	1	0	0	0	0	0	0	156	38	41
18:00	0	0	4	17	35	34	5	0	0	0	0	0	0	0	95	38	40
19:00	0	0	0	5	26	21	3	0	1	0	0	0	0	0	56	38	42
20:00	0	0	0	7	29	20	2	0	0	0	0	0	0	0	58	38	39
21:00	0	0	1	5	18	11	4	0	0	0	0	0	0	0	39	39	42
22:00	0	0	0	0	4	2	1	1	0	0	0	0	0	0	8	43	47
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	4	3	9	97	353	276	60	7	1	0	0	0	0	0	810		
Percent	0.5%	0.4%	1.1%	12.0%	43.6%	34.1%	7.4%	0.9%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			

AM Peak Vol.	17:00	14:00	18:00	18:00	17:00	16:00	17:00	16:00	19:00	17:00
PM Peak Vol.	2	2	4	17	78	57	11	2	1	156



# Maser Consulting

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Project: 2040 GREENWOOD  
Location: YORKTOWN, NY  
MC Job No. 18000387A

Site Code: 18000387 1010  
GREENWOOD STREET (NORTH OF VETERANS  
ROAD AND SOUTH OF BROOKSIDE AVENUE)  
Latitude: 0' 0.0000 Undefined  
Longitude: 0' 0.0000 Undefined

NB

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	85th Percent	95th Percent
02/06/18	0	0	0	2	3	0	0	0	0	0	0	0	0	0	5	33	34
01:00	0	0	0	3	0	1	0	0	0	0	0	0	0	0	4	37	38
02:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	34	34
03:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	39	39
04:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	34	34
05:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	29	29
06:00	0	0	0	0	6	3	4	0	0	0	0	0	0	0	13	42	44
07:00	1	0	5	9	21	15	2	0	0	0	0	0	0	0	53	38	39
08:00	1	0	4	12	25	20	3	0	0	0	0	0	0	0	65	38	39
09:00	0	1	6	18	31	12	2	0	0	0	0	0	0	0	70	36	39
10:00	3	0	1	21	28	12	2	0	0	0	0	0	0	0	67	36	39
11:00	3	0	0	23	33	20	5	2	0	0	0	0	0	0	86	38	42
12 PM	2	1	6	19	33	21	6	0	0	0	0	0	0	0	88	38	41
13:00	4	1	2	18	34	18	4	1	0	0	0	0	0	0	82	37	41
14:00	2	1	5	31	48	27	6	2	0	0	0	0	0	0	122	38	41
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	16	4	29	157	265	150	34	5	0	0	0	0	0	0	660		
Percent	2.4%	0.6%	4.4%	23.8%	40.2%	22.7%	5.2%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	09:00	09:00	11:00	11:00	08:00	11:00	11:00							11:00		
Vol.	3	1	6	23	33	20	5	2							86		
PM Peak	13:00	12:00	12:00	14:00	14:00	14:00	12:00	14:00							14:00		
Vol.	4	1	6	31	48	27	6	2							122		
Grand Total	20	7	38	254	618	426	94	12	1	0	0	0	0	0	1470		
Percent	1.4%	0.5%	2.6%	17.3%	42.0%	29.0%	6.4%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile : 28 MPH  
50th Percentile : 33 MPH  
85th Percentile : 38 MPH  
95th Percentile : 41 MPH

Statistics  
10 MPH Pace Speed : 31-40 MPH  
Number in Pace : 1044  
Percent in Pace : 71.0%  
Number of Vehicles > 55 MPH : 0  
Percent of Vehicles > 55 MPH : 0.0%  
Mean Speed(Average) : 34 MPH

# Maser Consulting

400 Columbus Avenue, Suite 180E  
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*Customer Loyalty through Client Satisfaction*

Project: 2040 GREENWOOD  
Location: YORKTOWN, NY  
MC Job No. 18000387A

Site Code: 18000387 1010  
GREENWOOD STREET (NORTH OF VETERANS  
ROAD AND SOUTH OF BROOKSIDE AVENUE)  
Latitude: 0' 0.0000 Undefined  
Longitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
02/05/18	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	0	60	12	0	5	0	0	0	0	0	0	0	0	0	77
14:00	0	67	7	1	6	0	0	0	0	0	0	0	0	0	81
15:00	0	88	14	1	4	0	0	0	0	0	0	0	0	0	107
16:00	0	78	22	0	3	0	0	0	0	0	0	0	0	0	103
17:00	1	77	18	0	1	0	0	0	0	1	0	0	0	0	98
18:00	0	75	10	0	1	0	0	0	0	0	0	0	0	0	86
19:00	0	43	3	0	0	0	0	0	0	0	0	0	0	0	46
20:00	1	41	7	0	0	0	0	0	0	0	0	0	0	0	49
21:00	0	11	3	0	1	0	0	0	0	0	0	0	0	0	15
22:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	2	546	97	2	21	0	0	0	0	1	0	0	0	0	669
Percent	0.3%	81.6%	14.5%	0.3%	3.1%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak Vol.															
PM Peak Vol.	17:00	15:00	16:00	14:00	14:00					17:00					
	1	88	22	1	6					1					

# Maser Consulting

400 Columbus Avenue, Suite 180E  
Valhalla, NY 10595

*Customer Loyalty through Client Satisfaction*

Project: 2040 GREENWOOD  
Location: YORKTOWN, NY  
MC Job No. 18000387A

Site Code: 18000387 1010  
GREENWOOD STREET (NORTH OF VETERANS  
ROAD AND SOUTH OF BROOKSIDE AVENUE)  
Latitude: 0' 0.0000 Undefined  
Longitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
02/06/18	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
05:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
06:00	0	28	7	0	0	0	0	1	0	0	0	0	0	0	36
07:00	0	96	12	0	5	0	0	0	0	0	0	0	0	0	113
08:00	1	149	19	0	7	0	0	0	0	0	0	0	0	0	176
09:00	0	150	16	0	5	0	0	0	0	0	0	0	0	0	171
10:00	2	95	14	0	8	1	0	0	0	0	0	0	0	0	120
11:00	2	97	12	2	6	1	0	0	0	0	0	0	0	0	120
12 PM	2	77	9	0	3	1	0	0	0	0	0	0	0	0	92
13:00	4	118	17	2	7	0	0	1	0	0	0	0	0	0	149
14:00	0	105	17	0	7	0	0	0	0	0	0	0	0	0	129
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	11	929	125	4	48	3	0	2	0	0	0	0	0	0	1122
Percent	1.0%	82.8%	11.1%	0.4%	4.3%	0.3%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	09:00	08:00	11:00	10:00	10:00		06:00							
Vol.	2	150	19	2	8	1		1							
PM Peak	13:00	13:00	13:00	13:00	13:00	12:00		13:00							
Vol.	4	118	17	2	7	1		1							
Grand Total	13	1475	222	6	69	3	0	2	0	1	0	0	0	0	1791
Percent	0.7%	82.4%	12.4%	0.3%	3.9%	0.2%	0.0%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	



