HUNTS POINT WPCP FINAL ENVIRONMENTAL IMPACT STATEMENT (FEIS)

Appendix 17.D

Construction Traffic

Table Of Contents

- 1. ATR
- 2. Turning Movement Counts
- 3. Vehicle Classification Counts
- 4. Physical Inventories
- 5. Official Signal Timings
- 6. Build Project Trip Assignments
- 7. HCS Results

Note: Naming conventions of certain materials in this appendix may differ from references made in the EIS. Some typical definitions are listed below.

- No Build = Future No Action
- Build = Future with the Proposed Action under Construction
- Build with Improvements = Future Mitigated Condition with the Proposed Action under Construction

ATR

Automatic Traffic Count Location:

1. Tiffany Street NB, South of Garrison Avenue

Weekly Summary Report &16D

Generated by MSC3000 Version 2.021 Alpha(Nov 30 1995 08:53:01) Copyright 1990-1993 Mitron

Location 1. Tiffany St NB, South of Garrison Ave

Location Code 1

Jurisdiction Bronx

Recorder Set 03/31/06 11:32 Recording Start ... 03/31/6 12:15
Recording End 04/11/6 17:00
Sample Time 15 Minutes

Operator Number ... 124 Channel 1

Recorder Mode Volume

Week of March	ı 26,	2006.	Chanı	nel: 1	Dire	ection	ı: N			
End Time	26 Sun	27 <u>Mon</u>	28 <u>Tue</u>	29 Wed	30 Thu	31 Fri	1 <u>Sat</u>	Wkday Avq.	Daily Avg.	*,
01:00							56		56	
02:00							46		46	
03:00							1.9		1.9	
04:00							28		28	
05:00							39		39	
06:00							38		3.8	
07:00		,					93		93	
08:00							55 66		66	
09:00							74		74	
10:00							89		89	
11:00							104		104	
12:00							102		102	
13:00							126		126	
14:00						206	117	206	162	
15:00						224	130	224	177	
16:00						206	110	206	158	
17:00						203	65	203	134	
18:00						161	72	161	117	
19:00		,				111	82	111	97	
20:00						69	64	69	67	
21:00						75	$\frac{44}{4}$	75	60	
22:00						58	37	58	4.8	
23:00						53	48	53	51	
24:00		WW				60	40	6 <u>0</u>	50	
'Totals					·	1426	1689	1426	1998	
% Avg Wkday							118.4	THE STATE OF THE S	When the same and	
% Avg Day						71.4	84.6			
AM Peak Hr AM Count							11:00 104			
PM Peak Hr PM Count						15:00 224	15:00 130			

Location 1. Tiffany St NB, South of Garrison Ave

Location Code 1

Jurisdiction Bronx

Recorder Set 03/31/06 11:32 Recording Start ... 03/31/ 6 12:15 Recording End 04/11/ 6 17:00

Sample Time 15 Minutes

Operator Number ... 124 Channel 1

Recorder Mode Volume

Week of Apri	1 2, 2	006.	Chann	el: 1	Dire	ction:	N		
End Time	2 Sun	3 Mon	4 Tue	5 Wed	6 Thu	7 Fri	8 Sat		Daily Avg.
01.00	2.0	p p	2.0	<i>C</i> 2	E 0		m>		-
01:00 02:00	38 34	53 58	30 6	63 14	50 47	77 40	53 43	55 33	52 35
03:00	0	45	15	0	57	73	47	38	34
04:00	28	48	9	0	95	78	40	46	43
05:00	32	80	7	Ő	110	119	42	63	56
06:00	22	122	9	0	178	136	47	89	73
07:00	18	183	17	1	228	272	79	140	114
08:00	4.0	172	13	0	195	243	72	125	105
09:00	75	167	3	0	209	229	104	122	112
10:00	73	190	0	0	183	242	90	123	111
11:00	78	172	60	194	206	232	102	173	149
12:00	69	198	221	242	199	281	96	228	187
13:00	89	215	261	262	224	231	120	239	200
14:00	88	201	244	259	228	199	120	226	191
15:00	79	192	258	203	220	232	101	221	184
16:00	1.00	212	244	249	256	260	91	244	202
17:00	89	183	274	269	236	223	90	237	195
18:00	73	170	172	173	161	188	73	173	144
19:00	81	100	121	144	139	156	75 5.4	132	117
20:00	87	66	105	113	1.14	114	54	102	93
21:00	78	52	98	80	99 79	85 73	4.8 3.8	83 70	77 64
22:00 23:00	64 83	31 22	84 57	81 70	85	73 81	33	63	62
24:00	56	15	69	54	69	48	42		5 <u>0</u>
24:00		<u> </u>	02	<u></u>	0		7. 4	<u></u>	
Totals	1474	2947	2377	2471	3667	3912	1.700	3075	2650
% Avg Wkday			77.3		119.3				
% Avg Day	55.6	111.2	89.7	93.3	138.4	147.6	64.2		
AM Peak Hr		12:00							
AM Count	78	198	221	242	228	281	104		
PM Peak Hr		13:00							
PM Count	100	215	274	269	256	260	120		

Location 1. Tiffany St NB, South of Garrison Ave

Location Code 1

Jurisdiction Bronx

Recorder Set 03/31/06 11:32 Recording Start ... 03/31/6 12:15 Recording End 04/11/6 17:00

Sample Time 15 Minutes

Operator Number ...

Machine Number 124 Channel 1

Recorder Mode Volume

Week	of April	9, 20	006.	Channe	el: 1	Direc	tion:	N		
	End	9	10	11	12	13	14	15	Wkday	Daily
	Time _	<u>Sun</u>	<u>Mon</u>	Tue	Wed	<u>Thu</u>	<u>Fri</u>	<u>Sat</u>	Avg.	<u>Avg.</u>
	01:00	53	53	69					61	58
	02:00	33	57	56					57	49
	03:00	35	66	67					67	56
	04:00	34	85	69					77	63
	05:00	25	110	123					117	86
	06:00	33	142	157					150	111
	07:00	26	247	214					231	162
	08:00	75	198	214					206	162
	09:00	78	224	227	•				226	176
	10:00	75	230	205					218	170
	11:00	96	258	266	•				262	207
	12:00	94	291	106	•				199	164
	13:00	102	302	1					152	135
	14:00	82	279	69	``				174	143
	15:00	74	191	246					219	170
	16:00	80	270	251					261	200
	17:00	101	303	296					300	233
	18:00	67	186						186	127
	19:00	86	129						129	108
	20:00	85	101						101	93
	21:00	62	78						78	70
•	22:00	123	52						52	88
	23:00	107	85						85	96
	24:00 _	95	90	<u> </u>					90	93
	Totals	1721	4027	2636					3692	3019

[%] Avg Wkday 46.6 109.1 71.4

AM Peak Hr 11:00 12:00 11:00 AM Count 96 291 266

PM Peak Hr 22:00 17:00 17:00

PM Count 123 303 296

[%] Avg Day 57.0 133.4 87.3

Generated by MSC3000 Version 2.021 Alpha(Nov 30 1995 08:53:01) Copyright 1990-1993 Mitron

Location 1. Tiffany St NB, South of Garrison Ave Location Code 1 Jurisdiction Bronx Recorder Set 03/31/06 11:32 Recording Start ... 03/31/ 6 12:15 Recording End 04/11/ 6 17:00 Sample Time 15 Minutes Operator Number ... Machine Number 124 Channel 1 Divide By 2 Summation No Two-Way No 03/31/ 6 Channel: 1 Direction: N Friday 0100 0200 0300 0400 0500 0600 0700 0800 0900 1000 1100 1200 1300 1400 1500 1600 1700 1800 1900 2000 2100 2200 2300 2400 Totals 165 206 224 206 203 161 111 AM Peak Hour N/A AM Peak Hour Factor N/A PM Peak Hour Factor 88.4% 04/01/06 Channel: 1 Direction: N 0100 0200 0300 0400 0500 0600 0700 0800 0900 1000 1100 1200 1300 1400 1500 1600 1700 1800 1900 2000 2100 2200 2300 2400 Totals 102 126 117 130 110 89 104 AM Peak Hour 10:45 to 11:45 (119 vehicles) AM Peak Hour Factor 76.3% PM Peak Hour 13:30 to 14:30 (136 vehicles) PM Peak Hour Factor 82.9%

PM Peak Hour Factor 78.2%

```
04/02/06
Sunday
                         Channel: 1
                                         Direction: N
0100 0200 0300 0400 0500 0600 0700 0800 0900 1000 1100 1200 1300 1400 1500 1600 1700 1800 1900 2000 2100 2200 2300 2400 Totals
 38
    34
         n
            28
                32
                    22
                       18
                           40
                               75
                                  73
                                      78
                                          69
                                              89
                                                 88
                                                     79
                                                       100
                                                            89
                                                                73
                                                                    81
                                                                        87
                                                                           78
                                                                               64
                                                                                   83
                                                                                      56
                                                                                          1474
             7
                    2
                           12
                                9
                                      17
                                                 24
                                                     28
                                                         25
                                                            26
                                                                16
                                                                    27
                                                                        25
                                                                           22
                                                                               15
                                                                                   23
     14
         0
                14
                        6
                                  18
                                          18
                                              24
 6
                                                                                      16
     5
                 7
                    8
                        1
                            8
                               18
                                      22
                                          14
                                             31
                                                 25
                                                     14
                                                         26
                                                            21
                                                                13
                                                                    11
                                                                        22
                                                                           14
                                                                               7
                                                                                   15
 13
         0
             6
                                  16
                                                                                      11
                                                                           23
                            9
                                      25
                                          19
                                                 24
                                                     22
                                                         27
                                                            17
                                                                27
                                                                    20
                                                                        26
                                                                                   23
 13
     10
         0
             4
                 7
                    6
                        6
                               12
                                  18
                                              18
                                                                               12
                                                                                      20
      5
         0
            11
                     6
                        5.
                           11
                               36
                                  21
                                      14
                                          18
                                              16
                                                 15
                                                     15
                                                         22
                                                            25
                                                                17
                                                                    23
                                                                        14
                                                                               30
                                                                                   22
                                                                                       9
  6
AM Peak Hour ..... 08:45 to 09:45 (88 vehicles)
AM Peak Hour Factor ..... 61.1%
PM Peak Hour ...... 15:15 to 16:15 (101 vehicles)
PM Peak Hour Factor ..... 93.5%
            04/03/06
                          Channel: 1
                                          Direction: N
0100 0200 0300 0400 0500 0600 0700 0800 0900 1000 1100 1200 1300 1400 1500 1600 1700 1800 1900 2000 2100 2200 2300 2400 Jotals
                80 122 183 172 167 190 172 198 215 201 192 212 183 170 100
 53
     58
         45
            48
                                                                        66
                                                                            52
                                                                               31
                                                                                   22
                                                                                          2947
                    20
                        47
                           38
                               51
                                   41
                                      47
                                          49
                                              54
                                                  44
                                                     57
                                                         49
                                                             56
                                                                54
                                                                    19
                                                                        16
                                                                            13
                                                                                9
                                                                                    6
                                                                                        0
 20
     12
         8
            14
                18
                        49
                           33
                                              66
                                                  62
                                                         58
                                                             32
                                                                49
                                                                    27
                                                                        16
                                                                            11
                                                                                5
                                                                                    4
                                                                                       9
     19
         10
                18
                    40
                               42
                                   44
                                      26
                                          54
                                                     46
 12
            11
                               30
                                   55
                                      52
                                          37
                                              49
                                                  51
                                                     46
                                                         59
                                                             56
                                                                31
                                                                    28
                                                                        21
                                                                            13
                                                                                3
                                                                                       1
 17
         8
            14
                23
                    26
                        43
                           56
     11
                                   50
                                                            39
                                                                            15
                                                                                        5
                           45
                               44
                                      47
                                          58
                                              46
                                                  44
                                                     43
                                                         46
                                                                36
                                                                    26
                                                                        13
                                                                               14
     16
         19
                21
                    36
                        44
AM Peak Hour Factor ..... 93.5%
PM Peak Hour Factor ..... 92.8%
             04/04/06
                          Channel: 1
                                          Direction: N
0100 0200 0300 0400 0500 0600 0700 0800 0900 1000 1100 1200 1300 1400 1500 1600 1700 1800 1900 2000 2100 2200 2300 2400 Totals
                                                                                       69
                                                                                           2377
                                         221 261 244 258 244 274 172 121 105
                                                                                   57
                        17
                            13
                                3
                                       60
                                                                            98
                                                                                84
 30
         15
                            5
                                3
                                    0
                                        0
                                          46
                                              58
                                                  69
                                                      63
                                                         56
                                                             58
                                                                 75
                                                                    36
                                                                        39
                                                                            29
                                                                                24
                                                                                   24
                                                                                       14
  5
      0
          6
              2
                 0
                     6
                         2
                         6
                             4
                                0
                                    0
                                        0
                                          58
                                              73
                                                  56
                                                      52
                                                         52
                                                             62
                                                                 30
                                                                    31
                                                                        21
                                                                            23
                                                                                23
                                                                                   10
                                                                                       18
      3
          2
              1
                 2
                     1
  9
                                                                                       22
                                        5
                                              87
                                                  68
                                                      75
                                                         64
                                                             93
                                                                 42
                                                                     18
                                                                        17
                                                                            29
                                                                                16
                                                                                   12
  13
                 0
                     0
                         8
                             2
                                0
                                    0
                                           66
      1
          2
              6
                                       55
                                                                            17
                                                                                       15
                            2
                                                  51
                                                         72
                                                                 25
                                                                        28
                                                                                21
                                                                                   11
                 5
                     2
                         1
                                0
                                    0
                                           51
                                              43
                                                      68
                                                             61
                                                                    36
  3
          5
AM Peak Hour ...... 10:45 to 11:45 (225 vehicles)
AM Peak Hour Factor ..... 85.2%
PM Peak Hour ...... 16:15 to 17:15 (291 vehicles)
```

PM Peak Hour Factor 85.5%

```
04/05/06
                         Channel: 1
                                           Direction: N
0100 0200 0300 0400 0500 0600 0700 0800 0900 1000 1100 1200 1300 1400 1500 1600 1700 1800 1900 2000 2100 2200 2300 2400 Totals
 63
             -0
                 O
                     0
                         1
                             Û
                                 0
                                     0 194
                                           242 262 259 203 249 269
                                                                 173
                                                                     144 113
                                                                              80
                                                                                  81
                                                                                      70
                                                                                         54
                                                                                             2471
 11
     14
          0
              0
                 0
                     0
                         0
                             0
                                 0
                                     0
                                        18
                                            54
                                               59
                                                   75
                                                       65
                                                           59
                                                               88
                                                                  47
                                                                      37
                                                                          51
                                                                              18
                                                                                  21
                                                                                      24
                                                                                         11
             0
                 0
                     0
                         1
                             0
                                 0
                                     0
                                        57
                                                       38
                                                               73
                                                                  44
                                                                      39
                                                                              21
      0
          0
                                            61
                                               58
                                                   68
                                                           56
                                                                          11
                                                                                  20
                                                                                      22
 14
                                                                                         16
                     0
                                 0
                                     0
                                        51
                                            59
                                               59
                                                   65
                                                           85
                                                               57
                                                                  37
                                                                      20
                                                                          19
                                                                              30
                                                                                  23
                                                                                      15
 17
      0
                                                       61
                                                                                         10
 21
          0
              0
                 0
                     0
                         0
                             0
                                 0
                                     0
                                        68
                                            68
                                               86
                                                   51
                                                       39
                                                           49
                                                               51
                                                                  45
                                                                      48
                                                                          32
                                                                              11
                                                                                  17
                                                                                      9
                                                                                         17
      0
AM Peak Hour ...... 10:45 to 11:45 (242 vehicles)
AM Peak Hour Factor ...... 89.0%
PM Peak Hour ...... 15:30 to 16:30 (295 vehicles)
PM Peak Hour Factor ...... 83.8%
             04/06/06
                           Channel: 1
                                           Direction: N
0100 0200 0300 0400 0500 0600 0700 0800 0900 1000 1100 1200 1300 1400 1500 1600 1700 1800 1900 2000 2100 2200 2300 2400 Totals
 50
     47
         57
             95 110 178 228 195 209 183 206 199 224 228 220 256 236 161 139 114
                                                                                  79
                                                                                      85
                                                                                          69
                                                                                             3667
                         47
                                57
                                    51
                                        57
                                            52
                                               35
                                                   44
                                                       60
                                                           62
                                                               67
                                                                   44
                                                                       42
                                                                          27
                                                                              20
                                                                                  18
                                                                                      15
                                                                                          16
 16
     12
         18
             16
                 19
                     25
                             47
                                                    68
                                                               55
                                                                   34
                                                                       27
                                                                          28
                                                                              35
      7
          9
             26
                 29
                     55
                         69
                             40
                                72
                                    51
                                        53
                                            40
                                                69
                                                       66
                                                           64
                                                                                  24
                                                                                      14
                                                                                          11
 12
                                                56
                                                       53
                                                                       27
                                                                                          22
 14
     15
         20
             24
                 33
                     44
                         61
                             55
                                38
                                    35
                                        42
                                            61
                                                   58
                                                           85
                                                               64
                                                                   48
                                                                          32
                                                                              20
                                                                                  22
                                                                                      29
         10
             29
                 29
                     54
                         51
                             53
                                42
                                    46
                                        54
                                            46
                                                64
                                                    58
                                                       41
                                                           45
                                                               50
                                                                   35
                                                                       43
                                                                          27
                                                                              24
                                                                                  15
                                                                                      27
                                                                                          20
AM Peak Hour Factor ..... 82.3%
PM Peak Hour ...... 15:15 to 16:15 (261 vehicles)
PM Peak Hour Factor ..... 76.8%
             04/07/06
                           Channel: 1
                                            Direction: N
0100 0200 0300 0400 0500 0600 0700 0800 0900 1000 1100 1200 1300 1400 1500 1600 1700 1800 1900 2000 2100 2200 2300 2400 Totals
             78 119 136 272 243 229 242 232 281 231 199 232 260 223
                                                                                          48
                                                                                              3912
  77
     40
         73
                                                                  188 156 114
                                                                              85
                                                                                  73
                                                                                      81
                         62
                             54
                                39
                                    45
                                        44
                                            72
                                                    60
                                                       51
                                                           76
                                                               64
                                                                   55
                                                                       42
                                                                           24
                                                                               26
                                                                                  20
                                                                                      32
                                                                                          14
     18
         18
             16
                 36
                     34
                                                61
  18
                                                                                           9
                                                                                  15
                                                                                      14
                     33
                         53
                             62
                                 63
                                    72
                                        71
                                            64
                                                60
                                                    41
                                                        70
                                                           58
                                                               49
                                                                   58
                                                                       46
                                                                           37
                                                                               22
  18
      3
         13
             11
                 26
                                                                               24
                                                                                  24
                                                                                      17
                                                                                          18
                         87
                             68
                                            77
                                                67
                                                    43
                                                        58
                                                           72
                                                               53
                                                                   39
                                                                       43
                                                                           30
  18
      7
         23
             26
                 26
                     27
                                 67
                                    61
                                        64
                                                                                           7
  23
      12
         19
             25
                 31
                     42
                         70
                             59
                                 60
                                    64
                                        53
                                            68
                                                43
                                                    55
                                                        53
                                                           54
                                                               57
                                                                   36
                                                                       25
                                                                           23
                                                                               13
                                                                                  14
                                                                                      18
AM Peak Hour ...... 11:00 to 12:00 (281 vehicles)
AM Peak Hour Factor ...... 91.2%
PM Peak Hour ...... 15:00 to 16:00 (260 vehicles)
```

PM Peak Hour Factor 83.4%

```
04/08/06
                          Channel: 1
                                          Direction: N
0100 0200 0300 0400 0500 0600 0700 0800 0900 1000 1100 1200 1300 1400 1500 1600 1700 1800 1900 2000 2100 2200 2300 2400 Totals
 53
                42
                    47
                        79
                           72 104
                                   90 102
                                          96 120 120 101
                                                          91
                                                             90
                                                                 73
                                                                     75
                                                                         54
                                                                            48
                                                                                38
                                                                                    33
                                                                                       42
                                                                                           1700
                 7
                     9
                                       29
                                                             27
                                                                 19
                                                                     26
                                                                         15
                                                                            13
 21
     13
         8
             10
                        15
                           16
                               26
                                   18
                                          30
                                              31
                                                  28
                                                      24
                                                          25
                                                                                 9
                                                                                    11
                                                                                        10
                        25
                               30
                                       27
                                              27
                                                  24
                                                      31
                                                          25
                                                             14
                                                                 22
                                                                         14
                                                                            11
                                                                                 5
  7
     21
         17
             8
                15
                    14
                           26
                                   21
                                           14
                                                                     16
                                                                                    8
                                                                                        6
                                                                  9
  5
     5
         12
            11
                12
                    15
                        15
                           15
                               28
                                   33
                                       22
                                           27
                                              30
                                                  38
                                                      22
                                                          23
                                                             27
                                                                     13
                                                                         10
                                                                            14
                                                                                11
                                                                                    10
                                                                                       15
         10
                     9
                        24
                               20
                                       24
                                           25
                                              32
                                                  30
                                                      24
                                                          18
                                                             22
                                                                 23
                                                                     20
                                                                         15
                                                                            10
 20
      4
             11
                 8
                            15
                                   18
                                                                                13
                                                                                    4
                                                                                       11
AM Peak Hour Factor ...... 81.1%
PM Peak Hour ...... 13:30 to 14:30 (123 vehicles)
PM Peak Hour Factor ..... 80.9%
             04/09/06
                          Channel: 1
                                          Direction: N
Sunday
0100 0200 0300 0400 0500 0600 0700 0800 0900 1000 1100 1200 1300 1400 1500 1600 1700 1800 1900 2000 2100 2200 2300 2400 Totals
             34
                25
                    33
                        26
                           75
                               78
                                   75
                                       96
                                           94 102
                                                  82
                                                      74
                                                          80
                                                            101
                                                                 67
                                                                     86
                                                                             62 123 107
                                                                                            1721
 53
     33
         35
                                               29
                                                   10
                                                      22
                                                          23
                                                              23
                                                                 14
                                                                     18
                                                                         14
                                                                             21
                                                                                35
                                                                                    19
                                                                                        28
  8
      4
          7
             12
                 5
                    12
                         7
                            19
                                19
                                   16
                                       24
                                           31
                                                   28
                                                      25
                                                              30
                                                                 21
                                                                             19
                                                                                40
                                                                                    30
                                                                                        17
                 7
                         2
                            14
                                17
                                   25
                                       25
                                           25
                                               23
                                                          15
                                                                     21
                                                                         26
  14
      7
                     6
                                                                 17
                                                                             8
                                                                                27
                                                                                    20
                                                                                        34
              7
                 7
                    14
                         9
                            19
                                19
                                   23
                                       29
                                           12
                                               21
                                                   23
                                                      13
                                                          17
                                                              20
                                                                     34
                                                                         19
  19
     10
         11
                         8
                            23
                                23
                                   11
                                       18
                                           26
                                               29
                                                   21
                                                      14
                                                          25
                                                              28
                                                                 15
                                                                     13
                                                                         26
                                                                             14
                                                                                21
                                                                                    38
                                                                                        16
 12
AM Peak Hour Factor ..... 83.1%
PM Peak Hour ..... 21:00 to 22:00 (123 vehicles)
PM Peak Hour Factor ...... 76.9%
             04/10/06
                          Channel: 1
                                           Direction: N
Monday
0100 0200 0300 0400 0500 0600 0700 0800 0900 1000 1100 1200 1300 1400 1500 1600 1700 1800 1900 2000 2100 2200 2300 2400 Totals
             85 110 142 247 198 224 230 258 291 302 279 191 270 303 186 129 101
                                                                             78
                                                                                 52
                                                                                    85
                                                                                        90
                                                                                            4027
  53
     57
         66
                                                          63
                                                              99
                                                                  57
                                                                      25
                                                                         19
                                                                             27
                                                                                 13
                                                                                    30
                                                                                        22
                                               77
                                                   74
                                                      54
  21
     10
         16
             17
                 22
                     16
                        53
                            52
                                53
                                    51
                                       62
                                           72
                                                                                    15
                                                                                        15
                                                   78
                                                      37
                                                          70
                                                              66
                                                                  49
                                                                      29
                                                                         24
                                                                             20
                                                                                 6
  19
                 30
                     33
                        57
                            45
                                61
                                    60
                                       65
                                           78
                                               60
     13
         15
             16
                                                                                    24
                                                                                        29
                                                          73
                                                              79
                                                                         35
  4
      16
         19
             28
                 21
                     43
                        55
                            39
                                57
                                    46
                                       49
                                           72
                                               95
                                                   63
                                                      50
                                                                  44
                                                                      44
                                                                             12
                                                                                 16
                 37
                     50
                        82
                            62
                                53
                                    73
                                       82
                                           69
                                               70
                                                   64
                                                       50
                                                          64
                                                              59
                                                                  36
                                                                      31
                                                                         23
                                                                             19
                                                                                 17
                                                                                     16
                                                                                        24
         16
             24
AM Peak Hour ...... 10:45 to 11:45 (304 vehicles)
AM Peak Hour Factor ..... 92.7%
PM Peak Hour ...... 12:30 to 13:30 (317 vehicles)
```

	ľue	sda	Y	04	/11	/06		Cha	nne	1:	1	Di	rec	tic	n:	N										
ļ	0100	<u>0200</u>	<u>0300</u>	<u>0400</u>	<u>0500</u>	<u>0600</u>	<u>0700</u>	<u>0800</u>	<u>0900</u>	1000	<u>1100</u>	<u>1200</u>	<u>1300</u>	1400	<u>1500</u>	<u> 1600</u> -	<u>1700</u>	<u>1800</u>	<u>1900</u>	2000	<u>2100</u>	2200	<u>2300</u>	<u>2400</u>	Totals	i
	69	56	67	69	123	157	214 		227	205	266	106	1	69	246	251/ //6	296 8			٠.					2636)
	18	14	20	22	32	37	45	44	60	51	61	64	1	0	72	52	77									
	22	12	12	12	30	40	51	41	53	63	72	42	0	0	58	49	70									
	15	13	16	12	27	37	62	70	59	41	47	0	0	1	59	89	94									
	14	17	19	23	34	43	56	59	55	50	86	0	0	68	57	61	55									
					: : Fa										11	.:15	5 (2	269	vel	nic.	les)				
	ΡM	Pea	k. F	Iour	r. Fa							15	5:45	s to	16	5:45	5 (3	302	vel	nic:	les)			V)	

Automatic Traffic Count Location:

2. Tiffany Street SB, South of Garrison Avenue

Weekly Summary Report &16D

Generated by MSC3000 Version 2.021 Alpha(Nov 30 1995 08:53:01) Copyright 1990-1993 Mitron

Location 2. Tiffany St SB, South of Garrison Ave

Location Code 2

Jurisdiction Bronx

Recorder Set 03/31/06 11:33 Recording Start ... 03/31/ 6 12:00 Recording End 04/11/ 6 17:00

Sample Time 15 Minutes

Operator Number ...
Machine Number ... 94 Channel 1

Recorder Mode Volume

eek of March	26,	2006.	Chanı	nel: 1	Dir	ection	: S			
End Time _	26 Sun	27 <u>Mon</u>	28 <u>Tue</u>	29 Wed	30 Thu	31 <u>Fri</u>	1 <u>Sat</u>	Wkday Avg.	Daily Avg.	,
01:00							79		79	
02:00							62		62	
03:00							52		52	
04:00							82		82	
05:00							80		80	
06:00							78		78	
07:00		3		,			177		177	
08:00							168		168	
09:00							201		201	
10:00							211		211	
11:00				•			276		276	
12:00							272		272	
13:00						393	310	393	352	
14:00						495	244	495	370	
15:00		•				428	216	428	322	
16:00						427	197	427	312	
17:00						298	160	298	229	
18:00						294	141	294	218	
19:00						230	100	230	165	
20:00						174	108	174	141	
21:00						156	128	156	142	
22:00						124	113	124	119	
23:00						147	88	147	118	
24:00		, , , , , , , , , , , , , , , , , , ,				121	84	121	103	
Totals						3287	3627	3287	4326	
Avg Wkday	., ,,	e		the state of the s			110.3			
Avg Day				•		76.0	83.8			
M Peak Hr							11:00			
M Count							276			
M Peak Hr						14:00	13:00			
M Count						495	310			

Location 2. Tiffany St SB, South of Garrison Ave

Location Code 2

Jurisdiction Bronx

Recorder Set 03/31/06 11:33 Recording Start ... 03/31/6 12:00 Recording End 04/11/6 17:00

Sample Time 15 Minutes

Operator Number ...

Machine Number 94 Channel 1

Recorder Mode Volume

Week of Apri	.1 2, 2	006.	Chann	el: 1	Dire	ction:	s			
End	2	3	4	5	6	7	8	Wkday	Daily	
Time	<u>Sun</u>	<u>Mon</u>	<u>Tue</u>	<u>Wed</u>	<u>Thu</u>	<u>Fri</u>	<u>Sat</u>	<u>Avg.</u>	Avq.	٠.
01:00	72	158	115	173	186	175	78	161	1.37	
02:00	73	168	154	122	149	72	63	133	114	
03:00	0	1.93	146	155	156	0	72	130	103	
04:00	71	170	172	158	212	Ō	58	142	120	
05:00	88	257	236	229	228	0	64	190	157	
06:00	64	327	329	285	302	0	62	249	196	
07:00	155	454	446	430	423	0	131	351	291	
08:00	117	468	563	461	439	0	177	386	318	
09:00	115	477	570	533	471	0	163	410	333	
10:00	125	461	430	513	434	0	184	368	307	
11:00	144	400	454	342	390	162	222	350	302	
12:00	133	402	433	388	351	370	191	389	324	
13:00	166	319	386	359	370	348	169	356	302	
14:00	146	370	376	392	363	315	195	363	308	
15:00	169	364	408	371	366	356	165	373	314	
16:00	197	336	345	309	335	360	113	337	285	
17:00	161	340	345	297	321	292	89	319	264	
18:00	135	253	308	308	300	244	57	283	229	
19:00	166	185	249	209	254	191	70	218	189	
20:00	181	149	188	204	205	161	76	181	166	
21:00	161	150	186	184	187	128	75	167	153	
22:00	174	148	166	179	168	138	71	160	149	
23:00	188	173	213	204	167	116	64	175	161	
24:00	<u> 188</u>	132	<u>153</u>	137	<u>172</u>	92	68	137	135	
Totals	3189	6854	7371	6942	6949	3520	2677	6327	5357	
% Avg Wkday		108.3				55.6	42.3			
% Avg Day	59.5	127.9	137.6	129.6	129.7	65.7	50.0			
AM Peak Hr	07:00	09:00	09:00	09:00	09:00	12:00	11:00			
AM Count	155	477	570	533	471	370	222		4	
PM Peak Hr PM Count	16:00 197	14:00 370	15:00 408	14:00 392	13:00 370	16:00 360	14:00 195			

Recorder Mode Volume

Location 2. Tiffany St SB, South of Garrison Ave Location Code 2
Jurisdiction Bronx
Recorder Set 03/31/06 11:33
Recording Start ... 03/31/ 6 12:00
Recording End 04/11/ 6 17:00
Sample Time 15 Minutes
Operator Number ...
Machine Number ... 94
Channel 1

Week of Apri	1 9, 20	006.	Channe	əl: 1	Dire	ction:	S		
End	9	10	11	12	13	14	15	Wkday	Daily
Time _	<u>Sun</u>	Mon .	<u>Tue</u>	<u>Wed</u>	<u>Thu</u>	<u>Fri</u>	<u>Sat</u>	Avg.	Avg.
01:00	82	105	153		-			. 129	113
02:00	38	163	159					161	120
03:00	53	154	151					153	119
04:00	44	157	168					163	123
05:00	50	223	219					221	164
06:00	79	281	275					278	212
07:00	80	326	388	-				357	265
08:00	79	42'7	407					417	304
09:00	96	493	463					478	351
10:00	122	363	417					390	301
11:00	144	340	416	•				378	300
12:00	157	398	360					379	305
13:00	182	361	306					334	283
14:00	172	345	374					360	297
15:00	155	323	352					338	277
16:00	156	322	329					326	269
17:00	150	296	302					299	249
18:00	161	284						284	223
19:00	164	188						188	176
20:00	172	178						178	175
21:00	176	166						166	171
22:00	185	160						160	173
23:00	176	152						152	164
24:00	148	<u>134</u>	<u> </u>					134	141
Totals	3021	6339	5239					6420	5274
% Avq Wkday	47.1	98.7	81.6			<u> </u>			M. M

% Avg Wkday % Avg Day	120.2	
AM Peak Hr AM Count	09:00 493	
PM Peak Hr PM Count	13:00 361	

Generated by MSC3000 Version 2.021 Alpha(Nov 30 1995 08:53:01) Copyright 1990-1993 Mitron

PM Peak Hour Factor 89.1%

Location 2. Tiffany St SB, South of Garrison Ave Location Code 2 Jurisdiction Bronx Recorder Set 03/31/06 11:33 Recording Start ... 03/31/ 6 12:00 Recording End 04/11/ 6 17:00 Sample Time 15 Minutes Operator Number ... Machine Number 94 Channel 1 Divide By 2 Summation No Two-Way No 03/31/ 6 Channel: 1 Direction: S Friday 0100 0200 0300 0400 0500 0600 0700 0800 0900 1000 1100 1200 1300 1400 1500 1600 1700 1800 1900 2000 2100 2200 2300 2400 Totals 393 495 428 427 298 294 230 156 124 AM Peak Hour N/A AM Peak Hour Factor N/A PM Peak Hour 13:15 to 14:15 (501 vehicles) PM Peak Hour Factor 84.6% 04/01/06 Channel: 1 Direction: S 0100 0200 0300 0400 0500 0600 0700 0800 0900 1000 1100 1200 1300 1400 1500 1600 1700 1800 1900 2000 2100 2200 2300 2400 Totals 78 177 168 201 211 276 272 310 244 216 197 160 141 100 108 128 113 AM Peak Hour Factor 90.0% PM Peak Hour 12:00 to 13:00 (310 vehicles)

```
Sunday
           04/02/06
                        Channel: 1
                                       Direction: S
0100 0200 0300 0400 0500 0600 0700 0800 0900 1000 1100 1200 1300 1400 1500 1600 1700 1800 1900 2000 2100 2200 2300 2400 Totals
 72
                  64 155 117 115 125 144 133 166 146 169 197 161 135 166 181 161 174
    73
                                                                             188
                                                                                     3189
 20
    15
                         29
         0
            10
               30
                   27
                      56
                             19
                                 42
                                    41
                                        26
                                           32
                                              33
                                                  37
                                                     59
                                                         45
                                                            41
                                                                40
                                                                   50
                                                                       34
                                                                          53
                                                                              59
                                                                                 30
 18
    15
         0
           19
               20
                   9
                      20
                         40
                             35
                                 30
                                    48
                                        41
                                           55
                                              43
                                                  37
                                                     31
                                                         39
                                                            26
                                                                24
                                                                   37
                                                                       49
                                                                          39
                                                                              44
                                                                                 48
 20
    14
         0
            18
               18
                   11
                      34
                         27
                             27
                                 23
                                    27
                                        36
                                           40
                                              33
                                                  35
                                                     41
                                                         38
                                                            36
                                                                49
                                                                   38
                                                                       39
                                                                          42
                                                                              52
                                                                                 58
                                           39
 14
    29
         0
            24
               20
                   17
                      45
                         21
                             34
                                 30
                                    28
                                        30
                                              37
                                                  60
                                                     66
                                                         39
                                                            32
                                                                53
                                                                   56
                                                                       39
                                                                          40
                                                                              33
                                                                                 52
AM Peak Hour Factor ...... 69.2%
PM Peak Hour Factor ..... 74.6%
            04/03/06
                        Channel: 1
                                       Direction: S
0100 0200 0300 0400 0500 0600 0700 0800 0900 1000 1100 1200 1300 1400 1500 1600 1700 1800 1900 2000 2100 2200 2300 2400 Totals
 158 168 193 170 257 327 454 468 477 461 400 402 319 370 364 336 340 253 185 149 150 148 173 132
                                                                                     6854
 40
     28
        40
            42
               61
                   76 117 140 129 112 103
                                       117
                                           84
                                               87
                                                  94
                                                      72
                                                         93
                                                             59
                                                                40
                                                                    47
                                                                       45
                                                                           30
                                                                              50
                                                                                 31
     43
        59
            53
               57
                      89
                         106
                                    96
                                        91
                                           82
                                               88
                                                  93
                                                      90
                                                         93
                                                             70
                                                                45
                                                                    28
                                                                       42
                                                                           37
                                                                              35
                                                                                 35
 34
                   68
                             107
                               117
 49
            33
                          97
                                    93
                                        80
                                           72
                                               87
                                                  93
                                                      94
                                                         76
                                                             63
                                                                46
                                                                    42
                                                                       25
                                                                           35
                                                                              33
                                                                                 33
     40
        60
               69
                   88 109
                             113 123
 35
     57
            42
               70
                   95 139 125
                            128 109
                                    108 114
                                           81 108
                                                  84
                                                      80
                                                         78
                                                             61
                                                                54
                                                                    32
                                                                       38
                                                                           46
                                                                              55
                                                                                 33
AM Peak Hour Factor ..... 88.2%
PM Peak Hour ...... 13:45 to 14:45 (388 vehicles)
PM Peak Hour Factor ...... 89.8%
            04/04/06
                         Channel: 1
                                        Direction: S
0100 0200 0300 0400 0500 0600 0700 0800 0900 1000 1100 1200 1300 1400 1500 1600 1700 1800 1900 2000 2100 2200 2300 2400 Totals
 115 154 146 172 236 329 446 563 570 430 454 433 386 376 408 345 345 308 249 188 186 166 213 153
                                                                                     73.71
 27
     44
        32
            43
               42
                   68
                      99 133
                            154 119 105
                                       138 118
                                               87
                                                  108
                                                      82
                                                         88
                                                             83
                                                                73
                                                                    37
                                                                       66
                                                                           35
                                                                              58
                                                                                  50
                                                                              48
                                                                                  42
                                                             79
                                                                    38
                                                                       37
                                                                           34
  27
        37
            54
               64
                   70
                      109
                             123
                                 95
                                    122
                                       117
                                            80
                                               92
                                                  100
                                                      90
                                                         98
                                                                69
                                                             72
                                                                56
                                                                       40
                                                                           53
                                                                              42
                                                                                  29
            40
                   90 117
                             131 103 120
                                            97
                                               93
                                                  96
                                                      78
                                                         81
                                                                    61
  24
     38
        45
               62
                         139
                                        89
  37
         32
            35
               68 101 121 137 162 113 107
                                        89
                                            91
                                              104
                                                  104
                                                      95
                                                          78
                                                             74
                                                                51
                                                                    52
                                                                       43
                                                                           44
                                                                              65
                                                                                  32
AM Peak Hour Factor ..... 94.8%
PM Peak Hour ...... 13:45 to 14:45 (408 vehicles)
PM Peak Hour Factor ..... 94.4%
```

```
04/05/06
                       Channel: 1
                                     Direction: S
0100 0200 0300 0400 0500 0600 0700 0800 0900 1000 1100 1200 1300 1400 1500 1600 1700 1800 1900 2000 2100 2200 2300 2400 Totals
173 122 155 158 229 285 430 461 533 513 342 388 359 392 371 309 297 308 209
                                                               204 184
                                                                     179
                                                                         204
                                                                                6942
 38
    40
       41
           37
              43
                 73
                       1.09
                     89
                           133 152
                                  93 111
                                                         78
                                         93
                                            94
                                               87
                                                  66
                                                      65
                                                            59
                                                               61
                                                                   51
                                                                      42
                                                                         46
                                                                             34
 52
    33
        31
           36
              57
                 51
                    108
                       120
                           127
                              143
                                  69 ..
                                     109
                                         82
                                           100
                                               86
                                                  80
                                                      84
                                                         76
                                                            56
                                                               42
                                                                   46
                                                                      49
                                                                         71
                                                                            32
 33
    32
        46
           35
              57
                  60
                     93 116
                           153 117
                                  98
                                     83
                                         89
                                            96
                                               104
                                                  79
                                                      82
                                                         79
                                                            52
                                                               48
                                                                   55
                                                                      49
                                                                         42
                                                                            40
        37
              72 101 140 116
                          120
                             101
                                  82
                                     85
                                         .95
                                                         75
                                           102
                                               94
                                                  84
                                                      66
                                                            42
                                                               53
                                                                   32
                                                                      39
                                                                         45
                                                                            31
AM Peak Hour Factor ..... 92.8%
PM Peak Hour Factor ..... 96.1%
           04/06/06
                       Channel: 1
                                     Direction: S
0100 0200 0300 0400 0500 0600 0700 0800 0900 1000 1100 1200 1300 1400 1500 1600 1700 1800 1900 2000 2100 2200 2300 2400 Totals
 186 149 156 212 228 302 423 439 471 434 390 351 370 363 366 335 321 300 254 205 187 168 167 172
                                                                                6949
 53
    38
        35
           55
              51
                  64
                     87 106
                          116 105
                                 122
                                     79
                                         71
                                            64
                                               97
                                                   88
                                                      92
                                                         72
                                                            79
                                                                43
                                                                   55
                                                                      38
                                                                         33
                                                                             35
 44
    32
        38
           57
              53
                     81 102
                                  78
                                     90
                                           105
                                                   78
                                                      82
                  72
                           140
                              110
                                         87
                                               101
                                                         69
                                                            72
                                                                66
                                                                   49
                                                                      63
                                                                          49
                                                                             35
 40
    40
        45
           47
                    109
                       119
                                     93
                                        103
                                               101
                                                      77
                              119
                                            88
                                                   76
                                                         76
                                                            46
                                                                46
                                                                   46
                                                                      32
                                                                         44
                                                                             57
                                                   93
 49
    39
        38
           53
              74
                  82 146 112 116 100
                                  91
                                     89
                                        109
                                           106
                                               67
                                                      70
                                                         83
                                                            57
                                                                50
                                                                   37
                                                                      35
                                                                         41
                                                                             45
AM Peak Hour Factor ..... 87.0%
PM Peak Hour Factor ..... 95.5%
           04/07/06
                       Channel: 1
                                     Direction: S
0100 0200 0300 0400 0500 0600 0700 0800 0900 1000 1100 1200 1300 1400 1500 1600 1700 1800 1900 2000 2100 2200 2300 2400 Totals
 175
     72
                                0 162 370 348 315 356 360
                                                    292 244 191 161 128 138 116
                                                                                3520
                                                                             92
 37
     52
                   Λ
                            0
                                0
                                   0
                                      89
                                        102
                                            78
                                               85
                                                   86
                                                      84
                                                         68
                                                             51
                                                                48
                                                                   29
                                                                      33
                                                                          29
                                                                             26
 48
     20
            0
               0
                      0
                         0
         n
                   0
                            0
                                0
                                   0
                                      96
                                         80
                                            81
                                               84
                                                   88
                                                      81
                                                         65
                                                             55
                                                                31
                                                                   35
                                                                      30
                                                                          36
                                                                             18
 49
                      0
     0
                         0
                            0
                                0
                                  48
                                      87
                                         81
                                            74
                                               79
                                                   95
                                                      56
                                                         59
                                                             49
                                                                51
                                                                   32
                                                                      36
                                                                          29
                                                                             25
 41
         Û
                   0
                      0
                         0
                                0 114
                                      98
                                            82
                                               108
                                                      71
                                                                          22
                                                                             23
                            0
                                         85
                                                   91
                                                         52
                                                             36
                                                                31
                                                                   32
                                                                      39
AM Peak Hour Factor ...... 84.6%
PM Peak Hour Factor ..... 87.3%
```

PM Peak Hour Factor 90.5%

```
04/08/06
                         Channel: 1
                                         Direction: S
0100 0200 0300 0400 0500 0600 0700 0800 0900 1000 1100 1200 1300 1400 1500 1600 1700 1800 1900 2000 2100 2200 2300 2400 Totals
 78
        72
            58
                   62 131 177 163 184 222 191 169 195 165 113
     63
                64
                                                                   70
                                                                          75
                                                                                 64
                                                                                     68
                                                                                         2677
 32
        20
                    14
                       25
     18
            11
                 9
                           43
                              48
                                  49
                                      49
                                         40
                                             46
                                                 64
                                                    49
                                                        36
                                                            37
                                                               20
                                                                   23
                                                                       17
                                                                          21
                                                                              23
                                                                                 22
                                                                                     19
 18
     18
        15
            14
                18
                   15
                       32
                           37
                              26
                                  37
                                      52
                                         44
                                             44
                                                 51
                                                    49
                                                        20
                                                            23
                                                               16
                                                                   13
                                                                       11
                                                                          27
                                                                              16
                                                                                 7
                                                                                     18
 14
     11
         25
            14
                15
                    18
                       40
                           49
                              33
                                  51
                                      61
                                         49
                                             37
                                                 43
                                                    31
                                                        28
                                                            12
                                                                9
                                                                   17
                                                                       18
                                                                          18
                                                                              8
                                                                                 22
                                                                                     18
 14
     16
         12
            19
                22
                    15
                       34
                           48
                               56
                                  47
                                      60
                                         58
                                             42
                                                 37
                                                    36
                                                        29
                                                            17
                                                               12
                                                                   17
                                                                      30
                                                                           9
                                                                              24
                                                                                 13
                                                                                     13
AM Peak Hour ...... 10:00 to 11:00 (222 vehicles)
AM Peak Hour Factor ...... 91.0%
PM Peak Hour Factor ..... 78.1%
Sunday
            04/09/06
                         Channel: 1
                                         Direction: S
0100 0200 0300 0400 0500 0600 0700 0800 0900 1000 1100 1200 1300 1400 1500 1600 1700 1800 1900 2000 2100 2200 2300 2400 Totals
                               96 122 144 157 182 172 155 156 150 161 164 172 176 185 176 148
 82
     38
         53
                50
                    79
                       80
                           79
                                                                                         3021
 25
                                                                       54
     11
         19
             4
                11
                    27
                       17
                           10
                               33
                                  29
                                      19
                                          22
                                             52
                                                 37
                                                    41
                                                        39
                                                            40
                                                               17
                                                                   40
                                                                          30
                                                                              36
                                                                                 49
                                                                                     38
      9
         15
                17
                           19
                                  33
                                             47
                                                 33
                                                            33
 14
            13
                    18
                       15
                               13
                                      36
                                          40
                                                    31
                                                        49
                                                               53
                                                                   32
                                                                       53
                                                                          38
                                                                              51
                                                                                 49
                                                                                     44
 18
      8
         10
            20
                14
                       24
                           21
                                  35
                                                    45
                    14
                               34
                                      54
                                         44
                                             45
                                                 51
                                                        33
                                                            36
                                                               48
                                                                   34
                                                                       30
                                                                          49
                                                                              53
                                                                                 34
                                                                                     31
 25
     10
             7
                 8
                    20
                       24
                           29
                               16
                                  25
                                      35
                                         51
                                             38
                                                 51
                                                    38
                                                        35
                                                            41
                                                               43
                                                                   58
                                                                       35
                                                                          59
                                                                              45
                                                                                  44
                                                                                     35
AM Peak Hour Factor ..... 77.0%
PM Peak Hour ...... 18:30 to 19:30 (199 vehicles)
PM Peak Hour Factor ..... 85,8%
            04/10/06
                          Channel: 1
                                         Direction: S
Monday
0100 0200 0300 0400 0500 0600 0700 0800 0900 1000 1100 1200 1300 1400 1500 1600 1700 1800 1900 2000 2100 2200 2300 2400 Totals
 105 163 154 157 223 281 326 427 493 363 340 398 361 345 323 322 296 284 188 178 166 160 152 134
                                                                                         6339
  24
     49
         30
                49
                                             98 105
            36
                    69
                       82 116 113 119
                                      92
                                         106
                                                     76
                                                        83
                                                            78
                                                               71
                                                                       50
                                                                          32
                                                                              30
                                                                                  42
                                                                                     31
                                                                   64
     32
         34
            32
                55
                       72 103
                                      83
                                                        74
                                                            73
                                                                                  40
                                                                                     32
  24
                    58
                              145
                                  80
                                          99
                                              83
                                                 95
                                                     89
                                                                70
                                                                   37
                                                                       39
                                                                          53
                                                                              47
  28
     47
            36
                                                                                     33
         54
                58
                    65
                       50
                           97
                              120
                                  83
                                      88
                                          84
                                             77
                                                 68
                                                     83
                                                        84
                                                            77
                                                                77
                                                                   35
                                                                       44
                                                                          39
                                                                              35
                                                                                  34
  29
            53
                61
                    89 122 111 115
                                  81
                                      77 109
                                            103
                                                 77
                                                     75
                                                        81
                                                            68
                                                                66
                                                                   52
                                                                           42
                                                                              48
                                                                                     38
AM Peak Hour Factor ...... 86.0%
PM Peak Hour ...... 12:30 to 13:30 (380 vehicles)
```

	Tue	esda	У	04	/11	/06	5	Cha	inne	1:	1	Di	rec	tic	n:	S				•			:	÷	٠.
,	0100	0200	0300	<u>0400</u>	<u>0500</u>	0600	0700	0800	<u>0900</u>	1000	<u>1100</u>	1200	<u>1300</u>	<u>1400</u>	<u>1500</u>	<u>1600</u>	<u>1700</u>	<u>1800</u>	<u>1900</u>	<u>2000</u>	<u>2100</u>	<u>2200</u>	<u>2300</u>	<u>2400</u>	<u>Totals</u>
	153	159	151	168	219	275	388	407	463	417	416	360	306	374	352	329	302			-					5239
	39	32	36	48	40	67	68	98	116	112	111	79	83	117	103	73	95								
	42	43	22	30	56	63	90	99	125	108	89	96	76	90	95	72	74								
	38	49	43	34	54	58	115	94	122	112	108	92	78	76	79	96	70								*. *
	34	35	50	56	- 69	87	115	116	100	85	108	93	69	91	75	88	63								
															30 (3:45	5 (4	179	veh	nicl	Les)) .			
				Ioux																					
	PM	Pea	ak F	lour								. 13	3:00) to	14	1:00) (3	3 7 4	vel	nicl	les))			()
ţ	ΡM	Pea	ak F	Tour	· Fa	acto	or .					79	9.99	٢											

Turning Movement Counts

Hunts Point 4/11/2006 Hunts Point Avenue Bruckner Blvd Tuesday Project Name Survey Date N-S E-W Day Survey Period

	vice	œ		To West	End	12	13	13	12	14	12	20	44	48	76	42	47
В	Service	Н				37	44	69	122	151	212	288	492	449	403	341	352
WB		Τ		To West	End	278	278	325	371	403	435	342	248	292	335	319	302
		1		To 66th	Street	3.	3.	4	4	-6	13	8	2	2	2	3	4
	Service	Я		To Hunts	Point	14	23	25	29	20	34	18	56	19	30	22	19
EB	Ser	1				42	65	39	65	46	75	52	63	67	61	70	97
Ш		T				09	7.2	83	98	88	112	135	148	161	187	213	213
				To Hunts	Point	-	2	2	4	5	5	4	4	က	4	4	4
		2	0.	Service	Rd	2	3	2	5	8		2.	9	2	6	12	15
SB		2		To	Bruckner	1	-		_	-				1	-		2
S		T				6/	107	82	116	66	127	81	99	09	90	78	26
				၀	Bruckner	22	09	61	64	73	89	65	120	:06	120	113	-111
		2		<u>p</u>	Bruckner	17	36	56	38	47	55	28	44	41	53	39	26
NB NB		H				25	18	19	27	21	20	29	88	9/	81	43	49
2		_	0_	Service	2	τ-	2	-	2	4	2		2	7	9	4	4
		_		10	Bruckner		2	-	2	2	^	~	_	2	က	က	2
	riod				End	5:45 AM	6:00 AM	6:15 AM	6:30 AM	6:45 AM	7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	8:15 AM	8:30 AM
	Pe			-		ı		ı	- 1	•	ı		•		ı	,	ı
	Time Period				Begin	5:30 AM	5.45 AM	6:00 AM	6:15 AM	6:30 AM	6:45 AM	7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	8:15 AM

Hunts Point 4/11/2006 Tiffany Street Bruckner Bivd Tuesday Project Name Survey Date N-S E-W Day Survey Period

	Service	R	i de la companya de l	10 West	End			9	.9	11	21	11	16	39	36	33	78
WB	Ser	T					17	49	95	129	148	195	246	227	262	233	225
Υ.		1	1	10 West	End		107	9/	103	110	125	136	199	223	199	237	224
		7	- 3.		Street		22	59	29	68	120	108	101	143	131	134	129
	Service	R		To Hunts	Point		-5	2	8	ľ	8	89	- 7			3	2
EB	JeS	T					28	30	29	32	45	25	45	39	39	46	63
Ш		1					31	30	42	49	99	70	87	88	87	110	116
				To Hunts	Point												
		K.	0	Service	Rd		-	3			-	5	2	2	2	က	5
	-	ď	1	r	Bruckner			2	_			3	2	3		2	2
SB		H					10	9	4	7	9	7	14	16	25	22	20
		1	0	Service	Rd		3	-	_	1	-	-	2	2	1	2	_
				၉	Bruckner		5	5	8	9	9	7	4	13	12	15	14
		22	0	Service	Rd		18	17	25	19	25	21	13	20	16	27	19
		œ		P	Bruckner		2	3	8	8	9	9	~	2	2.	3	2
NB		F			_		0	2	3	ë	7	9	10	12	7	10	12
Z			0	Service	器				-	2	-	<u>_</u>	τ-	-		-	
		7		٢	Bruckner		3	2	4	9	7	5	3	9	4	တ	5
	Time Period				End	5:45 AM	6:00 AM	6:15 AM	6:30 AM	6:45 AM	7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	8:15 AM	8:30 AM
	ĕ P.					•	ı	ı	•	1	ı	,	ı	ı	١	I	ı
	H.				Begin	5:30 AM	5:45 AM	6:00 AM	6:15 AM	6:30 AM	6:45 AM	7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	8:15 AM

Hunts Point 4/11/2006 Legett Avenue Garrison Avenue Project Name Survey Date N-S E-W Survey Period

	٣.	4	2	2	2	_	_	7	4	4	7	6	10
WB		. 1						1	١ 1		2	1	1
		1	2	2		1	2	3.	5	5	2	4	3
	œ	0	*		į.				<u>.</u>				
EB	-	2	1				_	7		2			·
٠							1	1	l	1		1	
	ď	1				-	1	1					
SB	<u></u>	128	156	155	173	157	163	155	128	151	156	167	124
	 l	7	5	7	5	5	11	5	6	14	13	10	9
	œ	5	1	2	4	2	3	4	3	4	8	13	6
NB NB	- -	06	135	142	141	147	122	158	125	103	121	139	127
	_						1						
riod	End	5:45 AM	6:00 AM	6:15 AM	6:30 AM	6:45 AM	7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	8:15 AM	8:30 AM
Pe		1	1	,	1	,	1	1	ı	,	1	ı	t
Time Period	Begin	5:30 AM	5:45 AM	6:00 AM	6:15 AM	6:30 AM	6:45 AM	7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	8:15 AM

Hunts Point 4/11/2006 Hunts Point Avenue Garrison Avenue Project Name Survey Date N-S E-W Survey Period

						,							
	Ж	6	12	10	15	19	13	24	23	14	20	18	19
WB	Τ	4	3	1	2	7	. 6	4	5	9	10	10	11
	J	9	7	1	l	1	2	ı		3	- 2	ε	-
	<u>د</u>	3	10	5	5	7	12	2	3	11	22	18	12
EB	H	14	17	25	31	36	28	34	20	32	44	31	25
	ب	2	3	5		8	2	12	. 6	Ė	9	7	7
	ድ	1	က	-	8	4	2.	5	7	2	2	4	1
SB	—	61	95	82	110	88	114	80	99	99	84	98	22
		27	30	27	35	33	34	22	17	16	29	22	21
	œ	1	33	က	4	6	12	10	9	9	8	10	7
NB	-	20	27	36	51	22	55	54	61	65	73	202	79
	<u></u> l	ဗ	-		3	2	4	4	2	9	3	4	5
Time Period	End	5:45 AM	6:00 AM	6:15 AM	6:30 AM	6:45 AM	7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	8:15 AM	8:30 AM
Pe		ı	ı	ı	1	•	ı	1	ı	ı	ı	ı	ı
Time	Begin	5:30 AM	5:45 AM	6:00 AM	6:15 AM	6:30 AM	6:45 AM	7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	8:15 AM

Project Name Survey Date N-S E-W Survey Period

Hunts Point 4/11/2006 Tiffany Street Lafayette Avenue

		:		٠.							<u></u>		
	8		2	က	က	2	4	2		4	2	4	11
MΒ	⊢	7	5	12	20	6	28	18	19	28	25	26	37
		25	33	37	37	34	41	56	30	21	24	19	22
	<u>ل</u> ا	1	*	7	1	3	2	7	4	- 2	4	2	4
EB	_	10	8	-8	12	12	10	22	28	17	24	16	22
	_		1	-	2	-	2	2	2	က	က		3
	ሺ				5	က					2	_	2
SB	-	42	889	50	55	94	98	20	73	9/	26	88	83
	_	9	က	4	5	8	10	10	7	6	11	13	16
	ĸ	2	9	5	8	9	9	9	2	9	4	-	4
RB	—	20	20	24	33	30	34	21	21	33	26	34	25
	_	4	2	3	3	9	9	5	5	3	2	2	2
riod	End	5:45 AM	6:00 AM	6:15 AM	6:30 AM	6:45 AM	7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	8:15 AM	8:30 AM
P		1			1	1	1		1	1	•	1	
Time Period	Begin	5:30 AM	5.45 AM	6:00 AM	6:15 AM	6:30 AM	6:45 AM	7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	8:15 AM

Hunts Point 4/11/2006 Tiffany Street Randall Avenue Tuesday Project Name Survey Date

N-S E-W Day Survey Period

	씸	11	12	12	16	10	18	16	13	11	16	16	12
MΒ	Τ	49	64	29	82	62	69	71	99	09	75	22	
	1	1				1	3	1		3	+		
	<u>ل</u> ا	8	15	18	18	12	17	8	- 11	14	13	14	13
EB	⊢	47	92	62	87		69	69	65	29	87	56	48
			2	1	2	2	4	က		4	2	8	7
	œ	~			2	2	က	က	11	7	5	င	4
SB	—	28	48	47	45	70	99	59	59	41	49	47	49
	J	22	30	33	19	30	31	21	29	31	39	25	30
	<u>~</u>	-	1	1		1	7		2		3		1
8	۲	25	21	26	36	34	42	18	31	19	28	34	26
	_	12	22	22	22	22	13	27	23	14	20	25	13
iriod	End	5:45 AM	6:00 AM	6:15 AM	6:30 AM	6:45 AM	7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	8:15 AM	8:30 AM
ሷ		1	ı	1	í	•	1	,	1	ı	•	1	1
Time Period	Begin	5:30 AM	5:45 AM	6:00 AM	6:15 AM	6:30 AM	6:45 AM	7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	8:15 AM

Hunts Point 4/11/2006 Tiffany Street Garrison Avenue Tuesday Project Name Survey Date

N-S E-W Day

5:30 AM to 8:30 AM

Survey Period

•	R	က	-	—	5	9	∞	10	3	8	က	-	4	
WB	Ĺ	12.	11	13	19	29	28	25	22	18	25	20	30	
	٦	3	9	9	15	16	8	10	12	7	8	8	15	
	叱	1.			_	5	-	÷		ij	1		1	
EB	-	2	4	8	15	12	17	6	8	18	19	16	11	
	_	9	9	~	5	9	7	33	1	3	8	8	4	•
	ď	4	2	5	7	18	12	13	20	24	18	16	13	
SB	H	42	62	49	51	82	79	78	79	9/	105	66	88	
	_	2	4	8	5	-	5	5	3	5	9	9	က	
	ď	2	2		က	က	က	2	4	5	-	33	5	
NB	—	82	18	23	ଯ	25	28	24	20	29	24	34	21	
	لب				—	က	~	<u></u>		2	-		-	
poli	End	5:45 AM	6:00 AM	6:15 AM	6:30 AM	6:45 AM	7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	8:15 AM	8:30 AM	-
ď	,	ı	ı	ı	ı	ı	ı	1	•	ı	ı	ŧ	1	
Time Period	Beain	5:30 AM	5:45 AM	6:00 AM	6:15 AM	6:30 AM	6:45 AM	7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	8:15 AM	

Hunts Point 4/11/2006 Hunts Point Avenue Bruckner Blvd Tuesday Project Name Survey Date N-S E-W Day Survey Period

	Service	Я		To West	. End	8	13	15	18	17	24	21	17	18	32	19	18
В	Sen	Τ				133	151	171	192	176	167	218	192	239	214	211	213
WB		⊥		To West	End	240	240	248	256	267	278	284	289	275	260	243	226
		1		To 66th	Street	3	1	3	4	2	5	4	3	4	4	3	2
	Service	괍		To Hunts	Point	14	13	13	18	11	25	18	16	17	25	16	15
<u></u>	Ser	F				110	105	96	110	125	139	185	217	238	275	261	301
EB		-				162	173	184	231	278	258	238	288	338	335	331	331
				To Hunts	Point	0	1	2	4	9	ပ	9	10	41	16	17	17
		2	0,	Service	8	4	8	9	9	2	က	-	5	9		3	4
l a		2		<u>م</u>	Bruckner	8	3		-	1			-	-			
SB		 				63	7.1	51	46	32	54	52	45	47	54	37	38
ŀ	7	ن		앋	Bruckner	106	115	119	141	103	129	113	130	121	133	123	121
		æ		٥	Bruckner	99	9/	40	20	40	75	09	70	45	59	62	29
NB		F				09	58	89	53	49	78	8	72	9/	82	129	134
Z		_	10	Service	28	7	7	9	2	4	000	9	6	5	7	2	8
	į			<u>1</u>	Bruckner	5	7	5	3	8	11	3	6	7	7	2	9
	Time Period				End	2:15 PM	2:30 PM	2.45 PM	3:00 PM	3:15 PM	3:30 PM	3:45 PM	4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM
	ē P	!				1	1	1	1	1	'	1	1	•	•	1	ı
	Tim				Beain	2:00 PM	2:15 PM	2:30 PM	2.45 PM	3:00 PM	3.15 PM	3:30 PM	3:45 PM	4:00 PM	4.15 PM	4:30 PM	4.45 PM

Hunts Point 4/11/2006 Tiffany Street Bruckner Blvd Tuesday Project Name Survey Date N-S E-W Day Survey Period

																	<u> </u>
	Service	Я		To West	End	Ξ	24	18	13	29	23	27	23	28	28	21	23
B	Ser	T				66	115	114	138	131	123	148	132	153	130	149	140
WB		1		To West	End	98	97	84	91	124	115	117	114	104	106	98	7.5
		٦		To 66th	Street	72	73	61	59	41	59	60	28	47	61	31	48
	J.Ce	R		To Hunts	Point	3	2	9	0	1	4	2	2	3	_	3	7
	Service	۱		·		_ 1.1	22	62	93	86	103	169	163	237	201	283	235
EB	:	⊢				101	105	139	133	172	180	186	226	306	269	304	233
		 		To Hunts	Point												
		~	<u>•</u>	Service 7	22	7	-	8	9	3	8	5	7	2	8	9	7
		ď		<u></u>	Bruckner	_	4	4	-	2	-	2	2	4	3		2
SB			Ī			15	8	12	8	17	17	27	36	17	21	21	12
i			٥	Service	윤	5	9	4	8	3	8	4	6	44		2	12
		_		2	Bruckner	7	9	6	18	22	28	98	20	28	18	21	41
-	<u> </u>	ĸ	0	Service	_	28	12	77	15	19	22	29	16	88	27	37	0
		2		P	ğ	9	5	7	_	10	4	9	10	9	8	10	9
		- -			Ш	_	12	7-	9	19	7	6	14	13	15	21	23
R			°	Service	8	3	-	2	2	2	60	ر ا			_	-	က
				မ	<u>ه</u>	2	4	5	8	5	2	1	က	5	-	4	-
_	ġ	• • • • • • • • • • • • • • • • • • •			End	2:15 PM	:30 PM	.45 PM	3:00 PM	3:15 PM	30 PM	3:45 PM	1:00 PM	4:15 PM	1:30 PM	4:45 PM	5:00 PM
	Time Period					ά.	ζ.	<	i က်	က်	Ċ,) ෆ්	4	4	4	4	ij
	ne f					_	_	_	_	_	. ~		_	_	. ~	_	_
	Ë				Beain	2:00 PM	2:15 PM	2:30 PM	2:45 PM	3:00 PM	3.15 PM	3:30 PN	3.45 PM	4:00 PM	4:15 PM	4:30 PM	4:45 PM

Hunts Point 4/11/2006 Legett Avenue Garrison Avenue Project Name Survey Date N-S E-W Survey Period

							·						
,	R	6	10	14	8	4	7	11	8	12	13	16	12
WB	⊢											1	
	٦	2	5	9	3	9	2	7	4	2	1	8	5
	œ		x							1			
8	 									1	-	-	1
	_			_							1	3	1
	ĸ				2					1		-	
SB	⊢	142	110	126	117	133	119	131	118	113	112	109	74
	_	18	12	11	13	18	17	12	12	6	14	15	11
	ΩĽ	9	4	3	3	4	6	18	10	13	2	13	3
æ	· -	137	121	126	109	128	113	136	92	113	82	105	92
	ᆈ												
riod	End	2:15 AM	2:30 AM	2:45 AM	3:00 AM	3:15 AM	3:30 AM	3:45 AM	4:00 AM	4:15 AM	4:30 AM	4:45 AM	5:00 AM
P.		1	ı	ı	1	,	1	ı	1	1	ı	ı	ı
Time Period	Begin	2:00 AM	2:15 AM	2:30 AM	2:45 AM	3:00 AM	3:15 AM	3:30 AM	3:45 AM	4:00 AM	4:15 AM	4:30 AM	4:45 AM

Hunts Point 4/11/2006 Hunts Point Avenue Garrison Avenue Project Name Survey Date N-S E-W Survey Period

	<u>لا</u>	21	26	25	23	21	31	26	25	22	22	25	27
WB	H	19	5	14	12	10	6	10	11	14	17	15	8
	Г		1	4	2	2	2	3		1	2	1	-
	ድ	22	14	18	11	15	14	14	19	13	19	15	17
Ш		20	39	34	21	28	51	35	53	42	39	38	53
		5	12	5	1	10	8	11	16	12	15	18	15
	ፈ	2	9	-	-	2	-	5	3	3	4	2	
SB	-	99	29	59	52	41	53	29	45	51	52	44	43
		18	12	13	10	10	13	13	8	16	25	16	10
	ď	11	14	12	12	10	22	18	17	15	11	21	13
NB	H	89	105	70	88	87	96	103	68	83	72	85	81
	_	11	77	14	8	9	æ	7	10	10	6	6	6
riod	End	2:15 PM	2:30 PM	2:45 PM	3:00 PM	3:15 PM	3:30 PM	3:45 PM	4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM
Pe		1	1	ı	1	ι	1	ı	ι	1		,	ı
Time Period	Begin	:00 PM	:15 PM	30 PM	.45 PM	:00 PM	:15 PM	30 PM	45 PM	:00 PM	:15 PM	:30 PM	:45 PM

Hunts Point 4/11/2006 Project Name Survey Date

Lafayette Avenue Tiffany Street N-S E-W Survey Period

	Я	10	12	4	7	11	6	11	7	10	8	7	11
WB	Τ	38	28	28	23	26	19	23	21	31	30	32	21
	_	22.	21	22	12	25	20	20	15	26	23	25	29
	ď	3	4	7	5	3	2	3	3	3	1	9	9
EB	-	20	15	18	12	24	16	22	25	25	15	23	24
		2	1			1			5	1			2
	ፎ	1	7	-		3	1	က	2	2	2	1	
SB	⊢	09	63	49	49	50	41	09	63	58	47	54	45
	ا	8	_∞	80	9	80	12	16	13	6	16	7	9
	ď	13	16	13	15	16	11	21	23	23	15	21	20
M Z	F	33	28	36	32	27	23	44	30	39	38	43	28
	٦	9	က	4	3	က	4	4	4	3	2	2	5
riod	End	2:15 PM	2:30 PM	2:45 PM	3:00 PM	3:15 PM	3:30 PM	3:45 PM	4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM
Pe		•	ı	,	1	ı	F	ı	ı	•		ı	ı
Time Period	Begin	2:00 PM	2:15 PM	2:30 PM	2:45 PM	3:00 PM	3:15 PM	3:30 PM	3:45 PM	4:00 PM	4:15 PM	4:30 PM	4:45 PM

Hunts Point 4/11/2006 Tiffany Street Randall Avenue Tuesday Project Name Survey Date N-S E-W Day Survey Period

	ፚ	22	12	17	7	15	11	20	16	14	23	18	17
MB	T	50	69	72	99	57	58	90	. 65	39	46	38	51
	Τ	2	4	1 .		3	2	4	2	3.	2	2	3
	ፎ	15	10	12	6	10	11	11	16	13	12	11	7
EB	⊢	63	69	48	54	09	25	89	<u> </u>	<u> </u>	02	25	52
	۷	7	9	4	8	1	2	4	1	7	2	3	4
	2	4	3.	8	4	-	~	7	2	8	9	1	3
SB	-	40	35	29	30	33	28	47	42	35	31	29	23
	_	26	36	31	30	33	0E	25	16	38	34	30	24
	ĸ	-	4	2	2	2	2	9	3	3	-		Ψ-
RB	-	27	28	31	18	29	34	32	25	34	30	26	22
		17	17	21	16	13	15	25	14	18	6	12	23
riod	End	2:15 PM	2:30 PM	2:45 PM	3:00 PM	3:15 PM	3:30 PM	3:45 PM	4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM
Pe		•		1	•	4		•	1	1	•	1	1
Time Period	Begin	2:00 PM	2:15 PM	2:30 PM	2:45 PM	3:00 PM	3:15 PM	3:30 PM	3:45 PM	4:00 PM	4:15 PM	4:30 PM	4:45 PM

Hunts Point 4/11/2006 Tiffany Street Garrison Avenue Tuesday Project Name Survey Date

N-S E-W Day Survey Period

			٠.										
	ч	16	10	6	9	6	9.	7	6	10	14	24	7
WB	Τ	29	26	25	28	23	16	27	18	26_	21	37	23
	Τ	11	16	10	8] /	13	13	6	18	7	16	9
	ፚ	2	4	1				2	2		1		2
EB	۲	24	21	25	12	17	23	22	22	34	14	29	32
		9	2	2	2	9	9	13	4	9	9	12	7
	ĸ	9	7	6	17	80	· 8	6	15	3	10	8	7
SB	-	22	52	46	48	48	41	63	99	52	53	46	42
		9	5	5	~	7	9	5	6	9	6	4	6
	~	7	10	6	7	6	4	17	9	2	13	10	7
NB	H	32	23	32	30	32	30	35	31	39	35	38	27
	 l	-		1			-	2	-			-	2
riod	End	2:15 PM [2:30 PM	2:45 PM	3:00 PM	3:15 PM	3:30 PM	3:45 PM	4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM
Pe		ι	t	1	ı	ι	•	1	1	•	1		ı
Time Period	Begin	2:00 PM	2:15 PM	2:30 PM	2:45 PM	3:00 PM	3:15 PM	3:30 PM	3:45 PM	4:00 PM	4:15 PM	4:30 PM	4:45 PM

Vehicle Classification Counts

Project Name Hunts Point WPCP N-S Hunts Point Avenue E-W Bruckner Blvd Peak Period AM Survey Date 11-Apr-06

							He	Heavy Vehicles	S	
Time Period				Light	Medium	Heavy	Jitney	Full size	Small	Full size
	Auto	SUV	Taxi	Truck	Truck	Truck	Bus	Bus	School Bus	School Bus
					M	W-Servcie				
5:30 AM - 5:45 AM	25	12	-	5	ļ	-	0	~	0	0
ı	154	81	1	14	2	3	1	3	7	9
PHV						8	,		. :	
					٠					
						W-Main				
5:45 AM - 6:00 AM	173	75	0	33	18	78	-	0	0	0
7:15 AM - 7:30 AM	245	66	Ψ-	09	22	20	~	-	2	2
PHV						13				
									:	
						E-Main				
6:00 AM - 6:15 AM	33	15	0	15	7	2	0	0	0	0
7:30 AM - 7:45 AM	83	33	0	7		10	0	0	1	3
PHV						11				
					Ē	E-Service				
6:15 AM - 6:30 AM	32	12	0	17	13	22	₩-	0	~	~
7:45 AM - 8:00 AM	37	- 18	0	14	10	15	0	0	2	*
PHV						30				

Project Name Hunts Point WPCP
N-S Hunts Point Avenue
E-W Bruckner Blvd
Peak Period PM
Survey Date 11-Apr-06

					-		He	Heavy Vehicles	St	
Time Period				Light	Medium	Heavy	Jitney	Full size	Small	Full size
	Auto	SUV	Taxi	Truck	Truck	Truck	Bus	Bus	School Bus	School Bus
			-		*	W-Servcie				
2:00 PM - 2:15 PM	72	21	0	24	ιö	0	-	1	2	0
	127	4	0	31	6	+	0	2	9	6
PHV						10	,			
						W-Main				
2:15 PM - 2:30 PM	108	33	0	38	53	21	7	2	3	0
3:45 PM - 4:00 PM	151	41	0	36	32	73	Ó	0	8	2
PHV						23				
						E-Main				
2:30 PM - 2:45 PM	115	29	-	33	8	7	1	0	~	Υ-
4:00 PM - 4:15 PM	215	87	က	39	32	22	0	0	8	2
PHV						14				
	-									
					3	E-Service				
2:45 PM - 3:00 PM	99	18	0	23	9	9	~	0	1	2
4:15 PM - 4:30 PM	156	61	Ţ	29	10	17	₩	0	2	_
PHV						10				

Project Name Hunts Point WPCP N-S Hunts Point Avenue E-W Garrison Avenue Peak Period AM Survey Date 11-Apr-06

							He	Heavy Vehicles	Se	
Time Period				Light	Medium	Heavy	Jitney	Full size	Small	Full size
	Auto	SUV	Taxi	Truck	Truck	Truck	Bus	Bus	School Bus	School Bus
						North				
6:30 AM - 6:45 AM	38	7	0	14	ė	0	0	+ -	6	5
8:00 AM - 8:15 AM	26	16	0	17	_	0	-	. 2	. 5	-
PHV						16	,			
						West			8	
6:30 AM - 6:45 AM	14	5	0	m	'n	0	0	-	5	3
8:00 AM - 8:15 AM	22	&	~	2	-	0	7	2	0	0
PHV						23				
						South				
6:45 AM - 7:00 AM	102	43	0	24	3	0	0	3	0	2
8:15 AM - 8:30 AM	41	17	0	12	2	0	0	-	3	8
PHV						8				
						East				
6:45 AM - 7:00 AM	18	7	0	10	3	0	1	0	9	2
8:15 AM - 8:30 AM	- 58	6	0	8	5	0	0	0	0	1
PHV						18				

Project Name Hunts Point WPCP
N-S Hunts Point Avenue
E-W Garrison Avenue
Peak Period PM
Survey Date 4/11/06

							Hes	Heavy Vehicles	St	
Time Period				Light	Medium	Heavy	Jitney	Full size	Small	Full size
	Auto	SUV	Taxi	Truck	Truck	Truck	Bus	Bus	School Bus	School Bus
						North				
3:00 PM - 3:15 PM	55	21	0	16	2	0	0	1	0	က
4:30 PM - 4:45 PM	93	22	0	20	2	0	0	1	1.	0
PHV						9	,			
						West				
3:00 PM - 3:15 PM	17	80	0	5	0	0	1	0	0	0
•	29	8	0	က်	~	₩-	0	0	1	0
PHV						9				
						South				
3:15 PM - 3:30 PM	32	16	0	10	_	2	0	9	3	5
4:45 PM - 5:00 PM	35	8	0	5	3	_	0	5	2	5
PHV						24			-	
						East				
3:15 PM - 3:30 PM	38	13	0	16	3	2	0	0	2	τ-
4:45 PM - 5:00 PM	55	18	1	10	0	, -	0	0	0	0
PHV						9				

Project Name Hunts Point WPCP N-S Tiffany Street Peak Period AM E-W Randall Avenue Survey Date 11-Apr-06

riod Auto SUV Taxi Truck Truck Truck 6:15 AM 7 1 0 1 12 7:15 AM 12 2 0 15 12 8:15 AM 16 5 0 16 16 7:15 AM 21 2 0 7 24 8:15 AM 24 6 0 7 24 8:15 AM 24 6 0 12 29 7:30 AM 27 13 0 7 21 8:30 AM 21 20 6 12 8:30 AM 21 20 6 12 8:30 AM 24 12 0 9 33 7:30 AM 24 12 0 6 33 7:30 AM 24 12 0 9 33 7:30 AM 24 12 0 9 33 7:30 AM 24 <td< th=""><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th>¥</th><th>Heavy Vehicles</th><th>es:</th><th></th></td<>								¥	Heavy Vehicles	es:	
- 6:15 AM 7 1 0 1 12 16 18 Bus Bus Bus PHV - 7:15 AM 7 1 0 15 12 13 0 <t< th=""><th>Time Period</th><th></th><th></th><th></th><th>Light</th><th>Medium</th><th>Heavy</th><th>Jitney</th><th>Full size</th><th>Small</th><th>Full size</th></t<>	Time Period				Light	Medium	Heavy	Jitney	Full size	Small	Full size
- 6:15 AM 7 1 0 1 12 16 0 0 PHV 12 2 0 15 12 18 0 0 PHV 16 5 0 15 12 18 0 0 PHV 16 5 0 7 24 18 0 0 PHV 21 2 46 8 0 0 1 PHV 21 2 0 7 24 12 1 0 PHV 24 6 0 12 29 15 0 0 PHV 47 18 0 7 21 12 0 0 PHV 33 17 0 6 12 21 0 0 50 AM 33 17 0 6 32 14 0 0 6:30 AM 24 12 0		Auto	SUV	Taxi	Truck	Truck	Truck	Bus	Bus	School Bus	School Bus
- 6:15 AM							North				
- 7:15 AM	ı	7	_	0	-	12	16	0	0	0	0
PHV 16 5 0 9 16 18 0 0 PHV 24 12 1 0 24 12 1 0 PHV 24 12 1 0 1 24 12 1 0 PHV 24 6 0 12 29 15 0 1 PHV 29 13 0 21 22 0 1 PHV 21 20 3 9 21 0 0 PHV 31 0 7 21 12 0 0 PHV 33 17 0 6 12 21 0 0 PHV 33 17 0 6 33 14 0 0 PHV 33 17 0 6 33 14 0 0 PHV 330 12 0 0 0 <th>•</th> <td>12</td> <td>7</td> <td>0</td> <td>15</td> <td>12</td> <td>13</td> <td>0</td> <td>0</td> <td>-</td> <td>2</td>	•	12	7	0	15	12	13	0	0	-	2
PHV FV Vest West - 6:15 AM 21 2 0 7 24 12 1 0 - 7:15 AM 35 10 0 20 46 8 0 0 PHV 24 6 0 12 29 15 0 1 - 6:30 AM 29 13 0 3 9 21 0 0 - 7:30 AM 47 18 0 7 21 0 0 - 8:30 AM 21 20 0 6 12 21 0 0 - 6:30 AM 21 20 0 6 12 21 0 0 - MV 33 17 0 6 12 21 0 0 - 6:30 AM 33 17 0 6 33 14 0 0 - 7:30 AM 28 15 0 9 30 12		16	5	0	6	16	18	٠ 0	0	0	0
- 6:15 AM	PHV						22				
- 6:15 AM 21 2 0 7 24 12 1 0 PHV 35 10 0 20 46 8 0 0 PHV 24 6 0 12 29 15 0 1 PHV 24 6 0 12 29 15 0 0 - 6:30 AM 29 13 0 3 9 21 0 0 PHV 11 20 0 6 12 21 0 0 - 6:30 AM 21 20 0 6 12 21 0 0 - 6:30 AM 33 17 0 6 33 14 0 0 - 7:30 AM 28 15 0 9 30 12 0 0 - 8:30 AM 24 12 0 9 30 12 0 0 - 8:30 AM 24											
- 6:15 AM							West				
- 7:15 AM	ı	21	2	0		24	12	-	0	0	0
PHV 24 6 0 12 29 15 0 1 - 6:30 AM 29 13 0 3 9 21 0 0 - 7:30 AM 47 18 0 7 21 12 0 0 PHV 1 20 0 6 12 21 0 0 - 6:30 AM 31 17 0 6 33 14 0 0 - 7:30 AM 28 15 0 6 33 14 0 0 - 7:30 AM 28 15 0 6 33 14 0 0 - 7:30 AM 28 15 0 8 14 13 0 0 - 8:30 AM 24 12 0 8 0 0 0	•	35	10	0	20	46	80	0	0	~	80
PHV South South - 6:30 AM 29 13 0 3 9 21 0 0 - 7:30 AM 47 18 0 7 21 12 0 0 PHV 21 20 0 6 12 21 0 0 - 6:30 AM 33 17 0 6 33 14 0 0 - 6:30 AM 38 17 0 6 33 14 0 0 - 7:30 AM 28 15 0 9 30 12 0 0 - 8:30 AM 24 12 0 8 14 13 0 0		24	ဖ	0	12	58	15	0	~	0	0
- 6:30 AM	PHV						52				
- South South - 7:30 AM 47 18 0 7 21 12 0 0 - 7:30 AM 47 18 0 7 21 12 0 0 PHV - 6:30 AM 33 17 0 6 33 14 0 0 - 6:30 AM 24 12 0 8 14 13 0 0 - 8:30 AM 24 12 0 8 14 13 0 0											
- 6:30 AM 29 13 0 3 9 21 0 0 - 7:30 AM 47 18 0 7 21 12 0 0 PHV - 8:30 AM 21 20 0 0 0 PHV 33 17 0 6 33 14 0 0 - 6:30 AM 28 15 0 9 30 12 0 0 PHV 3:30 AM 12 0 8 14 13 0 0							South				
- 7:30 AM	•	29	13	0	က	6	21	0	0	2	0
PHV 33 AM 21 20 0 6 12 21 0 0 0 9 PHV 39 S9	1	47	18	0	7	71	12	0	0	τ-	~
PHV 39 - 6:30 AM 33 17 0 6 33 14 0 0 - 7:30 AM 28 15 0 9 30 12 0 0 - 8:30 AM 24 12 0 8 14 13 0 0 PHV	,	21	20	0	9	12	21	0	0	2	3
- 6:30 AM 33 17 0 6 33 14 0 0 - 7:30 AM 28 15 0 9 30 12 0 0 - 8:30 AM 24 12 0 8 14 13 0 0 0	PHV						39				
- 6:30 AM 33 17 0 6 33 14 0 0 0 - 7:30 AM 28 15 0 9 30 12 0 0 - 8:30 AM 24 12 0 8 14 13 0 0 PHV											
- 6:30 AM 33 17 0 6 33 14 0 0 - 0 - 7:30 AM 28 15 0 9 30 12 0 0 - 0 - 8:30 AM 24 12 0 8 14 13 0 0 PHV							East				
- 7:30 AM 28 15 0 9 30 12 0 0 - 8:30 AM 24 12 0 8 14 13 0 0 PHV	•	33	17	0	9	33	14	0	0	0	0
- 8:30 AM 24 12 0 8 14 13 0 0 PHV	ı	28	15	0	တ	30	12	0	0	₩-	√
	,	24	12	0	8	14	13	0	0	0	2
	PHV						4				

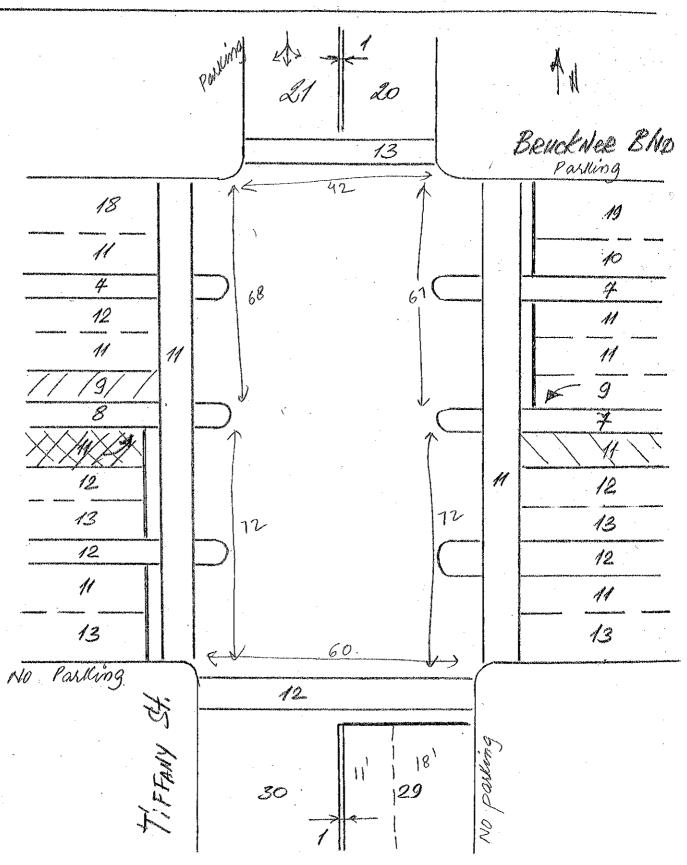
Project Name Hunts Point WPCP N-S Tiffany Street Peak Period PM E-W Randall Avenue Survey Date 11-Apr-06

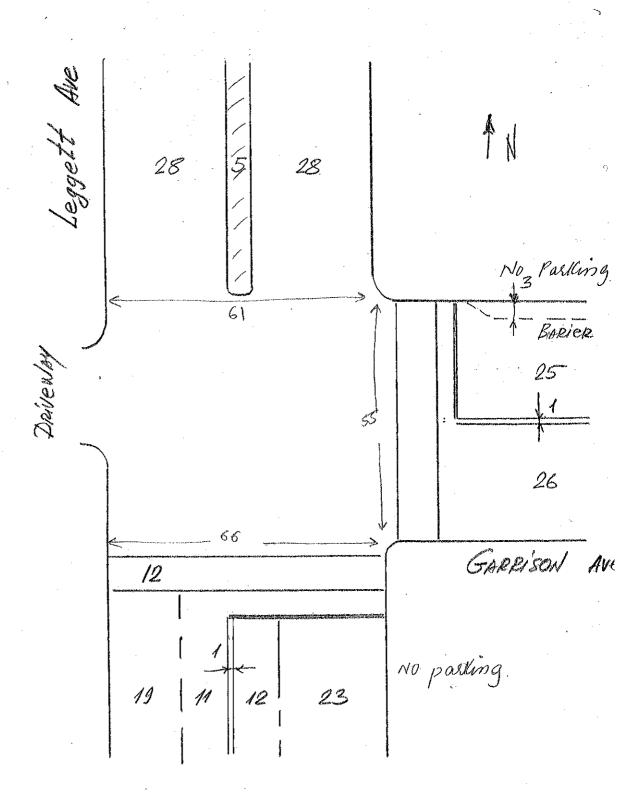
							Ä	Heavy Vehicles	30	
Time Period				Light	Medium	Heavv	Jitnev	Full size	Small	Full size
	Auto	SUV	Taxi	Truck	Truck	Truck	Bus	Bus	School Bus	School Bus
						North				
ı.	30	16	0	15	13	30	0	0	. 0	0
3:30 PM - 3:45 PM	26	14	0	.	-	6	0	0	0	0
	26	7	0	2	_	7	0	0	0	0
PHV						31				
						West				
2:30 PM - 2:45 PM	38	22	0	8	6	∞	0	0	0	0
	32	18	0	7	7	5	0	0	0	7
4:30 PM 4:45 PM	43	16	0	7	10	က	0	Ö	0	0
PHV						22				
					1.			:		
						South				
ı	22	8	0	7	80	14	←	0	0	0
3:45 PM - 4:00 PM	31	9	0	0	6	17	0	0		က
1	33	13	0	3	13	7	0	0	0	0
PHV						36				
										:
					٠	East				
2:45 PM - 3:00 PM	28	2	0	6	13	16	0	0	0	~
3:45 PM - 4:00 PM	33	9	-	9	15	∞	0	0	~	-
4:45 PM - 5:00 PM	25	16	0	5	10	5	0	0	0	1
PHV					-	33				

Physical Inventories

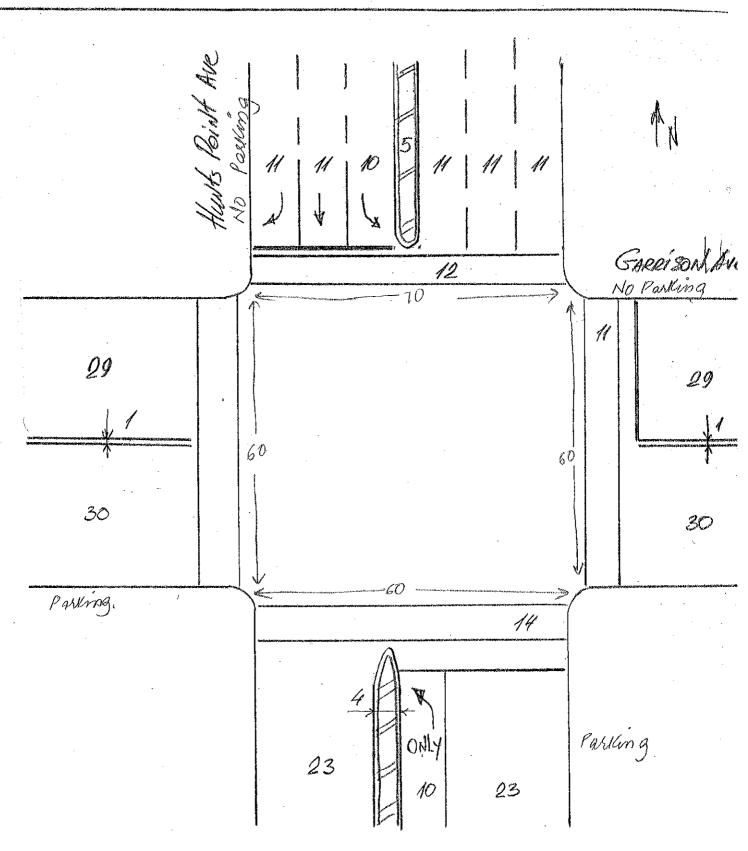
1 - BRUCKNER Blvo B HUNTS Point DVENUE BRUCKNER BluD BUSSIO P . 12. Parling NO

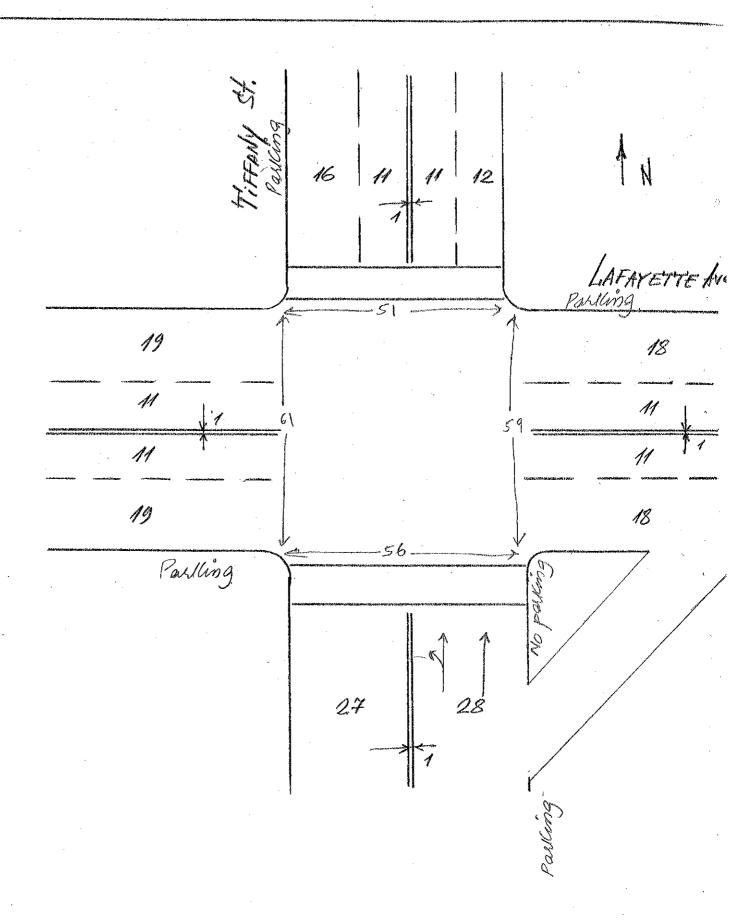
2 - Beucknee Blue & tiffonly Steet



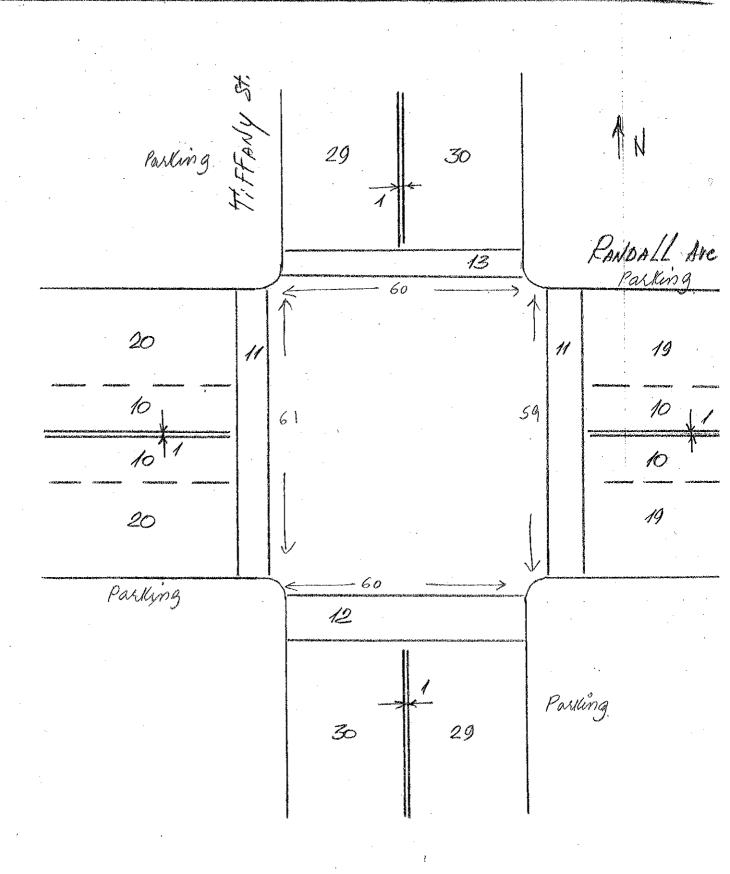


4. GARRISON AVENUE O HUNTS POINT AVENUE





6 - RANDALL AVENUE & TIFFANY STREET



Tiffany st. Garrison Ave Parking.

Official Signal Timings



34-02 Queens Boulevald Long Island City NY 11101

Tel: 718 786 2252 Fax: 718 472 9312

Iris Weinshall, Commissioner

FAX TRANSMITTAL SHEET

To: AKRF, INC-Thomas Mazur

Fax #: 212 213 3191

From: GENIA NUNEZ

Fax #: 718 472 9312

Sender's phone #: 718 786 2252

Date 5/9/06

Number of pages to follow: 4

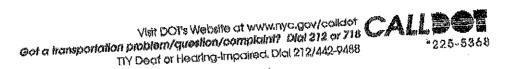
ACTION TO BE TAKEN:

URGENT/IMMEDIATE ATTENTION
AWAITING YOUR COMMENTS
PER YOUR REQUEST
FOR YOUR INFORMATION
PLEASE CALL UPON RECEIPT

Comments	•		.`	
HUNTS POINT WPCP-		(,		
		The same of the sa	any distribution of the contract of the contra	and the state of t
Account to the second s	COMMITTED SHEET STORE OF THE OWNERS ASSESSMENT OF THE PROPERTY AND ASSESSMENT OF THE PROPERTY	A CONTRACTOR OF THE PARTY OF TH		
Contraction, Spinish S. Contraction of Confession States Services Services	al newscap i noom door had noon by taken party from the second for the second for the second from the		Books and the Committee of the Committee	Kangga Maranda Laborata and Maranda Andrews
A STATE OF THE PROPERTY OF THE	An interior and the second sec			
We gender (Company	The same of the sa	grander of the second of the s	ne times are the course of the	Jan Marie Control of the Control of
	The plant of the party of the p	ator:		a Casa legis practice and a second parameter
The second secon	and the second s	CANA DE COMPANY COMMENT	MATERIAL STATES AND ASSESSMENT OF THE PROPERTY	

This facsimile transmission may contain confidential or privileged information which is intended only for use by the individual or entity to which the transmission is addressed. If you are not the intended recipient, you are hereby individual or entity to which the transmission is addressed. If you are not the intended recipient, you are hereby individual or entity to which the transmission is strictly prohibited. If you notified that any disclosure, dissemination, copying or distribution of this transmission in error, please notify us by telephone immediately.

Thank you.



DOT TIMING SECTION ANALYSIS OF INTERSECTION TIMING

INTERSECTION TYPE OF SYSTEM Bruckner Blvd @ Tiffany Street

Somi-Actuated Computer

TIME OF	ONERWIN	114
		_
UMN FR	MON - FRI	i. 1

		1 21415		THE RESERVE OF THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN THE PERSON NAMED IN THE PERSON NAME
	MON - FRI	MON · FRI	MON - FRI	MON-FRI
	6:30 - 12:00	12:00 - 15:00	15:00 - 19:30	19:30 - 6:30
	WEEKEND:		WEEKEND:	WEEKEND:
	7:00 - 15:30		15:30 - 19:30	19:30 - 7:00
	120	120	120	120
	SEC	SEC	SEC	\$#C
•	CYCLE	CYCLE	CYCLE	CYCLE
		OFF	SET	
MOVEMENT	96	95	6	95
ruckner Blvd TOTAL GREEN AMBER RED	39 3 2	49 3 2	58 3 2	49 3 2
Total Green Total Green AMBER RED	31 3 2	31 3 2	31 3 2	31 3 2
S/B Bruckner Blvd + L/T TOTAL GREEN AMBER	34 6	24 6	16 5	24 6

INTERSECTION

Hunts Point Av @ Garrison Av

Non-Actuated Computer

TIME OF OPERATION

		1 states 🚓 i	A Pail And a second	**************************************
+1	MON-FRI	MON - FRI	MON - FRI	MON - FRI
	6:30 - 12:00	12:00 - 15:00	15:00 - 19:30	19:30 - 6:30
				, ·
	WEEKEND:		WEEKEND:	WEEKEND:
	7:00 - 15:30		15:30 - 19:30	
	120	120	120	120
	SEC	SEC	\$EC	SEC
	CYCLE	CACTE	CAOFE	OYCLE
	1	OFF	SET	A CONTRACTOR OF THE PARTY OF TH
MOVEMENT	60	60	114	60
lunts Point Av				en
TOTAL GREEN	59	59	59	59
AMBER	3	3	3	3
RED	2	2	2	2
5/B Hunts Point Av + L/T				21
TOTAL GREEN	21	21	21	3
AMBER	3	3	3	1
RED	2	2	2	2
Garrison Av			25	25
TOTAL GREEN	25	25	l.	3
AMBER	3	3	3	2
RED	2	2	2.	James & Boses

DOT TIMING SECTION ANALYSIS OF INTERSECTION TIMING

INTERSECTION

Bruckner Blvd N/B @ Hunts Point Av

Non-Actuated Computer

TKOL	Combate		TIME OF	OPERATIO	N
·) '		MON-PRI	MON FRI	MON FRI	MON-FRI
*,	¢	6:60 - 12:00	12:00 - 15:00	15:00 - 19:30	19:30 - 6:30
		WEEKEND:		WEEKEND:	WEEKEND:
		7:00 - 16:30		16:30 - 19:30	19:30 - 7:00
	•	120	120	120	120
		SEC	SEC	SEC	SEC
N.		CYCLE	CYCLE	CYCLE	CYCLE
	•	Annual Street,	OFF	SET	
	A terror on AMS 6. 4 trans	31	31	20	31
	MOVEMENT			THE PARTY OF THE P	
NB Bruci	(ner Blvd TOTAL GREEN	46	41	46	46
	AMBER	3	3	3	3 2
	RED	2	2	2	<u> </u>
Hunts Po	And the second s	- Section 149		31	31
I ICHILLE V	TOTAL GREEN	31	36	3	3
	AMBER	3	3	2	2
	RED	2	2		
E/B Hun	ts Point Av	3	3	3	3
	TOTAL GREEN		3		3
	AMBER	3 2	2	3 2	2
	RED			-	THE RESIDENCE OF THE PARTY.
PED Cre	ssing		7	7	7
	WALK	14	14	14	14
1	Flashing	4	4	4	4
	RED		. Committee Management	Contract Con	

INTERSECTION

Bruckner Blvd S/B @ Hunts Point Av

TYPE OF SYSTEM

Non-Actuated

Computer TIME OF OPERATION MON-FRI MON-FRI MON-FRI MON - FRI

		MON-FRI	MON - PRI	MON FR!	MONALIN
		6:30 - 12:00	12:00 - 15:00	15:00 - 19:30	19:30 - 6:30
		WEEKEND: 7:00 - 15:30		WEEKEND: 15:30 - 19:30	WEEKEND: 19:30 - 7:00
•		120	120	120	120
	,	SEC	SEC	SEC	SEC
	• • • • • • • • • • • • • • • • • • •	CYCLE	CYCLE	CYCLE	CYCLE
J		essenting and the second secon	OFF	SET	A STATE OF THE PARTY OF THE PAR
n de	OVEMENT	6	T 6	115	6
S/B Bruckner		71	66 3 2	71 3 2	66 3 2
Hunts Point	TOTAL GREEN AMBER RED	31 3 2	36 3 2	31 3 2	36 3 2
W/E Hunts F	oint av Total Green Amber Red	3 3 2	3 3 2	3 3 2 GN - 05/	3 2

DOT TIMING SECTION ANALYSIS OF INTERSECTION TIMING

INTERSECTION

Leggett Avenue @ Garrison Avenue

TYPE OF SYSTEM
TYPE OF CONTROL

Semi-Actuated Mechanical

TIME OF OPERATION:

_	60	٦
	SEC	
	CYCLE	

AAT

OFFSET 58.8

VOM	ement
Leggett Avenue	
TOTAL GREEN	31.8
AMBER	3
RED	1.2
Garrison Avenue	
TOTAL GREEN	19.8
AMBER	3
RED	1.2

INTERSECTION

Randall Avenue @ Tiffany Street

TYPE OF SYSTEM

Non-Actuated Mechanical

TYPE OF CONTROL N

TIME OF OPERATION:

60

CYCLE

OFFSET 58.8

a second decrease and the second seco	MOVEM	ENT
Randall Avenue	TOTAL GREEN AMBER RED	31.8 3 1.2
Tiffany Street	TOTAL GREEN AMBER RED	19.8 3 1.2

GN - 6/8/06

NOTE: All timing in seconds

INTERSECTION

Tiffany Street @ Oak Point Avenue

TYPE OF SYSTEM
TYPE OF CONTROL

Non-Actuated Mechanical

TIME OF OPERATION:

AAT

60	
SEC	١
CYCLE	

OFFSET 58.8

MOVEMI	ENT
Tiffany Street	
TOTAL GREEN	31.8
AMBER	3
RED	1.2
Oak Point Avenue	
total green	19.8
AMBER	3
RED	1.2

INTERSECTION

Tiffany Street @ Garrison Av Non-Actuated

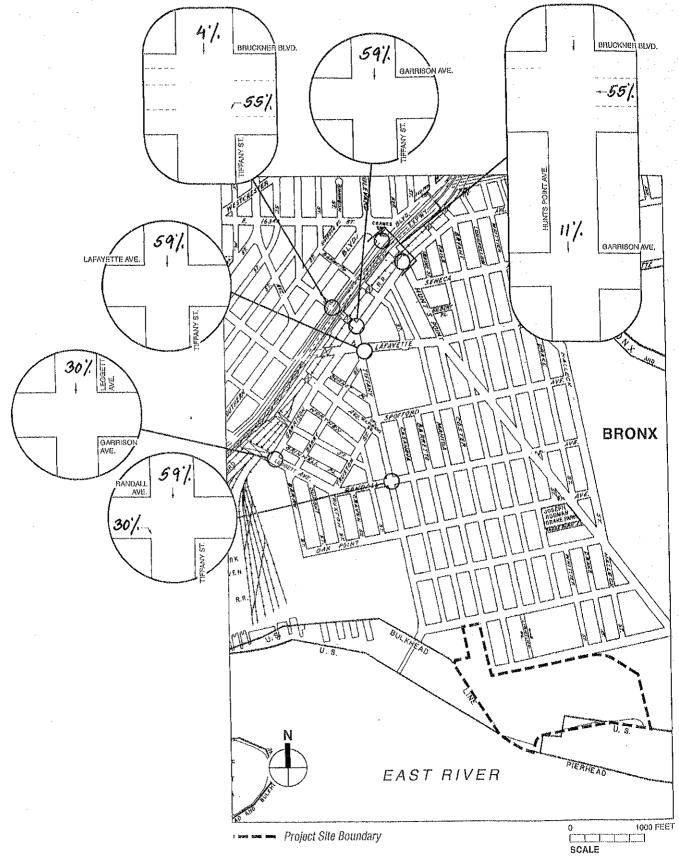
TYPE OF SYSTEM
TYPE OF CONTROL

ASTC

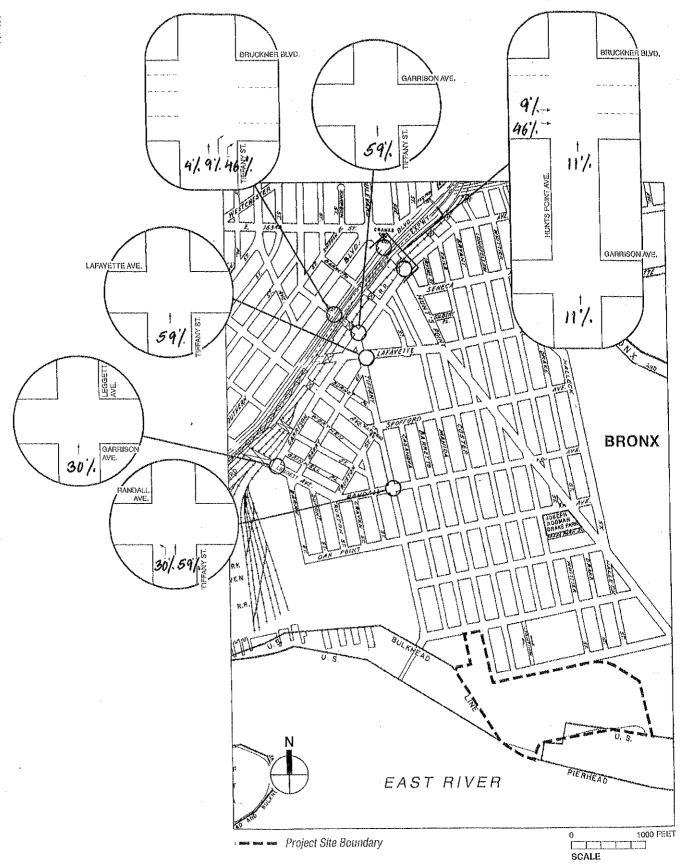
well down that the second

		TIME OF	OPERATIO	N
•	MON - FRI	MON-FRI	MON - FRI	MON-FRI
	6:30 - 12:00	12:00 - 15:00	15:00 - 19:30	19:30 - 6:30
	WEEKEND:	i 	WEEKEND:	WEEKENÖ:
	7:00 - 15:30		15:30 - 19:30	19:30 - 7:00
	120	120	120	120
	SEC	SEC	SEC	\$EC
· ·	CYCLE	CYCLE	CACLE	CYCLE
r		OFF	SET	
MOVEMENT	19	29	69	29
Tiffany Street	·			
TOTAL GREEN	67	67	67	67
AMBER	3	3	3	3
RED	2	2	2	2
Serrison Av				
TOTAL GREEN	43	43	43	43
AMBER	3	3	' 3	3
RED	2	2	2	2

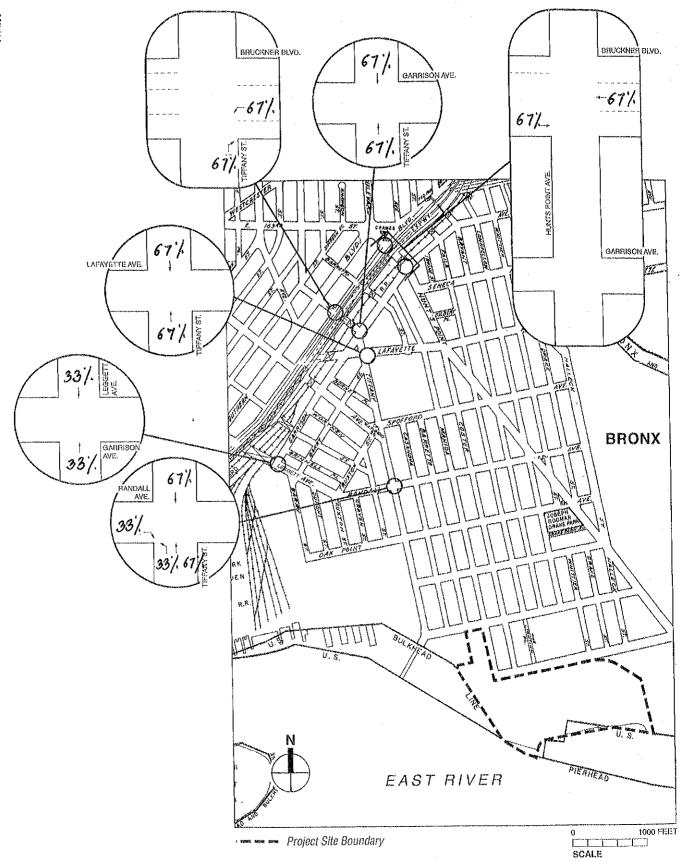
Build Project Trip Assignments



Phase III Construction Traffic Volumes Auto AM Peak Hour



Phase III Construction Traffic Volumes Auto PM Peak Hour



Phase III Construction Traffic Volumes
Truck AM/PM Peak Hour

Data Analysis

Highway Capacity Software Analysis for the 2006 Existing Conditions

AM Peak Period

HCS2000: Signalized Intersections Release 4.1f

Analyst: Saurabh Kabre

Inter.: Bruckner Blvd & Hunts Point Av

Agency: AKRF, Inc.

Area Type: All other areas

Date: 7/14/2006
Period: AM Peak Hour

Jurisd: New York City Year : 2006 Existing

Project ID: Hunts Point WPCP~NB

E/W St: Bruckner Blvd-Main

N/S St: Hunts Point Avenue

E/W St: B	ruckner E		NIN T TÜDIN	INTERSE	St: H			venue		
<u> </u>	Eagt	bound	Westb			thboun		South	bound	1
	L	T R	L T		L			L T		
No. Lanes	0	0 0	0	3 0	0	2	-	0	3 0	
LGConfig	ĺ			T		LT			TR	
Volume	ļ			59	ì	175		72		
Lane Widt	h		1.1	. 0		12.0		10		
RTOR Vol							<u> </u>		0	
Duration	0.25	Area T		l other l Operat			Service Servic			
Phase Com	bination	1 2	3	4		5	 б	7	8	
EB Left		,		NB	Left	Þ	P			
Thru	* -			į	Thru	P	P			
Right	•				Right					
Peds					Peds	X				
WB Left				SB	Left	_				
Thru		P	-		Thru	Ð				
Right					Right					
Peds		X			Peds Right	X				
NB Right SB Right				EB WB	Right					
Green		71.0		ا ۱	Kigiic	31.0	3.0			
Yellow		3.0				3.0	3.0			
All Red		2.0				2.0	2.0			
								gth: 12	0.0	secs
		Intersec								
•• ••	lane Froup	Adj Sat Flow Rate	Rati	.os	Lane	Group	Appı	roach		
	Capacity	(s)	v/c	g/c	Delay	LOS	Delay	LOS		
Eastbound	<u>1</u>			2-4 P-2-04 (sq-2-04 gravery property Arrando species and species a						
·					•					
Westbound	I.			•						
Т	2620	4428	0.65	0.59	10.9	В	10.9	В		
Northbour	nd				•					
LT	735	3094	0.43	0.32	33.6	С	33.6	C		
Southbour	nd						÷			
TR	1151	4454	0.75	0.26	45.6	D	45.6	D		
		tion Delay	= 23.8	(sec/ve	∍h) I	nterse	ection	LOS =	С	
		_								

Michael Tyneic AKRF, Inc

Phone: E-Mail: Fax:

OPERATIONAL ANALYSIS_____

Analyst:
Agency/Co.:
AKRF, Inc.
Date Performed:
Analysis Time Period:
Intersection:
AM Peak Hour
Intersection:
Bruckner Blvd & Hunts Point Av
Area Type:
All other areas
Jurisdiction:
New York City
Analysis Year:
2006 Existing

Project ID: Hunts Point WPCP-NB

E/W St: Bruckner Blvd-Main

N/S St: Hunts Point Avenue

VOLUME DATA_____

1	Eas	tbou	nd	Westbound	Northbound	Southbound
·	L	Т	R	L T R	L T R	L T R
17.07				1450	100 175	
Volume				1459	28 175	720 17
% Heavy Veh				13	16 16	7 7 .
PHF				0.86	0.64 0.64	0.85 0.85
PK 15 Vol				424	11 68	212 5
Hi Ln Vol				ĺ	ĺ	į į
% Grade				j 0 .	0	0 1
Ideal Sat				1900	1900	1900
ParkExist						
NumPark				•		1
		^	0			
No. Lanes	0	0	0	0 3 0	0 2 0	0 3 0
LGConfig				T	LT	TR
Lane Width				11.0	12.0	10.0
RTOR Vol				İ	İ	i o i
Adj Flow				1697	317	867
%InSharedLn				Ì		i i
Prop LTs				j 0.000	0.139	0.000
Prop RTs		-		0.000	0.000	i 0.023 i
Peds Bikes						25 0
Buses				i o	0	j 7 j
%InProtPhase	: ∋				0.0	
D			W	 	1	1

Duration 0.25 Area Type: All other areas

OPERATING PARAMETERS_____

	Eastbound			We	stbou	nd	No	rthbo	und	Southbound			
	L	${f T}$	R	L T R			L	${f T}$	R	L	${f T}$	R	
Init Unmet					0.0			0.0			0.0		
Arriv. Type					4			3			3	1	
Unit Ext.					3.0		İ	3.0			3.0	į	
I Factor					1.00	0	ĺ	1.00	0	ĺ	1.00	0	
Lost Time					2.0		Ì	2.0		İ	2.0	İ	
Ext of g					2.0		Ì	2.0		İ	2.0		
Ped Min g				İ			İ			j	20.1	ĺ	

Analyst: Saurabh Kabre

Inter.: Bruckner Blvd & Hunts Point Av

Agency: AKRF, Inc.

Area Type: All other areas

Date: 7/14/2006 Period: AM Peak Hour

Jurisd: New York City Year : 2006 Existing

Project ID: Hunts Point WPCP-NB E/W St: Bruckner Blvd-Service

N/S St: Hunts Point Avenue

		-	SIC	HALI	ZED IN'	TERSE	CTION	SUMMAR	Y.				
	Eas	tbound		Wes	stboun	d	Nor	thboun	ıd	Sou	thbo	und	
	j L	Т	R į	L	Т	R	L	T	R.	L	T	R	į
No. Lane	*	0	0	0	2	0	0	2 LT	0	0	3 TR	0]
LGConfig Volume				 	TR 1143	0.0	28	175			720	1.7	
Lane Wid	 +b				11.0	<i>5</i> U	40	12.0	ļ		10.0	J. 7	1
RTOR Vol						0		12.0			10.0	0	
Duration	0.25	A	rea T		All o								
Phase Co	mbination	n 1	2	3	4	<u></u>		5	6	<u>-</u> -		8	
EB Left						NB	Left	P	P				
Thru	1					İ	Thru	P	Þ				
Righ	ıt				•	Ì	Right						
Peds							Peds	X					
WB Left						SB	Left						
Thru	ι .	P	,				Thru	P					
Righ		P					Right	P					
Peds		X					Peds	X					
NB Righ						EB	Right						
SB Righ	it .					MB	Right						
Green		71.0						31.0	3.0				
Yellow		3.0						3.0	3.0				•
All Red		2.0			-			2.0	2.0			_	
		. T			D ====6==		- G		re mer	igth:	120.	0	secs
7 ro ro /	T ====	Inc Adj				rmanc	e Sumn					<u></u>	
Appr/ Lane	Lane Group	Flow			atios		Lane	Group	ΙQΑ	proach	1		
Grp	Capacity			v/c	g/	C	Delay	/ LOS	Dela	ay LOS	3		
Eastbour	nd									···· 4 ··· 4 ·· 4 ·· 4 ·· 4 ·· 4 ·· 4	··· h	·	
													•
Westbour	nd												.*
TR	1868	3158	:	0.7	70.	59	14.0	В	14.) В			

TR	1868	3158	0.77	0.59	14.0	В	14.0	В
Northbo	und							
LT	735	3094	0.43	0.32	33.6	C	33.6	С
Southbo	und							
TR	1151	4454	0.75	0.26	45.6	D	45.6	D
•								

Intersection Delay = 26.8 (sec/veh) Intersection LOS = C

Michael Tyneic AKRF, Inc

Phone: E-Mail: Fax:

OPERATIONAL ANALYSIS_____

Analyst: Agency/Co.:

Agency/Co.:

Date Performed:

Analysis Time Period:

Intersection:

Area Type:

Jurisdiction:

Analysis Year:

Analysis Year:

Analysis Year:

Area Type:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analys Agency/Co.:

Saurabh Kabre

VOLUME DATA_____

ı	ím		J	1 107.		. 4	l M.	b b	- n d	1 00	uthbo	, a
	Eas	tbou:		!	estbou		!	rthbou		ł		
	L	${f T}$	R	ļ L	T	R	L	${f T}$	R	ļ L	${f T}$	R
		<u></u>		<u> </u>	<u></u>		<u> </u>					<u> </u>
Volume					1143	90	28	175			720	17
% Heavy Veh			*		7	7	16	16			7	7
PHF				1	0.86	0.86	0.64	0.64			0.85	0.85
PK 15 Vol				İ	332	26	11	68		Ì	212	5
Hi Ln Vol				İ			İ			İ		
% Grade				İ	0		İ	0		Î	0	
Ideal Sat				i	1900			1900			1900	
ParkExist				i .			i					
NumPark				i			i					
No. Lanes	0	0	0	1 () 2	0	0	2	0	0	3	0
LGConfig	, •	ŭ	•		TR	Ţ	1	LT	•		TR	
Lane Width	! 			İ	11.0		ì	12.0			10.0	
RTOR Vol	! 			1	11.0	0	1				10.0	. 0
Adj Flow	 	÷		}	1434	•	1	317			867	•
%InSharedLn	 			}	TIDI		1	247			00,	
,				ļ i	0.0	0.0	}	0.1	2.0		0.0	0.0
Prop LTs						00			39			ŭ U
Prop RTs				i.	0.073	^	"	.000		!	.023	^
Peds Bikes	!			;		0		_		$ $ $ $	-	0
Buses				!	11			0		ļ	7	
%InProtPhase	e				n 7 7		0.0					

Duration 0.25 Area Type: All other areas

OPERATING PARAMETERS_____

	Eas	tbou	.nd	Westbound			Ио	rthbo	und	Southbound				
	\mathbf{L}	T	R	L	${f T}$	R	L	${f T}$	R	L	T	R		
				<u> </u>						ļ				
Init Unmet					0.0			0.0			0.0	}		
Arriv. Type					4			3			3			
Unit Ext.				Ì	3.0			3.0			3.0			
I Factor				1	1.00	0		1.00	0		1.00	0		
Lost Time				ĺ	2.0		2.0			Ì	2.0			
Ext of g				2.0		2.0		.0 2.0		2.0			2.0	
Ped Min g				İ	19.3		j				20.1	Ì		

Analyst: Saurabh Kabre

Inter.: Bruckner Blvd & Hunts Point Av

Agency: AKRF, Inc.

Southbound

L

Ţ

451

1016

3137

3126

Area Type: All other areas

Date: 7/14/2006
Period: AM Peak Hour

Jurisd: New York City Year : 2006 Existing

Project ID: Hunts Point WPCP-SB

E/W St: Bruckner Blvd-Main

N/S St: Hunts Point Avenue

	l Ear	stbour	SIG			und			thbou		So	uthbo	und	
	L.	Т	R	L	T	R.		L	Т	R	L	T	R	!
•		_							-			_		.
No. Lanes	1	2	0	0	0	0		0	2	1	2	2	0	
LGConfig	L	${f T}$							TR	R	L	\mathbf{T}		
Volume	17	483						1	186	174	347	373		
Lane Width	12.0	12.0	ļ						11.0	11.0	11.0	10.0		ļ
RTOR Vol			l							0				ļ
Duration	0.25		Area 1	vne:	Δ11	ot.h								
Jaracron	0.23		111.00					ions						
Phase Combi	natio	n 1	2	3	-	4		*******	5	6	7		8	
EB Left		P				İ	NB	Left						
Thru		P				Ì		Thru	P					
Right								Right	Р					
Peds		X						Peds			X			
WB Left							SB	Left		P				
Thru						ļ		Thru		P				
Right						ļ		Right						
Peds								Peds	X		X			
NB Right						!	EB	Right						
SB Right							WB	Right						
Green		46.0							31.					
Yellow		3.0							3.0			. 0		-
All Red	:	2.0							2.0	2.0			_	
4.		T	ntersed	ation	Dos	rform	າລກຕ	e Cumm		cle Le	ngth:	120,	. 0	secs
Appr/ Lar	ne		j Sat			S S		Lane			proac	:h		
Lane Gro			w Rate			- 10				I	D O 0 C			
	pacity		(s)	v/c		g/C		Delay	LOS	Del	ay LC)S		
Eastbound	<u></u>				<u></u>			·	······································	· in	i			
L 62	23	16	26	0.03	3	0.38	3	21.2	С					
	249	32		0.44		0.38		26.2	C	26.	0 0	7		
Westbound														
Northbound										,				
TR 76	59	29	76	0.4	1	0.26	-	38.6	D	44.	3 I	`		
R 34		29 13		0.70		0.26		51.7	D D	44.	ل د	,		
r	‡ Q	13	# O	V . / !	v	Ų.∠6)	OI,/	IJ					

Intersection Delay = 41.7 (sec/veh) Intersection LOS = D

0.32

0.32

69.5

33.1

E

С

50.7

D

0.90

0.43

Michael Tyneic AKRF, Inc

Phone: E-Mail:

Fax:

OPERATIONAL ANALYSIS_____

Analyst:

Agency/Co.:

Date Performed:

Analysis Time Period:

Intersection:

Area Type:

Jurisdiction:

Analysis Year:

Date Performed:

AKRF, Inc.

7/14/2006

AM Peak Hour

Bruckner Blvd & Hunts Point Av

All other areas

New York City

2006 Existing Analyst:

Saurabh Kabre

Project ID: Hunts Point WPCP-SB

E/W St: Bruckner Blvd-Main

N/S St: Hunts Point Avenue

VOLUME DATA_____

i
Ì
ĺ
Ì
ĺ
ĺ
ĺ
j
Ì
İ
ĺ

Duration 0.25 Area Type: All other areas

OPERATING PARAMETERS_____

	Eastbound			Westbound			No	rthbo	und	So	uthbou	.nd
	L	${f T}$	R	L	${f T}$	R	L	${f T}$	R	L	T	R
Init Unmet	0.0	0.0						0.0	0.0	0.0	0.0	
Arriv. Type		4						3	3	3	3	
Unit Ext.	3.0	3.0		ĺ			İ	3.0	3.0	3.0	3.0	Ì
I Factor		1.00	0					1.00	0		1,000	
Lost Time	2.0	2.0						2.0	2.0	2.0	2.0	
Ext of g	2.0	2.0		ĺ			ĺ	2.0	2.0	2.0	2.0	
Ped Min g	j -				19.2		İ	20.4				

HCS2000: Signalized Intersections Release 4.1f

Analyst: Saurabh Kabre

Inter.: Bruckner Blvd & Hunts Point Av

Agency: AKRF, Inc.

Area Type: All other areas

Date: 7/14/2006 Period: AM Peak Hour

Jurisd: New York City Year : 2006 Existing

Project ID: Hunts Point WPCP-SB E/W St: Bruckner Blvd-Service

N/S St: Hunts Point Avenue

		SIGN	ALIZED	INTERSE	CTION S	SUMMAR	Y			
The state of the s	Eastbo	und	Westb	ound	Nort	chboun	b	Southk	ound	
	L T	R	L T	R	L	T I	R.	L T	R	
No. Lanes LGConfig Volume Lane Width RTOR Vol	0 2 T 236	'R 98	0	0 0	,	TR	1.0 1	2 2 L 7 347 373	3	
Duration	0.25	Area Ty	-	1 other			···			
Phase Combi	iontina 1	2	_	l Operat 4	ions	 5	6	<u>-</u>		
EB Left Thru Right	P P	2	3	H NB	Left Thru Right	P P	0	,	0 .	
Peds WB Left Thru	X	. 4		 SB 	Peds Left Thru Right	P P	P P	X		
Right Peds NB Right SB Right				 EB WB	Peds Right Right	X		X		
Green Yellow All Red	46. 3.0 2.0)				31.0 3.0 2.0 Cycl	3.0 3.0 2.0 e Leng	7.0 14.0 4.0 gth: 12	0.0 se	ecs
		Intersect								
Appr/ Lar Lane Gro		Adj Sat Low Rate	Rati	los	Lane	Group	App:	roach		
	~	(g)	v/c	g/C	Delay	LOS	Dela	y LOS		
Eastbound		und NV-1649-VACEBARING ESTADO BARRIES - III SUPPLIES III-		many bayes belong period period					·	
TŘ 10)31 2	2689	0.37	0.38	25.3	С	25.3	C		
Westbound										
Northbound	·									
		2976 1346	0.41	0.26 0.26	38.6 51.7	D D	44.3	D		
L 45		3137 3126	0.90 0.43	0.32 0.32	69.5 33.1	E C	50.7	D		

Intersection Delay = 43.2 (sec/veh) Intersection LOS = D

Michael Tyneic AKRF, Inc

Phone: E-Mail: Fax:

OPERATIONAL ANALYSIS_____

Analyst:
Agency/Co.:
AKRF, Inc.
Date Performed:
Analysis Time Period:
AM Peak Hour
Intersection:
Bruckner Blvd & Hunts Point Av
Area Type:
Jurisdiction:
Analysis Year:
Draigst ID: Hunts Point WDCD SR

Project ID: Hunts Point WPCP-SB
E/W St: Bruckner Blvd-Service N/S St: Hunts Point Avenue

VOLUME DATA

1	Ea	stbou	nd	Wes	tbou	nd	No	rthbo	und	Sou	athbou	ınd
	L	Т	R	L	T	R	L	T	R	L	${f T}$	R
 Volume		236	98	· ————			-	186	174	347	373	<u>-</u>
% Heavy Veh		30	30 ,					16	16	8	8	
PHF		0.87						0.64		1 -	0.85	
PK 15 Vol		68	28				1	73	68	102	110	
Hi Ln Vol		Ų Ū	20			•	ŀ	, 5	00	1 2 2		
% Grade		0					}	0		Ì	0	
Ideal Sat		1900		! }			-		1900	1900	*	
ParkExist		1500					ł	2500				
NumPark				i			1					
No. Lanes	0	2	0	l o	0	0	() 2	1	2	2	0
LGConfig		TR		Ì	_	•	i	TR	R	L	Т	
Lane Width		12.5		ļ			Ì	11.0	11.0	11.0	10.0	
RTOR Vol			0]			i		0			
Adj Flow		384		ĺ			i	318	245	408	439	
%InSharedLn				ĺ			i		10			
Prop LTs		0.0	0.0	İ			İ	0.0	00	1.00	0.00	0
Prop RTs	0	.294		İ			j (0.086	1.000	0	.000	
Peds Bikes			0	į			- 1	25		Ì		
Buses		0		j			İ	0	0	0	0	
%InProtPhase	∋			İ			ĺ			0.0		

Duration 0.25 Area Type: All other areas

OPERATING PARAMETERS_____

	Eastbound L T R			₩e	stbou	nd	No	rthbo	und	So	uthboun	d
. [L	${f T}$	R	Ĺ	T	R	Ĺ	T	R	L	${f T}$	R
				ļ								.,
Init Unmet		0.0						0.0	0.0	0.0	0.0	.]
Arriv. Type		4						3	3	3	3	
Unit Ext.		3.0						3.0	3.0	3.0	3.0	ĺ
I Factor		1.00	0					1.00	0		1.000	
Lost Time		2.0		Ì			Ì	2.0	2.0	2.0	2.0	ĺ
Ext of g		2.0		ĺ				2.0	2.0	2.0	2.0	Ì
Ped Min g		21.8		ĺ			ĺ	20.4		İ		Ì

HCS2000: Signalized Intersections Release 4.1f

Analyst: Saurabh Kabre

Inter.: Bruckner Blvd & Tiffany Street

Agency: AKRF, Inc.

Area Type: All other areas

Date: 7/14/2006 Period: AM Peak Hour

Jurisd: New York City Year : 2006 Existing

Project ID: Hunts Point WPCP (Sat. Flow Rate WBL=2200)

E/W St: Bruckner Blvd

N/S St: Tiffany Street

	SIGNALIZED INTERSECTION SUMMARY														
	Eastbound Westbound Northbound Southbound														
	ĹL	Т	R	L	${f T}$	R	L T R			L	${f T}$	R			
	ļ														
No. Lanes	0	2	0	1	2	0	0	1	1	0	1.	0			
LGConfig		${f T}$		L	LT	R		LT	R						

Volume 26 128 28 262 393 570 26 99 13 11.0 16.0 13.0 9.0 11.0 Lane Width 12,5 RTOR Vol

Dur	ation 0.25		Area T	ype:	All ot	her	areas					
				Sig	gnal Og	perat	ions					
Pha	se Combinatio	n 1	2	3	4			5	6	7	8	
EB	Left					ИВ	Left	P				
	Thru		P				Thru	P				
	Right					ĺ	Right	P				
	Peds		X			ĺ	Peds	X				
WB	Left	P				SB	Left	₽				
	Thru	P	P				Thru	₽				
	Right	•				ĺ	Right	P				
	Peds	X	X			ĺ	Peds	X				
NB	Right					EB	Right					
SB	Right					WB	Right					
Gre	en	34.0	39.0			,	_	31.0				,
Yel	low	6.0	3,0					3.0				
All	Red	0.0	2.0					2.0				

Cycle Length: 120.0 secs

·		Intersec	tion Pe	rformanc	e Summa	ry				
Appr/ Lane	Lane Group	Adj Sat Flow Rate	Rati	.os	Lane G	roup	Appro	oach		
	-	(8)	v/c	g/C	Delay	LOS	Delay	LOS		
Eastbou	nd			44 standisk braussan Brother, konderd Brotifiek johnhold, forblod Ande	an ^{il} pantag styrrivelled trivi blamed describ derlands treve	al Birtis Hermitikung Speins penta				
T.	1077	3313	0.31	0.32	30.1	C	30.1	С		
Westbou	ınd									
L	472	1665	1.05	0.28	99.0	\mathbf{F}				
${f T}$	2038	3095	0.35	0.66	4.2	A	42.9	D		
Northbo	ound									
LТ	407	1576	0.16	0.26	35.2	D	36.8	D		
R	403	1560	0,30	0.26	37.7	D				
Southbo	ound									
LTR	398	1540	0.22	0.26	36.3	D	36.3	D		
	Intordo	stion Delay	_ 20 6	(000/110	ah) Tr	tordo	ation 1	. O.C	D	

Intersection Delay = 39.6 (sec/veh) Intersection LOS = D

Michael Tyneic AKRF, Inc

Phone: E-Mail: Fax:

OPERATIONAL ANALYSIS

Analyst: Saurabh Kabre
Agency/Co.: AKRF, Inc.
Date Performed: 7/14/2006
Analysis Time Period: AM Peak Hour
Intersection: Bruckner Blvd & Tiffany Street
Area Type:

Area Type:

Jurisdiction:

Analysis Year:

All other areas

New York City

2006 Existing

Project ID: Hunts Point WPCP (Sat. Flow Rate WBL=2200)

E/W St: Bruckner Blvd

N/S St: Tiffany Street

VOLUME DATA_____

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	ĺ Ь l	T	R	L	Т	R	L 	T	R
Volume		262		393	570		26	26	99	28	28	13
% Heavy Veh		11		13	13		16	16	16	8	8	8
PHF		0.78		0.79	0.79		0.82	0.82	0.82	0.78	0.78	0.78
PK 15 Vol		84		124	180		8	8	30	9	9	4
Hi Ln Vol				Ì						ļ		
% Grade		0			0			0			0	ļ
Ideal Sat		1900		2200	1900			1900	1900		1900	
ParkExist												х
NumPark				-								5 -
No. Lanes	0	2	0	1	2	0	0	1.	1	0	1	0
LGConfig		${f T}$		L	${f T}$			\mathtt{LT}	R		LT	R
Lane Width		12.5		9.0	11.0			11.0	16.0		13.0	
RTOR Vol							1		0			0
Adj Flow		336		497	722			64	121		89	
%InSharedLn										Ì		
Prop LTs	0.000		0.000		0.500		0.404					
Prop RTs	0	.000		0	.000		0	.000	1,000	0	.191	
Peds Bikes	0						1	0	0	1	0	0
Buses		0		0	0			Ö	0		0	
%InProtPhase	Э									1		

Duration 0.25 Area Type: All other areas

OPERATING PARAMETERS

	Eastbound	Westbound	Northbound	Southbound
	L T R	L T R	L T R	L T R
Init Unmet	0,0	0.0 0.0	0.0 0.0	0.0
Arriv. Type	4	4 4	3 3	3
Unit Ext.	3.0	3.0 3.0	3.0 3.0	3.0
I Factor	1.000	1.000	1.000	1.000
Lost Time	2.0	2.0 2.0	2.0 2.0	2.0
Ext of g	2.0	2.0 2.0	2.0 2.0	2.0
Ped Min g	18.2		21.3	20.3

Analyst: Saurabh Kabre

Inter.: Bruckner Blvd & Tiffany Street

Intersection LOS = B

Agency: AKRF, Inc.

Area Type: All other areas

7/14/2006 Date: Period: AM Peak Hour Jurisd: New York City Year : 2006 Existing

Project ID: Hunts Point WPCP

M/C Ct. Tiffany Street

E/W St: Bruckner Blvd	N/S	St: Tiffany Str	eet
QT.	GNALIZED INTERSE	CTTON CHMMARV	
Eastbound	Westbound	Northbound	Southbound
!	!	!	! !
L T R	L T R	L T R	L T R
No. Lanes 0 2 0	0 2 0	0 1 1	0 1 0
LGConfig TR	TR	LT R	LTR
Volume 147 7	718 59	26 26 99	28 28 13
Lane Width 12.0	10.5	11.0 16.0	13.0
RTOR Vol 0	0	0	0
RIOR VOI	· ·	· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·
Duration 0.25 Area	Type: All other		
	Signal Operat	***************************************	
Phase Combination 1 2	3 4	5 6	7 8
EB Left	NB	Left P	•
Thru P		Thru P	
Right P	ĺ	Right P	•
Peds X	į	Peds X	
WB Left	SB	Left P	•
Thru P P		Thru P	
Right P P	' l	Right P	
Peds X X	ł	Peds X	
		Right	•
NB Right	EB		•
SB Right	WB	Right	
Green 34.0 39.0		31.0	
Yellow 6.0 3.0		3.0	
All Red 0.0 2.0		2.0	
Tools and			ength: 120.0 secs
	ction Performanc	= 	n roach
	Ratios	Lane Group Ap	proach
Lane Group Flow Rate		D-1 TOO D-1	
Grp Capacity (s)	v/c g/C	Delay LOS Del	ay LOS
Eastbound	a parta esta esta esta esta esta esta esta es		Statement of the statem
TR 898 2762	0,22 0,32	29.0 C 29.	. 0
11. 050 2702	0,22 0,52		
Westbound			
TR 1940 2947	0.51 0.66	5.3 A 5.3	3 A
Northbound			
LT 407 1576	0.16 0.26	35.2 D 36	.8 D
R 403 1560	0,30 0.26	37.7 D	
Southbound	, , , , , , , , , , , , , , , , , , ,		
~ 0 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 0 1 1 0 0 0 0 0 0 1 1 0			
LTR 398 1540	0.22 0.26	36.3 D 36	.3 D
777 7740	V.22 V.20	20.0 5	

Intersection Delay = 14.4 (sec/veh)

Phone: E-Mail: Fax:

OPERATIONAL ANALYSIS_____

Analyst: Saurabh Kabre Agency/Co.: AKRF, Inc. Date Performed: 7/14/2006
Analysis Time Period: AM Peak Hour Intersection:

Intersection: Bruckner Blvd & Tiffany Street

Area Type: All other areas Jurisdiction: Jurisdiction: New York City Analysis Year: 2006 Existing

Project ID: Hunts Point WPCP

N/S St: Tiffany Street E/W St: Bruckner Blvd

VOLUME DATA_____

I	Eas	tbou	id	We	stbou	nd	ПОП	rthbou	ınd	Sou	uthbou	ınd
	Ľ	T	R	L	T	R	L	T	R	L	${f T}$	R.
Volume		147	 7	_ -	718	 59	26	26	99	28	28	1.3
. !			1		8	8	!	16		20 8	8	8
% Heavy Veh		30	30		_	-	16		16		-	-
PHF		0.78	0.78		0.79		0.82	0.82	0.82	0.78		
PK 15 Vol		47	2		227	19	8	8	3 0	9	9	4
Hi Ln Vol							}					
% Grade		0			0			0			0	
Ideal Sat		1900		ĺ	1900		ĺ	1900	1900	1	1900	
ParkExist				İ		X	İ			İ		X
NumPark				İ		5	Ì					5
No. Lanes	0	2	0	l c	2	0	0	1	1	0	1.	0
LGConfig	ĺ	TR		i	TR		i	LT	R	ĺ	LT:	R
Lane Width	ĺ	12.0		i	10.5		i	11.0	16.0	ĺ	13.0	•
RTOR Vol		,	0	i		0	ì		0			0
Adj Flow		197	•	i	984	Ť	İ	64	121		89	·
%InSharedLn				! !			İ			İ		
Prop LTs	ĺ	0.0	0 0	ĺ	0.0	00	1	0.5	0 0	İ	0.4	04
Prop RTs	ĺο	.046		i d	0.076		1 0		1.000	i o	.191	
Peds Bikes	1		0	!		0	1		0	1		0
Buses		0	-	i -	0	-	-	0	0	i	0	
%InProtPhase	। ≘	-		i	•			-	-	İ	-	
	^ ^=		_	<u>.</u>	* 7 7		3			ı		

Duration 0.25 Area Type: All other areas

OPERATING PARAMETERS_____

	Eastbound	- 1	Wes	stbou:	nd	Мо	rthbo	und	So	uthbo	und
	L T	R	L	T	R	L	${f T}$	R	L	${f T}$	R
		[
Init Unmet	0.0			0.0			0.0	0.0		0.0	
Arriv. Type	4			4			3	3		3	
Unit Ext.	3,0			3.0		Ì	3.0	3.0		3.0	
I Factor	1.000	j		1.00	0	Ì	1.00	0		1.00	0
Lost Time	2.0	Ì		2.0		İ	2.0	2.0	Ì	2.0	
Ext of g	2.0	Ì	2,0			Ì	2.0	2.0	Ì	2.0	
Ped Min g	18.3	ļ		13.8			21.3		Ì	20.3	

Analyst: Saurabh Kabre

Inter.: Garrison Ave and Legett Ave

Agency: AKRF, Inc.

Area Type: All other areas

Date: 7/14/2006 Period: AM Peak Hour Jurisd: New York City Year : 2006 Existing

Project ID: Hunts Point WPCP

N/S St: Legett Avenue

E/W St: Garrison Avenue

			SI	GNALI	ZED I	NTERS	ECTION	J SUMM	ARY			
	Ea	stbou	nd	W∈	estbou	ınd	No	orthbo	und	So	uthbo	und
	L	${f T}$	R	L	${f T}$	R	L	${f T}$	R	L	${f T}$	R
	İ			l			_					browned between districts between districts
No. Lanes	0	1	0) 1	0	() 2	0	0	2	0
LGConfig	Ì	LT	R	LTR				$\mathbf{L}\mathbf{T}$	R		$_{ m LT}$	R
Volume	2	2	1	11	2	13	1	552	12	30	603	3
Lane Width	16.0			16.0			İ	16.0		1	14.0	
RTOR Vol	İ		0	İ		0	į		0			0

Dur	ation	0.25		Area	Type:	All	ot	her	areas					
					S	ignal	Οľ	erat	ions					
Pha	se Comb	ination	1	2	3		4			5	6	7	8	
EΒ	Left		P					NB	Left	P				
	Thru		P						Thru	P				
	Right		P						Right	P				-1
	Peds		X						Peds	X				
WB	Left		Р					SB	Left	Þ				
	Thru	-	P						Thru	P				
÷	Right		P.		•				Right	P				
	Peds								Peds					
NB	Right							EB	Right					*
SB	Right							WB	Right					
Gre	_	-	19.8					•	•	31.8			•	
Yel	.low	3	3.0							3.0		•		
	. Red		l2							1,2				
										Cara L	a Tene	th 6	n n	deud

		Intersec	attion D	orforman	ae Cumma	-	_	LII: 60.0	secs
Appr/ Lane	Lane Group	Adj Sat Flow Rate	Rat					oach	
		(s)		g/C	Delay	LOS	Delay	LOS	
Eastbo	und					÷		4-1-1-1	
LTR	641	1942	0.02	0.33	13.6	В	13.6	В	
Westbo	und		•						
LTR	538	1629	0.08	0.33	14.1	В	14.1	В	
Northb	ound								
LTR	1782	3363	0.36	0.53	8.8	A	8.8	A	
Southb	ound								
LTR	1721	3248	0.41	0.53	9.2	A	9.2	A	
	Intersec	ction Delay	= 9.2	(sec/v	veh) I	nterse	ection	LOS = A	

Phone:

Fax:

E-Mail:

____OPERATIONAL ANALYSIS_____

Saurabh Kabre Analyst: Agency/Co.: Agency/Co.:
Date Performed:
Analysis Time Period:
Intersection:
Garrison Ave and Legett Ave

Area Type: All other areas Jurisdiction: New York City Analysis Year: 2006 Existing

Project ID: Hunts Point WPCP

E/W St: Garrison Avenue

N/S St: Legett Avenue

VOLUME DATA_____

	Eastbound L T R		nd	Wes	stbour	ıd	No:	rthbo	und	Sou	ıthboı	and
	Ľ	${f T}$	R	Ľ	${f T}$	R	L	${f T}$	R	L	${f T}$	R
					-		ļ					
Volume	2	2	1 ,	11	2	13	1	552	12	30	603	3
% Heavy Veh	2	2	2	23	23	23	16	16	1.6	8	8	8
PHF	0.50	0.50	0.50	0.59	0.59	0.59	0.87	0.87	0.87	0.91	0.91	0.91
PK 15 Vol	1	1	1	5	1	6	1	159	3	8	166	1
Hi Ln Vol	į			į			Ì					Ì
% Grade	ĺ	0		j .	0		İ.	0			0	Î
Ideal Sat	ĺ	1900		ĺ	1900			1900			1900	
ParkExist	j .			ĺ								
NumPark	ļ.						Ì					
No. Lanes	j o	1	0	j 0	1	0	0	2	0	0	2	0
LGConfig	ĺ	LТ	R	ĺ	LT	R.	İ	\mathtt{LT}	R	Ì	LT	R.
Lane Width	Ì	16.0		Ì	16.0		į	16.0			14.0	
RTOR Vol			0	i		0	İ		Ó	İ		0
Adj Flow	ĺ	10		İ	44		İ	649		İ	699	
%InSharedLn	İ			ĺ			İ			j .		
Prop LTs	İ	0.4	00	İ	0.4	32	İ	0.0	02	Ì	0.0	47
Prop RTs	0	.200		0	.500		0	.022		0	.004	
Peds Bikes	5		0	5			0		0	0		
Buses	İ	0				İ	0		İ	0		
%InProtPhase	lnProtPhase			İ			İ			İ		
D	0 0 0		7	Tir ess o .	7x 7 7	0 to 10 0 10				•		

Duration 0.25 Area Type: All other areas

OPERATING PARAMETERS

	Ea	stbou	nd	We	stbou	nd	No	rthbo	und	So	uthbo	und
	L	${f T}$	R	L	${f T}$	R	L	\mathbf{T}	R	L	\mathbf{T}	R
_												
Init Unmet		0.0			0.0			0.0			0.0	
Arriv. Type		3			3			3			3	İ
Unit Ext.	3 3.0				3.0		Ì	3.0			3.0	
I Factor		1.00	0		1.00	0		1.00	0		1.00	0
Lost Time	2.0			2.0				2.0			2.0	
Ext of g		2.0		2.0				2.0			2.0	
Ped Min g	19.7				18.5			17.0	1		3.2	

Analyst: Saurabh Kabre

Agency: AKRF, Inc. Date: 7/14/2006 Period: AM Peak Hour

Project ID: Hunts Point WPCP

E/W St: Garrison Avenue

Inter.: Garrison Ave & Hunts Point Ave

Area Type: All other areas

Jurisd: New York City Year : 2006 Existing

N/S St: Hunts Point Avenue

SIGNALIZED INTERSECTION SUMMARY														
	Ea	stbou	nd	₩e	estbou	ınd	No	rthbo	und	So	uthbou	and		
	L T R			L	T	R	L	T	R	L	T	R		
No. Lanes	0	2	0	-) 2	0	$-\begin{vmatrix} \\ 1 \end{vmatrix}$		0	_	1	1		
LGConfig		LT	R		ĽJ	'R	L	TR		L	${f T}$	R		
Volume	36	118	29	4	16	89	12	235	37	94	356	21		
Lane Width	İ	11.0		İ	14.5	5	10.0	10.0		10.0	11.0	11.0		
RTOR Vol	j .		0	Ì		0	Ì		0	İ		0		

Dur	ation	0.25		Area	Туре	: Al	1 ot	cher	areas						
					S	ligna	1 Or	perat	ions					4.1	_
Pha	se Comb	ination	1	2	3	;	4	1		5	6	7	8		
EB	Left		P					NB	Left	P	-				
	Thru	•	P					Ì	Thru	P			-		
	Right		P					j	Right	Þ					
	Peds		X					ĺ	Peds	X					
WB	Left		P					SB	Left	P	P				
	Thru		P					ĺ	Thru	P	P				
	Right		P					İ	Right	P	P		•		
	Peds	,	X					İ	Peds	X					•
NΒ	Right							EB	Right						
SB	Right	•						WB	Right						
Gre	en		25.0					-		59.0	21.0				
Yel	low		3.0							3.0	3.0				
A11	. Red		2.0							2.0	2.0				
										Cval	a Lanat	h. 12	0 0	apaa	

Cycle Length: 120.0 secs

		Intersed	ction Per	rforman	.ce Sum	mary				
Appr/	Lane	Adj Sat	Ratio	os	Lane	Group	Appr	oach		
Lane	Group	Flow Rate								
Grp	Capacity	(s)	v/c	g/C	Dela	y Los	Delay	LOS		
Eastbo	ınd	··		and larvered development to the St. 1998 Development	A NAME OF THE PERSON OF THE PE		·		alarama industributori Provincia	
LTR	483	2319	0.45	0.21	44.5	D	44.5	D		
Westbo	und									
LTR	536	2574	0.24	0.21	40.7	D	40.7	D		
Northbo	ound								•	
L	342	695	0.04	0.49	16.0	В				
TR	1312	2669	0.22	0.49	17.7	В	17.7	В		
Southbo	ound									
L	793	1547	0.15	0.71	6.4	A				
${f T}$	1205	1701	0.36	0.71	7.7	Α	7.3	A		
R	1011	1428	0.03	0.71	5.2	Α				
	Intersec	tion Delay	= 20.0+	(sec/v	reh)	Interse	ection	LOS =	= C	

Phone: E-Mail: Fax:

OPERATIONAL ANALYSIS_____

Analyst: Agency/Co.:

Saurabh Kabre Agency/Co.: AKRF, Inc.
Date Performed: 7/14/2006
Analysis Time Period: AM Peak Hour

Intersection:

Garrison Ave & Hunts Point Ave

Area Type: Jurisdiction: Analysis Year:

All other areas New York City 2006 Existing

Project ID: Hunts Point WPCP

E/W St: Garrison Avenue

N/S St: Hunts Point Avenue

VOLUME DATA_____

. 1	Eastbound			Wes	stbour	nd	No:	rthboi	ınd	Soi	ıthboı	und
	L	${f T}$	R	L	\mathbf{T}	R	L	${ m T}$	R	L	\mathbf{T}	R
 Volume	36	118	29	 4	16	89	12	235	37	94	356	21
			•	!			!		16	9 -	8	8
% Heavy Veh	18	18	18	23	23	23	16	16		ļ —	-	· !
PHF	0.84		0.84	0.85	0.85		0.95	0.95	0.95	0.82	0.82	
PK 15 Vol	11	35	9	1	5 .	26	3	62	10	29	109	6
Hi Ln Vol												}
% Grade		0			0			0			0	
Ideal Sat		1900		j	1900		1900	1900		1900	1900	1900
ParkExist			X				Ì		X			
NumPark			5						5			
No. Lanes	0	2	0	0	2	0	1	2	0	1	1	1
LGConfig		LT	R		LT:	R	L	TR		L	${f T}$	R
Lane Width		11.0		ĺ	14.5		10.0	10.0		10.0	11.0	11.0
RTOR Vol			0	į		0	Ì		0			0
Adj Flow	ĺ	218		j	129		13	286		115	434	26
%InSharedLn	ĺ		•	İ			ĺ			ĺ		ĺ
Prop LTs	İ	0.1	97	İ	0.0	39	1.00	0.0	00	1.00	0.0	00
Prop RTs	j o	.161		j 0	.814		j o	.136		j 0	.000	1.000
Peds Bikes	2	0	0	2	0	0	2	0	0	2	0	o j
Buses		0			0		į o	0		0	0	0
%InProtPhase	B		•	ĺ			j			0.0		0.0

Duration

0.25 Area Type: All other areas

_OPERATING PARAMETERS_____

	Eastb	ound	We	stbou	nd	No	rthbo	und	Southbound		
٠.	L T	R	L	T	R	Ĺ	${f T}$	R	L	${f T}$	R.
						_					
Init Unmet	0.	0		0.0		0.0	0.0		0.0	0.0	0.0
Arriv. Type	3			3		3	3		3	3	3
Unit Ext.	3.	0	ĺ	3.0		3.0	3.0		3.0	3.0	3,0
I Factor	1.	000		1.00	0		1.00	0		1.00	0
Lost Time	2.	0	Ì	2.0		2.0	2.0		2.0	2.0	2.0
Ext of g	2.	0	ĺ	2.0		2.0	2.0		2.0	2.0	2.0
Ped Min g	1.8	20.9			. [18.4			18.4		

Phone: E-Mail: Fax:

ALL-WAY STOP CONTROL (AWSC) ANALYSIS

Analyst: Saurabh Kabre
Agency/Co.: AKRF, Inc.
Date Performed: 7/14/2006
Analysis Time Period: AM Peak Hour

Analysis Time Period: AM Peak Hour Intersection: Lafayette Ave & Tiffany Street

Jurisdiction: New York City

Units: U. S. Customary

Analysis Year: 2006 Existing

Project ID: Hunts Point WPCP

East/West Street: Lafayette Avenue North/South Street: Tiffany Street

_____Worksheet 2 - Volume Adjustments and Site Characteristics_____

	Ea	stbou	ınd	We	stbou	ınd	No	rthbo	und	So	uthbo	und	1
	L	T	R	L	\mathbf{T}	R	L	Т	\mathbb{R}^{n}	L	${f T}$	R	Ì
	l <u></u>	<u> </u>			·		_						
Volume	7	72	13	131	74	11	22	106	0	43	343	5	
% Thrus Lef	t Lan	е	50			50	·		50			50	

	Eastl	oound	West)	oound	North	oound	South	ound
	I.1	L2	L1	L2	L 1	L2	L1	L2
Configuration	\mathbf{LT}	TR	LT	TR	LT	${f T}$	LT	TR
PHF	0.68	0.68	0.74	0.74	0.80	0.80	0.86	0.86
Flow Rate	62	71	226	63	93	66	247	204
% Heavy Veh	18	18	23	23	16	16	8	8
No, Lanes	2	2	;	2	2	2	2	2
Opposing-Lanes	2	2	:	2		2	2	2
Conflicting-lanes	2	2	:	2	:	2		2
Geometry group	Ţ	5	!	5	!	5	Ĺ	5
Duration, T 0.25	hrs.							

Worksheet 3 - Saturation Headway Adjustment Worksheet

	East	bound	West	bound	North	bound	South	.bound
	L1	L2	L1	L2	L1	L2	L1	L2
Flow Rates:								
Total in Lane	62	71	226	63	93	66	247	204
Left-Turn	1.0	0	177	0	27	0	49	0
Right-Turn	0	19	0	14	0	0	0	5
Prop. Left-Turns	0.2	0.0	0.8	0.0	0.3	0.0	0.2	0.0
Prop. Right-Turns	0.0	0.3	0.0	0.2	0.0	0.0	0.0	0.0
Prop. Heavy Vehicl	e0.2	0.2	0.2	0.2	0.2	0.2	0.1	0.1
Geometry Group		5		5		5		5
Adjustments Exhibi	t 17-3	3:						
hLT-adj		0.5		0,5		0.5		0.5

hRT-adj hHV-adj	- 0 1	.7	- 0 1	. 7	- O	. 7 . 7	- 0 1	. 7 . 7
hadj, computed	0.4	0.1	0.8	0.2	0.4	0.3	0.2	0.1
-								
Wor	ksheet	4 - Depa	arture H	eadway a	and Serv	ice Time	<u> </u>	····
	Eastb	ound	Westb	ound	Northb	ound	Southb	ound
	L1	L2	L1	L2	L1	L2	L1	L2
Flow rate	62	71	226	63	93	66	247	204
hd, initial value	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20
x, initial	0.06				0.08	0.06	0.22	0.18
hd, final value	7.09	6.82	7.19	6.65	6.94	6.80	6.35	6.24
x, final value	0.12	0.13	0.45	0.12	0.18	0.12	0.44	
Move-up time, m	. 2	.3	2		2	.3	2	. 3
Service Time	4.8	4.5	4.9	4.3	4.6	4.5	4.1	3.9
Wor	ksheet Eastb	_	-		of Serv		Southb	ound
•	Ll	L2	L1	L2	L1	L2	L1	L2
Flow Rate	62	71.	226	63	93	66	247	204
Service Time								
Utilization, x					0.18			0.35
Dep. headway, hd		6.82	7.19	6.65	6.94	6.80	6.35	6.24
Capacity							497	
Delay	10.77	10.58	15.68	10.22	11.16	10.46	13.87	12.31
LOS		В			В			
Approach:		_,						
Delay	1	.0.67	1	4.49	1	.0.87	1	3.17
LOS	_			} .	E		В	
Intersection Delay	12.86		Inte	rsection	on LOS B			
								

Analyst: Saurabh Kabre

Inter.: Randall Ave & Tiffany Street

Agency: AKRF, Inc.

Area Type: All other areas

Date: 7/14/2006 Period: AM Peak Hour

Jurisd: New York City Year : 2006 Existing

Project ID: Hunts Point WPCP

E/W St: Randall Avenue

N/S St: Tiffany Street

			SIC	GNALI	ZED II	NTERSE	CTION	SUMM	ARY					
	Eas	tbou:	nd	Wes	stbou	nd	Nor	thbo	und	Sot	Southbound			
	L T R			L	${f T}$	R	L	L T R			${f T}$	R		
	l	T R												
No. Lanes	0	2	0	0	2	0	0	2	0	0	2	0		
LGConfig	LTR			LT	R		LT:	R	LTR					

Volume 270 48 5 268 85 125 111 254 57 19 10.5 Lane Width 11.0 10.5 10.5 RTOR Vol

Area Type: All other areas Duration 0.25 Signal Operations 7 Phase Combination 1 2 3 4 5 б 8 EB Left P NB Left Р Thru P Thru P Right Ρ Right Р X Peds Peds Χ Left Left WB Ρ SBP Thru Р Thru Р Р Right Right р Peds Peds NΒ Right EBRight WB SB Right Right Green 31.8 19.8 3.0 Yellow 3.0

All Red 1.2 1.2 Cycle Length: 60.0 secs

		Intersec	tion Pe	rforman	ce Summa	ary				
Appr/ Lane	Lane	Adj Sat Flow Rate								-
		(s)	v/c	g/C	Delay	LOS	Delay	LOS	•	
Eastbo	und			·_·_	<u>`</u> ,					
LTR	1115	2103	0.32	0.53	8.8	A	8.8	A		
Westbo	und									
LTR	1040	1962	0.34	0.53	9.0	A	9.0	A		
Northbo	ound									
LTR	486	1473	0.47	0.33	19.1	В	19.1	В		
Southbo	ound									
LTR	600	1819	0.68	0.33	23.5	C	23.5	C		
	Tnterger	rtion Delay	_ 15 0	(000/11	ah) Tr	nterde	action 1		D	

Intersection Delay = 15.0 (sec/veh) Intersection LOS = B

Phone: E-Mail: Fax:

OPERATIONAL ANALYSIS

Analyst: Agency/Co.:

Saurabh Kabre AKRF, Inc. 7/14/2006

Date Performed: Analysis Time Period: AM Peak Hour

Intersection:

Randall Ave & Tiffany Street

Area Type: Area Type: Jurisdiction: Analysis Year:

All other areas New York City 2006 Existing

Project ID: Hunts Point WPCP

E/W St: Randall Avenue

N/S St: Tiffany Street

_____VOLUME DATA_____

	Eas	stbou	ıd	Wes	stbour	nd	No	cthboi	und	Soı	ıthboı	und
	Ľ	${f T}$	R	L	T .	R	L	${f T}$	R	L	T	R
_												
Volume	9	270	48	5	268	57	85	125	4	111	254	19
% Heavy Veh	44	44	44 '	52	52	52	57	57	57	39	39	39
PHF	0.91	0.91	0.91	0.92	0.92	0.92	0.94	0.94	0.94	0.94		0.94
PK 15 Vol	3	74	13	2	73	15	23	33	1	30	68	5
Hi Ln Vol	· .											
% Grade		0		ĺ	0			0		ļ	0	
Ideal Sat		1900		1	1900	1900		1900		1900		
ParkExist			X	ĺ		X	İ		X			X
NumPark	ĺ		5	İ		5	İ		5			5
No. Lanes	0	2	0	j o	2	0	0	2	0	į o	2	0
LGConfig	i -	LT	R	į	LTR		į	$\mathbf{L}\mathbf{T}$	R	İ	LT:	R
Lane Width	į	11.0		Ì	10.5		10.5			1.0.5		
RTOR Vol]		0	İ		0	j		0	İ		0
Adj Flow	İ	360		i	358		İ	227		408		
%InSharedLn	İ			i			i					
Prop LTs		0.0	28		0.0	1.4	ì	0.3	96	ĺ	0.2	89
Prop RTs	1 0	.147		ا ر	.173		1 0	.018		1 0	.049	
Peds Bikes			0	1	. –	0	i i		0	1		0
Buses	"	Ó .	•	-	0	•	-	0	•	-	0	-
%InProtPhase	 -				~		}	Ū			•	
o THE TOCKHOO	-						ì			1		

Duration 0.25 Area Type: All other areas

OPERATING PARAMETERS_____

!	Ea	stbou	nd	We	stbou	nd	No	rthbo	und	Southbound										
	L	${f T}$	R	L	T	R	L	T	R	L	Т	R								
,	0.0			**************************************			.			ļ <u></u>										
Init Unmet	0.0				0.0			0.0			0.0									
Arriv. Type	* ' -				3		ĺ	3			3									
Unit Ext.	3,0				3.0		Ì	3.0			3.0									
I Factor	3.0 1.000				1.00	0		1.00	0		0									
Lost Time	1.000			2.0			2.0			ĺ	2.0									
Ext of g	2.0				2.0		2.0			2.0			2.0			2.0		.0 2.0		. 1
Ped Min g	18.2			18.2			18.0			18.5										

Analyst: Saurabh Kabre

Inter.: Garrison Ave & Tiffany Street

Agency: AKRF, Inc.

Area Type: All other areas

Date: 7/14/2006 Period: AM Peak Hour

Jurisd: New York City Year : 2006 Existing

Project ID: Hunts Point WPCP

E/W St: Garrison Avenue

N/S St: Tiffany Street

SIGNALIZED	INTERSECTION	VGAMMID
OTCHENTION	エルエアバロアイエアヘバ	DOLINIANT

	Eas	stbou	nd	Westbound				orthbo	und	Southbound			
	ļ L	Т	R	L	T	R	L	T	R	L	${f T}$	R	
							_					······································	
No. Lanes	0	2	0	0	2	0		0 2	0	0	2	0	
LGConfig		$_{ m LT}$	'R		LT	R		$_{ m LT}$	R.		LT	R	
Volume	17	46	7	46	104	27	5	107	12	17	338	73	
Lane Width	Ì	11.0	ı	ĺ	10.5		j	11.0			10.5		
RTOR Vol	į ·		0	0			ĺ	j o			0		

ation	0.25		Area	Туре	: All	. ot	ther	areas						_
				S	igna1	. Oı	perat	ions						
se Comb	ination	1	2	3		4	ļ		5	6	7	8		
Left		P					Ви	Left	P					
Thru		P					ĺ	Thru	P					
Right	•	P					ĺ	Right	P					
Peds		X					İ	Peds	X					
Left		P					j sb	Left	₽					
Thru		\mathbf{P}					ĺ	Thru	P					
Right		P		*			Ì	Right	P					
Peds		X					Ì	Peds	X					
Right							EB	Right						
Right							WB	Right						
en	•	43.0					•	_	67.0					
low	:	3.0							3.0			* *		
Red		2.0	•						2.0					
	se Comb Left Thru Right Peds Left Thru Right Peds Right Right en	se Combination Left Thru Right Peds Left Thru Right Peds Right Peds Right Right Right en	se Combination 1 Left P Thru P Right P Peds X Left P Thru P Right P Right P Right P Right P Right Right Right Right en 43.0 low 3.0	se Combination 1 2 Left P Thru P Right P Peds X Left P Thru P Right P Peds X Right P And And And And And And And And And And	Sec Combination 1 2 3 Left P Thru P Right P Peds X Left P Thru P Right P Right P Right P Right P Right P And And And And And And And And And And	Signal Se Combination 1 2 3 Left P Thru P Right P Peds X Left P Thru P Right P Right P Right P Right Right Right Right en 43.0 low 3.0	Signal Operation 1 2 3 4 Left P Thru P Right P Peds X Left P Thru P Right P Peds X Left P Thru P Right P Right P Right P Peds X Right P Peds X Right Right Right Right Signal Operation Signal O	Signal Operat Se Combination 1 2 3 4 Left P NB Thru P Right P Peds X Left P SB Thru P Right P Peds X Right P Peds X Right P Peds X Right P Peds X Right P Peds X Right B Rig	Signal Operations Se Combination 1 2 3 4 Left P NB Left Thru P Right Peds X Peds Left P SB Left Thru P Thru Right P SB Left Thru P Right Peds X Peds Right P Right Right P Right Right P Right Right Right Right SB Right Right Right Right SB Right Right Right Right SB Right Right Right Right SB Right Right Right Right Right Right SB Right Right Right Right SB Right Right Right Right SB Right Right Right Right SB Right Right Right Right SB Right Right Right Right SB Right	Signal Operations Se Combination 1 2 3 4 5 Left P NB Left P Thru P Right P Peds X Peds X Left P SB Left P Thru P Right P SB Left P Thru P Right P Right P Peds X Left P SB Left P Thru P Right P Peds X Right P Peds X Right P Peds X Right P Peds X Right P Peds X Right P Peds X Right P Peds X Right P Peds X Right P Peds X Right P Peds X Right P Right P Right P Right P Right P Right P Right P Right P Right P Right P Right P Right P Right P Right P Right P Right P Right P Right P Right P Right	Signal Operations See Combination 1 2 3 4 5 6 Left P NB Left P Thru P Thru P Right P Right P Peds X Left P SB Left P Thru P Right P SB Left P Thru P Right P Right P Peds X Right P Peds X Right P Peds X Right P Right P Right P Right P Right P Right P Right P Right P Right P Right P Right Right Right SB Right SB Right Right SB Right SB Right Right SB Right SB Right Right SB Right SB Right Right SB Right SB Right SB Right Right SB Right SB Right SB Right Right SB Right SB Right SB Right SB Right SB Right SB Righ	Signal Operations Se Combination 1 2 3 4 5 6 7 Left P NB Left P Thru P Thru P Right P Right P Peds X Peds X Left P SB Left P Thru P Right P Right P Right P Peds X Peds X Right P Peds X Peds X Right P Right	Signal Operations Section Sect	Signal Operations Section Sect

Cycle Length: 120.0 secs

	4	Intersec	tion Pe	rformano	ce Summaı		е Leng	cu: T	20.0	secs
Appr/ Lane	Lane Group	Adj Sat Flow Rate			Lane Gi		Appr	oach		
Grp	Capacity		v/c	g/C	Delay I	cos	Delay	LOS		
Eastbo	und		A CANADA LIMITA SANTA SANTA SANTA SANTA		erry ament document and the Martine and Service and are					
LTR	847	2364	0.12	0.36	26.1	С	26.1	С		٠.
Westbo	und									
LTR	780	2177	0.26	0.36	28.1	С	28.1	С		
Northbo	ound									
LTR	1460	2615	0.10	0.56	12.5	В	12.5	В		
Southbo	ound									
LTR	1526	2734	0.29	0.56	14.4	В	14.4	В		•
	Intersec	tion Delay	= 18.6	(sec/v	eh) Int	terse	ction	LOS =	= B	

Phone: E-Mail: Fax:

OPERATIONAL ANALYSIS

Analyst:
Agency/Co.:
Date Performed:

Saurabh Kabre
AKRF, Inc.
7/14/2006

Analysis Time Period: AM Peak Hour Intersection: Garrison Ave

Garrison Ave & Tiffany Street

Area Type: Jurisdiction: Analysis Year: All other areas New York City 2006 Existing

Project ID: Hunts Point WPCP

E/W St: Garrison Avenue

N/S St: Tiffany Street

VOLUME DATA_____

Ï	Eas	Eastbound			stbour	nd	No:	cthbo	und	Southbound			
	Ĺ	T	R	Ľ	T	R	L	${f T}$	R	L	T	R	
Volume	17	46	7	<u> </u>	104	27	5	107	12	17	338	 73	
% Heavy Veh	18	18	1.8	23	23	23	16	16	16	8	8	8	
PHF	0.70		0.70	0.87	0.87	0.87	0.89	0.89	0.89	0.97	0.97	0.97	
PK 15 Vol	6	16	3	13	30	8	2	30	3	5	87	19	
Hi Ln Vol				i .			İ			İ			
% Grade		0		į	0		İ	0		Ì	0		
Ideal Sat		1900		İ	1900			1900		İ	1900		
ParkExist	ĺ		X	ĺ		X	İ		X		•	X	
NumPark	İ		5	j		5	İ		5	ĺ		5	
No. Lanes	0	2	0	0	2	0	0	2	0	0	2	0	
LGConfig	į .	LT:	R	Ì	LT:	R.	Ì	${ m LT}$	R		LT	R	
Lane Width		11.0		ĺ	10.5			11.0		1	10.5		
RTOR Vol	ĺ		0			0			. 0			0	
Adj Flow		100			204			139			441		
%InSharedLn													
Prop LTs	İ	0.2	40		0.2	60		0.0	43		0.0	41	
Prop RTs	0	.100		0	.152		0	.094		0	.170		
Peds Bikes	1	Ò	0	1	0	0	1	0	0	1	0	0	
Buses		0			0			0			0		
%InProtPhase	e												

Duration 0.2

0.25 Area Type: All other areas

OPERATING PARAMETERS_____

	Eastbound			Westbound			No	rthbo	und	Southbound			
	L	T	R	L	T	Ŕ	L	${f T}$	R	L	${f T}$	R	
Init Unmet		0.0			0.0			0.0			0.0		
Arriv. Type		3			3			3			3		
Unit Ext.		3.0		ĺ	3.0		ĺ	3.0			3.0		
I Factor		1.00	0		1.00	0	İ	1.00	0		1.00	0	
Lost Time		2.0			2.0		İ	2.0			2.0		
Ext of g		2.0		ĺ	2.0		İ	2.0		İ	2.0	•	
Ped Min g		20.3		Ì	18.0		İ	18.3	;	Ì	18.3		

TWO-WAY STOP CONTROL SUMMARY Analyst: Saurabh Kabre Agency/Co.: AKRF, Inc. 7/14/2006 Date Performed: Analysis Time Period: AM Peak Hour Intersection: Lafayette Ave & Tiffany Street Jurisdiction: New York City Units: U. S. Customary Analysis Year: 2006 Existing Project ID: Hunts Point WPCP East/West Street: Lafayette Avenue North/South Street: Tiffany Street Intersection Orientation: EW Study period (hrs): 0.25 Vehicle Volumes and Adjustments Eastbound Westbound Major Street: Approach 5 6 Movement 1 2 3 4 Т R Ъ R Τ. Volume 216 115 Peak-Hour Factor, PHF 0.68 0.74 Hourly Flow Rate, HFR 169 291 Percent Heavy Vehicles Median Type/Storage Undivided RT Channelized? 2 2 Lanes Configuration т Ť Upstream Signal? No Νo Northbound Southbound Minor Street: Approach Movement 7 8 9 10 11 12 Т R L Т R Volume 20 0.80 Peak Hour Factor, PHF 24 Hourly Flow Rate, HFR Percent Heavy Vehicles 16 0 Percent Grade (%) Flared Approach: Exists?/Storage Lanes 1 Configuration R Delay, Queue Length, and Level of Service Southbound EBWB Northbound Approach 12 1 7 8 9 10 11 Movement Lane Config R 24 v (vph) 903 C(m) (vph) 0.03 v/c 0.08 95% queue length Control Delay 9.1

Α

9.1

Α

LOS

Approach Delay Approach LOS

Phone: E-Mail:

Fax:

	T.MO-MYX	STOP	CONTROL (TWSC)	ANALISIS
· ·				

Analyst: Saurabh Kabre
Agency/Co.: AKRF, Inc.
Date Performed: 7/14/2006
Analysis Time Period: AM Peak Hour

Intersection: Lafayette Ave & Tiffany Street

Jurisdiction: New York City

Units: U. S. Customary

Flow (ped/hr)

Analysis Year: 2006 Existing

Project ID: Hunts Point WPCP

East/West Street: Lafayette Avenue North/South Street: Tiffany Street

Intersection Orientation: EW Study period (hrs): 0.25

	·····a	Volumes		-			
Major Street Movements	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume		115			216		
Peak-Hour Factor, PHF		0.68			0.74		
Peak-15 Minute Volume		42			, 73		
Hourly Flow Rate, HFR		169			291		
Percent Heavy Vehicles						<u>-</u> -	
Median Type/Storage RT Channelized?	Und	ivided		/			
Lanes		2			2		
Configuration		T			T		
Upstream Signal?		No			No		
Minor Street Movements	_	8	9	1.0	11	12	······································
	L	T	R	${f L}$	T	R	
Volume	1		20				
Peak Hour Factor, PHF			0.80				
Peak-15 Minute Volume			6				
Hourly Flow Rate, HFR			24				
Percent Heavy Vehicles			16				
Percent Grade (%)		0			0		
Flared Approach: Exist	s?/Stora	qe		/			/
RT Channelized?	·	_	No	,			,
Lanes			1				
		R					

Data Analysis

Highway Capacity Software Analysis for the 2006 Existing Conditions
PM Peak Period

Analyst: Saurabh Kabre

Inter.: Bruckner Blvd & Hunts Point Av

Agency: AKRF, Inc.

Area Type: All other areas

Date: 7/14/2006
Period: PM Peak Hour

Jurisd: New York City Year : 2006 Existing

Project ID: Hunts Point WPCP-NB

E/W St: Bruckner Blvd-Main

N/S St: Hunts Point Avenue

	Eas	tbou:	nd	We	stbou	nd	No	rthbo	und	So	athbo	und
	L	T	R	L	Т	R	L	T	R	L	Т	R
No. Lanes	0	0	0	0	3	0	- 0	2	0	0	3	0
GConfig					${f T}$			LT			TF	}
/olume					1135		52	293			658	12
Lane Width	İ			Ì	11.0		Ì	12.0		ĺ	10.0)
RTOR Vol				Ì			Ì			İ		0

Duration	0,25	Area	Type: A	All ot	ther	areas					
			Sigi	nal Op	perat	ions					
Phase Com	bination 1	2	3	.4			5	6	7	8	
EB Left					NB	Left	P	P			•
Thru					ĺ	Thru	P	P			
Right	•		•		İ	Right					
Peds	•				İ	Peds	X				
WB Left					SB	Left					
Thru	P				ĺ	Thru	P				
Right	•		1		İ	Right	P				
Peds	X				ļ	Peds	X				
NB Right					EB	Right					
SB Right					WB	Right					
Green	71.	0			•		31.0	3.0			
Yellow	3,0						3.0	3.0			
All Red	2.0						2.0	2.0			
							Cycl	e Lengtl	n: 120	.0	secs

The against on Developmenta Cumpany

		Intersec	tion Performa	ance Summary	,	
Appr/	Lane	 Adj Sat	Ratios	Lane Group	Approach	
Lane	Group	Flow Rate				•
Grp	Capacity	(s)	v/c g/C	Delay LOS	Delay LOS	

Eastbound

Wes	tboun	d
-----	-------	---

Т	2407	4068	0.51	0.59	9.3	A	9.3	Α.
Northbou	nd							
LT	793	3383	0.51	0.32	35.2	D	35.2	D
Southbou	nd							
TR	1059	4101	0.70	0.26	44.2	D	44.2	D

Intersection Delay = 24.7 (sec/veh) Intersection LOS = C

Phone: E-Mail: Fax:

OPERATIONAL ANALYSIS_____

Analyst: Agency/Co.: Date Performed: 7/14/2006
Analysis Time Period: PM Peak Hour

Saurabh Kabre AKRF, Inc. 7/14/2006

Intersection:

Bruckner Blvd & Hunts Point Av

Jurisdiction:
Analysis Year:

Project 77

All other areas

Project ID: Hunts Point WPCP-NB

E/W St: Bruckner Blvd-Main

N/S St: Hunts Point Avenue

VOLUME DATA_____

1	Eas	tbou	nd	We	stbou	nd	No:	rthboı	ınd	Sou	thbo	ınd
ļ	Ŀ	Τ	R	L	T	R	L	T	R.	L	T	R .
Volume					1135		_ <u></u> _	293			658	12
			x	 	23		6	293 6		}		16
% Heavy Veh				l			!	-		ļ	16	
PHF					0.93			0.85		ļ	0.90	
PK 15 Vol					305		15	86		ľ	183	3
Hi Ln Vol				1								ļ
% Grade					0			0			0	
Ideal Sat	· ·			ĺ	1900		İ	1900		Ì	1900	j
ParkExist	İ			j			i		•	Ì		i
NumPark				ł			i					i
No. Lanes	l 0	0	0	l o	3	0	0	2	0	0	3	0
	'	U	U	0		U	1	_	V	"	-	١ ١
LGConfig				1	T			LT			TR	
Lane Width	1			ļ	11.0			12.0			10.0	
RTOR Vol												0
Adj Flow					1220			406			744	
%InSharedLn	j			İ			j			j		j
Prop LTs	İ			j	0.0	00	İ	0.1	50	ļ	0.0	00 İ
Prop RTs	İ			i o	.000		0	.000		0.	017	Ì
Peds Bikes	-			i			i -			25		o i
Buses	ĺ			İ	0		İ	0		İ	9	
%InProtPhase	e			İ			0.0			ĺ		ĺ

Duration 0.25 Area Type: All other areas

OPERATING PARAMETERS_____

	Eas	stbou	.nd	We	stbou	nd	No	rthbo	und	Sc	uthbo	und
	L	\mathbf{T}	R	ļ L	T	R	L	${f T}$	R	L	${f T}$	R
				<u> </u>						_		
Init Unmet					0.0			0.0			0.0	
Arriv. Type				Ì	4		İ	3		Ì	3	
Unit Ext.					3,0		İ	3.0		j	3.0	
I Factor					1.00	0		1.00	0	Ì	1.00	0
Lost Time					2.0			2.0		Ì	2.0	
Ext of g				ĺ	2.0		İ	2.0		Ì	2.0	
Ped Min g				İ			İ			Ì	20.1	

Analyst: Saurabh Kabre

Inter.: Bruckner Blvd & Hunts Point Av

Agency: AKRF, Inc.

Area Type: All other areas

Date: 7/14/2006
Period: PM Peak Hour

Jurisd: New York City Year : 2006 Existing

Project ID: Hunts Point WPCP-NB E/W St: Bruckner Blvd-Service

N/S St: Hunts Point Avenue

,	,	

			SI	GNALI	ZED I	NTERS	ECTION	SUMM.	ARY			
	Eas	stbou:	nd	Wes	stbou	nd	No	rthbo	und	So	uthbo	und
	L	Т	R	L	${f T}$	R	L	${f T}$	R	L	${f T}$	R į
No. Lanes		0	0	0		 0	-			-		0
LGConfig	İ			İ	TR	i	İ	\mathtt{LT}		Ì	TR	ĺ
Volume	İ			ļ	753	79	52	293			658	1.2
Lane Width	ĺ			ĺ	11.0		ĺ	12.0			10.0	į
RTOR Vol	İ			İ		0	Ì					0.

Dura	ation	0.25		Area	Тур	e:	All o	other	areas	- A PARTIE DO MICHIGAN				
						Sig	nal (Operat	ions					
Phas	se Comb:	ination	1	2		3	4	Ī		5	б	7	8	
EB	Left							NB	Left	P	Р			
	Thru							j	Thru	Þ	P			
	Right							į	Right					
	Peds							į	Peds	X				
WB	Left							SB	Left					
	Thru		Р					İ	Thru	P				
	Right		P		,			ĺ	Right	P				
	Peds		X	•				ĺ	Peds	Х				
NB	Right							EB	Right					
SB	Right							WB	Right					
Gre	en		71.0					•	_	31.0	3.0			
Yel	low		3.0							3,0	3.0			
A11	Red		2.0							2,0	2.0			
										Cycl	e Leng	th:	120.0	secs

Intersection Performance Summary

			O = O =				
Appr/	Lane	Adj Sat	Rat:	ios	Lane Group	Approach	
Lane	Group	Flow Rate			·		
Grp	Capacity	(s)	v/c	g/C	Delay LOS	Delay LOS	

Eastbound

Westbound

TR	1821	3077	0.49	0.59	9.3	A	9.3	Α
Northbou	nd							
LT	793	3383	0.51	0.32	35.2	D	35.2	D
Southbou	nd							
TR	1059	4101	0.70	0.26	44.2	D	44.2	D
				,				

Intersection Delay = 27.2 (sec/veh) Intersection LOS = C

Phone: E-Mail: Fax:

OPERATIONAL ANALYSIS_____

Analyst:

Saurabh Kabre

Agency/Co.: AKRF, Inc.
Date Performed: 7/14/2006
Analysis Time Period: PM Peak Hour
Intersection: Bruckner Blvd & Hunts Point Av

Area Type: All other areas Jurisdiction: New York City Analysis Year: 2006 Existing

Project ID: Hunts Point WPCP-NB

E/W St: Bruckner Blvd-Service

N/S St: Hunts Point Avenue

VOLUME DATA_____

	Eas	tbou	nd	Westl	ooun	ıd	No	thbou	nd.	Sou	thbo	und
	L	T	R	L :	Γ	R	L	T	R	L	${f T}$	R
Volume				7!	 53	79	52	293		***************************************	658	12
% Heavy Veh			3	9		9	6	6			16	16
PHF		•		0	.93	0.93	0.85	0.85			0.90	0.90
PK 15 Vol				20	02	21	15	86			183	3
Hi Ln Vol							ĺ					
% Grade				0			İ	0			0	
Ideal Sat				1:	900		İ	1900			1900	
ParkExist							İ					
NumPark				•						ĺ		
No. Lanes	l o	0	0	0	2	0	i o	2	0	0	3	0
LGConfig	ĺ				TR		ĺ	$_{ m LT}$			TR	
Lane Width				1:	1.0		ì	12.0			10.0	
RTOR Vol		-				0	Ì					0
Adj Flow	·			8	95	•	<u> </u>	406		ŀ	744	
%InSharedLn	Ì						1			İ		
Prop LTs					0.00	0.0	i	0.15	0	! [0.0	0.0
Prop RTs	! 			0.0			ا م	.000	•	lo.	017	-
Peds Bikes				25	()				25		0
Buses	 			1 23	_	•		0			, 9	•
%InProtPhase	э 				_		0.0	•			_	
	_ _		7000	l Lance V	11 ~	\+hor	22020			1		

Duration 0.25 Area Type: All other areas

__OPERATING PARAMETERS_____

	Eas	stbou	ınd	We	stbou	nd	Мо	rthbo	und	So	uthbo	und
	Ŀ	T	R	L	${f T}$	R	L	T	R	L	T	R
T			·									·
Init Unmet				!	0.0		!	0.0		ļ	0.0	
Arriv. Type					4			3			3	
Unit Ext.					3.0			3.0			3.0	
I Factor					1.00	0		1.00	0		1.00	0
Lost Time				İ	2.0		İ	2.0		İ	2.0	
Ext of g				Ì	2.0		Ì	2.0			2.0	
Ped Min g				Ì	19.3		Ì				20.1	,

Analyst: Saurabh Kabre

Inter.: Bruckner Blvd & Hunts Point Av

Agency: AKRF, Inc.

Area Type: All other areas

Date: 7/14/2006
Period: PM Peak Hour

Jurisd: New York City Year : 2006 Existing

Project ID: Hunts Point WPCP-SB

_		Blvd-Main	F-DD	N/S	St: H	unts F	Point	Avenu	е		
Brown belowforcers				INTERSE							
	Ea L	stbound T R	Westb		Nor	thbour T	ıd R	Sou L	thbo T	und R	
	4	ı K	1 1	И	11	ىك	.	1.1	1	17.	
No. Lane	!		0	0 0	0	2	1	2	2	0	
LGConfig	!	T				TR	R	L	T		
Volume Lane Wid	28 +h 12 A	1062 12.0			,	317 2 11.0 1	234	475 11.0	183		
RTOR Vol	!	12.0)	3. 3 0			.
 Duration	0.25	Area		l other							
77				1 Operat	ions	 5	6	<u>-</u> -	<u></u>	8	-
Phase Co EB Left	mbinatio	n 1 2 P	3	4 NB	Left	5	ь	,		Ö	
Thru		Ъ		112	Thru	P					
Righ				į	Right	P					
Peds		X			Peds			. X			
WB Left			•	SB	Left	Þ	P				
Thru Righ			1		Thru Right	P	P				* .
Peds				1	Peds	X		Х			
NB Righ				EB	Right						
SB Righ	ıt	e e		WB	Right						
Green		46.0				31.0	3.0	7.0			
Yellow All Red		3.0 2.0				3.0	3.0	14. 4.0			
AII Keu		2.0						ngth:		. 0	secs
		Interse	ction Pe	erformand	ce Summ						
	Lane	Adj Sat		ios	Lane	Group	Apj	proach	1		
	Group Capacity	Flow Rate (s)	v/c	g/C	Delay	LOS	Dela	ay LOS	3		
Eastbour	- d	**************************************									<u>:</u>
L L	607	1583	0.05	0.38	21.4	С					
T	1216	3173	1.02	0.38	63.5	E	62.	4 E			
Westbour	ıd					·					
											•
Northbou	ınd										
MOT CHOOL	AII C										
TR	843	3265	0.47	0.26	39.5	D ·	42.	8 D			
	381	1473	0.65	0.26	48.0	D					
Southbou L	and 504	2876	1.05	0.32	99.1	F					
ц Т	885	2723	0.23	0.32	30.1	C	80.	0 - E			
	. –					-					

Intersection Delay = 62.5 (sec/veh) Intersection LOS = E

Phone: E-Mail: Fax:

OPERATIONAL ANALYSIS_____

Analyst: Agency/Co.:
Date Performed:
Analysis Time Period:
Thtersection:

AKRF, Inc.
7/14/2006
PM Peak Hour
Bruckner Blvd & Hunts Point Av Agency/Co.:

Saurabh Kabre

Area Type: All other areas
Jurisdiction: New York City
Analysis Year: 2006 Existing

Project ID: Hunts Point WPCP-SB

E/W St: Bruckner Blvd-Main

N/S St: Hunts Point Avenue

VOLUME DATA_____

	Eas	stbour	ıd	Wes	tboui	nd	No	rthbo	und	Sou	ıthbou	ınd
. •	L	T	R	L	T	R	L	${f T}$	R	Ļ	${f T}$	R
*							ļ					
Volume	28	1062					[317	234	475	183	ļ
% Heavy Veh	14	14	,					6	6	24	24	
PHF	0.86	0.86					1	0.85	0.85	0.90	0.90	ļ
PK 15 Vol	8	309						93	69	132	51	
Hi Ln Vol												
% Grade		0						0		ļ	0	
Ideal Sat	1900	1900		į			1	1900	1900	1900	1900	ĺ
ParkExist				ĺ								İ
NumPark				İ			İ			ĺ		ĺ
No. Lanes	1	2	0	0	0	0	0	2	1	2	2	0
LGConfig	L	Т		İ			İ	TR	R	L	\mathbf{T}	j
Lane Width	12.0	12.0		İ			İ	11.0	11.0	11.0	10.0	j
RTOR Vol	j			İ			1		0	İ		į
Adj Flow	33	1235		į.			ĺ	400	248	528	203	ĺ
%InSharedLn	j			İ			İ		10	İ		ĺ
Prop LTs		0.00	0 0	İ			İ	0.0	00	1.00	0 0.00	00 j
Prop RTs	j :0	.000		İ			i o	.069	1.000	0	.000	j
Peds Bikes	İ			j 0			2	5		ļ		
Buses	0	0		İ			ì	0	0	jo	0	
%InProtPhase	B			İ			ĺ			0.0		

Duration 0.25 Area Type: All other areas

OPERATING PARAMETERS

	Ea	stbou	nd	Wes	tbour	nd	мо	rthbo	und	So	uthboui	ıd
	L	T	R.	L	${f T}$	R	L	${f T}$	R	L	T	R
- I												
	0.0	0.0					ļ	0.0	0.0	0.0	0.0	
Arriv. Type	4	4						3	3	3	3	
Unit Ext.	3.0	3.0						3.0	3.0	3.0	3.0	
I Factor		1.00	0					1.00	0		1.000	
Lost Time	2.0	2.0						2.0	2.0	2.0	2.0	
Ext of g	2.0	2,0		ĺ			İ	2.0	2.0	2.0	2.0	
Ped Min g				İ	19.2		İ	20.4				

Analyst: Saurabh Kabre

Inter.: Bruckner Blvd & Hunts Point Av

Agency: AKRF, Inc.

Area Type: All other areas

Date: 7/14/2006 Period: PM Peak Hour Jurisd: New York City Year : 2006 Existing

Project ID: Hunts Point WPCP-SB

rear : 2006 Existing

E/W St: Bruckner Blvd-Service

N/S St: Hunts Point Avenue

	East	bound	GNALIZED Westk	ound	Nor	thbou	nd	Sout	hboun	d
	L	T R	į L 'I	R	L L	Т	R.	L	T	R
No. Lanes LGConfig Volume Lane Widt RTOR Vol		2 0 TR 666 70 12.5	0	0 0		11.0		2 L 475 1	T L83	0
Duration	0.25		Tune. Al	ll other	, 					***************************************
Duracion	0.25	Area		al Operat						
Phase Com EB Left Thru Right		1 2 P P	3	4 NB	Left Thru Right	5 P : P	6	7	8	
Peds WB Left Thru Right		X	à	SB	Peds Left Thru Right		P P	X		
Peds NB Right SB Right Green		46.0		 EB WB	Peds Right Right		3.0	7.0		· .
Yellow All Red		3.0		_		3.0 2.0 Cyc	3.0 2.0 le Len	14. 4.0		secs
Appr/ L	ane	Inters Adj Sat	ection P Rat	erformano ios		mary Group	App	roach		
	roup apacity	Flow Rate	9 v/c	g/C	Delay	/ LOS	Dela	y LOS		
Eastbound	<u> </u>	·					, <u> </u>			
TR	1261	3290	0.68	0.38	31.1	С	31.1	L C		
Westbound	1								•	
Northbour	nd									
TR R Southbour	843 381 nd	3265 1473	0.47 0.65	0.26 0.26	39.5 48.0	D D	42.8	3 D		
L T	504 885	2876 2723	1.05 0.23	0.32 0.32	99.1 30.1	F C	80.0) - E		
		ction Dela		(sec/v		Inters				

Phone: E-Mail: Fax:

OPERATIONAL ANALYSIS_____

Analyst: Agency/Co.: Date Performed:

Saurabh Kabre AKRF, Inc. 7/14/2006

Analysis Time Period: PM Peak Hour Intersection:

Bruckner Blvd & Hunts Point Av

Area Type: Jurisdiction:

All other areas New York City 2006 Existing

Analysis Year:

Project ID: Hunts Point WPCP-SB E/W St: Bruckner Blvd-Service

N/S St: Hunts Point Avenue

_____VOLUME DATA

				ı					_			_
ì	Еa	stbou:	nd	Wes	stbou	nd	No	rthbo	und	So	ıthboı	ınd
	L	${f T}$	R	L	T	R	L	T	R	L	T	R
										1		
Volume (666	70					317	234	475	183	
% Heavy Veh	ľ	10	10 '				İ	6	6	24	24	
PHF		0.86	0.86				İ	0.85	0.85	0.90	0.90	
PK 15 Vol		194	20				İ	93	69	132	51	
Hi Ln Vol				i			j			İ		
% Grade		0		ĺ			İ	0		İ	0	
Ideal Sat		1900					İ	1900	1900	1900	1900	
ParkExist							İ			İ		
NumPark				İ			j					
No. Lanes	j d	2	0	j o	0	0	0) 2	1	2	2	0
LGConfig		TR		İ				TR	R	L	${f T}$	
Lane Width	i ·	12.5		j			Ì	11.0	11.0	11.0	10.0	
RTOR Vol			0	į					0	ĺ		
Adj Flow		855		İ			j	400	248	528	203	
%InSharedLn	ĺ			ĺ			İ		10	İ		
Prop LTs	ĺ	0.0	00	İ			İ	0.0	00	1.00	0.0	00
Prop RTs	i d	.095		İ			(0.069	1.000	i o	.000	
Peds Bikes	2	25	0	Ì			1 2	25				
Buses	Ì	0		į			ĺ	0	0	j o	0	
%InProtPhase	∋			ĺ			ĺ			0.0		

Duration 0.25 Area Type: All other areas

OPERATING PARAMETERS

	Ea	stbou	nd	We	stbou	nd	No	rthbo	und	So	uthbou	nd
	L	${f T}$	R	L	T	R	Ĺ	Т	R	L	${f T}$	R
To be who as a							.			-		
Init Unmet		0,0						0.0	0.0	0.0	0.0	
Arriv. Type		4						3	3	3	3	
Unit Ext.		3.0						3.0	3.0	3.0	3.0	
I Factor		1.00	0					1.00	0		1.000	
Lost Time		2.0						2.0	2.0	2.0	2.0	
Ext of g		2.0		İ			İ	2.0	2.0	2.0	2.0	
Ped Min g		21.8		ĺ			İ	20.4		İ		

Analyst: Saurabh Kabre Inter.: Bruckner Blvd & Tiffany Street

Agency: AKRF, Inc. Area Type: All other areas

Date: 7/14/2006 Jurisd: New York City Period: PM Peak Hour Year : 2006 Existing

Project ID: Hunts Point WPCP Sat. Flow rate (WBL = 2200)

E/W St: Bruckner Blvd N/S St: Tiffany Street

	Eas	tboui	nd	We	stbou:	nd	No	rthbo	und	So	uthbo	und
4	L	T	R	L	T	R	L	T	R	L	${f T}$	R
No. Lanes	0	2	0		2,	0		1	1	0	1	0
LGConfig	İ	Т		L	T		Ì	\mathtt{LT}	R	Ì	LT	'R
Volume	į	764		202	470		19	54	120	119	91	30
Lane Width	ĺ	12.5		9.0	11.0		ĺ	11.0	16.0	İ	13.0	ł
RTOR Vol	j ·			j			j		0	j		0
												<u>`</u>
Duration	0.25		Area	~ =		other Opera	areas					

Duration	0.25	Area T	Type:	All of	cher	areas					
			Sig	gnal Og	perat	ions					
Phase Comb	oination 1	2	3	4			5	6 .	7	8	
EB Left					NB	Left	P				
Thru		Þ				Thru	P				
Right						Right	P				
Peds		X				Peds	X				
WB Left	P				SB	Left	P				•
Thru	P	P			ĺ	Thru	P				
Right		*				Right	₽				
Peds	X	X				Peds	X				
NB Right					EB	Right					
SB Right					WB	Right					
Green	16.	0 58.0					31.0				
Yellow	5.0	3.0					3.0				
All Red	0.0	2.0					2.0				

Cycle Length: 120,0 secs

		Intersec	tion Pe	rforman	ce Summa	-	e neng	CII; I.	20.0	secs
Appr/ Lane	Lane Group	Adj Sat Flow Rate	Rati				Appr	oach		<u></u>
Grp		(8)		g/C	Delay	LOS	Delay	LOS	_	
Eastbo	und		·	Round development before the more than a state of the sta		A Brazza of selected tradeoff Brazza of Hard	N 400-164 (100-164 (100-164 (100-164 (100-164 (100-164 (100-164 (100-164 (100-164 (100-164 (100-164 (100-164 (decement forward forward access to the content of		
T ·	1559	3226	0.58	0.48	19.3	В	19.3	В		
Westbou	ınd									
L	204	1529	1.05	0.13	129.9	F				
T	1872	2843	0.27	0.66	3.8	A	41.8	D		
Northbo	ound									
LT	447	1730	0.19	0.26	35.6	D	36.9	D		
R	441	1707	0.31	0.26	37.8	D				
Southbo	ound									
LTR	350	1354	0.83	0.26	61.5	E	61.5	E		
	Intersec	ction Delay	= 34.3	(sec/v	eh) In	terse	ection	LOS =	C	

Phone: E-Mail: Fax:

OPERATIONAL ANALYSIS_____

Saurabh Kabre Analyst: Agency/Co.: AKRF, Inc.
Date Performed: 7/14/2006
Analysis Time Period: PM Peak Hour

Intersection:

Bruckner Blvd & Tiffany Street

Area Type: Jurisdiction: Analysis Year: All other areas New York City 2006 Existing

Project ID: Hunts Point WPCP Sat. Flow rate (WBL = 2200)

E/W St: Bruckner Blvd

N/S St: Tiffany Street

VOLUME DATA_____

1	Ea	stbou	nd	We	stboun	ıd	No	rthbo	und	Sou	uthbo	ınd
į	L .	T	R	L.	T	Ŕ	Ŀ	T	R	L	Т	R
Volume		 764	<u> </u>	. <u></u> 202	470		19	54	120	119	91	30
% Heavy Veh		14		123	23		6	6	6	24	24	24
PHF		0.84		0.94	0.94		0.87	0.87	0.87	0.83	0.83	0.83
PK 15 Vol		227		54	125		5	16	34	36	27	9
Hi Ln Vol				İ			İ			Ì		
% Grade		0		j	0		Ì	0		Ì	0	
Ideal Sat		1900		2200	1900		İ	1900	1900		1900	
ParkExist												X
NumPark						•						5
No. Lanes	0	2	0	1	2	0	0	1	1	0	1	0
LGConfig		${f T}$		L	T			LT	R		\mathtt{LT}	R
Lane Width		12.5		9.0	11.0			11.0	16.0		13.0	
RTOR Vol				ļ					0			0
Adj Flow		910		215	500			84	138		289	
%InSharedLn												
Prop LTs		0.0	00		0.00	0		0.2			0.4	95
Prop RTs		.000		0	.000		!		1.000	}	.125	
Peds Bikes	1	0					1		0	1		0
Buses		0		0	0			0	0	ļ	0	
%InProtPhase	€ .											

Duration 0.25 Area Type: All other areas

____OPERATING PARAMETERS_____

	Ea	stbou	nd	₩e	stbou	nd	No	rthbo	und	Sc	uthbo	und
	L	${f T}$	R	Ĺ	${f T}$	R	L	T	${\mathbb R}$	L	${f T}$	R
							.			Parent beneathwest trees	-	
Init Unmet		0.0		0.0	0.0			0.0	0.0		0.0	•
Arriv. Type		4		4	4			3	3		3	
Unit Ext.		3.0		3.0	3.0			3.0	3.0		3.0	
I Factor		1.00	0		1.00	0		1.00	0		1.00	0
Lost Time		2.0		2.0	2.0		ĺ	2.0	2.0	Ì	2.0	
Ext of g		2.0		2.0	2.0		Ì	2.0	2.0	Ì	2.0	
Ped Min g		18.3		1				21.3			20.3	

Analyst: Saurabh Kabre

Inter.: Bruckner Blvd & Tiffany Street

13.0

Agency: AKRF, Inc.

Area Type: All other areas

Date: 7/14/2006 Period: PM Peak Hour

Lane Width

RTOR Vol

Jurisd: New York City Year : 2006 Existing

Project ID: Hunts Point WPCP

12.0

E/W St: Bruckner Blvd

N/S St: Tiffany Street

11.0 16.0

0

			SI	GNALI	ZED I	NTERSE	CTION	SUMM	ARY				
	Eas	tbou	nd	Wes	stbou	nd	No	rthbo	und	Soi	ıthbc	und	
	L	T	R	ļ L	${f T}$	R	L	${f T}$	R	L	${f T}$	R	ĺ
	Ì						_			.			
No. Lanes	0	2	0	0	2	0	0) 1	1.	0	1	0	
LGConfig		TR			TR		ĺ	LT	R		Γ T	'R	
Volume	İ	533	7	İ	534	102	119	54	120	Ì 1 1 9	91	3.0	İ

10.5

Duration Area Type: All other areas 0.25 Signal Operations Phase Combination 1 5 EB Left NB Left Ρ Thru P Thru Ρ Right Р Right Р X Peds Peds X WB Left SB Left Р Thru Þ Thru Ρ P Right Þ Ρ Right ₽ Peds Х Х Peds Х Right EBRight NBSB Right WB Right Green 16.0 58.0 31.0 3.0 Yellow 5.0 3.0 All Red 0.0 2.0 2.0

Cycle Length: 120.0 secs

		Intersec	tion Pe	rforman			e nema	Lille J.	40.0	pecp.
Appr/ Lane	Lane	Adj Sat Flow Rate	Rati					oach		
	-	(8)		g/C	Delay	LOS	Delay	LOS	_	
Eastbo	und									
TR	1586	3282	0.41	0.48	16.5	В	16.5	В		
Westbo	und									
TR	1880	2855	0.36	0.66	4.3	A	4.3	A		
Northbo	ound									
LT R Southbo	447 441 ound	1730 1707	0.19 0.31	0.26 0.26			36.9	D		
LTR	350	1354	0.83	0.26	61.5	Ε	61.5	E		
	Intersec	tion Delay	= 21.6	(sec/v	eh) Ir	iterse	ection :	LOS ≍	С	

Intersection Delay = 21.6 (sec/veh) Intersection LOS = C

Phone: E-Mail: Fax:

OPERATIONAL ANALYSIS

Analyst:

Saurabh Kabre Agency/Co.: AKRF, Inc.
Date Performed: 7/14/2006
Analysis Time Period: PM Peak Hour
Intersection:

Bruckner Blvd & Tiffany Street

Area Type: Jurisdiction: Analysis Year:

All other areas New York City 2006 Existing

Project ID: Hunts Point WPCP

E/W St: Bruckner Blvd

N/S St: Tiffany Street

_____VOLUME DATA_____

I	Ea	stbou	nđ	W∈	stbou	nd	No	rthboi	und	Sou	ıthboı	and
ļ	Ŀ	T	R	L	T	R	L	T	R	L	T	R
Volume		533	7	. ———	534	102	19	54	120	119	91	3 0
% Heavy Veh		1.0	10 '		10	10	6	6	6	24	24	24
PHF		0.84	0.84		0.94	0.94	0.87	0.87	0.87	0.83	0.83	0.83
PK 15 Vol		159	2		142	27	5	16	34	36	27	9
Hi Ln Vol											•	
% Grade		0		İ	0		Ì	0			0	
Ideal Sat		1900		Ì	1900		Ì	1900	1900	Ì	1900	
ParkExist				j		X	ĺ			ĺ		X
NumPark				j		5	İ			ĺ		5
No. Lanes	0	2	0	jc	2	0	0	1	1	0	1	0
LGConfig		TR		İ	TR		İ	\mathtt{LT}	R		LT	R
Lane Width		12.0		į	10.5		į	11.0	16.0	İ	13.0	
RTOR Vol			0	ĺ		0	ĺ		0	İ		0
Adj Flow		643		İ	677		İ	84	138	Ì	289	
%InSharedLn				İ			İ			Ì		
Prop LTs		0.0	00	j	0.0	00	Ì	0.2	62	ļ	0.4	95
Prop RTs	0	.012		(.161		0	.000	1.000	0	.125	
Peds Bikes	1	0	0	j 1	LO	0	1	0	0	1	0	0
Buses	j	0		İ	0		i	0	0		0	
%InProtPhase	, 2			İ			İ			İ		

Duration 0.25 Area Type: All other areas

OPERATING PARAMETERS

	Ea	stbou	nd	We	stbou	nd	No	rthbo	und	Sc	uthbo	und
	L	${f T}$	R	L	T	R	L	T	R	L	T	R
Init Unmet		0.0		ļ	0.0		1	0.0	0.0	Į	0.0	
Arriv. Type		4		1	4			3	3		3	
Unit Ext.		3.0			3,0			3.0	3.0		3.0	
I Factor		1.00	0		1,00	0		1.00	0		1.00	0
Lost Time		2.0			2.0			2.0	2.0		2.0	
Ext of g		2.0		Ì	2.0		Ì	2.0	2.0		2.0	
Ped Min g		18.3			13.8		ĺ	21.3		Ì	20.3	

Analyst: Saurabh Kabre

Inter.: Garrison Ave and Legett Ave

Agency: AKRF, Inc.

Area Type: All other areas

Date: 7/14/2006 Period: PM Peak Hour

Jurisd: New York City Year : 2006 Existing

Project ID: Hunts Point WPCP

E/W St: Garrison Avenue

N/S St: Legett Avenue

			SI	GNALI	ZED I	NTERSI	ECTIO	N SUMM	ARY				
W-1 MER ATTER - WALLE LINE		stbo	und	We	stbou	ınd	N	orthbo	und	Sc	uthbo	ound	Ī
	L	${f T}$	R	j L	${f T}$	R	L	${f T}$	R	· L	${f T}$	R	ĺ
				. l			_			\			
No. Lanes	() 1	0	0	1	0		0 2	0		2	0	-
LGConfig	1	Γ	ľR	ĺ	LI	R.	.	LI	R.		LI	ľR	Í
Volume	1	1	1	19	1	30	1	469	41	59	501	1	ĺ
Lane Width	İ	16.	0	į	16.0)		16.0	į		14.0)	ĺ
RTOR Vol.	į.		0	j		0	ĺ		0	İ		0	į

Duration	0.25		Area	Type:	All o	ther	areas				-
				Si	gnal O	perat	ions				
Phase Com	bination	1	2	3	4			5	6 7	٤	3
EB Left		P				NB	Left	P			
Thru		\mathbf{P}				Ì	Thru	P			
Right	Tark to the second	P				ĺ	Right	P			
Peds	-	X				İ	Peds	X			
WB Left		P				SB	Left	P			
Thru	•	P				İ	Thru	.P			
Right		P		1		İ	Right	P			
Peds						j	Peds			•	
NB Right						EB	Right				
SB Right						WB	Right				
Green		19.8				•	_	31.8			
Yellow		3.0						3.0			
All Red		1.2					•	1.2			
								Cycle	Length:	60.0	secs

		Intersec	tion Pe	erformanc	e Summa	-			2002
Appr/ Lane	Lane	Adj Sat Flow Rate	Rati					oach	
	-	(s)	******	g/C	Delay	LOS	Delay	LOS	
Eastbou	nd	PATA		_ `	<u> </u>	roll for all first the ordered printer	,,		, <u>-</u>
LTR	639	1936	0.00	0.33	13.5	В	13.5	В	
Westbou	nd	·							
LTR	615	1863	0.12	0.33	14.4	В	14.4	В	
Northbo	und								
LTR	1933	3648	0.32	0.53	8.4	A	8.4	A	
Southbo	und								
LTR	1394	2631	0.43	0.53	9.6	A	9.6	A	
	Intersec	tion Delay	= 9.3	(sec/ve	eh) Ii	nterse	ction 1	LOS = A	

Phone: E-Mail: Fax:

OPERATIONAL ANALYSIS_____

Analyst: Agency/Co.:

Saurabh Kabre AKRF, Inc.

Date Performed: 7/14/2006
Analysis Time Period: PM Peak Hour

Intersection:

Garrison Ave and Legett Ave

Area Type: Area Type: Jurisdiction: Jurisdiction: New York City Analysis Year: 2006 Existing

All other areas

Project ID: Hunts Point WPCP

E/W St: Garrison Avenue

N/S St: Legett Avenue

VOLUME DATA_____

,				l					-		1 1.1	- 7
		stbou		!	stbour		!	rthbor		!	ıthboı	
	L	${f T}$	R	L	${f T}$	R	L	Т	R	L	${f T}$	R
				ļ]		<u>.</u>	.		
Volume	1	1.	1.	19	1	30	1.	469	41	59	501	1
% Heavy Veh	2	2	2	6	6	6	6	6	6	24	24	24
PHF	0.90	0.90	0.90	0.68	0.68	0.68	0.83	0.83	0.83	0.93	0.93	0.93
PK 15 Vol	1	1	1	7	1	11	1	141	12	16	135	1
Hi Ln Vol											٠.	
% Grade	ĺ	0			0			0			0	
Ideal Sat	İ	1900		İ	1900		İ	1900		[1900	
ParkExist	İ			Ì			Ì					
NumPark	i ·			į			j			İ		
No. Lanes	0	1	0	j o	1	0	0	2	0	0	2	0
LGConfig		L'T'	R	ĺ	LT	R	İ	$\mathbf{L}^{\prime}\mathbf{T}^{\prime}$	R		$\mathbf{L}(\mathbf{T})$	R
Lane Width	j	16.0		Ì	16.0		İ	16.0		Ì	14.0	
RTOR Vol	j		0	<u> </u>		0	Ì		0	ĺ		0
Adj Flow		3		Ì	73		ĺ	615			603	
%InSharedLn	İ			İ			İ			Ì		
Prop LTs	İ	0.3	33	İ	0.3	84	İ	0.0	02		0.1	04
Prop RTs	i o	.333		i o	.603		0	.080		1 0	.002	
Peds Bikes	j 5		0	5			i o		0	j o		
Buses		0		Ì	0		İ	0		İ	0	
%InProtPhase	e	-		İ	•		ĺ			İ		
· ·				1		_						

Duration 0.25 Area Type: All other areas

OPERATING PARAMETERS_____

	Ea	Eastbound			Westbound		Northbound		und	Southbound		und
	L	T	R	L	T	R	Ĺ	${f T}$	R	L	T	R
				ļ			.					***************************************
Init Unmet		0.0			0.0			0.0		1	0.0	
Arriv. Type		3			3		1	3			3	
Unit Ext.		3.0			3.0		ĺ	3.0		Ì	3.0	
I Factor		1.00	0		1.00	0		1.00	0		1.00	0
Lost Time		2.0		İ	2.0		ĺ	2.0		ĺ	2.0	
Ext of g		2.0	•	İ	2.0		İ	2.0			2.0	
Ped Min g		19.7	1	ĺ	18.5		ĺ	17.0)	Ì	3.2	

Analyst: Saurabh Kabre

Inter.: Garrison Ave & Hunts Point Ave

Agency: AKRF, Inc.

Area Type: All other areas

Date: 7/14/2006
Period: PM Peak Hour

All Red

2.0

Jurisd: New York City Year : 2006 Existing

Project ID: Hunts Point WPCP

E/W St: Garrison Avenue

N/S St: Hunts Point Avenue

2.0 2.0

			STO	ᅿᄱᄶᆛᆛᅩᄭ	ED TI	итркор	CITOM	POUNT	AK 1				
	Eas	tbou	nd	Wes	tbou	nd	No	rthbo	und	Sou	thboi	and	
	Ľ	T	R	L	${f T}$	R	L	${f T}$	R	L	Т	Ŕ	
							ļ						
nes	0	2	0	0	2	0	1.	2	0	1	1	1.	

CTANTAL TODO TAMBOLOGOPTON CHIMNADV

No. Lan LGConfig LTRL TRLTR 35 390 67 44 198 40 113 11 Volume 48 143 62 10.0 11.0 11.0 14.5 10.0 10.0 Lane Width 11.0 RTOR Vol

Dur	ation	0.25	<i>P</i>	rea	Type:	A11 o	ther	areas					
					Si	gnal O	perat	ions					
Pha	se Comb:	ination	1	2	3	4			5	6	7	8	
EB	Left		₽				NB	Left	P				
	Thru		Þ				İ	Thru	P				
	Right		Ρ.				İ	Right	P				
	Peds		X .				į	Peds	X				•
WB	Left		P				SB	Left	P	P			
	Thru		P				İ	Thru	P	P			
	Right		P		1		j	Right	₽	P			
	Peds	,	X				į	Peds	X				-
NB	Right			•			EB	Right					
\mathtt{SB}	Right						WB	Right					
Gre	en	2	5.0						59.0	21.0			
Yel	low	. 3	.0						3.0	3.0			

Cycle Length: 120.0 secs

		Intersec	tion Pe	rformand	ce Summa	ary				
Appr/	Lane	Adj Sat	Rati	os	Lane (3roup	Appı	roach		
Lane	Group	Flow Rate							_	
Grp	Capacity	(g)	v/c	g/C	Delay	LOS	Delay	LOS		
Eastbou	nd		-							
LTR	517	2484	0.57	0.21	47.1	D	47.1	D		
Westbou	ind									
LTR	631	3029	0.29	0.21	41.1	D	41.1	D		
Northbo	ound									
L	493	1003	0.08	0.49	16.4	В				
TR	1434	2916	0.35	0.49	19.5	В	19.2	В		
Southbo	ound									
L	588	1351	0.09	0.71	7.8	Α				
T	1049	1481	0.23	0.71	6.6	A	6.8	A		
R	881	1244	0.01	0.71	5.2	A				
	Intersec	tion Delay	= 25.5	(sec/v	eh) Ii	nterse	ction	LOS =	: C	

Phone: E-Mail: Fax:

OPERATIONAL ANALYSIS

Analyst: Agency/Co.: AKRF, Inc.
Date Performed: 7/14/2006
Analysis Time Period: PM Peak Hour
Intersection:

Saurabh Kabre

Garrison Ave & Hunts Point Ave

Area Type: Area Type:
Jurisdiction: Analysis Year: All other area New York City All other areas

Project ID: Hunts Point WPCP

E/W St: Garrison Avenue

N/S St: Hunts Point Avenue

VOLUME DATA_____

!	Eas	stbour	nđ	Wes	stboui	nd	i Nor	rthboi	ınd	Sou	ıthboı	ınd l
	Ľ	T	R	L	T	R	L	T	R	Ľ	T	R
 Volume	48	143	62	 7	40	113	35	390	67	44	198	 11
% Heavy Veh	6	6	6 ,	6	6	6	6	6	6	24	24	24
- 1		-	_	0.89	_	0.89	! '	-	0.90	ł	0.82	0.82
PHF	0.86			!	0.89		0.90			0.82		!
PK 15 Vol	14	42	18	2	11	32	10	108	19	13	60	3
Hi Ln Vol												*.
% Grade		0		1	Ó			0			0	
Ideal Sat		1900		ĺ	1900		1900	1900		1900	1900	1900
ParkExist			X	Ì			İ		X	Ì		j
NumPark			5	İ				•	5	İ		ĺ
No. Lanes	0	2	0	0	2	0	1	2	Ó	1	1	1
LGConfig		LT	R.	ĺ	LT:	R	ÌЬ	TR		L	T	R
Lane Width		11.0		İ	14.5		10.0	10.0		10.0	11.0	11.0
RTOR Vol	ĺ		0	İ		0	İ		0	İ		o i
Adj Flow	ĺ	294		İ	180		39	507		54	241	13
%InSharedLn	İ			i			1			ì		i
Prop LTs	! 	0.1	9.0	ì	0.0	4.4	11.00	0.0	0.0	1.000	0.0	oo i
Prop RTs		.245		۱ ،	.706		!	.146	• •	!		1.000
	2		0	2		0	2		0	20		0
	~'		U	4	-	U	1			1		•
Buses	[-	0			0		0	Ó		0	0	0
%InProtPhase	9			ļ		_	1			0.0		0.0

Duration 0.25 Area Type: All other areas

OPERATING PARAMETERS

	Ea	Eastbound		Westbound			Northbound			Southbound		und
	Ŀ	T	R	L	${f T}$	R	Ĺ	${f T}$	R	Ŀ	T	R
- 11										-		
Init Unmet		0.0		ļ	0.0		0.0	0.0		0.0	0.0	0.0
Arriv. Type		3			3		3	3		3	3	3
Unit Ext.		3.0			3.0		3.0	3.0		3.0	3.0	3.0
I Factor		1.00	0		1.00	0		1.00	0		1.00	0
Lost Time		2.0			2.0		2.0	2.0		2.0	2.0	2.0
Ext of g		2.0			2.0		2.0	2.0		2.0	2.0	2.0
Ped Min g		18.3			20.9		1	18.4			18.4	

Phone: E-Mail:

Fax:

ALL-WAY STOP CONTROL (AWSC) ANALYSIS____

Analyst: Saurabh Kabre
Agency/Co.: AKRF, Inc.
Date Performed: 7/14/2006
Analysis Time Period: PM Peak Hour

Intersection: Lafayette Ave & Tiffany Street

Jurisdiction: New York City

Units: U. S. Customary

Analysis Year: 2006 Existing

Project ID: Hunts Point WPCP

East/West Street: Lafayette Avenue North/South Street: Tiffany Street

Worksheet 2 - Volume Adjustments and Site Characteristics____

	Εε	ıstbou	ınd	We	estbou	ınd	No	rthbo	und	So	Southbound		
	L T R L			ļЬ	Т	R	L	${f T}$	R	L	T	R	
w:• **	<u> </u>	. 07 11											
Volume	6	87	11	180	89	36	1.5	122	Q	49	216	9	1
% Thrus Left Lane		50	1		50			50					

•	Eastl	oound	West	oound	North	oound	South	oound
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	TR	LT	TR	LT	T	LT	TR
PHF	0.79	0.79	0.83	0.83	0.76	0.76	0.86	0.86
Flow Rate	61	68	149	97	99	80	181	135
% Heavy Veh	6	6	6	6	6	6	24	24
No. Lanes	2	2	:	2	2	2	2	2
Opposing-Lanes	2	2	:	2	2	2	2	2
Conflicting-lanes	2	2	:	2	:	2	2	2 .
Geometry group	į	5	ļ	5	!	5	ĺ	5
Duration, T 0.25	hrs.							

Worksheet	3	-	Saturation	Headway	Adjustment	Worksheet
-----------	---	---	------------	---------	------------	-----------

	Eastbound		West	bound	North	bound		
	L1	L2	L1	L2	L1	L2	L1	L2
Flow Rates:								
Total in Lane	61	68	149	97	99	80	181	135
Left-Turn	7	0	96	0	19	0 -	56	0
Right-Turn	0	1.3	0	4.3	0	0	0	10
Prop. Left-Turns	0.1	0.0	0.6	0.0	0.2	0.0	0.3	0.0
Prop. Right-Turns	0.0	0.2	0.0	0.4	0.0	0.0	0.0	0.1
Prop. Heavy Vehicl	e0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.2
Geometry Group		5		5		5		5
Adjustments Exhibi	t 17-3	3:						
hLT-adj		0.5		0.5		0.5		0.5

hRT-adj hHV-adi	-0.7 1.7		- 0 1	. 7 . 7	- 0 1	.7	- 0 1	. 7 . 7		
hHV-adj hadj, computed	0.2	-0.0	0.4	-0.2	0.2	0.1	0.6	0.4		
Wor	ksheet	4 - Dep	arture H	eadway	and Serv	ice Tim	e			
	Eastl	oound	Westb	ound	Northb	ound	Southb	ound		
	ь1	L2	L1							
Flow rate	61	68	149	97	99	80	181	135		
hd, initial value	3.20	3.20				3.20	3.20	3.20		
x, initial	0.05	0.06	0.13	0.09	0.09	0.07	0.16			
hd, final value	6.40	6.21	6.49	5.86	6.23	6.13	6.39	6.18		
x, final value	0.11	0.12	0.27	0.16	0.17	0.14	0.32	0.23		
Move-up time, m Service Time	2	2.3	2	, 3	- 2	. 3	2	.3		
Service Time	4.1	3.9	4.2	3.6	3.9	3.8	4.1	3.9		
Wor	ksheet	5 - Car	acity an	d Level	of Serv	ice	<u>-</u>			
	Eastl	oound	Westb	ound	Northb	ound	Southb	Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2		
Flow Rate	61	68	149	97	99	80	181	135		
Service Time	4.1	3.9				3.8	4.1	3.9		
Utilization, x	0.11	0.12	0.27	0.16	0.17	0.14	0.32	0.23		
Dep. headway, hd	6.40	6,21	6.49	5.86	6.23	6.13	6.39	6.18		
Capacity								385		
Delay	9.88	9.74	11.56	9.66	10.21	9.79	12.09	10.74		
LOS			В					В		
Approach:		3			-					
Delay		9.81	1.	0.81	1.	0.02	1	1.51		
LOS		A	B	,			E	1		
Table 10 Day			. .							

Intersection LOS B

Intersection Delay 10.75

Analyst: Saurabh Kabre

Inter.: Randall Ave & Tiffany Street

Agency: AKRF, Inc.

Area Type: All other areas

Date: 7/14/2006 Period: PM Peak Hour Jurisd: New York City Year : 2006 Existing

Project ID: Hunts Point WPCP

E/W St: Randall Avenue

N/S St: Tiffany Street

INTERSECTION	

			SI	GNALI	ZED I	NTERS	ECTION	SUMM	ARY				
	Eas	stbou	und Westbound					rthbo	und	Southbound			
	L	T	R	L	T	R	L	T	R	L	${f T}$	R	ĺ
No. Lanes	0	2	0	-	2	0	0	2	0	-	2	0	-
LGConfig		LТ	R	ĺ	LTR			LTR			LTR		
Volume	8	225	48	11	240	62	67	120	13	104	150	11	ĺ
Lane Width	j	11.0		İ	10.5	5	j	10.5		ĺ	10.5	5	ĺ
RTOR Vol	ĺ		0	İ		0	j		0	j		0	İ
Maria Warrestan Administration and the Company of t	·				~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~								
Duration	0.25		Area				areas						
				Sí	gnal	Opera	tions_		of Goldenial Property Printled Street & Bellions				····
Phase Combi	natio	n 1	2	3	4	1		5	6	7		8	

Dur	ation	0.25		Area	Туре	: All	. ot	cher	areas					
		<u> </u>			S	ignal	Or	perat	ions					
Pha	se Comb	ination	1.	2	3		4			5	6	7	8	
EB	Left		P					ИВ	Left	P				
	Thru		P						Thru	P				
	Right		P	4.					Right	P				w.
	Peds		X				į	į	Peds	X				
WB	Left		P					SB	Left	Р				
	Thru		Ė					ĺ	Thru	P				
	Right		P	•	•			İ	Right	₽				
	Peds		X				ĺ	İ	Peds	X				
NВ	Right							EB	Right					
sb	Right							WB	Right					
Gre	en	3	1.8					•		19.8				
Yel	.low	3	.0							3.0				
A11	. Red	1	2							1,2				
										~		(3)		

						Cycl	e Leng	th: 60.	0	secs
		Intersec	tion Pe	rformand	ce Summa	iry				
Appr/ Lane	Lane Group	Adj Sat Flow Rate		Ratios		Lane Group		Approach		
Grp	Capacity			g/C	Delay	LOS	Delay	LOS		
Eastbou	und			P Printing before all trained forward before the market time and the last	**					
LTR	1204	2271	0.24	0.53	8.1	A	8.1	A		
Westbou	und							•		
LTR	1280	2415	0.26	0.53	8.2	Α	8.2	A		
Northbo	ound									
LTR	616	1867	0.41	0.33	17.6	В	17.6	В		
Southbo	ound									
LTR	578	1751	0.55	0.33	20.1	С	20.1	С		
	Intersec	tion Delay	= 13.3	(sec/ve	eh) Ir	nterse	ection	LOS = E	3	

Phone: E-Mail: Fax:

____OPERATIONAL ANALYSIS_____

Analyst:
Agency/Co.:
Date Performed:
Analysis Time Period:
Intersection:
Area Type:
Area Type:
Analysis Year:
Analysis Year:
Analysis Year:
Analysis Analysis Point WDCD

Project ID: Hunts Point WPCP

E/W St: Randall Avenue N/S St: Tiffany Street

VOLUME DATA_____

	Eastbound			Westbound			l Noi	rthboi	ınd	l sou	Southbound		
	L	T	R	L	Т	R	L	Т	R	L	T	R	
Volume	 8	225	48	 11	240	62	67	120	13	104	150	11	
% Heavy Veh	33	33	33	22	22	22	31	31	31	36	36	36	
PHF	0.96		0.96	0.93	0.93	0.93	0.79	0.79	0.79	0.84	0.84		
PK 15 Vol	2	59	13	3	65	17	21	38	4	31	45	3	
Hi Ln Vol	-		2.0		0.0	- '	- -		-	-		J	
% Grade	İ	0		İ	0		İ	0			0		
Ideal Sat	İ	1900		İ	1900		İ	1900			1900	•	
ParkExist	İ		X	İ		X	İ		X	İ		X	
NumPark	İ		5	į		5	Ì		5	Ī		5	
No. Lanes	0	2	0	j o	2	0	j o	2	0	. 0	2	0	
LGConfig	j	L'T'	R	LTR			LTR			LTR			
Lane Width		11.0			10.5			10.5			10.5		
RTOR Vol	Ì		0	ĺ		0			0	1		0	
Adj Flow		292			337		253			316			
%InSharedLn										1			
Prop LTs	ļ ·	0.0	27		0.0	36	1	0.3	36		0.3	92	
Prop RTs	0	.171		0	.199		0	.063		0	.041		
Peds Bikes	1	0	0	1	0	0	1	0	0	1	0	0	
Buses		0		[0			0			0	•	
%InProtPhase	e												

Duration 0.25 Area Type: All other areas

OPERATING PARAMETERS_____

	Eastbound L T R	Westbound L T R	Northbound L T R	Southbound L T R		
			İ			
Init Unmet	0.0	0.0	0.0	0.0		
Arriv. Type	3	3	3 .	3		
Unit Ext.	3,0	3.0	3.0	3.0		
I Factor	1.000	1.000	1.000	1.000		
Lost Time	2.0	2.0	2.0	2.0		
Ext of g	2.0	2.0	2.0	2.0		
Ped Min g	18.2	18.2	18.0	18.5		

Analyst: Saurabh Kabre

Inter.: Garrison Ave & Tiffany Street

Intersection LOS = B

Agency: AKRF, Inc.

Area Type: All other areas

Date: 7/14/2006 Period: PM Peak Hour Jurisd: New York City Year : 2006 Existing

Project ID: Hunts Point WPCP

E/W St: Gar:			•	N/S	St: T	iffany	Stre	et		
		SIC	GNALIZED	INTERSE	CTION :	SUMMAR	Y			
	East	bound	Westb		Northbound			Southbound		
	L	T R	L T	R	L	T I	R	L	T R	
No. Lanes LGConfig	0	2 0 LTR	,	2 0 LTR	0	2 (LTR	o	0	2 0 LTR	·
Volume	!	4 4	42 84		,	130 3	0		28 43	
Lane Width	1	1.0	10	.5	ļ	11.0		1	0.5	ļ
RTOR Vol	I	0		0	1	0	· I		0	
Duration	0.25	Area '		l other l Operat		Andrew Brands Standard Street, secure St.				
Phase Combi	nation	1 2	3	4		5	6	7	8	
EB Left		P		NB	Left	P ·				
Thru		P		ļ	Thru	P				
Right		P		ļ	Right					
Peds		X			Peds	X				
WB Left		P		SB	Left	P.				
Thru		P ,			Thru	P				
Right Peds		P X			Right					
NB Right		Λ		 EB	Peds Right	X	•			
SB Right	•			WB	Right					
Green	4	3.0		1 111	RIGHT	67.0		•		
Yellow		.0			•	3.0				•
All Red		. 0				2.0				
						Cycl	e Ler	ngth: 1	20.0	secs
	·			erformanc						
Appr/ Lan		Adj Sat		os	Lane	Group	App	roach		
Lane Gro		Flow Rate	***************************************							•
Grp Cap	acity	(s)	v/c	g/C	Delay	LOS	Dela	ay LOS		
Eastbound										
LTR 93	3	2605	0.16	0.36	26.6	С	26.6	5 C		
Westbound										
LTR 88	6	2472	0.21	0.36	27.3	С	27.3	3 C		
Northbound										
LTR 15	89	2846	0.12	0.56	12.7	В	12.	7 B		
Southbound										
LTR 12	85	2302	0.30	0.56	14.6	В	14.6	5 B		

Intersection Delay = 18.8 (sec/veh)

Phone: E-Mail: Fax:

____OPERATIONAL ANALYSIS______

Analyst: Agency/Co.: Agency/Co.:
Date Performed: 7/14/2006
Analysis Time Period: PM Peak Hour

Saurabh Kabre AKRF, Inc.

Intersection:

Garrison Ave & Tiffany Street

Area Type: Area Type: Jurisdiction:

All other areas Jurisdiction: New York City Analysis Year: 2006 Existing

Project ID: Hunts Point WPCP

E/W St: Garrison Avenue

N/S St: Tiffany Street

VOLUME DATA_____

1	i Hoo	. # la a	- d	l trace	4 + h a	. ~	i Mor	rthboi	1 n d	1 001	ıthboı	md
		stbour			tbour		!			!		
	L	T	R	L	T	R	L	${f T}$	R	L	${f T}$	R
_	ļ				*****************		ļ ———					
Volume	29	84	4	42	84	34	4	130	30	29	228	43
% Heavy Veh	6.	6	6	6	6	6	6	6	6	24	24	24
PHF	0.79	0.79	0.79	0.85	0.85	0.85	0.85	0.85	0.85	0.79	0.79	0.79
PK 15 Vol	9 ,	27	1	12	25	10	1	38	9	9	72	14
Hi Ln Vol	j						Ì			ĺ		4,
% Grade		0		j.	0		ĺ	Ó .		ĺ	0	
Ideal Sat	ĺ	1900		ĺ	1900		İ	1900		ĺ	1900	
ParkExist	ĺ		X	ĺ		X	Ì		X			X
NumPark	Ì		5	ļ		5	Ì		5	1		5
No. Lanes	0	2	0	0	. 2	0	0	2	0	0	2	0
LGConfig	ĺ	LT:	R	İ	LT	R	ĺ	LT	R		LT	R
Lane Width	ĺ	11.0		İ	10.5		Ì	11.0		Ì	10.5	
RTOR Vol	Ì		0	į		0	Ì		0	į		0
Adj Flow	İ	148		ĺ	188		Ì	193		Ĭ	380	
%InSharedLn	j			İ			İ					
Prop LTs	·	0.2	50	İ	0.2	61	İ	0.0	26	ĺ	0.0	97
Prop RTs	0	.034		j o	.213	•	jö	.181		- 0	.142	
Peds Bikes	1	0	0	1	0	0	1	0	0	1	0	0
Buses		0		Ì	0			0		1	0	
%InProtPhas	ė			İ			İ			Ì		

Duration 0.25 Area Type: All other areas

	Eastbound T. T. R			We	stbou	nd	No	rthbo	und	Southbound			
	L	${f T}$	R	L	T	R	L	T	R	L	${f T}$	R	
				ļ				*******	<u> </u>	.			
Init Unmet	0.0			0.0				0.0			0.0		
Arriv. Type	3			3				3			3		
Unit Ext.	3.0			3.0				3.0		İ	3.0		
I Factor		1.00	0	1.000				1.00	0		0		
Lost Time	2.0			2.0			2.0				2.0		
Ext of g		2.0		2.0			2.0				2.0		
Ped Min g		20.3		İ	18.0		18.3			18.3			

TWO-WAY STOP CONTROL SUMMARY_

Analyst: Saurabh Kabre
Agency/Co.: AKRF, Inc.
Date Performed: 7/14/2006
Analysis Time Period: PM Peak Hour

Intersection: Lafayette Ave & Tiffany Street

Jurisdiction: New York City

Units: U. S. Customary

C(m) (vph)

95% queue length Control Delay

Approach Delay

Approach LOS

v/c

LOS

Analysis Year: 2006 Existing

Project ID: Hunts Point WPCP

East/West Street: Lafayette Avenue North/South Street: Tiffany Street

Intersection Orientation: EW Study period (hrs): 0.25

Indersection o	Tiencacion;	771 A.A.		50	day per.	LOG (III.b	,,, 0,2	
	Veh	icle Vo	lumes ar	nd Adjus	tments_			
Major Street:	Approach	E	astbound	E		Westboun	ıd	
,	Movement	1	2	3	4	5	6	*
		L	${f T}$	R	L	${f T}$	R	•
Volume			136			205		
Peak-Hour Fact	or. PHF		0.79			0.83	,	
Hourly Flow Ra			172			246		
Percent Heavy		•		Per 8-44				
Median Type/St		IIndi	vided		. ,			
RT Channelized		Ollar	VIGGG		,			
Lanes	• •	A	2			2		
Configuration			T			T		
Upstream Signa	172		No			No		
opacieam bigne			140			110		
Minor Street:	Approach	и	orthbou	nd		Southbou		
	Movement	7 .	8	9	10	11	12	
		L	T	R	L	T	R	
Volume			·			ht)//		
Peak Hour Fact	or PHF			0.76		•		
Hourly Flow Ra	-			93				
Percent Heavy				6				
Percent Grade			0			0		
Flared Approac	1 1	/Storag	re		/	•		1
Lanes		,	-	1.	,			,
Configuration				R.				
· · · · · · · · · · · · · · · · · · ·								
	Delay,	Queue L	ength,	and Leve	el of Se	rvice		
Approach	EB	WB	No	rthbound	i	Soi	ıthboun	đ
Movement	1	4	7	8	9	10	11	12
Lane Config		İ			R			
v (vph)					93	l Province to the country from the description of the country for the country province of the country of the co		
· ' ' ' ' ' ' ' ' ' ' ' ' ' ' ' ' ' ' '					000			

932

0.10

0.33

9.3

A

9.3

Α

Phone: E-Mail: Fax:

· ·	_TWO-WAY	STOP	CONTROL (TWSC)	ANALYSIS
Analyst: Agency/Co.:	Saurabh AKRF, I		e	

Agency/Co.: ARRF, Inc.
Date Performed: 7/14/2006
Analysis Time Period: PM Peak Hour

Intersection: Lafayette Ave & Tiffany Street

Jurisdiction: New York City

Units: U. S. Customary

Flow (ped/hr)

Analysis Year: 2006 Existing

Project ID: Hunts Point WPCP

East/West Street: Lafayette Avenue North/South Street: Tiffany Street

Intersection Orientation: EW Study period (hrs): 0.25

	Vehicle	Volumes	and.	Adjustmen	nts		
Major Street Movements	_	2	3	4	5	6	
	L	Т	R	L	Ť	R	
Volume		136			205		
Peak-Hour Factor, PHF		0.79			0.83		
Peak-15 Minute Volume		43			62		
Hourly Flow Rate, HFR		172			246		
Percent Heavy Vehicles							
Median Type/Storage RT Channelized?	Und	ivided		/			
Lanes		2			2		
Configuration		${f T}$			${f T}$		
Upstream Signal?		No			No		
Minor Street Movements	7	8	9	10	11	12	
	L	T	R	L	T	R	•
Volume			71				
Peak Hour Factor, PHF			0.7	6			
Peak-15 Minute Volume			23				"
Hourly Flow Rate, HFR			93				
Percent Heavy Vehicles			6				
Percent Grade (%)		0			0		
Flared Approach: Exist	s?/Stora	ge		/			/
RT Channelized?			No				•
Lanes			1				
Configuration		F	3				
т	edestria	n Volum					
Movements	redestria 13	11 vorume 14		. Adjustii 5 16	C11C9		

Data Analysis

Highway Capacity Software Analysis for the 2011 No Build Conditions
AM Peak Period

Analyst: Saurabh Kabre

Inter.: Bruckner Blvd & Hunts Point Av

Agency: AKRF, Inc.

Area Type: All other areas

Date: 7/14/2006 Period: AM Peak Hour

Jurisd: New York City Year : 2011 No Build

Project ID: Hunts Point WPCP-NB E/W St: Bruckner Blad-Main

N/S St. Hunts Point Avenue

		3lvd-Main		2.7 .	St: Hunts P		on a	
		SIG	NALIZED	INTERSE	CTION SUMMAR	Y		
	East	tbound	Westb		Northboun		Southbo	!
	L	T R	L T	R	L T	R. I	T C	R.
No. Lanes	0	0 0	0	3 0	0 2	0	0 3	0
LGConfig	İ			T	LT		TR	!
Volume	,		14		29 179 12.0		720 10.0	17
Lane Widt RTOR Vol	n	}	11	. 0	12.0	-	10.0	' o
KIOK VOI						,		
Duration	0,25	Area T	ype: Al Signa	l other l Operat	areas			
Phase Com	bination	1 2	819114	4	5	6	7	8
EB Left				ИВ	Left P	P		
Thru					Thru P	₽		
Right					Right			
Peds WB Left				l I SB	Peds X Left			
wb Leit Thru		P		55	Thru P			
Right		,		İ	Right P			
Peds		X		j	Peds X			
NB Right				EB	Right			
SB Right				WB	Right	2.0		
Green Yellow		71.0 3.0			31.0 3.0	3.0 3.0		
All Red		2.0			2.0	2.0		
					Cycl	le Leng	th: 120	.0 secs
					ce Summary	7		
	ane	Adj Sat	Rati	.os	Lane Group	Appr	oacn	*
Lane (roup	Flow Rate						
	roup Capacity	Flow Rate (s)	v/c	g/C	Delay LOS	Delay	LOS	
	Capacity		v/c	g/C	Delay LOS	Delay	LOS	
Grp (Capacity		v/c	g/C	Delay LOS	Delay	LOS	
Grp (capacity		v/c	g/C	Delay LOS	Delay	LOS	
Grp (capacity		v/c	g/C	Delay LOS	Delay	LOS	
Grp (capacity	(s) 4428		g/C 0.59			LOS	
Grp C Eastbound	capacity	(s)						
Eastbound Westbound	capacity	(s) 4428		0.59	10.6 B	10.6	В	
Eastbound Westbound T	d 2620 ad 732	(s) 4428	0.62	0.59	10.6 B	10.6	В	
Grp Grant Gr	d 2620 ad 732	(s) 4428	0.62	0.59	10.6 B	10.6	В	

Phone: E-Mail; Fax:

OPERATIONAL ANALYSIS_____

Analyst: Agency/Co.: AKRF, Inc.
Date Performed: 7/14/2006
Analysis Time Period: AM Peak Hour
Intersection:

Saurabh Kabre

Bruckner Blvd & Hunts Point Av

Area Type: Area Type:
Jurisdiction: Analysis Year: All other area New York City All other areas

Project ID: Hunts Point WPCP-NB

E/W St: Bruckner Blvd-Main

N/S St: Hunts Point Avenue

_____VOLUME DATA______

	Eas	tbou	nd	We	stbou	nd	No:	rthboi	ınd	So	uthbo	und
ļ	L	Т	R	L	T	R	L	T	R.	L	${f T}$	R
 Volume					1404		_ 29	179			720	17
% Heavy Veh			. ,	ļ	13		16	16		Ì	7	7.
PHF				İ	0.86		0.64			İ	0.85	0.85
PK 15 Vol				İ	408		11	70			212	5
Hi Ln Vol				ļ			Ì			ĺ		
% Grade				j	0		j	0		İ	0	
Ideal Sat		-		İ	1900		İ	1900			1900	
ParkExist				1			ļ					
NumPark				1			1				•	
No. Lanes	0	. 0	0	0) 3	0	0	2	0	- 0		0
LGConfig					T			LT			TR	
Lane Width					11.0			12.0	•		10.0	
RTOR Vol												0 -
Adj Flow					1633		ļ	325		ļ	867	
%InSharedLn												
Prop LTs				į	0.0	00	Ì	0.1	38	ļ	0.0	00
Prop RTs				(0.000		ĺ o	.000		!	.023	_
Peds Bikes	ļ									2	-	0
Buses					0			0		ļ	7	
%InProtPhase	е						0.0					

Duration 0.25 Area Type: All other areas

OPERATING PARAMETERS

1	Eas	stbou	nd	Westbound			No	rthbo	und	So	und	
	L	\mathbf{T}	R	ļь	${f T}$	R	L	T	R	L	${f T}$	R.
T ! -							-					amount because the party by the forest because passes
Init Unmet					0.0		ļ	0.0		!	0.0	ļ
Arriv. Type				İ	4			3			3	
Unit Ext.					3.0			3.0			3.0	
I Factor					1.00	0		1.00	0		1.00	0
Lost Time				İ	2.0		İ	2.0		ĺ	2.0	
Ext of g				į	2.0		İ	2.0		Ì.	2.0	
Ped Min g							İ				20.1	

Analyst: Saurabh Kabre

Inter.: Bruckner Blvd & Hunts Point Av

Agency: AKRF, Inc.

Area Type: All other areas

Date: 7/14/2006 Period: AM Peak Hour

Jurisd: New York City Year : 2011 No Build

Project ID: Hunts Point WPCP-NB

N/S St. Hunts Point Avenue

E/W	St: Bru	ckner	Blvd-	Servi	ce		N/S	St: H	lunts F	oint A	venue	€			
				SI	GNALIZ	ZED IN	TERSE	CTION	SUMMAR	ĽΫ́					
		Eas	tboun			tbour			thbour		Sout	thbou	ınd		
		L	T	R	ј L I	T	R	L	T	R	L	T	R.		
	Lanes	0	0	0	0	2 TR	0	0	2 LT	0	0	3 T'R	0	 	
Volu		Ì.			İ	1172	92	29	179	j	•	720	17	ĺ	
Lane	e Width	İ			İ	11.0		İ	12.0			10.0			
RTOR	R Vol	į .					0						0	. 1	

Dura	ation	0.25		Area '			other Operat								
Phas	se Combi	nation	1	2	3	4			5	6	7		8		
EB	Left						NB	Left	P	Þ					
	Thru						j	Thru	P	P					
	Right						İ	Right	_						
	Peds						į	Peds	X						
WB	Left						i sb	Left							
	Thru		P				i	Thru	P						
	Right		P	2			İ	Right							
	Peds		X				Ì	Peds				•			
NB	Right					•	EB	Right							
SB	Right						WB	Right							
Gree			71.0				1	J	31.0	3.0					
Yell			3.0						3.0	3.0					٠.
	Red		2.0						2.0	2.0					
									_	le Leng	gth:	120.	0	sec	g
Appı	r/ Lan			iterse j Sat		Perf atios		ce Sum Tane	mary Group	Δηηι	coach				
Lane			-	v Rate		acros		дапс	group	r.pp.	.04011	•			•
Grp		acity		(s)	v/c	g	7 <u>c</u>	Dela	y LOS	Delay	/ LOS				
East	tbound					***************************************		<u>-</u>	·		***************************************				
	•														
West	tbound														
Τ̈́R		369	31:	59	0.7	9 0	.59	14.6	В	14.6	В			÷	
٠		, , ,	J		•••	, ,			***		_				
Nor	thbound														
LT	73	32	30	94	0.4	4 0	.32	33.9	С	33.9	С				
Sou	thbound														
TR	1:	151	44	54	0.7	5 0	.26	45.6	D	45.6	D				

Intersection Delay = 27.0 (sec/veh) Intersection LOS = C

Phone: E-Mail: Fax:

OPERATIONAL ANALYSIS_____

Analyst: Agency/Co.: AKRF, Inc.
Date Performed: 7/14/2006
Analysis Time Period: AM Peak Hour
Intersection:

Saurabh Kabre

Bruckner Blvd & Hunts Point Av

Area Type: Jurisdiction: All other areas New York City 2011 No Build

Analysis Year:

Project ID: Hunts Point WPCP-NB

E/W St: Bruckner Blvd-Service

N/S St: Hunts Point Avenue

VOLUME DATA_____

1	Eas	tbou	nd	We	stbou	nd	No:	rthbo	ınd	So	uthbo	und
. [L	${f T}$	R	L	Ť	R	L	T	R	L	T	R
	· · · · · ·				1100		\ 	170		_	720	1 17
Volume			3 -	İ	1172		29	179	•		720	17
% Heavy Veh				ļ	. 7	7	16	16			7	7
PHF						0.86	0.64					0.85
PK 15 Vol					341	27	11	70			212	5
Hi Ln Vol				1						1		
% Grade				Ì	0		Ì	0		j	0	
Ideal Sat				İ	1900		j	1900			1900	*
ParkExist			•	j			İ			İ		
NumPark				i			1					
No. Lanes	Ö	0	0	i o	2	0	1 0	2	0	l o	3	0
LGConfig	Ū	Ū	ŭ		TR	•		LT	•		TR	•
Lane Width				}	11.0		-	12.0			10.0	
!					11.0	0	1	12.0			10.0	0
RTOR Vol					1 4 0 0	•	-	205			0.65	U
Adj Flow					1470		ļ	325		i	867	
%InSharedLn												_
Prop LTs					0.0	00		0.1	38	ļ	0.0	00
Prop RTs				0	0.073		0	.000		C	.023	
Peds Bikes				2	25	0				2	:5	0
Buses				İ	11		į	0		į	7	
%InProtPhase	:			Ì			0.0			ĺ		
				<u> </u>	_ " "		1			1		

Duration 0.25 Area Type: All other areas

	Eas	stbou	.nd	Westbo		nd	No	rthbo	und	So	uthbo	und
	L	T	R	L	${f T}$	R	Ĺ	T	R	L	${f T}$	R
				ļ			.					
Init Unmet					0.0			0.0			0.0	
Arriv. Type					4			3			3	
Unit Ext.					3.0			3.0			3.0	1
I Factor					1.00	0		1.00	0		1.00	0
Lost Time					2.0			2.0			2.0	
Ext of g				ĺ	2.0		j	2.0		j .	2.0	Į.
Ped Min g	İ			İ	19.3		ĺ			İ	20.1	

Analyst: Saurabh Kabre

Inter.: Bruckner Blvd & Hunts Point Av

Agency: AKRF, Inc.

Area Type: All other areas

Date: 7/14/2006 Period: AM Peak Hour

Jurisd: New York City Year : 2011 No Build

Project ID: Hunts Point WPCP-SB

E/W St:	Bruckner	Blvd-Main		N/S	St: Hu	ints Po	oint A	Avenue		
		SIG	NALIZED	INTERSE	CTION S	SUMMAR	ζ.			
	Eas	stbound	Westb			hbound		South	bound	1
	L L	T R	L T				ર	L T		- 1
		10		10	-		`			
No. Lan	es 1	2 0	0	0 0	0	2		2	2 0	<u> </u>
LGConfi		T			i	TR.	R	L	T	Ì
Volume	17	495			1 1				_	
Lane Wi	,	12.0			•	11.0 1		11.0 10		i
RTOR Vo		12.0			-	0			• •	
TULOIC VO	·				ļ	V	I			. 1
Duratio	n 0.25	Area 7		l other						
				l Operat	ions					
	combination		3	4		5	6	7	8	
EB Lef		Þ		NB	Left					
Thr		P			Thru	P		•		
Rig	jht .				Right	P				
Ped		X		İ	Peds			X		
WB Lef				l sb	Left	P	P			
Thr				i	Thru	P	P			
Rig				l	Right	*	~			
Pec				}	Peds	Х		Х		
				מקו !		<i>2</i> 2		21		
NB Rig		•		EB	Right					
SB Rig	int			WB	Right		2 2	m 0		
Green		46.0				31.0	3.0	7.0		
Yellow		3.0				3.0	3.0	14.0		
All Red	A.	2.0				2.0	2.0	4.0		
								gth: 12	0.0	secs
		·		erformand						
Appr/	Lane	Adj Sat	Rati	LOS	Lane (Group	App:	roach		
Lane	Group	Flow Rate					-		-	
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Dela	y LOS		
Eastbou	d				PART IN WASHINGTON FROM THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF T					
Lasino.	623	1626	0.03	0.38	21.2	С				
T	1249	3259	0.03	0.38	26.4	C	26.2	С		
	1249	3239	0.40	0.30	20.4	C	20.2	C		
Westbou	ınd									
NI o ao ≒ lo 1	d									
Northbo	ouna									
TR	769	2976	0.42	0.26	38.8	D	44.8	D		
R	348	1346	0.72	0.26	52.6	D				
Southbo		エウェウ	0.72	V.20	22.0	مد				
		2127	0.94	0 22	76.3	E.				
L	445	3137		0.32		E	E / 4	Б		
Т	1016	3126	0.42	0.32	33.0	C	54.4	D		
	Interse	ction Delay	= 43.4	(sec/v	eh) I:	nterse	ction	LOS =	D	
			-3.1	,, v.	/				_	

Phone: E-Mail: Fax:

____OPERATIONAL ANALYSIS_____

Analyst: Saurabh Kabre
Agency/Co.: AKRF, Inc.
Date Performed: 7/14/2006
Analysis Time Period: AM Peak Hour
Intersection:

Intersection:

Bruckner Blvd & Hunts Point Av

Area Type: All other areas
Jurisdiction: New York City
Analysis Year: 2011 No Build

Analysis real:

Project ID: Hunts Point WPCP-SB

P/M St. Bruckner Blvd-Main

N/S St: Hunts Point Avenue

VOLUME DATA_____

	Eas	stbour	nd	Wes	tbou	nd	No	rthbo	und	Sou	ıthbou	ınd
	L	T	R	L	T	R	L	Т	R	L	T	R
Volume	17	495		_		,	-	191	178	356	364	
% Heavy Veh	11	11		, [j	16	16	8	8	
PHF	0.87	0.87		· [0.64	0.64	0.85	0.85	
PK 15 Vol	5	142		İ			ĺ	75	70	105	107	
Hi Ln Vol			-	Ì			İ					
% Grade	ĺ	0		<u> </u>			ĺ	0			0	
Ideal Sat	1900	1900		İ			İ	1900	1900	1900	1900	
ParkExist	ĺ			ļ								
NumPark	Ì			Ì			Ì					
No. Lanes	1	2	0	0	0	0	(2	1	2	2	0
LGConfig	L	${f T}$						TR	R	L	T	
Lane Width	12.0	12.0						11.0	11.0	11.0	10.0	
RTOR Vol	l .								0			
Adj Flow	20	569						326	250	419	428	
%InSharedLn									1.0			
Prop LTs		0.00	0 0					0.0	00	1.00	0 0.00	0 (
Prop RTs	0	.000					-	0.085	1.000	0	.000	
Peds Bikes				0			1 :	25				
Buses	0	0		1				0	0	0	0	
%InProtPhase	e									0.0		

Duration 0.25 Area Type: All other areas

	Ea	stbou:	nd	Westbound			Northbound			So	ınd	
	L	${f T}$	R	Ĺ	T	R	Ĺ	${f T}$	${\tt R}$	L	${f T}$	R
							ļ					
Init Unmet	0.0	0.0						0.0	0.0	0.0	0.0	
Arriv. Type	4	4					[3	3	3	3	
Unit Ext.	3.0	3.0		ĺ			1	3.0	3.0	3.0	3.0	
I Factor		1.00	0					1.00	0		1.000)
Lost Time	2.0	2.0					ĺ	2.0	2.0	2.0	2.0	
Ext of g	2.0	2.0		ĺ			İ	2.0	2.0	2.0	2.0	
Ped Min g	Ì			İ	19.2		İ	20.4		ĺ		

Analyst: Saurabh Kabre

Agency: AKRF, Inc. 7/14/2006 Date: Period: AM Peak Hour

Project ID: Hunts Point WPCP-SB E/W St: Bruckner Blvd-Service

Inter.: Bruckner Blvd & Hunts Point Av

Area Type: All other areas

Jurisd: New York City Year : 2011 No Build

N/S St: Hunts Point Avenue

E/W St: Bruc	ckner B	lvd-Serv	ice	N/S	St: Hu	ınts P	oint A	Avenue	€		
	٠	S	IGNALIZED	INTERSE	CTION S	SUMMAR	.Y				
	East	bound	Westbo	ound		hboun	:		hbou		
	L '	T R	L T	R	L	T	R	L	T	R	
lo. Lanes	0	2 0	-	0 0			1 -		2	0	
GConfig	.	TR		•		TR	R	L	${f T}$		i
olume/	2.	41 100]		.78	356	364		į
Lane Width	1	2.5	i		l .	11.0 1		11.0	10.0		ĺ
RTOR Vol	-	0				0	:				j
Duration	0.25	Area	Type: Al								<u> </u>
Phase Combin	nation	1 2	Signa 3	l Operat 4	ions	 5	6				····
Fliase Combii EB Left	HACTOH		J	. T I NB	Left	5	J	,		-	
Thru		P		1 1/12	Thru	P					-
Right		r P		'	Right						
Peds		X		-	Peds	_		Х			
WB Left				SB	Left	P	P				
Thru				55	Thru	P	P				
Right			•	ł	Right						
Peds		-			Peds	Х		х			
NB Right				EB	Right	21					
SB Right				WB	Right						
Green	4	6.0		1 112	1129*10	31.0	3.0	7.0			
Yellow		.0				3.0	3.0	14.			
All Red		3.0				2.0	2.0	4.0			
ALL NEG	۷	0					le Len			o .	secs
		Inters	ection Pe	rformano	e Summ						
Appr/ Lan	e	Adj Sat	. Rati		Lane			roach			-
Lane Gro		Flow Rat									
Grp Cap	acity	(ន)	v/c	g/C	Delay	LOS	Dela	y Los			
Eastbound		·		hands bridge some water of privile games and a							
TR 10	31	2689	0.38	0.38	25.4	C	25.4	Ċ			
Westbound											
								•			
Northbound											
TR 76	59	2976	0.42	0.26	38.8	D	44.8	D			
R 34		1346	0.72	0.26	52.6	D					
Southbound											
L 44	-	3137	0.94	0.32	76.3	E					
	: 5	J 4 J /									
	16	3126	0.42	0.32	33.0	C	54.4	D			

Phone: E-Mail: Fax:

____OPERATIONAL ANALYSIS_____

Analyst: Saurabh Kabre Agency/Co.: AKRF, Inc. Date Performed:

Date Performed: 7/14/2006

Analysis Time Period: AM Peak Hour
Intersection: Bruckner Blvd & Hunts Point Av
Area Type: All other areas
Jurisdiction: New York City
Analysis Year: 2011 No Build

Project ID: Hunts Point WPCP-SB
E/W St: Bruckner Blvd-Service N/S St: Hunts Point Avenue

VOLUME DATA_____

ì	Eastbound	Westbound	Northbound	Southbound
į	L T R	L T R	L T R	L T R
Volume	241 100		191 178	356 364
% Heavy Veh	30 30	·	16 16	8 8
PHF	0.87 0.87		0.64 0.64	0.85 0.85
:		[]	75 70	105 107
PK 15 Vol	69 29		75 70	105 107
Hi Ln Vol	_			
% Grade	0		0 .	0
Ideal Sat	1900		1900 1900	1900 1900
ParkExist		<u> </u>		
NumPark				
No. Lanes	0 2 0	0 0 0	0 2 1	2 2 0
LGConfig	TR	į	TR R	L T
Lane Width	12.5	į	11.0 11.0	11.0 10.0
RTOR Vol	0	į	0	į
Adj Flow	392	i	326 250	419 428
%InSharedLn	332	i	10	1 1 1 1 1 1 1
·	0.000	1	0.000	1.000 0.000
Prop LTs		}	!	!
Prop RTs	0.293	!	0.085 1.000	0.000
Peds Bikes	25 0	ļ	25	
Buses	0	Į	0 0	0 0
%InProtPhase	е			0.0

Duration 0.25 Area Type: All other areas

	Ea	Eastbound		Westbound			Northbound			So	uthbound
	L	T	R	L	${f T}$	R	L	T	R	ļ L	T R
										.	
Init Unmet		0.0						0.0	0.0	0.0	0,0
Arriv. Type		4						3	3	3	3
Unit Ext.		3.0					1	3.0	3.0	3.0	3.0
I Factor		1.00	0	ĺ			Ì	1.00	0		1.000
Lost Time		2.0		j			ĺ	2.0	2.0	2.0	2.0
Ext of g		2.0		j ·			İ	2.0	2.0	2.0	2.0
Ped Min g	•	21.8		ĺ			ĺ	20.4			

Analyst: Saurabh Kabre

Inter.: Bruckner Blvd & Tiffany Street

Agency: AKRF, Inc.

Area Type: All other areas

Date: 7/14/2006 Period: AM Peak Hour

Jurisd: New York City Year : 2011 No Build

Project ID: Hunts Point WPCP (Sat. Flow Rate WBL=2200)

E/W St: Bruckner Blvd

N/S St: Tiffany Street

TNTERSECTION	

	Eas	Eastbound			Westbound			rthbo	und	Southbound		
	Ĺ	${f T}$	R	L	${f T}$	R	L	T	R	L	T	R
				<u> </u>					·			
No. Lanes	0	2	0	1	2	0	0) 1	1	0	1	0
LGConfig	1	Т		L	${f T}$			LT	R		$\mathtt{L}\mathtt{T}$	R
Volume	İ	269		311	584		27	26	101	29	23	13
Lane Width	İ	12.5		9.0	11.0		Ì	11.0	16,0		13.0	
RTOR Vol	İ			İ			ĺ		0	İ		0

Duration	0.25		Area T	'ype:	All of	ther	areas					
		4.0		Sig	gnal Op	perat	ions					
Phase Com	bination	1.	2	3	4	1	U	5	6	7	8	
EB Left						NB	Left	P				
Thru			P	•		į	Thru	P				
Right						ĺ	Right	P				
Peds			X			j	Peds	X				
WB Left		P				SB	Left	P				•
Thru		₽	₽			j	Thru	Р				
Right						į.	Right	P				
Peds		X	X			İ	Peds	Χ .				•
NB Right						EB	Right					
SB Right						WB	Right					•
Green		34.0	39.0			•	_	31.0				•
Yellow	(6.0	3.0					3.0				
All Red	(0.0	2.0					2.0				

Cycle Length: 120.0 secs

Appr/ Lane	Lane Group	Adj Sat Flow Rate	Rat:	ios	Lane (Froup	Appro	oach	
Grp	Capacity		v/c	g/C	Delay	LOS	Delay	LOS	
Eastbo	und							and by Nine	
Ť	1077	3313	0.32	0.32	30.2	С	30.2	C	÷
Westbo	und								
L	472	1665	0.83	0.28	56.2	E			
T	2038	3095	0.36	0.66	4.3	Α	22.3	С	
Northb	ound								
LT	407	1576	0.16	0.26	35.3	D	36.9	D	
R	403	1560	0.31		37.8	D			
Southb	ound								
LTR	397	1536	0.21	0,26	36.1	D	36.1	D	

Intersection Delay = 26.1 (sec/veh) Intersection LOS = C

Phone: E~Mail: Fax:

OPERATIONAL ANALYSIS_____

Analyst: Agency/Co.: Date Performed:

Saurabh Kabre AKRF, Inc. 7/14/2006

Analysis Time Period: AM Peak Hour Intersection:

Bruckner Blvd & Tiffany Street

Area Type: Jurisdiction: Analysis Year:

All other areas New York City 2011 No Build

Project ID: Hunts Point WPCP (Sat. Flow Rate WBL=2200)

E/W St: Bruckner Blvd

N/S St: Tiffany Street

VOLUME DATA

	Ea	.stboui	nd	Wes	stbour	ıd	No	rthbo	ınd	Sou	ıthboı	and
ĺ	L	T	R	L l	T	R	L	T	R	L	Т	R
Volume		269		311	584		27	26	101	29	23	13
% Heavy Veh		11		13	13		16	16	16	8	8	8
PHF		0.78	·.	0.79	0.79		0.82	0.82	0.82	0.78	0.78	0.78
PK 15 Vol		86		98	185		8	8	31.	9	7	4
Hi Ln Vol]								
% Grade		0			0			0			0	
Ideal Sat		1900		2200	1900			1900	1900		1900	
ParkExist												X
NumPark										,		5
No. Lanes	0	2	0	1	2	0	0	1	1	0	1	0
LGConfig		${f T}$] L	${f T}$			$_{ m LT}$	R		LT	R
Lane Width		12.5		9.0	11.0			11.0	16.0		13.0	
RTOR Vol									0			0
Adj Flow		345		394	739		İ	65	123	Ì	83	
%InSharedLn				Ì			Ì					
Prop LTs		0.0	00	İ	0.00	0.0	į	0.5	0.8		0.4	4 6
Prop RTs	0	.000		0	.000		0	.000	1.000	0	.205	
Peds Bikes	0)		İ			1	0	0 .	1	0 .	0
Buses		Ó		0.	0			0	0	ĺ	0	
%InProtPhase)			İ			ĺ			İ		

Duration

0.25 Area Type: All other areas

OPERATING PARAMETERS

	Ea	Eastbound		Westbound			Northbound			Sc	und	
	L	T	R	L	T	R	L	T	${\mathbb R}$	L	T	R
							.					
Init Unmet		0.0		0.0	0.0			0.0	0.0		0.0	
Arriv. Type		4		4	4.			3	3		3	
Unit Ext.		3.0		3.0	3.0			3.0	3.0		3.0	
I Factor		1.00	0		1.00	0		1.00	0		1.00	0
Lost Time		2.0		2.0	2.0		ĺ	2.0	2.0	1	2.0	
Ext of g		2.0		2.0	2.0		Ì	2.0	2.0	1	2.0	
Ped Min g		18.2		İ			İ	21.3			20.3	

Analyst: Saurabh Kabre

Inter.: Bruckner Blvd & Tiffany Street

Agency: AKRF, Inc.

Area Type: All other areas

Date: 7/14/2006 Period: AM Peak Hour

Jurisd: New York City Year : 2011 No Build

Project ID: Hunts Point WPCP

E/W St: Bruckner Blvd

N/S St: Tiffany Street

TNTERSECTION	

	Eas	tbou	nd	Wes	tbou	nd	No	orthbo	and	So	uthbo	und
	L	${f T}$	R	L	${f T}$	R	L	${f T}$	R	L	${f T}$	R
							ļ					
No. Lanes	0	2	0	0	2	0	0) 1	1	0	1	0
LGConfig		TR			TR			LT	R		$\mathtt{L}\mathtt{T}$	R
Volume		151	7		736	60	27	26	101	29	23	13
Lane Width		12.0		ļ	10.5			11.0	16.0		13.0	!
RTOR Vol		o j		1		0			0 -			0

Dur	ation	0.25		 Area	Туре	: Al:	1. ot	her	areas					
					S	ignal	ıo ı	perat	ions					
Pha	se Comb	ination	1	2	3		4			5	6	7	8	
EΒ	Left							ИВ	Left	P				
	Thru			Ė			•		Thru	P				
	Right			P				İ	Right	P				
	Peds			X				ĺ	Peds	X				
WB	Left							SB	Left	P				
	Thru	-	P	₽					Thru	₽				
	Right		P	Ъ,				i I	Right	P				
	Peds		X	X				ĺ	Peds	X				
NB	Right							EB	Right					
sb	Right							WB	Right					
Gre	en	-1	34.0	39.0						31.0				
Yel	.low		5.0	3.0						3.0				
All	Red	(0.0	2.0						2.0				

Cycle Length: 120.0 secs

		Tatanaa	ıtılan Da	f	~ A	-	е пенд	CII; I	20.0	secs
Appr/ Lane	Lane Group	Intersec Adj Sat Flow Rate	Rati				·	oach		
Grp	-	(s)		g/C	Delay	LOS	Delay	LOS	_	
Eastbo	und	··	· · · · · · · · · · · · · · · · · · ·							
TR	898	2762	0.23	0.32	29.1	C	29.1	С		
Westbo	und									
TR	1941	2948	0.52	0.66	5.4	A	5.4	A		
Northb	ound									
LT R Southb	407 403 ound	1576 1560	0.16 0.31	0.26 0.26	35.3 37.8		36.9	D		
LTR	397	1536	0.21	0.26	36.1	D	36.1	D		
	Intersec	ction Delay	= 14.3	(sec/v	eh) Ir	nterse	ction	LOS =	В	

Phone: E-Mail: Fax:

OPERATIONAL ANALYSIS_____

Analyst: Agency/Co.:

Saurabh Kabre Agency/Co.: AKRF, Inc.
Date Performed: 7/14/2006
Analysis Time Period: AM Peak Hour

Intersection:

Bruckner Blvd & Tiffany Street

Area Type: Area Type: Jurisdiction: Analysis Year: All other areas New York City 2011 No Build

Project ID: Hunts Point WPCP

E/W St: Bruckner Blvd

N/S St: Tiffany Street

VOLUME DATA

I	Eas	stbou	nd	l We	stbou	ad	No	rthbo	und	l Soi	uthbo	ınd
j	L	Т	R	L	T	R	L	T	R	L	${f T}$	R
Volume		151	7	<u> </u>	736	60	27	26	101	29	23	13
. !				 	730 8	8	II.			1	2 <i>3</i>	 8
% Heavy Veh		30	30 '		_	-	16	16	16	8	-	-
PHF		0.78		ļ	0.79		0.82		0.82	0.78	0.78	
PK 15 Vol		48	2		233	19	8	8	31	9	7	4
Hi Ln Vol			4	1								
% Grade		0		İ	0			0 .		İ	0	
Ideal Sat		1900		j	1900		İ	1900	1900	ì	1900	
ParkExist				i		Х				}		X
NumPark				¦		5						5
		•			_	_						-
No. Lanes	0	. 2	. 0	Ò	-	0	0	Ţ	1.	0	1.	0
LGConfig		TR]	TR			${ m LT}$	R		$_{ m LT}$	R
Lane Width		12.0			1.0.5			11.0	16.0		13.0	
RTOR Vol			0	İ		0	İ		0	j		0
Adj Flow		203		ĺ	1008		İ	65	123		83	
%InSharedLn	·			i			ì	• •			0.5	
	 	0.0	0.0	}	0 0	0.0	}	۸ .	0.0	l i	0 4	1.
Prop LTs			00	_	0.0	00	!	0.5		_	0.4	40
Prop RTs	!	.044		!	0.075		0	.000	1.000	0	.205	
Peds Bikes	1 (0	0	1	. 0	0	1	0	0	1	0	0
Buses		0			0		1	0	0		0	
%InProtPhase	B			İ			İ			İ		
				1			1			1		

Duration 0.25 Area Type: All other areas

	Ea	Castbound			stbou	nd	No	rthbo	und	Sc	uthbo	und
	L	T	R	L	${f T}$	R	L	${f T}$	R	L	T	R
							_			ļ		
Init Unmet		0.0			0.0			0.0	0.0		0.0	
Arriv. Type		4			4			3	3		3	[
Unit Ext.		3.0			3.0			3.0	3.0		3.0	ļ
I Factor		1.00	0		1.00	0		1.00	0		1.00	0
Lost Time		2.0		Ì	2.0		ĺ	2.0	2.0	Ì	2.0	
Ext of g		2.0			2.0		İ	2.0	2.0		2.0	
Ped Min g		18.3		ĺ	13.8		ĺ	21.3			20.3	

Analyst: Saurabh Kabre

Inter.: Garrison Ave and Legett Ave

Agency: AKRF, Inc.

Area Type: All other areas

Date: 7/14/2006 Period: AM Peak Hour

Jurisd: New York City Year : 2011 No Build

Project ID: Hunts Point WPCP

E/W St: Garrison Avenue

N/S St: Legett Avenue

			sic	GNALIZ	ED I	NTERSE	CTION	SUMM	ARY				
	Eas	tbour	nd	Wes	tbou	nd	Nor	thbo	und	Sou	thbo	und	
	Ĺ	T	R	L	${f T}$	R	L	${f T}$	R	L	${f T}$	R	
	İ			ĺ			ĺ						
nes	0	1	0	0	1	0	0	2	0	0	2	0	ĺ

No. Lane LGConfig LTRLTRLTR LTR566 12 31 569 3 Volume 2 1 111 13 14.0 16.0 16.0 Lane Width 16.0 RTOR Vol.

Dur	ation 0.25		Area		All o			~				
				Sig	gnal Oj	perat	ions		·			
Pha	se Combinatio	n 1	2	3	4			5	6	7	8	
EB	Left	P				NB	Left	. P				
	Thru	P				İ	Thru	P				
	Right	P				İ	Right	P				
	Peds	X				İ	Peds	· X				
WB	Left	P				SB	Left	P				
	Thru	P				ĺ	Thru	P				
	Right	P	3	•		Ì	Right	P				
	Peds					Ì	Peds					
NB	Right					EB	Right					
SB	Right					WB	Right			*.		
Gre	**	19.8				•		31.8				
Yel	low	3.0						3.0				
All	Red	1.2	*					1.2		*	•	

Cycle Length: 60.0 secs

		Intersec	tion Pe	rformanc	e Summa	ry			
Appr/	Lane	Ādj Sat	Ratio	os	Lane G	roup	Appro	ach	
Lane	_	Flow Rate			*****				
Grp	Capacity	(s)	v/c	g/C	Delay :	LOS	Delay	LOS	
Eastbou	nd						·	the control of the control of	
LTR	641	1942	0.02	0.33	13.6	В	13.6	В	
Westbou	nd								
LTR	538	1629	0.08	0.33	14.1	В	14.1	В	
Northbo	und								
LTR	1782	3363	0.37	0.53	8.9	A	8.9	Α	
Southbo	und								
LTR	1711	3229	0.39	0.53	9.0	A	9.0	Α	
	Intersect	ion Delay	= 9.1	(sec/ve	h) In	terse	ction I	GOS = A	i e

Phone: E-Mail: Fax:

OPERATIONAL ANALYSIS_____

Analyst: Agency/Co.: AKRF, Inc.
Date Performed: 7/14/2006
Analysis Time Period: AM Peak Hour

Saurabh Kabre

Intersection:

Garrison Ave and Legett Ave

Area Type: Area Type: Jurisdiction: Analysis Year: All other areas New York City 2011 No Build

Project ID: Hunts Point WPCP

E/W St: Garrison Avenue

N/S St: Legett Avenue

_____VOLUME DATA_____

1	Eas	Eastbound			stbour	nd	l No	rthboi	und	l Soi	ıthbo	und
	L	T	R	L	T	R	L	T	R	L	Т	R
Volume	<u></u> 2	2		 11	2	13	 1	566	12	31	569	3
% Heavy Veh		2	2 ,	23	23	23	16	16	16	8	8	8
PHF	•	0.50		0.59	0.59		0.87	0.87	0.87	0.91	0.91	0.91
PK 15 Vol	11	1	1	5	1	6	1	1.63	3	9	156	1
Hi Ln Vol	İ .			j			İ		•	į		
% Grade	İ	0		į	0		}	Ò		İ	0	
Ideal Sat	İ	1900		İ	1900		İ	1900	•		1900	
ParkExist	į			j			i					
NumPark				İ			İ			İ		
No. Lanes	j . o	1	0	j o	1	0	0	2	0	0	2	0
LGConfig	ĺ	LT.	R	i ·	LT	R	Ì	LT.	R	Ì	LT	R
Lane Width	j	16.0		j	16.0		Ì	16.0		ĺ	14.0	
RTOR Vol	j		0	Ì		0	İ		0	İ		0
Adj Flow	İ	10		ĺ	44		İ	666		İ	662	
%InSharedLn	Ì		÷	ĺ			İ			İ		
Prop LTs	İ	0.4	00	İ	0.4	32	Ì	0.0	02	Ì	0.0	51
Prop RTs	j o	.200		0	.500		0	.021		0	.005	
Peds Bikes	5		0	5			0		0	0		
Buses	İ	0			0		Ì	0		Ì	0	
%InProtPhase	е									Ì		

Duration 0.25 Area Type: All other areas

	Еa	Eastbound			stbou	nd	No	rthbo	und	Sc	uthbo	und
	L	T	R	L	${f T}$	R	L	Т	R	L	${f T}$	R
Init Unmet		0.0			0.0			0.0			0.0	
Arriv. Type		3			3			3			3	
Unit Ext.		3.0		ĺ	3.0		İ	3.0		İ	3.0	
I Factor		1.00	0		1.00	0	Ì	1.00	0		1.00	0
Lost Time		2.0			2.0		Ì	2.0		Ì	2.0	
Ext of g		2.0			2.0		İ	2.0			2.0	
Ped Min g		19.7		ĺ	3.2		İ	17.0		İ	3.2	

Analyst: Saurabh Kabre

Inter.: Garrison Ave & Hunts Point Ave

Agency: AKRF, Inc.

Area Type: All other areas

Date: 7/14/2006 Period: AM Peak Hour

Jurisd: New York City Year : 2011 No Build

Project ID: Hunts Point WPCP

E/W St: Garrison Avenue

N/S St: Hunts Point Avenue

SIGNALIZED	TMTERS	RCTTON	SUMMARY
OTCINALITAD	TM T 1717 F	フローエエンバ	SOMME

W	Ea	Eastbound			estbo	und		Noi	cthbo	und	s	outhbo	und
	L	Т	R	L	T	R.	ļ	L	${f T}$	R	ļL	${f T}$	R
	ļ						_				.		
No. Lanes	0	2	0		0 2	0		1	2	0	:	L 1	1
LGConfig		\mathtt{LT}	R		L	TR		$\mathbf{L}_{\mathbf{I}}$	TR		L	\mathbf{T}	R.
Volume	37	121	3 0	4	16	91	1	12	241	38	96	346	.22
Lane Width	İ	11.0	4		14.	5]]	10.0	10.0		10.	11.0	11,0
RTOR Vol	İ	0				0	ĺ			0	Ì		0

Dur	ation	0.25		Area	Type:	All c	ther	areas					
					Si	gnal C	perat	ions					
Pha	se Combi	nation	1.	2	3	4			5	6	7	8	
EB	Left		P				NB	Left	P				
	Thru		P					Thru	P	•			•
	Right		P					Right	P				
	Peds		X				1	Peds	X				
WB	Left		P				SB	Left	P	P			
	Thru		P					Thru	P	P			
	Right		P		,		ĺ	Right	P	P			
	Peds		X					Peds	X				
NB	Right						EB	Right					
sb	Right						WB	Right					
Gre	en		25.0						59.0	21.0			
Yel	low		3.0						3.0	3.0			•
All	Red		2.0						2,0	2.0			

Cycle Length: 120.0 secs

						-	е геиб	tn: 1	20.0	secs
		Intersec	tion Pe	rforman	ce Summ	ary			,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	
Appr/	Lane	Adj Sat	Rati	os	Lane	Group	Appr	oach		
Lane	Group	Flow Rate								
Grp	Capacity	(g)	v/c	g/C	Delay	LOS	Delay	LOS		
Eastbor	ınd									
LTR	482	2316	0.46	0.21	44.8	D	44.8	D		·
Westbo	and									
LTR	536	2573	0.24	0.21	40.7	D	40.7	D		
Northbo	ound									
L	348	708	0.04	0.49	16.0	В				
TR	1312	2669	0.22	0.49	17.8	В	17.7	В		
Southbo	ound									
L	788	1548	0.15	0.71	6.5	A				
T	1205	1701	0.35	0.71	7.6	A	7.2	A		
R	1011	1428	0.03	0.71		A				
•		tion Delay					ction	LOS =	C	

Phone: E-Mail: Fax:

____OPERATIONAL ANALYSIS______

Analyst: Analyst:

Agency/Co.:

Date Performed:

Analysis Time Period:

AM Peak Hour

Analysis Time Period:

Analysis Time Period:

Analysis Time Period:

Saurabh Kabre

Intersection:

Garrison Ave & Hunts Point Ave

Area Type: All other area Jurisdiction: New York City Analysis Year: 2011 No Build All other areas

Project ID: Hunts Point WPCP

E/W St: Garrison Avenue

N/S St: Hunts Point Avenue

٧	U	ىدا	υ	М	L	L	ıΑ	Ί.	Α	

Eas	tbour	ıd	Wes	stbour	nd	Nor	thbou	ınd	Soi	ıthboı	ınd
L ·	T	R	L	T	\mathbb{R}	L	\mathbf{T}	R	Ŀ	T	R
		i	· 								
37	121	30	4	16	91	12	241	38	96	346	22
18	18	18 '	23	23	23	16	16	16	8	8	8
0.84	0.84	0.84	0.85	0.85	0.85	0.95	0.95	0.95	0.82	0,82	0.82
11	36	9	1.	5	27	3	63	10	29	10.5	7
						1					
	0			0			0		ļ	0	
	1900			1900		1900	1900		1900	1900	1900
		X			•			X			
		5			•	1		5			
0	2 .	. 0	0	2	0	1	2	0	1	1	1
	LT:	R		LT:	R	L	TR		Γ	${f T}$	R
	11.0		ļ	14.5		10.0	10.0		10.0	11.0	11.0
		0			0			0			0
	224			131		13	294		117	422	27
	0.1	96	ì	0.0	38	1.00	0.0	0 0	1.00	0.0	00
0	,161		0	.817		0	.136		0	.000	1.000
20	0	0	2	0	0	2	0	0	_	0	0
	0		{	0		0	0		0	0	0
=									0.0		0.0
	L 37 18 0.84 11	L T 37 121 18 18 0.84 0.84 11 36 0 1900 0 2 LT 11.0 224 0.1 0.161 20 0	37 121 30 18 18 18 0.84 0.84 0.84 11 36 9 0 1900 X 5 0 2 0 LTR 11.0 0 224 0.196 0.161 20 0	L T R L 37 121 30 4 18 18 18 23 0.84 0.84 0.84 0.85 11 36 9 1 0 1900	L T R LT 37 121 30 4 16 18 18 18 23 23 0.84 0.84 0.84 0.85 0.85 11 36 9 1 5 0 0 0 1900 X 5 0 2 0 0 2 LTR LT 11.0 14.5 0 224 131 0.196 0.0 0.161 0.817 20 0 0	L T R L T R 37 121 30 4 16 91 18 18 18 23 23 23 0.84 0.84 0.84 0.85 0.85 0.85 11 36 9 1 5 27 0 0 0 1900 X 5 0 2 0 0 2 0 LTR 11.0 14.5 0 224 131 0.196 0.038 0.161 20 0 0	L T R L T R L 12 37 121 30 4 16 91 12 18 18 18 23 23 23 16 0.84 0.84 0.84 0.85 0.85 0.85 0.95 11 36 9 1 5 27 3 0 0 0 1900 1900 1900 X 5 0 2 0 0 2 0 1 LTR LTR LTR L 11.0 14.5 10.0 0 224 131 13 0.196 0.038 1.006 0.161 0.817 0 20 0 0 0	L T R L T R L T R L T R 11.0	L T R L T R L T R 37 121 30 4 16 91 12 241 38 18 18 18 18 23 23 23 16 16 16 16 0.84 0.84 0.84 0.85 0.85 0.85 0.95 0.95 0.95 11 36 9 1 5 27 3 63 10 0 0 0 0 0 0 1900 1900 1900 1900 190	L T R L T R L T R L T R P L T R L T R L T R L T R L T R R 18 18 18 18 23 23 23 16 16 16 16 8 0.84 0.84 0.84 0.85 0.85 0.85 0.95 0.95 0.95 0.82 11 36 9 1 5 27 3 63 10 29 0 0 1900 1900 1900 1900 1900 1900	L T R L T R L T R L T R L T R L T R 1.0 0 1900 1900 1900 1900 1900 1900 190

Duration 0.25 Area Type: All other areas

	Eastbound	Westbound	Northbound	Southbound
	L T R	LTR	L T R	L T R
Init Unmet	0.0	0.0	0.0 0.0	0.0 0.0 0.0
Arriv. Type	3	3	3 3	3 3 3
Unit Ext.	3.0	3.0	3.0 3.0	3.0 3.0 3.0
I Factor	1.000	1.000	1.000	1.000
Lost Time	2.0	2.0	2.0 2.0	2.0 2.0 2.0
Ext of g	2.0	2.0	2.0 2.0	2.0 2.0 2.0
Ped Min g	18.3	20.9	18.4	18.4

Phone: E-Mail:

Fax:

ALL-WAY STOP CONTROL(AWSC) ANALYSIS

Analyst: Saurabh Kabre
Agency/Co.: AKRF, Inc.
Date Performed: 7/14/2006
Analysis Time Period: AM Peak Hour

Analysis Time Period: AM Peak Hour
Intersection: Lafayette Ave & Tiffany Street

Jurisdiction: New York City

Units: U. S. Customary

Analysis Year: 2011 No Build

Project ID: Hunts Point WPCP

East/West Street: Lafayette Avenue North/South Street: Tiffany Street

Worksheet 2 - Volume Adjustments and Site Characteristics

	Ea	Eastbound			Westbound			Northbound			Southbound		
•	L	${f T}$	R	L	T	R	L	${f T}$	R	L	\mathbf{T}	R	į
				ļ							·		.
Volume	7	74	13	134	76	11	23	108	21	44	254	5	
% Thrus Left	t. Tar	ne.	5.0			5.0			50			50	

	Eastbound		Westbound		North!	oound	Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	TR.	$_{ m LT}$	TR	LT	T	LT	TR
PHF	0.68	0.68	0.74	0.74	0.80	0.80	0.86	0.86
Flow Rate	64	73	232	65	95	67	198	152
% Heavy Veh	18	18	23	23	1.6	16	8	8
No. Lanes	2	<u>;</u>	:	2	2	2	2	2
Opposing-Lanes	2	2	;	2	2	2	2	2
Conflicting-lanes	. 2	3	2	2	2	2		2
Geometry group	. 5	5	!	5	į	5	į	5
Duration, T 0.25	hrs.							

___Worksheet 3 - Saturation Headway Adjustment Worksheet____

	Eastbound		nd Westbound		Northbound		Southbour	
	L1	L2	L1	L2	L1	L2	L1	L2
Flow Rates:								
Total in Lane	64	73	232	65	95	67	198	152
Left-Turn	10	0	181	0	28	0	51	0
Right-Turn	0	19	0	14	0	0	0	5
Prop. Left-Turns	0.2	0.0	0.8	0.0	0.3	0.0	0.3	0.0
Prop. Right-Turns	0.0	0.3	0.0	0.2	0.0	0.0	0.0	0.0
Prop. Heavy Vehicl	.e0.2	0.2	0.2	0.2	0.2	0.2	0.1	0.1
Geometry Group		5		5		5		5
Adjustments Exhibi	t 17-3	3:						
hLT-adj		0.5		0,5		0.5		0.5

terom - ald	0	P)	0		- 0	Proj	0	
3	~ 0		- 0					
hHV-adj				.7				.7
hadj, computed	0.4	0.1	0.8	0.2	0.4	0.3	0.3	0.1
Wor	ksheet	4 - Depa	arture H	eadway	and Serv	ice Time	e	
	Eastb	ound	Westb	ound	Northb	ound	Southb	ound
	L1	L2	L1	L2	L1	L2	L1	L2
Flow rate	64		232			67	198	
hd, initial value				3.20		3.20		
x, initial			0.21		0.08			
hd, final value					6.79			
x, final value Move-up time, m	2	.3	2	.3	2	.3	2	, 3
Service Time					4.5			
Wor	rksheet	5 - Capa	acity an	d Level	of Serv	ice		·
	Eastb	ound	Westb	ound	Northb	ound	Southb	ound
	L1	L2	L1	L2	L1	L2	Ll	L2
Flow Rate	64	73	232	65	95	67	198	152
					4.5			
Utilization, x					0.18			
Dep. headway, hd					6.79			
Capacity					345		448	
Delay					10.97		12.47	
LOS	В	В	C	Α	В	В	В	В
Approach:	_	_,	J		_	-		.
Delay	1	0.38	1	4.04	1	.0,69	. 1	1.89

Intersection LOS B

Intersection Delay 12.14

Analyst: Saurabh Kabre

Inter.: Randall Ave & Tiffany Street

Agency: AKRF, Inc.

Area Type: All other areas

7/14/2006 Date: Period: AM Peak Hour

Jurisd: New York City Year : 2011 No Build

Project ID: Hunts Point WPCP

_	Randall A	venue		N/S	St: T:	iffany	Stree	t .			
<u></u>		sic		INTERSE							
	Eas	tbound	Westb		•	thbound	:		thbou		ļ
	_ <u>L</u>	T R	L T	R	L,	T R		L	T	R	
No. Lane	es 0	2 0	0	2 0	0	2 0)	0	2	0	
LGConfig	ı İ	LTR	•	LTR		LTR			LTR		
Volume	9	277 1	5 27	5 58	87	127 4	1			19	-
Lane Wid	lth	11.0	10	.5	:	10.5	ļ	,]	10.5		ļ
RTOR Vol		0		0		0				0	
Duration	n 0.25	Area T		l other l Operat						1 111-1111	·
Phage Co	ombination	1 2		4	10118	5	б	 7	8		
EB Left		P	. •	" NB	Left	P	Ŭ	•	Ū		
Thru		P		1 112	Thru	P					
Righ		P			Right						
Peds		X			Peds	X					
WB Left		P		SB	Left	P					
Thru		P		1 55	Thru	P	*				
Righ		P ,			Right						
Peds		X			Peds	. Y					
NB Righ		2%.		EB	Right						
SB Righ		•		WB	Right						
Green	10	31.8		111	Kigiic	19.8					
Yellow		3.0				3.0					
All Red		1.2				1.2					
ATT KEG		1. • 21	-				e Leng	rth.	60 0	c	secs
•		Intersec	stion Pe	rformanc	e Summ	-	- 110119	CII.	00.0		3005
Appr/	Lane	Adj Sat		os		Group	Appr	oach			
Lane	Group	Flow Rate		OB	Dano	or oab	11552	04011			
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS			
0 p	capacity	(5)	., 0	3/ 0	Donay	200					
Eastbour	nd.			***************************************							
LTR	1138	2148	0.28	0.53	8.4	A	8.4	A			
T1 T T/	7 T T	2140	0.20	0.55	0.4		Ų. I	Α.			
Westbour	nd										
LTR	1040	1963	0.35	0.53	9.1	A	9.1	A			
Northbou	und										
LTR	501	1518	0.46	0.33	19.0	В	19.0	В			
Southbor	und										
LTR	571		0 55			a	20.0	C			
*** ** **/		/ <	() 55	() < <	20 2	('	21)	1 .			
		1731 ction Delay	0.55	0.33		nterse	20.2	С			

Phone: E-Mail: Fax:

____OPERATIONAL ANALYSIS_____

Analyst: Saurabh Kabre Agency/Co.: AKRF, Inc. Date Performed:

Date Performed: 7/14/2006
Analysis Time Period: AM Peak Hour
Intersection: Randall Ave & Tiffany Street
Area Type: All other areas
Jurisdiction: New York City
Analysis Year: 2011 No Build

Project ID: Hunts Point WPCP

N/S St: Tiffany Street E/W St: Randall Avenue

VOLUME DATA_____

•	Eas	stbou	nd	Wes	stbour	nd	No	cthbou	and	Sou	ıthbo	und
	L	\mathbf{T}	R	Ŀ	T ·	R	L	\mathbf{T}	R	L	${f T}$	R
·	<u></u>		·	ļ 		<u> </u>						
Volume	9	277	1	5	275	58	87	127	4	114	162	19
% Heavy Veh	44	44	44	52	52	52	57	57	57	39	39	39
PHF	0.91	0.91	0.91	0.92	0.92	0.92	0.94	0.94	0.94	0.94	0.94	0.94
PK 15 Vol	3	76	1	2	75	16	23	34	1	30	43	5
Hi Ln Vol												
% Grade		0			0			0			0	
Ideal Sat		1900			1900			1900			1900	
ParkExist			X			X			X			X
NumPark			5			5			5			5
No. Lanes	0	2	0	0	2	0	0	2	0	0	2	0
LGConfig		LT	R		LT	R		$\mathbf{L}\mathbf{T}$	R.		\mathtt{LT}	R
Lane Width		11.0			10.5			10.5			10.5	
RTOR Vol			0			0			0			0
Adj Flow		315			367			232			313	
%InSharedLn												
Prop LTs		0,0	32		0.0	14	1	0.4	01		0.3	87
Prop RTs	0	.003		0	.172		0	.017		0	.064	
Peds Bikes	1	0	0	1 1	0	0	1	0	0	1	0	0
Buses		0			0			0			0	
%InProtPhase	≘ '											

Duration 0.25 Area Type: All other areas

	Eastbound	Westbound	Northbound	Southbound
	L T R	L T R	LTR	L T R
Init Unmet	0.0	0.0	0.0	0.0
Arriv. Type	3	3	3	3
Unit Ext.	3.0	3.0	3.0	3.0
I Factor	1.000	1.000	1.000	1.000
Lost Time	2,0	2.0	2.0	2.0
Ext of g	2.0	2.0	2.0	2.0
Ped Min g	18.2	18.2	18.0	18.5

Analyst: Saurabh Kabre

Inter.: Garrison Ave & Tiffany Street

Cycle Length: 120.0

secs

Agency: AKRF, Inc.

Area Type: All other areas

Date: 7/14/2006 Period: AM Peak Hour

RTOR Vol

Jurisd: New York City Year : 2011 No Build

Project ID: Hunts Point WPCP

E/W St: Garrison Avenue

N/S St: Tiffany Street

				GNALI	ZED I	NTERSE	CTION	SUMM	ARY			
		stbou		We	stbou	nd	No	rthbo	und	Sc	uthbo	
	LTR			L	T	R	L	${f T}$	R	L	T	R
	İ.			ĺ			j .			Í		·
No. Lanes	0	2	0	0	2	0	0		0	0	2	0
LGConfig	İ	U Z U			LT	R	Ì	$_{ m LT}$	R	ĺ	LT	'R
Volume	17	4.7	7	47	107	28	5	109	12	17	249	75
Lane Width	11.0		İ	10.5		ĺ	11.0		İ	10.5	İ	

Dur	ation	0.25		Area	Type	All c	ther	areas					
						ignal (
Pha	se Comb	ination	1	2	3	4	Ī		5	6	7	8	
EB	Left		P				NB	Left	P				
	Thru		P				Ì	Thru	P				
	Right		Þ				j	Right	P				
	Peds		X				İ	Peds	X				
WB	Left		P				SB	Left	P				
	Thru	•	P				İ	Thru	P.				
	Right		$^{\circ}P$		*		İ	Right	P				
	Peds		X			•	İ	Peds	X				,
NB	Right						EB	Right					
SB	Right						i wв	Right					
Gre		4	43.0				'		67.0				
Yel	low		3.0						3.0		•		•
All	Red	2	2.0						2.0				

	Intersection Performance SummaryApproach Lane Group Approach													
Appr/ Lane	Lane Group	Adj Sat Flow Rate	Ratio	os	Lane G	roup	Appro	oach						
Grp	Capacity		v/c	g/C	Delay	LOS	Delay	LOS	_					
Eastbou	nd													
LTR	847	2363	0.12	0.36	26.1	С	26.1	С						
Westbou	nd													
LTR	780	2176	0.27	0.36	28.2	С	28.2	C						
Northbo	und													
LTR	1465	2623	0.10	0.56	12.5	В	12.5	В						
Southbo	und													
LTR	1510	2704	0.23	0.56	13.8	В	13.8	В						
	Intersect	tion Delay	= 18.9	(sec/ve	h) Tn	terse	ction I	LOS =	В					

Phone: E-Mail: Fax:

OPERATIONAL ANALYSIS

Analyst: Saurabh Kabre
Agency/Co.: AKRF, Inc.
Date Performed: 7/14/2006
Analysis Time Period: AM Peak Hour

Intersection: Garrison Ave & Tiffany Street

Area Type: All other areas
Jurisdiction: New York City
Analysis Year: 2011 No Build

Project ID: Hunts Point WPCP

E/W St: Garrison Avenue N/S St: Tiffany Street

VOLUME DATA_____

	Eas	Eastbound			stboui	nd	l No	rthbo	und	l soi	ıthboı	und l
	L	Т	R	l L	T	R	L	T	R	L	T	R
				i [—]			i	_				j
Volume	17	47	7	47	107	28	5	109	12	17	249	75
% Heavy Veh	18	18	18 '	23	23	23	16	16	16	8	8	8
PHF	0.70	0.70	0.70	0.87	0.87	0.87	0.89	0.89	0.89	0.97	0.97	0.97
PK 15 Vol	6	17	3	14	31	8	2	31	3	5	64	19
Hi Ln Vol												
% Grade		0			0	·		0			0	
Ideal Sat		1900		ļ	1900	,		1900			1900	
ParkExist			X			X			X			X
NumPark			5			5			5			5
No Lanes	0	2	0	0	2	0	0	2	0	0	2	0
LGConfig	ļ	$\mathbf{L}\mathbf{T}$	R	ļ	LT	R	ļ	$_{ m LT}$	R	ļ	LT	
Lane Width	ļ	11.0		ļ	10.5		ļ	11.0			10.5	
RTOR Vol	ļ ·		0	ļ		0			0	ļ		0
Adj Flow		101		ļ	209		ļ	141		ļ	352	
%InSharedLn				ļ			ļ			ļ		•
Prop LTs		0.238			0.2	58	!	0.0	43	ļ	0.0	51
Prop RTs	0.099			!	.153		!	.092		}	.219	
Peds Bikes	1	10 0			-	0	1		0	1		0
Buses	0			0			0			0		
%InProtPhase	2	U										

Duration 0.25 Area Type: All other areas

	Ea	Eastbound			stbou	nd	По	rthbo	und	So	uthbo	und
	L	${f T}$	R	L	${f T}$	R	L	${f T}$	R	L	T	R
										. <u></u> _		
Init Unmet		0.0			0.0			0.0			0.0	
Arriv. Type		3			3			3			3	
Unit Ext.	3.0			Ì	3.0		İ	3.0			3.0	
I Factor		1.00	0		1.00	0		1.00	0		1.00	0
Lost Time	2.0				2.0		ĺ	2.0		ĺ	2.0	
Ext of g	2.0			İ	2.0		İ	2.0		Ì	2.0	
Ped Min g	20.3			İ	18.0		Ì	18.3		İ	18.3	İ

·				·		ARY	SUMM	ROL S	CONT	STOP	YAW-C	WT		
	5	0.2	rs):	.od (hr				ffan	ıue	our Ave City suild	ayett York 1 No WPCP ayett fany	AKR 7/1 od: AM Laf New omary 201 Point Laf	st: //Co.: Performed: sis Time Persection: diction: U. S. Custo sis Year: tt ID: Hunts West Street: /South Street	Date Analy Inter Juris Units Analy Proje East/ North
					nt a	mar	inet	4 7 A	ນຕ ລາ	olume	iale	Veh		4
			ınd	 Zestbou		mer.	just			Eastb		ven croach	Street: Ap	Major
		6	1110	5	4	1		3		2	1	rement		Major
		R		T	± L			R		<i>∠</i> T	L L	ement	MO	
		10			ш	ı		IX.		Т	ш		2.0	
			74	221 0.7 298	/				.18).68 .73 	0	Un	HFR cles	e Hour Factor, y Flow Rate, nt Heavy Veh n Type/Stora	Hourl Perce
						,					,		annelized?	RT Ch
				2						2				Lanes
									-	_				
				NO				•	10	I.	÷		eam Signal?	Upstr
				7 + b b						NT a b 1-			<u> </u>	7. C. J
		10	Juna			1					7	-	-	Minor
						ļ						vement	MO	
		T/C		1	רד	l		K	L	1	יד			
	. /			0		/	80	26 16	-	age (/Stor	HFR icles	Hour Factor, y Flow Rate, nt Heavy Veh nt Grade (%) d Approach:	Hourl Perce Perce Flare Lanes
		,						•					garacron	CO111.1
		bound		Sc	f Sei			rthbo			WB	Delay, EB		Appro
		_		<u>~ </u>				V		'	-	Τ.		•
					J					I			CO*** + TA	nanc
					03 09 1	26 90 0. 0. 9.		9.1					h) (vph) ueue length ol Delay	v/c 95% c Conti LOS
	12			T No Southbo 11 T 0	10 L	9 R 26 90 0.	eve und	9 R 21 0. 26 16	nbou 3 r	North North	Queue	PHF HFR icles Exists?	e Hour Factor, y Flow Rate, nt Heavy Veh nt Grade (%) d Approach: guration ach ent Config h) (vph) ueue length ol Delay	Volum Peak Hourl Perce Flare Lanes Confi

Phone: E-Mail:

Fax:

_TWO-WAY STOP CONTROL(TWSC) ANALYSIS

Analyst: Saurabh Kabre
Agency/Co.: AKRF, Inc.
Date Performed: 7/14/2006
Analysis Time Period: AM Peak Hour

Intersection: Lafayette Ave & Tiffany Street

Jurisdiction: New York City

Units: U. S. Customary

Flow (ped/hr)

Analysis Year: 2011 No Build

Project ID: Hunts Point WPCP

East/West Street: Lafayette Avenue North/South Street: Tiffany Street

Intersection Orientation: EW Study period (hrs): 0.25

	_Vehicle		_	justmen			
Major Street Movements	1.	2	3	4	5	6	
	Ľ	T	R	Ţ.	T	R	
Volume		118			221		
Peak-Hour Factor, PHF		0.68			0.74	·	
Peak-15 Minute Volume		43			75		
Hourly Flow Rate, HFR		173			298		
Percent Heavy Vehicles		A-14 A-14					
Median Type/Storage RT Channelized?	Und:	ivided		/			
Lanes		2			2		
Configuration		${f T}$			T		
Upstream Signal?		No			No		
Minor Street Movements	7	<u>-</u>	9	1.0	11	12	
	L	T	R	L	T	R	
Volume			21	New Providence Observed Income accordance	·		
Peak Hour Factor, PHF			0.80				
Peak-15 Minute Volume			7				
Hourly Flow Rate, HFR			26				
Percent Heavy Vehicles			16				
Percent Grade (%)		0			0		
Flared Approach: Exist	s?/Stora	ge		/			/
RT Channelized?			No				
Lanes			1				
Configuration		R					

5

Data Analysis

Highway Capacity Software Analysis for the 2011 No Build Conditions
PM Peak Period

Analyst: Saurabh Kabre

Inter.: Bruckner Blvd & Hunts Point Av

Agency: AKRF, Inc.

Area Type: All other areas

Date: 7/14/2006
Period: PM Peak Hour

Jurisd: New York City Year : 2011 No Build

Project ID: Hunts Point WPCP-NB

E/W St: Bruckner Blvd-Main

N/S St: Hunts Point Avenue

		sic	GNALIZED	INTERSE	CTION	SUMMAR	Y		hand have a family to the first	
	East	bound	Westbo			thboun			thbou	i
	L	T R	L T	R	L	T	R	L	T	R
No. Lanes LGConfig Volume Lane Width RTOR Vol	0	0 0			54	2 LT 281 12.0	0		10.0	0
Duration	0.25	Area :	Type: Al			<u> </u>				Service Struct Service Proceedings Service Service Service Service Service
Phase Comb: EB Left Thru Right Peds WB Left Thru Right Peds NB Right SB Right Green Yellow All Red		P X 71.0 3.0 2.0	Signa 3	l Operat 4 NB SB EB WB	Left Thru Right Peds Left Thru Right Right Peds Right	X P P X 31.0 3.0 2.0	6 P P 3.0 3.0 2.0	7 7	120.0	
Appr/ In		Interse	ction Pe	rformano os		_		proach		
	ne	Adj Sat						•		
Lane Gr	ne oup pacity	Adj Sat Flow Rate (s)		g/C		/ LOS		ay LOS		
Lane Gr	oup	Flow Rate				y LOS			5	
Lane Gr Grp Ca Eastbound	oup	Flow Rate (s)		g/C	Delay	y LOS	Dela	ay LOS		
Lane Gr Grp Ca Eastbound Westbound	oup pacity 	Flow Rate (s)	v/c	g/C	Delay		Dela	ay LOS		
Lane Gr Grp Ca Eastbound Westbound T 2 Northbound LT 7	oup pacity 407	Flow Rate (s)	v/c	g/C 0.59	Delay	A	Dela	ay LOS		
Lane Gr Grp Ca Eastbound Westbound T 2 Northbound LT 7 Southbound	oup pacity 407	Flow Rate (s) 4068	v/c 0.52	g/C 0.59	9.4 35.2	A D	Dela 9.4	A D		
Lane Gr Grp Ca Eastbound Westbound T 2 Northbound LT 7 Southbound	oup pacity 407	Flow Rate (s) 4068	v/c 0.52	g/C 0.59	9.4 35.2	A D	Dela	A D		

Phone: E-Mail: Fax:

OPERATIONAL ANALYSIS

Analyst: Agency/Co.: Agency/Co.:
Date Performed: 7/14/2006
Analysis Time Period: PM Peak Hour

Saurabh Kabre AKRF, Inc.

Intersection:

Bruckner Blvd & Hunts Point Av

Area Type: Area Type:
Jurisdiction:

All other areas New York City 2011 No Build

Analysis Year:

Project ID: Hunts Point WPCP-NB E/W St: Bruckner Blvd-Main

N/S St: Hunts Point Avenue

VOLUME DATA_____

I	Eas	tbou	ınd	j We	estbou	nd	l No:	rthbo	und	Sou	ıthbo	und
	L	T	R	L	Т	R	L	T	R	L	T	R.
Volume			/		1163		54	281		- \	675	12
% Heavy Veh				1	23		6	6			16	16
PHF					0.93		0.85	0.85			0.90	0.90
PK 15 Vol				İ	313		16	83		ĺ	188	3
Hi Ln Vol				·			Ì					
% Grade			•	Ì	0			Ó			0	
Ideal Sat					1900			1900			1900	
ParkExist	'		•				• [<u> </u>		
NumPark							Ì			ĺ		
No Lanes	. 0	0	0	(3	0	0	2	0	0	3	0
LGConfig					T			LT			TR	
Lane Width					11.0			12.0			10.0	
RTOR Vol										•		0
Adj Flow					1251			395			763	
%InSharedLn												
Prop LTs					0.0	00		0.1	62		0.0	00
Prop RTs				j (0.000		0	.000		0	.017	
Peds Bikes									2	5	0	
Buses					0			0			9	
%InProtPhase							0.0		•			

Duration 0.25 Area Type: All other areas

	Eas	Eastbound			stbou	nd	No	rthbo	und	Sc	uthbo	und
	Ľ	Т	R	L	L T R			${f T}$	R	L	\mathtt{T}	R
Init Unmet					0.0		-	0.0		-	0.0	
Arriv, Type				ĺ	4		İ	3			3	
Unit Ext.				ĺ	3.0		j	3.0		İ	3.0	
I Factor					1.00	0		1.00	0		1.00	0
Lost Time				İ	2.0			2.0			2.0	
Ext of g					2.0		1	2.0			2.0	
Ped Min g				Ì			Ì			İ	20.1	

Analyst: Saurabh Kabre

Inter.: Bruckner Blvd & Hunts Point Av

Agency: AKRF, Inc.

Area Type: All other areas

Date: 7/14/2006
Period: PM Peak Hour

Jurisd: New York City Year : 2011 No Build

Project ID: Hunts Point WPCP-NB E/W St: Bruckner Blvd-Service

N/S St: Hunts Point Avenue

		SIC	NALIZED	INTERSE	CTION SUMMA	ARY	•		
	L Eagi	bound	Westbo		Northbou	****	Southb	ound	
	L	T R	L T	R	L T	R	L T	R	ļ
No. Land	!	0 0		2 0 FR	0 2 LT	0	0 3	0 'R	<u> </u>
Volume Lane Wie	- .		772 11.		54 281 12.0		675 10.		
RTOR Vo	1			0				0	
Duratio	n 0.25	Area '	Type: Al. Signa	l other l Operat					
	ombination	1 2	3	4	5	6	7	8	,,,
EB Lef				NB	Left P	P			•
Thr					Thru P	₽			
Rig					Right Peds X				4
Ped WB Lef			·	l I SB	Left				
WB Lef Thr		P		20	Thru P				
Rig		P			Right P			•	
Ped	· ·	X			Peds X				
NB Rig				EB	Right				
SB Rig				WB	Right				
Green		71.0	•	'	31.	0 3.0			
Yellow		3.0			3.0	3.0			
All Red		2.0			2.0	2.0			
						cle Le	ngth: 12	0.0	secs
					ce Summary_				
Appr/	Lane	Adj Sat	Rati	os	Lane Grou	р Ар	proach		•
Lane	Group	Flow Rate							
Grp	Capacity	(s)	v/c	g/C	Delay LOS	рет	ay LOS		· · · · · · · · · · · · · · · · · · ·
Eastbou	ind	, , , , , , , , , , , , , , , , , , ,							
Westbou	ınd						e .		
TR	1821	3077	0.50	0.59	9.5 A	9.5	A		
Northbo	ound								
LT	774	3381	0.51	0.32	35.2 D	35.	2 D		
Southbo	ound								
TR	1060	4102	0.72	0.26	44.8 D	44.	8 D		
	Intersec	ction Delay	y = 27.3	(sec/v	eh) Inter	sectio	n LOS =	С	

Phone: E-Mail: Fax:

OPERATIONAL ANALYSIS_____

Analyst:

Saurabh Kabre

Analyst: Saurabh Kabre

Agency/Co.: AKRF, Inc.

Date Performed: 7/14/2006

Analysis Time Period: PM Peak Hour

Intersection: Bruckner Blvd & Hunts Point Av

Intersection:

Area Type: All other areas Jurisdiction: New York City Analysis Year: 2011 No Build

All other areas

Project ID: Hunts Point WPCP-NB
E/W St: Bruckner Blvd-Service N/S St: Hunts Point Avenue

VOLUME DATA

1	Eas	tbou	ınd	W∈	estbour	nd	No:	rthbou	ınd	Soi	uthbo	und	
	Ŀ	Т	R	j L	T	R	L	Т	R	L	T	R	ĺ
				İ			ĺ						
Volume					772	81	54	281			675	12	
% Heavy Veh				1	9	9	6	6			16	16	
PHF				Ì	0.93	0.93	0.85	0.85			0.90	0.90	Į
PK 15 Vol				ĺ	208	22	16	83			188	3	1
Hi Ln Vol				İ			į						Ì
% Grade				Ì	0		Ì	0			0		
Ideal Sat				ĺ	1900			1900			1900		
ParkExist			i	İ			1						
NumPark										ļ			
No. Lanes	0	0	0) (2	0	0	2	0 .	0	3	0	
LGConfig					TR			$_{ m LT}$	-		TR		
Lane Width				İ	11.0			12.0			10.0		
RTOR Vol				ĺ		0						0	
Adj Flow					917			395			763		.
%InSharedLn				ĺ			ĺ					•	
Prop LTs	ĺ				0.0	00		0.10	52		0.0	00	1
Prop RTs				(0.095		0	.000		0	.017	•	
Peds Bikes				25 0					2	5	0		
Buses					1.3			0			9		
%InProtPhase	3			j			0.0						
The same is a large	A 2 E		7 44 6 6	m	ה ר ת	a than							

Duration 0.25 Area Type: All other areas

	Eastbound			Westbound			No	rthbo	und	Southbound		
	L	\mathbf{T}	R	L	T	R	L	L T R		L T		R
Init Unmet	1			0.0			0.0			0.0		
Arriv, Type					4			3			3	
Unit Ext.				ĺ	3.0			3.0			3.0	
I Factor				İ	1.00	0		1.00	0	1	1.00	0
Lost Time				j	2.0			2.0			2.0	
Ext of g				ĺ	2.0			2.0			2.0	
Ped Min g					19.3		Ì			Ì	20.1	.

Analyst: Saurabh Kabre

Inter.: Bruckner Blvd & Hunts Point Av

Agency: AKRF, Inc.

Area Type: All other areas

Date: 7/14/2006 Period: PM Peak Hour

Jurisd: New York City Year : 2011 No Build

Project ID: Hunts Point WPCP-SB

N/S St: Hunts Point Avenue

Rastbound Westbound Northbound Southbound L T R	E/W St: Bruc	ckner Blv	/d-Main			N/S	St: H	unts	Point	Avenu	ie		
Rastbound L T R L R R L R R L R R R L R R R R			QT('NIAT.T 7 T	יי ד איי	アクタデ	CTT ON	CIIMMA	ΡÝ				
No. Lanes		l Fagthe							Market No. 1 december 1991	SO1:	t hbou	 nd	T
No. Lanes		!					!		:				
Light Peds X NB Right Peds X NB Right Peds Right Peds X NB Right Peds X Right Peds X Right Peds X Right Peds X Right Peds X Right Peds X Right Peds X Right Peds X Right Peds X Right Peds X Right Peds X Right Peds X Right		1 7 7	I	<u> </u>	1	IX	-	-		,1.,1	ı.	**	i
Light Peds X Washing Lane width 12.0 12.0	No Lanes	1	2 0		<u> </u>	<u></u>			7	2	2	<u> </u>	. [
Volume		!	-	l v	•	0			:			•	1
Lane Width 12.0 12.0	-												
Duration 0.25 Area Type: All other areas Signal Operations 5 6 7 8		!		l İ			•						
Duration 0.25		12.0 12.	. 0] 				11,0			10.0		1
Signal Operations Sign	KIOK VOI	I		l			1		0 1				ı
Phase Combination 1	Duration	0.25	Area '	Type: A	ll ot	her	 areas						
EB Left				Sign		erat	ions						
Thru P Right Right P Peds X WB Left Peds X WB Left P P P Thru P P Right P P P Thru P P P P P P P P P P P P P P P P P P P		nation 1	2	. 3	4			5	6	7	8		
Right					ļ	ИВ							
Peds	Thru	P											
WB Left Thru SB Left P P Thru Peds Peds X X NB Right Peds Right Peds X X NB Right SB Right WB Right SB </td <td>Right</td> <td></td> <td></td> <td></td> <td>1</td> <td></td> <td>Right</td> <td>. ₽</td> <td></td> <td></td> <td></td> <td></td> <td></td>	Right				1		Right	. ₽					
Thru Right Right Peds Peds X X X NB Right Peds Peds X X X NB Right Big	Peds	X.					Peds			X			
Right Peds	WB Left		* === .			SB	Left	P	P				
Peds Peds Right EB Right Rig	Thru						Thru	₽	P				• •
NB Right SB Right Green 46.0 Yellow 3.0 All Red 2.0 Intersection Performance Summary Appr/ Lane Adj Sat Ratios Lane Group Approach Lane Group Flow Rate Grp Capacity (s) Eastbound L 607 1583 0.06 0.38 21.4 C T 1216 3173 1.03 0.38 66.5 E 65.3 E Westbound Northbound TR 843 3263 0.46 0.26 39.3 D 43.0 D R 381 1473 0.67 0.26 48.8 D Southbound L 504 2876 1.07 0.32 107.1 F T 885 2723 0.24 0.32 30.2 C 85.7 F	Right				ĺ		Right	:					
SB Right Green 46.0 31.0 3.0 7.0 Yellow 3.0 3.0 14.0 All Red 2.0 2.0 2.0 4.0 Cycle Length: 120.0 secs Intersection Performance Summary Appr/ Lane Adj Sat Ratios Lane Group Approach Lane Group Flow Rate Grp Capacity (s) v/c g/C Delay LOS Delay LOS Eastbound L 607 1583 0.06 0.38 21.4 C T 1216 3173 1.03 0.38 66.5 E 65.3 E Westbound Northbound TR 843 3263 0.46 0.26 39.3 D 43.0 D R 381 1473 0.67 0.26 48.8 D Southbound L 504 2876 1.07 0.32 107.1 F T 885 2723 0.24 0.32 30.2 C 85.7 F	Peds				j		Peds	X		X			•
SB Right Green 46.0 31.0 3.0 7.0 Yellow 3.0 3.0 3.0 14.0 All Red 2.0 Cycle Length: 120.0 secs Intersection Performance Summary Appr/ Lane Group Flow Rate Grp Capacity (s) V/c g/C Delay LOS Delay LOS Eastbound L 607 1583 0.06 0.38 21.4 C T 1216 3173 1.03 0.38 66.5 E 65.3 E Westbound Northbound TR 843 3263 0.46 0.26 39.3 D 43.0 D R 381 1473 0.67 0.26 48.8 D Southbound L 504 2876 1.07 0.32 107.1 F T 885 2723 0.24 0.32 30.2 C 85.7 F	NB Right				j	EB	Right						
Green 46.0 31.0 3.0 7.0 Yellow 3.0 3.0 3.0 14.0 All Red 2.0 2.0 2.0 4.0 Cycle Length: 120.0 secs Intersection Performance Summary Appr/ Lane Adj Sat Ratios Lane Group Approach Lane Group Flow Rate Grp Capacity (s) v/c g/C Delay LOS Delay LOS Eastbound L 607 1583 0.06 0.38 21.4 C T 1216 3173 1.03 0.38 66.5 E 65.3 E Westbound Northbound TR 843 3263 0.46 0.26 39.3 D 43.0 D R 381 1473 0.67 0.26 48.8 D Southbound L 504 2876 1.07 0.32 107.1 F T 885 2723 0.24 0.32 30.2 C 85.7 F					į	\mathtt{WB}	Right	<u>.</u>					
All Red 2.0 2.0 2.0 4.0 Cycle Length: 120.0 secs Intersection Performance Summary Appr/ Lane Adj Sat Ratios Lane Group Approach Lane Group Flow Rate Grp Capacity (s) v/c g/C Delay LOS Delay LOS Eastbound L 607 1583 0.06 0.38 21.4 C T 1216 3173 1.03 0.38 66.5 E 65.3 E Westbound Northbound TR 843 3263 0.46 0.26 39.3 D 43.0 D R 381 1473 0.67 0.26 48.8 D Southbound L 504 2876 1.07 0.32 107.1 F T 885 2723 0.24 0.32 30.2 C 85.7 F	_	46	.0				_	31.0	3.0	7.0)		
All Red 2.0 2.0 2.0 4.0 Cycle Length: 120.0 secs Intersection Performance Summary Appr/ Lane Adj Sat Ratios Lane Group Approach Lane Group Flow Rate Grp Capacity (s) v/c g/C Delay LOS Delay LOS Eastbound L 607 1583 0.06 0.38 21.4 C T 1216 3173 1.03 0.38 66.5 E 65.3 E Westbound Northbound TR 843 3263 0.46 0.26 39.3 D 43.0 D R 381 1473 0.67 0.26 48.8 D Southbound L 504 2876 1.07 0.32 107.1 F T 885 2723 0.24 0.32 30.2 C 85.7 F	Yellow	3.	0				•	3.0	3.0	14	. 0		
Cycle Length: 120.0 secs Intersection Performance Summary Appr/ Lane Adj Sat Ratios Lane Group Approach A	All Red	2.	0					2.0	2.0	4.0)		
Appr/ Lane								Сус	cle Ler	igth:	120.0) se	ecs
Lane Group Flow Rate v/c g/C Delay LOS Delay LOS Eastbound L 607 1583 0.06 0.38 21.4 C T 1216 3173 1.03 0.38 66.5 E 65.3 E Westbound TR 843 3263 0.46 0.26 39.3 D 43.0 D R 381 1473 0.67 0.26 48.8 D Southbound L 504 2876 1.07 0.32 107.1 F T 885 2723 0.24 0.32 30.2 C 85.7 F			_Interse	ction I	Perfor	cmanc	e Summ	nary	·			#8	
Grp Capacity (s) v/c g/C Delay LOS Delay LOS Eastbound L 607 1583 0.06 0.38 21.4 C T 1216 3173 1.03 0.38 66.5 E 65.3 E Westbound TR 843 3263 0.46 0.26 39.3 D 43.0 D R 381 1473 0.67 0.26 48.8 D Southbound L 504 2876 1.07 0.32 107.1 F T 885 2723 0.24 0.32 30.2 C 85.7 F	Appr/ Lan	e .	Adj Sat	Rat	cios		Lane	Group	gqA c	proacl	h		
Eastbound L 607 1583 0.06 0.38 21.4 C T 1216 3173 1.03 0.38 66.5 E 65.3 E Westbound Northbound TR 843 3263 0.46 0.26 39.3 D 43.0 D R 381 1473 0.67 0.26 48.8 D Southbound L 504 2876 1.07 0.32 107.1 F T 885 2723 0.24 0.32 30.2 C 85.7 F	Lane Gro	up F	low Rate			_							
L 607 1583 0.06 0.38 21.4 C T 1216 3173 1.03 0.38 66.5 E 65.3 E Westbound Northbound TR 843 3263 0.46 0.26 39.3 D 43.0 D 8381 1473 0.67 0.26 48.8 D Southbound L 504 2876 1.07 0.32 107.1 F T 885 2723 0.24 0.32 30.2 C 85.7 F	Grp Cap	acity	(s)	v/c	g/d	2	Delay	LOS	Dela	ay LO	S		
L 607 1583 0.06 0.38 21.4 C T 1216 3173 1.03 0.38 66.5 E 65.3 E Westbound Northbound TR 843 3263 0.46 0.26 39.3 D 43.0 D 8381 1473 0.67 0.26 48.8 D Southbound L 504 2876 1.07 0.32 107.1 F T 885 2723 0.24 0.32 30.2 C 85.7 F													
T 1216 3173 1.03 0.38 66.5 E 65.3 E Westbound Northbound TR 843 3263 0.46 0.26 39.3 D 43.0 D 381 1473 0.67 0.26 48.8 D Southbound L 504 2876 1.07 0.32 107.1 F T 885 2723 0.24 0.32 30.2 C 85.7 F			1500	0 00	o		01.4	a					
Westbound Northbound TR 843 3263 0.46 0.26 39.3 D 43.0 D 8381 1473 0.67 0.26 48.8 D Southbound L 504 2876 1.07 0.32 107.1 F T 885 2723 0.24 0.32 30.2 C 85.7 F													
Northbound TR 843 3263 0.46 0.26 39.3 D 43.0 D R 381 1473 0.67 0.26 48.8 D Southbound L 504 2876 1.07 0.32 107.1 F T 885 2723 0.24 0.32 30.2 C 85.7 F	T 12	16	3173	1.03	0.3	38	66.5	E	65.3	3 E			
Northbound TR 843 3263 0.46 0.26 39.3 D 43.0 D R 381 1473 0.67 0.26 48.8 D Southbound L 504 2876 1.07 0.32 107.1 F T 885 2723 0.24 0.32 30.2 C 85.7 F	707 m m la la mana al												
TR 843 3263 0.46 0.26 39.3 D 43.0 D R 381 1473 0.67 0.26 48.8 D Southbound L 504 2876 1.07 0.32 107.1 F T 885 2723 0.24 0.32 30.2 C 85.7 F	westbound												
TR 843 3263 0.46 0.26 39.3 D 43.0 D R 381 1473 0.67 0.26 48.8 D Southbound L 504 2876 1.07 0.32 107.1 F T 885 2723 0.24 0.32 30.2 C 85.7 F													
TR 843 3263 0.46 0.26 39.3 D 43.0 D R 381 1473 0.67 0.26 48.8 D Southbound L 504 2876 1.07 0.32 107.1 F T 885 2723 0.24 0.32 30.2 C 85.7 F													
TR 843 3263 0.46 0.26 39.3 D 43.0 D R 381 1473 0.67 0.26 48.8 D Southbound L 504 2876 1.07 0.32 107.1 F T 885 2723 0.24 0.32 30.2 C 85.7 F	Northbound												
R 381 1473 0.67 0.26 48.8 D Southbound L 504 2876 1.07 0.32 107.1 F T 885 2723 0.24 0.32 30.2 C 85.7 F													
R 381 1473 0.67 0.26 48.8 D Southbound L 504 2876 1.07 0.32 107.1 F T 885 2723 0.24 0.32 30.2 C 85.7 F	TR 84	3	3263	0.46	0.2	26	39.3	D	43.0	Q 0			
Southbound L 504 2876 1.07 0.32 107.1 F T 885 2723 0.24 0.32 30.2 C 85.7 F													
L 504 2876 1.07 0.32 107.1 F T 885 2723 0.24 0.32 30.2 C 85.7 F		_	· -	,	~ · ·	- -		_					
T 885 2723 0.24 0.32 30.2 C 85.7 F		4	2876	1.07	0.1	3.2	107.1	प <u>।</u>					
									85.1	7 ਸ			
					~								
Intersection Delay = 65.7 (sec/veh) Intersection LOS = E	1 00												

Phone: E-Mail: Fax:

OPERATIONAL ANALYSIS_____

Saurabh Kabre Analyst: Agency/Co.: AKRF, Inc.
Date Performed: 7/14/2006
Analysis Time Period: PM Peak Hour
Intersection: Bruckner Blvd & Hunts Point Av

All other areas Area Type: Jurisdiction: New York City 2011 No Build Analysis Year:

Project ID: Hunts Point WPCP-SB

N/S St: Hunts Point Avenue E/W St: Bruckner Blvd-Main

VOLUME DATA_____

•	Eastbound			Westbound			No	rthbo	und	Southbound		
e de la companya de la companya de la companya de la companya de la companya de la companya de la companya de	L	T	R	L	${f T}$	R	L	${f T}$. R	L	T	R
	Print to this broadbased to				·		_			<u> </u>		
Volume	29	1073						306	240	487	188	
% Heavy Veh	14	14						6	6	24	24	
PHF	0.86	0.86						0.85	0.85	0.90	0.90	
PK 15 Vol	8	312						90	71	135	52	
Hi Ln Vol												
% Grade		0					. [0			0	
Ideal Sat	1900	1900	. !				1	1900	1900	1900	1900	
ParkExist	1							•				
NumPark												
No. Lanes	1	2	0	. 0	0	0	C	. 2	1	2	2	0
LGConfig	L	${f T}$						TR	R.	L .	${f T}$	
Lane Width	12.0	12.0						11.0	11.0	11.0	10.0	
RTOR Vol									0			
Adj Flow	34	1248		ĺ				388	254	541	209	
%InSharedLn	İ.			ĺ					10			
Prop LTs	ĺ	0.00	0 (ĺ				0.0	00	1.00	0.00	0
Prop RTs	j o	.000		į) c	.073	1.000	0	.000	
Peds Bikes				0			1 2	:5		İ		
Buses	0	0		ĺ			ĺ	0	0 -	0	0	
%InProtPhase	ė			ĺ			ĺ			0.0	•	

Duration 0.25 Area Type: All other areas

	Eastbound			Westbound			No	rthbo	und	So	nd	
	L	\mathbf{T}	R	L	Т	R	L	T	R	L	T	R
									~~~~~			
Init Unmet	0.0	0.0						0.0	0.0	0.0	0.0	ļ
Arriv. Type	4	4						3	3	3	3	
Unit Ext.	3.0	3.0						3.0	3.0	3.0	3.0	
I Factor		1.00	0					1.00	0	1	1.000	.
Lost Time	2.0	2.0						2.0	2.0	2.0	2.0	
Ext of g	2.0	2.0						2.0	2.0	2.0	2.0	ĺ
Ped Min g					19.2			20.4		İ		

Analyst: Saurabh Kabre

Inter.: Bruckner Blvd & Hunts Point Av

Agency: AKRF, Inc.

Area Type: All other areas

Date: 7/14/2006
Period: PM Peak Hour

Jurisd: New York City Year : 2011 No Build

Project ID: Hunts Point WPCP-SB

E/W St: Bruckner Blvd-Service

N/S St: Hunts Point Avenue

₽/W SC: I	Bruckher .	BIVA-Servic		INTERSE	ST: HI			veriue	•		
<del></del>		tbound	Westbo			thboun		Southbound			
	L	T R	L T	R	L			L	T F	!	
No. Lanes	s   0	2 0 TR	0 (	0 0	0	2 TR	1.   R	2 L	2 (	)	
Volume Lane Widt RTOR Vol		606 72   12.5   0				306 2 11.0 1 0	1.0   1	87 1 1.0 1	.88 .0.0		
Duration	0.25	Area T		l other							
Phase Cor	mbination	1 2	signa. 3	l Operat 4	ions	 5	6	7	8		
EB Left Thru Right		P P X		NB	Left Thru Right Peds	P	Ü	X	Ü		
WB Left Thru Righ				SB	Left Thru Right	P P	P P		*:		
Peds NB Righ SB Righ Green	t	46.0		   EB   WB	Peds Right Right	X 31.0	3.0	X 7.0			
Yellow All Red	4	3.0				3.0 2.0	3.0 2.0 e Leng	14.0 4.0		secs	
	Lane	Intersec	tion Pe Rati			ary Group		oach		· · · · · · · · · · · · · · · · · · ·	
	Group Capacity	Flow Rate (s)	<u>v/c</u>	g/C	Delay	LOS	Delay	LOS			
Eastboun	d	. <u></u>							·		
TR	1258	3283	0.63	0.38	29.8	С	29.8	С			
Westboun	d										
Northbou	nd										
TR R Southbou	843 381	3263 1473	0.46 0.67	0.26 0.26	39.3 48.8	D D	43.0	D			
L T	504 885	2876 2723	1.07 0.24	0.32 0.32	107.1 30.2	F C	85.7	F			
	Intersec	tion Delay	= 52.9	(sec/ve	eh) I	nterse	ection	LOS :	= D		

Phone: E-Mail: Fax:

#### OPERATIONAL ANALYSIS____

Analyst: Saurabh Kabre
Agency/Co.: AKRF, Inc.
Date Performed: 7/14/2006
Analysis Time Period: PM Peak Hour

Intersection: Bruckner Blvd & Hunts Point Av

Area Type: All other areas
Jurisdiction: New York City
Analysis Year: 2011 No Build

Project ID: Hunts Point WPCP-SB

E/W St: Bruckner Blvd-Service N/S St: Hunts Point Avenue

# VOLUME DATA_____

	Eas	tbou	nđ	Wes	tbou	nd	Ио	rthbo	und	Sou	ıthboü	ınd
	$oldsymbol{\Gamma}$ .	T	R	L	${\mathtt T}$	R	L	$\mathbf{T}$	R	L	T	R
		<u>:</u>	, ******				]			***************************************		
Volume		606	72					306	240	487	188	
% Heavy Veh		10	10					6	6	24	24	. [
PHF	•	0.86	0.86					0.85	0.85	0.90	0.90	
PK 15 Vol		176	21	į			İ	90	71	135	52	j
Hi Ln Vol				j			Ì			j		j
% Grade		0					İ	0			0	İ
Ideal Sat		1900						1900	1900	1900	1900	
ParkExist										İ		
NumPark							ì					
No Lanes	0	2	0	l o	0	0	0	. 2	1.	2	2	0
LGConfig	٠,	TR			_	· ·	`	TR	 R	T	T	
Lane Width		12.5		! 			1	11.0		11.0		}
RTOR Vol		10,0	0	! 			1		0			
Adj Flow		789	U	 			}	388	254	541	209	ł
%InSharedLn		705		 			}	300	10	1	200	}
Prop LTs		0.0	0.0	) 			]	0.0		1 00	0.00	۱ ۱
7	_		00	 								
Prop RTs		106	^				!		1.000	0	.000	
Peds Bikes	25		0 .				2	5	•			ļ
Buses		0					!	0	0	0	0	
%InProtPhase	€ .			[			1			0.0		

Duration 0.25

0.25 Area Type: All other areas

## OPERATING PARAMETERS_____

	Ea	stbou	nd	Wes	stbou	nd	No	rthbo	und	So	uthbou	nd
	L	${f T}$	R	ĹГ	${f T}$	R	Ĺ	T	R	L	${f T}$	R
												]
Init Unmet		0.0						0.0	0.0	0.0	0.0	
Arriv. Type		4		1				3	3	3	3	
Unit Ext.		3.0						3.0	3.0	3.0	3.0	
I Factor		1.00	0	Ì				1.00	0		1.000	
Lost Time		2.0		İ			ĺ	2.0	2.0	2.0	2.0	
Ext of g		2.0		İ			İ	2.0	2.0	2.0	2.0	
Ped Min g		21.8		İ			İ	20.4		j		Ì

Inter.: Bruckner Blvd & Tiffany Street Analyst: Saurabh Kabre

Agency: AKRF, Inc. Area Type: All other areas

7/14/2006 Jurisd: New York City Date: Period: PM Peak Hour Year : 2011 No Build

Project ID: Hunts Point WPCP (Sat. Flow Rate, WBL=2200)

E/W St: Bruckner Blvd N/S St: Tiffany Street

E/W St: Bru	ckner	Blvd				N/S	St: T	'irra)	ay Str	eet			
			SI	GNALI	ZED II	NTERSE	CTION	SUMMZ	ARY				
	Eas	tbou	nd	We	stbou	nd	Nor	thbo	und	So	uthbo	und	
•	L	Т	R	Ĺ	T	R	L	T	R	į Ъ	${f T}$	R	Ì
No. Lanes LGConfig	0	2 т	0	1   L	2 T	0		1 LT	1 R	0		0 TR	
Volume Lane Width		783 12.5		206	482 11.0		19	51 11.0	30 16.0	122	93 13.0	31.	
RTOR Vol								,	0			0	
Duration	0.25		Area			other Operat							
Phase Combi	natio	n 1	2	3	4			5	6	7		8 .	
EB Left						NB	Left	P					
Thru			P				Thru	P					
Right						İ	Right	: Р					

		Sign	nal Or	perat	ions					
Phase Combination 1	2	3	4			5	6	7	8 .	
EB Left				NB	Left	₽				
Thru	P				Thru	P				
Right					Right	P				
Peds	X				Peds	X				
WB Left P	* = *			SB	Left	P				
Thru P	P	•		ĺ	Thru	P				
Right				İ	Right	P				
Peds X	$\mathbf{X}$	1.		ĺ	Peds	X	•			
NB Right				EB	Right					
SB Right				WB	Right					
Green 16.0	58.0					31.0				
Yellow 5.0	3.0					3.0				
All Red 0.0	2.0					2.0				

Cycle Length: 120.0 secs

		Intersec	tion Pe	rforman		•	_	. 120.0	
Appr/ Lane		Adj Sat Flow Rate	Rati					oach	
	Capacity			g/C	Delay	LOS	Delay	LOS	* -
Eastbou	ınd				merkelt beforestel Bereviel Beneviel beneviel verweik Beneviel bereiten	· · · · · · · · · · · · · · · · · · ·			
Т	1559	3226	0.60	0.48	19.5	В	19.5	B	
Westbou	ınd								
L	204	1529	1.07	0.13	135.9	F			
T	1872	2843	0.27	0.66	3.9	A	43.4	D .	
Northbo	ound								
LT	447	1730	0.18	0.26	35.5	D	35.1	D	
R		1707		0.26		C			
Southbo									
LTR	350	1354	0.85	0.26	63.8	E	63.8	E	
	Interdec	rtion Delay	- 35 1	(gec/v	eh) Tn	terge	ection .	LOS = D	

Intersection Delay = 35.1 (sec/veh) Intersection LOS = D

Phone: E-Mail: Fax:

## OPERATIONAL ANALYSIS_____

Analyst: Saurabh Kabre
Agency/Co.: AKRF, Inc.
Date Performed: 7/14/2006
Analysis Time Period: PM Peak Hour

Intersection: Bruckner Blvd & Tiffany Street

Area Type: All other areas Jurisdiction: New York City Analysis Year: 2011 No Build

Project ID: Hunts Point WPCP (Sat. Flow Rate, WBL=2200)

E/W St: Bruckner Blvd N/S St: Tiffany Street

# VOLUME DATA_____

!	Eas	stbour	nd	Wes	stbour	nd	No	rthboi	ınd	Sot	uthbo	und
	L	Т	R	L	T	R.	L.	T	R	L	T	R
Volume		783		206	482		19	51	30	122	93	31
% Heavy Veh		14		23	23		6	6	6	24	24	24
PHF		0.84		0.94	0.94		0.87	0.87	0.87	0.83	0.83	0.83
PK 15 Vol		233		55	128		5	15	9	37	28	9
Hi Ln Vol				-					•	]		
% Grade		0			0			0			0	
Ideal Sat		1900		2200	1900			1900	1900		1900	
ParkExist												X
NumPark		•	•									5
No Lanes	0	2	0	1	2	0	0	1	1	0	1	0
LGConfig	٠.	${f T}$		L	${f T}$			LT	R		LT	R
Lane Width		12.5		9.0	11.0			11.0	16.0		13.0	
RTOR Vol									0			0
Adj Flow		932		219	513		ļ	81	34		296	
%InSharedLn				İ						•		
Prop LTs		0.0	00		0.00	0.0		0.2	72		0.4	97
Prop RTs	. 0	.000		0	.000		0	.000	1.000	0	.125	
Peds Bikes	0			Ì			1	0	0	1	0	0
Buses		0		0	0		İ	0	0		0	
%InProtPhase	€			1			1					

Duration 0.25 Area Type: All other areas

#### OPERATING PARAMETERS_____

	Eastbound	Westbound	Northbound	Southbound
	L T R	L T R	LTR	L T R
Init Unmet	0.0	0.0 0.0	0.0 0.0	0.0
Arriv. Type	4	4 4	3 3	3
Unit Ext.	3.0	3.0 3.0	3.0 3.0	3.0
I Factor	1.000	1.000	1.000	1.000
Lost Time	2.0	2.0 2.0	2.0 2.0	2.0
Ext of g	2,0	2.0 2.0	2.0 2.0	2.0
Ped Min g	18.2		21.3	20.3

Analyst: Saurabh Kabre

Inter.: Bruckner Blvd & Tiffany Street

Agency: AKRF, Inc.

Area Type: All other areas

7/14/2006 Date: Period: PM Peak Hour

Jurisd: New York City Year : 2011 No Build

Project ID: Hunts Point WPCP

M/C St. Tiffany Street

E/W St: B	ruckner	Blvd		N/S	St: Tiffan	y Stree	t		
-		STG	NALTZED	TNTERSE	CTION SUMMA	RY			
	Eas	tbound	Westbo		Northbou	***************************************	South	ound	<u> </u>
	L	T R	L T	R	L T	R İ	L T	R	į
•	İ						4 B-1-44-1-1-1-1-1 B-1-1-1-1-1-1-1-1-1-1-1-1-1-1		
No. Lanes	0	2 0		2 0	0 1	1	0 1		ļ
LGConfig		TR		ΓR	LT	R		LTR	ļ
Volume	_ !	546 7	54		1.9 51		.22 93	31	
Lane Widt	h	12.0	10		11.0		13.		
RTOR Vol	Ι.,	.0		0		0		0	
Duration	0.25	Area T		lother					
Phase Com		n 1 2	Signa. 3	l Operat 4	10ns5	<u>-</u>			
EB Left	(DINACIO)	1 1 2	3	ı NB	Left P	O	,	O	
Thru		P		1112	Thru P				٠
Right	1	P		ì	Right P				
Peds		X		i	Peds X				*
WB Left				l sb	Left P				
Thru		P P			Thru P				•
Right		р р		i	Right P				
Peds		X X		İ	Peds X				
NB Right	;			EB	Right				
SB Right				WB	Right				
Green		16.0 58.0			31.0	) .			-
Yellow		5.0 3.0			3.0				
All Red		0.0 2.0			2.0				
	•			<i>(</i> **		cle Leng		0.0	secs
Appr/ I	 Jane	Intersed Adj Sat	tion Pe Rati		e Summary		roach		·
	Froup	Flow Rate	Raci	OB	name Group	, ybb,	LOacii		
	Capacity		v/c	g/C	Delay LOS	Delay	z Ios		
			.,,,				·		
Eastbound	i								
TR	1586	3282	0.41	0.48	16.7 B	16.7	В		
Westbound	É								
TR	1880	2855	0.37	0.66	4.4 A	4.4	A		
Northbour	- d								
NOTEHBOUR	iu								
	447	1730			35.5 D	35,1	D		
R		1707	0.08	0.26	34.0 C				
Southbour	nd								
LTR	350	1354	0.85	0.26	63.8 E	63.8	E		
	Interse	ction Delay	= 20.9	(sec/ve	eh) Inter	section	LOS =	С	
					, —————.	<b> </b>			

Phone: E-Mail: Fax:

OPERATIONAL ANALYSIS______

Analyst: Saurabh Kabre
Agency/Co.: AKRF, Inc.
Date Performed: 7/14/2006
Analysis Time Period: PM Peak Hour

Intersection: Bruckner Blvd & Tiffany Street

Area Type: All other areas
Jurisdiction: New York City
Analysis Year: 2011 No Build

Project ID: Hunts Point WPCP

E/W St: Bruckner Blvd N/S St: Tiffany Street

# VOLUME DATA_____

I	Eas	stboui	nd	We	stboui	nd	No	thbou	ınd	Soi	ıthboı	und
ļ	L	T	R	L	T	R	L	$\mathbf{T}$	R	L	T.	R
							ļ		<u> </u>			
Volume		546	7		547	105	19	51	30	122	93	31
% Heavy Veh		10	10		10	10	6	6	6	24	24	24
PHF		0.84	0.84	ľ	0.94	0.94	0.87	0.87	0.87	0.83	0.83	0.83
PK 15 Vol		163	2	ĺ	145	28	5	15	9	37	28	9
Hi Ln Vol							į			į		
% Grade		0			0		<b>i</b> .	0		İ	0	
Ideal Sat		1900		ĺ	1900		ĺ	1900	1900	j .	1900	
ParkExist				ĺ		X	i			İ		X
NumPark				İ		5	i			İ		5
No. Lanes	0	2	0	ĺο	2	0	i o	1	1	0	1	0
LGConfig		TR		i	TR		i	LT	R	ì	LT	R
Lane Width		12.0		}	10.5		1	11.0	16.0	Ì	13.0	
RTOR Vol		,	0	i	0	0			0	ì		0
Adj Flow		658	•	l	694	ŭ		81	34	Ì	296	·
%InSharedLn				¦	054			0	<b>~</b>	ł		
Prop LTs		0.0	0.0	! 	0.0	<b>n</b> n		0.2	72	}	0.4	97
Prop RTs	١	.012	00	l 0	.161	0.0	1	.000			.125	<i>,</i>
Peds Bikes	1.		0	!		0	1		0	1		0
Buses	ļ	0	O	*	0.	U	ļ ,	0	0	1 1	0	V
	l	U		-	U			V	U	-	U	
%InProtPhase	=						1					

Duration 0.25 Area Type: All other areas

## OPERATING PARAMETERS

	Eastbound	Westbound	Northbound	Southbound
·	L T R	L T R	L T R	L T R
		mind within mind being down the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the		
Init Unmet	0.0	0.0	0.0 0.0	0.0
Arriv. Type	4	4	3 3	3
Unit Ext.	3.0	3.0	3.0 3.0	3.0
I Factor	1.000	1.000	1.000	1.000
Lost Time	2.0	2.0	2.0 2.0	2.0
Ext of g	2.0	2.0	2,0 2.0	2.0
Ped Min g	18.3	13.8	21.3	20.3

Analyst: Saurabh Kabre

Inter.: Garrison Ave and Legett Ave

Area Type: All other areas

Agency: AKRF, Inc. Date: 7/14/2006 Period: PM Peak Hour

Jurisd: New York City Year : 2011 No Build

Project ID: Hunts Point WPCP

E/W St: Garrison Avenue

N/S St: Legett Avenue

			SIC	GNALI	ZED I	NTERS	ECTION	MMU2 N	ARŸ			
	Ea	stbou	nd	₩e	stbou	ınd	No	orthbo	und	Sc	uthbo	und
	L	$^{\mathbf{T}}$	R	ÌЪ	${f T}$	R	L	${f T}$	R	L	T	R
	İ						_		·	_		
No. Lanes	0	1	0	0	1	0	(	0 2	0		2	0
LGConfig	į į	$\mathtt{LT}$	R	Į.	LTR			${ m LT}$	R		$_{ m LT}$	'R
Volume	1.	1	1.	19	1	31	1	431	42	60	514	1
Lane Width	ĺ	16.0		İ	16.0	)	ĺ	16.0			14.0	1
RTOR Vol	İ	0			0 0				0			

Dur	ation	0.25		Area	Type	: All	ot	her	areas					
						ignal								
Pha	se Comb	ination	1.	2	3	_	4			5	6	7	8	
EB	Left		P					ИВ	Left	P				
	Thru		P				İ		Thru	₽			•	
	Right		P						Right	P				
	Peds		X					ĺ	Peds	X				
WB	Left		P	, ,				SB	Left	. P		•		
	Thru		P					ĺ	Thru	P				
	Right		P					İ	Right	P				
	Peds							İ	Peds					
NB	Right							EB	Right					
SB	Right	•						WB	Right					
Gre	_		19.8					•		31.8	•			
Yel	.low		3.0							3.0	•			
All	Red		1.2			•				1.2				•
										Cvcle	Lengt	h: 60.	Ó	secs

		Intersec	ition Pe	erforman	ce Summa	-	_	th: 60.	o secs	
Appr/ Lane	Lane Group			ios				oach	- Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Cons	
	Capacity		v/c	g/C	Delay	LOS	Delay	LOS		
Eastbo	und		·							
LTR	639	1935	0.00	0.33	13.5	В	13.5	В		
Westbo	und									
LTR	614	1860	0.12	0.33	14.4	В	14.4	В		
Northbo	ound									
LTR	1930	3642	0.30	0.53	8.3	A	8.3	A		
Southbo	ound									
LTR	1402	2645	0.44	0.53	9.7	A	9.7	A		
	Intersec	ction Delay	= 9.3	(sec/v	eh) I	nterse	ection :	LOS = A		

Michael Tyneic AKRF, Inc

Phone:

Fax:

E-Mail:

OPERATIONAL ANALYSIS_____

Analyst: Saurabh Kabre Agency/Co.: AKRF, Inc. Date Performed: 7/14/2006 Analysis Time Period: PM Peak Hour

Intersection: Garrison Ave and Legett Ave

All other areas Area Type: Jurisdiction: Jurisdiction: New York City Analysis Year: 2011 No Build

Project ID: Hunts Point WPCP

E/W St: Garrison Avenue N/S St: Legett Avenue

#### VOLUME DATA

	Eas	stbour	nd	Wes	tbour	ıd	No:	rthboi	und	Soi	uthboi	and
	L	T	R	ļ L	T	R	l L	T	R	L	T	R
Volume	1.	1	1	19	1	31	1	431	42	60	514	1
% Heavy Veh	2	2	2	6	6	б	6	6	6	24	24	24
PHF	0.90	0.90	0.90	0.68	0.68	0.68	0.83	0.83	0.83	0.93	0.93	0.93
PK 15 Vol	1	1	1	7	1	11	1	130	13	16	138	1
Hi Ln Vol				į ·			İ	•		İ .		Ì
% Grade	j	0		ĺ	0		İ	Ö		ĺ	0	Ì
Ideal Sat	ĺ	1900		İ.	1900		İ	1900		į ·	1900	ĺ
ParkExist	İ			Ì			İ			Ì		j
NumPark	j ·			ĺ			Ì			Ì		j
No. Lanes	0	1	0	0	1	0	0	2	0	0	2	0
LGConfig		ĻΤΊ	.2.	j.	LTÌ	₹.	ĺ	LT.	R.	Ì	LT:	r į
Lane Width	ĺ	16.0		ĺ	16.0		İ	16.0		Ì	14.0	Ì
RTOR Vol	ĺ		0	İ		0	İ		0	İ		0
Adj Flow	j	3		Ì	75		Ì	571		İ	619	j
%InSharedLn	İ			İ			İ			j ·		j
Prop LTs.	Ì	0.33	33	Ì	0.3	73		0.0	02	į .	0.1	05
Prop RTs	0	.333		0	.613		0	.089		0	.002	İ
Peds Bikes	5	1	0	5			0		0	0		j
Buses	ĺ	0		Ì	0		ĺ	0		Ì	0	
%InProtPhase	e e			į .			İ			İ		
			-		* 7 7		•			•		-

Duration 0.25 Area Type: All other areas

# OPERATING PARAMETERS

*	Ea	stbou	nd	We	stbou	nd	No	rthbo	und	Sc	uthbo	und
	L	${f T}$	R	L	${f T}$	R	ļ L	T	R	L	${f T}$	R
					· <del>/ · · · · · · · · · · · · · · · · · ·</del>		<u> </u>					
Init Unmet		0.0			0.0			0.0			0.0	
Arriv, Type		3			3			3			3	
Unit Ext.		3.0		ĺ	3.0		İ	3.0		İ	3.0	
I Factor		1.00	0		1.00	0		1.00	0		1.00	0
Lost Time		2.0			2.0		Ì.	2.0		Ì	2.0	
Ext of g		2.0		Ì	2.0			2.0			2.0	
Ped Min g		19.7		ĺ	18.5			17.0	•	Ì	3.2	

Analyst: Saurabh Kabre

Inter.: Garrison Ave & Hunts Point Ave

Agency: AKRF, Inc.

Area Type: All other areas

7/14/2006 Date: Period: PM Peak Hour Jurisd: New York City Year : 2011 No Build

Project ID: Hunts Point WPCP

_	Garrison	Avenue	•	N/S	St: Hu	ints Po	oint	Avenu	е		
		SIC	GNALIZED	INTERSE	CTION S	SUMMARS	Z				
	l Eas	tbound	Westbo			hbound		Sou	thbou	ind	Ţ
	L	T R	L T	R	L			L	T	R	i
	"					_	· <del>-</del>		_		
No. Lan	es 0	2 0	0	2 0	1	2 (		1	1	1	
LGConfi	!	LTR	ļ	LTR	L	TR		L ·	T	R	
Volume	49	147 64	7 41		ļ.	381 69	9		204	11	Ì
Lane Wi		11.0	14		!	10.0		10.0			¦
RTOR Vo	!	0		0	-0.0 -	0		10,0		0	
101010 10	, l	ŭ	1	Ü	1			ļ		Ū	ı
Duratio	n 0.25	Area '	Type: Al								
				l Operat	ions						
	Combination		3	4	_ =.	5	6	7	8	3	
EB Lef		p ·		NB	Left	P					
Thr		P			Thru	P					
Rig		P		}	Right	P					
Ped		X			Peds	X					
WB Lef		P /		SB	Left	P	P				
Thr		P			Thru	P	P				
R.i.g	ht	P		. }	Right	P	P	-			
Ped	ls	X			Peds	X					
NB Rig	ht			EB	Right						
SB Rig	ht	•		WB	Right						
Green		25.0				59.0	21.	0			
Yellow	and the second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second s	3.0		•		3.0	3.0				
All Rec	1	2.0				2.0				٠	-
				5.5			e Le	ngth:	120.	0 ae	CS
			ction Pé								
Appr/	Lane	Adj Sat		os	Lane (	Group	Apj	proach	l.		
Lane	Group	Flow Rate							<del></del>		
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Dela	ay LOS			
Eastbou	ind					<del>·</del>					<del></del> .
		. · · · ·									
LTR	517	2482	0.58	0.21	47.6	D	47.	6 D			
	•										
Westbou	ınd							•	÷		
LTR	631	3028	0.29	0.21	41.2	D	41.	2 D			
77 Tr Tr	· .	5020	0.42	V + 24.14	-it vL • ∠s	ري	∵diala e	<u>ر</u> ہے			
Northbo											
L	488	992	0.08	0.49	16.5	В					
$\mathtt{TR}$	1432	2912	0.35	0.49	19.4	В	19.	2 B			
Southbo	ound										
L	591	1351	0.09	0.71	7.7	Α					
T	1049	1481	0.24	0.71	6.7		6.8	A			
R		1244		0.71	5.2	A					
		ction Delay				nterse	ctio	n LOS	= C		
		1		/ **					-		

Phone: E-Mail: Fax:

OPERATIONAL ANALYSIS_____

Analyst: Agency/Co.: Agency/Co.: AKRF, Inc.
Date Performed: 7/14/2006
Analysis Time Period: PM Peak Hour

Saurabh Kabre

Intersection:

Garrison Ave & Hunts Point Ave

Area Type:

Area Type: All other areas
Jurisdiction: New York City
Analysis Year: 2011 No Build

Project ID: Hunts Point WPCP

E/W St: Garrison Avenue

N/S St: Hunts Point Avenue

## VOLUME DATA_____

	Eas	stbou	nd	Wes	stbou	nd	No:	cthboi	und	Soi	uthboi	und
	L	Ť	R	ļь	T	R	L	$\mathbf{T}$	R	L	T	R
			/				l			Ì		
Volume	49	147	64	7	41	116	36	381	69	45	204	11
% Heavy Veh	6	6	6	6	6	б	6	6	6	24	24	24
PHF	0.86	0.86	0.86	0.89	0.89	0.89	0.90	0.90	0.90	0.82	0,82	0.82
PK 15 Vol	14	43	19	2	12	33	110	106	19	14	62	3
Hi Ln Vol	ĺ			İ			İ			`` ·		
% Grade	İ	0		İ	0		·  .	0		Ì	0	
Ideal Sat	i '	1900			1900		1900	1900		1900	1900	1900
ParkExist	İ		Х						Х	, -		
NumPark			5	ĺ					5	1		
No Lanes	ا ا	2	. 0	۱ ،	2	0	1	. 2	n	1 1	1	1
LGConfig		LT:	•		LT:		L	TR	v	L	T	Ŕ
Lane Width	ļ Ī	11.0			14.5		10.0			1	_	11.0
RTOR Vol	! !	11.0	Ω		14.0	0	1	10.0	0	1 10.0	J. J. V	0
Adj Flow	 	302	U		184	U	40	500	U	55	040	13
•	 	302		}	104		140	500		55	249	13
%InSharedLn	!	۵ ٦	0.0		0 0	4.5						
Prop LTs		0.1	89	_	0.0	43		0.0	00	!	0 0 0	
Prop RTs	!	.245		!	.707		!	.154				1.000
Peds Bikes	2	0	0	2		0	2	_	0	2	0	0
Buses		0		[	0		0	0		0	0	0
%InProtPhase	9-									0.0		0.0

Duration 0.25 Area Type: All other areas

## __OPERATING PARAMETERS_____

	Ea	stbou	nd	We	stbou	nd	No	rthbo	und	So	uthbo	und
	L	T	R	L	T	R	L	T	R	L	T	R
				***************************************			_	<u></u>				
Init Unmet		0.0			0.0		0.0	0.0		0.0	0.0	0.0
Arriv. Type		3			3		3	3		3	3	3
Unit Ext.		3.0		[	3.0		3.0	3.0		3.0	3.0	3,0
I Factor		1.00	0		1.00	0	1	1.00	0		1.00	0
Lost Time		2.0		ĺ	2.0		2.0	2.0		2.0	2.0	2.0
Ext of g		2.0		ł	2.0		2.0	2.0		2.0	2.0	2.0
Ped Min g		18.3		1	20.9			18.4			18.4	

Phone: E-Mail: Fax:

ALL-WAY STOP CONTROL (AWSC) ANALYSIS

Analyst: Saurabh Kabre
Agency/Co.: AKRF, Inc.
Date Performed: 7/14/2006
Analysis Time Period: PM Peak Hour

Analysis Time Period: PM Peak Hour Intersection: Lafayette Ave & Tiffany Street

Jurisdiction: New York City

Units: U. S. Customary

Analysis Year: 2011 No Build

Project ID: Hunts Point WPCP

East/West Street: Lafayette Avenue North/South Street: Tiffany Street

Worksheet 2 - Volume Adjustments and Site Characteristics_

	Ea	istbou	and	We	estbou	ınd	No	orthbo	ound	Sc	outhbo	und	
	L	T	R	L	${f T}$	R	L	${f T}$	R	L	${f T}$	R	. [
										_			
Volume	6	89	11	82	91	37	15	27	73	50	220	9	
% Thrus Le	ft Lar	ne	50			50			50			50	

	Easth	ound	West)	oound	North	oound	Southk	ound
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	TR	LT	TR	LT	T	LT	TR
PHF	0.79	0.79	0.83	0.83	0.76	0.76	0.86	0.86
Flow Rate	62	69	152	99	36	18	185	137
% Heavy Veh	6	6	6	6	6	б	24	24
No. Lanes	2	?	;	2	;	2	2	2
Opposing-Lanes	. 2	2	:	2	:	2	2	2
Conflicting-lanes	2	2		2	•	2	2	2
Geometry group	. 5	5	!	5		5	Ę	,
Duration, T 0.25	hrs.							

__Worksheet 3 - Saturation Headway Adjustment Worksheet_

	East	bound	West	bound	North	bound	South	bound
	L1	L2	L1	L2	L1	L2	L1	L2
Flow Rates:						•		
Total in Lane	62	69	152	99	36	18	185	137
Left-Turn	7	0	98	0	19	0	58	0
Right-Turn	0	13	0	44	0	0	0	10
Prop. Left-Turns	0.1	0.0	0.6	0.0	0.5	0.0	0.3	0.0
Prop. Right-Turns	0.0	0.2	0.0	0.4	0.0	0.0	0.0	0.1
Prop. Heavy Vehicl	.e0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.2
Geometry Group		5	•	5		5		5
Adjustments Exhibi	t 17-3	3:		•				`
hLT-adj		0.5		0.5		0.5		0.5

hRT-adj hHV-adj	- 0 1	. 7	- 0 1	. 7 . 7	- ( 1	7	- 0 1	.7 .7
hadj, computed	0,2	-0.0	0.4	-0.2	0.4	0.1	0.6	0.4
	ksheet	4 - Dep	arture H	leadway	and Serv	vice Time	> <u></u>	
	Eastb	ound	Westb	ound	North	ound	Southb	ound
	L1	Ъ2	L1	L2	L1	L2	L1	L2
Flow rate	62	69	152			18		
hd, initial value	3.20	3.20	3,20	3.20	3.20	3.20	3.20	3.20
x, initial	0.06	0.06	0.14	0.09	0.03	0.02	0.16	0.12
hd, final value								
x, final value	0.10	0.11	0.26	0.15	0.06	0.03	0.32	0.23
Move-up time, m	2	.3	2	2.3	2	2.3	2	, 3
Move-up time, m Service Time	3,7	3.6	3.9	3.2	4.0	3.8	3.9	3.7
Wor	Easth	~	wacity ar Westh L1	oound	North			
Flow Rate	62	69	152	99	3.6	1 Ω	185	137
Service Time								
Utilization, x			0.26					
Dep. headway, hd			6.16					
Capacity								
Delav	9.45	√9.30	11.01	9.21	9.48	8.98	11.74	10.42
Delay LOS	A	A	В	A	Α	A	В	В
Annaca ah								-
Delay	g	3.7	1	L0.30		9.31	1	.1.18
LOS	Z	4	E	3	j	A.		
Intersection Delay								

Analyst: Saurabh Kabre

Inter.: Randall Ave & Tiffany Street

Intersection LOS = B

Agency: AKRF, Inc.

Area Type: All other areas

Date: 7/14/2006 Period: PM Peak Hour

Jurisd: New York City Year : 2011 No Build

Project ID: Hunts Point WPCP

E/W St: Ran	ıdall Aver	nue		N/S	St: T	iffany S	Street			
		sic	NALIZEC	INTERSE	CTION S	SUMMARY_				
	Eastbo	ound	Westb	ound	Nort	thbound	S	outhbo	und	
	L T	R	L I	R	L	T R	L	T	R	
No. Lanes LGConfig	1	2 0 LTR	0	2 0 LTR	0	2 0 LTR		0 2 LT	0	-
Volume	8 23		11 24		19 :	25 13	107		11	
Lane Width	11			).5	•	10.5	1 -0 /	10.5		
RTOR Vol		0		0		0		1.0.0	0	
Duration	0.25	Area :		l other			und bestern betreeft und regelen voor kennen gevente.			
Phase Combi	nation 1	2	Signa 3	al Operat 4	cions	5	6	 7	8	
EB Left	P	<b>F</b>	Ũ	ив	Left	P		•		
Thru	P			1415	Thru	P		•		
Right	P			}	Right					
Peds	. X			} .	Peds	X				
				l an		A P				
WB Left	P			SB	Left					
Thru	. P				Thru	P	•			
Right	P		•	ļ	Right		•			
Peds	X	*			Peds	X			,	
NB Right				EB	Right				٠	
SB Right				WB	Right					
Green	31					19.8				
Yellow	3.0					3.0				
All Red	1.:	2		4		1.2			•	
		Tofoso	ation D	F	. C		Length	: 60.0	, S	9C8
Appr/ Lar		_intersed Adj Sat		erformand Los		ary Group	Approa	 ch		
		low Rate				<u></u>	F E			
	pacity	(s)	v/c	g/C	Delay	LOS I	Delay L	os		
Eastbound	<del></del>	<del></del>				B*** I mak karadisaria Beredana darrieria	erind Printed Whitelia Drovenskiewers deur von eering	b		
LTR 1:	204	2272	0.25	0.53	8.1	A 8	B.1	A		
Westbound										
	200	0445		0 50		•		-		
LTR 1		2415	0.27	0.53	8.3	A i	8.3	A		
Northbound					•					
LTR 6	56	1989	0.11	0.33	14.3	В :	14.3	В		
Southbound										
LTR 6	28	1902	0.51	0.33	19.2	В	19.2	В		į
T-		15 - 7	10.0	1 1	- 1- \ -		<del>.</del> ^		•	

Intersection Delay = 12.0 (sec/veh)

Phone: E-Mail: Fax:

____OPERATIONAL ANALYSIS_____

Analyst:

Saurabh Kabre

Agency/Co.:

AKRF, Inc.

Agency/Co.:
Date Performed:
Analysis Time Period:
Intersection:
Area Type:
Jurisdiction:

ARRF, Inc.
7/14/2006
PM Peak Hour
Randall Ave & Tiffany Street
All other areas
New York City
2011 No Build

Analysis Year: 2011 No Build

Project ID: Hunts Point WPCP

E/W St: Randall Avenue

N/S St: Tiffany Street

## VOLUME DATA

	Eas	stbou:	nd	We:	stbou	nd	No:	rthbo	und	Son	uthbo	und
	Ľ	Т	R	L	Т	R	L	${f T}$	R.	L	${f T}$	R
	j ,			į			Ì			Ì		
Volume	8	231	49	11	246	64	19	25	13	107	153	11
% Heavy Veh	33	33	33	22	22	22	31	31	31	36	36	36
PHF	0.96	0.96	0.96	0.93	0.93	0.93	0.79	0.79	0.79	0.84	0.84	0.84
PK 15 Vol	2	60	13	3	66	17	6	8	4	32	46	3
Hi Ln Vol	ĺ			Ì			İ .			İ		
% Grade	l ·	0		Ì	0			0		ĺ	0	
Ideal Sat		1900			1900	•	İ	1900		Ì	1900	
ParkExist			X			X			X	1		X
NumPark			5			5			5		•	5
No. Lanes	0	2	0	0	2	0	0	2	0 -	0	2	0
LGConfig		$\mathtt{LT}$	R		LT	R	ĺ	LT	R,		LT	R
Lane Width		11.0			10.5			10.5			10.5	
RTOR Vol	1 .		0			0	İ		0	Ì		0
Adj Flow	1	300		1	346			72			322	
%InSharedLn				1			ĺ					
Prop LTs		0.0	27		0.0	35	Ì	0.3	33		0.3	94
Prop RTs	0	.170		0	.199		0	.222		0	.040	
Peds Bikes	1	0	0	1	0	0	1	0	0	1	0	0
Buses		0			0			0			0	
%InProtPhase	е											

Duration

0.25 Area Type: All other areas

# OPERATING PARAMETERS_____

	Ea	stbou	nd	We	stbou	nd	Мо	rthbo	und	So	uthbo	und
	L	${f T}$	R	L	T	R	L	${f T}$	R	L	T	R
				P								
Init Unmet		0.0			0.0			0.0			0.0	
Arriv. Type		3			3			3			3	1
Unit Ext.		3.0		ĺ	3.0		Ì	3.0		İ	3.0	
I Factor		1.00	0		1.00	0	Ì	1.00	0		1.00	0
Lost Time		2.0		ĺ	2.0			2.0			2.0	
Ext of g		2.0		ĺ	2.0		İ	2.0			2.0	ĺ
Ped Min g		18.2		ĺ	18.2		İ	18.0		İ	18.5	ĺ

Analyst: Saurabh Kabre

Inter.: Garrison Ave & Tiffany Street

Area Type: All other areas

Agency: AKRF, Inc. Date: 7/14/2006 Period: PM Peak Hour

Jurisd: New York City Year : 2011 No Build

Project ID: Hunts Point WPCP

N/S St: Tiffany Street

E/W St: Garrison Avenue

			SI	GNALI	ZED I	NTERS	ECTIO	MUZ K	MARY				
	Ea	stbou	nd	We	stbou	ınd	No	orthbo	ound	Sc	outhbo	und	Ī
	L	Т	R	L	<b>T</b> .	R	L	T	R	L	T	R	Ì
				.						_			_
No. Lanes	0	2	0	0	2	0		0 2	0	(	) 2	0	-
LGConfig	Ì	$\mathtt{LT}$	'R		LТ	'R		L'	ľR		LЛ	r.R.	ĺ
Volume	30	86	4	43	86	35	4	35	31	30	232	44	ĺ
Lane Width	Ì	11.0		İ	10.5	5	ĺ	11.0	)	ĺ	10.5	5	Ì
RTOR Vol	ĺ		0	İ		0	ĺ		0	· į		. 0	Ì

Duration	0.25		Area	Type:	Allo	ther	areas	:			
				Si	gnal O	perat	ions				
Phase Com	bination	1	2	3	4	Ì		5	6 7	8	
EB Left		P			•	NB	Left	₽			
Thru		P				Ì	Thru	P			
Right		P				İ	Right	₽			
Peds		X.				İ	Peds	X			
WB Left	4	P				SB	Left	P			
Thru		P				İ	Thru	P			
Right		P				į	Right	P ·			
Peds	•	Х -				Ì	Peds	X	•		
NB Right						EB	Right				•
SB Right						WB	Right				
Green		43.0				,	_	67.0			
Yellow		3.0						3.0			
All Red		2.0						2.0			
								Cycle	Length	120.0	secs

	•	Intersec	ction Pe	rforman			е пена	-11. 12	0.0	becb	
Appr/ Lane	Lane Group	 Adj Sat Flow Rate	Rati			_ ,	Appro	oach			_
Grp	Capacity			g/C	Delay	LOS	Delay	LOS			
Eastbou	und							<del></del>			_
LTR	931	2598	0.16	0.36	26.6	С	26.6	С			
Westbou	und										
LTR	882	2461	0.22	0.36	27.4	C	27.4	С			
Northbo	ound										
LTR	1508	2701	0.05	0.56	12.1	В	12.1	В			
Southbo	ound			•			•				
LTR	1303	2334	0,30	0.56	14.6	В	14.6	В			
	Intersec	tion Delay	= 19.6	(sec/v	eh) In	nterse	ection :	LOS =	В		

Phone: E-Mail: Fax:

#### OPERATIONAL ANALYSIS_____

Analyst: Saurabh Kabre
Agency/Co.: AKRF, Inc.
Date Performed: 7/14/2006
Analysis Time Period: PM Peak Hour

Intersection: Garrison Ave & Tiffany Street

Area Type: All other areas
Jurisdiction: New York City
Analysis Year: 2011 No Build

Project ID: Hunts Point WPCP

E/W St: Garrison Avenue N/S St: Tiffany Street

#### VOLUME DATA

1	Eas	stbour	ıd	Wes	tbour	id	Noı	thbou	ınd	Sou	ıthboı	ınd
	L	Т	R	Ţ.	T	R	L	T	R	L	T	R
	<u> </u>	- 1. 			Grammanian programma prima siste							
Volume	3,0	86	4	43	86	35	4	35	31	30	232	44
% Heavy Veh	6	6	6	6	6	6	6	6	6	24	24	24
PHF	0.79	0.79	0.79	0.85	0.85	0.85	0.85	0.85	0.85	0.79	0.79	0.79
PK 15 Vol	9	27 .	1	13	25	10	1	10	9	9	73	14
Hi Ln Vol				ĺ			İ	•				
% Grade		0		j	0		į ·	0			0	
Ideal Sat		1900		i	1900		Ì	1900			1900	
ParkExist			·X	ĺ	÷	X	İ		X			Х
NumPark			5	j		5	j		5	İ		5
No. Lanes	0	2	- 0	i o	2	0	i o	. 2	0 .	i o	2	0
LGConfig		LT	R		LT	R		LTI	R.	· .	LT	R
Lane Width		11.0		! }	10.5		ŀ	11.0	.•	! !	10.5	
RTOR Vol			. 0	İ	10.0	0	İ	,	0	i I	0 . 0	0
Adj Flow	[ ] ·	152	. 0	}	193	v		82	Ū	ł	388	•
%InSharedLn	   •	102		! 	J. 7 -		i i	02		! 	500	
Prop LTs	 	0.2	<b>5</b> Λ		0.2	<i>5</i> 1		0.0	<b>6</b> 1	! !	0.0	G Ω .
<del>-</del>	^	.033	50	^	.212	04		.439	01	۱ ۸	.144	, ,
Prop RTs	!		0	!		0	!		0	-		0
Peds Bikes	1		U	10		U	1		U	1	-	U
Buses		0			0			0			0	
%InProtPhase	3		*									

Duration 0.25 Area Type: All other areas

#### OPERATING PARAMETERS_____

	Eastbound L T R	Westbound   L T R	Northbound	Southbound   L T R
		i		
Init Unmet	0.0	0.0	0.0	0.0
Arriv. Type	3	3	3	3
Unit Ext.	3.0	3.0	3.0	3.0
I Factor	1.000	1.000	1.000	1.000
Lost Time	2.0	2.0	2.0	2.0
Ext of g	2.0	2.0	2.0	2.0
Ped Min g	20.3	18.0	18.3	18.3

## TWO-WAY STOP CONTROL SUMMARY__

Analyst: Saurabh Kabre
Agency/Co.: AKRF, Inc.
Date Performed: 7/14/2006
Analysis Time Period: PM Peak Hour

Intersection: Lafayette Ave & Tiffany Street

Jurisdiction: New York City

Units: U. S. Customary

Analysis Year: 2011 No Build

Project ID: Hunts Point WPCP

East/West Street: Lafayette Avenue North/South Street: Tiffany Street

North/South Street: Tiffany Street		
Intersection Orientation: EW	Study period (hrs): 0.25	
Vehicle Volumes a		
Major Street: Approach Eastbound		
Movement 1 2	3 4 5 6	:
L T	R L T R	
Volume 139	210	_
Peak-Hour Factor, PHF 0.79	0.83	
Hourly Flow Rate, HFR 175	253	
Percent Heavy Vehicles		
Median Type/Storage Undivided RT Channelized?		
Lanes 2	2	
Configuration T	T	
Upstream Signal? No	No	
Minor Street: Approach Northbou		
Movement 7 8	9   10   11   12	
L T	R L T R	
Volume	73	
Peak Hour Factor, PHF	0.76	
Hourly Flow Rate, HFR	96	
Percent Heavy Vehicles	6	
Percent Grade (%) 0	0	
Flared Approach: Exists?/Storage		
Lanes	1	
Configuration	Ŕ	
		_
Delay, Queue Length,	and Lavel of Carvice	
	rthbound Southbound	
Movement 1 4   7	8 9   10 11 12	
Lane Config	R	
v (vph)	96	
C(m) (vph)	930	
v/c	0.10	
95% queue length	0.34	
Control Delay	9.3	
LOS	A	
Approach Delay	9.3	
Approach LOS	A	

Phone:				Fax:			
E-Mail:							
•							
**************************************	TWO-WAY STO	OP CONTRO	OL (TWS	BC) ANAL	YSIS		
An all rook	Classical la Mai	la 110 to					
Analyst:	Saurabh Kal	ore					
Agency/Co.: Date Performed:	AKRF, Inc.						
	7/14/2006				•	•	
Analysis Time Period: Intersection:			ffons	Ctwoot			
	Lafayette New York C		rrany	Stieer			
Units: U. S. Customary		ıcy					
Analysis Year:	2011 No Bu	114					
Project ID: Hunts Poi		1. 1. U					
_	.nc wece Lafayette .	Nicenia Nicenia					•
	Tiffany St						
Intersection Orientati		reer		Study pe	riod /h	rs): 0.	2 5
incersection offendati	.OII: EW	•	ĸ.	scudy pe	TIOU (II	.LB): U,	25
	Vehicle	Volumes	and Ac	diustmen	t.s	•	•
Major Street Movements		2	3	4	5	6	<u>.</u>
	Ľ	T	R.	Iı	T	R	
	_	μ.			- ,	10	•
Volume		139			210		
Peak-Hour Factor, PHF		0.79			0.83		
Peak-15 Minute Volume		44			63		•
Hourly Flow Rate, HFR		175			253		
Percent Heavy Vehicles	3						
Median Type/Storage		vided		/			
RT Channelized?				,			
Lanes		2			2		
Configuration		Т			Т		
Upstream Signal?		No			No		•
<u> </u>							
Minor Street Movements		8	9	10	11	12	,
	${f L}$	${f T}$	R	Ľ	$\mathbf{T}$	R	
Volume			73				
Peak Hour Factor, PHF			0.76				
Peak-15 Minute Volume			24				
Hourly Flow Rate, HFR			96				
Percent Heavy Vehicles	5		6				
Percent Grade (%)		0			0		
	sts?/Storag	e		/			/
RT Channelized?			No			•	
Lanes		1					
Configuration	•	R					
	·						boote to the second bases as the second bases as the second bases as the second bases as the second bases as the second bases as the second bases as the second bases as the second bases as the second bases as the second bases as the second bases as the second bases as the second bases as the second bases as the second bases as the second bases as the second bases as the second bases as the second bases as the second bases as the second bases as the second bases as the second bases as the second bases as the second bases as the second bases as the second bases as the second bases as the second bases as the second bases as the second bases as the second bases as the second bases as the second bases as the second bases as the second bases as the second bases as the second bases as the second bases as the second bases as the second bases as the second bases as the second bases as the second bases as the second bases as the second bases as the second bases as the second bases as the second bases as the second bases as the second bases as the second bases as the second bases as the second bases as the second bases as the second bases as the second bases as the second bases as the second bases as the second bases as the second bases as the second bases as the second bases as the second bases as the second bases as the second bases as the second bases as the second bases as the second bases as the second bases as the second bases as the second bases as the second bases as the second bases as the second bases as the second bases as the second bases as the second bases as the second bases as the second bases as the second bases as the second bases as the second bases as the second bases as the second bases as the second bases as the second bases as the second bases
	_Pedestrian	Volumes	and :	Adiustme	nts		
Movements	13	14	15	16			
	<u>-</u>						
Flow (ped/hr)	0	0	5	0		dRd b4**4 fd	

# Data Analysis

Highway Capacity Software Analysis for the 2011 Build Conditions
AM Peak Period

Analyst: Saurabh Kabre

Inter.: Bruckner Blvd & Hunts Point Av

Agency: AKRF, Inc.

Area Type: All other areas

Date: 7/14/2006 Period: AM Peak Hour

Jurisd: New York City Year : 2011 Build

Project ID: Hunts Point WPCP-NB

		Blvd-Main		N/S	St: Hunts	Point	Avenue		
<u> </u>		S	IGNALIZED	INTERSE	CTION SUMMA	RY	-,		
	!	tbound	Westb		Northbou	:	South		
	I. 	T R	L T 		L T	R 	L T	R	
No. Lane		0 0	1	3 0	0 2	0		3 0	
LGConfig Volume			ļ	T 91	LT 29 179		736	rr 5 17	
Lane Wid	lth			.0	12.0		10		Ì
RTOR Vol								0	j
Duration	0,25	Area	Type: Al	l other 1 Operat			red begind bended the bed begind the property spaces as	timed between second Relevan Bellish Stee	
	mbination	1 2	3	4	5	6	7	8	<del></del>
EB Left			-	ИВ	Left P	₽			
Thru					Thru P	P			
Righ Peds					Right Peds X				
WB Left				SB	Left				
Thru	ı	P		j .	Thru P				
Righ					Right P				
Peds		Χ .		מוגד	Peds X				
NB Righ SB Righ		•		EB   WB	Right Right				
Green		71.0		1	31.(	3.0			
Yellow		3.0			3.0	3.0			
All Red		2,0			2.0	2.0			
		Interg	ection Pe	rformano	Cyc ce Summary	сте гел	ngth: 12	0.0	secs
	Lane Group	Adj Sat Flow Rat	Rati	.os		qqA c	proach		
	Capacity		v/c	g/C	Delay LOS	Dela	ay LOS		•
Eastbour	ıd						· · · · · · · · · · · · · · · · · · ·		
·									
Westbour	nd								
T	2620	4428	0.66	0.59	11.1 B	11.	1 B		
Northbou	ınd								
LT	727	3094	0.45	0.32	34.0 C	34.	0 C		
Southbou	und								
TR	1151	4454	0.77	0.26	46.2 D	46.	2 D		
	Intersec	ction Dela	y = 24.2	(sec/ve	eh) Inter	sectio:	n LOS =	С	

Phone: E-Mail: Fax:

#### OPERATIONAL ANALYSIS

Analyst: Agency/Co.:

Saurabh Kabre AKRF, Inc.

Date Performed: 7/14/2006
Analysis Time Period: AM Peak Hour

Intersection:

Bruckner Blvd & Hunts Point Av

Area Type: Jurisdiction:

All other areas New York City 2011 Build

Analysis Year:

Project ID: Hunts Point WPCP-NB

E/W St: Bruckner Blvd-Main

N/S St: Hunts Point Avenue

#### _____VOLUME DATA

	Eas	tbou	nd	We	stbou	nd	No	rthbo	und	Sou	ıthbo	und	
	L	T	R	ĹЪ	T	R	L	T	R	L	${f T}$	R	ĺ
	İ			j .			j			ĺ			İ
Volume				i	1491		29	179		i	736	<u> 17</u>	İ
% Heavy Veh				Ì	13		16	16		Ì	7	7	İ
PHF				Ì	0,86		0.64	0.64		j ·	0.85	0.85	İ
PK 15 Vol					433		11	70			216	5	Ì
Hi Ln Vol				Ì			ĺ			ĺ			Ì
% Grade				Ì	0		ĺ	0		ĺ ·	0		ĺ
Ideal Sat				ĺ	1900		İ	1900		j	1900		ĺ
ParkExist		•		Ì			Ì			Ì			İ
NumPark				İ			İ						ĺ
No. Lanes	0	0	0	) 0	3	0	0	2	0	0	3	0	İ
LGConfig				Ì	T		Ì	LT		ĺ	TR		j.
Lane Width				ĺ	11.0		Ì	12.0		i ·	10.0		İ
RTOR Vol				Ì			Ì			Ì		0	İ
Adj Flow					1734			325		ĺ	886		İ
%InSharedLn				İ			j			ĺ			İ
Prop LTs				ĺ	0.0	0 0	j	0.1	38	Ì	0.0	00	İ
Prop RTs	ĺ			j 0	.000		j o	.000		0	.023		İ
Peds Bikes	·			1			İ			2.	5	0	ĺ
Buses	ĺ			Ì	0		j	0		İ	7		İ
%InProtPhase	9			Ì			0.0			İ			İ
The same at the discount			_	·	~ 7 7		•			•			,

Duration 0.25 Area Type: All other areas

## __OPERATING PARAMETERS_____

	Eas	stbou	nd	We	stbou	nd	No	rthbo	und	So	uthbo	und
	L	T	R	L	${f T}$	R	L	${f T}$	R	L	T	R
er Co er		<del></del>					.		d bereit ween bereit beern travel trave			
Init Unmet				1	0.0			0.0			0.0	
Arriv. Type					4			3			3	
Unit Ext.					3.0			3.0		Ì	3.0	Ì
I Factor					1.00	0	Ì	1.00	0	ĺ	1.00	0
Lost Time					2.0		İ	2.0		ĺ	2.0	į
Ext of g				1	2.0		ĺ	2.0			2.0	Ì
Ped Min g											20.1	į

Analyst: Saurabh Kabre

Inter.: Bruckner Blvd & Hunts Point Av

Agency: AKRF, Inc.

Area Type: All other areas

Date: 7/14/2006
Period: AM Peak Hour

Jurisd: New York City Year : 2011 Build

Project ID: Hunts Point WPCP-NB

icai . Zoli balia

E/W St: Bruckner Blvd-Service

N/S St: Hunts Point Avenue

· · · · · · · · · · · · · · · · · · ·	<u></u>	SI	GNALİZED	INTERSE						
	1	bound	Westb			hboun	:	South		
	L 	T R	L T	R	L	T	R	L T	R	
No. Lanes	0	0 0	0	2 0	0	2	<del>o−−−</del> ¦−	0	3 0	-
LGConfig	į		1	TR		LT			TR	ļ
Volume			!	72 92		179		73		
Lane Width RTOR Vol			11	.0	]	12.0	}	1.0	.0	
RIOR VOI	1		I	0	i				V	
Duration	0.25	Area		1 other						
Phase Combi	notion	1 2	Signa 3	l Operat	ions	5		7	8	<del></del>
EB Left	nacion	1 2	3	4   NB	Left	P	P	/	0	
Thru				1112	Thru	P	P			
Right				j	Right					
Peds				j	Peds	X -				
WB Left				SB	Left					
Thru		P			Thru					-
Right Peds		P Y			Right Peds	P X				
NB Right		Λ		   EB	Right	Λ				
SB Right				WB	Right				*	
Green	7	1.0		'	J	310	3.0			
Yellow		3.0				3.0	3.0			
All Red	. 2	2.0				2.0	2.0			
		Tnterse	ction Pe	rformanc	e Summa			th: 12	0.0 s	ecs
Appr/ Lar	 ie	Adj Sat		.os				oach		
Lane Gro		Flow Rate								•
Grp Cap	acity	(s)	v/c	g/C	Delay	LOS	Delay	LOS		
Eastbound										<del></del>
Eabcodia										
•									•	
Wood bound										
Westbound							•			
TR 18	369	3159	0.79	0,59	14.6	В	14.6	В		
Northbound										
	27	3094	0.45	0.32	34.0	С	34.0	С		
LT 72										
LT 72										
Southbound								_		
Southbound	151	4454	0.77	0.26	46.2	D	46.2	D		

Phone: E-Mail: Fax:

OPERATIONAL ANALYSIS_____

Analyst:

Saurabh Kabre

Agency/Co.:

AKRF, Inc.

Analysis Time Period: AM Peak Hour Intersection:

Bruckner Blvd & Hunts Point Av

Area Type: All other areas
Jurisdiction: New York City
Analysis Year: 2011 Build

Project ID: Hunts Point WPCP-NB
E/W St: Bruckner Blvd-Service N/S St: Hunts Point Avenue

# VOLUME DATA_____

	Eastbound   L T R			Westbound			No:	rthbou	ınd	Sout	hbou	ınd
	L	$\mathbf{T}$	R	Į L	T	R	Ĺ	T	R	L	Т	R
	<u> </u>		·				ļ <u></u>					
Volume				ļ	1172		29	179		!	36	17
% Heavy Veh			,		7	7	16	16		7		7
PHF					0.86	0.86	0.64	0.64		C	,85	0.85
PK 15 Vol				İ	341	27	11	70		] 2	16	5
Hi Ln Vol	i		÷	į			j			j		.
% Grade		i _e	•	j ·	0		j	0		į c	1	
Ideal Sat				j	1900		j .	1900	•	1	900	ĺ
ParkExist				Ì			į			Ì		ĺ
NumPark							İ					
No. Lanes	0	0	0	i	0 2	0	i 0	2	0	i o	3	0
LGConfig	_	•	_	1	TR	-		LТ			TR	·
Lane Width				ł	11.0		1	12.0		1	0.0	
RTOR Vol				}	11.0	0	}	12.0				0
				-	1470	U		225			186	•
Adj Flow				<u> </u>	1470		-	325		۹ ۲		
%InSharedLn				!			!	ر است				
Prop LTs				!	0,.0	00		0.13	38		0.0	00
Prop RTs					0.073		0	.000		0.0	23	
Peds Bikes				.	25	0				25		0
Buses				1	11		1	0		7	7	
%InProtPhase	∋			ĺ			0.0			İ		
					_ * *		•					

Duration

0.25 Area Type: All other areas

#### OPERATING PARAMETERS

1	Eas	stbou	ınd	Westbound			Northbound			Southbound		
	Ŀ	T	R	L	T	R	Ĺ	${f T}$	R	L	T	R
	·					4	.			-		
Init Unmet				0.0				0.0		0.0		
Arriv. Type					4			3		-	3	·
Unit Ext.				3.0				3.0			3.0	Į
I Factor				ĺ	1.00	0	ĺ	1.00	0	Ì	1.00	0
Lost Time				Ì	2.0		İ	2.0		Ì	2.0	Ì
Ext of g					2.0		2,0			2.0		
Ped Min g				19.3			İ			ĺ	20.1	

Analyst: Saurabh Kabre

Inter.: Bruckner Blvd & Hunts Point Av

Agency: AKRF, Inc.

Area Type: All other areas

Date: 7/14/2006 Period: AM Peak Hour Jurisd: New York City Year : 2011 Build

Project ID: Hunts Point WPCP-SB

E/W St: Bruckner Blvd-Main

N/S St: Hunts Point Avenue

			sı	GNALI	ZED I	NTERS	ECTION	SUMM	ARY			
	Eas	stbou	nd.	We	stbou	nd	No	rthbo	und	Sot	ıthboı	and
	L	T	R	L	T	R	L	LTR			${f T}$	R
No. Lanes	1	2	0		<del></del> 0	0	-		1	2	2	<del>-</del>
LGConfig	L	${f T}$		İ			Ì	TR	R	L	T	į
Volume	17	494		Ì				191	178	356	380	Ì
Lane Width	12.0	12.0		ĺ			ĺ	11.0	11.0	11.0	10.0	ĺ
RTOR Vol	Ì			1					0 -			

Dur	ation	0.25		Area 7	ype:	All of	her	areas					
					Si	gnal Op	perat	ions					
Pha	se Comb	ination	1 <u>1</u>	2	3	4			5	б	7	8	
EB	Left		P				NB	Left					
	Thru		Р				ĺ	Thru	P				
	Right	•					İ	Right	P				•
	Peds		Х				j	Peds			X		÷
WB	Left						SB	Left	P	P			
	Thru							Thru	P	P			
	Right			à			İ	Right					
	Peds						İ	Peds	X		X		
NB	Right						EB	Right					
SB	Right						WB	Right					
Gre	_	٠.	46.0	)			'	J	31.0	3.0	7.0		
Yel	low		3.0						3.0	3.0	14.0		
	Red		2 0						2.0	2.0	4.0		
									_				

		Cycle	Length:	120.0	secs
Intersection	Performance	Summary			

			CTOTT T	LL L OL MAI	cc Dannic	^			 
Appr/	Lane	Adj Sat	Rat	ios	Lane 0	Froup	Appro	ach	÷
Lane	Group	Flow Rate							
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS	
							-		
Eastbo	und								
L .	623	1626	0.03	0.38	21.2	C			
${f T}$	1249	3259	0.45	0.38	26.4	C	26.2	С	

#### Westbound

#### Northbound

TR	769	2976	0.42	0.26	38.8	D	44.8	D
R	348	1346	0.72	0.26	52.6	D		
Southb	ound							
L	445	3137	0.94	0.32	76.3	$\mathbf{E}$		
T	1016	3126	0.44	0.32	33.3	С	54.1	D

Intersection Delay = 43.4 (sec/veh) Intersection LOS = D

Phone: E-Mail: Fax:

OPERATIONAL ANALYSIS

Analyst:

Saurabh Kabre

Agency/Co.:

AKRF, Inc. 7/14/2006

Date Performed: Analysis Time Period: AM Peak Hour

Intersection:

Bruckner Blvd & Hunts Point Av

Area Type: Jurisdiction:

All other areas New York City

Analysis Year:

2011 Build

Project ID: Hunts Point WPCP-SB

E/W St: Bruckner Blvd-Main

N/S St: Hunts Point Avenue

#### VOLUME DATA

. 1	Eastbound			Wes	tbou	nd	No	rthbo	und	Sou	ıthboı	ınd
	L	${f T}$	R	L	Т	R	L	${f T}$	R	L	${f T}$	R
Volume	<u></u>   17	494		-			-	191	 178	356	380	
% Heavy Veh	!	11		×				16	16	8	8	
PHF	:	0.87							0,64		0.85	
PK 15 Vol	0,07   5	142						75	70	105	112	
Hi Ln Vol	_	112		1				, 3	, 0	1 103	112	
% Grade		0					ļ	Ó			0	
Ideal Sat	l   1900	1900					i	•	1900	1900	1900	
ParkExist	1 1200	,1000		1				1,000	100	1 200		
NumPark	 			-			-					,
No. Lanes	   1	2	0 -	0	0	0	. (	) 2	1	2	2	0
LGConfig	L	T	V		U	U	'	TR	_	L	T	V
Lane Width	!	12.0		-			1	11.0			10.0	
RTOR Vol	1 12.0	14.0					1	1.1.0	0	1 77.0	1.0.0	
Adj Flow	  20	568		1			ł	226	250	1430	447	
%InSharedLn	20	200					ļ	326	250 10	419	447	
	j I	0.00	ΛÀ	-			-	0 0		11 00	^ ^ ^	
Prop LTs			00	-			,	0.0			0 0.00	) ()
Prop RTs	0	.000					}	0.085	1,000	1 0	.000	
Peds Bikes				0			2	:5			_	
Buses	0	0						0	0	0	0	
%InProtPhase	e			ļ		_				0.0		

Duration 0.25 Area Type: All other areas

#### OPERATING PARAMETERS

	Eastbound			Westbound			No.	rthbo	und	So	nd	
	L T R			Ĺ	${f T}$	R	L	${f T}$	R	L	T	R
Init Unmet	  0.0	0.0		 	and the second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second s			0.0	0.0	0.0	0.0	***************************************
Arriv. Type	1	4						3	3	3	3	
Unit Ext.	3.0	3.0		1			j	3.0	3.0	3.0	3.0	
I Factor		1.00	0					1.00	0		1.000	
Lost Time	2.0	2.0		Ì			ĺ	2.0	2.0	2.0	2.0	
Ext of g	2.0	2.0		ĺ			ĺ	2.0	2.0	2.0	2.0	
Ped Min g	ĺ			j	19.2		j	20.4		j		

Analyst: Saurabh Kabre

Inter.: Bruckner Blvd & Hunts Point Av

Agency: AKRF, Inc.

Area Type: All other areas

Date: 7/14/2006 Period: AM Peak Hour

Jurisd: New York City

Project ID: Hunts Point WPCP-SB

Year : 2011 Build

E/W St: Bruckner Blvd-Service

N/S St: Hunts Point Avenue

		ST	GNALTZEI	D INTERSE	יייי ייטט פיייי		Ÿ	٠		
	Eastbo			oound		thboun		Soutl	ibound	Ī
	L T	R	!	r R	L				T F	:
No. Lanes	0 2	? 0		0 0		2	1	2	2 0	<del></del>
LGConfig	ני	'R	ĺ			TR		L	T	-
Volume	246	100			1		,		30	
Lane Width	12,	5				11.0 1	.1.0  1	1.0 1	0.0	
RTOR Vol		0				0				
Duration	0.25	Area		ll other al Operat			ek kidar se kureted kur-udd Arresed Bryttind Fifty	** Person 6************************************		
Phase Combi	nation 1	2	3	4		5	6	7	8	
EB Left				ИВ	Left					
Thru	P				Thru	P				
Right	P			ļ	Right	P				
Peds	X				Peds	_	_	X		•
WB Left			-	SB	Left	₽	₽.			
Thru					Thru	Р	P			
Right					Right					
Peds	•				Peds	X		Х		
NB Right				EB	Right					
SB Right		0		WB	Right	0.1 0		п о		
Green	46					31.0	3.0	7.0		
Yellow	3.0					3.0 2.0	3.0 2.0	14.0		
All Red	2.0	,					.e Leng	4.0	20.0	secs
		Interse	ection P	erformano	e Summ	_	e neng	ACII: T	20.0	secs
Appr/ Lan		Ādj Sat	Rat	ios		Group	App	roach		
Lane Gro Grp Cap	up F. acity	low Rate (s)	₹ <u></u> -	g/C	 Delay	LOS	Delay	z Ios	_	
Eastbound										
TR 10	32 2	2691	0.39	0.38	25.5	С	25.5	C		
Westbound										
	·									
Northbound			0 40	0.26	38.8	D	44.8	D		
	9 :	2976	0.42		~ ~ •					
TR 76		2976 1346	0.42 0.72		52.6	D				
TR 76		2976 1346		0.26	52.6	D				
TR 76 R 34 Southbound	8 :	1346	0.72	0.26						
TR 76 R 34 Southbound L 44	8 : 5 :				52.6 76.3 33.3	D E C	54.1	D		

Phone: E-Mail: Fax:

#### OPERATIONAL ANALYSIS_____

Analyst:
Agency/Co.:
AKRF, Inc.
Date Performed:
7/14/2006
Analysis Time Period:
AM Peak Hour
Intersection:
Bruckner Blvd & Hunts Point Av
Area Type:
All other areas
Jurisdiction:
New York City
Analysis Year:
2011 Build

Project ID: Hunts Point WPCP-SB
E/W St: Bruckner Blvd-Service N/S St: Hunts Point Avenue

## VOLUME DATA

1	Eastbou	Wes	tbou	nd	No	rthbo	und	Son	ıthboı	ınd		
	${f L}$ ${f T}$	R	ь	Т	R	L	${f T}$	R	L	${f T}$	R	ĺ
77 d 3 - 1 m d	246	100				_	101	170	356	200		
Volume	246		ļ				191	178	Į.	380		·
% Heavy Veh	. 3 0	30	ļ				16	16	8	8		-
PHF	0.87	7 0.87					0.64	0.64	0.85	0.85		1
PK 15 Vol	71	29				Ì	75	70	105	112		1.
Hi Ln Vol			İ			İ			İ			ĺ
% Grade	0		j			Ì	0	•	İ	0		İ
Ideal Sat	1900	)	İ			i	1900	1900	1900	1900		j
ParkExist	٠.		j			i						υİ
NumPark			į			İ						j
No. Lanes	0 2	0	j o	0	0	j o	2	1	2	2	0	İ
LGConfig	TF	₹ .	İ			j	TR	R	L	${f T}$		ĺ
Lane Width	12.5	5	İ			j	11.0	11.0	11.0	10.0		·ĺ
RTOR Vol		0	ĺ			İ		0	İ			İ
Adj Flow	3.98		Ì			Ì	326	250	419	447		·ĺ
%InSharedLn			j .			Ì		10	į			j
Prop LTs	.0.0	000	ļ			ĺ	0.0	00	1.00	0.00	0.0	Ì
Prop RTs	0.289					j o	.085	1.000	0	.000		Ì
Peds Bikes	25	Ö	İ			2	5		İ			ĺ
Buses	Ò		Ì			İ	0	0	0	0		ĺ
%InProtPhase	e .								0.0			ĺ

Duration 0.25 Area Type: All other areas

# OPERATING PARAMETERS_____

	Ea	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	] L	Т	R	L	${f T}$	R	L	T F	<u> </u>	
Init Unmet		0.0						0.0	0.0	0.0	0.0	1	
Arriv. Type		4						3	3	3	3		
Unit Ext.		3.0						3.0	3.0	3.0	3.0		
I Factor		1.00	0					1.00	0		1.000		
Lost Time		2.0		1				2.0	2.0	2.0	2.0	1	
Ext of g		2.0						2.0	2.0	2.0	2.0	Ì	
Ped Min g	-	21.8		ĺ				20.4		İ	÷	j	

Analyst: Saurabh Kabre

Inter.: Bruckner Blvd & Tiffany Street

Agency: AKRF, Inc.

Area Type: All other areas

Date: 7/14/2006 Period: AM Peak Hour

Jurisd: New York City Year : 2011 Build

Project ID: Hunts Point WPCP (Sat. Flow Rate WBL=2200)

E/W St: Bruckner Blvd

N/S St: Tiffany Street

			SI	GNALI	ZED II	NTERSE	ECTION	SUMM	ARY				
	Ea	stbou	nd	We	stbour	nd	No	rthbo	und	Sc	outhbo	ound	T
	L	L T R			Т	R	L	T	R.	L	T	R	
No. Lanes	0	2	0	-	2	0	-	1	1		) 1	0	_
LGConfig	İ	T			${f T}$		İ	$_{ m LT}$	' R	İ	$\mathbf{L}_{1}$	ГR	Ì
Volume	į	269		398	584		27	26	106	29	Ź9	13	
Lane Width	Ì	12.5			11.0		İ	11.0	16.0	İ	13.0	0	
RTOR Vol	Ì						İ		0			0	

Dur	ation	0.25		Area	Type:	All c	ther	areas					
		<u> </u>			Si	gnal C	perat	ions					
Pha	se Comb:	ination	1	2	3	4			5	6	7	8	
EB	Left						NB	Left	P				
	Thru			P			İ	Thru	₽				
	Right							Right	P				
	Peds			X			ĺ	Peds	X				*4
WB	Left		P		•		SB	Left	P		•		
	Thru		P	P			ĺ	Thru	P				
	Right						Ì	Right	P				
	Peds		X	X			Ì	Peds	X				
NB	Right						Ì ЕВ	Right					
SB	Right						WB	Right					
Gre	en		34.0	39.0			•		31.0				4
Yel	low		6.0	3.0	•				3.0				
All	Red		0.0	2.0					2.0				

Cycle Length: 120.0 secs Intersection Performance Summary Appr/ Lane Adj Sat Ratios Lane Group Approach Flow Rate Lane Group v/c g/C Delay LOS Grp Capacity (s) Delay LOS Eastbound Τ 1077 3313 0.32 0.32 30.2 С 30.2 С Westbound 103.6 472 1665 1.07 0.28 F  $\mathbf{T}$ 2038 3095 0.36 0.66 4.3 Α 44.6D Northbound LT 1576 0.16 0.26 35.3 407 D 37.1 403 1560 0.32 0.26 38.1 Southbound LTR 398 1541 0.23 0.26 36.4 36.4

Intersection Delay = 40.8 (sec/veh) Intersection LOS = D

Phone: E-Mail: Fax:

#### OPERATIONAL ANALYSIS

Analyst: Agency/Co.: Date Performed:

Saurabh Kabre AKRF, Inc. 7/14/2006

Analysis Time Period: AM Peak Hour Intersection:

Bruckner Blvd & Tiffany Street

Area Type: Jurisdiction: Analysis Year:

All other areas New York City 2011 Build

Project ID: Hunts Point WPCP (Sat. Flow Rate WBL=2200)

E/W St: Bruckner Blvd

N/S St: Tiffany Street

## ____VOLUME DATA_____

1	Eastbound	c.,	Wes	stboun	ıd	l No	rthbo	und	Sou	ithbov	und
	L T R		L	Т	R	L	T	R	L	${f T}$	R.
Volume	269		398	584		27	26	106	29	29	13
% Heavy Veh	11	,	13	13		16	16	16	8	8	8
PHF	0.78		0.79	0.79		0.82	0.82	0.82	0.78	0,78	0.78
PK 15 Vol	86		126	185		8	8	32	9	9	4
Hi Ln Vol											
% Grade	0			0			0			0	
Ideal Sat	1900		2200	1900			1900	1900		1900	
ParkExist											X
NumPark			[								5
No. Lanes	0 2 0		1	2	0	0	1	1	0	1	0
LGConfig	T		L	T			LT	R		LT	R
Lane Width	12.5		9.0	11.0			11.0	16.0		13.0	•
RTOR Vol			ļ					0			0
Adj Flow	345		504	739			65	129	-	91	
%InSharedLn			ļ								
Prop LTs	0.000			0.00	0	ļ	0.5			0.4	07
Prop RTs	0.000		0	.000		!		1.000	1	.187	
Peds Bikes	0					10	_	0	1		0 .
Buses	0		0	0			0	0	ļ	0	
%InProtPhase	9										

Duration

0.25 Area Type: All other areas

#### OPERATING PARAMETERS

	Ea	stbou	nd	We	stbou	nd	No	rthbo	und	So	uthbo	und
	Ŀ	${f T}$	R	L	${f T}$	R	Ĺ	${f T}$	R	L	T	R
							.					
Init Unmet		0.0		0.0	0.0			0.0	0.0		0.0	
Arriv. Type		4			4			3	3	1	3	
Unit Ext.		3.0			3.0		Ì	3.0	3.0	ĺ	3.0	
I Factor		1.00	0		1.00	0		1.00	0	Ì	1.00	0
Lost Time		2.0		2.0	2.0		Ì	2.0	2.0	ĺ	2.0	Ì
Ext of g	2.0			2.0	2.0		Ì	2.0	2.0	į .	2.0	İ
Ped Min g	18.2						İ	21.3		ĺ	20.3	į

Analyst: Saurabh Kabre

Inter.: Bruckner Blvd & Tiffany Street

Agency: AKRF, Inc.

Area Type: All other areas

11.0 16.0

13.0

Date: 7/14/2006 Period: AM Peak Hour

Lane Width

RTOR Vol

Jurisd: New York City Year : 2011 Build

Project ID: Hunts Point WPCP

12.0

E/W St: Bruckner Blvd

N/S St: Tiffany Street

			SI	GNALIZ	ZED II	NTERSE	$\mathtt{CTION}$	SUMM	ARY				
	Eas	tbou:	nd	Wes	tbou:	nd	No	rthbo	und	Sc	outhbo	ound	
	L	L T ·R		Ĺ	${f T}$	R	L	${f T}$	R	L	${f T}$	R	1
•	İ			<b> </b>									
No. Lanes	0	2	0	0	2	0	0	1	1	0	1	0	
LGConfig	Ì.	TR			${ m TR}$			$_{ m L'I}$	R		L'	ľR	
Volume		151	7		736	60	27	26	106	29	29	13	

10.5

Dur	ation	0.25		Area 7	туре:	All	ot	her	areas						
					Si	gnal	Or	perat	ions						
Pha	se Combi	nation	1	2	3	4	1		*****	5	6	•	7	8	
EB	Left							ИВ	Left	P .					
	Thru			P					Thru	₽					
	Right			₽					Right	P					
	Peds			X				ĺ	Peds	X					
WB	Left							SB	Left	P					
	Thru		P	P			٠.		Thru	P					
	Right		P	Ъ,				İ	Right	P					
	Peds		X	X				j	Peds	X					
NB	Right							EB	Right						
SB	Right							WB	Right						
Gre	en		34.0	39.0				•	-	31.0					
Yel	low		6.0	3.0						3.0					
All	Red		0.0	2.0						2.0					

						Cycl	e Lengi	h: 120	. 0	secs
		Intersec	tion P	erforman	ice Summa	-	_		*	
Appr/ Lane	Lane Group	Adj Sat Flow Rate	Rat	ios	Lane G	roup	Appro	oach		
Grp	-	(g)	v/c	g/C	Delay	LOS	Delay	LOS		
Eastbo	und	·			··					
TR	898	2762	0.23	0.32	29.1	С	29.1	C		
Westbo	und									
TR	1941	2948	0.52	0.66	5.4	A	5.4	A		
Northbo	ound									
LT R	407	1576	0.16				37.1	D		
Southbo	403 ound	1560	0.32	0.26	38.1	D				
LTR	398	1541	0.23	0.26	36.4	D	36.4	D		

Intersection Delay = 14.6 (sec/veh) Intersection LOS = B

Phone:

Fax:

E-Mail:

## ___OPERATIONAL ANALYSIS_____

Analyst: Agency/Co.: Agency/Co.: AKRF, Inc.
Date Performed: 7/14/2006
Analysis Time Period: AM Peak Hour

Saurabh Kabre

Intersection: Bruckner Blvd & Tiffany Street

Area Type: Jurisdiction: Analysis Year:

All other areas New York City 2011 Build

Project ID: Hunts Point WPCP

E/W St: Bruckner Blvd

N/S St: Tiffany Street

## VOLUME DATA

1	Ea	Eastbound			stbou	nd	Мол	cthbo	und	Soi	ıthboı	und
ļ	Ľ	$\mathbf{T}$	R	L	T	R.	L	T	R	L	T	R.
		<u> </u>			·····	·	ļ		·		and House belief bearing second to	
Volume		151	7		736	60	27	26	106	29	29	1.3
% Heavy Veh		3.0	30		8	8	16	16	16	8	8	8
PHF		0.78	0.78		0.79	0.79	0.82	0.82	0.82	0.78	0.78	0.78
PK 15 Vol		48	2	ĺ	233	19	İ 8	8	32	9	9	4 1
Hi Ln Vol							i			İ		·
% Grade		0			0		İ	0		İ	0	
Ideal Sat		1900			1900		İ	1900	1900	Ì	1900	, i
ParkExist						X	j					х
NumPark						5						5
No. Lanes	. 0	2	0	0	2	0	0	1	1	0	1	0
LGConfig		TR		İ	TR		İ	$\mathtt{LT}$	R	j	LT	R I
Lane Width		12.0		j	10.5		İ	11.0	16.0	ĺ	13.0	ĺ
RTOR Vol			0	ĺ		0	İ		0	İ		0 '
Adj Flow		203		İ	1008		İ	65	129		91	
%InSharedLn				İ				• -				
Prop LTs		0.0	00	İ	0.0	00	İ	0.5	08		0.4	07
Prop RTs	. 0	.044		i o	.075		i o		1.000	i o	.187	İ
Peds Bikes	1	0	0	1	0	0	1	0	0	10	0	o i
Buses	0		İ	0		İ	0	0		0		
%InProtPhase	%InProtPhase						İ			i		•
Dumotion	^ ^=		** T	' 77	* 7 7		<u>'</u>			1		,

Duration 0.25 Area Type: All other areas

#### ____OPERATING PARAMETERS_____

	Eas	Eastbound			stbou	nd	No	rthbo	und	So	uthbo	und
	L	${f T}$	R	L	${f T}$	R	Ĺ	T	R	L	T	R
				ļ			.					
Init Unmet		0.0			0.0			0.0	0.0		0.0	
Arriv. Type		4			4			3	3		3	
Unit Ext.		3.0			3.0		j	3.0	3.0	Ì	3.0	İ
I Factor		1,000	)	1	1.00	0		1.00	0	ĺ	1.00	0
Lost Time		2.0			2.0		ĺ	2.0	2.0	j	2.0	į
Ext of g		2.0		ĺ	2.0			2.0	2.0		2.0	į
Ped Min g		18.3		İ	13.8		j	21.3			20.3	

Analyst: Saurabh Kabre

Inter.: Garrison Ave and Legett Ave

Agency: AKRF, Inc.

Area Type: All other areas

Date: 7/14/2006 Period: AM Peak Hour

Jurisd: New York City Year : 2011 Build

Project ID: Hunts Point WPCP

E/W St: Garrison Avenue

N/S St: Legett Avenue

SIGNALIZED	INTERSECTION	SUMMARY
------------	--------------	---------

	Ea	stbo	und	We	stbou	ınd	N	orthbo	und	So	uthbo	und
	L	T	R	L	T	R	Ĺ	T	R	L	T	R
No. Lanes		) 1	0	-			_	0 2	0	-		
LGConfig	İ	LTR			LT	'R	İ	$_{ m LT}$	R	j	LT	'R
Volume	2	2	1.	11	2	13	1	569	12	31	616	3
Lane Width	Ì	16.0			16.0	)	į	16.0			14.0	
RTOR Vol	į	0		j		0	j		0	ĺ		0

Dur	ation	0.25	Area	Type:	All of	ther	areas					
				Si	gnal O	perat	ions					
Pha	se Comb:	ination 1	. 2	3	4	1 .		5	6	7	8	
EB	Left	E	>			NB	Left	P				
	Thru	I				ĺ	Thru	P				
	Right	F	)			İ	Right	P				
	Peds	X	ζ			į į	Peds	X				
WB	Left	Ė	>			SB	Left	P				
	Thru	P	>			j	Thru	₽		÷		
	Right	E	)	*		ĺ	Right	P				
	Peds					ĺ	Peds					
NB	Right					EB	Right					
SB	Right					WB	Right					
Gre	en	1.9	9.8			•	~	31.8				
Yel	low	3 .	. 0					3.0		•		
All	Red	1.	. 2					1.2				
								Orralla	T 0 10	ath. 6	0 0	0000

				CAGTE	rendrn:	60.0	sec
	 _	_					

-		Intersec	ction Pe	erforman	ce Summa		e Leng	th: 60.0	secs
Appr/ Lane	Lane Group	Adj Sat Flow Rate		ios			Appr	oach	
Grp	Capacity		v/c	g/C	Delay	LOS	Delay	LOS	•
Eastbo	und		and Market Security Survives Security and Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Securi						
LTR	641	1942	0.02	0.33	13.6	В	13.6	В	
Westbo	und								
LTR	538	1629	0.08	0.33	14.1	В	14.1	В	
Northb	ound								
LTR	1782	3363	0.38	0.53	8.9	А	8.9	А	
Southb	ound								
LTR	1717	3240	0.42	0.53	9.2	A	9.2	A	
	Intersec	ction Delay	= 9.3	(sec/v	reh) I:	nterse	ction	LOS = A	

Phone: E-Mail: Fax:

## OPERATIONAL ANALYSIS_____

Analyst:
Agency/Co.:
Date Performed:
Analysis Time Period:
Intersection:
Area Type:
Jurisdiction:
Analysis Year:
Analysis Year:
Analysis Time Period:
AKRF, Inc.
7/14/2006
AM Peak Hour
Garrison Ave and Legett Ave
All other areas
Jurisdiction:
New York City
Analysis Year:
2011 Build Analyst:

Saurabh Kabre

Project ID: Hunts Point WPCP

E/W St: Garrison Avenue

N/S St: Legett Avenue

## VOLUME DATA

•	Eastbound   L T R		nd	Wes	stboui	nd	No	rthbo	und	Sou	ıthboı	ınd
	L	T	R	L 	T	R	L	T	R	L	T	R
Volume	2	. 2	1	11	2	13	1	569	12	31	616	3
% Heavy Veh	2	2	2 '	23	23	23	16	16	16	8	8	8
PHF	0.50	0.50	0.50	0.59	0.59	0.59	0.87	0.87	0.87	0.91	0.91	0.91
PK 15 Vol	1	1	1	5	1	6	1	164	3	9	169	1
Hi Ln Vol	į			İ			İ			ĺ		
% Grade		0		j	0		İ	0			0	:
Ideal Sat	ĺ	1900		j	1900		İ	1900			1900	
ParkExist	ĺ			İ			j.			İ		
NumPark	j .			j			į		•	Ì		
No. Lanes	j o	1	0	0	1	0	j o	2	0 .	j 0.	2	0
LGConfig	j	$\mathbf{L}\mathbf{T}$	R.	ĺ	LT	R	i	$\mathbf{LT}$	R	İ	LT	R.
Lane Width		16.0		ĺ	16.0		İ	16.0		ĺ	14.0	
RTOR Vol	ĺ		0	İ		0	İ		0	İ		0
Adj Flow	ĺ	10		İ	44			669		İ	714	
%InSharedLn	İ			İ			İ			İ		
Prop LTs	İ	0.4	00	İ.,	0.4	32	İ	0.0	01	Ì	0.0	48
Prop RTs	i o	.200		İö	.500		1 0	.021		0	.004	
Peds Bikes	5		0	5			0		0	0		
Buses	j	0			0			0			0	
%InProtPhase	e	-		ĺ	•			-		1	-	
Duration			7\ xx = 0 = 1	] Tu	דדת		1			1		

Duration 0.25 Area Type: All other areas

# OPERATING PARAMETERS

	Eastbound   L T R			Westbound			No	rthbo	und	Southbound				
	L	T	R	L	${f T}$	R.	L	${f T}$	R	L	T	R		
	<del></del>						ļ							
Init Unmet		0.0			0.0			0.0			0.0			
Arriv. Type		3		1	3			3			3			
Unit Ext.		3,0			3.0		1	3.0			3.0			
I Factor		1.00	0	1	1.00	0 (		1.00	0		1.00	0		
Lost Time		2.0			2.0			2.0			2.0	1		
Ext of g	Ext of g 2.0			2.0			2.0			2.0		İ	2.0	į
Ped Min g	19.7			3.2		Ì	17.0	)		3.2	İ			

Analyst: Saurabh Kabre

Inter.: Garrison Ave & Hunts Point Ave

Agency: AKRF, Inc.

Area Type: All other areas

Date: 7/14/2006 Period: AM Peak Hour

Jurisd: New York City Year : 2011 Build

Project ID: Hunts Point WPCP

E/W St: Garrison Avenue

N/S St: Hunts Point Avenue

CERTAIN TRIVERO	TNTERSECTION	ርተ የተከለከለ ነው ነው ነና
SIGNALIZED	INTERSECTION	SUMMARY

<u> </u>	-						ECTION		*****	····			
	Eas	stbou	nd	We	estbou	ınd	гои	rthbo	und	So	uthbo	und	1
	L	T	R	L	T	R	L	${f T}$	R	L	T	R	
No. Lanes				_ ]	) 2				0		1		 
LGConfig		$_{ m LT}$	•	'	J Z LI	•	l L	TR	•	L	$^{ m T}$	R	
Volume	37	121	30	4	16	91	12	241	38	96	362	22	ĺ
Lane Width		11.0			14.5	i	10.0	10.0		10.0	11.0	11.0	1
RTOR Vol			. 0			0			0			0	1
Duration	0.25		 Area	Type	 : All	other	areas				·	<del></del>	<del></del>
	0.20						tions						

Dur	ation	0.25		Area	Тур	e: A	11 01	ther	areas						
						Sign	al O	perat	ions						
Pha	se Combi	nation	1	2		3	4			. 5	6	7	8		
EB	Left		P					NB	Left	P					
	Thru		P					[	Thru	P					
	Right		P					ļ	Right	P					
	Peds		X					ĺ	Peds	X				٠.	
$\mathtt{WB}$	Left		P					SB	Left	P	P				
	Thru		P					İ	Thru	P	P				
÷	Right		P		•				Right	P	P				
	Peds		X						Peds	X					
NB	Right							EB	Right						
sb	Right							WB	Right						
Gre	en		25.0							59.0	21.0				
Yel	low		3.0							3.0	3.0				
A11	Red		2.0							2.0	2.0				•
										_		_			

							e Leng		120.0	secs
	· 	Intersec	tion Pe	rforman	ce Summa	ary				
Appr/ Lane	Lane Group	Adj Sat Flow Rate	Rati						•	
	Capacity			g/C	Delay	LOS	Delay	LOS	<del></del>	
Eastbo	und									
LTR	482	2316	0.46	0.21	44.8	D	44.8	D		
Westbo	und									
LTR	536	2573	0.24	0.21	40.7	D	40.7	D	·	
Northbe	ound									·
L	338	687	0.04	0.49	16.0	В				
TR	1312	2669	0.22	0.49	17.8	В	17.7	В		
Southb	ound									
<b>L</b> .	788	1548	0.15	0.71	6,5	A				
T	1205	1701	0.37	0.71	7.8	A	7.4	A		
R	1011	1428				A				
	Intersec	tion Delay	= 20.2	(sec/v	eh) Ii	nterse	ection	LOS :	= C	

Phone: E-Mail: Fax:

OPERATIONAL ANALYSIS____

Analyst: Analyst: Saurabh Rabre
Agency/Co.: AKRF, Inc.
Date Performed: 7/14/2006
Analysis Time Period: AM Peak Hour Agency/Co.: Date Performed:

Saurabh Kabre

Intersection:

Garrison Ave & Hunts Point Ave

Area Type: Area Type:
Jurisdiction: Analysis Year:

All other areas New York City 2011 Build

Project ID: Hunts Point WPCP

E/W St: Garrison Avenue

N/S St: Hunts Point Avenue

# VOLUME DATA_____

	Eastbound L T R		Wes	stbou	nd	Noı	thbou	ınd	Sou	ıthboı	ınd	
	Ľ	$\mathbf{T}$	R	L	T	R	L	${f T}$	R	L	$\mathbf{T}$	R
•				l								
Volume	37	121	30	4	16	91	12	241	38	96	362	22
% Heavy Veh	18	18	18 .	23	23	23	16	16	16	8	8	8
PHF	0.84	0.84	0.84	0.85	0.85	0.85	0.95	0.95	0.95	0.82	0.82	0.82
PK 15 Vol	1.1	36	9	1	5	27	јз	63	10	29	110	7
Hi Ln Vol				j			Ì					į
% Grade		0	•	İ	0		İ	0		İ	0	į
Ideal Sat		1900		İ	1900		1900	1900		1900	1900	1900
ParkExist			X	İ					X	İ		i
NumPark			5	İ			i		5	İ		
No. Lanes	0	2	0	i o	2	0	ĺ 1	2	0	ĺ 1	1	1
LGConfig		LT:	R.	i	LT:	R.	l L	TR		L	Т	Ŕ
Lane Width		11.0	-	j	14.5		10.0	10.0		10.0	11.0	11.0
RTOR Vol			0	! 		0			0		,	0
Adj Flow		224	•	i	131	ŭ	13	294	·	1117	441	27
%InSharedLn		221		! }	<b>101</b>			271		/		*** '
Prop LTs		0.1	96	·	0.0	3.8	1 00	0.0	0.0	1 000	0.0	no
Prop RTs	ا ا	.161	,	ا ا	.817	<b>J</b> 0	!	.136	00	ļ.		1.000
Peds Bikes	2		0	20		0	20		0	20		0
Buses	, 2, 	0	•	'	0	J	0 2	0	•	1		0
%InProtPhase	1	U			U		'	V		0.0	0	0.0
offier Ochiase	3			1		_	1			1 0.0		0.0

Duration 0.25 Area Type: All other areas

## OPERATING PARAMETERS_____

	Еa	Eastbound L T R		Westbound			Northbound			Southbound			
	L	Т	R	ĹГ	${f T}$	R	Ĺ	${f T}$	R	ļ L	T	R	
							_			-			
Init Unmet		0.0			0.0		0.0	0.0		0.0	0.0	0.0	
Arriv. Type		3		1	3		3	3		3	3	3	
Unit Ext.		3.0			3.0		3.0	3.0		3.0	3.0	3.0	
I Factor		1.00	0		1.00	0		1.00	0		1.00	0	
Lost Time		2.0			2.0		2.0	2.0		2.0	2.0	2.0	
Ext of g		2.0		ĺ	2.0		2.0	2.0		2.0	2.0	2.0	
Ped Min g		18.3		İ	20.9		İ	18.4		İ	18.4	•	

Phone: E-Mail: Fax:

ALL-WAY STOP CONTROL (AWSC) ANALYSIS

Analyst: Saurabh Kabre
Agency/Co.: AKRF, Inc.
Date Performed: 7/14/2006
Analysis Time Period: AM Peak Hour

Intersection: Lafayette Ave & Tiffany Street

Jurisdiction: New York City

Units: U. S. Customary

Analysis Year: 2011 Build Project ID: Hunts Point WPCP

East/West Street: Lafayette Avenue North/South Street: Tiffany Street

_____Worksheet 2 - Volume Adjustments and Site Characteristics_

	Ea	stbou	ınd	We	stbou	und	No	rthbo	und	Southbound			
	L	$\mathbf{T}$	R	Ĺ	Т	R	L	T	R	L	T	R	Ì
~~ <b>7</b>													
Volume	7	74	1.3	134	76	11	23	113	21	44	347	5	
% Thrus Left	Lan	.e	50			50			50			50	•

	Eastl	oound	West!	oound	Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	Ъ2
Configuration	ĽТ	TR	ĽТ	TR	LТ	Т	$_{ m LT}$	TR
PHF	0.68	0.68	0.74	0.74	0.80	0.80	0.86	0.86
Flow Rate	64	73	232	65	97	71	252	207
% Heavy Veh	18	18	23	23	16	16	8	8
No. Lanes	2	2	;	2	:	2	2	2
Opposing-Lanes	2	2	:	2	:	2 .	2	2
Conflicting-lanes	2	2	:	2	:	2	2	2 .
Geometry group	į	5 .	!	5	!	5	į	5
Duration, T 0.25	hrs.							

Worksheet 3 - Saturation Headway Adjustment Worksheet

•	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Flow Rates:								-
Total in Lane	64	73	232	65	97	71	252	207
Left-Turn	10	0	181	0	28	0	51	0
Right-Turn	0	19	0	14	0	0	0	5
Prop. Left-Turns	0.2	0.0	0.8	0.0	0.3	0.0	0.2	0.0
Prop. Right-Turns	0.0	0.3	0.0	0.2	0.0	0.0	0.0	0.0
Prop. Heavy Vehicl	e0.2	0.2	0.2	0.2	0.2	0.2	0.1	0.1
Geometry Group 5		5		5		5		
Adjustments Exhibi	t 17-3	3:						
hLT-adj		0.5		0.5		0.5		0.5

hRT-adj hHV-adj hadj, computed	1	. 7	1	. 7	1	.7 .7 0.3	. 1	. 7
Wor	ksheet	4 - Depa	irture H	eadway a	and Serv	ice Time	e	
	Eastbound		Westbound		Northbound		Southbound	
	L1	$_{\rm L2}$	L1	L2	L1	L2	L1	Ľ2
Flow rate	64	73	232	65	97	71	252	207
hd, initial value				3.20	3.20	3,20	3.20	3.20
x, initial			0.21	0.06	0.09	0.06	0.22	0,18
hd, final value						6.87		6.30
x, final value	0.13		0.47	0.12	0.19	0.14	0.45	0.36
Move-up time, m	2	.3	2	. 3	2	.3	2	.3
Service Time	4.9	4.6	5.0	4.4	4.7	4.6	4.1	4.0
	-		Westbound		of Service  Northbound  L1 L2		Southbound	
wor	Eastb	ound	Westb	ound	Northb	ound	Southb	
wor	Eastb	ound	Westb	ound	Northb	ound		
	Eastb L1	ound L2	Westb L1	ound L2	Northb	ound L2	Southb	Ľ2
Flow Rate	Eastb L1	ound L2 73	Westb L1 232	ound L2 65	Northb L1	ound L2	Southb L1 252	L2 207
Flow Rate Service Time	Eastb L1 64 4.9	ound L2 73 4.6	Westb L1 232 5.0	ound L2 65 4.4	Northb L1 97 4.7	ound L2	Southb L1 252 4.1	L2 207
Flow Rate	Eastb L1 64 4.9 0.13	ound L2 73 4.6 0.14	Westb L1 232 5.0 0.47	ound L2 65 4.4 0.12	Northb L1 97 4.7 0.19	ound L2 71 4.6 0.14	Southb L1 252 4.1 0.45	L2 207 4.0 0.36
Flow Rate Service Time Utilization, x	Eastb L1 64 4.9 0.13 7.16	ound L2 73 4.6 0.14 6.90	Westb L1 232 5.0 0.47 7.26	ound L2 65 4.4 0.12 6.72	Northb L1 97 4.7 0.19 7.01	71 4.6 0.14 6.87	Southb L1 252 4.1 0.45 6.42	L2 207 4.0 0.36 6.30
Flow Rate Service Time Utilization, x Dep. headway, hd Capacity	Eastb L1 64 4.9 0.13 7.16 314	ound L2 73 4.6 0.14 6.90 323	Westb L1 232 5.0 0.47 7.26 481	ound L2 65 4.4 0.12 6.72 315 10.34	Northb L1 97 4.7 0.19 7.01 347 11.34	71 4.6 0.14 6.87 321 10.64	Southb L1 252 4.1 0.45 6.42	L2 207 4.0 0.36 6.30 457
Flow Rate Service Time Utilization, x Dep. headway, hd Capacity	Eastb L1 64 4.9 0.13 7.16 314	ound L2 73 4.6 0.14 6.90 323 10.73	Westb L1 232 5.0 0.47 7.26 481	ound L2 65 4.4 0.12 6.72 315 10.34	Northb L1 97 4.7 0.19 7.01 347	71 4.6 0.14 6.87 321 10.64	Southb L1 252 4.1 0.45 6.42 502 14.26	L2 207 4.0 0.36 6.30 457
Flow Rate Service Time Utilization, x Dep. headway, hd Capacity Delay	Eastb L1 64 4.9 0.13 7.16 314 10.91	ound L2 73 4.6 0.14 6.90 323 10.73	Westb L1 232 5.0 0.47 7.26 481 16.17	ound L2 65 4.4 0.12 6.72 315 10.34	Northb L1 97 4.7 0.19 7.01 347 11.34	71 4.6 0.14 6.87 321 10.64	Southb L1 252 4.1 0.45 6.42 502 14.26	L2 207 4.0 0.36 6.30 457 12.55
Flow Rate Service Time Utilization, x Dep. headway, hd Capacity Delay LOS	Eastb L1 64 4.9 0.13 7.16 314 10.91 B	ound L2 73 4.6 0.14 6.90 323 10.73 B	Westb L1 232 5.0 0.47 7.26 481 16.17 C	ound L2 65 4.4 0.12 6.72 315 10.34 B	Northb L1 97 4.7 0.19 7.01 347 11.34 B	71 4.6 0.14 6.87 321 10.64	Southb L1 252 4.1 0.45 6.42 502 14.26 B	L2 207 4.0 0.36 6.30 457 12.55
Flow Rate Service Time Utilization, x Dep. headway, hd Capacity Delay LOS Approach:	Eastb L1 64 4.9 0.13 7.16 314 10.91 B	ound L2 73 4.6 0.14 6.90 323 10.73 B	Westb L1 232 5.0 0.47 7.26 481 16.17 C	ound L2 65 4.4 0.12 6.72 315 10.34 B	Northb L1 97 4.7 0.19 7.01 347 11.34 B	71 4.6 0.14 6.87 321 10.64 B	Southb L1 252 4.1 0.45 6.42 502 14.26 B	L2 207 4.0 0.36 6.30 457 12.55 B

Analyst: Saurabh Kabre

Inter.: Randall Ave & Tiffany Street

Agency: AKRF, Inc.

Area Type: All other areas

Date: 7/14/2006 Period: AM Peak Hour Jurisd: New York City Year : 2011 Build

Project ID: Hunts Point WPCP

E/W St: Randall Avenue

N/S St: Tiffany Street

SIGNALIZED	INTERSECTION	SUMMARY

and the second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second s							.,		P-141					
	Ea	stbou	nd	M	estbou	ınd	No	rthbo	und	Sc	uthbo	und		
	Ľ	${f T}$	R	L	${f T}$	R	L	${f T}$	R	L	${f T}$	R		
	ļ	a bernand territoria del	0	2	0		0 2	0		) 2	0	0	2	0
LGConfig	Ì	$_{ m LT}$	R	ĺ	ĽΊ	'R		${ m LT}$	R		LТ	'R		
Volume	9	277	48	5	275	58	90	132	4	114	255	19		
Lane Width	į	11.0		İ	10.5	5	1	10.5			10.5	,		
RTOR Vol	ĺ		0	ĺ		0	j		0	İ		0		

Dur	ation	0.25		Area	Туре	: All o	ther	areas					
	4.5				S	ignal 0	perat	ions					
Pha	se Comb	ination	$\frac{-1}{1}$	2	3	4	1		5	6	7	8	
EB	Left		P				NB	Left	P				
	Thru		P				İ	Thru	P				•
	Right		P				İ	Right	P				
	Peds		X				İ	Peds	X				
WB	Left		P				SB	Left	P				
	Thru		P				ĺ	Thru	Р.,				. *
	Right		P		*		j	Right	P				
	Peds		X				ĺ	Peds	X				
NB	Right						EB	Right					
SB	Right						WB	Right					
Gre	en		31.8				•	_	19.8				
Yel	low	12	3.0						3.0				
A11	Red		1.2						1.2				•
									~	- т		^ ^	au: as as as

						-	e Lengt	h: 60.0	secs
Appr/ Lane		Intersec Adj Sat Flow Rate	Rati			~	Appro	pach	
		(s)		g/C	Delay	LOS	Delay	LOS	
Eastbou	ınd		m wastur - wast market and about man	Barras Évent par es constituente a most postente	Maried Invasid anniversal Maried Investment of Princip	to hadre the destroy to summir pro-	· · · · · · · · · · · · · · · · · · ·		
LTR	1115	2104	0.33	0.53	8.8	A	8.8	A	
Westbou	ınd								
LTR	1040	1962	0.35	0.53	9.1	A	9.1	A	
Northbo	ound								
LTR	481	1458	0.50	0.33	19.8	В	19.8	В	
Southbo	ound								
LTR	595	1803	0.69	0.33	24.0	С	24.0	С	
	Intersec	tion Delay	= 15.3	(sec/v	eh) Ir	nterse	ection 1	LOS = B	

Michael Tyneic AKRF, Inc

Phone: E-Mail: Fax:

#### OPERATIONAL ANALYSIS_____

Analyst: Saurabh Kabre
Agency/Co.: AKRF, Inc.
Date Performed: 7/14/2006
Analysis Time Period: AM Peak Hour

Intersection: Randall Ave & Tiffany Street

Area Type: All other areas
Jurisdiction: New York City
Analysis Year: 2011 Build

Project ID: Hunts Point WPCP

E/W St: Randall Avenue N/S St: Tiffany Street

#### VOLUME DATA______

.1	Eas	stboui	ıd	Wes	stbou	nd	No	rthbo	und	Soi	ıthbo	und
	L	T	R	ļь	T	Ŕ	L	T	R	L	T	R
		·	<u>.                                  </u>	<u> </u>		···		······································				
Volume	9	277	48	5	275	58	90	132	4	114	255	19
% Heavy Veh	44	44	44	52	52	52	57	57	57 .	39	39	39
PHF	0.91	0.91	0.91	0.92	0.92	0.92	0.94	0.94	0.94	0.94	0.94	0.94
PK 15 Vol	3	76	13	2	75	16	24	35	1	30	68	5
Hi Ln Vol		**										
% Grade		0			0			0			0	
Ideal Sat	<b>.</b>	1900			1900			1900		1	1900	
ParkExist	1		X			X	1		X			X
NumPark			5			5			5			5
No. Lanes	0	. 2	0	0	2	0	0	2	0	0	2	. 0
LGConfig		LT.	R.		LT:	R		$\mathbf{L}\mathbf{T}$	Ŕ		$\mathtt{L}\mathtt{T}$	R
Lane Width	· ·	11.0			10.5			10.5			10.5	
RTOR Vol			0			0			0			0
Adj Flow		367			367			240			412	
%InSharedLn				-						1		
Prop LTs	1	0.0	27		0.0	14	1	0.4	00		0.2	94
Prop RTs	0	.144		0	.172		0	.017		0	.049	
Peds Bikes	1	0	0	1	0	0	1	0	0	1	0	0
Buses	İ	0			0		İ	0		Ì	0	
%InProtPhase	е											

Duration 0.25 Area Type: All other areas

	Ea	stbou	nd	₩e	stbou	ınd	No	rthbo	und	So	uthbo	und
	L	${f T}$	R	L	$\mathbf{T}$	R	L	${f T}$	R	L	T	R
							.			I		
Init Unmet		0.0			0.0			0.0			0.0	
Arriv. Type		3			3			3			3	1
Unit Ext.		3.0			3.0		İ	3.0			3.0	
I Factor		1.00	0	İ	1.00	0	ĺ	1.00	0	İ	1.00	0
Lost Time		2.0			2.0		İ	2.0		j .	2.0	
Ext of g		2.0		Ì	2.0		İ	2.0			2.0	İ
Ped Min g		18.2			18.2	}	İ	18.0		İ	18.5	Ì

Analyst: Saurabh Kabre

Inter.: Garrison Ave & Tiffany Street

Agency: AKRF, Inc.

Area Type: All other areas

Date: 7/14/2006 Period: AM Peak Hour

Jurisd: New York City Year : 2011 Build

Project ID: Hunts Point WPCP

E/W St: Garrison Avenue N/S St: Tiffany Street

			SI	GNALI	ZED I	NTERS	ECTION	SUMM	ARY			
	Ea	stbou	nd	Wes	stbou	.nd	No	rthbo	und	Soi	ıthboı	ınd
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	0	-	2	0	0	2	0		2	0
LGConfig		$_{ m LT}$	R		$_{ m LT}$	'R		${ m LT}$	R		LTI	ર
Volume	17	47	7	47	107	28	5	114	12	1.7	342	75
Lane Width	İ	11.0		j	10.5	;	İ	11.0		Ì	10.5	İ
RTOR Vol	j		0	ļ		0	į		0			0
 Duration	0,25	<u></u>	Area	Type	Δ11	other	areas					
Daracron	0,25						tions_	·				
Phase Combi	natio	n 1	2	3	4	:		5	6	7	{	3
EB Left		P				NE	Left	P				

Dur	ation	0.25		Area	Турє	e: Al	l ot	her	areas					
						Signa	1 Or	perat	ions					
Pha	se Comb	ination	1	2	3	}	4			5	6	7	8	
EB	Left		P					NB	Left	P				•
	Thru		P						Thru	P	•			
	Right		P						Right	P				
	Peds		X						Peds	X				•
$\mathtt{WB}$	Left		P ·					SB	Left	₽				•
	Thru		₽		,				Thru	P				
	Right		P						Right	P				
	Peds		Х	•		7			Peds	X				
ЙB	Right							EB	Right					
SB	Right							WB	Right		•			4
Gre	en	•	43.0							67.0				
Yel	low		3.0							3.0				
All	Red		2.0							2.0				•

		Intersec	tion Pe	rformanc	e Summa		e Leng	th: 1	120.0	secs	٠
Appr/ Lane	Lane Group	Adj Sat Flow Rate		os			Appr	oach		-	
	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS		·	
Eastbou	nd	<del></del>									<del></del>
LTR	847	2363	0.12	0.36	26.1	Ċ	26.1	С			
Westbou	nd										
LTR	780	2176	0.27	0.36	28.2	С	28.2	С			
Northbo	und										
LTR	1462	2619	0.10	0.56	12.5	В	12.5	В			
Southbo	und	·									
LTR	1526	2733	0,29	0.56	14.5	В	14.5	В			
	Intersec	tion Delay	= 18.6	(sec/ve	h) In	iterse	ction	LOS :	= B		

Phone: E-Mail: Fax:

OPERATIONAL ANALYSIS

Analyst: Saurabh Kabre Agency/Co.: AKRF, Inc.
Date Performed: 7/14/2006
Analysis Time Period: AM Peak Hour
Intersection:

Intersection:

Garrison Ave & Tiffany Street

All other areas New York City Area Type: Jurisdiction: 2011 Build Analysis Year:

Project ID: Hunts Point WPCP

E/W St: Garrison Avenue

N/S St: Tiffany Street

### VOLUME DATA_____

	l		-	1		,			-			4
	!	stbou		!	stbou		!	rthboi		!	uthbo	
	L	${f T}$	R	ļ L	${f T}$	R	L	${f T}$	R	L	${f T}$	R
	<u> </u>			l	<u> </u>				·			<u> </u>
Volume	17	47	7	47	107	28	5	114	12	17	342	75
% Heavy Veh	18	18	18 '	23	23	23	16	16	16	8	8	8
PHF	0.70	0.70	0.70	0.87	0.87	0.87	0.89	0.89	0.89	0.97	0.97	0.97
PK 15 Vol	6	17	3	14	31	8	2	32	3	5	88	19
Hi Ln Vol	İ	•		ĺ			İ			Ì		
% Grade	ĺ.	0			0		İ	0		j	0	
Ideal Sat	ĺ	1900		Ì	1900		İ	1900		İ	1900	
ParkExist	<u>.</u>		X	į .		X	İ		X	İ		X
NumPark	j .		5			5	İ		5	ĺ		5
No. Lanes	0	2	0	j 0	2	0	j 0	2	0	0	2	0
LGConfig	ĺ	LT	R.	ĺ	LT.	R.	İ	LT:	R.	İ	$\mathbf{L}\mathbf{T}$	R
Lane Width	j •	11.0		İ	10.5		İ	11.0		i ·	10.5	
RTOR Vol	İ		0	İ		0	İ		0 .	İ		0
Adj Flow	i ·	101		į ·	209		İ	147		į	448	
%InSharedLn	i ·						1			i		
Prop LTs	i .	0.2	3.8	i	0.2	58	İ.	0.0	41.	İ	0.0	40
Prop RTs	0	.099		1 0	.153		0	.088		0	.172	- +
Peds Bikes	1		0	1		0	1		0			0
Buses	"	0	*	-	0	•		0	•	"-	0	•
%InProtPhase	  -				~			•			•	
o THE LOCK HAD	<b>-</b>		•	I			I			l		

Duration 0.25 Area Type: All other areas

### OPERATING PARAMETERS

1	Ea	stbou	nd	We	stbou	nd	No	rthbo	und	So	uthbo	und
	L	Т	R	L	$\mathbf{T}$	R	Ĺ	T	R	L	T	R
•	<u> </u>									.		
Init Unmet		0.0			0.0			0.0			0.0	
Arriv. Type		3		1	3			3			3	
Unit Ext.		3.0		ĺ	3.0		Ì	3.0		Ì	3.0	
I Factor		1.00	0		1.00	0		1.00	0		1.00	0
Lost Time		2.0		1	2.0		Ì	2.0		Ì	2.0	l
Ext of g		2.0		ĺ	2.0		Ì	2.0		İ	2.0	-
Ped Min g	ĺ	20.3		ĺ	18.0		İ	18.3		ĺ	18.3	

#### TWO-WAY STOP CONTROL SUMMARY Analyst: Saurabh Kabre AKRF, Inc. Agency/Co.: Date Performed: 7/14/2006 Analysis Time Period: AM Peak Hour Intersection: Lafayette Ave & Tiffany Street Jurisdiction: New York City Units: U. S. Customary Analysis Year: 2011 Build Project ID: Hunts Point WPCP East/West Street: Lafayette Avenue North/South Street: Tiffany Street Intersection Orientation: EW Study period (hrs): 0.25 Vehicle Volumes and Adjustments Major Street: Eastbound Westbound Approach Movement 2 5 1 3 4 б Ţ Т L R R Volume 118 221 Peak-Hour Factor, PHF 0.68 0.74 Hourly Flow Rate, HFR 173 298 Percent Heavy Vehicles Median Type/Storage Undivided RT Channelized? 2 Lanes 2 Configuration т т Upstream Signal? No No Minor Street: Approach Northbound Southbound Movement 7 8 10 11 12 R R Т. L Volume 21 Peak Hour Factor, PHF 0.80 Hourly Flow Rate, HFR 26 Percent Heavy Vehicles 16 Percent Grade (%) Flared Approach: Exists?/Storage Lanes 1 Configuration R Delay, Queue Length, and Level of Service Approach EBWB Northbound Southbound Movement 1 7 8 9 10 11 12 Lane Config R v (vph) 26 C(m) (vph) 900 v/c 0.03 95% queue length 0.09 Control Delay 9.1 LOS Α

9.1

Α

Approach Delay

Approach LOS

Phone: E-Mail:

TWO-WAY STOP CONTROL(TWSC) ANALYSIS____

Fax:

Analyst: Saurabh Kabre Agency/Co: AKRF, Inc. 7/14/2006 Date Performed: Analysis Time Period: AM Peak Hour

Intersection: Lafayette Ave & Tiffany Street

Jurisdiction: New York City

Units: U. S. Customary

Flow (ped/hr)

Analysis Year: 2011 Build Project ID: Hunts Point WPCP

East/West Street: Lafayette Avenue North/South Street: Tiffany Street

Intersection Orientation: EW Study period (hrs): 0.25

	_ ,		and Ad			···	······································
ajor Street Movements	1	2	3	4.	5	6	
	L	T	R	L	Т	R	
olume		118			221		and second label 1994 Brand Brand Brand Second Second Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand Brand
eak-Hour Factor, PHF		0.68			0.74		
eak-15 Minute Volume		43			75		•
ourly Flow Rate, HFR		173			298		
ercent Heavy Vehicles							
edian Type/Storage	Und:	ivided		/			
T Channelized?							
anes		2			2		
onfiguration		${f T}$			${f T}$	•	
pstream Signal?		ИО			No		
inor Street Movements	7	8	9	10	11	12	
	L	${f T}$	R	L	${f T}$	R	
olume			21				
eak Hour Factor, PHF			0.80				
eak-15 Minute Volume			7				
ourly Flow Rate, HFR	*		26				
ercent Heavy Vehicles			16				
ercent Grade (%)		0			0		
lared Approach: Exist	s?/Stora	ge		/			/
T Channelized?			No				
anes			1.				
onfiguration		R	2				

# Data Analysis

Highway Capacity Software Analysis for the 2011 Build Conditions
PM Peak Period

Analyst: Saurabh Kabre

Inter.: Bruckner Blvd & Hunts Point Av

Agency: AKRF, Inc.

Area Type: All other areas

Date: 7/14/2006
Period: PM Peak Hour

Jurisd: New York City Year : 2011 Build

Project ID: Hunts Point WPCP-NB

E/W St: Bru				14D		N/S	St: H	lunts E	oint	Avenu	е		
								SUMMAF			1.1.1.		
	Easi   L 	tbour T	ra R	wes   L 	tboun T	.a R	l Non	thbour T	R	L L	thbou T	na R	
No. Lanes LGConfig Volume Lane Width RTOR Vol	0	0	0	0	3 T 1168 11.0	0	0 54	2 LT 297 12.0	0		3 TR 675 10.0	0 12 0	
Duration	0.25		Area '		All c								
Phase Combi		1 P X 71.0 3.0 2.0	2	3	4	NB   SB   EB   WB	Left Thru Right Peds Left Thru Right Peds Right	P P X 31.0 3.0 2.0	6 P P 3.0 3.0 2.0 le Ler	7	120.0		ecs
Appr/ Lar	ne Sup	Ād	nterse j Sat w Rate	Ŕ	Perfo atios			mary Group	App	proach	<u> </u>		
	pacity		(s)	v/c	g/	√C	Dela	y LOS	Dela	ay LOS	3		
Eastbound				amount broaden mounter/fivered Printed H	e.	-		· ·	Land or	and decreased to record to the second to the second to the second to the second to the second to the second to			
Westbound													
T 2	407	40	68	0.5	2 0	.59	9.4	A	9.4	A			
Northbound													
LT 7	77	33	82	0.5	3 0	.32	35.6	D	35.6	6 D			
Southbound											•		
TR 1	060	41	02	0.7	2 0	.26	44.8	D	44.	8 D			
I	ntersec	tion	Delay	= 25	. 0 (;	sec/ve	eh)	Inters	ectio	n LOS	= C		

Phone: E-Mail: Fax:

OPERATIONAL ANALYSIS____

Analyst: Saurabh Kabre Agency/Co.: AKRF, Inc.
Date Performed: 7/14/2006
Analysis Time Period: PM Peak Hour Agency/Co.:

Intersection: Bruckner Blvd & Hunts Point Av

All other areas
New York City Jurisdiction:
Analysis Year: Area Type: 2011 Build

Project ID: Hunts Point WPCP-NB

N/S St: Hunts Point Avenue E/W St: Bruckner Blvd-Main

## _____VOLUME DATA_____

	Eac	tbou	nd	l we	stbou	nđ	l No	rthbo	ınd	I sou	ıthboı	and
	L L	Т	R	L L	T	R	L L	Т	R	L	T	R
		<del>.</del>			11.50		_	000		-	685	10
Volume			<b>x</b>	ļ	1168		54	297		}	675	12
% Heavy Veh				!	23		6	б		ļ	16	16
PHF				].	0.93		0.85	0.85		Ţ	0.90	0.90
PK 15 Vol					314		16	87			188	3
Hi Ln Vol												
% Grade	İ			Ì	0		j	0		Ì	0	
Ideal Sat				i	1900			1900		İ	1900	
ParkExist	ĺ			i								
NumPark	! 			i								
No. Lanes	l o	0	0	i 0	3	0	1 0	2	0	0	3	0
LGConfig	"		. •	"	T	O	1	LT		"	TR	-
_					_		-					
Lane Width					11.0			12.0			10.0	_
RTOR Vol	ļ			ļ			ļ			ļ		0
Adj Flow					1256			413			763	
%InSharedLn							ļ					
Prop LTs	ĺ				0.0	00	Ì	0.1	55		0.0	00
Prop RTs	İ			0	.000		į o	.000	•	0	.017	
Peds Bikes	Ì			ĺ			į			2.	5	0
Buses	j			0			j	0			9	
%InProtPhase	%InProtPhase						0.0			İ		

Duration 0.25 Area Type: All other areas

	Eas	tbou	nd	We	stbou	nd	No	rthbo	und	Sc	uthbo	und
	L	${f T}$	R	L	T	R	L	Т	R	L	${f T}$	R
										-		
Init Unmet					0.0		1	0.0			0.0	
Arriv. Type					4		1	3			3	
Unit Ext.					3.0			3.0			3.0	
I Factor					1.00	0		1.00	0		1.00	0
Lost Time				į ,	2.0		Ì	2.0			2.0	
Ext of g				ĺ	2.0		İ	2.0		İ	2.0	1
Ped Min g				İ			İ			İ	20.1	

Analyst: Saurabh Kabre

Inter.: Bruckner Blvd & Hunts Point Av

Agency: AKRF, Inc.

Area Type: All other areas

Date: 7/14/2006 Period: PM Peak Hour

Jurisd: New York City Year : 2011 Build

Project ID: Hunts Point WPCP-NB

E/W St: Bruckner Blvd-Service

N/S St: Hunts Point Avenue

				INTERSE						
	Eas	tbound T R	Westb L T	ound R	Nort	hboun T	d   R	Sout L	hbound T R	•
	"	1 K	TI T	į.K	"	Τ.	10	П	1 1	.
No. Lanes	0	0 0		2 0	0		0	0	3 0	
LGConfig	ļ			TR		LT			TR	,
Volume	,		77		!	97			575 12	
Lane Widt: RTOR Vol	n		11		1	.2.0		•	LO.0 0	ļ
RIOR VOI				0	1				V	, 1
Duration	0.25	Area :		l other		W. 100-100 - 100-100 - 100-100 - 100-100 - 100-100 - 100-100 - 100-100 - 100-100 - 100-100 - 100-100 - 100-100				
Phase Com	hination	1 2	Signa 3	l Operat 4	ions	5		<del>-</del>	8	
EB Left	DINACION	1 2	3	▼   NB	Left	P	P	,	O	
Thru					Thru	P	P			
Right					Right					
Peds	4 .			i	Peds	X				
WB Left		•		SB	Left	•				
Thru		P		İ	Thru	₽				
Right		P		ĺ	Right	P				
Peds		.X.		İ	Peds	X				
NB Right				EB	Right				•	•
SB Right				MB	Right					
Green		71.0				31.0	3.0			
Yellow		3.0				3.0	3.0			
All Red		2.0				2.0 Cvcl	2.0 e Len	ıgth:	120.0	secs.
				rformand	e Summa			<del>-</del>		
	ane	Adj Sat	Rati	os	Lane (	Froup	App	roach		•
	roup	Flow Rate	/		D. 1	T 0 0	<u></u>	T O C		
Grp C	apacity	(s)	v/c	g/C	Delay	TOR	Dera	y LOS		
Eastbound		<del> </del>								<del>,</del>
										٠
Westbound	Ĺ									•
TR	1821	3077	0.50	0.59	9,5	Α	9.5	Α		
T 1/										
Northboun	ıd									
Northboun	1d 777	3382	0.53	0.32	35.6	D	35.6	5 D		
Northboun	777 .	3382	0.53	0.32	35.6	D	35.6	5 D		
Northboun	777 id			0.32						
Northboun LT Southboun	777 ad 1060	3382 4102 Etion Delay	0.72	0.26	44.8	D	44.8	3 D	C.	

Phone: E-Mail: Fax:

OPERATIONAL ANALYSIS_____

Analyst:

Saurabh Kabre

Agency/Co.: AKRF, Inc.
Date Performed: 7/14/2006
Analysis Time Period: PM Peak Hour
Intersection:

Bruckner Blvd & Hunts Point Av

Area Type: All other areas
Jurisdiction: New York City
Analysis Year: 2011 Build

Project ID: Hunts Point WPCP-NB

E/W St: Bruckner Blvd-Service N/S St: Hunts Point Avenue

## _____VOLUME DATA_____

ļ	Eas	tbou:	nd	We	stbou	nd	No	rthbou	ınd	Son	uthbo	und
	L	T	R	L	T	R	L	T	R	L	T	R .
Volume	<del>-</del>	<u> </u>			772	81	54	297			675	12
% Heavy Veh				İ	9	9	6	6			16	16
PHF				İ	0.93	0.93	0.85	0.85		Ì	0.90	0.90
PK 15 Vol				j .	208	22	16	87		İ	188	3
Hi Ln Vol				i ·			İ			İ		
% Grade				i ·	0			0	•	ì	0	
Ideal Sat				i	1900		1	1900		i .	1900	
ParkExist				i						i		
NumPark	<u> </u>			l			i		•	1		
No. Lanes	0	0	0	l o	2	0	1 0	2	0	0	3	0
LGConfig		Ŭ	v	ľ	TR	-		LT	·		TR	
Lane Width	 			i i	11.0		1	12.0		ł	10.0	
RTOR Vol		÷				0		12.0		ł	10.0	0 .
Adj Flow					917	U		413			763	0
%InSharedLn	ļ I			'	21.7			412		1	/03	
						^^		^ 11				
Prop LTs				.	0.0	00		0.19	55		0.0	00
Prop RTs				!	.095		1 0	.000		!	.017	
Peds Bikes	ļ			2		0	ļ	-		2		0
Buses					13			0			9	
%InProtPhase	%InProtPhase						0.0					
Duration	0.25		Area '	Tune	וומ	other	areag					

Duration 0.25 Area Type: All other areas

#### OPERATING PARAMETERS

	Eas	stbou	ınd	We	stbou	nd	No	rthbo	und	Sc	uthbo	und
	L	$\mathbf{T}$	R	ļь	${f T}$	R	L	${f T}$	R	L	T	R
										ļ		·
Init Unmet					0.0			0.0			0.0	
Arriv. Type					4			3		1	3	
Unit Ext.					3.0			3.0		•	3.0	
I Factor					1.00	0		1.00	0		1.00	0
Lost Time					2.0			2.0		Ì	2.0	
Ext of g				ĺ	2.0		j	2.0		j .	2.0	
Ped Min g				j	19.3		ĺ			<u> </u>	20.1	j

Analyst: Saurabh Kabre

Inter,: Bruckner Blvd & Hunts Point Av

Agency: AKRF, Inc.

Area Type: All other areas

Date: 7/14/2006
Period: PM Peak Hour

Jurisd: New York City Year : 2011 Build

Project ID: Hunts Point WPCP-SB

E/W St: Bruckner Blvd-Main

N/S St: Hunts Point Avenue

			SIC	GNALIZ	ED II	TERSE	CTION	SUMM	ARY			
and the second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second s	Eas	stbour	nd.	Wes	tbour	nd	No:	rthbo	und	Sot	ıthbou	ınd
	L	${f T}$	R	ļ L	T	R.	Ŀ	${f T}$	R	L	Т	R
	<u></u>				**************************************					<u></u>		
No. Lanes	1	2	0	0	0	0	0	2	1.	2	2	0
LGConfig	L	${f T}$						$\mathtt{TR}$	R	L	${f T}$	
Volume	29	1086		Ì			Ì	322	240	487	188	<b> </b> .
Lane Width	12.0	12.0		<u> </u>				11.0	11.0	11.0	10.0	ĺ
RTOR Vol	İ			ĺ			ĺ		0 .	İ		ĺ

Dura	ation	0.25		Area	Туре	: Al	1. ot	her	areas	,,				
					2	igna	1 Oı	perat	ions					
Phas	se Comb	ination	1	2	3		4			5	6	7	8	
EB	Left		P					NB	Left					
	Thru		P					Ì	Thru	P				
	Right							ĺ	Right	P				
	Peds		X					İ	Peds	÷		X		
WB	Left							SB	Left	P	P			100
	Thru							ĺ	Thru	Р	P			
	Right				<b>x</b>			ĺ	Right					
	Peds							İ	Peds	X		X		
NB	Right							EB	Right					
SB	Right							WB	Right					
Gre	en		46.0							31.0	3.0	7.0		
Yel	low		3.0							3.0	3.0	14.0		
All	Red		2.0							2.0	2.0	4.0		•
										Cycl	e Len	gth: 120	. 0	secs

Appr/ Lane	Lane Group	Intersec Adj Sat Flow Rate	Rat		Lane (	~	Appro	ach	 
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS	
Eastbo	und	·							 
L ´	607	1583	0.06	0.38	21.4	C			
T	1216	3173	1.04	0.38	70.1	E	68.9	E	

#### Westbound

#### Northbound

TR	843	3265	0.48	0.26	39.7	D	43.2	D
R	381	1473	0.67	0.26	48.8	D		
Southb	ound							
Ŀ	504	2876	1.07	0.32	107.3	F		
T	885	2723	0.24	0.32	30.2	C	85.8	F

Intersection Delay = 67.3 (sec/veh) Intersection LOS = E

Phone: E-Mail: Fax:

OPERATIONAL ANALYSIS

Analyst: Agency/Co.: Agency/Co.:
Date Performed: 7/14/2006
Analysis Time Period: PM Peak Hour
Bruckner Blvd & Hunts Point Av

Saurabh Kabre

Jurisdiction:

All other areas New York City 2011 Build

Analysis Year:

Project ID: Hunts Point WPCP-SB E/W St: Bruckner Blvd-Main

B N/S St: Hunts Point Avenue

VOLUME DATA_____

	Eas	Eastbound		Wes	tbou	nd	N	orthbo	und	Sot	ıthboı	ınd
	L	${f T}$	R	ļL	${f T}$	R	L	T	R	L	${f T}$	R
Volume	29	1086		-			-	322	240	487	188	
% Heavy Veh	14	14		<b>`</b>			Ì	6	6	24	24	
PHF	0.86	0.86		İ			·	0.85	0.85	0.90	0.90	
PK 15 Vol	8	316		i			ĺ	95	71	135	52	
Hi Ln Vol				i .			İ			ĺ		
% Grade	İ	0		İ			j	0		Ì	0	
Ideal Sat	1900	1900	•	İ			.	1900	1900	1900	1900	
ParkExist	į .			İ			į					
NumPark	İ			į			İ			İ		
No. Lanes	j 1	2	0	j. 0	0	0	ĺ	0 2	1	2	2	0
LGConfig	L	T		ĺ			İ	TR	R	L	${f T}$	
Lane Width	12.0	12.0		İ			İ	11.0	11.0	11.0	10.0	
RTOR Vol	j			İ			Ì		0	Ì		
Adj Flow	34	1263		İ			İ	407	254	541	209	
%InSharedLn	Ì		•				j		10	ĺ		
Prop LTs	j .	0.00	00	ĺ			j	0.0	00	1.00	0 0.00	0.0
Prop RTs	0	.000		j			Ì	0.069	1.000	0	.000	
Peds Bikes	ĺ			0			İ	25				
Buses	0	0		İ			į	0	0	0	0	
%InProtPhase	InProtPhase									0.0		

Duration 0.25 Area Type: All other areas

	Ea	stbour	nd	Wes	tbour	ıd	No	rthbo	und	So	uthbou	nd
	L	T	R	L	${f T}$	R	L	${f T}$	R	L	T	R
T												
	0.0	0.0						0.0	0.0	0.0	0.0	
Arriv. Type	4	4						3	3	3	3	j
Unit Ext.	3.0	3.0						3.0	3.0	3.0	3.0	
I Factor		1.000	)					1.00	0		1.000	
Lost Time	2.0	2.0						2.0	2,0	2.0	2.0	
Ext of g	2.0	2.0						2.0	2.0	2.0	2.0	ĺ
Ped Min g				İ	19.2			20.4		İ		j

Analyst: Saurabh Kabre

Inter.: Bruckner Blvd & Hunts Point Av

Agency: AKRF, Inc.

Area Type: All other areas

7/14/2006 Date: Period: PM Peak Hour

Jurisd: New York City Year : 2011 Build

Project ID: Hunts Point WPCP-SB

E/W St: Bru	ckner Blvd	-Service		N/S	St: H	unts Po	oint A	venue		
		SIGNAL	IZED I	NTERSEC	TION	SUMMARY	ζ			
	Eastbou	ind W	Iestbou	ınd	Nor	thbound	1 E	South	oound	
	L T	R   L	Т	R	L	T F	1 ا	L T	R	İ
No. Lanes	0 2	0	0 0	o	0	2 1		2 2	2 0	
LGConfig	TR	<u> </u>				TR	R	Ľ '	ľ	İ
Volume	680	72				322 24	10 4	87 188	3	į
Lane Width	12.5	i		-		11.0 11	1.0 1	1.0 10	. 0	į
RTOR Vol	İ	0		Ì		0	· •			j
 Duration	0.25	Area Type	e: All	other a	reas	deserved burkering. White the strainful fragments making proc	<u> </u>			
	akanana kenamat arangal arangan kenama kenant kanahit kahitak kelabah kenama kerbara		_	Operati	ons					
Phase Combi	nation 1	2 3	4	Ł		5	6	7	8	
EB Left				ИВ	Left					
Thru	P				Thru	P				
Right	₽				Right	₽				
Peds	X				Peds			X		
WB Left				SB	Left	P	P			
Thru		•		i	Thru	P	P			
Right		k		ĺ	Right					
Peds			•	İ	Peds	X		X	•	
NB Right				EB	Right			*		
SB Right			•	WB	Right					
Green	46.0	)		'	5	31.0	3.0	7.0		
Yellow	3.0					3.0	3.0	14.0		•
All Red	2.0					2.0	2.0	4.0		
								th: 12	0.0	secs
	ı.	ntersection	on Perf	formance	s Summ		5			
Appr/ Lan	ie Ad	lj Sat	Ratios			Group	Appr	oach		
Lane Gro	oup fic eacity	ow Rate (s) v/	/	g/C		LOS	Dolair	TOC		
Grp Cap	acity	(s) v/	, C	3/C	ретау	TOP	Delay	TOP		
Eastbound		, , , , , , , , , , , , , , , , , , ,	And beautiful and the beautiful and the second							Constitution of the second
TR 12	61 32	289 0.	.69 (	0.38	31.5	С	31.5	С		
						-		_		,
Westbound										
	•									
Northbound										
TR 84	.3 32	265 0	.48 (	0.26	39.7	D	43.2	D		
R 38				0.26	48.8	D				
Southbound		-	·	•	<del>.</del>					
L 50	)4 2.8	376 1	.07	0.32	107.3	F				
T 88				0.32	30.2	C	85.8	F		
		·								
In	tersection	n Delay = !	52.7	(sec/vel	n) I	nterse	ction	LOS =	D	

Phone: E-Mail: Fax:

OPERATIONAL ANALYSIS_____

Analyst: Agency/Co.: AKRF, Inc.
Date Performed: 7/14/2006
Analysis Time Period: PM Peak Hour
Intersection:

Saurabh Kabre

Bruckner Blvd & Hunts Point Av

Area Type: All other area Jurisdiction: New York City Analysis Year: 2011 Build

All other areas

Project ID: Hunts Point WPCP-SB

E/W St: Bruckner Blvd-Service N/S St: Hunts Point Avenue

## VOLUME DATA_____

ı		7	l =v :		-	l s-		-			- I
	Eastbour		!	tbour		!	rthbo		!	ıthboı	:
	L T	R.	L	$^{\mathrm{T}}$	R	L	${f T}$	R.	L	T	R.
•		<u> </u>	<u> </u>		<u></u>				Ì		
Volume	680	72					322	240	487	188	
% Heavy Veh	10	10 '					6	6 .	24	24	İ
PHF	0.86	0.86	ĺ			ĺ	0.85	0.85	0.90	0.90	
PK 15 Vol	198	21	ĺ			İ	95	71	135	52	
Hi Ln Vol			ĺ			İ			Ì		
% Grade	0		ĺ			ì	0		Ì	0	
Ideal Sat	1900		İ			Ì	1900	1900	1900	1900	
ParkExist			İ			ì					i
NumPark											
No. Lanes	0 2	0	i o	0	0	i o	2	1	2	2	0
LGConfig	TR	-		_	_		TR	_	L	T	
Lane Width	12.5		i			}		11.0	11.0	_	
RTOR Vol		0	 			}	11.0	0	1 0		ľ
Adj Flow	875	· ·	 			}	407	254	541	209	-
%InSharedLn	075	*	! 			}	407	10	1247	200	ľ
Prop LTs	0.0	۸۸	 			}	0.0		12 00	0 0.00	30
-		00	 !						!		,,
Prop RTs	0.096	^	]			1		1.000	٧	.000	ļ
Peds Bikes		0	}			2	5	^			ļ
Buses 0							0	0	0	0	
%InProtPhase									0.0		j

Duration 0.25 Area Type: All other areas

	Ea	Eastbound			stbou	nd	No	rthbo	und	So	uthbou	nd
•	Ъ	${f T}$	R	Ĺ	${f T}$	R	L	$\mathbf{T}$	R	L	Т	R
				-			l			l		
Init Unmet		0.0						0.0	0.0	0.0	0.0	
Arriv. Type		4					]	3	3	3	3	
Unit Ext.		3,0		Ì			Ì	3,0	3.0	3.0	3.0	ĺ
I Factor		1.00	0					1.00	0		1.000	
Lost Time		2.0						2.0	2.0	2.0	2.0	ĺ
Ext of g		2.0		ĺ			ĺ	2.0	2.0	2.0	2.0	Ì
Ped Min g		21.8		ĺ			j	20.4		ĺ		j

Analyst: Saurabh Kabre

Inter.: Bruckner Blvd & Tiffany Street

Agency: AKRF, Inc.

Area Type: All other areas

Date: 7/14/2006

Jurisd: New York City Year : 2011 Build

Period: PM Peak Hour Year : 2011 Bu
Project TD: Hunts Point WPCP (Sat. Flow Rate, WBL=2200)

Project I E/W St: B		Point WPC Blvd	P (Sat. 1			2200) ffany St	reet		
		QT,	GNALIZED	TNTTTT	ሮሞፐሪክ ዩነ	IIMMARV			
	l Eas	tbound	Westbo			hbound	South	bound	Γ
	L	T R	L T	R	1	T R	L T	R	
No. Lanes	0	2 0 T	1	2 0 T	0	1 1 LT R	1 -	1 0 LTR	
Volume		783	211 48		19 5		122 93		1
Lane Widt	h	12.5	9.0 11		1	1.0 16.0		. 0	İ
RTOR Vol	İ					0	•	0	
Duration	0.25	Area	Type: Al	l other l Operat				(Investigation of Annual Contest of Annual Contest of Annual Contest of Annual Contest of Annual Contest of Annual Contest of Annual Contest of Annual Contest of Annual Contest of Annual Contest of Annual Contest of Annual Contest of Annual Contest of Annual Contest of Annual Contest of Annual Contest of Annual Contest of Annual Contest of Annual Contest of Annual Contest of Annual Contest of Annual Contest of Annual Contest of Annual Contest of Annual Contest of Annual Contest of Annual Contest of Annual Contest of Annual Contest of Annual Contest of Annual Contest of Annual Contest of Annual Contest of Annual Contest of Annual Contest of Annual Contest of Annual Contest of Annual Contest of Annual Contest of Annual Contest of Annual Contest of Annual Contest of Annual Contest of Annual Contest of Annual Contest of Annual Contest of Annual Contest of Annual Contest of Annual Contest of Annual Contest of Annual Contest of Annual Contest of Annual Contest of Annual Contest of Annual Contest of Annual Contest of Annual Contest of Annual Contest of Annual Contest of Annual Contest of Annual Contest of Annual Contest of Annual Contest of Annual Contest of Annual Contest of Annual Contest of Annual Contest of Annual Contest of Annual Contest of Annual Contest of Annual Contest of Annual Contest of Annual Contest of Annual Contest of Annual Contest of Annual Contest of Annual Contest of Annual Contest of Annual Contest of Annual Contest of Annual Contest of Annual Contest of Annual Contest of Annual Contest of Annual Contest of Annual Contest of Annual Contest of Annual Contest of Annual Contest of Annual Conte	
Phase Com	mbination	ı 1 2	3	4	. 10110	5 6	7	8	
EB Left				NB	Left	P			
Thru		P		j	Thru	P			
Right	3			ļ	Right	P ·			
Peds		X			Peds	X			
WB Left Thru		P P P		SB	Left Thru	P P			
Right	_	b b			Right	P			
Peds	_	x x			Peds	X			
NB Right	<b>.</b>			EB	Right				
SB Right		· ·		WB	Right				
Green		16.0 58.0				31.0		•	
Yellow		5.0 3.0				3.0			
All Red		0.0 2.0				2.0	ength: 12	20.0 se	Ga
		Interse	ction Pe	rformano	ce Summa		cg.c 12	.0.0	0.0
Appr/ I	Lane	Adj Sat	Rati		Lane G		pproach	-,	
	Group	Flow Rate			***************************************			-	
Grp (	Capacity	(g)	v/c	g/C	Delay	LOS De	lay LOS		•
Eastbound	d				mad darahad 1944-sahi Markel Palitara bersahar eraskad karaba				
T .	1559	3226	0.60	0.48	19.5	в 19	.5 B		
Westbound	d								
L	204	1529	1.10	0.13	143.7	F			
T	1872	2843	0.27	0.66	3,9	A 46	.4 D		
Northbou	nd								
LT	447	1730		0.26			5.9 D		
	441	1707	0.30	0.26	37.6	D			
Southbour	na								
LTR	350	1354	0.85	0.26	63.8	E 63	.8 E		
	Interse	ction Delay	<i>r</i> = 36.3	(sec/v	eh) In	ntersecti	on LOS =	D .	-

Phone: E-Mail: Fax:

OPERATIONAL ANALYSIS

Analyst: Agency/Co.: Date Performed: 7/14/2006
Analysis Time Period: PM Peak Hour Intersection:

Saurabh Kabre AKRF, Inc.

Intersection:

Bruckner Blvd & Tiffany Street

Area Type: Jurisdiction: All other areas New York City

Analysis Year:

2011 Build Project ID: Hunts Point WPCP (Sat. Flow Rate, WBL=2200)

E/W St: Bruckner Blvd

N/S St: Tiffany Street

## VOLUME DATA_____

	Eastbound	1	Wes	stboun	ıd	No	cthboi	ind	Sou	ıthboı	und
	L T	R	L	Т	R	Ì L	T	R	上 	T	R
Volume	783		211	482		19	57	117	122	93	31
% Heavy Veh	14		23	23		6	6	6	24	24	24
PHF	0.84		0.94	0.94		0.87	0.87	0.87	0.83	0.83	0.83
PK 15 Vol Hi Ln Vol	233		56 	128	•	5 	16	34	37	28	9
% Grade	0		i ·	0		Ì	0			0	
Ideal Sat	1900		2200	1900		i	1900	1900	İ	1900	
ParkExist						İ			ĺ .		X
NumPark			İ			İ			Ì		5
No. Lanes	0 2	0	1	2	0	0	1	1	0	1	Ö
LGConfig	$\mathbf{T}_{\cdot}$		L	${f T}$			$\mathtt{LT}$	R		LT:	R
Lane Width	12.5		9.0	11.0			11.0	16.0		13.0	
RTOR Vol								0 .			0
Adj Flow	932		224	513			88	134		296	
%InSharedLn											
Prop LTs	0.000	ָ כ		0.00	0.0		0.2	50		0.4	97
Prop RTs	0.000		0	.000		0	000	1.000	0	.125	
Peds Bikes	0		ĺ			1	0	0	1	0	0
Buses	0		0	0			0	0		0	
%InProtPhase	•							•			

Duration 0.25 Area Type: All other areas

#### OPERATING PARAMETERS

	Ea	Eastbound			stbou	ad	No	rthbo	und	So	uthbo	und
	L	${f T}$	R	Ĺ	${f T}$	R	Ĺ	${f T}$	R	L	${f T}$	R
					704 - 1411-M							
Init Unmet		0.0		0.0	0.0			0.0	0.0		0.0	
Arriv. Type		4		4	4		İ	3 -	3		3	
Unit Ext.		3.0		3.0	3.0			3.0	3.0		3.0	
I Factor		1.00	0		1.00	0		1.00	0		1.00	0
Lost Time		2.0		2.0	2.0			2.0	2.0	ĺ	2.0	
Ext of g		2.0		2.0	2.0			2.0	2.0	1	2.0	
Ped Min g		18.2		İ			Ì	21.3			20.3	

Analyst: Saurabh Kabre

Inter.: Bruckner Blvd & Tiffany Street

Agency: AKRF, Inc.

Area Type: All other areas

Date: 7/14/2006 Period: PM Peak Hour

Jurisd: New York City Year : 2011 Build

Project ID: Hunts Point WPCP

E/W St: Bruckner Blvd

N/S St: Tiffany Street

			SI	GNALI	ZED I	NTERSE	ECTION	SUMM	ARY			
	Eas	tbour	nd	Wes	stbou	nd	No	rthbo	und	So	uthbo	ound
	L	${f T}$	Ŕ	L	$\mathbf{T}$	R	L	${f T}$	R	L	$^{\mathbf{T}}$	R.
!	 				····		.					
No. Lanes	0	2	0	0	2	0	0	1.	1	0	1.	0
LGConfig	j	TR			TR			$\mathtt{L}\mathtt{T}$	R		ĽΊ	ľR
Volume	İ	546	7	Ì	547	105	19	57	117	122	93	31
Lane Width	i I	12.0		ĺ	10.5		ĺ	11.0	16.0		13.0	)
RTOR Vol	j		0	İ		0	İ		0	ļ		0

Dur	ation	0.25		Area :	Гуре	: All	ot	her	areas				
					s:	ignal	Or	erat	ions				
Pha	se Comb	ination	1	2	3		4			5	6	7	8
EB	Left							NB	Left	P			
	Thru			P					Thru	P			
	Right			P					Right	P			·
	Peds		-	X					Peds	X			
WB	Left							SB	Left	P			
	Thru	* .	P	P					Thru	P			
	Right		P	P.	-		'		Right	P			
	Peds		X	Х				ĺ	Peds	X			
NB	Right							EB	Right				
SB	Right							WB	Right				
Gre	_	1	6.0	58.0					_	31.0			
Yel	low	5	. 0	3.0						3.0			
All	Red	0	. 0	2.0						2.0			
										Cycle	Lengtl	h: 120.	0 secs

Intersection Performance Summary Adj Sat Ratios Lane Group Appr/ Lane Approach Lane Group Flow Rate v/c g/C Delay LOS Delay LOS Capacity (g) Grp Eastbound TR 1586 3282 0.41 0.48 16.7 В 16.7 Westbound 2855 0.37 TR 1880 0.66 4.4Α 4.4 Α Northbound 36.9 0.20 0.26 35.8 D D LT447 1730 441 1707 0.30 0.26 37.6 Southbound 350 63.8 LTR 1354 0.85 0.26 63.8 E

Intersection Delay = 21.9 (sec/veh) Intersection LOS = C

Phone: E-Mail: Fax:

OPERATIONAL ANALYSIS_____

Analyst: Agency/Co.:

Saurabh Kabre AKRF, Inc. 7/14/2006

Date Performed: Analysis Time Period: PM Peak Hour

Intersection: Area Type:

Bruckner Blvd & Tiffany Street All other areas

Jurisdiction: Analysis Year:

New York City

2011 Build

Project ID: Hunts Point WPCP

E/W St: Bruckner Blvd

N/S St: Tiffany Street

## VOLUME DATA_____

. 1	Eas	Eastbound			stbour	nd	No:	rthboi	und	Sot	uthbo	und
į	L	T	R	L	T	R	L	T	R	L	$\mathbf{T}_{\perp}$	R
Volume		546	7		547	105	19	57	117	122	93	31
% Heavy Veh		10	10 '		10	10	6	6	6	24	24	24
PHF		0.84	0.84		0.94	0.94	0.87	0.87	0.87	0.83	0.83	0.83
PK 15 Vol		163	2		145	28	5	16	34	37	28	9
Hi Ln Vol				,						İ		
% Grade		0. ".			0		ĺ	0		ĺ	0	
Ideal Sat		1900			1900		ĺ	1900	1900		1900	·
ParkExist						X	İ			Ì		X
NumPark						5	Ì			İ		5
No Lanes	0	2	0	į c	2	0	0	1	1	0	1	0 .
LGConfig		TR			TR		Ì	$\mathtt{LT}$	R	j	$\mathbf{L}\mathbf{T}$	R
Lane Width		12.0			10.5		j	11.0	16.0	İ	13.0	
RTOR Vol			0	ĺ		0	ĺ		0	ĺ		0
Adj Flow		658		İ	694		İ	88	134	İ	296	
%InSharedLn			•	İ			İ			į		
Prop LTs		0.0	00	į	0.0	00		0.2	50	ĺ	0.4	97
Prop RTs	0	.012		j	.161		į o	.000	1.000	0	.125	
Peds Bikes	. 10	) .	0	j 1	. 0	0	1	0	0	1	0	0
Buses		0		j	0		İ	0	0	İ	0	
%InProtPhase	<b>:</b>			ĺ			İ			Ì		

Duration

0.25 Area Type: All other areas

	Ea	Eastbound		₩e	stbou	nd	No	rthbo	und	Sc	uthbo	und
	L	${f T}$	R	Ĺ	T	R	L	${f T}$	R	L	T	R
	h			ļ								
Init Unmet		0.0			0.0			0.0	0.0		0.0	
Arriv. Type		4			4			3	3	1	3	
Unit Ext.		3.0		Ì	3.0			3.0	3.0	ĺ	3.0	ĺ
I Factor		1.00	0	Ì	1.00	0		1.00	0		1.00	0
Lost Time		2.0		}	2.0		ĺ	2.0	2.0	ĺ	2.0	İ
Ext of g	2.0			İ	2.0		į ·	2.0	2.0	j .	2.0	Ì
Ped Min g	18.3			ĺ	13.8		Ì	21.3		Ì	20.3	

Analyst: Saurabh Kabre

Inter.: Garrison Ave and Legett Ave

Agency: AKRF, Inc.

Area Type: All other areas

Date: 7/14/2006
Period: PM Peak Hour

Jurisd: New York City Year : 2011 Build

Project ID: Hunts Point WPCP

E/W St: Garrison Avenue

N/S St: Legett Avenue

			SI	GNALI	ZED I	NTERS	ECTIO	MMUZ K	ARY			
	Ea	stbou	nd	We	stbor	ınd	No	orthbo	und	So	outhbo	ound
	L.	L T R 			T	R	L	${f T}$	R	L	T	R
No. Lanes		<u>-</u>		\ <u></u>			-	0 2	<u>-</u>	_	) 2	<u>-</u>
LGConfig		LI	'R		L	r'R		LT	'R	`	, L	r.
Volume	1	1	1	19	1	31	1	478	42	60	517	1
Lane Width	j	16.0	ı	İ	16.0	)	Ì	16.0		ĺ	14.0	) .
LOV GOTG	i		<u> </u>	Ì		n	İ		Λ	Ì		0

Dur	ation	0.25		Area	Type:	Allo	ther	areas				
						gnal 0						
Pha	se Combir	nation	1	2	3	4			5	6 7	8	
EB	Left		P				NB	Left	P			
	Thru		P					Thru	P			
	Right		P				ĺ	Right	P			
	Peds		X				ĺ	Peds	X			
WB	Left		P				SB	Left	P			
	Thru		P				Ì	Thru	P			
	Right		P		,		Ì	Right	P			
	Peds						Ì	Peds				
NB	Right						EB	Right				
SB	Right						WB	Right				
Gre	en		19.8						31.8			
Yel	low		3.0						3.0			
A11	Red		1.2						1.2			
									Cycle	Length:	60.0	secs

		Intersec	ction Pe	erforman	ce Šumma	-	e neng	CII; O	,,,	BECB
Appr/ Lane	Lane Group	Adj Sat Flow Rate	Rat		Lane (		Appr	oach	<u></u>	
Grp	Capacity		v/c	g/C	Delay	LOS	Delay	LOS	_	
Eastbou	ınd									
LTR	639	1935	0.00	0.33	13.5	В	13.5	В		
Westbou	ınd									
LTR	614	1860	0.12	0.33	14.4	В	14.4	В		
Northbo	ound									
LTR	1933	3647	0.32	0.53	8.5	A	8.5	A		
Southbo	ound									
LTR	1389	2620	0.45	0.53	9.7	A	9.7	A		
	Intersec	tion Delay	= 9.4	(sec/v	reh) I	nterse	ection	LOS =	A	

Phone: E-Mail: Fax:

OPERATIONAL ANALYSIS_____

Analyst: Agency/Co.:

Saurabh Kabre AKRF, Inc.

Agency/co.:
Date Performed:
Analysis Time Period:
PM Peak Hour Intersection:

Garrison Ave and Legett Ave

Area Type: Area Type: Jurisdiction: All other areas New York City

Analysis Year:

2011 Build

Project ID: Hunts Point WPCP

E/W St: Garrison Avenue

N/S St: Legett Avenue

#### VOLUME DATA_____

	Eas	stbou	nd	Wes	stbour	nd	No:	rthbo	und	Soi	ıthboı	ınd
	L	Т	R	L	T	R	Ľ	$\mathbf{T}$	R	L	T	R
7												
Volume	1	1.	1	19	1.	31	ļ 1.	478	42	60	517	1
% Heavy Veh	2	2.	2	6	б	6	6	6	6	24	24	24
PHF	0.90	0.90	0.90	0.68	0.68	0.68	0.83	0.83	0.83	0.93	0.93	0.93
PK 15 Vol	1	1	1	7	1	11	1	144	13	16	139	1
Hi Ln Vol				ĺ .			ĺ			Ì		
% Grade	j	0		İ	0		İ	0		į	0	
Ideal Sat	j	1900		İ	1900		İ	1900			1900	
ParkExist	i						Ì					
NumPark	i			İ			i					
No. Lanes	0	1	Ó	0	1.	0	ا ٥	2	0	0	2	0 .
LGConfig		LT:	· ·	*	LT	•		LT	-	"	LT:	=
Lane Width		16.0	••	1	16.0	• •	ł	16.0			14.0	
RTOR Vol	 		0 .			0	l		0			0
Adj Flow	 	3	J		75	U	1	628	J		622	J
•		٠		1	13		}	040			022	
%InSharedLn												۰.
Prop LTs		0.3	33	ļ	0.3	73		0.0	02	!	0.1	05
Prop RTs	0	.333		0	.613		0	.081		0	.002	
Peds Bikes	5		0	5			0		0	0		
Buses		0			0			0		1	0	
%InProtPhase	ė			į			İ			İ		
Dumation	0.05		7	, []]= === ==	7. T T	a + h a m	, 			•		

Duration 0.25 Area Type: All other areas

	Ea	stbou	nd	We	stbou	nd	No	rthbo	und	So	uthbo	und
	L	T	R	L	${f T}$	R	L	${f T}$	R	L	T	R
	Bearing Provide Description of						l					
Init Unmet		0.0			0.0			0.0		ļ	0.0	
Arriv. Type		3			3			3			3	
Unit Ext.		3.0			3.0			3.0		İ	3.0	
I Factor		1.00	0		1.00	0	ĺ	1.00	0		1.00	0
Lost Time		2.0		İ	2.0		İ	2.0		Ì	2.0	ļ
Ext of g		2.0		ĺ	2.0		ĺ	2.0			2.0	1
Ped Min g		19.7		İ	18.5		İ	17.0		ĺ	3.2	ĺ

Analyst: Saurabh Kabre

Inter.: Garrison Ave & Hunts Point Ave

Agency: AKRF, Inc.

Area Type: All other areas

Date: 7/14/2006 Period: PM Peak Hour Jurisd: New York City Year : 2011 Build

Project ID: Hunts Point WPCP

rear : 2011 Bullu

E/W St: Garrison Avenue

N/S St: Hunts Point Avenue

	SI	GNALIZED	INTERSE	CTION SUMM	RY	·	
	Eastbound	Westbo	ound	Northbou	ınd T	Southb	ound
	L T R	L T	R	L T	R	L T	R
No. Lanes	0 2 0	0 2	2 0	1 2	·	1 1	1
LGConfig	LTR	ļ	JTR	L TR	· j	L I	'R
Volume	49 147 64	7 41	116	36 397	69	45 204	11
Lane Width	11.0	14.	. 5	10.0 10.0	į	10.0 11.	0 11.0
RTOR Vol	i 0		0	İ	0		o j
				·	·		Part of the second second second second second second second second second
Duration	0.25 Area	Type: All	l other l Operat				<u> </u>
Phase Combi		3	4	5	6	7	8
EB Left	Þ		ИВ	Left P			
Thru	P			Thru P			,
Right	P		ļ	Right P			
Peds	X		. !	Peds X			
WB Left	P		SB	Left P	Р		
Thru	P	à		Thru P	P		
Right	P			Right P	P	•	
Peds	X .		·	Peds X			
NB Right			EB	Right			*
SB Right			WB	Right			
Green	25.0			59.		•	
Yellow	3.0			3.0	3.0		·
All Red	2.0			2.0	2.0		
	· ·		_		cle Len	igth: 120	0.0 secs
				ce Summary_	7		
Appr/ Lan	•	Ratio	os	Lane Grou	p App	roach	
Lane Gro				D-1 TOG		T O C	
Grp Cap	acity (s)	v/c	g/C	Delay LOS	Dera	y LOS	
Eastbound							
LTR 51	7 2482	0.58	0.21	47.6 D	47.6	5 D	
Westbound							
LTR 63	1 3028	0.29	0.21	41.2 D	41.2	2 D	
Northbound				•			
L 48	8 992	0.08	0.49	16.5 B			
	33 2914	0.36	0.49	19.6 B	19.3	B B	
TR 14	<b></b>	- , <del></del> -	~ ·				
Southbound							
Southbound L 58		0.09	0.71	7.9 A		_	
Southbound L 58 T 10	149 1481	0.24	0.71	6.7 A	6.8	A	
Southbound L 58 T 10 R 88	149 1481	0.24 0.01		6.7 A 5.2 A		A n LOS = 0	_

Phone: E-Mail: Fax:

## OPERATIONAL ANALYSIS_____

Analyst: Agency/Co.; Date Performed: Date Performed: 7/14/2006
Analysis Time Period: PM Peak Hour
Interception

Saurabh Kabre AKRF, Inc.

Intersection:

Garrison Ave & Hunts Point Ave

Area Type: Area Type: Jurisdiction: Analysis Year: 2011 Build

All other areas New York City

Project ID: Hunts Point WPCP

E/W St: Garrison Avenue

N/S St: Hunts Point Avenue

## VOLUME DATA

Eastbound   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R   L T R													
Volume         49         147         64         7         41         116         36         397         69         45         204         11         8         Heavy Veh         6         6         6         6         6         6         6         6         6         6         6         6         6         6         6         6         6         6         6         6         6         6         6         6         6         6         6         6         6         6         6         6         6         6         6         6         6         6         6         6         6         6         6         6         6         6         6         6         6         6         6         6         6         6         0         0         0         0         0         0         82         0.82         0.82         0.82         0.82         0.82         0.82         0.82         0.82         0.82         0.82         0.82         0.82         0.82         0.82         0.82         0.82         0.82         0.82         0.82         0.82         0.82         0.82         0.82         0.82         0.82	!	Eas	tbour	ıd	Wes	stbour	nd	No	cthbou	ınd	Soi	athbou	ınd
<pre>% Heavy Veh 6 6 6 6 6 6 6 6 6 6 6 6 6 24 24 24 PHF</pre>		L	T	R	L	Т	R	L	${f T}$	R	L	${f T}$	R.
<pre>% Heavy Veh 6 6 6 6 6 6 6 6 6 6 6 6 6 24 24 24 PHF</pre>	•							l					
PHF       0.86 0.86 0.86 0.86 0.89 0.89 0.89 0.90 0.90 0.90 0.90 0.82 0.82 0.82         PK 15 Vol       14 43 19 2 12 33 10 110 19 14 62 3         Hi Ln Vol       8 Grade       0 0 0 0 0 0         **Grade       1900 1900 1900 1900 1900 1900 1900 1900	Volume	49	147	64	7	41	116	36	397	69	45	204	11
PK 15 Vol       14       43       19       2       12       33       10       110       19       14       62       3         Hi Ln Vol       % Grade       0       0       0       0       0       0       0       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900	% Heavy Veh	6	6	6	6	6	6	6	6	6	24	24	24
Hi Ln Vol       0       0       0       0       0       0       0       0       1900 1900 1900 1900 1900 1900 1900 1900	PHF	0.86	0.86	0.86	0.89	0.89	0.89	0.90	0.90	0.90	0.82	0.82	0.82
% Grade       0       0       0       0       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900	PK 15 Vol	14.	43	19	2	12	33	10	110	19	14	62	3
Ideal Sat     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900 <td>Hi Ln Vol</td> <td></td> <td></td> <td></td> <td>1</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>	Hi Ln Vol				1								
ParkExist         X         X         X           NumPark         5         5         5           No. Lanes         0 2 0 0 2 0 1 2 0 1 1 1 1         1 1 1 1           LGConfig         LTR         LTR         L TR         L TR         L TR         L TR         L TR         D 10.0 11.0 11.0 11.0 11.0 11.0 11.0 11.	% Grade		0			0			0			0	
NumPark         5         5           No. Lanes         0 2 0         0 2 0         1 2 0         1 1 1           LGConfig         LTR         LTR         L TR         L TR         L TR         L TR           Lane Width         11.0         14.5         10.0 10.0         10.0 11.0 11.0         11.0         RTOR Vol         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0 <td>Ideal Sat</td> <td></td> <td>1900</td> <td></td> <td></td> <td>1900</td> <td></td> <td>1900</td> <td>1900</td> <td></td> <td>1900</td> <td>1900</td> <td>1900</td>	Ideal Sat		1900			1900		1900	1900		1900	1900	1900
No. Lanes         0         2         0         2         0         1         2         0         1         1         1           LGConfig         LTR         LTR         LTR         LTR         LTR         LTR         LTR         LTR         LTR         LTR         LTR         LTR         LTR         LTR         LTR         LTR         LTR         LTR         LTR         LTR         LTR         LTR         LTR         LTR         LTR         LTR         LTR         LTR         LTR         LTR         LTR         LTR         LTR         LTR         LTR         LTR         LTR         LTR         LTR         LTR         LTR         LTR         LTR         LTR         LTR         LTR         LTR         LTR <td< td=""><td>ParkExist</td><td></td><td></td><td>X</td><td></td><td></td><td></td><td></td><td></td><td>X</td><td>1</td><td></td><td>ļ</td></td<>	ParkExist			X						X	1		ļ
LGConfig LTR LTR L TR L T R Lane Width 11.0 14.5 10.0 10.0 10.0 11.0 11.0 RTOR Vol 0 0 0 0 Adj Flow 302 184 40 518 55 249 13 %InSharedLn Prop LTs 0.189 0.043 1.000 0.000 1.000 0.000	NumPark			5						5			
Lane Width     11.0     14.5     10.0 10.0     10.0 11.0 11.0       RTOR Vol     0     0     0     0       Adj Flow     302     184     40 518     55 249 13       %InSharedLn     0.189     0.043     1.000 0.000     1.000 0.000	No. Lanes	0	2	0	0	2	0	1	2	0	1	1	1
RTOR Vol     0     0     0     0       Adj Flow     302     184     40     518     55     249     13       %InSharedLn     Prop LTs     0.189     0.043     1.000     0.000     1.000     0.000	LGConfig		LT:	R		LT	R.	L	TR		L	${f T}$	R
Adj Flow 302 184 40 518 55 249 13 % InSharedLn 0.189 0.043 1.000 0.000 1.000 0.000	Lane Width		11.0			14.5		10.0	10.0		10.0	11.0	11.0
%InSharedLn	RTOR Vol			0	1		0			0	1	•	0
Prop LTs 0.189 0.043 1.000 0.000 1.000 0.000	Adj Flow		302		1	184		40	518		55	249	13
	%InSharedLn												
	Prop LTs		0.1	89		0.0	43	!		00	1.00	0.0	00
Prop RTs   0.245   0.707   0.149   0.000 1.000	Prop RTs	0	.245		0	.707		0	.149		0	.000	1.000
Peds Bikes 20 0 20 0 20 0 20 0	Peds Bikes		•	0 .	20	0	0	2	0	0	2	0	0
Buses   0   0   0 0   0 0	Buses	·	0			0		0	0		0	0	0
%InProtPhase   0.0 0.0	%InProtPhase	е									0.0		0.0

Duration 0.25 Area Type: All other areas

#### OPERATING PARAMETERS

	Ea	stbou	nd	We	stbou	nd	No	rthbo	und	So	uthbo	und
	L	т	R	ļ L	Т	R	L	T	R	L	T	R
,				ļ						_		
Init Unmet		0.0			0.0		0.0	0.0		0.0	0.0	0.0
Arriv. Type		3			3		3	3 .		3	3	3
Unit Ext.		3.0			3.0		3.0	3.0		3.0	3.0	3.0
I Factor		1.00	0	Ì	1.00	0	İ	1.00	0		1.00	0
Lost Time		2.0		Ì	2.0		2.0	2.0		2.0	2.0	2.0
Ext of g		2.0		Ì	2.0		2.0	2.0		2.0	2.0	2.0
Ped Min g		18.3		ĺ	20.9			18.4			18.4	

Phone: E-Mail:

Fax:

ALL-WAY STOP CONTROL (AWSC) ANALYSIS__

Analyst: Saurabh Kabre
Agency/Co.: AKRF, Inc.
Date Performed: 7/14/2006
Analysis Time Period: PM Peak Hour

Analysis Time Period: PM Peak Hour Intersection: Lafayette Ave & Tiffany Street

Jurisdiction: New York City

Units: U. S. Customary

Analysis Year: 2011 Build Project ID: Hunts Point WPCP

East/West Street: Lafayette Avenue North/South Street: Tiffany Street

Worksheet 2 - Volume Adjustments and Site Characteristics_

.*	l Ea	stbou	ınd	We	estbou	ınd	No	rthbo	und	Sc	uthbo	und	ľ
	ĹЪ	T	R ,	L	T	R	L	$\mathbf{T}$	R	L.	T	R	
Volume	   6	89	11	82	91	37	-   15	120	73	50	225	9	
% Thrus Left	Lan	.e	50	•		50	•		50	•		50	•

	East)	oound	West	oound	Northl	oound	South	oound
4.*	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	TR	LТ	TR	LT	Т	LT	TR
PHF	0.79	0.79	0.83	0.83	0.76	0.76	0.86	0.86
Flow Rate	62	69	152	99	97	78	188	141
% Heavy Veh	6	6	6	6	6	6	24	24
No. Lanes	!	2		2	;	2	2	2
Opposing-Lanes		2		2	:	2	2	2
Conflicting-lanes		2		2		2	:	2
Geometry group		5		5		5	(	5 .
Duration, T 0.25	hrs.							

Worksheet 3 - Saturation Headway Adjustment Worksheet_____

•	East	bound	West	bound	North	bound	South	bound
	L1	L2	L1	L2	L ₁ 1	L2	L1	Ъ2
Flow Rates:								
Total in Lane	62	69	152	99	97	78	188	141
Left-Turn	7	0	98	0	19	0	58	0
Right-Turn	0	13	0	44	0	0	0	10
Prop. Left-Turns	0.1	0.0	0.6	0.0	0.2	0.0	0.3	0.0
Prop. Right-Turns	0.0	0.2	0.0	0.4	0.0	0.0	0.0	0.1
Prop. Heavy Vehicl	e0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.2
Geometry Group		5		5		5		5
Adjustments Exhibi	t 17-3	3:						
hLT-adj		0.5		0.5		0.5		0.5

hRT-adj	- (	).7	- 0	.7			- O	. 7
hHV-adj	1			. 7		. 7		. 7
hadj, computed	0.2	-0.0	0.4	-0.2	0.2	0.1	0.6	0.4
Wor	ksheet	4 - Depa	rture H	eadway a	and Serv	ice Time		
	Easth	ound	Westb	ound	Northb	ound	Southb	ound
	L1	L2	L1	L2	${ t L1}$	L2	$_{ m L1}$	L2
Flow rate	62	69	152	99	97	78	188	141
hd, initial value	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3,20
x, initial	0.06	0.06	0.14	0.09	0.09	0.07	0.17	
hd, final value			6.53	5.89	6.27	6.18	6.41	6,21
x, final value			0.28	0.16	0.17	0.13	0,33	0.24
Move-up time, m	2	2.3			2	. 3	2	.3
Service Time	4.1	4.0	4.2	3.6	4.0	3.9	4.1	3.9
wor	Eastl	5 - Capa cound	Westb	ound	Northb	ound		
	L1	L2	L1	L2	L1	L2	L1	L2
Flow Rate	62	69	152	99	97	78	188	141
Service Time	4.1	4.0	4.2	3.6	4.0	3.9	4.1	3.9
Utilization, x	0.11	0,12		0.16				
Dep. headway, hd	6.44	6.25	6.53	5.89	6,27			6.21
Capacity							438	391
Delay	9.94	9.80	11.69	9.73	10.25	9.83	12.31	10.89
LOS	A	Ą	B	A	В	A	В	В
Approach:		•						
Delay	٠	9.87	1	.0.92	1	.0.06	1	1.70
			Ē		E	}	E	}
Intersection Delay	7 10.88		Inte	rsectio	n LOS B			÷

Analyst: Saurabh Kabre

Inter.: Randall Ave & Tiffany Street

Area Type: All other areas

Agency: AKRF, Inc. Date: 7/14/2006 Period: PM Peak Hour

Jurisd: New York City

Project ID: Hunts Point WPCP

Year : 2011 Build

E/W St: Randall Avenue

N/S St: Tiffany Street

		SIC	GNALIZED	INTERSE	CTION S	SUMMAR	.Y	-		
	Eas	tbound	Westbo	ound	!	thboun	.d		thbound	1
	<u>L</u>	T R	L Т	R	L	T	R	L	T R	
No. Lane	es	2 0	0 2	2 0	0	2	o	0	2 0	
LGConfig	a İ	LTR	į :	LTR		LTR	ĺ		$_{ m LTR}$	
Volume	8	231 52	11 24	5 64	1		.3	107	158 11	
Lane Wid	!	11.0	10	. 5		10.5	ļ		10.5	
RTOR Vol	l	0		0		0	'		0	•
Duration	n 0.25	Area '	Type: Al							
Phage Co	ombination	1 2	signa. 3	l Operat 4	10118	5	<u>-</u>	<u>-</u> -	8	
EB Left		P 2	J	NB	Left	P	J	,	Ü	
Thru		P			Thru	P				
Righ		P			Right					
Peds		X		İ	Peds	X				
WB Left		P		SB	Left	P				
Thri	ı ·	P ,		.	Thru	P				
Rigl	nt	P		j	Right	P			÷	
Peds		X		İ	Peds	X				
NB Righ	nt			EB	Right				•	
SB Righ				₩B	Right		•	* *.		
Green	•	31.8				19.8				
Yellow		3.0				3.0				
All Red		1.2				1.2				
						Cycl	le Ler	ngth:	60.0	secs
			ction Pe					: <u>-</u>		
Appr/	Lane	Adj Sat	Rati	os	Lane	Group	Apı	proacl	ı	٠.
Lane	Group	Flow Rate		<del></del>						
Grp	Capacity	(8)	v/c	g/C	Delay	. ros	Dela	ay LOS	5	
Eastbou	nd	<del></del>								
LTR	1203	2269	0.25	0,53	8.2	A	8.2	A		
Westbou	nd									
LTR	1279	2414	0.27	0.53	8.3	А	8.3	A		
Northbo ⁻	und									
LTR		1860	0.41	0 33	17 5	В	17,	5 B		
		2000	0.41	0.55	/ · · J	נ	± f • .			
Southbo	und									
LTR	579	1756	0.57	0.33	20.5	С	20.	5 C		
	Intersec	ction Delay	= 13.4	(sec/ve	eh) I	Interse	ectio:	n LOS	= B	

Phone: E-Mail: Fax:

OPERATIONAL ANALYSIS_____

Saurabh Kabre AKRF, Inc. Analyst: Agency/Co.: Date Performed:

Date Performed: 7/14/2006
Analysis Time Period: PM Peak Hour
Intersection: Randall Ave & Tiffany Street
Area Type: All other areas
Jurisdiction: New York City
Analysis Year: 2011 Build

Project ID: Hunts Point WPCP

E/W St: Randall Avenue N/S St: Tiffany Street

## VOLUME DATA_____

	l Pac	stbou	. A	م تمت	stbour	n d	l Nor	rthboi	ınd	l go:	ıthboı	ınd l
	}		R R	!		R R	l L	T	R	500   L	T	R I
	L	T	ĸ	l L	Ţ	Д	"	1	R	<u> </u>	1	L I
Volume	8	231	52	  11	246	64	   66	118	13	107	158	11
		33	33	22	22	22	31	31	31	36	36	36
% Heavy Veh				!			} " " "			ļ.		!
PHF	0.96		0.96	0.93	0.93		0.79	0.79	0.79	0.84	0.84	:
PK 15 Vol	2 .	60	14	3	66	17	21	37	4	32	47	3
Hi Ln Vol		•						~				
% Grade		0			0			0			0	
Ideal Sat	Ì	1900		ĺ	1900		ĺ	1900		Ì	1900	Ì
ParkExist	İ		X	j		X	į		X	j		х і
NumPark	i .		5	j		5	1		5			5 İ
No. Lanes	. 0	2	0	l o	2	0	i o	2	0	i 0	2	0
LGConfig	·	LT	R	i -	LT	R		LT:	R		LT	Ŕ
Lane Width	<b>[</b>	11.0	•	i	10.5		ł	10.5			10.5	
RTOR Vol	j · ]		0		10.5	0		10.0	0		.10.5	0
			V		0.4.5	U		0.4.0	U		200	٠
Adj Flow		303		ļ	346		ļ	249			328	
%InSharedLn				ļ								
Prop LTs		0.0	26		0.0	35		0.3	37		0.3	87
Prop RTs	0	.178		0	.199		0	.064		0	.040	
Peds Bikes	j 10	0	0	1	0	0	1	0	0	1	0	0
Buses	j	0 .		İ	0		İ	0		Ì	0	
%InProtPhase	e			İ			į			İ		

Duration 0.25 Area Type: All other areas

	Ea	stbou	nd	We	stbou	nd	Northbound			Southbound		
	L	T	R	L	${f T}$	R	Ĺ	${f T}$	R	L	${f T}$	R
								No test Name I to Contact of the board				British harved devices harvest designs would
Init Unmet		0,0			0.0			0.0			0.0	
Arriv. Type		3			3			3			3	
Unit Ext.		3.0			3.0			3.0			3.0	ĺ
I Factor		1.00	0		1.00	0		1.00	0		1.00	0
Lost Time		2.0		ĺ	2.0		İ	2.0			2.0	.
Ext of g		2.0		Ì	2.0		İ	2.0			2.0	ĺ
Ped Min g		18.2		ĺ	18.2		Ì	18,0			18.5	.

Analyst: Saurabh Kabre

Inter.: Garrison Ave & Tiffany Street

Agency: AKRF, Inc.

Area Type: All other areas

Date: 7/14/2006 Period: PM Peak Hour

Jurisd: New York City Year : 2011 Build

Project ID: Hunts Point WPCP

E/W St: Garrison Avenue

N/S St: Tiffany Street

STONALTZED	TMTERSECTION	SIIMMARV

د. در ف در وشیر و دؤو سد در در در در در در در در در در در در در	l Ea	stbou	nd	W	estboi	ınd	No	orthbo	ound	Sc	Southbound		
	j L	T	R	L	T	R	L	T	R	Ĺ	T	R	İ
No. Lanes	0	2	0	.	0 2	0		0 2	0	-   <del>c</del>	2	0	_
LGConfig	Ì	LT	R	Ì	LI	'R		L'	ΓR		L'I	ľR	j.
Volume	30	86	4	43	86	35	4	128	31	30	237	44	,
Lane Width	ĺ	11.0		Ì	10.5	5	j	11.0	0	Ì	10.5	5	
RTOR Vol	İ		0	Ì		0	ļ		0	Ì		0	ļ
RTOR Vol		<u> </u>	0 Area			0	area		U 	<u> </u>	<u></u>		 

Dur	ation	0.25		Area	Туре	: All	l. 01	ther	areas					
					2	lignal	l Oj	perat	ions					 <u></u>
Pha	se Comb	ination	1	2	3		4	ĺ		5	6	7	8	
EB	Left		P					NB	Left	P				
	Thru		P	•				İ	Thru	P				
	Right		P					İ	Right	₽				
	Peds		X					j	Peds	X				
WB	Left		₽					SB	Left	P				
	Thru		Р					İ	Thru	P				
	Right		P		*			Ì	Right	P				
	Peds		Χ			-		İ	Peds	X				
NB	Right							EB	Right					
SB	Right							WB	Right					
Gre			43.0							67.0				
	low		3.0							3.0				
	Red		2.0							2.0				

Cycle Length: 120.0 ger g

						_	е Lengi	cn: 120.0	secs
Appr/	Lane	Intersec Adj Sat			ce Summa Lane G		Appro	oach	
Lane	Group	Flow Rate				по огр			
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS	
Eastbo	und	<u> </u>					4 <del>1.00</del> 1.77 1.77 1.77 1.77 1.77 1.77 1.77 1.7		— turnion — — — — — — — — — — — — — — — — — — —
LTR	931	2598	0.16	0.36	26.6	С	26.6	C	
Westbo	und								
LTR	882	2461	0.22	0.36	27.4	C	27.4	С	
Northb	ound								
LTR	1587	2843	0.12	0.56	12.7	В	12.7	В	
Southb	ound							•	
LTR	1285	2302	0.31	0.56	14.7	В	14.7	В	
	Intersec	ction Delay	= 18.9	(sec/v	reh) In	terse	ction	LOS = B	

Phone: E-Mail: Fax:

## OPERATIONAL ANALYSIS

Analyst: Saurabh Kabre
Agency/Co.: AKRF, Inc.
Date Performed: 7/14/2006
Analysis Time Period: PM Peak Hour

Intersection: Garrison Ave & Tiffany Street

Area Type: All other areas Jurisdiction: New York City Analysis Year: 2011 Build

Project ID: Hunts Point WPCP

E/W St: Garrison Avenue N/S St: Tiffany Street

#### VOLUME DATA

	Eas	stboui	nd	Wes	stbour	nd	No1	rthbou	und	Soi	uthbov	und	
	Ŀ	${f T}$	R	L	$_{ ext{.}}\mathbf{T}$	${\mathbb R}$	L	${f T}$	R	L	${f T}$	R	
										]			
Volume	30	86	4	43	86	35	4	128	31	30	23.7	44	
% Heavy Veh	6	6	6	6	6	6	6	6	б	24	24	24	
PHF	0.79	0.79	0.79	0.85	0.85	0.85	0.85	0.85	0.85	0.79	0.79	0.79	
PK 15 Vol	9	27	1	13	25	10	1	38	9	9	75	14	
Hi Ln Vol							1						ĺ
% Grade		0		[	0			0 -			0		
Ideal Sat		1900			1900			1900	•		1900		
ParkExist			X			X			X			X	
NumPark			5			5			5			5	
No. Lanes	0	2	0	0	2	0	0	2	0	0	2	0	
LGConfig	ļ	LT.	R.		LTI	R		LT:	R.		$\mathbf{LT}$	R.	ļ
Lane Width		11.0			10.5			11.0			10.5		ļ
RTOR Vol			0			0			0			0	ļ
Adj Flow		152			193			192			394		
%InSharedLn													ļ
Prop LTs		0.2	50		0.2	64		0.0	26		0.0	96	ļ
Prop RTs	0	.033		0	.212		0	.188		0	.142		ļ
Peds Bikes	1.	0	0	1	0	0	1	0	0	1	0	0	ļ
Buses		0			0			0			0		Ì
%InProtPhase	e												

Duration 0.25 Area Type: All other areas

	Eastbound	Westbound	Northbound	Southbound
	L T R	L T R	L T R	L T R
Init Unmet	0.0	0.0	0.0	0.0
Arriv. Type	3	3	3	3
Unit Ext.	3.0	3.0	3.0	3.0
I Factor	1,000	1.000	1.000	1.000
Lost Time	2.0	2.0	2.0	2.0
Ext of g	2.0	2.0	2.0	2.0
Ped Min g	20.3	18.0	18.3	18.3

#### TWO-WAY STOP CONTROL SUMMARY Saurabh Kabre Analyst: Agency/Co.: AKRF, Inc. Date Performed: 7/14/2006 Analysis Time Period: PM Peak Hour Lafayette Ave & Tiffany Street Intersection: Jurisdiction: New York City Units: U. S. Customary Analysis Year: 2011 Build Project ID: Hunts Point WPCP East/West Street: Lafayette Avenue North/South Street: Tiffany Street Study period (hrs): 0.25 Intersection Orientation: EW Vehicle Volumes and Adjustments Westbound Major Street: Eastbound Approach 2 5 6 Movement 1 3 4 Т $\mathbf{T}$ R R 210 Volume 139 0.79 0.83 Peak-Hour Factor, PHF Hourly Flow Rate, HFR 175 253 Percent Heavy Vehicles Median Type/Storage Undivided RT Channelized? 2 2 Lanes Т Configuration Т No Upstream Signal? No Southbound Minor Street: Northbound Approach 7 8 9 10 1.1 12 Movement L Т R L T R Volume 73 0.76 Peak Hour Factor, PHF Hourly Flow Rate, HFR 96 Percent Heavy Vehicles Percent Grade (%) 0 Flared Approach: Exists?/Storage Lanes 1 Configuration R Delay, Queue Length, and Level of Service Approach EB Northbound Southbound WB 12 1 7 9 10 11 Movement R Lane Config v (vph) 96 930 C(m) (vph) v/c 0.10 0.34 95% queue length Control Delay 9.3 LOS Α 9.3 Approach Delay

Α

Approach LOS

Flow (ped/hr)

Phone: E-Mail:				Fax:				
- And the part Brightness broad broad broad broad based based based based based plated the	_TWO-WAY S	TOP CONTI	ROL (TWS	C) ÁNAL	YSIS		and the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of t	
Analyst: Agency/Co.: Date Performed: Analysis Time Period: Intersection: Jurisdiction: Units: U. S. Customar Analysis Year: Project ID: Hunts Po East/West Street: North/South Street: Intersection Orientat	PM Peak H Lafayette New York Y 2011 Buil int WPCP Lafayette Tiffany S	Cour Ave & T City d Avenue			riod (h		0.25	
				study pe		rs):	0.25	
Control was the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the contr	Descriptional bitterial			ljustmen			<u>-</u>	· 
Major Street Movement		2	3	4	5	6		
	L	T	R.	L	Т	R		
Volume Peak-Hour Factor, PHF Peak-15 Minute Volume Hourly Flow Rate, HFR Percent Heavy Vehicle Median Type/Storage	S	139 0.79 44 175  divided	No. of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the con	/	210 0.83 63 253		·.	Security Products Annual
RT Channelized? Lanes Configuration Upstream Signal?		2 T No		·	2 T No			
Minor Street Movement	s 7 L	8 T	9 R	10 L	11 T	12 R		···
Volume Peak Hour Factor, PHF Peak-15 Minute Volume Hourly Flow Rate, HFR Percent Heavy Vehicle Percent Grade (%) Flared Approach: Exi RT Channelized? Lanes Configuration	:	0 age R	73 0.76 24 96 6 No	/	0		. /	
Movements	Pedestria 1:		s and 1	Adjustme 16	nts	·		

## Data Analysis

Highway Capacity Software Analysis for the 2011 Build with Improvements Conditions AM Peak Period

Analyst: Saurabh Kabre

Inter.: Bruckner Blvd & Tiffany Street

Agency: AKRF, Inc.

Area Type: All other areas

Date: 7/14/2006

Jurisd: New York City

Period: AM Peak Hour

Year : 2011 Build w/ Improvements

Project ID: Hunts Point WPCP (Sat. Flow Rate WBL=2200)

E/W St: Bruckner Blvd

N/S St: Tiffany Street

				•	2C: T1	_		-		
		STANA	T.TZED	INTERSEC	מרדייי	YAAMMII	7			
	Eastbour		Westbo			hbound		South	ound	
	L T	R L		R	L	T F	•	T	R	
No. Lanes	0 2 T	 0	1 2 T		0	1 1 LT	 R		L 0 LTR	
LGConfig Volume	269	39			27 2	26 10	,		13	
Lane Width	12.5	9.			,	1.0 16		13		
RTOR Vol	22.0		··			0		•	0	
Duration	0.25	Area Typ		other a		<u></u>				
Phase Combir	nation 1			4		5	6	7	8	
EB Left			-	ИВ	Left	P				•
Thru Right		Р			Thru Right	P P				
Right Peds		X			Peds	X				
WB Left	P			SB	Left					
Thru	P	P			Thru	P				
Right		*		Ì	Right					
Peds	X	Χ .			Peds	X	•			
NB Right	•			EB	Right					
SB Right	41.0	35.0		WB	Right	28.0				
Green Yellow	6.0	3.0				3.0				
All Red	0.0	2.0				2.0	•	•		
	• • •						e Leng	th: 12	0.0	secs
No. of Prince Delivation in the Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of C		ntersecti								
Appr/ Lane	,	j Sat	Ratio	s	Lane	Group	Appr	oach		
Lane Gro	-	w Rate _		<del></del>						
Grp Capa	acity	(a) v	7/c	g/C	Delay	LOS	Delay	LOS		
Eastbound							Control of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the s			
T 96	33:	13 (	.36	0.29	34.4	С	34.4	C		
Westbound										
L 56				0.34	53.6	D				
		95 (	).35	0.68	3.0	A	23.5	C		
T 21	15 30		. ,							
T 21				0.23	37.8	D	40.0	D		
T 21  Northbound  LT 36  R 36	8 15	75 (	).18	0.23 0.23	37.8 41.1	D D	40.0	D		
T 21 Northbound LT 36	8 15	75 (	).18				40.0	D		
T 21  Northbound  LT 36  R 36	8 15 4 15	75 ( 58 (	).18		41.1			D D		

Phone: E-Mail: Fax:

#### OPERATIONAL ANALYSIS_____

Saurabh Kabre Analyst: Agency/Co.: AKRF, Inc.
Date Performed: 7/14/2006
Analysis Time Period: AM Peak Hour
Intersection:

Intersection: Bruckner Blvd & Tiffany Street

Area Type:

Jurisdiction:

All other areas

New York City

Analysis Year:

2011 Build w/ Improvements

Project ID: Hunts Point WPCP (Sat. Flow Rate WBL=2200)

E/W St: Bruckner Blvd N/S St: Tiffany Street

## VOLUME DATA

I	Eastbound	Westbound	Northbound	Southbound
	L T R	L T R	L T R	L T R
Volume	269	398 584	27 26 106	29 29 13
% Heavy Veh	11	13 13	16 16 16	8 8 8
PHF	0.78	0.79 0.79	0.82 0.82 0.82	0.78 0.78 0.78
PK 15 Vol Hi Ln Vol	86	126	8 8 32	9 9 4
% Grade	o "-	j o	0	0
Ideal Sat	1900	2200 1900	1900 1900	1900
ParkExist			j	X
NumPark		İ	j	-5
No. Lanes	0 2 0	1 2 0	0 1 1	0 1 0
LGConfig	T	LT	LT R	LTR
Lane Width	12.5	9.0 11.0	11.0 16.0	13.0
RTOR Vol			0	0
Adj Flow	345	504 739	65 129	91
%InSharedLn	,			
Prop LTs	0.000	0.000	0.508	0.407
Prop RTs	0.000	0.000	0.000 1.000	0.187
Peds Bikes	0		10 0	10 0
Buses	0	0 0	0 0	0
%InProtPhase	<del>9</del>			

Duration 0.25 Area Type: All other areas

1	Εa	Eastbound		We	stbou	nd	No	rthbo	und	Southbound		
	L	${f T}$	R	ļ L	${f T}$	R.	ļ L	T	R	L	T	R
							_			ļ		
Init Unmet		0.0		0.0	0.0			0.0	0.0		0.0	
Arriv. Type		4		4	4			3	3		3	
Unit Ext.		3.0		3.0	3.0		Ì	3.0	3.0		3.0	
I Factor		1.00	0		1.00	0		1.00	0		1.00	0
Lost Time		2.0		2.0	2.0		ĺ	2.0	2.0	Ì	2.0	
Ext of g		2.0		2.0	2.0		İ	2.0	2.0	ĺ	2.0	
Ped Min g		18.2		İ			ĺ	21.3		İ	20.3	

Analyst: Saurabh Kabre

Inter.: Bruckner Blvd & Tiffany Street

Agency: AKRF, Inc.

Area Type: All other areas

Date: 7/14/2006

Jurisd: New York City

Period: AM Peak Hour

Year : 2011 Build w/ Improvements

Project ID: Hunts Point WPCP

E/W St: Bruckner Blvd

N/S St: Tiffany Street

E/W SC: BIU	CKHEL BIVU		M/B BC:	rillally SCI	-	
	SIG	NALIZED INT	ERSECTION	SUMMARY		
PART BOOK CO.	Eastbound	Westbound	No:	rthbound	Southbo	
	L T R	L T	R L	T R	L T	R
No. Lanes	0 2 0	0 2	0 0	1 1	0 1	0
LGConfig	TR	TR		LT R		rr
Volume	151 7	736 6	0   27	26 106	29 29	13
Lane Width	12.0	10.5		11.0 16.0	13.0	0
RTOR Vol	0	0		0		0
Duration	0.25 Area T	ype: All ot: Signal Op			d browned december March and Control of Control Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space Space	
Phase Combi	nation 1 2		eracions_	5 6	7	8
EB Left			NB Left		,	J
Thru	P	i	Thru			
Right	P	i	Righ			
Peds	X	i	Peds			
WB Left	· • • • • • • • • • • • • • • • • • • •		SB Left			
Thru	P P		Thru			the second
Right	P P		Righ			
Peds	x x		Peds			
NB Right			EB Righ			
SB Right		i	WB Righ			
Green	41.0 35.0	'	J	28.0		
Yellow	6.0 3.0			3.0		
All Red	0.0 2.0			2.0		
				-	ength: 120	.0 secs
New March Providence Street Security Street Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Security Secu		ction Perfor				
Appr/ Lar	_	Ratios	Lane	Group Ap	proach	
	oup Flow Rate					
Grp Car	pacity (s)	v/c g/0	. Dela	y LOS Del	ay LOS	
Eastbound	- <del></del>	<del></del>				
TR 80	2762	0.25 0.2	9 33.0	C 33.	. 0 C	
					<del>-</del>	
Westbound					*	
TR 20	2948	0.50 0.6	3.8	A 3.8	3 A	
Northbound						
LT 36	68 1575	0.18 0.2	37.8	D 40	. 0 D	
R 36			23 41.1		_	
Southbound		- <b></b>				
z mp	7.7.4.0	0.05		D 30	O D	
LTR 3	59 1540	0.25 0.2	39.2	D 39	.2 D	
Tı	ntersection Delay	= 14.6 (se	ec/veh)	Intersection	on LOS = B	

Phone: E-Mail: Fax:

OPERATIONAL ANALYSIS

Analyst: Saurabh Kabre Agency/Co.: AKRF, Inc. Date Performed: 7/14/2006
Analysis Time Period: AM Peak Hour

Bruckner Blvd & Tiffany Street Intersection:

Area Type: All other areas Jurisdiction: Jurisdiction: New York City
Analysis Year: 2011 Build w/ Improvements

Project ID: Hunts Point WPCP

E/W St: Bruckner Blvd N/S St: Tiffany Street

_____VOLUME DATA______

	· ·												
	Ea	stbou	nd	We	stbour	nd	No:	rthbo	und	Son	uthbo	und	
i	L	T	R	ĺъ	Т	R	L	${f T}$	R	ÌЬ	Т	R.	İ
				j .						j			İ
Volume		151	7		736	60	27	26	106	29	29	13	İ
% Heavy Veh		30	30 '		8	8	16	16	16	8	8.	8	Ì
PHF		0.78	0.78	į.	0.79	0.79	0.82	0.82	0.82	0.78	0.78	0.78	İ
PK 15 Vol		48	2	ĺ	233	19	İв	8	32	9	9	4	ĺ
Hi Ln Vol				İ			į ·			İ			ĺ
% Grade		0		j	0		İ	0			0		İ
Ideal Sat		1900		İ	1900		İ	1900	1900	İ	1900	*,	İ
ParkExist				İ		X	i			İ		X	İ
NumPark				Ì		5	j			İ		5	ì
No Lanes	0	2	0	i o	2	Ò	i o	1	1	i o	1	0	ί
LGConfig		TR		İ	TR		İ	LT	R	İ	$_{ m LT}$	R	ĺ
Lane Width		12.0		i	10.5		ì	11.0	16.0		13.0		İ
RTOR Vol			0	ì		Ω			0	Ì		0	i
Adj Flow		203	-		1008	_		65	129	i	91	-	
%InSharedLn							1	•		i	-		ì
Prop LTs		0.0	0.0		0.0	0.0	i	0.5	0.8	1	0.4	0.7	i
Prop RTs	l o	.044		l d	0.075	0 0	ا م		1.000	١٥	.187	•	1
Peds Bikes	!		0	!		0	1 1		0	i		0	l
Buses		0	•	"	0	•		0	O O		0		ł
%InProtPhase	] _	•			•		1	•	•	}	•		
O THE LOCK HABO	-			ì			1			1			- 1

Duration 0.25 Area Type: All other areas

#### OPERATING PARAMETERS

	Eastbound	Westbound	Northbound	Southbound
	L T R	LTR	L T R	L T R
	Prime to the second state of the second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second seco			
Init Unmet	0.0	0.0	0.0 0.0	0.0
Arriv. Type	4	4	3 3	3
Unit Ext.	3.0	3.0	3.0 3.0	3.0
I Factor	1.000	1.000	1.000	1,000
Lost Time	2.0	2.0	2.0 2.0	2.0
Ext of g	2.0	2.0	2.0 2.0	2.0
Ped Min g	18.3	13.8	21.3	20.3

# Data Analysis

Highway Capacity Software Analysis for the 2011 Build with Improvements Conditions PM Peak Period

Analyst: Saurabh Kabre

Inter.: Bruckner Blvd & Tiffany Street

Agency: AKRF, Inc.

Area Type: All other areas

Date: 7/14/2006

Jurisd: New York City

Period: PM Peak Hour

Year : 2011 Build w/ Improvements

Project ID: Hunts Point WPCP (Sat. Flow Rate, WBL=2200)

E/W St: Bruckner Blvd

N/S St: Tiffany Street

	Eas	tbour	id	We	stbour	nđ	No	Northbound			Southbound		
	L	Т	R	ļ L	T	R	ļ L	Т	R	L	T	R.	ĺ
No. Lanes		2	0	1	2	0	-	1.	1.		1	0	
LGConfig		${f T}$		L	${f T}$			$\operatorname{LT}$	R		$_{ m LT}$	'R	
Volume	Ì	783		211	482		19	57	117	122	93	31.	Ì
Lane Width	Ì	12.5		9.0	11.0		ĺ	11.0	16.0	İ	13.0	)	ĺ
RTOR Vol	İ			İ			İ		0	İ		0 .	ĺ
Duration	0,25	*** P & Holl Strong Mount Market Bro	Area	Type:	All d	other	areas						
				Si	gnal (	pera	tions_						
Phase Combi	nation	ı 1	2	3	4			5	6	7		8	

Duratio	n 0,25		Area	Type:	ALL	ΟĽ	ner	areas					
				si	ignal	Op	erat	ions					
Phase C	ombination	1	2	3	4	1			5	6	7	8 -	
EB Lef	t					Ì	NB	Left	P				
Thr	·u		P			į		Thru	P				
Rig	ht					ĺ		Right	P				-
Ped	.s		X			·i		Peds	X				
WB Lef	t	P				j	SB	Left	₽				
Thr	u .	P·	P			j		Thru	P				
Rig	ht		*	ı				Right	P				
Ped	ls	X	X			ĺ		Peds	X				
NB Rig	ht					ĺ	EB	Right			•		•
SB Rig	ht					ĺ	WB	Right					
Green		17.0	57.0	)					31.0				
Yellow		5.0	3.0						3.0		•		
All Red	l	0.0	2.0						2.0				

Cycle Length: 120.0 secs

		Intersec	ation Do	xformon.		**	_	211: 120.0	Secs
Appr/ Lane	Lane Group	Intersec Adj Sat Flow Rate	Rati					oach	
		(g)		g/C	Delay	LOS	Delay	LOS	
Eastbou	ınd	11 CO1447-P10F FM10F B4-ML HAMAI CO14F 57773 17744 7774 7774							1
T	1532	3226	0.61	0.47	20.5	C	20.5	С	
Westbou	ınd								
L (	217	1529	1.03	0.14	121,3	F			
T	1872	2843	0.27	0.66	3.9	A	39.6	D	
Northbo	ound								
LT	447	1730	0.20	0.26	35,8	D	36.9	D	
R	441	1707	0.30	0.26	37.6	D			
Southbo	ound								
LTR	350	1354	0.85	0.26	63.8	E	63.8	E	
	Intersec	tion Delay	= 34.4	(sec/v	eh) In	terse	ection I	08 = C	

Intersection LOS = C Intersection Delay = 34.4(sec/veh)

Phone: E-Mail: Fax:

OPERATIONAL ANALYSIS_____

Analyst: Saurabh Kabre
Agency/Co.: AKRF, Inc.
Date Performed: 7/14/2006
Analysis Time Period: PM Peak Hour

Intersection: Bruckner Blvd & Tiffany Street

Area Type: All other areas

Jurisdiction: New York City

Analysis Year: 2011 Build w/ Improvements

Analysis Year: 2011 Build w/ Improvements
Project ID: Hunts Point WPCP (Sat. Flow Rate, WBL=2200)

E/W St: Bruckner Blvd N/S St: Tiffany Street

## _____VOLUME DATA_____

	Eas	stbour	ıd	Wes	stbour	ıd	Noi	rthbou	und	Soi	uthbo	und
	L	T	Ŕ	ļ L	T	R	L	${f T}$	R	L	T	R
İ				İ						ļ		İ
Volume		783		211	482		19	57	117	122	93	31
% Heavy Veh		14	*	23	23		6	б	6	24	24	24
PHF		0.84		0.94	0.94		0.87	0.87	0.87	0.83	0.83	0.83
PK 15 Vol		233		56	128		5	16	34	37	28	9
Hi Ln Vol				Ì						Ì		
% Grade		0			0		Ì	0		ļ	0	
Ideal Sat		1900		2200	1900			1900	1900	Ì	1900	
ParkExist							-					X
NumPark				1								·5
No. Lanes	0	2	0	1	2	0	0	1	1	0	1	0
LGConfig		T		L	${f T}$			$\mathtt{LT}$	R		LT	R
Lane Width		12.5		9.0	11.0			11.0	16.0		13.0	
RTOR Vol						•	[		0	1.		0
Adj Flow	-	93,2		224	513			88	134		296	
%InSharedLn				}			İ					
Prop LTs		0.0	0.0	]	0.00	0.0		0.2	50		0.4	97
Prop RTs	0	.000		0	.000	÷	0	.000	1.000	0	.125	
Peds Bikes	0			[			10	0	0	1	0	0
Buses		0 ·		0 -	0			0	0		0	
%InProtPhase	3											

Duration 0.25 Area Type: All other areas

	Ea	Eastbound			Westbound			rthbo	und	So	und	
	L	Т	R	L	${f T}$	R	L	T	R	L	T	R
Init Unmet		0.0		0.0	0.0			0.0	0.0	ļ	0.0	
Arriv. Type		4		4	4			3	3		3	
Unit Ext.		3.0		3.0	3.0			3.0	3,0	1	3.0	
I Factor		1.00	0		1.00	0		1.00	0		1.00	0
Lost Time		2.0		2.0	2.0			2.0	2.0		2.0	
Ext of g		2.0		2.0	2.0		Ì	2.0	2.0		2.0	
Peď Min g		18.2		ĺ				21.3		Ì	20.3	

Analyst: Saurabh Kabre

Agency: AKRF, Inc. Date: 7/14/2006

Period: PM Peak Hour

Project ID: Hunts Point WPCP

Inter.: Bruckner Blvd & Tiffany Street

Area Type: All other areas

Jurisd: New York City Year : 2011 Build w/ Improvements

Intersection LOS = C

E/W St: Br	uckner	Blvd		n/s	St: Ti	iffany	Stree	et .		
		sı	GNALIZED	INTERSE	CTION S	SUMMARY	ζ			
	Eas	stbound	Westb	ound	Nort	chbound	iE		bound	
	L	T R	L T	R	. L 	T F	₹	L T	. R	
No. Lanes	0	2 0	0	2 0	0	1 :	L	0	1 0	
LGConfig	İ	TR	!	TR		LT	R		LTR	ĺ
Volume		546 7	54		1			L22 93		
Lane Width	.	12.0	10	.5	1	11.0 16	5.0	13	3.0	
RTOR Vol		0	1.	0		0	I		0	- I
Duration	0.25	Area		l other						and House and
Dh				l Operat	ions					
Phase Comb EB Left	ination	1 2	3	4	7 ~ <del>E +</del>	5	6	7	8	
Thru		מו		NB	Left Thru	P P				
Right		P P		}	Right	P				
Peds		X			Peds	X				
WB Left		21		SB	Left	P				
Thru		P P		55	Thru	P				
Right		P P	ı		Right					
Peds		x x			Peds	X				•
NB Right				EB	Right					
SB Right				WB	Right					
Green		17.0 57.0		•		31.0				
Yellow		5.0 3.0				3.0				
All Red		0.0 2.0				2.0				
							e Leng	gth: 1	20.0	secs
70-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1	· · · · · · · · · · · · · · · · · · ·			rformanc						
	ine	Adj Sat		.os	Lane (	Group	ıqqA	roach		:
	oup pacity	Flow Rate (s)	v/c	g/C	Dolow	LOS	Delay	, TOC	<del>-</del> '	
GIP Ca	pactry	(8)	V/C	9/0	ретау	пор	Deray	у пов		
Eastbound								me Haral Samuel Barrell Barriel barrell b		
TR 1	.559	3282	0.42	0.47	17.5	В	17.5	В		
Westbound										
TR 1	.880	2855	0.37	0.66	4.4	A	4.4	A		
Northbound	l									
LT 4	.47	1730	0.20	0.26	35.8	D	36.9	D		
R 4		1707	0,30	0.26	37.6	D				
Southbound	l	•								
LTR 3	50	1354	0.85	0.26	63.8	E	63.8	E		
~				, ,	. 1. \ -			<b>"</b> • •	~	

Intersection Delay = 22.2 (sec/veh)

Phone: E-Mail: Fax:

OPERATIONAL ANALYSIS

Analyst: Agency/Co.:

Saurabh Kabre AKRF, Inc. 7/14/2006

Date Performed: Analysis Time Period: PM Peak Hour

Intersection:

Bruckner Blvd & Tiffany Street

Area Type: Jurisdiction:

All other areas

Analysis Year:

New York City 2011 Build w/ Improvements

Project ID: Hunts Point WPCP

E/W St: Bruckner Blvd

N/S St: Tiffany Street

## VOLUME DATA_____

	· ·		•	
	Eastbound	Westbound	Northbound	Southbound
	L TR	LTR	L T R .	L T R
Volume	546 7	547 105	19 57 117	122 93 31
% Heavy Veh	10 10 '	10 10	6 6	24 24 24
PHF	0.84 0.84	0.94 0.94	0.87 0.87 0.87	0.83 0.83 0.83
PK 15 Vol	163 2	145 28	5 16 34	37 28 9
Hi Ln Vol		1		
% Grade	0	Ò	0	0 -
Ideal Sat	1900	1900	1900 1900	1900
ParkExist	,	X		X
NumPark		5		5
No. Lanes	0 2 0	0 2 0	0 1 1	0 1 0
LGConfig	TR	TR	LT R	LTR
Lane Width	12.0	10.5	11.0 16.0	13,0
RTOR Vol	0	0	j o	0
Adj Flow	658	694	88 134	296
%InSharedLn			<u>.</u>	
Prop LTs	0.000	0.000	0.250	0.497
Prop RTs	0.012	0.161	0.000 1.000	0.125
Peds Bikes	10 0	10 0	10 0	10 0
Buses	0	j 0 .	0 0	0
%InProtPhase	B	į		
		<u> </u>	I .	•

Duration

0.25

Area Type: All other areas

#### OPERATING PARAMETERS

	Eastbound	Westbound	Northbound	Southbound
	L T R	L T R	L T R	L T R
Init Unmet	0.0	0.0	0.0 0.0	0.0
Arriv. Type	4	4	3 3	3
Unit Ext.	3.0	3.0	3.0 3.0	3.0
I Factor	1.000	1.000	1.000	1.000
Lost Time	2.0	2.0	2.0 2.0	2.0
Ext of g	2.0	2.0	2.0 2.0	2.0
Ped Min g	18.3	13.8	21.3	20.3