Appendix H

Transportation

(Provided as electronic file on CD-ROM)

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Appendix H

ATR and TMC Summaries

ATR DATA

LOCATION: Fountain Avenue S/O Vandalia Ave
DIRECTION: NB
START DAY: Friday 05/08/2015
START TIME: 2:15 PM

ONE HOUR INTERVAL	MONDAY (5/11/15)	TUESDAY (5/12/15)	WEDNESDAY (5/13/15)	THURSDAY (5/14/15)	FRIDAY (5/15/15)	SATURDAY (5/16/15)	SUNDAY (5/17/15)	AVERAGE TUE-THUR
12:00 AM - 1:00 AM	66	48	54	36	50	54	64	46
1:00 AM - 2:00 AM	36	34	32	40	37	34	36	35
2:00 AM - 3:00 AM	26	26	25	29	35	41	37	27
3:00 AM - 4:00 AM	31	32	36	33	35	51	22	34
4:00 AM - 5:00 AM	69	61	58	69	64	42	26	63
5:00 AM - 6:00 AM	221	240	249	243	235	85	36	244
6:00 AM - 7:00 AM	272	301	275	269	286	185	140	282
7:00 AM - 8:00 AM	226	241	236	228	252	194	166	235
8:00 AM - 9:00 AM	221	242	220	228	230	150	150	230
9:00 AM - 10:00 AM	138	216	153	156	190	141	154	175
10:00 AM - 11:00 AM	155	183	150	154	211	167	232	162
11:00 AM - 12:00 PM	178	181	169	148	189	166	231	166
12:00 PM - 1:00 PM	166	212	164	168	194	220	234	181
1:00 PM - 2:00 PM	205	186	174	198	211	223	221	186
2:00 PM - 3:00 PM	199	169	168	192	175	250	228	176
3:00 PM - 4:00 PM	251	267	222	227	217	242	195	239
4:00 PM - 5:00 PM	203	231	206	188	199	182	180	208
5:00 PM - 6:00 PM	141	145	149	140	160	183	145	145
6:00 PM - 7:00 PM	141	172	149	130	129	153	149	150
7:00 PM - 8:00 PM	144	131	148	127	119	154	139	135
8:00 PM - 9:00 PM	165	124	140	132	141	142	127	132
9:00 PM - 10:00 PM	136	138	120	139	162	106	89	132
10:00 PM - 11:00 PM	103	110	103	103	107	99	107	105
11:00 PM - 12:00 AM	101	97	90	102	92	90	82	96
24 HOUR TOTAL	3,594	3,787	3,490	3,479	3,720	3,354	3,190	3,585

ATR DATA

LOCATION: Fountain Avenue S/O Vandalia Ave
DIRECTION: SB
START DAY: Friday 05/08/2015
START TIME: 2:15 PM

ONE HOUR INTERVAL	MONDAY (5/11/15)	TUESDAY (5/12/15)	WEDNESDAY (5/13/15)	THURSDAY (5/14/15)	FRIDAY (5/15/15)	SATURDAY (5/16/15)	SUNDAY (5/17/15)	AVERAGE TUE-THUR
12:00 AM - 1:00 AM	55	59	61	61	52	74	61	60
1:00 AM - 2:00 AM	43	37	38	32	42	46	45	36
2:00 AM - 3:00 AM	21	27	24	23	28	40	32	25
3:00 AM - 4:00 AM	11	13	23	23	18	29	14	20
4:00 AM - 5:00 AM	32	14	39	32	32	56	26	28
5:00 AM - 6:00 AM	103	127	112	115	120	57	46	118
6:00 AM - 7:00 AM	247	253	239	239	230	99	94	244
7:00 AM - 8:00 AM	235	273	254	274	255	156	115	267
8:00 AM - 9:00 AM	238	268	255	263	240	179	111	262
9:00 AM - 10:00 AM	223	238	213	199	235	189	341	217
10:00 AM - 11:00 AM	214	242	188	191	235	200	247	207
11:00 AM - 12:00 PM	191	258	222	202	243	215	308	227
12:00 PM - 1:00 PM	210	291	245	230	228	321	327	255
1:00 PM - 2:00 PM	246	275	282	262	279	362	354	273
2:00 PM - 3:00 PM	293	307	294	287	343	356	390	296
3:00 PM - 4:00 PM	299	352	402	325	359	360	391	360
4:00 PM - 5:00 PM	349	333	401	351	322	325	267	362
5:00 PM - 6:00 PM	303	296	304	331	369	295	313	310
6:00 PM - 7:00 PM	286	330	294	312	380	265	246	312
7:00 PM - 8:00 PM	235	266	219	249	323	226	232	245
8:00 PM - 9:00 PM	165	186	205	216	198	166	141	202
9:00 PM - 10:00 PM	151	124	121	147	155	132	126	131
10:00 PM - 11:00 PM	106	120	119	124	138	96	111	121
11:00 PM - 12:00 AM	99	105	110	131	116	114	91	115
24 HOUR TOTAL	4,355	4,794	4,664	4,619	4,940	4,358	4,429	4,692

ATR DATA

LOCATION: Vandalia Avenue W/O Fountain Ave
DIRECTION: EB
START DAY: Friday 05/08/2015
START TIME: 2:30 PM

ONE HOUR INTERVAL	MONDAY (5/11/15)	TUESDAY (5/12/15)	WEDNESDAY (5/13/15)	THURSDAY (5/14/15)	FRIDAY (5/15/15)	SATURDAY (5/16/15)	SUNDAY (5/17/15)	AVERAGE TUE-THUR
12:00 AM - 1:00 AM	32	28	32	25	41	41	57	28
1:00 AM - 2:00 AM	27	25	15	16	24	41	39	19
2:00 AM - 3:00 AM	7	11	8	9	16	11	16	9
3:00 AM - 4:00 AM	11	7	13	11	10	19	17	10
4:00 AM - 5:00 AM	22	8	9	10	11	9	12	9
5:00 AM - 6:00 AM	35	36	43	43	38	31	15	41
6:00 AM - 7:00 AM	74	78	78	62	78	35	33	73
7:00 AM - 8:00 AM	117	198	98	103	112	78	48	133
8:00 AM - 9:00 AM	125	207	106	111	148	97	84	141
9:00 AM - 10:00 AM	161	298	133	127	171	149	166	186
10:00 AM - 11:00 AM	166	330	166	148	185	174	214	215
11:00 AM - 12:00 PM	177	254	222	206	232	248	264	227
12:00 PM - 1:00 PM	246	237	240	224	260	293	293	234
1:00 PM - 2:00 PM	315	279	270	243	262	316	329	264
2:00 PM - 3:00 PM	279	308	212	215	257	314	365	245
3:00 PM - 4:00 PM	232	238	247	263	241	335	353	249
4:00 PM - 5:00 PM	238	230	225	228	251	352	360	228
5:00 PM - 6:00 PM	221	244	244	251	276	334	331	246
6:00 PM - 7:00 PM	244	278	253	244	255	362	314	258
7:00 PM - 8:00 PM	280	267	257	236	241	313	302	253
8:00 PM - 9:00 PM	284	240	229	280	253	279	205	250
9:00 PM - 10:00 PM	224	241	215	191	243	194	139	216
10:00 PM - 11:00 PM	119	108	94	119	150	145	86	107
11:00 PM - 12:00 AM	60	59	51	62	80	88	59	57
24 HOUR TOTAL	3,696	4,209	3,460	3,427	3,835	4,258	4,101	3,699

ATR DATA

LOCATION: Vandalia Avenue W/O Fountain Ave
DIRECTION: WB
START DAY: Friday 05/08/2015
START TIME: 2:30 PM

ONE HOUR INTERVAL	MONDAY (5/11/15)	TUESDAY (5/12/15)	WEDNESDAY (5/13/15)	THURSDAY (5/14/15)	FRIDAY (5/15/15)	SATURDAY (5/16/15)	SUNDAY (5/17/15)	AVERAGE TUE-THUR
12:00 AM - 1:00 AM	6	10	23	15	19	23	26	16
1:00 AM - 2:00 AM	15	14	10	5	11	11	6	10
2:00 AM - 3:00 AM	4	7	4	3	3	8	6	5
3:00 AM - 4:00 AM	5	2	2	7	2	6	4	4
4:00 AM - 5:00 AM	3	9	10	9	7	15	8	9
5:00 AM - 6:00 AM	23	19	23	27	29	18	8	23
6:00 AM - 7:00 AM	40	38	53	40	41	27	23	44
7:00 AM - 8:00 AM	69	18	57	74	76	50	42	50
8:00 AM - 9:00 AM	110	11	109	96	125	96	105	72
9:00 AM - 10:00 AM	132	43	107	124	181	144	158	91
10:00 AM - 11:00 AM	153	28	179	153	184	202	233	120
11:00 AM - 12:00 PM	202	152	171	194	230	237	273	172
12:00 PM - 1:00 PM	194	191	166	198	196	295	275	185
1:00 PM - 2:00 PM	208	186	156	175	192	318	299	172
2:00 PM - 3:00 PM	161	196	154	181	225	295	327	177
3:00 PM - 4:00 PM	207	223	144	216	219	358	306	194
4:00 PM - 5:00 PM	180	212	148	213	230	264	247	191
5:00 PM - 6:00 PM	223	261	211	238	253	292	296	237
6:00 PM - 7:00 PM	225	241	196	242	244	261	225	226
7:00 PM - 8:00 PM	265	208	226	211	229	199	164	215
8:00 PM - 9:00 PM	171	171	170	158	190	156	97	166
9:00 PM - 10:00 PM	84	89	62	83	98	96	52	78
10:00 PM - 11:00 PM	43	36	42	48	53	49	43	42
11:00 PM - 12:00 AM	24	20	21	32	28	37	19	24
24 HOUR TOTAL	2,747	2,385	2,444	2,742	3,065	3,457	3,242	2,524

ATR DATA

LOCATION: Vandalia Avenue W/O Fountain Ave
DIRECTION: EB
START DAY: Saturday 03/05/2016
START TIME: 9:30 AM

ONE HOUR INTERVAL	MONDAY (5/11/15)	TUESDAY (5/12/15)	WEDNESDAY (5/13/15)	THURSDAY (5/14/15)	FRIDAY (5/15/15)	SATURDAY (5/16/15)	SUNDAY (5/17/15)	AVERAGE TUE-THUR
12:00 AM - 1:00 AM	48	63					59	63
1:00 AM - 2:00 AM	10	18					63	18
2:00 AM - 3:00 AM	13	23					25	23
3:00 AM - 4:00 AM	16	24					18	24
4:00 AM - 5:00 AM	21	26					4	26
5:00 AM - 6:00 AM	44	43					18	43
6:00 AM - 7:00 AM	70	81					31	81
7:00 AM - 8:00 AM	113	138					38	138
8:00 AM - 9:00 AM	138	188					91	188
9:00 AM - 10:00 AM	179	190				86	129	190
10:00 AM - 11:00 AM	212	254				258	221	254
11:00 AM - 12:00 PM	260	284				369	323	284
12:00 PM - 1:00 PM	309	328				426	338	328
1:00 PM - 2:00 PM	384	330				454	422	330
2:00 PM - 3:00 PM	375	270				597	478	270
3:00 PM - 4:00 PM	327	335				540	483	335
4:00 PM - 5:00 PM	281	307				552	464	307
5:00 PM - 6:00 PM	369	349				502	502	349
6:00 PM - 7:00 PM	375	53				485	453	53
7:00 PM - 8:00 PM	348					388	369	#DIV/0!
8:00 PM - 9:00 PM	278					308	270	#DIV/0!
9:00 PM - 10:00 PM	183					288	154	#DIV/0!
10:00 PM - 11:00 PM	133					163	77	#DIV/0!
11:00 PM - 12:00 AM	94					98	74	#DIV/0!
24 HOUR TOTAL	4,580	3,304				5,514	5,104	3,304

ATR DATA

LOCATION: Vandalia Avenue W/O Fountain Ave
DIRECTION: WB
START DAY: Saturday 03/05/2016
START TIME: 9:30 AM

ONE HOUR INTERVAL	MONDAY (5/11/15)	TUESDAY (5/12/15)	WEDNESDAY (5/13/15)	THURSDAY (5/14/15)	FRIDAY (5/15/15)	SATURDAY (5/16/15)	SUNDAY (5/17/15)	AVERAGE TUE-THUR
12:00 AM - 1:00 AM	18	18					19	18
1:00 AM - 2:00 AM	12	10					19	10
2:00 AM - 3:00 AM	7	7					9	7
3:00 AM - 4:00 AM	9	12					5	12
4:00 AM - 5:00 AM	6	8					14	8
5:00 AM - 6:00 AM	21	19					17	19
6:00 AM - 7:00 AM	59	40					21	40
7:00 AM - 8:00 AM	63	74					48	74
8:00 AM - 9:00 AM	105	117					73	117
9:00 AM - 10:00 AM	134	135				106	142	135
10:00 AM - 11:00 AM	182	200				261	215	200
11:00 AM - 12:00 PM	239	211				267	268	211
12:00 PM - 1:00 PM	201	222				329	299	222
1:00 PM - 2:00 PM	202	210				334	325	210
2:00 PM - 3:00 PM	199	193				367	334	193
3:00 PM - 4:00 PM	198	246				418	349	246
4:00 PM - 5:00 PM	224	238				398	323	238
5:00 PM - 6:00 PM	260	239				311	322	239
6:00 PM - 7:00 PM	258	31				290	292	31
7:00 PM - 8:00 PM	222					237	207	#DIV/0!
8:00 PM - 9:00 PM	115					180	95	#DIV/0!
9:00 PM - 10:00 PM	66					115	60	#DIV/0!
10:00 PM - 11:00 PM	49					69	38	#DIV/0!
11:00 PM - 12:00 AM	38					43	18	#DIV/0!
24 HOUR TOTAL	2,887	2,230				3,725	3,512	2,230

PROJECT:	**888 Fountain Avenue EIS**
FILE NAME:	**TMC Summary.xls**
LOCATION:	**Erskine St and Home Depot Entrance**
TIME PERIOD:	**AM Peak Period**
COUNT DATE :	**Tuesday, March 8, 2016**
WEATHER/PAVEMENT:	**Clear/Dry**
PRINT TIME :	**03/14/16**
	01:40 PM

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	INPUT "1" AT START OF PEAK HOUR	*Erskine Street* (NB)			*Erskine Street* (SB)			*Home Depot Entrance* (EB)			*0* (WB)			15-MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
			L	T	R	L	T	R	L	T	R	L	T	R			
6:00	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
6:15	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
6:15	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
6:30	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
6:30	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
6:45	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
6:45	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
7:00	Bus		0	0	0	0	0	0	0	0	0	0	0	0		0	
7:00	Auto		8	21	0	0	10	5	7	0	7	0	0	0	63		
to	Truck		0	0	0	0	0	1	0	0	0	0	0	0			
7:15	Bus		0	4	0	0	0	0	0	0	0	0	0	0		63	
7:15	Auto		11	35	0	0	18	6	6	0	2	0	0	0	84		
to	Truck		0	0	0	0	0	1	0	0	0	0	0	0			
7:30	Bus		0	5	0	0	0	0	0	0	0	0	0	0		147	
7:30	Auto		20	42	0	0	21	11	9	0	10	0	0	0	116		
to	Truck		0	0	0	0	0	0	1	0	0	0	0	0			
7:45	Bus		0	2	0	0	0	0	0	0	0	0	0	0		263	
7:45	Auto		19	57	0	0	26	11	11	0	13	0	0	0	140		
to	Truck		0	1	0	0	0	1	0	0	0	0	0	0			
8:00	Bus		0	1	0	0	0	0	0	0	0	0	0	0		403	
8:00	Auto	1	18	35	0	0	24	17	8	0	10	0	0	0	120		
to	Truck		0	0	0	0	1	0	2	0	0	0	0	0			
8:15	Bus		0	5	0	0	0	0	0	0	0	0	0	0		460	
8:15	Auto		19	61	0	0	19	18	19	0	13	0	0	0	153		
to	Truck		0	1	0	0	0	0	0	0	0	0	0	0			
8:30	Bus		0	3	0	0	0	0	0	0	0	0	0	0		529	
8:30	Auto		21	45	0	0	17	23	13	0	12	0	0	0	133		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
8:45	Bus		0	2	0	0	0	0	0	0	0	0	0	0		546	
8:45	Auto		39	40	0	0	30	18	17	0	12	0	0	0	161		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
9:00	Bus		0	5	0	0	0	0	0	0	0	0	0	0		567	567
Peak Hour Volume (PHV)			97	197	0	0	91	76	59	0	47	0	0	0	567		
PHV (by approach)			294			167			106			0					
Peak Hour Factor (PHF)			0.88			0.87			0.83			#DIV/0!					
Total Autos			278			166			104			0					
Total Trucks			1			1			2			0					
Total Buses			15			0			0			0					
% Auto			94.6%			99.4%			98.1%			#DIV/0!					
% Heavy Vehicles (Trucks & Buses)			5.4%			0.6%			1.9%			#DIV/0!					

PROJECT:	**888 Fountain Avenue EIS**
FILE NAME:	**TMC Summary.xls**
LOCATION:	**Erskine St and Home Depot Entrance**
TIME PERIOD:	**MD Peak Period**
COUNT DATE :	**Tuesday, March 8, 2016**
WEATHER/PAVEMENT:	**Clear/Dry**
PRINT TIME :	**03/14/16**
	01:40 PM

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	INPUT "1" AT START OF PEAK HOUR	*Erskine Street* (NB)			*Erskine Street* (SB)			*Home Depot Entrance* (EB)			*0* (WB)			15-MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
			L	T	R	L	T	R	L	T	R	L	T	R			
12:00	Auto		32	87	0	0	63	54	46	0	26	0	0	0	311		
to	Truck		0	1	0	0	0	0	0	0	0	0	0	0			
12:15	Bus		0	2	0	0	0	0	0	0	0	0	0	0			
12:15	Auto		30	83	0	0	66	47	50	0	30	0	0	0	308		
to	Truck		0	1	0	0	0	0	0	0	0	0	0	0			
12:30	Bus		0	1	0	0	0	0	0	0	0	0	0	0			
12:30	Auto		22	95	0	0	62	51	42	0	21	0	0	0	299		
to	Truck		0	1	0	0	1	0	0	0	0	0	0	0			
12:45	Bus		0	3	0	0	1	0	0	0	0	0	0	0			
12:45	Auto		34	100	0	0	57	54	51	0	24	0	0	0	323		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
1:00	Bus		0	3	0	0	0	0	0	0	0	0	0	0		1,241	
1:00	Auto	1	35	66	0	0	88	47	48	0	29	0	0	0	317		
to	Truck		0	1	0	0	0	1	0	0	0	0	0	0			
1:15	Bus		0	2	0	0	0	0	0	0	0	0	0	0		1,247	
1:15	Auto		23	82	0	0	100	70	60	0	28	0	0	0	367		
to	Truck		0	1	0	0	0	0	0	0	0	0	0	0			
1:30	Bus		0	3	0	0	0	0	0	0	0	0	0	0		1,306	
1:30	Auto		41	77	0	0	76	45	52	0	19	0	0	0	318		
to	Truck		0	0	0	0	1	0	3	0	0	0	0	0			
1:45	Bus		0	3	0	0	1	0	0	0	0	0	0	0		1,325	
1:45	Auto		33	77	0	0	84	45	55	0	20	0	0	0	322		
to	Truck		1	2	0	0	0	0	0	0	1	0	0	0			
2:00	Bus		0	1	0	0	3	0	0	0	0	0	0	0		1,324	
2:00	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
2:15	Bus		0	0	0	0	0	0	0	0	0	0	0	0		1,007	
2:15	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
2:30	Bus		0	0	0	0	0	0	0	0	0	0	0	0		640	
2:30	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
2:45	Bus		0	0	0	0	0	0	0	0	0	0	0	0		322	
2:45	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
3:00	Bus		0	0	0	0	0	0	0	0	0	0	0	0		0	1,325
Peak Hour Volume (PHV)			133	315	0	0	353	208	218	0	97	0	0	0	1,324		
PHV (by approach)			448			561			315			0					
Peak Hour Factor (PHF)			0.93			0.83			0.89			#DIV/0!					
Total Autos			434			555			311			0					
Total Trucks			5			2			4			0					
Total Buses			9			4			0			0					
% Auto			96.9%			98.9%			98.7%			#DIV/0!					
% Heavy Vehicles (Trucks & Buses)			3.1%			1.1%			1.3%			#DIV/0!					

PROJECT:	**888 Fountain Avenue EIS**
FILE NAME:	**TMC Summary.xls**
LOCATION:	**Erskine St and Home Depot Entrance**
TIME PERIOD:	**PM Peak Period**
COUNT DATE :	**Tuesday, March 8, 2016**
WEATHER/PAVEMENT:	**Clear/Dry**
PRINT TIME :	**03/14/16**
	01:40 PM

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	INPUT "1" AT START OF PEAK HOUR	*Erskine Street* (NB)			*Erskine Street* (SB)			*Home Depot Entrance* (EB)			*0* (WB)			15-MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
			L	T	R	L	T	R	L	T	R	L	T	R			
3:00	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
3:15	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
3:15	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
3:30	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
3:30	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
3:45	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
3:45	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
4:00	Bus		0	0	0	0	0	0	0	0	0	0	0	0		0	
4:00	Auto	1	26	60	0	0	97	40	52	0	21	0	0	0	302		
to	Truck		0	1	0	0	1	1	0	0	0	0	0	0			
4:15	Bus		0	3	0	0	0	0	0	0	0	0	0	0		302	
4:15	Auto		28	64	0	0	78	24	46	0	28	0	0	0	271		
to	Truck		0	1	0	0	0	0	1	0	0	0	0	0			
4:30	Bus		0	1	0	0	0	0	0	0	0	0	0	0		573	
4:30	Auto		39	65	0	0	84	55	39	0	13	0	0	0	300		
to	Truck		0	0	0	0	0	2	0	0	0	0	0	0			
4:45	Bus		0	3	0	0	0	0	0	0	0	0	0	0		873	
4:45	Auto		19	58	0	0	73	44	48	0	19	0	0	0	267		
to	Truck		0	1	0	0	1	0	1	0	0	0	0	0			
5:00	Bus		0	3	0	0	0	0	0	0	0	0	0	0		1,140	
5:00	Auto		32	53	0	0	68	45	50	0	22	0	0	0	274		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
5:15	Bus		0	3	0	0	1	0	0	0	0	0	0	0		1,112	
5:15	Auto		28	66	0	0	72	50	51	0	24	0	0	0	293		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
5:30	Bus		0	2	0	0	0	0	0	0	0	0	0	0		1,134	
5:30	Auto		16	64	0	0	66	66	48	0	22	0	0	0	287		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
5:45	Bus		0	5	0	0	0	0	0	0	0	0	0	0		1,121	
5:45	Auto		30	60	0	0	72	52	39	0	17	0	0	0	274		
to	Truck		0	1	0	0	0	0	0	0	0	0	0	0			
6:00	Bus		0	3	0	0	0	0	0	0	0	0	0	0		1,128	1,140
Peak Hour Volume (PHV)			112	260	0	0	334	166	187	0	81	0	0	0	1,140		
PHV (by approach)			372			500			268			0					
Peak Hour Factor (PHF)			0.87			0.89			0.89			#DIV/0!					
Total Autos			359			495			266			0					
Total Trucks			3			5			2			0					
Total Buses			10			0			0			0					
% Auto			96.5%			99.0%			99.3%			#DIV/0!					
% Heavy Vehicles (Trucks & Buses)			3.5%			1.0%			0.7%			#DIV/0!					

PROJECT:	**888 Fountain Avenue EIS**
FILE NAME:	**TMC Summary.xls**
LOCATION:	**888 Foutain Ave**
TIME PERIOD:	**AM Peak Period**
COUNT DATE :	**Thursday, May 14, 2015**
WEATHER/PAVEMENT:	**Clear/Dry**
PRINT TIME :	**03/14/16**
	01:40 PM

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	INPUT "1" AT START OF PEAK HOUR	*Fountain Ave* (NB)			*Fountain Ave* (SB)			*Driveway* (EB)			*Driveway* (WB)			15-MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
			L	T	R	L	T	R	L	T	R	L	T	R			
6:00	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
6:15	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
6:15	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
6:30	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
6:30	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
6:45	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
6:45	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
7:00	Bus		0	0	0	0	0	0	0	0	0	0	0	0		0	
7:00	Auto		6	36	0	0	54	21	12	0	3	0	0	0	139		
to	Truck		0	0	0	0	3	0	0	0	0	0	0	0			
7:15	Bus		0	0	0	0	4	0	0	0	0	0	0	0		139	
7:15	Auto		12	44	0	0	47	11	6	0	7	0	0	0	130		
to	Truck		0	1	0	0	0	0	0	0	0	0	0	0			
7:30	Bus		0	0	0	0	2	0	0	0	0	0	0	0		269	
7:30	Auto		7	54	0	0	44	14	8	0	5	0	0	0	136		
to	Truck		0	1	0	0	0	0	0	0	0	0	0	0			
7:45	Bus		0	0	0	0	3	0	0	0	0	0	0	0		405	
7:45	Auto		14	54	0	0	44	18	5	0	5	0	0	0	145		
to	Truck		0	1	0	0	1	0	0	0	0	0	0	0			
8:00	Bus		0	0	0	0	3	0	0	0	0	0	0	0		550	
8:00	Auto	1	7	43	0	0	53	12	10	0	5	0	0	0	137		
to	Truck		0	0	0	0	1	0	0	0	0	0	0	0			
8:15	Bus		0	3	0	0	3	0	0	0	0	0	0	0		548	
8:15	Auto		10	39	0	0	45	13	7	0	7	0	0	0	130		
to	Truck		0	1	0	0	0	0	0	0	0	0	0	0			
8:30	Bus		0	4	0	0	4	0	0	0	0	0	0	0		548	
8:30	Auto		13	47	0	0	45	16	15	0	6	0	0	0	152		
to	Truck		0	2	0	0	0	0	0	0	0	0	0	0			
8:45	Bus		0	4	0	0	4	0	0	0	0	0	0	0		564	
8:45	Auto		11	46	0	0	54	13	7	0	4	0	0	0	139		
to	Truck		0	0	0	0	1	0	0	0	0	0	0	0			
9:00	Bus		0	3	0	0	0	0	0	0	0	0	0	0		558	564
Peak Hour Volume (PHV)			41	192	0	0	210	54	39	0	22	0	0	0	558		
PHV (by approach)			233			264			61			0					
Peak Hour Factor (PHF)			0.88			0.96			0.73			#DIV/0!					
Total Autos			216			251			61			0					
Total Trucks			3			2			0			0					
Total Buses			14			11			0			0					
% Auto			92.7%			95.1%			100.0%			#DIV/0!					
% Heavy Vehicles (Trucks & Buses)			7.3%			4.9%			0.0%			#DIV/0!					

PROJECT:	**888 Fountain Avenue EIS**
FILE NAME:	**TMC Summary.xls**
LOCATION:	**888 Foutain Ave**
TIME PERIOD:	**MD Peak Period**
COUNT DATE :	**Thursday, May 14, 2015**
WEATHER/PAVEMENT:	**Clear/Dry**
PRINT TIME :	**03/14/16**
	01:40 PM

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	INPUT "1" AT START OF PEAK HOUR	*Fountain Ave* (NB)			*Fountain Ave* (SB)			*Driveway* (EB)			*Driveway* (WB)			15-MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
			L	T	R	L	T	R	L	T	R	L	T	R			
12:00	Auto		4	31	0	0	38	11	7	0	4	0	0	0	98		
to	Truck		0	0	0	0	1	0	0	0	0	0	0	0			
12:15	Bus		0	0	0	0	2	0	0	0	0	0	0	0			
12:15	Auto		5	29	0	0	45	7	8	0	9	0	0	0	106		
to	Truck		0	0	0	0	1	0	0	0	0	0	0	0			
12:30	Bus		0	0	0	0	2	0	0	0	0	0	0	0			
12:30	Auto		7	35	0	0	52	8	6	0	7	0	0	0	125		
to	Truck		0	2	0	0	2	1	1	0	0	0	0	0			
12:45	Bus		0	0	0	0	4	0	0	0	0	0	0	0			
12:45	Auto		8	35	0	0	44	6	11	0	6	0	0	0	114		
to	Truck		0	1	0	0	1	0	0	0	0	0	0	0			
1:00	Bus		0	0	0	0	2	0	0	0	0	0	0	0		443	
1:00	Auto	1	1	46	0	0	47	8	4	0	4	0	0	0	115		
to	Truck		0	0	0	0	1	0	0	0	0	0	0	0			
1:15	Bus		0	0	0	0	4	0	0	0	0	0	0	0		460	
1:15	Auto		6	35	0	0	45	10	5	0	3	0	0	0	109		
to	Truck		0	0	0	0	1	0	0	0	0	0	0	0			
1:30	Bus		0	0	0	0	4	0	0	0	0	0	0	0		463	
1:30	Auto		2	44	0	0	48	6	5	0	7	0	0	0	114		
to	Truck		0	0	0	0	0	1	0	0	0	0	0	0			
1:45	Bus		0	0	0	0	1	0	0	0	0	0	0	0		452	
1:45	Auto		9	48	0	0	69	10	4	0	6	0	0	0	152		
to	Truck		0	1	0	0	0	0	0	0	0	0	0	0			
2:00	Bus		0	0	0	0	5	0	0	0	0	0	0	0		490	
2:00	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
2:15	Bus		0	0	0	0	0	0	0	0	0	0	0	0		375	
2:15	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
2:30	Bus		0	0	0	0	0	0	0	0	0	0	0	0		266	
2:30	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
2:45	Bus		0	0	0	0	0	0	0	0	0	0	0	0		152	
2:45	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
3:00	Bus		0	0	0	0	0	0	0	0	0	0	0	0		0	490
Peak Hour Volume (PHV)			18	174	0	0	225	35	18	0	20	0	0	0	490		
PHV (by approach)			192			260			38			0					
Peak Hour Factor (PHF)			0.83			0.77			0.79			#DIV/0!					
Total Autos			191			243			38			0					
Total Trucks			1			3			0			0					
Total Buses			0			14			0			0					
% Auto			99.5%			93.5%			100.0%			#DIV/0!					
% Heavy Vehicles (Trucks & Buses)			0.5%			6.5%			0.0%			#DIV/0!					

PROJECT:	**888 Fountain Avenue EIS**
FILE NAME:	**TMC Summary.xls**
LOCATION:	**888 Foutain Ave**
TIME PERIOD:	**PM Peak Period**
COUNT DATE :	**Thursday, May 14, 2015**
WEATHER/PAVEMENT:	**Clear/Dry**
PRINT TIME :	**03/14/16**
	01:40 PM

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	INPUT "1" AT START OF PEAK HOUR	*Fountain Ave* (NB)			*Fountain Ave* (SB)			*Driveway* (EB)			*Driveway* (WB)			15-MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
			L	T	R	L	T	R	L	T	R	L	T	R			
3:00	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
3:15	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
3:15	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
3:30	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
3:30	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
3:45	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
3:45	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
4:00	Bus		0	0	0	0	0	0	0	0	0	0	0	0		0	
4:00	Auto	1	4	34	0	0	89	2	11	0	12	0	0	0	164		
to	Truck		0	4	0	0	1	0	0	0	0	0	0	0			
4:15	Bus		0	6	0	0	1	0	0	0	0	0	0	0		164	
4:15	Auto		2	28	0	0	79	9	20	0	14	0	0	0	159		
to	Truck		0	0	0	0	1	0	0	0	0	0	0	0			
4:30	Bus		0	4	0	0	2	0	0	0	0	0	0	0		323	
4:30	Auto		3	25	0	0	81	5	13	0	9	0	0	0	146		
to	Truck		0	3	0	0	0	0	0	0	0	0	0	0			
4:45	Bus		0	2	0	0	5	0	0	0	0	0	0	0		469	
4:45	Auto		3	27	0	0	74	3	6	0	3	0	0	0	121		
to	Truck		0	0	0	0	1	0	0	0	0	0	0	0			
5:00	Bus		0	2	0	0	2	0	0	0	0	0	0	0		590	
5:00	Auto		1	25	0	0	93	3	8	0	12	0	0	0	146		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
5:15	Bus		0	1	0	0	3	0	0	0	0	0	0	0		572	
5:15	Auto		0	24	0	0	59	10	15	0	10	0	0	0	119		
to	Truck		0	0	0	0	1	0	0	0	0	0	0	0			
5:30	Bus		0	0	0	0	0	0	0	0	0	0	0	0		532	
5:30	Auto		1	24	0	0	72	4	5	0	7	0	0	0	121		
to	Truck		0	0	0	0	1	0	0	0	0	0	0	0			
5:45	Bus		0	1	0	0	6	0	0	0	0	0	0	0		507	
5:45	Auto		6	25	0	0	67	2	11	0	4	0	0	0	118		
to	Truck		0	0	0	0	1	0	0	0	0	0	0	0			
6:00	Bus		0	0	0	0	2	0	0	0	0	0	0	0		504	590
Peak Hour Volume (PHV)			12	135	0	0	336	19	50	0	38	0	0	0	590		
PHV (by approach)			147			355			88			0					
Peak Hour Factor (PHF)			0.77			0.95			0.65			#DIV/0!					
Total Autos			126			342			88			0					
Total Trucks			7			3			0			0					
Total Buses			14			10			0			0					
% Auto			85.7%			96.3%			100.0%			#DIV/0!					
% Heavy Vehicles (Trucks & Buses)			14.3%			3.7%			0.0%			#DIV/0!					

PROJECT:	**888 Fountain Avenue EIS**
FILE NAME:	**TMC Summary.xls**
LOCATION:	**Erskine St and EB Belt Pkwy Off Ramp**
TIME PERIOD:	**AM Peak Period**
COUNT DATE :	**Thursday, May 14, 2015**
WEATHER/PAVEMENT:	**Clear/Dry**
PRINT TIME :	**03/14/16**
	01:40 PM

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	INPUT "1" AT START OF PEAK HOUR	*Erskine Street* (NB)			*Erskine Street* (SB)			*EB Belt Pkwy Off-Ramp* (EB)			*EB Belt Pkwy Off-Ramp* (WB)			15-MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
			L	T	R	L	T	R	L	T	R	L	T	R			
6:00	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
6:15	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
6:15	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
6:30	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
6:30	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
6:45	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
6:45	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
7:00	Bus		0	0	0	0	0	0	0	0	0	0	0	0		0	
7:00	Auto		0	0	0	31	0	0	34	0	0	0	0	0	68		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
7:15	Bus		0	0	0	2	0	0	1	0	0	0	0	0		68	
7:15	Auto		0	0	0	42	0	0	70	0	0	0	0	0	115		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
7:30	Bus		0	0	0	1	0	0	2	0	0	0	0	0		183	
7:30	Auto		0	0	0	48	0	0	63	0	0	0	0	0	114		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
7:45	Bus		0	0	0	0	0	0	3	0	0	0	0	0		297	
7:45	Auto		0	0	0	33	0	0	57	0	0	0	0	0	92		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
8:00	Bus		0	0	0	0	0	0	2	0	0	0	0	0		389	
8:00	Auto	1	0	0	0	45	0	0	49	0	0	0	0	0	100		
to	Truck		0	0	0	1	0	0	1	0	0	0	0	0			
8:15	Bus		0	0	0	0	0	0	4	0	0	0	0	0		421	
8:15	Auto		0	0	0	42	0	0	58	0	0	0	0	0	103		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
8:30	Bus		0	0	0	0	0	0	3	0	0	0	0	0		409	
8:30	Auto		0	0	0	37	0	0	65	1	0	0	0	0	106		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
8:45	Bus		0	0	0	1	0	0	2	0	0	0	0	0		401	
8:45	Auto		0	0	0	34	0	0	62	0	0	0	0	0	100		
to	Truck		0	0	0	0	0	0	1	0	0	0	0	0			
9:00	Bus		0	0	0	0	0	0	3	0	0	0	0	0		409	421
Peak Hour Volume (PHV)			0	0	0	160	0	0	248	1	0	0	0	0	409		
PHV (by approach)			0			160			249			0					
Peak Hour Factor (PHF)			#DIV/0!			0.87			0.92			#DIV/0!					
Total Autos			0			158			235			0					
Total Trucks			0			1			2			0					
Total Buses			0			1			12			0					
% Auto			#DIV/0!			98.8%			94.4%			#DIV/0!					
% Heavy Vehicles (Trucks & Buses)			#DIV/0!			1.3%			5.6%			#DIV/0!					

PROJECT:	**888 Fountain Avenue EIS**
FILE NAME:	**TMC Summary.xls**
LOCATION:	**Erskine St and EB Belt Pkwy Off Ramp**
TIME PERIOD:	**MD Peak Period**
COUNT DATE :	**Thursday, May 14, 2015**
WEATHER/PAVEMENT:	**Clear/Dry**
PRINT TIME :	**03/14/16**
	01:40 PM

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	INPUT "1" AT START OF PEAK HOUR	*Erskine Street* (NB)			*Erskine Street* (SB)			*EB Belt Pkwy Off-Ramp* (EB)			*EB Belt Pkwy Off-Ramp* (WB)			15-MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
			L	T	R	L	T	R	L	T	R	L	T	R			
12:00	Auto		0	0	0	109	0	0	89	0	0	0	0	0	201		
to	Truck		0	0	0	0	0	0	1	0	0	0	0	0			
12:15	Bus		0	0	0	0	0	0	2	0	0	0	0	0			
12:15	Auto		0	0	0	119	0	0	85	0	0	0	0	0	208		
to	Truck		0	0	0	1	0	0	0	0	0	0	0	0			
12:30	Bus		0	0	0	1	0	0	2	0	0	0	0	0			
12:30	Auto		0	0	0	113	0	0	91	0	0	0	0	0	209		
to	Truck		0	0	0	1	0	0	2	0	0	0	0	0			
12:45	Bus		0	0	0	2	0	0	0	0	0	0	0	0			
12:45	Auto		0	0	0	109	0	0	81	0	0	0	0	0	195		
to	Truck		0	0	0	2	0	0	1	0	0	0	0	0			
1:00	Bus		0	0	0	0	0	0	2	0	0	0	0	0		813	
1:00	Auto	1	0	0	0	133	0	0	88	0	0	0	0	0	225		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
1:15	Bus		0	0	0	2	0	0	2	0	0	0	0	0		837	
1:15	Auto		0	0	0	118	0	0	96	1	0	0	0	0	219		
to	Truck		0	0	0	2	0	0	0	0	0	0	0	0			
1:30	Bus		0	0	0	1	0	0	1	0	0	0	0	0		848	
1:30	Auto		0	0	0	137	0	0	105	0	0	0	0	0	248		
to	Truck		0	0	0	1	0	0	3	0	0	0	0	0			
1:45	Bus		0	0	0	1	0	0	1	0	0	0	0	0		887	
1:45	Auto		0	0	0	126	0	0	104	0	0	0	0	0	236		
to	Truck		0	0	0	1	0	0	0	0	0	0	0	0			
2:00	Bus		0	0	0	3	0	0	2	0	0	0	0	0		928	
2:00	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
2:15	Bus		0	0	0	0	0	0	0	0	0	0	0	0		703	
2:15	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
2:30	Bus		0	0	0	0	0	0	0	0	0	0	0	0		484	
2:30	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
2:45	Bus		0	0	0	0	0	0	0	0	0	0	0	0		236	
2:45	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
3:00	Bus		0	0	0	0	0	0	0	0	0	0	0	0		0	928
Peak Hour Volume (PHV)			0	0	0	525	0	0	402	1	0	0	0	0	928		
PHV (by approach)			0			525			403			0					
Peak Hour Factor (PHF)			#DIV/0!			0.94			0.92			#DIV/0!					
Total Autos			0			514			394			0					
Total Trucks			0			4			3			0					
Total Buses			0			7			6			0					
% Auto			#DIV/0!			97.9%			97.8%			#DIV/0!					
% Heavy Vehicles (Trucks & Buses)			#DIV/0!			2.1%			2.2%			#DIV/0!					

PROJECT:	**888 Fountain Avenue EIS**
FILE NAME:	**TMC Summary.xls**
LOCATION:	**Erskine St and EB Belt Pkwy Off Ramp**
TIME PERIOD:	**PM Peak Period**
COUNT DATE :	**Thursday, May 14, 2015**
WEATHER/PAVEMENT:	**Clear/Dry**
PRINT TIME :	**03/14/16**
	01:40 PM

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	INPUT "1" AT START OF PEAK HOUR	*Erskine Street* (NB)			*Erskine Street* (SB)			*EB Belt Pkwy Off-Ramp* (EB)			*EB Belt Pkwy Off-Ramp* (WB)			15-MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
			L	T	R	L	T	R	L	T	R	L	T	R			
3:00	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
3:15	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
3:15	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
3:30	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
3:30	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
3:45	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
3:45	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
4:00	Bus		0	0	0	0	0	0	0	0	0	0	0	0		0	
4:00	Auto	1	0	0	0	157	0	0	6	9	0	0	0	0	172		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
4:15	Bus		0	0	0	0	0	0	0	0	0	0	0	0		172	
4:15	Auto		0	0	0	212	0	0	68	14	0	0	0	0	301		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
4:30	Bus		0	0	0	0	0	0	7	0	0	0	0	0		473	
4:30	Auto		0	0	0	130	0	0	80	15	0	0	0	0	229		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
4:45	Bus		0	0	0	0	0	0	4	0	0	0	0	0		702	
4:45	Auto		0	0	0	123	0	0	50	19	0	0	0	0	197		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
5:00	Bus		0	0	0	1	0	0	4	0	0	0	0	0		899	
5:00	Auto		0	0	0	175	0	0	58	17	0	0	0	0	250		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
5:15	Bus		0	0	0	0	0	0	0	0	0	0	0	0		977	
5:15	Auto		0	0	0	124	0	0	58	10	0	0	0	0	196		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
5:30	Bus		0	0	0	1	0	0	3	0	0	0	0	0		872	
5:30	Auto		0	0	0	150	0	0	57	8	0	0	0	0	217		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
5:45	Bus		0	0	0	1	0	0	1	0	0	0	0	0		860	
5:45	Auto		0	0	0	126	0	0	57	16	0	0	0	0	200		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
6:00	Bus		0	0	0	0	0	0	1	0	0	0	0	0		863	977
Peak Hour Volume (PHV)			0	0	0	623	0	0	219	57	0	0	0	0	899		
PHV (by approach)			0			623			276			0					
Peak Hour Factor (PHF)			#DIV/0!			0.73			0.70			#DIV/0!					
Total Autos			0			622			261			0					
Total Trucks			0			0			0			0					
Total Buses			0			1			15			0					
% Auto			#DIV/0!			99.8%			94.6%			#DIV/0!					
% Heavy Vehicles (Trucks & Buses)			#DIV/0!			0.2%			5.4%			#DIV/0!					

PROJECT:	**888 Fountain Avenue EIS**
FILE NAME:	**TMC Summary.xls**
LOCATION:	**Erskine St and WB Belt Pkwy Ramps**
TIME PERIOD:	**AM Peak Period**
COUNT DATE :	**Thursday, May 14, 2015**
WEATHER/PAVEMENT:	**Clear/Dry**
PRINT TIME :	**03/14/16**
	01:40 PM

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	INPUT "1" AT START OF PEAK HOUR	*Erskine Street* (NB)			*Erskine Street* (SB)			*WB Belt Pkwy On-Ramp* (EB)			*WB Belt Pkwy Off-Ramp* (WB)			15-MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
			L	T	R	L	T	R	L	T	R	L	T	R			
6:00	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
6:15	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
6:15	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
6:30	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
6:30	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
6:45	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
6:45	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
7:00	Bus		0	0	0	0	0	0	0	0	0	0	0	0		0	
7:00	Auto		0	36	0	0	33	50	0	0	0	0	0	64	190		
to	Truck		0	0	0	0	0	1	0	0	0	0	0	1			
7:15	Bus		0	1	0	0	2	2	0	0	0	0	0	0		190	
7:15	Auto		0	72	0	0	46	55	0	0	0	0	0	63	242		
to	Truck		0	0	0	0	0	1	0	0	0	0	0	1			
7:30	Bus		0	2	0	0	1	1	0	0	0	0	0	0		432	
7:30	Auto		0	58	0	0	46	56	0	0	0	0	0	70	237		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	2			
7:45	Bus		0	3	0	0	0	2	0	0	0	0	0	0		669	
7:45	Auto		0	55	0	0	38	45	0	0	0	0	0	111	255		
to	Truck		0	0	0	0	0	1	0	0	0	0	0	1			
8:00	Bus		0	2	0	0	0	2	0	0	0	0	0	0		924	
8:00	Auto	1	0	46	0	0	44	48	0	0	0	0	0	85	234		
to	Truck		0	1	0	0	1	1	0	0	0	0	0	1			
8:15	Bus		0	4	0	0	0	3	0	0	0	0	0	0		968	
8:15	Auto		0	57	0	0	45	56	0	0	0	0	0	75	250		
to	Truck		0	0	0	0	0	3	0	0	0	0	0	4			
8:30	Bus		0	3	0	0	0	4	0	0	0	0	0	3		976	
8:30	Auto		0	66	0	0	41	40	0	0	0	0	0	75	234		
to	Truck		0	1	0	0	0	1	0	0	0	0	0	2			
8:45	Bus		0	2	0	0	1	2	0	0	0	0	0	3		973	
8:45	Auto		0	64	0	0	31	52	0	0	0	0	0	91	246		
to	Truck		0	1	0	0	0	0	0	0	0	0	0	0			
9:00	Bus		0	2	0	0	0	2	0	0	0	0	0	3		964	976
Peak Hour Volume (PHV)			0	247	0	0	163	212	0	0	0	0	0	342	964		
PHV (by approach)			247			375			0			342					
Peak Hour Factor (PHF)			0.89			0.87			#DIV/0!			0.91					
Total Autos			233			357			0			326					
Total Trucks			3			6			0			7					
Total Buses			11			12			0			9					
% Auto			94.3%			95.2%			#DIV/0!			95.3%					
% Heavy Vehicles (Trucks & Buses)			5.7%			4.8%			#DIV/0!			4.7%					

PROJECT:	**888 Fountain Avenue EIS**
FILE NAME:	**TMC Summary.xls**
LOCATION:	**Erskine St and WB Belt Pkwy Ramps**
TIME PERIOD:	**MD Peak Period**
COUNT DATE :	**Thursday, May 14, 2015**
WEATHER/PAVEMENT:	**Clear/Dry**
PRINT TIME :	**03/14/16**
	01:40 PM

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	INPUT "1" AT START OF PEAK HOUR	*Erskine Street* (NB)			*Erskine Street* (SB)			*WB Belt Pkwy On-Ramp* (EB)			*WB Belt Pkwy Off-Ramp* (WB)			15-MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
			L	T	R	L	T	R	L	T	R	L	T	R			
12:00	Auto		0	91	0	0	102	88	0	0	0	0	0	137	426		
to	Truck		0	1	0	0	0	0	0	0	0	0	0	1			
12:15	Bus		0	2	0	0	0	2	0	0	0	0	0	2			
12:15	Auto		0	83	0	0	115	102	0	0	0	0	0	128	435		
to	Truck		0	0	0	0	1	3	0	0	0	0	0	0			
12:30	Bus		0	2	0	0	1	0	0	0	0	0	0	0			
12:30	Auto		0	87	0	0	107	95	0	0	0	0	0	135	432		
to	Truck		0	2	0	0	1	2	0	0	0	0	0	0			
12:45	Bus		0	0	0	0	1	1	0	0	0	0	0	1			
12:45	Auto		0	85	0	0	113	92	0	0	0	0	0	135	432		
to	Truck		0	1	0	0	2	0	0	0	0	0	0	0			
1:00	Bus		0	2	0	0	0	2	0	0	0	0	0	0		1,725	
1:00	Auto	1	0	93	0	0	128	92	0	0	0	0	0	108	433		
to	Truck		0	0	0	0	0	4	0	0	0	0	0	2			
1:15	Bus		0	2	0	0	2	2	0	0	0	0	0	0		1,732	
1:15	Auto		0	91	0	0	122	103	0	0	0	0	0	150	473		
to	Truck		0	0	0	0	2	0	0	0	0	0	0	0			
1:30	Bus		0	1	0	0	1	3	0	0	0	0	0	0		1,770	
1:30	Auto		0	108	0	0	135	114	0	0	0	0	0	111	475		
to	Truck		0	1	0	0	1	0	0	0	0	0	0	1			
1:45	Bus		0	2	0	0	1	1	0	0	0	0	0	0		1,813	
1:45	Auto		0	102	0	0	129	103	0	0	0	0	0	102	448		
to	Truck		0	0	0	0	1	3	0	0	0	0	0	1			
2:00	Bus		0	2	0	0	3	2	0	0	0	0	0	0		1,829	
2:00	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
2:15	Bus		0	0	0	0	0	0	0	0	0	0	0	0		1,396	
2:15	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
2:30	Bus		0	0	0	0	0	0	0	0	0	0	0	0		923	
2:30	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
2:45	Bus		0	0	0	0	0	0	0	0	0	0	0	0		448	
2:45	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
3:00	Bus		0	0	0	0	0	0	0	0	0	0	0	0		0	1,829
Peak Hour Volume (PHV)			0	402	0	0	525	427	0	0	0	0	0	475	1,829		
PHV (by approach)			402			952			0			475					
Peak Hour Factor (PHF)			0.91			0.94			#DIV/0!			0.79					
Total Autos			394			926			0			471					
Total Trucks			1			11			0			4					
Total Buses			7			15			0			0					
% Auto			98.0%			97.3%			#DIV/0!			99.2%					
% Heavy Vehicles (Trucks & Buses)			2.0%			2.7%			#DIV/0!			0.8%					

PROJECT:	**888 Fountain Avenue EIS**
FILE NAME:	**TMC Summary.xls**
LOCATION:	**Erskine St and WB Belt Pkwy Ramps**
TIME PERIOD:	**PM Peak Period**
COUNT DATE :	**Thursday, May 14, 2015**
WEATHER/PAVEMENT:	**Clear/Dry**
PRINT TIME :	**03/14/16**
	01:40 PM

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	INPUT "1" AT START OF PEAK HOUR	*Erskine Street* (NB)			*Erskine Street* (SB)			*WB Belt Pkwy On-Ramp* (EB)			*WB Belt Pkwy Off-Ramp* (WB)			15-MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
			L	T	R	L	T	R	L	T	R	L	T	R			
3:00	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
3:15	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
3:15	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
3:30	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
3:30	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
3:45	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
3:45	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
4:00	Bus		0	0	0	0	0	0	0	0	0	0	0	0		0	
4:00	Auto	1	0	63	0	0	165	95	0	0	0	0	0	139	476		
to	Truck		0	0	0	0	0	2	0	0	0	0	0	4			
4:15	Bus		0	0	0	0	0	2	0	0	0	0	0	6		476	
4:15	Auto		0	62	0	0	208	52	0	0	0	0	0	119	455		
to	Truck		0	0	0	0	0	4	0	0	0	0	0	2			
4:30	Bus		0	7	0	0	0	1	0	0	0	0	0	0		931	
4:30	Auto		0	80	0	0	132	108	0	0	0	0	0	126	457		
to	Truck		0	0	0	0	0	1	0	0	0	0	0	3			
4:45	Bus		0	4	0	0	0	3	0	0	0	0	0	0		1,388	
4:45	Auto		0	55	0	0	124	109	0	0	0	0	0	121	417		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	3			
5:00	Bus		0	3	0	0	1	1	0	0	0	0	0	0		1,805	
5:00	Auto		0	82	0	0	172	93	0	0	0	0	0	98	453		
to	Truck		0	0	0	0	0	2	0	0	0	0	0	1			
5:15	Bus		0	0	0	0	0	2	0	0	0	0	0	3		1,782	
5:15	Auto		0	59	0	0	128	94	0	0	0	0	0	135	425		
to	Truck		0	0	0	0	0	2	0	0	0	0	0	1			
5:30	Bus		0	3	0	0	1	0	0	0	0	0	0	2		1,752	
5:30	Auto		0	62	0	0	153	88	0	0	0	0	0	86	395		
to	Truck		0	0	0	0	0	1	0	0	0	0	0	2			
5:45	Bus		0	1	0	0	1	0	0	0	0	0	0	1		1,690	
5:45	Auto		0	53	0	0	136	72	0	0	0	0	0	126	390		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
6:00	Bus		0	1	0	0	0	2	0	0	0	0	0	0		1,663	1,805
Peak Hour Volume (PHV)			0	274	0	0	630	378	0	0	0	0	0	523	1,805		
PHV (by approach)			274			1,008			0			523					
Peak Hour Factor (PHF)			0.82			0.95			#DIV/0!			0.88					
Total Autos			260			993			0			505					
Total Trucks			0			7			0			12					
Total Buses			14			8			0			6					
% Auto			94.9%			98.5%			#DIV/0!			96.6%					
% Heavy Vehicles (Trucks & Buses)			5.1%			1.5%			#DIV/0!			3.4%					

PROJECT:	**888 Fountain Avenue EIS**
FILE NAME:	**TMC Summary.xls**
LOCATION:	**Erskine St and Gateway Dr/Seaview Ave**
TIME PERIOD:	**AM Peak Period**
COUNT DATE :	**Thursday, May 14, 2015**
WEATHER/PAVEMENT:	**Clear/Dry**
PRINT TIME :	**03/14/16**
	01:40 PM

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	INPUT "1" AT START OF PEAK HOUR	*Erskine Street* (NB)			*Erskine Street* (SB)			*Gateway Drive* (EB)			*Seaview Avenue* (WB)			15-MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
			L	T	R	L	T	R	L	T	R	L	T	R			
6:00	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
6:15	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
6:15	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
6:30	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
6:30	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
6:45	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
6:45	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
7:00	Bus		0	0	0	0	0	0	0	0	0	0	0	0		0	
7:00	Auto		22	43	39	0	18	0	0	1	9	48	3	1	196		
to	Truck		0	1	0	0	0	0	0	0	0	2	0	1			
7:15	Bus		1	0	0	0	0	0	1	0	1	3	2	0		196	
7:15	Auto		30	51	53	0	23	0	0	0	20	45	2	2	239		
to	Truck		0	1	0	0	1	1	0	0	0	1	0	0			
7:30	Bus		1	0	0	0	0	0	3	0	2	2	1	0		435	
7:30	Auto		34	37	53	1	28	0	1	1	18	50	3	2	240		
to	Truck		0	1	1	0	0	0	0	1	0	0	0	0			
7:45	Bus		2	0	0	0	0	0	1	0	1	1	2	2		675	
7:45	Auto		40	78	53	0	21	0	1	3	17	37	4	3	269		
to	Truck		0	0	1	0	0	0	0	0	0	2	0	2			
8:00	Bus		2	0	0	0	0	0	2	0	1	0	2	0		944	
8:00	Auto	1	30	61	36	2	37	0	0	4	12	42	5	0	248		
to	Truck		0	0	2	0	1	0	0	0	1	0	0	0			
8:15	Bus		3	0	3	0	0	0	2	1	2	1	2	1		996	
8:15	Auto		29	66	36	2	38	2	0	3	17	54	4	2	277		
to	Truck		1	1	3	0	1	0	0	0	1	0	0	0			
8:30	Bus		4	1	2	0	0	0	2	0	3	2	3	0		1,034	
8:30	Auto		32	61	43	4	22	1	0	3	17	38	9	3	254		
to	Truck		0	3	0	1	0	0	0	1	1	1	0	0			
8:45	Bus		2	1	3	0	0	0	2	0	2	1	2	1		1,048	
8:45	Auto		41	63	44	0	27	0	0	2	21	39	7	9	268		
to	Truck		0	0	0	0	0	0	1	0	0	0	1	0			
9:00	Bus		3	0	4	0	0	0	2	0	3	0	1	0		1,047	1,048
Peak Hour Volume (PHV)			145	257	176	9	126	3	9	14	80	178	34	16	1,047		
PHV (by approach)			578			138			103			228					
Peak Hour Factor (PHF)			0.93			0.80			0.89			0.88					
Total Autos			542			135			79			212					
Total Trucks			10			3			5			2					
Total Buses			26			0			19			14					
% Auto			93.8%			97.8%			76.7%			93.0%					
% Heavy Vehicles (Trucks & Buses)			6.2%			2.2%			23.3%			7.0%					

PROJECT:	**888 Fountain Avenue EIS**
FILE NAME:	**TMC Summary.xls**
LOCATION:	**Erskine St and Gateway Dr/Seaview Ave**
TIME PERIOD:	**MD Peak Period**
COUNT DATE :	**Thursday, May 14, 2015**
WEATHER/PAVEMENT:	**Clear/Dry**
PRINT TIME :	**03/14/16**
	01:40 PM

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	INPUT "1" AT START OF PEAK HOUR	*Erskine Street* (NB)			*Erskine Street* (SB)			*Gateway Drive* (EB)			*Seaview Avenue* (WB)			15-MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
			L	T	R	L	T	R	L	T	R	L	T	R			
12:00	Auto		105	104	15	6	77	5	7	8	93	24	13	5	477		
to	Truck		1	0	2	0	0	0	1	0	0	0	0	1			
12:15	Bus		2	2	0	0	0	0	2	0	1	1	1	1			
12:15	Auto		88	112	13	1	92	3	3	15	102	26	10	9	489		
to	Truck		2	0	0	0	1	0	0	1	1	3	0	0			
12:30	Bus		1	0	0	0	0	0	2	0	1	0	3	0			
12:30	Auto		96	98	23	4	75	2	2	6	95	38	13	11	480		
to	Truck		1	1	1	0	0	0	2	0	2	2	0	1			
12:45	Bus		1	0	0	0	0	0	0	0	2	0	2	2			
12:45	Auto		89	123	16	2	88	0	7	10	94	27	12	17	499		
to	Truck		1	1	0	0	0	0	0	0	1	1	1	1			
1:00	Bus		2	0	0	0	0	0	3	0	1	0	2	0		1,945	
1:00	Auto	1	67	101	26	3	98	5	4	10	102	30	10	8	479		
to	Truck		0	2	0	0	4	0	0	0	0	1	0	0			
1:15	Bus		2	0	0	0	0	0	1	0	3	1	0	1		1,947	
1:15	Auto		103	101	20	4	111	1	4	9	94	26	12	7	504		
to	Truck		0	0	0	0	1	0	0	0	0	1	0	0			
1:30	Bus		1	1	0	0	0	0	2	0	2	2	2	0		1,962	
1:30	Auto		95	98	18	7	106	1	3	11	112	40	9	8	522		
to	Truck		0	2	0	0	0	1	0	0	0	2	0	0			
1:45	Bus		1	1	0	0	0	0	2	0	1	1	2	1		2,004	
1:45	Auto		80	97	33	0	89	4	2	10	94	53	12	8	503		
to	Truck		1	0	1	0	0	0	0	1	2	4	0	0			
2:00	Bus		2	0	0	0	0	0	2	0	1	4	2	1		2,008	
2:00	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
2:15	Bus		0	0	0	0	0	0	0	0	0	0	0	0		1,529	
2:15	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
2:30	Bus		0	0	0	0	0	0	0	0	0	0	0	0		1,025	
2:30	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
2:45	Bus		0	0	0	0	0	0	0	0	0	0	0	0		503	
2:45	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
3:00	Bus		0	0	0	0	0	0	0	0	0	0	0	0		0	2,008
Peak Hour Volume (PHV)			352	403	98	14	409	12	20	41	411	165	49	34	2,008		
PHV (by approach)			853			435			472			248					
Peak Hour Factor (PHF)			0.94			0.93			0.91			0.74					
Total Autos			839			429			455			223					
Total Trucks			6			6			3			8					
Total Buses			8			0			14			17					
% Auto			98.4%			98.6%			96.4%			89.9%					
% Heavy Vehicles (Trucks & Buses)			1.6%			1.4%			3.6%			10.1%					

PROJECT:	**888 Fountain Avenue EIS**
FILE NAME:	**TMC Summary.xls**
LOCATION:	**Erskine St and Gateway Dr/Seaview Ave**
TIME PERIOD:	**PM Peak Period**
COUNT DATE :	**Thursday, May 14, 2015**
WEATHER/PAVEMENT:	**Clear/Dry**
PRINT TIME :	**03/14/16**
	01:40 PM

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	INPUT "1" AT START OF PEAK HOUR	*Erskine Street* (NB)			*Erskine Street* (SB)			*Gateway Drive* (EB)			*Seaview Avenue* (WB)			15-MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
			L	T	R	L	T	R	L	T	R	L	T	R			
3:00	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
3:15	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
3:15	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
3:30	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
3:30	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
3:45	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
3:45	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
4:00	Bus		0	0	0	0	0	0	0	0	0	0	0	0		0	
4:00	Auto	1	70	77	12	5	87	2	4	9	98	76	12	5	481		
to	Truck		1	1	3	1	0	0	0	0	0	2	1	0			
4:15	Bus		0	2	5	0	0	0	3	1	2	0	1	1		481	
4:15	Auto		93	85	8	0	76	3	2	5	106	81	6	12	495		
to	Truck		1	0	2	0	0	0	0	0	2	2	0	1			
4:30	Bus		2	0	3	0	0	0	2	0	1	0	2	0		976	
4:30	Auto		91	92	11	0	87	1	5	5	88	80	10	8	496		
to	Truck		2	0	1	0	0	0	0	1	1	0	0	0			
4:45	Bus		3	0	0	0	0	0	1	0	3	1	3	2		1,472	
4:45	Auto		86	81	13	0	75	3	4	5	95	52	23	4	453		
to	Truck		1	2	1	0	0	0	0	0	0	0	0	1			
5:00	Bus		1	0	0	0	0	0	2	0	1	1	2	0		1,925	
5:00	Auto		79	88	9	2	76	1	5	9	103	82	15	10	493		
to	Truck		0	3	2	0	0	0	0	0	1	2	0	0			
5:15	Bus		0	0	1	0	0	0	3	0	1	0	0	1		1,937	
5:15	Auto		95	98	7	3	81	4	2	7	78	55	18	6	470		
to	Truck		1	2	4	0	1	0	0	0	1	1	0	1			
5:30	Bus		1	0	0	0	0	0	1	0	1	0	2	0		1,912	
5:30	Auto		56	71	11	0	90	2	3	7	104	54	14	13	439		
to	Truck		0	1	1	0	0	0	0	0	0	1	0	0			
5:45	Bus		2	0	0	0	0	0	3	0	1	0	4	1		1,855	
5:45	Auto		95	79	13	5	76	3	1	8	80	50	12	7	437		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	1			
6:00	Bus		1	0	0	0	1	0	2	0	1	0	2	0		1,839	1,937
Peak Hour Volume (PHV)			351	340	59	6	325	9	23	26	397	295	60	34	1,925		
PHV (by approach)			750			340			446			389					
Peak Hour Factor (PHF)			0.94			0.89			0.94			0.94					
Total Autos			719			339			426			369					
Total Trucks			15			1			4			7					
Total Buses			16			0			16			13					
% Auto			95.9%			99.7%			95.5%			94.9%					
% Heavy Vehicles (Trucks & Buses)			4.1%			0.3%			4.5%			5.1%					

PROJECT:	**888 Fountain Avenue EIS**
FILE NAME:	**TMC Summary.xls**
LOCATION:	**Flatlands Avenue and Elton Street**
TIME PERIOD:	**AM Peak Period**
COUNT DATE :	**Thursday, May 14, 2015**
WEATHER/PAVEMENT:	**Clear/Dry**
PRINT TIME :	**03/14/16**
	01:40 PM

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	INPUT "1" AT START OF PEAK HOUR	*Elton Street* (NB)			*Elton Street* (SB)			*Flatlands Avenue* (EB)			*Flatlands Avenue* (WB)			15-MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
			L	T	R	L	T	R	L	T	R	L	T	R			
6:00	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
6:15	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
6:15	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
6:30	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
6:30	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
6:45	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
6:45	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
7:00	Bus		0	0	0	0	0	0	0	0	0	0	0	0		0	
7:00	Auto		9	15	1	1	11	2	1	49	17	1	35	0	180		
to	Truck		0	0	0	0	0	0	0	7	0	0	18	1			
7:15	Bus		0	1	0	0	1	0	0	1	0	0	9	0		180	
7:15	Auto		26	18	7	0	12	1	4	42	18	2	49	1	207		
to	Truck		0	0	0	0	0	1	1	8	0	0	4	0			
7:30	Bus		0	2	0	0	0	0	0	2	0	0	9	0		387	
7:30	Auto		16	25	4	6	12	4	6	58	12	3	42	1	217		
to	Truck		0	0	0	0	0	0	0	8	0	0	7	0			
7:45	Bus		0	0	0	2	2	0	1	2	1	0	5	0		604	
7:45	Auto		20	30	5	6	16	2	6	66	16	4	58	2	260		
to	Truck		0	0	0	0	0	0	3	7	0	0	8	0			
8:00	Bus		1	0	0	2	2	0	0	1	0	0	5	0		864	
8:00	Auto	1	18	35	6	6	26	6	13	71	17	13	37	32	319		
to	Truck		0	0	0	0	0	0	1	14	0	0	12	1			
8:15	Bus		0	0	0	0	0	0	0	2	0	0	9	0		1,003	
8:15	Auto		16	31	4	5	21	1	8	48	16	6	41	2	229		
to	Truck		1	0	0	0	1	0	1	10	0	0	9	1			
8:30	Bus		0	0	0	0	0	0	0	3	0	0	3	1		1,025	
8:30	Auto		17	17	2	2	14	8	8	50	13	4	51	2	214		
to	Truck		0	0	0	0	0	0	0	5	0	0	16	0			
8:45	Bus		0	0	0	0	0	0	0	2	0	0	2	1		1,022	
8:45	Auto		14	14	6	1	10	10	8	35	10	4	37	4	177		
to	Truck		0	0	0	0	0	2	0	8	0	0	3	2			
9:00	Bus		0	0	0	0	0	0	0	4	0	0	4	1		939	1,025
Peak Hour Volume (PHV)			66	97	18	14	72	27	39	252	56	27	224	47	939		
PHV (by approach)			181			113			347			298					
Peak Hour Factor (PHF)			0.77			0.74			0.74			0.72					
Total Autos			180			110			297			233					
Total Trucks			1			3			39			44					
Total Buses			0			0			11			21					
% Auto			99.4%			97.3%			85.6%			78.2%					
% Heavy Vehicles (Trucks & Buses)			0.6%			2.7%			14.4%			21.8%					

PROJECT:	**888 Fountain Avenue EIS**
FILE NAME:	**TMC Summary.xls**
LOCATION:	**Flatlands Avenue and Elton Street**
TIME PERIOD:	**MD Peak Period**
COUNT DATE :	**Thursday, May 14, 2015**
WEATHER/PAVEMENT:	**Clear/Dry**
PRINT TIME :	**03/14/16**
	01:40 PM

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	INPUT "1" AT START OF PEAK HOUR	*Elton Street* (NB)			*Elton Street* (SB)			*Flatlands Avenue* (EB)			*Flatlands Avenue* (WB)			15-MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
			L	T	R	L	T	R	L	T	R	L	T	R			
12:00	Auto		22	6	3	1	11	2	6	42	11	2	35	4	174		
to	Truck		0	0	0	0	0	0	2	9	0	1	11	0			
12:15	Bus		0	0	0	0	0	0	0	2	0	0	4	0			
12:15	Auto		19	9	0	3	9	1	2	42	9	2	37	0	158		
to	Truck		2	0	0	0	0	0	1	6	0	0	6	0			
12:30	Bus		0	0	0	1	0	0	0	4	0	0	5	0			
12:30	Auto		19	14	1	1	9	2	4	39	7	4	41	2	168		
to	Truck		0	0	0	0	0	1	1	11	0	0	3	1			
12:45	Bus		0	0	0	0	0	0	0	3	0	0	4	1			
12:45	Auto		11	13	4	3	7	5	11	49	7	1	40	0	180		
to	Truck		2	0	0	0	0	3	2	7	1	1	6	0			
1:00	Bus		0	1	1	0	0	0	0	2	0	0	3	0		680	
1:00	Auto	1	19	13	1	2	14	6	4	38	5	0	45	1	176		
to	Truck		0	0	0	0	1	0	2	12	0	0	5	0			
1:15	Bus		0	0	0	0	0	1	0	4	0	0	3	0		682	
1:15	Auto		12	18	2	1	7	3	6	36	10	3	22	1	151		
to	Truck		0	0	0	0	0	0	1	13	1	0	9	0			
1:30	Bus		0	0	0	0	0	0	0	3	0	0	3	0		675	
1:30	Auto		12	14	2	1	13	8	4	46	5	2	40	1	177		
to	Truck		0	0	1	0	0	1	1	14	1	0	3	0			
1:45	Bus		0	0	0	0	0	0	0	3	0	0	5	0		684	
1:45	Auto		12	12	2	3	10	11	5	46	6	1	40	0	175		
to	Truck		1	0	0	0	0	0	0	8	0	0	5	0			
2:00	Bus		0	0	0	0	0	0	0	5	0	0	8	0		679	
2:00	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
2:15	Bus		0	0	0	0	0	0	0	0	0	0	0	0		503	
2:15	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
2:30	Bus		0	0	0	0	0	0	0	0	0	0	0	0		352	
2:30	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
2:45	Bus		0	0	0	0	0	0	0	0	0	0	0	0		175	
2:45	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
3:00	Bus		0	0	0	0	0	0	0	0	0	0	0	0		0	684
Peak Hour Volume (PHV)			56	57	8	7	45	30	23	228	28	6	188	3	679		
PHV (by approach)			121			82			279			197					
Peak Hour Factor (PHF)			0.92			0.85			0.94			0.91					
Total Autos			119			79			211			156					
Total Trucks			2			2			53			22					
Total Buses			0			1			15			19					
% Auto			98.3%			96.3%			75.6%			79.2%					
% Heavy Vehicles (Trucks & Buses)			1.7%			3.7%			24.4%			20.8%					

PROJECT:	**888 Fountain Avenue EIS**
FILE NAME:	**TMC Summary.xls**
LOCATION:	**Flatlands Avenue and Elton Street**
TIME PERIOD:	**PM Peak Period**
COUNT DATE :	**Thursday, May 14, 2015**
WEATHER/PAVEMENT:	**Clear/Dry**
PRINT TIME :	**03/14/16**
	01:40 PM

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	INPUT "1" AT START OF PEAK HOUR	*Elton Street* (NB)			*Elton Street* (SB)			*Flatlands Avenue* (EB)			*Flatlands Avenue* (WB)			15-MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
			L	T	R	L	T	R	L	T	R	L	T	R			
3:00	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
3:15	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
3:15	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
3:30	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
3:30	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
3:45	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
3:45	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
4:00	Bus		0	0	0	0	0	0	0	0	0	0	0	0		0	
4:00	Auto	1	27	20	5	1	9	5	4	66	11	2	62	3	236		
to	Truck		0	1	0	0	0	0	1	6	0	0	1	0			
4:15	Bus		0	0	0	0	0	1	0	3	0	0	8	0		236	
4:15	Auto		33	12	1	4	15	7	4	68	15	2	77	1	269		
to	Truck		0	0	0	0	0	1	0	8	0	0	9	0			
4:30	Bus		0	0	0	0	0	1	0	5	0	0	6	0		505	
4:30	Auto		19	10	2	1	16	9	4	75	12	0	65	0	250		
to	Truck		0	0	0	0	0	0	1	16	0	0	5	0			
4:45	Bus		0	2	0	0	1	0	0	5	0	0	7	0		755	
4:45	Auto		34	16	2	0	9	7	5	70	8	2	67	3	250		
to	Truck		0	0	0	0	0	0	0	10	0	0	9	0			
5:00	Bus		0	0	0	0	0	0	0	6	0	0	2	0		1,005	
5:00	Auto		28	13	0	3	11	8	3	67	12	1	68	0	248		
to	Truck		0	0	0	0	0	0	1	12	0	0	7	0			
5:15	Bus		1	0	0	0	1	0	0	5	0	0	7	0		1,017	
5:15	Auto		31	16	4	3	21	6	5	67	14	3	76	2	270		
to	Truck		0	0	0	0	0	1	1	7	0	0	8	0			
5:30	Bus		0	0	0	0	0	1	0	3	0	0	1	0		1,018	
5:30	Auto		31	15	3	2	13	9	5	58	8	1	64	1	224		
to	Truck		0	0	0	1	0	0	0	6	0	0	1	0			
5:45	Bus		0	0	0	0	1	0	0	2	0	0	3	0		992	
5:45	Auto		26	14	2	1	14	3	8	88	12	4	82	1	264		
to	Truck		0	0	0	0	0	0	0	4	0	0	4	0			
6:00	Bus		0	0	0	0	0	1	0	0	0	0	0	0		1,006	1,018
Peak Hour Volume (PHV)			113	61	10	6	50	31	19	338	46	6	318	7	1,005		
PHV (by approach)			184			87			403			331					
Peak Hour Factor (PHF)			0.87			0.78			0.89			0.87					
Total Autos			181			83			342			284					
Total Trucks			1			1			42			24					
Total Buses			2			3			19			23					
% Auto			98.4%			95.4%			84.9%			85.8%					
% Heavy Vehicles (Trucks & Buses)			1.6%			4.6%			15.1%			14.2%					

PROJECT:	**888 Fountain Avenue EIS**
FILE NAME:	**TMC Summary.xls**
LOCATION:	**Flatlands Avenue and Fountain Avenue**
TIME PERIOD:	**AM Peak Period**
COUNT DATE :	**Thursday, May 14, 2015**
WEATHER/PAVEMENT:	**Clear/Dry**
PRINT TIME :	**03/14/16**
	01:40 PM

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	INPUT "1" AT START OF PEAK HOUR	*Fountain Avenue* (NB)			*Fountain Avenue* (SB)			*Flatlands Avenue* (EB)			*Flatlands Avenue* (WB)			15-MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
			L	T	R	L	T	R	L	T	R	L	T	R			
6:00	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
6:15	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
6:15	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
6:30	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
6:30	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
6:45	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
6:45	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
7:00	Bus		0	0	0	0	0	0	0	0	0	0	0	0		0	
7:00	Auto		10	37	5	0	48	22	18	10	8	19	10	1	225		
to	Truck		1	2	0	1	2	0	2	3	1	2	3	3			
7:15	Bus		1	1	1	0	4	2	1	0	0	0	7	0		225	
7:15	Auto		8	40	11	1	54	15	24	14	14	10	18	0	242		
to	Truck		0	1	1	2	1	5	4	4	0	0	5	0			
7:30	Bus		0	1	1	0	3	1	0	0	0	0	3	1		467	
7:30	Auto		8	55	13	0	27	22	25	15	5	26	15	0	255		
to	Truck		0	1	1	1	0	11	3	6	0	2	1	2			
7:45	Bus		1	2	2	0	3	2	0	0	1	1	3	1		722	
7:45	Auto		6	58	6	1	53	28	31	21	10	8	16	2	276		
to	Truck		0	1	0	2	4	6	5	5	1	0	2	1			
8:00	Bus		0	1	1	0	1	0	0	0	1	0	4	1		998	
8:00	Auto	1	12	45	11	0	48	26	29	12	14	18	16	4	285		
to	Truck		0	1	1	4	2	8	10	5	1	0	3	3			
8:15	Bus		1	2	2	1	2	2	1	0	1	0	0	0		1,058	
8:15	Auto		7	46	10	0	51	22	25	14	7	19	13	3	253		
to	Truck		0	0	0	1	2	4	1	5	1	0	5	2			
8:30	Bus		0	6	1	0	4	1	0	1	1	0	1	0		1,069	
8:30	Auto		9	49	9	2	49	22	28	16	10	10	11	1	257		
to	Truck		0	3	1	2	0	6	2	6	0	0	9	1			
8:45	Bus		1	3	2	0	3	0	0	0	1	0	1	0		1,071	
8:45	Auto		6	46	11	0	65	16	21	10	11	8	19	0	245		
to	Truck		0	1	1	1	2	5	7	3	2	0	2	1			
9:00	Bus		0	4	1	0	0	0	1	0	0	0	1	0		1,040	1,071
Peak Hour Volume (PHV)			36	206	50	11	228	112	125	72	49	55	81	15	1,040		
PHV (by approach)			292			351			246			151					
Peak Hour Factor (PHF)			0.95			0.94			0.84			0.86					
Total Autos			261			301			197			122					
Total Trucks			8			37			43			26					
Total Buses			23			13			6			3					
% Auto			89.4%			85.8%			80.1%			80.8%					
% Heavy Vehicles (Trucks & Buses)			10.6%			14.2%			19.9%			19.2%					

PROJECT:	**888 Fountain Avenue EIS**
FILE NAME:	**TMC Summary.xls**
LOCATION:	**Flatlands Avenue and Fountain Avenue**
TIME PERIOD:	**MD Peak Period**
COUNT DATE :	**Thursday, May 14, 2015**
WEATHER/PAVEMENT:	**Clear/Dry**
PRINT TIME :	**03/14/16**
	01:40 PM

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	INPUT "1" AT START OF PEAK HOUR	*Fountain Avenue* (NB)			*Fountain Avenue* (SB)			*Flatlands Avenue* (EB)			*Flatlands Avenue* (WB)			15-MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
			L	T	R	L	T	R	L	T	R	L	T	R			
12:00	Auto		6	56	9	1	59	18	13	7	9	17	9	1	240		
to	Truck		0	3	1	1	1	4	6	4	1	0	5	0			
12:15	Bus		1	2	2	0	1	0	0	1	1	0	1	0			
12:15	Auto		8	59	11	1	62	18	15	17	9	23	8	0	257		
to	Truck		0	0	1	1	2	2	4	3	0	0	4	0			
12:30	Bus		0	0	1	0	1	0	0	2	0	0	5	0			
12:30	Auto		10	68	9	1	63	17	16	14	5	18	9	0	260		
to	Truck		1	0	0	0	3	1	5	4	0	0	4	1			
12:45	Bus		1	1	2	0	1	0	0	1	1	1	3	0			
12:45	Auto		7	67	11	3	67	11	20	14	8	13	16	1	269		
to	Truck		0	1	0	0	2	3	3	6	1	0	3	2			
1:00	Bus		0	1	2	0	2	0	1	1	1	0	2	0		1,026	
1:00	Auto	1	2	78	10	1	61	13	18	12	9	10	13	0	263		
to	Truck		0	1	0	5	0	2	4	10	0	0	4	0			
1:15	Bus		1	1	1	0	1	1	0	3	2	0	0	0		1,049	
1:15	Auto		7	62	6	0	72	13	16	14	5	12	5	0	247		
to	Truck		0	1	0	3	2	2	6	7	0	0	5	0			
1:30	Bus		1	2	0	0	2	0	0	1	2	0	1	0		1,039	
1:30	Auto		6	69	11	0	64	17	15	17	15	16	16	2	287		
to	Truck		0	2	2	2	2	3	7	6	0	0	2	1			
1:45	Bus		0	3	1	0	2	0	0	2	0	0	4	0		1,066	
1:45	Auto		5	80	15	1	72	11	19	14	19	29	15	2	327		
to	Truck		2	1	0	1	0	1	4	10	0	0	5	2			
2:00	Bus		0	0	1	0	3	1	1	2	2	1	8	0		1,124	
2:00	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
2:15	Bus		0	0	0	0	0	0	0	0	0	0	0	0		861	
2:15	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
2:30	Bus		0	0	0	0	0	0	0	0	0	0	0	0		614	
2:30	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
2:45	Bus		0	0	0	0	0	0	0	0	0	0	0	0		327	
2:45	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
3:00	Bus		0	0	0	0	0	0	0	0	0	0	0	0		0	1,124
Peak Hour Volume (PHV)			24	300	47	13	281	64	90	98	54	68	78	7	1,124		
PHV (by approach)			371			358			242			153					
Peak Hour Factor (PHF)			0.89			0.95			0.85			0.62					
Total Autos			351			325			173			120					
Total Trucks			9			23			54			19					
Total Buses			11			10			15			14					
% Auto			94.6%			90.8%			71.5%			78.4%					
% Heavy Vehicles (Trucks & Buses)			5.4%			9.2%			28.5%			21.6%					

PROJECT:	**888 Fountain Avenue EIS**
FILE NAME:	**TMC Summary.xls**
LOCATION:	**Flatlands Avenue and Fountain Avenue**
TIME PERIOD:	**PM Peak Period**
COUNT DATE :	**Thursday, May 14, 2015**
WEATHER/PAVEMENT:	**Clear/Dry**
PRINT TIME :	**03/14/16**
	01:40 PM

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	INPUT "1" AT START OF PEAK HOUR	*Fountain Avenue* (NB)			*Fountain Avenue* (SB)			*Flatlands Avenue* (EB)			*Flatlands Avenue* (WB)			15-MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
			L	T	R	L	T	R	L	T	R	L	T	R			
3:00	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
3:15	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
3:15	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
3:30	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
3:30	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
3:45	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
3:45	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
4:00	Bus		0	0	0	0	0	0	0	0	0	0	0	0		0	
4:00	Auto	1	11	69	8	0	95	22	27	27	12	21	17	2	356		
to	Truck		0	3	3	2	1	1	3	4	0	0	2	3			
4:15	Bus		2	6	2	0	1	0	0	4	1	0	7	0		356	
4:15	Auto		17	55	11	2	88	26	36	20	25	18	15	0	346		
to	Truck		0	2	0	3	2	1	2	6	0	0	5	2			
4:30	Bus		2	2	1	0	1	1	0	1	0	0	2	0		702	
4:30	Auto		10	70	8	0	86	26	26	28	21	20	21	1	365		
to	Truck		0	1	2	1	0	3	4	11	0	0	2	1			
4:45	Bus		1	2	2	1	4	2	0	3	1	1	6	0		1,067	
4:45	Auto		11	55	8	0	97	24	30	20	12	22	26	1	352		
to	Truck		0	0	0	3	0	2	8	5	1	0	12	3			
5:00	Bus		1	2	1	0	3	1	0	3	0	0	1	0		1,419	
5:00	Auto		6	67	14	1	127	22	29	23	13	11	27	1	381		
to	Truck		0	0	0	1	0	0	5	7	0	0	10	1			
5:15	Bus		1	2	2	0	2	0	0	4	1	0	4	0		1,444	
5:15	Auto		13	57	13	0	83	32	23	27	19	18	26	0	329		
to	Truck		1	0	0	3	1	0	1	4	1	0	5	0			
5:30	Bus		0	0	0	0	0	0	0	0	0	0	1	1		1,427	
5:30	Auto		7	55	20	0	96	21	29	19	12	27	21	2	340		
to	Truck		0	1	0	0	0	1	6	6	0	0	2	1			
5:45	Bus		1	0	3	0	5	2	0	1	1	0	1	0		1,402	
5:45	Auto		6	58	14	3	90	33	38	33	19	17	38	2	370		
to	Truck		0	2	0	2	1	1	2	1	0	1	2	1			
6:00	Bus		0	1	2	0	2	0	1	0	0	0	0	0		1,420	1,444
Peak Hour Volume (PHV)			55	267	46	12	378	109	136	132	73	82	116	13	1,419		
PHV (by approach)			368			499			341			211					
Peak Hour Factor (PHF)			0.88			0.96			0.91			0.81					
Total Autos			333			466			284			164					
Total Trucks			11			19			44			30					
Total Buses			24			14			13			17					
% Auto			90.5%			93.4%			83.3%			77.7%					
% Heavy Vehicles (Trucks & Buses)			9.5%			6.6%			16.7%			22.3%					

PROJECT:	**888 Fountain Avenue EIS**
FILE NAME:	**TMC Summary.xls**
LOCATION:	**Flatlands Avenue and Schenck Avenue**
TIME PERIOD:	**AM Peak Period**
COUNT DATE :	**Thursday, May 14, 2015**
WEATHER/PAVEMENT:	**Clear/Dry**
PRINT TIME :	**03/14/16**
	01:40 PM

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	INPUT "1" AT START OF PEAK HOUR	*Vandalia Avenue* (NB)			*Schenck Avenue* (SB)			*Flatlands Avenue* (EB)			*Flatlands Avenue* (WB)			15-MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
			L	T	R	L	T	R	L	T	R	L	T	R			
6:00	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
6:15	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
6:15	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
6:30	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
6:30	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
6:45	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
6:45	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
7:00	Bus		0	0	0	0	0	0	0	0	0	0	0	0		0	
7:00	Auto		15	19	1	2	7	2	6	78	15	1	61	3	249		
to	Truck		1	0	0	0	0	0	0	6	1	0	22	0			
7:15	Bus		0	0	0	0	0	0	0	1	0	0	8	0		249	
7:15	Auto		21	6	2	1	17	4	3	81	20	2	79	1	266		
to	Truck		3	0	2	0	0	0	0	3	0	0	10	0			
7:30	Bus		0	0	0	0	0	1	0	2	1	0	7	0		515	
7:30	Auto		20	15	0	2	7	4	11	87	25	3	76	2	283		
to	Truck		0	1	2	0	0	0	0	8	1	0	12	0			
7:45	Bus		0	0	0	0	0	1	0	1	0	0	5	0		798	
7:45	Auto		32	19	3	0	21	10	12	116	42	3	96	4	394		
to	Truck		0	1	0	0	0	0	0	9	1	0	16	0			
8:00	Bus		0	0	0	0	0	0	1	2	0	0	6	0		1,192	
8:00	Auto	1	22	15	1	2	18	10	17	100	29	3	74	5	328		
to	Truck		3	1	0	0	0	0	0	9	0	0	14	0			
8:15	Bus		0	0	0	0	0	0	0	0	0	0	5	0		1,271	
8:15	Auto		30	20	0	1	15	6	9	97	45	5	79	0	336		
to	Truck		1	1	0	0	0	0	0	5	1	0	12	0			
8:30	Bus		0	1	0	1	0	0	0	2	0	0	5	0		1,341	
8:30	Auto		21	18	2	0	9	1	5	76	39	2	87	4	291		
to	Truck		2	0	0	0	0	1	0	6	2	0	12	0			
8:45	Bus		0	0	0	0	0	1	0	1	0	0	2	0		1,349	
8:45	Auto		27	17	3	0	31	2	6	60	64	2	74	3	308		
to	Truck		2	0	0	0	0	0	0	7	1	0	4	0			
9:00	Bus		0	1	0	0	0	0	0	0	1	0	3	0		1,263	1,349
Peak Hour Volume (PHV)			108	74	6	4	73	21	37	363	182	12	371	12	1,263		
PHV (by approach)			188			98			582			395					
Peak Hour Factor (PHF)			0.89			0.74			0.92			0.92					
Total Autos			176			95			547			338					
Total Trucks			10			1			31			42					
Total Buses			2			2			4			15					
% Auto			93.6%			96.9%			94.0%			85.6%					
% Heavy Vehicles (Trucks & Buses)			6.4%			3.1%			6.0%			14.4%					

PROJECT:	**888 Fountain Avenue EIS**
FILE NAME:	**TMC Summary.xls**
LOCATION:	**Flatlands Avenue and Schenck Avenue**
TIME PERIOD:	**MD Peak Period**
COUNT DATE :	**Thursday, May 14, 2015**
WEATHER/PAVEMENT:	**Clear/Dry**
PRINT TIME :	**03/14/16**
	01:40 PM

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	INPUT "1" AT START OF PEAK HOUR	*Vandalia Avenue* (NB)			*Schenck Avenue* (SB)			*Flatlands Avenue* (EB)			*Flatlands Avenue* (WB)			15-MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
			L	T	R	L	T	R	L	T	R	L	T	R			
12:00	Auto		67	58	3	1	36	7	5	67	113	3	55	2	444		
to	Truck		2	1	0	0	0	0	0	8	2	0	12	0			
12:15	Bus		0	1	0	0	0	0	0	1	0	0	0	0			
12:15	Auto		82	60	9	1	51	8	3	54	117	4	61	3	482		
to	Truck		0	0	1	0	1	0	0	4	3	0	8	0			
12:30	Bus		1	1	0	0	0	0	0	2	0	0	8	0			
12:30	Auto		70	71	5	0	48	6	2	60	131	11	59	1	485		
to	Truck		0	0	3	0	2	0	0	7	1	0	4	0			
12:45	Bus		0	0	0	0	0	0	0	2	0	0	2	0			
12:45	Auto		99	60	6	0	39	6	9	71	105	4	56	1	480		
to	Truck		0	1	0	0	0	0	0	10	1	0	6	0			
1:00	Bus		0	1	0	0	0	0	0	3	0	0	2	0		1,891	
1:00	Auto	1	84	69	6	0	40	5	6	63	94	12	68	0	466		
to	Truck		0	0	1	0	1	0	0	3	2	0	5	0			
1:15	Bus		0	0	0	0	0	0	0	3	0	0	4	0		1,913	
1:15	Auto		90	70	9	4	37	4	12	57	109	17	108	2	555		
to	Truck		0	0	1	0	0	0	0	12	0	0	16	0			
1:30	Bus		1	0	0	0	0	0	1	2	0	0	3	0		1,986	
1:30	Auto		77	61	3	0	46	4	3	62	95	8	58	2	444		
to	Truck		2	0	0	0	0	1	0	9	0	0	6	0			
1:45	Bus		0	0	1	1	0	0	0	2	0	0	3	0		1,945	
1:45	Auto		90	71	5	0	28	3	7	67	125	3	68	3	497		
to	Truck		1	0	1	0	0	0	0	9	0	0	6	0			
2:00	Bus		0	0	0	0	0	0	0	4	0	0	6	0		1,962	
2:00	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
2:15	Bus		0	0	0	0	0	0	0	0	0	0	0	0		1,496	
2:15	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
2:30	Bus		0	0	0	0	0	0	0	0	0	0	0	0		941	
2:30	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
2:45	Bus		0	0	0	0	0	0	0	0	0	0	0	0		497	
2:45	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
3:00	Bus		0	0	0	0	0	0	0	0	0	0	0	0		0	1,986
Peak Hour Volume (PHV)			345	271	27	5	152	17	29	293	425	40	351	7	1,962		
PHV (by approach)			643			174			747			398					
Peak Hour Factor (PHF)			0.94			0.84			0.88			0.68					
Total Autos			635			171			700			349					
Total Trucks			6			2			35			33					
Total Buses			2			1			12			16					
% Auto			98.8%			98.3%			93.7%			87.7%					
% Heavy Vehicles (Trucks & Buses)			1.2%			1.7%			6.3%			12.3%					

PROJECT:	**888 Fountain Avenue EIS**
FILE NAME:	**TMC Summary.xls**
LOCATION:	**Flatlands Avenue and Schenck Avenue**
TIME PERIOD:	**PM Peak Period**
COUNT DATE :	**Thursday, May 14, 2015**
WEATHER/PAVEMENT:	**Clear/Dry**
PRINT TIME :	**03/14/16**
	01:40 PM

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	INPUT "1" AT START OF PEAK HOUR	*Vandalia Avenue* (NB)			*Schenck Avenue* (SB)			*Flatlands Avenue* (EB)			*Flatlands Avenue* (WB)			15-MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
			L	T	R	L	T	R	L	T	R	L	T	R			
3:00	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
3:15	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
3:15	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
3:30	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
3:30	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
3:45	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
3:45	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
4:00	Bus		0	0	0	0	0	0	0	0	0	0	0	0		0	
4:00	Auto	1	87	85	5	1	50	6	14	87	91	9	96	0	559		
to	Truck		1	0	0	0	1	0	0	4	0	0	4	5			
4:15	Bus		0	1	0	0	0	2	0	2	0	1	7	0		559	
4:15	Auto		88	86	5	4	58	7	12	103	117	11	115	2	632		
to	Truck		0	0	0	0	0	0	0	4	1	0	11	0			
4:30	Bus		0	0	0	0	0	2	0	1	0	0	5	0		1,191	
4:30	Auto		114	70	7	0	56	9	7	105	129	13	81	4	620		
to	Truck		1	0	0	0	0	0	0	7	0	0	5	0			
4:45	Bus		0	0	0	0	0	1	0	3	0	0	8	0		1,811	
4:45	Auto		117	78	5	2	48	4	7	105	127	6	117	0	642		
to	Truck		1	0	0	0	0	0	0	6	1	0	14	0			
5:00	Bus		0	0	0	0	0	0	0	2	0	0	2	0		2,453	
5:00	Auto		97	90	4	2	53	6	6	109	141	4	103	3	639		
to	Truck		0	0	0	0	1	0	0	5	0	0	7	0			
5:15	Bus		0	0	0	0	0	0	0	4	0	0	4	0		2,533	
5:15	Auto		110	83	3	0	38	12	6	92	147	13	124	1	637		
to	Truck		0	0	0	0	0	0	0	2	0	0	3	0			
5:30	Bus		0	0	0	0	0	0	0	1	0	0	2	0		2,538	
5:30	Auto		89	79	3	1	66	11	16	78	135	5	118	5	619		
to	Truck		3	0	0	0	0	0	0	6	0	0	1	0			
5:45	Bus		1	0	0	0	0	0	0	0	0	0	2	0		2,537	
5:45	Auto		113	79	9	0	45	5	12	114	152	4	120	1	663		
to	Truck		0	0	0	0	0	0	0	4	0	0	4	0			
6:00	Bus		0	0	0	0	0	0	0	1	0	0	0	0		2,558	2,558
Peak Hour Volume (PHV)			409	320	22	7	213	31	40	429	466	40	465	11	2,453		
PHV (by approach)			751			251			935			516					
Peak Hour Factor (PHF)			0.93			0.88			0.93			0.90					
Total Autos			747			245			904			454					
Total Trucks			3			1			23			39					
Total Buses			1			5			8			23					
% Auto			99.5%			97.6%			96.7%			88.0%					
% Heavy Vehicles (Trucks & Buses)			0.5%			2.4%			3.3%			12.0%					

PROJECT:	**888 Fountain Avenue EIS**
FILE NAME:	**TMC Summary.xls**
LOCATION:	**Erskine Street and Vandalia Avenue**
TIME PERIOD:	**AM Peak Period**
COUNT DATE :	**Thursday, May 14, 2015**
WEATHER/PAVEMENT:	**Clear/Dry**
PRINT TIME :	**03/14/16**
	01:40 PM

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	INPUT "1" AT START OF PEAK HOUR	*Erskine Street* (NB)			*Erskine Street* (SB)			*Vandalia Avenue* (EB)			*Vandalia Avenue* (WB)			15-MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
			L	T	R	L	T	R	L	T	R	L	T	R			
6:00	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
6:15	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
6:15	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
6:30	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
6:30	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
6:45	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
6:45	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
7:00	Bus		0	0	0	0	0	0	0	0	0	0	0	0		0	
7:00	Auto		20	0	9	0	0	0	0	8	13	8	2	0	69		
to	Truck		1	0	2	0	0	0	0	2	0	1	0	0			
7:15	Bus		0	0	3	0	0	0	0	0	0	0	0	0		69	
7:15	Auto		34	0	7	0	0	0	0	6	15	15	1	0	84		
to	Truck		0	0	1	0	0	0	0	0	0	1	0	0			
7:30	Bus		0	0	4	0	0	0	0	0	0	0	0	0		153	
7:30	Auto		20	0	13	0	0	0	0	9	16	10	2	0	76		
to	Truck		0	0	1	0	0	0	0	0	0	2	0	0			
7:45	Bus		0	0	2	0	0	0	0	1	0	0	0	0		229	
7:45	Auto		16	0	9	0	0	0	0	5	12	10	1	0	58		
to	Truck		0	0	0	0	0	0	0	0	0	3	0	0			
8:00	Bus		0	0	2	0	0	0	0	0	0	0	0	0		287	
8:00	Auto	1	32	0	11	0	0	0	0	7	16	14	3	0	90		
to	Truck		0	0	2	0	0	0	0	0	0	1	0	0			
8:15	Bus		0	0	3	0	0	0	0	0	0	0	1	0		308	
8:15	Auto		26	0	13	0	0	0	0	5	24	14	2	0	88		
to	Truck		0	0	1	0	0	0	0	1	0	1	1	0			
8:30	Bus		0	0	0	0	0	0	0	0	0	0	0	0		312	
8:30	Auto		23	0	16	0	0	0	0	4	13	19	2	0	82		
to	Truck		0	0	1	0	0	0	0	0	0	0	0	0			
8:45	Bus		0	0	3	0	0	0	0	1	0	0	0	0		318	
8:45	Auto		37	0	20	0	0	0	0	6	14	22	4	0	110		
to	Truck		0	0	1	0	0	0	0	0	0	3	0	0			
9:00	Bus		0	0	3	0	0	0	0	0	0	0	0	0		370	370
Peak Hour Volume (PHV)			118	0	74	0	0	0	0	24	67	74	13	0	370		
PHV (by approach)			192			0			91			87					
Peak Hour Factor (PHF)			0.79			#DIV/0!			0.76			0.75					
Total Autos			178			0			89			80					
Total Trucks			5			0			1			6					
Total Buses			9			0			1			1					
% Auto			92.7%			#DIV/0!			97.8%			92.0%					
% Heavy Vehicles (Trucks & Buses)			7.3%			#DIV/0!			2.2%			8.0%					

PROJECT:	**888 Fountain Avenue EIS**
FILE NAME:	**TMC Summary.xls**
LOCATION:	**Erskine Street and Vandalia Avenue**
TIME PERIOD:	**MD Peak Period**
COUNT DATE :	**Thursday, May 14, 2015**
WEATHER/PAVEMENT:	**Clear/Dry**
PRINT TIME :	**03/14/16**
	01:40 PM

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	INPUT "1" AT START OF PEAK HOUR	*Erskine Street* (NB)			*Erskine Street* (SB)			*Vandalia Avenue* (EB)			*Vandalia Avenue* (WB)			15-MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
			L	T	R	L	T	R	L	T	R	L	T	R			
12:00	Auto		27	0	51	0	0	0	0	2	23	47	4	0	161		
to	Truck		0	0	2	0	0	0	0	1	0	0	0	0			
12:15	Bus		0	0	4	0	0	0	0	0	0	0	0	0			
12:15	Auto		18	0	49	0	0	0	0	3	15	43	4	0	137		
to	Truck		1	0	1	0	0	0	0	0	0	3	0	0			
12:30	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
12:30	Auto		16	0	49	0	0	0	0	3	24	30	2	0	131		
to	Truck		1	0	0	0	0	0	0	0	1	0	0	0			
12:45	Bus		1	0	4	0	0	0	0	0	0	0	0	0			
12:45	Auto		20	0	50	0	0	0	0	2	16	46	3	0	144		
to	Truck		1	0	0	0	0	0	0	1	0	2	0	0			
1:00	Bus		0	0	3	0	0	0	0	0	0	0	0	0		573	
1:00	Auto	1	24	0	48	0	0	0	0	4	22	28	2	0	134		
to	Truck		1	0	1	0	0	0	0	0	0	0	1	0			
1:15	Bus		0	0	3	0	0	0	0	0	0	0	0	0		546	
1:15	Auto		26	0	49	0	0	0	0	3	16	43	2	0	146		
to	Truck		0	0	4	0	0	0	0	1	0	1	0	0			
1:30	Bus		0	0	1	0	0	0	0	0	0	0	0	0		555	
1:30	Auto		21	0	44	0	0	0	0	4	19	38	2	0	134		
to	Truck		0	0	1	0	0	0	0	0	0	1	1	0			
1:45	Bus		0	0	3	0	0	0	0	0	0	0	0	0		558	
1:45	Auto		27	0	56	0	0	0	0	2	17	38	3	0	147		
to	Truck		0	0	0	0	0	0	0	1	0	0	0	0			
2:00	Bus		0	0	2	0	0	0	0	0	1	0	0	0		561	
2:00	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
2:15	Bus		0	0	0	0	0	0	0	0	0	0	0	0		427	
2:15	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
2:30	Bus		0	0	0	0	0	0	0	0	0	0	0	0		281	
2:30	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
2:45	Bus		0	0	0	0	0	0	0	0	0	0	0	0		147	
2:45	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
3:00	Bus		0	0	0	0	0	0	0	0	0	0	0	0		0	573
Peak Hour Volume (PHV)			99	0	212	0	0	0	0	15	75	149	11	0	561		
PHV (by approach)			311			0			90			160					
Peak Hour Factor (PHF)			0.91			#DIV/0!			0.87			0.87					
Total Autos			295			0			87			156					
Total Trucks			7			0			2			4					
Total Buses			9			0			1			0					
% Auto			94.9%			#DIV/0!			96.7%			97.5%					
% Heavy Vehicles (Trucks & Buses)			5.1%			#DIV/0!			3.3%			2.5%					

PROJECT:	**888 Fountain Avenue EIS**
FILE NAME:	**TMC Summary.xls**
LOCATION:	**Erskine Street and Vandalia Avenue**
TIME PERIOD:	**PM Peak Period**
COUNT DATE :	**Thursday, May 14, 2015**
WEATHER/PAVEMENT:	**Clear/Dry**
PRINT TIME :	**03/14/16**
	01:40 PM

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	INPUT "1" AT START OF PEAK HOUR	*Erskine Street* (NB)			*Erskine Street* (SB)			*Vandalia Avenue* (EB)			*Vandalia Avenue* (WB)			15-MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
			L	T	R	L	T	R	L	T	R	L	T	R			
3:00	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
3:15	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
3:15	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
3:30	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
3:30	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
3:45	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
3:45	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
4:00	Bus		0	0	0	0	0	0	0	0	0	0	0	0		0	
4:00	Auto	1	25	0	49	0	0	0	0	3	34	41	0	0	163		
to	Truck		2	0	2	0	0	0	0	0	1	1	0	0			
4:15	Bus		0	0	5	0	0	0	0	0	0	0	0	0		163	
4:15	Auto		29	0	43	0	0	0	0	1	23	41	1	0	142		
to	Truck		0	0	2	0	0	0	0	0	0	0	0	0			
4:30	Bus		0	0	2	0	0	0	0	0	0	0	0	0		305	
4:30	Auto		23	0	51	0	0	0	0	4	21	47	5	0	155		
to	Truck		0	0	0	0	0	0	0	0	0	1	0	0			
4:45	Bus		0	0	3	0	0	0	0	0	0	0	0	0		460	
4:45	Auto		24	0	47	0	0	0	0	3	36	59	1	0	172		
to	Truck		0	0	0	0	0	0	0	0	1	0	0	0			
5:00	Bus		0	0	1	0	0	0	0	0	0	0	0	0		632	
5:00	Auto		27	0	65	0	0	0	0	2	39	51	4	0	194		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
5:15	Bus		0	0	5	0	0	0	0	1	0	0	0	0		663	
5:15	Auto		32	0	40	0	0	0	0	3	25	52	4	0	158		
to	Truck		0	0	1	0	0	0	0	0	0	0	0	0			
5:30	Bus		0	0	0	0	0	0	0	0	1	0	0	0		679	
5:30	Auto		45	0	62	0	0	0	0	1	34	57	4	0	208		
to	Truck		1	0	1	0	0	0	0	0	0	0	0	0			
5:45	Bus		0	0	3	0	0	0	0	0	0	0	0	0		732	
5:45	Auto		39	0	53	0	0	0	0	2	29	50	1	0	178		
to	Truck		0	0	1	0	0	0	0	0	0	1	0	0			
6:00	Bus		0	0	2	0	0	0	0	0	0	0	0	0		738	738
Peak Hour Volume (PHV)			103	0	205	0	0	0	0	11	116	190	7	0	632		
PHV (by approach)			308			0			127			197					
Peak Hour Factor (PHF)			0.93			#DIV/0!			0.79			0.82					
Total Autos			291			0			125			195					
Total Trucks			6			0			2			2					
Total Buses			11			0			0			0					
% Auto			94.5%			#DIV/0!			98.4%			99.0%					
% Heavy Vehicles (Trucks & Buses)			5.5%			#DIV/0!			1.6%			1.0%					

PROJECT:	**888 Fountain Avenue EIS**
FILE NAME:	**TMC Summary.xls**
LOCATION:	**Fountain Avenue and Vandalia Avenue**
TIME PERIOD:	**AM Peak Period**
COUNT DATE :	**Thursday, May 14, 2015**
WEATHER/PAVEMENT:	**Clear/Dry**
PRINT TIME :	**03/14/16**
	01:40 PM

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	INPUT "1" AT START OF PEAK HOUR	*Fountain Avenue* (NB)			*Fountain Avenue* (SB)			*Vandalia Avenue* (EB)			*Vandalia Avenue* (WB)			15-MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
			L	T	R	L	T	R	L	T	R	L	T	R			
6:00	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
6:15	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
6:15	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
6:30	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
6:30	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
6:45	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
6:45	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
7:00	Bus		0	0	0	0	0	0	0	0	0	0	0	0		0	
7:00	Auto		2	44	0	0	72	9	11	0	6	0	0	0	159		
to	Truck		0	0	0	0	2	2	3	0	0	0	0	0			
7:15	Bus		0	0	0	0	5	0	3	0	0	0	0	0		159	
7:15	Auto		1	52	0	0	58	17	10	0	0	0	0	0	147		
to	Truck		0	1	0	0	0	1	1	0	0	0	0	0			
7:30	Bus		0	0	0	0	2	0	4	0	0	0	0	0		306	
7:30	Auto		0	63	0	0	54	8	18	0	2	0	0	0	156		
to	Truck		0	1	0	0	0	2	1	0	0	0	0	0			
7:45	Bus		0	0	0	0	4	0	3	0	0	0	0	0		462	
7:45	Auto		0	57	0	0	62	13	18	0	1	0	0	0	162		
to	Truck		0	1	0	0	1	3	0	0	0	0	0	0			
8:00	Bus		0	0	0	0	3	0	2	0	1	0	0	0		624	
8:00	Auto	1	0	50	0	0	64	20	16	0	4	0	0	0	168		
to	Truck		0	0	0	0	1	1	3	0	0	0	0	0			
8:15	Bus		0	3	0	0	3	0	3	0	0	0	0	0		633	
8:15	Auto		0	46	0	0	54	18	23	0	2	0	0	0	157		
to	Truck		0	0	0	0	0	2	0	0	0	0	0	0			
8:30	Bus		0	5	0	0	5	0	2	0	0	0	0	0		643	
8:30	Auto		1	58	0	0	58	17	17	0	1	0	0	0	168		
to	Truck		0	2	0	0	0	0	1	0	0	0	0	0			
8:45	Bus		0	4	0	0	5	0	4	0	0	0	0	0		655	
8:45	Auto		1	49	0	0	65	23	24	0	0	0	0	0	172		
to	Truck		0	0	0	0	1	3	1	0	0	0	0	0			
9:00	Bus		0	3	0	0	0	0	2	0	0	0	0	0		665	665
Peak Hour Volume (PHV)			2	220	0	0	256	84	96	0	7	0	0	0	665		
PHV (by approach)			222			340			103			0					
Peak Hour Factor (PHF)			0.85			0.92			0.95			#DIV/0!					
Total Autos			205			319			87			0					
Total Trucks			2			8			5			0					
Total Buses			15			13			11			0					
% Auto			92.3%			93.8%			84.5%			#DIV/0!					
% Heavy Vehicles (Trucks & Buses)			7.7%			6.2%			15.5%			#DIV/0!					

PROJECT:	**888 Fountain Avenue EIS**
FILE NAME:	**TMC Summary.xls**
LOCATION:	**Fountain Avenue and Vandalia Avenue**
TIME PERIOD:	**MD Peak Period**
COUNT DATE :	**Thursday, May 14, 2015**
WEATHER/PAVEMENT:	**Clear/Dry**
PRINT TIME :	**03/14/16**
	01:40 PM

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	INPUT "1" AT START OF PEAK HOUR	*Fountain Avenue* (NB)			*Fountain Avenue* (SB)			*Vandalia Avenue* (EB)			*Vandalia Avenue* (WB)			15-MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
			L	T	R	L	T	R	L	T	R	L	T	R			
12:00	Auto		2	31	0	0	43	44	46	0	4	0	0	0	182		
to	Truck		0	0	0	0	1	0	3	0	0	0	0	0			
12:15	Bus		0	1	0	0	2	0	5	0	0	0	0	0			
12:15	Auto		0	38	0	0	52	47	46	0	3	0	0	0	191		
to	Truck		0	0	0	0	0	3	0	0	0	0	0	0			
12:30	Bus		0	0	0	0	2	0	0	0	0	0	0	0			
12:30	Auto		0	45	0	0	59	35	46	0	5	0	0	0	201		
to	Truck		0	1	0	0	2	0	0	0	0	0	0	0			
12:45	Bus		0	0	0	0	4	0	4	0	0	0	0	0			
12:45	Auto		5	39	0	0	47	46	50	0	1	0	0	0	198		
to	Truck		0	1	0	0	2	2	1	0	0	0	0	0			
1:00	Bus		0	0	0	0	2	0	2	0	0	0	0	0		772	
1:00	Auto	1	1	51	0	0	51	31	51	0	4	0	0	0	198		
to	Truck		0	0	0	0	0	1	1	0	0	0	0	0			
1:15	Bus		0	0	0	0	4	0	3	0	0	0	0	0		788	
1:15	Auto		3	40	0	0	50	43	42	0	5	0	0	0	192		
to	Truck		0	0	0	0	0	1	1	0	0	0	0	0			
1:30	Bus		0	0	0	0	4	0	3	0	0	0	0	0		789	
1:30	Auto		3	46	0	0	55	39	45	0	2	0	0	0	200		
to	Truck		0	0	0	0	0	2	3	0	0	0	0	0			
1:45	Bus		0	0	0	0	2	0	3	0	0	0	0	0		788	
1:45	Auto		0	56	0	0	78	39	56	0	2	0	0	0	242		
to	Truck		0	2	0	0	0	0	1	0	0	0	0	0			
2:00	Bus		0	0	0	0	6	0	2	0	0	0	0	0		832	
2:00	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
2:15	Bus		0	0	0	0	0	0	0	0	0	0	0	0		634	
2:15	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
2:30	Bus		0	0	0	0	0	0	0	0	0	0	0	0		442	
2:30	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
2:45	Bus		0	0	0	0	0	0	0	0	0	0	0	0		242	
2:45	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
3:00	Bus		0	0	0	0	0	0	0	0	0	0	0	0		0	832
Peak Hour Volume (PHV)			7	195	0	0	250	156	211	0	13	0	0	0	832		
PHV (by approach)			202			406			224			0					
Peak Hour Factor (PHF)			0.87			0.83			0.92			#DIV/0!					
Total Autos			200			386			207			0					
Total Trucks			2			4			6			0					
Total Buses			0			16			11			0					
% Auto			99.0%			95.1%			92.4%			#DIV/0!					
% Heavy Vehicles (Trucks & Buses)			1.0%			4.9%			7.6%			#DIV/0!					

PROJECT:	**888 Fountain Avenue EIS**
FILE NAME:	**TMC Summary.xls**
LOCATION:	**Fountain Avenue and Vandalia Avenue**
TIME PERIOD:	**PM Peak Period**
COUNT DATE :	**Thursday, May 14, 2015**
WEATHER/PAVEMENT:	**Clear/Dry**
PRINT TIME :	**03/14/16**
	01:40 PM

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	INPUT "1" AT START OF PEAK HOUR	*Fountain Avenue* (NB)			*Fountain Avenue* (SB)			*Vandalia Avenue* (EB)			*Vandalia Avenue* (WB)			15-MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
			L	T	R	L	T	R	L	T	R	L	T	R			
3:00	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
3:15	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
3:15	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
3:30	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
3:30	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
3:45	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
3:45	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
4:00	Bus		0	0	0	0	0	0	0	0	0	0	0	0		0	
4:00	Auto	1	0	46	0	0	87	44	49	0	1	0	0	0	247		
to	Truck		0	4	0	0	1	1	2	0	0	0	0	0			
4:15	Bus		0	6	0	0	1	0	5	0	0	0	0	0		247	
4:15	Auto		1	46	0	0	91	39	43	0	2	0	0	0	232		
to	Truck		0	0	0	0	1	0	1	0	0	0	0	0			
4:30	Bus		0	4	0	0	2	0	2	0	0	0	0	0		479	
4:30	Auto		3	36	0	0	82	51	54	0	0	0	0	0	241		
to	Truck		0	3	0	0	0	0	0	0	0	0	0	0			
4:45	Bus		0	2	0	0	7	0	3	0	0	0	0	0		720	
4:45	Auto		1	31	0	0	74	63	49	0	3	0	0	0	228		
to	Truck		0	0	0	0	1	0	0	0	0	0	0	0			
5:00	Bus		0	2	0	0	3	0	1	0	0	0	0	0		948	
5:00	Auto		2	30	0	0	93	54	64	0	2	0	0	0	254		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
5:15	Bus		0	1	0	0	3	0	5	0	0	0	0	0		955	
5:15	Auto		2	39	0	0	69	55	44	0	1	0	0	0	212		
to	Truck		0	0	0	0	1	0	1	0	0	0	0	0			
5:30	Bus		0	0	0	0	0	0	0	0	0	0	0	0		935	
5:30	Auto		0	28	0	0	78	61	60	0	1	0	0	0	239		
to	Truck		0	0	0	0	0	0	1	0	0	0	0	0			
5:45	Bus		0	1	0	0	6	0	3	0	0	0	0	0		933	
5:45	Auto		1	33	0	0	70	52	56	0	1	0	0	0	222		
to	Truck		0	0	0	0	1	1	2	0	0	0	0	0			
6:00	Bus		0	0	0	0	2	0	3	0	0	0	0	0		927	955
Peak Hour Volume (PHV)			5	180	0	0	350	198	209	0	6	0	0	0	948		
PHV (by approach)			185			548			215			0					
Peak Hour Factor (PHF)			0.83			0.97			0.94			#DIV/0!					
Total Autos			164			531			201			0					
Total Trucks			7			4			3			0					
Total Buses			14			13			11			0					
% Auto			88.6%			96.9%			93.5%			#DIV/0!					
% Heavy Vehicles (Trucks & Buses)			11.4%			3.1%			6.5%			#DIV/0!					

PROJECT: 888 Fountain Avenue EIS
FILE NAME: TMC Summary.xls
LOCATION: Fountain Avenue and Linden Boulevard
TIME PERIOD: AM Peak Period
COUNT DATE : Thursday, May 14, 2015
WEATHER/PAVEMENT: Clear/Dry
PRINT TIME : 03/14/16
01:40 PM

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	INPUT "1" AT START OF PEAK HOUR	*Fountain Avenue* (SB)						*Linden Blvd* (EB)					*Linden Blvd* (WB)					15-MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
			L - ML	L - SR	L -L	T	R - ML	R - SR	L	T - ML	T - SR	R - L	R - F	L - L	L - F	T - ML	T - SR	R			
6:00	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:15	Bus		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:15	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:30	Bus		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:30	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:45	Bus		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:45	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:00	Bus		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	
7:00	Auto		10	0	6	38	5	1	11	129	4	8	4	0	7	347	66	21	736		
to	Truck		1	0	0	4	0	1	0	12	1	0	1	0	11	21	2	1			
7:15	Bus		0	1	2	2	0	0	0	4	0	0	0	0	2	2	5	6		736	
7:15	Auto		12	1	6	43	10	3	15	110	6	12	1	0	5	319	85	20	712		
to	Truck		0	0	1	3	0	0	2	12	2	0	0	0	3	23	2	3			
7:30	Bus		0	1	3	0	0	0	0	3	4	0	1	0	0	0	1	0		1,448	
7:30	Auto		12	2	5	24	10	3	19	149	10	28	4	2	14	316	110	24	816		
to	Truck		2	0	0	3	0	0	3	24	2	0	0	0	7	18	4	1			
7:45	Bus		1	2	1	2	0	0	0	1	1	0	1	0	2	1	5	3		2,264	
7:45	Auto		21	2	8	52	11	8	19	114	5	15	3	0	7	286	89	32	761		
to	Truck		1	0	0	10	0	1	2	16	0	0	7	0	8	23	2	0			
8:00	Bus		0	3	1	1	0	0	0	2	0	0	0	0	3	3	1	5		3,025	
8:00	Auto	1	20	2	9	50	3	3	19	112	6	17	5	0	4	287	44	12	708		
to	Truck		2	3	1	4	1	0	2	30	1	1	0	0	14	35	4	1			
8:15	Bus		0	3	0	1	0	0	0	3	2	0	1	0	0	2	1	3		2,997	
8:15	Auto		15	2	10	41	7	4	8	111	7	13	8	0	17	241	57	14	680		
to	Truck		1	0	0	3	2	0	2	27	2	2	1	0	8	50	6	0			
8:30	Bus		0	2	0	4	1	0	1	2	1	0	0	0	2	3	4	1		2,965	
8:30	Auto		7	2	8	35	7	0	16	130	3	15	2	0	7	247	48	9	682		
to	Truck		1	2	1	5	0	0	5	36	1	0	1	0	8	67	4	1			
8:45	Bus		0	2	0	1	0	0	1	1	1	1	1	0	2	1	2	1		2,831	
8:45	Auto		9	5	9	47	11	3	9	124	12	12	3	1	9	240	46	12	658		
to	Truck		1	0	0	7	4	0	3	17	2	1	1	0	9	46	2	1			
9:00	Bus		0	2	0	3	0	0	0	0	1	0	0	0	1	1	1	3		2,728	3,025
Peak Hour Volume (PHV)			56	25	38	201	36	10	66	593	39	62	23	1	81	1,220	219	58	2,728		
PHV (by approach)			366						783					1,579							
Peak Hour Factor (PHF)			0.90						0.91					0.97							
Total Autos			309						632					1,295							
Total Trucks			38						135					256							
Total Buses			19						16					28							
% Auto			84.4%						80.7%					82.0%							
% Heavy Vehicles (Trucks & Buses)			15.6%						19.3%					18.0%							

PROJECT:	**888 Fountain Avenue EIS**
FILE NAME:	**TMC Summary.xls**
LOCATION:	**Fountain Avenue and Linden Boulevard**
TIME PERIOD:	**MD Peak Period**
COUNT DATE :	**Thursday, May 14, 2015**
WEATHER/PAVEMENT:	**Clear/Dry**
PRINT TIME :	**03/14/16**
	01:40 PM

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	INPUT "1" AT START OF PEAK HOUR	*Fountain Avenue* (SB)						*Linden Blvd* (EB)					*Linden Blvd* (WB)					15-MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
			L - ML	L - SR	L -L	T	R - ML	R - SR	L	T - ML	T - SR	R - L	R - F	L - L	L - F	T - ML	T - SR	R			
12:00	Auto		8	7	4	40	4	0	12	141	11	16	6	0	5	137	30	12	553		
to	Truck		1	1	0	1	2	1	2	35	3	2	3	0	9	41	5	5			
12:15	Bus		0	2	0	0	0	0	0	1	1	1	0	0	2	0	2	0			
12:15	Auto		10	3	12	44	6	2	10	122	12	19	11	0	4	107	24	13	551		
to	Truck		1	3	0	3	1	0	1	51	5	2	2	0	12	54	4	3			
12:30	Bus		1	2	0	0	0	0	0	2	2	0	0	0	0	1	0	2			
12:30	Auto		11	4	8	52	6	1	16	148	10	11	9	0	9	159	34	12	628		
to	Truck		0	1	1	1	2	0	1	35	2	2	1	2	6	64	7	2			
12:45	Bus		0	1	0	0	0	0	0	1	1	0	0	0	2	0	2	4			
12:45	Auto		5	4	9	39	8	2	12	154	9	9	6	1	10	108	29	15	531		
to	Truck		1	0	0	4	2	1	2	30	2	1	2	1	11	41	0	2			
1:00	Bus		0	3	1	0	0	0	1	0	2	0	0	0	1	1	0	2		2,263	
1:00	Auto	1	18	4	5	42	2	2	8	128	16	13	8	0	6	155	3	12	567		
to	Truck		0	0	2	8	0	0	4	40	5	1	1	0	9	55	6	0			
1:15	Bus		0	2	0	1	0	0	0	0	1	0	0	0	2	6	1	1		2,277	
1:15	Auto		12	5	3	38	5	0	9	127	12	15	8	0	7	147	27	10	559		
to	Truck		2	0	0	2	1	0	4	47	4	2	6	1	4	39	3	1			
1:30	Bus		0	3	1	0	0	0	0	6	2	0	0	0	1	1	2	2		2,285	
1:30	Auto		11	2	11	47	6	4	20	166	12	16	2	1	2	159	30	19	639		
to	Truck		1	0	0	2	1	0	4	53	1	1	1	0	6	37	4	2			
1:45	Bus		0	1	0	1	0	0	0	1	2	1	0	0	2	4	3	3		2,296	
1:45	Auto		7	7	6	49	7	1	9	167	10	22	6	0	6	147	29	15	603		
to	Truck		3	0	1	6	1	0	0	37	4	1	1	0	8	35	2	0			
2:00	Bus		0	3	0	1	0	0	1	2	3	0	0	0	1	0	2	3		2,368	
2:00	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:15	Bus		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		1,801	
2:15	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:30	Bus		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		1,242	
2:30	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:45	Bus		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		603	
2:45	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:00	Bus		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	2,368
Peak Hour Volume (PHV)			54	27	29	197	23	7	59	774	72	72	33	2	54	785	112	68	2,368		
PHV (by approach)			337						1,010					1,021							
Peak Hour Factor (PHF)			0.92						0.90					0.94							
Total Autos			294						774					775							
Total Trucks			30						217					212							
Total Buses			13						19					34							
% Auto			87.2%						76.6%					75.9%							
% Heavy Vehicles (Trucks & Buses)			12.8%						23.4%					24.1%							

PROJECT:	**888 Fountain Avenue EIS**
FILE NAME:	**TMC Summary.xls**
LOCATION:	**Fountain Avenue and Linden Boulevard**
TIME PERIOD:	**PM Peak Period**
COUNT DATE :	**Thursday, May 14, 2015**
WEATHER/PAVEMENT:	**Clear/Dry**
PRINT TIME :	**03/14/16**
	01:40 PM

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	INPUT "1" AT START OF PEAK HOUR	*Fountain Avenue* (SB)						*Linden Blvd* (EB)					*Linden Blvd* (WB)					15-MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
			L - ML	L - SR	L -L	T	R - ML	R - SR	L	T - ML	T - SR	R - L	R - F	L - L	L - F	T - ML	T - SR	R			
3:00	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:15	Bus		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:15	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:30	Bus		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:30	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:45	Bus		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:45	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:00	Bus		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	
4:00	Auto	1	19	6	13	66	5	2	21	242	17	20	12	0	5	188	48	19	813		
to	Truck		3	0	0	6	5	0	1	36	3	2	1	0	2	40	5	2			
4:15	Bus		1	1	2	4	1	0	1	4	2	1	0	0	2	2	2	1		813	
4:15	Auto		22	10	9	58	7	2	21	256	26	30	8	0	10	242	34	16	890		
to	Truck		0	0	0	6	0	1	3	55	4	2	2	2	5	28	2	3			
4:30	Bus		0	3	0	10	0	0	0	0	1	0	1	0	3	2	4	2		1,703	
4:30	Auto		19	5	15	66	7	4	17	247	24	24	3	1	11	189	42	24	791		
to	Truck		2	0	0	3	0	0	3	29	5	0	0	0	2	21	4	1			
4:45	Bus		0	2	2	4	1	0	0	2	2	1	0	0	1	3	2	3		2,494	
4:45	Auto		11	4	6	56	2	1	16	303	15	18	13	0	11	225	43	23	847		
to	Truck		0	0	8	1	1	0	0	27	1	1	1	0	0	34	1	1			
5:00	Bus		0	2	8	0	1	0	0	1	1	0	0	0	1	6	1	3		3,341	
5:00	Auto		16	6	12	69	7	0	14	223	15	21	8	0	10	204	37	16	766		
to	Truck		0	0	0	9	0	0	1	35	2	4	2	0	4	30	6	0			
5:15	Bus		0	2	0	6	0	0	0	0	1	2	0	0	0	1	1	2		3,294	
5:15	Auto		17	2	13	52	5	4	20	273	27	45	7	0	15	257	43	19	939		
to	Truck		0	0	0	7	2	0	2	38	7	2	3	0	6	40	4	3			
5:30	Bus		1	2	0	7	1	0	1	2	3	1	0	0	2	1	3	2		3,343	
5:30	Auto		24	8	20	62	3	3	19	267	25	16	2	0	7	221	38	14	834		
to	Truck		0	0	0	8	0	0	26	0	6	0	1	0	6	35	3	0			
5:45	Bus		0	3	0	3	0	0	6	0	1	0	0	0	2	2	2	1		3,386	
5:45	Auto		26	3	6	58	6	2	18	309	20	30	8	2	13	251	56	21	919		
to	Truck		0	0	0	4	0	0	0	31	8	2	1	0	2	28	2	1			
6:00	Bus		0	1	1	0	0	0	0	1	1	1	1	0	1	0	2	2		3,458	3,458
Peak Hour Volume (PHV)			77	33	63	280	30	10	83	1,202	101	99	41	3	53	980	188	98	3,341		
PHV (by approach)			493						1,526					1,322							
Peak Hour Factor (PHF)			0.92						0.93					0.94							
Total Autos			415						1,333					1,131							
Total Trucks			36						176					153							
Total Buses			42						17					38							
% Auto			84.2%						87.4%					85.6%							
% Heavy Vehicles (Trucks & Buses)			15.8%						12.6%					14.4%							

PROJECT:	**888 Fountain Avenue EIS**
FILE NAME:	**TMC Summary.xls**
LOCATION:	**Fountain Avenue and Loring Avenue**
TIME PERIOD:	**AM Peak Period**
COUNT DATE :	**Thursday, May 14, 2015**
WEATHER/PAVEMENT:	**Clear/Dry**
PRINT TIME :	**03/14/16**
	01:40 PM

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	INPUT "1" AT START OF PEAK HOUR	*Fountain Avenue* (NB)						*Loring Avenue* (WB)						15-MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
			L - ML	L - SR	T	R - ML	R - SR	R - L	L - F	L - ML	L - SR	R - F	R - ML	R - SR			
6:00	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
6:15	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
6:15	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
6:30	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
6:30	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
6:45	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
6:45	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
7:00	Bus		0	0	0	0	0	0	0	0	0	0	0	0		0	
7:00	Auto		7	5	34	5	1	3	0	27	6	4	1	0	115		
to	Truck		1	0	5	7	0	0	0	0	0	3	0	0			
7:15	Bus		0	0	3	0	1	0	0	0	1	1	0	0		115	
7:15	Auto		6	5	41	4	1	6	0	24	6	6	1	0	123		
to	Truck		0	0	8	8	0	0	0	2	1	0	0	0			
7:30	Bus		0	2	2	0	0	0	0	0	0	0	0	0		238	
7:30	Auto		1	3	36	8	1	0	3	24	12	8	1	0	125		
to	Truck		2	0	3	15	0	0	0	1	1	2	0	0			
7:45	Bus		0	0	3	1	0	0	0	0	0	0	0	0		363	
7:45	Auto		1	2	71	13	1	2	3	14	10	11	0	0	147		
to	Truck		0	0	6	6	0	0	0	1	0	0	1	0			
8:00	Bus		1	0	3	0	0	0	0	1	0	0	0	0		510	
8:00	Auto	1	7	3	49	11	0	4	3	19	8	10	0	0	133		
to	Truck		1	2	0	13	0	0	0	0	0	0	0	0			
8:15	Bus		0	0	2	1	0	0	0	0	0	0	0	0		528	
8:15	Auto		4	4	40	6	0	5	1	9	4	9	0	0	100		
to	Truck		2	0	6	7	0	0	1	0	0	0	0	0			
8:30	Bus		0	0	1	0	0	0	0	1	0	0	0	0		505	
8:30	Auto		2	1	40	7	2	5	6	11	2	11	0	0	110		
to	Truck		4	3	3	7	0	0	2	1	0	1	0	0			
8:45	Bus		0	1	1	0	0	0	0	0	0	0	0	0		490	
8:45	Auto		4	3	44	5	0	4	6	13	1	8	0	0	114		
to	Truck		1	1	3	16	1	0	0	1	0	1	0	0			
9:00	Bus		0	0	1	1	0	0	0	0	0	0	0	0		457	528
Peak Hour Volume (PHV)			25	18	190	74	3	18	19	55	15	40	0	0	457		
PHV (by approach)			328						129								
Peak Hour Factor (PHF)			0.88						0.81								
Total Autos			250						121								
Total Trucks			70						7								
Total Buses			8						1								
% Auto			76.2%						93.8%								
% Heavy Vehicles (Trucks & Buses)			23.8%						6.2%								

PROJECT:	**888 Fountain Avenue EIS**
FILE NAME:	**TMC Summary.xls**
LOCATION:	**Fountain Avenue and Loring Avenue**
TIME PERIOD:	**MD Peak Period**
COUNT DATE :	**Thursday, May 14, 2015**
WEATHER/PAVEMENT:	**Clear/Dry**
PRINT TIME :	**03/14/16**
	01:40 PM

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	INPUT "1" AT START OF PEAK HOUR	*Fountain Avenue* (NB)						*Loring Avenue* (WB)						15-MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
			L - ML	L - SR	T	R - ML	R - SR	R - L	L - F	L - ML	L - SR	R - F	R - ML	R - SR			
12:00	Auto		4	4	37	13	5	2	5	11	3	1	0	0	110		
to	Truck		2	1	9	10	0	0	0	0	0	1	0	0			
12:15	Bus		0	0	1	1	0	0	0	0	0	0	0	0			
12:15	Auto		5	3	31	9	2	12	4	3	1	4	0	0	89		
to	Truck		2	1	4	5	1	0	0	0	0	1	0	0			
12:30	Bus		0	0	1	0	0	0	0	0	0	0	0	0			
12:30	Auto		8	1	59	10	1	7	4	10	5	4	0	1	137		
to	Truck		0	1	2	10	1	0	0	5	2	2	0	0			
12:45	Bus		1	0	3	0	0	0	0	0	0	0	0	0			
12:45	Auto		1	4	55	8	7	4	4	15	2	6	1	1	131		
to	Truck		2	2	3	10	0	0	1	1	1	1	0	0			
1:00	Bus		0	0	1	1	0	0	0	0	0	0	0	0		467	
1:00	Auto	1	2	5	53	11	3	8	6	10	5	7	0	0	133		
to	Truck		1	2	3	9	1	1	0	2	0	0	0	0			
1:15	Bus		1	0	2	1	0	0	0	0	0	0	0	0		490	
1:15	Auto		3	6	51	16	4	6	6	11	6	8	1	0	147		
to	Truck		2	1	6	9	2	0	1	1	0	1	0	0			
1:30	Bus		1	0	2	3	0	0	0	0	0	0	0	0		548	
1:30	Auto		7	3	60	16	3	8	3	10	4	3	0	0	146		
to	Truck		1	1	6	5	14	0	0	0	0	2	0	0			
1:45	Bus		0	0	0	0	0	0	0	0	0	0	0	0		557	
1:45	Auto		10	2	51	12	1	2	6	13	4	15	0	0	138		
to	Truck		2	1	2	13	0	0	0	0	0	0	0	0			
2:00	Bus		0	0	1	1	0	0	0	1	1	0	0	0		564	
2:00	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
2:15	Bus		0	0	0	0	0	0	0	0	0	0	0	0		431	
2:15	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
2:30	Bus		0	0	0	0	0	0	0	0	0	0	0	0		284	
2:30	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
2:45	Bus		0	0	0	0	0	0	0	0	0	0	0	0		138	
2:45	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
3:00	Bus		0	0	0	0	0	0	0	0	0	0	0	0		0	564
Peak Hour Volume (PHV)			30	21	237	96	28	25	22	48	20	36	1	0	564		
PHV (by approach)			437						127								
Peak Hour Factor (PHF)			0.88						0.79								
Total Autos			343						118								
Total Trucks			82						7								
Total Buses			12						2								
% Auto			78.5%						92.9%								
% Heavy Vehicles (Trucks & Buses)			21.5%						7.1%								

PROJECT:	**888 Fountain Avenue EIS**
FILE NAME:	**TMC Summary.xls**
LOCATION:	**Fountain Avenue and Loring Avenue**
TIME PERIOD:	**PM Peak Period**
COUNT DATE :	**Thursday, May 14, 2015**
WEATHER/PAVEMENT:	**Clear/Dry**
PRINT TIME :	**03/14/16**
	01:40 PM

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	INPUT "1" AT START OF PEAK HOUR	*Fountain Avenue* (NB)						*Loring Avenue* (WB)						15-MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
			L - ML	L - SR	T	R - ML	R - SR	R - L	L - F	L - ML	L - SR	R - F	R - ML	R - SR			
3:00	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
3:15	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
3:15	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
3:30	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
3:30	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
3:45	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
3:45	Auto		0	0	0	0	0	0	0	0	0	0	0	0	0		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
4:00	Bus		0	0	0	0	0	0	0	0	0	0	0	0		0	
4:00	Auto	1	4	3	64	19	5	7	2	12	4	8	0	0	152		
to	Truck		0	1	3	14	1	0	0	1	2	0	0	0			
4:15	Bus		0	0	2	0	0	0	0	0	0	0	0	0		152	
4:15	Auto		4	4	58	17	4	5	9	11	3	6	0	0	134		
to	Truck		1	1	0	7	0	0	0	0	1	0	0	0			
4:30	Bus		0	1	2	0	0	0	0	0	0	0	0	0		286	
4:30	Auto		7	3	83	20	3	6	11	14	5	8	0	0	175		
to	Truck		0	0	3	5	0	0	1	0	0	0	0	0			
4:45	Bus		0	1	3	2	0	0	0	0	0	0	0	0		461	
4:45	Auto		3	3	48	16	6	4	9	18	4	9	0	1	136		
to	Truck		0	2	1	8	0	0	0	0	1	1	0	0			
5:00	Bus		1	0	1	0	0	0	0	0	0	0	0	0		597	
5:00	Auto		3	3	71	23	9	8	5	6	10	11	0	0	169		
to	Truck		2	0	3	10	3	0	1	0	0	0	0	0			
5:15	Bus		0	0	1	0	0	0	0	0	0	0	0	0		614	
5:15	Auto		2	2	50	16	6	8	4	15	8	12	0	0	130		
to	Truck		0	0	0	3	0	0	1	0	0	1	0	0			
5:30	Bus		0	0	0	1	0	0	1	0	0	0	0	0		610	
5:30	Auto		3	2	67	16	8	4	4	14	7	16	0	1	162		
to	Truck		1	0	4	6	2	1	1	1	0	1	0	0			
5:45	Bus		0	0	2	0	0	0	1	0	0	0	0	0		597	
5:45	Auto		3	7	69	13	6	4	6	17	3	6	1	0	148		
to	Truck		2	0	3	5	2	0	0	0	0	0	0	0			
6:00	Bus		0	0	1	0	0	0	0	0	0	0	0	0		609	614
Peak Hour Volume (PHV)			20	19	268	108	19	22	32	56	20	32	0	1	597		
PHV (by approach)			456						141								
Peak Hour Factor (PHF)			0.84						0.82								
Total Autos			396						134								
Total Trucks			47						7								
Total Buses			13						0								
% Auto			86.8%						95.0%								
% Heavy Vehicles (Trucks & Buses)			13.2%						5.0%								

Appendix H

HCS

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 9/17/2015
Period: AM Peak Hour
Project ID: 888 Fountain Avenue
E/W St: EB Shore Parkway

Inter.: Erskine Street & EB Shore Pkwy
Area Type: All other areas
Jurisd: Brooklyn
Year : 2015

N/S St: Erskine Street

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	0	0	0	0	0	0	0	2	0	0
LGConfig		LT								L		
Volume	250	0								170		
Lane Width		11.5								11.5		
RTOR Vol												

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left	P				NB	Left				
Thru	P					Thru				
Right						Right				
Peds						Peds				
WB Left					SB	Left	P			
Thru						Thru				
Right						Right				
Peds						Peds	X			
NB Right					EB	Right				
SB Right					WB	Right				
Green	40.0						40.0			
Yellow	3.0						3.0			
All Red	2.0						2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
LT	1420	3196	0.19	0.44	15.5	B	15.5	B
Westbound								
Northbound								
Southbound								
L	1517	3413	0.13	0.44	14.9	B	14.9	B

Intersection Delay = 15.2 (sec/veh) Intersection LOS = B

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 9/17/2015
Analysis Time Period: AM Peak Hour
Intersection: Erskine Street & EB Shore Pkwy
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2015
Project ID: 888 Fountain Avenue
E/W St: EB Shore Parkway N/S St: Erskine Street

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	250	0								170		
% Heavy Veh	6	6								1		
PHF	0.92	0.92								0.87		
PK 15 Vol	68	0								49		
Hi Ln Vol												
% Grade		0									0	
Ideal Sat		1900								1900		
ParkExist												
NumPark												
No. Lanes	0	2	0	0	0	0	0	0	0	2	0	0
LGConfig		LT								L		
Lane Width		11.5								11.5		
RTOR Vol												
Adj Flow		272								195		
%InSharedLn												
Prop LTs		1.000										
Prop RTs	0.000											
Peds Bikes				0			0					
Buses		0								0		
%InProtPhase												

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		
Arriv. Type		3								3		
Unit Ext.		3.0								3.0		
I Factor		1.000									1.000	
Lost Time		2.0								2.0		
Ext of g		2.0								2.0		
Ped Min g					3.2			3.2				

PHASE DATA

Phase Combination	1	2	3	4	5	6	7	8
EB Left	P				NB Left			
Thru	P				Thru			
Right					Right			
Peds					Peds			
WB Left					SB Left	P		
Thru					Thru			
Right					Right			
Peds					Peds	X		
NB Right					EB Right			
SB Right					WB Right			
Green	40.0				40.0			
Yellow	3.0				3.0			
All Red	2.0				2.0			

Cycle Length: 90.0 secs

VOLUME ADJUSTMENT AND SATURATION FLOW WORKSHEET

Volume Adjustment

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume, V	250	0								170		
PHF	0.92	0.92								0.87		
Adj flow	272	0								195		
No. Lanes	0	2	0	0	0	0	0	0	0	2	0	0
Lane group		LT								L		
Adj flow		272								195		
Prop LTs		1.000										
Prop RTs	0.000											

Saturation Flow Rate (see Exhibit 16-7 to determine the adjustment factors)

	Eastbound			Westbound			Northbound			Southbound		
LG	LT									L		
So	1900									1900		
Lanes 0	2	0	0	0	0	0	0	0		2	0	0
fW	0.983									0.983		
fHV	0.943									0.990		
fG	1.000									1.000		
fP	1.000									1.000		
fBB	1.000									1.000		
fA	1.000									1.000		
fLU	0.952									0.971		
fRT	1.000											
fLT	0.952									0.950		
Sec.												
fLpb	1.000									1.000		
fRpb	1.000											
S	3196									3413		
Sec.												

CAPACITY AND LOS WORKSHEET

Capacity Analysis and Lane Group Capacity

Appr/ Mvmt	Lane Group	Adj Flow Rate (v)	Adj Sat Flow Rate (s)	Flow Ratio (v/s)	Green Ratio (g/C)	--Lane Group-- Capacity (c)	v/c Ratio
Eastbound							
Prot							
Perm							
Left							
Prot							
Perm							
Thru	LT	272	3196	# 0.09	0.44	1420	0.19
Right							
Westbound							
Prot							
Perm							
Left							
Prot							
Perm							
Thru							
Right							
Northbound							
Prot							
Perm							
Left							
Prot							
Perm							
Thru							
Right							
Southbound							
Prot							
Perm							
Left	L	195	3413	# 0.06	0.44	1517	0.13
Prot							
Perm							
Thru							
Right							

Sum of flow ratios for critical lane groups, Yc = Sum (v/s) = 0.14
Total lost time per cycle, L = 10.00 sec
Critical flow rate to capacity ratio, Xc = (Yc)(C)/(C-L) = 0.16

Control Delay and LOS Determination

Appr/ Lane Grp	Ratios v/c	Ratios g/C	Unf Del d1	Prog Adj Fact	Lane Grp Cap	Incremental Factor k	Incremental Del d2	Res Del d3	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound												
LT	0.19	0.44	15.2	1.000	1420	0.50	0.3	0.0	15.5	B	15.5	B
Westbound												
Northbound												
Southbound												
L	0.13	0.44	14.7	1.000	1517	0.50	0.2	0.0	14.9	B		
											14.9	B

Intersection delay = 15.2 (sec/veh) Intersection LOS = B

SUPPLEMENTAL PERMITTED LT WORKSHEET
for exclusive lefts

Input

	EB	WB	NB	SB
Opposed by Single(S) or Multiple(M) lane approach				
Cycle length, C 90.0 sec				
Total actual green time for LT lane group, G (s)				
Effective permitted green time for LT lane group, g(s)				
Opposing effective green time, go (s)				
Number of lanes in LT lane group, N				
Number of lanes in opposing approach, No				
Adjusted LT flow rate, VLT (veh/h)				
Proportion of LT in LT lane group, PLT				
Proportion of LT in opposing flow, PLTo				
Adjusted opposing flow rate, Vo (veh/h)				
Lost time for LT lane group, tL				

Computation

LT volume per cycle, LTC=VLTC/3600

Opposing lane util. factor, fLUo 0.952

Opposing flow, Volc=VoC/[3600(No)fLUo] (veh/ln/cyc)

gf=G[exp(- a * (LTC ** b))]-tl, gf<=g

Opposing platoon ratio, Rpo (refer Exhibit 16-11)

Opposing Queue Ratio, qro=Max[1-Rpo(go/C),0]

gq, (see Exhibit C16-4,5,6,7,8)

gu=g-gq if gq>=gf, or = g-gf if gq<gf

n=Max(gq-gf)/2,0)

PTHo=1-PLTo

PL*=PLT[1+(N-1)g/(gf+gu/EL1+4.24)]

EL1 (refer to Exhibit C16-3)

EL2=Max((1-Ptho**n)/Plto, 1.0)

fmin=2(1+PL)/g or fmin=2(1+Pl)/g

gdiff=max(gq-gf,0)

fm=[gf/g]+[gu/g]/[1+PL(EL1-1)], (min=fmin;max=1.00)

flt=fm=[gf/g]+[gu/g]/[1+PL(EL1-1)]+[gdiff/g]/[1+PL(EL2-1)],(fmin<=fm<=1.00)

or flt=[fm+0.91(N-1)]/N**

Left-turn adjustment, fLT

For special case of single-lane approach opposed by multilane approach, see text.

* If Pl>=1 for shared left-turn lanes with N>1, then assume de-facto left-turn lane and redo calculations.

** For permitted left-turns with multiple exclusive left-turn lanes, flt=fm.

For special case of multilane approach opposed by single-lane approach or when gf>gq, see text.

SUPPLEMENTAL PERMITTED LT WORKSHEET
for shared lefts

Input

	EB	WB	NB	SB
Opposed by Single(S) or Multiple(M) lane approach				
Cycle length, C 90.0 sec				
Total actual green time for LT lane group, G (s)				
Effective permitted green time for LT lane group, g(s)				
Opposing effective green time, go (s)				
Number of lanes in LT lane group, N				

Number of lanes in opposing approach, No
Adjusted LT flow rate, VLT (veh/h)
Proportion of LT in LT lane group, PLT 1.000
Proportion of LT in opposing flow, PLTo
Adjusted opposing flow rate, Vo (veh/h)
Lost time for LT lane group, tL
Computation
LT volume per cycle, LTC=VLTC/3600
Opposing lane util. factor, fLUo 0.952
Opposing flow, Volc=VoC/[3600(No)fLUo] (veh/ln/cyc)
gf=G[exp(- a * (LTC ** b))]-tl, gf<=g
Opposing platoon ratio, Rpo (refer Exhibit 16-11)
Opposing Queue Ratio, qro=Max[1-Rpo(go/C),0]
gq, (see Exhibit C16-4,5,6,7,8)
gu=g-gq if gq>=gf, or = g-gf if gq<gf
n=Max(gq-gf)/2,0)
PTHo=1-PLTo
PL*=PLT[1+(N-1)g/(gf+gu/EL1+4.24)]
EL1 (refer to Exhibit C16-3)
EL2=Max((1-Ptho**n)/Plto, 1.0)
fmin=2(1+PL)/g or fmin=2(1+Pl)/g
gdiff=max(gq-gf,0)
fm=[gf/g]+[gu/g]/[1+PL(EL1-1)], (min=fmin;max=1.00)
flt=fm=[gf/g]+[gu/g]/[1+PL(EL1-1)]+[gdiff/g]/[1+PL(EL2-1)],(fmin<=fm<=1.00)
or flt=[fm+0.91(N-1)]/N**
Left-turn adjustment, fLT

For special case of single-lane approach opposed by multilane approach, see text.
* If Pl>=1 for shared left-turn lanes with N>1, then assume de-facto left-turn lane and redo calculations.
** For permitted left-turns with multiple exclusive left-turn lanes, flt=fm.
For special case of multilane approach opposed by single-lane approach or when gf>gq, see text.

_____SUPPLEMENTAL PEDESTRIAN-BICYCLE EFFECTS WORKSHEET_____

Permitted Left Turns

	EB	WB	NB	SB
Effective pedestrian green time, gp (s)				
Conflicting pedestrian volume, Vped (p/h)				
Pedestrian flow rate, Vpedg (p/h)				
OCCpedg				
Opposing queue clearing green, gq (s)				
Eff. ped. green consumed by opp. veh. queue, gq/gp				
OCCpedu				
Opposing flow rate, Vo (veh/h)				
OCCr				
Number of cross-street receiving lanes, Nrec				
Number of turning lanes, Nturn				
ApbT				
Proportion of left turns, PLT				
Proportion of left turns using protected phase, PLTA				
Left-turn adjustment, fLpb				
Permitted Right Turns				
Effective pedestrian green time, gp (s)				
Conflicting pedestrian volume, Vped (p/h)				
Conflicting bicycle volume, Vbic (bicycles/h)				
Vpedg				
OCCpedg				
Effective green, g (s)				
Vbicg				

OCCbicg
OCCr
Number of cross-street receiving lanes, Nrec
Number of turning lanes, Nturn
ApbT
Proportion right-turns, PRT
Proportion right-turns using protected phase, PRTA
Right turn adjustment, fRpb

SUPPLEMENTAL UNIFORM DELAY WORKSHEET

	EBLT	WBLT	NBLT	SBLT
Cycle length, C 90.0 sec				
Adj. LT vol from Vol Adjustment Worksheet, v				
v/c ratio from Capacity Worksheet, X				
Protected phase effective green interval, g (s)				
Opposing queue effective green interval, gq				
Unopposed green interval, gu				
Red time r=(C-g-gq-gu)				
Arrival rate, qa=v/(3600(max[X,1.0]))				
Protected ph. departure rate, Sp=s/3600				
Permitted ph. departure rate, Ss=s(gq+gu)/(gu*3600)				
XPerm				
XProt				
Case				
Queue at beginning of green arrow, Qa				
Queue at beginning of unsaturated green, Qu				
Residual queue, Qr				
Uniform Delay, d1				

DELAY/LOS WORKSHEET WITH INITIAL QUEUE

Appr/ Lane Group	Initial Unmet Demand Q veh	Dur. Unmet Demand t hrs.	Uniform Delay Unadj. ds	Uniform Delay Adj. d1 sec	Initial Queue Param. u	Final Unmet Demand Q veh	Initial Queue Delay d3 sec	Lane Group Delay d sec
Eastbound								
	0.0						0.0	
LT	0.0	0.00	25.0	15.2	0.00	0.0	0.0	15.5
	0.0						0.0	
Westbound								
	0.0						0.0	
	0.0						0.0	
	0.0						0.0	
Northbound								
	0.0						0.0	
	0.0						0.0	
	0.0						0.0	
Southbound								
L	0.0	0.00	25.0	14.7	0.00	0.0	0.0	14.9
	0.0						0.0	
	0.0						0.0	

Intersection Delay 15.2 sec/veh Intersection LOS B

BACK OF QUEUE WORKSHEET

	Eastbound	Westbound	Northbound	Southbound
LaneGroup	LT			L
Init Queue	0.0			0.0
Flow Rate	142			100
So	1900			1900
No.Lanes	0 2 0	0 0 0	0 0 0	2 0 0
SL	1678			1757
LnCapacity	745			781
Flow Ratio	0.1			0.1
v/c Ratio	0.19			0.13
Grn Ratio	0.44			0.44
I Factor	1.000			1.000
AT or PVG	3			3
Pltn Ratio	1.00			1.00
PF2	1.00			1.00
Q1	2.2			1.5
kB	0.9			1.0
Q2	0.2			0.1
Q Average	2.4			1.6
Q Spacing	25.0			25.0
Q Storage	0			0
Q S Ratio				
70th Percentile Output:				
fB%	1.3			1.3
BOQ	3.0			2.1
QSRatio				
85th Percentile Output:				
fB%	1.6			1.6
BOQ	3.8			2.6
QSRatio				
90th Percentile Output:				
fB%	1.8			1.9
BOQ	4.3			3.0
QSRatio				
95th Percentile Output:				
fB%	2.2			2.3
BOQ	5.3			3.8
QSRatio				
98th Percentile Output:				
fB%	2.6			2.8
BOQ	6.2			4.5
QSRatio				

ERROR MESSAGES

No errors to report.

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 9/17/2015
Period: AM Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Gateway Drive

Inter.: Erskine Street and Gateway Dr
Area Type: All other areas
Jurisd: Brooklyn
Year : 2015

N/S St: Erskine Street

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	1	1	2	0	2	2	0	0	3	1
LGConfig	L	T	R	L	TR		L	TR			LT	R
Volume	9	14	81	183	35	16	149	265	181	9	127	3
Lane Width	10.0	11.0	12.0	11.0	11.5		11.0	11.0			10.5	13.0
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	P				NB Left		P		
Thru	P				Thru	P	P		
Right	P				Right	P	P		
Peds	X				Peds	X	X		
WB Left	P				SB Left	P			
Thru	P				Thru	P			
Right	P				Right	P			
Peds	X				Peds	X			
NB Right					EB Right		P		
SB Right					WB Right				
Green	28.0					25.0	22.0		
Yellow	3.0					3.0	3.0		
All Red	2.0					2.0	2.0		

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	307	988	0.03	0.31	21.8	C		
T	884	2843	0.02	0.31	21.5	C	10.7	B
R	785	1284	0.12	0.61	7.6	A		
Westbound								
L	390	1254	0.53	0.31	30.8	C		
TR	956	3073	0.06	0.31	21.9	C	28.8	C
Northbound								
L	781	3197	0.20	0.24	27.6	C		
TR	1771	3066	0.27	0.58	9.9	A	14.3	B
Southbound								
LT	1196	4305	0.14	0.28	24.7	C	24.7	C
R	447	1610	0.01	0.28	23.6	C		

Intersection Delay = 18.7 (sec/veh) Intersection LOS = B

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 9/17/2015
Analysis Time Period: AM Peak Hour
Intersection: Erskine Street and Gateway Dr
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2015
Project ID: 888 Fountain Avenue
E/W St: Gateway Drive N/S St: Erskine Street

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	9	14	81	183	35	16	149	265	181	9	127	3
% Heavy Veh	23	23	23	7	7	7	6	6	6	2	2	2
PHF	0.89	0.89	0.89	0.88	0.88	0.88	0.93	0.93	0.93	0.80	0.80	0.80
PK 15 Vol	3	4	23	52	10	5	40	71	49	3	40	1
Hi Ln Vol												
% Grade		0			0			0			0	
Ideal Sat	1900	1900	1900	1900	1900		1900	1900			1900	1900
ParkExist												
NumPark												
No. Lanes		1	2	1	1	2	0	2	2	0	0	3	1
LGConfig	L	T	R	L	TR		L	TR			LT	R
Lane Width	10.0	11.0	12.0	11.0	11.5		11.0	11.0			10.5	13.0
RTOR Vol			0			0			0			0
Adj Flow	10	16	91	208	58		160	480			170	4
%InSharedLn												
Prop LTs	1.000	0.000		1.000	0.000			0.000			0.065	
Prop RTs		0.000	1.000		0.310			0.406			0.000	1.000
Peds Bikes		23	0		50	0		50	0		15	0
Buses	0	0	0	0	8		0	0			8	0
%InProtPhase			0.0									

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	0.0			0.0	0.0
Arriv. Type	3	3	3	3	3		3	3			3	3
Unit Ext.	3.0	3.0	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			2.0	2.0
Ext of g	2.0	2.0	2.0	2.0	2.0		2.0	2.0			2.0	2.0
Ped Min g		3.4			3.5			3.5			3.3	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 9/17/2015
Period: AM Peak Hour
Project ID: 888 Fountain Avenue
E/W St: WB Shore Parkway

Inter.: Erskine Street & WB Shore Pkwy
Area Type: All other areas
Jurisd: Brooklyn
Year : 2015

N/S St: Erskine Street

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	0	0	2	0	1	0	0	0	0
LGConfig						R		T				
Volume						345		249				
Lane Width						12.5		11.0				
RTOR Vol						0						

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru					Thru	P		
Right					Right			
Peds					Peds			
WB Left					SB Left			
Thru					Thru			
Right		P			Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		40.0				40.0		
Yellow		3.0				3.0		
All Red		2.0				2.0		

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
							16.7	B
Westbound								
R	1230	2768	0.31	0.44	16.7	B		
Northbound								
T	770	1733	0.36	0.44	17.9	B	17.9	B
Southbound								

Intersection Delay = 17.2 (sec/veh) Intersection LOS = B

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 9/17/2015
Analysis Time Period: AM Peak Hour
Intersection: Erskine Street & WB Shore Pkwy
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2015
Project ID: 888 Fountain Avenue
E/W St: WB Shore Parkway N/S St: Erskine Street

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume						345		249				
% Heavy Veh						5		6				
PHF						0.91		0.89				
PK 15 Vol						95		70				
Hi Ln Vol												
% Grade					0			0				
Ideal Sat						1900		1900				
ParkExist												
NumPark												
No. Lanes	0	0	0	0	0	2	0	1	0	0	0	0
LGConfig						R		T				
Lane Width						12.5		11.0				
RTOR Vol						0						
Adj Flow						379		280				
%InSharedLn												
Prop LTs								0.000				
Prop RTs						1.000		0.000				
Peds Bikes					0							
Buses						0		0				
%InProtPhase												

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				
Arriv. Type						3		3				
Unit Ext.						3.0		3.0				
I Factor					1.000			1.000				
Lost Time						2.0		2.0				
Ext of g						2.0		2.0				
Ped Min g					3.2							

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 9/17/2015
Period: AM Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Flatlands Avenue

Inter.: Flatlands Ave and Elton Street
Area Type: All other areas
Jurisd: Brooklyn
Year : 2015

N/S St: Elton Street

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	1	2	0	0	1	0	0	1	0
LGConfig	L	TR		L	TR			LTR			LTR	
Volume	39	255	57	27	226	47	67	98	18	14	73	27
Lane Width	10.0	10.5		11.0	11.5			16.0			16.0	
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	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			
WB Left	P				SB	Left	P			
Thru	P					Thru	P			
Right	P					Right	P			
Peds	X					Peds	X			
NB Right					EB	Right				
SB Right					WB	Right				
Green	49.0						31.0			
Yellow	3.0						3.0			
All Red	2.0						2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	434	797	0.12	0.54	10.6	B		
TR	1577	2896	0.27	0.54	11.3	B	11.3	B
Westbound								
L	398	731	0.09	0.54	10.3	B		
TR	1376	2527	0.28	0.54	11.5	B	11.4	B
Northbound								
LTR	478	1387	0.50	0.34	27.0	C	27.0	C
Southbound								
LTR	523	1518	0.29	0.34	23.0	C	23.0	C

Intersection Delay = 15.6 (sec/veh) Intersection LOS = B

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 9/17/2015
Analysis Time Period: AM Peak Hour
Intersection: Flatlands Ave and Elton Street
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2015
Project ID: 888 Fountain Avenue
E/W St: Flatlands Avenue N/S St: Elton Street

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	39	255	57	27	226	47	67	98	18	14	73	27
% Heavy Veh	14	14	14	22	22	22	1	1	1	3	3	3
PHF	0.74	0.74	0.74	0.72	0.72	0.72	0.77	0.77	0.77	0.74	0.74	0.74
PK 15 Vol	13	86	19	9	78	16	22	32	6	5	25	9
Hi Ln Vol												
% Grade		0			0			0			0	
Ideal Sat	1900	1900		1900	1900			1900			1900	
ParkExist						X			X			X
NumPark						20			20			20
No. Lanes	1	2	0	1	2	0	0	1	0	0	1	0
LGConfig	L	TR		L	TR			LTR			LTR	
Lane Width	10.0	10.5		11.0	11.5			16.0			16.0	
RTOR Vol			0			0			0			0
Adj Flow	53	422		37	379			237			154	
%InSharedLn												
Prop LTs	1.000	0.000		1.000	0.000			0.367			0.123	
Prop RTs		0.182			0.172			0.097			0.234	
Peds Bikes		50	0		50	0		50	0		50	0
Buses	0	2		0	2			0			0	
%InProtPhase												

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	3	3		3	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		3.5			3.5			3.5			3.5	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 9/17/2015
Period: AM Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Flatlands Avenue

Inter.: Flatlands Ave and Fountain Ave
Area Type: All other areas
Jurisd: Brooklyn
Year : 2015

N/S St: Fountain Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	1	2	0	0	2	0	0	2	0
LGConfig	L	TR		L	TR			LTR			LTR	
Volume	126	73	51	57	82	15	37	214	52	11	236	113
Lane Width	12.0	12.0		12.0	14.0			12.0			13.0	
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left	P	P			NB	Left	P			
Thru	P					Thru	P			
Right	P					Right	P			
Peds	X					Peds	X			
WB Left	P	P			SB	Left	P			
Thru	P					Thru	P			
Right	P					Right	P			
Peds	X					Peds	X			
NB Right					EB	Right				
SB Right					WB	Right				
Green	39.0	7.0					29.0			
Yellow	3.0	3.0					3.0			
All Red	2.0	2.0					2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	649	1460	0.23	0.57	10.7	B		
TR	1087	2509	0.14	0.43	15.6	B	13.1	B
Westbound								
L	640	1474	0.10	0.57	9.4	A		
TR	1225	2826	0.09	0.43	15.2	B	13.0	B
Northbound								
LTR	859	2665	0.37	0.32	24.7	C	24.7	C
Southbound								
LTR	839	2605	0.46	0.32	26.0	C	26.0	C

Intersection Delay = 20.4 (sec/veh) Intersection LOS = C

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 9/17/2015
Analysis Time Period: AM Peak Hour
Intersection: Flatlands Ave and Fountain Ave
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2015
Project ID: 888 Fountain Avenue
E/W St: Flatlands Avenue N/S St: Fountain Avenue

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	126	73	51	57	82	15	37	214	52	11	236	113
% Heavy Veh	20	20	20	19	19	19	11	11	11	14	14	14
PHF	0.84	0.84	0.84	0.86	0.86	0.86	0.95	0.95	0.95	0.94	0.94	0.94
PK 15 Vol	38	22	15	17	24	4	10	56	14	3	63	30
Hi Ln Vol												
% Grade		0			0			0			0	
Ideal Sat	1900	1900		1900	1900			1900			1900	
ParkExist			X			X						X
NumPark			20			20						20
No. Lanes	1	2	0	1	2	0	0	2	0	0	2	0
LGConfig	L	TR		L	TR			LTR			LTR	
Lane Width	12.0	12.0		12.0	14.0			12.0			13.0	
RTOR Vol			0			0			0			0
Adj Flow	150	148		66	112			319			383	
%InSharedLn												
Prop LTs	1.000	0.000		1.000	0.000			0.122			0.031	
Prop RTs		0.412			0.152			0.172			0.313	
Peds Bikes	50		0	50		0	50		0	50		0
Buses	0	0		0	2			10			0	
%InProtPhase	0.0			0.0								

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	3	3		3	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		3.5			3.5			3.5			3.5	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 9/17/2015
Period: AM Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Flatlands Avenue

Inter.: Flatlands Ave and Schenck Ave
Area Type: All other areas
Jurisd: Brooklyn
Year : 2015

N/S St: Schenck Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	1	2	0	1	1	0	0	1	0
LGConfig	L	TR		L	TR		L	TR			LTR	
Volume	37	367	184	12	375	12	109	75	6	4	74	21
Lane Width	10.0	11.5		10.0	11.5		12.0	15.0			16.0	
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	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			
WB Left	P				SB	Left	P			
Thru	P					Thru	P			
Right	P					Right	P			
Peds	X					Peds	X			
NB Right					EB	Right				
SB Right					WB	Right				
Green	49.0						31.0			
Yellow	3.0						3.0			
All Red	2.0						2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	443	813	0.09	0.54	10.2	B		
TR	1538	2825	0.39	0.54	12.6	B	12.4	B
Westbound								
L	327	601	0.04	0.54	9.8	A		
TR	1520	2791	0.28	0.54	11.5	B	11.4	B
Northbound								
L	402	1167	0.30	0.34	23.5	C		
TR	669	1942	0.14	0.34	20.7	C	22.3	C
Southbound								
LTR	550	1597	0.24	0.34	22.1	C	22.1	C

Intersection Delay = 14.5 (sec/veh) Intersection LOS = B

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 9/17/2015
Analysis Time Period: AM Peak Hour
Intersection: Flatlands Ave and Schenck Ave
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2015
Project ID: 888 Fountain Avenue
E/W St: Flatlands Avenue N/S St: Schenck Avenue

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	37	367	184	12	375	12	109	75	6	4	74	21
% Heavy Veh	6	6	6	14	14	14	6	6	6	3	3	3
PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.89	0.89	0.89	0.74	0.74	0.74
PK 15 Vol	10	100	50	3	102	3	31	21	2	1	25	7
Hi Ln Vol												
% Grade		0			0			0			0	
Ideal Sat	1900	1900		1900	1900		1900	1900			1900	
ParkExist			X			X						X
NumPark			20			20						20
No. Lanes	1	2	0	1	2	0	1	1	0	0	1	0
LGConfig	L	TR		L	TR		L	TR			LTR	
Lane Width	10.0	11.5		10.0	11.5		12.0	15.0			16.0	
RTOR Vol			0			0			0			0
Adj Flow	40	599		13	421		122	91			133	
%InSharedLn												
Prop LTs	1.000	0.000		1.000	0.000		1.000	0.000			0.038	
Prop RTs		0.334			0.031			0.077			0.211	
Peds Bikes	50		0	50		0	50		0	50		0
Buses	0	0		0	0		0	0			0	
%InProtPhase												

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			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		3.5			3.5			3.5			3.5	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 9/17/2015
Period: AM Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Flatlands Avenue

Inter.: Flatlands Ave and Schenck Ave
Area Type: All other areas
Jurisd: Brooklyn
Year : 2015

N/S St: Schenck Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	1	2	0	1	1	0	0	1	0
LGConfig	L	TR		L	TR		L	LTR			LTR	
Volume	37	367	184	12	375	12	109	75	6	4	74	21
Lane Width	10.0	11.5		10.0	11.5		12.0	15.0			16.0	
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	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			
WB Left	P				SB	Left	P			
Thru	P					Thru	P			
Right	P					Right	P			
Peds	X					Peds	X			
NB Right					EB	Right				
SB Right					WB	Right				
Green	49.0						31.0			
Yellow	3.0						3.0			
All Red	2.0						2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	443	813	0.09	0.54	10.2	B		
TR	1538	2825	0.39	0.54	12.6	B	12.4	B
Westbound								
L	327	601	0.04	0.54	9.8	A		
TR	1520	2791	0.28	0.54	11.5	B	11.4	B
Northbound								
L	392	1139	0.31	0.34	23.7	C		
LTR	669	1942	0.14	0.34	20.7	C	22.4	C
Southbound								
LTR	550	1597	0.24	0.34	22.1	C	22.1	C

Intersection Delay = 14.5 (sec/veh) Intersection LOS = B

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 9/17/2015
Analysis Time Period: AM Peak Hour
Intersection: Flatlands Ave and Schenck Ave
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2015
Project ID: 888 Fountain Avenue
E/W St: Flatlands Avenue N/S St: Schenck Avenue

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	37	367	184	12	375	12	109	75	6	4	74	21
% Heavy Veh	6	6	6	14	14	14	6	6	6	3	3	3
PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.89	0.89	0.89	0.74	0.74	0.74
PK 15 Vol	10	100	50	3	102	3	31	21	2	1	25	7
Hi Ln Vol												
% Grade		0			0			0			0	
Ideal Sat	1900	1900		1900	1900		1900	1900			1900	
ParkExist			X			X						X
NumPark			20			20						20
No. Lanes	1	2	0	1	2	0	1	1	0	0	1	0
LGConfig	L	TR		L	TR		L	LTR			LTR	
Lane Width	10.0	11.5		10.0	11.5		12.0	15.0			16.0	
RTOR Vol			0			0			0			0
Adj Flow	40	599		13	421		122	91			133	
%InSharedLn							0					
Prop LTs	1.000	0.000		1.000	0.000		1.000	0.000			0.038	
Prop RTs		0.334			0.031			0.077			0.211	
Peds Bikes	50		0	50		0	50		0	50		0
Buses	0	0		0	0		0	0			0	
%InProtPhase												

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			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		3.5			3.5			3.5			3.5	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 9/17/2015
Period: AM Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Linden Boulevard Main Line

Inter.: Linden Blvd ML and Fountain
Area Type: All other areas
Jurisd: Brooklyn
Year : 2015

N/S St: Fountain Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	3	0	1	3	0	0	2	0	0	2	0
LGConfig	L	T		L	T			LTR			LTR	
Volume	67	599		83	1232		43	192	96	120	203	46
Lane Width	10.0	11.0		10.0	10.5			14.0			14.0	
RTOR Vol									0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left	P	P			NB	Left	P			
Thru	P	P				Thru	P			
Right						Right	P			
Peds	X	X				Peds	X			
WB Left		P			SB	Left	P			
Thru		P				Thru	P			
Right						Right	P			
Peds		X	X			Peds	X			
NB Right					EB	Right				
SB Right					WB	Right				
Green	8.0	41.0	19.0				35.0	0.0		
Yellow	3.0	4.0					3.0			
All Red	2.0	2.0	0.0				3.0			

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	154	1409	0.48	0.46	33.1	C		
T	1892	4204	0.35	0.45	22.0	C	23.1	C
Westbound								
L	197	576	0.44	0.34	37.5	D		
T	1424	4167	0.89	0.34	46.2	D	45.7	D
Northbound								
LTR	620	2127	0.61	0.29	40.9	D	40.9	D
Southbound								
LTR	630	2160	0.65	0.29	42.3	D	42.3	D

Intersection Delay = 38.8 (sec/veh) Intersection LOS = D

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 9/17/2015
Analysis Time Period: AM Peak Hour
Intersection: Linden Blvd ML and Fountain
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2015
Project ID: 888 Fountain Avenue
E/W St: Linden Boulevard Main Line N/S St: Fountain Avenue

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	67	599		83	1232		43	192	96	120	203	46
% Heavy Veh	19	19		18	18		24	24	24	15	15	15
PHF	0.91	0.91		0.97	0.97		0.88	0.88	0.88	0.90	0.90	0.90
PK 15 Vol	18	165		21	318		12	55	27	33	56	13
Hi Ln Vol												
% Grade		0			0			0			0	
Ideal Sat	1900	1900		1900	1900			1900			1900	
ParkExist									X			
NumPark									20			
No. Lanes	1	3	0	1	3	0	0	2	0	0	2	0
LGConfig	L	T		L	T			LTR			LTR	
Lane Width	10.0	11.0		10.0	10.5			14.0			14.0	
RTOR Vol									0			0
Adj Flow	74	658		86	1270			376			410	
%InSharedLn												
Prop LTs	1.000	0.000		1.000	0.000			0.130			0.324	
Prop RTs		0.000			0.000		0.290			0.124		
Peds Bikes		50			50		50		0	50		0
Buses	0	0		0	0			4			6	
%InProtPhase	0.0											
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	3	3		3	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		3.7			3.7			3.7			3.7	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 9/17/2015
Period: AM Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Linden Boulevard Main Line

Inter.: Linden Blvd ML and Fountain
Area Type: All other areas
Jurisd: Brooklyn
Year : 2015

N/S St: Fountain Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	3	0	1	3	0	0	2	0	1	1	0
LGConfig	L	T		L	T			LTR		L	LTR	
Volume	67	599		83	1232		43	192	96	120	203	46
Lane Width	10.0	11.0		10.0	10.5			14.0		12.0	14.0	
RTOR Vol									0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left	P	P			NB	Left	P			
Thru	P	P				Thru	P			
Right						Right	P			
Peds	X	X				Peds	X			
WB Left		P			SB	Left	P			
Thru		P				Thru	P			
Right						Right	P			
Peds		X	X			Peds	X			
NB Right					EB	Right				
SB Right					WB	Right				
Green	8.0	41.0	19.0				35.0	0.0		
Yellow	3.0	4.0					3.0			
All Red	2.0	2.0	0.0				3.0			

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	154	1409	0.48	0.46	33.1	C		
T	1892	4204	0.35	0.45	22.0	C	23.1	C
Westbound								
L	194	569	0.44	0.34	37.8	D		
T	1424	4167	0.89	0.34	46.2	D	45.7	D
Northbound								
LTR	606	2077	0.62	0.29	41.5	D	41.5	D
Southbound								
L	216	740	0.62	0.29	49.2	D		
LTR	483	1657	0.57	0.29	41.0	D	43.7	D

Intersection Delay = 39.1 (sec/veh) Intersection LOS = D

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 9/17/2015
Analysis Time Period: AM Peak Hour
Intersection: Linden Blvd ML and Fountain
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2015
Project ID: 888 Fountain Avenue
E/W St: Linden Boulevard Main Line N/S St: Fountain Avenue

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	67	599		83	1232		43	192	96	120	203	46
% Heavy Veh	19	19		18	18		24	24	24	15	15	15
PHF	0.91	0.91		0.97	0.97		0.88	0.88	0.88	0.90	0.90	0.90
PK 15 Vol	18	165		21	318		12	55	27	33	56	13
Hi Ln Vol												
% Grade		0			0			0			0	
Ideal Sat	1900	1900		1900	1900			1900		1900	1900	
ParkExist									X			
NumPark									20			
No. Lanes	1	3	0	1	3	0	0	2	0	1	1	0
LGConfig	L	T		L	T			LTR		L	LTR	
Lane Width	10.0	11.0		10.0	10.5			14.0		12.0	14.0	
RTOR Vol									0			0
Adj Flow	74	658		86	1270			376		133	277	
%InSharedLn										0		
Prop LTs	1.000	0.000		1.000	0.000			0.130		1.000	0.000	
Prop RTs		0.000			0.000			0.290			0.184	
Peds Bikes		50			50			50	0		50	0
Buses	0	0		0	0			4		0	6	
%InProtPhase	0.0											
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	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		3.7			3.7			3.7			3.7	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 9/17/2015
Period: AM Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Linden Boulevard Main Line

Inter.: Linden Blvd ML and Loring
Area Type: All other areas
Jurisd: Brooklyn
Year : 2015

N/S St: Loring Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	3	0	1	3	0	0	0	0	0	0	0
LGConfig	L	T		L	T			LR				
Volume	67	599		83	1232		90		40			
Lane Width	10.0	11.0		10.0	10.5			16.0				
RTOR Vol									0			

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	P	P			NB Left	P			
Thru	P	P			Thru				
Right					Right	P			
Peds	X	X			Peds		X		
WB Left		P			SB Left				
Thru		P			Thru				
Right					Right				
Peds		X			Peds		X		
NB Right					EB Right				
SB Right					WB Right				
Green	8.0	41.0				13.0	35.0	0.0	
Yellow	3.0	4.0				3.0	3.0		
All Red	2.0	2.0				3.0	3.0		

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	154	1404	0.48	0.46	33.1	C		
T	1892	4204	0.35	0.45	22.0	C	23.1	C
Westbound								
L	194	569	0.44	0.34	37.8	D		
T	1424	4167	0.89	0.34	46.2	D	45.7	D
Northbound								
LR	163	1500	0.98	0.11	119.2	F	119.2	F
Southbound								

Intersection Delay = 43.6 (sec/veh) Intersection LOS = D

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 9/17/2015
Analysis Time Period: AM Peak Hour
Intersection: Linden Blvd ML and Loring
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2015
Project ID: 888 Fountain Avenue
E/W St: Linden Boulevard Main Line N/S St: Loring Avenue

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	67	599		83	1232		90		40			
% Heavy Veh	19	19		18	18		7		5			
PHF	0.91	0.91		0.97	0.97		0.81		0.81			
PK 15 Vol	18	165		21	318		28		12			
Hi Ln Vol												
% Grade		0			0			0				
Ideal Sat	1900	1900		1900	1900			1900				
ParkExist									X			
NumPark									20			
No. Lanes	1	3	0	1	3	0	0	0	0	0	0	0
LGConfig	L	T		L	T			LR				
Lane Width	10.0	11.0		10.0	10.5			16.0				
RTOR Vol									0			
Adj Flow	74	658		86	1270			160				
%InSharedLn												
Prop LTs	1.000	0.000		1.000	0.000			0.694				
Prop RTs		0.000			0.000		0.306					
Peds Bikes		50			50		50				50	
Buses	0	0		0	0			0				
%InProtPhase	0.0											

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	3	3		3	3			3				
Unit Ext.	3.0	3.0		3.0	3.0			3.0				
I Factor		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		3.7			3.7			3.7			3.7	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 9/17/2015
Period: AM Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Linden Boulevard Service Road

Inter.: Linden Blvd SR and Fountain
Area Type: All other areas
Jurisd: Brooklyn
Year : 2015

N/S St: Fountain Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	0	0	2	0	0	2	0
LGConfig		TR			TR			LTR			LTR	
Volume		39	86		221	59	43	192	96	120	203	46
Lane Width		16.0			16.0			14.0			14.0	
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left					NB	Left	P			
Thru	P	P				Thru	P			
Right	P	P				Right	P			
Peds	X	X	X			Peds	X			
WB Left					SB	Left	P			
Thru		P				Thru	P			
Right		P				Right	P			
Peds	X	X				Peds	X			
NB Right					EB	Right				
SB Right					WB	Right				
Green	8.0	41.0	19.0				35.0	0.0		
Yellow	3.0	4.0					3.0			
All Red	2.0	2.0	0.0				3.0			

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
TR	577	1283	0.24	0.45	21.3	C	21.3	C
Westbound								
TR	480	1405	0.60	0.34	38.2	D	38.2	D
Northbound								
LTR	612	2100	0.61	0.29	41.2	D	41.2	D
Southbound								
LTR	618	2119	0.66	0.29	42.9	D	42.9	D

Intersection Delay = 38.8 (sec/veh) Intersection LOS = D

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 9/17/2015
Analysis Time Period: AM Peak Hour
Intersection: Linden Blvd SR and Fountain
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2015
Project ID: 888 Fountain Avenue
E/W St: Linden Boulevard Service Road N/S St: Fountain Avenue

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume		39	86		221	59	43	192	96	120	203	46
% Heavy Veh		19	19		18	18	24	24	24	16	16	16
PHF		0.91	0.91		0.97	0.97	0.88	0.88	0.88	0.90	0.90	0.90
PK 15 Vol		11	24		57	15	12	55	27	33	56	13
Hi Ln Vol												
% Grade		0			0			0			0	
Ideal Sat		1900			1900			1900			1900	
ParkExist			X			X			X			
NumPark			20			20			20			
No. Lanes	0	1	0	0	1	0	0	2	0	0	2	0
LGConfig		TR			TR			LTR			LTR	
Lane Width		16.0			16.0			14.0			14.0	
RTOR Vol			0			0			0			0
Adj Flow		138			289			376			410	
%InSharedLn												
Prop LTs		0.000			0.000			0.130			0.324	
Prop RTs		0.688			0.211			0.290			0.124	
Peds Bikes	50		0	50		0	50		0	50		0
Buses		0			0			4			6	
%InProtPhase												

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	
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		3.7			3.7			3.7			3.7	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 9/17/2015
Period: AM Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Linden Boulevard Service Road

Inter.: Linden Blvd SR and Fountain
Area Type: All other areas
Jurisd: Brooklyn
Year : 2015

N/S St: Fountain Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	0	0	2	0	1	1	0
LGConfig		TR			TR			LTR		L	LTR	
Volume		39	86		221	59	43	192	96	120	203	46
Lane Width		16.0			16.0			14.0		12.0	14.0	
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left					NB	Left	P			
Thru	P	P				Thru	P			
Right	P	P				Right	P			
Peds	X	X	X			Peds	X			
WB Left					SB	Left	P			
Thru		P				Thru	P			
Right		P				Right	P			
Peds	X	X				Peds	X			
NB Right					EB	Right				
SB Right					WB	Right				
Green	8.0	41.0	19.0				35.0	0.0		
Yellow	3.0	4.0					3.0			
All Red	2.0	2.0	0.0				3.0			

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
TR	568	1263	0.24	0.45	21.4	C	21.4	C
Westbound								
TR	480	1405	0.60	0.34	38.2	D	38.2	D
Northbound								
LTR	604	2072	0.62	0.29	41.6	D	41.6	D
Southbound								
L	210	720	0.63	0.29	50.6	D		
LTR	476	1632	0.58	0.29	41.4	D	44.4	D

Intersection Delay = 39.4 (sec/veh) Intersection LOS = D

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 9/17/2015
Analysis Time Period: AM Peak Hour
Intersection: Linden Blvd SR and Fountain
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2015
Project ID: 888 Fountain Avenue
E/W St: Linden Boulevard Service Road N/S St: Fountain Avenue

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume		39	86		221	59	43	192	96	120	203	46
% Heavy Veh		19	19		18	18	24	24	24	16	16	16
PHF		0.91	0.91		0.97	0.97	0.88	0.88	0.88	0.90	0.90	0.90
PK 15 Vol		11	24		57	15	12	55	27	33	56	13
Hi Ln Vol												
% Grade		0			0			0			0	
Ideal Sat		1900			1900			1900		1900	1900	
ParkExist			X			X			X			
NumPark			20			20			20			
No. Lanes	0	1	0	0	1	0	0	2	0	1	1	0
LGConfig		TR			TR			LTR		L	LTR	
Lane Width		16.0			16.0			14.0		12.0	14.0	
RTOR Vol			0			0			0			0
Adj Flow		138			289			376		133	277	
%InSharedLn										0		
Prop LTs		0.000			0.000			0.130		1.000	0.000	
Prop RTs		0.688			0.211			0.290			0.184	
Peds Bikes		50	0		50	0		50	0		50	0
Buses		0			0			4		0	6	
%InProtPhase												

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		3			3			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		3.7			3.7			3.7			3.7	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 9/17/2015
Period: AM Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Linden Boulevard Service Road

Inter.: Linden Blvd SR and Loring
Area Type: All other areas
Jurisd: Brooklyn
Year : 2015

N/S St: Loring Avenue

SIGNALIZED INTERSECTION SUMMARY

	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	0	0	0	0	0
LGConfig		TR			TR			LR				
Volume		39	86		221	59	89		40			
Lane Width		16.0			16.0			16.0				
RTOR Vol			0			0			0			

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left					NB	Left	P			
Thru	P	P				Thru				
Right		P				Right	P			
Peds	X	X				Peds	X	X		
WB Left					SB	Left				
Thru		P				Thru				
Right		P				Right				
Peds	X	X				Peds	X	X		
NB Right					EB	Right				
SB Right					WB	Right				
Green	8.0	41.0					13.0	35.0	0.0	
Yellow	3.0	4.0					3.0	3.0		
All Red	2.0	2.0					3.0	3.0		

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
TR	1408	3129	0.10	0.45	19.1	B	19.1	B
Westbound								
TR	1144	3348	0.25	0.34	29.0	C	29.0	C
Northbound								
LR	158	1456	1.19	0.11	185.2	F	185.2	F
Southbound								

Intersection Delay = 74.5 (sec/veh) Intersection LOS = E

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 9/17/2015
Analysis Time Period: AM Peak Hour
Intersection: Linden Blvd SR and Loring
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2015
Project ID: 888 Fountain Avenue
E/W St: Linden Boulevard Service Road N/S St: Loring Avenue

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume		39	86		221	59	89		40			
% Heavy Veh		19	16		18	20	7		5			
PHF		0.91	0.91		0.97	0.97	0.81		0.51			
PK 15 Vol		11	24		57	15	27		20			
Hi Ln Vol												
% Grade		0			0			0				
Ideal Sat		1900			1900			1900				
ParkExist									X			
NumPark									20			
No. Lanes	0	2	0	0	2	0	0	0	0	0	0	0
LGConfig		TR			TR			LR				
Lane Width		16.0			16.0			16.0				
RTOR Vol			0			0			0			
Adj Flow		138			289			188				
%InSharedLn												
Prop LTs		0.000			0.000			0.585				
Prop RTs		0.688			0.211			0.415				
Peds Bikes	5		0	5		0	5		0		5	
Buses		0			0			4				
%InProtPhase												

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				
Arriv. Type		3			3			3				
Unit Ext.		3.0			3.0			3.0				
I Factor		1.000			1.000			1.000				
Lost Time		2.0			2.0			2.0				
Ext of g		2.0			2.0			2.0				
Ped Min g		3.2			3.2			3.2			3.2	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 9/17/2105
Period: AM Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Vandalia Avenue

Inter.: Vandalia Ave and Fountain Ave
Area Type: All other areas
Jurisd: Brooklyn
Year : 2015

N/S St: Fountain Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	0	0	0	0	1	0	0	1	0
LGConfig		LR						LT			TR	
Volume	97		7				2	206			259	85
Lane Width		16.0						15.0			15.0	
RTOR Vol			0									0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	P				NB Left	P			
Thru					Thru	P			
Right	P				Right				
Peds	X				Peds				
WB Left					SB Left				
Thru					Thru	P			
Right					Right	P			
Peds	X				Peds	X			
NB Right					EB Right				
SB Right					WB Right				
Green	25.0					25.0			
Yellow	3.0					3.0			
All Red	2.0					2.0			

Cycle Length: 60.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
LR	732	1756	0.15	0.42	11.3	B	11.3	B
Westbound								
Northbound								
LT	791	1899	0.31	0.42	12.7	B	12.7	B
Southbound								
TR	788	1892	0.47	0.42	14.8	B	14.8	B

Intersection Delay = 13.6 (sec/veh) Intersection LOS = B

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 9/17/2105
Analysis Time Period: AM Peak Hour
Intersection: Vandalia Ave and Fountain Ave
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2015
Project ID: 888 Fountain Avenue
E/W St: Vandalia Avenue N/S St: Fountain Avenue

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	97		7				2	206			259	85
% Heavy Veh	16		16				8	8			6	6
PHF	0.95		0.95				0.85	0.85			0.92	0.92
PK 15 Vol	26		2				1	61			70	23
Hi Ln Vol												
% Grade		0						0			0	
Ideal Sat		1900						1900			1900	
ParkExist												
NumPark												
No. Lanes	0	0	0	0	0	0	0	1	0	0	1	0
LGConfig		LR						LT			TR	
Lane Width		16.0						15.0			15.0	
RTOR Vol			0									0
Adj Flow		109						244			374	
%InSharedLn												
Prop LTs		0.936						0.008			0.000	
Prop RTs	0.064						0.000			0.246		
Peds Bikes	12		0	27						25		0
Buses		0						4			0	
%InProtPhase												

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	
Arriv. Type		3						3			3	
Unit Ext.		3.0						3.0			3.0	
I Factor		1.000						1.000			1.000	
Lost Time		2.0						2.0			2.0	
Ext of g		2.0						2.0			2.0	
Ped Min g		3.3			3.3						3.3	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 9/17/2015
Period: MD Peak Hour
Project ID: 888 Fountain Avenue
E/W St: EB Shore Parkway

Inter.: Erskine Street & EB Shore Pkwy
Area Type: All other areas
Jurisd: Brooklyn
Year : 2015

N/S St: Erskine Street

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	0	0	0	0	0	0	0	2	0	0
LGConfig		LT								L		
Volume	410	0								553		
Lane Width		11.5								11.5		
RTOR Vol												

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left	P				NB	Left				
Thru	P					Thru				
Right						Right				
Peds						Peds				
WB Left					SB	Left	P			
Thru						Thru				
Right						Right				
Peds						Peds	X			
NB Right					EB	Right				
SB Right					WB	Right				
Green	40.0						40.0			
Yellow	3.0						3.0			
All Red	2.0						2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
LT	1476	3321	0.30	0.44	16.6	B	16.6	B
Westbound								
Northbound								
Southbound								
L	1502	3379	0.39	0.44	17.6	B	17.6	B

Intersection Delay = 17.1 (sec/veh) Intersection LOS = B

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 9/17/2015
Analysis Time Period: MD Peak Hour
Intersection: Erskine Street & EB Shore Pkwy
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2015
Project ID: 888 Fountain Avenue
E/W St: EB Shore Parkway N/S St: Erskine Street

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	410	0								553		
% Heavy Veh	2	2								2		
PHF	0.92	0.92								0.94		
PK 15 Vol	111	0								147		
Hi Ln Vol												
% Grade		0									0	
Ideal Sat		1900								1900		
ParkExist												
NumPark												
No. Lanes	0	2	0	0	0	0	0	0	0	2	0	0
LGConfig		LT								L		
Lane Width		11.5								11.5		
RTOR Vol												
Adj Flow		446								588		
%InSharedLn												
Prop LTs		1.000										
Prop RTs	0.000											
Peds Bikes				0			0					
Buses		0								0		
%InProtPhase												

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		
Arriv. Type		3								3		
Unit Ext.		3.0								3.0		
I Factor		1.000									1.000	
Lost Time		2.0								2.0		
Ext of g		2.0								2.0		
Ped Min g					3.2			3.2				

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 9/17/2015
Period: MD Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Gateway Drive

Inter.: Erskine Street and Gateway Dr
Area Type: All other areas
Jurisd: Brooklyn
Year : 2015

N/S St: Erskine Street

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	1	1	2	0	2	2	0	0	3	1
LGConfig	L	T	R	L	TR		L	TR			LT	R
Volume	20	52	419	167	50	34	359	411	125	18	417	12
Lane Width	10.0	11.0	12.0	11.0	11.5		11.0	11.0			10.5	13.0
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	P				NB Left	P		
Thru	P				Thru P	P		
Right	P				Right P	P		
Peds	X				Peds X	X		
WB Left	P				SB Left P			
Thru	P				Thru P			
Right	P				Right P			
Peds	X				Peds X			
NB Right					EB Right	P		
SB Right					WB Right			
Green	28.0				25.0	22.0		
Yellow	3.0				3.0	3.0		
All Red	2.0				2.0	2.0		

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	346	1112	0.06	0.31	22.1	C		
T	1046	3363	0.05	0.31	21.8	C	13.2	B
R	922	1508	0.50	0.61	11.7	B		
Westbound								
L	363	1167	0.62	0.31	34.3	C		
TR	916	2944	0.12	0.31	22.5	C	30.3	C
Northbound								
L	812	3322	0.47	0.24	31.0	C		
TR	1900	3289	0.30	0.58	10.1	B	18.5	B
Southbound								
LT	1212	4362	0.39	0.28	27.2	C	27.1	C
R	450	1619	0.03	0.28	23.8	C		

Intersection Delay = 20.8 (sec/veh) Intersection LOS = C

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 9/17/2015
Analysis Time Period: MD Peak Hour
Intersection: Erskine Street and Gateway Dr
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2015
Project ID: 888 Fountain Avenue
E/W St: Gateway Drive N/S St: Erskine Street

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	20	52	419	167	50	34	359	411	125	18	417	12
% Heavy Veh	4	4	4	10	10	10	2	2	2	1	1	1
PHF	0.91	0.91	0.91	0.74	0.74	0.74	0.94	0.94	0.94	0.93	0.93	0.93
PK 15 Vol	5	14	115	56	17	11	95	109	33	5	112	3
Hi Ln Vol												
% Grade		0			0			0			0	
Ideal Sat	1900	1900	1900	1900	1900		1900	1900			1900	1900
ParkExist												
NumPark												
No. Lanes		1	2	1	1	2	0	2	2	0	0	3	1
LGConfig	L	T	R	L	TR		L	TR			LT	R
Lane Width	10.0	11.0	12.0	11.0	11.5		11.0	11.0			10.5	13.0
RTOR Vol			0			0			0			0
Adj Flow	22	57	460	226	114		382	570			467	13
%InSharedLn												
Prop LTs	1.000	0.000		1.000	0.000			0.000			0.041	
Prop RTs		0.000	1.000		0.404			0.233			0.000	1.000
Peds Bikes		30	0		50	0		50	0		19	0
Buses	0	0	0	0	6		0	0			6	0
%InProtPhase			0.0									

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	0.0			0.0	0.0
Arriv. Type	3	3	3	3	3		3	3			3	3
Unit Ext.	3.0	3.0	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			2.0	2.0
Ext of g	2.0	2.0	2.0	2.0	2.0		2.0	2.0			2.0	2.0
Ped Min g		3.4			3.5			3.5			3.3	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 9/17/2015
Period: MD Peak Hour
Project ID: 888 Fountain Avenue
E/W St: WB Shore Parkway

Inter.: Erskine Street & WB Shore Pkwy
Area Type: All other areas
Jurisd: Brooklyn
Year : 2015

N/S St: Erskine Street

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	0	0	2	0	1	0	0	0	0
LGConfig						R		T				
Volume						485		410				
Lane Width						12.5		11.0				
RTOR Vol						0						

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru					Thru	P		
Right					Right			
Peds					Peds			
WB Left					SB Left			
Thru					Thru			
Right		P			Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		40.0				40.0		
Yellow		3.0				3.0		
All Red		2.0				2.0		

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
							18.9	B
Westbound								
R	1279	2877	0.48	0.44	18.9	B		
Northbound								
T	800	1801	0.56	0.44	21.4	C	21.4	C
Southbound								

Intersection Delay = 20.0- (sec/veh) Intersection LOS = B

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 9/17/2015
Analysis Time Period: MD Peak Hour
Intersection: Erskine Street & WB Shore Pkwy
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2015
Project ID: 888 Fountain Avenue
E/W St: WB Shore Parkway N/S St: Erskine Street

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume						485		410				
% Heavy Veh						1		2				
PHF						0.79		0.91				
PK 15 Vol						153		113				
Hi Ln Vol												
% Grade					0			0				
Ideal Sat						1900		1900				
ParkExist												
NumPark												
No. Lanes	0	0	0	0	0	2	0	1	0	0	0	0
LGConfig						R		T				
Lane Width						12.5		11.0				
RTOR Vol						0						
Adj Flow						614		451				
%InSharedLn												
Prop LTs								0.000				
Prop RTs						1.000		0.000				
Peds Bikes					0							
Buses						0		0				
%InProtPhase												

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				
Arriv. Type						3		3				
Unit Ext.						3.0		3.0				
I Factor					1.000			1.000				
Lost Time						2.0		2.0				
Ext of g						2.0		2.0				
Ped Min g					3.2							

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 9/17/2015
Period: MD Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Flatlands Avenue

Inter.: Flatlands Ave and Elton Street
Area Type: All other areas
Jurisd: Brooklyn
Year : 2015

N/S St: Elton Street

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	1	2	0	0	1	0	0	1	0
LGConfig	L	TR		L	TR			LTR			LTR	
Volume	23	233	29	6	192	3	57	58	8	7	46	31
Lane Width	10.0	10.5		11.0	11.5			16.0			16.0	
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	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			
WB Left	P				SB Left	P			
Thru	P				Thru	P			
Right	P				Right	P			
Peds	X				Peds	X			
NB Right					EB Right				
SB Right					WB Right				
Green	49.0					31.0			
Yellow	3.0					3.0			
All Red	2.0					2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	465	854	0.05	0.54	9.8	A		
TR	1471	2701	0.19	0.54	10.7	B	10.6	B
Westbound								
L	465	854	0.02	0.54	9.5	A		
TR	1431	2628	0.15	0.54	10.4	B	10.4	B
Northbound								
LTR	472	1370	0.28	0.34	22.9	C	22.9	C
Southbound								
LTR	521	1514	0.19	0.34	21.5	C	21.5	C

Intersection Delay = 14.1 (sec/veh) Intersection LOS = B

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 9/17/2015
Analysis Time Period: MD Peak Hour
Intersection: Flatlands Ave and Elton Street
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2015
Project ID: 888 Fountain Avenue
E/W St: Flatlands Avenue N/S St: Elton Street

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	23	233	29	6	192	3	57	58	8	7	46	31
% Heavy Veh	24	24	24	21	21	21	2	2	2	4	4	4
PHF	0.94	0.94	0.94	0.91	0.91	0.91	0.92	0.92	0.92	0.85	0.85	0.85
PK 15 Vol	6	62	8	2	53	1	15	16	2	2	14	9
Hi Ln Vol												
% Grade		0			0			0			0	
Ideal Sat	1900	1900		1900	1900			1900			1900	
ParkExist						X			X			X
NumPark						20			20			20
No. Lanes	1	2	0	1	2	0	0	1	0	0	1	0
LGConfig	L	TR		L	TR			LTR			LTR	
Lane Width	10.0	10.5		11.0	11.5			16.0			16.0	
RTOR Vol			0			0			0			0
Adj Flow	24	279		7	214			134			98	
%InSharedLn												
Prop LTs	1.000	0.000		1.000	0.000			0.463			0.082	
Prop RTs		0.111			0.014			0.067			0.367	
Peds Bikes	50		0	50		0	50		0	50		0
Buses	0	2		0	2			0			0	
%InProtPhase												

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	3	3		3	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		3.5			3.5			3.5			3.5	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 9/17/2015
Period: MD Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Flatlands Avenue

Inter.: Flatlands Ave and Fountain Ave
Area Type: All other areas
Jurisd: Brooklyn
Year : 2015

N/S St: Fountain Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	1	2	0	0	2	0	0	2	0
LGConfig	L	TR		L	TR			LTR			LTR	
Volume	92	100	55	69	80	7	26	327	51	13	287	65
Lane Width	12.0	12.0		12.0	14.0			12.0			13.0	
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left	P	P			NB	Left	P			
Thru	P					Thru	P			
Right	P					Right	P			
Peds	X					Peds	X			
WB Left	P	P			SB	Left	P			
Thru	P					Thru	P			
Right	P					Right	P			
Peds	X					Peds	X			
NB Right					EB	Right				
SB Right					WB	Right				
Green	39.0	7.0					29.0			
Yellow	3.0	3.0					3.0			
All Red	2.0	2.0					2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	592	1359	0.18	0.57	10.2	B		
TR	1023	2360	0.18	0.43	16.0	B	13.9	B
Westbound								
L	610	1440	0.18	0.57	10.2	B		
TR	1211	2794	0.12	0.43	15.4	B	13.1	B
Northbound								
LTR	965	2995	0.47	0.32	26.0	C	26.0	C
Southbound								
LTR	894	2775	0.43	0.32	25.5	C	25.5	C

Intersection Delay = 21.0 (sec/veh) Intersection LOS = C

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 9/17/2015
Analysis Time Period: MD Peak Hour
Intersection: Flatlands Ave and Fountain Ave
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2015
Project ID: 888 Fountain Avenue
E/W St: Flatlands Avenue N/S St: Fountain Avenue

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	92	100	55	69	80	7	26	327	51	13	287	65
% Heavy Veh	29	29	29	22	22	22	5	5	5	9	9	9
PHF	0.85	0.85	0.85	0.62	0.62	0.62	0.89	0.89	0.89	0.95	0.95	0.95
PK 15 Vol	27	29	16	28	32	3	7	92	14	4	76	17
Hi Ln Vol												
% Grade		0			0			0			0	
Ideal Sat	1900	1900		1900	1900			1900			1900	
ParkExist			X			X						X
NumPark			20			20						20
No. Lanes	1	2	0	1	2	0	0	2	0	0	2	0
LGConfig	L	TR		L	TR			LTR			LTR	
Lane Width	12.0	12.0		12.0	14.0			12.0			13.0	
RTOR Vol			0			0			0			0
Adj Flow	108	183		111	140			453			384	
%InSharedLn												
Prop LTs	1.000	0.000		1.000	0.000			0.064			0.036	
Prop RTs		0.355			0.079			0.126			0.177	
Peds Bikes		50	0		50	0		50	0		50	0
Buses	0	0		0	2			9			0	
%InProtPhase	0.0			0.0								

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	3	3		3	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		3.5			3.5			3.5			3.5	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 9/17/2015
Period: MD Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Flatlands Avenue

Inter.: Flatlands Ave and Schenck Ave
Area Type: All other areas
Jurisd: Brooklyn
Year : 2015

N/S St: Schenck Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	1	2	0	1	1	0	0	1	0
LGConfig	L	TR		L	TR		L	TR			LTR	
Volume	30	299	434	41	358	7	352	276	28	5	155	17
Lane Width	10.0	11.5		10.0	11.5		12.0	15.0			16.0	
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	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			
WB Left	P				SB	Left	P			
Thru	P					Thru	P			
Right	P					Right	P			
Peds	X					Peds	X			
NB Right					EB	Right				
SB Right					WB	Right				
Green	49.0						31.0			
Yellow	3.0						3.0			
All Red	2.0						2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	383	703	0.09	0.54	10.3	B		
TR	1458	2678	0.57	0.54	15.2	B	15.0	B
Westbound								
L	240	441	0.25	0.54	13.3	B		
TR	1551	2848	0.35	0.54	12.1	B	12.2	B
Northbound								
L	357	1035	1.05	0.34	90.1	F		
TR	700	2032	0.46	0.34	25.2	C	60.0	E
Southbound								
LTR	566	1644	0.37	0.34	24.1	C	24.1	C

Intersection Delay = 28.3 (sec/veh) Intersection LOS = C

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 9/17/2015
Analysis Time Period: MD Peak Hour
Intersection: Flatlands Ave and Schenck Ave
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2015
Project ID: 888 Fountain Avenue
E/W St: Flatlands Avenue N/S St: Schenck Avenue

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	30	299	434	41	358	7	352	276	28	5	155	17
% Heavy Veh	6	6	6	12	12	12	1	1	1	2	2	2
PHF	0.88	0.88	0.88	0.68	0.68	0.68	0.94	0.94	0.94	0.84	0.84	0.84
PK 15 Vol	9	85	123	15	132	3	94	73	7	2	46	5
Hi Ln Vol												
% Grade		0			0			0			0	
Ideal Sat	1900	1900		1900	1900		1900	1900			1900	
ParkExist			X			X						X
NumPark			20			20						20
No. Lanes	1	2	0	1	2	0	1	1	0	0	1	0
LGConfig	L	TR		L	TR		L	TR			LTR	
Lane Width	10.0	11.5		10.0	11.5		12.0	15.0			16.0	
RTOR Vol			0			0			0			0
Adj Flow	34	833		60	536		374	324			211	
%InSharedLn												
Prop LTs	1.000	0.000		1.000	0.000		1.000	0.000			0.028	
Prop RTs		0.592			0.019			0.093			0.095	
Peds Bikes		50	0		50	0		50	0		50	0
Buses	0	0		0	0		0	0			0	
%InProtPhase												

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			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		3.5			3.5			3.5			3.5	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 9/17/2015
Period: MD Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Flatlands Avenue

Inter.: Flatlands Ave and Schenck Ave
Area Type: All other areas
Jurisd: Brooklyn
Year : 2015

N/S St: Schenck Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	1	2	0	1	1	0	0	1	0
LGConfig	L	TR		L	TR		L	LTR			LTR	
Volume	30	299	434	41	358	7	352	276	28	5	155	17
Lane Width	10.0	11.5		10.0	11.5		12.0	15.0			16.0	
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	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			
WB Left	P				SB	Left	P			
Thru	P					Thru	P			
Right	P					Right	P			
Peds	X					Peds	X			
NB Right					EB	Right				
SB Right					WB	Right				
Green	49.0						31.0			
Yellow	3.0						3.0			
All Red	2.0						2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	383	703	0.09	0.54	10.3	B		
TR	1458	2678	0.57	0.54	15.2	B	15.0	B
Westbound								
L	240	441	0.25	0.54	13.3	B		
TR	1551	2848	0.35	0.54	12.1	B	12.2	B
Northbound								
L	350	1015	1.05	0.34	90.9	F		
LTR	695	2018	0.48	0.34	25.5	C	59.9	E
Southbound								
LTR	566	1644	0.37	0.34	24.1	C	24.1	C

Intersection Delay = 28.3 (sec/veh) Intersection LOS = C

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 9/17/2015
Analysis Time Period: MD Peak Hour
Intersection: Flatlands Ave and Schenck Ave
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2015
Project ID: 888 Fountain Avenue
E/W St: Flatlands Avenue N/S St: Schenck Avenue

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	30	299	434	41	358	7	352	276	28	5	155	17
% Heavy Veh	6	6	6	12	12	12	1	1	1	2	2	2
PHF	0.88	0.88	0.88	0.68	0.68	0.68	0.94	0.94	0.94	0.84	0.84	0.84
PK 15 Vol	9	85	123	15	132	3	94	73	7	2	46	5
Hi Ln Vol												
% Grade		0			0			0			0	
Ideal Sat	1900	1900		1900	1900		1900	1900			1900	
ParkExist			X			X						X
NumPark			20			20						20
No. Lanes	1	2	0	1	2	0	1	1	0	0	1	0
LGConfig	L	TR		L	TR		L	LTR			LTR	
Lane Width	10.0	11.5		10.0	11.5		12.0	15.0			16.0	
RTOR Vol			0			0			0			0
Adj Flow	34	833		60	536		367	331			211	
%InSharedLn							2					
Prop LTs	1.000	0.000		1.000	0.000		1.000	0.023			0.028	
Prop RTs		0.592			0.019			0.091			0.095	
Peds Bikes	50		0	50		0	50		0	50		0
Buses	0	0		0	0		0	0			0	
%InProtPhase												

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			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		3.5			3.5			3.5			3.5	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 9/17/2015
Period: MD Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Linden Boulevard Main Line

Inter.: Linden Blvd ML and Fountain
Area Type: All other areas
Jurisd: Brooklyn
Year : 2015

N/S St: Fountain Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	3	0	1	3	0	0	2	0	0	2	0
LGConfig	L	T		L	T			LTR		DefL	TR	
Volume	60	789		57	801		52	242	153	113	201	30
Lane Width	10.0	11.0		10.0	10.5			14.0		14.0	14.0	
RTOR Vol									0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left	P	P			NB	Left	P			
Thru	P	P				Thru	P			
Right						Right	P			
Peds	X	X				Peds	X			
WB Left		P			SB	Left	P			
Thru		P				Thru	P			
Right						Right	P			
Peds		X	X			Peds	X			
NB Right					EB	Right				
SB Right					WB	Right				
Green	8.0	41.0	19.0				35.0	0.0		
Yellow	3.0	4.0					3.0			
All Red	2.0	2.0	0.0				3.0			

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	205	1355	0.33	0.46	24.1	C		
T	1831	4068	0.48	0.45	24.0	C	24.0	C
Westbound								
L	150	439	0.41	0.34	38.2	D		
T	1355	3965	0.63	0.34	35.3	D	35.5	D
Northbound								
LTR	666	2282	0.76	0.29	46.8	D	46.8	D
Southbound								
DefL	178	611	0.69	0.29	57.5	E		
TR	501	1718	0.50	0.29	38.8	D	45.0	D

Intersection Delay = 34.9 (sec/veh) Intersection LOS = C

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 9/17/2015
Analysis Time Period: MD Peak Hour
Intersection: Linden Blvd ML and Fountain
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2015
Project ID: 888 Fountain Avenue
E/W St: Linden Boulevard Main Line N/S St: Fountain Avenue

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	60	789		57	801		52	242	153	113	201	30
% Heavy Veh	23	23		24	24		22	22	22	13	13	13
PHF	0.90	0.90		0.94	0.94		0.88	0.88	0.88	0.92	0.92	0.92
PK 15 Vol	17	219		15	213		15	69	43	31	55	8
Hi Ln Vol												
% Grade		0			0			0			0	
Ideal Sat	1900	1900		1900	1900			1900		1900	1900	
ParkExist									X			
NumPark									20			
No. Lanes	1	3	0	1	3	0	0	2	0	0	2	0
LGConfig	L	T		L	T			LTR		DefL	TR	
Lane Width	10.0	11.0		10.0	10.5			14.0		14.0	14.0	
RTOR Vol									0			0
Adj Flow	67	877		61	852			508		123	251	
%InSharedLn												
Prop LTs	1.000	0.000		1.000	0.000			0.116		1.000	0.000	
Prop RTs		0.000			0.000		0.343				0.131	
Peds Bikes		50			50		50		0		50	0
Buses	0	0		0	0			4		0	4	
%InProtPhase	0.0											
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	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		3.7			3.7			3.7			3.7	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 9/17/2015
Period: MD Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Linden Boulevard Main Line

Inter.: Linden Blvd ML and Fountain
Area Type: All other areas
Jurisd: Brooklyn
Year : 2015

N/S St: Fountain Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	3	0	1	3	0	0	2	0	1	1	0
LGConfig	L	T		L	T			LTR		L	LTR	
Volume	60	789		57	801		52	242	153	113	201	30
Lane Width	10.0	11.0		10.0	10.5			14.0		14.0	14.0	
RTOR Vol									0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left	P	P			NB	Left	P			
Thru	P	P				Thru	P			
Right						Right	P			
Peds	X	X				Peds	X			
WB Left		P			SB	Left	P			
Thru		P				Thru	P			
Right						Right	P			
Peds		X	X			Peds	X			
NB Right					EB	Right				
SB Right					WB	Right				
Green	8.0	41.0	19.0				35.0	0.0		
Yellow	3.0	4.0					3.0			
All Red	2.0	2.0	0.0				3.0			

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	205	1355	0.33	0.46	24.1	C		
T	1831	4068	0.48	0.45	24.0	C	24.0	C
Westbound								
L	149	435	0.41	0.34	38.4	D		
T	1355	3965	0.63	0.34	35.3	D	35.5	D
Northbound								
LTR	614	2104	0.83	0.29	51.8	D	51.8	D
Southbound								
L	178	611	0.69	0.29	57.5	E		
LTR	501	1718	0.50	0.29	38.8	D	45.0	D

Intersection Delay = 35.9 (sec/veh) Intersection LOS = D

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 9/17/2015
Analysis Time Period: MD Peak Hour
Intersection: Linden Blvd ML and Fountain
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2015
Project ID: 888 Fountain Avenue
E/W St: Linden Boulevard Main Line N/S St: Fountain Avenue

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	60	789		57	801		52	242	153	113	201	30
% Heavy Veh	23	23		24	24		22	22	22	13	13	13
PHF	0.90	0.90		0.94	0.94		0.88	0.88	0.88	0.92	0.92	0.92
PK 15 Vol	17	219		15	213		15	69	43	31	55	8
Hi Ln Vol												
% Grade		0			0			0			0	
Ideal Sat	1900	1900		1900	1900			1900		1900	1900	
ParkExist									X			
NumPark									20			
No. Lanes	1	3	0	1	3	0	0	2	0	1	1	0
LGConfig	L	T		L	T			LTR		L	LTR	
Lane Width	10.0	11.0		10.0	10.5			14.0		14.0	14.0	
RTOR Vol									0			0
Adj Flow	67	877		61	852			508		123	251	
%InSharedLn										0		
Prop LTs	1.000	0.000		1.000	0.000			0.116		1.000	0.000	
Prop RTs		0.000			0.000		0.343				0.131	
Peds Bikes		50			50		50		0		50	0
Buses	0	0		0	0			4		0	4	
%InProtPhase	0.0											
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	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		3.7			3.7			3.7			3.7	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 9/17/2015
Period: MD Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Linden Boulevard Main Line

Inter.: Linden Blvd ML and Loring
Area Type: All other areas
Jurisd: Brooklyn
Year : 2015

N/S St: Loring Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	3	0	1	3	0	0	0	0	0	0	0
LGConfig	L	T		L	T			LR				
Volume	60	789		57	801		91		38			
Lane Width	10.0	11.0		10.0	10.5			16.0				
RTOR Vol									0			

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	P	P			NB Left	P			
Thru	P	P			Thru				
Right					Right	P			
Peds	X	X			Peds		X		
WB Left		P			SB Left				
Thru		P			Thru				
Right					Right				
Peds		X			Peds		X		
NB Right					EB Right				
SB Right					WB Right				
Green	8.0	41.0				13.0	35.0	0.0	
Yellow	3.0	4.0				3.0	3.0		
All Red	2.0	2.0				3.0	3.0		

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	204	1345	0.33	0.46	24.1	C		
T	1831	4068	0.48	0.45	24.0	C	24.0	C
Westbound								
L	149	435	0.41	0.34	38.4	D		
T	1355	3965	0.63	0.34	35.3	D	35.5	D
Northbound								
LR	162	1493	1.01	0.11	125.8	F	125.8	F
Southbound								

Intersection Delay = 37.5 (sec/veh) Intersection LOS = D

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 9/17/2015
Analysis Time Period: MD Peak Hour
Intersection: Linden Blvd ML and Loring
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2015
Project ID: 888 Fountain Avenue
E/W St: Linden Boulevard Main Line N/S St: Loring Avenue

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	60	789		57	801		91		38			
% Heavy Veh	23	23		24	24		7		7			
PHF	0.90	0.90		0.94	0.94		0.79		0.79			
PK 15 Vol	17	219		15	213		29		12			
Hi Ln Vol												
% Grade		0			0			0				
Ideal Sat	1900	1900		1900	1900			1900				
ParkExist									X			
NumPark									20			
No. Lanes	1	3	0	1	3	0	0	0	0	0	0	0
LGConfig	L	T		L	T			LR				
Lane Width	10.0	11.0		10.0	10.5			16.0				
RTOR Vol									0			
Adj Flow	67	877		61	852			163				
%InSharedLn												
Prop LTs	1.000	0.000		1.000	0.000			0.706				
Prop RTs		0.000			0.000		0.294					
Peds Bikes		50			50		50				50	
Buses	0	0		0	0			0				
%InProtPhase	0.0											

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	3	3		3	3			3				
Unit Ext.	3.0	3.0		3.0	3.0			3.0				
I Factor		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		3.7			3.7			3.7			3.7	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 9/17/2015
Period: MD Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Linden Boulevard Service Road

Inter.: Linden Blvd SR and Fountain
Area Type: All other areas
Jurisd: Brooklyn
Year : 2015

N/S St: Fountain Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	0	0	2	0	0	2	0
LGConfig		TR			TR			LTR		DefL	TR	
Volume		73	107		114	69	52	242	153	113	201	30
Lane Width		16.0			16.0			14.0		14.0	14.0	
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left					NB	Left	P			
Thru	P	P				Thru	P			
Right	P	P				Right	P			
Peds	X	X	X			Peds	X			
WB Left					SB	Left	P			
Thru		P				Thru	P			
Right		P				Right	P			
Peds	X	X				Peds	X			
NB Right					EB	Right				
SB Right					WB	Right				
Green	8.0	41.0	19.0				35.0	0.0		
Yellow	3.0	4.0					3.0			
All Red	2.0	2.0	0.0				3.0			

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
TR	568	1263	0.35	0.45	23.3	C	23.3	C
Westbound								
TR	443	1297	0.44	0.34	33.7	C	33.7	C
Northbound								
LTR	656	2248	0.77	0.29	47.6	D	47.6	D
Southbound								
DefL	176	602	0.70	0.29	58.4	E		
TR	499	1711	0.50	0.29	38.9	D	45.3	D

Intersection Delay = 41.0 (sec/veh) Intersection LOS = D

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 9/17/2015
Analysis Time Period: MD Peak Hour
Intersection: Linden Blvd SR and Fountain
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2015
Project ID: 888 Fountain Avenue
E/W St: Linden Boulevard Service Road N/S St: Fountain Avenue

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume		73	107		114	69	52	242	153	113	201	30
% Heavy Veh		23	23		24	24	22	22	22	13	13	13
PHF		0.90	0.90		0.94	0.94	0.88	0.88	0.88	0.92	0.92	0.92
PK 15 Vol		20	30		30	18	15	69	43	31	55	8
Hi Ln Vol												
% Grade		0			0			0			0	
Ideal Sat		1900			1900			1900		1900	1900	
ParkExist			X			X			X			
NumPark			20			20			20			
No. Lanes	0	1	0	0	1	0	0	2	0	0	2	0
LGConfig		TR			TR			LTR		DefL	TR	
Lane Width		16.0			16.0			14.0		14.0	14.0	
RTOR Vol			0			0			0			0
Adj Flow		200			194			508		123	251	
%InSharedLn												
Prop LTs		0.000			0.000			0.116		1.000	0.000	
Prop RTs		0.595			0.376			0.343			0.131	
Peds Bikes		50	0		50	0		50	0		50	0
Buses		0			0			4		0	4	
%InProtPhase												

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		3			3			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		3.7			3.7			3.7			3.7	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 9/17/2015
Period: MD Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Linden Boulevard Service Road

Inter.: Linden Blvd SR and Fountain
Area Type: All other areas
Jurisd: Brooklyn
Year : 2015

N/S St: Fountain Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	0	0	2	0	1	1	0
LGConfig		TR			TR			LTR		L	LTR	
Volume		73	107		114	69	52	242	153	113	201	30
Lane Width		16.0			16.0			14.0		14.0	14.0	
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left					NB	Left	P			
Thru	P	P				Thru	P			
Right	P	P				Right	P			
Peds	X	X	X			Peds	X			
WB Left					SB	Left	P			
Thru		P				Thru	P			
Right		P				Right	P			
Peds	X	X				Peds	X			
NB Right					EB	Right				
SB Right					WB	Right				
Green	8.0	41.0	19.0				35.0	0.0		
Yellow	3.0	4.0					3.0			
All Red	2.0	2.0	0.0				3.0			

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
TR	561	1246	0.36	0.45	23.4	C	23.4	C
Westbound								
TR	443	1297	0.44	0.34	33.7	C	33.7	C
Northbound								
LTR	612	2099	0.83	0.29	52.1	D	52.1	D
Southbound								
L	176	602	0.70	0.29	58.4	E		
LTR	499	1711	0.50	0.29	38.9	D	45.3	D

Intersection Delay = 42.8 (sec/veh) Intersection LOS = D

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 9/17/2015
Analysis Time Period: MD Peak Hour
Intersection: Linden Blvd SR and Fountain
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2015
Project ID: 888 Fountain Avenue
E/W St: Linden Boulevard Service Road N/S St: Fountain Avenue

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume		73	107		114	69	52	242	153	113	201	30
% Heavy Veh		23	23		24	24	22	22	22	13	13	13
PHF		0.90	0.90		0.94	0.94	0.88	0.88	0.88	0.92	0.92	0.92
PK 15 Vol		20	30		30	18	15	69	43	31	55	8
Hi Ln Vol												
% Grade		0			0			0			0	
Ideal Sat		1900			1900			1900		1900	1900	
ParkExist			X			X			X			
NumPark			20			20			20			
No. Lanes	0	1	0	0	1	0	0	2	0	1	1	0
LGConfig		TR			TR			LTR		L	LTR	
Lane Width		16.0			16.0			14.0		14.0	14.0	
RTOR Vol			0			0			0			0
Adj Flow		200			194			508		123	251	
%InSharedLn										0		
Prop LTs		0.000			0.000			0.116		1.000	0.000	
Prop RTs		0.595			0.376			0.343			0.131	
Peds Bikes		50	0		50	0		50	0		50	0
Buses		0			0			4		0	4	
%InProtPhase												

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		3			3			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		3.7			3.7			3.7			3.7	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 9/17/2105
Period: MD Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Vandalia Avenue

Inter.: Vandalia Ave and Fountain Ave
Area Type: All other areas
Jurisd: Brooklyn
Year : 2015

N/S St: Fountain Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	0	0	0	0	1	0	0	1	0
LGConfig		LR						LT			TR	
Volume	215		13				7	189			253	158
Lane Width		16.0						15.0			15.0	
RTOR Vol			0									0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	P				NB Left	P			
Thru					Thru	P			
Right	P				Right				
Peds	X				Peds				
WB Left					SB Left				
Thru					Thru	P			
Right					Right	P			
Peds	X				Peds	X			
NB Right					EB Right				
SB Right					WB Right				
Green	25.0					25.0			
Yellow	3.0					3.0			
All Red	2.0					2.0			

Cycle Length: 60.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
LR	787	1888	0.32	0.42	12.8	B	12.8	B
Westbound								
Northbound								
LT	833	1999	0.27	0.42	12.3	B	12.3	B
Southbound								
TR	783	1880	0.63	0.42	17.7	B	17.7	B

Intersection Delay = 15.2 (sec/veh) Intersection LOS = B

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 9/17/2105
Analysis Time Period: MD Peak Hour
Intersection: Vandalia Ave and Fountain Ave
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2015
Project ID: 888 Fountain Avenue
E/W St: Vandalia Avenue N/S St: Fountain Avenue

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	215		13				7	189			253	158
% Heavy Veh	8		8				1	1			5	5
PHF	0.92		0.92				0.87	0.87			0.83	0.83
PK 15 Vol	58		4				2	54			76	48
Hi Ln Vol												
% Grade		0						0			0	
Ideal Sat		1900						1900			1900	
ParkExist												
NumPark												
No. Lanes	0	0	0	0	0	0	0	1	0	0	1	0
LGConfig		LR						LT			TR	
Lane Width		16.0						15.0			15.0	
RTOR Vol			0									0
Adj Flow		248						225			495	
%InSharedLn												
Prop LTs		0.944						0.036			0.000	
Prop RTs	0.056						0.000			0.384		
Peds Bikes	10		0	2						9		0
Buses		0						4			0	
%InProtPhase												

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	
Arriv. Type		3						3			3	
Unit Ext.		3.0						3.0			3.0	
I Factor		1.000						1.000			1.000	
Lost Time		2.0						2.0			2.0	
Ext of g		2.0						2.0			2.0	
Ped Min g		3.2			3.2						3.2	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 9/17/2015
Period: PM Peak Hour
Project ID: 888 Fountain Avenue
E/W St: EB Shore Parkway

Inter.: Erskine Street & EB Shore Pkwy
Area Type: All other areas
Jurisd: Brooklyn
Year : 2015

N/S St: Erskine Street

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	0	0	0	0	0	0	0	2	0	0
LGConfig		LT								L		
Volume	279	0								635		
Lane Width		11.5								11.5		
RTOR Vol												

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left	P				NB	Left				
Thru	P					Thru				
Right						Right				
Peds						Peds				
WB Left					SB	Left	P			
Thru						Thru				
Right						Right				
Peds						Peds	X			
NB Right					EB	Right				
SB Right					WB	Right				
Green	40.0						40.0			
Yellow	3.0						3.0			
All Red	2.0						2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
LT	1434	3227	0.28	0.44	16.3	B	16.3	B
Westbound								
Northbound								
Southbound								
L	1532	3447	0.57	0.44	20.1	C	20.1	C

Intersection Delay = 18.9 (sec/veh) Intersection LOS = B

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 9/17/2015
Analysis Time Period: PM Peak Hour
Intersection: Erskine Street & EB Shore Pkwy
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2015
Project ID: 888 Fountain Avenue
E/W St: EB Shore Parkway N/S St: Erskine Street

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	279	0								635		
% Heavy Veh	5	5								0		
PHF	0.70	0.70								0.73		
PK 15 Vol	100	0								217		
Hi Ln Vol												
% Grade		0									0	
Ideal Sat		1900								1900		
ParkExist												
NumPark												
No. Lanes	0	2	0	0	0	0	0	0	0	2	0	0
LGConfig		LT								L		
Lane Width		11.5								11.5		
RTOR Vol												
Adj Flow		399								870		
%InSharedLn												
Prop LTs		1.000										
Prop RTs	0.000											
Peds Bikes				0			0					
Buses		0								0		
%InProtPhase												

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		
Arriv. Type		3								3		
Unit Ext.		3.0								3.0		
I Factor		1.000									1.000	
Lost Time		2.0								2.0		
Ext of g		2.0								2.0		
Ped Min g					3.2			3.2				

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 9/17/2015
Period: PM Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Gateway Drive

Inter.: Erskine Street and Gateway Dr
Area Type: All other areas
Jurisd: Brooklyn
Year : 2015

N/S St: Erskine Street

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	1	1	2	0	2	2	0	0	3	1
LGConfig	L	T	R	L	TR		L	TR			LT	R
Volume	23	42	401	286	58	33	359	348	96	10	328	9
Lane Width	10.0	11.0	12.0	11.0	11.5		11.0	11.0			10.5	13.0
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	P				NB Left	P		
Thru	P				Thru P	P		
Right	P				Right P	P		
Peds	X				Peds X	X		
WB Left	P				SB Left P			
Thru	P				Thru P			
Right	P				Right P			
Peds	X				Peds X			
NB Right					EB Right	P		
SB Right					WB Right			
Green	28.0				25.0	22.0		
Yellow	3.0				3.0	3.0		
All Red	2.0				2.0	2.0		

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	348	1118	0.07	0.31	22.2	C		
T	1036	3330	0.04	0.31	21.7	C	12.7	B
R	915	1498	0.47	0.61	11.2	B		
Westbound								
L	385	1239	0.79	0.31	43.4	D		
TR	970	3118	0.10	0.31	22.2	C	38.3	D
Northbound								
L	796	3258	0.48	0.24	31.2	C		
TR	1869	3235	0.25	0.58	9.7	A	19.3	B
Southbound								
LT	1250	4500	0.30	0.28	26.3	C	26.2	C
R	456	1640	0.02	0.28	23.7	C		

Intersection Delay = 22.6 (sec/veh) Intersection LOS = C

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 9/17/2015
Analysis Time Period: PM Peak Hour
Intersection: Erskine Street and Gateway Dr
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2015
Project ID: 888 Fountain Avenue
E/W St: Gateway Drive N/S St: Erskine Street

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	23	42	401	286	58	33	359	348	96	10	328	9
% Heavy Veh	5	5	5	5	5	5	4	4	4	0	0	0
PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.89	0.89	0.89
PK 15 Vol	6	11	107	76	15	9	95	93	26	3	92	3
Hi Ln Vol												
% Grade		0			0			0			0	
Ideal Sat	1900	1900	1900	1900	1900		1900	1900			1900	1900
ParkExist												
NumPark												
No. Lanes	1	2	1	1	2	0	2	2	0	0	3	1
LGConfig	L	T	R	L	TR		L	TR			LT	R
Lane Width	10.0	11.0	12.0	11.0	11.5		11.0	11.0			10.5	13.0
RTOR Vol			0			0			0			0
Adj Flow	24	45	427	304	97		382	472			380	10
%InSharedLn												
Prop LTs	1.000	0.000		1.000	0.000			0.000			0.029	
Prop RTs		0.000	1.000		0.361			0.216			0.000	1.000
Peds Bikes	27		0	50		0	50		0	16		0
Buses	0	0	0	0	5		0	0			5	0
%InProtPhase			0.0									

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	0.0			0.0	0.0
Arriv. Type	3	3	3	3	3		3	3			3	3
Unit Ext.	3.0	3.0	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			2.0	2.0
Ext of g	2.0	2.0	2.0	2.0	2.0		2.0	2.0			2.0	2.0
Ped Min g		3.4			3.5			3.5			3.3	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 9/17/2015
Period: PM Peak Hour
Project ID: 888 Fountain Avenue
E/W St: WB Shore Parkway

Inter.: Erskine Street & WB Shore Pkwy
Area Type: All other areas
Jurisd: Brooklyn
Year : 2015

N/S St: Erskine Street

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	0	0	2	0	1	0	0	0	0
LGConfig						R		T				
Volume						528		277				
Lane Width						12.5		11.0				
RTOR Vol						0						

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru					Thru	P		
Right					Right			
Peds					Peds			
WB Left					SB Left			
Thru					Thru			
Right		P			Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		40.0				40.0		
Yellow		3.0				3.0		
All Red		2.0				2.0		

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
							18.9	B
Westbound								
R	1254	2822	0.48	0.44	18.9	B		
Northbound								
T	777	1749	0.44	0.44	19.0	B	19.0	B
Southbound								

Intersection Delay = 19.0 (sec/veh) Intersection LOS = B

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 9/17/2015
Analysis Time Period: PM Peak Hour
Intersection: Erskine Street & WB Shore Pkwy
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2015
Project ID: 888 Fountain Avenue
E/W St: WB Shore Parkway N/S St: Erskine Street

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume						528		277				
% Heavy Veh						3		5				
PHF						0.88		0.82				
PK 15 Vol						150		84				
Hi Ln Vol												
% Grade					0			0				
Ideal Sat						1900		1900				
ParkExist												
NumPark												
No. Lanes	0	0	0	0	0	2	0	1	0	0	0	0
LGConfig						R		T				
Lane Width						12.5		11.0				
RTOR Vol						0						
Adj Flow						600		338				
%InSharedLn												
Prop LTs								0.000				
Prop RTs						1.000		0.000				
Peds Bikes					0							
Buses						0		0				
%InProtPhase												

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				
Arriv. Type						3		3				
Unit Ext.						3.0		3.0				
I Factor					1.000			1.000				
Lost Time						2.0		2.0				
Ext of g						2.0		2.0				
Ped Min g					3.2							

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 9/17/2015
Period: PM Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Flatlands Avenue

Inter.: Flatlands Ave and Elton Street
Area Type: All other areas
Jurisd: Brooklyn
Year : 2015

N/S St: Elton Street

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	1	2	0	0	1	0	0	1	0
LGConfig	L	TR		L	TR			LTR			LTR	
Volume	19	341	46	6	321	7	114	62	10	6	51	31
Lane Width	10.0	10.5		11.0	11.5			16.0			16.0	
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	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			
WB Left	P				SB	Left	P			
Thru	P					Thru	P			
Right	P					Right	P			
Peds	X					Peds	X			
NB Right					EB	Right				
SB Right					WB	Right				
Green	49.0						31.0			
Yellow	3.0						3.0			
All Red	2.0						2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	431	792	0.05	0.54	9.8	A		
TR	1583	2907	0.27	0.54	11.4	B	11.3	B
Westbound								
L	419	770	0.02	0.54	9.5	A		
TR	1517	2786	0.25	0.54	11.2	B	11.2	B
Northbound								
LTR	430	1248	0.50	0.34	27.4	C	27.4	C
Southbound								
LTR	518	1503	0.22	0.34	21.9	C	21.9	C

Intersection Delay = 15.2 (sec/veh) Intersection LOS = B

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 9/17/2015
Analysis Time Period: PM Peak Hour
Intersection: Flatlands Ave and Elton Street
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2015
Project ID: 888 Fountain Avenue
E/W St: Flatlands Avenue N/S St: Elton Street

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	19	341	46	6	321	7	114	62	10	6	51	31
% Heavy Veh	15	15	15	14	14	14	2	2	2	5	5	5
PHF	0.89	0.89	0.89	0.87	0.87	0.87	0.87	0.87	0.87	0.78	0.78	0.78
PK 15 Vol	5	96	13	2	92	2	33	18	3	2	16	10
Hi Ln Vol												
% Grade		0			0			0			0	
Ideal Sat	1900	1900		1900	1900			1900			1900	
ParkExist						X			X			X
NumPark						20			20			20
No. Lanes	1	2	0	1	2	0	0	1	0	0	1	0
LGConfig	L	TR		L	TR			LTR			LTR	
Lane Width	10.0	10.5		11.0	11.5			16.0			16.0	
RTOR Vol			0			0			0			0
Adj Flow	21	435		7	377			213			113	
%InSharedLn												
Prop LTs	1.000	0.000		1.000	0.000			0.615			0.071	
Prop RTs		0.120			0.021			0.052			0.354	
Peds Bikes		50	0		50	0		50	0		50	0
Buses	0	2		0	2			0			0	
%InProtPhase												

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	3	3		3	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		3.5			3.5			3.5			3.5	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 9/17/2015
Period: PM Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Flatlands Avenue

Inter.: Flatlands Ave and Fountain Ave
Area Type: All other areas
Jurisd: Brooklyn
Year : 2015

N/S St: Fountain Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	1	2	0	0	2	0	0	2	0
LGConfig	L	TR		L	TR			LTR			LTR	
Volume	137	133	76	85	117	13	59	285	49	12	393	110
Lane Width	12.0	12.0		12.0	14.0			12.0			13.0	
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left	P	P			NB	Left	P			
Thru	P					Thru	P			
Right	P					Right	P			
Peds	X					Peds	X			
WB Left	P	P			SB	Left	P			
Thru	P					Thru	P			
Right	P					Right	P			
Peds	X					Peds	X			
NB Right					EB	Right				
SB Right					WB	Right				
Green	39.0	7.0					29.0			
Yellow	3.0	3.0					3.0			
All Red	2.0	2.0					2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	645	1500	0.23	0.57	10.8	B		
TR	1125	2597	0.20	0.43	16.3	B	14.1	B
Westbound								
L	592	1442	0.18	0.57	10.2	B		
TR	1206	2783	0.13	0.43	15.6	B	13.4	B
Northbound								
LTR	760	2360	0.59	0.32	28.8	C	28.8	C
Southbound								
LTR	912	2831	0.59	0.32	28.3	C	28.3	C

Intersection Delay = 22.7 (sec/veh) Intersection LOS = C

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 9/17/2015
Analysis Time Period: PM Peak Hour
Intersection: Flatlands Ave and Fountain Ave
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2015
Project ID: 888 Fountain Avenue
E/W St: Flatlands Avenue N/S St: Fountain Avenue

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	137	133	76	85	117	13	59	285	49	12	393	110
% Heavy Veh	17	17	17	22	22	22	10	10	10	7	7	7
PHF	0.91	0.91	0.91	0.81	0.81	0.81	0.88	0.88	0.88	0.96	0.96	0.96
PK 15 Vol	38	37	21	26	36	4	17	81	14	3	102	29
Hi Ln Vol												
% Grade		0			0			0			0	
Ideal Sat	1900	1900		1900	1900			1900			1900	
ParkExist			X			X						X
NumPark			20			20						20
No. Lanes	1	2	0	1	2	0	0	2	0	0	2	0
LGConfig	L	TR		L	TR			LTR			LTR	
Lane Width	12.0	12.0		12.0	14.0			12.0			13.0	
RTOR Vol			0			0			0			0
Adj Flow	151	230		105	160			447			537	
%InSharedLn												
Prop LTs	1.000	0.000		1.000	0.000			0.150			0.024	
Prop RTs		0.365			0.100			0.125			0.214	
Peds Bikes		50	0		50	0		50	0		50	0
Buses	0	0		0	2			10			0	
%InProtPhase	0.0			0.0								

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	3	3		3	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		3.5			3.5			3.5			3.5	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 9/17/2015
Period: PM Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Flatlands Avenue

Inter.: Flatlands Ave and Schenck Ave
Area Type: All other areas
Jurisd: Brooklyn
Year : 2015

N/S St: Schenck Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	1	2	0	1	1	0	0	1	0
LGConfig	L	TR		L	TR		L	TR			LTR	
Volume	40	433	471	40	470	11	413	323	22	7	215	31
Lane Width	10.0	11.5		10.0	11.5		12.0	15.0			16.0	
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	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			
WB Left	P				SB Left	P			
Thru	P				Thru	P			
Right	P				Right	P			
Peds	X				Peds	X			
NB Right					EB Right				
SB Right					WB Right				
Green	49.0					31.0			
Yellow	3.0					3.0			
All Red	2.0					2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	395	725	0.11	0.54	10.5	B		
TR	1523	2798	0.64	0.54	16.4	B	16.1	B
Westbound								
L	194	357	0.23	0.54	13.4	B		
TR	1549	2846	0.34	0.54	12.1	B	12.2	B
Northbound								
L	303	879	1.47	0.34	256.2	F		
TR	704	2043	0.53	0.34	26.4	C	151.6	F
Southbound								
LTR	562	1633	0.51	0.34	26.8	C	26.8	C

Intersection Delay = 57.4 (sec/veh) Intersection LOS = E

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 9/17/2015
Analysis Time Period: PM Peak Hour
Intersection: Flatlands Ave and Schenck Ave
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2015
Project ID: 888 Fountain Avenue
E/W St: Flatlands Avenue N/S St: Schenck Avenue

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	40	433	471	40	470	11	413	323	22	7	215	31
% Heavy Veh	3	3	3	12	12	12	1	1	1	2	2	2
PHF	0.93	0.93	0.93	0.90	0.90	0.90	0.93	0.93	0.93	0.88	0.88	0.88
PK 15 Vol	11	116	127	11	131	3	111	87	6	2	61	9
Hi Ln Vol												
% Grade		0			0			0			0	
Ideal Sat	1900	1900		1900	1900		1900	1900			1900	
ParkExist			X			X						X
NumPark			20			20						20
No. Lanes	1	2	0	1	2	0	1	1	0	0	1	0
LGConfig	L	TR		L	TR		L	TR			LTR	
Lane Width	10.0	11.5		10.0	11.5		12.0	15.0			16.0	
RTOR Vol			0			0			0			0
Adj Flow	43	972		44	534		444	371			287	
%InSharedLn												
Prop LTs	1.000	0.000		1.000	0.000		1.000	0.000			0.028	
Prop RTs		0.521			0.022			0.065			0.122	
Peds Bikes	50		0	50		0	50		0	50		0
Buses	0	0		0	0		0	0			0	
%InProtPhase												

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			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		3.5			3.5			3.5			3.5	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 9/17/2015
Period: PM Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Flatlands Avenue

Inter.: Flatlands Ave and Schenck Ave
Area Type: All other areas
Jurisd: Brooklyn
Year : 2015

N/S St: Schenck Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	1	2	0	1	1	0	0	1	0
LGConfig	L	TR		L	TR		L	LTR			LTR	
Volume	40	433	471	40	470	11	413	323	22	7	215	31
Lane Width	10.0	11.5		10.0	11.5		12.0	15.0			16.0	
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	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			
WB Left	P				SB	Left	P			
Thru	P					Thru	P			
Right	P					Right	P			
Peds	X					Peds	X			
NB Right					EB	Right				
SB Right					WB	Right				
Green	49.0						31.0			
Yellow	3.0						3.0			
All Red	2.0						2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	395	725	0.11	0.54	10.5	B		
TR	1523	2798	0.64	0.54	16.4	B	16.1	B
Westbound								
L	194	357	0.23	0.54	13.4	B		
TR	1549	2846	0.34	0.54	12.1	B	12.2	B
Northbound								
L	298	864	1.04	0.34	93.5	F		
LTR	510	1482	0.99	0.34	66.4	E	76.7	E
Southbound								
LTR	561	1628	0.51	0.34	26.8	C	26.8	C

Intersection Delay = 34.7 (sec/veh) Intersection LOS = C

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 9/17/2015
Analysis Time Period: PM Peak Hour
Intersection: Flatlands Ave and Schenck Ave
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2015
Project ID: 888 Fountain Avenue
E/W St: Flatlands Avenue N/S St: Schenck Avenue

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	40	433	471	40	470	11	413	323	22	7	215	31
% Heavy Veh	3	3	3	12	12	12	1	1	1	2	2	2
PHF	0.93	0.93	0.93	0.90	0.90	0.90	0.93	0.93	0.93	0.88	0.88	0.88
PK 15 Vol	11	116	127	11	131	3	111	87	6	2	61	9
Hi Ln Vol												
% Grade		0			0			0			0	
Ideal Sat	1900	1900		1900	1900		1900	1900			1900	
ParkExist			X			X						X
NumPark			20			20						20
No. Lanes	1	2	0	1	2	0	1	1	0	0	1	0
LGConfig	L	TR		L	TR		L	LTR			LTR	
Lane Width	10.0	11.5		10.0	11.5		12.0	15.0			16.0	
RTOR Vol			0			0			0			0
Adj Flow	43	972		44	534		311	504			287	
%InSharedLn							30					
Prop LTs	1.000	0.000		1.000	0.000		1.000	0.264			0.028	
Prop RTs		0.521			0.022			0.048			0.122	
Peds Bikes	50		0	50		0	50		0	50		0
Buses	0	0		0	0		0	0			0	
%InProtPhase												

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			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		3.5			3.5			3.5			3.5	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 9/17/2015
Period: PM Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Linden Boulevard Main Line

Inter.: Linden Blvd ML and Fountain
Area Type: All other areas
Jurisd: Brooklyn
Year : 2015

N/S St: Fountain Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	3	0	1	3	0	0	2	0	0	2	0
LGConfig	L	T		L	T			LTR		DefL	TR	
Volume	84	1214		57	990		39	271	150	175	283	40
Lane Width	10.0	11.0		10.0	10.5			14.0		14.0	14.0	
RTOR Vol									0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left	P	P			NB	Left	P			
Thru	P	P				Thru	P			
Right						Right	P			
Peds	X	X				Peds	X			
WB Left		P			SB	Left	P			
Thru		P				Thru	P			
Right						Right	P			
Peds		X	X			Peds	X			
NB Right					EB	Right				
SB Right					WB	Right				
Green	8.0	41.0	19.0				35.0	0.0		
Yellow	3.0	4.0					3.0			
All Red	2.0	2.0	0.0				3.0			

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	184	1480	0.49	0.46	30.3	C		
T	1993	4428	0.65	0.45	27.4	C	27.6	C
Westbound								
L	92	270	0.66	0.34	65.4	E		
T	1474	4313	0.71	0.34	37.4	D	38.9	D
Northbound								
LTR	731	2508	0.75	0.29	45.5	D	45.5	D
Southbound								
DefL	158	543	1.20	0.29	178.9	F		
TR	491	1684	0.71	0.29	46.6	D	93.1	F

Intersection Delay = 43.7 (sec/veh) Intersection LOS = D

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 9/17/2015
Analysis Time Period: PM Peak Hour
Intersection: Linden Blvd ML and Fountain
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2015
Project ID: 888 Fountain Avenue
E/W St: Linden Boulevard Main Line N/S St: Fountain Avenue

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	84	1214		57	990		39	271	150	175	283	40
% Heavy Veh	13	13		14	14		13	13	13	16	16	16
PHF	0.93	0.93		0.94	0.94		0.84	0.84	0.84	0.92	0.92	0.92
PK 15 Vol	23	326		15	263		12	81	45	48	77	11
Hi Ln Vol												
% Grade		0			0			0			0	
Ideal Sat	1900	1900		1900	1900			1900		1900	1900	
ParkExist									X			
NumPark									20			
No. Lanes	1	3	0	1	3	0	0	2	0	0	2	0
LGConfig	L	T		L	T			LTR		DefL	TR	
Lane Width	10.0	11.0		10.0	10.5			14.0		14.0	14.0	
RTOR Vol									0			0
Adj Flow	90	1305		61	1053			548		190	351	
%InSharedLn												
Prop LTs	1.000	0.000		1.000	0.000			0.084		1.000	0.000	
Prop RTs		0.000			0.000		0.327				0.123	
Peds Bikes		50			50		50		0		50	0
Buses	0	0		0	0			4		0	3	
%InProtPhase	0.0											
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	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		3.7			3.7			3.7			3.7	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 9/17/2015
Period: PM Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Linden Boulevard Main Line

Inter.: Linden Blvd ML and Fountain
Area Type: All other areas
Jurisd: Brooklyn
Year : 2015

N/S St: Fountain Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	3	0	1	3	0	0	2	0	1	1	0
LGConfig	L	T		L	T			LTR		L	LTR	
Volume	84	1214		57	990		39	271	150	175	283	40
Lane Width	10.0	11.0		10.0	10.5			14.0		14.0	14.0	
RTOR Vol									0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left	P	P			NB	Left	P			
Thru	P	P				Thru	P			
Right						Right	P			
Peds	X	X				Peds	X			
WB Left		P			SB	Left	P			
Thru		P				Thru	P			
Right						Right	P			
Peds		X	X			Peds	X			
NB Right					EB	Right				
SB Right					WB	Right				
Green	8.0	41.0	19.0				35.0	0.0		
Yellow	3.0	4.0					3.0			
All Red	2.0	2.0	0.0				3.0			

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	184	1480	0.49	0.46	30.3	C		
T	1993	4428	0.65	0.45	27.4	C	27.6	C
Westbound								
L	92	269	0.66	0.34	65.4	E		
T	1474	4313	0.71	0.34	37.4	D	38.9	D
Northbound								
LTR	604	2072	0.91	0.29	60.7	E	60.7	E
Southbound								
L	158	543	1.03	0.29	120.9	F		
LTR	442	1514	0.86	0.29	59.1	E	77.6	E

Intersection Delay = 43.7 (sec/veh) Intersection LOS = D

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 9/17/2015
Analysis Time Period: PM Peak Hour
Intersection: Linden Blvd ML and Fountain
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2015
Project ID: 888 Fountain Avenue
E/W St: Linden Boulevard Main Line N/S St: Fountain Avenue

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	84	1214		57	990		39	271	150	175	283	40
% Heavy Veh	13	13		14	14		13	13	13	16	16	16
PHF	0.93	0.93		0.94	0.94		0.84	0.84	0.84	0.92	0.92	0.92
PK 15 Vol	23	326		15	263		12	81	45	48	77	11
Hi Ln Vol												
% Grade		0			0			0			0	
Ideal Sat	1900	1900		1900	1900			1900		1900	1900	
ParkExist									X			
NumPark									20			
No. Lanes	1	3	0	1	3	0	0	2	0	1	1	0
LGConfig	L	T		L	T			LTR		L	LTR	
Lane Width	10.0	11.0		10.0	10.5			14.0		14.0	14.0	
RTOR Vol									0			0
Adj Flow	90	1305		61	1053			548		162	379	
%InSharedLn										15		
Prop LTs	1.000	0.000		1.000	0.000			0.084		1.000	0.075	
Prop RTs		0.000			0.000		0.327				0.113	
Peds Bikes		50			50		50		0		50	0
Buses	0	0		0	0			4		0	3	
%InProtPhase	0.0											
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	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		3.7			3.7			3.7			3.7	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 9/17/2015
Period: PM Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Linden Boulevard Main Line

Inter.: Linden Blvd ML and Loring
Area Type: All other areas
Jurisd: Brooklyn
Year : 2015

N/S St: Loring Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	3	0	1	3	0	0	0	0	0	0	0
LGConfig	L	T		L	T			LR				
Volume	84	1214		57	990		109		33			
Lane Width	10.0	11.0		10.0	10.5			16.0				
RTOR Vol									0			

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left	P	P			NB	Left	P			
Thru	P	P				Thru				
Right						Right	P			
Peds	X	X				Peds		X		
WB Left		P			SB	Left				
Thru		P				Thru				
Right						Right				
Peds		X				Peds		X		
NB Right					EB	Right				
SB Right					WB	Right				
Green	8.0	41.0					13.0	35.0	0.0	
Yellow	3.0	4.0					3.0	3.0		
All Red	2.0	2.0					3.0	3.0		

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	183	1472	0.49	0.46	30.4	C		
T	1993	4428	0.65	0.45	27.4	C	27.6	C
Westbound								
L	92	269	0.66	0.34	65.4	E		
T	1474	4313	0.71	0.34	37.4	D	38.9	D
Northbound								
LR	164	1516	1.07	0.11	144.6	F	144.6	F
Southbound								

Intersection Delay = 40.0 (sec/veh) Intersection LOS = D

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 9/17/2015
Analysis Time Period: PM Peak Hour
Intersection: Linden Blvd ML and Loring
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2015
Project ID: 888 Fountain Avenue
E/W St: Linden Boulevard Main Line N/S St: Loring Avenue

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	84	1214		57	990		109		33			
% Heavy Veh	13	13		14	14		6		6			
PHF	0.93	0.93		0.94	0.94		0.81		0.81			
PK 15 Vol	23	326		15	263		34		10			
Hi Ln Vol												
% Grade		0			0			0				
Ideal Sat	1900	1900		1900	1900			1900				
ParkExist									X			
NumPark									20			
No. Lanes	1	3	0	1	3	0	0	0	0	0	0	0
LGConfig	L	T		L	T			LR				
Lane Width	10.0	11.0		10.0	10.5			16.0				
RTOR Vol									0			
Adj Flow	90	1305		61	1053			176				
%InSharedLn												
Prop LTs	1.000	0.000		1.000	0.000			0.767				
Prop RTs		0.000			0.000		0.233					
Peds Bikes		50			50		50				50	
Buses	0	0		0	0			0				
%InProtPhase	0.0											

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	3	3		3	3			3				
Unit Ext.	3.0	3.0		3.0	3.0			3.0				
I Factor		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		3.7			3.7			3.7			3.7	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 9/17/2015
Period: PM Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Linden Boulevard Main Line

Inter.: Linden Blvd ML and Loring
Area Type: All other areas
Jurisd: Brooklyn
Year : 2015

N/S St: Loring Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	3	0	1	3	0	0	0	0	0	0	0
LGConfig	L	T		L	T			LR				
Volume	84	1214		57	990		109		33			
Lane Width	10.0	11.0		10.0	10.5			16.0				
RTOR Vol									0			

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	P	P			NB Left	P			
Thru	P	P			Thru				
Right					Right	P			
Peds	X	X			Peds		X		
WB Left		P			SB Left				
Thru		P			Thru				
Right					Right				
Peds		X			Peds		X		
NB Right					EB Right				
SB Right					WB Right				
Green	8.0	41.0				13.0	35.0	0.0	
Yellow	3.0	4.0				3.0	3.0		
All Red	2.0	2.0				3.0	3.0		

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	183	1472	0.49	0.46	30.4	C		
T	1993	4428	0.65	0.45	27.4	C	27.6	C
Westbound								
L	92	269	0.66	0.34	65.4	E		
T	1474	4313	0.71	0.34	37.4	D	38.9	D
Northbound								
LR	169	1563	1.04	0.11	134.1	F	134.1	F
Southbound								

Intersection Delay = 39.3 (sec/veh) Intersection LOS = D

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 9/17/2015
Analysis Time Period: PM Peak Hour
Intersection: Linden Blvd ML and Loring
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2015
Project ID: 888 Fountain Avenue
E/W St: Linden Boulevard Main Line N/S St: Loring Avenue

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	84	1214		57	990		109		33			
% Heavy Veh	13	13		14	14		6		6			
PHF	0.93	0.93		0.94	0.94		0.81		0.81			
PK 15 Vol	23	326		15	263		34		10			
Hi Ln Vol												
% Grade		0			0			0				
Ideal Sat	1900	1900		1900	1900			1900				
ParkExist									X			
NumPark									15			
No. Lanes	1	3	0	1	3	0	0	0	0	0	0	0
LGConfig	L	T		L	T			LR				
Lane Width	10.0	11.0		10.0	10.5			16.0				
RTOR Vol									0			
Adj Flow	90	1305		61	1053			176				
%InSharedLn												
Prop LTs	1.000	0.000		1.000	0.000			0.767				
Prop RTs		0.000			0.000		0.233					
Peds Bikes		50			50		50				50	
Buses	0	0		0	0			0				
%InProtPhase	0.0											

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	3	3		3	3			3				
Unit Ext.	3.0	3.0		3.0	3.0			3.0				
I Factor		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		3.7			3.7			3.7			3.7	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 9/17/2015
Period: MD Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Linden Boulevard Service Road

Inter.: Linden Blvd SR and Fountain
Area Type: All other areas
Jurisd: Brooklyn
Year : 2015

N/S St: Fountain Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	0	0	2	0	0	2	0
LGConfig		TR			TR			LTR		DefL	TR	
Volume		102	141		190	99	39	271	150	175	283	40
Lane Width		16.0			16.0			14.0		14.0	14.0	
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left					NB	Left	P			
Thru	P	P				Thru	P			
Right	P	P				Right	P			
Peds	X	X	X			Peds	X			
WB Left					SB	Left	P			
Thru		P				Thru	P			
Right		P				Right	P			
Peds	X	X				Peds	X			
NB Right					EB	Right				
SB Right					WB	Right				
Green	8.0	41.0	19.0				35.0	0.0		
Yellow	3.0	4.0					3.0			
All Red	2.0	2.0	0.0				3.0			

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
TR	620	1378	0.42	0.45	24.5	C	24.5	C
Westbound								
TR	485	1420	0.63	0.34	39.4	D	39.4	D
Northbound								
LTR	722	2475	0.76	0.29	46.0	D	46.0	D
Southbound								
DefL	156	536	1.22	0.29	185.0	F		
TR	489	1677	0.72	0.29	46.8	D	95.3	F

Intersection Delay = 57.5 (sec/veh) Intersection LOS = E

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 9/17/2015
Analysis Time Period: MD Peak Hour
Intersection: Linden Blvd SR and Fountain
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2015
Project ID: 888 Fountain Avenue
E/W St: Linden Boulevard Service Road N/S St: Fountain Avenue

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume		102	141		190	99	39	271	150	175	283	40
% Heavy Veh		13	13		14	14	13	13	13	16	16	16
PHF		0.93	0.93		0.94	0.94	0.84	0.84	0.84	0.92	0.92	0.92
PK 15 Vol		27	38		51	26	12	81	45	48	77	11
Hi Ln Vol												
% Grade		0			0			0			0	
Ideal Sat		1900			1900			1900		1900	1900	
ParkExist			X			X			X			
NumPark			20			20			20			
No. Lanes	0	1	0	0	1	0	0	2	0	0	2	0
LGConfig		TR			TR			LTR		DefL	TR	
Lane Width		16.0			16.0			14.0		14.0	14.0	
RTOR Vol			0			0			0			0
Adj Flow		262			307			548		190	351	
%InSharedLn												
Prop LTs		0.000			0.000			0.084		1.000	0.000	
Prop RTs	0.580			0.342			0.327			0.123		
Peds Bikes	50		0	50		0	50		0	50		0
Buses		0			0			4		0	3	
%InProtPhase												

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		3			3			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		3.7			3.7			3.7			3.7	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 9/17/2015
Period: PM Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Linden Boulevard Service Road

Inter.: Linden Blvd SR and Fountain
Area Type: All other areas
Jurisd: Brooklyn
Year : 2015

N/S St: Fountain Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	0	0	2	0	1	1	0
LGConfig		TR			TR			LTR		L	LTR	
Volume		102	141		190	99	39	271	150	175	283	40
Lane Width		16.0			16.0			14.0		14.0	14.0	
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left					NB	Left	P			
Thru	P	P				Thru	P			
Right	P	P				Right	P			
Peds	X	X	X			Peds	X			
WB Left					SB	Left	P			
Thru		P				Thru	P			
Right		P				Right	P			
Peds	X	X				Peds	X			
NB Right					EB	Right				
SB Right					WB	Right				
Green	8.0	41.0	19.0				35.0	0.0		
Yellow	3.0	4.0					3.0			
All Red	2.0	2.0	0.0				3.0			

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
TR	612	1360	0.43	0.45	24.7	C	24.7	C
Westbound								
TR	485	1420	0.63	0.34	39.4	D	39.4	D
Northbound								
LTR	603	2069	0.91	0.29	61.0	E	61.0	E
Southbound								
L	156	536	1.04	0.29	125.1	F		
LTR	439	1506	0.86	0.29	59.9	E	79.4	E

Intersection Delay = 57.2 (sec/veh) Intersection LOS = E

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 9/17/2015
Analysis Time Period: PM Peak Hour
Intersection: Linden Blvd SR and Fountain
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2015
Project ID: 888 Fountain Avenue
E/W St: Linden Boulevard Service Road N/S St: Fountain Avenue

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume		102	141		190	99	39	271	150	175	283	40
% Heavy Veh		13	13		14	14	13	13	13	16	16	16
PHF		0.93	0.93		0.94	0.94	0.84	0.84	0.84	0.92	0.92	0.92
PK 15 Vol		27	38		51	26	12	81	45	48	77	11
Hi Ln Vol												
% Grade		0			0			0			0	
Ideal Sat		1900			1900			1900		1900	1900	
ParkExist			X			X			X			
NumPark			20			20			20			
No. Lanes	0	1	0	0	1	0	0	2	0	1	1	0
LGConfig		TR			TR			LTR		L	LTR	
Lane Width		16.0			16.0			14.0		14.0	14.0	
RTOR Vol			0			0			0			0
Adj Flow		262			307			548		162	379	
%InSharedLn										15		
Prop LTs		0.000			0.000			0.084		1.000	0.075	
Prop RTs	0.580			0.342			0.327			0.113		
Peds Bikes	50		0	50		0	50		0	50		0
Buses		0			0			4		0	3	
%InProtPhase												

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		3			3			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		3.7			3.7			3.7			3.7	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 9/17/2105
Period: PM Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Vandalia Avenue

Inter.: Vandalia Ave and Fountain Ave
Area Type: All other areas
Jurisd: Brooklyn
Year : 2015

N/S St: Fountain Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	0	0	0	0	1	0	0	1	0
LGConfig		LR						LT			TR	
Volume	211		6				5	182			354	200
Lane Width		16.0						15.0			15.0	
RTOR Vol			0									0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left	P				NB	Left	P			
Thru						Thru	P			
Right	P					Right				
Peds	X					Peds				
WB Left					SB	Left				
Thru						Thru	P			
Right						Right	P			
Peds	X					Peds	X			
NB Right					EB	Right				
SB Right					WB	Right				
Green	25.0						25.0			
Yellow	3.0						3.0			
All Red	2.0						2.0			

Cycle Length: 60.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
LR	797	1912	0.29	0.42	12.5	B	12.5	B
Westbound								
Northbound								
LT	760	1825	0.30	0.42	12.6	B	12.6	B
Southbound								
TR	789	1894	0.72	0.42	20.3	C	20.3	C

Intersection Delay = 16.9 (sec/veh) Intersection LOS = B

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 9/17/2105
Analysis Time Period: PM Peak Hour
Intersection: Vandalia Ave and Fountain Ave
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2015
Project ID: 888 Fountain Avenue
E/W St: Vandalia Avenue N/S St: Fountain Avenue

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	211		6				5	182			354	200
% Heavy Veh	7		7				11	11			3	3
PHF	0.94		0.94				0.83	0.83			0.97	0.97
PK 15 Vol	56		2				2	55			91	52
Hi Ln Vol												
% Grade		0						0			0	
Ideal Sat		1900						1900			1900	
ParkExist												
NumPark												
No. Lanes	0	0	0	0	0	0	0	1	0	0	1	0
LGConfig		LR						LT			TR	
Lane Width		16.0						15.0			15.0	
RTOR Vol			0									0
Adj Flow		230						225			571	
%InSharedLn												
Prop LTs		0.974						0.027			0.000	
Prop RTs	0.026						0.000			0.361		
Peds Bikes	7		0	3						44		0
Buses		0						4			0	
%InProtPhase												

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	
Arriv. Type		3						3			3	
Unit Ext.		3.0						3.0			3.0	
I Factor		1.000						1.000			1.000	
Lost Time		2.0						2.0			2.0	
Ext of g		2.0						2.0			2.0	
Ped Min g		3.2			3.2						3.4	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 03/09/2016
Period: Sat MD Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Gateway Drive

Inter.: Erskine Street and Gateway Dr
Area Type: All other areas
Jurisd: Brooklyn
Year : 2015

N/S St: Erskine Street

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	1	1	2	0	2	2	0	0	3	1
LGConfig	L	T	R	L	TR		L	TR			LT	R
Volume	44	71	547	189	104	42	592	594	119	10	503	38
Lane Width	10.0	11.0	12.0	11.0	11.5		11.0	11.0			10.5	13.0
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	P				NB Left		P		
Thru	P				Thru	P	P		
Right	P				Right	P	P		
Peds	X				Peds	X	X		
WB Left	P				SB Left	P			
Thru	P				Thru	P			
Right	P				Right	P			
Peds	X				Peds	X			
NB Right					EB Right		P		
SB Right					WB Right				
Green	28.0					25.0	22.0		
Yellow	3.0					3.0	3.0		
All Red	2.0					2.0	2.0		

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	333	1070	0.14	0.31	23.2	C		
T	1066	3428	0.07	0.31	22.0	C	15.5	B
R	921	1507	0.62	0.61	14.1	B		
Westbound								
L	375	1205	0.69	0.31	37.2	D		
TR	1009	3242	0.20	0.31	23.2	C	31.1	C
Northbound								
L	820	3355	0.75	0.24	37.8	D		
TR	1942	3361	0.38	0.58	10.9	B	23.1	C
Southbound								
LT	1246	4487	0.44	0.28	27.9	C	27.7	C
R	459	1653	0.09	0.28	24.5	C		

Intersection Delay = 23.5 (sec/veh) Intersection LOS = C

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 03/09/2016
Analysis Time Period: Sat MD Peak Hour
Intersection: Erskine Street and Gateway Dr
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2015
Project ID: 888 Fountain Avenue
E/W St: Gateway Drive N/S St: Erskine Street

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	44	71	547	189	104	42	592	594	119	10	503	38
% Heavy Veh	2	2	2	3	3	3	1	1	1	0	0	0
PHF	0.96	0.96	0.96	0.73	0.73	0.73	0.96	0.96	0.96	0.93	0.93	0.93
PK 15 Vol	11	18	142	65	36	14	154	155	31	3	135	10
Hi Ln Vol												
% Grade		0			0			0			0	
Ideal Sat	1900	1900	1900	1900	1900		1900	1900			1900	1900
ParkExist												
NumPark												
No. Lanes	1	2	1	1	2	0	2	2	0	0	3	1
LGConfig	L	T	R	L	TR		L	TR			LT	R
Lane Width	10.0	11.0	12.0	11.0	11.5		11.0	11.0			10.5	13.0
RTOR Vol			0			0			0			0
Adj Flow	46	74	570	259	200		617	743			552	41
%InSharedLn												
Prop LTs	1.000	0.000		1.000	0.000			0.000			0.020	
Prop RTs		0.000	1.000		0.290			0.167			0.000	1.000
Peds Bikes	50		0	24		0	50		0	9		0
Buses	0	0	0	0	6		0	0			6	0
%InProtPhase			0.0									

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	0.0			0.0	0.0
Arriv. Type	3	3	3	3	3		3	3			3	3
Unit Ext.	3.0	3.0	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			2.0	2.0
Ext of g	2.0	2.0	2.0	2.0	2.0		2.0	2.0			2.0	2.0
Ped Min g		3.5			3.4			3.5			3.3	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 3/10/2016
Period: Sat MD Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Home Depot Access

Inter.: Erskine and Home Depot
Area Type: All other areas
Jurisd: Brooklyn
Year : 2015

N/S St: Erskine Street

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	0	1	0	0	0	1	2	0	0	3	0
LGConfig	L		R				L	T			TR	
Volume	280		138				190	495			413	262
Lane Width	12.0		12.0				11.0	11.0			11.5	
RTOR Vol			0									0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left	P				NB	Left	P	P		
Thru						Thru	P	P		
Right	P					Right				
Peds	X					Peds				
WB Left					SB	Left				
Thru						Thru	P			
Right						Right	P			
Peds	X					Peds	X			
NB Right					EB	Right		P		
SB Right					WB	Right				
Green	22.0						31.0	22.0		
Yellow	3.0						3.0	3.0		
All Red	2.0						2.0	2.0		

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	441	1805	0.67	0.24	38.5	D		
							29.4	C
R	825	1516	0.18	0.54	10.8	B		
Westbound								
Northbound								
L	670	1673	0.30	0.64	13.2	B		
T	2183	3387	0.24	0.64	7.0	A	8.7	A
Southbound								
TR	1589	4612	0.49	0.34	24.3	C	24.3	C

Intersection Delay = 19.7 (sec/veh) Intersection LOS = B

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 3/10/2016
Analysis Time Period: Sat MD Peak Hour
Intersection: Erskine and Home Depot
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2015
Project ID: 888 Fountain Avenue
E/W St: Home Depot Access N/S St: Erskine Street

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	280		138				190	495			413	262
% Heavy Veh	0		0				2	2			1	1
PHF	0.95		0.95				0.95	0.95			0.87	0.87
PK 15 Vol	74		36				50	130			119	75
Hi Ln Vol												
% Grade		0						0			0	
Ideal Sat	1900		1900				1900	1900			1900	
ParkExist												
NumPark												
No. Lanes	1	0	1	0	0	0	1	2	0	0	3	0
LGConfig	L		R				L	T			TR	
Lane Width	12.0		12.0				11.0	11.0			11.5	
RTOR Vol			0								0	
Adj Flow	295		145				200	521			776	
%InSharedLn												
Prop LTs							1.000	0.000			0.000	
Prop RTs			1.000					0.000			0.388	
Peds Bikes	50		0		50					50		0
Buses	0		0				0	6			0	
%InProtPhase			0.0				0.0					

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	3		3				3	3			3	
Unit Ext.	3.0		3.0				3.0	3.0			3.0	
I Factor		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		3.5			3.5						3.5	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 03/09/2016
Period: Sat MD Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Flatlands Avenue

Inter.: Flatlands Ave and Elton Street
Area Type: All other areas
Jurisd: Brooklyn
Year : 2015

N/S St: Elton Street

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	1	2	0	0	1	0	0	1	0
LGConfig	L	TR		L	TR			LTR			LTR	
Volume	26	247	92	5	171	5	111	101	9	6	78	20
Lane Width	10.0	10.5		11.0	11.5			16.0			16.0	
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	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			
WB Left	P				SB	Left	P			
Thru	P					Thru	P			
Right	P					Right	P			
Peds	X					Peds	X			
NB Right					EB	Right				
SB Right					WB	Right				
Green	49.0						31.0			
Yellow	3.0						3.0			
All Red	2.0						2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	528	969	0.05	0.54	9.8	A		
TR	1605	2948	0.22	0.54	11.0	B	10.9	B
Westbound								
L	458	841	0.01	0.54	9.5	A		
TR	1514	2781	0.14	0.54	10.3	B	10.3	B
Northbound								
LTR	457	1326	0.56	0.34	28.9	C	28.9	C
Southbound								
LTR	562	1633	0.19	0.34	21.5	C	21.5	C

Intersection Delay = 16.7 (sec/veh) Intersection LOS = B

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 03/09/2016
Analysis Time Period: Sat MD Peak Hour
Intersection: Flatlands Ave and Elton Street
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2015
Project ID: 888 Fountain Avenue
E/W St: Flatlands Avenue N/S St: Elton Street

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	26	247	92	5	171	5	111	101	9	6	78	20
% Heavy Veh	10	10	10	14	14	14	1	1	1	0	0	0
PHF	0.94	0.94	0.94	0.85	0.85	0.85	0.86	0.86	0.86	0.96	0.96	0.96
PK 15 Vol	7	66	24	2	50	2	32	29	3	2	20	5
Hi Ln Vol												
% Grade		0			0			0			0	
Ideal Sat	1900	1900		1900	1900			1900			1900	
ParkExist						X			X			X
NumPark						20			20			20
No. Lanes		1	2	0	1	2	0	0	1	0	0	1	0
LGConfig	L		TR	L		TR			LTR			LTR
Lane Width	10.0	10.5		11.0	11.5			16.0			16.0	
RTOR Vol			0			0			0			0
Adj Flow	28	361		6	207			256			108	
%InSharedLn												
Prop LTs	1.000	0.000		1.000	0.000			0.504			0.056	
Prop RTs		0.271			0.029			0.039			0.194	
Peds Bikes		50	0		50	0		50	0		50	0
Buses	0	2		0	2			0			0	
%InProtPhase												

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	3	3		3	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		3.5			3.5			3.5			3.5	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 3/7/2016
Period: Sat MD Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Flatlands Avenue

Inter.: Flatlands Ave and Schenck Ave
Area Type: All other areas
Jurisd: Brooklyn
Year : 2015

N/S St: Schenck Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	1	2	0	1	1	0	0	1	0
LGConfig	L	TR		L	TR		L	LTR			LTR	
Volume	32	361	694	27	298	16	349	421	23	6	302	25
Lane Width	10.0	11.5		10.0	11.5		12.0	15.0			16.0	
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	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			
WB Left	P				SB	Left	P			
Thru	P					Thru	P			
Right	P					Right	P			
Peds	X					Peds	X			
NB Right					EB	Right				
SB Right					WB	Right				
Green	49.0						31.0			
Yellow	3.0						3.0			
All Red	2.0						2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	497	912	0.07	0.54	9.9	A		
TR	1480	2718	0.73	0.54	18.8	B	18.6	B
Westbound								
L	168	309	0.18	0.54	12.7	B		
TR	1613	2962	0.21	0.54	10.9	B	11.0	B
Northbound								
L	348	950	1.05	0.37	91.8	F		
LTR	759	2069	0.62	0.37	27.0	C	55.5	E
Southbound								
LTR	575	1670	0.62	0.34	29.4	C	29.4	C

Intersection Delay = 30.4 (sec/veh) Intersection LOS = C

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 3/7/2016
Analysis Time Period: Sat MD Peak Hour
Intersection: Flatlands Ave and Schenck Ave
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2015
Project ID: 888 Fountain Avenue
E/W St: Flatlands Avenue N/S St: Schenck Avenue

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	32	361	694	27	298	16	349	421	23	6	302	25
% Heavy Veh	3	3	3	7	7	7	0	0	0	1	1	1
PHF	0.97	0.97	0.97	0.91	0.91	0.91	0.95	0.95	0.95	0.94	0.94	0.94
PK 15 Vol	8	93	179	7	82	4	92	111	6	2	80	7
Hi Ln Vol												
% Grade		0			0			0			0	
Ideal Sat	1900	1900		1900	1900		1900	1900			1900	
ParkExist			X			X						X
NumPark			20			20						20
No. Lanes	1	2	0	1	2	0	1	1	0	0	1	0
LGConfig	L	TR		L	TR		L	LTR			LTR	
Lane Width	10.0	11.5		10.0	11.5		12.0	15.0			16.0	
RTOR Vol			0			0			0			0
Adj Flow	33	1087		30	345		367	467			354	
%InSharedLn							0					
Prop LTs	1.000	0.000		1.000	0.000		1.000	0.000			0.017	
Prop RTs		0.658			0.052			0.051			0.076	
Peds Bikes		50	0		50	0		50	0		50	0
Buses	0	0		0	0		0	0			0	
%InProtPhase												

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			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		1.0	1.0			2.0	
Ext of g	2.0	2.0		2.0	2.0		3.0	3.0			2.0	
Ped Min g		3.5			3.5			3.5			3.5	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 03/09/2016
Period: Sat MD Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Flatlands Avenue

Inter.: Flatlands Ave and Schenck Ave
Area Type: All other areas
Jurisd: Brooklyn
Year : 2015

N/S St: Schenck Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	1	2	0	1	1	0	0	1	0
LGConfig	L	TR		L	TR		L	LTR			LTR	
Volume	32	361	694	27	298	16	349	421	23	6	302	25
Lane Width	10.0	11.5		10.0	11.5		12.0	15.0			16.0	
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	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			
WB Left	P				SB	Left	P			
Thru	P					Thru	P			
Right	P					Right	P			
Peds	X					Peds	X			
NB Right					EB	Right				
SB Right					WB	Right				
Green	49.0						31.0			
Yellow	3.0						3.0			
All Red	2.0						2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	497	912	0.07	0.54	9.9	A		
TR	1480	2718	0.73	0.54	18.8	B	18.6	B
Westbound								
L	168	309	0.18	0.54	12.7	B		
TR	1613	2962	0.21	0.54	10.9	B	11.0	B
Northbound								
L	259	751	1.39	0.34	227.0	F		
LTR	708	2056	0.67	0.34	30.1	C	115.1	F
Southbound								
LTR	575	1669	0.62	0.34	29.4	C	29.4	C

Intersection Delay = 49.0 (sec/veh) Intersection LOS = D

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 03/09/2016
Analysis Time Period: Sat MD Peak Hour
Intersection: Flatlands Ave and Schenck Ave
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2015
Project ID: 888 Fountain Avenue
E/W St: Flatlands Avenue N/S St: Schenck Avenue

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	32	361	694	27	298	16	349	421	23	6	302	25
% Heavy Veh	3	3	3	7	7	7	0	0	0	1	1	1
PHF	0.97	0.97	0.97	0.91	0.91	0.91	0.95	0.95	0.95	0.94	0.94	0.94
PK 15 Vol	8	93	179	7	82	4	92	111	6	2	80	7
Hi Ln Vol												
% Grade		0			0			0			0	
Ideal Sat	1900	1900		1900	1900		1900	1900			1900	
ParkExist			X			X						X
NumPark			20			20						20
No. Lanes	1	2	0	1	2	0	1	1	0	0	1	0
LGConfig	L	TR		L	TR		L	LTR			LTR	
Lane Width	10.0	11.5		10.0	11.5		12.0	15.0			16.0	
RTOR Vol			0			0			0			0
Adj Flow	33	1087		30	345		360	474			354	
%InSharedLn							2					
Prop LTs	1.000	0.000		1.000	0.000		1.000	0.015			0.017	
Prop RTs		0.658			0.052			0.051			0.076	
Peds Bikes		50	0		50	0		50	0		50	0
Buses	0	0		0	0		0	0			0	
%InProtPhase												

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			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		3.5			3.5			3.5			3.5	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 03/09/2016
Period: Sat MD Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Linden Boulevard Main Line

Inter.: Linden Blvd ML and Fountain
Area Type: All other areas
Jurisd: Brooklyn
Year : 2015

N/S St: Fountain Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	3	0	1	3	0	0	2	0	1	1	0
LGConfig	L	T		L	T			LTR		L	LTR	
Volume	48	748		65	733		39	286	159	148	291	54
Lane Width	10.0	11.0		10.0	10.5			14.0		14.0	14.0	
RTOR Vol									0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left	P	P			NB	Left	P			
Thru	P	P				Thru	P			
Right						Right	P			
Peds	X	X				Peds	X			
WB Left		P			SB	Left	P			
Thru		P				Thru	P			
Right						Right	P			
Peds		X	X			Peds	X			
NB Right					EB	Right				
SB Right					WB	Right				
Green	6.0	26.0	17.0				24.0	0.0		
Yellow	3.0	4.0					3.0			
All Red	2.0	2.0	0.0				3.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	231	1599	0.23	0.42	18.7	B		
T	1978	4811	0.41	0.41	19.4	B	19.4	B
Westbound								
L	155	535	0.46	0.29	35.7	D		
T	1327	4595	0.60	0.29	29.5	C	30.1	C
Northbound								
LTR	608	2279	0.87	0.27	46.6	D	46.6	D
Southbound								
L	174	654	0.93	0.27	83.1	F		
LTR	495	1856	0.76	0.27	40.7	D	53.4	D

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

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 03/09/2016
Analysis Time Period: Sat MD Peak Hour
Intersection: Linden Blvd ML and Fountain
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2015
Project ID: 888 Fountain Avenue
E/W St: Linden Boulevard Main Line N/S St: Fountain Avenue

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	48	748		65	733		39	286	159	148	291	54
% Heavy Veh	4	4		7	7		5	5	5	4	4	4
PHF	0.92	0.92		0.92	0.92		0.92	0.92	0.92	0.92	0.92	0.92
PK 15 Vol	13	203		18	199		11	78	43	40	79	15
Hi Ln Vol												
% Grade		0			0			0			0	
Ideal Sat	1900	1900		1900	1900			1900		1900	1900	
ParkExist									X			
NumPark									20			
No. Lanes	1	3	0	1	3	0	0	2	0	1	1	0
LGConfig	L	T		L	T			LTR		L	LTR	
Lane Width	10.0	11.0		10.0	10.5			14.0		14.0	14.0	
RTOR Vol									0			0
Adj Flow	52	813		71	797			526		161	375	
%InSharedLn										0		
Prop LTs	1.000	0.000		1.000	0.000			0.080		1.000	0.000	
Prop RTs		0.000			0.000		0.329				0.157	
Peds Bikes		50			50		50		0		50	0
Buses	0	0		0	0			4		0	4	
%InProtPhase	0.0											

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	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		3.5			3.5			3.5			3.5	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 03/09/2016
Period: Sat MD Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Linden Boulevard Main Line

Inter.: Linden Blvd ML and Loring
Area Type: All other areas
Jurisd: Brooklyn
Year : 2015

N/S St: Loring Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	3	0	1	3	0	0	0	0	0	0	0
LGConfig	L	T		L	T			LR				
Volume	48	748		65	733		84		33			
Lane Width	10.0	11.0		10.0	10.5			16.0				
RTOR Vol									0			

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left	P	P			NB	Left	P			
Thru	P	P				Thru				
Right						Right	P			
Peds	X	X				Peds		X		
WB Left		P			SB	Left				
Thru		P				Thru				
Right						Right				
Peds		X				Peds		X		
NB Right					EB	Right				
SB Right					WB	Right				
Green	6.0	26.0					11.0	24.0	0.0	
Yellow	3.0	4.0					3.0	3.0		
All Red	2.0	2.0					3.0	3.0		

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	229	1585	0.23	0.42	18.8	B		
T	1978	4811	0.41	0.41	19.4	B	19.4	B
Westbound								
L	155	535	0.46	0.29	35.7	D		
T	1327	4595	0.60	0.29	29.5	C	30.1	C
Northbound								
LR	190	1553	0.67	0.12	54.9	D	54.9	D
Southbound								

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

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 03/09/2016
Analysis Time Period: Sat MD Peak Hour
Intersection: Linden Blvd ML and Loring
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2015
Project ID: 888 Fountain Avenue
E/W St: Linden Boulevard Main Line N/S St: Loring Avenue

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	48	748		65	733		84		33			
% Heavy Veh	4	4		7	7		3		3			
PHF	0.92	0.92		0.92	0.92		0.92		0.92			
PK 15 Vol	13	203		18	199		23		9			
Hi Ln Vol												
% Grade		0			0			0				
Ideal Sat	1900	1900		1900	1900			1900				
ParkExist									X			
NumPark									20			
No. Lanes	1	3	0	1	3	0	0	0	0	0	0	0
LGConfig	L	T		L	T			LR				
Lane Width	10.0	11.0		10.0	10.5			16.0				
RTOR Vol									0			
Adj Flow	52	813		71	797			127				
%InSharedLn												
Prop LTs	1.000	0.000		1.000	0.000			0.717				
Prop RTs		0.000			0.000		0.283					
Peds Bikes		50			50		50				50	
Buses	0	0		0	0			0				
%InProtPhase	0.0											

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	3	3		3	3			3				
Unit Ext.	3.0	3.0		3.0	3.0			3.0				
I Factor		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		3.5			3.5			3.5			3.5	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 03/09/2016
Period: Sat MD Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Linden Boulevard Service Road

Inter.: Linden Blvd SR and Fountain
Area Type: All other areas
Jurisd: Brooklyn
Year : 2015

N/S St: Fountain Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	0	0	2	0	1	1	0
LGConfig		TR			TR			LTR		L	LTR	
Volume		106	130		169	74	39	286	159	148	291	54
Lane Width		16.0			16.0			14.0		14.0	14.0	
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left					NB	Left	P			
Thru	P	P				Thru	P			
Right	P	P				Right	P			
Peds	X	X	X			Peds	X			
WB Left					SB	Left	P			
Thru		P				Thru	P			
Right		P				Right	P			
Peds	X	X				Peds	X			
NB Right					EB	Right				
SB Right					WB	Right				
Green	6.0	26.0	17.0				24.0	0.0		
Yellow	3.0	4.0					3.0			
All Red	2.0	2.0	0.0				3.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
TR	609	1482	0.40	0.41	20.6	C	20.6	C
Westbound								
TR	439	1519	0.59	0.29	33.2	C	33.2	C
Northbound								
LTR	605	2269	0.91	0.27	51.9	D	51.9	D
Southbound								
L	162	607	0.98	0.27	98.8	F		
LTR	492	1845	0.75	0.27	40.6	D	58.0	E

Intersection Delay = 46.1 (sec/veh) Intersection LOS = D

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 03/09/2016
Analysis Time Period: Sat MD Peak Hour
Intersection: Linden Blvd SR and Fountain
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2015
Project ID: 888 Fountain Avenue
E/W St: Linden Boulevard Service Road N/S St: Fountain Avenue

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume		106	130		169	74	39	286	159	148	291	54
% Heavy Veh		4	4		7	7	5	5	5	4	4	4
PHF		0.97	0.97		0.94	0.94	0.88	0.88	0.88	0.93	0.93	0.93
PK 15 Vol		27	34		45	20	11	81	45	40	78	15
Hi Ln Vol												
% Grade		0			0			0			0	
Ideal Sat		1900			1900			1900		1900	1900	
ParkExist			X			X			X			
NumPark			20			20			20			
No. Lanes	0	1	0	0	1	0	0	2	0	1	1	0
LGConfig		TR			TR			LTR		L	LTR	
Lane Width		16.0			16.0			14.0		14.0	14.0	
RTOR Vol			0			0			0			0
Adj Flow		243			259			550		159	371	
%InSharedLn										0		
Prop LTs		0.000			0.000			0.080		1.000	0.000	
Prop RTs	0.551			0.305			0.329			0.156		
Peds Bikes	50		0	50		0	50		0	50		0
Buses		0			0			4		0	4	
%InProtPhase												

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		3			3			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		3.5			3.5			3.5			3.5	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 03/09/2016
Period: Sat MD Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Vandalia Avenue

Inter.: Vandalia Ave and Fountain Ave
Area Type: All other areas
Jurisd: Brooklyn
Year : 2015

N/S St: Fountain Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	0	0	0	0	1	0	0	1	0
LGConfig		LR						LT			TR	
Volume	370		4				2	198			346	322
Lane Width		16.0						15.0			15.0	
RTOR Vol			0									0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	P				NB Left	P			
Thru					Thru	P			
Right	P				Right				
Peds	X				Peds				
WB Left					SB Left				
Thru					Thru	P			
Right					Right	P			
Peds	X				Peds	X			
NB Right					EB Right				
SB Right					WB Right				
Green	25.0					25.0			
Yellow	3.0					3.0			
All Red	2.0					2.0			

Cycle Length: 60.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
LR	829	1989	0.54	0.42	15.6	B	15.6	B
Westbound								
Northbound								
LT	835	2005	0.26	0.42	12.2	B	12.2	B
Southbound								
TR	795	1907	0.99	0.42	46.7	D	46.7	D

Intersection Delay = 32.0 (sec/veh) Intersection LOS = C

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 03/09/2016
Analysis Time Period: Sat MD Peak Hour
Intersection: Vandalia Ave and Fountain Ave
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2015
Project ID: 888 Fountain Avenue
E/W St: Vandalia Avenue N/S St: Fountain Avenue

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	370		4				2	198			346	322
% Heavy Veh	3		3				2	2			2	2
PHF	0.84		0.84				0.93	0.93			0.85	0.85
PK 15 Vol	110		1				1	53			102	95
Hi Ln Vol												
% Grade		0						0			0	
Ideal Sat		1900						1900			1900	
ParkExist												
NumPark												
No. Lanes	0	0	0	0	0	0	0	1	0	0	1	0
LGConfig		LR						LT			TR	
Lane Width		16.0						15.0			15.0	
RTOR Vol			0									0
Adj Flow		445						215			786	
%InSharedLn												
Prop LTs		0.989						0.009			0.000	
Prop RTs	0.011						0.000			0.482		
Peds Bikes	5		0	0						8		0
Buses		0						4			0	
%InProtPhase												

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	
Arriv. Type		3						3			3	
Unit Ext.		3.0						3.0			3.0	
I Factor		1.000						1.000			1.000	
Lost Time		2.0						2.0			2.0	
Ext of g		2.0						2.0			2.0	
Ped Min g		3.2			3.2						3.2	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 9/17/2015
Period: AM Peak Hour
Project ID: 888 Fountain Avenue
E/W St: EB Shore Parkway

Inter.: Erskine Street & EB Shore Pkwy
Area Type: All other areas
Jurisd: Brooklyn
Year : 2028 No Build

N/S St: Erskine Street

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	0	0	0	0	0	0	0	2	0	0
LGConfig		LT								L		
Volume	309	0								225		
Lane Width		11.5								11.5		
RTOR Vol												

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left	P				NB	Left				
Thru	P					Thru				
Right						Right				
Peds						Peds				
WB Left					SB	Left	P			
Thru						Thru				
Right						Right				
Peds						Peds	X			
NB Right					EB	Right				
SB Right					WB	Right				
Green	40.0						40.0			
Yellow	3.0						3.0			
All Red	2.0						2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
LT	1420	3196	0.24	0.44	15.9	B	15.9	B
Westbound								
Northbound								
Southbound								
L	1517	3413	0.17	0.44	15.3	B		
							15.3	B

Intersection Delay = 15.6 (sec/veh) Intersection LOS = B

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 9/17/2015
Analysis Time Period: AM Peak Hour
Intersection: Erskine Street & EB Shore Pkwy
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2028 No Build
Project ID: 888 Fountain Avenue
E/W St: EB Shore Parkway N/S St: Erskine Street

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	309	0								225		
% Heavy Veh	6	6								1		
PHF	0.92	0.92								0.87		
PK 15 Vol	84	0								65		
Hi Ln Vol												
% Grade		0									0	
Ideal Sat		1900								1900		
ParkExist												
NumPark												
No. Lanes	0	2	0	0	0	0	0	0	0	2	0	0
LGConfig		LT								L		
Lane Width		11.5								11.5		
RTOR Vol												
Adj Flow		336								259		
%InSharedLn												
Prop LTs		1.000										
Prop RTs	0.000											
Peds Bikes				0			0					
Buses		0								0		
%InProtPhase												

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		
Arriv. Type		3								3		
Unit Ext.		3.0								3.0		
I Factor		1.000									1.000	
Lost Time		2.0								2.0		
Ext of g		2.0								2.0		
Ped Min g					3.2			3.2				

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 9/17/2015
Period: AM Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Gateway Drive

Inter.: Erskine Street and Gateway Dr
Area Type: All other areas
Jurisd: Brooklyn
Year : 2028 No Build

N/S St: Erskine Street

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	1	1	2	0	2	2	0	0	3	1
LGConfig	L	T	R	L	TR		L	TR			LT	R
Volume	10	15	109	191	37	17	183	354	189	10	200	3
Lane Width	10.0	11.0	12.0	11.0	11.5		11.0	11.0			10.5	13.0
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	P				NB Left	P		
Thru	P				Thru	P	P	
Right	P				Right	P	P	
Peds	X				Peds	X	X	
WB Left	P				SB Left	P		
Thru	P				Thru	P		
Right	P				Right	P		
Peds	X				Peds	X		
NB Right					EB Right		P	
SB Right					WB Right			
Green	28.0				25.0	22.0		
Yellow	3.0				3.0	3.0		
All Red	2.0				2.0	2.0		

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	307	986	0.04	0.31	21.8	C		
T	884	2843	0.02	0.31	21.5	C	10.5	B
R	782	1280	0.16	0.61	7.9	A		
Westbound								
L	389	1249	0.56	0.31	31.5	C		
TR	956	3072	0.06	0.31	21.9	C	29.4	C
Northbound								
L	781	3197	0.25	0.24	28.2	C		
TR	1791	3099	0.33	0.58	10.4	B	14.9	B
Southbound								
LT	1200	4321	0.22	0.28	25.4	C	25.4	C
R	446	1605	0.01	0.28	23.6	C		

Intersection Delay = 19.1 (sec/veh) Intersection LOS = B

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 9/17/2015
Analysis Time Period: AM Peak Hour
Intersection: Erskine Street and Gateway Dr
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2028 No Build
Project ID: 888 Fountain Avenue
E/W St: Gateway Drive N/S St: Erskine Street

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	10	15	109	191	37	17	183	354	189	10	200	3
% Heavy Veh	23	23	23	7	7	7	6	6	6	2	2	2
PHF	0.89	0.89	0.89	0.88	0.88	0.88	0.93	0.93	0.93	0.80	0.80	0.80
PK 15 Vol	3	4	31	54	11	5	49	95	51	3	62	1
Hi Ln Vol												
% Grade		0			0			0			0	
Ideal Sat	1900	1900	1900	1900	1900		1900	1900			1900	1900
ParkExist												
NumPark												
No. Lanes		1	2	1	1	2	0	2	2	0	0	3	1
LGConfig	L		T	R	L	TR		L	TR			LT	R
Lane Width	10.0	11.0	12.0	11.0	11.5			11.0	11.0			10.5	13.0
RTOR Vol			0			0				0			0
Adj Flow	11	17	122	217	61			197	584			262	4
%InSharedLn												
Prop LTs	1.000	0.000		1.000	0.000				0.000			0.046	
Prop RTs		0.000	1.000		0.311			0.348			0.000	1.000	
Peds Bikes		26	0		50	0		50	0		18	0	
Buses	0	0	0	0	8			0	0			8	0
%InProtPhase			0.0										

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	0.0			0.0	0.0
Arriv. Type	3	3	3	3	3		3	3			3	3
Unit Ext.	3.0	3.0	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			2.0	2.0
Ext of g	2.0	2.0	2.0	2.0	2.0		2.0	2.0			2.0	2.0
Ped Min g		3.4			3.5			3.5			3.3	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 9/17/2015
Period: AM Peak Hour
Project ID: 888 Fountain Avenue
E/W St: WB Shore Parkway

Inter.: Erskine Street & WB Shore Pkwy
Area Type: All other areas
Jurisd: Brooklyn
Year : 2028 No Build

N/S St: Erskine Street

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	0	0	2	0	1	0	0	0	0
LGConfig						R		T				
Volume						419		308				
Lane Width						12.5		11.0				
RTOR Vol						0						

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru					Thru	P		
Right					Right			
Peds					Peds			
WB Left					SB Left			
Thru					Thru			
Right		P			Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		40.0				40.0		
Yellow		3.0				3.0		
All Red		2.0				2.0		

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
							17.5	B
Westbound								
R	1230	2768	0.37	0.44	17.5	B		
Northbound								
T	770	1733	0.45	0.44	19.2	B	19.2	B
Southbound								

Intersection Delay = 18.3 (sec/veh) Intersection LOS = B

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 9/17/2015
Analysis Time Period: AM Peak Hour
Intersection: Erskine Street & WB Shore Pkwy
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2028 No Build
Project ID: 888 Fountain Avenue
E/W St: WB Shore Parkway N/S St: Erskine Street

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume						419		308				
% Heavy Veh						5		6				
PHF						0.91		0.89				
PK 15 Vol						115		87				
Hi Ln Vol												
% Grade					0			0				
Ideal Sat						1900		1900				
ParkExist												
NumPark												
No. Lanes	0	0	0	0	0	2	0	1	0	0	0	0
LGConfig						R		T				
Lane Width						12.5		11.0				
RTOR Vol						0						
Adj Flow						460		346				
%InSharedLn												
Prop LTs								0.000				
Prop RTs						1.000		0.000				
Peds Bikes					0							
Buses						0		0				
%InProtPhase												

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				
Arriv. Type						3		3				
Unit Ext.						3.0		3.0				
I Factor					1.000			1.000				
Lost Time						2.0		2.0				
Ext of g						2.0		2.0				
Ped Min g					3.2							

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 9/17/2015
Period: AM Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Flatlands Avenue

Inter.: Flatlands Ave and Elton Street
Area Type: All other areas
Jurisd: Brooklyn
Year : 2028 No Build

N/S St: Elton Street

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	1	2	0	0	1	0	0	1	0
LGConfig	L	TR		L	TR			LTR			LTR	
Volume	41	302	70	29	268	50	81	105	20	15	79	29
Lane Width	10.0	11.5		11.0	11.5			16.0			16.0	
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	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			
WB Left	P				SB	Left	P			
Thru	P					Thru	P			
Right	P					Right	P			
Peds	X					Peds	X			
NB Right					EB	Right				
SB Right					WB	Right				
Green	49.0						31.0			
Yellow	3.0						3.0			
All Red	2.0						2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	402	738	0.14	0.54	10.8	B		
TR	1467	2695	0.34	0.54	12.1	B	12.0	B
Westbound								
L	359	660	0.11	0.54	10.6	B		
TR	1380	2534	0.32	0.54	11.9	B	11.8	B
Northbound								
LTR	464	1346	0.58	0.34	29.2	C	29.2	C
Southbound								
LTR	521	1513	0.32	0.34	23.3	C	23.3	C

Intersection Delay = 16.3 (sec/veh) Intersection LOS = B

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 9/17/2015
Analysis Time Period: AM Peak Hour
Intersection: Flatlands Ave and Elton Street
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2028 No Build
Project ID: 888 Fountain Avenue
E/W St: Flatlands Avenue N/S St: Elton Street

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	41	302	70	29	268	50	81	105	20	15	79	29
% Heavy Veh	14	14	14	22	22	22	1	1	1	3	3	3
PHF	0.74	0.74	0.74	0.72	0.72	0.72	0.77	0.77	0.77	0.74	0.74	0.74
PK 15 Vol	14	102	24	10	93	17	26	34	6	5	27	10
Hi Ln Vol												
% Grade		0			0			0			0	
Ideal Sat	1900	1900		1900	1900			1900			1900	
ParkExist			X			X			X			X
NumPark			20			20			20			20
No. Lanes	1	2	0	1	2	0	0	1	0	0	1	0
LGConfig	L	TR		L	TR			LTR			LTR	
Lane Width	10.0	11.5		11.0	11.5			16.0			16.0	
RTOR Vol			0			0			0			0
Adj Flow	55	503		40	441			267			166	
%InSharedLn												
Prop LTs	1.000	0.000		1.000	0.000			0.393			0.120	
Prop RTs		0.189			0.156			0.097			0.235	
Peds Bikes		50	0		50	0		50	0		50	0
Buses	0	2		0	2			0			0	
%InProtPhase												

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	3	3		3	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		3.5			3.5			3.5			3.5	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 9/17/2015
Period: AM Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Flatlands Avenue

Inter.: Flatlands Ave and Fountain Ave
Area Type: All other areas
Jurisd: Brooklyn
Year : 2028 No Build

N/S St: Fountain Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	1	2	0	0	2	0	0	2	0
LGConfig	L	TR		L	TR			LTR			LTR	
Volume	152	76	53	60	86	16	39	234	54	12	270	122
Lane Width	12.0	12.0		12.0	14.0			12.0			13.0	
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left	P	P			NB	Left	P			
Thru	P					Thru	P			
Right	P					Right	P			
Peds	X					Peds	X			
WB Left	P	P			SB	Left	P			
Thru	P					Thru	P			
Right	P					Right	P			
Peds	X					Peds	X			
NB Right					EB	Right				
SB Right					WB	Right				
Green	39.0	7.0					29.0			
Yellow	3.0	3.0					3.0			
All Red	2.0	2.0					2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	646	1460	0.28	0.57	11.3	B		
TR	1087	2509	0.14	0.43	15.7	B	13.3	B
Westbound								
L	638	1474	0.11	0.57	9.4	A		
TR	1222	2821	0.10	0.43	15.2	B	13.1	B
Northbound								
LTR	853	2646	0.40	0.32	25.2	C	25.2	C
Southbound								
LTR	841	2609	0.51	0.32	27.0	C	27.0	C

Intersection Delay = 21.0 (sec/veh) Intersection LOS = C

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 9/17/2015
Analysis Time Period: AM Peak Hour
Intersection: Flatlands Ave and Fountain Ave
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2028 No Build
Project ID: 888 Fountain Avenue
E/W St: Flatlands Avenue N/S St: Fountain Avenue

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	152	76	53	60	86	16	39	234	54	12	270	122
% Heavy Veh	20	20	20	19	19	19	11	11	11	14	14	14
PHF	0.84	0.84	0.84	0.86	0.86	0.86	0.95	0.95	0.95	0.94	0.94	0.94
PK 15 Vol	45	23	16	17	25	5	10	62	14	3	72	32
Hi Ln Vol												
% Grade		0			0			0			0	
Ideal Sat	1900	1900		1900	1900			1900			1900	
ParkExist			X			X						X
NumPark			20			20						20
No. Lanes	1	2	0	1	2	0	0	2	0	0	2	0
LGConfig	L	TR		L	TR			LTR			LTR	
Lane Width	12.0	12.0		12.0	14.0			12.0			13.0	
RTOR Vol			0			0			0			0
Adj Flow	181	153		70	119			344			430	
%InSharedLn												
Prop LTs	1.000	0.000		1.000	0.000			0.119			0.030	
Prop RTs		0.412			0.160			0.166			0.302	
Peds Bikes		50	0		50	0		50	0		50	0
Buses	0	0		0	2			10			0	
%InProtPhase	0.0			0.0								
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	3	3		3	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		3.5			3.5			3.5			3.5	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 9/17/2015
Period: AM Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Flatlands Avenue

Inter.: Flatlands Ave and Schenck Ave
Area Type: All other areas
Jurisd: Brooklyn
Year : 2028 No Build

N/S St: Schenck Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	3	0	0	2	1	0	0	0	1	0	0
LGConfig		T			TR	R				L	LR	
Volume		722			610	13				82		22
Lane Width		11.0			10.0	12.0				12.0	11.0	
RTOR Vol						0						0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	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			
WB Left	P				SB	Left	P			
Thru	P					Thru	P			
Right	P					Right	P			
Peds	X					Peds	X			
NB Right					EB	Right				
SB Right					WB	Right				
Green	49.0						31.0			
Yellow	3.0						3.0			
All Red	2.0						2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
T	2398	4405	0.33	0.54	11.7	B	11.7	B
Westbound								
TR	1613	2962	0.41	0.54	12.8	B	12.7	B
R	589	1082	0.02	0.54	9.5	A		
Northbound								
Southbound								
L	603	1752	0.18	0.34	21.3	C		
LR	400	1160	0.08	0.34	20.2	C	21.1	C

Intersection Delay = 13.0 (sec/veh) Intersection LOS = B

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 9/17/2015
Analysis Time Period: AM Peak Hour
Intersection: Flatlands Ave and Schenck Ave
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2028 No Build
Project ID: 888 Fountain Avenue
E/W St: Flatlands Avenue N/S St: Schenck Avenue

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume		722			610	13				82		22
% Heavy Veh		6			14	14				3		3
PHF		0.92			0.92	0.92				0.74		0.74
PK 15 Vol		196			166	4				28		7
Hi Ln Vol												
% Grade		0			0						0	
Ideal Sat		1900			1900	1900				1900	1900	
ParkExist			X			X						X
NumPark			20			20						20
No. Lanes	0	3	0	0	2	1	0	0	0	1	0	0
LGConfig		T			TR	R				L	LR	
Lane Width		11.0			10.0	12.0				12.0	11.0	
RTOR Vol						0						0
Adj Flow		785			663	14				111	30	
%InSharedLn						0				0		
Prop LTs		0.000			0.000					1.000	0.000	
Prop RTs	0.000			0.000		1.000				1.000		
Peds Bikes				50		0	50			50		0
Buses		0			0	0				0	0	
%InProtPhase												

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		3			3	3				3	3	
Unit Ext.		3.0			3.0	3.0				3.0	3.0	
I Factor		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					3.5			3.5			3.5	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 9/17/2015
Period: AM Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Flatlands Avenue

Inter.: Flatlands Ave and Jerome St
Area Type: All other areas
Jurisd: Brooklyn
Year : 2028 No Build

N/S St: Jerome Street

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	1	1	2	0	2	1	0	0	0	0
LGConfig	L	T	R	L	TR		L	TR				
Volume	39	434	331	13	426	10	185	79	6			
Lane Width	10.0	10.0	12.0	10.0	12.0		10.0	10.0				
RTOR Vol			0			0			0			

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	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			
WB Left	P				SB	Left				
Thru	P					Thru				
Right	P					Right				
Peds	X					Peds	X			
NB Right					EB	Right	P			
SB Right					WB	Right				
Green	40.0						40.0			
Yellow	3.0						3.0			
All Red	2.0						2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	321	723	0.13	0.44	15.6	B		
T	1416	3185	0.33	0.44	16.9	B	10.1	B
R	1438	1438	0.25	1.00	0.4	A		
Westbound								
L	300	674	0.05	0.44	14.5	B		
TR	1263	2842	0.38	0.44	17.5	B	17.4	B
Northbound								
L	1372	3086	0.15	0.44	15.1	B		
TR	734	1651	0.13	0.44	15.1	B	15.1	B
Southbound								

Intersection Delay = 13.1 (sec/veh) Intersection LOS = B

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 9/17/2015
Analysis Time Period: AM Peak Hour
Intersection: Flatlands Ave and Jerome St
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2028 No Build
Project ID: 888 Fountain Avenue
E/W St: Flatlands Avenue N/S St: Jerome Street

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	39	434	331	13	426	10	185	79	6			
% Heavy Veh	6	6	6	14	14	14	6	6	6			
PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.89	0.89	0.89			
PK 15 Vol	11	118	90	4	116	3	52	22	2			
Hi Ln Vol												
% Grade		0			0			0				
Ideal Sat	1900	1900	1900	1900	1900		1900	1900				
ParkExist						X						
NumPark						20						
No. Lanes	1	2	1	1	2	0	2	1	0	0	0	0
LGConfig	L	T	R	L	TR		L	TR				
Lane Width	10.0	10.0	12.0	10.0	12.0		10.0	10.0				
RTOR Vol			0			0			0			
Adj Flow	42	472	360	14	474		208	96				
%InSharedLn												
Prop LTs	1.000	0.000		1.000	0.000			0.000				
Prop RTs		0.000	1.000		0.023			0.073				
Peds Bikes	50		0	50		0	50		0	50		
Buses	0	0	0	0	0		0	0				
%InProtPhase			0.0									
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	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				
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		3.5			3.5			3.5			3.5	

HCS+: Signalized Intersections Release 5.5

Analyst: that
Agency: STV
Date: 9/17/2015
Period: AM Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Linden Boulevard Main Line

Inter.: Linden Blvd ML and Fountain
Area Type: All other areas
Jurisd: Brooklyn
Year : 2028 No Build

N/S St: Fountain Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	3	0	1	3	0	0	2	0	1	1	0
LGConfig	L	T		L	T			LTR		L	LTR	
Volume	70	628		101	1365		49	215	113	125	224	49
Lane Width	13.0	10.0		14.0	10.0			14.0		12.0	14.0	
RTOR Vol									0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left		P			NB	Left	P			
Thru		P				Thru	P			
Right						Right	P			
Peds		X				Peds	X			
WB Left	P	P			SB	Left	P			
Thru	P	P				Thru	P			
Right						Right	P			
Peds	X	X				Peds	X			
NB Right					EB	Right				
SB Right					WB	Right				
Green	11.0	52.0					41.0	0.0		
Yellow	3.0	3.0					3.0			
All Red	2.0	2.0					3.0			

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	127	293	0.61	0.43	45.8	D		
T	1759	4059	0.39	0.43	23.9	C	26.1	C
Westbound								
L	390	1600	0.27	0.57	14.3	B		
T	2320	4094	0.61	0.57	18.4	B	18.1	B
Northbound								
LTR	790	2312	0.54	0.34	34.6	C	34.6	C
Southbound								
L	242	708	0.57	0.34	41.9	D		
LTR	568	1661	0.53	0.34	35.4	D	37.4	D

Intersection Delay = 25.0 (sec/veh) Intersection LOS = C

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: that
Agency/Co.: STV
Date Performed: 9/17/2015
Analysis Time Period: AM Peak Hour
Intersection: Linden Blvd ML and Fountain
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2028 No Build
Project ID: 888 Fountain Avenue
E/W St: Linden Boulevard Main Line N/S St: Fountain Avenue

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	70	628		101	1365		49	215	113	125	224	49
% Heavy Veh	19	19		18	18		24	24	24	15	15	15
PHF	0.91	0.91		0.97	0.97		0.88	0.88	0.88	0.90	0.90	0.90
PK 15 Vol	19	173		26	352		14	61	32	35	62	14
Hi Ln Vol												
% Grade		0			0			0			0	
Ideal Sat	1900	1900		1900	1900			1900		1900	1900	
ParkExist												
NumPark												
No. Lanes	1	3	0	1	3	0	0	2	0	1	1	0
LGConfig	L	T		L	T			LTR		L	LTR	
Lane Width	13.0	10.0		14.0	10.0			14.0		12.0	14.0	
RTOR Vol								0			0	
Adj Flow	77	690		104	1407			428		139	303	
%InSharedLn										0		
Prop LTs	1.000	0.000		1.000	0.000			0.131		1.000	0.000	
Prop RTs		0.000			0.000		0.299				0.178	
Peds Bikes		50			50		50		0		50	0
Buses	0	0		0	0			4		0	6	
%InProtPhase				0.0								

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	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		3.7			3.7			3.7			3.7	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 9/17/2015
Period: AM Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Linden Boulevard Service Road

Inter.: Linden Blvd SR and Fountain
Area Type: All other areas
Jurisd: Brooklyn
Year : 2028 No Build

N/S St: Fountain Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	0	0	2	0	1	1	0
LGConfig		TR			TR			LTR		L	LTR	
Volume		41	89		231	61	49	215	113	125	224	49
Lane Width		16.0			16.0			14.0		12.0	14.0	
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	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	X				Peds	X			
NB Right					EB	Right				
SB Right					WB	Right				
Green	11.0	52.0					41.0	0.0		
Yellow	3.0	3.0					3.0			
All Red	2.0	2.0					3.0			

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
TR	547	1262	0.26	0.43	22.9	C	22.9	C
Westbound								
TR	800	1411	0.38	0.57	15.7	B	15.7	B
Northbound								
LTR	788	2307	0.54	0.34	34.6	C	34.6	C
Southbound								
L	236	691	0.59	0.34	42.9	D		
LTR	560	1638	0.54	0.34	35.6	D	37.9	D

Intersection Delay = 30.1 (sec/veh) Intersection LOS = C

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 9/17/2015
Analysis Time Period: AM Peak Hour
Intersection: Linden Blvd SR and Fountain
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2028 No Build
Project ID: 888 Fountain Avenue
E/W St: Linden Boulevard Service Road N/S St: Fountain Avenue

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume		41	89		231	61	49	215	113	125	224	49
% Heavy Veh		19	19		18	18	24	24	24	16	16	16
PHF		0.91	0.91		0.97	0.97	0.88	0.88	0.88	0.90	0.90	0.90
PK 15 Vol		11	24		60	16	14	61	32	35	62	14
Hi Ln Vol												
% Grade		0			0			0			0	
Ideal Sat		1900			1900			1900		1900	1900	
ParkExist			X			X						
NumPark			20			20						
No. Lanes	0	1	0	0	1	0	0	2	0		1	1	0
LGConfig		TR			TR			LTR		L	LTR	
Lane Width		16.0			16.0			14.0		12.0	14.0	
RTOR Vol			0			0			0			0
Adj Flow		143			301			428		139	303	
%InSharedLn										0		
Prop LTs		0.000			0.000			0.131		1.000	0.000	
Prop RTs		0.685			0.209			0.299			0.178	
Peds Bikes		50	0		50	0		50	0		50	0
Buses		0			0			4		0	6	
%InProtPhase												

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		3			3			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		3.7			3.7			3.7			3.7	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 9/17/2105
Period: AM Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Vandalia Avenue

Inter.: Vandalia Ave and Fountain Ave
Area Type: All other areas
Jurisd: Brooklyn
Year : 2028 No Build

N/S St: Fountain Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	0	0	0	0	2	0	0	2	0
LGConfig		LR						LT			TR	
Volume	112		7				2	215			270	107
Lane Width		16.0						15.0			15.0	
RTOR Vol			0									0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left	P				NB	Left	P			
Thru						Thru	P			
Right	P					Right				
Peds	X					Peds				
WB Left					SB	Left				
Thru						Thru	P			
Right						Right	P			
Peds	X					Peds	X			
NB Right					EB	Right				
SB Right					WB	Right				
Green	25.0						25.0			
Yellow	3.0						3.0			
All Red	2.0						2.0			

Cycle Length: 60.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
LR	732	1757	0.17	0.42	11.5	B	11.5	B
Westbound								
Northbound								
LT	1450	3481	0.18	0.42	11.3	B	11.3	B
Southbound								
TR	1481	3554	0.28	0.42	12.0	B	12.0	B

Intersection Delay = 11.7 (sec/veh) Intersection LOS = B

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 9/17/2105
Analysis Time Period: AM Peak Hour
Intersection: Vandalia Ave and Fountain Ave
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2028 No Build
Project ID: 888 Fountain Avenue
E/W St: Vandalia Avenue N/S St: Fountain Avenue

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	112		7				2	215			270	107
% Heavy Veh	16		16				8	8			6	6
PHF	0.95		0.95				0.85	0.85			0.92	0.92
PK 15 Vol	29		2				1	63			73	29
Hi Ln Vol												
% Grade		0						0			0	
Ideal Sat		1900						1900			1900	
ParkExist												
NumPark												
No. Lanes	0	0	0	0	0	0	0	2	0	0	2	0
LGConfig		LR						LT			TR	
Lane Width		16.0						15.0			15.0	
RTOR Vol			0									0
Adj Flow		125						255			409	
%InSharedLn												
Prop LTs		0.944						0.008			0.000	
Prop RTs	0.056						0.000			0.284		
Peds Bikes	35		0	19						33		0
Buses		0						4			0	
%InProtPhase												

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	
Arriv. Type		3						3			3	
Unit Ext.		3.0						3.0			3.0	
I Factor		1.000						1.000			1.000	
Lost Time		2.0						2.0			2.0	
Ext of g		2.0						2.0			2.0	
Ped Min g		3.4			3.3						3.3	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 9/17/2015
Period: MD Peak Hour
Project ID: 888 Fountain Avenue
E/W St: EB Shore Parkway

Inter.: Erskine Street & EB Shore Pkwy
Area Type: All other areas
Jurisd: Brooklyn
Year : 2028 No Build

N/S St: Erskine Street

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	0	0	0	0	0	0	0	2	0	0
LGConfig		LT								L		
Volume	506	0								661		
Lane Width		11.5								11.5		
RTOR Vol												

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left	P				NB	Left				
Thru	P					Thru				
Right						Right				
Peds						Peds				
WB Left					SB	Left	P			
Thru						Thru				
Right						Right				
Peds						Peds	X			
NB Right					EB	Right				
SB Right					WB	Right				
Green	40.0						40.0			
Yellow	3.0						3.0			
All Red	2.0						2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
LT	1476	3321	0.37	0.44	17.4	B	17.4	B
Westbound								
Northbound								
Southbound								
L	1502	3379	0.47	0.44	18.6	B	18.6	B

Intersection Delay = 18.1 (sec/veh) Intersection LOS = B

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 9/17/2015
Analysis Time Period: MD Peak Hour
Intersection: Erskine Street & EB Shore Pkwy
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2028 No Build
Project ID: 888 Fountain Avenue
E/W St: EB Shore Parkway N/S St: Erskine Street

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	506	0								661		
% Heavy Veh	2	2								2		
PHF	0.92	0.92								0.94		
PK 15 Vol	137	0								176		
Hi Ln Vol												
% Grade		0									0	
Ideal Sat		1900								1900		
ParkExist												
NumPark												
No. Lanes	0	2	0	0	0	0	0	0	0	2	0	0
LGConfig		LT								L		
Lane Width		11.5								11.5		
RTOR Vol												
Adj Flow		550								703		
%InSharedLn												
Prop LTs		1.000										
Prop RTs	0.000											
Peds Bikes				0			0					
Buses		0								0		
%InProtPhase												

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		
Arriv. Type		3								3		
Unit Ext.		3.0								3.0		
I Factor		1.000									1.000	
Lost Time		2.0								2.0		
Ext of g		2.0								2.0		
Ped Min g					3.2			3.2				

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 9/17/2015
Period: MD Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Gateway Drive

Inter.: Erskine Street and Gateway Dr
Area Type: All other areas
Jurisd: Brooklyn
Year : 2028 No Build

N/S St: Erskine Street

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	1	1	2	0	2	2	0	0	3	1
LGConfig	L	T	R	L	TR		L	TR			LT	R
Volume	21	55	487	175	52	36	433	545	131	19	538	13
Lane Width	10.0	11.0	12.0	11.0	11.5		11.0	11.0			10.5	13.0
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	P				NB Left	P		
Thru	P				Thru P	P		
Right	P				Right P	P		
Peds	X				Peds X	X		
WB Left	P				SB Left P			
Thru	P				Thru P			
Right	P				Right P			
Peds	X				Peds X			
NB Right					EB Right	P		
SB Right					WB Right			
Green	28.0				25.0	22.0		
Yellow	3.0				3.0	3.0		
All Red	2.0				2.0	2.0		

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	344	1107	0.07	0.31	22.2	C		
T	1046	3363	0.06	0.31	21.8	C	14.4	B
R	920	1505	0.58	0.61	13.2	B		
Westbound								
L	362	1162	0.65	0.31	35.6	D		
TR	914	2939	0.13	0.31	22.6	C	31.2	C
Northbound								
L	812	3322	0.57	0.24	32.7	C		
TR	1914	3312	0.38	0.58	10.8	B	19.4	B
Southbound								
LT	1208	4348	0.50	0.28	28.7	C	28.6	C
R	449	1615	0.03	0.28	23.8	C		

Intersection Delay = 21.8 (sec/veh) Intersection LOS = C

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 9/17/2015
Analysis Time Period: MD Peak Hour
Intersection: Erskine Street and Gateway Dr
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2028 No Build
Project ID: 888 Fountain Avenue
E/W St: Gateway Drive N/S St: Erskine Street

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	21	55	487	175	52	36	433	545	131	19	538	13
% Heavy Veh	4	4	4	10	10	10	2	2	2	1	1	1
PHF	0.91	0.91	0.91	0.74	0.74	0.74	0.94	0.94	0.94	0.93	0.93	0.93
PK 15 Vol	6	15	134	59	18	12	115	145	35	5	145	4
Hi Ln Vol												
% Grade		0			0			0			0	
Ideal Sat	1900	1900	1900	1900	1900		1900	1900			1900	1900
ParkExist												
NumPark												
No. Lanes	1	2	1	1	2	0	2	2	0	0	3	1
LGConfig	L	T	R	L	TR		L	TR			LT	R
Lane Width	10.0	11.0	12.0	11.0	11.5		11.0	11.0			10.5	13.0
RTOR Vol			0			0			0			0
Adj Flow	23	60	535	236	119		461	719			598	14
%InSharedLn												
Prop LTs	1.000	0.000		1.000	0.000			0.000			0.033	
Prop RTs		0.000	1.000		0.412			0.193			0.000	1.000
Peds Bikes		32	0		50	0		50	0		21	0
Buses	0	0	0	0	6		0	0			6	0
%InProtPhase			0.0									

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	0.0			0.0	0.0
Arriv. Type	3	3	3	3	3		3	3			3	3
Unit Ext.	3.0	3.0	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			2.0	2.0
Ext of g	2.0	2.0	2.0	2.0	2.0		2.0	2.0			2.0	2.0
Ped Min g		3.4			3.5			3.5			3.3	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 9/17/2015
Period: MD Peak Hour
Project ID: 888 Fountain Avenue
E/W St: WB Shore Parkway

Inter.: Erskine Street & WB Shore Pkwy
Area Type: All other areas
Jurisd: Brooklyn
Year : 2028 No Build

N/S St: Erskine Street

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	0	0	2	0	1	0	0	0	0
LGConfig						R		T				
Volume						601		506				
Lane Width						12.5		11.0				
RTOR Vol						0						

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru					Thru	P		
Right					Right			
Peds					Peds			
WB Left					SB Left			
Thru					Thru			
Right		P			Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		40.0				40.0		
Yellow		3.0				3.0		
All Red		2.0				2.0		

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
							20.9	C
Westbound								
R	1279	2877	0.59	0.44	20.9	C		
Northbound								
T	800	1801	0.69	0.44	25.0	C	25.0	C
Southbound								

Intersection Delay = 22.7 (sec/veh) Intersection LOS = C

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 9/17/2015
Analysis Time Period: MD Peak Hour
Intersection: Erskine Street & WB Shore Pkwy
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2028 No Build
Project ID: 888 Fountain Avenue
E/W St: WB Shore Parkway N/S St: Erskine Street

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume						601		506				
% Heavy Veh						1		2				
PHF						0.79		0.91				
PK 15 Vol						190		139				
Hi Ln Vol												
% Grade					0			0				
Ideal Sat						1900		1900				
ParkExist												
NumPark												
No. Lanes	0	0	0	0	0	2	0	1	0	0	0	0
LGConfig						R		T				
Lane Width						12.5		11.0				
RTOR Vol						0						
Adj Flow						761		556				
%InSharedLn												
Prop LTs								0.000				
Prop RTs						1.000		0.000				
Peds Bikes					0							
Buses						0		0				
%InProtPhase												

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				
Arriv. Type						3		3				
Unit Ext.						3.0		3.0				
I Factor					1.000			1.000				
Lost Time						2.0		2.0				
Ext of g						2.0		2.0				
Ped Min g					3.2							

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 9/17/2015
Period: MD Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Flatlands Avenue

Inter.: Flatlands Ave and Elton Street
Area Type: All other areas
Jurisd: Brooklyn
Year : 2028 No Build

N/S St: Elton Street

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	1	2	0	0	1	0	0	1	0
LGConfig	L	TR		L	TR			LTR			LTR	
Volume	25	245	37	8	202	3	68	66	10	7	54	32
Lane Width	10.0	11.5		11.0	11.5			16.0			16.0	
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	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			
WB Left	P				SB	Left	P			
Thru	P					Thru	P			
Right	P					Right	P			
Peds	X					Peds	X			
NB Right					EB	Right				
SB Right					WB	Right				
Green	49.0						31.0			
Yellow	3.0						3.0			
All Red	2.0						2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	461	846	0.06	0.54	9.9	A		
TR	1365	2507	0.22	0.54	11.0	B	10.9	B
Westbound								
L	456	838	0.02	0.54	9.5	A		
TR	1431	2628	0.16	0.54	10.4	B	10.4	B
Northbound								
LTR	463	1344	0.34	0.34	23.9	C	23.9	C
Southbound								
LTR	525	1523	0.21	0.34	21.7	C	21.7	C

Intersection Delay = 14.7 (sec/veh) Intersection LOS = B

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 9/17/2015
Analysis Time Period: MD Peak Hour
Intersection: Flatlands Ave and Elton Street
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2028 No Build
Project ID: 888 Fountain Avenue
E/W St: Flatlands Avenue N/S St: Elton Street

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	25	245	37	8	202	3	68	66	10	7	54	32
% Heavy Veh	24	24	24	21	21	21	2	2	2	4	4	4
PHF	0.94	0.94	0.94	0.91	0.91	0.91	0.92	0.92	0.92	0.85	0.85	0.85
PK 15 Vol	7	65	10	2	55	1	18	18	3	2	16	9
Hi Ln Vol												
% Grade		0			0			0			0	
Ideal Sat	1900	1900		1900	1900			1900			1900	
ParkExist			X			X			X			X
NumPark			20			20			20			20
No. Lanes	1	2	0	1	2	0	0	1	0	0	1	0
LGConfig	L	TR		L	TR			LTR			LTR	
Lane Width	10.0	11.5		11.0	11.5			16.0			16.0	
RTOR Vol			0			0			0			0
Adj Flow	27	300		9	225			157			110	
%InSharedLn												
Prop LTs	1.000	0.000		1.000	0.000			0.471			0.073	
Prop RTs		0.130			0.013			0.070			0.345	
Peds Bikes		50	0		50	0		50	0		50	0
Buses	0	2		0	2			0			0	
%InProtPhase												

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	3	3		3	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		3.5			3.5			3.5			3.5	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 9/17/2015
Period: MD Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Flatlands Avenue

Inter.: Flatlands Ave and Fountain Ave
Area Type: All other areas
Jurisd: Brooklyn
Year : 2028 No Build

N/S St: Fountain Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	1	2	0	0	2	0	0	2	0
LGConfig	L	TR		L	TR			LTR			LTR	
Volume	107	105	58	73	83	7	27	374	54	14	336	71
Lane Width	12.0	12.0		12.0	14.0			12.0			13.0	
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left	P	P			NB	Left	P			
Thru	P					Thru	P			
Right	P					Right	P			
Peds	X					Peds	X			
WB Left	P	P			SB	Left	P			
Thru	P					Thru	P			
Right	P					Right	P			
Peds	X					Peds	X			
NB Right					EB	Right				
SB Right					WB	Right				
Green	39.0	7.0					29.0			
Yellow	3.0	3.0					3.0			
All Red	2.0	2.0					2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	591	1360	0.21	0.57	10.6	B		
TR	1023	2361	0.19	0.43	16.1	B	13.9	B
Westbound								
L	607	1440	0.19	0.57	10.4	B		
TR	1212	2796	0.12	0.43	15.4	B	13.2	B
Northbound								
LTR	964	2991	0.53	0.32	27.0	C	27.0	C
Southbound								
LTR	894	2776	0.50	0.32	26.6	C	26.6	C

Intersection Delay = 21.8 (sec/veh) Intersection LOS = C

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 9/17/2015
Analysis Time Period: MD Peak Hour
Intersection: Flatlands Ave and Fountain Ave
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2028 No Build
Project ID: 888 Fountain Avenue
E/W St: Flatlands Avenue N/S St: Fountain Avenue

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	107	105	58	73	83	7	27	374	54	14	336	71
% Heavy Veh	29	29	29	22	22	22	5	5	5	9	9	9
PHF	0.85	0.85	0.85	0.62	0.62	0.62	0.89	0.89	0.89	0.95	0.95	0.95
PK 15 Vol	31	31	17	29	33	3	8	105	15	4	88	19
Hi Ln Vol												
% Grade		0			0			0			0	
Ideal Sat	1900	1900		1900	1900			1900			1900	
ParkExist			X			X						X
NumPark			20			20						20
No. Lanes	1	2	0	1	2	0	0	2	0	0	2	0
LGConfig	L	TR		L	TR			LTR			LTR	
Lane Width	12.0	12.0		12.0	14.0			12.0			13.0	
RTOR Vol			0			0			0			0
Adj Flow	126	192		118	145			511			444	
%InSharedLn												
Prop LTs	1.000	0.000		1.000	0.000			0.059			0.034	
Prop RTs		0.354			0.076			0.119			0.169	
Peds Bikes		50	0		50	0		50	0		50	0
Buses	0	0		0	2			9			0	
%InProtPhase	0.0			0.0								

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	3	3		3	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		3.5			3.5			3.5			3.5	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 9/17/2015
Period: MD Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Flatlands Avenue

Inter.: Flatlands Ave and Schenck Ave
Area Type: All other areas
Jurisd: Brooklyn
Year : 2015

N/S St: Schenck Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	3	0	0	2	1	0	0	0	1	0	0
LGConfig		T			T	R				L	LR	
Volume		967			896	7				170		18
Lane Width		11.0			10.0	12.0				12.0	11.0	
RTOR Vol						0						0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	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			
WB Left	P				SB	Left	P			
Thru	P					Thru	P			
Right	P					Right	P			
Peds	X					Peds	X			
NB Right					EB	Right				
SB Right					WB	Right				
Green	49.0						31.0			
Yellow	3.0						3.0			
All Red	2.0						2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
T	2398	4405	0.46	0.54	13.1	B	13.1	B
Westbound								
T	1641	3015	0.80	0.54	20.9	C	20.8	C
R	599	1101	0.02	0.54	9.5	A		
Northbound								
Southbound								
L	610	1770	0.33	0.34	23.3	C		
LR	403	1171	0.05	0.34	19.9	B	23.0	C

Intersection Delay = 17.8 (sec/veh) Intersection LOS = B

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 9/17/2015
Analysis Time Period: MD Peak Hour
Intersection: Flatlands Ave and Schenck Ave
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2015
Project ID: 888 Fountain Avenue
E/W St: Flatlands Avenue N/S St: Schenck Avenue

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume		967			896	7				170		18
% Heavy Veh		6			12	12				2		2
PHF		0.88			0.68	0.68				0.84		0.84
PK 15 Vol		275			329	3				51		5
Hi Ln Vol												
% Grade		0			0						0	
Ideal Sat		1900			1900	1900				1900	1900	
ParkExist			X			X						X
NumPark			20			20						20
No. Lanes	0	3	0	0	2	1	0	0	0	1	0	0
LGConfig		T			T	R				L	LR	
Lane Width		11.0			10.0	12.0				12.0	11.0	
RTOR Vol						0						0
Adj Flow		1099			1318	10				202	21	
%InSharedLn										0		
Prop LTs		0.000			0.000					1.000	0.000	
Prop RTs		0.000			0.000	1.000					1.000	
Peds Bikes					50	0		50			50	0
Buses		0			0	0				0	0	
%InProtPhase												

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		3			3	3				3	3	
Unit Ext.		3.0			3.0	3.0				3.0	3.0	
I Factor		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					3.5			3.5			3.5	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 9/17/2015
Period: MD Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Flatlands Avenue

Inter.: Flatlands Ave and Jerome St
Area Type: All other areas
Jurisd: Brooklyn
Year : 2028 No Build

N/S St: Jerome Street

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	1	1	2	0	2	1	0	0	0	0
LGConfig	L	T	R	L	TR		L	TR				
Volume	31	327	779	43	383	7	513	293	29			
Lane Width	10.0	10.0	12.0	10.0	12.0		10.0	10.0				
RTOR Vol			0			0			0			

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	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			
WB Left	P				SB	Left				
Thru	P					Thru				
Right	P					Right				
Peds	X					Peds	X			
NB Right					EB	Right	P			
SB Right					WB	Right				
Green	40.0						40.0			
Yellow	3.0						3.0			
All Red	2.0						2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	277	624	0.13	0.44	15.7	B		
T	1416	3185	0.26	0.44	16.2	B	6.4	A
R	1438	1438	0.62	1.00	2.0	A		
Westbound								
L	352	791	0.18	0.44	16.2	B		
TR	1288	2897	0.44	0.44	18.4	B	18.2	B
Northbound								
L	1440	3239	0.38	0.44	17.5	B		
TR	768	1727	0.45	0.44	19.2	B	18.1	B
Southbound								

Intersection Delay = 12.8 (sec/veh) Intersection LOS = B

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 9/17/2015
Analysis Time Period: MD Peak Hour
Intersection: Flatlands Ave and Jerome St
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2028 No Build
Project ID: 888 Fountain Avenue
E/W St: Flatlands Avenue N/S St: Jerome Street

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	31	327	779	43	383	7	513	293	29			
% Heavy Veh	6	6	6	12	12	12	1	1	1			
PHF	0.88	0.88	0.88	0.68	0.68	0.68	0.94	0.94	0.94			
PK 15 Vol	9	93	221	16	141	3	136	78	8			
Hi Ln Vol												
% Grade		0			0			0				
Ideal Sat	1900	1900	1900	1900	1900		1900	1900				
ParkExist						X						
NumPark						20						
No. Lanes	1	2	1	1	2	0	2	1	0	0	0	0
LGConfig	L	T	R	L	TR		L	TR				
Lane Width	10.0	10.0	12.0	10.0	12.0		10.0	10.0				
RTOR Vol			0			0			0			
Adj Flow	35	372	885	63	573		546	343				
%InSharedLn												
Prop LTs	1.000	0.000		1.000	0.000			0.000				
Prop RTs		0.000	1.000		0.017			0.090				
Peds Bikes	50		0	50		0	50		0	50		
Buses	0	0	0	0	0		0	0				
%InProtPhase			0.0									
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	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				
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		3.5			3.5			3.5			3.5	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 9/17/2015
Period: MD Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Linden Boulevard Main Line

Inter.: Linden Blvd ML and Fountain
Area Type: All other areas
Jurisd: Brooklyn
Year : 2028 No Build

N/S St: Fountain Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	3	0	1	3	0	0	2	0	1	1	0
LGConfig	L	T		L	T			LTR		L	LTR	
Volume	63	829		78	914		58	275	176	118	230	32
Lane Width	13.0	10.0		14.0	10.0			14.0		14.0	14.0	
RTOR Vol									0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left		P			NB	Left	P			
Thru		P				Thru	P			
Right						Right	P			
Peds		X				Peds	X			
WB Left	P	P			SB	Left	P			
Thru	P	P				Thru	P			
Right						Right	P			
Peds	X	X				Peds	X			
NB Right					EB	Right				
SB Right					WB	Right				
Green	9.0	48.0					47.0	0.0		
Yellow	3.0	3.0					3.0			
All Red	2.0	2.0					3.0			

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	178	445	0.39	0.40	32.0	C		
T	1571	3927	0.59	0.40	29.8	C	30.0	C
Westbound								
L	260	1530	0.32	0.52	19.4	B		
T	2013	3896	0.48	0.52	19.5	B	19.5	B
Northbound								
LTR	857	2189	0.68	0.39	34.4	C	34.4	C
Southbound								
L	244	623	0.52	0.39	35.8	D		
LTR	675	1724	0.42	0.39	28.5	C	30.8	C

Intersection Delay = 27.3 (sec/veh) Intersection LOS = C

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 9/17/2015
Analysis Time Period: MD Peak Hour
Intersection: Linden Blvd ML and Fountain
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2028 No Build
Project ID: 888 Fountain Avenue
E/W St: Linden Boulevard Main Line N/S St: Fountain Avenue

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	63	829		78	914		58	275	176	118	230	32
% Heavy Veh	23	23		24	24		22	22	22	13	13	13
PHF	0.90	0.90		0.94	0.94		0.88	0.88	0.88	0.92	0.92	0.92
PK 15 Vol	18	230		21	243		16	78	50	32	62	9
Hi Ln Vol												
% Grade		0			0			0			0	
Ideal Sat	1900	1900		1900	1900			1900		1900	1900	
ParkExist									X			
NumPark									20			
No. Lanes	1	3	0	1	3	0	0	2	0	1	1	0
LGConfig	L	T		L	T			LTR		L	LTR	
Lane Width	13.0	10.0		14.0	10.0			14.0		14.0	14.0	
RTOR Vol									0			0
Adj Flow	70	921		83	972			579		128	285	
%InSharedLn										0		
Prop LTs	1.000	0.000		1.000	0.000			0.114		1.000	0.000	
Prop RTs		0.000			0.000		0.345				0.123	
Peds Bikes		50			50		50		0		50	0
Buses	0	0		0	0			4		0	4	
%InProtPhase				0.0								

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	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		3.7			3.7			3.7			3.7	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 9/17/2015
Period: MD Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Linden Boulevard Service Road

Inter.: Linden Blvd SR and Fountain
Area Type: All other areas
Jurisd: Brooklyn
Year : 2028 No Build

N/S St: Fountain Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	0	0	2	0	1	1	0
LGConfig		TR			TR			LTR		L	LTR	
Volume		77	112		119	73	58	275	176	118	230	32
Lane Width		16.0			16.0			14.0		14.0	14.0	
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	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	X				Peds	X			
NB Right					EB	Right				
SB Right					WB	Right				
Green	9.0	48.0					47.0	0.0		
Yellow	3.0	3.0					3.0			
All Red	2.0	2.0					3.0			

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
TR	496	1241	0.42	0.40	28.6	C	28.6	C
Westbound								
TR	673	1303	0.30	0.52	17.8	B	17.8	B
Northbound								
LTR	856	2185	0.68	0.39	34.5	C	34.5	C
Southbound								
L	241	616	0.53	0.39	36.2	D		
LTR	673	1719	0.42	0.39	28.6	C	30.9	C

Intersection Delay = 30.1 (sec/veh) Intersection LOS = C

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 9/17/2015
Analysis Time Period: MD Peak Hour
Intersection: Linden Blvd SR and Fountain
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2028 No Build
Project ID: 888 Fountain Avenue
E/W St: Linden Boulevard Service Road N/S St: Fountain Avenue

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume		77	112		119	73	58	275	176	118	230	32
% Heavy Veh		23	23		24	24	22	22	22	13	13	13
PHF		0.90	0.90		0.94	0.94	0.88	0.88	0.88	0.92	0.92	0.92
PK 15 Vol		21	31		32	19	16	78	50	32	62	9
Hi Ln Vol												
% Grade		0			0			0			0	
Ideal Sat		1900			1900			1900		1900	1900	
ParkExist			X			X			X			
NumPark			20			20			20			
No. Lanes	0	1	0	0	1	0	0	2	0	1	1	0
LGConfig		TR			TR			LTR		L	LTR	
Lane Width		16.0			16.0			14.0		14.0	14.0	
RTOR Vol			0			0			0			0
Adj Flow		210			205			579		128	285	
%InSharedLn										0		
Prop LTs		0.000			0.000			0.114		1.000	0.000	
Prop RTs		0.590			0.380			0.345			0.123	
Peds Bikes		50	0		50	0		50	0		50	0
Buses		0			0			4		0	4	
%InProtPhase												

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		3			3			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		3.7			3.7			3.7			3.7	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 9/17/2105
Period: MD Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Vandalia Avenue

Inter.: Vandalia Ave and Fountain Ave
Area Type: All other areas
Jurisd: Brooklyn
Year : 2028 No Build

N/S St: Fountain Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	0	0	0	0	2	0	0	2	0
LGConfig		LR						LT			TR	
Volume	257		14				7	198			265	201
Lane Width		16.0						15.0			15.0	
RTOR Vol			0									0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left	P				NB	Left	P			
Thru						Thru	P			
Right	P					Right				
Peds	X					Peds				
WB Left					SB	Left				
Thru						Thru	P			
Right						Right	P			
Peds	X					Peds	X			
NB Right					EB	Right				
SB Right					WB	Right				
Green	25.0						25.0			
Yellow	3.0						3.0			
All Red	2.0						2.0			

Cycle Length: 60.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
LR	787	1889	0.37	0.42	13.4	B	13.4	B
Westbound								
Northbound								
LT	1525	3659	0.15	0.42	11.1	B	11.1	B
Southbound								
TR	1464	3514	0.38	0.42	12.9	B	12.9	B

Intersection Delay = 12.7 (sec/veh) Intersection LOS = B

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 9/17/2105
Analysis Time Period: MD Peak Hour
Intersection: Vandalia Ave and Fountain Ave
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2028 No Build
Project ID: 888 Fountain Avenue
E/W St: Vandalia Avenue N/S St: Fountain Avenue

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	257		14				7	198			265	201
% Heavy Veh	8		8				1	1			5	5
PHF	0.92		0.92				0.87	0.87			0.83	0.83
PK 15 Vol	70		4				2	57			80	61
Hi Ln Vol												
% Grade		0						0			0	
Ideal Sat		1900						1900			1900	
ParkExist												
NumPark												
No. Lanes	0	0	0	0	0	0	0	2	0	0	2	0
LGConfig		LR						LT			TR	
Lane Width		16.0						15.0			15.0	
RTOR Vol			0									0
Adj Flow		294						236			561	
%InSharedLn												
Prop LTs		0.949						0.034			0.000	
Prop RTs	0.051						0.000			0.431		
Peds Bikes	16		0	10						17		0
Buses		0						4			0	
%InProtPhase												

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	
Arriv. Type		3						3			3	
Unit Ext.		3.0						3.0			3.0	
I Factor		1.000						1.000			1.000	
Lost Time		2.0						2.0			2.0	
Ext of g		2.0						2.0			2.0	
Ped Min g		3.3			3.2						3.3	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 9/17/2015
Period: PM Peak Hour
Project ID: 888 Fountain Avenue
E/W St: EB Shore Parkway

Inter.: Erskine Street & EB Shore Pkwy
Area Type: All other areas
Jurisd: Brooklyn
Year : 2028 No Build

N/S St: Erskine Street

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	0	0	0	0	0	0	0	2	0	0
LGConfig		LT								L		
Volume	426	0								797		
Lane Width		11.5								11.5		
RTOR Vol												

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left	P				NB	Left				
Thru	P					Thru				
Right						Right				
Peds						Peds				
WB Left					SB	Left	P			
Thru						Thru				
Right						Right				
Peds						Peds	X			
NB Right					EB	Right				
SB Right					WB	Right				
Green	40.0						40.0			
Yellow	3.0						3.0			
All Red	2.0						2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
LT	1434	3227	0.42	0.44	18.0	B	18.0	B
Westbound								
Northbound								
Southbound								
L	1532	3447	0.71	0.44	23.2	C	23.2	C

Intersection Delay = 21.3 (sec/veh) Intersection LOS = C

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 9/17/2015
Analysis Time Period: PM Peak Hour
Intersection: Erskine Street & EB Shore Pkwy
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2028 No Build
Project ID: 888 Fountain Avenue
E/W St: EB Shore Parkway N/S St: Erskine Street

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	426	0								797		
% Heavy Veh	5	5								0		
PHF	0.70	0.70								0.73		
PK 15 Vol	152	0								273		
Hi Ln Vol												
% Grade		0									0	
Ideal Sat		1900								1900		
ParkExist												
NumPark												
No. Lanes	0	2	0	0	0	0	0	0	0	2	0	0
LGConfig		LT								L		
Lane Width		11.5								11.5		
RTOR Vol												
Adj Flow		609								1092		
%InSharedLn												
Prop LTs		1.000										
Prop RTs	0.000											
Peds Bikes				0			0					
Buses		0								0		
%InProtPhase												

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		
Arriv. Type		3								3		
Unit Ext.		3.0								3.0		
I Factor		1.000									1.000	
Lost Time		2.0								2.0		
Ext of g		2.0								2.0		
Ped Min g					3.2			3.2				

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 9/17/2015
Period: PM Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Gateway Drive

Inter.: Erskine Street and Gateway Dr
Area Type: All other areas
Jurisd: Brooklyn
Year : 2028 No Build

N/S St: Erskine Street

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	1	1	2	0	2	2	0	0	3	1
LGConfig	L	T	R	L	TR		L	TR			LT	R
Volume	24	44	498	300	61	35	467	562	102	10	510	10
Lane Width	10.0	11.0	12.0	11.0	11.5		11.0	11.0			10.5	13.0
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	P				NB Left	P		
Thru	P				Thru	P	P	
Right	P				Right	P	P	
Peds	X				Peds	X	X	
WB Left	P				SB Left	P		
Thru	P				Thru	P		
Right	P				Right	P		
Peds	X				Peds	X		
NB Right					EB Right		P	
SB Right					WB Right			
Green	28.0				25.0	22.0		
Yellow	3.0				3.0	3.0		
All Red	2.0				2.0	2.0		

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	346	1113	0.08	0.31	22.3	C		
T	1036	3330	0.05	0.31	21.7	C	14.3	B
R	913	1494	0.58	0.61	13.2	B		
Westbound								
L	384	1234	0.83	0.31	47.3	D		
TR	969	3116	0.11	0.31	22.3	C	41.2	D
Northbound								
L	796	3258	0.62	0.24	34.0	C		
TR	1890	3272	0.37	0.58	10.8	B	20.4	C
Southbound								
LT	1251	4502	0.47	0.28	28.2	C	28.1	C
R	456	1640	0.02	0.28	23.7	C		

Intersection Delay = 23.8 (sec/veh) Intersection LOS = C

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 9/17/2015
Analysis Time Period: PM Peak Hour
Intersection: Erskine Street and Gateway Dr
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2028 No Build
Project ID: 888 Fountain Avenue
E/W St: Gateway Drive N/S St: Erskine Street

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	24	44	498	300	61	35	467	562	102	10	510	10
% Heavy Veh	5	5	5	5	5	5	4	4	4	0	0	0
PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.89	0.89	0.89
PK 15 Vol	6	12	132	80	16	9	124	149	27	3	143	3
Hi Ln Vol												
% Grade		0			0			0			0	
Ideal Sat	1900	1900	1900	1900	1900		1900	1900			1900	1900
ParkExist												
NumPark												
No. Lanes	1	2	1	1	2	0	2	2	0	0	3	1
LGConfig	L	T	R	L	TR		L	TR			LT	R
Lane Width	10.0	11.0	12.0	11.0	11.5		11.0	11.0			10.5	13.0
RTOR Vol			0			0			0			0
Adj Flow	26	47	530	319	102		497	707			584	11
%InSharedLn												
Prop LTs	1.000	0.000		1.000	0.000			0.000			0.019	
Prop RTs		0.000	1.000		0.363			0.154			0.000	1.000
Peds Bikes		30	0		50	0		50	0		16	0
Buses	0	0	0	0	5		0	0			5	0
%InProtPhase			0.0									

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	0.0			0.0	0.0
Arriv. Type	3	3	3	3	3		3	3			3	3
Unit Ext.	3.0	3.0	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			2.0	2.0
Ext of g	2.0	2.0	2.0	2.0	2.0		2.0	2.0			2.0	2.0
Ped Min g		3.4			3.5			3.5			3.3	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 9/17/2015
Period: PM Peak Hour
Project ID: 888 Fountain Avenue
E/W St: WB Shore Parkway

Inter.: Erskine Street & WB Shore Pkwy
Area Type: All other areas
Jurisd: Brooklyn
Year : 2028 No Build

N/S St: Erskine Street

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	0	0	2	0	1	0	0	0	0
LGConfig						R		T				
Volume						709		423				
Lane Width						12.5		11.0				
RTOR Vol						0						

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru					Thru	P		
Right					Right			
Peds					Peds			
WB Left					SB Left			
Thru					Thru			
Right		P			Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		40.0				40.0		
Yellow		3.0				3.0		
All Red		2.0				2.0		

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
							22.0	C
Westbound								
R	1254	2822	0.64	0.44	22.0	C		
Northbound								
T	777	1749	0.66	0.44	24.2	C	24.2	C
Southbound								

Intersection Delay = 22.8 (sec/veh) Intersection LOS = C

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 9/17/2015
Analysis Time Period: PM Peak Hour
Intersection: Erskine Street & WB Shore Pkwy
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2028 No Build
Project ID: 888 Fountain Avenue
E/W St: WB Shore Parkway N/S St: Erskine Street

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume						709		423				
% Heavy Veh						3		5				
PHF						0.88		0.82				
PK 15 Vol						201		129				
Hi Ln Vol												
% Grade					0			0				
Ideal Sat						1900		1900				
ParkExist												
NumPark												
No. Lanes	0	0	0	0	0	2	0	1	0	0	0	0
LGConfig						R		T				
Lane Width						12.5		11.0				
RTOR Vol						0						
Adj Flow						806		516				
%InSharedLn												
Prop LTs								0.000				
Prop RTs						1.000		0.000				
Peds Bikes					0							
Buses						0		0				
%InProtPhase												

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				
Arriv. Type						3		3				
Unit Ext.						3.0		3.0				
I Factor					1.000			1.000				
Lost Time						2.0		2.0				
Ext of g						2.0		2.0				
Ped Min g					3.2							

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 9/17/2015
Period: PM Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Flatlands Avenue

Inter.: Flatlands Ave and Elton Street
Area Type: All other areas
Jurisd: Brooklyn
Year : 2028 No Build

N/S St: Elton Street

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	1	2	0	0	1	0	0	1	0
LGConfig	L	TR		L	TR			LTR			LTR	
Volume	20	370	63	9	352	7	136	74	14	6	63	33
Lane Width	10.0	11.5		11.0	11.5			16.0			16.0	
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	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			
WB Left	P				SB	Left	P			
Thru	P					Thru	P			
Right	P					Right	P			
Peds	X					Peds	X			
NB Right					EB	Right				
SB Right					WB	Right				
Green	49.0						31.0			
Yellow	3.0						3.0			
All Red	2.0						2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	412	757	0.05	0.54	9.9	A		
TR	1467	2694	0.33	0.54	12.0	B	11.9	B
Westbound								
L	393	721	0.03	0.54	9.6	A		
TR	1517	2787	0.27	0.54	11.4	B	11.4	B
Northbound								
LTR	420	1220	0.61	0.34	31.0	C	31.0	C
Southbound								
LTR	521	1514	0.25	0.34	22.3	C	22.3	C

Intersection Delay = 16.5 (sec/veh) Intersection LOS = B

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 9/17/2015
Analysis Time Period: PM Peak Hour
Intersection: Flatlands Ave and Elton Street
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2028 No Build
Project ID: 888 Fountain Avenue
E/W St: Flatlands Avenue N/S St: Elton Street

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	20	370	63	9	352	7	136	74	14	6	63	33
% Heavy Veh	15	15	15	14	14	14	2	2	2	5	5	5
PHF	0.89	0.89	0.89	0.87	0.87	0.87	0.87	0.87	0.87	0.78	0.78	0.78
PK 15 Vol	6	104	18	3	101	2	39	21	4	2	20	11
Hi Ln Vol												
% Grade		0			0			0			0	
Ideal Sat	1900	1900		1900	1900			1900			1900	
ParkExist			X			X			X			X
NumPark			20			20			20			20
No. Lanes	1	2	0	1	2	0	0	1	0	0	1	0
LGConfig	L	TR		L	TR			LTR			LTR	
Lane Width	10.0	11.5		11.0	11.5			16.0			16.0	
RTOR Vol			0			0			0			0
Adj Flow	22	487		10	413			257			131	
%InSharedLn												
Prop LTs	1.000	0.000		1.000	0.000			0.607			0.061	
Prop RTs		0.146			0.019			0.062			0.321	
Peds Bikes		50	0		50	0		50	0		50	0
Buses	0	2		0	2			0			0	
%InProtPhase												

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	3	3		3	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		3.5			3.5			3.5			3.5	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 9/17/2015
Period: PM Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Flatlands Avenue

Inter.: Flatlands Ave and Fountain Ave
Area Type: All other areas
Jurisd: Brooklyn
Year : 2028 No Build

N/S St: Fountain Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	1	2	0	0	2	0	0	2	0
LGConfig	L	TR		L	TR			LTR			LTR	
Volume	165	139	79	89	123	14	61	345	51	13	466	122
Lane Width	12.0	12.0		12.0	14.0			12.0			13.0	
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left	P	P			NB	Left	P			
Thru	P					Thru	P			
Right	P					Right	P			
Peds	X					Peds	X			
WB Left	P	P			SB	Left	P			
Thru	P					Thru	P			
Right	P					Right	P			
Peds	X					Peds	X			
NB Right					EB	Right				
SB Right					WB	Right				
Green	39.0	7.0					29.0			
Yellow	3.0	3.0					3.0			
All Red	2.0	2.0					2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	642	1501	0.28	0.57	11.4	B		
TR	1126	2599	0.21	0.43	16.4	B	14.2	B
Westbound								
L	589	1443	0.19	0.57	10.3	B		
TR	1206	2783	0.14	0.43	15.6	B	13.5	B
Northbound								
LTR	725	2250	0.72	0.32	32.8	C	32.8	C
Southbound								
LTR	913	2833	0.69	0.32	30.7	C	30.7	C

Intersection Delay = 24.9 (sec/veh) Intersection LOS = C

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 9/17/2015
Analysis Time Period: PM Peak Hour
Intersection: Flatlands Ave and Fountain Ave
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2028 No Build
Project ID: 888 Fountain Avenue
E/W St: Flatlands Avenue N/S St: Fountain Avenue

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	165	139	79	89	123	14	61	345	51	13	466	122
% Heavy Veh	17	17	17	22	22	22	10	10	10	7	7	7
PHF	0.91	0.91	0.91	0.81	0.81	0.81	0.88	0.88	0.88	0.96	0.96	0.96
PK 15 Vol	45	38	22	27	38	4	17	98	14	4	121	32
Hi Ln Vol												
% Grade		0			0			0			0	
Ideal Sat	1900	1900		1900	1900			1900			1900	
ParkExist			X			X						X
NumPark			20			20						20
No. Lanes	1	2	0	1	2	0	0	2	0	0	2	0
LGConfig	L	TR		L	TR			LTR			LTR	
Lane Width	12.0	12.0		12.0	14.0			12.0			13.0	
RTOR Vol			0			0			0			0
Adj Flow	181	240		110	169			519			626	
%InSharedLn												
Prop LTs	1.000	0.000		1.000	0.000			0.133			0.022	
Prop RTs		0.363			0.101			0.112			0.203	
Peds Bikes		50	0		50	0		50	0		50	0
Buses	0	0		0	2			10			0	
%InProtPhase	0.0			0.0								

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	3	3		3	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		3.5			3.5			3.5			3.5	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 9/17/2015
Period: PM Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Flatlands Avenue

Inter.: Flatlands Ave and Schenck Ave
Area Type: All other areas
Jurisd: Brooklyn
Year : 2028 No Build

N/S St: Schenck Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	3	0	0	2	1	0	0	0	1	0	0
LGConfig		T			T	R				L	LR	
Volume		1259			1177	12				236		33
Lane Width		11.0			10.0	12.0				12.0	11.0	
RTOR Vol						0						0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	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			
WB Left	P				SB	Left	P			
Thru	P					Thru	P			
Right	P					Right	P			
Peds	X					Peds	X			
NB Right					EB	Right				
SB Right					WB	Right				
Green	49.0						31.0			
Yellow	3.0						3.0			
All Red	2.0						2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
T	2469	4534	0.55	0.54	14.2	B	14.2	B
Westbound								
T	1641	3015	0.80	0.54	20.6	C	20.5	C
R	599	1101	0.02	0.54	9.5	A		
Northbound								
Southbound								
L	610	1770	0.44	0.34	25.1	C		
LR	403	1171	0.09	0.34	20.5	C	24.5	C

Intersection Delay = 18.1 (sec/veh) Intersection LOS = B

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 9/17/2015
Analysis Time Period: PM Peak Hour
Intersection: Flatlands Ave and Schenck Ave
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2028 No Build
Project ID: 888 Fountain Avenue
E/W St: Flatlands Avenue N/S St: Schenck Avenue

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume		1259			1177	12				236		33
% Heavy Veh		3			12	12				2		2
PHF		0.93			0.90	0.90				0.88		0.88
PK 15 Vol		338			327	3				67		9
Hi Ln Vol												
% Grade		0			0						0	
Ideal Sat		1900			1900	1900				1900	1900	
ParkExist			X			X						X
NumPark			20			20						20
No. Lanes	0	3	0	0	2	1	0	0	0	1	0	0
LGConfig		T			T	R				L	LR	
Lane Width		11.0			10.0	12.0				12.0	11.0	
RTOR Vol						0						0
Adj Flow		1354			1308	13				268	38	
%InSharedLn										0		
Prop LTs		0.000			0.000					1.000	0.000	
Prop RTs		0.000			0.000	1.000					1.000	
Peds Bikes					50	0		50			50	0
Buses		0			0	0				0	0	
%InProtPhase												

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		3			3	3				3	3	
Unit Ext.		3.0			3.0	3.0				3.0	3.0	
I Factor		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					3.5			3.5			3.5	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 9/17/2015
Period: PM Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Flatlands Avenue

Inter.: Flatlands Ave and Jerome St
Area Type: All other areas
Jurisd: Brooklyn
Year : 2028 No Build

N/S St: Jerome Street

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	1	1	2	0	2	1	0	0	0	0
LGConfig	L	T	R	L	TR		L	TR				
Volume	42	487	965	42	523	9	654	344	23			
Lane Width	10.0	10.0	12.0	10.0	12.0		10.0	10.0				
RTOR Vol			0			0			0			

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	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			
WB Left	P				SB Left				
Thru	P				Thru				
Right	P				Right				
Peds	X				Peds	X			
NB Right					EB Right	P			
SB Right					WB Right				
Green	40.0					40.0			
Yellow	3.0					3.0			
All Red	2.0					2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	277	624	0.16	0.44	16.2	B		
T	1457	3278	0.36	0.44	17.2	B	7.9	A
R	1480	1480	0.70	1.00	2.8	A		
Westbound								
L	283	636	0.17	0.44	16.3	B		
TR	1288	2897	0.46	0.44	18.6	B	18.5	B
Northbound								
L	1440	3239	0.49	0.44	18.9	B		
TR	771	1735	0.51	0.44	20.4	C	19.5	B
Southbound								

Intersection Delay = 13.7 (sec/veh) Intersection LOS = B

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 9/17/2015
Analysis Time Period: PM Peak Hour
Intersection: Flatlands Ave and Jerome St
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2028 No Build
Project ID: 888 Fountain Avenue
E/W St: Flatlands Avenue N/S St: Jerome Street

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	42	487	965	42	523	9	654	344	23			
% Heavy Veh	3	3	3	12	12	12	1	1	1			
PHF	0.93	0.93	0.93	0.90	0.90	0.90	0.93	0.93	0.93			
PK 15 Vol	11	131	259	12	145	3	176	92	6			
Hi Ln Vol												
% Grade		0			0			0				
Ideal Sat	1900	1900	1900	1900	1900		1900	1900				
ParkExist						X						
NumPark						20						
No. Lanes	1	2	1	1	2	0	2	1	0	0	0	0
LGConfig	L	T	R	L	TR		L	TR				
Lane Width	10.0	10.0	12.0	10.0	12.0		10.0	10.0				
RTOR Vol			0			0			0			
Adj Flow	45	524	1038	47	591		703	395				
%InSharedLn												
Prop LTs	1.000	0.000		1.000	0.000			0.000				
Prop RTs		0.000	1.000		0.017			0.063				
Peds Bikes	50		0	50		0	50		0	50		
Buses	0	0	0	0	0		0	0				
%InProtPhase			0.0									
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	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				
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		3.5			3.5			3.5			3.5	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 9/17/2015
Period: PM Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Linden Boulevard Main Line

Inter.: Linden Blvd ML and Fountain
Area Type: All other areas
Jurisd: Brooklyn
Year : 2028 No Build

N/S St: Fountain Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	3	0	1	3	0	0	2	0	1	1	0
LGConfig	L	T		L	T			LTR		L	LTR	
Volume	88	1275		85	1121		47	321	180	183	330	43
Lane Width	13.0	10.0		14.0	10.0			14.0		14.0	14.0	
RTOR Vol									0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left		P			NB	Left	P			
Thru		P				Thru	P			
Right						Right	P			
Peds		X				Peds	X			
WB Left	P	P			SB	Left	P			
Thru	P	P				Thru	P			
Right						Right	P			
Peds	X	X				Peds	X			
NB Right					EB	Right				
SB Right					WB	Right				
Green	10.0	50.0					44.0	0.0		
Yellow	3.0	3.0					3.0			
All Red	2.0	2.0					3.0			

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	161	386	0.59	0.42	42.0	D		
T	1781	4275	0.77	0.42	33.3	C	33.9	C
Westbound								
L	216	1678	0.42	0.54	23.4	C		
T	2295	4237	0.52	0.54	18.4	B	18.7	B
Northbound								
LTR	857	2336	0.76	0.37	39.7	D	39.7	D
Southbound								
L	187	509	0.90	0.37	80.5	F		
LTR	572	1560	0.76	0.37	42.7	D	53.3	D

Intersection Delay = 32.9 (sec/veh) Intersection LOS = C

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 9/17/2015
Analysis Time Period: PM Peak Hour
Intersection: Linden Blvd ML and Fountain
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2028 No Build
Project ID: 888 Fountain Avenue
E/W St: Linden Boulevard Main Line N/S St: Fountain Avenue

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	88	1275		85	1121		47	321	180	183	330	43
% Heavy Veh	13	13		14	14		13	13	13	16	16	16
PHF	0.93	0.93		0.94	0.94		0.84	0.84	0.84	0.92	0.92	0.92
PK 15 Vol	24	343		23	298		14	96	54	50	90	12
Hi Ln Vol												
% Grade		0			0			0			0	
Ideal Sat	1900	1900		1900	1900			1900		1900	1900	
ParkExist												
NumPark												
No. Lanes	1	3	0	1	3	0	0	2	0	1	1	0
LGConfig	L	T		L	T			LTR		L	LTR	
Lane Width	13.0	10.0		14.0	10.0			14.0		14.0	14.0	
RTOR Vol									0			0
Adj Flow	95	1371		90	1193			652		169	436	
%InSharedLn										15		
Prop LTs	1.000	0.000		1.000	0.000			0.086		1.000	0.068	
Prop RTs		0.000			0.000		0.328				0.108	
Peds Bikes		50			50		50		0		50	0
Buses	0	0		0	0			4		0	3	
%InProtPhase				0.0								

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	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		3.7			3.7			3.7			3.7	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 9/17/2015
Period: PM Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Linden Boulevard Service Road

Inter.: Linden Blvd SR and Fountain
Area Type: All other areas
Jurisd: Brooklyn
Year : 2028 No Build

N/S St: Fountain Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	0	0	2	0	1	1	0
LGConfig		TR			TR			LTR		L	LTR	
Volume		107	148		199	104	47	321	180	183	330	43
Lane Width		16.0			16.0			14.0		14.0	14.0	
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	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	X				Peds	X			
NB Right					EB	Right				
SB Right					WB	Right				
Green	10.0	50.0					44.0	0.0		
Yellow	3.0	3.0					3.0			
All Red	2.0	2.0					3.0			

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
TR	565	1356	0.48	0.42	28.5	C	28.5	C
Westbound								
TR	773	1427	0.42	0.54	18.0	B	18.0	B
Northbound								
LTR	856	2334	0.76	0.37	39.7	D	39.7	D
Southbound								
L	185	504	0.91	0.37	82.9	F		
LTR	570	1554	0.76	0.37	42.9	D	54.1	D

Intersection Delay = 39.0 (sec/veh) Intersection LOS = D

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 9/17/2015
Analysis Time Period: PM Peak Hour
Intersection: Linden Blvd SR and Fountain
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2028 No Build
Project ID: 888 Fountain Avenue
E/W St: Linden Boulevard Service Road N/S St: Fountain Avenue

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume		107	148		199	104	47	321	180	183	330	43
% Heavy Veh		13	13		14	14	13	13	13	16	16	16
PHF		0.93	0.93		0.94	0.94	0.84	0.84	0.84	0.92	0.92	0.92
PK 15 Vol		29	40		53	28	14	96	54	50	90	12
Hi Ln Vol												
% Grade		0			0			0			0	
Ideal Sat		1900			1900			1900		1900	1900	
ParkExist			X			X						
NumPark			20			20						
No. Lanes	0	1	0	0	1	0	0	2	0	1	1	0
LGConfig		TR			TR			LTR		L	LTR	
Lane Width		16.0			16.0			14.0		14.0	14.0	
RTOR Vol			0			0			0			0
Adj Flow		274			323			652		169	436	
%InSharedLn										15		
Prop LTs		0.000			0.000			0.086		1.000	0.068	
Prop RTs	0.580			0.344			0.328				0.108	
Peds Bikes	50		0	50		0	50		0	50		0
Buses		0			0			4		0	3	
%InProtPhase												

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		3			3			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		3.7			3.7			3.7			3.7	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 9/17/2105
Period: PM Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Vandalia Avenue

Inter.: Vandalia Ave and Fountain Ave
Area Type: All other areas
Jurisd: Brooklyn
Year : 2028 No Build

N/S St: Fountain Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	0	0	0	0	2	0	0	2	0
LGConfig		LR						LT			TR	
Volume	268		6				5	191			370	261
Lane Width		16.0						15.0			15.0	
RTOR Vol			0									0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left	P				NB	Left	P			
Thru						Thru	P			
Right	P					Right				
Peds	X					Peds				
WB Left					SB	Left				
Thru						Thru	P			
Right						Right	P			
Peds	X					Peds	X			
NB Right					EB	Right				
SB Right					WB	Right				
Green	25.0						25.0			
Yellow	3.0						3.0			
All Red	2.0						2.0			

Cycle Length: 60.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
LR	797	1913	0.37	0.42	13.3	B	13.3	B
Westbound								
Northbound								
LT	1392	3341	0.17	0.42	11.2	B	11.2	B
Southbound								
TR	1470	3527	0.44	0.42	13.5	B	13.5	B

Intersection Delay = 13.0 (sec/veh) Intersection LOS = B

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 9/17/2105
Analysis Time Period: PM Peak Hour
Intersection: Vandalia Ave and Fountain Ave
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2028 No Build
Project ID: 888 Fountain Avenue
E/W St: Vandalia Avenue N/S St: Fountain Avenue

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	268		6				5	191			370	261
% Heavy Veh	7		7				11	11			3	3
PHF	0.94		0.94				0.83	0.83			0.97	0.97
PK 15 Vol	71		2				2	58			95	67
Hi Ln Vol												
% Grade		0						0			0	
Ideal Sat		1900						1900			1900	
ParkExist												
NumPark												
No. Lanes	0	0	0	0	0	0	0	2	0	0	2	0
LGConfig		LR						LT			TR	
Lane Width		16.0						15.0			15.0	
RTOR Vol			0									0
Adj Flow		291						236			650	
%InSharedLn												
Prop LTs		0.979						0.025			0.000	
Prop RTs	0.021						0.000			0.414		
Peds Bikes	13		0	11						54		0
Buses		0						4			0	
%InProtPhase												

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	
Arriv. Type		3						3			3	
Unit Ext.		3.0						3.0			3.0	
I Factor		1.000						1.000			1.000	
Lost Time		2.0						2.0			2.0	
Ext of g		2.0						2.0			2.0	
Ped Min g		3.3			3.2						3.4	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 03/09/2016
Period: MD Peak Hour
Project ID: 888 Fountain Avenue
E/W St: EB Shore Parkway

Inter.: Erskine Street & EB Shore Pkwy
Area Type: All other areas
Jurisd: Brooklyn
Year : 2028 No Build

N/S St: Erskine Street

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	0	0	0	0	0	0	0	2	0	0
LGConfig		LT								L		
Volume	626	0								790		
Lane Width		11.5								11.5		
RTOR Vol												

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left	P				NB	Left				
Thru	P					Thru				
Right						Right				
Peds						Peds				
WB Left					SB	Left	P			
Thru						Thru				
Right						Right				
Peds						Peds	X			
NB Right					EB	Right				
SB Right					WB	Right				
Green	40.0						40.0			
Yellow	3.0						3.0			
All Red	2.0						2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
LT	1491	3354	0.46	0.44	18.5	B	18.5	B
Westbound								
Northbound								
Southbound								
L	1532	3447	0.60	0.44	20.7	C	20.7	C

Intersection Delay = 19.7 (sec/veh) Intersection LOS = B

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 03/09/2016
Analysis Time Period: MD Peak Hour
Intersection: Erskine Street & EB Shore Pkwy
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2028 No Build
Project ID: 888 Fountain Avenue
E/W St: EB Shore Parkway N/S St: Erskine Street

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	626	0								790		
% Heavy Veh	1	1								0		
PHF	0.91	0.91								0.86		
PK 15 Vol	172	0								230		
Hi Ln Vol												
% Grade		0									0	
Ideal Sat		1900								1900		
ParkExist												
NumPark												
No. Lanes	0	2	0	0	0	0	0	0	0	2	0	0
LGConfig		LT								L		
Lane Width		11.5								11.5		
RTOR Vol												
Adj Flow		688								919		
%InSharedLn												
Prop LTs		1.000										
Prop RTs	0.000											
Peds Bikes				0			0					
Buses		0								0		
%InProtPhase												

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		
Arriv. Type		3								3		
Unit Ext.		3.0								3.0		
I Factor		1.000									1.000	
Lost Time		2.0								2.0		
Ext of g		2.0								2.0		
Ped Min g					3.2			3.2				

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 03/09/2016
Period: MD Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Gateway Drive

Inter.: Erskine Street and Gateway Dr
Area Type: All other areas
Jurisd: Brooklyn
Year : 2028 No Build

N/S St: Erskine Street

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	1	1	2	0	2	2	0	0	3	1
LGConfig	L	T	R	L	TR		L	TR			LT	R
Volume	46	74	637	198	109	44	695	780	125	10	662	40
Lane Width	10.0	11.0	12.0	11.0	11.5		11.0	11.0			10.5	13.0
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	P				NB Left	P		
Thru	P				Thru	P	P	
Right	P				Right	P	P	
Peds	X				Peds	X	X	
WB Left	P				SB Left	P		
Thru	P				Thru	P		
Right	P				Right	P		
Peds	X				Peds	X		
NB Right					EB Right		P	
SB Right					WB Right			
Green	28.0				25.0	22.0		
Yellow	3.0				3.0	3.0		
All Red	2.0				2.0	2.0		

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	322	1036	0.15	0.31	23.4	C		
T	1066	3428	0.07	0.31	22.0	C	17.9	B
R	921	1507	0.72	0.61	17.0	B		
Westbound								
L	374	1202	0.72	0.31	39.2	D		
TR	1000	3215	0.21	0.31	23.3	C	32.3	C
Northbound								
L	820	3355	0.88	0.24	46.0	D		
TR	1952	3379	0.48	0.58	12.0	B	26.8	C
Southbound								
LT	1246	4484	0.58	0.28	30.0	C	29.7	C
R	459	1651	0.09	0.28	24.5	C		

Intersection Delay = 26.2 (sec/veh) Intersection LOS = C

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 03/09/2016
Analysis Time Period: MD Peak Hour
Intersection: Erskine Street and Gateway Dr
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2028 No Build
Project ID: 888 Fountain Avenue
E/W St: Gateway Drive N/S St: Erskine Street

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	46	74	637	198	109	44	695	780	125	10	662	40
% Heavy Veh	2	2	2	3	3	3	1	1	1	0	0	0
PHF	0.96	0.96	0.96	0.73	0.73	0.73	0.96	0.96	0.96	0.93	0.93	0.93
PK 15 Vol	12	19	166	68	37	15	181	203	33	3	178	11
Hi Ln Vol												
% Grade		0			0			0			0	
Ideal Sat	1900	1900	1900	1900	1900		1900	1900			1900	1900
ParkExist												
NumPark												
No. Lanes	1	2	1	1	2	0	2	2	0	0	3	1
LGConfig	L	T	R	L	TR		L	TR			LT	R
Lane Width	10.0	11.0	12.0	11.0	11.5		11.0	11.0			10.5	13.0
RTOR Vol			0			0			0			0
Adj Flow	48	77	664	271	209		724	943			723	43
%InSharedLn												
Prop LTs	1.000	0.000		1.000	0.000			0.000			0.015	
Prop RTs		0.000	1.000		0.287			0.138			0.000	1.000
Peds Bikes	50		0	56		0	50		0	10		0
Buses	0	0	0	0	6		0	0			6	0
%InProtPhase			0.0									

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	0.0			0.0	0.0
Arriv. Type	3	3	3	3	3		3	3			3	3
Unit Ext.	3.0	3.0	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			2.0	2.0
Ext of g	2.0	2.0	2.0	2.0	2.0		2.0	2.0			2.0	2.0
Ped Min g		3.5			3.6			3.5			3.3	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 3/10/2016
Period: Saturday MD Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Home Depot Access

Inter.: Erskine and Home Depot
Area Type: All other areas
Jurisd: Brooklyn
Year : 2028 No Build

N/S St: Erskine Street

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	0	1	0	0	0	1	2	0	0	3	0
LGConfig	L		R				L	T			TR	
Volume	293		144				198	518			432	274
Lane Width	12.0		12.0				11.0	11.0			11.5	
RTOR Vol			0									0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left	P				NB	Left	P	P		
Thru						Thru	P	P		
Right	P					Right				
Peds	X					Peds				
WB Left					SB	Left				
Thru						Thru	P			
Right						Right	P			
Peds	X					Peds	X			
NB Right					EB	Right		P		
SB Right					WB	Right				
Green	22.0						31.0	22.0		
Yellow	3.0						3.0	3.0		
All Red	2.0						2.0	2.0		

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	441	1805	0.70	0.24	39.8	D		
							30.3	C
R	825	1516	0.18	0.54	10.9	B		
Westbound								
Northbound								
L	661	1675	0.31	0.64	14.1	B		
T	2183	3387	0.25	0.64	7.1	A	9.0	A
Southbound								
TR	1589	4612	0.51	0.34	24.6	C	24.6	C

Intersection Delay = 20.1 (sec/veh) Intersection LOS = C

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 3/10/2016
Analysis Time Period: Saturday MD Peak Hour
Intersection: Erskine and Home Depot
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2028 No Build
Project ID: 888 Fountain Avenue
E/W St: Home Depot Access N/S St: Erskine Street

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	293		144				198	518			432	274
% Heavy Veh	0		0				2	2			1	1
PHF	0.95		0.95				0.95	0.95			0.87	0.87
PK 15 Vol	77		38				52	136			124	79
Hi Ln Vol												
% Grade		0						0			0	
Ideal Sat	1900		1900				1900	1900			1900	
ParkExist												
NumPark												
No. Lanes	1	0	1	0	0	0	1	2	0	0	3	0
LGConfig	L		R				L	T			TR	
Lane Width	12.0		12.0				11.0	11.0			11.5	
RTOR Vol			0								0	
Adj Flow	308		152				208	545			812	
%InSharedLn												
Prop LTs							1.000	0.000			0.000	
Prop RTs			1.000					0.000			0.388	
Peds Bikes	50		0		50						50	0
Buses	0		0				0	6			0	
%InProtPhase			0.0				0.0					

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	3		3				3	3			3	
Unit Ext.	3.0		3.0				3.0	3.0			3.0	
I Factor		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		3.5			3.5						3.5	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 03/09/2016
Period: MD Peak Hour
Project ID: 888 Fountain Avenue
E/W St: WB Shore Parkway

Inter.: Erskine Street & WB Shore Pkwy
Area Type: CBD or Similar
Jurisd: Brooklyn
Year : 2028 No Build

N/S St: Erskine Street

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	0	0	2	0	1	0	0	0	0
LGConfig						R		T				
Volume						974		626				
Lane Width						12.5		11.0				
RTOR Vol						0						

Duration 0.25 Area Type: CBD or Similar

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru					Thru	P		
Right					Right			
Peds					Peds			
WB Left					SB Left			
Thru					Thru			
Right		P			Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		40.0				40.0		
Yellow		3.0				3.0		
All Red		2.0				2.0		

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
							35.4	D
Westbound								
R	1163	2616	0.91	0.44	35.4	D		
Northbound								
T	728	1637	0.93	0.44	44.4	D	44.4	D
Southbound								

Intersection Delay = 38.9 (sec/veh) Intersection LOS = D

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 03/09/2016
Analysis Time Period: MD Peak Hour
Intersection: Erskine Street & WB Shore Pkwy
Area Type: CBD or Similar
Jurisdiction: Brooklyn
Analysis Year: 2028 No Build
Project ID: 888 Fountain Avenue
E/W St: WB Shore Parkway N/S St: Erskine Street

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume						974		626				
% Heavy Veh						0		1				
PHF						0.92		0.92				
PK 15 Vol						265		170				
Hi Ln Vol												
% Grade					0			0				
Ideal Sat						1900		1900				
ParkExist												
NumPark												
No. Lanes	0	0	0	0	0	2	0	1	0	0	0	0
LGConfig						R		T				
Lane Width						12.5		11.0				
RTOR Vol						0						
Adj Flow						1059		680				
%InSharedLn												
Prop LTs								0.000				
Prop RTs						1.000		0.000				
Peds Bikes					0							
Buses						0		0				
%InProtPhase												

Duration 0.25 Area Type: CBD or Similar

OPERATING PARAMETERS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Init Unmet						0.0		0.0				
Arriv. Type						3		3				
Unit Ext.						3.0		3.0				
I Factor					1.000			1.000				
Lost Time						2.0		2.0				
Ext of g						2.0		2.0				
Ped Min g					3.2							

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 03/09/2016
Period: MD Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Flatlands Avenue

Inter.: Flatlands Ave and Elton Street
Area Type: All other areas
Jurisd: Brooklyn
Year : 2028 No Build

N/S St: Elton Street

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	1	2	0	0	1	0	0	1	0
LGConfig	L	TR		L	TR			LTR			LTR	
Volume	27	264	110	9	183	5	132	116	13	6	93	21
Lane Width	10.0	10.5		11.0	11.5			16.0			16.0	
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	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			
WB Left	P				SB Left	P			
Thru	P				Thru	P			
Right	P				Right	P			
Peds	X				Peds	X			
NB Right					EB Right				
SB Right					WB Right				
Green	49.0					31.0			
Yellow	3.0					3.0			
All Red	2.0					2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	521	957	0.06	0.54	9.8	A		
TR	1598	2935	0.25	0.54	11.2	B	11.1	B
Westbound								
L	439	806	0.03	0.54	9.6	A		
TR	1515	2782	0.15	0.54	10.3	B	10.3	B
Northbound								
LTR	449	1304	0.67	0.34	33.1	C	33.1	C
Southbound								
LTR	565	1640	0.22	0.34	21.8	C	21.8	C

Intersection Delay = 18.3 (sec/veh) Intersection LOS = B

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 03/09/2016
Analysis Time Period: MD Peak Hour
Intersection: Flatlands Ave and Elton Street
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2028 No Build
Project ID: 888 Fountain Avenue
E/W St: Flatlands Avenue N/S St: Elton Street

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	27	264	110	9	183	5	132	116	13	6	93	21
% Heavy Veh	10	10	10	14	14	14	1	1	1	0	0	0
PHF	0.94	0.94	0.94	0.85	0.85	0.85	0.86	0.86	0.86	0.96	0.96	0.96
PK 15 Vol	7	70	29	3	54	2	38	34	4	2	24	6
Hi Ln Vol												
% Grade		0			0			0			0	
Ideal Sat	1900	1900		1900	1900			1900			1900	
ParkExist						X			X			X
NumPark						20			20			20
No. Lanes		1	2	0	1	2	0	0	1	0	0	1	0
LGConfig	L		TR	L		TR			LTR			LTR
Lane Width	10.0	10.5		11.0	11.5			16.0			16.0	
RTOR Vol			0			0			0			0
Adj Flow	29	398		11	221			303			125	
%InSharedLn												
Prop LTs	1.000	0.000		1.000	0.000			0.505			0.048	
Prop RTs		0.294			0.027			0.050			0.176	
Peds Bikes		50	0		50	0		50	0		50	0
Buses	0	2		0	2			0			0	
%InProtPhase												

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	3	3		3	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		3.5			3.5			3.5			3.5	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 03/09/2016
Period: MD Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Flatlands Avenue

Inter.: Flatlands Ave and Fountain Ave
Area Type: All other areas
Jurisd: Brooklyn
Year : 2028 No Build

N/S St: Fountain Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	1	2	0	0	2	0	0	2	0
LGConfig	L	TR		L	TR			LTR			LTR	
Volume	135	75	88	98	50	6	30	489	115	7	560	72
Lane Width	12.0	12.0		12.0	14.0			12.0			13.0	
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left	P	P			NB	Left	P			
Thru	P					Thru	P			
Right	P					Right	P			
Peds	X					Peds	X			
WB Left	P	P			SB	Left	P			
Thru	P					Thru	P			
Right	P					Right	P			
Peds	X					Peds	X			
NB Right					EB	Right				
SB Right					WB	Right				
Green	39.0	7.0					29.0			
Yellow	3.0	3.0					3.0			
All Red	2.0	2.0					2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	720	1575	0.23	0.57	10.6	B		
TR	1147	2646	0.18	0.43	16.0	B	13.5	B
Westbound								
L	657	1570	0.18	0.57	10.2	B		
TR	1313	3030	0.05	0.43	14.9	B	11.9	B
Northbound								
LTR	893	2770	0.80	0.32	35.2	D	35.2	D
Southbound								
LTR	973	3021	0.75	0.32	32.4	C	32.4	C

Intersection Delay = 28.0 (sec/veh) Intersection LOS = C

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 03/09/2016
Analysis Time Period: MD Peak Hour
Intersection: Flatlands Ave and Fountain Ave
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2028 No Build
Project ID: 888 Fountain Avenue
E/W St: Flatlands Avenue N/S St: Fountain Avenue

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	135	75	88	98	50	6	30	489	115	7	560	72
% Heavy Veh	11	11	11	12	12	12	4	4	4	3	3	3
PHF	0.81	0.81	0.81	0.82	0.82	0.82	0.89	0.89	0.89	0.88	0.88	0.88
PK 15 Vol	42	23	27	30	15	2	8	137	32	2	159	20
Hi Ln Vol												
% Grade		0			0			0			0	
Ideal Sat	1900	1900		1900	1900			1900			1900	
ParkExist			X			X						X
NumPark			20			20						20
No. Lanes	1	2	0	1	2	0	0	2	0	0	2	0
LGConfig	L	TR		L	TR			LTR			LTR	
Lane Width	12.0	12.0		12.0	14.0			12.0			13.0	
RTOR Vol			0			0			0			0
Adj Flow	167	202		120	68			712			726	
%InSharedLn												
Prop LTs	1.000	0.000		1.000	0.000			0.048			0.011	
Prop RTs		0.540			0.103			0.181			0.113	
Peds Bikes		50	0		50	0		50	0		50	0
Buses	0	0		0	2			9			0	
%InProtPhase	0.0			0.0								

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	3	3		3	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		3.5			3.5			3.5			3.5	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 03/10/2016
Period: MD Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Flatlands Avenue

Inter.: Flatlands Ave and Schenck Ave
Area Type: All other areas
Jurisd: Brooklyn
Year : 2028 No Build

N/S St: Schenck Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	3	0	0	2	1	0	0	0	1	0	0
LGConfig		T			T	R				L	LR	
Volume		1368			887	17				326		26
Lane Width		11.0			10.0	12.0				12.0	11.0	
RTOR Vol						0						0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	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			
WB Left	P				SB	Left	P			
Thru	P					Thru	P			
Right	P					Right	P			
Peds	X					Peds	X			
NB Right					EB	Right				
SB Right					WB	Right				
Green	49.0						31.0			
Yellow	3.0						3.0			
All Red	2.0						2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
T	2469	4534	0.57	0.54	14.5	B	14.5	B
Westbound								
T	1718	3156	0.57	0.54	14.9	B	14.8	B
R	628	1153	0.03	0.54	9.6	A		
Northbound								
Southbound								
L	616	1787	0.56	0.34	27.7	C		
LR	407	1183	0.07	0.34	20.1	C	27.1	C

Intersection Delay = 16.3 (sec/veh) Intersection LOS = B

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 03/10/2016
Analysis Time Period: MD Peak Hour
Intersection: Flatlands Ave and Schenck Ave
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2028 No Build
Project ID: 888 Fountain Avenue
E/W St: Flatlands Avenue N/S St: Schenck Avenue

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume		1368			887	17				326		26
% Heavy Veh		3			7	7				1		1
PHF		0.97			0.91	0.91				0.94		0.94
PK 15 Vol		353			244	5				87		7
Hi Ln Vol												
% Grade		0			0						0	
Ideal Sat		1900			1900	1900				1900	1900	
ParkExist			X			X						X
NumPark			20			20						20
No. Lanes	0	3	0	0	2	1	0	0	0	1	0	0
LGConfig		T			T	R				L	LR	
Lane Width		11.0			10.0	12.0				12.0	11.0	
RTOR Vol						0						0
Adj Flow		1410			975	19				347	28	
%InSharedLn										0		
Prop LTs		0.000			0.000					1.000	0.000	
Prop RTs		0.000			0.000	1.000					1.000	
Peds Bikes					50	0		50			50	0
Buses		0			0	0				0	0	
%InProtPhase												

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		3			3	3				3	3	
Unit Ext.		3.0			3.0	3.0				3.0	3.0	
I Factor		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					3.5			3.5			3.5	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 03/10/2016
Period: Sat MD Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Flatlands Avenue

Inter.: Flatlands Ave and Jerome St
Area Type: All other areas
Jurisd: Brooklyn
Year : 2028 No Build

N/S St: Jerome Street

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	1	1	2	0	2	1	0	0	0	0
LGConfig	L	T	R	L	TR		L	TR				
Volume	33	403	1257	28	331	8	556	446	24			
Lane Width	10.0	10.0	12.0	10.0	12.0		10.0	10.0				
RTOR Vol			0			0			0			

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	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			
WB Left	P				SB	Left				
Thru	P					Thru				
Right	P					Right				
Peds	X					Peds	X			
NB Right					EB	Right	P			
SB Right					WB	Right				
Green	40.0						40.0			
Yellow	3.0						3.0			
All Red	2.0						2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	382	859	0.09	0.44	14.9	B		
T	1457	3278	0.28	0.44	16.4	B	9.8	A
R	1480	1480	0.88	1.00	7.5	A		
Westbound								
L	347	780	0.09	0.44	15.0	B		
TR	1346	3028	0.28	0.44	16.4	B	16.2	B
Northbound								
L	1454	3272	0.40	0.44	17.7	B		
TR	781	1757	0.63	0.44	23.2	C	20.2	C
Southbound								

Intersection Delay = 14.1 (sec/veh) Intersection LOS = B

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 03/10/2016
Analysis Time Period: Sat MD Peak Hour
Intersection: Flatlands Ave and Jerome St
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2028 No Build
Project ID: 888 Fountain Avenue
E/W St: Flatlands Avenue N/S St: Jerome Street

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	33	403	1257	28	331	8	556	446	24			
% Heavy Veh	3	3	3	7	7	7	0	0	0			
PHF	0.97	0.97	0.97	0.91	0.91	0.91	0.95	0.95	0.95			
PK 15 Vol	9	104	324	8	91	2	146	117	6			
Hi Ln Vol												
% Grade		0			0			0				
Ideal Sat	1900	1900	1900	1900	1900		1900	1900				
ParkExist						X						
NumPark						20						
No. Lanes	1	2	1	1	2	0	2	1	0	0	0	0
LGConfig	L	T	R	L	TR		L	TR				
Lane Width	10.0	10.0	12.0	10.0	12.0		10.0	10.0				
RTOR Vol			0			0			0			
Adj Flow	34	415	1296	31	373		585	494				
%InSharedLn												
Prop LTs	1.000	0.000		1.000	0.000			0.000				
Prop RTs		0.000	1.000		0.024			0.051				
Peds Bikes	50		0	50		0	50		0	50		
Buses	0	0	0	0	0		0	0				
%InProtPhase			0.0									

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	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				
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		3.5			3.5			3.5			3.5	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 3/7/2016
Period: MD Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Linden Boulevard Main Line

Inter.: Linden Blvd ML and Fountain
Area Type: All other areas
Jurisd: Brooklyn
Year : 2028 No Build

N/S St: Fountain Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	3	0	1	3	0	0	2	0	1	1	0
LGConfig	L	T		L	T			LTR		L	LTR	
Volume	50	787		89	771		46	333	184	154	333	57
Lane Width	10.0	11.0		10.0	10.5			14.0		14.0	14.0	
RTOR Vol									0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left		P			NB	Left	P			
Thru		P				Thru	P			
Right						Right	P			
Peds		X				Peds	X			
WB Left	P	P			SB	Left	P			
Thru	P	P				Thru	P			
Right						Right	P			
Peds	X	X				Peds	X			
NB Right					EB	Right				
SB Right					WB	Right				
Green	7.0	36.0					31.0	0.0		
Yellow	3.0	3.0					3.0			
All Red	2.0	2.0					3.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	222	556	0.23	0.40	20.3	C		
T	1924	4811	0.42	0.40	20.2	C	20.2	C
Westbound								
L	303	1547	0.31	0.53	13.9	B		
T	2451	4595	0.33	0.53	12.3	B	12.5	B
Northbound								
LTR	822	2387	0.78	0.34	33.5	C	33.5	C
Southbound								
L	205	595	0.81	0.34	54.9	D		
LTR	642	1864	0.65	0.34	30.0	C	37.1	D

Intersection Delay = 24.0 (sec/veh) Intersection LOS = C

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 3/7/2016
Analysis Time Period: MD Peak Hour
Intersection: Linden Blvd ML and Fountain
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2028 No Build
Project ID: 888 Fountain Avenue
E/W St: Linden Boulevard Main Line N/S St: Fountain Avenue

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	50	787		89	771		46	333	184	154	333	57
% Heavy Veh	4	4		7	7		5	5	5	4	4	4
PHF	0.97	0.97		0.94	0.94		0.88	0.88	0.88	0.93	0.93	0.93
PK 15 Vol	13	203		24	205		13	95	52	41	90	15
Hi Ln Vol												
% Grade		0			0			0			0	
Ideal Sat	1900	1900		1900	1900			1900		1900	1900	
ParkExist									X			
NumPark									20			
No. Lanes	1	3	0	1	3	0	0	2	0	1	1	0
LGConfig	L	T		L	T			LTR		L	LTR	
Lane Width	10.0	11.0		10.0	10.5			14.0		14.0	14.0	
RTOR Vol									0			0
Adj Flow	52	811		95	820			639		166	419	
%InSharedLn										0		
Prop LTs	1.000	0.000		1.000	0.000			0.081		1.000	0.000	
Prop RTs		0.000			0.000			0.327			0.146	
Peds Bikes		50			50			50	0		50	0
Buses	0	0		0	0			4		0	4	
%InProtPhase				0.0								

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	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		3.5			3.5			3.5			3.5	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 3/7/2016
Period: MD Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Linden Boulevard Service Road

Inter.: Linden Blvd SR and Fountain
Area Type: All other areas
Jurisd: Brooklyn
Year : 2028 No Build

N/S St: Fountain Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	0	0	2	0	1	1	0
LGConfig		TR			TR			LTR		L	LTR	
Volume		111	136		177	77	46	333	184	154	333	57
Lane Width		16.0			16.0			14.0		14.0	14.0	
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	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	X				Peds	X			
NB Right					EB	Right				
SB Right					WB	Right				
Green	7.0	36.0					31.0	0.0		
Yellow	3.0	3.0					3.0			
All Red	2.0	2.0					3.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
TR	592	1480	0.43	0.40	21.8	C	21.8	C
Westbound								
TR	817	1531	0.33	0.53	13.0	B	13.0	B
Northbound								
LTR	821	2384	0.78	0.34	33.6	C	33.6	C
Southbound								
L	203	589	0.82	0.34	56.2	E		
LTR	639	1856	0.66	0.34	30.2	C	37.6	D

Intersection Delay = 30.0 (sec/veh) Intersection LOS = C

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 3/7/2016
Analysis Time Period: MD Peak Hour
Intersection: Linden Blvd SR and Fountain
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2028 No Build
Project ID: 888 Fountain Avenue
E/W St: Linden Boulevard Service Road N/S St: Fountain Avenue

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume		111	136		177	77	46	333	184	154	333	57
% Heavy Veh		4	4		7	7	5	5	5	4	4	4
PHF		0.97	0.97		0.94	0.94	0.88	0.88	0.88	0.93	0.93	0.93
PK 15 Vol		29	35		47	20	13	95	52	41	90	15
Hi Ln Vol												
% Grade		0			0			0			0	
Ideal Sat		1900			1900			1900		1900	1900	
ParkExist			X			X			X			
NumPark			20			20			20			
No. Lanes	0	1	0	0	1	0	0	2	0	1	1	0
LGConfig		TR			TR			LTR		L	LTR	
Lane Width		16.0			16.0			14.0		14.0	14.0	
RTOR Vol			0			0			0			0
Adj Flow		254			270			639		166	419	
%InSharedLn										0		
Prop LTs		0.000			0.000			0.081		1.000	0.000	
Prop RTs		0.551			0.304			0.327			0.146	
Peds Bikes		50	0		50	0		50	0		50	0
Buses		0			0			4		0	4	
%InProtPhase												

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		3			3			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		3.5			3.5			3.5			3.5	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 03/10/2016
Period: Sat MD Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Vandalia Avenue

Inter.: Vandalia Ave and Erskine Stree
Area Type: All other areas
Jurisd: Brooklyn
Year : 2028 No Build

N/S St: Erskine Street

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	0	0	2	0	1	0	1	0	0	0
LGConfig		TR		DefL	T		L		R			
Volume		14	228	366	21		224		421			
Lane Width		12.0		12.0	12.0		12.0		12.0			
RTOR Vol			0						0			

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left					NB	Left	P			
Thru	P					Thru				
Right	P					Right	P			
Peds	X					Peds	X			
WB Left	P				SB	Left				
Thru	P					Thru				
Right						Right				
Peds						Peds	X			
NB Right					EB	Right				
SB Right					WB	Right				
Green	25.0						25.0			
Yellow	3.0						3.0			
All Red	2.0						2.0			

Cycle Length: 60.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
TR	1112	2668	0.26	0.42	12.0	B	12.0	B
Westbound								
DefL	442	1061	0.92	0.42	43.5	D		
T	627	1505	0.04	0.42	10.5	B	41.8	D
Northbound								
L	730	1752	0.35	0.42	13.3	B		
							34.6	C
R	504	1209	0.95	0.42	46.0	D		
Southbound								

Intersection Delay = 32.3 (sec/veh) Intersection LOS = C

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 03/10/2016
Analysis Time Period: Sat MD Peak Hour
Intersection: Vandalia Ave and Erskine Stree
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2028 No Build
Project ID: 888 Fountain Avenue
E/W St: Vandalia Avenue N/S St: Erskine Street

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume		14	228	366	21		224		421			
% Heavy Veh		0	0	1	1		3		3			
PHF		0.85	0.85	0.90	0.90		0.88		0.88			
PK 15 Vol		4	67	102	6		64		120			
Hi Ln Vol												
% Grade		0			0			0				
Ideal Sat		1900		1900	1900		1900		1900			
ParkExist			X			X			X			
NumPark			20			20			20			
No. Lanes	0	2	0	0	2	0	1	0	1	0	0	0
LGConfig		TR		DefL	T		L		R			
Lane Width		12.0		12.0	12.0		12.0		12.0			
RTOR Vol			0						0			
Adj Flow		284		407	23		255		478			
%InSharedLn												
Prop LTs		0.000		1.000	0.000							
Prop RTs	0.944			0.000					1.000			
Peds Bikes	50		0				50		0	50		
Buses		6		0	0		0		0			
%InProtPhase												

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		3		3	3		3		3			
Unit Ext.		3.0		3.0	3.0		3.0		3.0			
I Factor		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		3.4						3.4			3.4	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 03/10/2016
Period: MD Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Vandalia Avenue

Inter.: Vandalia Ave and Fountain Ave
Area Type: All other areas
Jurisd: Brooklyn
Year : 2028 No Build

N/S St: Fountain Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	0	0	0	0	1	0	0	1	0
LGConfig		LR						LT			TR	
Volume	427		4				2	207			362	383
Lane Width		16.0						15.0			15.0	
RTOR Vol			0									0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left	P				NB	Left	P			
Thru						Thru	P			
Right	P					Right				
Peds	X					Peds				
WB Left					SB	Left				
Thru						Thru	P			
Right						Right	P			
Peds	X					Peds	X			
NB Right					EB	Right				
SB Right					WB	Right				
Green	25.0						25.0			
Yellow	3.0						3.0			
All Red	2.0						2.0			

Cycle Length: 60.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
LR	829	1989	0.62	0.42	17.2	B	17.2	B
Westbound								
Northbound								
LT	835	2004	0.27	0.42	12.3	B	12.3	B
Southbound								
TR	786	1887	1.12	0.42	86.3	F	86.3	F

Intersection Delay = 54.0 (sec/veh) Intersection LOS = D

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 03/10/2016
Analysis Time Period: MD Peak Hour
Intersection: Vandalia Ave and Fountain Ave
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2028 No Build
Project ID: 888 Fountain Avenue
E/W St: Vandalia Avenue N/S St: Fountain Avenue

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	427		4				2	207			362	383
% Heavy Veh	3		3				2	2			2	2
PHF	0.84		0.84				0.93	0.93			0.85	0.85
PK 15 Vol	127		1				1	56			106	113
Hi Ln Vol												
% Grade		0						0			0	
Ideal Sat		1900						1900			1900	
ParkExist												
NumPark												
No. Lanes	0	0	0	0	0	0	0	1	0	0	1	0
LGConfig		LR						LT			TR	
Lane Width		16.0						15.0			15.0	
RTOR Vol			0									0
Adj Flow		513						225			877	
%InSharedLn												
Prop LTs		0.990						0.009			0.000	
Prop RTs	0.010						0.000			0.514		
Peds Bikes	10		0	16						17		0
Buses		0						4			0	
%InProtPhase												

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	
Arriv. Type		3						3			3	
Unit Ext.		3.0						3.0			3.0	
I Factor		1.000						1.000			1.000	
Lost Time		2.0						2.0			2.0	
Ext of g		2.0						2.0			2.0	
Ped Min g		3.2			3.3						3.3	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 9/17/2015
Period: AM Peak Hour
Project ID: 888 Fountain Avenue
E/W St: EB Shore Parkway

Inter.: Erskine Street & EB Shore Pkwy
Area Type: All other areas
Jurisd: Brooklyn
Year : 2028 Build

N/S St: Erskine Street

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	0	0	0	0	0	0	0	2	0	0
LGConfig		LT								L		
Volume	325	0								258		
Lane Width		11.5								11.5		
RTOR Vol												

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left	P				NB	Left				
Thru	P					Thru				
Right						Right				
Peds						Peds				
WB Left					SB	Left	P			
Thru						Thru				
Right						Right				
Peds						Peds	X			
NB Right					EB	Right				
SB Right					WB	Right				
Green	40.0						40.0			
Yellow	3.0						3.0			
All Red	2.0						2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
LT	1420	3196	0.25	0.44	16.0	B	16.0	B
Westbound								
Northbound								
Southbound								
L	1517	3413	0.18	0.44	15.4	B	15.4	B

Intersection Delay = 15.8 (sec/veh) Intersection LOS = B

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 9/17/2015
Analysis Time Period: AM Peak Hour
Intersection: Erskine Street & EB Shore Pkwy
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2028 Build
Project ID: 888 Fountain Avenue
E/W St: EB Shore Parkway N/S St: Erskine Street

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	325	0								258		
% Heavy Veh	6	6								1		
PHF	0.92	0.92								0.92		
PK 15 Vol	88	0								70		
Hi Ln Vol												
% Grade		0									0	
Ideal Sat		1900								1900		
ParkExist												
NumPark												
No. Lanes	0	2	0	0	0	0	0	0	0	2	0	0
LGConfig		LT								L		
Lane Width		11.5								11.5		
RTOR Vol												
Adj Flow		353								280		
%InSharedLn												
Prop LTs		1.000										
Prop RTs	0.000											
Peds Bikes				0			0					
Buses		0								0		
%InProtPhase												

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		
Arriv. Type		3								3		
Unit Ext.		3.0								3.0		
I Factor		1.000									1.000	
Lost Time		2.0								2.0		
Ext of g		2.0								2.0		
Ped Min g					3.2			3.2				

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 3/7/2016
Period: AM Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Gateway Drive

Inter.: Erskine Street and Gateway Dr
Area Type: All other areas
Jurisd: Brooklyn
Year : 2028 Build

N/S St: Erskine Street

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	1	1	2	0	2	2	0	0	3	1
LGConfig	L	T	R	L	TR		L	TR			LT	R
Volume	10	15	109	236	37	34	183	377	204	13	232	3
Lane Width	10.0	11.0	12.0	11.0	11.5		11.0	11.0			10.5	13.0
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	P				NB	Left		P		
	Thru	P					Thru	P	P		
	Right	P					Right	P	P		
	Peds	X					Peds	X	X		
WB	Left	P				SB	Left	P			
	Thru	P					Thru	P			
	Right	P					Right	P			
	Peds	X					Peds	X			
NB	Right					EB	Right		P		
SB	Right					WB	Right				
Green		28.0						25.0	22.0		
Yellow		3.0						3.0	3.0		
All Red		2.0						2.0	2.0		

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	267	858	0.04	0.31	21.9	C		
T	884	2843	0.02	0.31	21.5	C	10.6	B
R	696	1139	0.17	0.61	8.1	A		
Westbound								
L	347	1115	0.74	0.31	41.0	D		
TR	866	2784	0.09	0.31	22.2	C	36.7	D
Northbound								
L	781	3197	0.25	0.24	28.2	C		
TR	1760	3047	0.36	0.58	10.7	B	14.9	B
Southbound								
LT	1186	4269	0.22	0.28	25.5	C	25.4	C
R	403	1449	0.01	0.28	23.6	C		

Intersection Delay = 20.9 (sec/veh) Intersection LOS = C

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 3/7/2016
Analysis Time Period: AM Peak Hour
Intersection: Erskine Street and Gateway Dr
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2028 Build
Project ID: 888 Fountain Avenue
E/W St: Gateway Drive N/S St: Erskine Street

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	10	15	109	236	37	34	183	377	204	13	232	3
% Heavy Veh	23	23	23	7	7	7	6	6	6	2	2	2
PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PK 15 Vol	3	4	30	64	10	9	50	102	55	4	63	1
Hi Ln Vol												
% Grade		0			0			0			0	
Ideal Sat	1900	1900	1900	1900	1900		1900	1900			1900	1900
ParkExist												
NumPark												
No. Lanes	1	2	1	1	2	0	2	2	0	0	3	1
LGConfig	L	T	R	L	TR		L	TR			LT	R
Lane Width	10.0	11.0	12.0	11.0	11.5		11.0	11.0			10.5	13.0
RTOR Vol			0			0			0			0
Adj Flow	11	16	118	257	77		199	632			266	3
%InSharedLn												
Prop LTs	1.000	0.000		1.000	0.000			0.000			0.053	
Prop RTs		0.000	1.000		0.481			0.351			0.000	1.000
Peds Bikes		138	0		179	0		138	0		106	0
Buses	0	0	0	0	8		0	0			8	0
%InProtPhase			0.0									

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	0.0			0.0	0.0
Arriv. Type	3	3	3	3	3		3	3			3	3
Unit Ext.	3.0	3.0	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			2.0	2.0
Ext of g	2.0	2.0	2.0	2.0	2.0		2.0	2.0			2.0	2.0
Ped Min g		4.1			4.4			4.1			3.9	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 3/10/2016
Period: AM Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Home Depot Access

Inter.: Erskine and Home Depot
Area Type: All other areas
Jurisd: Brooklyn
Year : 2028 Build

N/S St: Erskine Street

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	1	0	0	0	1	2	0	0	3	0
LGConfig		LT	R				L	TR			LTR	
Volume	62	0	50				100	234	9	11	131	80
Lane Width		12.0	12.0				11.0	11.0			11.5	
RTOR Vol			0						0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left	P				NB	Left	P	P		
Thru	P					Thru	P	P		
Right	P					Right	P	P		
Peds	X					Peds				
WB Left					SB	Left	P			
Thru						Thru	P			
Right						Right	P			
Peds	X					Peds	X			
NB Right					EB	Right		P		
SB Right					WB	Right				
Green	22.0						31.0	22.0		
Yellow	3.0						3.0	3.0		
All Red	2.0						2.0	2.0		

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
LT	434	1774	0.17	0.24	27.7	C	19.8	B
R	809	1486	0.07	0.54	9.9	A		
Westbound								
Northbound								
L	809	1577	0.14	0.64	6.8	A		
TR	2111	3276	0.13	0.64	6.3	A	6.5	A
Southbound								
LTR	1474	4278	0.17	0.34	20.8	C	20.8	C

Intersection Delay = 13.5 (sec/veh) Intersection LOS = B

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 3/10/2016
Analysis Time Period: AM Peak Hour
Intersection: Erskine and Home Depot
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2028 Build
Project ID: 888 Fountain Avenue
E/W St: Home Depot Access N/S St: Erskine Street

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	62	0	50				100	234	9	11	131	80
% Heavy Veh	2	2	2				5	5	2	2	1	1
PHF	0.83	0.92	0.83				0.88	0.88	0.92	0.92	0.87	0.87
PK 15 Vol	19	0	15				28	66	3	3	38	23
Hi Ln Vol												
% Grade		0						0			0	
Ideal Sat		1900	1900				1900	1900			1900	
ParkExist												
NumPark												
No. Lanes	0	1	1	0	0	0	1	2	0	0	3	0
LGConfig		LT	R				L	TR			LTR	
Lane Width		12.0	12.0				11.0	11.0			11.5	
RTOR Vol			0						0			0
Adj Flow		75	60				114	276			255	
%InSharedLn												
Prop LTs		1.000					1.000	0.000			0.047	
Prop RTs	0.000		1.000					0.036		0.361		
Peds Bikes	50		0	50			0			50		0
Buses		0	0				0	6			0	
%InProtPhase			0.0				0.0					

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		3	3				3	3			3	
Unit Ext.		3.0	3.0				3.0	3.0			3.0	
I Factor		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		3.5			3.5			3.2			3.5	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 9/17/2015
Period: AM Peak Hour
Project ID: 888 Fountain Avenue
E/W St: WB Shore Parkway

Inter.: Erskine Street & WB Shore Pkwy
Area Type: All other areas
Jurisd: Brooklyn
Year : 2028 Build

N/S St: Erskine Street

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	0	0	2	0	1	0	0	0	0
LGConfig						R		T				
Volume						441		325				
Lane Width						12.5		11.0				
RTOR Vol						0						

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru					Thru	P		
Right					Right			
Peds					Peds			
WB Left					SB Left			
Thru					Thru			
Right		P			Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		40.0				40.0		
Yellow		3.0				3.0		
All Red		2.0				2.0		

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
							17.7	B
Westbound								
R	1230	2768	0.39	0.44	17.7	B		
Northbound								
T	770	1733	0.46	0.44	19.4	B	19.4	B
Southbound								

Intersection Delay = 18.4 (sec/veh) Intersection LOS = B

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 9/17/2015
Analysis Time Period: AM Peak Hour
Intersection: Erskine Street & WB Shore Pkwy
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2028 Build
Project ID: 888 Fountain Avenue
E/W St: WB Shore Parkway N/S St: Erskine Street

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume						441		325				
% Heavy Veh						5		6				
PHF						0.92		0.92				
PK 15 Vol						120		88				
Hi Ln Vol												
% Grade					0			0				
Ideal Sat						1900		1900				
ParkExist												
NumPark												
No. Lanes	0	0	0	0	0	2	0	1	0	0	0	0
LGConfig						R		T				
Lane Width						12.5		11.0				
RTOR Vol						0						
Adj Flow						479		353				
%InSharedLn												
Prop LTs								0.000				
Prop RTs						1.000		0.000				
Peds Bikes					0							
Buses						0		0				
%InProtPhase												

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				
Arriv. Type						3		3				
Unit Ext.						3.0		3.0				
I Factor					1.000			1.000				
Lost Time						2.0		2.0				
Ext of g						2.0		2.0				
Ped Min g					3.2							

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 9/17/2015
Period: AM Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Flatlands Avenue

Inter.: Flatlands Ave and Elton Street
Area Type: All other areas
Jurisd: Brooklyn
Year : 2028 Build

N/S St: Elton Street

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	1	2	0	0	1	0	0	1	0
LGConfig	L	TR		L	TR			LTR			LTR	
Volume	41	302	70	29	268	50	81	124	20	15	84	29
Lane Width	10.0	11.5		11.0	11.5			16.0			16.0	
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	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			
WB Left	P				SB	Left	P			
Thru	P					Thru	P			
Right	P					Right	P			
Peds	X					Peds	X			
NB Right					EB	Right				
SB Right					WB	Right				
Green	49.0						31.0			
Yellow	3.0						3.0			
All Red	2.0						2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	402	738	0.14	0.54	10.8	B		
TR	1467	2695	0.34	0.54	12.1	B	12.0	B
Westbound								
L	359	660	0.11	0.54	10.6	B		
TR	1380	2534	0.32	0.54	11.9	B	11.8	B
Northbound								
LTR	469	1363	0.62	0.34	30.7	C	30.7	C
Southbound								
LTR	522	1515	0.33	0.34	23.5	C	23.5	C

Intersection Delay = 16.9 (sec/veh) Intersection LOS = B

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 9/17/2015
Analysis Time Period: AM Peak Hour
Intersection: Flatlands Ave and Elton Street
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2028 Build
Project ID: 888 Fountain Avenue
E/W St: Flatlands Avenue N/S St: Elton Street

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	41	302	70	29	268	50	81	124	20	15	84	29
% Heavy Veh	14	14	14	22	22	22	1	1	1	3	3	3
PHF	0.74	0.74	0.74	0.72	0.72	0.72	0.77	0.77	0.77	0.74	0.74	0.74
PK 15 Vol	14	102	24	10	93	17	26	40	6	5	28	10
Hi Ln Vol												
% Grade		0			0			0			0	
Ideal Sat	1900	1900		1900	1900			1900			1900	
ParkExist			X			X			X			X
NumPark			20			20			20			20
No. Lanes	1	2	0	1	2	0	0	1	0	0	1	0
LGConfig	L	TR		L	TR			LTR			LTR	
Lane Width	10.0	11.5		11.0	11.5			16.0			16.0	
RTOR Vol			0			0			0			0
Adj Flow	55	503		40	441			292			173	
%InSharedLn												
Prop LTs	1.000	0.000		1.000	0.000			0.360			0.116	
Prop RTs		0.189			0.156			0.089			0.225	
Peds Bikes		50	0		50	0		50	0		50	0
Buses	0	2		0	2			0			0	
%InProtPhase												
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	3	3		3	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		3.5			3.5			3.5			3.5	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 9/17/2015
Period: AM Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Flatlands Avenue

Inter.: Flatlands Ave and Fountain Ave
Area Type: All other areas
Jurisd: Brooklyn
Year : 2028 Build

N/S St: Fountain Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	1	2	0	0	2	0	0	2	0
LGConfig	L	TR		L	TR			LTR			LTR	
Volume	152	76	53	63	86	16	39	295	64	12	289	122
Lane Width	12.0	12.0		12.0	14.0			12.0			13.0	
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left	P	P			NB	Left	P			
Thru	P					Thru	P			
Right	P					Right	P			
Peds	X					Peds	X			
WB Left	P	P			SB	Left	P			
Thru	P					Thru	P			
Right	P					Right	P			
Peds	X					Peds	X			
NB Right					EB	Right				
SB Right					WB	Right				
Green	39.0	7.0					29.0			
Yellow	3.0	3.0					3.0			
All Red	2.0	2.0					2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	646	1460	0.28	0.57	11.3	B		
TR	1087	2509	0.14	0.43	15.7	B	13.3	B
Westbound								
L	638	1474	0.11	0.57	9.5	A		
TR	1222	2821	0.10	0.43	15.2	B	13.0	B
Northbound								
LTR	865	2684	0.48	0.32	26.4	C	26.4	C
Southbound								
LTR	842	2612	0.53	0.32	27.4	C	27.4	C

Intersection Delay = 21.8 (sec/veh) Intersection LOS = C

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 9/17/2015
Analysis Time Period: AM Peak Hour
Intersection: Flatlands Ave and Fountain Ave
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2028 Build
Project ID: 888 Fountain Avenue
E/W St: Flatlands Avenue N/S St: Fountain Avenue

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	152	76	53	63	86	16	39	295	64	12	289	122
% Heavy Veh	20	20	20	19	19	19	11	11	11	14	14	14
PHF	0.84	0.84	0.84	0.86	0.86	0.86	0.95	0.95	0.95	0.94	0.94	0.94
PK 15 Vol	45	23	16	18	25	5	10	78	17	3	77	32
Hi Ln Vol												
% Grade		0			0			0			0	
Ideal Sat	1900	1900		1900	1900			1900			1900	
ParkExist			X			X						X
NumPark			20			20						20
No. Lanes	1	2	0	1	2	0	0	2	0	0	2	0
LGConfig	L	TR		L	TR			LTR			LTR	
Lane Width	12.0	12.0		12.0	14.0			12.0			13.0	
RTOR Vol			0			0			0			0
Adj Flow	181	153		73	119			419			450	
%InSharedLn												
Prop LTs	1.000	0.000		1.000	0.000			0.098			0.029	
Prop RTs		0.412			0.160			0.160			0.289	
Peds Bikes		50	0		50	0		50	0		50	0
Buses	0	0		0	2			10			0	
%InProtPhase	0.0			0.0								

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	3	3		3	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		3.5			3.5			3.5			3.5	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 3/7/2016
Period: AM Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Flatlands Avenue

Inter.: Flatlands Ave and Schenck Ave
Area Type: All other areas
Jurisd: Brooklyn
Year : 2028 Build

N/S St: Schenck Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	3	0	0	2	1	0	0	0	1	0	0
LGConfig		T			T	R				L	LR	
Volume		734			610	13				87		22
Lane Width		11.0			10.0	12.0				12.0	11.0	
RTOR Vol						0						0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	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			
WB Left	P				SB Left	P			
Thru	P				Thru	P			
Right	P				Right	P			
Peds	X				Peds	X			
NB Right					EB Right				
SB Right					WB Right				
Green	49.0					31.0			
Yellow	3.0					3.0			
All Red	2.0					2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
T	2398	4405	0.33	0.54	11.8	B	11.8	B
Westbound								
T	1613	2962	0.41	0.54	12.8	B	12.7	B
R	589	1082	0.02	0.54	9.5	A		
Northbound								
Southbound								
L	603	1752	0.20	0.34	21.5	C		
LR	400	1160	0.08	0.34	20.2	C	21.2	C

Intersection Delay = 13.0 (sec/veh) Intersection LOS = B

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 3/7/2016
Analysis Time Period: AM Peak Hour
Intersection: Flatlands Ave and Schenck Ave
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2028 Build
Project ID: 888 Fountain Avenue
E/W St: Flatlands Avenue N/S St: Schenck Avenue

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume		734			610	13				87		22
% Heavy Veh		6			14	14				3		3
PHF		0.92			0.92	0.92				0.74		0.74
PK 15 Vol		199			166	4				29		7
Hi Ln Vol												
% Grade		0			0						0	
Ideal Sat		1900			1900	1900				1900	1900	
ParkExist			X			X						X
NumPark			20			20						20
No. Lanes	0	3	0	0	2	1	0	0	0	1	0	0
LGConfig		T			T	R				L	LR	
Lane Width		11.0			10.0	12.0				12.0	11.0	
RTOR Vol						0						0
Adj Flow		798			663	14				118	30	
%InSharedLn										0		
Prop LTs		0.000			0.000					1.000	0.000	
Prop RTs	0.000			0.000		1.000				1.000		
Peds Bikes				50		0	50			50		0
Buses		0			0	0				0	0	
%InProtPhase												

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		3			3	3				3	3	
Unit Ext.		3.0			3.0	3.0				3.0	3.0	
I Factor		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					3.5			3.5			3.5	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 9/17/2015
Period: AM Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Flatlands Avenue

Inter.: Flatlands Ave and Jerome St
Area Type: All other areas
Jurisd: Brooklyn
Year : 2028 Build

N/S St: Jerome Street

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	1	1	2	0	2	1	0	0	0	0
LGConfig	L	T	R	L	TR		L	TR				
Volume	39	434	347	13	426	10	206	94	6			
Lane Width	10.0	10.0	12.0	10.0	12.0		10.0	10.0				
RTOR Vol			0			0			0			

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	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			
WB Left	P				SB Left				
Thru	P				Thru				
Right	P				Right				
Peds	X				Peds	X			
NB Right					EB Right	P			
SB Right					WB Right				
Green	40.0					40.0			
Yellow	3.0					3.0			
All Red	2.0					2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	321	723	0.13	0.44	15.6	B		
T	1416	3185	0.33	0.44	16.9	B	9.9	A
R	1438	1438	0.26	1.00	0.4	A		
Westbound								
L	300	674	0.05	0.44	14.5	B		
TR	1263	2842	0.38	0.44	17.5	B	17.4	B
Northbound								
L	1372	3086	0.16	0.44	15.2	B		
TR	735	1653	0.15	0.44	15.3	B	15.3	B
Southbound								

Intersection Delay = 13.1 (sec/veh) Intersection LOS = B

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 9/17/2015
Analysis Time Period: AM Peak Hour
Intersection: Flatlands Ave and Jerome St
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2028 Build
Project ID: 888 Fountain Avenue
E/W St: Flatlands Avenue N/S St: Jerome Street

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	39	434	347	13	426	10	206	94	6			
% Heavy Veh	6	6	6	14	14	14	6	6	6			
PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
PK 15 Vol	11	118	94	4	116	3	56	26	2			
Hi Ln Vol												
% Grade		0			0			0				
Ideal Sat	1900	1900	1900	1900	1900		1900	1900				
ParkExist						X						
NumPark						20						
No. Lanes	1	2	1	1	2	0	2	1	0	0	0	0
LGConfig	L	T	R	L	TR		L	TR				
Lane Width	10.0	10.0	12.0	10.0	12.0		10.0	10.0				
RTOR Vol			0			0			0			
Adj Flow	42	472	377	14	474		224	109				
%InSharedLn												
Prop LTs	1.000	0.000		1.000	0.000			0.000				
Prop RTs		0.000	1.000		0.023			0.064				
Peds Bikes	50		0	50		0	50		0	50		
Buses	0	0	0	0	0		0	0				
%InProtPhase			0.0									
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	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				
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		3.5			3.5			3.5			3.5	

HCS+: Signalized Intersections Release 5.5

Analyst: that
Agency: STV
Date: 9/17/2015
Period: AM Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Linden Boulevard Main Line

Inter.: Linden Blvd ML and Fountain
Area Type: All other areas
Jurisd: Brooklyn
Year : 2028 Build

N/S St: Fountain Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	3	0	1	3	0	0	2	0	1	1	0
LGConfig	L	T		L	T			LTR		L	LTR	
Volume	70	628		106	1364		58	253	128	125	236	49
Lane Width	13.0	10.0		14.0	10.0			14.0		12.0	14.0	
RTOR Vol									0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left		P			NB	Left	P			
Thru		P				Thru	P			
Right						Right	P			
Peds		X				Peds	X			
WB Left	P	P			SB	Left	P			
Thru	P	P				Thru	P			
Right						Right	P			
Peds	X	X				Peds	X			
NB Right					EB	Right				
SB Right					WB	Right				
Green	11.0	52.0					41.0	0.0		
Yellow	3.0	3.0					3.0			
All Red	2.0	2.0					3.0			

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	127	293	0.61	0.43	45.8	D		
T	1759	4059	0.39	0.43	23.9	C	26.1	C
Westbound								
L	390	1600	0.28	0.57	14.5	B		
T	2320	4094	0.61	0.57	18.3	B	18.1	B
Northbound								
LTR	757	2216	0.66	0.34	38.0	D	38.0	D
Southbound								
L	213	622	0.65	0.34	48.0	D		
LTR	568	1663	0.56	0.34	36.0	D	39.7	D

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

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: that
Agency/Co.: STV
Date Performed: 9/17/2015
Analysis Time Period: AM Peak Hour
Intersection: Linden Blvd ML and Fountain
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2028 Build
Project ID: 888 Fountain Avenue
E/W St: Linden Boulevard Main Line N/S St: Fountain Avenue

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	70	628		106	1364		58	253	128	125	236	49
% Heavy Veh	19	19		18	18		24	24	24	15	15	15
PHF	0.91	0.91		0.97	0.97		0.88	0.88	0.88	0.90	0.90	0.90
PK 15 Vol	19	173		27	352		16	72	36	35	66	14
Hi Ln Vol												
% Grade		0			0			0			0	
Ideal Sat	1900	1900		1900	1900			1900		1900	1900	
ParkExist												
NumPark												
No. Lanes	1	3	0	1	3	0	0	2	0	1	1	0
LGConfig	L	T		L	T			LTR		L	LTR	
Lane Width	13.0	10.0		14.0	10.0			14.0		12.0	14.0	
RTOR Vol								0			0	
Adj Flow	77	690		109	1406			499		139	316	
%InSharedLn										0		
Prop LTs	1.000	0.000		1.000	0.000			0.132		1.000	0.000	
Prop RTs		0.000			0.000		0.291				0.171	
Peds Bikes		50			50		50		0		50	0
Buses	0	0		0	0			4		0	6	
%InProtPhase				0.0								

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	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		3.7			3.7			3.7			3.7	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 3/7/2016
Period: AM Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Linden Boulevard Service Road

Inter.: Linden Blvd SR and Fountain
Area Type: All other areas
Jurisd: Brooklyn
Year : 2028 Build

N/S St: Fountain Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	0	0	2	0	1	1	0
LGConfig		TR			TR			LTR		L	LTR	
Volume		41	91		231	61	58	253	128	125	236	49
Lane Width		16.0			16.0			14.0		12.0	14.0	
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	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	X				Peds	X			
NB Right					EB	Right				
SB Right					WB	Right				
Green	11.0	52.0					41.0	0.0		
Yellow	3.0	3.0					3.0			
All Red	2.0	2.0					3.0			

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
TR	546	1261	0.27	0.43	23.0	C	23.0	C
Westbound								
TR	800	1411	0.38	0.57	15.7	B	15.7	B
Northbound								
LTR	755	2211	0.66	0.34	38.1	D	38.1	D
Southbound								
L	208	608	0.67	0.34	49.5	D		
LTR	561	1641	0.56	0.34	36.3	D	40.3	D

Intersection Delay = 32.4 (sec/veh) Intersection LOS = C

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 3/7/2016
Analysis Time Period: AM Peak Hour
Intersection: Linden Blvd SR and Fountain
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2028 Build
Project ID: 888 Fountain Avenue
E/W St: Linden Boulevard Service Road N/S St: Fountain Avenue

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume		41	91		231	61	58	253	128	125	236	49
% Heavy Veh		19	19		18	18	24	24	24	16	16	16
PHF		0.91	0.91		0.97	0.97	0.88	0.88	0.88	0.90	0.90	0.90
PK 15 Vol		11	25		60	16	16	72	36	35	66	14
Hi Ln Vol												
% Grade		0			0			0			0	
Ideal Sat		1900			1900			1900		1900	1900	
ParkExist			X			X						
NumPark			20			20						
No. Lanes	0	1	0	0	1	0	0	2	0		1	1	0
LGConfig		TR			TR			LTR		L	LTR	
Lane Width		16.0			16.0			14.0		12.0	14.0	
RTOR Vol			0			0			0			0
Adj Flow		145			301			499		139	316	
%InSharedLn										0		
Prop LTs		0.000			0.000			0.132		1.000	0.000	
Prop RTs		0.690			0.209			0.291			0.171	
Peds Bikes		50	0		50	0		50	0		50	0
Buses		0			0			4		0	6	
%InProtPhase												

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		3			3			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		3.7			3.7			3.7			3.7	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 9/17/2105
Period: AM Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Vandalia Avenue

Inter.: Vandalia Ave and Fountain Ave
Area Type: All other areas
Jurisd: Brooklyn
Year : 2028 Build

N/S St: Fountain Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	0	0	0	0	2	0	0	2	0
LGConfig		LR						LT			TR	
Volume	112		7				2	286			288	112
Lane Width		16.0						15.0			15.0	
RTOR Vol			0									0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left	P				NB	Left	P			
Thru						Thru	P			
Right	P					Right				
Peds	X					Peds				
WB Left					SB	Left				
Thru						Thru	P			
Right						Right	P			
Peds	X					Peds	X			
NB Right					EB	Right				
SB Right					WB	Right				
Green	25.0						25.0			
Yellow	3.0						3.0			
All Red	2.0						2.0			

Cycle Length: 60.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
LR	731	1754	0.18	0.42	11.6	B	11.6	B
Westbound								
Northbound								
LT	1450	3481	0.22	0.42	11.6	B	11.6	B
Southbound								
TR	1426	3422	0.31	0.42	12.2	B	12.2	B

Intersection Delay = 11.9 (sec/veh) Intersection LOS = B

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 9/17/2105
Analysis Time Period: AM Peak Hour
Intersection: Vandalia Ave and Fountain Ave
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2028 Build
Project ID: 888 Fountain Avenue
E/W St: Vandalia Avenue N/S St: Fountain Avenue

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	112		7				2	286			288	112
% Heavy Veh	16		16				8	8			6	6
PHF	0.92		0.92				0.92	0.92			0.92	0.92
PK 15 Vol	30		2				1	78			78	30
Hi Ln Vol												
% Grade		0						0			0	
Ideal Sat		1900						1900			1900	
ParkExist												
NumPark												
No. Lanes	0	0	0	0	0	0	0	2	0	0	2	0
LGConfig		LR						LT			TR	
Lane Width		16.0						15.0			15.0	
RTOR Vol			0									0
Adj Flow		130						313			435	
%InSharedLn												
Prop LTs		0.938						0.006			0.000	
Prop RTs	0.062						0.000			0.280		
Peds Bikes	56		0	40						144		0
Buses		0						4			0	
%InProtPhase												

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	
Arriv. Type		3						3			3	
Unit Ext.		3.0						3.0			3.0	
I Factor		1.000						1.000			1.000	
Lost Time		2.0						2.0			2.0	
Ext of g		2.0						2.0			2.0	
Ped Min g		3.5			3.4						3.8	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 9/17/2015
Period: MD Peak Hour
Project ID: 888 Fountain Avenue
E/W St: EB Shore Parkway

Inter.: Erskine Street & EB Shore Pkwy
Area Type: All other areas
Jurisd: Brooklyn
Year : 2028 Build

N/S St: Erskine Street

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	0	0	0	0	0	0	0	2	0	0
LGConfig		LT								L		
Volume	536	0								694		
Lane Width		11.5								11.5		
RTOR Vol												

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left	P				NB	Left				
Thru	P					Thru				
Right						Right				
Peds						Peds				
WB Left					SB	Left	P			
Thru						Thru				
Right						Right				
Peds						Peds	X			
NB Right					EB	Right				
SB Right					WB	Right				
Green	40.0						40.0			
Yellow	3.0						3.0			
All Red	2.0						2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
LT	1476	3321	0.39	0.44	17.6	B	17.6	B
Westbound								
Northbound								
Southbound								
L	1502	3379	0.49	0.44	18.9	B	18.9	B

Intersection Delay = 18.4 (sec/veh) Intersection LOS = B

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 9/17/2015
Analysis Time Period: MD Peak Hour
Intersection: Erskine Street & EB Shore Pkwy
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2028 Build
Project ID: 888 Fountain Avenue
E/W St: EB Shore Parkway N/S St: Erskine Street

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	536	0								694		
% Heavy Veh	2	2								2		
PHF	0.92	0.92								0.94		
PK 15 Vol	146	0								185		
Hi Ln Vol												
% Grade		0									0	
Ideal Sat		1900								1900		
ParkExist												
NumPark												
No. Lanes	0	2	0	0	0	0	0	0	0	2	0	0
LGConfig		LT								L		
Lane Width		11.5								11.5		
RTOR Vol												
Adj Flow		583								738		
%InSharedLn												
Prop LTs		1.000										
Prop RTs	0.000											
Peds Bikes				0			0					
Buses		0								0		
%InProtPhase												

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		
Arriv. Type		3								3		
Unit Ext.		3.0								3.0		
I Factor		1.000									1.000	
Lost Time		2.0								2.0		
Ext of g		2.0								2.0		
Ped Min g					3.2			3.2				

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 3/7/2016
Period: MD Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Gateway Drive

Inter.: Erskine Street and Gateway Dr
Area Type: All other areas
Jurisd: Brooklyn
Year : 2028 Build

N/S St: Erskine Street

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	1	1	2	0	2	2	0	0	3	1
LGConfig	L	T	R	L	TR		L	TR			LT	R
Volume	21	55	487	215	52	55	433	590	152	23	558	13
Lane Width	10.0	11.0	12.0	11.0	11.5		11.0	11.0			10.5	13.0
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	P				NB Left	P		
Thru	P				Thru	P	P	
Right	P				Right	P	P	
Peds	X				Peds	X	X	
WB Left	P				SB Left	P		
Thru	P				Thru	P		
Right	P				Right	P		
Peds	X				Peds	X		
NB Right					EB Right		P	
SB Right					WB Right			
Green	28.0				25.0	22.0		
Yellow	3.0				3.0	3.0		
All Red	2.0				2.0	2.0		

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	260	835	0.09	0.31	22.6	C		
T	1046	3363	0.06	0.31	21.8	C	16.9	B
R	796	1303	0.67	0.61	16.0	B		
Westbound								
L	317	1019	0.92	0.31	63.3	E		
TR	768	2470	0.19	0.31	23.2	C	50.0	D
Northbound								
L	812	3322	0.57	0.24	32.7	C		
TR	1886	3264	0.42	0.58	11.3	B	19.2	B
Southbound								
LT	1184	4264	0.53	0.28	29.2	C	29.1	C
R	391	1406	0.04	0.28	23.9	C		

Intersection Delay = 25.4 (sec/veh) Intersection LOS = C

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 3/7/2016
Analysis Time Period: MD Peak Hour
Intersection: Erskine Street and Gateway Dr
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2028 Build
Project ID: 888 Fountain Avenue
E/W St: Gateway Drive N/S St: Erskine Street

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	21	55	487	215	52	55	433	590	152	23	558	13
% Heavy Veh	4	4	4	10	10	10	2	2	2	1	1	1
PHF	0.91	0.91	0.91	0.74	0.74	0.74	0.94	0.94	0.94	0.93	0.93	0.93
PK 15 Vol	6	15	134	73	18	19	115	157	40	6	150	4
Hi Ln Vol												
% Grade		0			0			0			0	
Ideal Sat	1900	1900	1900	1900	1900		1900	1900			1900	1900
ParkExist												
NumPark												
No. Lanes	1	2	1	1	2	0	2	2	0	0	3	1
LGConfig	L	T	R	L	TR		L	TR			LT	R
Lane Width	10.0	11.0	12.0	11.0	11.5		11.0	11.0			10.5	13.0
RTOR Vol			0			0			0			0
Adj Flow	23	60	535	291	144		461	790			625	14
%InSharedLn												
Prop LTs	1.000	0.000		1.000	0.000			0.000			0.040	
Prop RTs		0.000	1.000		0.514			0.205			0.000	1.000
Peds Bikes		167	0		395	0		167	0		138	0
Buses	0	0	0	0	6		0	0			6	0
%InProtPhase			0.0									

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	0.0			0.0	0.0
Arriv. Type	3	3	3	3	3		3	3			3	3
Unit Ext.	3.0	3.0	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			2.0	2.0
Ext of g	2.0	2.0	2.0	2.0	2.0		2.0	2.0			2.0	2.0
Ped Min g		4.3			5.9			4.3			4.1	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 3/10/2016
Period: MD Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Home Depot Access

Inter.: Erskine and Home Depot
Area Type: All other areas
Jurisd: Brooklyn
Year : 2028 Build

N/S St: Erskine Street

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	1	0	0	0	1	2	0	0	3	0
LGConfig		LT	R				L	TR			LTR	
Volume	227	0	101				145	384	23	26	392	216
Lane Width		12.0	12.0				11.0	11.0			11.5	
RTOR Vol			0						0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left	P				NB	Left	P	P		
Thru	P					Thru	P	P		
Right	P					Right	P	P		
Peds	X					Peds				
WB Left					SB	Left	P			
Thru						Thru	P			
Right						Right	P			
Peds	X					Peds	X			
NB Right					EB	Right		P		
SB Right					WB	Right				
Green	22.0						31.0	22.0		
Yellow	3.0						3.0	3.0		
All Red	2.0						2.0	2.0		

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
LT	438	1792	0.58	0.24	35.5	D	27.8	C
R	817	1501	0.14	0.54	10.5	B		
Westbound								
Northbound								
L	668	1655	0.23	0.64	11.5	B		
TR	2145	3328	0.20	0.64	6.8	A	8.0	A
Southbound								
LTR	1460	4240	0.52	0.34	24.9	C	24.9	C

Intersection Delay = 19.7 (sec/veh) Intersection LOS = B

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 3/10/2016
Analysis Time Period: MD Peak Hour
Intersection: Erskine and Home Depot
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2028 Build
Project ID: 888 Fountain Avenue
E/W St: Home Depot Access N/S St: Erskine Street

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	227	0	101				145	384	23	26	392	216
% Heavy Veh	1	2	1				3	3	2	2	1	1
PHF	0.89	0.92	0.89				0.93	0.93	0.92	0.92	0.83	0.83
PK 15 Vol	64	0	28				39	103	6	7	118	65
Hi Ln Vol												
% Grade		0						0			0	
Ideal Sat		1900	1900				1900	1900			1900	
ParkExist												
NumPark												
No. Lanes	0	1	1	0	0	0	1	2	0	0	3	0
LGConfig		LT	R				L	TR			LTR	
Lane Width		12.0	12.0				11.0	11.0			11.5	
RTOR Vol			0						0			0
Adj Flow		255	113				156	438			760	
%InSharedLn												
Prop LTs		1.000					1.000	0.000			0.037	
Prop RTs	0.000		1.000					0.057		0.342		
Peds Bikes	50		0	50			0			50		0
Buses		0	0				0	6			0	
%InProtPhase			0.0				0.0					

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		3	3				3	3			3	
Unit Ext.		3.0	3.0				3.0	3.0			3.0	
I Factor		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		3.5			3.5			3.2			3.5	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 9/17/2015
Period: MD Peak Hour
Project ID: 888 Fountain Avenue
E/W St: WB Shore Parkway

Inter.: Erskine Street & WB Shore Pkwy
Area Type: All other areas
Jurisd: Brooklyn
Year : 2028 Build

N/S St: Erskine Street

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	0	0	2	0	1	0	0	0	0
LGConfig						R		T				
Volume						637		536				
Lane Width						12.5		11.0				
RTOR Vol						0						

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru					Thru	P		
Right					Right			
Peds					Peds			
WB Left					SB Left			
Thru					Thru			
Right		P			Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		40.0				40.0		
Yellow		3.0				3.0		
All Red		2.0				2.0		

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
							19.9	B
Westbound								
R	1279	2877	0.54	0.44	19.9	B		
Northbound								
T	800	1801	0.73	0.44	26.3	C	26.3	C
Southbound								

Intersection Delay = 22.9 (sec/veh) Intersection LOS = C

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 9/17/2015
Analysis Time Period: MD Peak Hour
Intersection: Erskine Street & WB Shore Pkwy
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2028 Build
Project ID: 888 Fountain Avenue
E/W St: WB Shore Parkway N/S St: Erskine Street

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume						637		536				
% Heavy Veh						1		2				
PHF						0.92		0.92				
PK 15 Vol						173		146				
Hi Ln Vol												
% Grade					0			0				
Ideal Sat						1900		1900				
ParkExist												
NumPark												
No. Lanes	0	0	0	0	0	2	0	1	0	0	0	0
LGConfig						R		T				
Lane Width						12.5		11.0				
RTOR Vol						0						
Adj Flow						692		583				
%InSharedLn												
Prop LTs								0.000				
Prop RTs						1.000		0.000				
Peds Bikes					0							
Buses						0		0				
%InProtPhase												

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				
Arriv. Type						3		3				
Unit Ext.						3.0		3.0				
I Factor					1.000			1.000				
Lost Time						2.0		2.0				
Ext of g						2.0		2.0				
Ped Min g					3.2							

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 3/7/2016
Period: MD Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Flatlands Avenue

Inter.: Flatlands Ave and Elton Street
Area Type: All other areas
Jurisd: Brooklyn
Year : 2028 Build

N/S St: Elton Street

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	1	2	0	0	1	0	0	1	0
LGConfig	L	TR		L	TR			LTR			LTR	
Volume	25	245	37	8	202	3	68	70	10	7	58	32
Lane Width	10.0	11.5		11.0	11.5			16.0			16.0	
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	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			
WB Left	P				SB Left	P			
Thru	P				Thru	P			
Right	P				Right	P			
Peds	X				Peds	X			
NB Right					EB Right				
SB Right					WB Right				
Green	49.0					31.0			
Yellow	3.0					3.0			
All Red	2.0					2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	461	846	0.06	0.54	9.9	A		
TR	1365	2507	0.22	0.54	11.0	B	10.9	B
Westbound								
L	456	838	0.02	0.54	9.5	A		
TR	1431	2628	0.16	0.54	10.4	B	10.4	B
Northbound								
LTR	465	1349	0.35	0.34	24.0	C	24.0	C
Southbound								
LTR	526	1527	0.22	0.34	21.8	C	21.8	C

Intersection Delay = 14.8 (sec/veh) Intersection LOS = B

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 3/7/2016
Analysis Time Period: MD Peak Hour
Intersection: Flatlands Ave and Elton Street
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2028 Build
Project ID: 888 Fountain Avenue
E/W St: Flatlands Avenue N/S St: Elton Street

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	25	245	37	8	202	3	68	70	10	7	58	32
% Heavy Veh	24	24	24	21	21	21	2	2	2	4	4	4
PHF	0.94	0.94	0.94	0.91	0.91	0.91	0.92	0.92	0.92	0.85	0.85	0.85
PK 15 Vol	7	65	10	2	55	1	18	19	3	2	17	9
Hi Ln Vol												
% Grade		0			0			0			0	
Ideal Sat	1900	1900		1900	1900			1900			1900	
ParkExist			X			X			X			X
NumPark			20			20			20			20
No. Lanes	1	2	0	1	2	0	0	1	0	0	1	0
LGConfig	L	TR		L	TR			LTR			LTR	
Lane Width	10.0	11.5		11.0	11.5			16.0			16.0	
RTOR Vol			0			0			0			0
Adj Flow	27	300		9	225			161			114	
%InSharedLn												
Prop LTs	1.000	0.000		1.000	0.000			0.460			0.070	
Prop RTs		0.130			0.013			0.068			0.333	
Peds Bikes	50		0	50		0	50		0	50		0
Buses	0	2		0	2			0			0	
%InProtPhase												

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	3	3		3	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		3.5			3.5			3.5			3.5	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 9/17/2015
Period: MD Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Flatlands Avenue

Inter.: Flatlands Ave and Fountain Ave
Area Type: All other areas
Jurisd: Brooklyn
Year : 2028 Build

N/S St: Fountain Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	1	2	0	0	2	0	0	2	0
LGConfig	L	TR		L	TR			LTR			LTR	
Volume	107	105	58	78	83	7	27	399	57	14	358	71
Lane Width	12.0	12.0		12.0	14.0			12.0			13.0	
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left	P	P			NB	Left	P			
Thru	P					Thru	P			
Right	P					Right	P			
Peds	X					Peds	X			
WB Left	P	P			SB	Left	P			
Thru	P					Thru	P			
Right	P					Right	P			
Peds	X					Peds	X			
NB Right					EB	Right				
SB Right					WB	Right				
Green	39.0	7.0					29.0			
Yellow	3.0	3.0					3.0			
All Red	2.0	2.0					2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	608	1357	0.19	0.57	10.3	B		
TR	1023	2360	0.17	0.43	16.0	B	13.7	B
Westbound								
L	612	1440	0.14	0.57	9.7	A		
TR	1210	2793	0.08	0.43	15.1	B	12.6	B
Northbound								
LTR	964	2993	0.54	0.32	27.3	C	27.3	C
Southbound								
LTR	897	2784	0.54	0.32	27.3	C	27.3	C

Intersection Delay = 22.8 (sec/veh) Intersection LOS = C

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 9/17/2015
Analysis Time Period: MD Peak Hour
Intersection: Flatlands Ave and Fountain Ave
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2028 Build
Project ID: 888 Fountain Avenue
E/W St: Flatlands Avenue N/S St: Fountain Avenue

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	107	105	58	78	83	7	27	399	57	14	358	71
% Heavy Veh	29	29	29	22	22	22	5	5	5	9	9	9
PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PK 15 Vol	29	29	16	21	23	2	7	108	15	4	97	19
Hi Ln Vol												
% Grade		0			0			0			0	
Ideal Sat	1900	1900		1900	1900			1900			1900	
ParkExist			X			X						X
NumPark			20			20						20
No. Lanes	1	2	0	1	2	0	0	2	0	0	2	0
LGConfig	L	TR		L	TR			LTR			LTR	
Lane Width	12.0	12.0		12.0	14.0			12.0			13.0	
RTOR Vol			0			0			0			0
Adj Flow	116	177		85	98			525			481	
%InSharedLn												
Prop LTs	1.000	0.000		1.000	0.000			0.055			0.031	
Prop RTs		0.356			0.082			0.118			0.160	
Peds Bikes		50	0		50	0		50	0		50	0
Buses	0	0		0	2			9			0	
%InProtPhase	0.0			0.0								

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	3	3		3	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		3.5			3.5			3.5			3.5	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 9/17/2015
Period: MD Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Flatlands Avenue

Inter.: Flatlands Ave and Schenck Ave
Area Type: All other areas
Jurisd: Brooklyn
Year : 2028 Build

N/S St: Schenck Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	3	0	0	2	1	0	0	0	1	0	0
LGConfig		T			T	R				L	LR	
Volume		998			896	7				182		18
Lane Width		11.0			10.0	12.0				12.0	11.0	
RTOR Vol						0						0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	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			
WB Left	P				SB	Left	P			
Thru	P					Thru	P			
Right	P					Right	P			
Peds	X					Peds	X			
NB Right					EB	Right				
SB Right					WB	Right				
Green	49.0						31.0			
Yellow	3.0						3.0			
All Red	2.0						2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
T	2398	4405	0.45	0.54	13.0	B	13.0	B
Westbound								
T	1641	3015	0.59	0.54	15.4	B	15.3	B
R	599	1101	0.01	0.54	9.4	A		
Northbound								
Southbound								
L	610	1770	0.32	0.34	23.2	C		
LR	403	1171	0.05	0.34	19.9	B	22.9	C

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

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 9/17/2015
Analysis Time Period: MD Peak Hour
Intersection: Flatlands Ave and Schenck Ave
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2028 Build
Project ID: 888 Fountain Avenue
E/W St: Flatlands Avenue N/S St: Schenck Avenue

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume		998			896	7				182		18
% Heavy Veh		6			12	12				2		2
PHF		0.92			0.92	0.92				0.92		0.92
PK 15 Vol		271			243	2				49		5
Hi Ln Vol												
% Grade		0			0						0	
Ideal Sat		1900			1900	1900				1900	1900	
ParkExist			X			X						X
NumPark			20			20						20
No. Lanes	0	3	0	0	2	1	0	0	0	1	0	0
LGConfig		T			T	R				L	LR	
Lane Width		11.0			10.0	12.0				12.0	11.0	
RTOR Vol						0						0
Adj Flow		1085			974	8				198	20	
%InSharedLn										0		
Prop LTs		0.000			0.000					1.000	0.000	
Prop RTs		0.000			0.000	1.000					1.000	
Peds Bikes					50	0		50			50	0
Buses		0			0	0				0	0	
%InProtPhase												

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		3			3	3				3	3	
Unit Ext.		3.0			3.0	3.0				3.0	3.0	
I Factor		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					3.5			3.5			3.5	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 3/7/2016
Period: MD Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Flatlands Avenue

Inter.: Flatlands Ave and Jerome St
Area Type: All other areas
Jurisd: Brooklyn
Year : 2028 Build

N/S St: Jerome Street

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	1	1	2	0	2	1	0	0	0	0
LGConfig	L	T	R	L	TR		L	TR				
Volume	31	327	822	43	383	10	534	309	29			
Lane Width	10.0	10.0	12.0	10.0	12.0		10.0	10.0				
RTOR Vol			0			0			0			

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	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			
WB Left	P				SB	Left				
Thru	P					Thru				
Right	P					Right				
Peds	X					Peds	X			
NB Right					EB	Right	P			
SB Right					WB	Right				
Green	40.0						40.0			
Yellow	3.0						3.0			
All Red	2.0						2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	275	619	0.13	0.44	15.7	B		
T	1416	3185	0.26	0.44	16.2	B	6.5	A
R	1438	1438	0.65	1.00	2.3	A		
Westbound								
L	352	791	0.18	0.44	16.2	B		
TR	1285	2891	0.45	0.44	18.5	B	18.3	B
Northbound								
L	1440	3239	0.39	0.44	17.7	B		
TR	768	1728	0.47	0.44	19.6	B	18.4	B
Southbound								

Intersection Delay = 12.9 (sec/veh) Intersection LOS = B

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 3/7/2016
Analysis Time Period: MD Peak Hour
Intersection: Flatlands Ave and Jerome St
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2028 Build
Project ID: 888 Fountain Avenue
E/W St: Flatlands Avenue N/S St: Jerome Street

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	31	327	822	43	383	10	534	309	29			
% Heavy Veh	6	6	6	12	12	12	1	1	1			
PHF	0.88	0.88	0.88	0.68	0.68	0.68	0.94	0.94	0.94			
PK 15 Vol	9	93	234	16	141	4	142	82	8			
Hi Ln Vol												
% Grade		0			0			0				
Ideal Sat	1900	1900	1900	1900	1900		1900	1900				
ParkExist						X						
NumPark						20						
No. Lanes	1	2	1	1	2	0	2	1	0	0	0	0
LGConfig	L	T	R	L	TR		L	TR				
Lane Width	10.0	10.0	12.0	10.0	12.0		10.0	10.0				
RTOR Vol			0			0			0			
Adj Flow	35	372	934	63	578		568	360				
%InSharedLn												
Prop LTs	1.000	0.000		1.000	0.000			0.000				
Prop RTs		0.000	1.000		0.026			0.086				
Peds Bikes	50		0	50		0	50		0	50		
Buses	0	0	0	0	0		0	0				
%InProtPhase			0.0									
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	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				
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		3.5			3.5			3.5			3.5	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 9/17/2015
Period: MD Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Linden Boulevard Main Line

Inter.: Linden Blvd ML and Fountain
Area Type: All other areas
Jurisd: Brooklyn
Year : 2028 Build

N/S St: Fountain Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	3	0	1	3	0	0	2	0	1	1	0
LGConfig	L	T		L	T			LTR		L	LTR	
Volume	63	829		82	914		61	290	183	118	245	32
Lane Width	13.0	10.0		14.0	10.0			14.0		14.0	14.0	
RTOR Vol									0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left		P			NB	Left	P			
Thru		P				Thru	P			
Right						Right	P			
Peds		X				Peds	X			
WB Left	P	P			SB	Left	P			
Thru	P	P				Thru	P			
Right						Right	P			
Peds	X	X				Peds	X			
NB Right					EB	Right				
SB Right					WB	Right				
Green	9.0	48.0					47.0	0.0		
Yellow	3.0	3.0					3.0			
All Red	2.0	2.0					3.0			

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	174	436	0.39	0.40	32.1	C		
T	1571	3927	0.57	0.40	29.6	C	29.7	C
Westbound								
L	265	1530	0.34	0.52	19.6	B		
T	2013	3896	0.49	0.52	19.7	B	19.7	B
Northbound								
LTR	846	2160	0.69	0.39	34.9	C	34.9	C
Southbound								
L	244	622	0.52	0.39	35.8	D		
LTR	676	1726	0.45	0.39	29.0	C	31.0	C

Intersection Delay = 27.3 (sec/veh) Intersection LOS = C

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 9/17/2015
Analysis Time Period: MD Peak Hour
Intersection: Linden Blvd ML and Fountain
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2028 Build
Project ID: 888 Fountain Avenue
E/W St: Linden Boulevard Main Line N/S St: Fountain Avenue

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	63	829		82	914		61	290	183	118	245	32
% Heavy Veh	23	23		24	24		22	22	22	13	13	13
PHF	0.92	0.92		0.92	0.92		0.92	0.92	0.92	0.92	0.92	0.92
PK 15 Vol	17	225		22	248		17	79	50	32	67	9
Hi Ln Vol												
% Grade		0			0			0			0	
Ideal Sat	1900	1900		1900	1900			1900		1900	1900	
ParkExist									X			
NumPark									20			
No. Lanes	1	3	0	1	3	0	0	2	0	1	1	0
LGConfig	L	T		L	T			LTR		L	LTR	
Lane Width	13.0	10.0		14.0	10.0			14.0		14.0	14.0	
RTOR Vol									0			0
Adj Flow	68	901		89	993			580		128	301	
%InSharedLn										0		
Prop LTs	1.000	0.000		1.000	0.000			0.114		1.000	0.000	
Prop RTs		0.000			0.000		0.343				0.116	
Peds Bikes		50			50		50		0		50	0
Buses	0	0		0	0			4		0	4	
%InProtPhase				0.0								

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	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		3.7			3.7			3.7			3.7	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 9/17/2015
Period: MD Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Linden Boulevard Service Road

Inter.: Linden Blvd SR and Fountain
Area Type: All other areas
Jurisd: Brooklyn
Year : 2028 Build

N/S St: Fountain Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	0	0	2	0	1	1	0
LGConfig		TR			TR			LTR		L	LTR	
Volume		77	115		119	73	61	290	183	118	245	32
Lane Width		16.0			16.0			14.0		14.0	14.0	
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	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	X				Peds	X			
NB Right					EB	Right				
SB Right					WB	Right				
Green	9.0	48.0					47.0	0.0		
Yellow	3.0	3.0					3.0			
All Red	2.0	2.0					3.0			

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
TR	496	1239	0.42	0.40	28.6	C	28.6	C
Westbound								
TR	674	1304	0.31	0.52	17.9	B	17.9	B
Northbound								
LTR	844	2156	0.69	0.39	34.9	C	34.9	C
Southbound								
L	241	615	0.53	0.39	36.2	D		
LTR	674	1721	0.45	0.39	29.0	C	31.2	C

Intersection Delay = 30.4 (sec/veh) Intersection LOS = C

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 9/17/2015
Analysis Time Period: MD Peak Hour
Intersection: Linden Blvd SR and Fountain
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2028 Build
Project ID: 888 Fountain Avenue
E/W St: Linden Boulevard Service Road N/S St: Fountain Avenue

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume		77	115		119	73	61	290	183	118	245	32
% Heavy Veh		23	23		24	24	22	22	22	13	13	13
PHF		0.92	0.92		0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PK 15 Vol		21	31		32	20	17	79	50	32	67	9
Hi Ln Vol												
% Grade		0			0			0			0	
Ideal Sat		1900			1900			1900		1900	1900	
ParkExist			X			X			X			
NumPark			20			20			20			
No. Lanes	0	1	0	0	1	0	0	2	0	1	1	0
LGConfig		TR			TR			LTR		L	LTR	
Lane Width		16.0			16.0			14.0		14.0	14.0	
RTOR Vol			0			0			0			0
Adj Flow		209			208			580		128	301	
%InSharedLn										0		
Prop LTs		0.000			0.000			0.114		1.000	0.000	
Prop RTs		0.598			0.380			0.343			0.116	
Peds Bikes	50		0	50		0	50		0	50		0
Buses		0			0			4		0	4	
%InProtPhase												

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		3			3			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		3.7			3.7			3.7			3.7	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 2/26/2015
Period: MD Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Vandalia Avenue

Inter.: Vandalia Ave and Erskine St
Area Type: All other areas
Jurisd: Brooklyn
Year : 2028 Build

N/S St: Erskine Street

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	0	0	2	0	1	0	1	0	0	0
LGConfig		TR		DefL	T		L		R			
Volume		18	148	206	14		164		254			
Lane Width		12.0		12.0	12.0		12.0		12.0			
RTOR Vol			0						0			

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left					NB	Left	P			
Thru	P					Thru				
Right	P					Right	P			
Peds	X					Peds	X			
WB Left	P				SB	Left				
Thru	P					Thru				
Right						Right				
Peds						Peds	X			
NB Right					EB	Right				
SB Right					WB	Right				
Green	25.0						25.0			
Yellow	3.0						3.0			
All Red	2.0						2.0			

Cycle Length: 60.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
TR	1092	2620	0.17	0.42	11.3	B	11.3	B
Westbound								
DefL	477	1144	0.47	0.42	16.0	B		
T	615	1476	0.02	0.42	10.4	B	15.6	B
Northbound								
L	716	1719	0.25	0.42	12.2	B		
							15.6	B
R	494	1186	0.56	0.42	17.8	B		
Southbound								

Intersection Delay = 14.7 (sec/veh) Intersection LOS = B

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 2/26/2015
Analysis Time Period: MD Peak Hour
Intersection: Vandalia Ave and Erskine St
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2028 Build
Project ID: 888 Fountain Avenue
E/W St: Vandalia Avenue N/S St: Erskine Street

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume		18	148	206	14		164		254			
% Heavy Veh		3	3	3	3		5		5			
PHF		0.92	0.92	0.92	0.92		0.92		0.92			
PK 15 Vol		5	40	56	4		45		69			
Hi Ln Vol												
% Grade		0			0			0				
Ideal Sat		1900		1900	1900		1900		1900			
ParkExist			X			X			X			
NumPark			20			20			20			
No. Lanes	0	2	0	0	2	0	1	0	1	0	0	0
LGConfig		TR		DefL	T		L		R			
Lane Width		12.0		12.0	12.0		12.0		12.0			
RTOR Vol			0						0			
Adj Flow		181		224	15		178		276			
%InSharedLn												
Prop LTs		0.000		1.000	0.000							
Prop RTs	0.890			0.000					1.000			
Peds Bikes	50		0				50		0	50		
Buses		6		0	0		0		0			
%InProtPhase												

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		3		3	3		3		3			
Unit Ext.		3.0		3.0	3.0		3.0		3.0			
I Factor		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		3.4						3.4			3.4	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 3/7/2016
Period: MD Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Vandalia Avenue

Inter.: Vandalia Ave and Fountain Ave
Area Type: All other areas
Jurisd: Brooklyn
Year : 2028 Build

N/S St: Fountain Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	0	0	0	0	2	0	0	2	0
LGConfig		LR						LT			TR	
Volume	257		14				7	227			282	212
Lane Width		16.0						15.0			15.0	
RTOR Vol			0									0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	P				NB Left	P			
Thru					Thru	P			
Right	P				Right				
Peds	X				Peds				
WB Left					SB Left				
Thru					Thru	P			
Right					Right	P			
Peds	X				Peds	X			
NB Right					EB Right				
SB Right					WB Right				
Green	25.0					25.0			
Yellow	3.0					3.0			
All Red	2.0					2.0			

Cycle Length: 60.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
LR	786	1886	0.37	0.42	13.5	B	13.5	B
Westbound								
Northbound								
LT	1517	3641	0.17	0.42	11.2	B	11.2	B
Southbound								
TR	1155	2771	0.46	0.42	14.0	B	14.0	B

Intersection Delay = 13.2 (sec/veh) Intersection LOS = B

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 3/7/2016
Analysis Time Period: MD Peak Hour
Intersection: Vandalia Ave and Fountain Ave
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2028 Build
Project ID: 888 Fountain Avenue
E/W St: Vandalia Avenue N/S St: Fountain Avenue

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	257		14				7	227			282	212
% Heavy Veh	8		8				1	1			5	5
PHF	0.92		0.92				0.92	0.92			0.92	0.92
PK 15 Vol	70		4				2	62			77	58
Hi Ln Vol												
% Grade		0						0			0	
Ideal Sat		1900						1900			1900	
ParkExist												
NumPark												
No. Lanes	0	0	0	0	0	0	0	2	0	0	2	0
LGConfig		LR						LT			TR	
Lane Width		16.0						15.0			15.0	
RTOR Vol			0									0
Adj Flow		294						255			537	
%InSharedLn												
Prop LTs		0.949						0.031			0.000	
Prop RTs	0.051						0.000			0.428		
Peds Bikes	65		0	67						460		0
Buses		0						4			0	
%InProtPhase												

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	
Arriv. Type		3						3			3	
Unit Ext.		3.0						3.0			3.0	
I Factor		1.000						1.000			1.000	
Lost Time		2.0						2.0			2.0	
Ext of g		2.0						2.0			2.0	
Ped Min g		3.5			3.5						5.3	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 9/17/2015
Period: PM Peak Hour
Project ID: 888 Fountain Avenue
E/W St: EB Shore Parkway

Inter.: Erskine Street & EB Shore Pkwy
Area Type: All other areas
Jurisd: Brooklyn
Year : 2028 Build

N/S St: Erskine Street

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	0	0	0	0	0	0	0	2	0	0
LGConfig		LT								L		
Volume	456	0								835		
Lane Width		11.5								11.5		
RTOR Vol												

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	P				NB Left				
Thru	P				Thru				
Right					Right				
Peds					Peds				
WB Left					SB Left	P			
Thru					Thru				
Right					Right				
Peds					Peds	X			
NB Right					EB Right				
SB Right					WB Right				
Green	40.0					40.0			
Yellow	3.0					3.0			
All Red	2.0					2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
LT	1434	3227	0.45	0.44	18.4	B	18.4	B
Westbound								
Northbound								
Southbound								
L	1532	3447	0.75	0.44	24.2	C	24.2	C

Intersection Delay = 22.1 (sec/veh) Intersection LOS = C

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 9/17/2015
Analysis Time Period: PM Peak Hour
Intersection: Erskine Street & EB Shore Pkwy
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2028 Build
Project ID: 888 Fountain Avenue
E/W St: EB Shore Parkway N/S St: Erskine Street

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	456	0								835		
% Heavy Veh	5	5								0		
PHF	0.70	0.70								0.73		
PK 15 Vol	163	0								286		
Hi Ln Vol												
% Grade		0									0	
Ideal Sat		1900								1900		
ParkExist												
NumPark												
No. Lanes	0	2	0	0	0	0	0	0	0	2	0	0
LGConfig		LT								L		
Lane Width		11.5								11.5		
RTOR Vol												
Adj Flow		651								1144		
%InSharedLn												
Prop LTs		1.000										
Prop RTs	0.000											
Peds Bikes				0			0					
Buses		0								0		
%InProtPhase												

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		
Arriv. Type		3								3		
Unit Ext.		3.0								3.0		
I Factor		1.000									1.000	
Lost Time		2.0								2.0		
Ext of g		2.0								2.0		
Ped Min g					3.2			3.2				

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 3/7/2016
Period: PM Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Gateway Drive

Inter.: Erskine Street and Gateway Dr
Area Type: All other areas
Jurisd: Brooklyn
Year : 2028 Build

N/S St: Erskine Street

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	1	1	2	0	2	2	0	0	3	1
LGConfig	L	T	R	L	TR		L	TR			LT	R
Volume	24	44	498	338	61	54	467	612	146	27	533	10
Lane Width	10.0	11.0	12.0	11.0	11.5		11.0	11.0			10.5	13.0
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	P				NB Left	P		
Thru	P				Thru P	P		
Right	P				Right P	P		
Peds	X				Peds X	X		
WB Left	P				SB Left P			
Thru	P				Thru P			
Right	P				Right P			
Peds	X				Peds X			
NB Right					EB Right	P		
SB Right					WB Right			
Green	28.0				25.0	22.0		
Yellow	3.0				3.0	3.0		
All Red	2.0				2.0	2.0		

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	246	792	0.11	0.31	22.9	C		
T	1036	3330	0.05	0.31	21.8	C	15.5	B
R	859	1405	0.63	0.61	14.6	B		
Westbound								
L	362	1164	1.01	0.31	81.8	F		
TR	805	2586	0.16	0.31	22.9	C	66.9	E
Northbound								
L	796	3258	0.64	0.24	34.3	C		
TR	1870	3236	0.44	0.58	11.5	B	20.2	C
Southbound								
LT	1178	4242	0.52	0.28	29.0	C	28.9	C
R	436	1568	0.03	0.28	23.7	C		

Intersection Delay = 28.5 (sec/veh) Intersection LOS = C

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 3/7/2016
Analysis Time Period: PM Peak Hour
Intersection: Erskine Street and Gateway Dr
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2028 Build
Project ID: 888 Fountain Avenue
E/W St: Gateway Drive N/S St: Erskine Street

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	24	44	498	338	61	54	467	612	146	27	533	10
% Heavy Veh	5	5	5	5	5	5	4	4	4	0	0	0
PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PK 15 Vol	7	12	135	92	17	15	127	166	40	7	145	3
Hi Ln Vol												
% Grade		0			0			0			0	
Ideal Sat	1900	1900	1900	1900	1900		1900	1900			1900	1900
ParkExist												
NumPark												
No. Lanes	1	2	1	1	2	0	2	2	0	0	3	1
LGConfig	L	T	R	L	TR		L	TR			LT	R
Lane Width	10.0	11.0	12.0	11.0	11.5		11.0	11.0			10.5	13.0
RTOR Vol			0			0			0			0
Adj Flow	26	48	541	367	125		508	824			608	11
%InSharedLn												
Prop LTs	1.000	0.000		1.000	0.000			0.000			0.048	
Prop RTs		0.000	1.000		0.472			0.193			0.000	1.000
Peds Bikes		90	0		626	0		90	0		56	0
Buses	0	0	0	0	5		0	0			5	0
%InProtPhase			0.0									

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	0.0			0.0	0.0
Arriv. Type	3	3	3	3	3		3	3			3	3
Unit Ext.	3.0	3.0	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			2.0	2.0
Ext of g	2.0	2.0	2.0	2.0	2.0		2.0	2.0			2.0	2.0
Ped Min g		3.8			7.4			3.8			3.6	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 3/10/2016
Period: PM Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Home Depot Access

Inter.: Erskine and Home Depot
Area Type: All other areas
Jurisd: Brooklyn
Year : 2028 Build

N/S St: Erskine Street

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	1	0	0	0	1	2	0	0	3	0
LGConfig		LT	R				L	TR			LTR	
Volume	164	0	71				127	352	14	19	332	145
Lane Width		16.0	12.0				11.0	11.0			11.5	
RTOR Vol			0						0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left	P				NB	Left	P	P		
Thru	P					Thru	P	P		
Right	P					Right	P	P		
Peds	X					Peds				
WB Left					SB	Left	P			
Thru						Thru	P			
Right						Right	P			
Peds	X					Peds	X			
NB Right					EB	Right		P		
SB Right					WB	Right				
Green	22.0						31.0	22.0		
Yellow	3.0						3.0	3.0		
All Red	2.0						2.0	2.0		

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
LT	496	2030	0.37	0.24	30.4	C	24.2	C
R	817	1501	0.10	0.54	10.1	B		
Westbound								
Northbound								
L	721	1624	0.20	0.64	8.9	A		
TR	2131	3306	0.20	0.64	6.7	A	7.3	A
Southbound								
LTR	1484	4309	0.38	0.34	22.9	C	22.9	C

Intersection Delay = 16.8 (sec/veh) Intersection LOS = B

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 3/10/2016
Analysis Time Period: PM Peak Hour
Intersection: Erskine and Home Depot
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2028 Build
Project ID: 888 Fountain Avenue
E/W St: Home Depot Access N/S St: Erskine Street

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	164	0	71				127	352	14	19	332	145
% Heavy Veh	1	2	1				4	4	2	2	1	1
PHF	0.89	0.89	0.89				0.87	0.87	0.89	0.89	0.89	0.89
PK 15 Vol	46	0	20				36	101	4	5	93	41
Hi Ln Vol												
% Grade		0						0			0	
Ideal Sat		1900	1900				1900	1900			1900	
ParkExist												
NumPark												
No. Lanes	0	1	1	0	0	0	1	2	0	0	3	0
LGConfig		LT	R				L	TR			LTR	
Lane Width		16.0	12.0				11.0	11.0			11.5	
RTOR Vol			0						0			0
Adj Flow		184	80				146	421			557	
%InSharedLn												
Prop LTs		1.000					1.000	0.000			0.038	
Prop RTs	0.000		1.000				0.038			0.293		
Peds Bikes	50		0	50			0			50		0
Buses		0	0				0	6			0	
%InProtPhase			0.0				0.0					

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		3	3				3	3			3	
Unit Ext.		3.0	3.0				3.0	3.0			3.0	
I Factor		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		3.5			3.5			3.2			3.5	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 9/17/2015
Period: PM Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Flatlands Avenue

Inter.: Flatlands Ave and Fountain Ave
Area Type: All other areas
Jurisd: Brooklyn
Year : 2028 Build

N/S St: Fountain Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	1	2	0	0	2	0	0	2	0
LGConfig	L	TR		L	TR			LTR			LTR	
Volume	165	139	79	99	123	14	61	372	54	13	509	122
Lane Width	12.0	12.0		12.0	14.0			12.0			13.0	
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left	P	P			NB	Left	P			
Thru	P					Thru	P			
Right	P					Right	P			
Peds	X					Peds	X			
WB Left	P	P			SB	Left	P			
Thru	P					Thru	P			
Right	P					Right	P			
Peds	X					Peds	X			
NB Right					EB	Right				
SB Right					WB	Right				
Green	39.0	7.0					29.0			
Yellow	3.0	3.0					3.0			
All Red	2.0	2.0					2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	642	1501	0.28	0.57	11.4	B		
TR	1126	2599	0.21	0.43	16.4	B	14.2	B
Westbound								
L	589	1443	0.21	0.57	10.5	B		
TR	1206	2783	0.14	0.43	15.6	B	13.5	B
Northbound								
LTR	709	2201	0.78	0.32	35.9	D	35.9	D
Southbound								
LTR	915	2841	0.73	0.32	32.3	C	32.3	C

Intersection Delay = 26.6 (sec/veh) Intersection LOS = C

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 9/17/2015
Analysis Time Period: PM Peak Hour
Intersection: Flatlands Ave and Fountain Ave
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2028 Build
Project ID: 888 Fountain Avenue
E/W St: Flatlands Avenue N/S St: Fountain Avenue

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	165	139	79	99	123	14	61	372	54	13	509	122
% Heavy Veh	17	17	17	22	22	22	10	10	10	7	7	7
PHF	0.91	0.91	0.91	0.81	0.81	0.81	0.88	0.88	0.88	0.96	0.96	0.96
PK 15 Vol	45	38	22	31	38	4	17	106	15	4	133	32
Hi Ln Vol												
% Grade		0			0			0			0	
Ideal Sat	1900	1900		1900	1900			1900			1900	
ParkExist			X			X						X
NumPark			20			20						20
No. Lanes	1	2	0	1	2	0	0	2	0	0	2	0
LGConfig	L	TR		L	TR			LTR			LTR	
Lane Width	12.0	12.0		12.0	14.0			12.0			13.0	
RTOR Vol			0			0			0			0
Adj Flow	181	240		122	169			553			671	
%InSharedLn												
Prop LTs	1.000	0.000		1.000	0.000			0.125			0.021	
Prop RTs		0.363			0.101			0.110			0.189	
Peds Bikes		50	0		50	0		50	0		50	0
Buses	0	0		0	2			10			0	
%InProtPhase	0.0			0.0								

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	3	3		3	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		3.5			3.5			3.5			3.5	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 9/17/2015
Period: PM Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Flatlands Avenue

Inter.: Flatlands Ave and Schenck Ave
Area Type: All other areas
Jurisd: Brooklyn
Year : 2028 Build

N/S St: Schenck Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	3	0	0	2	1	0	0	0	1	0	0
LGConfig		T			T	R				L	LR	
Volume		1312			1177	12				261		33
Lane Width		11.0			10.0	12.0				12.0	11.0	
RTOR Vol						0						0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	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			
WB Left	P				SB	Left	P			
Thru	P					Thru	P			
Right	P					Right	P			
Peds	X					Peds	X			
NB Right					EB	Right				
SB Right					WB	Right				
Green	49.0						31.0			
Yellow	3.0						3.0			
All Red	2.0						2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
T	2469	4534	0.57	0.54	14.5	B	14.5	B
Westbound								
T	1641	3015	0.80	0.54	20.6	C	20.5	C
R	599	1101	0.02	0.54	9.5	A		
Northbound								
Southbound								
L	610	1770	0.49	0.34	26.0	C		
LR	403	1171	0.09	0.34	20.5	C	25.4	C

Intersection Delay = 18.3 (sec/veh) Intersection LOS = B

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 9/17/2015
Analysis Time Period: PM Peak Hour
Intersection: Flatlands Ave and Schenck Ave
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2028 Build
Project ID: 888 Fountain Avenue
E/W St: Flatlands Avenue N/S St: Schenck Avenue

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume		1312			1177	12				261		33
% Heavy Veh		3			12	12				2		2
PHF		0.93			0.90	0.90				0.88		0.88
PK 15 Vol		353			327	3				74		9
Hi Ln Vol												
% Grade		0			0						0	
Ideal Sat		1900			1900	1900				1900	1900	
ParkExist			X			X						X
NumPark			20			20						20
No. Lanes	0	3	0	0	2	1	0	0	0	1	0	0
LGConfig		T			T	R				L	LR	
Lane Width		11.0			10.0	12.0				12.0	11.0	
RTOR Vol						0						0
Adj Flow		1411			1308	13				297	38	
%InSharedLn										0		
Prop LTs		0.000			0.000					1.000	0.000	
Prop RTs		0.000			0.000	1.000					1.000	
Peds Bikes					50	0		50			50	0
Buses		0			0	0				0	0	
%InProtPhase												

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		3			3	3				3	3	
Unit Ext.		3.0			3.0	3.0				3.0	3.0	
I Factor		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					3.5			3.5			3.5	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 9/17/2015
Period: PM Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Flatlands Avenue

Inter.: Flatlands Ave and Jerome St
Area Type: All other areas
Jurisd: Brooklyn
Year : 2028 Build

N/S St: Jerome Street

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	1	1	2	0	2	1	0	0	0	0
LGConfig	L	T	R	L	TR		L	TR				
Volume	42	487	1043	42	523	10	679	364	23			
Lane Width	10.0	10.0	12.0	10.0	12.0		10.0	10.0				
RTOR Vol			0			0			0			

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	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			
WB Left	P				SB	Left				
Thru	P					Thru				
Right	P					Right				
Peds	X					Peds	X			
NB Right					EB	Right	P			
SB Right					WB	Right				
Green	40.0						40.0			
Yellow	3.0						3.0			
All Red	2.0						2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	283	636	0.16	0.44	16.2	B		
T	1457	3278	0.36	0.44	17.3	B	8.3	A
R	1480	1480	0.77	1.00	3.8	A		
Westbound								
L	280	631	0.16	0.44	16.2	B		
TR	1287	2896	0.45	0.44	18.5	B	18.3	B
Northbound								
L	1440	3239	0.51	0.44	19.3	B		
TR	772	1737	0.55	0.44	21.1	C	19.9	B
Southbound								

Intersection Delay = 14.0 (sec/veh) Intersection LOS = B

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 9/17/2015
Analysis Time Period: PM Peak Hour
Intersection: Flatlands Ave and Jerome St
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2028 Build
Project ID: 888 Fountain Avenue
E/W St: Flatlands Avenue N/S St: Jerome Street

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	42	487	1043	42	523	10	679	364	23			
% Heavy Veh	3	3	3	12	12	12	1	1	1			
PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
PK 15 Vol	11	132	283	11	142	3	185	99	6			
Hi Ln Vol												
% Grade		0			0			0				
Ideal Sat	1900	1900	1900	1900	1900		1900	1900				
ParkExist						X						
NumPark						20						
No. Lanes	1	2	1	1	2	0	2	1	0	0	0	0
LGConfig	L	T	R	L	TR		L	TR				
Lane Width	10.0	10.0	12.0	10.0	12.0		10.0	10.0				
RTOR Vol			0			0			0			
Adj Flow	46	529	1134	46	579		738	421				
%InSharedLn												
Prop LTs	1.000	0.000		1.000	0.000			0.000				
Prop RTs		0.000	1.000		0.019			0.059				
Peds Bikes	50		0	50		0	50		0	50		
Buses	0	0	0	0	0		0	0				
%InProtPhase			0.0									
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	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				
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		3.5			3.5			3.5			3.5	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 9/17/2015
Period: PM Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Linden Boulevard Service Road

Inter.: Linden Blvd SR and Fountain
Area Type: All other areas
Jurisd: Brooklyn
Year : 2028 Build

N/S St: Fountain Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	0	0	2	0	1	1	0
LGConfig		TR			TR			LTR		L	LTR	
Volume		107	153		199	104	50	338	187	183	363	43
Lane Width		16.0			16.0			14.0		14.0	14.0	
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	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	X				Peds	X			
NB Right					EB	Right				
SB Right					WB	Right				
Green	10.0	50.0					44.0	0.0		
Yellow	3.0	3.0					3.0			
All Red	2.0	2.0					3.0			

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
TR	564	1354	0.50	0.42	28.8	C	28.8	C
Westbound								
TR	773	1427	0.42	0.54	18.0	B	18.0	B
Northbound								
LTR	810	2208	0.85	0.37	45.5	D	45.5	D
Southbound								
L	173	472	0.98	0.37	100.1	F		
LTR	567	1547	0.83	0.37	48.0	D	61.8	E

Intersection Delay = 43.9 (sec/veh) Intersection LOS = D

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 9/17/2015
Analysis Time Period: PM Peak Hour
Intersection: Linden Blvd SR and Fountain
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2028 Build
Project ID: 888 Fountain Avenue
E/W St: Linden Boulevard Service Road N/S St: Fountain Avenue

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume		107	153		199	104	50	338	187	183	363	43
% Heavy Veh		13	13		14	14	13	13	13	16	16	16
PHF		0.93	0.93		0.94	0.94	0.84	0.84	0.84	0.92	0.92	0.92
PK 15 Vol		29	41		53	28	15	101	56	50	99	12
Hi Ln Vol												
% Grade		0			0			0			0	
Ideal Sat		1900			1900			1900		1900	1900	
ParkExist			X			X						
NumPark			20			20						
No. Lanes	0	1	0	0	1	0	0	2	0	1	1	0
LGConfig		TR			TR			LTR		L	LTR	
Lane Width		16.0			16.0			14.0		14.0	14.0	
RTOR Vol			0			0			0			0
Adj Flow		280			323			685		169	472	
%InSharedLn										15		
Prop LTs		0.000			0.000			0.088		1.000	0.063	
Prop RTs		0.589			0.344			0.326			0.100	
Peds Bikes		50	0		50	0		50	0		50	0
Buses		0			0			4		0	3	
%InProtPhase												

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		3			3			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		3.7			3.7			3.7			3.7	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 3/7/2016
Period: PM Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Vandalia Avenue

Inter.: Vandalia Ave and Erskine St
Area Type: All other areas
Jurisd: Brooklyn
Year : 2028 Build

N/S St: Erskine Street

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	0	0	2	0	1	0	1	0	0	0
LGConfig		TR		DefL	T		L		R			
Volume		16	245	264	12		210		264			
Lane Width		12.0		12.0	12.0		12.0		12.0			
RTOR Vol			0						0			

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left					NB	Left	P			
Thru	P					Thru				
Right	P					Right	P			
Peds	X					Peds	X			
WB Left	P				SB	Left				
Thru	P					Thru				
Right						Right				
Peds						Peds	X			
NB Right					EB	Right				
SB Right					WB	Right				
Green	25.0						25.0			
Yellow	3.0						3.0			
All Red	2.0						2.0			

Cycle Length: 60.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
TR	1091	2618	0.30	0.42	12.4	B	12.4	B
Westbound								
DefL	423	1016	0.76	0.42	27.1	C		
T	627	1505	0.02	0.42	10.4	B	26.4	C
Northbound								
L	710	1703	0.32	0.42	12.9	B		
							16.0	B
R	490	1175	0.58	0.42	18.4	B		
Southbound								

Intersection Delay = 18.0 (sec/veh) Intersection LOS = B

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 3/7/2016
Analysis Time Period: PM Peak Hour
Intersection: Vandalia Ave and Erskine St
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2028 Build
Project ID: 888 Fountain Avenue
E/W St: Vandalia Avenue N/S St: Erskine Street

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume		16	245	264	12		210		264			
% Heavy Veh		2	2	1	1		6		6			
PHF		0.79	0.79	0.82	0.82		0.93		0.93			
PK 15 Vol		5	78	80	4		56		71			
Hi Ln Vol												
% Grade		0			0			0				
Ideal Sat		1900		1900	1900		1900		1900			
ParkExist			X			X			X			
NumPark			20			20			20			
No. Lanes	0	2	0	0	2	0	1	0	1	0	0	0
LGConfig		TR		DefL	T		L		R			
Lane Width		12.0		12.0	12.0		12.0		12.0			
RTOR Vol			0						0			
Adj Flow		330		322	15		226		284			
%InSharedLn												
Prop LTs		0.000		1.000	0.000							
Prop RTs	0.939			0.000				1.000				
Peds Bikes	50		0				50		0	50		
Buses		6		0	0		0		0			
%InProtPhase												

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		3		3	3		3		3			
Unit Ext.		3.0		3.0	3.0		3.0		3.0			
I Factor		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		3.4						3.4			3.4	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 3/7/2016
Period: PM Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Vandalia Avenue

Inter.: Vandalia Ave and Fountain Ave
Area Type: All other areas
Jurisd: Brooklyn
Year : 2028 Build

N/S St: Fountain Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	0	0	0	0	2	0	0	2	0
LGConfig		LR						LT			TR	
Volume	268		6				5	221			415	269
Lane Width		16.0						15.0			15.0	
RTOR Vol			0									0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	P				NB Left	P			
Thru					Thru	P			
Right	P				Right				
Peds	X				Peds				
WB Left					SB Left				
Thru					Thru	P			
Right					Right	P			
Peds	X				Peds	X			
NB Right					EB Right				
SB Right					WB Right				
Green	25.0					25.0			
Yellow	3.0					3.0			
All Red	2.0					2.0			

Cycle Length: 60.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
LR	796	1911	0.37	0.42	13.4	B	13.4	B
Westbound								
Northbound								
LT	1392	3341	0.18	0.42	11.3	B	11.3	B
Southbound								
TR	1284	3082	0.58	0.42	15.4	B	15.4	B

Intersection Delay = 14.1 (sec/veh) Intersection LOS = B

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 3/7/2016
Analysis Time Period: PM Peak Hour
Intersection: Vandalia Ave and Fountain Ave
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2028 Build
Project ID: 888 Fountain Avenue
E/W St: Vandalia Avenue N/S St: Fountain Avenue

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	268		6				5	221			415	269
% Heavy Veh	7		7				11	11			3	3
PHF	0.92		0.92				0.92	0.92			0.92	0.92
PK 15 Vol	73		2				2	60			113	73
Hi Ln Vol												
% Grade		0						0			0	
Ideal Sat		1900						1900			1900	
ParkExist												
NumPark												
No. Lanes	0	0	0	0	0	0	0	2	0	0	2	0
LGConfig		LR						LT			TR	
Lane Width		16.0						15.0			15.0	
RTOR Vol			0									0
Adj Flow		298						245			743	
%InSharedLn												
Prop LTs		0.977						0.020			0.000	
Prop RTs	0.023						0.000			0.393		
Peds Bikes	44		0	48						323		0
Buses		0						4			0	
%InProtPhase												

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	
Arriv. Type		3						3			3	
Unit Ext.		3.0						3.0			3.0	
I Factor		1.000						1.000			1.000	
Lost Time		2.0						2.0			2.0	
Ext of g		2.0						2.0			2.0	
Ped Min g		3.4			3.4						4.7	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 03/09/2016
Period: Sat MD Peak Hour
Project ID: 888 Fountain Avenue
E/W St: EB Shore Parkway

Inter.: Erskine Street & EB Shore Pkwy
Area Type: All other areas
Jurisd: Brooklyn
Year : 2028 Build

N/S St: Erskine Street

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	0	0	0	0	0	0	0	2	0	0
LGConfig		LT								L		
Volume	650	0								822		
Lane Width		11.5								11.5		
RTOR Vol												

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left	P				NB	Left				
Thru	P					Thru				
Right						Right				
Peds						Peds				
WB Left					SB	Left	P			
Thru						Thru				
Right						Right				
Peds						Peds	X			
NB Right					EB	Right				
SB Right					WB	Right				
Green	40.0						40.0			
Yellow	3.0						3.0			
All Red	2.0						2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
LT	1491	3354	0.47	0.44	18.7	B	18.7	B
Westbound								
Northbound								
Southbound								
L	1532	3447	0.58	0.44	20.4	C	20.4	C

Intersection Delay = 19.6 (sec/veh) Intersection LOS = B

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 03/09/2016
Analysis Time Period: Sat MD Peak Hour
Intersection: Erskine Street & EB Shore Pkwy
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2028 Build
Project ID: 888 Fountain Avenue
E/W St: EB Shore Parkway N/S St: Erskine Street

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	650	0								822		
% Heavy Veh	1	1								0		
PHF	0.92	0.92								0.92		
PK 15 Vol	177	0								223		
Hi Ln Vol												
% Grade		0									0	
Ideal Sat		1900								1900		
ParkExist												
NumPark												
No. Lanes	0	2	0	0	0	0	0	0	0	2	0	0
LGConfig		LT								L		
Lane Width		11.5								11.5		
RTOR Vol												
Adj Flow		707								893		
%InSharedLn												
Prop LTs		1.000										
Prop RTs	0.000											
Peds Bikes				0			0					
Buses		0								0		
%InProtPhase												

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		
Arriv. Type		3								3		
Unit Ext.		3.0								3.0		
I Factor		1.000									1.000	
Lost Time		2.0								2.0		
Ext of g		2.0								2.0		
Ped Min g					3.2			3.2				

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 03/09/2016
Period: Sat MD Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Gateway Drive

Inter.: Erskine Street and Gateway Dr
Area Type: All other areas
Jurisd: Brooklyn
Year : 2028 Build

N/S St: Erskine Street

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	1	1	2	0	2	2	0	0	3	1
LGConfig	L	T	R	L	TR		L	TR			LT	R
Volume	46	74	637	236	109	60	695	818	151	18	684	40
Lane Width	10.0	11.0	12.0	11.0	11.5		11.0	11.0			10.5	13.0
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	P				NB Left	P		
Thru	P				Thru	P	P	
Right	P				Right	P	P	
Peds	X				Peds	X	X	
WB Left	P				SB Left	P		
Thru	P				Thru	P		
Right	P				Right	P		
Peds	X				Peds	X		
NB Right					EB Right		P	
SB Right					WB Right			
Green	28.0				25.0	22.0		
Yellow	3.0				3.0	3.0		
All Red	2.0				2.0	2.0		

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	255	820	0.20	0.31	24.5	C		
T	1066	3428	0.08	0.31	22.0	C	28.1	C
R	780	1276	0.89	0.61	29.0	C		
Westbound								
L	322	1035	0.80	0.31	46.8	D		
TR	886	2847	0.21	0.31	23.4	C	37.0	D
Northbound								
L	820	3355	0.92	0.24	50.4	D		
TR	1922	3327	0.55	0.58	12.9	B	28.5	C
Southbound								
LT	1174	4227	0.65	0.28	31.4	C	31.1	C
R	383	1377	0.11	0.28	24.8	C		

Intersection Delay = 29.9 (sec/veh) Intersection LOS = C

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 03/09/2016
Analysis Time Period: Sat MD Peak Hour
Intersection: Erskine Street and Gateway Dr
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2028 Build
Project ID: 888 Fountain Avenue
E/W St: Gateway Drive N/S St: Erskine Street

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	46	74	637	236	109	60	695	818	151	18	684	40
% Heavy Veh	2	2	2	3	3	3	1	1	1	0	0	0
PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PK 15 Vol	12	20	173	64	30	16	189	222	41	5	186	11
Hi Ln Vol												
% Grade		0			0			0			0	
Ideal Sat	1900	1900	1900	1900	1900		1900	1900			1900	1900
ParkExist												
NumPark												
No. Lanes	1	2	1	1	2	0	2	2	0	0	3	1
LGConfig	L	T	R	L	TR		L	TR			LT	R
Lane Width	10.0	11.0	12.0	11.0	11.5		11.0	11.0			10.5	13.0
RTOR Vol			0			0			0			0
Adj Flow	50	80	692	257	183		755	1053			763	43
%InSharedLn												
Prop LTs	1.000	0.000		1.000	0.000			0.000			0.026	
Prop RTs		0.000	1.000		0.355			0.156			0.000	1.000
Peds Bikes		201	0		489	0		201	0		162	0
Buses	0	0	0	0	6		0	0			6	0
%InProtPhase			0.0									

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	0.0			0.0	0.0
Arriv. Type	3	3	3	3	3		3	3			3	3
Unit Ext.	3.0	3.0	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			2.0	2.0
Ext of g	2.0	2.0	2.0	2.0	2.0		2.0	2.0			2.0	2.0
Ped Min g		4.6			6.5			4.6			4.3	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 3/10/2016
Period: Saturday MD Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Home Depot Access

Inter.: Erskine and Home Depot
Area Type: All other areas
Jurisd: Brooklyn
Year : 2028 Build

N/S St: Erskine Street

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	1	0	0	0	1	2	0	0	3	0
LGConfig		LT	R				L	TR			LTR	
Volume	293	0	144				198	558	15	17	462	274
Lane Width		12.0	12.0				11.0	11.0			11.5	
RTOR Vol			0						0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left	P				NB	Left	P	P		
Thru	P					Thru	P	P		
Right	P					Right	P	P		
Peds	X					Peds				
WB Left					SB	Left	P			
Thru						Thru	P			
Right						Right	P			
Peds	X					Peds	X			
NB Right					EB	Right		P		
SB Right					WB	Right				
Green	22.0						31.0	22.0		
Yellow	3.0						3.0	3.0		
All Red	2.0						2.0	2.0		

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
LT	442	1810	0.70	0.24	39.8	D	30.2	C
R	825	1516	0.18	0.54	10.9	B		
Westbound								
Northbound								
L	648	1678	0.32	0.64	15.2	B		
TR	2174	3374	0.28	0.64	7.2	A	9.3	A
Southbound								
LTR	1470	4268	0.59	0.34	26.0	C	26.0	C

Intersection Delay = 20.6 (sec/veh) Intersection LOS = C

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 3/10/2016
Analysis Time Period: Saturday MD Peak Hour
Intersection: Erskine and Home Depot
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2028 Build
Project ID: 888 Fountain Avenue
E/W St: Home Depot Access N/S St: Erskine Street

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	293	0	144				198	558	15	17	462	274
% Heavy Veh	0	2	0				2	2	2	2	1	1
PHF	0.95	0.92	0.95				0.95	0.95	0.92	0.92	0.87	0.87
PK 15 Vol	77	0	38				52	147	4	5	133	79
Hi Ln Vol												
% Grade		0						0			0	
Ideal Sat		1900	1900				1900	1900			1900	
ParkExist												
NumPark												
No. Lanes	0	1	1	0	0	0	1	2	0	0	3	0
LGConfig		LT	R				L	TR			LTR	
Lane Width		12.0	12.0				11.0	11.0			11.5	
RTOR Vol			0						0			0
Adj Flow		308	152				208	603			864	
%InSharedLn												
Prop LTs		1.000					1.000	0.000			0.021	
Prop RTs	0.000		1.000					0.027		0.365		
Peds Bikes	50		0	50				0		50		0
Buses		0	0				0	6			0	
%InProtPhase			0.0				0.0					

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		3	3				3	3			3	
Unit Ext.		3.0	3.0				3.0	3.0			3.0	
I Factor		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		3.5			3.5			3.2			3.5	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 03/09/2016
Period: Sat MD Peak Hour
Project ID: 888 Fountain Avenue
E/W St: WB Shore Parkway

Inter.: Erskine Street & WB Shore Pkwy
Area Type: All other areas
Jurisd: Brooklyn
Year : 2028 Build

N/S St: Erskine Street

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	0	0	2	0	1	0	0	0	0
LGConfig						R		T				
Volume						1014		650				
Lane Width						12.5		11.0				
RTOR Vol						0						

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru					Thru	P		
Right					Right			
Peds					Peds			
WB Left					SB Left			
Thru					Thru			
Right		P			Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		40.0				40.0		
Yellow		3.0				3.0		
All Red		2.0				2.0		

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
							29.6	C
Westbound								
R	1292	2906	0.85	0.44	29.6	C		
Northbound								
T	808	1818	0.88	0.44	35.4	D	35.4	D
Southbound								

Intersection Delay = 31.9 (sec/veh) Intersection LOS = C

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 03/09/2016
Analysis Time Period: Sat MD Peak Hour
Intersection: Erskine Street & WB Shore Pkwy
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2028 Build
Project ID: 888 Fountain Avenue
E/W St: WB Shore Parkway N/S St: Erskine Street

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume						1014		650				
% Heavy Veh						0		1				
PHF						0.92		0.92				
PK 15 Vol						276		177				
Hi Ln Vol												
% Grade					0			0				
Ideal Sat						1900		1900				
ParkExist												
NumPark												
No. Lanes	0	0	0	0	0	2	0	1	0	0	0	0
LGConfig						R		T				
Lane Width						12.5		11.0				
RTOR Vol						0						
Adj Flow						1102		707				
%InSharedLn												
Prop LTs								0.000				
Prop RTs						1.000		0.000				
Peds Bikes					0							
Buses						0		0				
%InProtPhase												

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				
Arriv. Type						3		3				
Unit Ext.						3.0		3.0				
I Factor					1.000			1.000				
Lost Time						2.0		2.0				
Ext of g						2.0		2.0				
Ped Min g					3.2							

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 03/09/2016
Period: Sat MD Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Flatlands Avenue

Inter.: Flatlands Ave and Elton Street
Area Type: All other areas
Jurisd: Brooklyn
Year : 2028 Build

N/S St: Elton Street

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	1	2	0	0	1	0	0	1	0
LGConfig	L	TR		L	TR			LTR			LTR	
Volume	27	264	110	9	183	5	132	121	13	6	98	21
Lane Width	10.0	10.5		11.0	11.5			16.0			16.0	
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	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			
WB Left	P				SB Left	P			
Thru	P				Thru	P			
Right	P				Right	P			
Peds	X				Peds	X			
NB Right					EB Right				
SB Right					WB Right				
Green	49.0					31.0			
Yellow	3.0					3.0			
All Red	2.0					2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	521	957	0.06	0.54	9.8	A		
TR	1598	2935	0.25	0.54	11.2	B	11.1	B
Westbound								
L	439	806	0.03	0.54	9.6	A		
TR	1515	2782	0.15	0.54	10.3	B	10.3	B
Northbound								
LTR	448	1302	0.69	0.34	33.8	C	33.8	C
Southbound								
LTR	566	1643	0.23	0.34	21.9	C	21.9	C

Intersection Delay = 18.6 (sec/veh) Intersection LOS = B

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 03/09/2016
Analysis Time Period: Sat MD Peak Hour
Intersection: Flatlands Ave and Elton Street
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2028 Build
Project ID: 888 Fountain Avenue
E/W St: Flatlands Avenue N/S St: Elton Street

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	27	264	110	9	183	5	132	121	13	6	98	21
% Heavy Veh	10	10	10	14	14	14	1	1	1	0	0	0
PHF	0.94	0.94	0.94	0.85	0.85	0.85	0.86	0.86	0.86	0.96	0.96	0.96
PK 15 Vol	7	70	29	3	54	2	38	35	4	2	26	6
Hi Ln Vol												
% Grade		0			0			0			0	
Ideal Sat	1900	1900		1900	1900			1900			1900	
ParkExist						X			X			X
NumPark						20			20			20
No. Lanes		1	2	0	1	2	0	0	1	0	0	1	0
LGConfig	L		TR	L		TR			LTR			LTR
Lane Width	10.0	10.5		11.0	11.5			16.0			16.0	
RTOR Vol			0			0			0			0
Adj Flow	29	398		11	221			309			130	
%InSharedLn												
Prop LTs	1.000	0.000		1.000	0.000			0.495			0.046	
Prop RTs		0.294			0.027			0.049			0.169	
Peds Bikes		50	0		50	0		50	0		50	0
Buses	0	2		0	2			0			0	
%InProtPhase												

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	3	3		3	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		3.5			3.5			3.5			3.5	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 3/7/2016
Period: Sat MD Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Flatlands Avenue

Inter.: Flatlands Ave and Fountain Ave
Area Type: All other areas
Jurisd: Brooklyn
Year : 2028 Build

N/S St: Fountain Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	1	2	0	0	2	0	0	2	0
LGConfig	L	TR		L	TR			LTR			LTR	
Volume	135	75	88	103	50	6	30	512	120	7	579	72
Lane Width	12.0	12.0		12.0	14.0			12.0			13.0	
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left	P	P			NB	Left	P			
Thru	P					Thru	P			
Right	P					Right	P			
Peds	X					Peds	X			
WB Left	P	P			SB	Left	P			
Thru	P					Thru	P			
Right	P					Right	P			
Peds	X					Peds	X			
NB Right					EB	Right				
SB Right					WB	Right				
Green	39.0	7.0					29.0			
Yellow	3.0	3.0					3.0			
All Red	2.0	2.0					2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	720	1575	0.23	0.57	10.6	B		
TR	1147	2646	0.18	0.43	16.0	B	13.5	B
Westbound								
L	657	1570	0.19	0.57	10.3	B		
TR	1313	3030	0.05	0.43	14.9	B	11.9	B
Northbound								
LTR	883	2741	0.84	0.32	38.0	D	38.0	D
Southbound								
LTR	974	3022	0.77	0.32	33.3	C	33.3	C

Intersection Delay = 29.4 (sec/veh) Intersection LOS = C

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 3/7/2016
Analysis Time Period: Sat MD Peak Hour
Intersection: Flatlands Ave and Fountain Ave
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2028 Build
Project ID: 888 Fountain Avenue
E/W St: Flatlands Avenue N/S St: Fountain Avenue

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	135	75	88	103	50	6	30	512	120	7	579	72
% Heavy Veh	11	11	11	12	12	12	4	4	4	3	3	3
PHF	0.81	0.81	0.81	0.82	0.82	0.82	0.89	0.89	0.89	0.88	0.88	0.88
PK 15 Vol	42	23	27	31	15	2	8	144	34	2	164	20
Hi Ln Vol												
% Grade		0			0			0			0	
Ideal Sat	1900	1900		1900	1900			1900			1900	
ParkExist			X			X						X
NumPark			20			20						20
No. Lanes	1	2	0	1	2	0	0	2	0	0	2	0
LGConfig	L	TR		L	TR			LTR			LTR	
Lane Width	12.0	12.0		12.0	14.0			12.0			13.0	
RTOR Vol			0			0			0			0
Adj Flow	167	202		126	68			744			748	
%InSharedLn												
Prop LTs	1.000	0.000		1.000	0.000			0.046			0.011	
Prop RTs		0.540			0.103			0.181			0.110	
Peds Bikes		50	0		50	0		50	0		50	0
Buses	0	0		0	2			9			0	
%InProtPhase	0.0			0.0								

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	3	3		3	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		3.5			3.5			3.5			3.5	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 03/09/2016
Period: Sat MD Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Flatlands Avenue

Inter.: Flatlands Ave and Schenck Ave
Area Type: All other areas
Jurisd: Brooklyn
Year : 2028 Build

N/S St: Schenck Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	3	0	0	2	1	0	0	0	1	0	0
LGConfig		T			T	R				L	LR	
Volume		1401			887	17				341		26
Lane Width		11.0			10.0	12.0				12.0	11.0	
RTOR Vol						0						0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	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			
WB Left	P				SB	Left	P			
Thru	P					Thru	P			
Right	P					Right	P			
Peds	X					Peds	X			
NB Right					EB	Right				
SB Right					WB	Right				
Green	49.0						31.0			
Yellow	3.0						3.0			
All Red	2.0						2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
T	2469	4534	0.58	0.54	14.7	B	14.7	B
Westbound								
T	1718	3156	0.57	0.54	14.9	B	14.8	B
R	628	1153	0.03	0.54	9.6	A		
Northbound								
Southbound								
L	616	1787	0.59	0.34	28.4	C		
LR	407	1183	0.07	0.34	20.1	C	27.8	C

Intersection Delay = 16.5 (sec/veh) Intersection LOS = B

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 03/09/2016
Analysis Time Period: Sat MD Peak Hour
Intersection: Flatlands Ave and Schenck Ave
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2028 Build
Project ID: 888 Fountain Avenue
E/W St: Flatlands Avenue N/S St: Schenck Avenue

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume		1401			887	17				341		26
% Heavy Veh		3			7	7				1		1
PHF		0.97			0.91	0.91				0.94		0.94
PK 15 Vol		361			244	5				91		7
Hi Ln Vol												
% Grade		0			0						0	
Ideal Sat		1900			1900	1900				1900	1900	
ParkExist			X			X						X
NumPark			20			20						20
No. Lanes	0	3	0	0	2	1	0	0	0	1	0	0
LGConfig		T			T	R				L	LR	
Lane Width		11.0			10.0	12.0				12.0	11.0	
RTOR Vol						0						0
Adj Flow		1444			975	19				363	28	
%InSharedLn										0		
Prop LTs		0.000			0.000					1.000	0.000	
Prop RTs	0.000			0.000		1.000					1.000	
Peds Bikes				50		0	50			50		0
Buses		0			0	0				0	0	
%InProtPhase												

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		3			3	3				3	3	
Unit Ext.		3.0			3.0	3.0				3.0	3.0	
I Factor		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					3.5			3.5			3.5	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 03/09/2016
Period: Sat MD Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Flatlands Avenue

Inter.: Flatlands Ave and Jerome St
Area Type: All other areas
Jurisd: Brooklyn
Year : 2028 Build

N/S St: Jerome Street

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	1	1	2	0	2	1	0	0	0	0
LGConfig	L	T	R	L	TR		L	TR				
Volume	33	403	1305	28	331	10	573	466	24			
Lane Width	10.0	10.0	12.0	10.0	12.0		10.0	10.0				
RTOR Vol			0			0			0			

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	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			
WB Left	P				SB	Left				
Thru	P					Thru				
Right	P					Right				
Peds	X					Peds	X			
NB Right					EB	Right	P			
SB Right					WB	Right				
Green	40.0						40.0			
Yellow	3.0						3.0			
All Red	2.0						2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	372	837	0.10	0.44	15.0	B		
T	1416	3185	0.31	0.44	16.7	B	19.6	B
R	1438	1438	0.99	1.00	20.6	C		
Westbound								
L	320	721	0.09	0.44	15.1	B		
TR	1284	2889	0.29	0.44	16.5	B	16.4	B
Northbound								
L	1440	3239	0.43	0.44	18.1	B		
TR	773	1740	0.69	0.44	25.0	C	21.3	C
Southbound								

Intersection Delay = 19.8 (sec/veh) Intersection LOS = B

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 03/09/2016
Analysis Time Period: Sat MD Peak Hour
Intersection: Flatlands Ave and Jerome St
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2028 Build
Project ID: 888 Fountain Avenue
E/W St: Flatlands Avenue N/S St: Jerome Street

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	33	403	1305	28	331	10	573	466	24			
% Heavy Veh	6	6	6	12	12	12	1	1	1			
PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
PK 15 Vol	9	110	355	8	90	3	156	127	7			
Hi Ln Vol												
% Grade		0			0			0				
Ideal Sat	1900	1900	1900	1900	1900		1900	1900				
ParkExist						X						
NumPark						20						
No. Lanes	1	2	1	1	2	0	2	1	0	0	0	0
LGConfig	L	T	R	L	TR		L	TR				
Lane Width	10.0	10.0	12.0	10.0	12.0		10.0	10.0				
RTOR Vol			0			0			0			
Adj Flow	36	438	1418	30	371		623	533				
%InSharedLn												
Prop LTs	1.000	0.000		1.000	0.000			0.000				
Prop RTs		0.000	1.000		0.030			0.049				
Peds Bikes	50		0	50		0	50		0	50		
Buses	0	0	0	0	0		0	0				
%InProtPhase			0.0									
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	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				
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		3.5			3.5			3.5			3.5	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 9/17/2015
Period: Sat MD Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Linden Boulevard Main Line

Inter.: Linden Blvd ML and Fountain
Area Type: All other areas
Jurisd: Brooklyn
Year : 2028 Build

N/S St: Fountain Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	3	0	1	3	0	0	2	0	1	1	0
LGConfig	L	T		L	T			LTR		L	LTR	
Volume	50	787		92	771		48	348	191	154	347	57
Lane Width	10.0	11.0		10.0	10.5			14.0		14.0	14.0	
RTOR Vol									0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left		P			NB	Left	P			
Thru		P				Thru	P			
Right						Right	P			
Peds		X				Peds	X			
WB Left	P	P			SB	Left	P			
Thru	P	P				Thru	P			
Right						Right	P			
Peds	X	X				Peds	X			
NB Right					EB	Right				
SB Right					WB	Right				
Green	7.0	36.0					31.0	0.0		
Yellow	3.0	3.0					3.0			
All Red	2.0	2.0					3.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	222	556	0.23	0.40	20.3	C		
T	1924	4811	0.42	0.40	20.2	C	20.2	C
Westbound								
L	303	1547	0.32	0.53	14.1	B		
T	2451	4595	0.33	0.53	12.3	B	12.5	B
Northbound								
LTR	799	2320	0.83	0.34	37.2	D	37.2	D
Southbound								
L	193	561	0.86	0.34	63.8	E		
LTR	643	1866	0.67	0.34	30.8	C	39.9	D

Intersection Delay = 25.5 (sec/veh) Intersection LOS = C

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 9/17/2015
Analysis Time Period: Sat MD Peak Hour
Intersection: Linden Blvd ML and Fountain
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2028 Build
Project ID: 888 Fountain Avenue
E/W St: Linden Boulevard Main Line N/S St: Fountain Avenue

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	50	787		92	771		48	348	191	154	347	57
% Heavy Veh	4	4		7	7		5	5	5	4	4	4
PHF	0.97	0.97		0.94	0.94		0.88	0.88	0.88	0.93	0.93	0.93
PK 15 Vol	13	203		24	205		14	99	54	41	93	15
Hi Ln Vol												
% Grade		0			0			0			0	
Ideal Sat	1900	1900		1900	1900			1900		1900	1900	
ParkExist									X			
NumPark									20			
No. Lanes	1	3	0	1	3	0	0	2	0	1	1	0
LGConfig	L	T		L	T			LTR		L	LTR	
Lane Width	10.0	11.0		10.0	10.5			14.0		14.0	14.0	
RTOR Vol									0			0
Adj Flow	52	811		98	820			667		166	434	
%InSharedLn										0		
Prop LTs	1.000	0.000		1.000	0.000			0.082		1.000	0.000	
Prop RTs		0.000			0.000		0.325				0.141	
Peds Bikes		50			50		50		0		50	0
Buses	0	0		0	0			4		0	4	
%InProtPhase				0.0								

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	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		3.5			3.5			3.5			3.5	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 3/7/2016
Period: Sat MD Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Linden Boulevard Service Road

Inter.: Linden Blvd SR and Fountain
Area Type: All other areas
Jurisd: Brooklyn
Year : 2028 Build

N/S St: Fountain Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	0	0	2	0	1	1	0
LGConfig		TR			TR			LTR		L	LTR	
Volume		111	138		177	77	48	348	191	154	347	57
Lane Width		16.0			16.0			14.0		14.0	14.0	
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	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	X				Peds	X			
NB Right					EB	Right				
SB Right					WB	Right				
Green	7.0	36.0					31.0	0.0		
Yellow	3.0	3.0					3.0			
All Red	2.0	2.0					3.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
TR	592	1479	0.43	0.40	21.9	C	21.9	C
Westbound								
TR	817	1531	0.33	0.53	13.0	B	13.0	B
Northbound								
LTR	798	2318	0.84	0.34	37.3	D	37.3	D
Southbound								
L	192	556	0.86	0.34	64.7	E		
LTR	640	1858	0.68	0.34	30.9	C	40.3	D

Intersection Delay = 32.4 (sec/veh) Intersection LOS = C

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 3/7/2016
Analysis Time Period: Sat MD Peak Hour
Intersection: Linden Blvd SR and Fountain
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2028 Build
Project ID: 888 Fountain Avenue
E/W St: Linden Boulevard Service Road N/S St: Fountain Avenue

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume		111	138		177	77	48	348	191	154	347	57
% Heavy Veh		4	4		7	7	5	5	5	4	4	4
PHF		0.97	0.97		0.94	0.94	0.88	0.88	0.88	0.93	0.93	0.93
PK 15 Vol		29	36		47	20	14	99	54	41	93	15
Hi Ln Vol												
% Grade		0			0			0			0	
Ideal Sat		1900			1900			1900		1900	1900	
ParkExist			X			X			X			
NumPark			20			20			20			
No. Lanes	0	1	0	0	1	0	0	2	0	1	1	0
LGConfig		TR			TR			LTR		L	LTR	
Lane Width		16.0			16.0			14.0		14.0	14.0	
RTOR Vol			0			0			0			0
Adj Flow		256			270			667		166	434	
%InSharedLn										0		
Prop LTs		0.000			0.000			0.082		1.000	0.000	
Prop RTs		0.555			0.304			0.325			0.141	
Peds Bikes		50	0		50	0		50	0		50	0
Buses		0			0			4		0	4	
%InProtPhase												

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		3			3			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		3.5			3.5			3.5			3.5	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 3/7/2016
Period: Sat MD Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Vandalia Avenue

Inter.: Vandalia Ave and Erskine St
Area Type: All other areas
Jurisd: Brooklyn
Year : 2028 Build

N/S St: Erskine Street

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	0	0	2	0	1	0	1	0	0	0
LGConfig		TR		DefL	T		L		R			
Volume		14	280	371	21		266		421			
Lane Width		12.0		12.0	12.0		12.0		12.0			
RTOR Vol			0						0			

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left					NB	Left	P			
Thru	P					Thru				
Right	P					Right	P			
Peds	X					Peds	X			
WB Left	P				SB	Left				
Thru	P					Thru				
Right						Right				
Peds						Peds	X			
NB Right					EB	Right				
SB Right					WB	Right				
Green	25.0						25.0			
Yellow	3.0						3.0			
All Red	2.0						2.0			

Cycle Length: 60.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
TR	1077	2584	0.32	0.42	12.6	B	12.6	B
Westbound								
DefL	410	983	1.00	0.42	63.2	E		
T	615	1476	0.04	0.42	10.5	B	60.4	E
Northbound								
L	716	1719	0.42	0.42	14.2	B		
							36.3	D
R	494	1186	0.97	0.42	50.3	D		
Southbound								

Intersection Delay = 37.8 (sec/veh) Intersection LOS = D

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 3/7/2016
Analysis Time Period: Sat MD Peak Hour
Intersection: Vandalia Ave and Erskine St
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2028 Build
Project ID: 888 Fountain Avenue
E/W St: Vandalia Avenue N/S St: Erskine Street

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume		14	280	371	21		266		421			
% Heavy Veh		3	3	3	3		5		5			
PHF		0.85	0.85	0.90	0.90		0.88		0.88			
PK 15 Vol		4	82	103	6		76		120			
Hi Ln Vol												
% Grade		0			0			0				
Ideal Sat		1900		1900	1900		1900		1900			
ParkExist			X			X			X			
NumPark			20			20			20			
No. Lanes	0	2	0	0	2	0	1	0	1	0	0	0
LGConfig		TR		DefL	T		L		R			
Lane Width		12.0		12.0	12.0		12.0		12.0			
RTOR Vol			0						0			
Adj Flow		345		412	23		302		478			
%InSharedLn												
Prop LTs		0.000		1.000	0.000							
Prop RTs	0.954			0.000					1.000			
Peds Bikes	50		0				50		0	50		
Buses		6		0	0		0		0			
%InProtPhase												

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		3		3	3		3		3			
Unit Ext.		3.0		3.0	3.0		3.0		3.0			
I Factor		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		3.4						3.4			3.4	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 3/7/2016
Period: Sat MD Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Vandalia Avenue

Inter.: Vandalia Ave and Fountain Ave
Area Type: All other areas
Jurisd: Brooklyn
Year : 2028 Build

N/S St: Fountain Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	0	0	0	0	1	0	0	1	0
LGConfig		LR						LT			TR	
Volume	427		4				2	236			381	388
Lane Width		16.0						15.0			15.0	
RTOR Vol			0									0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left	P				NB	Left	P			
Thru						Thru	P			
Right	P					Right				
Peds	X					Peds				
WB Left					SB	Left				
Thru						Thru	P			
Right						Right	P			
Peds	X					Peds	X			
NB Right					EB	Right				
SB Right					WB	Right				
Green	25.0						25.0			
Yellow	3.0						3.0			
All Red	2.0						2.0			

Cycle Length: 60.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
LR	828	1988	0.62	0.42	17.2	B	17.2	B
Westbound								
Northbound								
LT	835	2004	0.31	0.42	12.7	B	12.7	B
Southbound								
TR	646	1551	1.40	0.42	206.5	F	206.5	F

Intersection Delay = 118.8 (sec/veh) Intersection LOS = F

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 3/7/2016
Analysis Time Period: Sat MD Peak Hour
Intersection: Vandalia Ave and Fountain Ave
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2028 Build
Project ID: 888 Fountain Avenue
E/W St: Vandalia Avenue N/S St: Fountain Avenue

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	427		4				2	236			381	388
% Heavy Veh	3		3				2	2			2	2
PHF	0.84		0.84				0.93	0.93			0.85	0.85
PK 15 Vol	127		1				1	63			112	114
Hi Ln Vol												
% Grade		0						0			0	
Ideal Sat		1900						1900			1900	
ParkExist												
NumPark												
No. Lanes	0	0	0	0	0	0	0	1	0	0	1	0
LGConfig		LR						LT			TR	
Lane Width		16.0						15.0			15.0	
RTOR Vol			0									0
Adj Flow		513						256			904	
%InSharedLn												
Prop LTs		0.990						0.008			0.000	
Prop RTs	0.010						0.000			0.504		
Peds Bikes	46		0	44						310		0
Buses		0						4			0	
%InProtPhase												

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	
Arriv. Type		3						3			3	
Unit Ext.		3.0						3.0			3.0	
I Factor		1.000						1.000			1.000	
Lost Time		2.0						2.0			2.0	
Ext of g		2.0						2.0			2.0	
Ped Min g		3.4			3.4						4.6	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 9/17/2015
Period: AM Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Linden Boulevard Main Line

Inter.: Linden Blvd ML and Fountain
Area Type: All other areas
Jurisd: Brooklyn
Year : 2028 Mitigated Build

N/S St: Fountain Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	3	0	1	3	0	0	2	0	1	1	0
LGConfig	L	T		L	T			LTR		L	LTR	
Volume	70	628		106	1365		56	247	126	125	235	49
Lane Width	13.0	10.0		14.0	10.0			14.0		12.0	14.0	
RTOR Vol									0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left		P			NB	Left	P			
Thru		P				Thru	P			
Right						Right	P			
Peds		X				Peds	X			
WB Left	P	P			SB	Left	P			
Thru	P	P				Thru	P			
Right						Right	P			
Peds	X	X				Peds	X			
NB Right					EB	Right				
SB Right					WB	Right				
Green	9.0	52.0					43.0	0.0		
Yellow	3.0	3.0					3.0			
All Red	2.0	2.0					3.0			

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	120	277	0.64	0.43	50.1	D		
T	1759	4059	0.39	0.43	23.9	C	26.5	C
Westbound								
L	363	1600	0.30	0.55	15.8	B		
T	2252	4094	0.62	0.55	19.8	B	19.5	B
Northbound								
LTR	813	2270	0.60	0.36	34.7	C	34.7	C
Southbound								
L	232	648	0.60	0.36	42.4	D		
LTR	596	1664	0.53	0.36	33.8	C	36.4	D

Intersection Delay = 25.9 (sec/veh) Intersection LOS = C

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 9/17/2015
Analysis Time Period: AM Peak Hour
Intersection: Linden Blvd ML and Fountain
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2028 Mitigated Build
Project ID: 888 Fountain Avenue
E/W St: Linden Boulevard Main Line N/S St: Fountain Avenue

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	70	628		106	1365		56	247	126	125	235	49
% Heavy Veh	19	19		18	18		24	24	24	15	15	15
PHF	0.91	0.91		0.97	0.97		0.88	0.88	0.88	0.90	0.90	0.90
PK 15 Vol	19	173		27	352		16	70	36	35	65	14
Hi Ln Vol												
% Grade		0			0			0			0	
Ideal Sat	1900	1900		1900	1900			1900		1900	1900	
ParkExist												
NumPark												
No. Lanes	1	3	0	1	3	0	0	2	0	1	1	0
LGConfig	L	T		L	T			LTR		L	LTR	
Lane Width	13.0	10.0		14.0	10.0			14.0		12.0	14.0	
RTOR Vol								0			0	
Adj Flow	77	690		109	1407			488		139	315	
%InSharedLn										0		
Prop LTs	1.000	0.000		1.000	0.000			0.131		1.000	0.000	
Prop RTs		0.000			0.000		0.293				0.171	
Peds Bikes		50			50		50		0		50	0
Buses	0	0		0	0			4		0	6	
%InProtPhase				0.0								

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	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		3.7			3.7			3.7			3.7	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 9/17/2015
Period: AM Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Linden Boulevard Service Road

Inter.: Linden Blvd SR and Fountain
Area Type: All other areas
Jurisd: Brooklyn
Year : 2028 Mitigated Build

N/S St: Fountain Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	0	0	2	0	1	1	0
LGConfig		TR			TR			LTR		L	LTR	
Volume		41	91		231	61	56	247	126	125	235	49
Lane Width		16.0			16.0			14.0		12.0	14.0	
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	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	X				Peds	X			
NB Right					EB	Right				
SB Right					WB	Right				
Green	9.0	52.0					43.0	0.0		
Yellow	3.0	3.0					3.0			
All Red	2.0	2.0					3.0			

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
TR	546	1261	0.27	0.43	23.0	C	23.0	C
Westbound								
TR	776	1411	0.39	0.55	16.9	B	16.9	B
Northbound								
LTR	812	2265	0.60	0.36	34.8	C	34.8	C
Southbound								
L	227	633	0.61	0.36	43.4	D		
LTR	588	1642	0.54	0.36	34.0	C	36.9	D

Intersection Delay = 30.4 (sec/veh) Intersection LOS = C

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 9/17/2015
Analysis Time Period: AM Peak Hour
Intersection: Linden Blvd SR and Fountain
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2028 Mitigated Build
Project ID: 888 Fountain Avenue
E/W St: Linden Boulevard Service Road N/S St: Fountain Avenue

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume		41	91		231	61	56	247	126	125	235	49
% Heavy Veh		19	19		18	18	24	24	24	16	16	16
PHF		0.91	0.91		0.97	0.97	0.88	0.88	0.88	0.90	0.90	0.90
PK 15 Vol		11	25		60	16	16	70	36	35	65	14
Hi Ln Vol												
% Grade		0			0			0			0	
Ideal Sat		1900			1900			1900		1900	1900	
ParkExist			X			X						
NumPark			20			20						
No. Lanes	0	1	0	0	1	0	0	2	0		1	1	0
LGConfig		TR			TR			LTR		L	LTR	
Lane Width		16.0			16.0			14.0		12.0	14.0	
RTOR Vol			0			0			0			0
Adj Flow		145			301			488		139	315	
%InSharedLn										0		
Prop LTs		0.000			0.000			0.131		1.000	0.000	
Prop RTs		0.690			0.209			0.293			0.171	
Peds Bikes		50	0		50	0		50	0		50	0
Buses		0			0			4		0	6	
%InProtPhase												

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		3			3			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		3.7			3.7			3.7			3.7	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 3/7/2016
Period: MD Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Gateway Drive

Inter.: Erskine Street and Gateway Dr
Area Type: All other areas
Jurisd: Brooklyn
Year : 2028 Mitigated Build

N/S St: Erskine Street

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	1	1	2	0	2	2	0	0	3	1
LGConfig	L	T	R	L	TR		L	TR			LT	R
Volume	21	55	487	215	52	55	433	590	152	23	558	13
Lane Width	10.0	11.0	12.0	11.0	11.5		11.0	11.0			10.5	13.0
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	P				NB Left		P		
Thru	P				Thru	P	P		
Right	P				Right	P	P		
Peds	X				Peds	X	X		
WB Left	P				SB Left	P			
Thru	P				Thru	P			
Right	P				Right	P			
Peds	X				Peds	X			
NB Right					EB Right		P		
SB Right					WB Right				
Green	32.0					22.0	21.0		
Yellow	3.0					3.0	3.0		
All Red	2.0					2.0	2.0		

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	300	844	0.08	0.36	19.7	B		
T	1196	3363	0.05	0.36	19.1	B	13.7	B
R	860	1334	0.62	0.64	12.9	B		
Westbound								
L	370	1041	0.79	0.36	41.4	D		
TR	883	2484	0.16	0.36	20.2	C	34.4	C
Northbound								
L	775	3322	0.59	0.23	34.1	C		
TR	1738	3259	0.45	0.53	13.8	B	21.3	C
Southbound								
LT	1027	4203	0.61	0.24	32.9	C	32.7	C
R	336	1373	0.04	0.24	26.2	C		

Intersection Delay = 24.1 (sec/veh) Intersection LOS = C

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 3/7/2016
Analysis Time Period: MD Peak Hour
Intersection: Erskine Street and Gateway Dr
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2028 Mitigated Build
Project ID: 888 Fountain Avenue
E/W St: Gateway Drive N/S St: Erskine Street

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	21	55	487	215	52	55	433	590	152	23	558	13
% Heavy Veh	4	4	4	10	10	10	2	2	2	1	1	1
PHF	0.91	0.91	0.91	0.74	0.74	0.74	0.94	0.94	0.94	0.93	0.93	0.93
PK 15 Vol	6	15	134	73	18	19	115	157	40	6	150	4
Hi Ln Vol												
% Grade		0			0			0			0	
Ideal Sat	1900	1900	1900	1900	1900		1900	1900			1900	1900
ParkExist												
NumPark												
No. Lanes		1	2	1	1	2	0	2	2	0	0	3	1
LGConfig	L		T	R	L	TR		L	TR			LT	R
Lane Width	10.0	11.0	12.0	11.0	11.5			11.0	11.0			10.5	13.0
RTOR Vol			0			0			0			0	
Adj Flow	23	60	535	291	144			461	790			625	14
%InSharedLn													
Prop LTs	1.000	0.000		1.000	0.000				0.000			0.040	
Prop RTs		0.000	1.000		0.514			0.205			0.000	1.000	
Peds Bikes		167	0		395	0		167	0		138	0	
Buses	0	0	0	0	6			0			6	0	
%InProtPhase			0.0										

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	0.0			0.0	0.0
Arriv. Type	3	3	3	3	3		3	3			3	3
Unit Ext.	3.0	3.0	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			2.0	2.0
Ext of g	2.0	2.0	2.0	2.0	2.0		2.0	2.0			2.0	2.0
Ped Min g		4.3			5.9			4.3			4.1	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 3/7/2016
Period: PM Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Gateway Drive

Inter.: Erskine Street and Gateway Dr
Area Type: All other areas
Jurisd: Brooklyn
Year : 2028 Mitigated Build

N/S St: Erskine Street

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	1	1	2	0	2	2	0	0	3	1
LGConfig	L	T	R	L	TR		L	TR			LT	R
Volume	24	44	498	338	61	54	467	612	146	27	533	10
Lane Width	10.0	11.0	12.0	11.0	11.5		11.0	11.0			10.5	13.0
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	P				NB Left	P		
Thru	P				Thru	P	P	
Right	P				Right	P	P	
Peds	X				Peds	X	X	
WB Left	P				SB Left	P		
Thru	P				Thru	P		
Right	P				Right	P		
Peds	X				Peds	X		
NB Right					EB Right		P	
SB Right					WB Right			
Green	33.0					20.0	22.0	
Yellow	3.0					3.0	3.0	
All Red	2.0					2.0	2.0	

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	297	809	0.09	0.37	19.2	B		
T	1221	3330	0.04	0.37	18.4	B	11.5	B
R	950	1425	0.57	0.67	10.5	B		
Westbound								
L	433	1180	0.85	0.37	44.4	D		
TR	958	2613	0.13	0.37	19.2	B	38.0	D
Northbound								
L	796	3258	0.64	0.24	34.3	C		
TR	1688	3233	0.49	0.52	14.8	B	22.2	C
Southbound								
LT	888	3996	0.68	0.22	36.4	D	36.2	D
R	343	1543	0.03	0.22	27.6	C		

Intersection Delay = 25.5 (sec/veh) Intersection LOS = C

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 3/7/2016
Analysis Time Period: PM Peak Hour
Intersection: Erskine Street and Gateway Dr
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2028 Mitigated Build
Project ID: 888 Fountain Avenue
E/W St: Gateway Drive N/S St: Erskine Street

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	24	44	498	338	61	54	467	612	146	27	533	10
% Heavy Veh	5	5	5	5	5	5	4	4	4	0	0	0
PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PK 15 Vol	7	12	135	92	17	15	127	166	40	7	145	3
Hi Ln Vol												
% Grade		0			0			0			0	
Ideal Sat	1900	1900	1900	1900	1900		1900	1900			1900	1900
ParkExist												
NumPark												
No. Lanes	1	2	1	1	2	0	2	2	0	0	3	1
LGConfig	L	T	R	L	TR		L	TR			LT	R
Lane Width	10.0	11.0	12.0	11.0	11.5		11.0	11.0			10.5	13.0
RTOR Vol			0			0			0			0
Adj Flow	26	48	541	367	125		508	824			608	11
%InSharedLn												
Prop LTs	1.000	0.000		1.000	0.000			0.000			0.048	
Prop RTs		0.000	1.000		0.472			0.193			0.000	1.000
Peds Bikes		90	0		626	0		90	0		56	0
Buses	0	0	0	0	5		0	0			5	0
%InProtPhase			0.0									

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	0.0			0.0	0.0
Arriv. Type	3	3	3	3	3		3	3			3	3
Unit Ext.	3.0	3.0	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			2.0	2.0
Ext of g	2.0	2.0	2.0	2.0	2.0		2.0	2.0			2.0	2.0
Ped Min g		3.8			7.4			3.8			3.6	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 9/17/2015
Period: PM Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Linden Boulevard Main Line

Inter.: Linden Blvd ML and Fountain
Area Type: All other areas
Jurisd: Brooklyn
Year : 2028 Mitigated Build

N/S St: Fountain Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	3	0	1	3	0	0	2	0	1	1	0
LGConfig	L	T		L	T			LTR		L	LTR	
Volume	88	1275		91	1121		50	338	187	183	363	43
Lane Width	13.0	10.0		14.0	10.0			14.0		14.0	14.0	
RTOR Vol									0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left		P			NB	Left	P			
Thru		P				Thru	P			
Right						Right	P			
Peds		X				Peds	X			
WB Left	P	P			SB	Left	P			
Thru	P	P				Thru	P			
Right						Right	P			
Peds	X	X				Peds	X			
NB Right					EB	Right				
SB Right					WB	Right				
Green	10.0	48.0					46.0	0.0		
Yellow	3.0	3.0					3.0			
All Red	2.0	2.0					3.0			

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	154	386	0.62	0.40	45.8	D		
T	1710	4275	0.80	0.40	35.9	D	36.5	D
Westbound								
L	208	1678	0.47	0.52	26.3	C		
T	2224	4237	0.54	0.52	19.8	B	20.3	C
Northbound								
LTR	869	2268	0.79	0.38	39.9	D	39.9	D
Southbound								
L	189	492	0.89	0.38	77.2	E		
LTR	601	1567	0.79	0.38	42.6	D	51.7	D

Intersection Delay = 34.3 (sec/veh) Intersection LOS = C

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 9/17/2015
Analysis Time Period: PM Peak Hour
Intersection: Linden Blvd ML and Fountain
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2028 Mitigated Build
Project ID: 888 Fountain Avenue
E/W St: Linden Boulevard Main Line N/S St: Fountain Avenue

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	88	1275		91	1121		50	338	187	183	363	43
% Heavy Veh	13	13		14	14		13	13	13	16	16	16
PHF	0.93	0.93		0.94	0.94		0.84	0.84	0.84	0.92	0.92	0.92
PK 15 Vol	24	343		24	298		15	101	56	50	99	12
Hi Ln Vol												
% Grade		0			0			0			0	
Ideal Sat	1900	1900		1900	1900			1900		1900	1900	
ParkExist												
NumPark												
No. Lanes	1	3	0	1	3	0	0	2	0	1	1	0
LGConfig	L	T		L	T			LTR		L	LTR	
Lane Width	13.0	10.0		14.0	10.0			14.0		14.0	14.0	
RTOR Vol								0			0	
Adj Flow	95	1371		97	1193			685		169	472	
%InSharedLn										15		
Prop LTs	1.000	0.000		1.000	0.000			0.088		1.000	0.063	
Prop RTs		0.000			0.000		0.326				0.100	
Peds Bikes		50			50		50		0		50	0
Buses	0	0		0	0			4		0	3	
%InProtPhase				0.0								

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	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		3.7			3.7			3.7			3.7	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 9/17/2015
Period: PM Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Linden Boulevard Service Road

Inter.: Linden Blvd SR and Fountain
Area Type: All other areas
Jurisd: Brooklyn
Year : 2028 Mitigated Build

N/S St: Fountain Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	0	0	2	0	1	1	0
LGConfig		TR			TR			LTR		L	LTR	
Volume		107	153		199	104	50	338	187	183	363	43
Lane Width		16.0			16.0			14.0		14.0	14.0	
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	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	X				Peds	X			
NB Right					EB	Right				
SB Right					WB	Right				
Green	10.0	48.0					46.0	0.0		
Yellow	3.0	3.0					3.0			
All Red	2.0	2.0					3.0			

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
TR	541	1352	0.52	0.40	30.8	C	30.8	C
Westbound								
TR	749	1427	0.43	0.52	19.3	B	19.3	B
Northbound								
LTR	869	2266	0.79	0.38	39.9	D	39.9	D
Southbound								
L	187	488	0.90	0.38	79.5	E		
LTR	599	1562	0.79	0.38	42.8	D	52.5	D

Intersection Delay = 39.3 (sec/veh) Intersection LOS = D

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 9/17/2015
Analysis Time Period: PM Peak Hour
Intersection: Linden Blvd SR and Fountain
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2028 Mitigated Build
Project ID: 888 Fountain Avenue
E/W St: Linden Boulevard Service Road N/S St: Fountain Avenue

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume		107	153		199	104	50	338	187	183	363	43
% Heavy Veh		13	13		14	14	13	13	13	16	16	16
PHF		0.93	0.93		0.94	0.94	0.84	0.84	0.84	0.92	0.92	0.92
PK 15 Vol		29	41		53	28	15	101	56	50	99	12
Hi Ln Vol												
% Grade		0			0			0			0	
Ideal Sat		1900			1900			1900		1900	1900	
ParkExist			X			X						
NumPark			20			20						
No. Lanes	0	1	0	0	1	0	0	2	0	1	1	0
LGConfig		TR			TR			LTR		L	LTR	
Lane Width		16.0			16.0			14.0		14.0	14.0	
RTOR Vol			0			0			0			0
Adj Flow		280			323			685		169	472	
%InSharedLn										15		
Prop LTs		0.000			0.000			0.088		1.000	0.063	
Prop RTs		0.589			0.344			0.326			0.100	
Peds Bikes		50	0		50	0		50	0		50	0
Buses		0			0			4		0	3	
%InProtPhase												

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		3			3			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		3.7			3.7			3.7			3.7	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 03/09/2016
Period: Sat MD Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Gateway Drive

Inter.: Erskine Street and Gateway Dr
Area Type: All other areas
Jurisd: Brooklyn
Year : 2028 Mitigated Build

N/S St: Erskine Street

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	1	1	2	0	2	2	0	0	3	1
LGConfig	L	T	R	L	TR		L	TR			LT	R
Volume	46	74	637	236	109	60	695	818	151	18	684	40
Lane Width	10.0	11.0	12.0	11.0	11.5		11.0	11.0			10.5	13.0
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	P				NB Left	P		
Thru	P				Thru P	P		
Right	P				Right P	P		
Peds	X				Peds X	X		
WB Left	P				SB Left P			
Thru	P				Thru P			
Right	P				Right P			
Peds	X				Peds X			
NB Right					EB Right	P		
SB Right					WB Right			
Green	30.0				22.0	22.0		
Yellow	3.0				3.0	3.0		
All Red	2.0				2.0	2.0		

Cycle Length: 89.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	278	826	0.18	0.34	22.2	C		
T	1156	3428	0.07	0.34	20.1	C	21.6	C
R	833	1300	0.83	0.64	21.7	C		
Westbound								
L	355	1052	0.72	0.34	38.0	D		
TR	962	2855	0.19	0.34	21.3	C	31.1	C
Northbound								
L	829	3355	0.91	0.25	48.4	D		
TR	1830	3324	0.58	0.55	14.5	B	28.7	C
Southbound								
LT	1002	4054	0.76	0.25	36.5	D	36.0	D
R	331	1341	0.13	0.25	26.9	C		

Intersection Delay = 29.0 (sec/veh) Intersection LOS = C

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 03/09/2016
Analysis Time Period: Sat MD Peak Hour
Intersection: Erskine Street and Gateway Dr
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2028 Mitigated Build
Project ID: 888 Fountain Avenue
E/W St: Gateway Drive N/S St: Erskine Street

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	46	74	637	236	109	60	695	818	151	18	684	40
% Heavy Veh	2	2	2	3	3	3	1	1	1	0	0	0
PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PK 15 Vol	12	20	173	64	30	16	189	222	41	5	186	11
Hi Ln Vol												
% Grade		0			0			0			0	
Ideal Sat	1900	1900	1900	1900	1900		1900	1900			1900	1900
ParkExist												
NumPark												
No. Lanes	1	2	1	1	2	0	2	2	0	0	3	1
LGConfig	L	T	R	L	TR		L	TR			LT	R
Lane Width	10.0	11.0	12.0	11.0	11.5		11.0	11.0			10.5	13.0
RTOR Vol			0			0			0			0
Adj Flow	50	80	692	257	183		755	1053			763	43
%InSharedLn												
Prop LTs	1.000	0.000		1.000	0.000			0.000			0.026	
Prop RTs		0.000	1.000		0.355			0.156			0.000	1.000
Peds Bikes		201	0		489	0		201	0		162	0
Buses	0	0	0	0	6		0	0			6	0
%InProtPhase			0.0									

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	0.0			0.0	0.0
Arriv. Type	3	3	3	3	3		3	3			3	3
Unit Ext.	3.0	3.0	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			2.0	2.0
Ext of g	2.0	2.0	2.0	2.0	2.0		2.0	2.0			2.0	2.0
Ped Min g		4.5			6.5			4.5			4.3	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 3/7/2016
Period: Sat MD Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Vandalia Avenue

Inter.: Vandalia Ave and Fountain Ave
Area Type: All other areas
Jurisd: Brooklyn
Year : 2028 Mitigated Build

N/S St: Fountain Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	0	0	0	0	1	0	0	1	0
LGConfig		LR						LT			TR	
Volume	427		4				2	236			381	388
Lane Width		16.0						15.0			15.0	
RTOR Vol			0									0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left	P				NB	Left	P			
Thru						Thru	P			
Right	P					Right				
Peds	X					Peds				
WB Left					SB	Left				
Thru						Thru	P			
Right						Right	P			
Peds	X					Peds	X			
NB Right					EB	Right				
SB Right					WB	Right				
Green	19.0						31.0			
Yellow	3.0						3.0			
All Red	2.0						2.0			

Cycle Length: 60.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
LR	630	1988	0.81	0.32	29.9	C	29.9	C
Westbound								
Northbound								
LT	1036	2006	0.25	0.52	8.6	A	8.6	A
Southbound								
TR	841	1628	1.07	0.52	67.7	E	67.7	E

Intersection Delay = 47.1 (sec/veh) Intersection LOS = D

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 3/7/2016
Analysis Time Period: Sat MD Peak Hour
Intersection: Vandalia Ave and Fountain Ave
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2028 Mitigated Build
Project ID: 888 Fountain Avenue
E/W St: Vandalia Avenue N/S St: Fountain Avenue

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	427		4				2	236			381	388
% Heavy Veh	3		3				2	2			2	2
PHF	0.84		0.84				0.93	0.93			0.85	0.85
PK 15 Vol	127		1				1	63			112	114
Hi Ln Vol												
% Grade		0						0			0	
Ideal Sat		1900						1900			1900	
ParkExist												
NumPark												
No. Lanes	0	0	0	0	0	0	0	1	0	0	1	0
LGConfig		LR						LT			TR	
Lane Width		16.0						15.0			15.0	
RTOR Vol			0									0
Adj Flow		513						256			904	
%InSharedLn												
Prop LTs		0.990						0.008			0.000	
Prop RTs	0.010						0.000			0.504		
Peds Bikes	46		0	38						302		0
Buses		0						4			0	
%InProtPhase												

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	
Arriv. Type		3						3			3	
Unit Ext.		3.0						3.0			3.0	
I Factor		1.000						1.000			1.000	
Lost Time		2.0						2.0			2.0	
Ext of g		2.0						2.0			2.0	
Ped Min g		3.4			3.4						4.6	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 9/17/2015
Period: Sat MD Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Linden Boulevard Main Line

Inter.: Linden Blvd ML and Fountain
Area Type: All other areas
Jurisd: Brooklyn
Year : 2028 Mitigated Build

N/S St: Fountain Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	3	0	1	3	0	0	2	0	1	1	0
LGConfig	L	T		L	T			LTR		L	LTR	
Volume	50	787		92	771		48	348	191	154	347	57
Lane Width	10.0	11.0		10.0	10.5			14.0		14.0	14.0	
RTOR Vol									0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left		P			NB	Left	P			
Thru		P				Thru	P			
Right						Right	P			
Peds		X				Peds	X			
WB Left	P	P			SB	Left	P			
Thru	P	P				Thru	P			
Right						Right	P			
Peds	X	X				Peds	X			
NB Right					EB	Right				
SB Right					WB	Right				
Green	7.0	34.0					33.0	0.0		
Yellow	3.0	3.0					3.0			
All Red	2.0	2.0					3.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	210	555	0.25	0.38	22.0	C		
T	1817	4811	0.45	0.38	21.8	C	21.8	C
Westbound								
L	288	1546	0.34	0.51	15.5	B		
T	2349	4595	0.35	0.51	13.5	B	13.7	B
Northbound								
LTR	879	2398	0.76	0.37	31.1	C	31.1	C
Southbound								
L	215	585	0.77	0.37	48.3	D		
LTR	684	1866	0.63	0.37	28.0	C	33.6	C

Intersection Delay = 23.7 (sec/veh) Intersection LOS = C

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 9/17/2015
Analysis Time Period: Sat MD Peak Hour
Intersection: Linden Blvd ML and Fountain
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2028 Mitigated Build
Project ID: 888 Fountain Avenue
E/W St: Linden Boulevard Main Line N/S St: Fountain Avenue

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	50	787		92	771		48	348	191	154	347	57
% Heavy Veh	4	4		7	7		5	5	5	4	4	4
PHF	0.97	0.97		0.94	0.94		0.88	0.88	0.88	0.93	0.93	0.93
PK 15 Vol	13	203		24	205		14	99	54	41	93	15
Hi Ln Vol												
% Grade		0			0			0			0	
Ideal Sat	1900	1900		1900	1900			1900		1900	1900	
ParkExist									X			
NumPark									20			
No. Lanes	1	3	0	1	3	0	0	2	0	1	1	0
LGConfig	L	T		L	T			LTR		L	LTR	
Lane Width	10.0	11.0		10.0	10.5			14.0		14.0	14.0	
RTOR Vol									0			0
Adj Flow	52	811		98	820			667		166	434	
%InSharedLn										0		
Prop LTs	1.000	0.000		1.000	0.000			0.082		1.000	0.000	
Prop RTs		0.000			0.000		0.325				0.141	
Peds Bikes		50			50		50		0		50	0
Buses	0	0		0	0			4		0	4	
%InProtPhase				0.0								

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	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		3.5			3.5			3.5			3.5	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 3/7/2016
Period: Sat MD Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Linden Boulevard Service Road

Inter.: Linden Blvd SR and Fountain
Area Type: All other areas
Jurisd: Brooklyn
Year : 2028 Mitigated Build

N/S St: Fountain Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	0	0	2	0	1	1	0
LGConfig		TR			TR			LTR		L	LTR	
Volume		111	138		177	77	48	348	191	154	347	57
Lane Width		16.0			16.0			14.0		14.0	14.0	
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	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	X				Peds	X			
NB Right					EB	Right				
SB Right					WB	Right				
Green	7.0	34.0					33.0	0.0		
Yellow	3.0	3.0					3.0			
All Red	2.0	2.0					3.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
TR	558	1476	0.46	0.38	23.8	C	23.8	C
Westbound								
TR	782	1530	0.35	0.51	14.3	B	14.3	B
Northbound								
LTR	879	2396	0.76	0.37	31.1	C	31.1	C
Southbound								
L	213	580	0.78	0.37	49.3	D		
LTR	682	1859	0.64	0.37	28.0	C	33.9	C

Intersection Delay = 28.5 (sec/veh) Intersection LOS = C

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 3/7/2016
Analysis Time Period: Sat MD Peak Hour
Intersection: Linden Blvd SR and Fountain
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2028 Mitigated Build
Project ID: 888 Fountain Avenue
E/W St: Linden Boulevard Service Road N/S St: Fountain Avenue

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume		111	138		177	77	48	348	191	154	347	57
% Heavy Veh		4	4		7	7	5	5	5	4	4	4
PHF		0.97	0.97		0.94	0.94	0.88	0.88	0.88	0.93	0.93	0.93
PK 15 Vol		29	36		47	20	14	99	54	41	93	15
Hi Ln Vol												
% Grade		0			0			0			0	
Ideal Sat		1900			1900			1900		1900	1900	
ParkExist			X			X			X			
NumPark			20			20			20			
No. Lanes	0	1	0	0	1	0	0	2	0		1	1	0
LGConfig		TR			TR			LTR		L	LTR	
Lane Width		16.0			16.0			14.0		14.0	14.0	
RTOR Vol			0			0			0			0
Adj Flow		256			270			667		166	434	
%InSharedLn										0		
Prop LTs		0.000			0.000			0.082		1.000	0.000	
Prop RTs		0.555			0.304			0.325			0.141	
Peds Bikes		50	0		50	0		50	0		50	0
Buses		0			0			4		0	4	
%InProtPhase												

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		3			3			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		3.5			3.5			3.5			3.5	

HCS+: Signalized Intersections Release 5.5

Analyst: KB
Agency: STV
Date: 3/7/2016
Period: Sat MD Peak Hour
Project ID: 888 Fountain Avenue
E/W St: Vandalia Avenue

Inter.: Vandalia Ave and Erskine St
Area Type: All other areas
Jurisd: Brooklyn
Year : 2028 Mitigated Build

N/S St: Erskine Street

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	0	0	2	0	1	0	1	0	0	0
LGConfig		TR		DefL	T		L		R			
Volume		14	280	371	21		266		421			
Lane Width		12.0		12.0	12.0		12.0		12.0			
RTOR Vol			0						0			

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left					NB	Left	P			
Thru	P					Thru				
Right	P					Right	P			
Peds	X					Peds	X			
WB Left	P	P			SB	Left				
Thru	P	P				Thru				
Right						Right				
Peds						Peds	X			
NB Right					EB	Right				
SB Right					WB	Right				
Green	13.0	6.0					26.0			
Yellow	3.0	3.0					3.0			
All Red	2.0	2.0					2.0			

Cycle Length: 60.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
TR	542	2500	0.64	0.22	27.0	C	27.0	C
Westbound								
DefL	512	1678	0.80	0.40	30.5	C		
T	590	1476	0.04	0.40	11.1	B	29.5	C
Northbound								
L	745	1719	0.41	0.43	13.3	B		
							30.6	C
R	515	1188	0.93	0.43	41.4	D		
Southbound								

Intersection Delay = 29.5 (sec/veh) Intersection LOS = C

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: KB
Agency/Co.: STV
Date Performed: 3/7/2016
Analysis Time Period: Sat MD Peak Hour
Intersection: Vandalia Ave and Erskine St
Area Type: All other areas
Jurisdiction: Brooklyn
Analysis Year: 2028 Mitigated Build
Project ID: 888 Fountain Avenue
E/W St: Vandalia Avenue N/S St: Erskine Street

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume		14	280	371	21		266		421			
% Heavy Veh		3	3	3	3		5		5			
PHF		0.85	0.85	0.90	0.90		0.88		0.88			
PK 15 Vol		4	82	103	6		76		120			
Hi Ln Vol												
% Grade		0			0			0				
Ideal Sat		1900		1900	1900		1900		1900			
ParkExist			X			X			X			
NumPark			20			20			20			
No. Lanes	0	2	0	0	2	0	1	0	1	0	0	0
LGConfig		TR		DefL	T		L		R			
Lane Width		12.0		12.0	12.0		12.0		12.0			
RTOR Vol			0						0			
Adj Flow		345		412	23		302		478			
%InSharedLn												
Prop LTs		0.000		1.000	0.000							
Prop RTs	0.954			0.000				1.000				
Peds Bikes	50		0				50		0	50		
Buses		6		0	0		0		0			
%InProtPhase				0.0								

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		3		3	3		3		3			
Unit Ext.		3.0		3.0	3.0		3.0		3.0			
I Factor		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		3.4						3.4			3.4	

Appendix H

Parking Summary Data

888 Fountain Avenue, Brooklyn On-Street Parking Supply:
Parking Regulations and Capacity

Crescent Street											
Between		West Side					East Side				
			Available Spaces w/o Reg	Available Spaces w/ Reg	Observed Parking			Available Spaces w/o Reg	Available Spaces w/ Reg	Observed Parking	
From	To	Regulation(s)			Reg	No-Reg	Regulation(s)			Reg	No-Reg
Wortman Avenue	Cozine Avenue	NP 11:00 AM - 12:30 PM TuesFri	24	0	2	14	NP 11:00 AM - 12:30 PM MonThurs	24	24	12	8
Cozine Avenue	Flatlands Avenue	NP 11:00 AM - 12:30 PM TuesFri	25	0	3	15	NP 11:00 AM - 12:30 PM MonThurs	25	25	15	4

Pine Street											
Between		West Side					East Side				
			Available Spaces w/o Reg	Available Spaces w/ Reg	Observed Parking			Available Spaces w/o Reg	Available Spaces w/ Reg	Observed Parking	
From	To	Regulation(s)			Reg	No-Reg	Regulation(s)			Reg	No-Reg
Wortman Avenue	Cozine Avenue	NP 11:00 AM - 12:30 PM MonThurs	24	24	15	7	NP 11:00 AM - 12:30 PM TuesFri	24	0	3	12

Fountain Avenue											
Between		West Side					East Side				
			Available Spaces w/o Reg	Available Spaces w/ Reg	Observed Parking			Available Spaces w/o Reg	Available Spaces w/ Reg	Observed Parking	
From	To	Regulation(s)			Reg	No-Reg	Regulation(s)			Reg	No-Reg
Wortman Avenue	Cozine Avenue	Night NP 12 AM - 3AM Tues Fri	24	24	0	0	NP 8-9:30 AM Tues Fri	24	0	0	0
Cozine Avenue	Flatlands Avenue	Night NP 12 AM - 3AM Mon Thurs	26	26	0	0	No Posted Regulations	0	0	0	0
Flatlands Avenue	Vandalia Avenue	No Standing Anytime	0	0	0	0	No Standing Anytime	0	0	0	0
Vandalia Avenue	Seaview Avenue	No Standing Anytime	0	0	0	0	No Standing Anytime	0	0	0	0

Logan Street											
Between		West Side					East Side				
			Available Spaces w/o Reg	Available Spaces w/ Reg	Observed Parking			Available Spaces w/o Reg	Available Spaces w/ Reg	Observed Parking	
From	To	Regulation(s)			Reg	No-Reg	Regulation(s)			Reg	No-Reg
Cozine Avenue	Flatlands Avenue	Night NP 12 AM - 3AM Tues Fri	24	24	18	13	Night NP 12 AM - 3AM Mon Thurs	24	24	7	9

Milford Street											
Between		West Side					East Side				
			Available Spaces w/o Reg	Available Spaces w/ Reg	Observed Parking			Available Spaces w/o Reg	Available Spaces w/ Reg	Observed Parking	
From	To	Regulation(s)			Reg	No-Reg	Regulation(s)			Reg	No-Reg
Cozine Avenue	Flatlands Avenue	No Posted Regulations	22	22	11	18	No Posted Regulations	22	22	9	4

Montauk Avenue											
Between		North side					South side				
			Available Spaces w/o Reg	Available Spaces w/ Reg	Observed Parking			Available Spaces w/o Reg	Available Spaces w/ Reg	Observed Parking	
From	To	Regulation(s)			Reg	No-Reg	Regulation(s)			Reg	No-Reg
Cozine Avenue	Flatlands Avenue	Night NP 12 AM - 3AM MonThurs	21	21	32	35	NP 11:30 AM - 1 PM Fri	21	21	34	38

Berriman Street											
Between		West Side					East Side				
			Available Spaces w/o Reg	Available Spaces w/ Reg	Observed Parking			Available Spaces w/o Reg	Available Spaces w/ Reg	Observed Parking	
From	To	Regulation(s)			Reg	No-Reg	Regulation(s)			Reg	No-Reg
Cozine Avenue	Flatlands Avenue	Night NP 12 AM - 3AM MonThurs	21	21	8	7	Night NP 12 AM - 3AM TuesFri	21	21	11	4

Atkins Avenue / Erskine Street											
Between		West Side					North Side				
			Available Spaces w/o Reg	Available Spaces w/ Reg	Observed Parking			Available Spaces w/o Reg	Available Spaces w/ Reg	Observed Parking	
From	To	Regulation(s)			Reg	No-Reg	Regulation(s)			Reg	No-Reg
Wortman Avenue	Flatlands Avenue	Night NP 12 AM - 3AM MonThurs	21	21	12	8	Night NP 12 AM - 3AM TuesFri	21	21	12	9
Flatlands Avenue	Vandalia Avenue	NP 11:30 AM - 1 PM Wed	5	5	5	4	NP 11:30 AM - 1 PM Fri	0	0	0	0
Vandalia Avenue	Gateway Drive	NS Anytime	0	0		0	NS Anytime	0	0		0

Sheperd Avenue											
Between		West Side					East Side				
			Available Spaces w/o Reg	Available Spaces w/ Reg	Observed Parking			Available Spaces w/o Reg	Available Spaces w/ Reg	Observed Parking	
From	To	Regulation(s)			Reg	No-Reg	Regulation(s)			Reg	No-Reg
Cozine Avenue	Flatlands Avenue	NP 8AM - 6PM Mon-Fri, Night NP 12 AM - 3AM MonThurs	0	0	0	0	Night NP 12 AM - 3AM TuesFri	7	7	5	3

Essex Street											
Between		West Side					East Side				
			Available Spaces w/o Reg	Available Spaces w/ Reg	Observed Parking			Available Spaces w/o Reg	Available Spaces w/ Reg	Observed Parking	
From	To	Regulation(s)			Reg	No-Reg	Regulation(s)			Reg	No-Reg
Cozine Avenue	Egan Street	No Posted Regulations	17	17	17	15	No Posted Regulations	19	19	18	18
Egan Street	Vandalia Avenue	No Posted Regulations	8	8	8	8	No Posted Regulations	9	9	9	9
Vandalia Avenue	Schroeders Avenue	No Posted Regulations	9	9	9	7	No Posted Regulations	10	10	9	8

Linwood Street												
Between		West Side					East Side					
			Available Spaces w/o Reg	Available Spaces w/ Reg	Observed Parking			Available Spaces w/o Reg	Available Spaces w/ Reg	Observed Parking	
From	To	Regulation(s)			Reg	No-Reg	Regulation(s)			Reg	No-Reg
Cozine Avenue	Flatlands Avenue	NP 8 AM - 6 PM	-	-	-	-	Night Reg NP 3 - 6 AM	22	22	22	22

Elton Street											
Between		West Side					East Side				
			Available Spaces w/o Reg	Available Spaces w/ Reg	Observed Parking			Available Spaces w/o Reg	Available Spaces w/ Reg	Observed Parking	
From	To	Regulation(s)			Reg	No-Reg	Regulation(s)			Reg	No-Reg
Egan Street	Vandalia Avenue	NP 11:30 AM - 1 PM Thurs	9	9	8	9	NP 11:30 AM - 1 PM Tues	24	0	1	24
Vandalia Avenue	Schroeders Avenue	NP 11:30 AM - 1 PM Wed	9	9	9	9	NP 11:30 AM - 1 PM Fri	10	10	10	10
Schroeders Avenue	Dead End	Night Reg NP 3 - 6 AM	9	0	8	9	Night Reg NP 3 - 6 AM	9	0	7	9

Berriman Street											
Between		West Side					East Side				
			Available Spaces w/o Reg	Available Spaces w/ Reg	Observed Parking			Available Spaces w/o Reg	Available Spaces w/ Reg	Observed Parking	
From	To	Regulation(s)			Reg	No-Reg	Regulation(s)			Reg	No-Reg
Vandalia Avenue	Schroeders Avenue	No Posted Regulations	9	9	9	3	No Posted Regulations	9	9	9	9

Cozine Avenue											
Between		North Side					South Side				
			Available Spaces w/o Reg	Available Spaces w/ Reg	Observed Parking			Available Spaces w/o Reg	Available Spaces w/ Reg	Observed Parking	
From	To	Regulation(s)			Reg	No-Reg	Regulation(s)			Reg	No-Reg
Crescent Street	Pine Street	NP 11 AM - 12:30 PM MonThurs	9	9	8	5	NP 11AM - 12:30PM TuesFri	9	0	5	4
Pine Street	Fountain Avenue	NP 11 AM - 12:30 PM MonThurs	9	9	8	0	NP 8-9:30 AM TuesFri	9	9	8	3
Fountain Avenue	Logan Street	Night NP 12 AM - 3 AM MonThurs	11	11	9	8	Night NP 12 AM - 3 AM TuesFri	11	11	10	4
Logan Street	Milford Street	Night NP 12 AM - 3 AM MonThurs	11	11	9	8	Night NP 12 AM - 3 AM TuesFri	11	11	10	4
Milford Street	Montauk Avenue	Night NP 12 AM - 3 AM MonThurs	10	10	10	7	Night NP 12 AM - 3 AM TuesFri	10	10	10	4
Montauk Avenue	Erskine Street	Night NP 12 AM - 3 AM MonThurs	9	9	9	9	Night NP 12 AM - 3 AM TuesFri	9	9	7	10
Erskine Street	Atkins Avenue	Night NP 12 AM - 3 AM MonThurs	7	7	8	7	Night NP 12 AM - 3 AM TuesFri	8	8	8	8

Flatlands Avenue											
Between		North Side					South Side				
			Available Spaces w/o Reg	Available Spaces w/ Reg	Observed Parking			Available Spaces w/o Reg	Available Spaces w/ Reg	Observed Parking	
From	To	Regulation(s)			Reg	No-Reg	Regulation(s)			Reg	No-Reg
Sheridan Avenue	Crescent Street	NP 11-12:30 PM MonThurs	36	36	28	0	NS Anytime	0	0	0	1
Crescent Street	Fountain Avenue	NS Anytime	0	0	0	0	NP 9:30 AM - 11 AM TuesFri	14	0	0	1
Fountain Avenue	Logan Street	NS Anytime	0	0	0	2	NP 9:30 AM - 11 AM TuesFri	10	0	0	0
Logan Street	Milford Street	NS Anytime	0	0	0	0	NP 9:30 AM - 11 AM TuesFri	11	0	2	0
Milford Street	Montauk Avenue	NP 9:30 AM - 11 AM TuesFri	9	0	0	0	NP 9:30 AM - 11 AM TuesFri	9	0	0	0
Montauk Avenue	Atkins Avenue	NP 9:30 AM -11 AM TuesFri	11	0	0	0	NP 9:30 AM - 11 AM TuesFri	11	0	0	0
Atkins Avenue	Berriman Street	NS Anytime	0	0	0	0	NP 9:30 AM - 11 AM TuesFri	10	0	0	0
Berriman Street	Sheperd Avenue	NP Anytime	0	0	0	0	NP 9:30 AM - 11 AM TuesFri	10	0	0	2
Sheperd Avenue	Essex Street	NP Anytime	0	0	0	5	NP 9:30 AM - 11 AM TuesFri	9	0	0	2
Essex Street	Linwood Street	NS Anytime, NP 9:30 AM - 11 AM MonThurs, NP 9:30 AM - 11 AM TuesFri	10	0	3	-	NP 7 AM - 4PM School Days, NP 9:30 AM - 11 AM TuesFri	-	-	-	-

Egan Street											
Between		North Side					South Side				
			Available Spaces w/o Reg	Available Spaces w/ Reg	Observed Parking			Available Spaces w/o Reg	Available Spaces w/ Reg	Observed Parking	
From	To	Regulation(s)			Reg	No-Reg	Regulation(s)			Reg	No-Reg
Erskine Street	Essex Street	No Posted Regulations	31	31	12	16	No Posted Regulations	31	31	18	15
Essex Street	Elton Street	No Posted Regulations	17	17	19	15	No Posted Regulations	20	20	19	18

Vandalia Avenue											
Between		North Side					South Side				
			Available Spaces w/o Reg	Available Spaces w/ Reg	Observed Parking			Available Spaces w/o Reg	Available Spaces w/ Reg	Observed Parking	
From	To	Regulation(s)			Reg	No-Reg	Regulation(s)			Reg	No-Reg
Fountain Avenue	Erskine Street	NS Anytime (Medians)	33	33	0	0	NS Anytime (Medians)	33	33	0	0
Erskine Street	Essex Street	NS Anytime (Medians)	32	32	30	28	NS Anytime (Medians)	18	18	18	18
Essex Street	Elton Street	NS Anytime (Medians)	18	18	18	18	NS Anytime (Medians)	18	18	18	18

Schroeders Avenue												
Between		North Side					South Side					
			Available Spaces w/o Reg	Available Spaces w/ Reg	Observed Parking			Available Spaces w/o Reg	Available Spaces w/ Reg	Observed Parking		
From	To	Regulation(s)			Reg	No-Reg	Regulation(s)			Reg	No-Reg	
Erskine Street	Berriman Street	No Posted Regulations	17	17	-	6	No Posted Regulations	17	17	-	7	
Berriman Street	Essex Street	No Posted Regulations	20	20	-	8	No Posted Regulations	20	20	-	6	
Essex Street	Elton Street	No Posted Regulations	21	21	-	9	No Posted Regulations	21	21	-	6	Construction

Gateway Drive / Seaview Avenue											
Between		North Side					South Side				
			Available Spaces w/o Reg	Available Spaces w/ Reg	Observed Parking			Available Spaces w/o Reg	Available Spaces w/ Reg	Observed Parking	
From	To	Regulation(s)			Reg	No-Reg	Regulation(s)			Reg	No-Reg
Fountain Avenue	Erskine Street	NS Anytime	0	0	0	0	NS Anytime	0	0	0	0
Erskine Street	Vandalia Avenue	NS Anytime	0	0	0	0	NS Anytime	0	0	0	0
			628	540	345	332		654	480	326	331

Legal On-Street Spaces (Reg Tues)	1020
Legal On-Street Spaces (No Reg Wed)	1282
Observed On-Street (Reg Tues)	671
Observed On-Street (No Reg Wed)	663
Illegal on Wed	-619
Illegal on Mon	-349

Appendix H

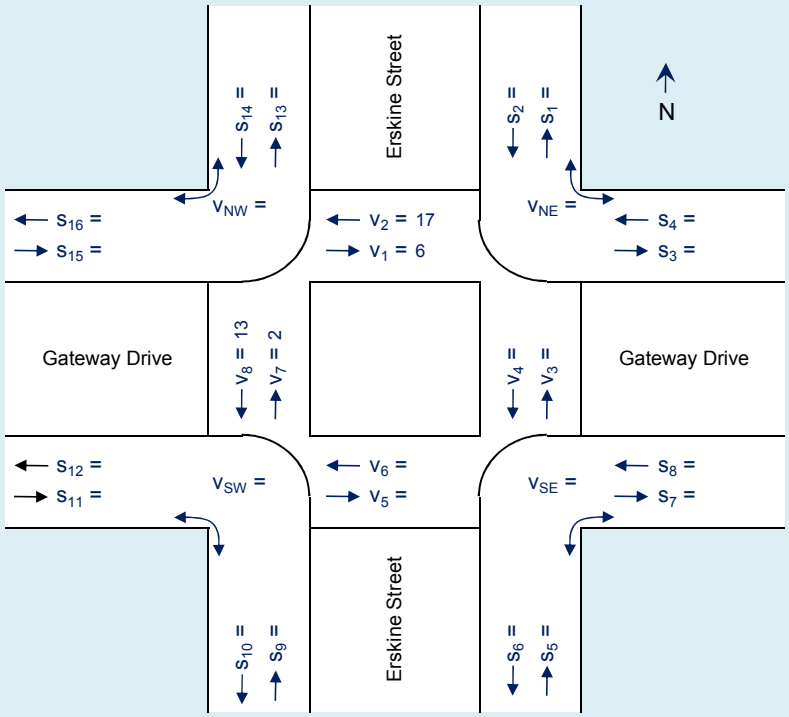
Pedestrian Analysis

PEDESTRIAN LOS WORKSHEET - INPUT DATA

IDENTIFYING INFORMATION

Project No.:	4017513	N-S Street:	Erskine Street
Project Name:	Fountain Avenue EIS	E-W Street:	Gateway Drive
Analyst:	JK	Time Period:	AM Peak Hour - Existing Condition
Date:	8-Oct-15	Analysis Year:	2015

PEDESTRIAN PEAK HOUR VOLUMES

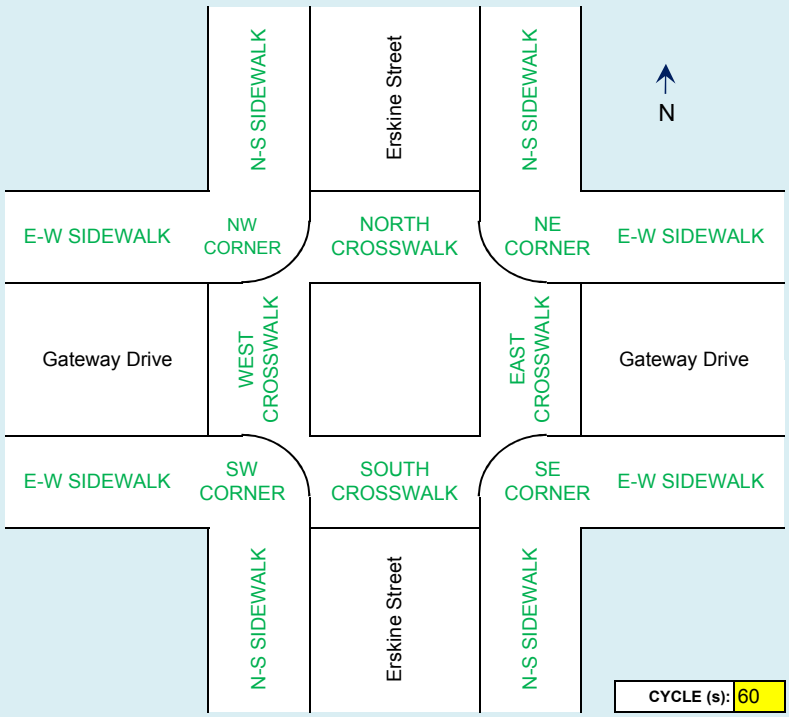


SIDEWALKS				
CORNER	MOVE-MENT		VOL (p/hr)	PHF
NE	N-S	s_1		
		s_2		
	E-W	s_3		
		s_4		
SE	N-S	s_5		
		s_6		
	E-W	s_7		
		s_8		
SW	N-S	s_9		
		s_{10}		
	E-W	s_{11}		
		s_{12}		
NW	N-S	s_{13}		
		s_{14}		
	E-W	s_{15}		
		s_{16}		

CROSSWALKS			
CROSS-WALK	MOVE-MENT	VOL (p/hr)	PHF
N	v_1	6	0.75
	v_2	17	0.61
E	v_3		
	v_4		
S	v_5		
	v_6		
W	v_7	2	0.50
	v_8	13	0.46

CORNERS			
CORNER	MOVE-MENT	VOL (p/hr)	PHF
NE	v_{NE}		
SE	v_{SE}		
SW	v_{SW}		
NW	v_{NW}		

GEOMETRY, SIGNAL TIMING, AND CONFLICTING VEHICLES



SIDEWALKS				
CORNER	SIDEWALK	TOTAL WIDTH, W_T (ft)	OBSTRUC-TIONS*, W_O (ft)	FREE FLOW WALK SPEED, S_{pf} (ft/s)
NE	N-S			
	E-W			
SE	N-S	0.0		
	E-W	0.0		
SW	N-S	15.0		
	E-W	20.0		
NW	N-S			
	E-W			

* Sum of widths and shy distances from obstructions.

CORNERS				
CORNER	SIDEWALK	TOTAL WIDTH*, W (ft)	RADIUS, R (ft)	OBSTRUC-TIONS, Ob (ft^2)
NE	N-S			
	E-W			
SE	N-S			
	E-W			
SW	N-S	15.0	25.0	0.00
	E-W	20.0		
NW	N-S			
	E-W			

* Override if corner width is different than sidewalk width.

CYCLE (s): 60

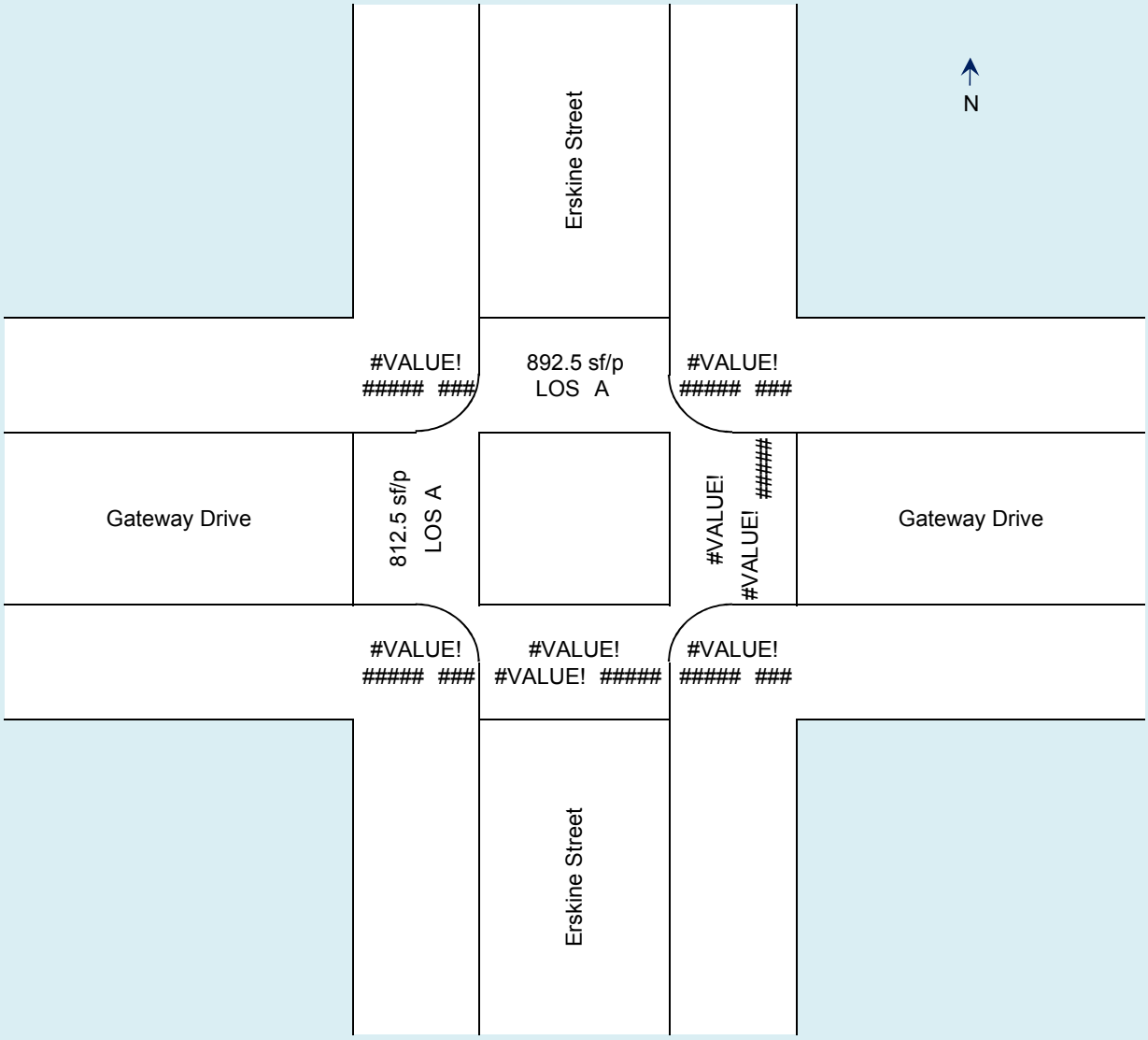
CROSSWALKS										
CROSS-WALK	LENGTH, L (ft)	WIDTH, W (ft)	WALK SPEED, S_p (ft/s)	CROSSING TIME (sec)				CONFL VEH		
				WALK	FDW	DW*	PHASE TOTAL	v_{rt}	$v_{lt,perm}$	
N	85.0	16.0	3.5	7	18	5	30	16	9	Warning, FDW + DW less than crossing time.
E	60.0	13.0	3.5	7	21	5	33	0	0	
S	100.0	14.0	3.5	30	22	5	57	0	0	Warning, FDW + DW less than crossing time.
W	80.0	13.0	3.5	7	21	5	33	3	0	

* DW clearance for phase, not total DW time for entire cycle. Usually 5 sec.

LOS SUMMARY MAP

IDENTIFYING INFORMATION

Project No.:	4017513	N-S Street:	Erskine Street
Project Name:	Fountain Avenue EIS	E-W Street:	Gateway Drive
Analyst:	JK	Time Period:	AM Peak Hour - Existing Condition
Date:	42285	Analysis Year:	2015

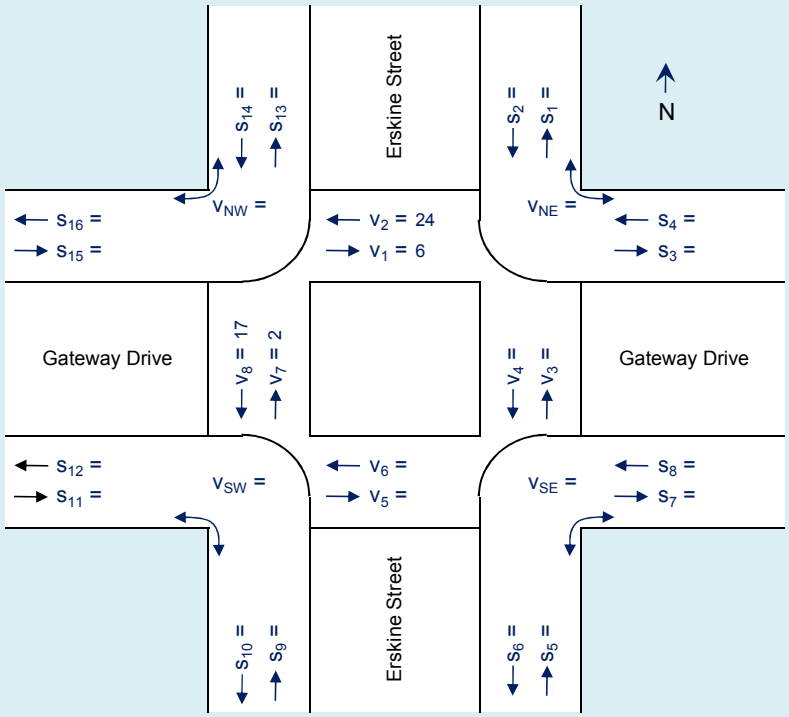


PEDESTRIAN LOS WORKSHEET - INPUT DATA

IDENTIFYING INFORMATION

Project No.:	4017513	N-S Street:	Erskine Street
Project Name:	Fountain Avenue EIS	E-W Street:	Gateway Drive
Analyst:	JK	Time Period:	Mid Day Peak Hour - Existing Condition
Date:	8-Oct-15	Analysis Year:	2015

PEDESTRIAN PEAK HOUR VOLUMES

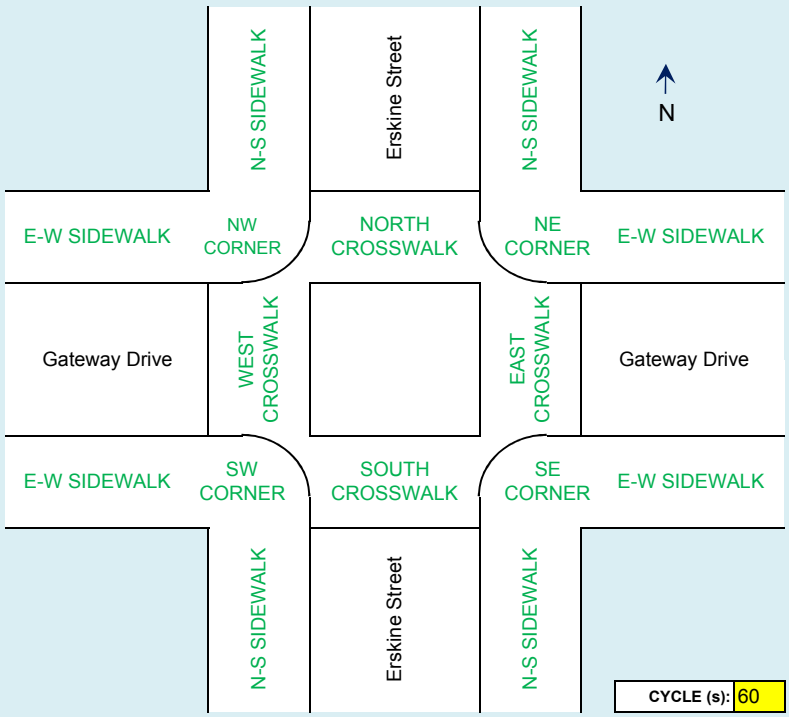


SIDEWALKS				
CORNER	MOVE-MENT		VOL (p/hr)	PHF
NE	N-S	s_1		
		s_2		
	E-W	s_3		
		s_4		
SE	N-S	s_5		
		s_6		
	E-W	s_7		
		s_8		
SW	N-S	s_9		
		s_{10}		
	E-W	s_{11}		
		s_{12}		
NW	N-S	s_{13}		
		s_{14}		
	E-W	s_{15}		
		s_{16}		

CROSSWALKS			
CROSS-WALK	MOVE-MENT	VOL (p/hr)	PHF
N	v_1	6	0.50
	v_2	24	0.43
E	v_3		
	v_4		
S	v_5		
	v_6		
W	v_7	2	0.25
	v_8	17	0.61

CORNERS			
CORNER	MOVE-MENT	VOL (p/hr)	PHF
NE	v_{NE}		
SE	v_{SE}		
SW	v_{SW}		
NW	v_{NW}		

GEOMETRY, SIGNAL TIMING, AND CONFLICTING VEHICLES



CYCLE (s): 60

SIDEWALKS				
CORNER	SIDEWALK	TOTAL WIDTH, W_T (ft)	OBSTRUC-TIONS*, W_O (ft)	FREE FLOW WALK SPEED, S_{pf} (ft/s)
NE	N-S			
	E-W			
SE	N-S			
	E-W			
SW	N-S			
	E-W			
NW	N-S			
	E-W			

* Sum of widths and shy distances from obstructions.

CORNERS				
CORNER	SIDEWALK	TOTAL WIDTH*, W (ft)	RADIUS, R (ft)	OBSTRUC-TIONS, Ob (ft^2)
NE	N-S			
	E-W			
SE	N-S			
	E-W			
SW	N-S	15.0	25.0	0.00
	E-W	20.0		
NW	N-S			
	E-W			

* Override if corner width is different than sidewalk width.

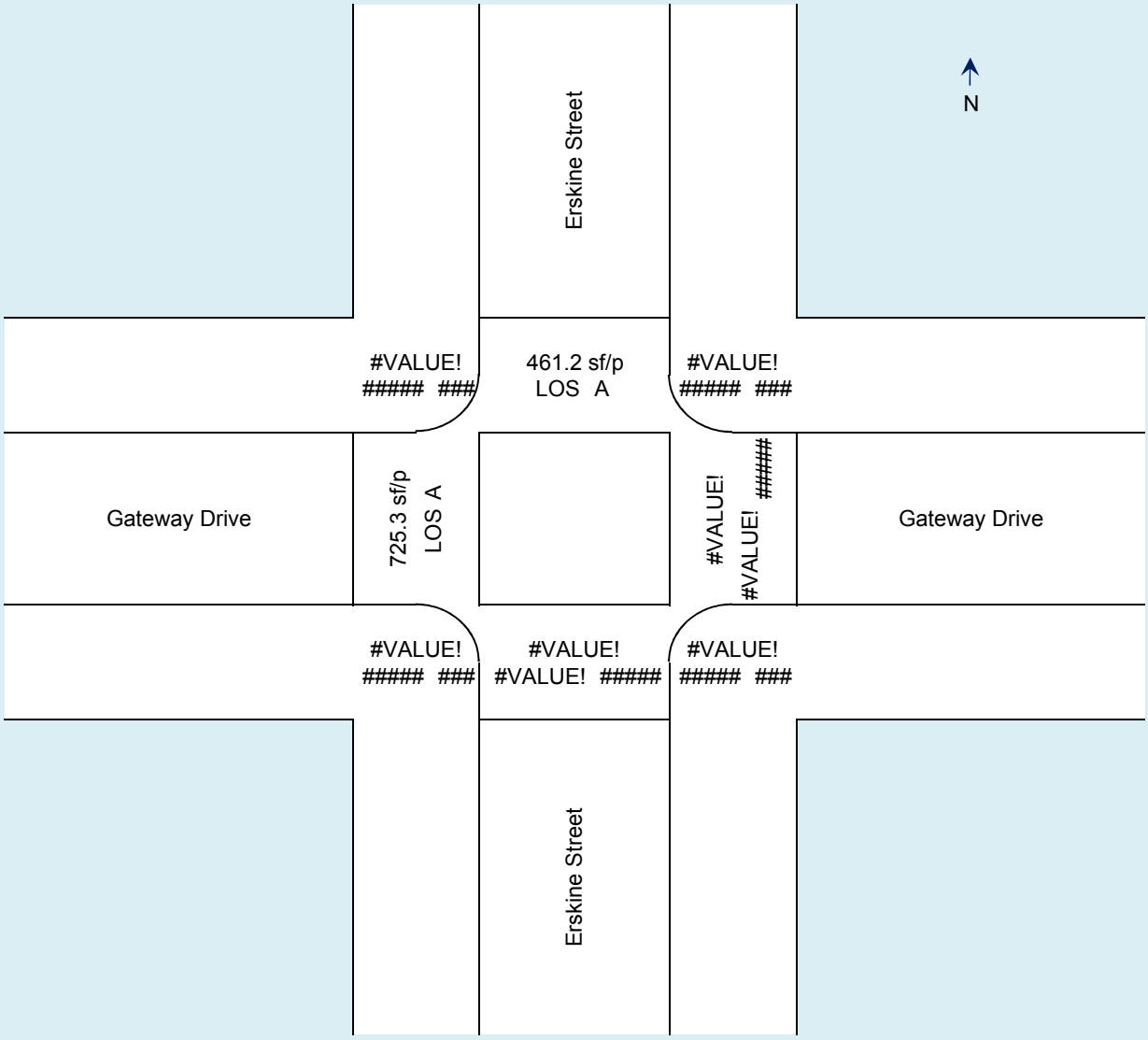
CROSSWALKS										
CROSS-WALK	LENGTH, L (ft)	WIDTH, W (ft)	WALK SPEED, S_p (ft/s)	CROSSING TIME (sec)				CONFL VEH		
				WALK	FDW	DW*	PHASE TOTAL	v_{rt}	$v_{lt,perm}$	
N	85.0	16.0	3.5	7	18	5	30	34	20	Warning, FDW + DW less than crossing time.
E	60.0	13.0	3.5	7	21	5	33	0	0	
S	100.0	14.0	3.5	30	22	5	57	0	0	Warning, FDW + DW less than crossing time.
W	80.0	13.0	3.5	7	21	5	33	13	0	

* DW clearance for phase, not total DW time for entire cycle. Usually 5 sec.

LOS SUMMARY MAP

IDENTIFYING INFORMATION

Project No.:	4017513	N-S Street:	Erskine Street
Project Name:	Fountain Avenue EIS	E-W Street:	Gateway Drive
Analyst:	JK	Time Period:	Mid Day Peak Hour - Existing Condition
Date:	42285	Analysis Year:	2015

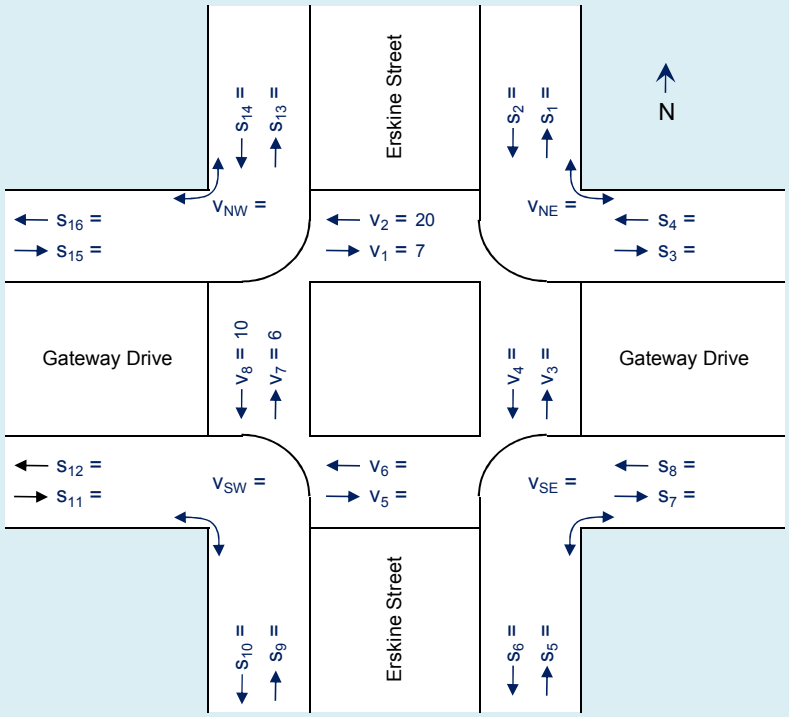


PEDESTRIAN LOS WORKSHEET - INPUT DATA

IDENTIFYING INFORMATION

Project No.:	4017513	N-S Street:	Erskine Street
Project Name:	Fountain Avenue EIS	E-W Street:	Gateway Drive
Analyst:	JK	Time Period:	PM Peak Hour - Existing Condition
Date:	8-Oct-15	Analysis Year:	2015

PEDESTRIAN PEAK HOUR VOLUMES

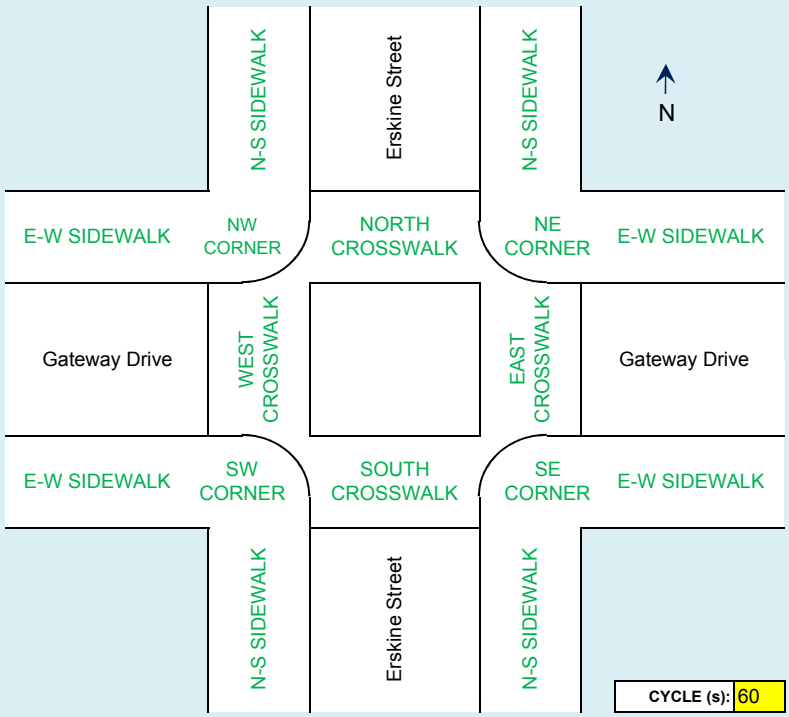


SIDEWALKS				
CORNER	MOVE-MENT		VOL (p/hr)	PHF
NE	N-S	s_1		
		s_2		
	E-W	s_3		
		s_4		
SE	N-S	s_5		
		s_6		
	E-W	s_7		
		s_8		
SW	N-S	s_9		
		s_{10}		
	E-W	s_{11}		
		s_{12}		
NW	N-S	s_{13}		
		s_{14}		
	E-W	s_{15}		
		s_{16}		

CROSSWALKS			
CROSS-WALK	MOVE-MENT	VOL (p/hr)	PHF
N	v_1	7	0.58
	v_2	20	0.83
E	v_3		
	v_4		
S	v_5		
	v_6		
W	v_7	6	0.50
	v_8	10	0.63

CORNERS			
CORNER	MOVE-MENT	VOL (p/hr)	PHF
NE	v_{NE}		
SE	v_{SE}		
SW	v_{SW}		
NW	v_{NW}		

GEOMETRY, SIGNAL TIMING, AND CONFLICTING VEHICLES



CYCLE (s): 60

SIDEWALKS				
CORNER	SIDEWALK	TOTAL WIDTH, W_T (ft)	OBSTRUC-TIONS*, W_O (ft)	FREE FLOW WALK SPEED, S_{pf} (ft/s)
NE	N-S			
	E-W			
SE	N-S	0.0		
	E-W	0.0		
SW	N-S	15.0		
	E-W	20.0		
NW	N-S			
	E-W			

* Sum of widths and shy distances from obstructions.

CORNERS				
CORNER	SIDEWALK	TOTAL WIDTH*, W (ft)	RADIUS, R (ft)	OBSTRUC-TIONS, Ob (ft^2)
NE	N-S			
	E-W			
SE	N-S	0.0	0.0	0.00
	E-W	0.0		
SW	N-S	15.0	25.0	0.00
	E-W	20.0		
NW	N-S			
	E-W			

* Override if corner width is different than sidewalk width.

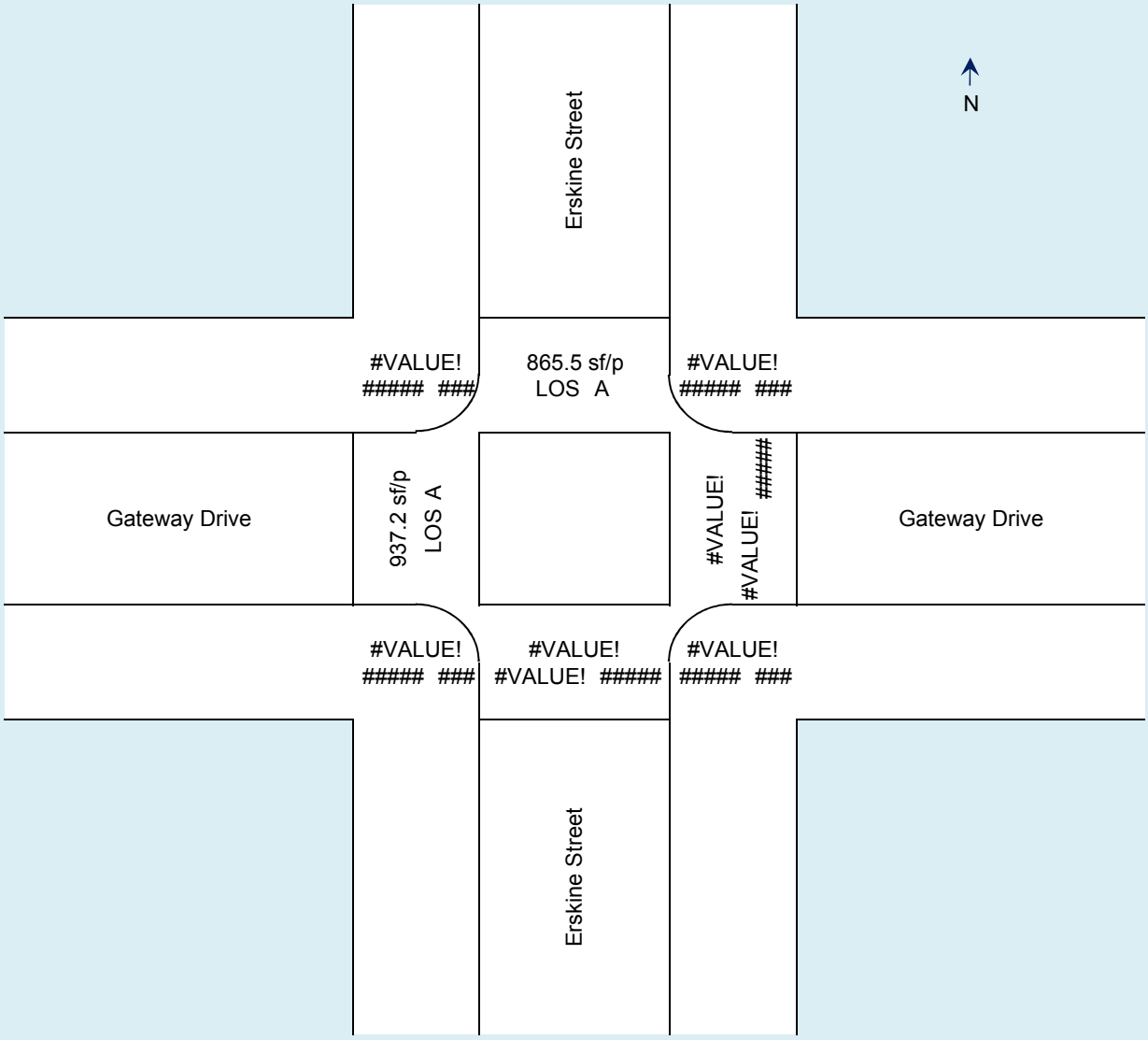
CROSSWALKS										
CROSS-WALK	LENGTH, L (ft)	WIDTH, W (ft)	WALK SPEED, S_p (ft/s)	CROSSING TIME (sec)				CONFL VEH		
				WALK	FDW	DW*	PHASE TOTAL	v_{rt}	$v_{lt,perm}$	
N	85.0	16.0	3.5	7	18	5	30	33	23	Warning, FDW + DW less than crossing time.
E	60.0	13.0	3.5	7	21	5	33	0	0	
S	100.0	14.0	3.5	30	22	5	57	0	0	Warning, FDW + DW less than crossing time.
W	80.0	13.0	3.5	7	21	5	33	9	0	

* DW clearance for phase, not total DW time for entire cycle. Usually 5 sec.

LOS SUMMARY MAP

IDENTIFYING INFORMATION

Project No.:	4017513	N-S Street:	Erskine Street
Project Name:	Fountain Avenue EIS	E-W Street:	Gateway Drive
Analyst:	JK	Time Period:	PM Peak Hour - Existing Condition
Date:	42285	Analysis Year:	2015

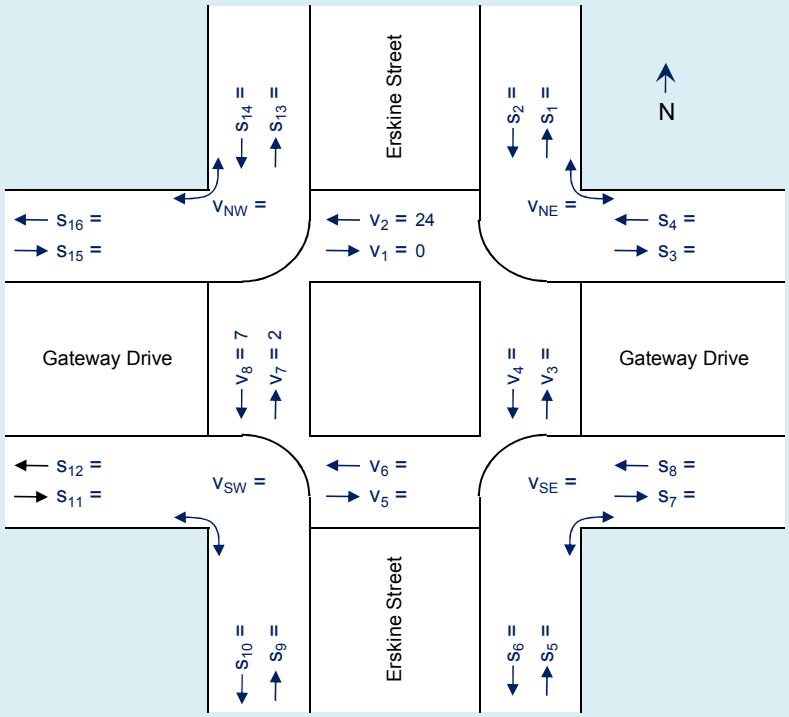


PEDESTRIAN LOS WORKSHEET - INPUT DATA

IDENTIFYING INFORMATION

Project No.:	4017513	N-S Street:	Erskine Street
Project Name:	Fountain Avenue EIS	E-W Street:	Gateway Drive
Analyst:	JK	Time Period:	Sat Mid Day Peak Hour - Existing Condition
Date:	8-Oct-15	Analysis Year:	2015

PEDESTRIAN PEAK HOUR VOLUMES

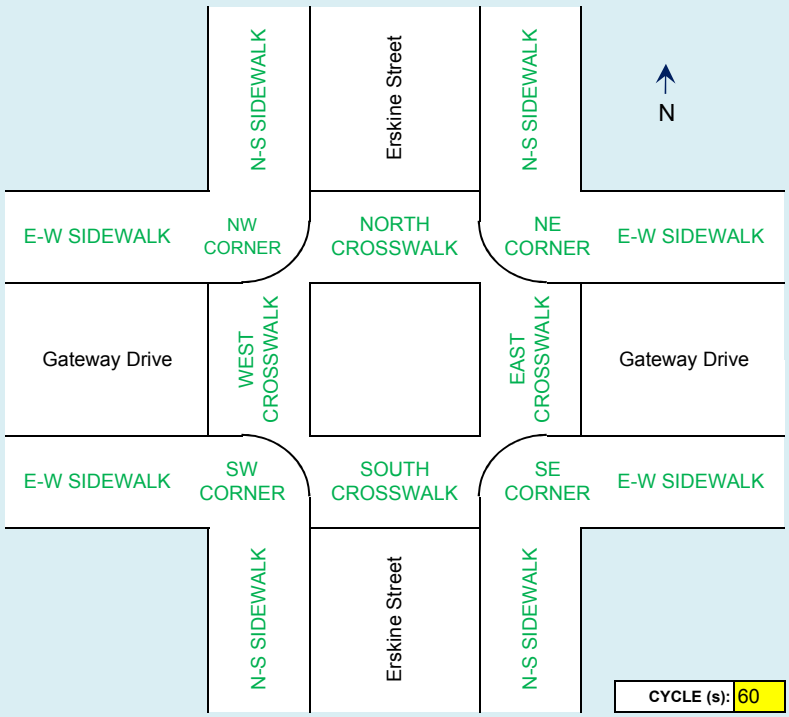


SIDEWALKS				
CORNER	MOVE-MENT		VOL (p/hr)	PHF
NE	N-S	s_1		
		s_2		
	E-W	s_3		
		s_4		
SE	N-S	s_5		
		s_6		
	E-W	s_7		
		s_8		
SW	N-S	s_9		
		s_{10}		
	E-W	s_{11}		
		s_{12}		
NW	N-S	s_{13}		
		s_{14}		
	E-W	s_{15}		
		s_{16}		

CROSSWALKS			
CROSS-WALK	MOVE-MENT	VOL (p/hr)	PHF
N	v_1	0	0.75
	v_2	24	0.75
E	v_3		
	v_4		
S	v_5		
	v_6		
W	v_7	2	0.50
	v_8	7	0.44

CORNERS			
CORNER	MOVE-MENT	VOL (p/hr)	PHF
NE	v_{NE}		
SE	v_{SE}		
SW	v_{SW}		
NW	v_{NW}		

GEOMETRY, SIGNAL TIMING, AND CONFLICTING VEHICLES



CYCLE (s): 60

SIDEWALKS				
CORNER	SIDEWALK	TOTAL WIDTH, W_T (ft)	OBSTRUC-TIONS*, W_O (ft)	FREE FLOW WALK SPEED, S_{pf} (ft/s)
NE	N-S			
	E-W			
SE	N-S			
	E-W			
SW	N-S			
	E-W			
NW	N-S			
	E-W			

* Sum of widths and shy distances from obstructions.

CORNERS				
CORNER	SIDEWALK	TOTAL WIDTH*, W (ft)	RADIUS, R (ft)	OBSTRUC-TIONS, Ob (ft^2)
NE	N-S			
	E-W			
SE	N-S			
	E-W			
SW	N-S	15.0	25.0	0.00
	E-W	20.0		
NW	N-S			
	E-W			

* Override if corner width is different than sidewalk width.

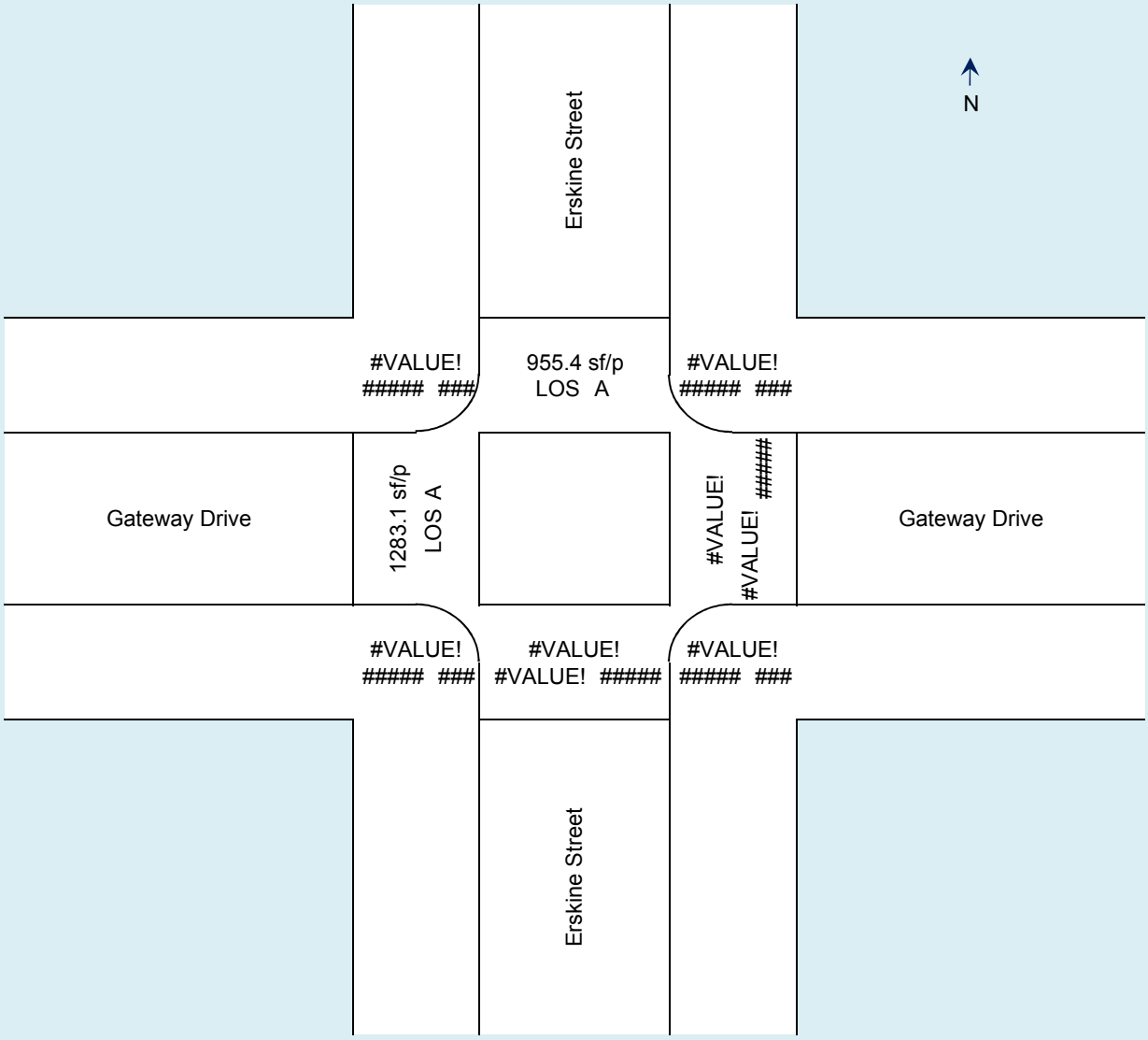
CROSSWALKS										
CROSS-WALK	LENGTH, L (ft)	WIDTH, W (ft)	WALK SPEED, S_p (ft/s)	CROSSING TIME (sec)				CONFL VEH		
				WALK	FDW	DW*	PHASE TOTAL	v_{rt}	$v_{lt,perm}$	
N	85.0	16.0	3.5	7	18	5	30	44	42	Warning, FDW + DW less than crossing time.
E	60.0	13.0	3.5	7	21	5	33	0	0	
S	100.0	14.0	3.5	30	22	5	57	0	0	Warning, FDW + DW less than crossing time.
W	80.0	13.0	3.5	7	21	5	33	38	0	

* DW clearance for phase, not total DW time for entire cycle. Usually 5 sec.

LOS SUMMARY MAP

IDENTIFYING INFORMATION

Project No.:	4017513	N-S Street:	Erskine Street
Project Name:	Fountain Avenue EIS	E-W Street:	Gateway Drive
Analyst:	JK	Time Period:	Sat Mid Day Peak Hour - Existing Condition
Date:	42285	Analysis Year:	2015

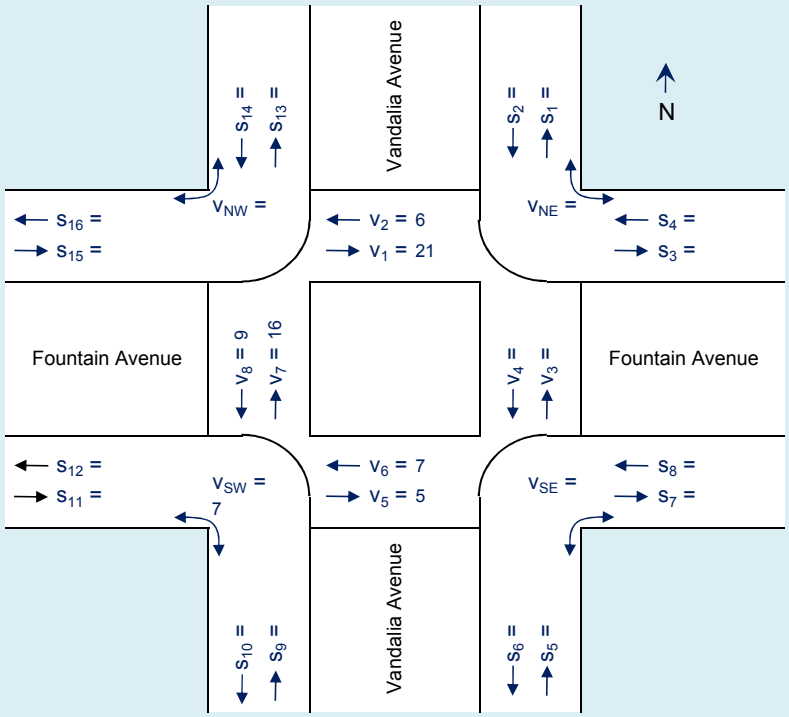


PEDESTRIAN LOS WORKSHEET - INPUT DATA

IDENTIFYING INFORMATION

Project No.:	4017513	N-S Street:	Vandalia Avenue
Project Name:	Fountain Avenue EIS	E-W Street:	Fountain Avenue
Analyst:	JK	Time Period:	AM Peak Hour - Existing Condition
Date:	8-Oct-15	Analysis Year:	2015

PEDESTRIAN PEAK HOUR VOLUMES

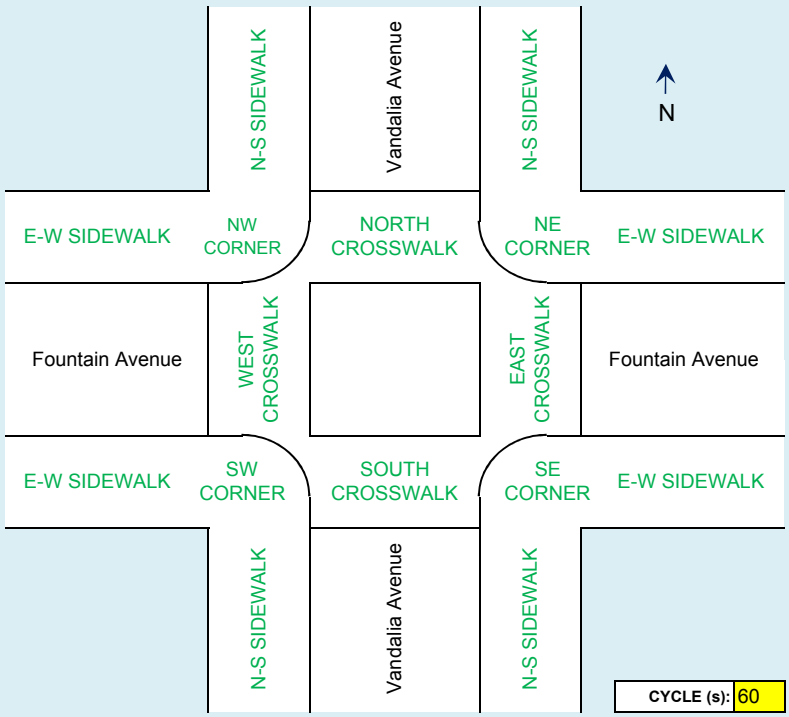


SIDEWALKS				
CORNER	MOVE-MENT		VOL (p/hr)	PHF
NE	N-S	s_1		
		s_2		
	E-W	s_3		
		s_4		
SE	N-S	s_5		
		s_6		
	E-W	s_7		
		s_8		
SW	N-S	s_9		
		s_{10}		
	E-W	s_{11}		
		s_{12}		
NW	N-S	s_{13}		
		s_{14}		
	E-W	s_{15}		
		s_{16}		

CROSSWALKS			
CROSS-WALK	MOVE-MENT	VOL (p/hr)	PHF
N	v_1	21	0.40
	v_2	6	0.38
E	v_3		
	v_4		
S	v_5	5	0.63
	v_6	7	0.44
W	v_7	16	0.40
	v_8	9	0.56

CORNERS			
CORNER	MOVE-MENT	VOL (p/hr)	PHF
NE	v_{NE}		
SE	v_{SE}		
SW	v_{SW}	7	0.44
NW	v_{NW}		

GEOMETRY, SIGNAL TIMING, AND CONFLICTING VEHICLES



CYCLE (s): 60

SIDEWALKS				
CORNER	SIDEWALK	TOTAL WIDTH, W_T (ft)	OBSTRUC-TIONS*, W_O (ft)	FREE FLOW WALK SPEED, S_{pf} (ft/s)
NE	N-S			
	E-W			
SE	N-S			
	E-W			
SW	N-S			
	E-W			
NW	N-S			
	E-W			

* Sum of widths and shy distances from obstructions.

CORNERS				
CORNER	SIDEWALK	TOTAL WIDTH*, W (ft)	RADIUS, R (ft)	OBSTRUC-TIONS, Ob (ft^2)
NE	N-S			
	E-W			
SE	N-S			
	E-W			
SW	N-S	15.0	12.0	0.00
	E-W	20.0		
NW	N-S			
	E-W			

* Override if corner width is different than sidewalk width.

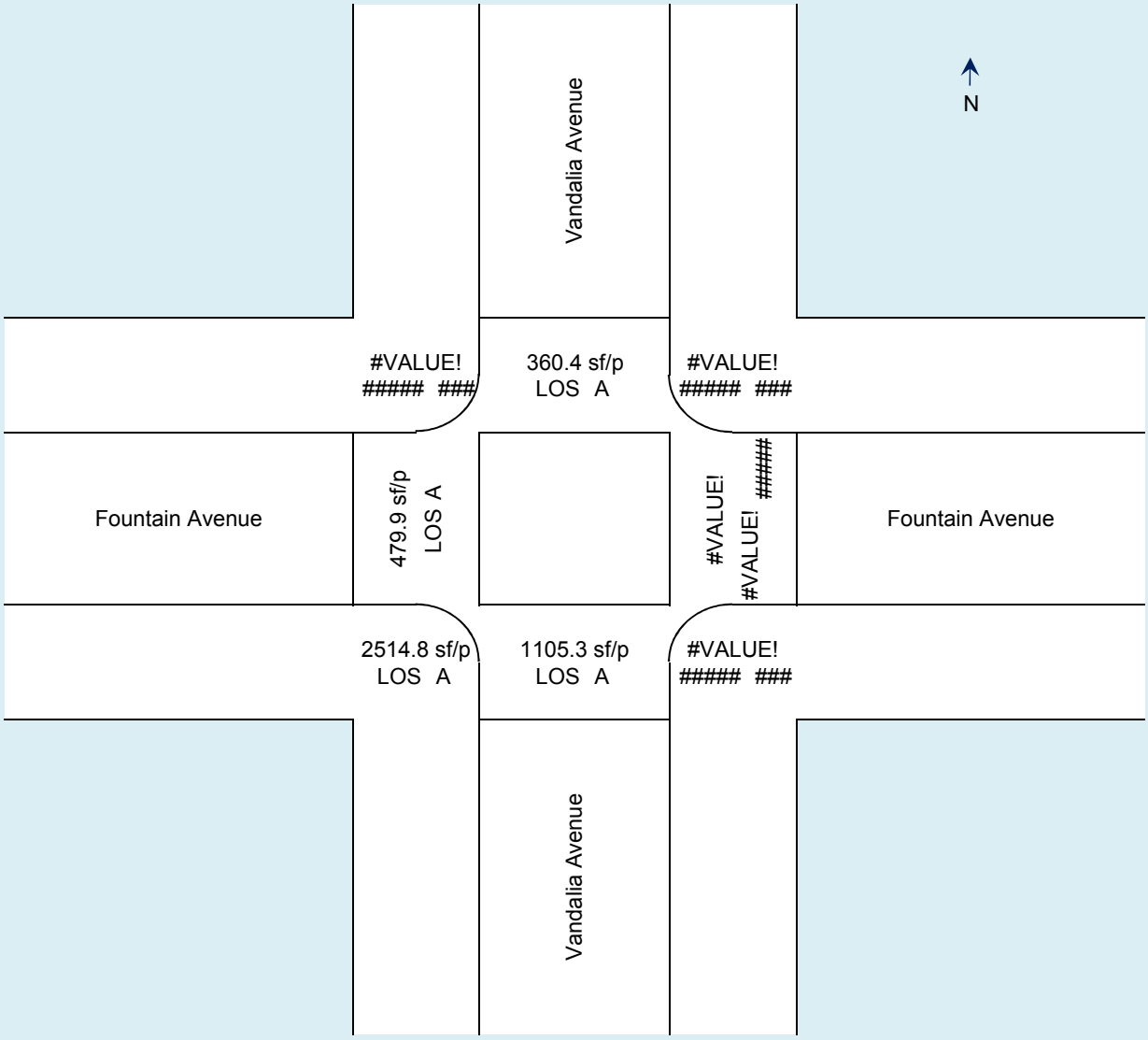
CROSSWALKS										
CROSS-WALK	LENGTH, L (ft)	WIDTH, W (ft)	WALK SPEED, S_p (ft/s)	CROSSING TIME (sec)				CONFL VEH		
				WALK	FDW	DW*	PHASE TOTAL	v_{rt}	$v_{lt,perm}$	
N	80.0	12.0	3.5	8	17	5	30	0	97	Warning, FDW + DW less than crossing time.
E	0.0	0.0	3.5	0	0	0	0	0	0	Warning, Walk time less than 7 seconds minimum.
S	80.0	12.0	3.5	8	17	5	30	7	0	Warning, FDW + DW less than crossing time.
W	80.0	13.0	3.5	8	17	5	30	85	2	Warning, FDW + DW less than crossing time.

* DW clearance for phase, not total DW time for entire cycle. Usually 5 sec.

LOS SUMMARY MAP

IDENTIFYING INFORMATION

Project No.:	4017513	N-S Street:	Vandalia Avenue
Project Name:	Fountain Avenue EIS	E-W Street:	Fountain Avenue
Analyst:	JK	Time Period:	AM Peak Hour - Existing Condition
Date:	42285	Analysis Year:	2015

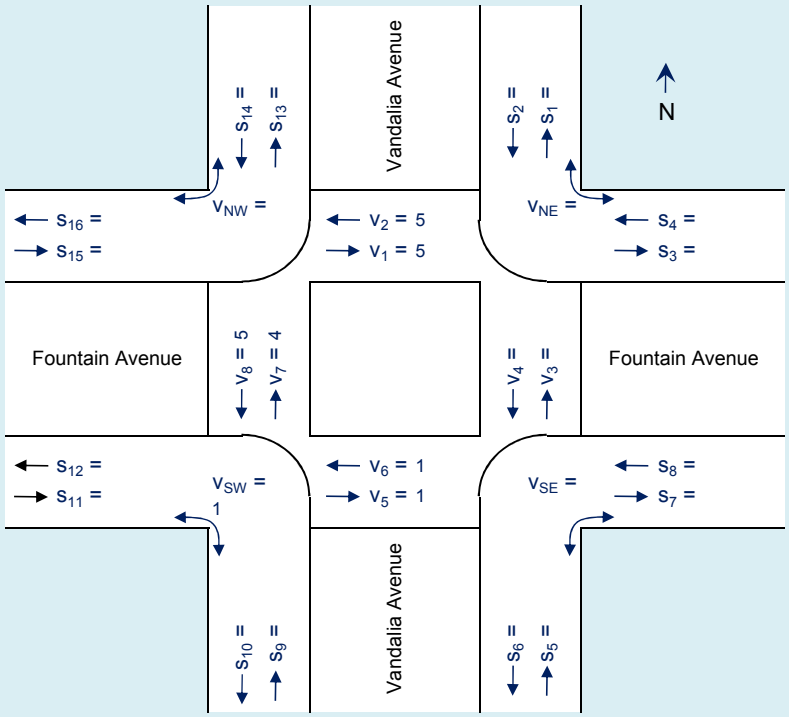


PEDESTRIAN LOS WORKSHEET - INPUT DATA

IDENTIFYING INFORMATION

Project No.:	4017513	N-S Street:	Vandalia Avenue
Project Name:	Fountain Avenue EIS	E-W Street:	Fountain Avenue
Analyst:	JK	Time Period:	Mid Day Peak Hour - Existing Condition
Date:	8-Oct-15	Analysis Year:	2015

PEDESTRIAN PEAK HOUR VOLUMES

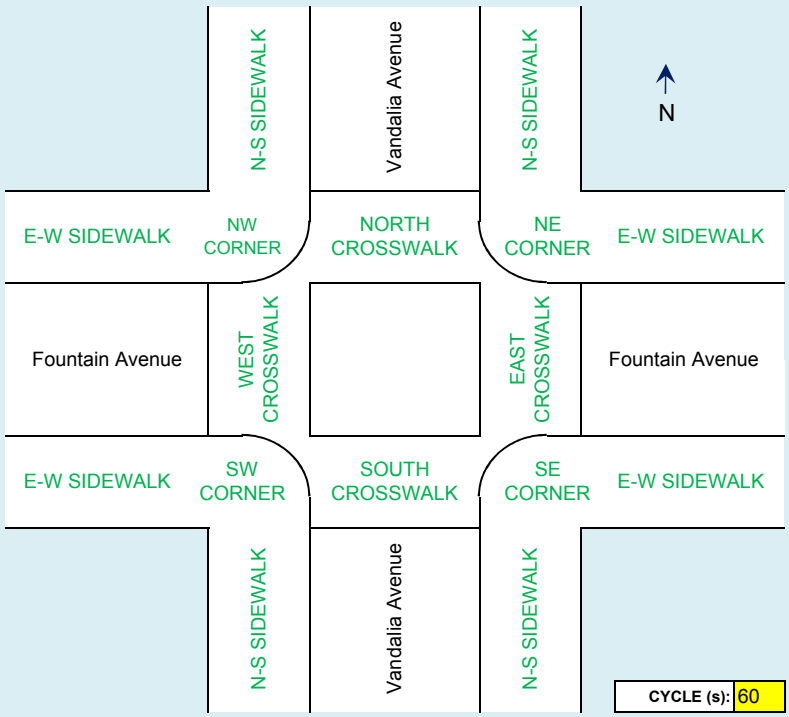


SIDEWALKS				
CORNER	MOVE-MENT		VOL (p/hr)	PHF
NE	N-S	s_1		
		s_2		
	E-W	s_3		
		s_4		
SE	N-S	s_5		
		s_6		
	E-W	s_7		
		s_8		
SW	N-S	s_9		
		s_{10}		
	E-W	s_{11}		
		s_{12}		
NW	N-S	s_{13}		
		s_{14}		
	E-W	s_{15}		
		s_{16}		

CROSSWALKS			
CROSS-WALK	MOVE-MENT	VOL (p/hr)	PHF
N	v_1	5	0.31
	v_2	5	0.42
E	v_3		
	v_4		
S	v_5	1	0.25
	v_6	1	0.25
W	v_7	4	1.00
	v_8	5	0.42

CORNERS			
CORNER	MOVE-MENT	VOL (p/hr)	PHF
NE	v_{NE}		
SE	v_{SE}		
SW	v_{SW}	1	0.25
NW	v_{NW}		

GEOMETRY, SIGNAL TIMING, AND CONFLICTING VEHICLES



CYCLE (s): 60

SIDEWALKS				
CORNER	SIDEWALK	TOTAL WIDTH, W_T (ft)	OBSTRUC-TIONS*, W_O (ft)	FREE FLOW WALK SPEED, S_{pf} (ft/s)
NE	N-S			
	E-W			
SE	N-S			
	E-W			
SW	N-S			
	E-W			
NW	N-S			
	E-W			

* Sum of widths and shy distances from obstructions.

CORNERS				
CORNER	SIDEWALK	TOTAL WIDTH*, W (ft)	RADIUS, R (ft)	OBSTRUC-TIONS, Ob (ft^2)
NE	N-S			
	E-W			
SE	N-S			
	E-W			
SW	N-S	15.0	12.0	0.00
	E-W	20.0		
NW	N-S			
	E-W			

* Override if corner width is different than sidewalk width.

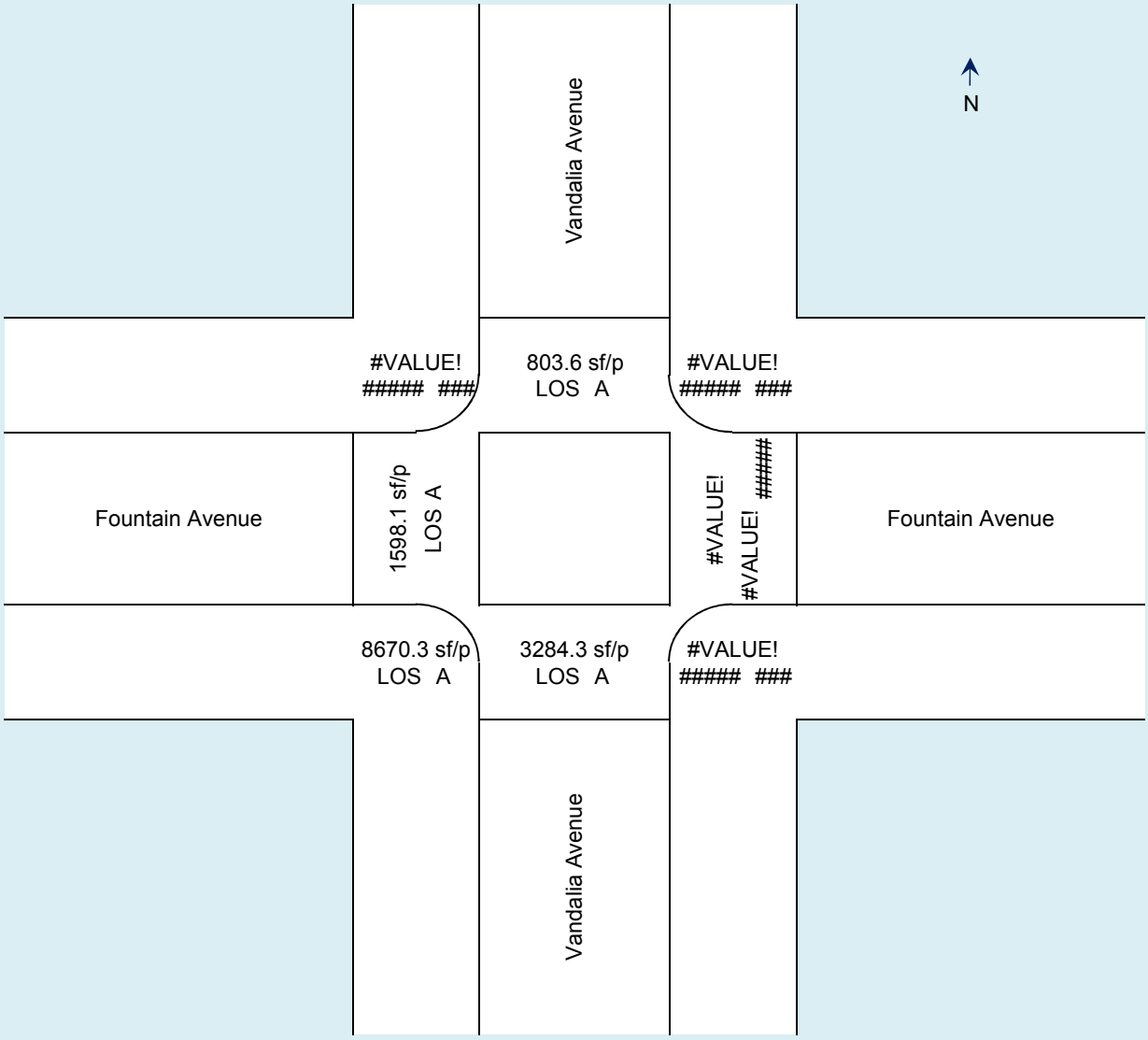
CROSSWALKS										
CROSS-WALK	LENGTH, L (ft)	WIDTH, W (ft)	WALK SPEED, S_p (ft/s)	CROSSING TIME (sec)				CONFL VEH		
				WALK	FDW	DW*	PHASE TOTAL	v_{rt}	$v_{lt,perm}$	
N	80.0	12.0	3.5	8	17	5	30	0	215	Warning, FDW + DW less than crossing time.
E	0.0	0.0	3.5	0	0	0	0	0	0	Warning, Walk time less than 7 seconds minimum.
S	80.0	12.0	3.5	8	17	5	30	13	0	Warning, FDW + DW less than crossing time.
W	80.0	13.0	3.5	8	17	5	30	158	7	Warning, FDW + DW less than crossing time.

* DW clearance for phase, not total DW time for entire cycle. Usually 5 sec.

LOS SUMMARY MAP

IDENTIFYING INFORMATION

Project No.:	4017513	N-S Street:	Vandalia Avenue
Project Name:	Fountain Avenue EIS	E-W Street:	Fountain Avenue
Analyst:	JK	Time Period:	Mid Day Peak Hour - Existing Condition
Date:	42285	Analysis Year:	2015

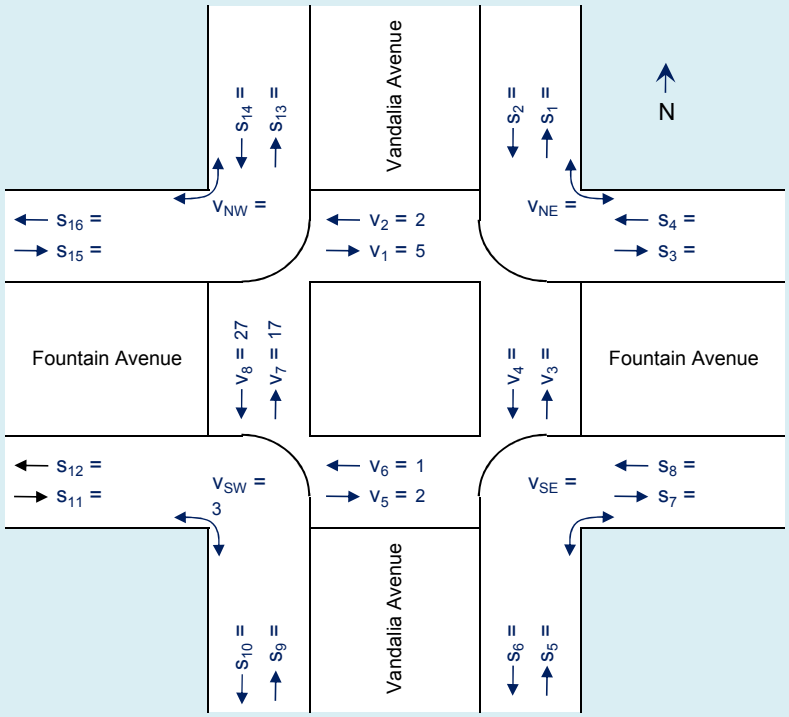


PEDESTRIAN LOS WORKSHEET - INPUT DATA

IDENTIFYING INFORMATION

Project No.:	4017513	N-S Street:	Vandalia Avenue
Project Name:	Fountain Avenue EIS	E-W Street:	Fountain Avenue
Analyst:	JK	Time Period:	PM Peak Hour - Existing Condition
Date:	8-Oct-15	Analysis Year:	2015

PEDESTRIAN PEAK HOUR VOLUMES

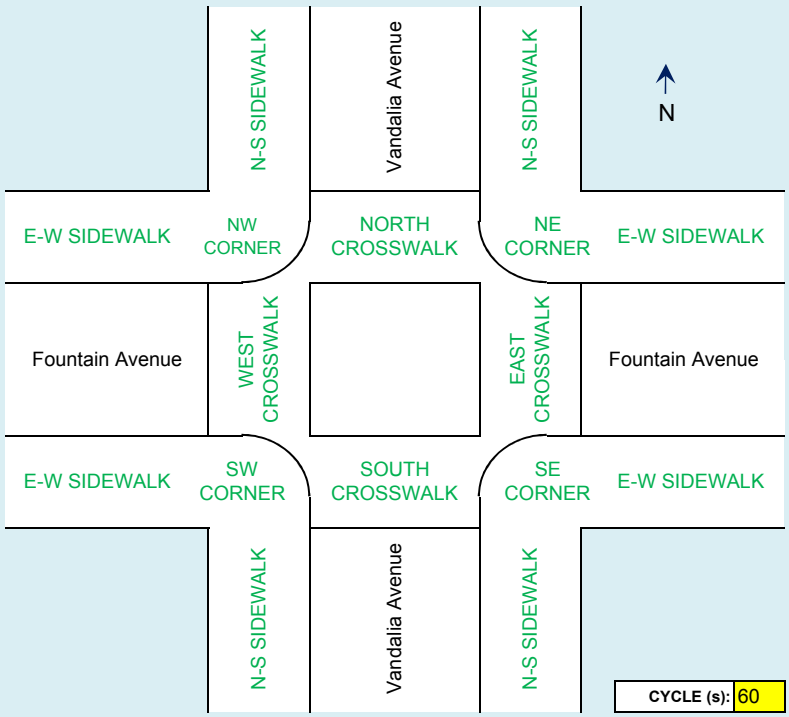


SIDEWALKS				
CORNER	MOVE-MENT		VOL (p/hr)	PHF
NE	N-S	s_1		
		s_2		
	E-W	s_3		
		s_4		
SE	N-S	s_5		
		s_6		
	E-W	s_7		
		s_8		
SW	N-S	s_9		
		s_{10}		
	E-W	s_{11}		
		s_{12}		
NW	N-S	s_{13}		
		s_{14}		
	E-W	s_{15}		
		s_{16}		

CROSSWALKS			
CROSS-WALK	MOVE-MENT	VOL (p/hr)	PHF
N	v_1	5	0.42
	v_2	2	0.50
E	v_3		
	v_4		
S	v_5	2	0.38
	v_6	1	0.38
W	v_7	17	0.53
	v_8	27	0.42

CORNERS			
CORNER	MOVE-MENT	VOL (p/hr)	PHF
NE	v_{NE}		
SE	v_{SE}		
SW	v_{SW}	3	0.38
NW	v_{NW}		

GEOMETRY, SIGNAL TIMING, AND CONFLICTING VEHICLES



CYCLE (s): 60

SIDEWALKS				
CORNER	SIDEWALK	TOTAL WIDTH, W_T (ft)	OBSTRUC-TIONS*, W_O (ft)	FREE FLOW WALK SPEED, S_{pf} (ft/s)
NE	N-S			
	E-W			
SE	N-S			
	E-W			
SW	N-S			
	E-W			
NW	N-S			
	E-W			

* Sum of widths and shy distances from obstructions.

CORNERS				
CORNER	SIDEWALK	TOTAL WIDTH*, W (ft)	RADIUS, R (ft)	OBSTRUC-TIONS, Ob (ft^2)
NE	N-S			
	E-W			
SE	N-S			
	E-W			
SW	N-S	15.0	12.0	0.00
	E-W	20.0		
NW	N-S			
	E-W			

* Override if corner width is different than sidewalk width.

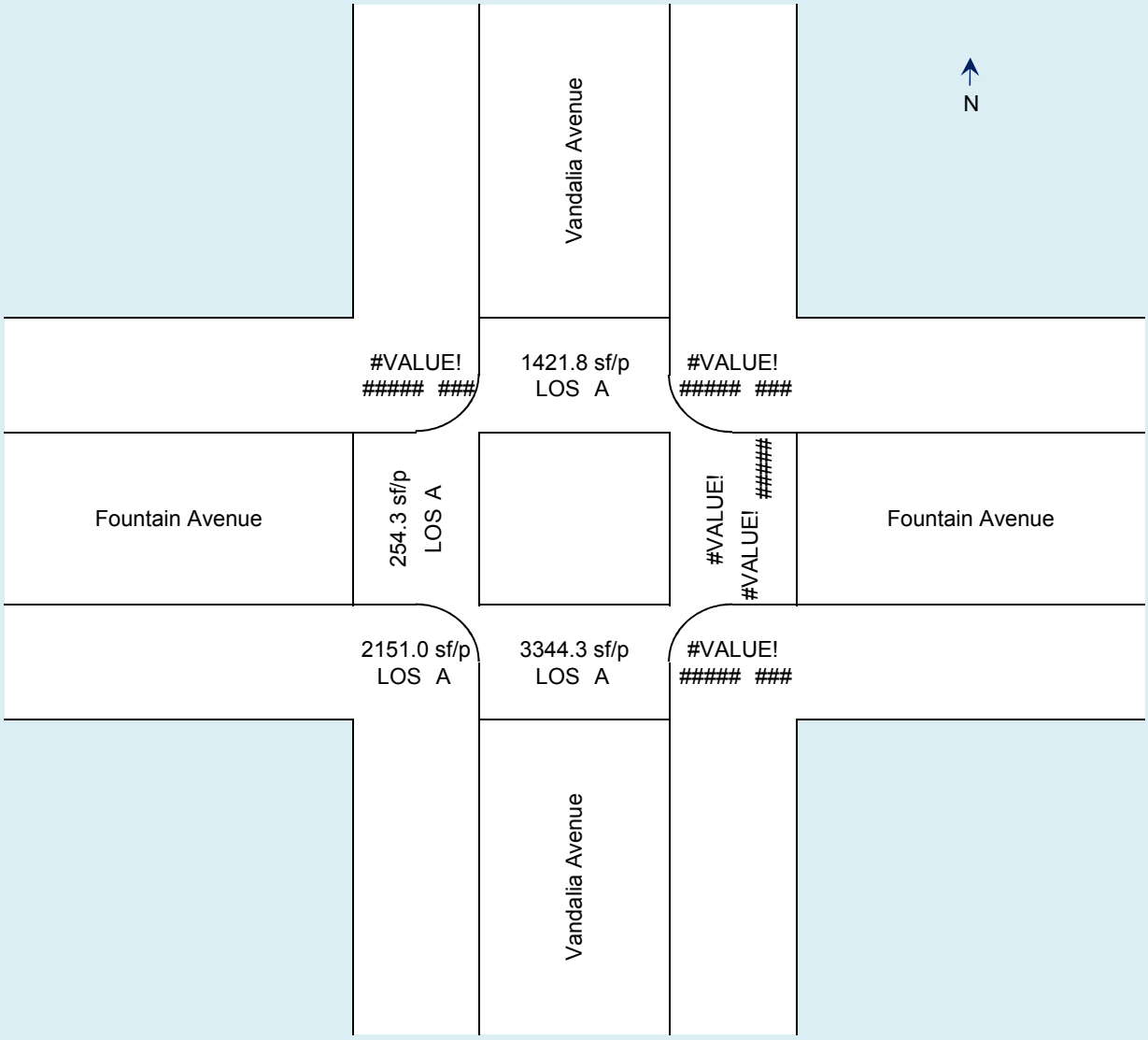
CROSSWALKS										
CROSS-WALK	LENGTH, L (ft)	WIDTH, W (ft)	WALK SPEED, S_p (ft/s)	CROSSING TIME (sec)				CONFL VEH		
				WALK	FDW	DW*	PHASE TOTAL	v_{rt}	$v_{lt,perm}$	
N	80.0	12.0	3.5	8	17	5	30	0	211	Warning, FDW + DW less than crossing time.
E			3.5				0			
S	80.0	12.0	3.5	8	17	5	30	6	0	Warning, FDW + DW less than crossing time.
W	80.0	13.0	3.5	8	17	5	30	200	5	Warning, FDW + DW less than crossing time.

* DW clearance for phase, not total DW time for entire cycle. Usually 5 sec.

LOS SUMMARY MAP

IDENTIFYING INFORMATION

Project No.:	4017513	N-S Street:	Vandalia Avenue
Project Name:	Fountain Avenue EIS	E-W Street:	Fountain Avenue
Analyst:	JK	Time Period:	PM Peak Hour - Existing Condition
Date:	42285	Analysis Year:	2015

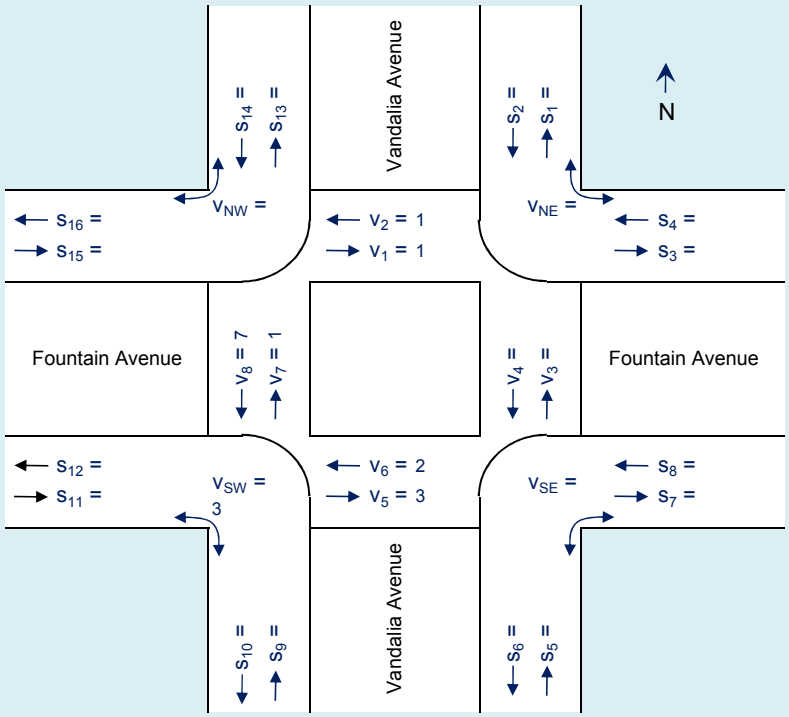


PEDESTRIAN LOS WORKSHEET - INPUT DATA

IDENTIFYING INFORMATION

Project No.:	4017513	N-S Street:	Vandalia Avenue
Project Name:	Fountain Avenue EIS	E-W Street:	Fountain Avenue
Analyst:	JK	Time Period:	Sat Mid Day Peak Hour - Existing Condition
Date:	10-Mar-16	Analysis Year:	2015

PEDESTRIAN PEAK HOUR VOLUMES

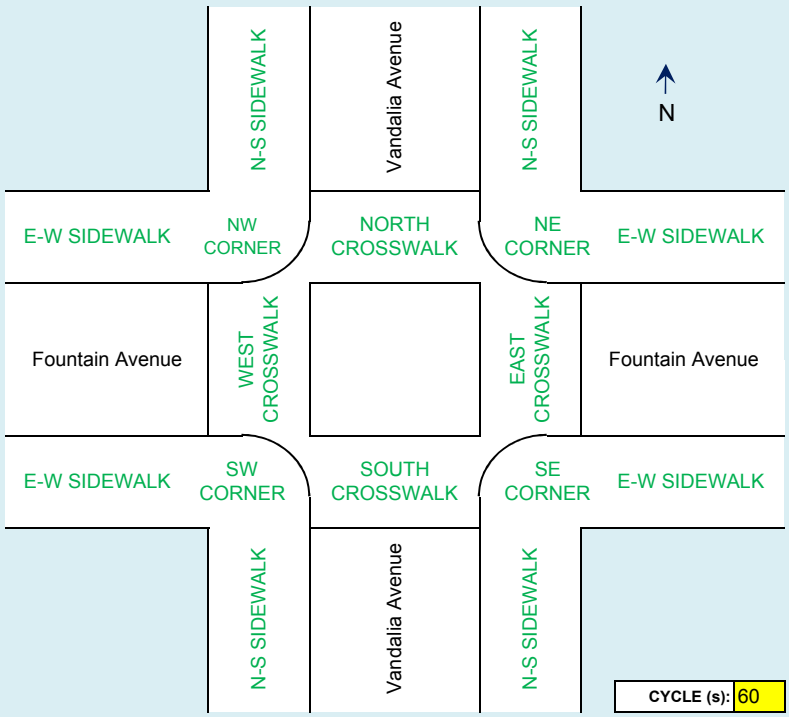


SIDEWALKS				
CORNER	MOVE-MENT		VOL (p/hr)	PHF
NE	N-S	s_1		
		s_2		
	E-W	s_3		
		s_4		
SE	N-S	s_5		
		s_6		
	E-W	s_7		
		s_8		
SW	N-S	s_9		
		s_{10}		
	E-W	s_{11}		
		s_{12}		
NW	N-S	s_{13}		
		s_{14}		
	E-W	s_{15}		
		s_{16}		

CROSSWALKS			
CROSS-WALK	MOVE-MENT	VOL (p/hr)	PHF
N	v_1	1	1.00
	v_2	1	1.00
E	v_3		
	v_4		
S	v_5	3	0.38
	v_6	2	0.25
W	v_7	1	0.25
	v_8	7	0.35

CORNERS			
CORNER	MOVE-MENT	VOL (p/hr)	PHF
NE	v_{NE}		
SE	v_{SE}		
SW	v_{SW}	3	0.38
NW	v_{NW}		

GEOMETRY, SIGNAL TIMING, AND CONFLICTING VEHICLES



CYCLE (s): 60

SIDEWALKS				
CORNER	SIDEWALK	TOTAL WIDTH, W_T (ft)	OBSTRUC-TIONS*, W_O (ft)	FREE FLOW WALK SPEED, S_{pf} (ft/s)
NE	N-S			
	E-W			
SE	N-S			
	E-W			
SW	N-S			
	E-W			
NW	N-S			
	E-W			

* Sum of widths and shy distances from obstructions.

CORNERS				
CORNER	SIDEWALK	TOTAL WIDTH*, W (ft)	RADIUS, R (ft)	OBSTRUC-TIONS, Ob (ft^2)
NE	N-S			
	E-W			
SE	N-S			
	E-W			
SW	N-S	15.0	12.0	0.00
	E-W	20.0		
NW	N-S			
	E-W			

* Override if corner width is different than sidewalk width.

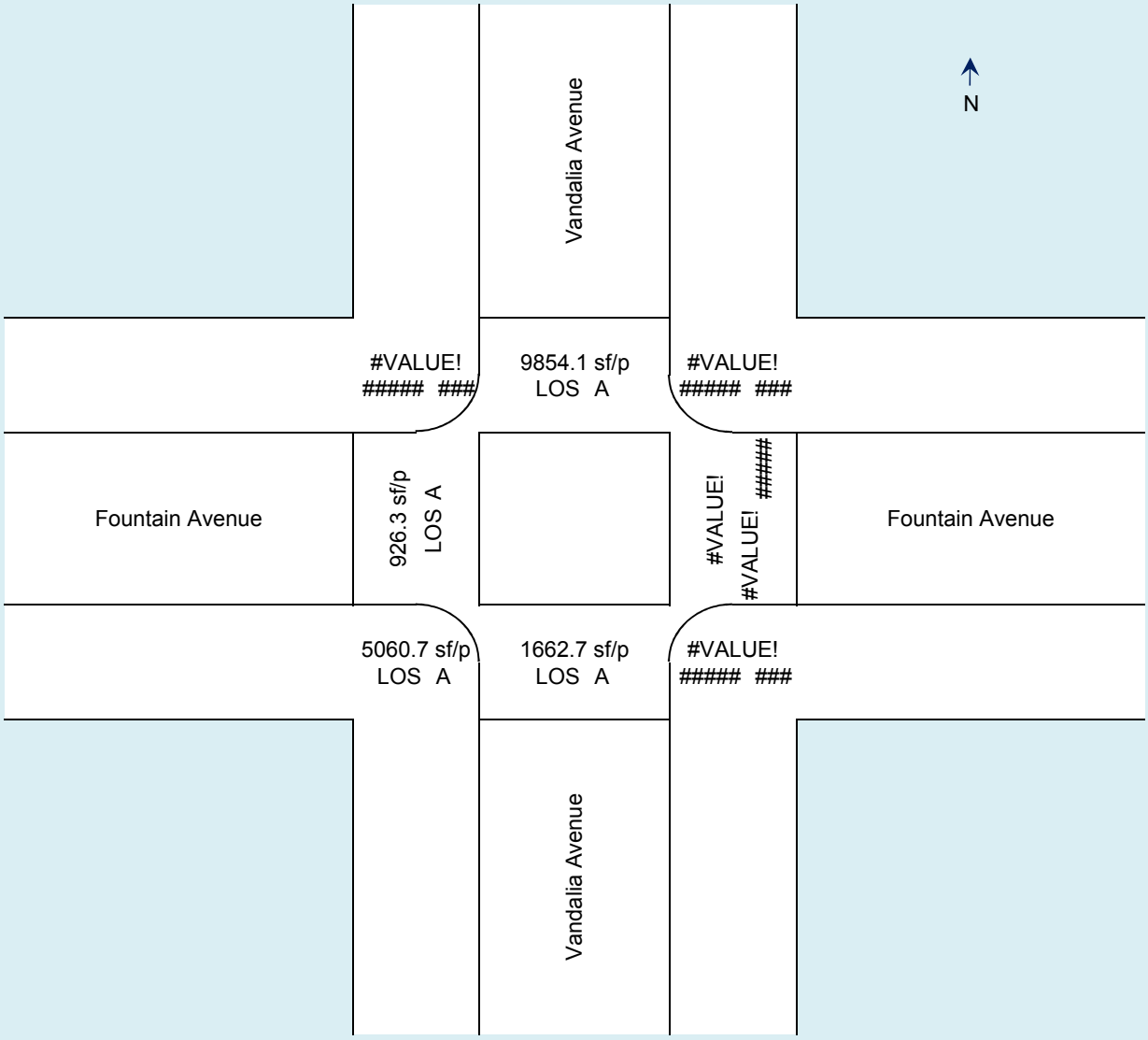
CROSSWALKS										
CROSS-WALK	LENGTH, L (ft)	WIDTH, W (ft)	WALK SPEED, S_p (ft/s)	CROSSING TIME (sec)				CONFL VEH		
				WALK	FDW	DW*	PHASE TOTAL	v_{rt}	$v_{lt,perm}$	
N	80.0	12.0	3.5	8	17	5	30	0	370	Warning, FDW + DW less than crossing time.
E	0.0	0.0	3.5	0	0	0	0	0	0	Warning, Walk time less than 7 seconds minimum.
S	80.0	12.0	3.5	8	17	5	30	4	0	Warning, FDW + DW less than crossing time.
W	80.0	13.0	3.5	8	17	5	30	322	2	Warning, FDW + DW less than crossing time.

* DW clearance for phase, not total DW time for entire cycle. Usually 5 sec.

LOS SUMMARY MAP

IDENTIFYING INFORMATION

Project No.:	4017513	N-S Street:	Vandalia Avenue
Project Name:	Fountain Avenue EIS	E-W Street:	Fountain Avenue
Analyst:	JK	Time Period:	Sat Mid Day Peak Hour - Existing Condition
Date:	42439	Analysis Year:	2015

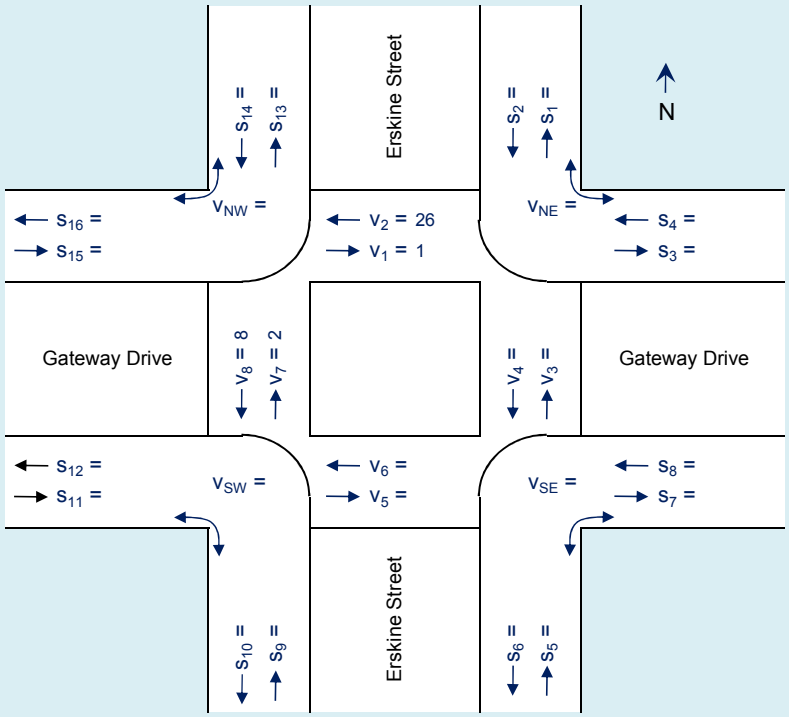


PEDESTRIAN LOS WORKSHEET - INPUT DATA

IDENTIFYING INFORMATION

Project No.:	4017513	N-S Street:	Erskine Street
Project Name:	Fountain Avenue EIS	E-W Street:	Gateway Drive
Analyst:	JK	Time Period:	Sat Mid Day Peak Hour - No Build Condition
Date:	10-Mar-16	Analysis Year:	2028

PEDESTRIAN PEAK HOUR VOLUMES

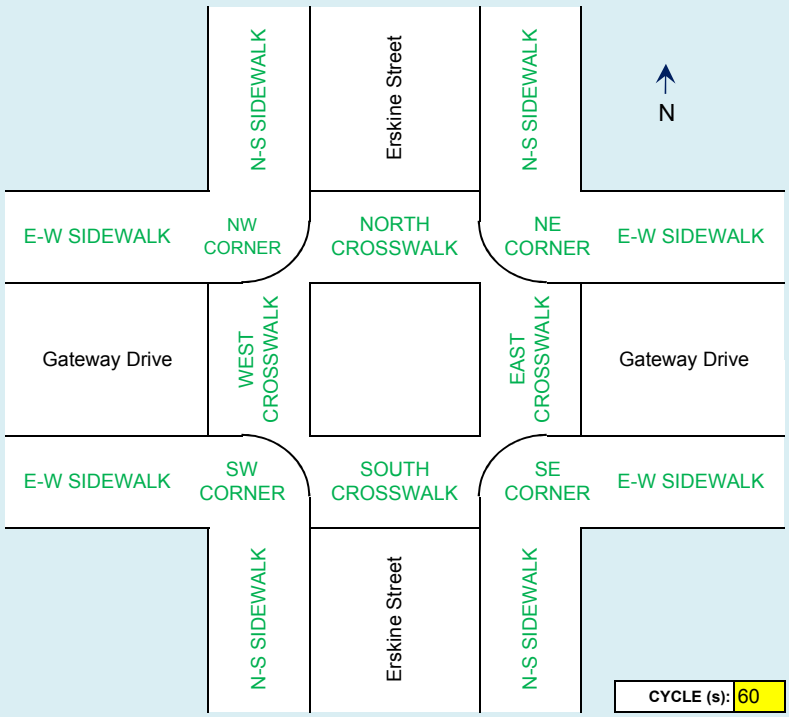


SIDEWALKS				
CORNER	MOVE-MENT		VOL (p/hr)	PHF
NE	N-S	s_1		
		s_2		
	E-W	s_3		
		s_4		
SE	N-S	s_5		
		s_6		
	E-W	s_7		
		s_8		
SW	N-S	s_9		
		s_{10}		
	E-W	s_{11}		
		s_{12}		
NW	N-S	s_{13}		
		s_{14}		
	E-W	s_{15}		
		s_{16}		

CROSSWALKS			
CROSS-WALK	MOVE-MENT	VOL (p/hr)	PHF
N	v_1	1	0.50
	v_2	26	0.75
E	v_3		
	v_4		
S	v_5		
	v_6		
W	v_7	2	0.50
	v_8	8	0.44

CORNERS			
CORNER	MOVE-MENT	VOL (p/hr)	PHF
NE	v_{NE}		
SE	v_{SE}		
SW	v_{SW}		
NW	v_{NW}		

GEOMETRY, SIGNAL TIMING, AND CONFLICTING VEHICLES



CYCLE (s): 60

SIDEWALKS				
CORNER	SIDEWALK	TOTAL WIDTH, W_T (ft)	OBSTRUC-TIONS*, W_O (ft)	FREE FLOW WALK SPEED, S_{pf} (ft/s)
NE	N-S			
	E-W			
SE	N-S			
	E-W			
SW	N-S			
	E-W			
NW	N-S			
	E-W			

* Sum of widths and shy distances from obstructions.

CORNERS				
CORNER	SIDEWALK	TOTAL WIDTH*, W (ft)	RADIUS, R (ft)	OBSTRUC-TIONS, Ob (ft^2)
NE	N-S			
	E-W			
SE	N-S			
	E-W			
SW	N-S	15.0	25.0	0.00
	E-W	20.0		
NW	N-S			
	E-W			

* Override if corner width is different than sidewalk width.

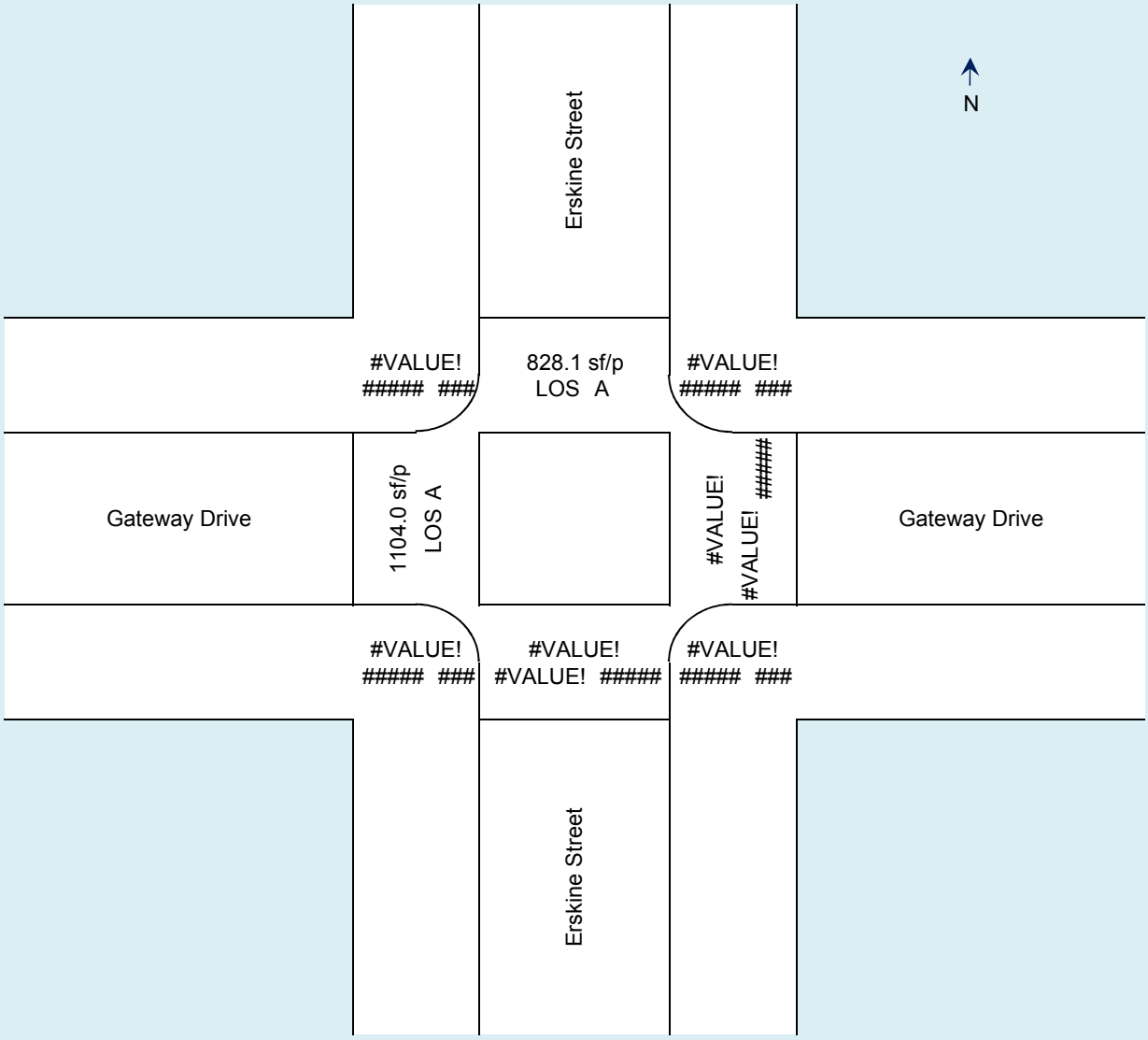
CROSSWALKS										
CROSS-WALK	LENGTH, L (ft)	WIDTH, W (ft)	WALK SPEED, S_p (ft/s)	CROSSING TIME (sec)				CONFL VEH		
				WALK	FDW	DW*	PHASE TOTAL	v_{rt}	$v_{lt,perm}$	
N	85.0	16.0	3.5	7	18	5	30	46	44	Warning, FDW + DW less than crossing time.
E	60.0	13.0	3.5	7	21	5	33	0	0	
S	100.0	14.0	3.5	30	22	5	57	0	0	Warning, FDW + DW less than crossing time.
W	80.0	13.0	3.5	7	21	5	33	40	0	

* DW clearance for phase, not total DW time for entire cycle. Usually 5 sec.

LOS SUMMARY MAP

IDENTIFYING INFORMATION

Project No.:	4017513	N-S Street:	Erskine Street
Project Name:	Fountain Avenue EIS	E-W Street:	Gateway Drive
Analyst:	JK	Time Period:	Sat Mid Day Peak Hour - No Build Condition
Date:	42439	Analysis Year:	2028

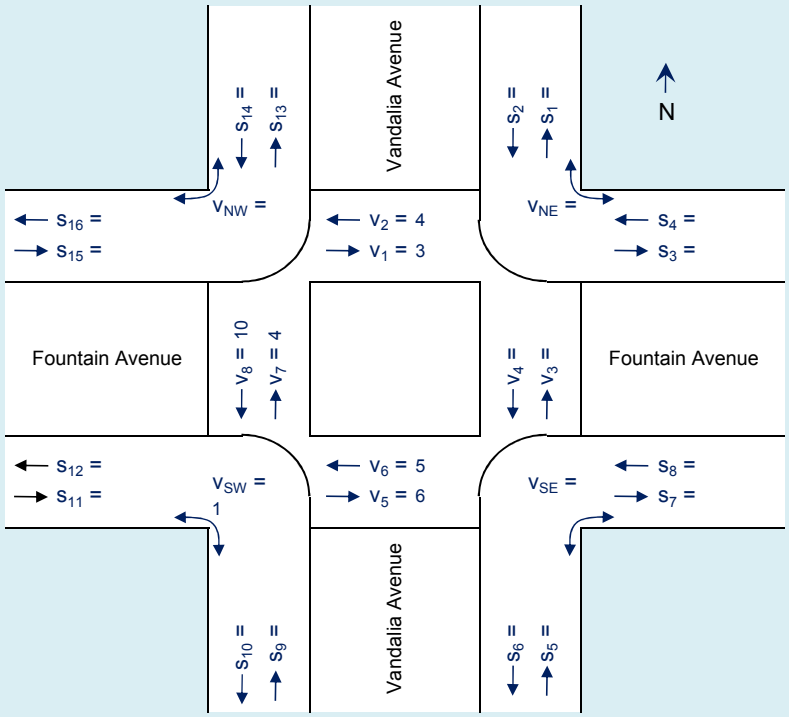


PEDESTRIAN LOS WORKSHEET - INPUT DATA

IDENTIFYING INFORMATION

Project No.:	4017513	N-S Street:	Vandalia Avenue
Project Name:	Fountain Avenue EIS	E-W Street:	Fountain Avenue
Analyst:	JK	Time Period:	Sat Mid Day Peak Hour - No Build Condition
Date:	10-Mar-16	Analysis Year:	2028

PEDESTRIAN PEAK HOUR VOLUMES

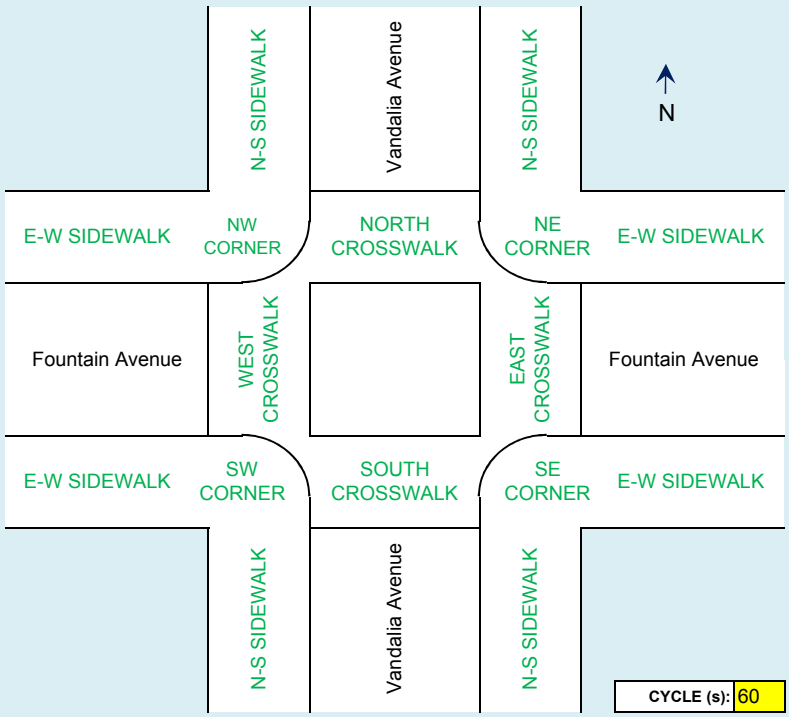


SIDEWALKS				
CORNER	MOVE-MENT		VOL (p/hr)	PHF
NE	N-S	s_1		
		s_2		
	E-W	s_3		
		s_4		
SE	N-S	s_5		
		s_6		
	E-W	s_7		
		s_8		
SW	N-S	s_9		
		s_{10}		
	E-W	s_{11}		
		s_{12}		
NW	N-S	s_{13}		
		s_{14}		
	E-W	s_{15}		
		s_{16}		

CROSSWALKS			
CROSS-WALK	MOVE-MENT	VOL (p/hr)	PHF
N	v_1	3	0.31
	v_2	4	0.42
E	v_3		
	v_4		
S	v_5	6	0.25
	v_6	5	0.25
W	v_7	4	1.00
	v_8	10	0.42

CORNERS			
CORNER	MOVE-MENT	VOL (p/hr)	PHF
NE	v_{NE}		
SE	v_{SE}		
SW	v_{SW}	1	0.25
NW	v_{NW}		

GEOMETRY, SIGNAL TIMING, AND CONFLICTING VEHICLES



CYCLE (s): 60

SIDEWALKS				
CORNER	SIDEWALK	TOTAL WIDTH, W_T (ft)	OBSTRUC-TIONS*, W_O (ft)	FREE FLOW WALK SPEED, S_{pf} (ft/s)
NE	N-S			
	E-W			
SE	N-S			
	E-W			
SW	N-S			
	E-W			
NW	N-S			
	E-W			

* Sum of widths and shy distances from obstructions.

CORNERS				
CORNER	SIDEWALK	TOTAL WIDTH*, W (ft)	RADIUS, R (ft)	OBSTRUC-TIONS, Ob (ft^2)
NE	N-S			
	E-W			
SE	N-S			
	E-W			
SW	N-S	15.0	12.0	0.00
	E-W	20.0		
NW	N-S			
	E-W			

* Override if corner width is different than sidewalk width.

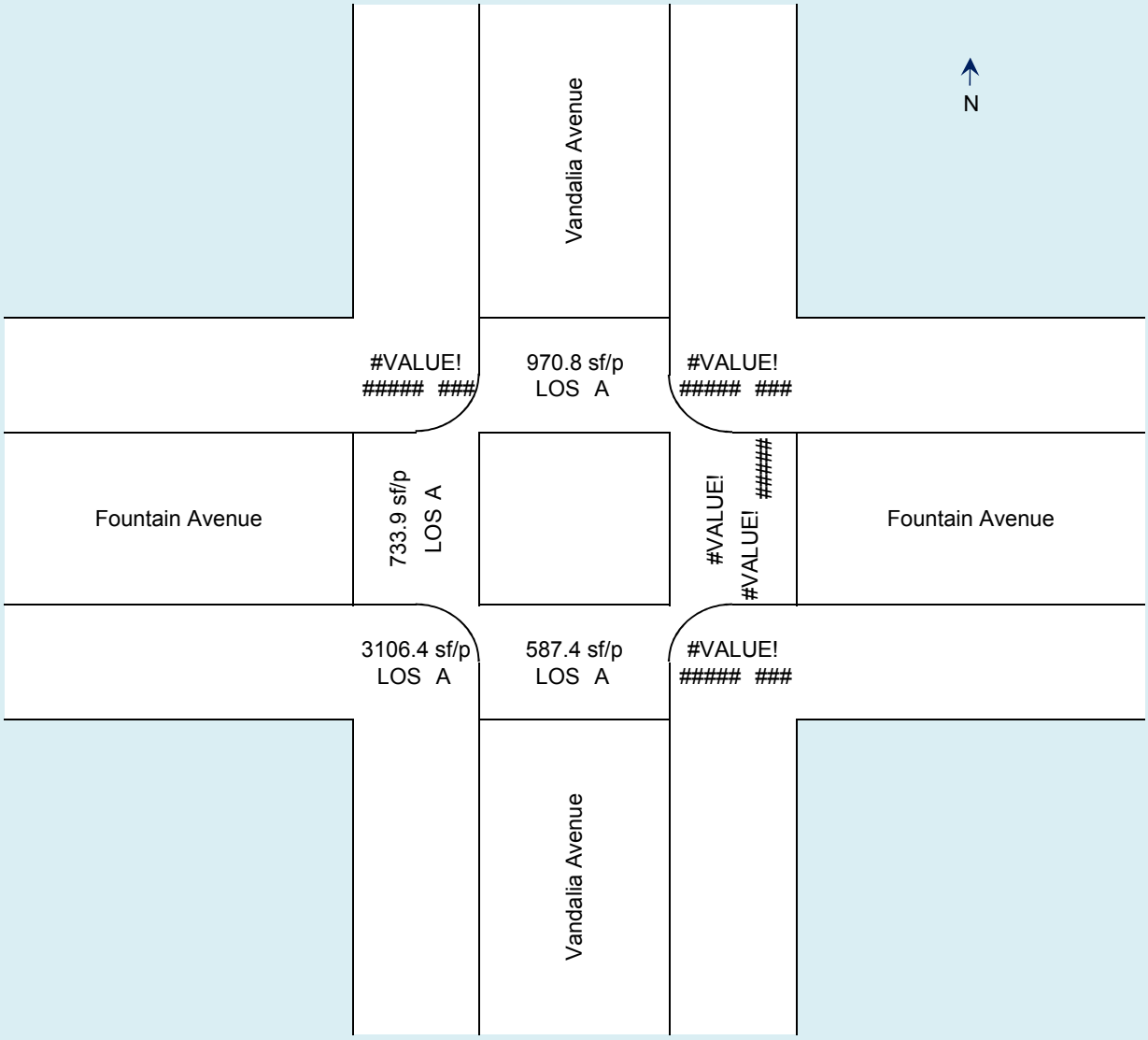
CROSSWALKS										
CROSS-WALK	LENGTH, L (ft)	WIDTH, W (ft)	WALK SPEED, S_p (ft/s)	CROSSING TIME (sec)				CONFL VEH		
				WALK	FDW	DW*	PHASE TOTAL	v_{rt}	$v_{lt,perm}$	
N	80.0	12.0	3.5	8	17	5	30	0	427	Warning, FDW + DW less than crossing time.
E	0.0	0.0	3.5	0	0	0	0	0	0	Warning, Walk time less than 7 seconds minimum.
S	80.0	12.0	3.5	8	17	5	30	4	0	Warning, FDW + DW less than crossing time.
W	80.0	13.0	3.5	8	17	5	30	383	2	Warning, FDW + DW less than crossing time.

* DW clearance for phase, not total DW time for entire cycle. Usually 5 sec.

LOS SUMMARY MAP

IDENTIFYING INFORMATION

Project No.:	4017513	N-S Street:	Vandalia Avenue
Project Name:	Fountain Avenue EIS	E-W Street:	Fountain Avenue
Analyst:	JK	Time Period:	Sat Mid Day Peak Hour - No Build Condition
Date:	42439	Analysis Year:	2028

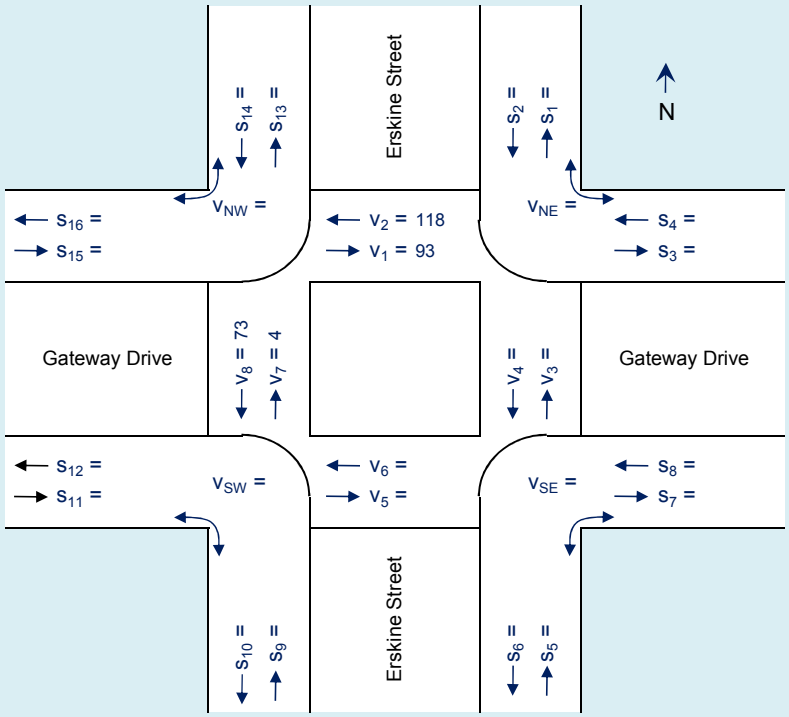


PEDESTRIAN LOS WORKSHEET - INPUT DATA

IDENTIFYING INFORMATION

Project No.:	4017513	N-S Street:	Erskine Street
Project Name:	Fountain Avenue EIS	E-W Street:	Gateway Drive
Analyst:	JK	Time Period:	AM Peak Hour - Build Condition
Date:	8-Oct-15	Analysis Year:	2028

PEDESTRIAN PEAK HOUR VOLUMES

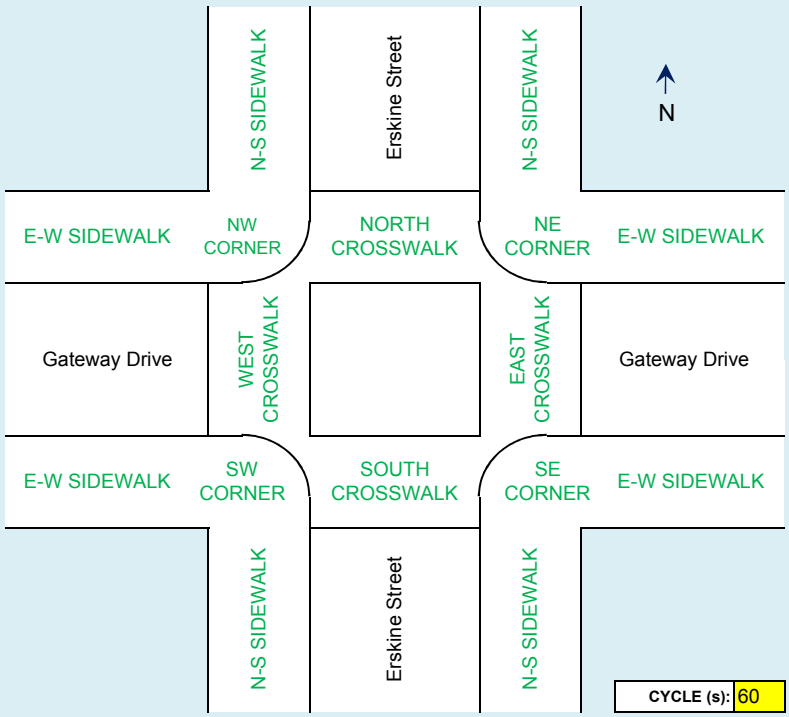


SIDEWALKS				
CORNER	MOVE-MENT		VOL (p/hr)	PHF
NE	N-S	s_1		
		s_2		
	E-W	s_3		
		s_4		
SE	N-S	s_5		
		s_6		
	E-W	s_7		
		s_8		
SW	N-S	s_9		
		s_{10}		
	E-W	s_{11}		
		s_{12}		
NW	N-S	s_{13}		
		s_{14}		
	E-W	s_{15}		
		s_{16}		

CROSSWALKS			
CROSS-WALK	MOVE-MENT	VOL (p/hr)	PHF
N	v_1	93	0.75
	v_2	118	0.61
E	v_3		
	v_4		
S	v_5		
	v_6		
W	v_7	4	0.50
	v_8	73	0.46

CORNERS			
CORNER	MOVE-MENT	VOL (p/hr)	PHF
NE	v_{NE}		
SE	v_{SE}		
SW	v_{SW}		
NW	v_{NW}		

GEOMETRY, SIGNAL TIMING, AND CONFLICTING VEHICLES



SIDEWALKS				
CORNER	SIDEWALK	TOTAL WIDTH, W_T (ft)	OBSTRUC-TIONS*, W_O (ft)	FREE FLOW WALK SPEED, S_{pf} (ft/s)
NE	N-S			
	E-W			
SE	N-S	0.0		
	E-W	0.0		
SW	N-S	15.0		
	E-W	20.0		
NW	N-S			
	E-W			

* Sum of widths and shy distances from obstructions.

CORNERS				
CORNER	SIDEWALK	TOTAL WIDTH*, W (ft)	RADIUS, R (ft)	OBSTRUC-TIONS, Ob (ft^2)
NE	N-S			
	E-W			
SE	N-S			
	E-W			
SW	N-S	15.0	25.0	0.00
	E-W	20.0		
NW	N-S			
	E-W			

* Override if corner width is different than sidewalk width.

CYCLE (s): 60

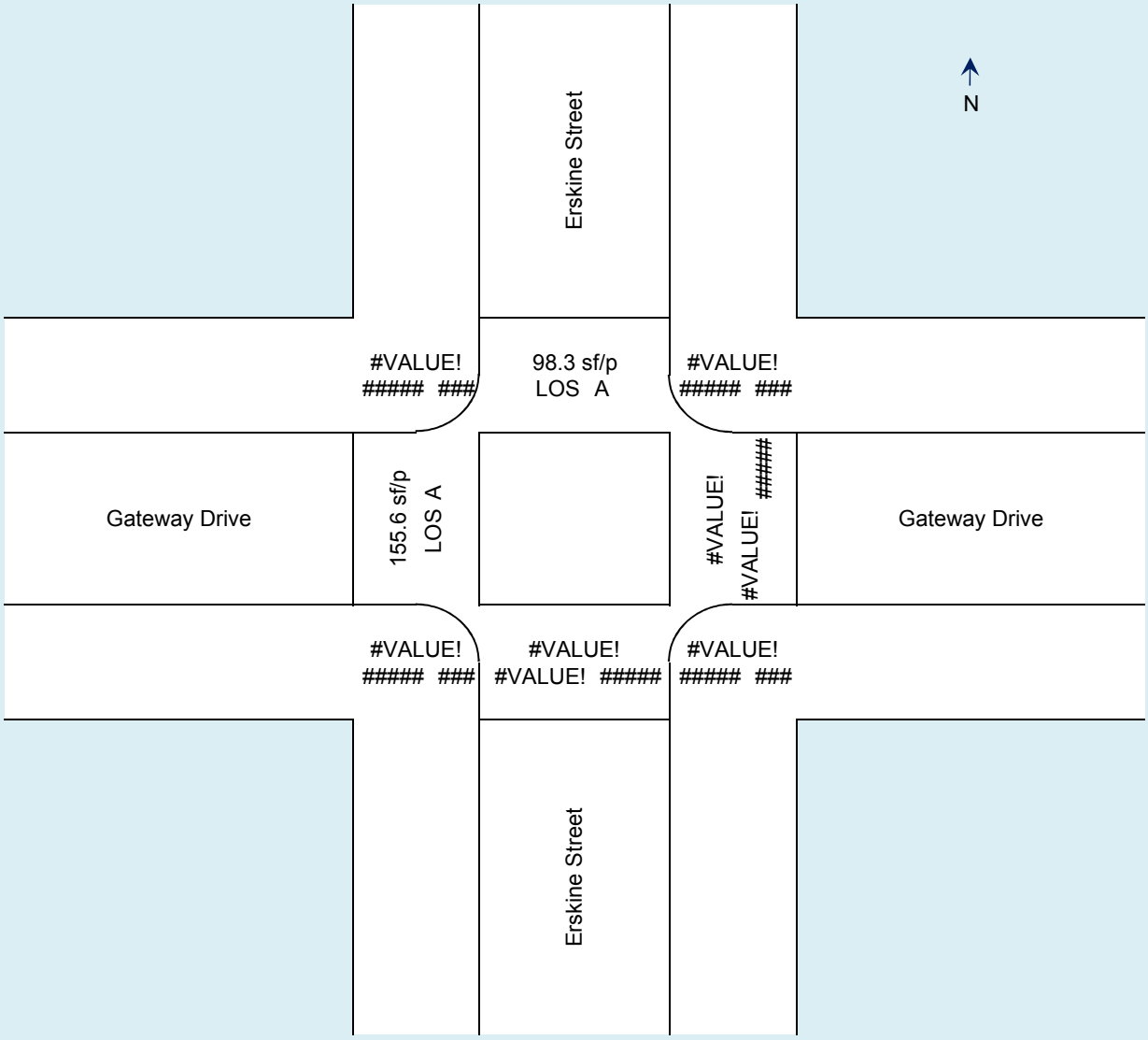
CROSSWALKS										
CROSS-WALK	LENGTH, L (ft)	WIDTH, W (ft)	WALK SPEED, S_p (ft/s)	CROSSING TIME (sec)				CONFL VEH		
				WALK	FDW	DW*	PHASE TOTAL	v_{rt}	$v_{lt,perm}$	
N	85.0	16.0	3.5	7	18	5	30	34	10	Warning, FDW + DW less than crossing time.
E	60.0	13.0	3.5	7	21	5	33	0	0	
S	100.0	14.0	3.5	30	22	5	57		0	Warning, FDW + DW less than crossing time.
W	80.0	13.0	3.5	7	21	5	33	3	0	

* DW clearance for phase, not total DW time for entire cycle. Usually 5 sec.

LOS SUMMARY MAP

IDENTIFYING INFORMATION

Project No.:	4017513	N-S Street:	Erskine Street
Project Name:	Fountain Avenue EIS	E-W Street:	Gateway Drive
Analyst:	JK	Time Period:	AM Peak Hour - Build Condition
Date:	42285	Analysis Year:	2028

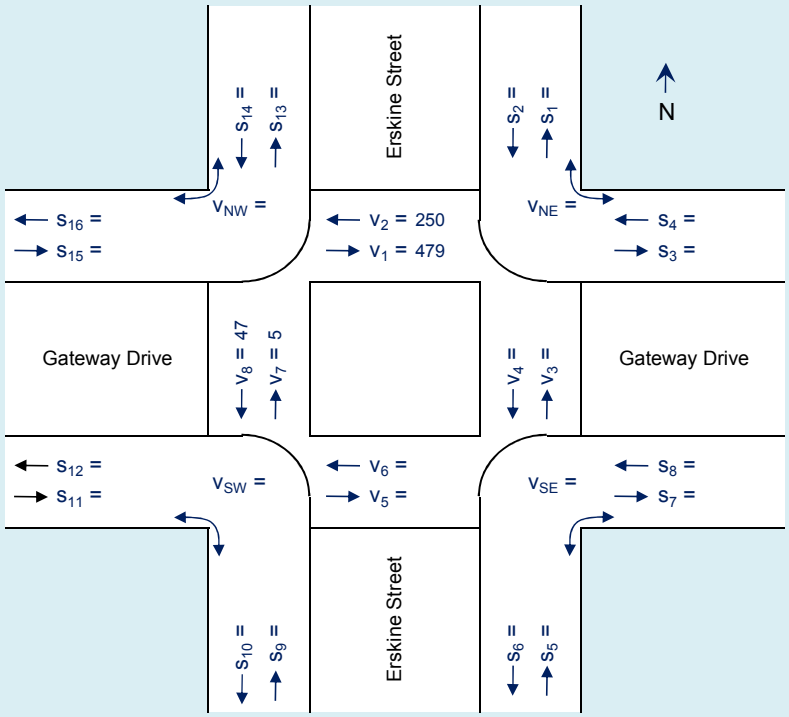


PEDESTRIAN LOS WORKSHEET - INPUT DATA

IDENTIFYING INFORMATION

Project No.:	4017513	N-S Street:	Erskine Street
Project Name:	Fountain Avenue EIS	E-W Street:	Gateway Drive
Analyst:	JK	Time Period:	Mid Day Peak Hour - Build Condition
Date:	8-Oct-15	Analysis Year:	2028

PEDESTRIAN PEAK HOUR VOLUMES

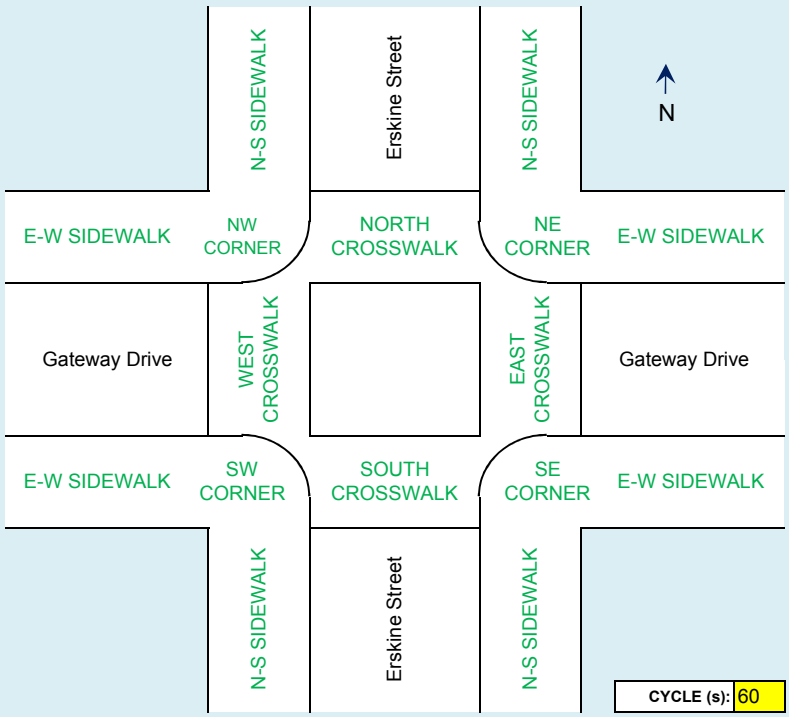


SIDEWALKS				
CORNER	MOVE-MENT		VOL (p/hr)	PHF
NE	N-S	s_1		
		s_2		
	E-W	s_3		
		s_4		
SE	N-S	s_5		
		s_6		
	E-W	s_7		
		s_8		
SW	N-S	s_9		
		s_{10}		
	E-W	s_{11}		
		s_{12}		
NW	N-S	s_{13}		
		s_{14}		
	E-W	s_{15}		
		s_{16}		

CROSSWALKS			
CROSS-WALK	MOVE-MENT	VOL (p/hr)	PHF
N	v_1	479	0.80
	v_2	250	0.80
E	v_3		
	v_4		
S	v_5		
	v_6		
W	v_7	5	0.25
	v_8	47	0.61

CORNERS			
CORNER	MOVE-MENT	VOL (p/hr)	PHF
NE	v_{NE}		
SE	v_{SE}		
SW	v_{SW}		
NW	v_{NW}		

GEOMETRY, SIGNAL TIMING, AND CONFLICTING VEHICLES



CYCLE (s): 60

SIDEWALKS				
CORNER	SIDEWALK	TOTAL WIDTH, W_T (ft)	OBSTRUC-TIONS*, W_O (ft)	FREE FLOW WALK SPEED, S_{pf} (ft/s)
NE	N-S			
	E-W			
SE	N-S			
	E-W			
SW	N-S			
	E-W			
NW	N-S			
	E-W			

* Sum of widths and shy distances from obstructions.

CORNERS				
CORNER	SIDEWALK	TOTAL WIDTH*, W (ft)	RADIUS, R (ft)	OBSTRUC-TIONS, Ob (ft^2)
NE	N-S			
	E-W			
SE	N-S			
	E-W			
SW	N-S	15.0	25.0	0.00
	E-W	20.0		
NW	N-S			
	E-W			

* Override if corner width is different than sidewalk width.

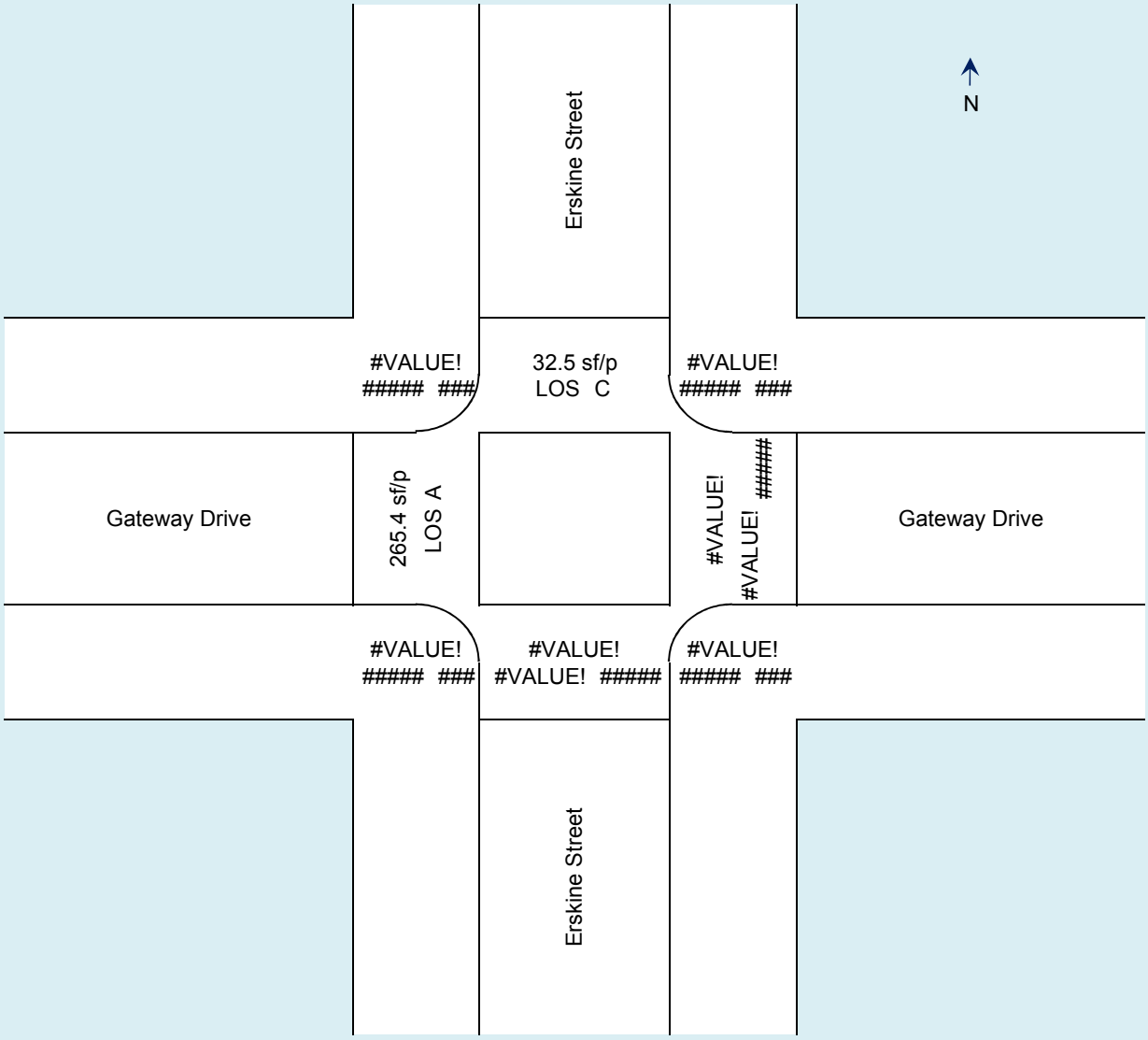
CROSSWALKS										
CROSS-WALK	LENGTH, L (ft)	WIDTH, W (ft)	WALK SPEED, S_p (ft/s)	CROSSING TIME (sec)				CONFL VEH		
				WALK	FDW	DW*	PHASE TOTAL	v_{rt}	$v_{lt,perm}$	
N	85.0	16.0	3.5	7	18	5	30	55	21	Warning, FDW + DW less than crossing time.
E	60.0	13.0	3.5	7	21	5	33	0	0	
S	100.0	14.0	3.5	30	22	5	57	0	0	Warning, FDW + DW less than crossing time.
W	80.0	13.0	3.5	7	21	5	33	13	0	

* DW clearance for phase, not total DW time for entire cycle. Usually 5 sec.

LOS SUMMARY MAP

IDENTIFYING INFORMATION

Project No.:	4017513	N-S Street:	Erskine Street
Project Name:	Fountain Avenue EIS	E-W Street:	Gateway Drive
Analyst:	JK	Time Period:	Mid Day Peak Hour - Build Condition
Date:	42285	Analysis Year:	2028

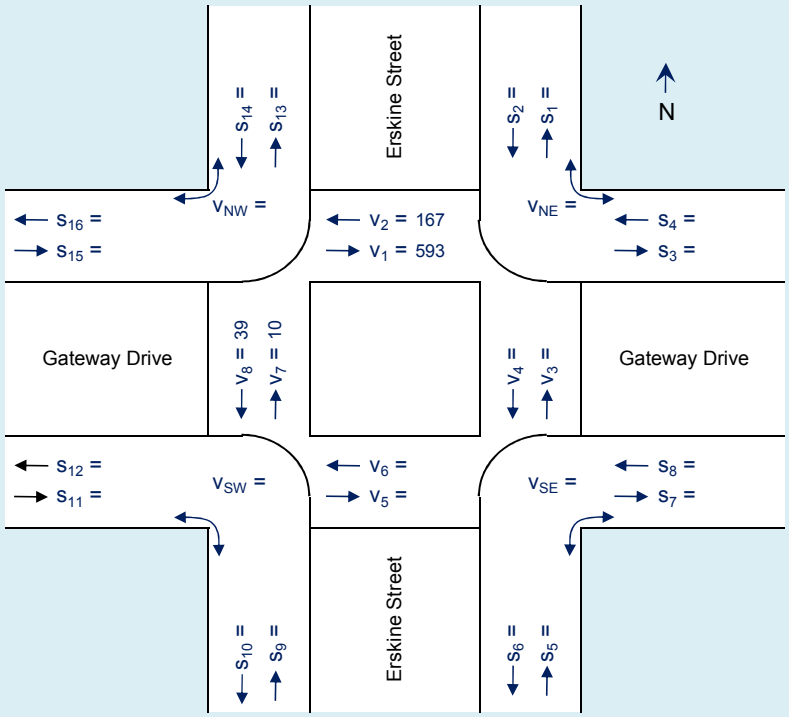


PEDESTRIAN LOS WORKSHEET - INPUT DATA

IDENTIFYING INFORMATION

Project No.:	4017513	N-S Street:	Erskine Street
Project Name:	Fountain Avenue EIS	E-W Street:	Gateway Drive
Analyst:	JK	Time Period:	PM Peak Hour - Build Condition
Date:	8-Oct-15	Analysis Year:	2028

PEDESTRIAN PEAK HOUR VOLUMES

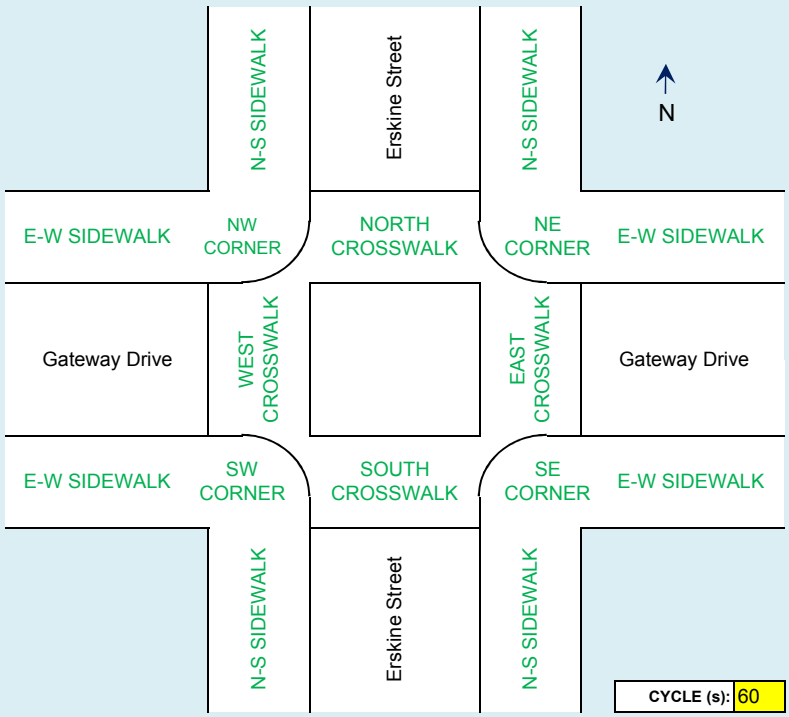


SIDEWALKS				
CORNER	MOVE-MENT		VOL (p/hr)	PHF
NE	N-S	s_1		
		s_2		
	E-W	s_3		
		s_4		
SE	N-S	s_5		
		s_6		
	E-W	s_7		
		s_8		
SW	N-S	s_9		
		s_{10}		
	E-W	s_{11}		
		s_{12}		
NW	N-S	s_{13}		
		s_{14}		
	E-W	s_{15}		
		s_{16}		

CROSSWALKS			
CROSS-WALK	MOVE-MENT	VOL (p/hr)	PHF
N	v_1	593	0.85
	v_2	167	0.85
E	v_3		
	v_4		
S	v_5		
	v_6		
W	v_7	10	0.50
	v_8	39	0.63

CORNERS			
CORNER	MOVE-MENT	VOL (p/hr)	PHF
NE	v_{NE}		
SE	v_{SE}		
SW	v_{SW}		
NW	v_{NW}		

GEOMETRY, SIGNAL TIMING, AND CONFLICTING VEHICLES



SIDEWALKS				
CORNER	SIDEWALK	TOTAL WIDTH, W_T (ft)	OBSTRUC-TIONS*, W_O (ft)	FREE FLOW WALK SPEED, S_{pf} (ft/s)
NE	N-S			
	E-W			
SE	N-S	0.0		
	E-W	0.0		
SW	N-S	15.0		
	E-W	20.0		
NW	N-S			
	E-W			

* Sum of widths and shy distances from obstructions.

CORNERS				
CORNER	SIDEWALK	TOTAL WIDTH*, W (ft)	RADIUS, R (ft)	OBSTRUC-TIONS, Ob (ft^2)
NE	N-S			
	E-W			
SE	N-S	0.0	0.0	0.00
	E-W	0.0		
SW	N-S	15.0	25.0	0.00
	E-W	20.0		
NW	N-S			
	E-W			

* Override if corner width is different than sidewalk width.

CYCLE (s): 60

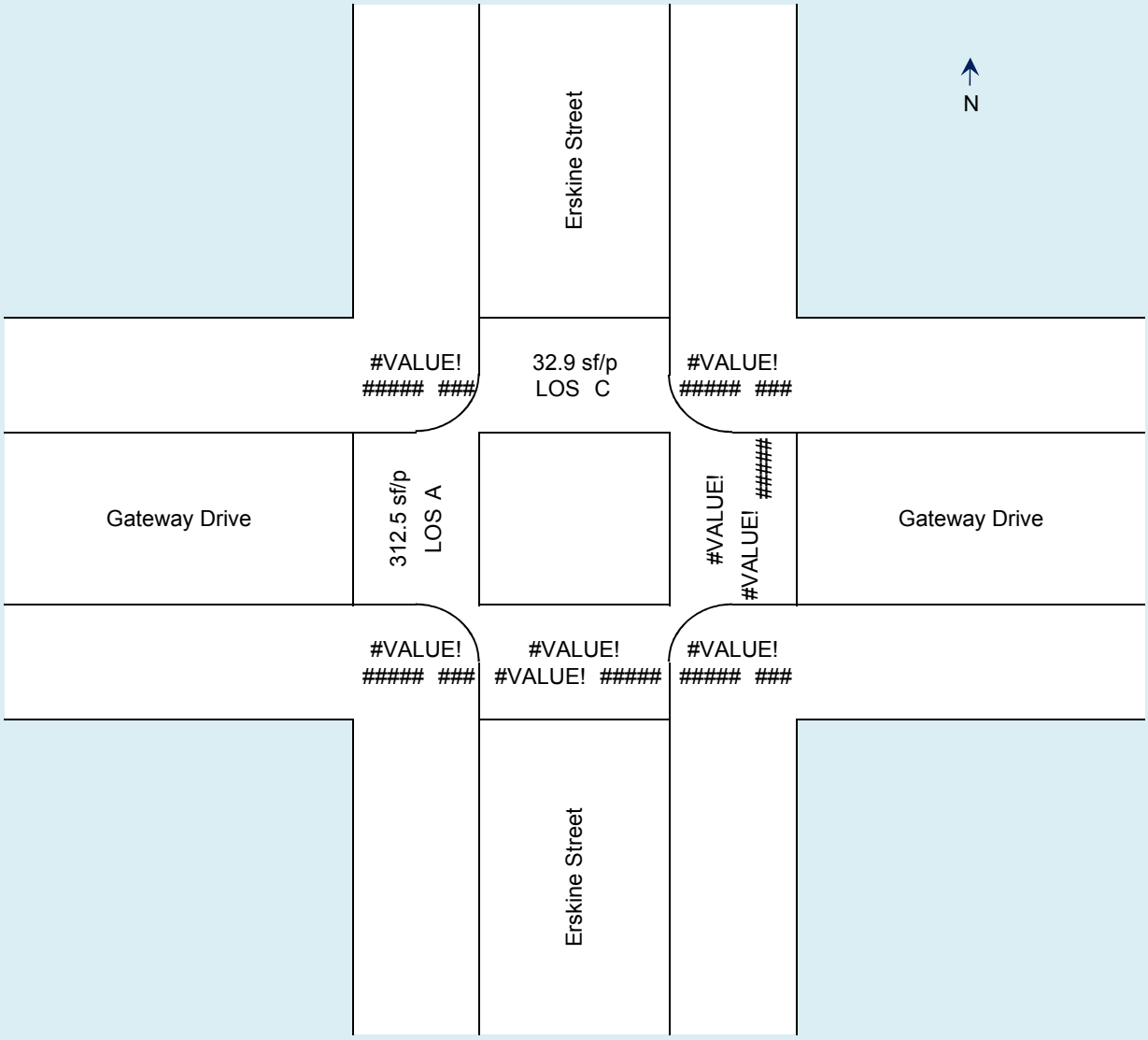
CROSSWALKS										
CROSS-WALK	LENGTH, L (ft)	WIDTH, W (ft)	WALK SPEED, S_p (ft/s)	CROSSING TIME (sec)				CONFL VEH		
				WALK	FDW	DW*	PHASE TOTAL	v_{rt}	$v_{lt,perm}$	
N	85.0	16.0	3.5	7	18	5	30	54	24	Warning, FDW + DW less than crossing time.
E	60.0	13.0	3.5	7	21	5	33	0	0	
S	100.0	14.0	3.5	30	22	5	57	0	0	Warning, FDW + DW less than crossing time.
W	80.0	13.0	3.5	7	21	5	33	10	0	

* DW clearance for phase, not total DW time for entire cycle. Usually 5 sec.

LOS SUMMARY MAP

IDENTIFYING INFORMATION

Project No.:	4017513	N-S Street:	Erskine Street
Project Name:	Fountain Avenue EIS	E-W Street:	Gateway Drive
Analyst:	JK	Time Period:	PM Peak Hour - Build Condition
Date:	42285	Analysis Year:	2028

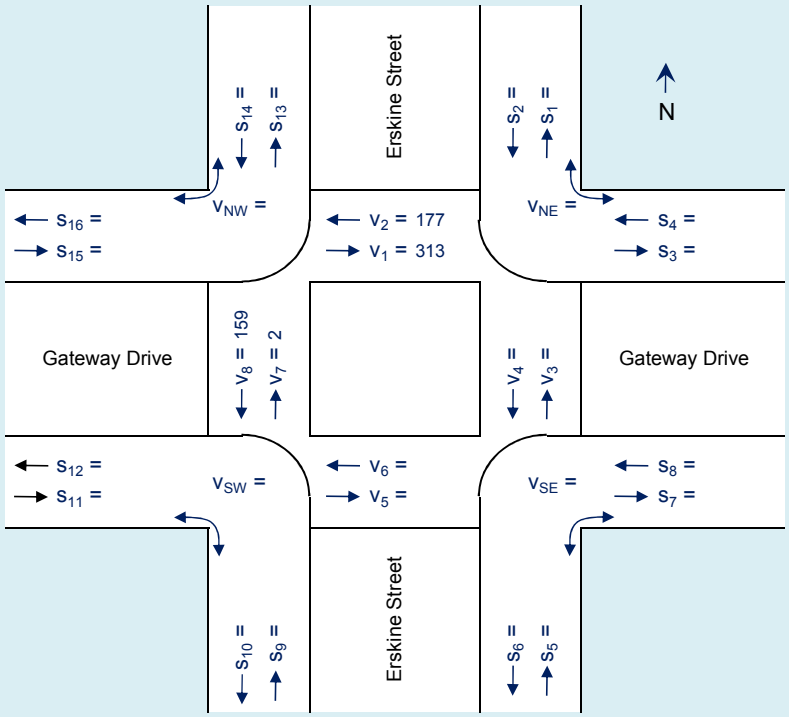


PEDESTRIAN LOS WORKSHEET - INPUT DATA

IDENTIFYING INFORMATION

Project No.:	4017513	N-S Street:	Erskine Street
Project Name:	Fountain Avenue EIS	E-W Street:	Gateway Drive
Analyst:	JK	Time Period:	Sat Mid Day Peak Hour - Build Condition
Date:	11-Mar-16	Analysis Year:	2028

PEDESTRIAN PEAK HOUR VOLUMES

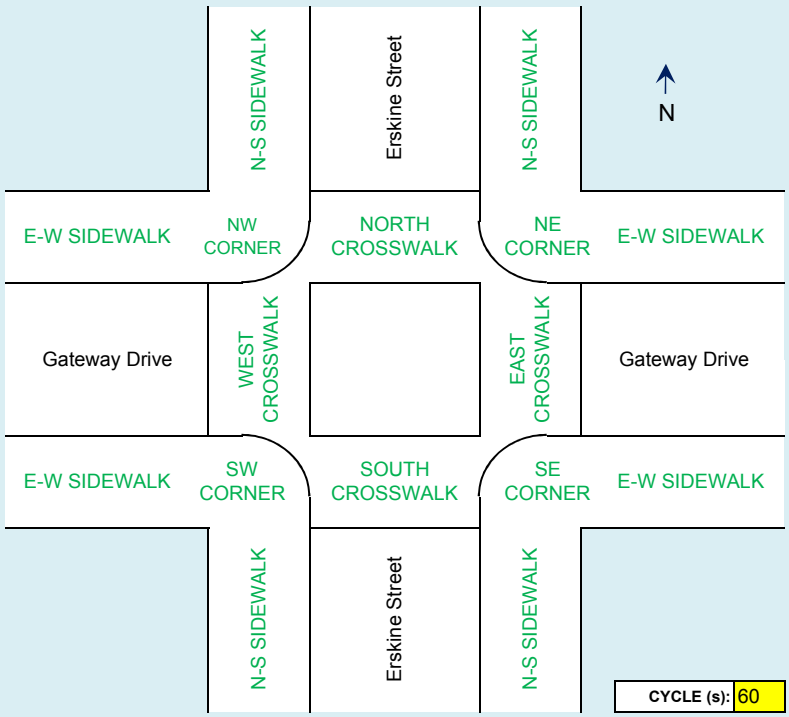


SIDEWALKS				
CORNER	MOVE-MENT		VOL (p/hr)	PHF
NE	N-S	s_1		
		s_2		
	E-W	s_3		
		s_4		
SE	N-S	s_5		
		s_6		
	E-W	s_7		
		s_8		
SW	N-S	s_9		
		s_{10}		
	E-W	s_{11}		
		s_{12}		
NW	N-S	s_{13}		
		s_{14}		
	E-W	s_{15}		
		s_{16}		

CROSSWALKS			
CROSS-WALK	MOVE-MENT	VOL (p/hr)	PHF
N	v_1	313	0.50
	v_2	177	0.75
E	v_3		
	v_4		
S	v_5		
	v_6		
W	v_7	2	0.50
	v_8	159	0.44

CORNERS			
CORNER	MOVE-MENT	VOL (p/hr)	PHF
NE	v_{NE}		
SE	v_{SE}		
SW	v_{SW}		
NW	v_{NW}		

GEOMETRY, SIGNAL TIMING, AND CONFLICTING VEHICLES



CYCLE (s): 60

SIDEWALKS				
CORNER	SIDEWALK	TOTAL WIDTH, W_T (ft)	OBSTRUC-TIONS*, W_O (ft)	FREE FLOW WALK SPEED, S_{pf} (ft/s)
NE	N-S			
	E-W			
SE	N-S			
	E-W			
SW	N-S			
	E-W			
NW	N-S			
	E-W			

* Sum of widths and shy distances from obstructions.

CORNERS				
CORNER	SIDEWALK	TOTAL WIDTH*, W (ft)	RADIUS, R (ft)	OBSTRUC-TIONS, Ob (ft^2)
NE	N-S			
	E-W			
SE	N-S			
	E-W			
SW	N-S	15.0	25.0	0.00
	E-W	20.0		
NW	N-S			
	E-W			

* Override if corner width is different than sidewalk width.

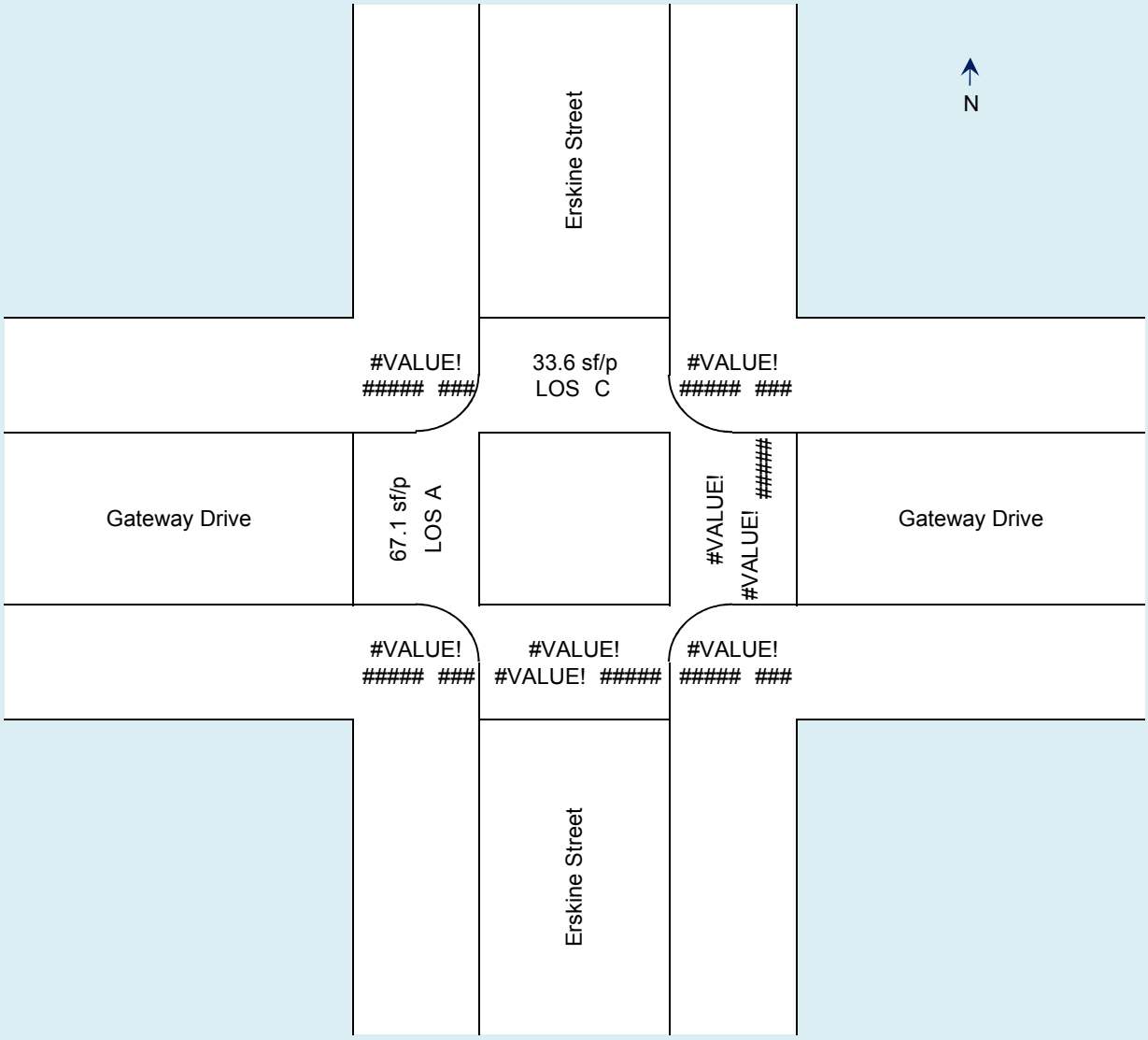
CROSSWALKS										
CROSS-WALK	LENGTH, L (ft)	WIDTH, W (ft)	WALK SPEED, S_p (ft/s)	CROSSING TIME (sec)				CONFL VEH		
				WALK	FDW	DW*	PHASE TOTAL	v_{rt}	$v_{lt,perm}$	
N	85.0	16.0	3.5	7	18	5	30	60	46	Warning, FDW + DW less than crossing time.
E	60.0	13.0	3.5	7	21	5	33	0	0	
S	100.0	14.0	3.5	30	22	5	57	0	0	Warning, FDW + DW less than crossing time.
W	80.0	13.0	3.5	7	21	5	33	40	0	

* DW clearance for phase, not total DW time for entire cycle. Usually 5 sec.

LOS SUMMARY MAP

IDENTIFYING INFORMATION

Project No.:	4017513	N-S Street:	Erskine Street
Project Name:	Fountain Avenue EIS	E-W Street:	Gateway Drive
Analyst:	JK	Time Period:	Sat Mid Day Peak Hour - Build Condition
Date:	42440	Analysis Year:	2028

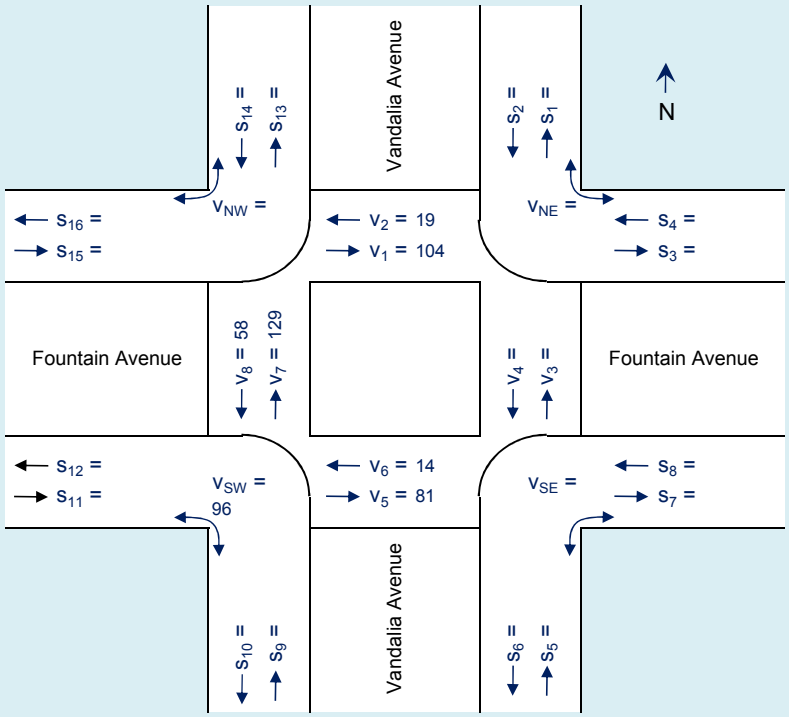


PEDESTRIAN LOS WORKSHEET - INPUT DATA

IDENTIFYING INFORMATION

Project No.:	4017513	N-S Street:	Vandalia Avenue
Project Name:	Fountain Avenue EIS	E-W Street:	Fountain Avenue
Analyst:	JK	Time Period:	AM Peak Hour - Build Condition
Date:	8-Oct-15	Analysis Year:	2028

PEDESTRIAN PEAK HOUR VOLUMES

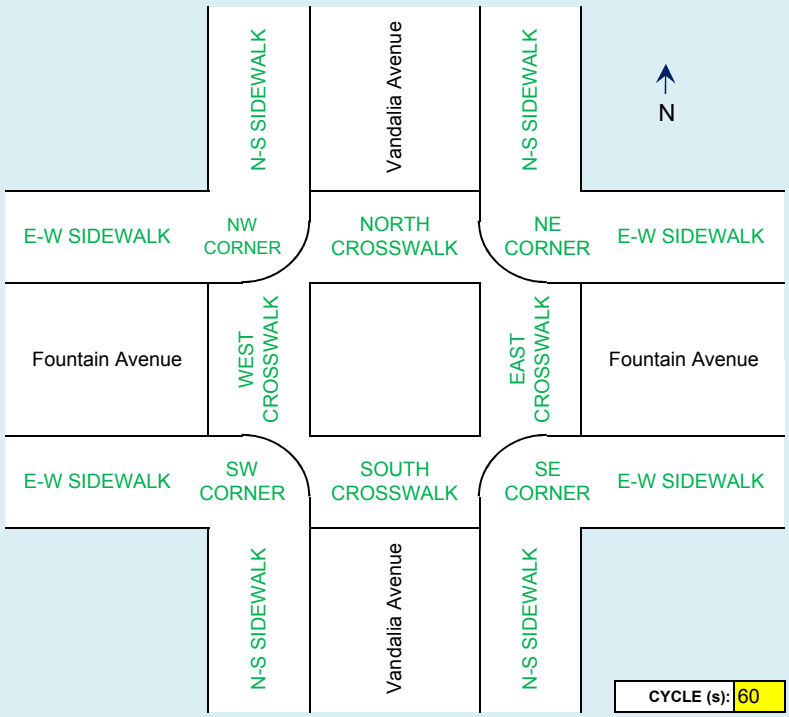


SIDEWALKS				
CORNER	MOVE-MENT		VOL (p/hr)	PHF
NE	N-S	s_1		
		s_2		
	E-W	s_3		
		s_4		
SE	N-S	s_5		
		s_6		
	E-W	s_7		
		s_8		
SW	N-S	s_9		
		s_{10}		
	E-W	s_{11}		
		s_{12}		
NW	N-S	s_{13}		
		s_{14}		
	E-W	s_{15}		
		s_{16}		

CROSSWALKS			
CROSS-WALK	MOVE-MENT	VOL (p/hr)	PHF
N	v_1	104	0.40
	v_2	19	0.38
E	v_3		
	v_4		
S	v_5	81	0.63
	v_6	14	0.44
W	v_7	129	0.40
	v_8	58	0.56

CORNERS			
CORNER	MOVE-MENT	VOL (p/hr)	PHF
NE	v_{NE}		
SE	v_{SE}		
SW	v_{SW}	96	0.44
NW	v_{NW}		

GEOMETRY, SIGNAL TIMING, AND CONFLICTING VEHICLES



CYCLE (s): 60

SIDEWALKS				
CORNER	SIDEWALK	TOTAL WIDTH, W_T (ft)	OBSTRUC-TIONS*, W_O (ft)	FREE FLOW WALK SPEED, S_{pf} (ft/s)
NE	N-S			
	E-W			
SE	N-S			
	E-W			
SW	N-S			
	E-W			
NW	N-S			
	E-W			

* Sum of widths and shy distances from obstructions.

CORNERS				
CORNER	SIDEWALK	TOTAL WIDTH*, W (ft)	RADIUS, R (ft)	OBSTRUC-TIONS, Ob (ft^2)
NE	N-S			
	E-W			
SE	N-S			
	E-W			
SW	N-S	15.0	12.0	0.00
	E-W	20.0		
NW	N-S			
	E-W			

* Override if corner width is different than sidewalk width.

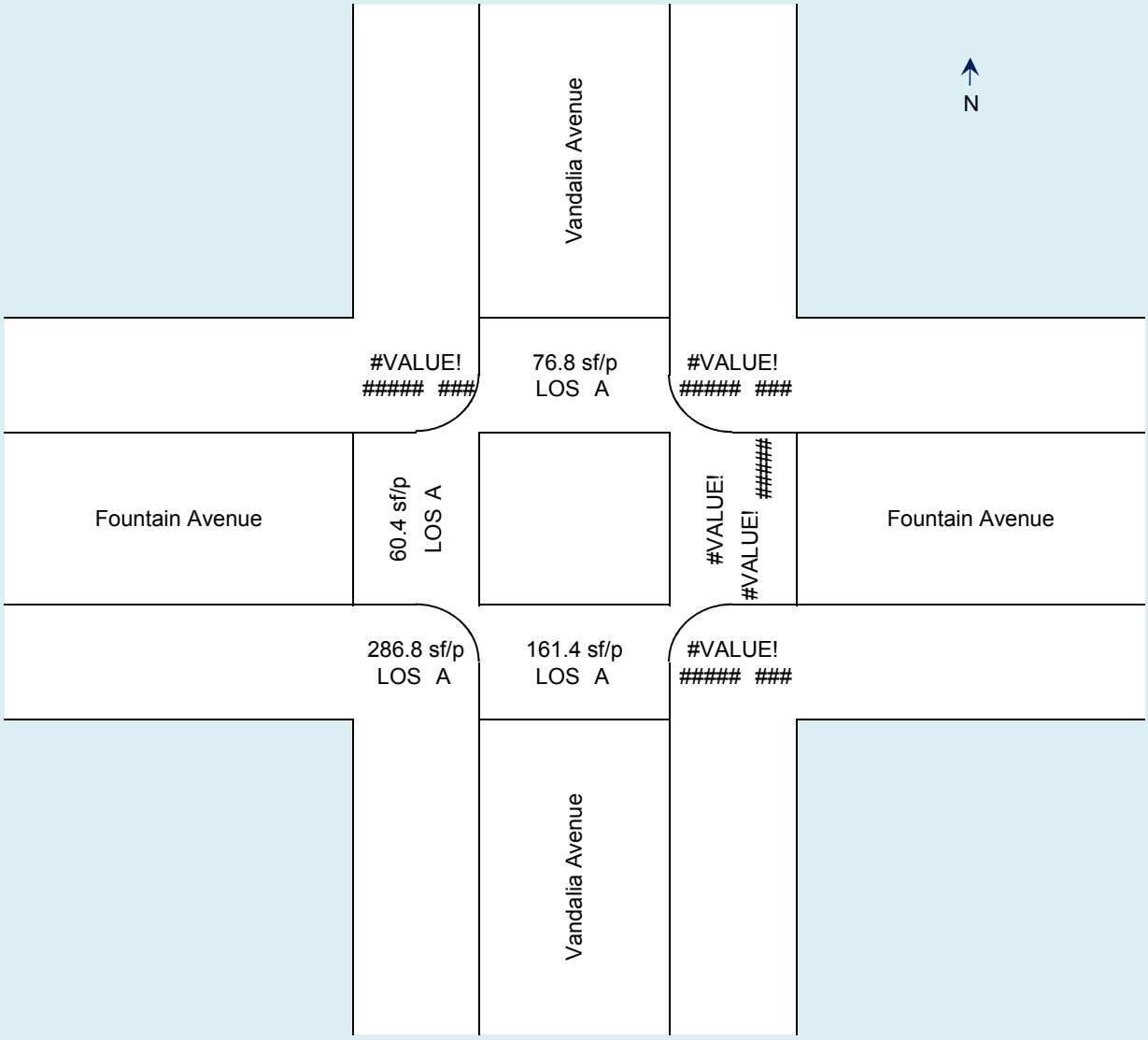
CROSSWALKS										
CROSS-WALK	LENGTH, L (ft)	WIDTH, W (ft)	WALK SPEED, S_p (ft/s)	CROSSING TIME (sec)				CONFL VEH		
				WALK	FDW	DW*	PHASE TOTAL	v_{rt}	$v_{lt,perm}$	
N	80.0	12.0	3.5	8	17	5	30	0	112	Warning, FDW + DW less than crossing time.
E	0.0	0.0	3.5	0	0	0	0	0	0	Warning, Walk time less than 7 seconds minimum.
S	80.0	12.0	3.5	8	17	5	30	7	0	Warning, FDW + DW less than crossing time.
W	80.0	13.0	3.5	8	17	5	30	112	2	Warning, FDW + DW less than crossing time.

* DW clearance for phase, not total DW time for entire cycle. Usually 5 sec.

LOS SUMMARY MAP

IDENTIFYING INFORMATION

Project No.:	4017513	N-S Street:	Vandalia Avenue
Project Name:	Fountain Avenue EIS	E-W Street:	Fountain Avenue
Analyst:	JK	Time Period:	AM Peak Hour - Build Condition
Date:	42285	Analysis Year:	2028

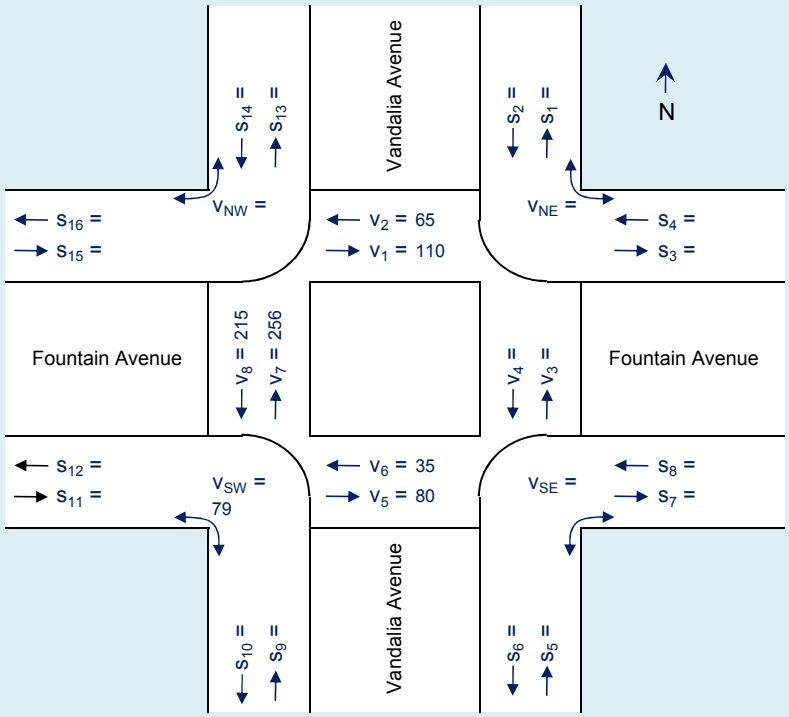


PEDESTRIAN LOS WORKSHEET - INPUT DATA

IDENTIFYING INFORMATION

Project No.:	4017513	N-S Street:	Vandalia Avenue
Project Name:	Fountain Avenue EIS	E-W Street:	Fountain Avenue
Analyst:	JK	Time Period:	Mid Day Peak Hour - Build Condition
Date:	8-Oct-15	Analysis Year:	2028

PEDESTRIAN PEAK HOUR VOLUMES

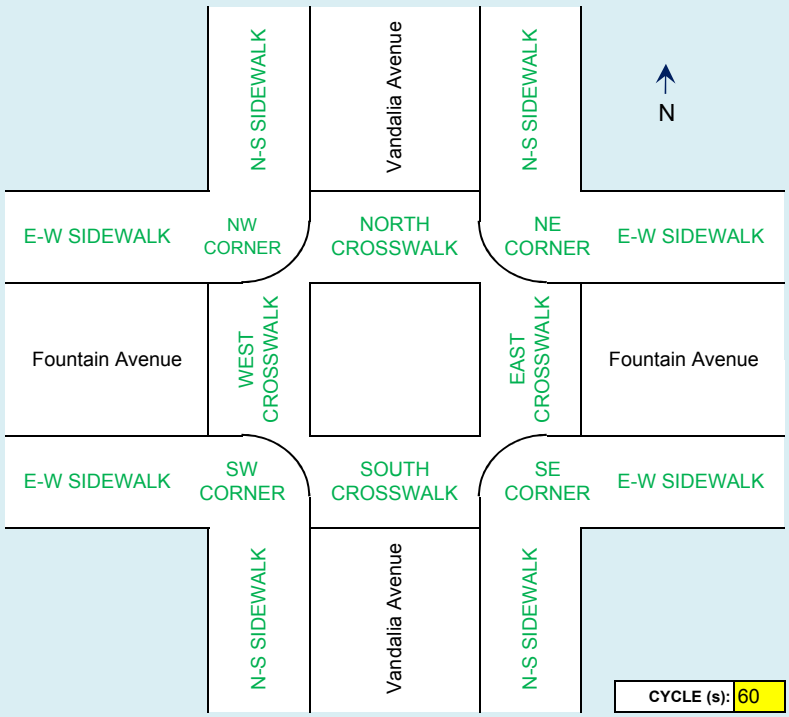


SIDEWALKS				
CORNER	MOVE-MENT		VOL (p/hr)	PHF
NE	N-S	s_1		
		s_2		
	E-W	s_3		
		s_4		
SE	N-S	s_5		
		s_6		
	E-W	s_7		
		s_8		
SW	N-S	s_9		
		s_{10}		
	E-W	s_{11}		
		s_{12}		
NW	N-S	s_{13}		
		s_{14}		
	E-W	s_{15}		
		s_{16}		

CROSSWALKS			
CROSS-WALK	MOVE-MENT	VOL (p/hr)	PHF
N	v_1	110	0.31
	v_2	65	0.42
E	v_3		
	v_4		
S	v_5	80	0.25
	v_6	35	0.25
W	v_7	256	1.00
	v_8	215	0.42

CORNERS			
CORNER	MOVE-MENT	VOL (p/hr)	PHF
NE	v_{NE}		
SE	v_{SE}		
SW	v_{SW}	79	0.25
NW	v_{NW}		

GEOMETRY, SIGNAL TIMING, AND CONFLICTING VEHICLES



CYCLE (s): 60

SIDEWALKS				
CORNER	SIDEWALK	TOTAL WIDTH, W_T (ft)	OBSTRUC-TIONS*, W_O (ft)	FREE FLOW WALK SPEED, S_{pf} (ft/s)
NE	N-S			
	E-W			
SE	N-S			
	E-W			
SW	N-S			
	E-W			
NW	N-S			
	E-W			

* Sum of widths and shy distances from obstructions.

CORNERS				
CORNER	SIDEWALK	TOTAL WIDTH*, W (ft)	RADIUS, R (ft)	OBSTRUC-TIONS, Ob (ft^2)
NE	N-S			
	E-W			
SE	N-S			
	E-W			
SW	N-S	15.0	12.0	0.00
	E-W	20.0		
NW	N-S			
	E-W			

* Override if corner width is different than sidewalk width.

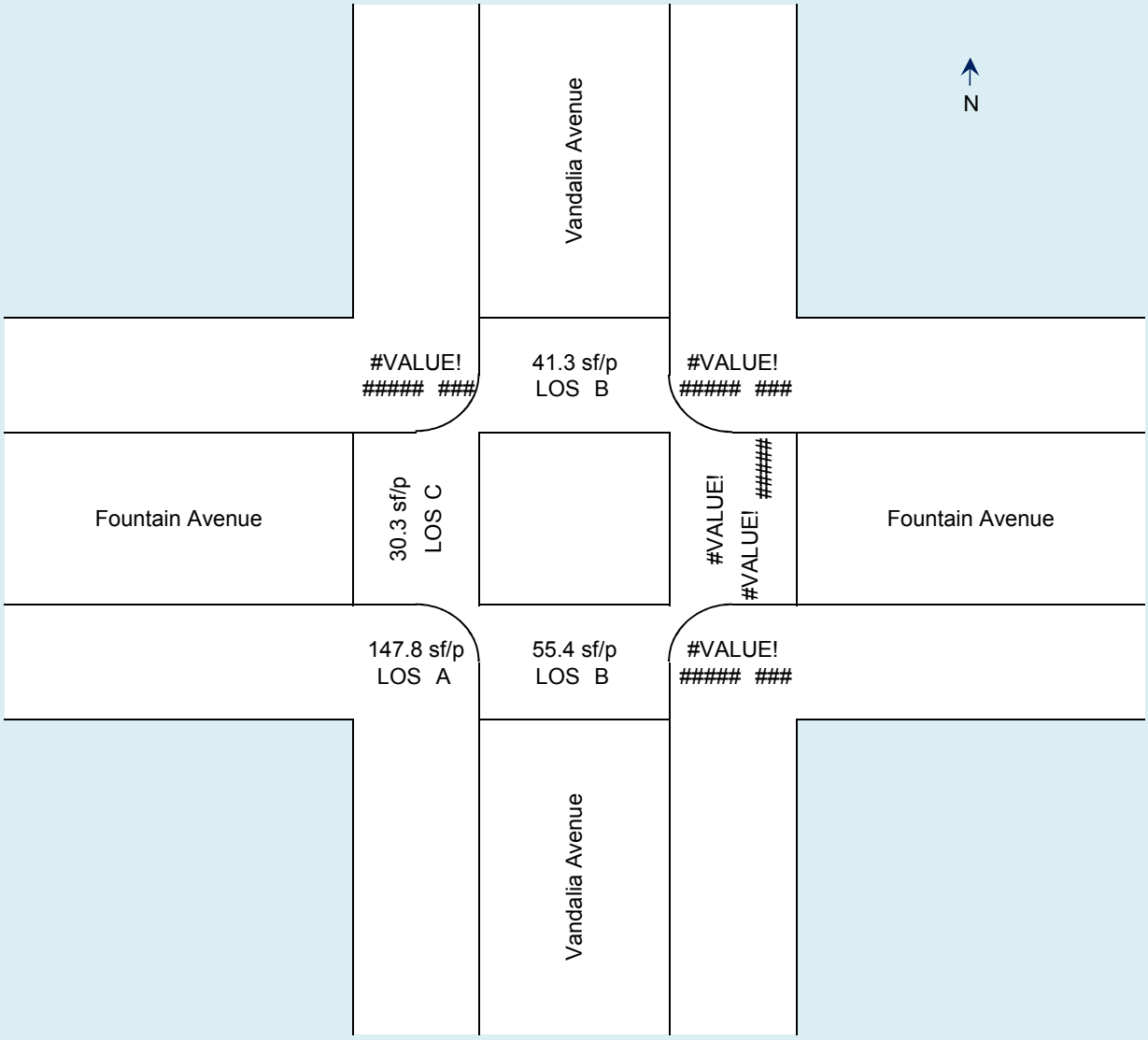
CROSSWALKS										
CROSS-WALK	LENGTH, L (ft)	WIDTH, W (ft)	WALK SPEED, S_p (ft/s)	CROSSING TIME (sec)				CONFL VEH		
				WALK	FDW	DW*	PHASE TOTAL	v_{rt}	$v_{lt,perm}$	
N	80.0	12.0	3.5	8	17	5	30	0	257	Warning, FDW + DW less than crossing time.
E	0.0	0.0	3.5	0	0	0	0	0	0	Warning, Walk time less than 7 seconds minimum.
S	80.0	12.0	3.5	8	17	5	30	14	0	Warning, FDW + DW less than crossing time.
W	80.0	13.0	3.5	8	17	5	30	212	7	Warning, FDW + DW less than crossing time.

* DW clearance for phase, not total DW time for entire cycle. Usually 5 sec.

LOS SUMMARY MAP

IDENTIFYING INFORMATION

Project No.:	4017513	N-S Street:	Vandalia Avenue
Project Name:	Fountain Avenue EIS	E-W Street:	Fountain Avenue
Analyst:	JK	Time Period:	Mid Day Peak Hour - Build Condition
Date:	42285	Analysis Year:	2028

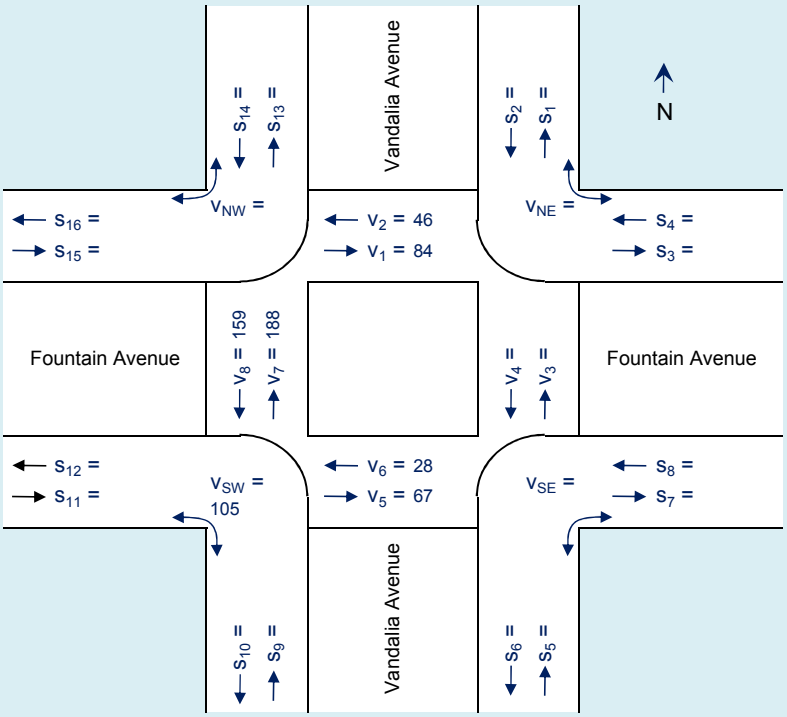


PEDESTRIAN LOS WORKSHEET - INPUT DATA

IDENTIFYING INFORMATION

Project No.:	4017513	N-S Street:	Vandalia Avenue
Project Name:	Fountain Avenue EIS	E-W Street:	Fountain Avenue
Analyst:	JK	Time Period:	PM Peak Hour - Build Condition
Date:	8-Oct-15	Analysis Year:	2028

PEDESTRIAN PEAK HOUR VOLUMES

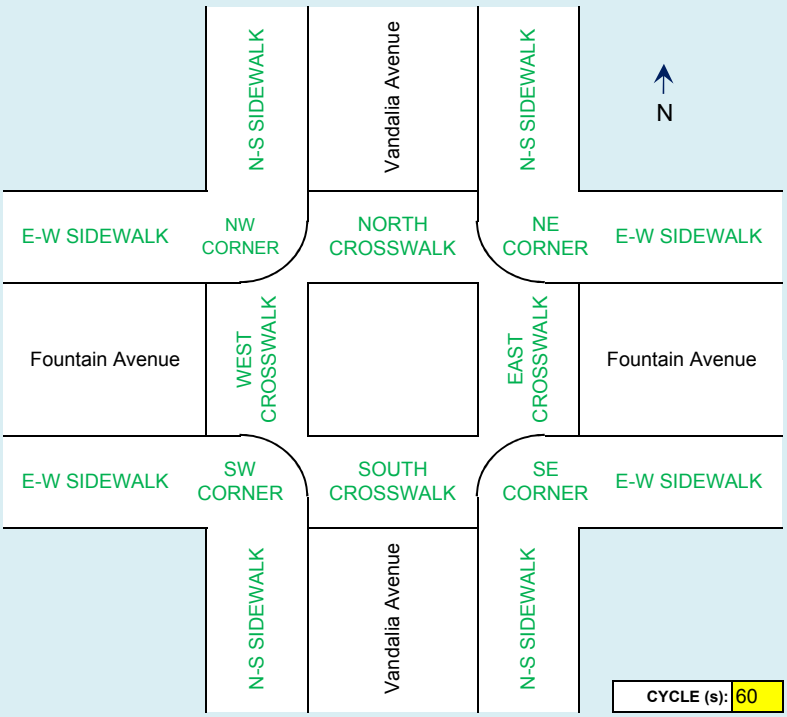


SIDEWALKS				
CORNER	MOVE-MENT		VOL (p/hr)	PHF
NE	N-S	s_1		
		s_2		
	E-W	s_3		
		s_4		
SE	N-S	s_5		
		s_6		
	E-W	s_7		
		s_8		
SW	N-S	s_9		
		s_{10}		
	E-W	s_{11}		
		s_{12}		
NW	N-S	s_{13}		
		s_{14}		
	E-W	s_{15}		
		s_{16}		

CROSSWALKS			
CROSS-WALK	MOVE-MENT	VOL (p/hr)	PHF
N	v_1	84	0.42
	v_2	46	0.50
E	v_3		
	v_4		
S	v_5	67	0.38
	v_6	28	0.38
W	v_7	188	0.53
	v_8	159	0.42

CORNERS			
CORNER	MOVE-MENT	VOL (p/hr)	PHF
NE	v_{NE}		
SE	v_{SE}		
SW	v_{SW}	105	0.38
NW	v_{NW}		

GEOMETRY, SIGNAL TIMING, AND CONFLICTING VEHICLES



CYCLE (s): 60

SIDEWALKS				
CORNER	SIDEWALK	TOTAL WIDTH, W_T (ft)	OBSTRUC-TIONS*, W_O (ft)	FREE FLOW WALK SPEED, S_{pf} (ft/s)
NE	N-S			
	E-W			
SE	N-S			
	E-W			
SW	N-S			
	E-W			
NW	N-S			
	E-W			

* Sum of widths and shy distances from obstructions.

CORNERS				
CORNER	SIDEWALK	TOTAL WIDTH*, W (ft)	RADIUS, R (ft)	OBSTRUC-TIONS, Ob (ft^2)
NE	N-S			
	E-W			
SE	N-S			
	E-W			
SW	N-S	15.0	12.0	0.00
	E-W	20.0		
NW	N-S			
	E-W			

* Override if corner width is different than sidewalk width.

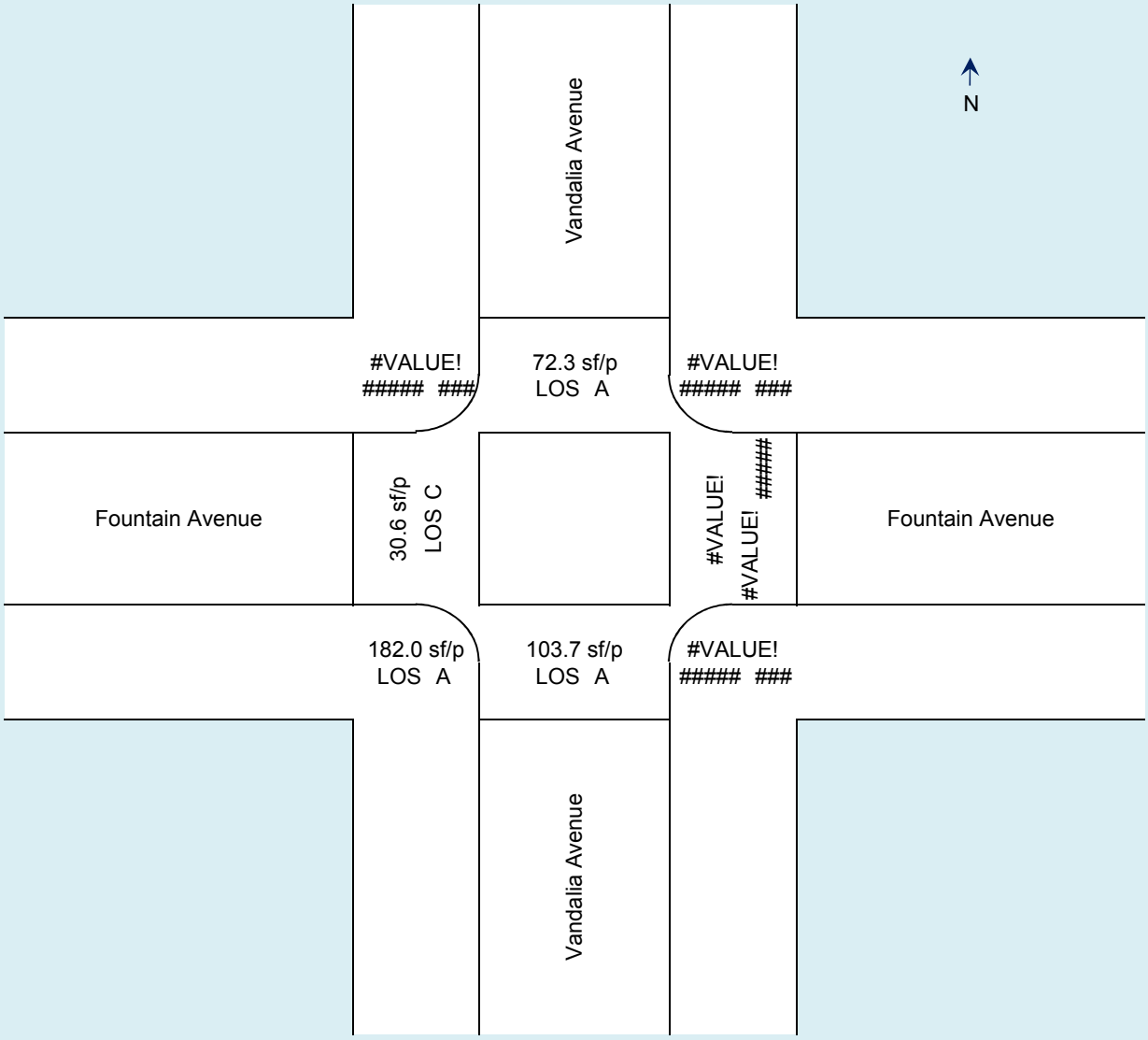
CROSSWALKS										
CROSS-WALK	LENGTH, L (ft)	WIDTH, W (ft)	WALK SPEED, S_p (ft/s)	CROSSING TIME (sec)				CONFL VEH		
				WALK	FDW	DW*	PHASE TOTAL	v_{rt}	$v_{lt,perm}$	
N	80.0	12.0	3.5	8	17	5	30	0	269	Warning, FDW + DW less than crossing time.
E			3.5				0			
S	80.0	12.0	3.5	8	17	5	30	6	0	Warning, FDW + DW less than crossing time.
W	80.0	13.0	3.5	8	17	5	30	268	5	Warning, FDW + DW less than crossing time.

* DW clearance for phase, not total DW time for entire cycle. Usually 5 sec.

LOS SUMMARY MAP

IDENTIFYING INFORMATION

Project No.:	4017513	N-S Street:	Vandalia Avenue
Project Name:	Fountain Avenue EIS	E-W Street:	Fountain Avenue
Analyst:	JK	Time Period:	PM Peak Hour - Build Condition
Date:	42285	Analysis Year:	2028

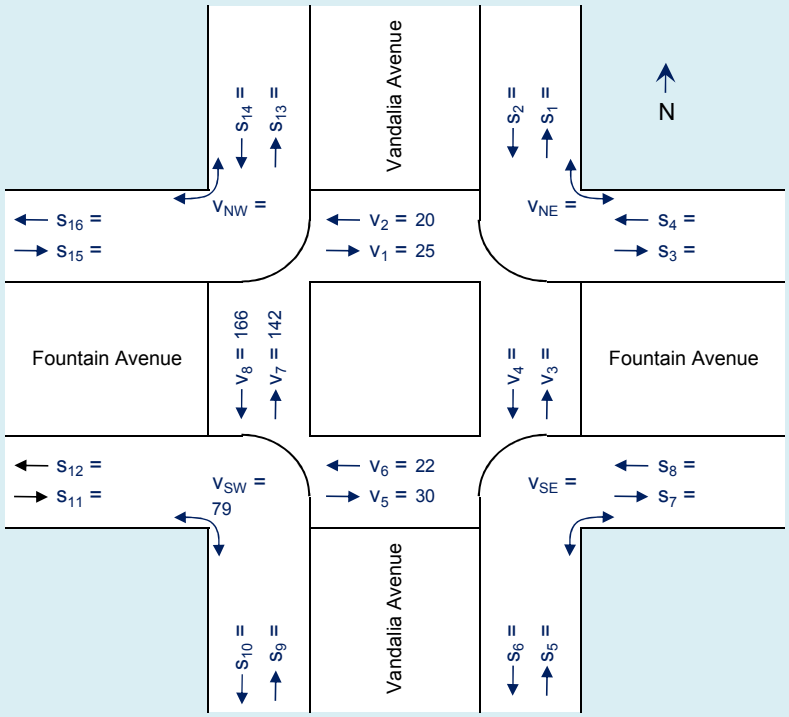


PEDESTRIAN LOS WORKSHEET - INPUT DATA

IDENTIFYING INFORMATION

Project No.:	4017513	N-S Street:	Vandalia Avenue
Project Name:	Fountain Avenue EIS	E-W Street:	Fountain Avenue
Analyst:	JK	Time Period:	Sat Mid Day Peak Hour - Build Condition
Date:	10-Mar-16	Analysis Year:	2028

PEDESTRIAN PEAK HOUR VOLUMES

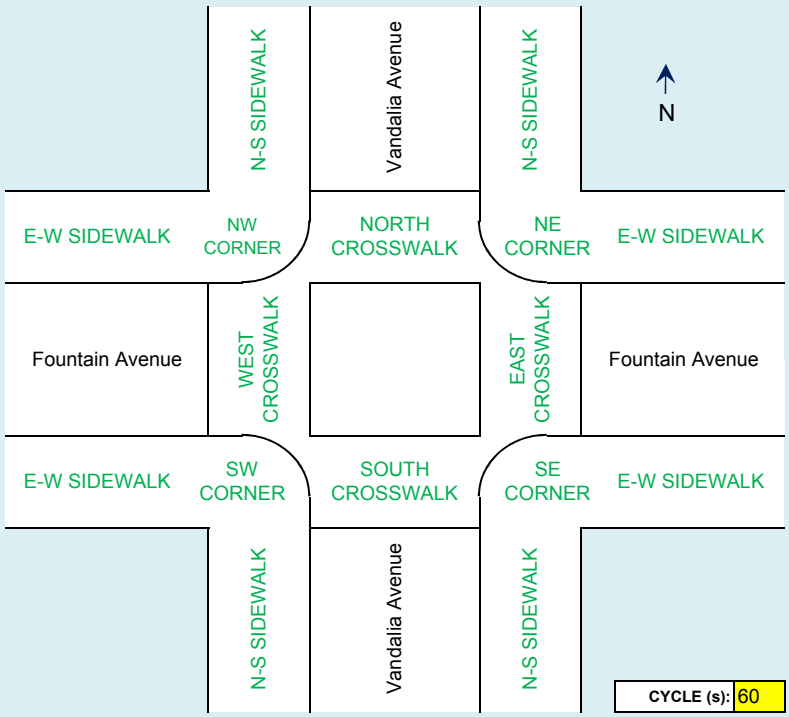


SIDEWALKS				
CORNER	MOVE-MENT		VOL (p/hr)	PHF
NE	N-S	s_1		
		s_2		
	E-W	s_3		
		s_4		
SE	N-S	s_5		
		s_6		
	E-W	s_7		
		s_8		
SW	N-S	s_9		
		s_{10}		
	E-W	s_{11}		
		s_{12}		
NW	N-S	s_{13}		
		s_{14}		
	E-W	s_{15}		
		s_{16}		

CROSSWALKS			
CROSS-WALK	MOVE-MENT	VOL (p/hr)	PHF
N	v_1	25	0.31
	v_2	20	0.42
E	v_3		
	v_4		
S	v_5	30	0.25
	v_6	22	0.25
W	v_7	142	1.00
	v_8	166	0.42

CORNERS			
CORNER	MOVE-MENT	VOL (p/hr)	PHF
NE	v_{NE}		
SE	v_{SE}		
SW	v_{SW}	79	0.25
NW	v_{NW}		

GEOMETRY, SIGNAL TIMING, AND CONFLICTING VEHICLES



CYCLE (s): 60

SIDEWALKS				
CORNER	SIDEWALK	TOTAL WIDTH, W_T (ft)	OBSTRUC-TIONS*, W_O (ft)	FREE FLOW WALK SPEED, S_{pf} (ft/s)
NE	N-S			
	E-W			
SE	N-S			
	E-W			
SW	N-S			
	E-W			
NW	N-S			
	E-W			

* Sum of widths and shy distances from obstructions.

CORNERS				
CORNER	SIDEWALK	TOTAL WIDTH*, W (ft)	RADIUS, R (ft)	OBSTRUC-TIONS, Ob (ft^2)
NE	N-S			
	E-W			
SE	N-S			
	E-W			
SW	N-S	15.0	12.0	0.00
	E-W	20.0		
NW	N-S			
	E-W			

* Override if corner width is different than sidewalk width.

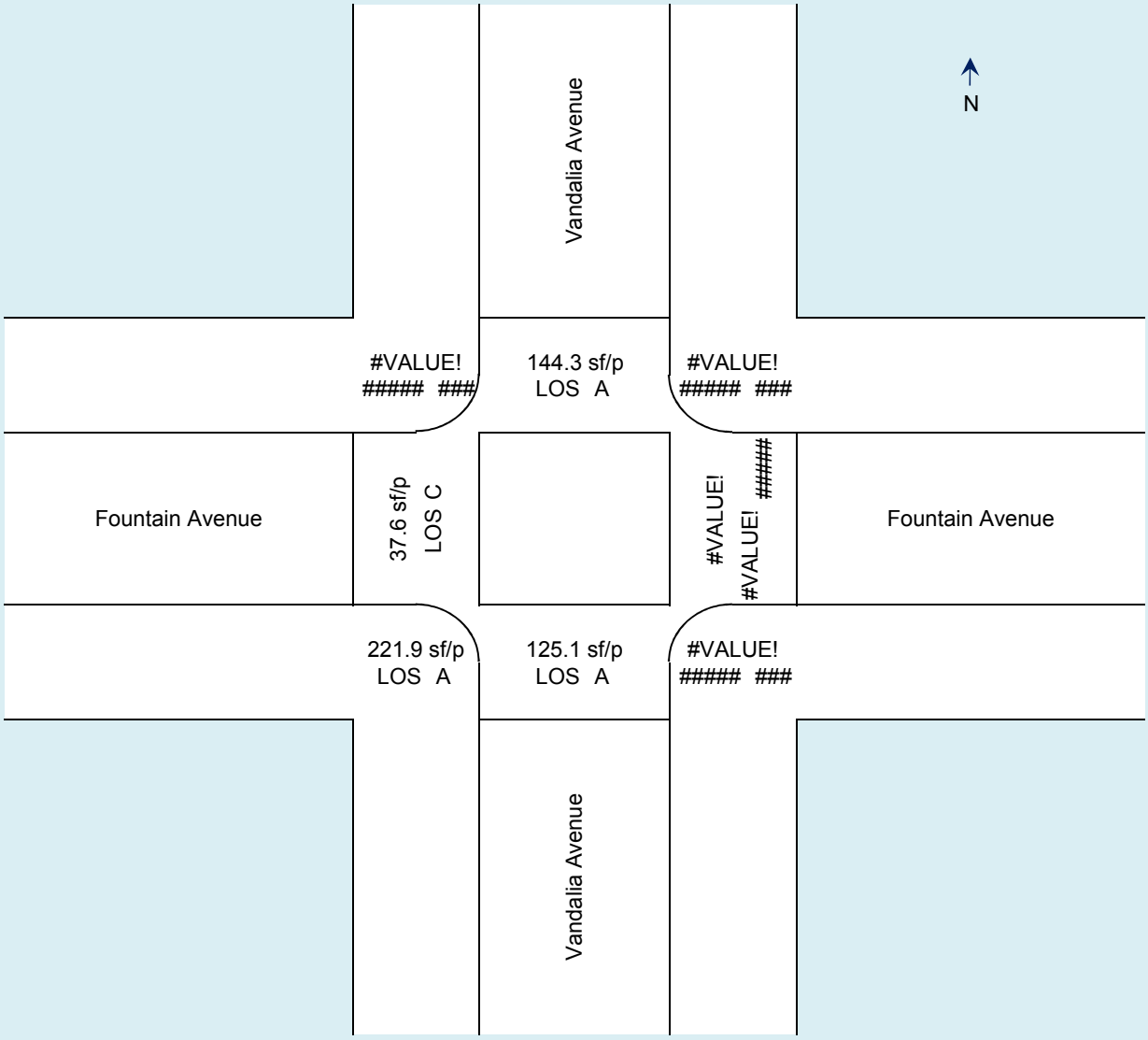
CROSSWALKS										
CROSS-WALK	LENGTH, L (ft)	WIDTH, W (ft)	WALK SPEED, S_p (ft/s)	CROSSING TIME (sec)				CONFL VEH		
				WALK	FDW	DW*	PHASE TOTAL	v_{rt}	$v_{lt,perm}$	
N	80.0	12.0	3.5	8	17	5	30	0	427	Warning, FDW + DW less than crossing time.
E	0.0	0.0	3.5	0	0	0	0	0	0	Warning, Walk time less than 7 seconds minimum.
S	80.0	12.0	3.5	8	17	5	30	4	0	Warning, FDW + DW less than crossing time.
W	80.0	13.0	3.5	8	17	5	30	388	2	Warning, FDW + DW less than crossing time.

* DW clearance for phase, not total DW time for entire cycle. Usually 5 sec.

LOS SUMMARY MAP

IDENTIFYING INFORMATION

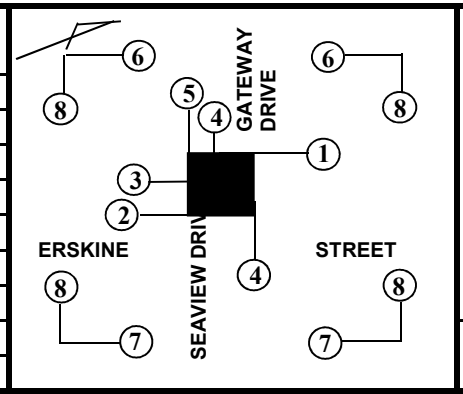
Project No.:	4017513	N-S Street:	Vandalia Avenue
Project Name:	Fountain Avenue EIS	E-W Street:	Fountain Avenue
Analyst:	JK	Time Period:	Sat Mid Day Peak Hour - Build Condition
Date:	42439	Analysis Year:	2028

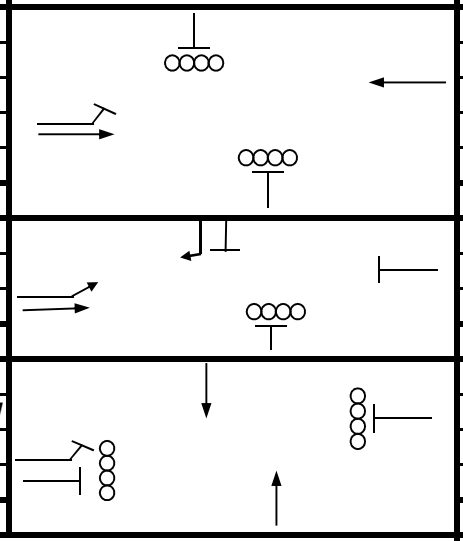


Appendix H

Signal Timings

	1	2	3	4	5	6	7	8	AAT
	R	R	R←	R	R	DW	DW	DW	
	A	A	A←	A	A	WK	WK	WK	
	G	G	G←	G	G				
					A→				
					G→				
L/S #	*1*	*2*	*3*	*4*	*5*	*6*	*7*	*8*	
NEMA	*1*	*OL1*	*2*	*3*	*2*	*1P*	*POL1*	*3P*	**90 SEC**
		(1+2)					*(1+2)*		
PHASE A	G	G	R←	R	R	WK	WK	DW	5
SPARE	G	G	R←	R	R	WK	WK	DW	2
PED CL	G	G	R←	R	R	**FLDW**	WK	DW	18
VEH CL	A	G	R←	R	R	DW	WK	DW	3
VEH CL	R	G	R←	R	R	DW	WK	DW	2
									30
PHASE B	R	G	G←	R	R/G→	DW	**FLDW**	DW	22
VEH CL	R	A	A←	R	R/A→	DW	DW	DW	3
VEH CL	R	R	R←	R	R	DW	DW	DW	2
									27
PHASE C	R	R	R←	G	G	DW	DW	WK	7
PED CL	R	R	R←	G	G	DW	DW	**FLDW**	21
VEH CL	R	R	R←	A	A	DW	DW	DW	3
VEH CL	R	R	R←	R	R	DW	DW	DW	2
									33





OFFSET

0

CITY OF NEW YORK
BUREAU OF TRAFFIC OPERATIONS
34-02 Queens Blvd. Long Island City, NY 11101

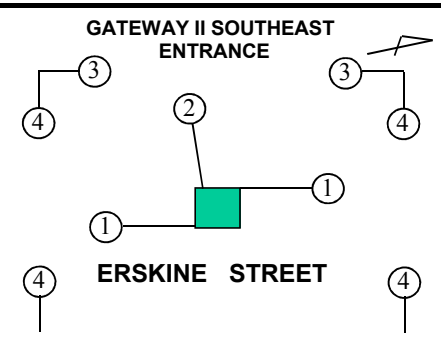
DATE	BY	REVISIONS

NOTES: NON-ACTUATED
PC = 3.5 FT/SEC
PEDESTRIAN COUNTDOWN
INTERVAL PROGRAM
CABINET TYPE: ASTC-12
CABINET ADDRESS: 615D

ERSKINE STREET @ GATEWAY DRIVE & SEAVIEW AVENUE

Prep F. Mikhail Date 04/03/13
Appr. Date

	1	2	3	4	5	6	7	8	AAT
	R	R	DW	DW					
	A	A	WK	WK					
	G	G							
L/S #	*1*	*2*	*5*	*6*					
NEMA	*1*	*2*	*1P*	*2P*					**90 SEC**
PHASE A	G	R	WK	DW					36
SPARE	G	R	WK	DW					2
PED CL	G	R	FLDW	DW					11
VEH CL	A	R	DW	DW					3
VEH CL	R	R	DW	DW					2
									54
PHASE B	R	G	DW	WK					10
SPARE	R	G	DW	WK					2
SPARE	R	G	DW	WK					2
SPARE	R	G	DW	WK					2
PED CL	R	G	DW	FLDW					15
VEH CL	R	A	DW	DW					3
VEH CL	R	R	DW	DW					2
									36



CITY OF NEW YORK
BUREAU OF TRAFFIC OPERATIONS
34-02 Queens Blvd. Long Island City, NY 11101

OFFSET
0

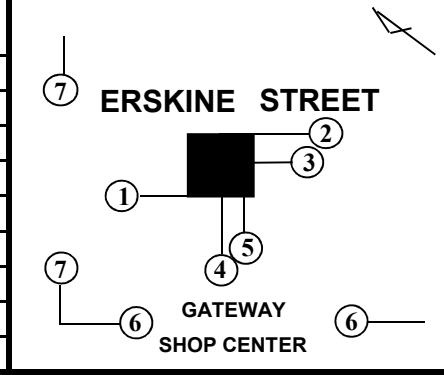
DATE	BY	REVISIONS

NOTES: NON - ACTUATED
PC = 3.0 FT/SEC
INTERVAL PROGRAM
PEDESTRIAN COUNTDOWN
CABINET TYPE: ASTC-6
CABINET ADDRESS: 807D

ERSKINE STREET @ GATEWAY II SOUTHEAST ENTR / EXIT (710' S/O VANDALIA AVENUE)

Prep. T. Manina Date 05/15/13
Appr. Date

	1	2	3	4	5	6	7	8
	R	R	R	R	R	DW	DW	
	A	A	A	A	A	WK	WK	
	G	G	G	G	G			
			G←		A→			
					G→			
L/S #	**1**	**2**	**3**	**4**	**5**	**6**	**7**	
NEMA	1	OL1	2	3	2	1P	3P	
		1+2						
PHASE A	G	G	R	R	R	WK	DW	
SPARE	G	G	R	R	R	WK	DW	
PED CL	G	G	R	R	R	**FLDW**	DW	
VEH CL	A	G	R	R	R	DW	DW	
VEH CL	R	G	R	R	R	DW	DW	
PHASE B	R	G	G/G←	R	R/G→	DW	DW	
VEH CL	R	A	A	R	R/A→	DW	DW	
VEH CL	R	R	R	R	R	DW	DW	
PHASE C	R	R	R	G	G	DW	WK	
PED CL	R	R	R	G	G	DW	**FLDW**	
VEH CL	R	R	R	A	A	DW	DW	
VEH CL	R	R	R	R	R	DW	DW	



	AAT				
	90 SEC				
	21				
	2				
	8				
	3				
	2				
	36				
	22				
	3				
	2				
	27				
	7				
	15				
	3				
	2				
	27				

CITY OF NEW YORK
BUREAU OF TRAFFIC OPERATIONS
34-02 Queens Blvd. Long Island City, NY 11101

OFFSET
0

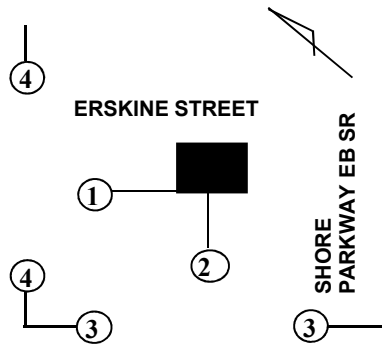
DATE	BY	REVISIONS

NOTES: NON-ACTUATED
PC = 3.5 FT/SEC
PEDESTRIAN COUNTDOWN
INTERVAL PROGRAM
CABINET TYPE: ASTC-12
CABINET ADDRESS: 615F

ERSKINE STREET @ GATEWAY SHOPPING CENTER

Prep M.Kobets Date 7/6/15
Appr. Date

	1	2	3	4	5	6	7	8
	R	R	DW	DW				
	A	A	WK	WK				
	G	G						
L/S #	*1*	*2*	*5*	*6*				
NEMA	*1*	*2*	*1P*	*2P*				
PHASE A	G	R	WK	DW				
SPARE	G	R	WK	DW				
PED CL	G	R	FLDW	DW				
VEH CL	A	R	DW	DW				
VEH CL	R	R	DW	DW				
PHASE B	R	G	DW	WK				
SPARE	R	G	DW	WK				
SPARE	R	G	DW	WK				
SPARE	R	G	DW	WK				
PED CL	R	G	DW	FLDW				
VEH CL	R	A	DW	DW				
VEH CL	R	R	DW	DW				



AAT					
90 SEC					
29					
2					
9					
3					
2					
45					
18					
2					
2					
2					
16					
3					
2					
45					

CITY OF NEW YORK
BUREAU OF TRAFFIC OPERATIONS
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0					

DATE	BY	REVISIONS

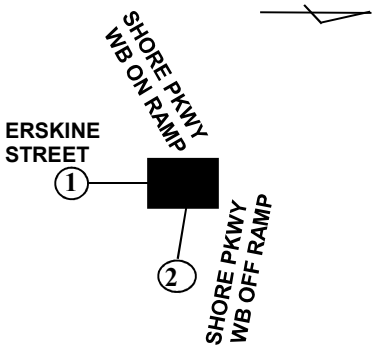
NOTES: NON-ACTUATED
PC = 3.0 FT/SEC

INTERVAL PROGRAM
CABINET TYPE: ASTC-6
CABINET ADDRESS: 6162

ERSKINE STREET @
SHORE PARKWAY E/B S/R

Prep. JHK Eng. Date 12/26/14
Appr. _____ Date _____

	1	2	3	4	5	6	7	8
	R	R						
	A	A						
	G	G →						
L/S #	1	2						
NEMA	1	2						
PHASE A	G	R						
SPARE	G	R						
SPARE	G	R						
VEH CL	A	R						
VEH CL	R	R						
PHASE B	R	G →						
SPARE	R	G →						
SPARE	R	G →						
SPARE	R	G →						
SPARE	R	G →						
VEH CL	R	A						
VEH CL	R	R						



	AAT					
	90 SEC					
PHASE A	36					
SPARE	2					
SPARE	2					
VEH CL	3					
VEH CL	2					
	45					
PHASE B	32					
SPARE	2					
SPARE	2					
SPARE	2					
SPARE	2					
VEH CL	3					
VEH CL	2					
	45					

CITY OF NEW YORK

BUREAU OF TRAFFIC OPERATIONS

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OFFSET					
0					

DATE	BY	REVISIONS

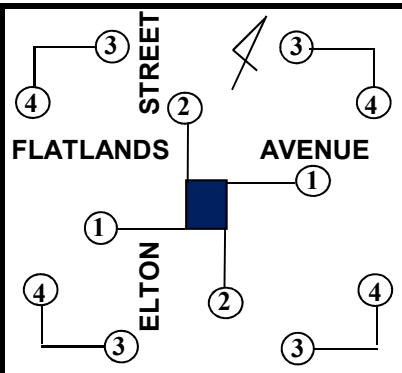
NOTES: NON-ACTUATED
PC = 3.0 FT/SEC

INTERVAL PROGRAM
CABINET TYPE: ASTC-6
CABINET ADDRESS: 6161

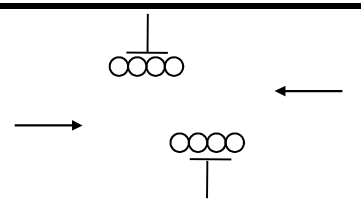
ERSKINE STREET @ SHORE PARKWAY WESTBOUND OFF RAMP

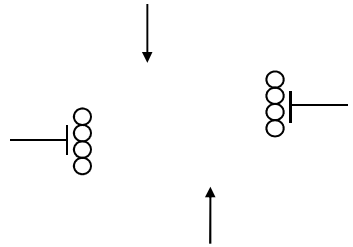
Prep. JHK Eng. Date 12/26/14
Appr. _____ Date _____

	1	2	3	4	5	6	7	8
	R	R	DW	DW				
	A	A	WK	WK				
	G	G						
L/S #	1	2	3	4				
NEMA	1	2	1P	2P				



									AT ALL TIMES			
									90 SEC			
PHASE A	G	R	WK	DW					32			
SPARE	G	R	WK	DW					2			
PED CL	G	R	FLDW	DW					15			
VEH CL	A	R	DW	DW					3			
VEH CL	R	R	DW	DW					2			
									54			
PHASE B	R	G	DW	WK					3			
SPARE	R	G	DW	WK					2			
SPARE	R	G	DW	WK					2			
SPARE	R	G	DW	WK					2			
PED CL	R	G	DW	FLDW					22			
VEH CL	R	A	DW	DW					3			
VEH CL	R	R	DW	DW					2			
									36			





CITY OF NEW YORK
BUREAU OF TRAFFIC OPERATIONS
34-02 Queens Blvd. Long Island City, NY 11101

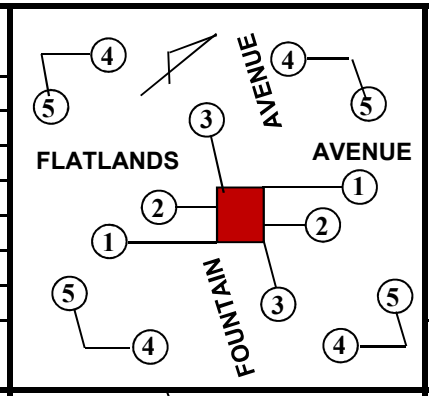
OFFSET
0

DATE	BY	REVISIONS

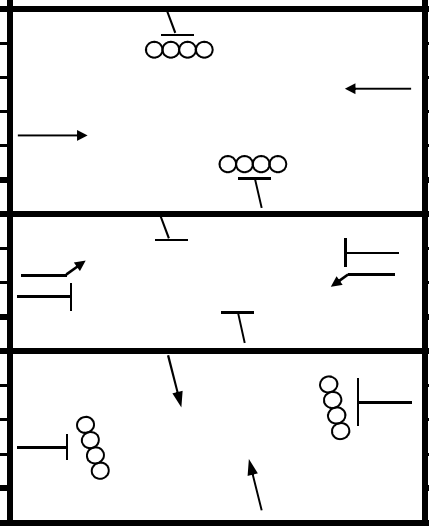
NOTES: NON ACTUATED
PC = 3.0 FT/SEC
SCHOOL CROSSING
PEDESTRIAN COUNTDOWN SIGNALS
INTERVAL PROGRAM
Cabinet Type: ASTC-12
Cabinet Address: 8058

FLATLANDS AVENUE @ ELTON STREET

Prep. **T. Valite** Date **07/30/12**
Appr. _____ Date _____



	1	2	3	4	5	6	AAT				
	R	R	R	DW	DW						
	A	A	A	WK	WK						
	G	G	G								
		A←									
		G←									
L/S #	**1**	**2**	**3**	**4**	**5**						
NEMA	***1***	***2***	***3***	***1P***	***3P***		**90 SEC**				
PHASE A	G	G	R	WK	DW		19				
SPARE	G	G	R	WK	DW		2				
PED CL	G	G	R	**FLDW**	DW		18				
VEH CL	A	A	R	DW	DW		3				
VEH CL	R	R	R	DW	DW		2				
							44				
PHASE B	R	R/G←	R	DW	DW		7				
VEH CL	R	R/A←	R	DW	DW		3				
VEH CL	R	R	R	DW	DW		2				
							12				
PHASE C	R	R	G	DW	WK		7				
PED CL	R	R	G	DW	**FLDW**		22				
VEH CL	R	R	A	DW	DW		3				
VEH CL	R	R	R	DW	DW		2				
							34				



CITY OF NEW YORK
BUREAU OF TRAFFIC OPERATIONS
34-02 Queens Blvd. Long Island City, NY 11101

OFFSET
0

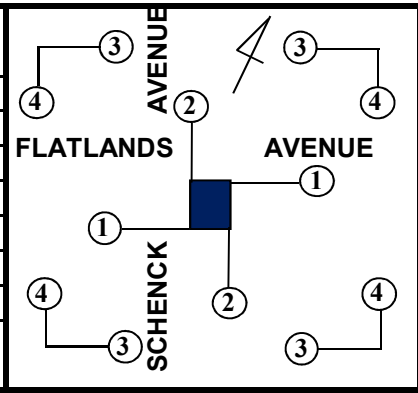
05-13	FM	Modify timing/phasing
DATE	BY	REVISIONS

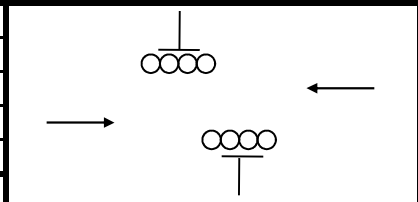
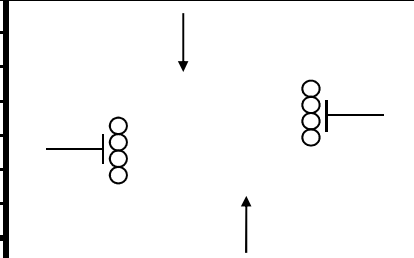
NOTES: NON - ACTUATED
PC = 3.5 FT/SEC
CABINET TYPE: ASTC-12
CABINET ADDRESS: 6164
PEDESTRIAN COUNTDOWN INTERVAL PROGRAM

FLATLANDS AVENUE @ FOUNTAIN AVENUE

Prep F. Mikhail Date 05/09/13
Appr. Date

1	2	3	4	5	6	7	8
R	R	DW	DW				
A	A	WK	WK				
G	G						



PHASE A	G	R	WK	DW						29		
SPARE	G	R	WK	DW						2		
PED CL	G	R	FLDW	DW						18		
VEH CL	A	R	DW	DW						3		
VEH CL	R	R	DW	DW						2		
										54		
PHASE B	R	G	DW	WK						3		
SPARE	R	G	DW	WK						2		
SPARE	R	G	DW	WK						2		
SPARE	R	G	DW	WK						2		
PED CL	R	G	DW	FLDW						22		
VEH CL	R	A	DW	DW						3		
VEH CL	R	R	DW	DW						2		
										36		

AT ALL TIMES

90 SEC

CITY OF NEW YORK

BUREAU OF TRAFFIC OPERATIONS

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OFFSET

0

DATE	BY	REVISIONS

NOTES: NON ACTUATED

PC = 3.0 FT/SEC

Cabinet Type: ASTC-12

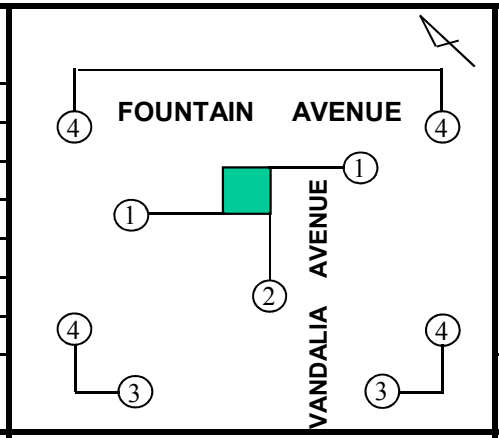
Cabinet Address: 6165

FLATLANDS AVE. @ SCHENCK AVE.

Prep. T. Valite Date 02/03/11

Appr. Date

	1	2	3	4	5	6	7	8
	R	R	DW	DW				
	A	A	WK	WK				
	G	G						
L/S #	*1*	*2*	*5*	*6*				
NEMA	*1*	*2*	*1P*	*2P*				
PHASE A	G	R	WK	DW				
SPARE	G	R	WK	DW				
PED CL	G	R	FLDW	DW				
VEH CL	A	R	DW	DW				
VEH CL	R	R	DW	DW				
PHASE B	R	G	DW	WK				
SPARE	R	G	DW	WK				
SPARE	R	G	DW	WK				
SPARE	R	G	DW	WK				
PED CL	R	G	DW	FLDW				
VEH CL	R	A	DW	DW				
VEH CL	R	R	DW	DW				



AT ALL TIMES
60 SEC
6
2
17
3
2
30
3
2
2
1
17
3
2
30

CITY OF NEW YORK
BUREAU OF TRAFFIC OPERATIONS
34-02 Queens Blvd. Long Island City, NY 11101

OFFSET
0

DATE	BY	REVISIONS

NOTES: SEMI - ACTUATED
PC = 3.5 FT/SEC

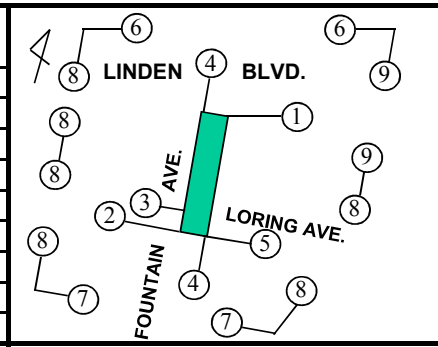
INTERVAL PROGRAM

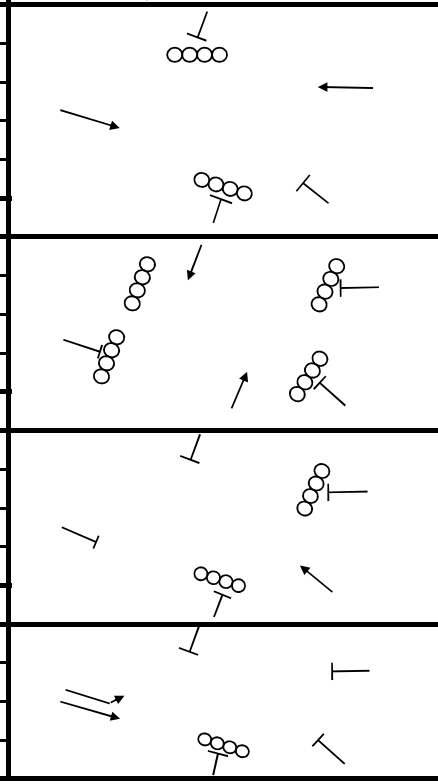
CABINET TYPE: ASTC-6
CABINET ADDRESS: 6159

FOUNTAIN AVENUE @ VANDALIA AVENUE

Prep. T. Manina Date 12/17/14
Appr. Date

	1	2	3	4	5	6	7	8	9	MON-FRI 05:30-10:15	MON-FRI 10:15-15:00	MON-FRI 15:00-19:30	MON-FRI 19:30-05:30 WEEKEND AAT
	R	R	R	R	R	DW	DW	DW	DW				
	A	A	A	A	A	WK	WK	WK	WK				
	G	G	G	G	G								
			← A										
			← G										
L/S #	*1*	*2*	*3*	*4*	*5*	*6*	*7*	*8*	*9*				
NEMA	*1*	*OL1*	*4*	*2*	*3*	*1P*	*POL1*	*2P*	*POL2*	**120 SEC**	**120 SEC**	**120 SEC**	**90 SEC**
		(1+4)					*(1+3+4)*		*(2+3)*				
PHASE A	G	G	G	R	R	WK	WK	DW	DW	20	20	20	5
SPARE	G	G	G	R	R	WK	WK	DW	DW	2	2	2	2
PED CL	G	G	G	R	R	FLDW	FLDW	DW	DW	19	19	19	19
VEH CL	A	A	A	R	R	DW	DW	DW	DW	4	4	4	4
VEH CL	R	R	R	R	R	DW	DW	DW	DW	2	2	2	2
										47	**47**	**47**	**32**
PHASE B	R	R	R	G	R	DW	DW	WK	WK	18	18	18	7
PED CL	R	R	R	G	R	DW	DW	FLDW	WK	17	17	17	17
VEH CL	R	R	R	A	R	DW	DW	DW	WK	3	3	3	3
VEH CL	R	R	R	R	R	DW	DW	DW	WK	3	3	3	3
										41	**41**	**41**	**30**
PHASE C	R	R	R	R	G	DW	WK	DW	FLDW	5	5	5	3
PED CL	R	R	R	R	G	DW	WK	DW	FLDW	8	8	8	8
VEH CL	R	R	R	R	A	DW	WK	DW	DW	3	3	3	3
VEH CL	R	R	R	R	R	DW	WK	DW	DW	3	3	3	3
										19	**19**	**19**	**17**
PHASE D	R	G	G/G	R	R	DW	WK	DW	DW	8	8	8	6
VEH CL	R	G	G/A	R	R	DW	WK	DW	DW	3	3	3	3
VEH CL	R	G	G	R	R	DW	WK	DW	DW	2	2	2	2
										13	**13**	**13**	**11**
										OFFSET			
										90	**55**	**15**	**62**





CITY OF NEW YORK
BUREAU OF TRAFFIC OPERATIONS
34-02 Queens Blvd. Long Island City, NY 11101

DATE	BY	REVISIONS
4/13	YL	MODIFY TIMING

NOTES: NON - ACTUATED
PC = 3.5 FT/SEC
INTERVAL PROGRAM
PEDESTRIAN COUNTDOWN
CABINET TYPE: ASTC-12
CABINET ADDRESS: 6130

LINDEN BOULEVARD @ FOUNTAIN AVENUE

Prep. **Y. Lak** Date 04/16/13
Appr. Date