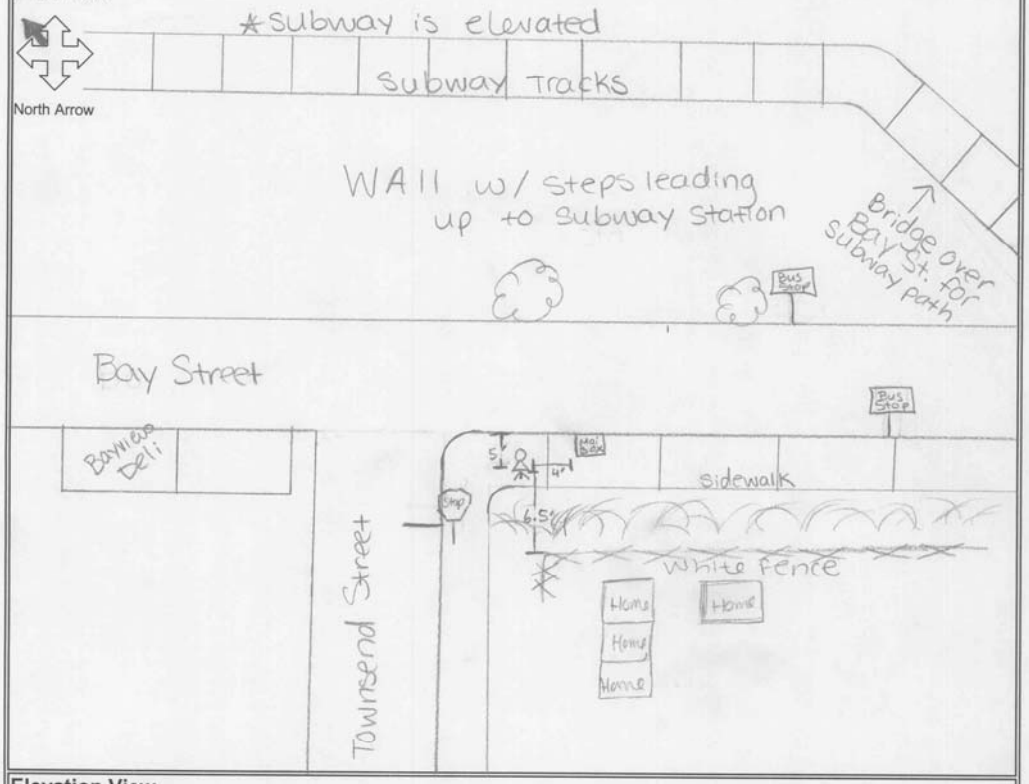
Appendix F – Noise Technical Back-up Data

Field Noise Monitoring Data Sheet
The Louis Berger Group, Inc.

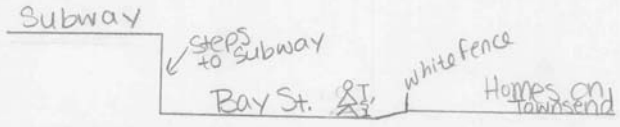
Location #	Date	Address	Observer
1	9/13/05	Corner of Townsend & Bay	D.S.
Lane Direction	**Site Surface**	**Nearby Landmark**	
	Sidewalk	White Fence	
Grade	**Pavement Type**	**Distance to Landmark**	
	Concrete	6.5 ft.	
Temperature	**Wind Speed**	**Equipment B&K Check List**	**Model #**
		Mike, Calibrator, Windscreen, Tripod	NL-22

Plan View



Elevation View

* *Not to scale.*



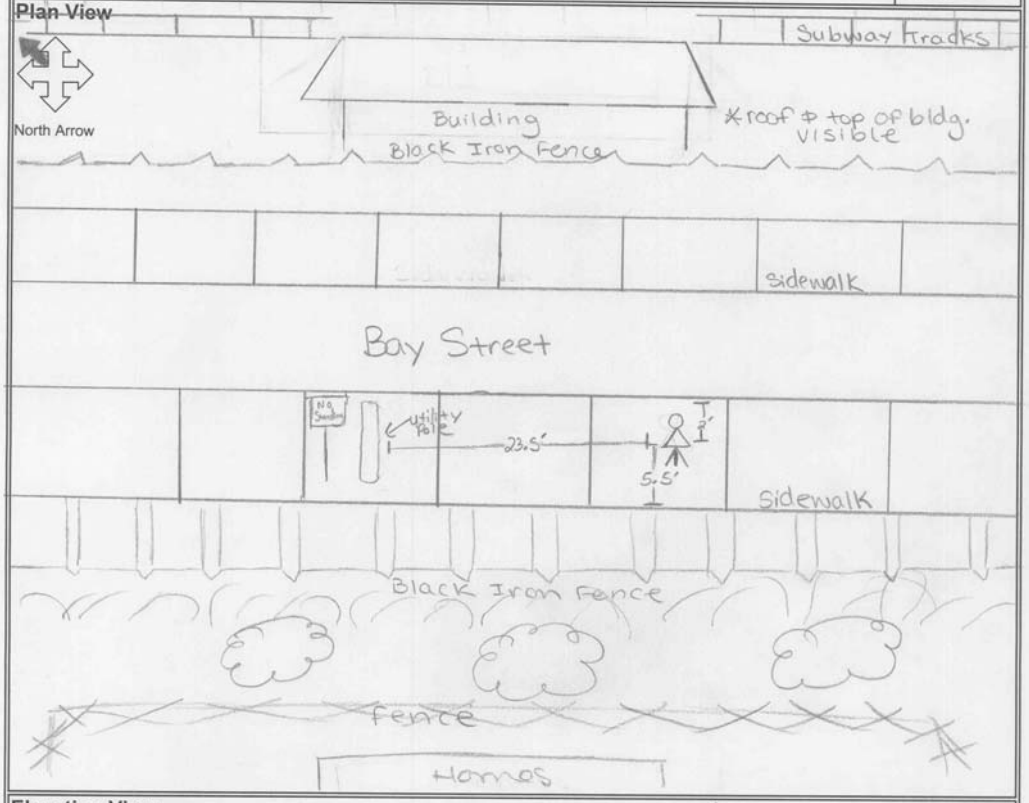
Indicate: Location of microphone, Distance (Ft) to landmarks, height of meter, height of walls/fence, travel direction, store names, hydrants, telephone poles, manholes, etc.

Field Noise Monitoring Data Sheet

The Louis Berger Group, Inc.

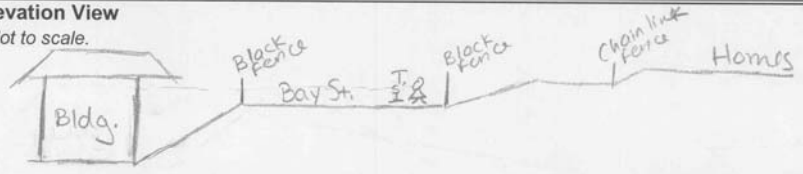
Location #	Date	Address	Observer
2	9/13/05	Bay St. (Near Hospital)	D.S.
Lane Direction	**Site Surface**	**Nearby Landmark**	
	Sidewalk	Iron Fence Behind Meter	
Grade	**Pavement Type**	**Distance to Landmark**	
	Concrete	5.5 ft.	
Temperature	**Wind Speed**	**Equipment B&K Check List**	**Model #**
	Calm	Mike, Calibrator, Windscreen, Tripod	NL-22

Plan View



Elevation View

* *Not to scale.*



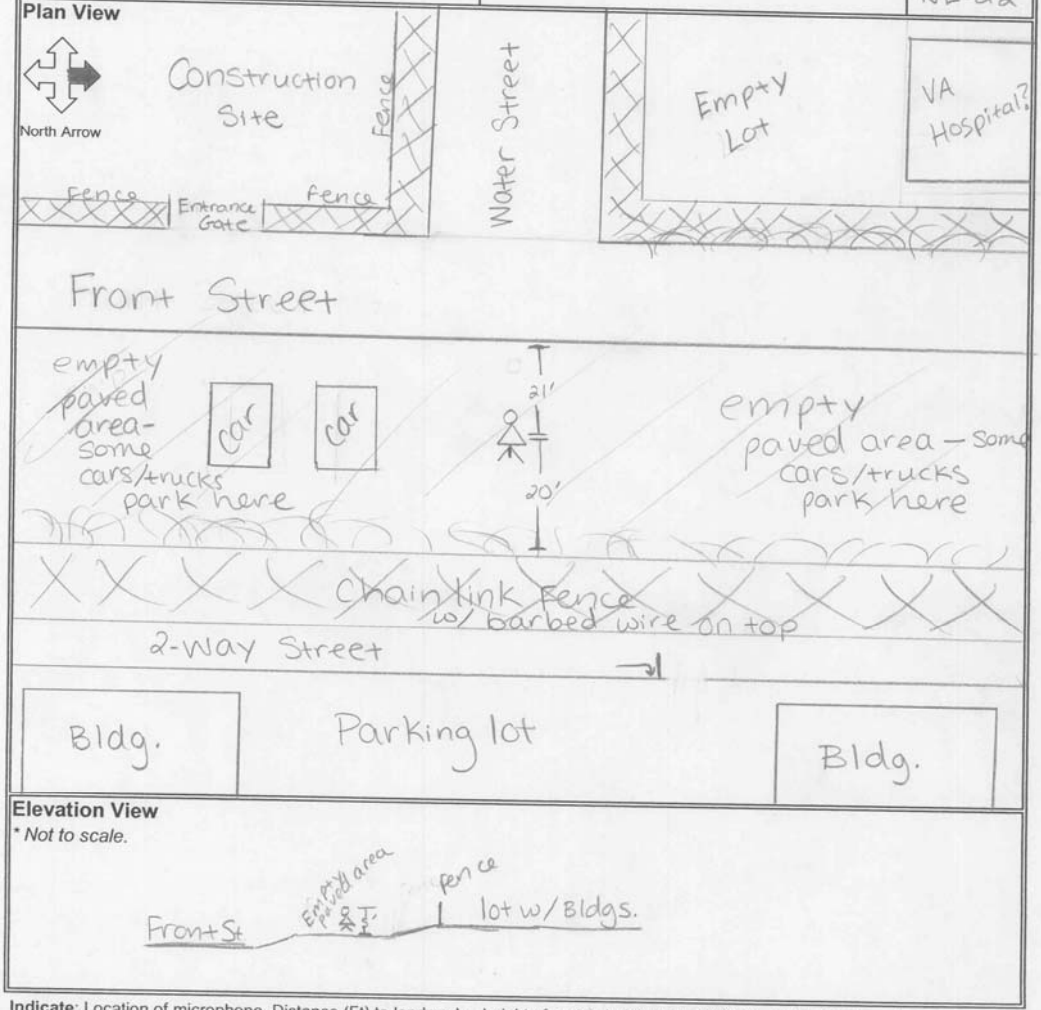
Indicate: Location of microphone, Distance (Ft) to landmarks, height of meter, height of walls/fence, travel direction, store names, hydrants, telephone poles, manholes, etc.

Field Noise Monitoring Data Sheet

The Louis Berger Group, Inc.

Location #	Date	Address	Observer
3	9/13/05	Intersection of Front & Water	D.S.
Lane Direction	**Site Surface**	**Nearby Landmark**	
	Parking Area	Front Street / Fence	
Grade	**Pavement Type**	**Distance to Landmark**	
	Asphalt	21' / 20'	
Temperature	**Wind Speed**	**Equipment B&K Check List**	**Model #**
	light Wind	Mike, Calibrator, Windscreen, Tripod	NL-22

Plan View



Elevation View

* *Not to scale.*

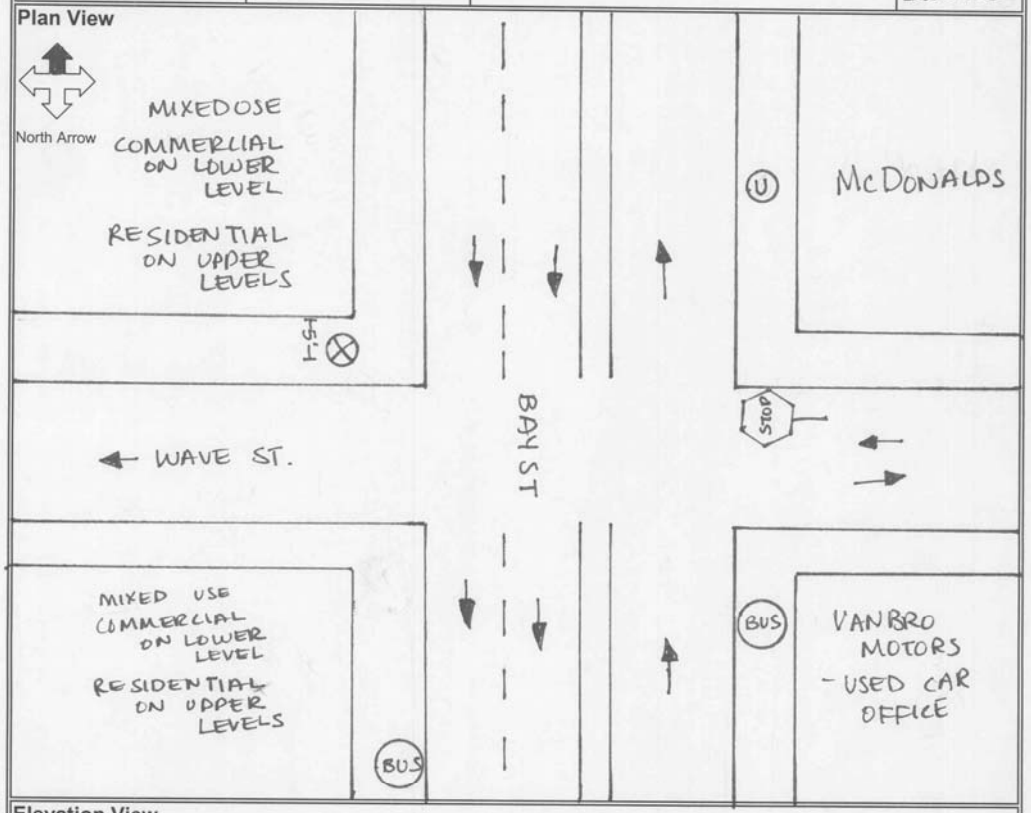
Indicate: Location of microphone, Distance (Ft) to landmarks, height of meter, height of walls/fence, travel direction, store names, hydrants, telephone poles, manholes, etc.

Field Noise Monitoring Data Sheet

The Louis Berger Group, Inc.

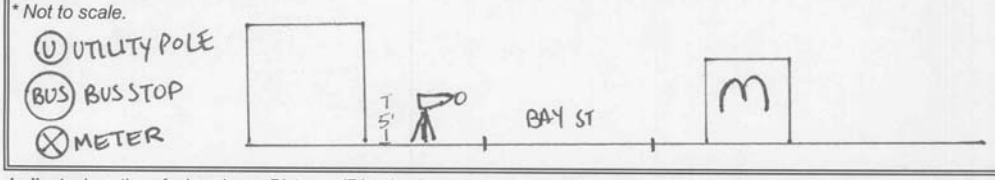
Location #	Date	Address	Observer
4	9/13/05	NW CORNER OF BAY & WAVE ST	L.L.
Lane Direction	**Site Surface**	**Nearby Landmark**	
BAY ST - SB	SIDEWALK	BUILDING ON CORNER	
Grade	**Pavement Type**	**Distance to Landmark**	
AT-GRADE	CONCRETE	5 FT	
Temperature	**Wind Speed**	**Equipment B&K Check List**	**Model #**
80s	MILD	Mike, Calibrator, Windscreen, Tripod	BK2236

Plan View



Elevation View

* *Not to scale.*



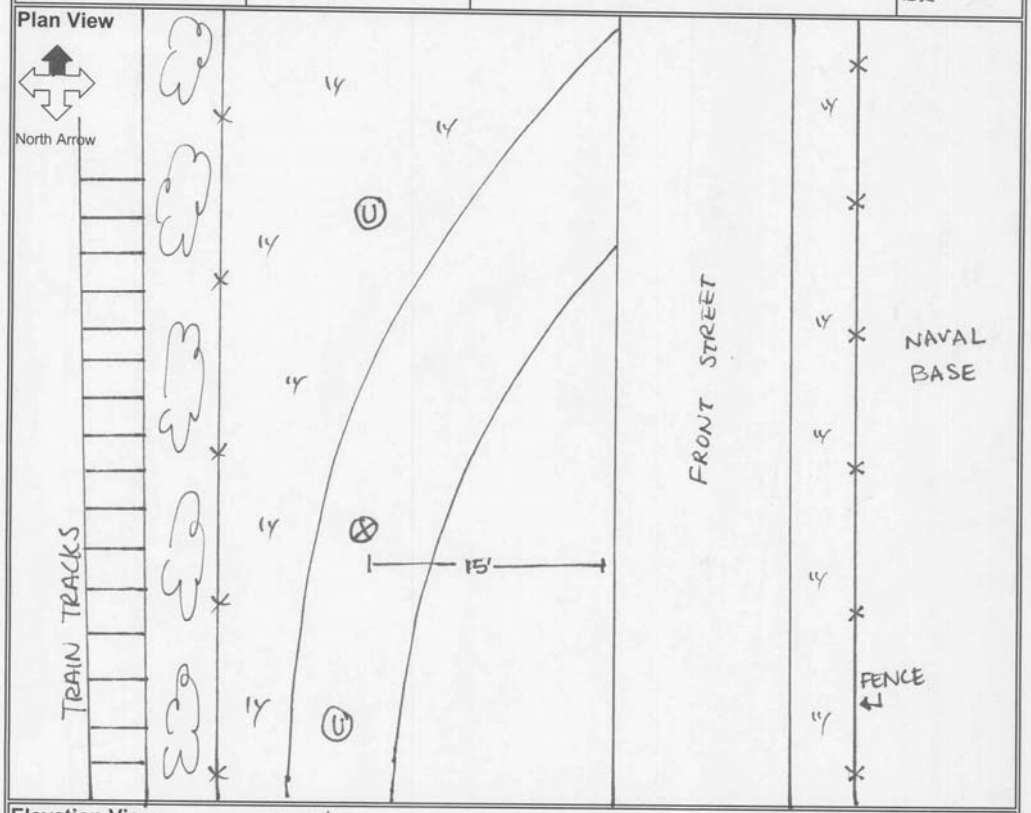
Indicate: Location of microphone, Distance (Ft) to landmarks, height of meter, height of walls/fence, travel direction, store names, hydrants, telephone poles, manholes, etc.

Field Noise Monitoring Data Sheet

The Louis Berger Group, Inc.

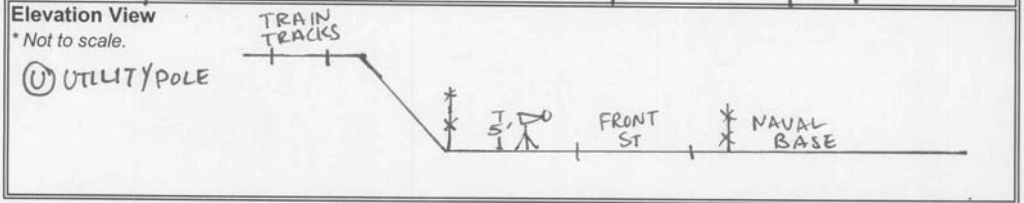
Location #	Date	Address	Observer
5	9/13/05	FRONT STREET	L.L.
Lane Direction	**Site Surface**	**Nearby Landmark**	
FRONT ST-SB	SIDE OF ROAD	FRONT STREET	
Grade	**Pavement Type**	**Distance to Landmark**	
AT-GRADE	SOIL / ASPHALT	15 FT	
Temperature	**Wind Speed**	**Equipment B&K Check List**	**Model #**
80s	MILD	Mike, Calibrator, Windscreen, Tripod	BK2236

Plan View



Elevation View

* *Not to scale.*



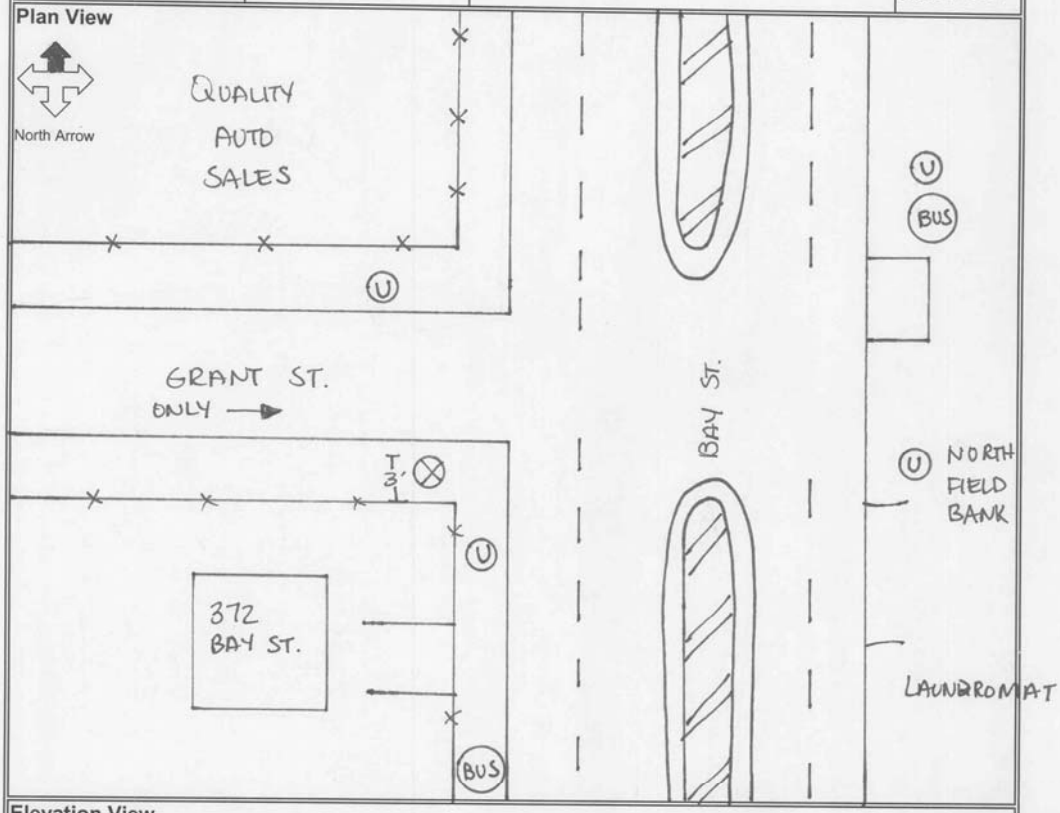
Indicate: Location of microphone, Distance (Ft) to landmarks, height of meter, height of walls/fence, travel direction, store names, hydrants, telephone poles, manholes, etc.

Field Noise Monitoring Data Sheet

The Louis Berger Group, Inc.

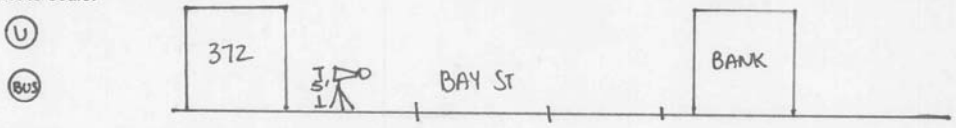
Location #	Date	Address	Observer
6	9/13/05	372 BAY STREET	LL.
Lane Direction	**Site Surface**	**Nearby Landmark**	
BAY ST - SB	SIDEWALK	WIRE FENCE	
Grade	**Pavement Type**	**Distance to Landmark**	
AT-GRADE	CONCRETE	3 FT	
Temperature	**Wind Speed**	**Equipment B&K Check List**	**Model #**
80s	MILD	Mike, Calibrator, Windscreen, Tripod	BK2236

Plan View

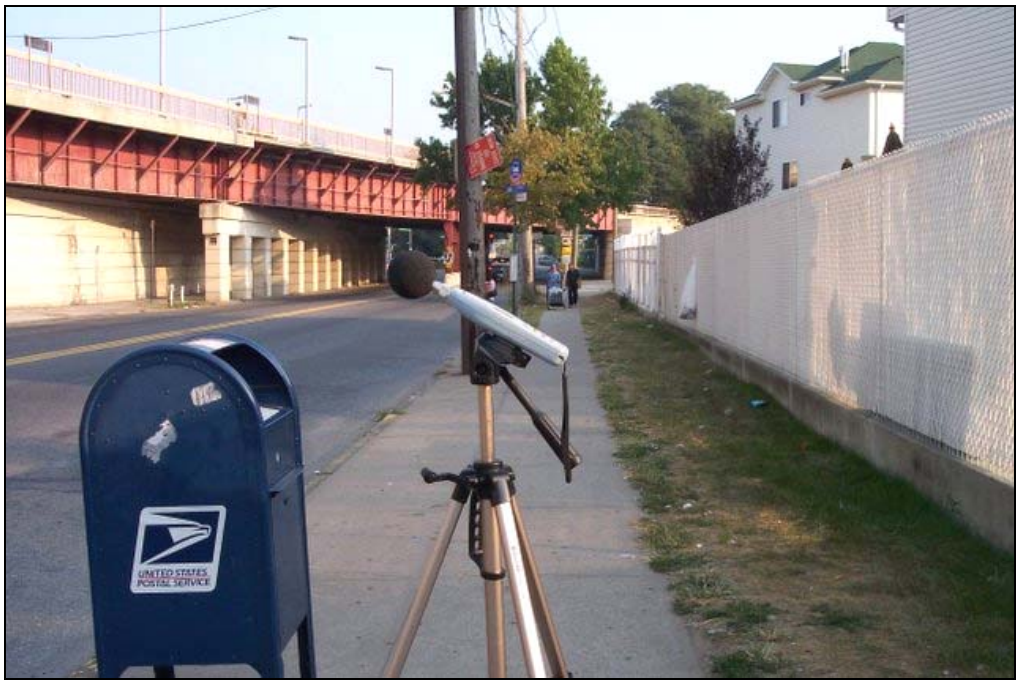


Elevation View

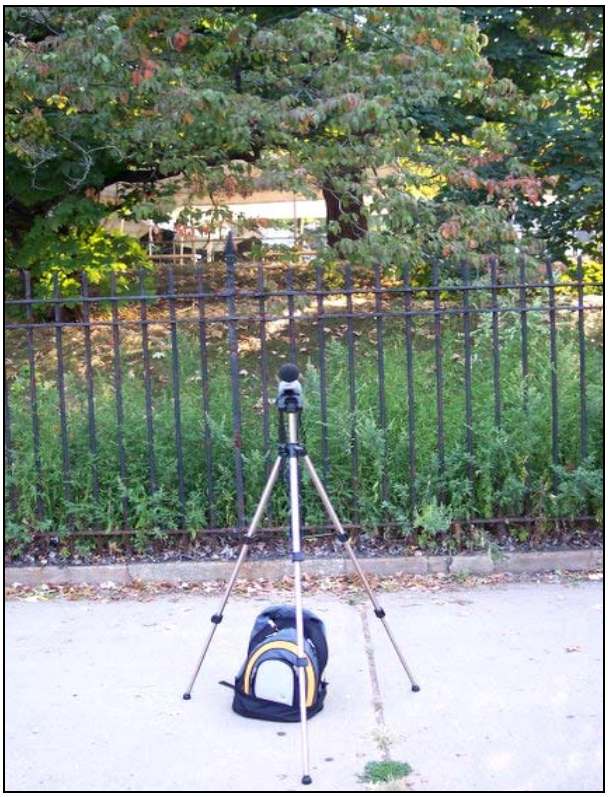
* *Not to scale.*



Indicate: Location of microphone, Distance (Ft) to landmarks, height of meter, height of walls/fence, travel direction, store names, hydrants, telephone poles, manholes, etc.

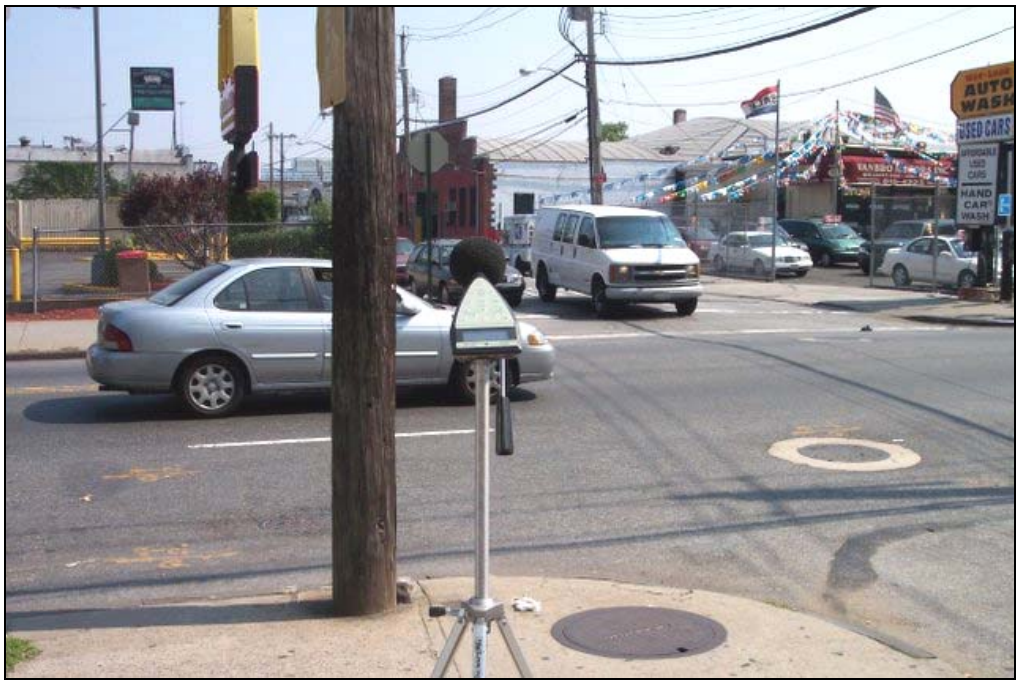


Site 1



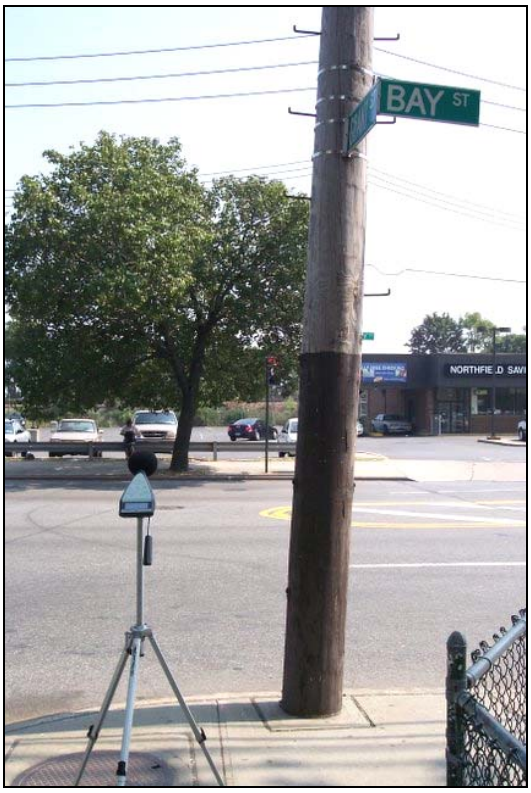
Site 2

Site 3



Site 4

Site 5



Site 6

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Bay Street & Broad Street
LOCATION: Loc. 10
TIME PERIOD: AM Peak Period
COUNT DATE : Tuesday, March 22, 2005
WEATHER/PAVEMENT: Clear
PRINT TIME : 11/22/05 3:08 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	Broad Street (EB) 1 L-2	2 L-1	3 T	4 R-1	5 R-2	(WB) 6 L-2	7 L-1	8 T	9 R-1	10 R-2	Bay Street (NB) 11 L-2	12 L-1	13 T	14 R-1	15 R-2	Bay Street (SB) 16 L-2	17 L-1	18 T	19 R-1	20 R-2	15 - MIN. VOLUME	HOURLY VOLUME
8:00 AM to 8:15 AM	Auto		6		5								5	63					82	14		276	
	SUV		1											8					17	5			
	Light Truck													14					21	3			
	Medium Truck		1		1									3					4	1			
	Heavy Truck													1					1				
	Bus				2								1	5					9	3			939
8:15 AM to 8:30 AM	Auto				7								7	60					89	16		264	
	SUV				3								2	14					14	3			
	Light Truck				4								1	12					12	1			
	Medium Truck																		4				
	Heavy Truck				1														1	1			
	Bus				1									5					6				982
8:30 AM to 8:45 AM	Auto		16		10								2	74					80	15		298	
	SUV		3		1								3	14					13	6			
	Light Truck		1		3									7					14	2			
	Medium Truck													1					9				
	Heavy Truck												1						9	1			
	Bus		1		1								1	7					3				1,054
8:45 AM to 9:00 AM	Auto		6		5								8	88					83	7		267	
	SUV		4										1	12					12	1			
	Light Truck		1		2								1	3					10	2			
	Medium Truck													5					3				
	Heavy Truck													4					3				
	Bus													3					3				1,105
Peak Hour Volume (PHV)			40		46								33	403					502	81		1,105	
PHV (by approach)														436					583				
Peak Hour Factor (PHF)			0.48		0.72								0.83	0.88					0.94	0.78			
Total Auto			28		27								22	285					334	52			
Total SUV			8		4								6	48					56	15			
Total Light Truck			2		9								2	36					57	8			
Total Medium Truck			1		1									9					20	1			
Total Heavy Truck					1								1	5					14	2			
Total Bus			1		4								2	20					21	3			
% Auto's			95.0%		87.0%								90.9%	91.6%					89.0%	92.6%			
% Heavy Vehicles			5.0%		13.0%								9.1%	8.4%					11.0%	7.4%			

1. % Autos Accounts for Auto, SUV and Light Truck.
2. % Heavy Vehicles Accounts for Medium Truck, Heavy Truck, and Bus.

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Bay Street & Broad Street
LOCATION: Loc. 10
TIME PERIOD: Midday Peak Period
COUNT DATE : Tuesday, March 22, 2005
WEATHER/PAVEMENT: Clear
PRINT TIME : 11/22/05 3:08 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	*Broad Street* (EB)					(WB)					*Bay Street* (NB)					*Bay Street* (SB)					15 - MIN. VOLUME	HOURLY VOLUME
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20		
		L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2		
12:30 PM to 12:45 PM	Auto		8		5								2	52					88	16		281	
	SUV		8		2								1	25					18	3			
	Light Truck		1											9					15	3			
	Medium Truck				2									1					10	2			
	Heavy Truck				2									1					3				
	Bus													3					1				902
12:45 PM to 1:00 PM	Auto		15		3								1	46					83	21		250	
	SUV		3		2								7	20					8	6			
	Light Truck		4										1	1					7	4			
	Medium Truck		1											1					4	2			
	Heavy Truck		1											3					1				
	Bus												1	1					3				932
1:00 PM to 1:15 PM	Auto		13		5								1	57					78	12		256	
	SUV		3		3								2	11					15	5			
	Light Truck		3		2								1	4					19	3			
	Medium Truck				2									4					3				
	Heavy Truck		1											1					1	1			
	Bus													3					3				986
1:15 PM to 1:30 PM	Auto		10		6								6	78					71	18		291	
	SUV		3		3								2	13					16	4			
	Light Truck		1		2									10					23	1			
	Medium Truck												1	9					4				
	Heavy Truck		1											1									
	Bus													4					4				1,078
Peak Hour Volume (PHV)			76		39								26	358					478	101		1,078	
PHV (by approach)														384					579				
Peak Hour Factor (PHF)			0.79		0.81								0.65	0.78					0.89	0.77			
Total Auto			46		19								10	233					320	67			
Total SUV			17		10								12	69					57	18			
Total Light Truck			9		4								2	24					64	11			
Total Medium Truck			1		4								1	15					21	4			
Total Heavy Truck			3		2									6					5	1			
Total Bus													1	11					11				
% Auto's & Taxi's			94.7%		84.6%								92.3%	91.1%					92.3%	95.0%			
% Heavy Vehicles			5.3%		15.4%								7.7%	8.9%					7.7%	5.0%			

1. % Autos Accounts for Auto, SUV and Light Truck.
2. % Heavy Vehicles Accounts for Medium Truck, Heavy Truck, and Bus.

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Bay Street & Broad Street
LOCATION: Loc. 10
TIME PERIOD: PM Peak Period
COUNT DATE : Tuesday, March 22, 2005
WEATHER/PAVEMENT: Clear
PRINT TIME : 11/22/05 3:08 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	*Broad Street* (EB)					(WB)					*Bay Street* (NB)					*Bay Street* (SB)					15 - MIN. VOLUME	HOURLY VOLUME
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20		
		L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2		
4:30 PM to 4:45 PM	Auto		7		5								7	70					91	16		277	
	SUV		3		2								2	23					17	7			
	Light Truck		1										1	10					6	2			
	Medium Truck													2					2	1			
	Heavy Truck																						857
	Bus													1					1				
4:45 PM to 5:00 PM	Auto		8		3								5	57					99	21		291	
	SUV		2		2								2	20					26	9			
	Light Truck		1										2	11					11				
	Medium Truck													2					3	1			
	Heavy Truck																						1,148
	Bus													2					4				
5:00 PM to 5:15 PM	Auto		8		7								15	71					113	17		321	
	SUV		2		1								3	27					27	4			
	Light Truck		1										2	11					4	2			
	Medium Truck													2									
	Heavy Truck																						1,152
	Bus													2					2				
5:15 PM to 5:30 PM	Auto		11		14								12	55					84	20		282	
	SUV		2										2	22					21	7			
	Light Truck		2		1									8					10	1			
	Medium Truck													3					1				
	Heavy Truck																						1,171
	Bus													3					3				
Peak Hour Volume (PHV)			48		35								53	402					525	108		1,171	
PHV (by approach)				83										455					633				
Peak Hour Factor (PHF)			0.80		0.58								0.66	0.89					0.90	0.87			
Total Auto			34		29								39	253					387	74			
Total SUV			9		5								9	92					91	27			
Total Light Truck			5		1								5	40					31	5			
Total Medium Truck														9					6	2			
Total Heavy Truck																							
Total Bus														8					10				
% Auto's & Taxi's			100.0%		100.0%								100.0%	95.8%					97.0%	98.1%			
% Heavy Vehicles														4.2%					3.0%	1.9%			

1. % Autos Accounts for Auto, SUV and Light Truck.
2. % Heavy Vehicles Accounts for Medium Truck, Heavy Truck, and Bus.

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Bay Street & Water Street
LOCATION: Loc. 7
TIME PERIOD: AM Peak Period
COUNT DATE : Tuesday, March 22, 2005
WEATHER/PAVEMENT: Clear
PRINT TIME : 11/22/05 3:08 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	(EB) 1 L-2	(EB) 2 L-1	(EB) 3 T	(EB) 4 R-1	(EB) 5 R-2	Water Street (WB) 6 L-2	(WB) 7 L-1	(WB) 8 T	(WB) 9 R-1	(WB) 10 R-2	Bay Street (NB) 11 L-2	(NB) 12 L-1	(NB) 13 T	(NB) 14 R-1	(NB) 15 R-2	Bay Street (SB) 16 L-2	(SB) 17 L-1	(SB) 18 T	(SB) 19 R-1	(SB) 20 R-2	15 - MIN. VOLUME	HOURLY VOLUME
8:00 AM to 8:15 AM	Auto												11	67					90	7		302	
	SUV												6	22					53	3			
	Light Truck												1	2					5	1			
	Medium Truck												2	8					8	1			
	Heavy Truck												1	1					2				
	Bus													3					7	1			1,055
8:15 AM to 8:30 AM	Auto								1				13	40					70	9		234	
	SUV												6	24					37	4			
	Light Truck												1	1					2	2			
	Medium Truck													2					8				
	Heavy Truck													1					2				
	Bus												1	2					7	1			1,040
8:30 AM to 8:45 AM	Auto							1	3	3			13	66					71	19		293	
	SUV												6	26					37	6			
	Light Truck												1	3					1	2			
	Medium Truck												1	3					11	3			
	Heavy Truck													2					4	1			
	Bus												1	6					2	1			1,077
8:45 AM to 9:00 AM	Auto								3				10	72					82	13		299	
	SUV												7	44					34	7			
	Light Truck													3					2				
	Medium Truck													6					7	2			
	Heavy Truck																		2				
	Bus												1	1					2	1			1,128
Peak Hour Volume (PHV)								1	7	3			82	405					546	84		1,128	
PHV (by approach)									11					487					630				
Peak Hour Factor (PHF)								0.25	0.58	0.25			0.93	0.80					0.83	0.66			
Total Auto								1	7	3			47	245					313	48			
Total SUV													25	116					161	20			
Total Light Truck													3	9					10	5			
Total Medium Truck													3	19					34	6			
Total Heavy Truck													1	4					10	1			
Total Bus													3	12					18	4			
% Auto's								100.0%	100.0%	100.0%			91.5%	91.4%					88.6%	86.9%			
% Heavy Vehicles													8.5%	8.6%					11.4%	13.1%			

1. % Autos Accounts for Auto, SUV and Light Truck.
2. % Heavy Vehicles Accounts for Medium Truck, Heavy Truck, and Bus.

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Bay Street & Water Street
LOCATION: Loc. 7
TIME PERIOD: Midday Peak Period
COUNT DATE : Tuesday, March 22, 2005
WEATHER/PAVEMENT: Clear
PRINT TIME : 11/22/05 3:08 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	(EB)					*Water Street* (WB)					*Bay Street* (NB)					*Bay Street* (SB)					15 - MIN. VOLUME	HOURLY VOLUME
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20		
		L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2		
12:30 PM to 12:45 PM	Auto								4	1			15	80					78	11		294	
	SUV								1	1			5	31					22	3			
	Light Truck												1	10					11	2			
	Medium Truck									1			1	4					7	1			
	Heavy Truck													1					1				
	Bus													1					1				1,018
12:45 PM to 1:00 PM	Auto							3	5	3			21	68					117	32		352	
	SUV								3	2			4	16					20	11			
	Light Truck									1			1	5					12	3			
	Medium Truck													4					8				
	Heavy Truck													5						1			
	Bus												1	1					4	1			1,114
1:00 PM to 1:15 PM	Auto							3	5	3			24	60					79	18		284	
	SUV								2	1			5	23					20	3			
	Light Truck												1	6					11	2			
	Medium Truck												1	4					2				
	Heavy Truck																		2				
	Bus													2					6	1			1,162
1:15 PM to 1:30 PM	Auto								6	4			39	80					89	22		344	
	SUV								2	1			6	15					16	5			
	Light Truck								1	1			2	12					14	2			
	Medium Truck												1	5					7	3			
	Heavy Truck													2					1				
	Bus												1	2					4	1			1,274
Peak Hour Volume (PHV)								6	29	19			129	437					532	122		1,274	
PHV (by approach)									54					566					654				
Peak Hour Factor (PHF)								0.50	0.81	0.79			0.66	0.86					0.83	0.64			
Total Auto								6	20	11			99	288					363	83			
Total SUV									8	5			20	85					78	22			
Total Light Truck									1	2			5	33					48	9			
Total Medium Truck										1			3	17					24	4			
Total Heavy Truck														8					4	1			
Total Bus													2	6					15	3			
% Auto's & Taxi's								100.0%	100.0%	94.7%			96.1%	92.9%					91.9%	93.4%			
% Heavy Vehicles										5.3%			3.9%	7.1%					8.1%	6.6%			

1. % Autos Accounts for Auto, SUV and Light Truck.
2. % Heavy Vehicles Accounts for Medium Truck, Heavy Truck, and Bus.

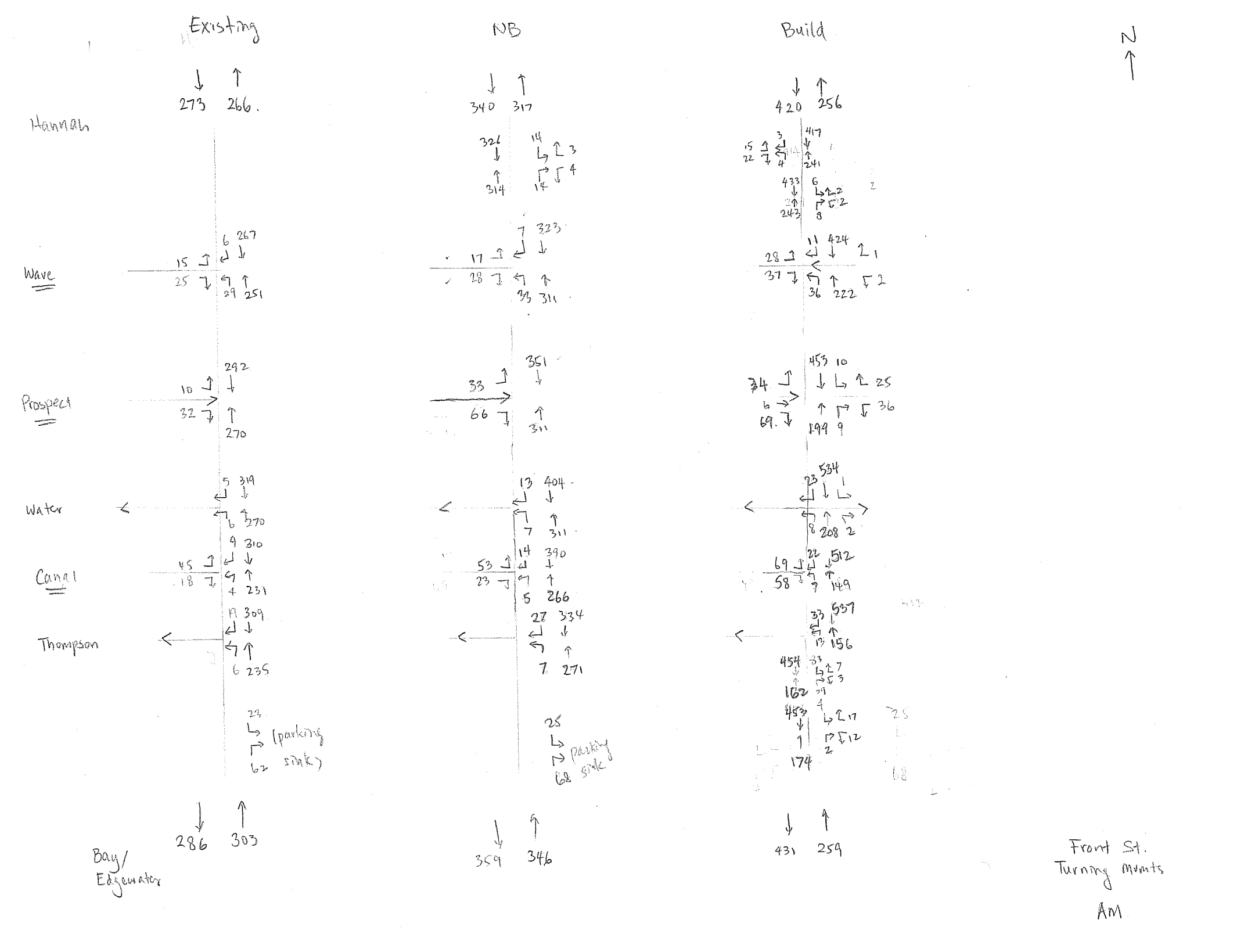
PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Bay Street & Water Street
LOCATION: Loc. 7
TIME PERIOD: PM Peak Period
COUNT DATE : Tuesday, March 22, 2005
WEATHER/PAVEMENT: Clear
PRINT TIME : 11/22/05 3:08 PM

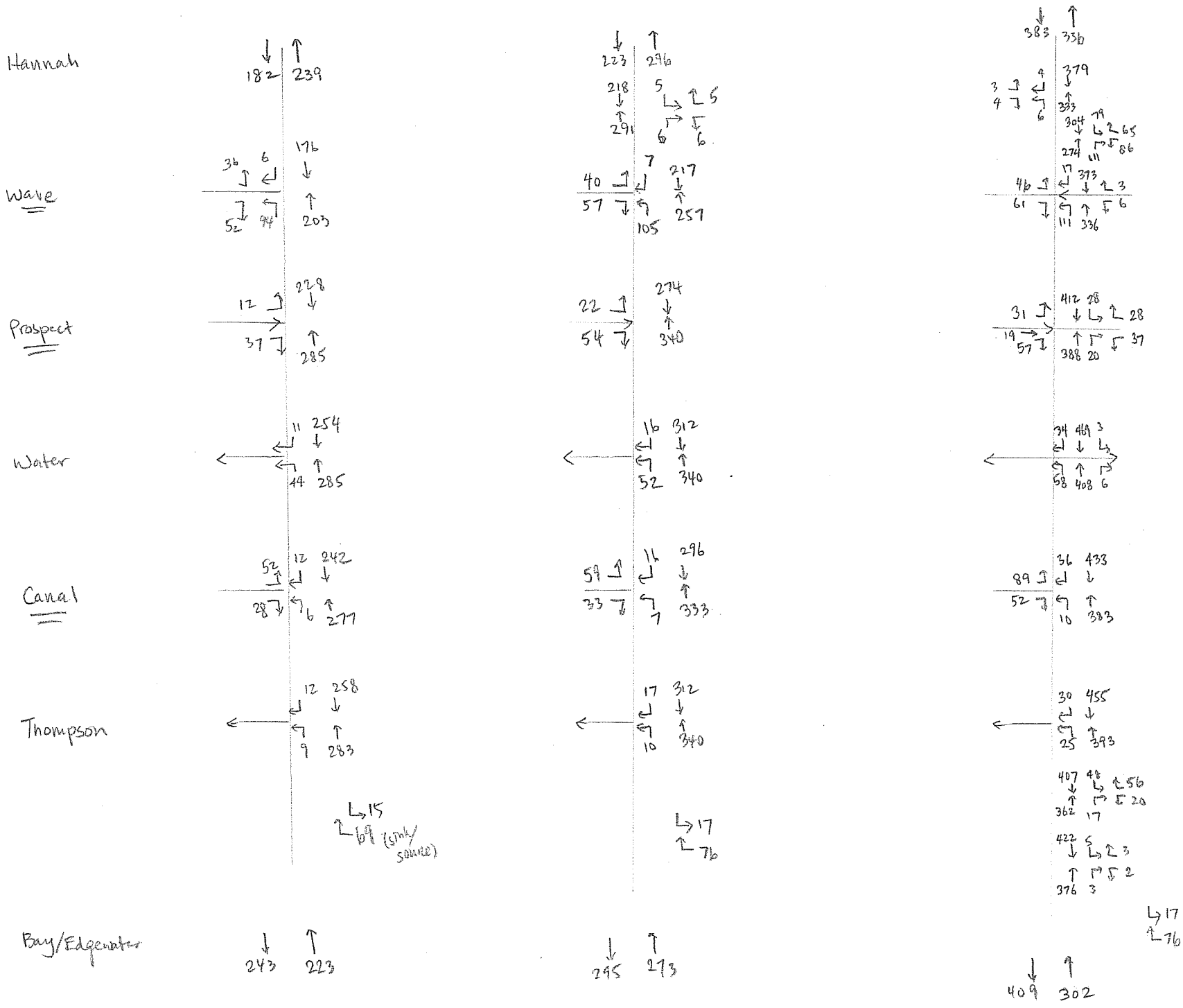
Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

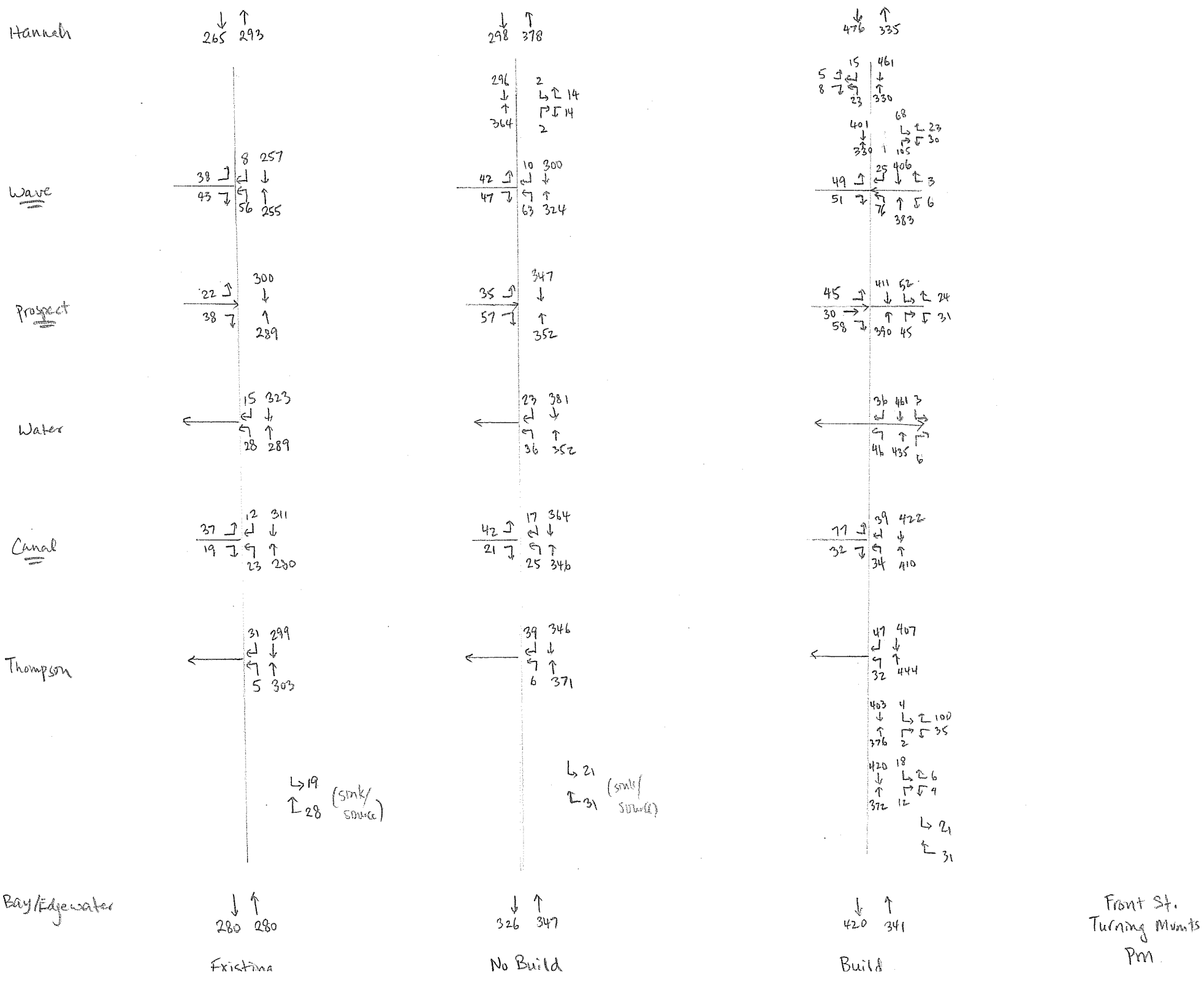
TURNING MOVEMENT COUNT SUMMARY

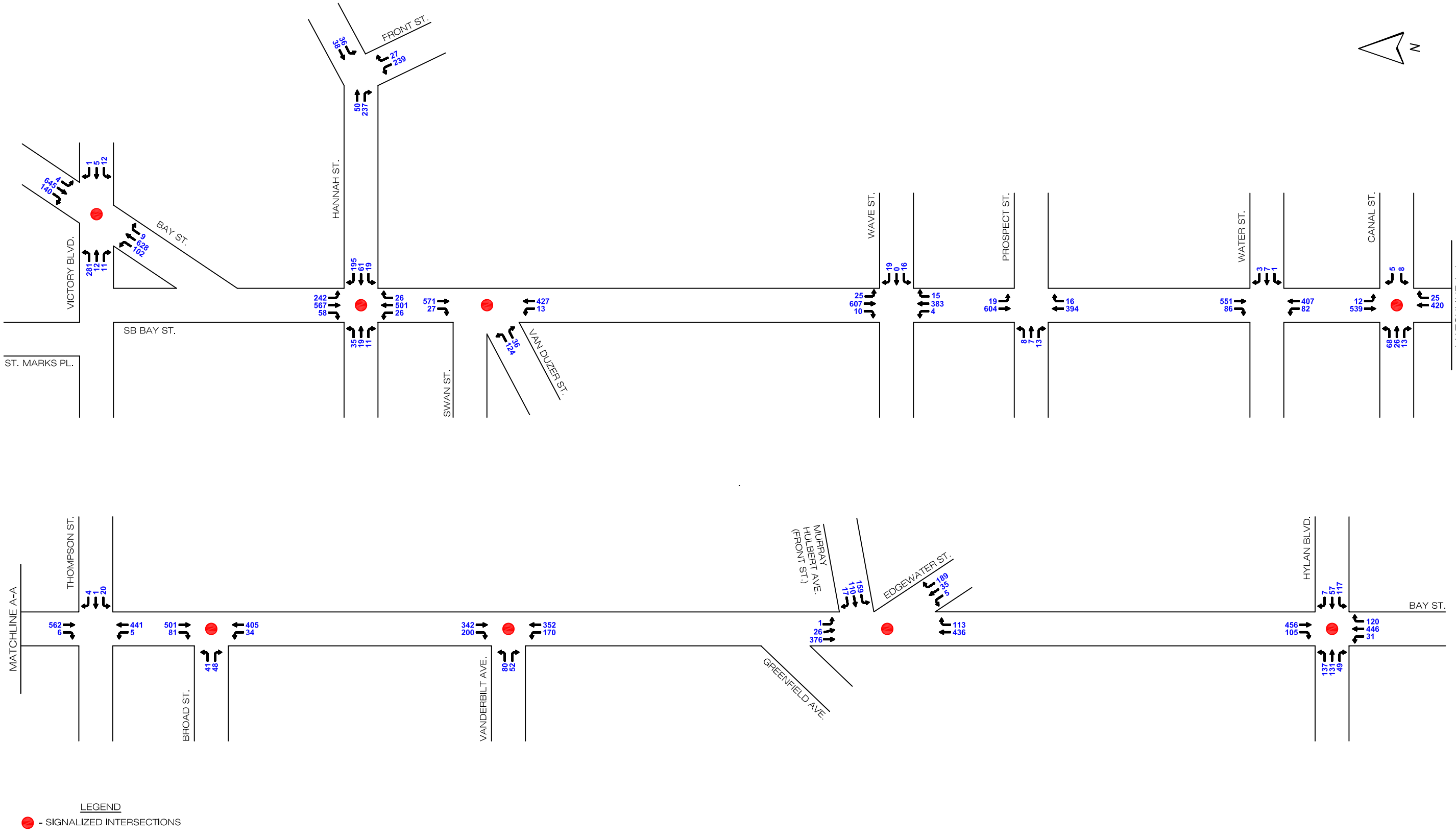
TIME PERIOD	VEHICLE CLASS.	(EB) 1 L-2	(EB) 2 L-1	(EB) 3 T	(EB) 4 R-1	(EB) 5 R-2	Water Street (WB) 6 L-2	(WB) 7 L-1	(WB) 8 T	(WB) 9 R-1	(WB) 10 R-2	Bay Street (NB) 11 L-2	(NB) 12 L-1	(NB) 13 T	(NB) 14 R-1	(NB) 15 R-2	Bay Street (SB) 16 L-2	(SB) 17 L-1	(SB) 18 T	(SB) 19 R-1	(SB) 20 R-2	15 - MIN. VOLUME	HOURLY VOLUME
4:30 PM to 4:45 PM	Auto							1	3	2			27	63					102	24		300	
	SUV							1	1	2			4	10					19	4			
	Light Truck							1					1	4					9	2			
	Medium Truck												3	4					5				
	Heavy Truck													1						1			
	Bus												1	3					1	1			887
4:45 PM to 5:00 PM	Auto							1	3	2			24	51					95	22		287	
	SUV												6	14					22	4			
	Light Truck									1			3	8					11	1			
	Medium Truck									1				1					6	1			
	Heavy Truck													1									
	Bus												1	1					5	2			1,174
5:00 PM to 5:15 PM	Auto							2	4	3			26	52					111	16		294	
	SUV								1				3	23					34	3			
	Light Truck												1	3					7	2			
	Medium Truck												1							1			
	Heavy Truck																						
	Bus													1									1,131
5:15 PM to 5:30 PM	Auto							1	2	3			19	61					91	20		290	
	SUV								1	3			3	17					34	1			
	Light Truck									1				9					12	2			
	Medium Truck																		2				
	Heavy Truck																						
	Bus												3	3					2				1,171
Peak Hour Volume (PHV)								7	15	18			126	330					568	107		1,171	
PHV (by approach)									40					456					675				
Peak Hour Factor (PHF)								0.58	0.75	0.64			0.88	0.92					0.93	0.84			
Total Auto								5	12	10			96	227					399	82			
Total SUV								1	3	5			16	64					109	12			
Total Light Truck								1		2			5	24					39	7			
Total Medium Truck										1			4	5					13	2			
Total Heavy Truck														2						1			
Total Bus													5	8					8	3			
% Auto's & Taxi's								100.0%	100.0%	94.4%			92.9%	95.5%					96.3%	94.4%			
% Heavy Vehicles										5.6%			7.1%	4.5%					3.7%	5.6%			

1. % Autos Accounts for Auto, SUV and Light Truck.
2. % Heavy Vehicles Accounts for Medium Truck, Heavy Truck, and Bus.


Existing
NB
Build
N
Hannah
Wave
Prospect
Water
Canal
Thompson
Bay/
Edgewater
Front St.
Turning Movts
AM
273
266
340
317
420
256
286
303
359
346
431
259
(parking
sink)
parking
sink


Hannah
Wave
Prospect
Water
Canal
Thompson
Bay/Edgewater
Existing
No Build
Build
Front St.
Turning Mvmts
MTI

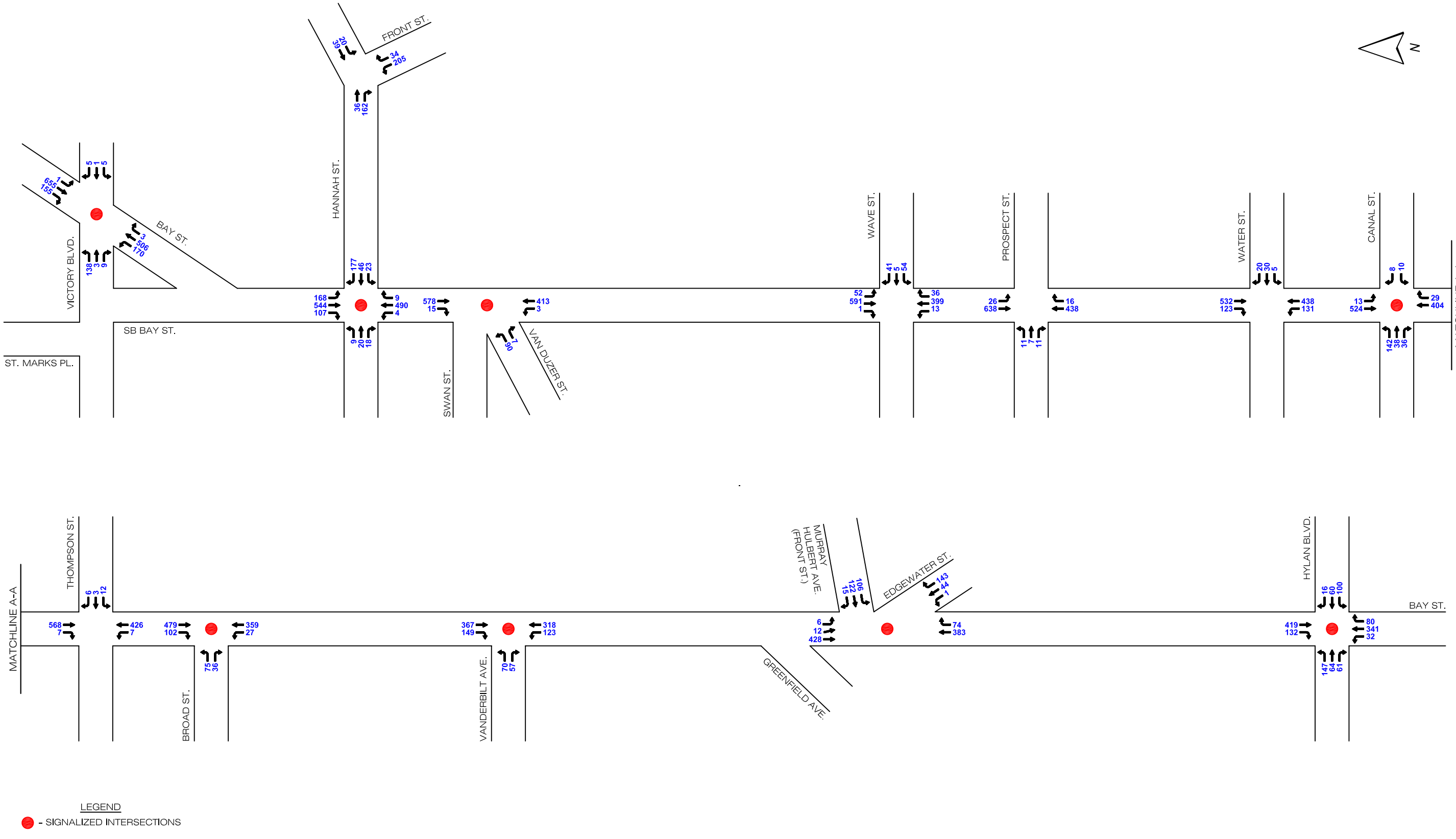

Hannah
265 293
298 378
476 335
Wave
Prospect
Water
Canal
Thompson
↳19
↑28 (sink/source)
↳21
↑31 (sink/source)
Bay/Edgewater
280 280
326 347
420 341
Front St.
Turning Movmts
PM
Existing
No Build
Build



NOTE: NOT TO SCALE

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants

Figure X-X
AM Existing Traffic Volumes
Stapleton Watefront Design and Development Services



Eng-Wong, Taub & Associates

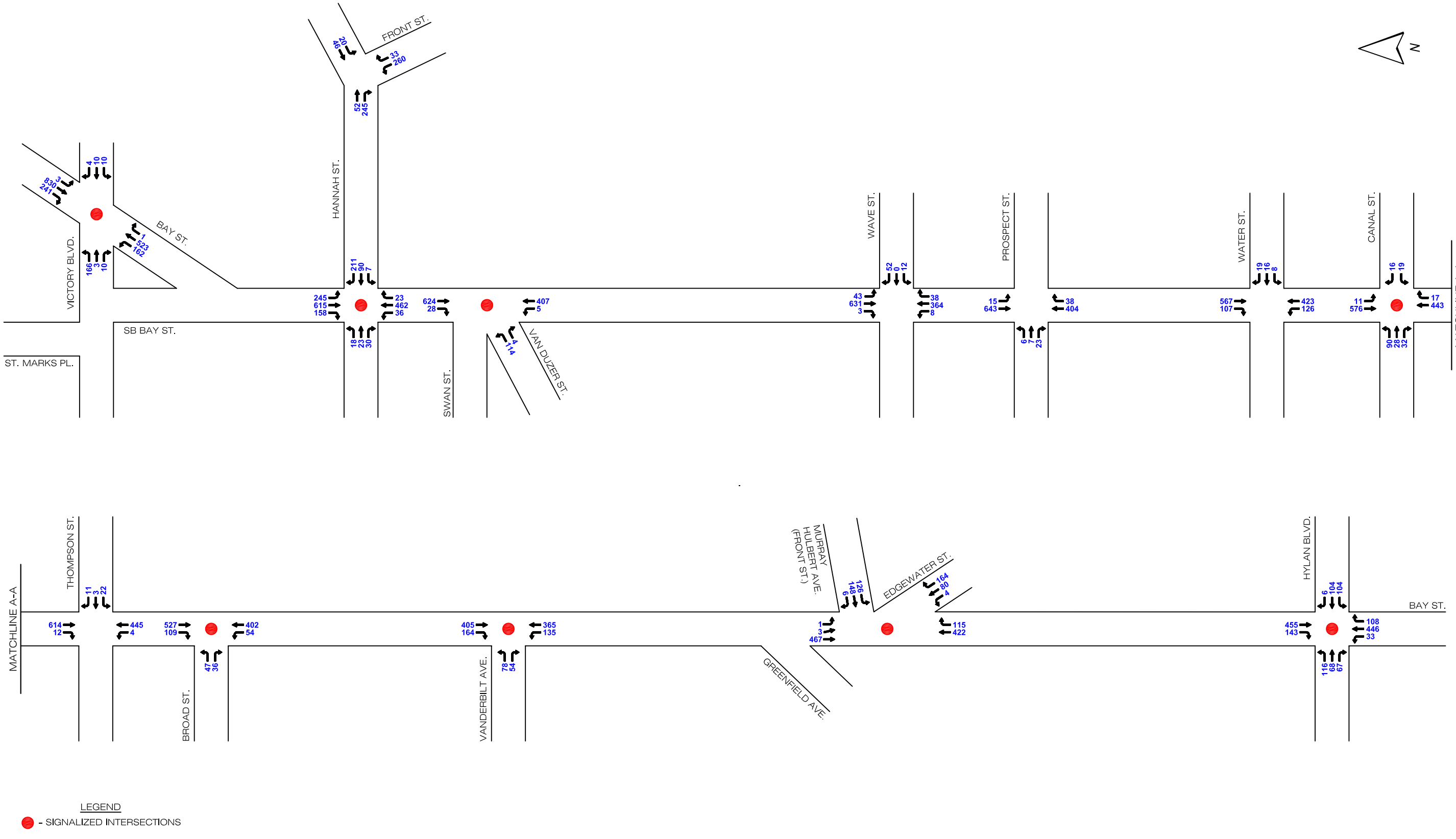
Traffic and Transportation Consultants

NOTE: NOT TO SCALE

Figure X-X

Midday Existing Traffic Volumes

Stapleton Watefront Design and Development Services



NOTE: NOT TO SCALE

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants

Figure X-X
PM Existing Traffic Volumes
Stapleton Watefront Design and Development Services

ENG-WONG, TAUB & ASSOCIATES
NEW STAPLETON REDEVELPMENT EIS - FUTURE SPEED ESTIMATION
FILE NAME: Stapleton Future Speed Runs

Weekday AM

NORTHBOUND Bay Street between Hylan Blvd. and Victory Blvd. LINK			EXISTING SPEED DATA Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	ESTIMATED STOPPED DELAYS (4) Existing	No Build 2015	ESTIMATED RUN TIMES (sec) Existing (5)	No Build 2015	EXISTING AND FUTURE RUN SPEEDS Existing (mph)	No Build 2015 (mph)
Hylan	-	Clifton	362.1	12.0	0.4	20.57						
Clifton	-	Virginia	268.8	9.0	0.0	20.36						
Virginia	-	Church	280.4	6.0	0.0	31.86						
Church	-	Sylvaton	178.6	4.0	0.0	30.44						
Sylvaton	-	Chestnut	331.8	8.0	0.0	28.28						
Chestnut	-	Lynhurst	317.7	7.0	0.0	30.94						
Lynhurst	-	Willow	308.8	8.0	0.0	26.32	18.0	20.9	8.0	8.9	26.32	23.74
Willow	-	Murray / Hulbert	223.5	32.0	19.3	4.76	28.9	30.4	32.0	32.5	4.76	4.70
Murray / Hulbert	-	Greenfield	400.3	5.0	0.0	54.59						
Greenfield	-	Townsend	455.3	7.0	0.0	44.35						
Townsend	-	Norwood	161.3	4.0	0.0	27.49						
Norwood	-	Vanderbilt	272.2	10.0	0.0	18.56	13.5	14.3	10.0	10.2	18.56	18.12
Vanderbilt	-	Broad	1338.4	26.0	0.5	35.10	14.3	15.7	26.0	26.4	35.10	34.54
Broad	-	Thompson	154.1	5.0	0.0	21.01	8.8	9.2	5.0	5.1	21.01	20.52
Thompson	-	Canal	274	10.0	2.0	18.68	14.8	16.2	10.0	10.4	18.68	17.93
Canal	-	Water	175.3	9.0	1.3	13.28	8.7	9.0	9.0	9.1	13.28	13.15
Water	-	Union	213.2	8.0	0.6	18.17						
Union	-	Prospect	342.7	9.0	0.0	25.96	0.0	0.0	9.0	9.0	25.96	25.96
Prospect	-	Sands	189.8	7.0	0.0	18.49						
Sands	-	Wave	201.3	6.0	1.4	22.88	8.9	9.3	6.0	6.1	22.88	22.43
Wave	-	Baltic	618.6	25.0	2.4	16.87						
Baltic	-	Clinton	264.4	11.0	7.9	16.39						
Clinton	-	Swan	1211.1	35.0	11.9	23.59	12.8	13.8	35.0	35.3	23.59	23.39
Swan	-	Hannah	318	10.0	0.0	21.68	13.0	13.8	10.0	10.2	21.68	21.17
Hannah	-	Victory	680	19.0	1.4	24.40	30.7	82.5	19.0	34.5	24.40	13.42

(These 3 columns are direct inputs from speed input spreadsheet)

SOUTHBOUND Bay Street between Victory Blvd. and Hylan Ave. LINK			EXISTING SPEED DATA Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	ESTIMATED STOPPED DELAYS (4) Existing	No Build 2015	ESTIMATED RUN TIMES (sec) Existing (5)	No Build 2015	EXISTING AND FUTURE RUN SPEEDS Existing (mph)	No Build 2015 (mph)
Victory	-	Hannah	706	23.0	7.0	20.93	10.8	11.1	23.0	23.1	20.93	20.84
Hannah	-	Swan	295	7.0	0.0	28.72	12.3	13.0	7.0	7.2	28.72	27.89
Swan	-	Clinton	1,258	39.0	12.9	21.99						
Clinton	-	Baltic	284	8.0	0.0	24.24						
Baltic	-	Wave	592	14.0	0.0	28.83	8.3	8.5	14.0	14.1	28.83	28.71
Wave	-	Sands	209	4.0	0.0	35.69						
Sands	-	Prospect	231	6.0	0.6	26.26	8.7	9.2	6.0	6.2	26.26	25.62
Prospect	-	Union	235	24.0	15.1	6.66						
Union	-	Water	248	6.0	0.0	28.20	0.0	0.0	6.0	6.0	28.20	28.20
Water	-	Canal	260	13.0	7.6	13.65	12.3	13.0	13.0	13.2	13.65	13.44
Canal	-	Thompson	266	11.0	4.6	16.49	0.0	0.0	11.0	11.0	16.49	16.49
Thompson	-	Broad	121	8.0	0.0	10.30	15.8	18.3	8.0	8.8	10.30	9.42
Broad	-	Vanderbilt	1,348	38.0	12.2	24.18	13.6	15.4	38.0	38.5	24.18	23.84
Vanderbilt	-	Norwood	289	7.0	0.0	28.16						
Norwood	-	Townsend	165	4.0	0.0	28.11						
Townsend	-	Greenfield	312	23.0	8.1	9.26						
Greenfield	-	Murray / Hubert	201	18.0	18.6	7.61	34.8	51.9	18.0	23.1	7.61	5.92
Murray / Hubert	-	Willow	607	13.0	0.0	31.84	15.0	22.4	13.0	15.2	31.84	27.19
Willow	-	Lynhurst	361	7.0	0.0	35.15						
Lynhurst	-	Chestnut	274	6.0	0.0	31.18						
Chestnut	-	Sylvaton	380	8.0	0.0	32.38						
Sylvaton	-	Church	187	10.0	4.9	12.74						
Church	-	Virginia	249	18.0	7.4	9.42						
Virginia	-	Clifton	253	8.0	0.0	21.53						
Clifton	-	Hylan	362	10.0	2.2	24.68	23.6	25.9	10.0	10.7	24.68	23.09

(These 3 columns are directly input from speed input spreadsheet)

(1) Time to travel from one signalized intersection to another without traffic signal stoppages included
(2) Delays (stoppages) due to traffic signals
(3) Without traffic signal delays included
(4) Direct input from HCS files; these are average stopped delays
(5) From column titled "Average Run Time"

ENG-WONG, TAUB & ASSOCIATES
NEW STAPLETON REDEVELPMENT EIS - FUTURE SPEED ESTIMATION
FILE NAME: **Stapleton Future Speed Runs**

Weekday MD

NORTHBOUND Bay Street between Hylan Blvd. and Victory Blvd. LINK			EXISTING SPEED DATA Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	ESTIMATED STOPPED DELAYS (4) Existing	No Build 2015	ESTIMATED RUN TIMES (sec) Existing (5)	No Build 2015	EXISTING AND FUTURE RUN SPEEDS Existing (mph)	No Build 2015 (mph)
Hylan	-	Clifton	362.1	31.0	3.3	7.96						
Clifton	-	Virginia	268.8	26.0	22.5	7.05						
Virginia	-	Church	280.4	7.0	0.0	27.31						
Church	-	Sylvaton	178.6	4.0	0.0	30.44						
Sylvaton	-	Chestnut	331.8	12.0	1.8	18.85						
Chestnut	-	Lynhurst	317.7	5.0	0.0	43.32						
Lynhurst	-	Willow	308.8	31.0	9.8	6.79	16.3	18.1	31.0	31.5	6.79	6.68
Willow	-	Murray / Hulbert	223.5	38.0	20.0	4.01	45.0	67.0	38.0	44.6	4.01	3.42
Murray / Hulbert	-	Greenfield	400.3	5.0	0.0	54.59						
Greenfield	-	Townsend	455.3	6.0	0.0	51.74						
Townsend	-	Norwood	161.3	4.0	0.0	27.49						
Norwood	-	Vanderbilt	272.2	17.0	0.0	10.92	14.2	17.2	17.0	17.9	10.92	10.37
Vanderbilt	-	Broad	1338.4	51.0	26.1	17.89	15.0	18.8	51.0	52.1	17.89	17.50
Broad	-	Thompson	154.1	7.0	0.0	15.01	9.2	10.0	7.0	7.2	15.01	14.51
Thompson	-	Canal	274	26.0	13.4	7.19	15.2	17.4	26.0	26.7	7.19	7.01
Canal	-	Water	175.3	13.0	2.9	9.19	11.3	13.0	13.0	13.5	9.19	8.85
Water	-	Union	213.2	19.0	8.3	7.65						
Union	-	Prospect	342.7	14.0	2.5	16.69	0.0	0.0	14.0	14.0	16.69	16.69
Prospect	-	Sands	189.8	9.0	0.0	14.38						
Sands	-	Wave	201.3	7.0	0.6	19.61	9.6	10.7	7.0	7.3	19.61	18.72
Wave	-	Baltic	618.6	22.0	0.0	19.17						
Baltic	-	Clinton	264.4	17.0	8.8	10.60						
Clinton	-	Swan	1211.1	33.0	5.8	25.02	11.8	12.7	33.0	33.3	25.02	24.82
Swan	-	Hannah	318	12.0	0.0	18.07	12.3	12.8	12.0	12.2	18.07	17.85
Hannah	-	Victory	680	30.0	10.6	15.45	31.0	37.6	30.0	32.0	15.45	14.50

(These 3 columns are direct inputs from speed input spreadsheet)

SOUTHBOUND Bay Street between Victory Blvd. and Hylan Ave. LINK			EXISTING SPEED DATA Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	ESTIMATED STOPPED DELAYS (4) Existing	No Build 2015	ESTIMATED RUN TIMES (sec) Existing (5)	No Build 2015	EXISTING AND FUTURE RUN SPEEDS Existing (mph)	No Build 2015 (mph)
Victory	-	Hannah	706	34.0	13.7	14.16	11.4	11.8	34.0	34.1	14.16	14.11
Hannah	-	Swan	295	10.0	1.6	20.11	12.7	13.4	10.0	10.2	20.11	19.69
Swan	-	Clinton	1,258	32.0	5.1	26.80						
Clinton	-	Baltic	284	7.0	0.0	27.70						
Baltic	-	Wave	592	26.0	8.1	15.52	8.6	9.3	26.0	26.2	15.52	15.40
Wave	-	Sands	209	6.0	0.7	23.80						
Sands	-	Prospect	231	11.0	0.0	14.32	9.0	10.4	11.0	11.4	14.32	13.80
Prospect	-	Union	235	33.0	24.1	4.85						
Union	-	Water	248	8.0	0.0	21.15	0.0	0.0	8.0	8.0	21.15	21.15
Water	-	Canal	260	6.0	0.0	29.58	12.1	12.7	6.0	6.2	29.58	28.72
Canal	-	Thompson	266	7.0	0.0	25.92	0.0	0.0	7.0	7.0	25.92	25.92
Thompson	-	Broad	121	27.0	0.0	3.05	16.6	19.2	27.0	27.8	3.05	2.97
Broad	-	Vanderbilt	1,348	38.0	27.0	24.18	14.5	16.2	38.0	38.5	24.18	23.86
Vanderbilt	-	Norwood	289	8.0	0.0	24.64						
Norwood	-	Townsend	165	5.0	0.0	22.49						
Townsend	-	Greenfield	312	14.0	0.0	15.21						
Greenfield	-	Murray / Hubert	201	8.0	8.7	17.11	33.0	42.3	8.0	10.8	17.11	12.69
Murray / Hubert	-	Willow	607	34.0	14.4	12.17	16.0	21.2	34.0	35.6	12.17	11.64
Willow	-	Lynhurst	361	11.0	0.0	22.37						
Lynhurst	-	Chestnut	274	9.0	0.0	20.79						
Chestnut	-	Sylvaton	380	10.0	0.0	25.90						
Sylvaton	-	Church	187	14.0	5.4	9.10						
Church	-	Virginia	249	9.0	0.7	18.85						
Virginia	-	Clifton	253	32.0	6.1	5.38						
Clifton	-	Hylan	362	35.0	24.7	7.05	17.9	19.1	35.0	35.4	7.05	6.98

(These 3 columns are directly input from speed input spreadsheet)

(1) Time to travel from one signalized intersection to another without traffic signal stoppages included
(2) Delays (stoppages) due to traffic signals
(3) Without traffic signal delays included
(4) Direct input from HCS files; these are average stopped delays
(5) From column titled "Average Run Time"

ENG-WONG, TAUB & ASSOCIATES
NEW STAPLETON REDEVELPMENT EIS - FUTURE SPEED ESTIMATION
FILE NAME: **Stapleton Future Speed Runs**

Weekday PM

NORTHBOUND Bay Street between Hylan Blvd. and Victory Blvd. LINK			EXISTING SPEED DATA Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	ESTIMATED STOPPED DELAYS (4) Existing	No Build 2015	ESTIMATED RUN TIMES (sec) Existing (5)	No Build 2015	EXISTING AND FUTURE RUN SPEEDS Existing (mph)	No Build 2015 (mph)
Hylan	-	Clifton	362.1	12.0	0.0	20.57						
Clifton	-	Virginia	268.8	26.0	14.3	7.05						
Virginia	-	Church	280.4	7.0	0.0	27.31						
Church	-	Sylvaton	178.6	3.0	0.0	40.59						
Sylvaton	-	Chestnut	331.8	8.0	0.0	28.28						
Chestnut	-	Lynhurst	317.7	11.0	0.0	19.69						
Lynhurst	-	Willow	308.8	25.0	18.3	8.42	17.2	19.4	25.0	25.7	8.42	8.21
Willow	-	Murray / Hulbert	223.5	40.0	21.6	3.81	46.3	66.0	40.0	45.9	3.81	3.32
Murray / Hulbert	-	Greenfield	400.3	5.0	0.0	54.59						
Greenfield	-	Townsend	455.3	6.0	0.0	51.74						
Townsend	-	Norwood	161.3	3.0	0.0	36.66						
Norwood	-	Vanderbilt	272.2	16.0	5.4	11.60	20.7	33.9	16.0	20.0	11.60	9.30
Vanderbilt	-	Broad	1338.4	57.0	25.3	16.01	15.6	24.2	57.0	59.6	16.01	15.32
Broad	-	Thompson	154.1	6.0	0.0	17.51	9.3	10.0	6.0	6.2	17.51	16.92
Thompson	-	Canal	274	17.0	7.6	10.99	15.3	18.4	17.0	17.9	10.99	10.42
Canal	-	Water	175.3	16.0	7.4	7.47	10.2	11.1	16.0	16.3	7.47	7.35
Water	-	Union	213.2	37.0	26.3	3.93						
Union	-	Prospect	342.7	9.0	0.0	25.96	0.0	0.0	9.0	9.0	25.96	25.96
Prospect	-	Sands	189.8	7.0	0.0	18.49						
Sands	-	Wave	201.3	4.0	0.0	34.31	9.2	10.1	4.0	4.3	34.31	32.14
Wave	-	Baltic	618.6	16.0	0.0	26.36						
Baltic	-	Clinton	264.4	36.0	25.1	5.01						
Clinton	-	Swan	1211.1	25.0	0.0	33.03	11.7	13.0	25.0	25.4	33.03	32.52
Swan	-	Hannah	318	7.0	0.0	30.97	12.3	13.1	7.0	7.2	30.97	29.95
Hannah	-	Victory	680	47.0	27.0	9.86	26.8	51.4	47.0	54.4	9.86	8.53

(These 3 columns are direct inputs from speed input spreadsheet)

SOUTHBOUND Bay Street between Victory Blvd. and Hylan Ave. LINK			EXISTING SPEED DATA Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	ESTIMATED STOPPED DELAYS (4) Existing	No Build 2015	ESTIMATED RUN TIMES (sec) Existing (5)	No Build 2015	EXISTING AND FUTURE RUN SPEEDS Existing (mph)	No Build 2015 (mph)
Victory	-	Hannah	706	22.0	4.8	21.88	11.3	11.7	22.0	22.1	21.88	21.76
Hannah	-	Swan	295	11.0	0.0	18.28	12.3	12.9	11.0	11.2	18.28	17.98
Swan	-	Clinton	1,258	35.0	5.8	24.50						
Clinton	-	Baltic	284	8.0	0.0	24.24						
Baltic	-	Wave	592	15.0	0.0	26.91	8.5	9.1	15.0	15.2	26.91	26.59
Wave	-	Sands	209	5.0	0.0	28.55						
Sands	-	Prospect	231	7.0	0.0	22.51	8.9	10.8	7.0	7.6	22.51	20.81
Prospect	-	Union	235	12.0	0.3	13.32						
Union	-	Water	248	8.0	1.8	21.15	0.0	0.0	8.0	8.0	21.15	21.15
Water	-	Canal	260	7.0	0.0	25.35	12.3	12.8	7.0	7.2	25.35	24.82
Canal	-	Thompson	266	6.0	0.0	30.24	0.0	0.0	6.0	6.0	30.24	30.24
Thompson	-	Broad	121	16.0	5.4	5.15	15.9	17.5	16.0	16.5	5.15	5.00
Broad	-	Vanderbilt	1,348	28.0	5.6	32.81	13.4	14.3	28.0	28.3	32.81	32.50
Vanderbilt	-	Norwood	289	6.0	0.0	32.85						
Norwood	-	Townsend	165	4.0	0.0	28.11						
Townsend	-	Greenfield	312	15.0	7.8	14.20						
Greenfield	-	Murray / Hubert	201	21.0	13.1	6.52	34.0	37.6	21.0	22.1	6.52	6.20
Murray / Hubert	-	Willow	607	16.0	0.0	25.87	16.7	19.7	16.0	16.9	25.87	24.49
Willow	-	Lynhurst	361	10.0	0.6	24.61						
Lynhurst	-	Chestnut	274	7.0	0.0	26.73						
Chestnut	-	Sylvaton	380	10.0	0.6	25.90						
Sylvaton	-	Church	187	4.0	0.0	31.86						
Church	-	Virginia	249	8.0	0.0	21.20						
Virginia	-	Clifton	253	44.0	0.0	3.91						
Clifton	-	Hylan	362	17.0	15.0	14.52	24.1	26.3	17.0	17.7	14.52	13.98

(These 3 columns are directly input from speed input spreadsheet)

(1) Time to travel from one signalized intersection to another without traffic signal stoppages included
(2) Delays (stoppages) due to traffic signals
(3) Without traffic signal delays included
(4) Direct input from HCS files; these are average stopped delays
(5) From column titled "Average Run Time"

ENG-WONG, TAUB & ASSOCIATES
NEW STAPLETON REDEVELPMENT EIS - FUTURE SPEED ESTIMATION
FILE NAME: **Stapleton Future Speed Runs**

Weekday AM

EASTBOUND Broad St. between Van Duzer St.and Bay St. L I N K			EXISTING SPEED DATA Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	ESTIMATED STOPPED DELAYS (4) Existing	No Build 2015	ESTIMATED RUN TIMES (sec) Existing (5)	No Build 2015	EXISTING AND FUTURE RUN SPEEDS Existing (mph)	No Build 2015 (mph)
Van Duzer	-	Targee	414.1	60.0	29.7	4.71						
Targee	-	Gordon	317.4	9.0	0.0	24.05						
Gordon	-	Cedar	716.5	20.0	0.0	24.43						
Cedar	-	Canal	274.7	40.0	15.7	4.68						
Canal	-	Quinn	287.2	9.0	0.0	21.76						
Quinn	-	Wright	359.6	10.0	0.0	24.52						
Wright	-	Brownell	414.5	11.0	0.0	25.69						
Brownell	-	Bay	224.2	50.0	29.8	3.06	33.5	35.1	50.0	50.5	3.06	3.03

(These 3 columns are direct inputs from speed input spreadsheet)

WESTBOUND Broad St. between Bay St. and Van Duzer St. L I N K			EXISTING SPEED DATA Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	ESTIMATED STOPPED DELAYS (4) Existing	No Build 2015	ESTIMATED RUN TIMES (sec) Existing (5)	No Build 2015	EXISTING AND FUTURE RUN SPEEDS Existing (mph)	No Build 2015 (mph)
Bay	-	Brownell	224.2	9.0	0.0	16.98						
Brownell	-	Wright	444.3	14.0	0.0	21.64						
Wright	-	Quinn	337.5	10.0	0.0	23.01						
Quinn	-	Canal	296.2	9.0	0.0	22.44						
Canal	-	Cedar	211.4	6.0	0.0	24.02						
Cedar	-	Gordon	760.5	35.0	0.0	14.81						
Gordon	-	Targee	320.7	41.0	37.8	5.33						
Targee	-	Van Duzer	414	16.0	11.3	17.64						

(These 3 columns are directly input from speed input spreadsheet)

(1) Time to travel from one signalized intersection to another without traffic signal stoppages included
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(3) Without traffic signal delays included
(4) Direct input from HCS files; these are average stopped delays
(5) From column titled "Average Run Time"

ENG-WONG, TAUB & ASSOCIATES
NEW STAPLETON REDEVELPMENT EIS - FUTURE SPEED ESTIMATION
FILE NAME: **Stapleton Future Speed Runs**

Weekday MD

EASTBOUND Broad St. between Van Duzer St.and Bay St. LINK			EXISTING SPEED DATA Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	ESTIMATED STOPPED DELAYS (4) Existing	No Build 2015	ESTIMATED RUN TIMES (sec) Existing (5)	No Build 2015	EXISTING AND FUTURE RUN SPEEDS Existing (mph)	No Build 2015 (mph)
Van Duzer	-	Targee	414.1	22.0	1.5	12.83						
Targee	-	Gordon	317.4	8.0	0.0	27.05						
Gordon	-	Cedar	716.5	22.0	0.7	22.21						
Cedar	-	Canal	274.7	10.0	0.3	18.73						
Canal	-	Quinn	287.2	8.0	0.0	24.48						
Quinn	-	Wright	359.6	9.0	0.0	27.24						
Wright	-	Brownell	414.5	11.0	0.0	25.69						
Brownell	-	Bay	224.2	43.0	14.0	3.55	22.3	23.2	43.0	43.3	3.55	3.53

(These 3 columns are direct inputs from speed input spreadsheet)

WESTBOUND Broad St. between Bay St. and Van Duzer St. LINK			EXISTING SPEED DATA Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	ESTIMATED STOPPED DELAYS (4) Existing	No Build 2015	ESTIMATED RUN TIMES (sec) Existing (5)	No Build 2015	EXISTING AND FUTURE RUN SPEEDS Existing (mph)	No Build 2015 (mph)
Bay	-	Brownell	224.2	13.0	0.5	11.76						
Brownell	-	Wright	444.3	11.0	0.0	27.54						
Wright	-	Quinn	337.5	10.0	0.0	23.01						
Quinn	-	Canal	296.2	17.0	2.0	11.88						
Canal	-	Cedar	211.4	11.0	0.0	13.10						
Cedar	-	Gordon	760.5	29.0	2.0	17.88						
Gordon	-	Targee	320.7	12.0	0.0	18.22						
Targee	-	Van Duzer	414	40.0	16.5	7.06						

(These 3 columns are directly input from speed input spreadsheet)

(1) Time to travel from one signalized intersection to another without traffic signal stoppages included
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(4) Direct input from HCS files; these are average stopped delays
(5) From column titled "Average Run Time"

ENG-WONG, TAUB & ASSOCIATES
NEW STAPLETON REDEVELPMENT EIS - FUTURE SPEED ESTIMATION
FILE NAME: **Stapleton Future Speed Runs**

Weekday PM

EASTBOUND Broad St. between Van Duzer St.and Bay St. LINK			EXISTING SPEED DATA Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	ESTIMATED STOPPED DELAYS (4) Existing	No Build 2015	ESTIMATED RUN TIMES (sec) Existing (5)	No Build 2015	EXISTING AND FUTURE RUN SPEEDS Existing (mph)	No Build 2015 (mph)
Van Duzer	-	Targee	414.1	68.0	28.7	4.15						
Targee	-	Gordon	317.4	9.0	0.0	24.05						
Gordon	-	Cedar	716.5	20.0	0.0	24.43						
Cedar	-	Canal	274.7	6.0	0.0	31.22						
Canal	-	Quinn	287.2	8.0	0.0	24.48						
Quinn	-	Wright	359.6	12.0	2.7	20.43						
Wright	-	Brownell	414.5	18.0	0.0	15.70						
Brownell	-	Bay	224.2	17.0	10.3	8.99	31.9	32.6	17.0	17.2	8.99	8.88

(These 3 columns are direct inputs from speed input spreadsheet)

WESTBOUND Broad St. between Bay St. and Van Duzer St. LINK			EXISTING SPEED DATA Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	ESTIMATED STOPPED DELAYS (4) Existing	No Build 2015	ESTIMATED RUN TIMES (sec) Existing (5)	No Build 2015	EXISTING AND FUTURE RUN SPEEDS Existing (mph)	No Build 2015 (mph)
Bay	-	Brownell	224.2	9.0	0.0	16.98						
Brownell	-	Wright	444.3	13.0	0.0	23.30						
Wright	-	Quinn	337.5	13.0	0.0	17.70						
Quinn	-	Canal	296.2	21.0	7.3	9.62						
Canal	-	Cedar	211.4	13.0	0.0	11.09						
Cedar	-	Gordon	760.5	25.0	9.7	20.74						
Gordon	-	Targee	320.7	55.0	40.7	3.98						
Targee	-	Van Duzer	414	32.0	11.5	8.82						

(These 3 columns are directly input from speed input spreadsheet)

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(4) Direct input from HCS files; these are average stopped delays
(5) From column titled "Average Run Time"

ENG-WONG, TAUB & ASSOCIATES
NEW STAPLETON REDEVELPMENT EIS - FUTURE SPEED ESTIMATION
FILE NAME: **Stapleton Future Speed Runs**

Weekday AM

EASTBOUND Water/Beach between St. Pauls and Bay			EXISTING SPEED DATA				ESTIMATED STOPPED DELAYS (4)		ESTIMATED RUN TIMES (sec)		EXISTING AND FUTURE RUN SPEEDS	
L I N K			Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	Existing	No Build 2015	Existing (5)	No Build 2015	Existing (mph)	No Build 2015 (mph)
St. Pauls	-	Jackson	371.9	12.0	0.0	21.13						
Jackson	-	Van Duzer	302.7	30.0	9.2	6.88						
Van Duzer	-	Union	767.3	24.0	0.0	21.80						
Union	-	Bay	449.1	50.0	67.2	6.12						

(These 3 columns are direct inputs from speed input spreadsheet)

WESTBOUND Water/Beach between Front and St. Pauls			EXISTING SPEED DATA				ESTIMATED STOPPED DELAYS (4)		ESTIMATED RUN TIMES (sec)		EXISTING AND FUTURE RUN SPEEDS	
L I N K			Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	Existing	No Build 2015	Existing (5)	No Build 2015	Existing (mph)	No Build 2015 (mph)
Front	-	Bay	487.1	31.0	10.7	10.71	22.4	32.1	31.0	33.9	10.71	9.79
Bay	-	Union	449.1	21.0	0.0	14.58						
Union	-	Van Duzer	764.9	48.0	28.8	10.87						
Van Duzer	-	Jackson	377.9	13.0	0.0	19.82						
Jackson	-	St. Pauls	372	13.0	8.8	19.51						

(These 3 columns are directly input from speed input spreadsheet)

(1) Time to travel from one signalized intersection to another without traffic signal stoppages included
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(3) Without traffic signal delays included
(4) Direct input from HCS files; these are average stopped delays
(5) From column titled "Average Run Time"

ENG-WONG, TAUB & ASSOCIATES
NEW STAPLETON REDEVELPMENT EIS - FUTURE SPEED ESTIMATION
FILE NAME: **Stapleton Future Speed Runs**

Weekday MD

EASTBOUND Water/Beach between St. Pauls and Bay			EXISTING SPEED DATA				ESTIMATED STOPPED DELAYS (4)		ESTIMATED RUN TIMES (sec)		EXISTING AND FUTURE RUN SPEEDS	
L I N K			Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	Existing	No Build 2015	Existing (5)	No Build 2015	Existing (mph)	No Build 2015 (mph)
St. Pauls	-	Jackson	371.9	14.0	0.0	18.11						
Jackson	-	Van Duzer	302.7	34.0	18.2	6.07						
Van Duzer	-	Union	767.3	22.0	0.0	23.78						
Union	-	Bay	449.1	43.0	3.6	7.12						

(These 3 columns are direct inputs from speed input spreadsheet)

WESTBOUND Water/Beach between Front and St. Pauls			EXISTING SPEED DATA				ESTIMATED STOPPED DELAYS (4)		ESTIMATED RUN TIMES (sec)		EXISTING AND FUTURE RUN SPEEDS	
L I N K			Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	Existing	No Build 2015	Existing (5)	No Build 2015	Existing (mph)	No Build 2015 (mph)
Front	-	Bay	487.1	64.0	46.0	5.19	21.2	50.8	64.0	72.9	5.19	4.56
Bay	-	Union	449.1	18.0	0.0	17.01						
Union	-	Van Duzer	764.9	24.0	0.0	21.73						
Van Duzer	-	Jackson	377.9	12.0	0.0	21.47						
Jackson	-	St. Pauls	372	40.0	33.8	6.34						

(These 3 columns are directly input from speed input spreadsheet)

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(4) Direct input from HCS files; these are average stopped delays
(5) From column titled "Average Run Time"

ENG-WONG, TAUB & ASSOCIATES
NEW STAPLETON REDEVELPMENT EIS - FUTURE SPEED ESTIMATION
FILE NAME: **Stapleton Future Speed Runs**

Weekday PM

EASTBOUND Water/Beach between St. Pauls and Bay			EXISTING SPEED DATA				ESTIMATED STOPPED DELAYS (4)		ESTIMATED RUN TIMES (sec)		EXISTING AND FUTURE RUN SPEEDS	
L I N K			Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	Existing	No Build 2015	Existing (5)	No Build 2015	Existing (mph)	No Build 2015 (mph)
St. Pauls	-	Jackson	371.9	21.0	0.0	12.07						
Jackson	-	Van Duzer	302.7	28.0	22.0	7.37						
Van Duzer	-	Union	767.3	26.0	0.0	20.12						
Union	-	Bay	449.1	11.0	0.0	27.84						

(These 3 columns are direct inputs from speed input spreadsheet)

WESTBOUND Water/Beach between Front and St. Pauls			EXISTING SPEED DATA				ESTIMATED STOPPED DELAYS (4)		ESTIMATED RUN TIMES (sec)		EXISTING AND FUTURE RUN SPEEDS	
L I N K			Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	Existing	No Build 2015	Existing (5)	No Build 2015	Existing (mph)	No Build 2015 (mph)
Front	-	Bay	487.1	69.0	45.2	4.81	26.1	82.6	69.0	86.0	4.81	3.86
Bay	-	Union	449.1	19.0	0.0	16.12						
Union	-	Van Duzer	764.9	55.0	22.2	9.48						
Van Duzer	-	Jackson	377.9	15.0	0.8	17.18						
Jackson	-	St. Pauls	372	36.0	14.5	7.05						

(These 3 columns are directly input from speed input spreadsheet)

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(4) Direct input from HCS files; these are average stopped delays
(5) From column titled "Average Run Time"

ENG-WONG, TAUB & ASSOCIATES
NEW STAPLETON REDEVELPMENT EIS - FUTURE SPEED ESTIMATION
FILE NAME: **Stapleton Future Speed Runs**

Weekday AM

NORTHBOUND Front between Edgewater and Hannah			EXISTING SPEED DATA				ESTIMATED STOPPED DELAYS (4)		ESTIMATED RUN TIMES (sec)		EXISTING AND FUTURE RUN SPEEDS	
L I N K			Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	Existing	No Build 2015	Existing (5)	No Build 2015	Existing (mph)	No Build 2015 (mph)
Edgewater	-	Thompson	2458.3	48.0	0.0	34.92						
Thompson	-	Canal	225.7	5.0	0.0	30.78						
Canal	-	Union	173.3	4.0	0.0	29.54						
Water	-	Prospect	512.4	10.0	0.0	34.94						
Prospect	-	Wave	404.6	20.0	0.0	13.79						
Wave	-	Hannah	2547	58.0	0.0	29.94	14.3	17.6	58.0	59.0	29.94	29.44

(These 3 columns are direct inputs from speed input spreadsheet)

SOUTHBOUND Front between Hannah and Edgewater			EXISTING SPEED DATA				ESTIMATED STOPPED DELAYS (4)		ESTIMATED RUN TIMES (sec)		EXISTING AND FUTURE RUN SPEEDS	
L I N K			Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	Existing	No Build 2015	Existing (5)	No Build 2015	Existing (mph)	No Build 2015 (mph)
Hannah	-	Wave	2547.2	64.0	0.0	27.14						
Wave	-	Prospect	420.6	8.0	0.0	35.85						
Prospect	-	Water	555.7	11.0	0.0	34.44						
Water	-	Jackson	149.6	4.0	0.0	25.50						
Canal	-	Thompson	298.6	6.0	0.0	33.93						
Thompson	-	Edgewater	2,458	65.0	5.3	25.78	51.3	71.5	65.0	71.1	25.78	23.58

(These 3 columns are directly input from speed input spreadsheet)

(1) Time to travel from one signalized intersection to another without traffic signal stoppages included
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(3) Without traffic signal delays included
(4) Direct input from HCS files; these are average stopped delays
(5) From column titled "Average Run Time"

ENG-WONG, TAUB & ASSOCIATES
NEW STAPLETON REDEVELPMENT EIS - FUTURE SPEED ESTIMATION
FILE NAME: **Stapleton Future Speed Runs**

Weekday MD

NORTHBOUND Front between Edgewater and Hannah			EXISTING SPEED DATA				ESTIMATED STOPPED DELAYS (4)		ESTIMATED RUN TIMES (sec)		EXISTING AND FUTURE RUN SPEEDS	
L I N K			Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	Existing	No Build 2015	Existing (5)	No Build 2015	Existing (mph)	No Build 2015 (mph)
Edgewater	-	Thompson	2458.3	52.0	0.0	32.23						
Thompson	-	Canal	225.7	6.0	0.0	25.65						
Canal	-	Union	173.3	4.0	0.0	29.54						
Water	-	Prospect	512.4	10.0	0.0	34.94						
Prospect	-	Wave	404.6	8.0	0.0	34.48						
Wave	-	Hannah	2547	66.0	0.0	26.31	12.4	14.5	66.0	66.6	26.31	26.06

(These 3 columns are direct inputs from speed input spreadsheet)

SOUTHBOUND Front between Hannah and Edgewater			EXISTING SPEED DATA				ESTIMATED STOPPED DELAYS (4)		ESTIMATED RUN TIMES (sec)		EXISTING AND FUTURE RUN SPEEDS	
L I N K			Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	Existing	No Build 2015	Existing (5)	No Build 2015	Existing (mph)	No Build 2015 (mph)
Hannah	-	Wave	2547.2	58.0	0.0	29.94						
Wave	-	Prospect	420.6	8.0	0.0	35.85						
Prospect	-	Water	555.7	11.0	0.0	34.44						
Water	-	Jackson	149.6	4.0	0.0	25.50						
Canal	-	Thompson	298.6	16.0	0.0	12.72						
Thompson	-	Edgewater	2,458	56.0	12.3	29.93	37.1	44.1	56.0	58.1	29.93	28.85

(These 3 columns are directly input from speed input spreadsheet)

(1) Time to travel from one signalized intersection to another without traffic signal stoppages included
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(3) Without traffic signal delays included
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(5) From column titled "Average Run Time"

ENG-WONG, TAUB & ASSOCIATES
NEW STAPLETON REDEVELPMENT EIS - FUTURE SPEED ESTIMATION
FILE NAME: **Stapleton Future Speed Runs**

Weekday PM

NORTHBOUND Front between Edgewater and Hannah			EXISTING SPEED DATA				ESTIMATED STOPPED DELAYS (4)		ESTIMATED RUN TIMES (sec)		EXISTING AND FUTURE RUN SPEEDS	
L I N K			Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	Existing	No Build 2015	Existing (5)	No Build 2015	Existing (mph)	No Build 2015 (mph)
Edgewater	-	Thompson	2458.3	48.0	0.0	34.92						
Thompson	-	Canal	225.7	5.0	0.0	30.78						
Canal	-	Union	173.3	4.0	0.0	29.54						
Water	-	Prospect	512.4	10.0	0.0	34.94						
Prospect	-	Wave	404.6	7.0	0.0	39.41						
Wave	-	Hannah	2547	66.0	23.5	26.31	14.6	20.0	66.0	67.6	26.31	25.68

(These 3 columns are direct inputs from speed input spreadsheet)

SOUTHBOUND Front between Hannah and Edgewater			EXISTING SPEED DATA				ESTIMATED STOPPED DELAYS (4)		ESTIMATED RUN TIMES (sec)		EXISTING AND FUTURE RUN SPEEDS	
L I N K			Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	Existing	No Build 2015	Existing (5)	No Build 2015	Existing (mph)	No Build 2015 (mph)
Hannah	-	Wave	2547.2	52.0	0.0	33.40						
Wave	-	Prospect	420.6	8.0	0.0	35.85						
Prospect	-	Water	555.7	11.0	0.0	34.44						
Water	-	Jackson	149.6	4.0	0.0	25.50						
Canal	-	Thompson	298.6	14.0	0.0	14.54						
Thompson	-	Edgewater	2,458	77.0	0.0	21.77	57.5	77.2	77.0	82.9	21.77	20.21

(These 3 columns are directly input from speed input spreadsheet)

(1) Time to travel from one signalized intersection to another without traffic signal stoppages included
(2) Delays (stoppages) due to traffic signals
(3) Without traffic signal delays included
(4) Direct input from HCS files; these are average stopped delays
(5) From column titled "Average Run Time"
(6) Difference of (future scenario - existing delay)*(0.3)
(6.8) Mitigation not required ***bold italicize***

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Loc.1
LOCATION: Bay Street @ Victory Boulevard
TIME PERIOD: AM Peak Period
COUNT DATE : Tuesday, March 22, 2005
WEATHER/PAVEMEN Clear
PRINT DATE & TIME : 12/19/05 2:51 PM

Eng-Wong Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	Victory Boulevard (EB)					Victory Boulevard (WB)					Bay Street (NB)					Bay Street (SB)					15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20			
		L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2			
6:30 AM to 6:45 AM	Auto		52	2						1			8	68	2			1	77	18		257		
	Truck		1										1	5					4	8			257	
	Bus		8											1										
6:45 AM to 7:00 AM	Auto		54	1									7	99				1	110	26		333		
	Truck		1										2	4					1				590	
	Bus		10										1	6					5	5				
7:00 AM to 7:15 AM	Auto		51	3				1	1				13	118				2	91	13		327		
	Truck												1						4				917	
	Bus		8										1	8					4	8				
7:15 AM to 7:30 AM	Auto		49	2	1								22	88	2			2	119	26		334		
	Truck		1										2	4					3	1			1,251	
	Bus												1	5					6					
7:30 AM to 7:45 AM	Auto		57	1	1								16	109	1				136	28		395		
	Truck												3						5				1,389	
	Bus		9										7	9					5	8				
7:45 AM to 8:00 AM	Auto		59										13	136				1	132	33		409		
	Truck												1	1					4	1			1,465	
	Bus		7										1	4					8	6				
8:00 AM to 8:15 AM	Auto		68	1	1								23	139				1	105	30		418		
	Truck		1										3	7					6	1			1,556	
	Bus		11											7					7	7				
8:15 AM to 8:30 AM	Auto		53	2	3				1				18	112	3			2	124	33		388		
	Truck												1	2					8	1			1,610	
	Bus		9										1	6					3	6				
8:30 AM to 8:45 AM	Auto		60	5	1			3	2	1			24	150	3			1	89	23		408		
	Truck		3						1					4	1				8	1			1,623	
	Bus		9											8					3	8				
8:45 AM to 9:00 AM	Auto		49	4	3			6	1				25	158	2				115	21		415		
	Truck												3	5					1				1,629	
	Bus		8											7					3	4				
9:00 AM to 9:15 AM	Auto		51	1	1			3	1	1			35	154	8			1	94	21		415		
	Truck		1										3	9					3	1			1,626	
	Bus		8											6					4	9				
9:15 AM to 9:30 AM	Auto		45	2				4		1			26	117	1			1	99	23		356		
	Truck			1						1			3	8	1				7				1,594	1,629
	Bus		7											2					3	4				
Peak Hour Volume (PHV)			271	12	8			9	5	1			98	605	9			4	472	135		1,629		
PHV (by approach)				291					15					712					611					
Peak Hour Factor (PHF)		#DIV/0!	0.85	0.60	0.67	#DIV/0!	#DIV/0!	0.38	0.42	0.25	#DIV/0!	#DIV/0!	0.88	0.89	0.56	#DIV/0!	#DIV/0!	0.50	0.87	0.84	#DIV/0!			
Total Autos			230	12	8			9	4	1			90	559	8			4	433	107				
Total Trucks			4						1				7	18	1				23	3				
Total Buses			37										1	28					16	25				
% Auto		#DIV/0!	84.9%	100.0%	100.0%	#DIV/0!	#DIV/0!	100.0%	80.0%	100.0%	#DIV/0!	#DIV/0!	91.8%	92.4%	88.9%	#DIV/0!	#DIV/0!	100.0%	91.7%	79.3%	#DIV/0!			
% Heavy Vehicles (Trucks & Buses)		#DIV/0!	15.1%			#DIV/0!	#DIV/0!		20.0%		#DIV/0!	#DIV/0!	8.2%	7.6%	11.1%	#DIV/0!	#DIV/0!		8.3%	20.7%	#DIV/0!			

FORMATTED FOR HCS 2000 March 2004

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Loc.1
LOCATION: Bay Street @ Victory Boulevard
TIME PERIOD: Midday Peak Period
COUNT DATE : Tuesday, March 22, 2005
WEATHER/PAVEMEN Clear
PRINT DATE & TIME : 12/19/05 2:51 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	Victory Boulevard (EB)					Victory Boulevard (WB)					Bay Street (NB)					Bay Street (SB)					15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20			
		L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2			
11:30 AM	Auto		28						1	1			27	81				1	95	26		284		
to	Truck												2	2					5	1				
11:45 AM	Bus		4											3					1	6			284	
11:45 AM	Auto		26	1	3								29	92					93	28		304		
to	Truck												6	3					3	2				
12:00 PM	Bus		7											3					3	5			588	
12:00 PM	Auto		25		1								28	88					114	33		318		
to	Truck												3	2					6	2				
12:15 PM	Bus		4											3					3	6			906	
12:15 PM	Auto		24						1				38	81				1	105	30		303		
to	Truck												2	2					2					
12:30 PM	Bus		4											3					3	7			1,209	
12:30 PM	Auto		22	1	2				1				16	82					106	23		281		
to	Truck		1										1	4					4	1				
12:45 PM	Bus		5											5					1	6			1,206	
12:45 PM	Auto		21	1	1			2		1			33	95					112	26		319		
to	Truck		1										3	3					3	1				
1:00 PM	Bus		6											2					4	4			1,221	
1:00 PM	Auto		39	1	3			1		1			41	81	1				108	35		354		
to	Truck									1			2	7					9					
1:15 PM	Bus		3											7					7	7			1,257	
1:15 PM	Auto		35		1			1		2			29	91	1			1	89	38		316		
to	Truck												5	7					3	1				
1:30 PM	Bus													2					3	7			1,270	
1:30 PM	Auto		25	2	2					1			37	81					92	27		291		
to	Truck		1											1					4	1				
1:45 PM	Bus		4											3					3	7			1,280	
1:45 PM	Auto		30		1			2		2			42	115	4			1	104	32		364		
to	Truck												2	8					2					
2:00 PM	Bus		8											3					3	5			1,325	1,378
2:00 PM	Auto		28	1	2				2	1			31	109	1				122	35		363		
to	Truck													4					5	2				
2:15 PM	Bus		4											5					4	7			1,334	
2:15 PM	Auto		14		1			1					43	128				1	109	33		360		
to	Truck		1										1	3					6	2				
2:30 PM	Bus		4											1					4	8			1,378	
Peak Hour Volume (PHV)			133	3	7			4	1	5			130	386	2			1	449	149		1,270		
PHV (by approach)				143					10					518					599					
Peak Hour Factor (PHF)		#DIV/0!	0.79	0.75	0.58	#DIV/0!	#DIV/0!	0.50	0.25	0.63	#DIV/0!	#DIV/0!	0.76	0.97	0.50	#DIV/0!	#DIV/0!	0.25	0.91	0.81	#DIV/0!			
Total Autos			117	3	7			4	1	4			119	349	2			1	415	122				
Total Trucks			2							1			11	21					19	3				
Total Buses			14											16					15	24				
% Auto		#DIV/0!	88.0%	100.0%	100.0%	#DIV/0!	#DIV/0!	100.0%	100.0%	80.0%	#DIV/0!	#DIV/0!	91.5%	90.4%	100.0%	#DIV/0!	#DIV/0!	100.0%	92.4%	81.9%	#DIV/0!			
% Heavy Vehicles (Trucks & Buses)		#DIV/0!	12.0%			#DIV/0!	#DIV/0!			20.0%	#DIV/0!	#DIV/0!	8.5%	9.6%		#DIV/0!	#DIV/0!		7.6%	18.1%	#DIV/0!			

FORMATTED FOR HCS 2000 March 2004

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Loc.1
LOCATION: Bay Street @ Victory Boulevard
TIME PERIOD: PM Peak Period
COUNT DATE : Tuesday, March 22, 2005
WEATHER/PAVEMEN Clear
PRINT DATE & TIME : 12/19/05 2:51 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	Victory Boulevard (EB)					Victory Boulevard (WB)					Bay Street (NB)					Bay Street (SB)					15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20			
		L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2			
4:00 PM	Auto		21		1			1	4	1			42	125	1			1	148	49		424		
to	Truck												1	4					1					
4:15 PM	Bus		5											5					4	10			424	
4:15 PM	Auto		20	1	1			1	1	1			42	100					104	27		325		
to	Truck									1				3					3					
4:30 PM	Bus		4											5					6	5			749	
4:30 PM	Auto		33	1				2	6				38	126	1			3	134	26		398		
to	Truck		2	1									1	4					2					
4:45 PM	Bus		2											2					3	11			1,147	
4:45 PM	Auto		38		2			3		2			32	116					169	57		454		
to	Truck												1	3					1					
5:00 PM	Bus		6											5					8	11			1,601	
5:00 PM	Auto		29		5					2			45	129					182	64		475		
to	Truck			1									1	2					1	1				
5:15 PM	Bus		6											5						2			1,652	
5:15 PM	Auto		38		1			2	3				38	108					146	48		413		
to	Truck		2						1															
5:30 PM	Bus		4											4					6	12			1,740	
5:30 PM	Auto		31		2			1	2				36	121				2	112	39		377		
to	Truck									1			1						2					
5:45 PM	Bus		3											7					5	12			1,719	
5:45 PM	Auto		31	1					1				34	104				2	124	68		395		
to	Truck													1										
6:00 PM	Bus		7											5					5	12			1,660	
6:00 PM	Auto		29		1			2	2				37	108				1	117	52		378		
to	Truck																	1						
6:15 PM	Bus		4											5					6	13			1,563	
6:15 PM	Auto		39	1	1				1				29	88	1				120	55		364		
to	Truck													2					2					
6:30 PM	Bus		4											4					5	12			1,514	1,740
6:30 PM	Auto		30					1	2				24	85					99	39		311		
to	Truck							1		1				2						1				
6:45 PM	Bus		4											5					5	12			1,448	
6:45 PM	Auto		24		2			1		1			20	78					92	47		292		
to	Truck													1						1				
7:00 PM	Bus		6											4					4	11			1,345	
7:00 PM	Auto		27	1	3			3	1				26	76				1	98	43		303		
to	Truck				1																			
7:15 PM	Bus		3											6					4	10			1,270	
7:15 PM	Auto		18	1	4				1				23	75					76	39		254		
to	Truck																		1					
7:30 PM	Bus		4											2					2	8			1,160	
Peak Hour Volume (PHV)			160	3	8			7	10	4			156	504	1			3	652	232		1,740		
PHV (by approach)			171					21					661					887						
Peak Hour Factor (PHF)		#DIV/0!	0.91	0.38	0.40	#DIV/0!	#DIV/0!	0.58	0.42	0.50	#DIV/0!	#DIV/0!	0.85	0.93	0.25	#DIV/0!	#DIV/0!	0.25	0.89	0.85	#DIV/0!			
Total Autos			138	1	8			7	9	4			153	479	1			3	631	195				
Total Trucks			4	2					1				3	9					4	1				
Total Buses			18											16					17	36				
% Auto		#DIV/0!	86.3%	33.3%	100.0%	#DIV/0!	#DIV/0!	100.0%	90.0%	100.0%	#DIV/0!	#DIV/0!	98.1%	95.0%	100.0%	#DIV/0!	#DIV/0!	100.0%	96.8%	84.1%	#DIV/0!			
% Heavy Vehicles (Trucks & Buses)		#DIV/0!	13.8%	66.7%		#DIV/0!	#DIV/0!		10.0%		#DIV/0!	#DIV/0!	1.9%	5.0%		#DIV/0!	#DIV/0!		3.2%	15.9%	#DIV/0!			

FORMATTED FOR HCS 2000 March 2004

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Loc.2
LOCATION: Bay Street @ Hannah Street
TIME PERIOD: AM Peak Period
COUNT DATE : Tuesday, March 22, 2005
WEATHER/PAVEMEN Clear
PRINT DATE & TIME : 12/19/05 2:52 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	Hannah Street (EB)					Hannah Street (WB)					Bay Street (NB)					Bay Street (SB)					15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20			
		L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2			
6:30 AM to 6:45 AM	Auto		2	7	3				6	20				53	5			34	68	10		227		
	Truck							1						2	1			2	2	1				
	Bus													5					5				227	
6:45 AM to 7:00 AM	Auto		2	12	3			1	6	33				71	1			57	95	6		311		
	Truck												1	9				1	1					
	Bus													4				2	6				538	
7:00 AM to 7:15 AM	Auto		2	5	5			2	7	29				71	2			28	72	6		256		
	Truck									2				2				2	6					
	Bus													8					7				794	
7:15 AM to 7:30 AM	Auto		4	1	1				21	27				61	2			55	118	8		318		
	Truck									2				5					3					
	Bus													4					6				1,112	
7:30 AM to 7:45 AM	Auto		3	4	4			1	16	41				66	2			45	119	18		352		
	Truck									1				2	1			3	2					
	Bus													14				1	9				1,237	
7:45 AM to 8:00 AM	Auto		8	8	3			2	10	56				90				50	105	10		366		
	Truck													3					5					
	Bus		1											7					5	3			1,292	
8:00 AM to 8:15 AM	Auto		3	3	2			6	11	38			2	89	3			45	98	8		339		
	Truck							1		1				7					8					
	Bus													5				1	8				1,375	
8:15 AM to 8:30 AM	Auto		4		2			1	13	25			4	77	1			42	95	14		313		
	Truck							1					3	3	1				14					
	Bus									1				6					6				1,370	
8:30 AM to 8:45 AM	Auto		2	2	1			1	11	46			3	88	1			37	97	10		337		
	Truck												1	3	4			5	15					
	Bus													7					3				1,355	
8:45 AM to 9:00 AM	Auto		14	8	4			2	11	48			3	115	6			45	103	24		407		
	Truck												1	8	1				3					
	Bus								1					7					3				1,396	
9:00 AM to 9:15 AM	Auto		8	2	3			1	9	36			1	125	2			28	98	14		347		
	Truck													7				1	3					
	Bus													5				1	3				1,404	
9:15 AM to 9:30 AM	Auto		3	7	5			1	7	40			3	99	1			28	88	11		332		
	Truck		1	1				1	1	2				10	1			2	14					
	Bus													3					3				1,423	1,423
Peak Hour Volume (PHV)			23	13	9			12	47	159			17	415	17			175	453	56		1,396		
PHV (by approach)				45					218					449					684					
Peak Hour Factor (PHF)		#DIV/0!	0.41	0.41	0.56	#DIV/0!	#DIV/0!	0.43	0.90	0.83	#DIV/0!	#DIV/0!	0.61	0.80	0.61	#DIV/0!	#DIV/0!	0.95	0.98	0.58	#DIV/0!			
Total Autos			23	13	9			10	46	157			12	369	11			169	393	56				
Total Trucks								2		1			5	21	6			5	40					
Total Buses									1	1				25				1	20					
% Auto		#DIV/0!	100.0%	100.0%	100.0%	#DIV/0!	#DIV/0!	83.3%	97.9%	98.7%	#DIV/0!	#DIV/0!	70.6%	88.9%	64.7%	#DIV/0!	#DIV/0!	96.6%	86.8%	100.0%	#DIV/0!			
% Heavy Vehicles (Trucks & Buses)		#DIV/0!				#DIV/0!	#DIV/0!	16.7%	2.1%	1.3%	#DIV/0!	#DIV/0!	29.4%	11.1%	35.3%	#DIV/0!	#DIV/0!	3.4%	13.2%		#DIV/0!			

FORMATTED FOR HCS 2000 March 2004

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Loc.2
LOCATION: Bay Street @ Hannah Street
TIME PERIOD: Midday Peak Period
COUNT DATE : Tuesday, March 22, 2005
WEATHER/PAVEMEN Clear
PRINT DATE & TIME : 12/19/05 2:52 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	Hannah Street (EB)					Hannah Street (WB)					Bay Street (NB)					Bay Street (SB)					15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20			
		L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2			
11:30 AM	Auto		2	2	2			6	12	23			1	58				32	105	23		294		
to	Truck													6				4	11					
11:45 AM	Bus													3					3	1			294	
11:45 AM	Auto		9	2	1			4	7	24			6	54	3			19	65	13		239		
to	Truck		3					2						5					8	8				
12:00 PM	Bus													3					3				533	
12:00 PM	Auto		2	5	5			2	13	30				87	8			18	102	23		317		
to	Truck												1	6					9					
12:15 PM	Bus													3					3				850	
12:15 PM	Auto		2	2	5				10	15			4	87	3			17	96	40		300		
to	Truck									1				4					8					
12:30 PM	Bus													3					3				1,150	
12:30 PM	Auto			4	1			3	2	27				37	1			20	80	36		232		
to	Truck													3	1			2	8	1				
12:45 PM	Bus													4					2				1,088	
12:45 PM	Auto		1	3	1			1	6	16				59	1			16	77	22		221		
to	Truck							1		1			1	4				3	3	1				
1:00 PM	Bus																		4				1,070	
1:00 PM	Auto		3	2	2			3	11	24			2	44	2			25	100	19		274		
to	Truck		1		2					1				5				2	12					
1:15 PM	Bus													5					9				1,027	
1:15 PM	Auto		4	2	5			1	5	24			1	67	4			12	68	23		246		
to	Truck				1				1	4				6				2	12	1				
1:30 PM	Bus																		3				973	
1:30 PM	Auto		1	1	3			7	5	19			2	40	1			26	82	13		219		
to	Truck				1									1				2	7	1				
1:45 PM	Bus													4					3				960	
1:45 PM	Auto		8	5	6			1	6	31			5	59	6			21	104	19		299		
to	Truck							2	2	2			1	6	1			3	3	1				
2:00 PM	Bus									1				2					4				1,038	1,175
2:00 PM	Auto		4	5	2			3	7	36			7	58	2			36	90	34		314		
to	Truck			1	1					1				8				4	6	1				
2:15 PM	Bus													4					4				1,078	
2:15 PM	Auto		6	3	7			1	11	47			3	67	2			49	90	23		343		
to	Truck			1	1									3				7	12	4				
2:30 PM	Bus													2					4				1,175	
Peak Hour Volume (PHV)			9	11	12			9	25	97			4	234	9			82	378	103		973		
PHV (by approach)				32					131					247					563					
Peak Hour Factor (PHF)		#DIV/0!	0.56	0.69	0.50	#DIV/0!	#DIV/0!	0.75	0.57	0.87	#DIV/0!	#DIV/0!	0.50	0.80	0.56	#DIV/0!	#DIV/0!	0.76	0.78	0.70	#DIV/0!			
Total Autos			8	11	9			8	24	91			3	207	8			73	325	100				
Total Trucks			1		3			1	1	6			1	18	1			9	35	3				
Total Buses														9					18					
% Auto		#DIV/0!	88.9%	100.0%	75.0%	#DIV/0!	#DIV/0!	88.9%	96.0%	93.8%	#DIV/0!	#DIV/0!	75.0%	88.5%	88.9%	#DIV/0!	#DIV/0!	89.0%	86.0%	97.1%	#DIV/0!			
% Heavy Vehicles (Trucks & Buses)		#DIV/0!	11.1%		25.0%	#DIV/0!	#DIV/0!	11.1%	4.0%	6.2%	#DIV/0!	#DIV/0!	25.0%	11.5%	11.1%	#DIV/0!	#DIV/0!	11.0%	14.0%	2.9%	#DIV/0!			

FORMATTED FOR HCS 2000 March 2004

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Loc.2
LOCATION: Bay Street @ Hannah Street
TIME PERIOD: PM Peak Period
COUNT DATE : Tuesday, March 22, 2005
WEATHER/PAVEMEN Clear
PRINT DATE & TIME : 12/19/05 2:52 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	Hannah Street (EB) 1 L-2	2 L-1	3 T	4 R-1	5 R-2	Hannah Street (WB) 6 L-2	7 L-1	8 T	9 R-1	10 R-2	Bay Street (NB) 11 L-2	12 L-1	13 T	14 R-1	15 R-2	Bay Street (SB) 16 L-2	17 L-1	18 T	19 R-1	20 R-2	15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
4:00 PM to 4:15 PM	Auto		1	2	3			2	23	28			2	69	4			66	91	39		353		
	Truck												8	2				3	1					
	Bus													4					5				353	
4:15 PM to 4:30 PM	Auto		3	5	6			2	17	36			3	62	1			34	91	14		297		
	Truck		1	1						1				2				3	3	1				
	Bus													4					7				650	
4:30 PM to 4:45 PM	Auto		4	4	3			2	22	54			7	62	1			17	90	30		310		
	Truck									1				4					4	1				
	Bus													1					3				960	
4:45 PM to 5:00 PM	Auto		5	3	10			2	15	54			6	96	3			27	101	46		388		
	Truck				1									1				1	4	1				
	Bus													5					7				1,348	
5:00 PM to 5:15 PM	Auto		1	3	2			1	23	50			10	83	4			53	146	54		436		
	Truck																		1					
	Bus													5									1,431	
5:15 PM to 5:30 PM	Auto		7	5	6				18	24			5	92	4			68	85	20		348		
	Truck																		4					
	Bus													4					6				1,482	
5:30 PM to 5:45 PM	Auto		5	5	7				12	39			1	57				34	89	25		293		
	Truck		2											1					1	1				
	Bus													7					7				1,465	
5:45 PM to 6:00 PM	Auto		2	3	9			2	14	26			6	71	4			15	89	38		293		
	Truck							1		1				1				1						
	Bus													5					5				1,370	
6:00 PM to 6:15 PM	Auto		1	3	2			1	14	18			1	56	1			13	76	43		239		
	Truck									1									1	1				
	Bus													4					3				1,173	
6:15 PM to 6:30 PM	Auto		3	2	8			1	16	31			6	67	3			29	103	38		331		
	Truck									1				4				1	3	2				
	Bus													5					8				1,156	1,482
6:30 PM to 6:45 PM	Auto		4	2	3			2	11	15			4	60	2			15	78	27		233		
	Truck													2					2					
	Bus													3					3				1,096	
6:45 PM to 7:00 PM	Auto		1		1			1	13	23			4	56	6			19	35	20		192		
	Truck												1	2	1			1	1					
	Bus													4					3				995	
7:00 PM to 7:15 PM	Auto			1	1			2	12	14			1	67	2			34	75	33		254		
	Truck								1										1	1				
	Bus													5					4				1,010	
7:15 PM to 7:30 PM	Auto		1	2	1				14	20			8	45	2			27	42	11		179		
	Truck														1									
	Bus													3					2				858	
Peak Hour Volume (PHV)			17	15	22			5	78	183			28	353	12			166	451	152		1,482		
PHV (by approach)			54					266					393					769						
Peak Hour Factor (PHF)		#DIV/0!	0.61	0.75	0.50	#DIV/0!	#DIV/0!	0.63	0.85	0.83	#DIV/0!	#DIV/0!	0.70	0.87	0.75	#DIV/0!	#DIV/0!	0.61	0.77	0.70	#DIV/0!			
Total Autos			17	15	21			5	78	182			28	333	12			165	422	150				
Total Trucks					1					1				5				1	13	2				
Total Buses														15					16					
% Auto		#DIV/0!	100.0%	100.0%	95.5%	#DIV/0!	#DIV/0!	100.0%	100.0%	99.5%	#DIV/0!	#DIV/0!	100.0%	94.3%	100.0%	#DIV/0!	#DIV/0!	99.4%	93.6%	98.7%	#DIV/0!			
% Heavy Vehicles (Trucks & Buses)		#DIV/0!			4.5%	#DIV/0!	#DIV/0!			0.5%	#DIV/0!	#DIV/0!		5.7%		#DIV/0!	#DIV/0!	0.6%	6.4%	1.3%	#DIV/0!			

FORMATTED FOR HCS 2000 March 2004

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Loc.3
LOCATION: Front Street @ Hannah Street
TIME PERIOD: AM Peak Period
COUNT DATE : Tuesday, March 22, 2005
WEATHER/PAVEMEN Clear
PRINT DATE & TIME : 12/19/05 2:53 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	Hannah Street (EB)					Hannah Street (WB)					Front Street (NB)					Front Street (SB)					15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20			
		L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2			
6:30 AM to 6:45 AM	Auto		5		48								34	2					4	1		97		
	Truck				2								1										97	
	Bus																							
6:45 AM to 7:00 AM	Auto		9		49								27	2					3	3		94		
	Truck													1									191	
	Bus																							
7:00 AM to 7:15 AM	Auto		6		50								38	6					7	11		121		
	Truck				2								1										312	
	Bus																							
7:15 AM to 7:30 AM	Auto		7		62								53	10					8	6		150		
	Truck		1										1	1						1			462	
	Bus																							
7:30 AM to 7:45 AM	Auto		8		65								59	1					3	12		152		
	Truck				3								1										517	
	Bus																							
7:45 AM to 8:00 AM	Auto		8		84								83	3					3	8		191		
	Truck												1	1									614	
	Bus																							
8:00 AM to 8:15 AM	Auto		8		56								49	4					7	10		139		
	Truck				1								3										632	
	Bus				1																			
8:15 AM to 8:30 AM	Auto		10		55								45	10					8	9		142		
	Truck				2								2										624	
	Bus												1											
8:30 AM to 8:45 AM	Auto		11		35								70	5					8	4		143		
	Truck		1		7															2			615	
	Bus																							
8:45 AM to 9:00 AM	Auto		18		52								59	5					7	12		157		
	Truck				1								1	2									581	
	Bus																							
9:00 AM to 9:15 AM	Auto		9		28								52	7					6	4		113		
	Truck		2		3								1										555	
	Bus				1																			
9:15 AM to 9:30 AM	Auto		16		31								38	2					2	7		104		
	Truck				2								2						1	1			517	632
	Bus												2											
Peak Hour Volume (PHV)			48		210								230	26					30	37		581		
PHV (by approach)			258										256						67					
Peak Hour Factor (PHF)		#DIV/0!	0.67	#DIV/0!	0.91	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.82	0.65	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.94	0.77	#DIV/0!			
Total Autos			47		198								223	24					30	35				
Total Trucks			1		11								6	2						2				
Total Buses					1								1											
% Auto		#DIV/0!	97.9%	#DIV/0!	94.3%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	97.0%	92.3%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	100.0%	94.6%	#DIV/0!			
% Heavy Vehicles (Trucks & Buses)		#DIV/0!	2.1%	#DIV/0!	5.7%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	3.0%	7.7%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!		5.4%	#DIV/0!			

FORMATTED FOR HCS 2000 March 2004

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Loc.3
LOCATION: Front Street @ Hannah Street
TIME PERIOD: Midday Peak Period
COUNT DATE : Tuesday, March 22, 2005
WEATHER/PAVEMEN Clear
PRINT DATE & TIME : 12/19/05 2:53 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	Hannah Street (EB)					Hannah Street (WB)					Front Street (NB)					Front Street (SB)					15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20			
		L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2			
11:30 AM to 11:45 AM	Auto		6		35								35	5					4	13		103		
	Truck		2		2								1										103	
	Bus																							
11:45 AM to 12:00 PM	Auto		7		30								28	5					6	11		90		
	Truck				1								1							1			193	
	Bus																							
12:00 PM to 12:15 PM	Auto		5		35								32	2					5	11		91		
	Truck												1										284	
	Bus																							
12:15 PM to 12:30 PM	Auto		8		35								36	4					6	11		102		
	Truck				1															1			386	
	Bus																							
12:30 PM to 12:45 PM	Auto		12		44								30	6					7	11		112		
	Truck				1								1										395	
	Bus																							
12:45 PM to 1:00 PM	Auto		8		36								38	7					3	8		102		
	Truck												2										407	
	Bus																							
1:00 PM to 1:15 PM	Auto		9		44								43	2					2	9		111		
	Truck												2										427	
	Bus																							
1:15 PM to 1:30 PM	Auto		6		31								23	8					7	10		89		
	Truck												3	1									414	
	Bus																							
1:30 PM to 1:45 PM	Auto		8		37								47	4					4	11		114		
	Truck				1								1							1			416	
	Bus																							
1:45 PM to 2:00 PM	Auto		12		36								38	1					4	5		99		
	Truck				1								1										413	464
	Bus												1											
2:00 PM to 2:15 PM	Auto		9		54								46	3					6	15		137		
	Truck		1		1								1						1				439	
	Bus																							
2:15 PM to 2:30 PM	Auto		8		36								48	2					6	13		114		
	Truck				1																		464	
	Bus																							
Peak Hour Volume (PHV)			35		156								142	24					19	38		414		
PHV (by approach)				191										166					57					
Peak Hour Factor (PHF)		#DIV/0!	0.73	#DIV/0!	0.87	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.79	0.67	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.68	0.86	#DIV/0!			
Total Autos			35		155								134	23					19	38				
Total Trucks					1								8	1										
Total Buses																								
% Auto		#DIV/0!	100.0%	#DIV/0!	99.4%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	94.4%	95.8%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	100.0%	100.0%	#DIV/0!			
% Heavy Vehicles (Trucks & Buses)		#DIV/0!		#DIV/0!	0.6%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	5.6%	4.2%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!			#DIV/0!			

FORMATTED FOR HCS 2000 March 2004

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Loc.3
LOCATION: Front Street @ Hannah Street
TIME PERIOD: PM Peak Period
COUNT DATE : Tuesday, March 22, 2005
WEATHER/PAVEMEN Clear
PRINT DATE & TIME : 12/19/05 2:53 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	Hannah Street (EB) 1 L-2	2 L-1	3 T	4 R-1	5 R-2	Hannah Street (WB) 6 L-2	7 L-1	8 T	9 R-1	10 R-2	Front Street (NB) 11 L-2	12 L-1	13 T	14 R-1	15 R-2	Front Street (SB) 16 L-2	17 L-1	18 T	19 R-1	20 R-2	15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
4:00 PM to 4:15 PM	Auto		10		46								58	6					10	11		143		
	Truck				1															1			143	
	Bus																							
4:15 PM to 4:30 PM	Auto		15		38								68	6					9	9		149		
	Truck		1		1								1										292	
	Bus				1																			
4:30 PM to 4:45 PM	Auto		10		31								63	6					3	9		125		
	Truck				1								1										417	
	Bus													1										
4:45 PM to 5:00 PM	Auto		11		45								56	5					4	11		134		
	Truck												1										551	
	Bus				1																			
5:00 PM to 5:15 PM	Auto		14		65								72	12					3	15		183		
	Truck												2										591	
	Bus																							
5:15 PM to 5:30 PM	Auto		14		50								55	8					6	9		143		
	Truck												1										585	
	Bus																							
5:30 PM to 5:45 PM	Auto		10		43								56	4					7	19		141		
	Truck		1		1																		601	
	Bus																							
5:45 PM to 6:00 PM	Auto		13		28								46	6					11	17		121		
	Truck																						588	
	Bus																							
6:00 PM to 6:15 PM	Auto		14		35								42	6					9	20		126		
	Truck																						531	
	Bus																							
6:15 PM to 6:30 PM	Auto		14		30								55	7					7	12		126		
	Truck				1																		514	601
	Bus																							
6:30 PM to 6:45 PM	Auto		20		34								39	5					3	15		117		
	Truck				1																		490	
	Bus																							
6:45 PM to 7:00 PM	Auto		19		29								36	5					8	15		115		
	Truck		1										1							1			484	
	Bus																							
7:00 PM to 7:15 PM	Auto		21		24								34	12					4	15		110		
	Truck																						468	
	Bus																							
7:15 PM to 7:30 PM	Auto		22		17								37	13					1	10		100		
	Truck																						442	
	Bus																							
Peak Hour Volume (PHV)			49		193								251	32					16	44		585		
PHV (by approach)				242										283					60					
Peak Hour Factor (PHF)		#DIV/0!	0.88	#DIV/0!	0.74	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.85	0.67	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.67	0.73	#DIV/0!			
Total Autos			49		191								246	31					16	44				
Total Trucks					1								5											
Total Buses					1									1										
% Auto		#DIV/0!	100.0%	#DIV/0!	99.0%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	98.0%	96.9%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	100.0%	100.0%	#DIV/0!			
% Heavy Vehicles (Trucks & Buses)		#DIV/0!		#DIV/0!	1.0%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	2.0%	3.1%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!			#DIV/0!			

FORMATTED FOR HCS 2000 March 2004

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Loc.4
LOCATION: Bay Street @ Swan Street
TIME PERIOD: AM Peak Period
COUNT DATE : Tuesday, March 22, 2005
WEATHER/PAVEMEN Clear
PRINT DATE & TIME : 12/19/05 2:53 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	Van Duzer Street (EB)					(WB)					Bay Street (NB)					Bay Street (SB)					15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20			
		L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2			
6:30 AM	Auto		16		2								1	40					68	5		152		
to	Truck													3					2	1				
6:45 AM	Bus		1		1									5					6	1			152	
6:45 AM	Auto		20		3									60					82			193		
to	Truck													7					2	1				
7:00 AM	Bus		3		4									3					5	3			345	
7:00 AM	Auto		11		8									80					87	4		218		
to	Truck													3					9					
7:15 AM	Bus		3		3									6					4				563	
7:15 AM	Auto		27		7									56					112	2		241		
to	Truck		1		1									2					4	3				
7:30 AM	Bus		2		2									9					8	5			804	
7:30 AM	Auto		13		6								2	80					135	4		278		
to	Truck		1		2									2					4	2				
7:45 AM	Bus		5		1									13					7	1			930	
7:45 AM	Auto		24		1									70					100	3		220		
to	Truck												1						4					
8:00 AM	Bus		2		3									7					5				957	
8:00 AM	Auto		23		3									80					109	3		249		
to	Truck		1											2					6	2				
8:15 AM	Bus		5		2									5					8				988	
8:15 AM	Auto		12										1	95					77	2		208		
to	Truck		2											3					4					
8:30 AM	Bus		4		2									1					5				955	
8:30 AM	Auto		24		3								12	120					117	6		316		
to	Truck		2		2									8					11					
8:45 AM	Bus		2		1									5					3				993	
8:45 AM	Auto		26		8									67					101	6		250		
to	Truck		1											20					3	1				
9:00 AM	Bus		4		3									6					3	1			1,023	
9:00 AM	Auto		29		4									65					96	5		228		
to	Truck		1		1								1	3					3	1				
9:15 AM	Bus		2		8								1	5					3				1,002	
9:15 AM	Auto		18		1									55					76	6		184		
to	Truck		2											11					9					
9:30 AM	Bus													2					4				978	1,023
Peak Hour Volume (PHV)			106		24								13	412					447	21		1,023		
PHV (by approach)				130										425					468					
Peak Hour Factor (PHF)		#DIV/0!	0.85	#DIV/0!	0.55	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.27	0.77	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.85	0.66	#DIV/0!			
Total Autos			85		14								13	362					404	17				
Total Trucks			6		2									33					24	3				
Total Buses			15		8									17					19	1				
% Auto		#DIV/0!	80.2%	#DIV/0!	58.3%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	100.0%	87.9%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	90.4%	81.0%	#DIV/0!			
% Heavy Vehicles (Trucks & Buses)		#DIV/0!	19.8%	#DIV/0!	41.7%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!		12.1%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	9.6%	19.0%	#DIV/0!			

FORMATTED FOR HCS 2000 March 2004

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Loc.4
LOCATION: Bay Street @ Swan Street
TIME PERIOD: Midday Peak Period
COUNT DATE : Tuesday, March 22, 2005
WEATHER/PAVEMEN Clear
PRINT DATE & TIME : 12/19/05 2:53 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	Van Duzer Street (EB)					(WB)					Bay Street (NB)					Bay Street (SB)					15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20			
		L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2			
11:30 AM	Auto		7		3									50					120	2		198		
to	Truck													4					5					
11:45 AM	Bus		2											3					2				198	
11:45 AM	Auto		11		2									69					110	3		240		
to	Truck												2	18					9	1				
12:00 PM	Bus		2											9					3	1			438	
12:00 PM	Auto		23		2								1	51					119	2		236		
to	Truck		2											14					9	1				
12:15 PM	Bus		2		3								1	3					3				674	
12:15 PM	Auto		11										1	39					93	3		162		
to	Truck		1										1	4					3					
12:30 PM	Bus		1										1	1					3				836	
12:30 PM	Auto		16										3	67					123	3		230		
to	Truck													4					8	2				
12:45 PM	Bus		2											1					1				868	
12:45 PM	Auto		7											54					119	3		194		
to	Truck				1									5					2					
1:00 PM	Bus																		3				822	
1:00 PM	Auto		18											54					136	2		243		
to	Truck		4											5					8					
1:15 PM	Bus		3											3					10				829	
1:15 PM	Auto		17											46					87	2		168		
to	Truck													7					5	1				
1:30 PM	Bus																		3				835	
1:30 PM	Auto		17		2								1	85					105	1		235		
to	Truck		2		1									4					8					
1:45 PM	Bus				1									4					3	1			840	
1:45 PM	Auto		24		1								2	82					105	6		238		
to	Truck		2											8					3					
2:00 PM	Bus		2																3				884	885
2:00 PM	Auto		13										1	84					110	2		238		
to	Truck													4					12	2				
2:15 PM	Bus		2											4					4				879	
2:15 PM	Auto		11											51					81	4		174		
to	Truck													3					12					
2:30 PM	Bus		2																8	2			885	
Peak Hour Volume (PHV)			67		1								3	246					505	13		835		
PHV (by approach)			68											249					518					
Peak Hour Factor (PHF)		#DIV/0!	0.67	#DIV/0!	0.25	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.25	0.85	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.82	0.65	#DIV/0!			
Total Autos			58										3	221					465	10				
Total Trucks			4		1									21					23	3				
Total Buses			5											4					17					
% Auto		#DIV/0!	86.6%	#DIV/0!		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	100.0%	89.8%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	92.1%	76.9%	#DIV/0!			
% Heavy Vehicles (Trucks & Buses)		#DIV/0!	13.4%	#DIV/0!	100.0%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!		10.2%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	7.9%	23.1%	#DIV/0!			

FORMATTED FOR HCS 2000 March 2004

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Loc.4
LOCATION: Bay Street @ Swan Street
TIME PERIOD: PM Peak Period
COUNT DATE : Tuesday, March 22, 2005
WEATHER/PAVEMEN Clear
PRINT DATE & TIME : 12/19/05 2:53 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	Van Duzer Street (EB)					(WB)					Bay Street (NB)					Bay Street (SB)					15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20			
		L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2			
4:00 PM to 4:15 PM	Auto		22										11	102					160	6		323		
	Truck		1										1	4					3	1				
	Bus		3											3					5	1			323	
4:15 PM to 4:30 PM	Auto		22											80					113	6		237		
	Truck													2					3					
	Bus		3											3					3	2			560	
4:30 PM to 4:45 PM	Auto		21		3								3	58					128	7		242		
	Truck		1											3					4					
	Bus		1		1								2	3					5	2			802	
4:45 PM to 5:00 PM	Auto		17											83					140	6		272		
	Truck													3					5	1				
	Bus		3											4					10				1,074	
5:00 PM to 5:15 PM	Auto		25											92					124	3		257		
	Truck													2										
	Bus		2											4					4	1			1,008	
5:15 PM to 5:30 PM	Auto		18											63					137	5		233		
	Truck													1										
	Bus		1											2					6				1,004	
5:30 PM to 5:45 PM	Auto		15										1	120					129	5		290		
	Truck		1											2					1					
	Bus		4											8					4				1,052	
5:45 PM to 6:00 PM	Auto		18											55					89	2		176		
	Truck		2											2										
	Bus		1											4					3				956	
6:00 PM to 6:15 PM	Auto		18		1								1	16					128	4		205		
	Truck		1		2									6					12					
	Bus		2											5					8	1			904	
6:15 PM to 6:30 PM	Auto		26		2								1	25					160	4		242		
	Truck		2		1								1	2					3					
	Bus		2		3									3					7				913	1,074
6:30 PM to 6:45 PM	Auto		15		2								4	22					88	9		155		
	Truck													1										
	Bus		4											1					9				778	
6:45 PM to 7:00 PM	Auto		12		1									59					71	3		153		
	Truck													1										
	Bus													3					3				755	
7:00 PM to 7:15 PM	Auto		18										1	46					76	1		148		
	Truck													1										
	Bus		4											1									698	
7:15 PM to 7:30 PM	Auto		16		1								2	48					70	1		148		
	Truck												1	2										
	Bus		2										1						4				604	
Peak Hour Volume (PHV)			89		4								5	318					563	25		1,004		
PHV (by approach)			93											323					588					
Peak Hour Factor (PHF)		#DIV/0!	0.82	#DIV/0!	0.25	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.25	0.81	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.91	0.69	#DIV/0!			
Total Autos			81		3								3	296					529	21				
Total Trucks			1											9					9	1				
Total Buses			7		1								2	13					25	3				
% Auto		#DIV/0!	91.0%	#DIV/0!	75.0%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	60.0%	93.1%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	94.0%	84.0%	#DIV/0!			
% Heavy Vehicles (Trucks & Buses)		#DIV/0!	9.0%	#DIV/0!	25.0%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	40.0%	6.9%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	6.0%	16.0%	#DIV/0!			

FORMATTED FOR HCS 2000 March 2004

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Loc.5
LOCATION: Bay Street @ Wave Street
TIME PERIOD: AM Peak Period
COUNT DATE : Tuesday, March 22, 2005
WEATHER/PAVEMEN Clear
PRINT DATE & TIME : 12/19/05 2:54 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	Wave Street (EB)					Wave Street (WB)					Bay Street (NB)					Bay Street (SB)					15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20			
		L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2			
6:30 AM to 6:45 AM	Auto									1			1	49				3	63	1		131		
	Truck													1					4					
	Bus													2					6				131	
6:45 AM to 7:00 AM	Auto													45	1			5	68	4		136		
	Truck													4					4					
	Bus													5									267	
7:00 AM to 7:15 AM	Auto								1	4				41	2			1	67			123		
	Truck													2					1					
	Bus													3					1				390	
7:15 AM to 7:30 AM	Auto							1		6				67	1				96			186		
	Truck									3				4										
	Bus									3				5									576	
7:30 AM to 7:45 AM	Auto												3	57	3			4	118			206		
	Truck													4					3					
	Bus													7					7				651	
7:45 AM to 8:00 AM	Auto									4			1	71	2			13	134	1		249		
	Truck													1					6					
	Bus													5					11				764	
8:00 AM to 8:15 AM	Auto							1		2				69	1			3	98	4		195		
	Truck													4					3					
	Bus													5					5				836	
8:15 AM to 8:30 AM	Auto							4		3				68	4			7	97	2		198		
	Truck													2					3					
	Bus													3					5				848	
8:30 AM to 8:45 AM	Auto									5			2	54					101	1		181		
	Truck							1						2	1				5					
	Bus													4					5				823	
8:45 AM to 9:00 AM	Auto							3		3			1	69	5			8	91	1		197		
	Truck													3					4					
	Bus													4					5				771	
9:00 AM to 9:15 AM	Auto							1	1	2				73	7			3	99	2		203		
	Truck													4					3					
	Bus													4					4				779	
9:15 AM to 9:30 AM	Auto							2	1	1			1	71	2				82	1		176		
	Truck									1				3					5					
	Bus													2					4				757	848
Peak Hour Volume (PHV)								9		13			3	287	11			18	422	8		771		
PHV (by approach)									22					301					448					
Peak Hour Factor (PHF)		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.56	#DIV/0!	0.65	#DIV/0!	#DIV/0!	0.38	0.92	0.55	#DIV/0!	#DIV/0!	0.56	0.95	0.50	#DIV/0!			
Total Autos								8		13			3	260	10			18	387	8				
Total Trucks								1						11	1				15					
Total Buses														16					20					
% Auto		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	88.9%	#DIV/0!	100.0%	#DIV/0!	#DIV/0!	100.0%	90.6%	90.9%	#DIV/0!	#DIV/0!	100.0%	91.7%	100.0%	#DIV/0!			
% Heavy Vehicles (Trucks & Buses)		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	11.1%	#DIV/0!		#DIV/0!	#DIV/0!		9.4%	9.1%	#DIV/0!	#DIV/0!		8.3%		#DIV/0!			

FORMATTED FOR HCS 2000 March 2004

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Loc.5
LOCATION: Bay Street @ Wave Street
TIME PERIOD: Midday Peak Period
COUNT DATE : Tuesday, March 22, 2005
WEATHER/PAVEMEN Clear
PRINT DATE & TIME : 12/19/05 2:54 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	Wave Street (EB) 1 L-2	2 L-1	3 T	4 R-1	5 R-2	Wave Street (WB) 6 L-2	7 L-1	8 T	9 R-1	10 R-2	Bay Street (NB) 11 L-2	12 L-1	13 T	14 R-1	15 R-2	Bay Street (SB) 16 L-2	17 L-1	18 T	19 R-1	20 R-2	15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
11:30 AM to 11:45 AM	Auto							2	1	13			1	66	3			4	113			224		
	Truck									1				5				2	6					
	Bus							1		2				2					2				224	
11:45 AM to 12:00 PM	Auto								1	4			7	59	5			6	104			199		
	Truck													3					3					
	Bus													2					5				423	
12:00 PM to 12:15 PM	Auto							2	2	8			2	65	4			5	126	4		229		
	Truck													2					5					
	Bus													1					3				652	
12:15 PM to 12:30 PM	Auto							4		5			3	62	4			2	110	1		197		
	Truck													2					3					
	Bus													1					3				849	
12:30 PM to 12:45 PM	Auto							5	1	7			1	57	5			11	119			223		
	Truck												1	3					6					
	Bus													5					2				848	
12:45 PM to 1:00 PM	Auto							4	2	12			2	49	5			15	142	1		240		
	Truck													3					1					
	Bus													1					3				889	
1:00 PM to 1:15 PM	Auto							7		16			3	58	4			16	127			249		
	Truck												1	2					5					
	Bus													4					6				909	
1:15 PM to 1:30 PM	Auto							7	1	5				46	7			8	91			179		
	Truck								1					2					5					
	Bus													2					4				891	
1:30 PM to 1:45 PM	Auto							3	1	9				60	6			13	106			206		
	Truck																		3					
	Bus													2					3				874	
1:45 PM to 2:00 PM	Auto							3		8				54	5			7	105			195		
	Truck									1				4					3					
	Bus													1					4				829	909
2:00 PM to 2:15 PM	Auto							3	2	8			3	49	7			5	104			188		
	Truck													1					1					
	Bus													2					3				768	
2:15 PM to 2:30 PM	Auto							6	2	6				45	8			12	89	1		177		
	Truck							1						1					2					
	Bus									1				1					2				766	
Peak Hour Volume (PHV)								23	5	40			8	232	21			50	511	1		891		
PHV (by approach)									68					261					562					
Peak Hour Factor (PHF)		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.82	0.63	0.63	#DIV/0!	#DIV/0!	0.50	0.89	0.75	#DIV/0!	#DIV/0!	0.78	0.88	0.25	#DIV/0!			
Total Autos								23	4	40			6	210	21			50	479	1				
Total Trucks									1				2	10					17					
Total Buses														12					15					
% Auto		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	100.0%	80.0%	100.0%	#DIV/0!	#DIV/0!	75.0%	90.5%	100.0%	#DIV/0!	#DIV/0!	100.0%	93.7%	100.0%	#DIV/0!			
% Heavy Vehicles (Trucks & Buses)		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!		20.0%		#DIV/0!	#DIV/0!	25.0%	9.5%		#DIV/0!	#DIV/0!		6.3%		#DIV/0!			

FORMATTED FOR HCS 2000 March 2004

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Loc.5
LOCATION: Bay Street @ Wave Street
TIME PERIOD: PM Peak Period
COUNT DATE : Tuesday, March 22, 2005
WEATHER/PAVEMEN Clear
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Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	Wave Street (EB) 1 L-2	2 L-1	3 T	4 R-1	5 R-2	Wave Street (WB) 6 L-2	7 L-1	8 T	9 R-1	10 R-2	Bay Street (NB) 11 L-2	12 L-1	13 T	14 R-1	15 R-2	Bay Street (SB) 16 L-2	17 L-1	18 T	19 R-1	20 R-2	15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
4:00 PM to 4:15 PM	Auto							2	1	10				69	5			9	134	1		243		
	Truck													1					2					
	Bus								1	1				2					5				243	
4:15 PM to 4:30 PM	Auto							4		6				86	5			12	125	4		253		
	Truck							1											2					
	Bus													2					6				496	
4:30 PM to 4:45 PM	Auto							2		8			1	46	7			10	103	1		186		
	Truck																		2					
	Bus													3					3				682	
4:45 PM to 5:00 PM	Auto							1		7			2	68	5			13	137	1		245		
	Truck																		2					
	Bus													1					8				927	
5:00 PM to 5:15 PM	Auto							2		12			1	58	7			11	153	1		248		
	Truck																							
	Bus													2					1				932	
5:15 PM to 5:30 PM	Auto							2		7				54	3			7	115			197		
	Truck																							
	Bus													2					7				876	
5:30 PM to 5:45 PM	Auto							2		4			2	65	6			3	96			186		
	Truck																							
	Bus													3					5				876	
5:45 PM to 6:00 PM	Auto							3	1	9			1	61	4			5	88	1		183		
	Truck																							
	Bus													4					6				814	
6:00 PM to 6:15 PM	Auto							5		5			3	59	5			6	64	1		158		
	Truck												1	4					1					
	Bus													1					3				724	
6:15 PM to 6:30 PM	Auto							2	1	5				37	3			5	56	1		116		
	Truck																							
	Bus													2					4				643	932
6:30 PM to 6:45 PM	Auto							2	1	8			2	62	4			6	73	1		166		
	Truck																							
	Bus													1					6				623	
6:45 PM to 7:00 PM	Auto							3		8				39	2			2	41			105		
	Truck													1										
	Bus													4					5				545	
7:00 PM to 7:15 PM	Auto							3		2				41	3			5	51			108		
	Truck																							
	Bus													2					1				495	
7:15 PM to 7:30 PM	Auto							1		3				39	4			4	47			105		
	Truck																							
	Bus													3					4				484	
Peak Hour Volume (PHV)								7		34			4	234	22			41	531	3		876		
PHV (by approach)									41					260					575					
Peak Hour Factor (PHF)		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.88	#DIV/0!	0.71	#DIV/0!	#DIV/0!	0.50	0.85	0.79	#DIV/0!	#DIV/0!	0.79	0.86	0.75	#DIV/0!			
Total Autos								7		34			4	226	22			41	508	3				
Total Trucks																			4					
Total Buses														8					19					
% Auto		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	100.0%	#DIV/0!	100.0%	#DIV/0!	#DIV/0!	100.0%	96.6%	100.0%	#DIV/0!	#DIV/0!	100.0%	95.7%	100.0%	#DIV/0!			
% Heavy Vehicles (Trucks & Buses)		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!		#DIV/0!		#DIV/0!	#DIV/0!		3.4%		#DIV/0!	#DIV/0!		4.3%		#DIV/0!			

FORMATTED FOR HCS 2000 March 2004

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Loc.6
LOCATION: Bay Street @ Prospect Street
TIME PERIOD: AM Peak Period
COUNT DATE : Tuesday, March 22, 2005
WEATHER/PAVEMEN Clear
PRINT DATE & TIME : 12/19/05 2:59 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	Prospect Street (EB) 1 L-2	2 L-1	3 T	4 R-1	5 R-2	(WB) 6 L-2	7 L-1	8 T	9 R-1	10 R-2	Bay Street (NB) 11 L-2	12 L-1	13 T	14 R-1	15 R-2	Bay Street (SB) 16 L-2	17 L-1	18 T	19 R-1	20 R-2	15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
6:30 AM	Auto		1	2	4									54	3			3	83			164		
to	Truck													3					2					
6:45 AM	Bus													3					6				164	
6:45 AM	Auto		5		1									60	2			1	91			175		
to	Truck													2					4					
7:00 AM	Bus				2									7									339	
7:00 AM	Auto		2	1	1									65	4			2	81			177		
to	Truck													4				1	4					
7:15 AM	Bus													3					9				516	
7:15 AM	Auto		5	4	1									63	2			5	21			126		
to	Truck													6	1				5					
7:30 AM	Bus				3									5					5				642	
7:30 AM	Auto				6									70	4			2	148			251		
to	Truck													2					6					
7:45 AM	Bus													8					5				729	
7:45 AM	Auto		3	2	2									97	4			5	116			249		
to	Truck													3					7					
8:00 AM	Bus													3					7				803	
8:00 AM	Auto		3	2	6									72	7			6	124			243		
to	Truck													2					9					
8:15 AM	Bus													6					6				869	
8:15 AM	Auto		2	1										67	3			3	128			226		
to	Truck													2				1	9					
8:30 AM	Bus			1										2					7				969	
8:30 AM	Auto		1	2	4									113	2			7	136			294		
to	Truck													5					17					
8:45 AM	Bus													4					3				1,012	
8:45 AM	Auto		1	1	2									105	3			1	109			242		
to	Truck		1											4					10					
9:00 AM	Bus													2					3				1,005	
9:00 AM	Auto		2	3	3									108	5			1	131			271		
to	Truck			1	1									8					2					
9:15 AM	Bus													3					3				1,033	
9:15 AM	Auto				2									102	5			2	109			244		
to	Truck													11					8					
9:30 AM	Bus													1					4				1,051	1,051
Peak Hour Volume (PHV)			8	7	12									384	15			18	561			1,005		
PHV (by approach)				27										399					579					
Peak Hour Factor (PHF)		#DIV/0!	0.67	0.88	0.50	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.79	0.54	#DIV/0!	#DIV/0!	0.64	0.90	#DIV/0!	#DIV/0!			
Total Autos			7	6	12									357	15			17	497					
Total Trucks			1											13				1	45					
Total Buses				1										14					19					
% Auto		#DIV/0!	87.5%	85.7%	100.0%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	93.0%	100.0%	#DIV/0!	#DIV/0!	94.4%	88.6%	#DIV/0!	#DIV/0!			
% Heavy Vehicles (Trucks & Buses)		#DIV/0!	12.5%	14.3%		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	7.0%		#DIV/0!	#DIV/0!	5.6%	11.4%	#DIV/0!	#DIV/0!			

FORMATTED FOR HCS 2000 March 2004

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Loc.6
LOCATION: Bay Street @ Prospect Street
TIME PERIOD: Midday Peak Period
COUNT DATE : Tuesday, March 22, 2005
WEATHER/PAVEMEN Clear
PRINT DATE & TIME : 12/19/05 2:59 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	Prospect Street (EB) 1 L-2	2 L-1	3 T	4 R-1	5 R-2	(WB) 6 L-2	7 L-1	8 T	9 R-1	10 R-2	Bay Street (NB) 11 L-2	12 L-1	13 T	14 R-1	15 R-2	Bay Street (SB) 16 L-2	17 L-1	18 T	19 R-1	20 R-2	15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
11:30 AM	Auto		2	2	3									87	8			5	132			260		
to	Truck													6	2				9					
11:45 AM	Bus													2					2				260	
11:45 AM	Auto		2	1	3									90	8			4	148			278		
to	Truck													6	1				10					
12:00 PM	Bus													1					4				538	
12:00 PM	Auto		2	3	6									80	7			4	147			264		
to	Truck													4					8					
12:15 PM	Bus																		3				802	
12:15 PM	Auto		2		3									93	6			3	116			233		
to	Truck				1									1					3					
12:30 PM	Bus													2					3				1,035	
12:30 PM	Auto		1	1	4									113	3			4	172			309		
to	Truck			2	1									5										
12:45 PM	Bus													2					1				1,084	
12:45 PM	Auto		2		1									75	2			6	153			253		
to	Truck													6	1				2					
1:00 PM	Bus																		5				1,059	
1:00 PM	Auto		6	3	3									91	7			11	161			308		
to	Truck		1		1									2	1			1	8					
1:15 PM	Bus													4					8				1,103	
1:15 PM	Auto			1	1									87				3	112			224		
to	Truck		1											8					6					
1:30 PM	Bus													2					3				1,094	
1:30 PM	Auto		4	1	3									82	9			1	126			239		
to	Truck													1					7					
1:45 PM	Bus													3					2				1,024	
1:45 PM	Auto		3	2	3									119	4			2	128			280		
to	Truck													6					8					
2:00 PM	Bus			1										1					3				1,051	1,103
2:00 PM	Auto			1	2									93	5			3	138			259		
to	Truck				1									1					7					
2:15 PM	Bus		1											3					4				1,002	
2:15 PM	Auto		5	3	1									96	4			3	130			262		
to	Truck													5				1	8					
2:30 PM	Bus													3					3				1,040	
Peak Hour Volume (PHV)			11	7	11									395	14			25	631			1,094		
PHV (by approach)				29										409					656					
Peak Hour Factor (PHF)		#DIV/0!	0.39	0.58	0.55	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.82	0.44	#DIV/0!	#DIV/0!	0.52	0.89	#DIV/0!	#DIV/0!			
Total Autos			9	5	9									366	12			24	598					
Total Trucks			2	2	2									21	2			1	16					
Total Buses														8					17					
% Auto		#DIV/0!	81.8%	71.4%	81.8%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	92.7%	85.7%	#DIV/0!	#DIV/0!	96.0%	94.8%	#DIV/0!	#DIV/0!			
% Heavy Vehicles (Trucks & Buses)		#DIV/0!	18.2%	28.6%	18.2%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	7.3%	14.3%	#DIV/0!	#DIV/0!	4.0%	5.2%	#DIV/0!	#DIV/0!			

FORMATTED FOR HCS 2000 March 2004

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Loc.6
LOCATION: Bay Street @ Prospect Street
TIME PERIOD: PM Peak Period
COUNT DATE : Tuesday, March 22, 2005
WEATHER/PAVEMEN Clear
PRINT DATE & TIME : 12/19/05 2:59 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	Prospect Street (EB) 1 L-2	2 L-1	3 T	4 R-1	5 R-2	(WB) 6 L-2	7 L-1	8 T	9 R-1	10 R-2	Bay Street (NB) 11 L-2	12 L-1	13 T	14 R-1	15 R-2	Bay Street (SB) 16 L-2	17 L-1	18 T	19 R-1	20 R-2	15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
4:00 PM to 4:15 PM	Auto		1	4	3									98	2				1	168		291		
	Truck													3						4				
	Bus													2						5			291	
4:15 PM to 4:30 PM	Auto		2		5									109	8				3	133		275		
	Truck				1									3					1	3				
	Bus													2						5			566	
4:30 PM to 4:45 PM	Auto		2	1	7									80	7				5	150		268		
	Truck				1									3					2	5				
	Bus													3						2			834	
4:45 PM to 5:00 PM	Auto			1	4									114	7				3	169		318		
	Truck													1						5				
	Bus													2						12			1,152	
5:00 PM to 5:15 PM	Auto		1	1	6									93	5				3	185		300		
	Truck		1											1						1				
	Bus													3									1,161	
5:15 PM to 5:30 PM	Auto		2	3	1									106	9				1	152		286		
	Truck			1																1				
	Bus													3						7			1,172	
5:30 PM to 5:45 PM	Auto			2	5									98	3				5	144		267		
	Truck																			2				
	Bus													4						4			1,171	
5:45 PM to 6:00 PM	Auto		2	1	2									103	8				5	155		289		
	Truck													1										
	Bus													5						7			1,142	
6:00 PM to 6:15 PM	Auto		3		6									96	10				5	147		277		
	Truck													4						1				
	Bus													1						4			1,119	
6:15 PM to 6:30 PM	Auto		2	1	3									83	5				2	141		247		
	Truck													1						1				
	Bus													1						7			1,080	1,172
6:30 PM to 6:45 PM	Auto		2		7									68	3				3	118		210		
	Truck													2						6				
	Bus													1									1,023	
6:45 PM to 7:00 PM	Auto		2	1	5									82	4				1	121		231		
	Truck		2		1									2										
	Bus		5											5									965	
7:00 PM to 7:15 PM	Auto		5	2	7									86	1				9	131		245		
	Truck																			1				
	Bus													1						2			933	
7:15 PM to 7:30 PM	Auto		1		3									81	3				1	99		193		
	Truck																			4				
	Bus													1									879	
Peak Hour Volume (PHV)			6	7	19									409	28				14	689		1,172		
PHV (by approach)				32										437					703					
Peak Hour Factor (PHF)		#DIV/0!	0.75	0.44	0.59	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.87	0.78	#DIV/0!	#DIV/0!	#DIV/0!	0.50	0.93	#DIV/0!			
Total Autos			5	6	18									393	28				12	656				
Total Trucks			1	1	1									5					2	12				
Total Buses														11						21				
% Auto		#DIV/0!	83.3%	85.7%	94.7%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	96.1%	100.0%	#DIV/0!	#DIV/0!	#DIV/0!	85.7%	95.2%	#DIV/0!			
% Heavy Vehicles (Trucks & Buses)		#DIV/0!	16.7%	14.3%	5.3%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	3.9%		#DIV/0!	#DIV/0!	#DIV/0!	14.3%	4.8%	#DIV/0!			

FORMATTED FOR HCS 2000 March 2004

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Loc.8
LOCATION: Bay Street @ Canal Street
TIME PERIOD: AM Peak Period
COUNT DATE : Tuesday, March 22, 2005
WEATHER/PAVEMEN Clear
PRINT DATE & TIME : 12/19/05 3:00 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	Canal Street (EB)					Canal Street (WB)					Bay Street (NB)					Bay Street (SB)					15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20			
		L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2			
6:30 AM	Auto		4	1	2									36	3			2	64			128		
to	Truck													2					3					
6:45 AM	Bus													4	1				6				128	
6:45 AM	Auto		6	1	1									50	1				103			176		
to	Truck		1											4					1					
7:00 AM	Bus		1											4					3				304	
7:00 AM	Auto		9	4	2					1				79	1			2	92			212		
to	Truck													6					8					
7:15 AM	Bus		1											4					3				516	
7:15 AM	Auto		11	2	6			1		4				76	1			3	113			241		
to	Truck		1											7					4					
7:30 AM	Bus		3											5					4				757	
7:30 AM	Auto		8	2	3									69				1	131			235		
to	Truck			1										3					3					
7:45 AM	Bus		2											6					6				864	
7:45 AM	Auto		16	3	5			1		1				53				1	120			218		
to	Truck													3					6					
8:00 AM	Bus													5					4				906	
8:00 AM	Auto		14	4	1			1						58	3			2	111			228		
to	Truck													18					6					
8:15 AM	Bus				1									2					7				922	
8:15 AM	Auto		15	7	3			2		1				54	3			3	84			198		
to	Truck		1					1						7					6					
8:30 AM	Bus		1		1									3					6				879	
8:30 AM	Auto		17	9	4			2		2				68	1			1	96			225		
to	Truck				1									4	1				13					
8:45 AM	Bus		1											3					2				869	
8:45 AM	Auto		15	5	1					2				53	3			6	95			198		
to	Truck		1					1						5					7					
9:00 AM	Bus		1											1					2				849	
9:00 AM	Auto		20	7	6			1						81	8			4	87			233		
to	Truck		2											6	1				4					
9:15 AM	Bus													4					2				854	
9:15 AM	Auto		20	6	3			1		1				75	6			7	73			212		
to	Truck		3											5	1				8					
9:30 AM	Bus		1											1					1				868	922
Peak Hour Volume (PHV)			66	25	12			7		5				276	11			12	435			849		
PHV (by approach)				103					12					287					447					
Peak Hour Factor (PHF)		#DIV/0!	0.92	0.69	0.60	#DIV/0!	#DIV/0!	0.58	#DIV/0!	0.63	#DIV/0!	#DIV/0!	#DIV/0!	0.88	0.92	#DIV/0!	#DIV/0!	0.50	0.88	#DIV/0!	#DIV/0!			
Total Autos			61	25	9			5		5				233	10			12	386					
Total Trucks			2		1			2						34	1				32					
Total Buses			3		2									9					17					
% Auto		#DIV/0!	92.4%	100.0%	75.0%	#DIV/0!	#DIV/0!	71.4%	#DIV/0!	100.0%	#DIV/0!	#DIV/0!	#DIV/0!	84.4%	90.9%	#DIV/0!	#DIV/0!	100.0%	88.7%	#DIV/0!	#DIV/0!			
% Heavy Vehicles (Trucks & Buses)		#DIV/0!	7.6%		25.0%	#DIV/0!	#DIV/0!	28.6%	#DIV/0!		#DIV/0!	#DIV/0!	#DIV/0!	15.6%	9.1%	#DIV/0!	#DIV/0!		11.3%	#DIV/0!	#DIV/0!			

FORMATTED FOR HCS 2000 March 2004

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Loc.8
LOCATION: Bay Street @ Canal Street
TIME PERIOD: Midday Peak Period
COUNT DATE : Tuesday, March 22, 2005
WEATHER/PAVEMEN Clear
PRINT DATE & TIME : 12/19/05 3:00 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	Canal Street (EB)					Canal Street (WB)					Bay Street (NB)					Bay Street (SB)					15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20			
		L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2			
11:30 AM	Auto		25	12	6			2		1				67	6			4	104			257		
to	Truck		3	1										7				1	11					
11:45 AM	Bus													3					4				257	
11:45 AM	Auto		22	7	7			6		1				50	5			4	105			239		
to	Truck				2			1						10	2			1	11					
12:00 PM	Bus		1																4				496	
12:00 PM	Auto		24	7	6			5		3				52	10			3	92			221		
to	Truck													7	2				5					
12:15 PM	Bus													3				1	1				717	
12:15 PM	Auto		23	5	12			1		1				61	2			2	80			200		
to	Truck													5	1				2					
12:30 PM	Bus													1					4				917	
12:30 PM	Auto		34	3	4			5		2				63	6			3	93			240		
to	Truck		5	7										2					10					
12:45 PM	Bus		1											2									900	
12:45 PM	Auto		23	7	7			1		2				51	2			5	95			213		
to	Truck		2	1										8					5					
1:00 PM	Bus		1											1					2				874	
1:00 PM	Auto		31	8	9			2		1				60	6			4	102			243		
to	Truck			2										5					4					
1:15 PM	Bus													4					5				896	
1:15 PM	Auto		22	9	10			2		2				69	6			1	92			234		
to	Truck		3		1									8					5					
1:30 PM	Bus													2					2				930	
1:30 PM	Auto		20	8	6			4		2				60	1			7	84			211		
to	Truck													5					10					
1:45 PM	Bus		1											2					1				901	
1:45 PM	Auto		22	8	3			3		3				59	3			5	69			199		
to	Truck		3											10					8					
2:00 PM	Bus		1											1					1				887	930
2:00 PM	Auto		29	4	4			3		5				65	4			2	87			218		
to	Truck		1							1				3					7					
2:15 PM	Bus													1					2				862	
2:15 PM	Auto		21	7	2									59	5			1	91			211		
to	Truck				2									8					10					
2:30 PM	Bus													2					3				839	
Peak Hour Volume (PHV)			122	37	31			10		7				275	20			13	415			930		
PHV (by approach)				190					17					295					428					
Peak Hour Factor (PHF)		#DIV/0!	0.76	0.93	0.70	#DIV/0!	#DIV/0!	0.50	#DIV/0!	0.88	#DIV/0!	#DIV/0!	#DIV/0!	0.87	0.83	#DIV/0!	#DIV/0!	0.65	0.93	#DIV/0!	#DIV/0!			
Total Autos			110	27	30			10		7				243	20			13	382					
Total Trucks			10	10	1									23					24					
Total Buses			2											9					9					
% Auto		#DIV/0!	90.2%	73.0%	96.8%	#DIV/0!	#DIV/0!	100.0%	#DIV/0!	100.0%	#DIV/0!	#DIV/0!	#DIV/0!	88.4%	100.0%	#DIV/0!	#DIV/0!	100.0%	92.0%	#DIV/0!	#DIV/0!			
% Heavy Vehicles (Trucks & Buses)		#DIV/0!	9.8%	27.0%	3.2%	#DIV/0!	#DIV/0!		#DIV/0!		#DIV/0!	#DIV/0!	#DIV/0!	11.6%		#DIV/0!	#DIV/0!		8.0%	#DIV/0!	#DIV/0!			

FORMATTED FOR HCS 2000 March 2004

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Loc.8
LOCATION: Bay Street @ Canal Street
TIME PERIOD: PM Peak Period
COUNT DATE : Tuesday, March 22, 2005
WEATHER/PAVEMEN Clear
PRINT DATE & TIME : 12/19/05 3:00 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	Canal Street (EB) 1 L-2	2 L-1	3 T	4 R-1	5 R-2	Canal Street (WB) 6 L-2	7 L-1	8 T	9 R-1	10 R-2	Bay Street (NB) 11 L-2	12 L-1	13 T	14 R-1	15 R-2	Bay Street (SB) 16 L-2	17 L-1	18 T	19 R-1	20 R-2	15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
4:00 PM to 4:15 PM	Auto		33	10	4			4		5				105	2			6	144			336		
	Truck													6	2				7					
	Bus													3				1	4				336	
4:15 PM to 4:30 PM	Auto		27	10	2			5						95	4			5	91			252		
	Truck		1											2					3					
	Bus		1											2					4				588	
4:30 PM to 4:45 PM	Auto		22	9	6			3		2				54	1			2	113			227		
	Truck		2											5					4					
	Bus		1											3									815	
4:45 PM to 5:00 PM	Auto		24	1	9			5		3				69	2			2	106			235		
	Truck													1				1	3					
	Bus		1	1										2					5				1,050	
5:00 PM to 5:15 PM	Auto		15	7	9			2		5				88	8			2	145			290		
	Truck		1							1				1				1						
	Bus													2					3				1,004	
5:15 PM to 5:30 PM	Auto		19	9	3			5		4				72				2	117			242		
	Truck																		2					
	Bus		2											2				1	4				994	
5:30 PM to 5:45 PM	Auto		24	4	8			2		2				60	3			3	115			233		
	Truck		1	1										2					1					
	Bus		1											3					3				1,000	
5:45 PM to 6:00 PM	Auto		24	5	5					3				63	1			4	120			246		
	Truck													9	2				1					
	Bus		1											4					4				1,011	
6:00 PM to 6:15 PM	Auto		24	2	5			5		3				76	3			2	108			237		
	Truck													4										
	Bus		2											1					2				958	
6:15 PM to 6:30 PM	Auto		20	5	4									57	2			5	98			199		
	Truck													2					1					
	Bus													2					3				915	1,050
6:30 PM to 6:45 PM	Auto		18	6	4									58	4			2	92			192		
	Truck																		1					
	Bus																		7				874	
6:45 PM to 7:00 PM	Auto		7	5	7			1		1				46	2			2	71			152		
	Truck							1						1					1					
	Bus		2											3					2				780	
7:00 PM to 7:15 PM	Auto		14	8	5			3		2				45	4			1	93			184		
	Truck			1										1	1				3					
	Bus													2					1				727	
7:15 PM to 7:30 PM	Auto		14	5	8			2		1				59	2				76			172		
	Truck													1										
	Bus		1											1					2				700	
Peak Hour Volume (PHV)			87	27	27			15		15				299	11			11	502			994		
PHV (by approach)			141					30						310					513					
Peak Hour Factor (PHF)		#DIV/0!	0.87	0.75	0.75	#DIV/0!	#DIV/0!	0.75	#DIV/0!	0.63	#DIV/0!	#DIV/0!	#DIV/0!	0.82	0.34	#DIV/0!	#DIV/0!	0.92	0.85	#DIV/0!	#DIV/0!			
Total Autos			80	26	27			15		14				283	11			8	481					
Total Trucks			3							1				7				2	9					
Total Buses			4	1										9				1	12					
% Auto		#DIV/0!	92.0%	96.3%	100.0%	#DIV/0!	#DIV/0!	100.0%	#DIV/0!	93.3%	#DIV/0!	#DIV/0!	#DIV/0!	94.6%	100.0%	#DIV/0!	#DIV/0!	72.7%	95.8%	#DIV/0!	#DIV/0!			
% Heavy Vehicles (Trucks & Buses)		#DIV/0!	8.0%	3.7%		#DIV/0!	#DIV/0!		#DIV/0!	6.7%	#DIV/0!	#DIV/0!	#DIV/0!	5.4%		#DIV/0!	#DIV/0!	27.3%	4.2%	#DIV/0!	#DIV/0!			

FORMATTED FOR HCS 2000 March 2004

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Loc.9
LOCATION: Bay Street @ Thompson Street
TIME PERIOD: AM Peak Period
COUNT DATE : Tuesday, March 22, 2005
WEATHER/PAVEMEN Clear
PRINT DATE & TIME : 12/19/05 3:00 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	(EB) 1 L-2	(EB) 2 L-1	(EB) 3 T	(EB) 4 R-1	(EB) 5 R-2	Thompson Street (WB) 6 L-2	(WB) 7 L-1	(WB) 8 T	(WB) 9 R-1	(WB) 10 R-2	Bay Street (NB) 11 L-2	(NB) 12 L-1	(NB) 13 T	(NB) 14 R-1	(NB) 15 R-2	Bay Street (SB) 16 L-2	(SB) 17 L-1	(SB) 18 T	(SB) 19 R-1	(SB) 20 R-2	15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
6:30 AM to 6:45 AM	Auto							3		1				42					71	1		132		
	Truck													2					4					
	Bus													4					4				132	
6:45 AM to 7:00 AM	Auto							2	1	1				65					109			192		
	Truck													6					3					
	Bus													2					3				324	
7:00 AM to 7:15 AM	Auto							2					1	71					110	1		204		
	Truck													3					10					
	Bus													3					3				528	
7:15 AM to 7:30 AM	Auto							6	1	1			1	72					125	4		227		
	Truck													6					4					
	Bus													3					4				755	
7:30 AM to 7:45 AM	Auto							2						72					143	5		242		
	Truck													3					8					
	Bus													5					4				865	
7:45 AM to 8:00 AM	Auto							2	1				1	107					142	4		270		
	Truck													4					6					
	Bus													2					1				943	
8:00 AM to 8:15 AM	Auto							3	1				1	86					120	1		237		
	Truck													10					6					
	Bus													2					7				976	
8:15 AM to 8:30 AM	Auto							8		1			2	87					102	2		217		
	Truck													3					8					
	Bus													2					2				966	
8:30 AM to 8:45 AM	Auto							3		3			1	114					103	2		257		
	Truck							1						9					14					
	Bus													5					2				981	
8:45 AM to 9:00 AM	Auto							2					1	100					106			228		
	Truck													6					10					
	Bus													1					2				939	
9:00 AM to 9:15 AM	Auto							3	2	1			1	115					109	5		253		
	Truck													7					5					
	Bus													3					2				955	
9:15 AM to 9:30 AM	Auto							1	1	1				96					94	3		216		
	Truck													8					9					
	Bus													1					2				954	981
Peak Hour Volume (PHV)								17	1	4			5	425					482	5		939		
PHV (by approach)									22					430					487					
Peak Hour Factor (PHF)		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.53	0.25	0.33	#DIV/0!	#DIV/0!	0.63	0.83	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.91	0.63	#DIV/0!			
Total Autos								16	1	4			5	387					431	5				
Total Trucks								1						28					38					
Total Buses														10					13					
% Auto		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	94.1%	100.0%	100.0%	#DIV/0!	#DIV/0!	100.0%	91.1%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	89.4%	100.0%	#DIV/0!			
% Heavy Vehicles (Trucks & Buses)		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	5.9%			#DIV/0!	#DIV/0!		8.9%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	10.6%		#DIV/0!			

FORMATTED FOR HCS 2000 March 2004

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Loc.9
LOCATION: Bay Street @ Thompson Street
TIME PERIOD: Midday Peak Period
COUNT DATE : Tuesday, March 22, 2005
WEATHER/PAVEMEN Clear
PRINT DATE & TIME : 12/19/05 3:00 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	(EB) 1 L-2	(EB) 2 L-1	(EB) 3 T	(EB) 4 R-1	(EB) 5 R-2	Thompson Street (WB) 6 L-2	(WB) 7 L-1	(WB) 8 T	(WB) 9 R-1	(WB) 10 R-2	Bay Street (NB) 11 L-2	(NB) 12 L-1	(NB) 13 T	(NB) 14 R-1	(NB) 15 R-2	Bay Street (SB) 16 L-2	(SB) 17 L-1	(SB) 18 T	(SB) 19 R-1	(SB) 20 R-2	15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
11:30 AM to 11:45 AM	Auto							5	2				1	78					119			223		
	Truck							1	1					4					8					
	Bus													2					2				223	
11:45 AM to 12:00 PM	Auto							4	3	3			1	81					122			239		
	Truck													10					11	1				
	Bus													1					2				462	
12:00 PM to 12:15 PM	Auto							8	1	2			1	77					102	3		205		
	Truck												1	4					5					
	Bus																		1				667	
12:15 PM to 12:30 PM	Auto							8		1				92					102	4		222		
	Truck							1						5					4					
	Bus													2					3				889	
12:30 PM to 12:45 PM	Auto							1					2	82					106	1		207		
	Truck							1						2					10					
	Bus													2									873	
12:45 PM to 1:00 PM	Auto							4	1					84					126	3		235		
	Truck													6					6					
	Bus													2					3				869	
1:00 PM to 1:15 PM	Auto							1	2	3			1	87					103	2		218		
	Truck													7					6					
	Bus													2					4				882	
1:15 PM to 1:30 PM	Auto							1		2			3	96					114	1		236		
	Truck							1					1	8					5					
	Bus													2					2				896	
1:30 PM to 1:45 PM	Auto							3	1	2			2	86					101	2		211		
	Truck													3					8					
	Bus													2					1				900	
1:45 PM to 2:00 PM	Auto							6	1	2				114					109			246		
	Truck													3					6					
	Bus													1					4				911	911
2:00 PM to 2:15 PM	Auto							5	1	5			2	108					109	2		243		
	Truck													1					7					
	Bus													1					2				936	
2:15 PM to 2:30 PM	Auto							2	3	4			1	82					93	2		206		
	Truck									1				6					7					
	Bus								1					2					2				906	
Peak Hour Volume (PHV)								9	3	5			7	380					485	7		896		
PHV (by approach)									17					387					492					
Peak Hour Factor (PHF)		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.56	0.38	0.42	#DIV/0!	#DIV/0!	0.44	0.90	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.90	0.58	#DIV/0!			
Total Autos								7	3	5			6	349					449	7				
Total Trucks								2					1	23					27					
Total Buses														8					9					
% Auto		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	77.8%	100.0%	100.0%	#DIV/0!	#DIV/0!	85.7%	91.8%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	92.6%	100.0%	#DIV/0!			
% Heavy Vehicles (Trucks & Buses)		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	22.2%			#DIV/0!	#DIV/0!	14.3%	8.2%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	7.4%		#DIV/0!			

FORMATTED FOR HCS 2000 March 2004

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Loc.9
LOCATION: Bay Street @ Thompson Street
TIME PERIOD: PM Peak Period
COUNT DATE : Tuesday, March 22, 2005
WEATHER/PAVEMEN Clear
PRINT DATE & TIME : 12/19/05 3:00 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	(EB) 1 L-2	2 L-1	3 T	4 R-1	5 R-2	*Thompson Street* (WB) 6 L-2	7 L-1	8 T	9 R-1	10 R-2	*Bay Street* (NB) 11 L-2	12 L-1	13 T	14 R-1	15 R-2	*Bay Street* (SB) 16 L-2	17 L-1	18 T	19 R-1	20 R-2	15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
4:00 PM to 4:15 PM	Auto							1	1	2			1	116					153	2		289		
	Truck													6					2					
	Bus													2					3					
4:15 PM to 4:30 PM	Auto							2		1			2	132					105	1		257	289	
	Truck													2					8					
	Bus													2					2					
4:30 PM to 4:45 PM	Auto							7	1	1				93					122	4		242	546	
	Truck													5					6					
	Bus													3										
4:45 PM to 5:00 PM	Auto							3		2			3	96					117	2		234	788	
	Truck													2					4					
	Bus													1					4					
5:00 PM to 5:15 PM	Auto							3	2	1				124					162	4		303	1,022	
	Truck													1					1					
	Bus													2					3					
5:15 PM to 5:30 PM	Auto							3		6			1	98					123	1		242	1,036	
	Truck									1				1					2					
	Bus													3					3					
5:30 PM to 5:45 PM	Auto							3	1	2			1	101					126	3		246	1,021	
	Truck																		2					
	Bus													3					4					
5:45 PM to 6:00 PM	Auto							2		1			3	91					111	2		218	1,025	
	Truck													1										
	Bus													3					4					
6:00 PM to 6:15 PM	Auto							6						114					121	3		252	1,009	
	Truck													4					1					
	Bus													1					2					
6:15 PM to 6:30 PM	Auto							2	1	4			2	72					109	1		201	958	
	Truck									1				1					2					
	Bus													2					4					
6:30 PM to 6:45 PM	Auto							2					1	76					101	4		194	917	
	Truck													2					1					
	Bus													1					6					
6:45 PM to 7:00 PM	Auto							3	1	4			2	76					106	1		201	865	
	Truck													1					2					
	Bus													3					2					
7:00 PM to 7:15 PM	Auto							4	1	1			3	85					103	1		204	848	
	Truck																		3					
	Bus													2					1					
7:15 PM to 7:30 PM	Auto							3		3			3	78					93			185	800	
	Truck													1										
	Bus													1					3					
Peak Hour Volume (PHV)								16	3	11			4	429					547	11		1,021	784	1,038
PHV (by approach)									30					433					558					
Peak Hour Factor (PHF)		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.57	0.38	0.39	#DIV/0!	#DIV/0!	0.33	0.84	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.82	0.69	#DIV/0!			
Total Autos								16	3	10			4	411					524	11				
Total Trucks										1				9					13					
Total Buses														9					10					
% Auto		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	100.0%	100.0%	90.9%	#DIV/0!	#DIV/0!	100.0%	95.8%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	95.8%	100.0%	#DIV/0!			
% Heavy Vehicles (Trucks & Buses)		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!			9.1%	#DIV/0!	#DIV/0!		4.2%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	4.2%		#DIV/0!			

FORMATTED FOR HCS 2000 March 2004

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Loc.11
LOCATION: Bay Street @ Vanderbilt Avenue
TIME PERIOD: AM Peak Period
COUNT DATE : Tuesday, March 22, 2005
WEATHER/PAVEMEN Clear
PRINT DATE & TIME : 12/19/05 3:00 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	Vanderbilt Avenue (EB)					(WB)					Bay Street (NB)					Bay Street (SB)					15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20			
		L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2			
6:30 AM	Auto		4		3								6	38					57	20		143		
to	Truck												1	4					1	2				
6:45 AM	Bus		1											2					2	2			143	
6:45 AM	Auto		7		7								9	55					63	34		186		
to	Truck													4					2					
7:00 AM	Bus		1											1					2	1			329	
7:00 AM	Auto		11		8								7	42					83	18		198		
to	Truck												1	4					12	2				
7:15 AM	Bus		1										3	2					4				527	
7:15 AM	Auto		8		2								8	45					84	27		190		
to	Truck												1	2					3	1				
7:30 AM	Bus		1		1								1	2					2	2			717	
7:30 AM	Auto		4		10								14	44					84	40		218		
to	Truck				2								3						6	3				
7:45 AM	Bus													2					2	4			792	
7:45 AM	Auto		18		8								11	62					90	54		270		
to	Truck		1		2								5	5					5	1				
8:00 AM	Bus		1											2					3	2			876	
8:00 AM	Auto		11		10								21	59					66	51		248		
to	Truck		2		3									9					5	1				
8:15 AM	Bus				1									2					2	5			926	
8:15 AM	Auto		13		5								22	51					72	51		241		
to	Truck												3	3					8	4				
8:30 AM	Bus		1											2					3	3			977	
8:30 AM	Auto		12		5								17	53					40	31		183		
to	Truck				2									7					11					
8:45 AM	Bus		1											1					2	1			942	
8:45 AM	Auto		17		10								26	63					62	42		249		
to	Truck		1		3								3	6					9	3				
9:00 AM	Bus		1											1					1	1			921	
9:00 AM	Auto		12		6								21	81					72	30		244		
to	Truck				2									11					5					
9:15 AM	Bus		1											2						1			917	
9:15 AM	Auto		13		6								12	56					56	30		187		
to	Truck		2		1									2					5	3				
9:30 AM	Bus																		1				863	977
Peak Hour Volume (PHV)			59		39								92	257					281	193		921		
PHV (by approach)			98											349					474					
Peak Hour Factor (PHF)		#DIV/0!	0.78	#DIV/0!	0.70	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.79	0.92	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.85	0.83	#DIV/0!			
Total Autos			53		30								86	226					240	175				
Total Trucks			3		8								6	25					33	8				
Total Buses			3		1.									6					8	10				
% Auto		#DIV/0!	89.8%	#DIV/0!	76.9%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	93.5%	87.9%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	85.4%	90.7%	#DIV/0!			
% Heavy Vehicles (Trucks & Buses)		#DIV/0!	10.2%	#DIV/0!	23.1%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	6.5%	12.1%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	14.6%	9.3%	#DIV/0!			

FORMATTED FOR HCS 2000 March 2004

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Loc.11
LOCATION: Bay Street @ Vanderbilt Avenue
TIME PERIOD: Midday Peak Period
COUNT DATE : Tuesday, March 22, 2005
WEATHER/PAVEMEN Clear
PRINT DATE & TIME : 12/19/05 3:00 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	Vanderbilt Avenue (EB) 1 L-2	2 L-1	3 T	4 R-1	5 R-2	(WB) 6 L-2	7 L-1	8 T	9 R-1	10 R-2	Bay Street (NB) 11 L-2	12 L-1	13 T	14 R-1	15 R-2	Bay Street (SB) 16 L-2	17 L-1	18 T	19 R-1	20 R-2	15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
11:30 AM	Auto		17		12								12	36					73	43		218		
to	Truck		3		1								1	3					10	2				
11:45 AM	Bus		1											2					1	1			218	
11:45 AM	Auto		16		8								17	43					82	33		221		
to	Truck													4					9	4				
12:00 PM	Bus		1																2	2			439	
12:00 PM	Auto		28		18								15	43					94	18		234		
to	Truck												3	3					5	1				
12:15 PM	Bus		2																2	2			673	
12:15 PM	Auto		11		8								22	48					82	30		218		
to	Truck		1		1								2	5					3	1				
12:30 PM	Bus													2					1	1			891	
12:30 PM	Auto		12		4								28	42					78	27		208		
to	Truck		1											5					6	4				
12:45 PM	Bus		1																				881	
12:45 PM	Auto		16		11								32	56					73	38		242		
to	Truck		1		1									3					6					
1:00 PM	Bus		1		1									1					1	1			902	
1:00 PM	Auto		10		16								29	58					75	33		239		
to	Truck				2								1	4					3					
1:15 PM	Bus		1											1					5	1			907	
1:15 PM	Auto		15		8								22	82					95	39		289		
to	Truck				3								2	8					9					
1:30 PM	Bus		1											1					3	1			978	
1:30 PM	Auto		8		9								20	84					57	12		203		
to	Truck				2								1	3					4	1				
1:45 PM	Bus												1						1				973	
1:45 PM	Auto		8		11								10	71					63	27		202		
to	Truck				1								2	2					5					
2:00 PM	Bus													1						1			933	978
2:00 PM	Auto		23		11								22	95					77	31		274		
to	Truck				1								1	2					5	1				
2:15 PM	Bus		1		1									1					1	1			968	
2:15 PM	Auto		7		12								16	80					79	28		242		
to	Truck		1		2									5					4	2				
2:30 PM	Bus		2											2					1	1			921	
Peak Hour Volume (PHV)			59		46								114	261					354	144		978		
PHV (by approach)				105										375					498					
Peak Hour Factor (PHF)		#DIV/0!	0.82	#DIV/0!	0.64	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.89	0.72	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.83	0.90	#DIV/0!			
Total Autos			53		39								111	238					321	137				
Total Trucks			2		6								3	20					24	4				
Total Buses			4		1									3					9	3				
% Auto		#DIV/0!	89.8%	#DIV/0!	84.8%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	97.4%	91.2%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	90.7%	95.1%	#DIV/0!			
% Heavy Vehicles (Trucks & Buses)		#DIV/0!	10.2%	#DIV/0!	15.2%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	2.6%	8.8%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	9.3%	4.9%	#DIV/0!			

FORMATTED FOR HCS 2000 March 2004

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Loc.11
LOCATION: Bay Street @ Vanderbilt Avenue
TIME PERIOD: PM Peak Period
COUNT DATE : Tuesday, March 22, 2005
WEATHER/PAVEMEN Clear
PRINT DATE & TIME : 12/19/05 3:00 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	Vanderbilt Avenue (EB) 1 L-2	2 L-1	3 T	4 R-1	5 R-2	(WB) 6 L-2	7 L-1	8 T	9 R-1	10 R-2	Bay Street (NB) 11 L-2	12 L-1	13 T	14 R-1	15 R-2	Bay Street (SB) 16 L-2	17 L-1	18 T	19 R-1	20 R-2	15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
4:00 PM to 4:15 PM	Auto							28		11			30	84					108	34		309		
	Truck													5					2	3				
	Bus													1					3				309	
4:15 PM to 4:30 PM	Auto							21		10			24	70					72	20		227		
	Truck							1						2					4					
	Bus																		2	1			536	
4:30 PM to 4:45 PM	Auto							15		14			37	66					87	30		259		
	Truck												1	4					2					
	Bus							1						2									795	
4:45 PM to 5:00 PM	Auto							16		11			26	62					79	37		241		
	Truck												1	3					2					
	Bus													1					2	1			1,036	
5:00 PM to 5:15 PM	Auto							24		14			30	82					95	53		300		
	Truck													1										
	Bus																			1			1,027	
5:15 PM to 5:30 PM	Auto							11		5			19	67					76	35		223		
	Truck									1									2					
	Bus							1						3					2	1			1,023	
5:30 PM to 5:45 PM	Auto							13		12			18	55					64	24		195		
	Truck												1	1					3					
	Bus													1					1	2			959	
5:45 PM to 6:00 PM	Auto							14		10			22	58					51	31		192		
	Truck																							
	Bus							1						2					2	1			910	
6:00 PM to 6:15 PM	Auto							11		9			15	77					103	34		259		
	Truck									1				3					2					
	Bus							1						1					1	1			869	
6:15 PM to 6:30 PM	Auto							5		3			20	59					46	25		163		
	Truck													1										
	Bus							1											1	2			809	1,036
6:30 PM to 6:45 PM	Auto							8		4			24	49					65	38		197		
	Truck													2					1					
	Bus																		4	2			811	
6:45 PM to 7:00 PM	Auto							10		4			21	51					49	26		169		
	Truck												1						1					
	Bus							1						3						2			788	
7:00 PM to 7:15 PM	Auto							11		3			15	63					60	35		193		
	Truck									1									2					
	Bus													2					1				722	
7:15 PM to 7:30 PM	Auto							7		3			11	50					43	20		139		
	Truck																							
	Bus							1						3						1			698	
Peak Hour Volume (PHV)								68		45			114	291					347	158		1,023		
PHV (by approach)									113					405					505					
Peak Hour Factor (PHF)		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.71	#DIV/0!	0.80	#DIV/0!	#DIV/0!	0.75	0.88	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.91	0.73	#DIV/0!			
Total Autos								66		44			112	277					337	155				
Total Trucks													2	8					6					
Total Buses								2		1				6					4	3				
% Auto		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	97.1%	#DIV/0!	97.8%	#DIV/0!	#DIV/0!	98.2%	95.2%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	97.1%	98.1%	#DIV/0!			
% Heavy Vehicles (Trucks & Buses)		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	2.9%	#DIV/0!	2.2%	#DIV/0!	#DIV/0!	1.8%	4.8%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	2.9%	1.9%	#DIV/0!			

FORMATTED FOR HCS 2000 March 2004

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Loc.12
LOCATION: Bay Street @ Edgewater & Hubert Avenue
TIME PERIOD: AM Peak Period
COUNT DATE : Tuesday, March 22, 2005
WEATHER/PAVEMEN Clear
PRINT DATE & TIME : 12/19/05 3:01 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	Edgewater Avenue (NB#2)					Hubert Avenue (WB)					Bay Street (NB)					Bay Street (SB)					15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20			
		L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2			
6:30 AM to 6:45 AM	Auto																							
	Truck																							
	Bus																							
6:45 AM to 7:00 AM	Auto																							
	Truck																							
	Bus																							
7:00 AM to 7:15 AM	Auto							43	27								3	4	101			186		
	Truck																		3					
	Bus																		5				186	
7:15 AM to 7:30 AM	Auto			10	27			41	26	1				69	21		3	2	90			323		
	Truck			2	2									12	1				4					
	Bus								1					6	1				4				509	
7:30 AM to 7:45 AM	Auto		4	12	23			56	30	2				67	28		2	5	97			363		
	Truck				2			1						12	5				6					
	Bus							1	1					5					4				872	
7:45 AM to 8:00 AM	Auto		1	5	42			54	34	1				58	32			12	101			370		
	Truck		1 .		2				2					12	1				9					
	Bus													1					2				1,242	
8:00 AM to 8:15 AM	Auto		2	12	44			40	24	4				48	16			5	89			311		
	Truck		1	3	1				1					3	2				7					
	Bus								1					1	1				6				1,367	
8:15 AM to 8:30 AM	Auto		2	8	48			42	34	4				74	23			3	78			354		
	Truck			2	3				1	1				8	4				7					
	Bus													6	1				5				1,398	
8:30 AM to 8:45 AM	Auto			2	48			28	14	4				73	15			8	60			290		
	Truck			1	3				3	1				6	1		1	1	13					
	Bus								1					2	4				1				1,325	
8:45 AM to 9:00 AM	Auto			5	34			43	24	1				80	12			8	84			322		
	Truck			1	1				3	1				9	2				10					
	Bus													2					2				1,277	
9:00 AM to 9:15 AM	Auto			3	30			21	13	2				97	12			2	77			281		
	Truck			1	1									10	1				3					
	Bus							2	1	1				1	1				2				1,247	
9:15 AM to 9:30 AM	Auto			4	32			20	15	4				63	10			1	59			222		
	Truck							1	1	1				3					7					
	Bus																		1				1,115	1,398
Peak Hour Volume (PHV)			5	34	182			153	106	16				312	81		1	25	362			1,277		
PHV (by approach)				221					275					393					388					
Peak Hour Factor (PHF)		#DIV/0!	0.42	0.57	0.89	#DIV/0!	#DIV/0!	0.89	0.76	0.80	#DIV/0!	#DIV/0!	#DIV/0!	0.86	0.72	#DIV/0!	0.25	0.69	0.89	#DIV/0!	#DIV/0!			
Total Autos			4	27	174			153	96	13				275	66			24	311					
Total Trucks			1	7	8				8	3				26	9		1	1	37					
Total Buses									2					11	6				14					
% Auto		#DIV/0!	80.0%	79.4%	95.6%	#DIV/0!	#DIV/0!	100.0%	90.6%	81.3%	#DIV/0!	#DIV/0!	#DIV/0!	88.1%	81.5%	#DIV/0!		96.0%	85.9%	#DIV/0!	#DIV/0!			
% Heavy Vehicles (Trucks & Buses)		#DIV/0!	20.0%	20.6%	4.4%	#DIV/0!	#DIV/0!		9.4%	18.8%	#DIV/0!	#DIV/0!	#DIV/0!	11.9%	18.5%	#DIV/0!	100.0%	4.0%	14.1%	#DIV/0!	#DIV/0!			

FORMATTED FOR HCS 2000 March 2004

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Loc.12
LOCATION: Bay Street @ Edgewater & Hubert Avenue
TIME PERIOD: Midday Peak Period
COUNT DATE : Tuesday, March 22, 2005
WEATHER/PAVEMEN Clear
PRINT DATE & TIME : 12/19/05 3:01 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	Edgewater Avenue (EB)					Hubert Avenue (WB)					Bay Street (NB)					Bay Street (SB)					15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20			
		L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2			
11:30 AM	Auto			10	35			20	27	2				42	14		1	2	102			284		
to	Truck		1	1	3				2					4				1	10					
11:45 AM	Bus													3	2				2				284	
11:45 AM	Auto			7	27			23	19	2				48	6		1	5	101			266		
to	Truck			1	2			1	2					4					10					
12:00 PM	Bus														5				2				550	
12:00 PM	Auto		1	8	31			31	25	5				46	13			3	110			289		
to	Truck				1									6	1				4					
12:15 PM	Bus													1	3								839	
12:15 PM	Auto			4	31			15	26	5				62	9		2	3	115			297		
to	Truck			1	1				1	1				6	1				3					
12:30 PM	Bus				4									3	2				2				1,136	
12:30 PM	Auto			16	37			28	28					59	8		2	3	82			281		
to	Truck			1	2				2	1				3					7					
12:45 PM	Bus													1	1								1,133	
12:45 PM	Auto			8	30			32	30	4				76	18		1	4	106			324		
to	Truck								1					4			1		5					
1:00 PM	Bus									1				2					1				1,191	
1:00 PM	Auto			9	38			18	32	4				83	22		1	2	114			343		
to	Truck				1			2						5	1				5					
1:15 PM	Bus													1									1,245	
1:15 PM	Auto		1	8	29			22	24	4				89	10		1	3	81			295		
to	Truck				1				1					9	4				4					
1:30 PM	Bus													1					3				1,243	
1:30 PM	Auto			17	30			27	29	5				80	22		2	2	97			332		
to	Truck			2	1				2					3	2			1	9					
1:45 PM	Bus													1									1,294	
1:45 PM	Auto			7	28			29	24	5				82	7		2	4	85			293		
to	Truck			1	1			1	1					5			1		4					
2:00 PM	Bus													2	2				2				1,263	1,294
2:00 PM	Auto			17	40			31	33	3				92	12			3	95			346		
to	Truck				1			2	2	1				2	1				6					
2:15 PM	Bus							1						1	1				2				1,266	
2:15 PM	Auto			12	32			29	19	1				77	12		1	5	93			302		
to	Truck			3	2				1					6					4					
2:30 PM	Bus													3	1				1				1,273	
Peak Hour Volume (PHV)			1	42	138			102	118	14				333	64		6	12	413			1,243		
PHV (by approach)				181					234					397					431					
Peak Hour Factor (PHF)		#DIV/0!	0.25	0.62	0.88	#DIV/0!	#DIV/0!	0.80	0.92	0.70	#DIV/0!	#DIV/0!	#DIV/0!	0.84	0.70	#DIV/0!	0.75	0.75	0.83	#DIV/0!	#DIV/0!			
Total Autos			1	41	134			100	114	12				307	58		5	12	383					
Total Trucks				1	4			2	4	1				21	5		1		21					
Total Buses										1				5	1				9					
% Auto		#DIV/0!	100.0%	97.6%	97.1%	#DIV/0!	#DIV/0!	98.0%	96.6%	85.7%	#DIV/0!	#DIV/0!	#DIV/0!	92.2%	90.6%	#DIV/0!	83.3%	100.0%	92.7%	#DIV/0!	#DIV/0!			
% Heavy Vehicles (Trucks & Buses)		#DIV/0!		2.4%	2.9%	#DIV/0!	#DIV/0!	2.0%	3.4%	14.3%	#DIV/0!	#DIV/0!	#DIV/0!	7.8%	9.4%	#DIV/0!	16.7%		7.3%	#DIV/0!	#DIV/0!			

FORMATTED FOR HCS 2000 March 2004

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Loc.12
LOCATION: Bay Street @ Edgewater & Hubert Avenue
TIME PERIOD: PM Peak Period
COUNT DATE : Tuesday, March 22, 2005
WEATHER/PAVEMEN Clear
PRINT DATE & TIME : 12/19/05 3:01 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	Edgewater Avenue (EB) 1 L-2	2 L-1	3 T	4 R-1	5 R-2	Hubert Avenue (WB) 6 L-2	7 L-1	8 T	9 R-1	10 R-2	Bay Street (NB) 11 L-2	12 L-1	13 T	14 R-1	15 R-2	Bay Street (SB) 16 L-2	17 L-1	18 T	19 R-1	20 R-2	15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
4:00 PM	Auto		2	22	45			29	51	2				89	22			4	127			414		
to	Truck			1	1									5	2				2					
4:15 PM	Bus													2	5				3				414	
4:15 PM	Auto			18	42			27	35					70	20		1	1	93			323		
to	Truck			1	2				1					1	1				4					
4:30 PM	Bus													2	2				2				737	
4:30 PM	Auto			29	36			23	40	2				79	24				103			351		
to	Truck			1	1									1	1				5					
4:45 PM	Bus													3	1				2				1,088	
4:45 PM	Auto			16	21			28	21	3				76	21			1	105			304		
to	Truck			1	1				1					1	1				1					
5:00 PM	Bus													3					3				1,392	
5:00 PM	Auto			19	65			42	49	1				103	21				135			443		
to	Truck				1									2	1									
5:15 PM	Bus														2				2				1,421	
5:15 PM	Auto		4	11	33			28	32					67	20		1	2	94			300		
to	Truck													1					2					
5:30 PM	Bus													2					3				1,398	
5:30 PM	Auto			9	37			34	32					71	18		1	1	82			293		
to	Truck			1				1	1					1					2					
5:45 PM	Bus													1					1				1,340	
5:45 PM	Auto			8	37			20	18	5				81	13			1	90			285		
to	Truck				1					1				2	1				1					
6:00 PM	Bus													3					3				1,321	
6:00 PM	Auto			2	30			20	25	1				95	20			7	93			302		
to	Truck								1					4										
6:15 PM	Bus														1				3				1,180	
6:15 PM	Auto			5	22			13	21	1				65	9			3	86			234		
to	Truck																1	1	5					
6:30 PM	Bus		1																1				1,114	1,421
6:30 PM	Auto			7	29			16	19					62	21			2	60			226		
to	Truck													3	1									
6:45 PM	Bus													3					3				1,047	
6:45 PM	Auto			5	30			12	23	2				67	8				61			214		
to	Truck				1									1					1					
7:00 PM	Bus													3									976	
7:00 PM	Auto			9	35			18	24					72	13				77			257		
to	Truck				1									1					2					
7:15 PM	Bus													3					2				931	
7:15 PM	Auto			3	35			10	14	3				61	11			1	44			186		
to	Truck																							
7:30 PM	Bus													2	1				1				883	
Peak Hour Volume (PHV)			4	77	158			121	143	6				338	92		1	3	455			1,398		
PHV (by approach)				239					270					430					459					
Peak Hour Factor (PHF)		#DIV/0!	0.25	0.64	0.60	#DIV/0!	#DIV/0!	0.72	0.73	0.50	#DIV/0!	#DIV/0!	#DIV/0!	0.80	0.88	#DIV/0!	0.25	0.38	0.83	#DIV/0!	#DIV/0!			
Total Autos			4	75	155			121	142	6				325	86		1	3	437					
Total Trucks				2	3				1					5	3				8					
Total Buses														8	3				10					
% Auto		#DIV/0!	100.0%	97.4%	98.1%	#DIV/0!	#DIV/0!	100.0%	99.3%	100.0%	#DIV/0!	#DIV/0!	#DIV/0!	96.2%	93.5%	#DIV/0!	100.0%	100.0%	96.0%	#DIV/0!	#DIV/0!			
% Heavy Vehicles (Trucks & Buses)		#DIV/0!		2.6%	1.9%	#DIV/0!	#DIV/0!		0.7%		#DIV/0!	#DIV/0!	#DIV/0!	3.8%	6.5%	#DIV/0!			4.0%	#DIV/0!	#DIV/0!			

FORMATTED FOR HCS 2000 March 2004

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Loc.13
LOCATION: Bay Street @ Hylan Boulevard
TIME PERIOD: AM Peak Period
COUNT DATE : Tuesday, March 22, 2005
WEATHER/PAVEMEN Clear
PRINT DATE & TIME : 12/19/05 3:01 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	Hylan Boulevard (EB)					Hylan Boulevard (WB)					Bay Street (NB)					Bay Street (SB)					15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20			
		L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2			
6:30 AM to 6:45 AM	Auto		20	16	2			17	4	10			3	40	7			1	55	6		193		
	Truck			1										5					2	2				
	Bus				1														1					
6:45 AM to 7:00 AM	Auto		32	18	4			22	6	1			2	84	7				72	7		261	193	
	Truck				2									1										
	Bus													1					2					
7:00 AM to 7:15 AM	Auto		24	24	5			19					1	60	16				84	11		263	454	
	Truck													3					6	1				
	Bus				2									3					2	2				
7:15 AM to 7:30 AM	Auto		27	28	5			46	14				6	63	18				82	8		315	717	
	Truck		1	1				1	1					4					2	2				
	Bus		1		1									1					3					
7:30 AM to 7:45 AM	Auto		33	30	7			32	5	3			5	63	20			1	87	14		315	1,032	
	Truck		3											4						1				
	Bus				3									2					2					
7:45 AM to 8:00 AM	Auto		34	48	15			32	18	1			4	81	44			2	97	10		401	1,154	
	Truck		2		1				1					1	1				3					
	Bus				3									2					1					
8:00 AM to 8:15 AM	Auto		38	33	14			24	14				8	111	20				77	21		378	1,294	
	Truck		3					1	1					3					3	1				
	Bus													1					4	1				
8:15 AM to 8:30 AM	Auto		24	28	9			25	19	1			12	84	35				65	27		340	1,409	
	Truck													2					3	1				
	Bus				2									1					2					
8:30 AM to 8:45 AM	Auto		28	36	15			42	10	1			6	100	35				79	17		381	1,434	
	Truck				1									4					4					
	Bus													2					1					
8:45 AM to 9:00 AM	Auto		26	29	5			21	11	4			4	83	26				70	10		303	1,500	
	Truck		1											2					6	2				
	Bus				1														2					
9:00 AM to 9:15 AM	Auto		38	28	15			15	6	3			2	110	31				59	17		331	1,402	
	Truck		2										1	2					1					
	Bus													1										
9:15 AM to 9:30 AM	Auto		31	26	16			17	10	2			11	75	23				74	19		316	1,355	
	Truck		2	1	1				1					1						3				
	Bus				1									1					1					
Peak Hour Volume (PHV)			120	126	47			113	55	6			30	393	116				316	80		1,402	1,331	1,500
PHV (by approach)				293					174					539					396					
Peak Hour Factor (PHF)		#DIV/0!	0.73	0.88	0.73	#DIV/0!	#DIV/0!	0.67	0.72	0.38	#DIV/0!	#DIV/0!	0.63	0.85	0.83	#DIV/0!	#DIV/0!	#DIV/0!	0.94	0.71	#DIV/0!			
Total Autos			116	126	43			112	54	6			30	378	116				291	75				
Total Trucks			4		1			1	1					9					16	4				
Total Buses					3									6					9	1				
% Auto		#DIV/0!	96.7%	100.0%	91.5%	#DIV/0!	#DIV/0!	99.1%	98.2%	100.0%	#DIV/0!	#DIV/0!	100.0%	96.2%	100.0%	#DIV/0!	#DIV/0!	#DIV/0!	92.1%	93.8%	#DIV/0!			
% Heavy Vehicles (Trucks & Buses)		#DIV/0!	3.3%		8.5%	#DIV/0!	#DIV/0!	0.9%	1.8%		#DIV/0!	#DIV/0!		3.8%		#DIV/0!	#DIV/0!	#DIV/0!	7.9%	6.3%	#DIV/0!			

FORMATTED FOR HCS 2000 March 2004

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Loc.13
LOCATION: Bay Street @ Hylan Boulevard
TIME PERIOD: Midday Peak Period
COUNT DATE : Tuesday, March 22, 2005
WEATHER/PAVEMEN Clear
PRINT DATE & TIME : 12/19/05 3:01 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	Hylan Boulevard (EB)					Hylan Boulevard (WB)					Bay Street (NB)					Bay Street (SB)					15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20			
		L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2			
11:30 AM to 11:45 AM	Auto		20	18	11			17	15	3			8	70	17				73	23		288		
	Truck				1				1					1					4	3				
	Bus													1					1	1			288	
11:45 AM to 12:00 PM	Auto		23	15	13			18	8	5			6	51	11			1	80	30		268		
	Truck		3		1									1						1				
	Bus																		1				556	
12:00 PM to 12:15 PM	Auto		32	12	15			14	10	3			8	56	15			3	89	36		298		
	Truck							1											2	2				
	Bus																						854	
12:15 PM to 12:30 PM	Auto		23	11	14			17	7	5			10	54	13			4	106	34		304		
	Truck		1	1										1					1					
	Bus													1					1				1,158	
12:30 PM to 12:45 PM	Auto		37	12	8			24	16	5			10	78	25			3	91	18		335		
	Truck				1														5	1				
	Bus													1									1,205	
12:45 PM to 1:00 PM	Auto		27	22	13			27	16	4			8	49	14			2	91	30		310		
	Truck													1	1				2					
	Bus		1											1					1				1,247	
1:00 PM to 1:15 PM	Auto		30	15	10			15	11	2			4	66	15			1	86	30		293		
	Truck														1				1	3				
	Bus													1					2				1,242	
1:15 PM to 1:30 PM	Auto		27	13	20			18	15	2			9	85	21			3	86	33		340		
	Truck													1					2					
	Bus													1					3	1			1,278	
1:30 PM to 1:45 PM	Auto		25	14	13			28	13	3			2	107	19			1	86	38		353		
	Truck																		1	2				
	Bus																		1				1,296	
1:45 PM to 2:00 PM	Auto		22	20	7			23	8	2			6	85	19			2	67	18		285		
	Truck			2																1				
	Bus		1											1					1				1,271	1,296
2:00 PM to 2:15 PM	Auto		23	23	11			16	16	1			8	86	17			2	74	26		310		
	Truck																		1	2				
	Bus													1					3				1,288	
2:15 PM to 2:30 PM	Auto		20	23	9			26	19	4			6	79	25			1	81	21		323		
	Truck		2										1	1					1					
	Bus		1		1														2				1,271	
Peak Hour Volume (PHV)			122	62	52			84	58	13			31	284	77			9	370	116		1,278		
PHV (by approach)			236					155					392					495						
Peak Hour Factor (PHF)		#DIV/0!	0.82	0.70	0.65	#DIV/0!	#DIV/0!	0.78	0.91	0.65	#DIV/0!	#DIV/0!	0.78	0.82	0.77	#DIV/0!	#DIV/0!	0.75	0.96	0.85	#DIV/0!			
Total Autos			121	62	51			84	58	13			31	278	75			9	354	111				
Total Trucks					1									2	2				10	4				
Total Buses			1											4					6	1				
% Auto		#DIV/0!	99.2%	100.0%	98.1%	#DIV/0!	#DIV/0!	100.0%	100.0%	100.0%	#DIV/0!	#DIV/0!	100.0%	97.9%	97.4%	#DIV/0!	#DIV/0!	100.0%	95.7%	95.7%	#DIV/0!			
% Heavy Vehicles (Trucks & Buses)		#DIV/0!	0.8%		1.9%	#DIV/0!	#DIV/0!				#DIV/0!	#DIV/0!		2.1%	2.6%	#DIV/0!	#DIV/0!		4.3%	4.3%	#DIV/0!			

FORMATTED FOR HCS 2000 March 2004

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Loc.13
LOCATION: Bay Street @ Hylan Boulevard
TIME PERIOD: PM Peak Period
COUNT DATE : Tuesday, March 22, 2005
WEATHER/PAVEMEN Clear
PRINT DATE & TIME : 12/19/05 3:01 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS	Hylan Boulevard (EB)					Hylan Boulevard (WB)					Bay Street (NB)					Bay Street (SB)					15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20			
		L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2			
4:00 PM to 4:15 PM	Auto		30	23	17			41	38	3			2	119	27				118	58		480		
	Truck								1					1										
	Bus													2									480	
4:15 PM to 4:30 PM	Auto		45	20	15			40	12				6	89	22				107	38		401		
	Truck		1																2	1				
	Bus																		3				881	
4:30 PM to 4:45 PM	Auto		29	11	5			25	22	2			7	115	42			2	126	34		428		
	Truck								1					1					2					
	Bus													2					2				1,309	
4:45 PM to 5:00 PM	Auto		27	17	27			21	23				9	91	23			1	101	44		388		
	Truck													1					3					
	Bus																						1,697	
5:00 PM to 5:15 PM	Auto		28	22	18			30	31	2			12	95	17				112	38		408		
	Truck													2					1					
	Bus																						1,625	
5:15 PM to 5:30 PM	Auto		23	16	14			24	23	2			4	78	22				80	19		310		
	Truck				1									2					2					
	Bus																						1,534	
5:30 PM to 5:45 PM	Auto		23	12	8			26	28	1			10	93	27			1	84	25		341		
	Truck													1					1					
	Bus													1									1,447	
5:45 PM to 6:00 PM	Auto		14	17	8			17	9				8	93	23				86	21		301		
	Truck				1									1					2					
	Bus													1									1,360	
6:00 PM to 6:15 PM	Auto		12	12	8			12	11	1			7	81	20			1	76	22		265		
	Truck																		2					
	Bus																						1,217	
6:15 PM to 6:30 PM	Auto		20	11	11			10	10	2			6	86	13			3	75	17		269		
	Truck		1											2					1					
	Bus				1																		1,176	1,697
6:30 PM to 6:45 PM	Auto		28	11	6			16	12	1			7	91	14				63	13		266		
	Truck													1					3					
	Bus																						1,101	
6:45 PM to 7:00 PM	Auto		11	5	6			8	5	2			2	81	8				65	18		217		
	Truck		1											2					2					
	Bus				1																		1,017	
7:00 PM to 7:15 PM	Auto		11	10	10			8	12				6	75	20			1	71	18		247		
	Truck		1											2					1	1				
	Bus																						999	
7:15 PM to 7:30 PM	Auto		10	12	9			12	10				5	84	35			4	58	12		256		
	Truck													2					2					
	Bus				1																		986	
Peak Hour Volume (PHV)			107	66	65			100	100	6			32	387	104			3	429	135		1,534		
PHV (by approach)				238					206					523					567					
Peak Hour Factor (PHF)		#DIV/0!	0.92	0.75	0.60	#DIV/0!	#DIV/0!	0.83	0.81	0.75	#DIV/0!	#DIV/0!	0.67	0.82	0.62	#DIV/0!	#DIV/0!	0.38	0.83	0.77	#DIV/0!			
Total Autos			107	66	64			100	99	6			32	379	104			3	419	135				
Total Trucks									1					1					2					
Total Buses					1									7					8					
% Auto		#DIV/0!	100.0%	100.0%	98.5%	#DIV/0!	#DIV/0!	100.0%	99.0%	100.0%	#DIV/0!	#DIV/0!	100.0%	97.9%	100.0%	#DIV/0!	#DIV/0!	100.0%	97.7%	100.0%	#DIV/0!			
% Heavy Vehicles (Trucks & Buses)		#DIV/0!			1.5%	#DIV/0!	#DIV/0!		1.0%		#DIV/0!	#DIV/0!		2.1%		#DIV/0!	#DIV/0!		2.3%		#DIV/0!			

FORMATTED FOR HCS 2000 March 2004

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Loc.14
LOCATION: Bay Street @ Willow Avenue
TIME PERIOD: AM Peak Period
COUNT DATE : Tuesday, November 15, 2005
WEATHER/PAVEMEN Cloudy/Rainy
PRINT DATE & TIME : 12/19/05 3:01 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	Willow Street (EB)					Willow Street (WB)					Bay Street (NB)					Bay Street (SB)					15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20			
		L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2			
6:30 AM to 6:45 AM	Auto																							
	Truck																							
	Bus																							
6:45 AM to 7:00 AM	Auto																							
	Truck																							
	Bus																							
7:00 AM to 7:15 AM	Auto																							
	Truck																							
	Bus																							
7:15 AM to 7:30 AM	Auto																							
	Truck																							
	Bus																							
7:30 AM to 7:45 AM	Auto																							
	Truck																							
	Bus																							
7:45 AM to 8:00 AM	Auto																							
	Truck																							
	Bus																							
8:00 AM to 8:15 AM	Auto		3	3	1			11	3	2			8	104	9			6	70	6		246		
	Truck		1										2	5	1				7					
	Bus													1					3					
8:15 AM to 8:30 AM	Auto		3	5				9	4	1			6	104	12			6	70	5		241	246	
	Truck												1	2	2				7					
	Bus													1					3					
8:30 AM to 8:45 AM	Auto		3	3	1			11	3	2			8	104	9			6	70	6		246	487	
	Truck		1										2	5	1				7					
	Bus													1					3					
8:45 AM to 9:00 AM	Auto		3	1	1			13	1	2			10	104	6			6	70	6		244	733	
	Truck		1										2	8					7					
	Bus													1					2					
9:00 AM to 9:15 AM	Auto																						977	
	Truck																							
	Bus																							
9:15 AM to 9:30 AM	Auto																						731	
	Truck																							
	Bus																							
Peak Hour Volume (PHV)			15	12	3			44	11	7			39	440	40			24	319	23		977	490	977
PHV (by approach)			30					62					519					366						
Peak Hour Factor (PHF)		#DIV/0!	0.94	0.60	0.75	#DIV/0!	#DIV/0!	0.85	0.69	0.88	#DIV/0!	#DIV/0!	0.81	0.97	0.71	#DIV/0!	#DIV/0!	1.00	1.00	0.96	#DIV/0!			
Total Autos			12	12	3			44	11	7			32	416	36			24	280	23				
Total Trucks			3										7	20	4				28					
Total Buses														4					11					
% Auto		#DIV/0!	80.0%	100.0%	100.0%	#DIV/0!	#DIV/0!	100.0%	100.0%	100.0%	#DIV/0!	#DIV/0!	82.1%	94.5%	90.0%	#DIV/0!	#DIV/0!	100.0%	87.8%	100.0%	#DIV/0!			
% Heavy Vehicles (Trucks & Buses)		#DIV/0!	20.0%			#DIV/0!	#DIV/0!				#DIV/0!	#DIV/0!	17.9%	5.5%	10.0%	#DIV/0!	#DIV/0!		12.2%		#DIV/0!			

FORMATTED FOR HCS 2000 March 2004

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Loc.14
LOCATION: Bay Street @ Willow Avenue
TIME PERIOD: Midday Peak Period
COUNT DATE : Tuesday, November 15, 2005
WEATHER/PAVEMEN Clear
PRINT DATE & TIME : 12/19/05 3:01 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	Willow Street (EB)					Willow Street (WB)					Bay Street (NB)					Bay Street (SB)					15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20			
		L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2			
11:30 AM to 11:45 AM	Auto																							
	Truck																							
	Bus																							
11:45 AM to 12:00 PM	Auto																							
	Truck																							
	Bus																							
12:00 PM to 12:15 PM	Auto																							
	Truck																							
	Bus																							
12:15 PM to 12:30 PM	Auto																							
	Truck																							
	Bus																							
12:30 PM to 12:45 PM	Auto		2	2	2			27	2	2			3	88	16			4	102	3		268		
	Truck							1						5					5	1				
	Bus													1					2				268	
12:45 PM to 1:00 PM	Auto		1	3	2			26	3	1			4	91	19			5	104	4		273		
	Truck							1						5					1					
	Bus																		3				541	
1:00 PM to 1:15 PM	Auto		2	2	2			27	2	2			3	88	16			4	102	3		268		
	Truck							1						5					5	1				
	Bus													1					2				809	
1:15 PM to 1:30 PM	Auto		2		1			28	1	3			1	84	13			2	100	2		254		
	Truck							1						4					8	1				
	Bus													2					1				1,063	
1:30 PM to 1:45 PM	Auto																							
	Truck																							
	Bus																						795	
1:45 PM to 2:00 PM	Auto																							
	Truck																							
	Bus																						522	1,063
2:00 PM to 2:15 PM	Auto																							
	Truck																							
	Bus																						254	
2:15 PM to 2:30 PM	Auto																							
	Truck																							
	Bus																							
Peak Hour Volume (PHV)			7	7	7			112	8	8			11	374	64			15	435	15		1,063		
PHV (by approach)				21					128					449					465					
Peak Hour Factor (PHF)		#DIV/0!	0.88	0.58	0.88	#DIV/0!	#DIV/0!	0.97	0.67	0.67	#DIV/0!	#DIV/0!	0.69	0.97	0.84	#DIV/0!	#DIV/0!	0.75	1.00	0.94	#DIV/0!			
Total Autos			7	7	7			108	8	8			11	351	64			15	408	12				
Total Trucks								4						19					19	3				
Total Buses														4					8					
% Auto		#DIV/0!	100.0%	100.0%	100.0%	#DIV/0!	#DIV/0!	96.4%	100.0%	100.0%	#DIV/0!	#DIV/0!	100.0%	93.9%	100.0%	#DIV/0!	#DIV/0!	100.0%	93.8%	80.0%	#DIV/0!			
% Heavy Vehicles (Trucks & Buses)		#DIV/0!				#DIV/0!	#DIV/0!	3.6%			#DIV/0!	#DIV/0!		6.1%		#DIV/0!	#DIV/0!		6.2%	20.0%	#DIV/0!			

FORMATTED FOR HCS 2000 March 2004

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Loc.14
LOCATION: Bay Street @ Willow Avenue
TIME PERIOD: PM Peak Period
COUNT DATE : Tuesday, November 15, 2005
WEATHER/PAVEMEN Clear
PRINT DATE & TIME : 12/19/05 3:01 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	Willow Street (EB)					Willow Street (WB)					Bay Street (NB)					Bay Street (SB)					15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20			
		L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2			
4:00 PM to 4:15 PM	Auto																							
	Truck																							
	Bus																							
4:15 PM to 4:30 PM	Auto																							
	Truck																							
	Bus																							
4:30 PM to 4:45 PM	Auto		2	1	1			20	2	3			4	103	19			4	118	3		289		
	Truck		1					1						1					2					
	Bus													2					2				289	
4:45 PM to 5:00 PM	Auto							28		3			1	122	21			6	131			318		
	Truck		1					1											2					
	Bus													1					1				607	
5:00 PM to 5:15 PM	Auto		2	1	1			20	2	3			4	103	19			4	118	3		289		
	Truck		1					1						1					2					
	Bus													2					2				896	
5:15 PM to 5:30 PM	Auto		4	2	1			12	3	2			6	84	16			2	105	5		250		
	Truck													1					2					
	Bus													2					3				1,146	
5:30 PM to 5:45 PM	Auto																							
	Truck																							
	Bus																						857	
5:45 PM to 6:00 PM	Auto																							
	Truck																							
	Bus																						539	
6:00 PM to 6:15 PM	Auto																							
	Truck																							
	Bus																						250	
6:15 PM to 6:30 PM	Auto																							
	Truck																							
	Bus																							1,146
6:30 PM to 6:45 PM	Auto																							
	Truck																							
	Bus																							
6:45 PM to 7:00 PM	Auto																							
	Truck																							
	Bus																							
7:00 PM to 7:15 PM	Auto																							
	Truck																							
	Bus																							
7:15 PM to 7:30 PM	Auto																							
	Truck																							
	Bus																							
Peak Hour Volume (PHV)			11	4	3			83	7	11			15	422	75			16	488	11		1,146		
PHV (by approach)				18					101					512					515					
Peak Hour Factor (PHF)		#DIV/0!	0.69	0.50	0.75	#DIV/0!	#DIV/0!	0.72	0.58	0.92	#DIV/0!	#DIV/0!	0.63	0.86	0.89	#DIV/0!	#DIV/0!	0.67	0.91	0.55	#DIV/0!			
Total Autos			8	4	3			80	7	11			15	412	75			16	472	11				
Total Trucks			3					3						3					8					
Total Buses														7					8					
% Auto		#DIV/0!	72.7%	100.0%	100.0%	#DIV/0!	#DIV/0!	96.4%	100.0%	100.0%	#DIV/0!	#DIV/0!	100.0%	97.6%	100.0%	#DIV/0!	#DIV/0!	100.0%	96.7%	100.0%	#DIV/0!			
% Heavy Vehicles (Trucks & Buses)		#DIV/0!	27.3%			#DIV/0!	#DIV/0!	3.6%			#DIV/0!	#DIV/0!		2.4%		#DIV/0!	#DIV/0!		3.3%		#DIV/0!			

FORMATTED FOR HCS 2000 March 2004

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Loc.15
LOCATION: Edgewater Street @ Willow Avenue
TIME PERIOD: AM Peak Period
COUNT DATE : Tuesday, November 15, 2005
WEATHER/PAVEMEN Cloudy/Rainy
PRINT DATE & TIME : 12/19/05 3:02 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	*Willow Street* (EB)					*Parking Lot* (WB)					*Edgewater Street* (NB)					*Edgewater Street* (SB)					15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20			
		L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2			
6:30 AM to 6:45 AM	Auto																							
	Truck																							
	Bus																							
6:45 AM to 7:00 AM	Auto																							
	Truck																							
	Bus																							
7:00 AM to 7:15 AM	Auto																							
	Truck																							
	Bus																							
7:15 AM to 7:30 AM	Auto																							
	Truck																							
	Bus																							
7:30 AM to 7:45 AM	Auto																							
	Truck																							
	Bus																							
7:45 AM to 8:00 AM	Auto																							
	Truck																							
	Bus																							
8:00 AM to 8:15 AM	Auto		4	13	1			2	4	3			2	41	21			15	28	5		139	139	
	Truck																							
	Bus																							
8:15 AM to 8:30 AM	Auto		6	17	1			2	10	6			3	50	21			15	25	3		161	300	
	Truck													1						1				
	Bus																							
8:30 AM to 8:45 AM	Auto		7	20				1	15	8			3	59	21			14	22	1		173	473	
	Truck													1						1				
	Bus																							
8:45 AM to 9:00 AM	Auto		6	17	1			2	10	6			3	50	21			15	25	3		161	634	
	Truck													1						1				
	Bus																							
9:00 AM to 9:15 AM	Auto																						495	
	Truck																							
	Bus																							
9:15 AM to 9:30 AM	Auto																						334	634
	Truck																							
	Bus																							
Peak Hour Volume (PHV)			23	67	3			7	39	23			11	203	84			59	100	15		634		
PHV (by approach)				93					69					298					174					
Peak Hour Factor (PHF)		#DIV/0!	0.82	0.84	0.75	#DIV/0!	#DIV/0!	0.88	0.65	0.72	#DIV/0!	#DIV/0!	0.92	0.85	1.00	#DIV/0!	#DIV/0!	0.98	0.89	0.75	#DIV/0!			
Total Autos			23	67	3			7	39	23			11	200	84			59	100	12				
Total Trucks																				3				
Total Buses														3										
% Auto		#DIV/0!	100.0%	100.0%	100.0%	#DIV/0!	#DIV/0!	100.0%	100.0%	100.0%	#DIV/0!	#DIV/0!	100.0%	98.5%	100.0%	#DIV/0!	#DIV/0!	100.0%	100.0%	80.0%	#DIV/0!			
% Heavy Vehicles (Trucks & Buses)		#DIV/0!				#DIV/0!	#DIV/0!				#DIV/0!	#DIV/0!		1.5%		#DIV/0!	#DIV/0!			20.0%	#DIV/0!			

FORMATTED FOR HCS 2000 March 2004

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Loc.15
LOCATION: Edgewater Street @ Willow Avenue
TIME PERIOD: Midday Peak Period
COUNT DATE : Tuesday, November 15, 2005
WEATHER/PAVEMEN Clear
PRINT DATE & TIME : 12/19/05 3:02 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	*Willow Street* (EB)					*Parking Lot* (WB)					*Edgewater Street* (NB)					*Edgewater Street* (SB)					15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20			
		L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2			
11:30 AM to 11:45 AM	Auto																							
	Truck																							
	Bus																							
11:45 AM to 12:00 PM	Auto																							
	Truck																							
	Bus																							
12:00 PM to 12:15 PM	Auto																							
	Truck																							
	Bus																							
12:15 PM to 12:30 PM	Auto																							
	Truck																							
	Bus																							
12:30 PM to 12:45 PM	Auto		3	17	4			12	17	12			5	21	14			6	23	1		136		
	Truck			1																				
	Bus																						136	
12:45 PM to 1:00 PM	Auto		2	20	3			11	22	12			4	22	12			10	21	2		143		
	Truck			1										1										
	Bus																						279	
1:00 PM to 1:15 PM	Auto		1	23	2			9	26	12			3	22	10			14	18	3		144		
	Truck													1										
	Bus																						423	
1:15 PM to 1:30 PM	Auto		2	20	3			11	22	12			4	22	12			10	21	2		143		
	Truck			1										1										
	Bus																						566	
1:30 PM to 1:45 PM	Auto																							
	Truck																							
	Bus																						430	
1:45 PM to 2:00 PM	Auto																							
	Truck																							
	Bus																						287	566
2:00 PM to 2:15 PM	Auto																							
	Truck																							
	Bus																						143	
2:15 PM to 2:30 PM	Auto																							
	Truck																							
	Bus																							
Peak Hour Volume (PHV)			8	83	12			43	87	48			16	90	48			40	83	8		566		
PHV (by approach)				103					178					154					131					
Peak Hour Factor (PHF)		#DIV/0!	0.67	0.90	0.75	#DIV/0!	#DIV/0!	0.90	0.84	1.00	#DIV/0!	#DIV/0!	0.80	0.98	0.86	#DIV/0!	#DIV/0!	0.71	0.90	0.67	#DIV/0!			
Total Autos			8	80	12			43	87	48			16	87	48			40	83	8				
Total Trucks				3										3										
Total Buses																								
% Auto		#DIV/0!	100.0%	96.4%	100.0%	#DIV/0!	#DIV/0!	100.0%	100.0%	100.0%	#DIV/0!	#DIV/0!	100.0%	96.7%	100.0%	#DIV/0!	#DIV/0!	100.0%	100.0%	100.0%	#DIV/0!			
% Heavy Vehicles (Trucks & Buses)		#DIV/0!		3.6%		#DIV/0!	#DIV/0!				#DIV/0!	#DIV/0!		3.3%		#DIV/0!	#DIV/0!				#DIV/0!			

FORMATTED FOR HCS 2000 March 2004

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Loc.15
LOCATION: Edgewater Street @ Willow Avenue
TIME PERIOD: PM Peak Period
COUNT DATE : Tuesday, November 15, 2005
WEATHER/PAVEMEN Clear
PRINT DATE & TIME : 12/19/05 3:02 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	Willow Street (EB)					Parking Lot (WB)					Edgewater Street (NB)					Edgewater Street (SB)					15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20			
		L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2			
4:00 PM to 4:15 PM	Auto																							
	Truck																							
	Bus																							
4:15 PM to 4:30 PM	Auto																							
	Truck																							
	Bus																							
4:30 PM to 4:45 PM	Auto		4	14	1			18	26	27			6	36	11			9	23	3		180		
	Truck									1										1				
	Bus																							
4:45 PM to 5:00 PM	Auto		3	10	2			23	26	25			5	37	13			8	31	2		188	180	
	Truck								1	1										1				
	Bus																							
5:00 PM to 5:15 PM	Auto		1	5	2			27	25	22			4	38	15			6	39	1		186	368	
	Truck								1															
	Bus																							
5:15 PM to 5:30 PM	Auto		3	10	2			23	26	25			5	37	13			8	31	2		188	554	
	Truck								1	1										1				
	Bus																							
5:30 PM to 5:45 PM	Auto																						742	
	Truck																							
	Bus																							
5:45 PM to 6:00 PM	Auto																						562	
	Truck																							
	Bus																							
6:00 PM to 6:15 PM	Auto																						374	
	Truck																							
	Bus																							
6:15 PM to 6:30 PM	Auto																						188	
	Truck																							
	Bus																							
6:30 PM to 6:45 PM	Auto																							742
	Truck																							
	Bus																							
6:45 PM to 7:00 PM	Auto																							
	Truck																							
	Bus																							
7:00 PM to 7:15 PM	Auto																							
	Truck																							
	Bus																							
7:15 PM to 7:30 PM	Auto																							
	Truck																							
	Bus																							
Peak Hour Volume (PHV)			11	39	7			91	106	102			20	148	52			31	124	11		742		
PHV (by approach)				57					299					220					166					
Peak Hour Factor (PHF)		#DIV/0!	0.69	0.70	0.88	#DIV/0!	#DIV/0!	0.84	0.98	0.91	#DIV/0!	#DIV/0!	0.83	0.97	0.87	#DIV/0!	#DIV/0!	0.86	0.79	0.69	#DIV/0!			
Total Autos			11	39	7			91	103	99			20	148	52			31	124	8				
Total Trucks									3	3										3				
Total Buses																								
% Auto		#DIV/0!	100.0%	100.0%	100.0%	#DIV/0!	#DIV/0!	100.0%	97.2%	97.1%	#DIV/0!	#DIV/0!	100.0%	100.0%	100.0%	#DIV/0!	#DIV/0!	100.0%	100.0%	72.7%	#DIV/0!			
% Heavy Vehicles (Trucks & Buses)		#DIV/0!				#DIV/0!	#DIV/0!		2.8%	2.9%	#DIV/0!	#DIV/0!				#DIV/0!	#DIV/0!			27.3%	#DIV/0!			

FORMATTED FOR HCS 2000 March 2004

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Loc.1 - Bay Street @ Victory Blvd.
LOCATION: Bay Street @ Victory Boulevard (Saturday)
TIME PERIOD: Midday Peak Period
COUNT DATE : Tuesday, March 22, 2005
WEATHER/PAVEMEN Clear
PRINT DATE & TIME : 12/19/05 3:02 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	Victory Boulevard (EB) 1 L-2	2 L-1	3 T	4 R-1	5 R-2	Victory Boulevard (WB) 6 L-2	7 L-1	8 T	9 R-1	10 R-2	Bay Street (NB) 11 L-2	12 L-1	13 T	14 R-1	15 R-2	Bay Street (SB) 16 L-2	17 L-1	18 T	19 R-1	20 R-2	15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
11:00 AM	Auto		21		5			1					25	73	1				84	39		263		
to	Truck		2												1				1					
11:15 AM	Bus		1											1					3	5			263	
11:15 AM	Auto		21		7								25	65				1	60	33		229		
to	Truck		1										1	3						1				
11:30 AM	Bus		4											3					1	3			492	
11:30 AM	Auto		24		4								27	73	1				65	14		232		
to	Truck												1	3				1	4	1				
11:45 AM	Bus		3											2					4	5			724	
11:45 AM	Auto		46		4			1					31	85					70	29		286		
to	Truck								1				1	6										
12:00 PM	Bus		3											2					3	4			1,010	
12:00 PM	Auto		28		6			1					28	85	1				89	37		295		
to	Truck												2	4				1						
12:15 PM	Bus		1											4					3	5			1,042	
12:15 PM	Auto		34		2				1	2			37	95	1				88	20		300		
to	Truck		1	1										3				2						
12:30 PM	Bus		4											3					1	5			1,113	
12:30 PM	Auto		20	1	4				1	1			34	85				1	100	30		301		
to	Truck												2	2				4						
12:45 PM	Bus		6											2					3	5			1,182	
12:45 PM	Auto		22		5								33	83	1			2	109	28		302		
to	Truck		2										1	1				4						
1:00 PM	Bus		2											3					1	5			1,198	
1:00 PM	Auto		21		1								37	91	1				97	24		290		
to	Truck												1	1				1						
1:15 PM	Bus		5											2					3	5			1,193	
1:15 PM	Auto		29		5								40	89	1			1	77	35		300		
to	Truck												1	2				3		1				
1:30 PM	Bus		5											4					1	6			1,193	
1:30 PM	Auto		22		3					1			32	84					88	28		277		
to	Truck							1					1	3										
1:45 PM	Bus		2											4					3	5			1,169	
1:45 PM	Auto		40		6								39	97	1				76	41		320		
to	Truck		1										1	3				2		1				
2:00 PM	Bus		4											2					1	5			1,187	1,198
Peak Hour Volume (PHV)			143	2	16			2	3	3			135	376	2			8	357	135		1,182		
PHV (by approach)			161					8					513					500						
Peak Hour Factor (PHF)		#DIV/0!	0.73	0.50	0.67	#DIV/0!	#DIV/0!	0.50	0.75	0.38	#DIV/0!	#DIV/0!	0.91	0.93	0.50	#DIV/0!	#DIV/0!	0.40	0.87	0.80	#DIV/0!			
Total Autos			128	1	16			2	2	3			130	350	2			1	347	116				
Total Trucks			1	1					1				5	15				7						
Total Buses			14											11					10	19				
% Auto		#DIV/0!	89.5%	50.0%	100.0%	#DIV/0!	#DIV/0!	100.0%	66.7%	100.0%	#DIV/0!	#DIV/0!	96.3%	93.1%	100.0%	#DIV/0!	#DIV/0!	12.5%	97.2%	85.9%	#DIV/0!			
% Heavy Vehicles (Trucks & Buses)		#DIV/0!	10.5%	50.0%		#DIV/0!	#DIV/0!		33.3%		#DIV/0!	#DIV/0!	3.7%	6.9%		#DIV/0!	#DIV/0!	87.5%	2.8%	14.1%	#DIV/0!			

FORMATTED FOR HCS 2000 March 2004

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Loc.2 Bay Street @ Hannah Street
LOCATION: Bay Street @ Hannah Street (Saturday)
TIME PERIOD: Midday Peak Period
COUNT DATE : Tuesday, March 22, 2005
WEATHER/PAVEMEN Clear
PRINT DATE & TIME : 12/19/05 3:04 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	Hannah Street (EB)					Hannah Street (WB)					Bay Street (NB)					Bay Street (SB)					15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20			
		L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2			
11:00 AM to 11:15 AM	Auto		6	4	10			6	8	26			6	58	2			29	120	25		310		
	Truck									1			1						3					
	Bus													2					3				310	
11:15 AM to 11:30 AM	Auto		2		3			5	4	25			13	78	2			26	104	17		286		
	Truck									2				1					1					
	Bus													3									596	
11:30 AM to 11:45 AM	Auto		3	5	8			7	15	18			11	81	5			37	96	17		319		
	Truck								1	1				3				1	4					
	Bus													2					4				915	
11:45 AM to 12:00 PM	Auto		4	4	1			5	17	22			4	95	2			24	93	21		303		
	Truck									5				1				1	2					
	Bus													2									1,218	
12:00 PM to 12:15 PM	Auto		2	3	3			5	9	34			6	81	6			30	128	26		348		
	Truck									1				4					3					
	Bus													4					3				1,256	
12:15 PM to 12:30 PM	Auto		2	7	6			4	14	44			4	86	4			28	101	21		332		
	Truck									1				2					4					
	Bus													3					1				1,302	
12:30 PM to 12:45 PM	Auto		1	1	5			8	11	23			3	91	6			24	125	19		329		
	Truck									1				3					3					
	Bus													2					3				1,312	
12:45 PM to 1:00 PM	Auto		1	4	5			6	5	21			10	97	4			27	95	25		314		
	Truck												1	2					3	1				
	Bus													5					2				1,323	
1:00 PM to 1:15 PM	Auto		2	1	5			5	20	33			6	96	3			25	107	21		334		
	Truck									1				1					2					
	Bus													3					3				1,309	
1:15 PM to 1:30 PM	Auto		2	3	7			7	11	36			4	93	7			27	96	19		319		
	Truck													1				1	2					
	Bus													2					1				1,296	
1:30 PM to 1:45 PM	Auto		2	1	5			4	8	26			4	94	4			18	82	22		281		
	Truck													2					3					
	Bus													6									1,248	
1:45 PM to 2:00 PM	Auto		2	3	3			8	13	29			4	97	6			24	85	19		302		
	Truck													4					4					
	Bus																		1				1,236	1,323
Peak Hour Volume (PHV)			9	15	15			22	51	131			17	374	18			107	466	87		1,312		
PHV (by approach)				39					204					409					660					
Peak Hour Factor (PHF)		#DIV/0!	0.56	0.54	0.63	#DIV/0!	#DIV/0!	0.69	0.75	0.73	#DIV/0!	#DIV/0!	0.71	0.95	0.75	#DIV/0!	#DIV/0!	0.89	0.87	0.84	#DIV/0!			
Total Autos			9	15	15			22	51	123			17	353	18			106	447	87				
Total Trucks										8				10				1	12					
Total Buses														11					7					
% Auto		#DIV/0!	100.0%	100.0%	100.0%	#DIV/0!	#DIV/0!	100.0%	100.0%	93.9%	#DIV/0!	#DIV/0!	100.0%	94.4%	100.0%	#DIV/0!	#DIV/0!	99.1%	95.9%	100.0%	#DIV/0!			
% Heavy Vehicles (Trucks & Buses)		#DIV/0!				#DIV/0!	#DIV/0!			6.1%	#DIV/0!	#DIV/0!		5.6%		#DIV/0!	#DIV/0!	0.9%	4.1%		#DIV/0!			

FORMATTED FOR HCS 2000 March 2004

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Loc.3 - Front Street @ Hannah Street
LOCATION: Front Street @ Hannah Street (Saturday)
TIME PERIOD: Midday Peak Period
COUNT DATE : Tuesday, March 22, 2005
WEATHER/PAVEMEN Clear
PRINT DATE & TIME : 12/19/05 3:05 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	Hannah Street (EB) 1 L-2	2 L-1	3 T	4 R-1	5 R-2	Hannah Street (WB) 6 L-2	7 L-1	8 T	9 R-1	10 R-2	Front Street (NB) 11 L-2	12 L-1	13 T	14 R-1	15 R-2	Front Street (SB) 16 L-2	17 L-1	18 T	19 R-1	20 R-2	15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
10:00 AM to 10:15 AM	Auto																							
	Truck																							
	Bus																							
10:15 AM to 10:30 AM	Auto																							
	Truck																							
	Bus																							
10:30 AM to 10:45 AM	Auto																							
	Truck																							
	Bus																							
10:45 AM to 11:00 AM	Auto																							
	Truck																							
	Bus																							
11:00 AM to 11:15 AM	Auto							4		33			34	2					6	13		94		
	Truck												2											
	Bus																						94	
11:15 AM to 11:30 AM	Auto							4		23			31	3					1	3		67		
	Truck									1			1											
	Bus																						161	
11:30 AM to 11:45 AM	Auto							12		36			26	3					6	14		100		
	Truck									1			2											
	Bus																						261	
11:45 AM to 12:00 PM	Auto							5		25			27	1					7	13		85		
	Truck									2			5											
	Bus																						346	
12:00 PM to 12:15 PM	Auto							12		24			39	2					8	7		93		
	Truck												1											
	Bus																						345	
12:15 PM to 12:30 PM	Auto							13		29			47	9					4	19		123		
	Truck									1			1											
	Bus																						401	
12:30 PM to 12:45 PM	Auto							17		12			29	4					1	12		78		
	Truck									1			1	1										
	Bus																						379	
12:45 PM to 1:00 PM	Auto							17		23			26	3					7	13		89		
	Truck																							
	Bus																						383	
1:00 PM to 1:15 PM	Auto							13		25			38	6					5	16		104		
	Truck												1											
	Bus																						394	
1:15 PM to 1:30 PM	Auto							15		28			44	1					7	8		105		
	Truck									1				1										
	Bus																						376	
1:30 PM to 1:45 PM	Auto							10		23			35	5					4	9		86		
	Truck																							
	Bus																						384	
1:45 PM to 2:00 PM	Auto							11		25			32	4					3	6		81		
	Truck																							
	Bus																						376	
2:00 PM to 2:15 PM	Auto																							
	Truck																							
	Bus																						272	
2:15 PM to 2:30 PM	Auto																							
	Truck																							
	Bus																						167	
2:30 PM to 2:45 PM	Auto																							
	Truck																							
	Bus																						81	
2:45 PM to 3:00 PM	Auto																							
	Truck																							
	Bus																							401
Peak Hour Volume (PHV)								47		94			150	17					20	51		379		
PHV (by approach)									141					167					71					
Peak Hour Factor (PHF)		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.69	#DIV/0!	0.78	#DIV/0!	#DIV/0!	0.78	0.47	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.63	0.67	#DIV/0!			
Total Autos								47		90			142	16					20	51				
Total Trucks										4			8	1										
Total Buses																								
% Auto		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	100.0%	#DIV/0!	95.7%	#DIV/0!	#DIV/0!	94.7%	94.1%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	100.0%	100.0%	#DIV/0!			
% Heavy Vehicles (Trucks & Buses)		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!		#DIV/0!	4.3%	#DIV/0!	#DIV/0!	5.3%	5.9%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!			#DIV/0!			

FORMATTED FOR HCS 2000 March 2004

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Loc.4 - Bay Street @ Swan Street
LOCATION: Bay Street @ Swan Street
TIME PERIOD: Midday Peak Period
COUNT DATE : Saturday, March 19, 2005
WEATHER/PAVEMEN Clear
PRINT DATE & TIME : 12/19/05 3:05 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	Van Duzer Street (EB)					(WB)					Bay Street (NB)					Bay Street (SB)					15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20			
		L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2			
10:00 AM to 10:15 AM	Auto																							
	Truck																							
	Bus																							
10:15 AM to 10:30 AM	Auto																							
	Truck																							
	Bus																							
10:30 AM to 10:45 AM	Auto																							
	Truck																							
	Bus																							
10:45 AM to 11:00 AM	Auto																							
	Truck																							
	Bus																							
11:00 AM to 11:15 AM	Auto			15	1								2	70					133	6		237		
	Truck													1					5					
	Bus			1										1					2					
11:15 AM to 11:30 AM	Auto			19	1								5	69					122	6		228	237	
	Truck													1					1					
	Bus			2										1					1					
11:30 AM to 11:45 AM	Auto			14									8	77					96	5		206	465	
	Truck													3					3					
	Bus													3					3					
11:45 AM to 12:00 PM	Auto			15									5	88					90	3		210	671	
	Truck													1					5					
	Bus			2										1										
12:00 PM to 12:15 PM	Auto			11									6	86					147	4		273	881	
	Truck			2										3					3					
	Bus			3										1					3	4				
12:15 PM to 12:30 PM	Auto			12									3	81					107	2		215	917	
	Truck												1	2					3					
	Bus			1										2					1					
12:30 PM to 12:45 PM	Auto			11									7	83					141	6		259	904	
	Truck													3					4					
	Bus			2															2					
12:45 PM to 1:00 PM	Auto			15									1	95					89	7		220	957	
	Truck													3					3					
	Bus			3										2					2					
1:00 PM to 1:15 PM	Auto			11									8	94					116	5		246	967	
	Truck													1					3					
	Bus			4															3	1				
1:15 PM to 1:30 PM	Auto			25	1								3	88					110	5		239	940	
	Truck													1					3					
	Bus													2					1					
1:30 PM to 1:45 PM	Auto			23	2								3	70					95	9		213	964	
	Truck													2										
	Bus			4										2					3					
1:45 PM to 2:00 PM	Auto			29	1								8	82					99	5		232	918	
	Truck													4					4					
	Bus																							
2:00 PM to 2:15 PM	Auto																						930	
	Truck																							
	Bus																							
2:15 PM to 2:30 PM	Auto																						684	
	Truck																							
	Bus																							
2:30 PM to 2:45 PM	Auto																						445	
	Truck																							
	Bus																							
2:45 PM to 3:00 PM	Auto																						232	
	Truck																							
	Bus																							
Peak Hour Volume (PHV)				59									22	351					506	19		957		967
PHV (by approach)				59										373					525					
Peak Hour Factor (PHF)		#DIV/0!	#DIV/0!	0.87	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.79	0.98	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.83	0.59	#DIV/0!			
Total Autos				49									21	338					485	15				
Total Trucks				2									1	9					15					
Total Buses				8										4					6	4				
% Auto		#DIV/0!	#DIV/0!	83.1%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	95.5%	96.3%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	95.8%	78.9%	#DIV/0!			
% Heavy Vehicles (Trucks & Buses)		#DIV/0!	#DIV/0!	16.9%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	4.5%	3.7%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	4.2%	21.1%	#DIV/0!			

FORMATTED FOR HCS 2000 March 2004

PROJECT: Stapleton / Homeport Redevelopment Project 2005002
FILE NAME: Loc.5 - Bay Street @ Wave Street
LOCATION: Bay Street @ Wave Street
TIME PERIOD: Midday Peak Period
COUNT DATE : Saturday, March 19, 2005
WEATHER/PAVEMEN Clear
PRINT DATE & TIME : 12/19/05 3:05 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	Wave Street (EB)					Wave Street (WB)					Bay Street (NB)					Bay Street (SB)					15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20			
		L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2			
11:00 AM to 11:15 AM	Auto							7	1	7			1	75					149	2		252		
	Truck													4					4				252	
	Bus													1					1					
11:15 AM to 11:30 AM	Auto							7	1	11				64					114	2		205		
	Truck													3									457	
	Bus													1					2					
11:30 AM to 11:45 AM	Auto							3	1	6				91					104	1		218		
	Truck													4					4				675	
	Bus													1					3					
11:45 AM to 12:00 PM	Auto							5	2	3				99					107			225		
	Truck							1						3					3				900	
	Bus													1					1					
12:00 PM to 12:15 PM	Auto							4		3			1	74					126	2		220		
	Truck													2					3				868	
	Bus													1					4					
12:15 PM to 12:30 PM	Auto							4	2	4			1	93					127	1		242		
	Truck							1						2					3				905	
	Bus													3					1					
12:30 PM to 12:45 PM	Auto							2	1	6			1	89					135	2		247		
	Truck													4					2				934	
	Bus													1					4					
12:45 PM to 1:00 PM	Auto							4	2	6			1	99					119	2		245		
	Truck													2					6				954	
	Bus													2					2					
1:00 PM to 1:15 PM	Auto							1		6			1	98					127	1		242		
	Truck													2					3				976	
	Bus																		3					
1:15 PM to 1:30 PM	Auto							3	2	4			2	95					128	2		244		
	Truck													2					2				978	
	Bus													2					2					
1:30 PM to 1:45 PM	Auto							1		3				99					113			225		
	Truck													2					1				956	
	Bus													2					4					
1:45 PM to 2:00 PM	Auto							4	1	5				96					105	2		221		
	Truck													4					3				932	
	Bus																		1					
2:00 PM to 2:15 PM	Auto																						690	
	Truck																							
	Bus																							
2:15 PM to 2:30 PM	Auto																						446	
	Truck																							
	Bus																							
2:30 PM to 2:45 PM	Auto																						221	
	Truck																							
	Bus																							
2:45 PM to 3:00 PM	Auto																							978
	Truck																							
	Bus																							
Peak Hour Volume (PHV)								17	5	16			3	372					516	5		934		
PHV (by approach)									38					375					521					
Peak Hour Factor (PHF)		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.71	0.63	0.67	#DIV/0!	#DIV/0!	0.75	0.90	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.91	0.63	#DIV/0!			
Total Autos								15	5	16			3	355					495	5				
Total Trucks								2						11					11					
Total Buses														6					10					
% Auto		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	88.2%	100.0%	100.0%	#DIV/0!	#DIV/0!	100.0%	95.4%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	95.9%	100.0%	#DIV/0!			
% Heavy Vehicles (Trucks & Buses)		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	11.8%			#DIV/0!	#DIV/0!		4.6%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	4.1%		#DIV/0!			

FORMATTED FOR HCS 2000 March 2004

PROJECT: Stapleton / Homeport Redevelopment Project 2005002
FILE NAME: Loc.6 - Bay Street @ Prospect Street
LOCATION: Bay Street @ Prospect Street
TIME PERIOD: Midday Peak Period
COUNT DATE : Saturday, March 19, 2005
WEATHER/PAVEMEN Clear
PRINT DATE & TIME : 12/19/05 3:05 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	Prospect Street (EB) 1 L-2	2 L-1	3 T	4 R-1	5 R-2	(WB) 6 L-2	7 L-1	8 T	9 R-1	10 R-2	Bay Street (NB) 11 L-2	12 L-1	13 T	14 R-1	15 R-2	Bay Street (SB) 16 L-2	17 L-1	18 T	19 R-1	20 R-2	15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
11:00 AM to 11:15 AM	Auto		1	1	1									71	2				143			229		
	Truck													1	1				5					
	Bus													2					1				229	
11:15 AM to 11:30 AM	Auto		2		3									58				5	96			171		
	Truck													4					1					
	Bus																		2				400	
11:30 AM to 11:45 AM	Auto		3		1									66	1			3	86			170		
	Truck				1									2					3					
	Bus													1					3				570	
11:45 AM to 12:00 PM	Auto		1	4	3									84	7			4	105			219		
	Truck				1									4					4					
	Bus													1					1				789	
12:00 PM to 12:15 PM	Auto		2	5	4									97	4			3	153			278		
	Truck													2					4					
	Bus													1					3				838	
12:15 PM to 12:30 PM	Auto		2	2	4									64	5			1	100			186		
	Truck				1									3					2					
	Bus													1					1				853	
12:30 PM to 12:45 PM	Auto		2		2									92	8			4	142			260		
	Truck													4					2					
	Bus													1					3				943	
12:45 PM to 1:00 PM	Auto			1	2									94	4			2	109			221		
	Truck													2					4					
	Bus													2					1				945	
1:00 PM to 1:15 PM	Auto		2	3	4									96	6			4	120			245		
	Truck													1					5					
	Bus																		4				912	
1:15 PM to 1:30 PM	Auto		2	2										87	7			5	111			222		
	Truck													3					3					
	Bus													1					1				948	
1:30 PM to 1:45 PM	Auto		3		4									85	5			4	85			193		
	Truck													2										
	Bus													2					3				881	
1:45 PM to 2:00 PM	Auto		2	1	5									88	5			2	120			230		
	Truck													5					1					
	Bus																		1				890	
2:00 PM to 2:15 PM	Auto																							
	Truck																							
	Bus																						645	
2:15 PM to 2:30 PM	Auto																							
	Truck																							
	Bus																						423	
2:30 PM to 2:45 PM	Auto																							
	Truck																							
	Bus																						230	
2:45 PM to 3:00 PM	Auto																							
	Truck																							
	Bus																							948
Peak Hour Volume (PHV)			7	11	15									354	24			12	520			943		
PHV (by approach)				33										378					532					
Peak Hour Factor (PHF)		#DIV/0!	0.88	0.55	0.75	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.89	0.75	#DIV/0!	#DIV/0!	0.75	0.81	#DIV/0!	#DIV/0!			
Total Autos			7	11	13									337	24			12	500					
Total Trucks					2									13					12					
Total Buses														4					8					
% Auto		#DIV/0!	100.0%	100.0%	86.7%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	95.2%	100.0%	#DIV/0!	#DIV/0!	100.0%	96.2%	#DIV/0!	#DIV/0!			
% Heavy Vehicles (Trucks & Buses)		#DIV/0!			13.3%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	4.8%		#DIV/0!	#DIV/0!		3.8%	#DIV/0!	#DIV/0!			

FORMATTED FOR HCS 2000 March 2004

PROJECT: Stapleton / Homeport Redevelopment Project 2005002
FILE NAME: Loc07- Bay Street & Water Street (6 Class)
LOCATION: Bay Street & Water Street
TIME PERIOD: Midday Peak Period
COUNT DATE : Saturday, March 19, 2005
WEATHER/PAVEMENT: Clear
PRINT TIME : 12/19/05 3:05 PM

Edwards and Kelcey & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	(EB) 1 L-2	(EB) 2 L-1	(EB) 3 T	(EB) 4 R-1	(EB) 5 R-2	Water Street (WB) 6 L-2	(WB) 7 L-1	(WB) 8 T	(WB) 9 R-1	(WB) 10 R-2	Bay Street (NB) 11 L-2	(NB) 12 L-1	(NB) 13 T	(NB) 14 R-1	(NB) 15 R-2	Bay Street (SB) 16 L-2	(SB) 17 L-1	(SB) 18 T	(SB) 19 R-1	(SB) 20 R-2	15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
11:00 AM to 11:15 AM	Auto							1	5	3			18	55					87	33		269		
	SUV												3	10					4	2				
	Light Truck												2	12					14	3				
	Medium Truck									1				5					6					
	Heavy Truck																		2					
	Bus													3										
11:15 AM to 11:30 AM	Auto								5				9	55					86	28		267	269	
	SUV							2					6	22					23	5				
	Light Truck								1				1	7					9	3				
	Medium Truck													3										
	Heavy Truck																			2				
	Bus																							
11:30 AM to 11:45 AM	Auto							1	4	1			12	68					76	19		267	536	
	SUV							1	1	1			3	21					16	3				
	Light Truck												5	10					6					
	Medium Truck													4					2					
	Heavy Truck								1					2					2	1				
	Bus												1	2					3	1				
11:45 AM to 12:00 PM	Auto							1		1			9	76					66	18		253	803	
	SUV							1		1			3	25					14	7				
	Light Truck												1	6					8	6				
	Medium Truck													3					2	1				
	Heavy Truck													1					2					
	Bus													1										
12:00 PM to 12:15 PM	Auto								4	1			7	78					73	20		260	1,056	
	SUV								1				10	13					15	6				
	Light Truck												1	7					12	3				
	Medium Truck													1					4					
	Heavy Truck													1					1					
	Bus													1					1					
12:15 PM to 12:30 PM	Auto								7	1			13	78					79	20		288	1,047	
	SUV								1	1			3	20					22	11				
	Light Truck								1	1				9					9	4				
	Medium Truck													1					1					
	Heavy Truck													1										
	Bus													2					1	2				
12:30 PM to 12:45 PM	Auto								4				14	61					81	21		286	1,068	
	SUV								3				3	24					36	3				
	Light Truck													13					8	4				
	Medium Truck												1	4					1					
	Heavy Truck																		1					
	Bus																		3	1				
12:45 PM to 1:00 PM	Auto								3	1			12	74					65	35		269	1,087	
	SUV								1				3	18					17	5				
	Light Truck												2	12					6	4				
	Medium Truck												1						3					
	Heavy Truck													1					1					
	Bus												1	2						1				
1:00 PM to 1:15 PM	Auto							1	2	1			9	78					78	24		287	1,103	
	SUV								1				4	21					16	8				
	Light Truck								2	1			2	21					7	2				
	Medium Truck													1					1	2				
	Heavy Truck													1										
	Bus																		3	1				
1:15 PM to 1:30 PM	Auto								2	1			12	64					83	23		253	1,130	
	SUV												1	22					8	6				
	Light Truck									1			2	11					6	1				
	Medium Truck									1				1					3					
	Heavy Truck																		1					
	Bus													2					1	1				
1:30 PM to 1:45 PM	Auto							1	3	2			13	70					58	30		246	1,095	
	SUV												3	27					8	4				
	Light Truck												1	11					6	3				
	Medium Truck													1										
	Heavy Truck													2										
	Bus												1	2					2					
1:45 PM to 2:00 PM	Auto								1	1			4	73					73	19		257	1,055	
	SUV								2				1	20					21	8				
	Light Truck									1			3	11					9	2				
	Medium Truck													1					1					
	Heavy Truck													3										
	Bus																		2	1				
2:00 PM to 2:15 PM	Auto																						1,043	
	SUV																							
	Light Truck																							
	Medium Truck																							
	Heavy Truck																							
	Bus																							
2:15 PM to 2:30 PM	Auto																						756	
	SUV																							
	Light Truck																							
	Medium Truck																							
	Heavy Truck																							
	Bus																							
Peak Hour Volume (PHV)								2	21	6			65	426					440	127		1,087	503	1,130
PHV (by approach)									29					491					567					
Peak Hour Factor (PHF)		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.25	0.58	0.50	#DIV/0!	#DIV/0!	0.90	0.95	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.85	0.86	#DIV/0!			
Total Auto								1	15	3			43	293					299	79				
Total SUV								1	5	2			19	82					87	27				
Total Light Truck									1	1			2	35					37	17				
Total Medium Truck													1	9					8	1				
Total Heavy Truck														3					4					
Total Bus														4					5	3				
% Auto's & Taxi's		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	100.0%	100.0%	100.0%	#DIV/0!	#DIV/0!	98.5%	96.2%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	96.1%	96.9%	#DIV/0!			
% Heavy Vehicles		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!				#DIV/0!	#DIV/0!	1.5%	3.8%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	3.9%	3.1%	#DIV/0!			

1. Total Heavy Diesel Accounts For Heavy Trucks and Buses
2. % Autos Accounts for Auto, Taxi, SUV and Light Truck.
3. % Heavy Vehicles Accounts for Heavy Gas and Heavy Deisel

FORMATTED FOR HCS 2000 March 2004

PROJECT: Stapleton / Homeport Redevelopment Project 2005002
FILE NAME: Loc08 - Bay Street @ Canal Street
LOCATION: Bay Street @ Canal Street
TIME PERIOD: Midday Peak Period
COUNT DATE : Saturday, March 19, 2005
WEATHER/PAVEMEN Clear
PRINT DATE & TIME : 12/19/05 3:05 PM

Eng-Wong Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	Canal Street (EB)					Canal Street (WB)					Bay Street (NB)					Bay Street (SB)					15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20			
		L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2			
11:00 AM to 11:15 AM	Auto		25	8	13			3		5				71	6			5	118			270		
	Truck													4					7					
	Bus		1											2					2				270	
11:15 AM to 11:30 AM	Auto		31	10	4			7		4				69	7			6	92			234		
	Truck		1		1									2										
	Bus																						504	
11:30 AM to 11:45 AM	Auto		30	9	11			1		6				75	8			4	114			276		
	Truck		1	3										6				1	3					
	Bus		1											1					2				780	
11:45 AM to 12:00 PM	Auto		27	3	10			4		3				91	8			5	89			248		
	Truck													4					3					
	Bus													1									1,028	
12:00 PM to 12:15 PM	Auto		32	7	10			5		3				71	10			5	101			254		
	Truck		1											1					5					
	Bus		1											1					1				1,012	
12:15 PM to 12:30 PM	Auto		30	5	6			3		2				79	4			6	118			258		
	Truck													2										
	Bus													2					1				1,036	
12:30 PM to 12:45 PM	Auto		33	2	10			5		1				90	5			2	132			293		
	Truck		2	1										4	1				1					
	Bus													2					2				1,053	
12:45 PM to 1:00 PM	Auto		44	4	5			4		2				85	5			3	84			244		
	Truck													2					4					
	Bus		1																1				1,049	
1:00 PM to 1:15 PM	Auto		42	8	11			2		3				88	3			3	111			281		
	Truck		1	1										1	1			1	1					
	Bus		1											1					2				1,076	
1:15 PM to 1:30 PM	Auto		24	4	5			1		2				81	4			2	86			216		
	Truck													1					5					
	Bus													1									1,034	
1:30 PM to 1:45 PM	Auto		25	5	8			2		4				90	6			3	80			229		
	Truck													1										
	Bus		1											2					2				970	
1:45 PM to 2:00 PM	Auto		39	11	13			1		2				86	2			2	131			291		
	Truck													3				1						
	Bus																						1,017	
2:00 PM to 2:15 PM	Auto																							
	Truck																							
	Bus																						736	
2:15 PM to 2:30 PM	Auto																							
	Truck																							
	Bus																						520	
2:30 PM to 2:45 PM	Auto																							
	Truck																							
	Bus																						291	
2:45 PM to 3:00 PM	Auto																							
	Truck																							
	Bus																							1,076
Peak Hour Volume (PHV)			126	18	36			17		9				348	28			18	453			1,053		
PHV (by approach)				180					26					376					471					
Peak Hour Factor (PHF)		#DIV/0!	0.90	0.64	0.90	#DIV/0!	#DIV/0!	0.85	#DIV/0!	0.75	#DIV/0!	#DIV/0!	#DIV/0!	0.91	0.70	#DIV/0!	#DIV/0!	0.75	0.84	#DIV/0!	#DIV/0!			
Total Autos			122	17	36			17		9				331	27			18	440					
Total Trucks			3	1										11	1				9					
Total Buses			1											6					4					
% Auto		#DIV/0!	96.8%	94.4%	100.0%	#DIV/0!	#DIV/0!	100.0%	#DIV/0!	100.0%	#DIV/0!	#DIV/0!	#DIV/0!	95.1%	96.4%	#DIV/0!	#DIV/0!	100.0%	97.1%	#DIV/0!	#DIV/0!			
% Heavy Vehicles (Trucks & Buses)		#DIV/0!	3.2%	5.6%		#DIV/0!	#DIV/0!		#DIV/0!		#DIV/0!	#DIV/0!	#DIV/0!	4.9%	3.6%	#DIV/0!	#DIV/0!		2.9%	#DIV/0!	#DIV/0!			

FORMATTED FOR HCS 2000 March 2004

PROJECT: Stapleton / Homeport Redevelopment Project 2005002
FILE NAME: Loc.9 - Bay Street @ Thompson Street
LOCATION: Bay Street @ Thompson Street
TIME PERIOD: Midday Peak Period
COUNT DATE : Saturday, March 19, 2005
WEATHER/PAVEMEN Clear
PRINT DATE & TIME : 12/19/05 3:05 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	Thompson Street (EB) 1 L-2	2 L-1	3 T	4 R-1	5 R-2	Thompson Street (WB) 6 L-2	7 L-1	8 T	9 R-1	10 R-2	Bay Street (NB) 11 L-2	12 L-1	13 T	14 R-1	15 R-2	Bay Street (SB) 16 L-2	17 L-1	18 T	19 R-1	20 R-2	15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
11:00 AM to 11:15 AM	Auto							2		2				66					125	1		209		
	Truck													3					5	1				
	Bus													2					2				209	
11:15 AM to 11:30 AM	Auto							1		1			2	67					102	3		178		
	Truck													2										
	Bus																						387	
11:30 AM to 11:45 AM	Auto							2	1	1				82					116			212		
	Truck							1						4					2					
	Bus																		3				599	
11:45 AM to 12:00 PM	Auto							3		2				91					96	1		198		
	Truck													4										
	Bus													1									797	
12:00 PM to 12:15 PM	Auto							4	3	3			1	73					97	1		190		
	Truck													2					6					
	Bus																						778	
12:15 PM to 12:30 PM	Auto							6	2	1				80					111	3		212		
	Truck													3					2					
	Bus													2					2				812	
12:30 PM to 12:45 PM	Auto							4		2			2	84					143	5		248		
	Truck													2					3					
	Bus													1					2				848	
12:45 PM to 1:00 PM	Auto							4	1	1			2	82					92	1		190		
	Truck													2					4					
	Bus													1									840	
1:00 PM to 1:15 PM	Auto							1	1	4			1	73					118	2		205		
	Truck													1					3					
	Bus																		1				855	
1:15 PM to 1:30 PM	Auto							3		1			1	83					99	1		198		
	Truck													2					4					
	Bus													2					2				841	
1:30 PM to 1:45 PM	Auto							3	2					99					77	1		187		
	Truck													2										
	Bus																		3				780	
1:45 PM to 2:00 PM	Auto							5	1					79					117	5		213		
	Truck													3					2					
	Bus																		1				803	
2:00 PM to 2:15 PM	Auto																							
	Truck																						598	
	Bus																							
2:15 PM to 2:30 PM	Auto																							
	Truck																						400	
	Bus																							
2:30 PM to 2:45 PM	Auto																							
	Truck																						213	
	Bus																							
2:45 PM to 3:00 PM	Auto																							
	Truck																							
	Bus																							855
Peak Hour Volume (PHV)								17	5	8			3	343					462	10		848		
PHV (by approach)									30					346					472					
Peak Hour Factor (PHF)		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.71	0.42	0.67	#DIV/0!	#DIV/0!	0.38	0.89	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.78	0.50	#DIV/0!			
Total Autos								17	5	8			3	328					447	10				
Total Trucks														11					11					
Total Buses														4					4					
% Auto		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	100.0%	100.0%	100.0%	#DIV/0!	#DIV/0!	100.0%	95.6%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	96.8%	100.0%	#DIV/0!			
% Heavy Vehicles (Trucks & Buses)		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!				#DIV/0!	#DIV/0!		4.4%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	3.2%		#DIV/0!			

FORMATTED FOR HCS 2000 March 2004

PROJECT: Stapleton / Homeport Redevelopment Project 2005002
FILE NAME: Loc10 - Bay Street & Broad Street
LOCATION: Bay Street & Broad Street
TIME PERIOD: Midday Peak Period
COUNT DATE : Saturday, March 19, 2005
WEATHER/PAVEMENT: Clear
PRINT TIME : 12/19/05 3:06 PM

Fay Wagner Tang & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS	Broad Street (EB) 1 L-2	2 L-1	3 T	4 R-1	5 R-2	(WB) 6 L-2	7 L-1	8 T	9 R-1	10 R-2	Bay Street (NB) 11 L-2	12 L-1	13 T	14 R-1	15 R-2	Bay Street (SB) 16 L-2	17 L-1	18 T	19 R-1	20 R-2	15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
11:00 AM to 11:15 AM	Auto		3		2								9	60					74	19		221		
	SUV		1		3									1					18	6				
	Light Truck													4					6	1				
	Medium Truck												3						6					
	Heavy Truck				1																			
	Bus													2					2				221	
11:15 AM to 11:30 AM	Auto		8		5								4	54					51	14		180		
	SUV		1		1								2	2					18	11				
	Light Truck													2					4					
	Medium Truck																		2					
	Heavy Truck																							
	Bus													1									401	
11:30 AM to 11:45 AM	Auto		12		3								6	60					79	14		241		
	SUV		2											3					22	6				
	Light Truck																		6					
	Medium Truck																		1					
	Heavy Truck												1						3					
	Bus																		3				642	
11:45 AM to 12:00 PM	Auto		15										2	50					56	16		167		
	SUV		1											2					9	3				
	Light Truck													2					4	1				
	Medium Truck																		2					
	Heavy Truck													1					2					
	Bus													1									809	
12:00 PM to 12:15 PM	Auto		11		2								5	59					81	15		256		
	SUV		3		3									2					19	6				
	Light Truck													1					4	1				
	Medium Truck																		1	1				
	Heavy Truck																			1				
	Bus																		1				844	
12:15 PM to 12:30 PM	Auto		3		8								7	65					76	15		215		
	SUV		1											3					22	4				
	Light Truck		1											1					4					
	Medium Truck		1																2					
	Heavy Truck													1										
	Bus																		1				879	
12:30 PM to 12:45 PM	Auto		13		6								2	64					83	16		261		
	SUV		3											4					37	7				
	Light Truck		2											6					6	1				
	Medium Truck																		3					
	Heavy Truck												1	2						1				
	Bus													2					2				899	
12:45 PM to 1:00 PM	Auto		4		1								3	80					54	12		199		
	SUV		2		1								1	7					17	3				
	Light Truck		1											1					6					
	Medium Truck																		2	1				
	Heavy Truck				1														1	1				
	Bus																						931	
1:00 PM to 1:15 PM	Auto		11		5								5	130					76	8		282		
	SUV		2											4					25	5				
	Light Truck													1					6					
	Medium Truck																		1					
	Heavy Truck													1										
	Bus													1					1				957	
1:15 PM to 1:30 PM	Auto		11		3								2	50					76	15		199		
	SUV		6		1									7					12	3				
	Light Truck		1																3					
	Medium Truck		1																3	1				
	Heavy Truck													1					1					
	Bus																		2				941	
1:30 PM to 1:45 PM	Auto		12		1								2	54					41	6		142		
	SUV													6					11					
	Light Truck		1											1					3					
	Medium Truck																							
	Heavy Truck													1										
	Bus																		2				822	
1:45 PM to 2:00 PM	Auto		6										8	72					31	12		173		
	SUV		2		2									6					17	7				
	Light Truck																		2	2				
	Medium Truck																		1					
	Heavy Truck													2										
	Bus													1					2				796	
2:00 PM to 2:15 PM	Auto																							
	SUV																							
	Light Truck																							
	Medium Truck																							
	Heavy Truck																							
	Bus																						514	
2:15 PM to 2:30 PM	Auto																							
	SUV																							
	Light Truck																							
	Medium Truck																							
	Heavy Truck																							
	Bus																						315	957
Peak Hour Volume (PHV)			54		19								17	306					415	88		899		
PHV (by approach)				73										323					503					
Peak Hour Factor (PHF)		#DIV/0!	0.75	#DIV/0!	0.59	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.61	0.75	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.79	0.88	#DIV/0!			
Total Auto			42		16								16	278					296	62				
Total SUV			4		3									11					87	20				
Total Light Truck			7											10					18	3				
Total Medium Truck			1																8	1				
Total Heavy Truck													1	4					2	2				
Total Bus														3					4					
% Auto's & Taxi's		#DIV/0!	98.1%	#DIV/0!	100.0%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	94.1%	97.7%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	96.6%	96.6%	#DIV/0!			
% Heavy Vehicles		#DIV/0!	1.9%	#DIV/0!		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	5.9%	2.3%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	3.4%	3.4%	#DIV/0!			

PROJECT: Stapleton / Homeport Redevelopment Project 2005002
FILE NAME: Loc11- Bay Street @ Vanderbilt Avenue
LOCATION: Bay Street @ Vanderbilt Avenue
TIME PERIOD: Midday Peak Period
COUNT DATE : Saturday, March 19, 2005
WEATHER/PAVEMEN Clear
PRINT DATE & TIME : 12/19/05 3:06 PM

Eng-Wong Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	*Vanderbilt Avenue* (EB)					(WB)					*Bay Street* (NB)					*Bay Street* (SB)					15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20			
		L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2			
10:45 AM to 11:00 AM	Auto																							
	Truck																							
	Bus																							
11:00 AM to 11:15 AM	Auto		18		17								14	53					26	86		229		
	Truck												1	3						7				
	Bus		1											2						1			229	
11:15 AM to 11:30 AM	Auto		21		16								15	56					21	79		213		
	Truck		1		1									1						1				
	Bus																		1				442	
11:30 AM to 11:45 AM	Auto		11		11								13	59					27	84		216		
	Truck		1		1									2					1	3				
	Bus													1					1	1			658	
11:45 AM to 12:00 PM	Auto		18		13								24	69					23	63		221		
	Truck		1										1	3					1	4				
	Bus		1																				879	
12:00 PM to 12:15 PM	Auto		18		11								15	56					26	81		212		
	Truck													1						2				
	Bus		1											1									862	
12:15 PM to 12:30 PM	Auto		18		12								15	64					34	75		225		
	Truck													2						2				
	Bus													1					1	1			874	
12:30 PM to 12:45 PM	Auto		12		10								14	69					31	90		236		
	Truck												1	3					1	1				
	Bus		1											1					1	1			894	
12:45 PM to 1:00 PM	Auto		14		6								20	70					29	60		206		
	Truck				1									1						5				
	Bus																						879	
1:00 PM to 1:15 PM	Auto		18		10								16	70					22	90		232		
	Truck													2						2				
	Bus		1																	1			899	
1:15 PM to 1:30 PM	Auto		16		14								19	55					29	74		216		
	Truck				1								1						1	4				
	Bus													1						1			890	
1:30 PM to 1:45 PM	Auto		18		6								13	70					10	61		184		
	Truck				1									1						1				
	Bus		1											1					1	1			838	
1:45 PM to 2:00 PM	Auto		19		5								11	74					43	57		214		
	Truck		2											1					1	1				
	Bus																						846	
2:00 PM to 2:15 PM	Auto																							
	Truck																							
	Bus																						614	
2:15 PM to 2:30 PM	Auto																							
	Truck																							
	Bus																						398	
2:30 PM to 2:45 PM	Auto																							
	Truck																							
	Bus																						214	
2:45 PM to 3:00 PM	Auto																							
	Truck																							
	Bus																							899
Peak Hour Volume (PHV)			70		46								70	270					118	320		894		
PHV (by approach)			116										340						438					
Peak Hour Factor (PHF)		#DIV/0!	0.88	#DIV/0!	0.88	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.70	0.92	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.84	0.87	#DIV/0!			
Total Autos			66		46								68	258					114	309				
Total Trucks			1										2	9					2	9				
Total Buses			3											3					2	2				
% Auto		#DIV/0!	94.3%	#DIV/0!	100.0%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	97.1%	95.6%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	96.6%	96.6%	#DIV/0!			
% Heavy Vehicles (Trucks & Buses)		#DIV/0!	5.7%	#DIV/0!		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	2.9%	4.4%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	3.4%	3.4%	#DIV/0!			

FORMATTED FOR HCS 2000 March 2004

PROJECT: Stapleton / Homeport Redevelopment Project 2005002
FILE NAME: Loc.12- Bay Street @ Edgewater Street & Hubert Avenue
LOCATION: Bay Street @ Edgewater & Hubert Avenue
TIME PERIOD: Midday Peak Period
COUNT DATE : Saturday, March 19, 2005
WEATHER/PAVEMEN Clear
PRINT DATE & TIME : 12/19/05 3:06 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	Edgewater Avenue (EB)					Hubert Avenue (WB)					Bay Street (NB)					Bay Street (SB)					15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20			
		L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2			
10:00 AM to 10:15 AM	Auto																							
	Truck																							
	Bus																							
10:15 AM to 10:30 AM	Auto																							
	Truck																							
	Bus																							
10:30 AM to 10:45 AM	Auto																							
	Truck																							
	Bus																							
10:45 AM to 11:00 AM	Auto																							
	Truck																							
	Bus																							
11:00 AM to 11:15 AM	Auto		1	6	26		25	17						67	17	1	2	8	83			267		
	Truck			2				1						1				2	6					
	Bus													1					1				267	
11:15 AM to 11:30 AM	Auto		1	8	32		15	14		1				58	15		1	2	89			243		
	Truck			1	1			1						1					2					
	Bus							1															510	
11:30 AM to 11:45 AM	Auto			7	24		21	15		2				67	7		1	3	80			234		
	Truck			1				2						1				2	1					
	Bus																						744	
11:45 AM to 12:00 PM	Auto			13	26		12	28						73	14			4	92			275		
	Truck							1						4	2				4					
	Bus																		2				1,019	
12:00 PM to 12:15 PM	Auto		1	12	32		19	19						69	22				101			279		
	Truck													1	1				2					
	Bus																						1,031	
12:15 PM to 12:30 PM	Auto		1	7	38		16	11						74	22			3	78			259		
	Truck													4					2					
	Bus													1					2				1,047	
12:30 PM to 12:45 PM	Auto			7	20		5	4						69	12			2	86			211		
	Truck			1										2					1					
	Bus													1					1				1,024	
12:45 PM to 1:00 PM	Auto			5	25		15	11						81	13	1	1	3	61			223		
	Truck													1					4					
	Bus																		2				972	
1:00 PM to 1:15 PM	Auto			4	24		15	18		1				72	10				90			244		
	Truck			1										5	1				1					
	Bus													1					1				937	
1:15 PM to 1:30 PM	Auto		1	3	27		18	21						72	12	2	1		83			248		
	Truck							1						2					4					
	Bus																		1				926	
1:30 PM to 1:45 PM	Auto		1	5	21		9	18						71	21	1			62			219		
	Truck				5									2					1					
	Bus													1					1				934	
1:45 PM to 2:00 PM	Auto		1	3	17		18	10		3				71	10			1	66			204		
	Truck			2	1														1					
	Bus																						915	
2:00 PM to 2:15 PM	Auto																							
	Truck																							
	Bus																						671	
2:15 PM to 2:30 PM	Auto																							
	Truck																							
	Bus																						423	1,047
Peak Hour Volume (PHV)			2	40	116		52	63						298	73			9	371			1,024		
PHV (by approach)				158				115						371					380					
Peak Hour Factor (PHF)		#DIV/0!	0.50	0.77	0.76	#DIV/0!	0.68	0.54	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.94	0.79	#DIV/0!	#DIV/0!	0.56	0.90	#DIV/0!	#DIV/0!			
Total Autos			2	39	116		52	62						285	70			9	357					
Total Trucks				1				1						11	3				9					
Total Buses														2					5					
% Auto		#DIV/0!	100.0%	97.5%	100.0%	#DIV/0!	100.0%	98.4%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	95.6%	95.9%	#DIV/0!	#DIV/0!	100.0%	96.2%	#DIV/0!	#DIV/0!			
% Heavy Vehicles (Trucks & Buses)		#DIV/0!		2.5%		#DIV/0!		1.6%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	4.4%	4.1%	#DIV/0!	#DIV/0!		3.8%	#DIV/0!	#DIV/0!			

FORMATTED FOR HCS 2000 March 2004

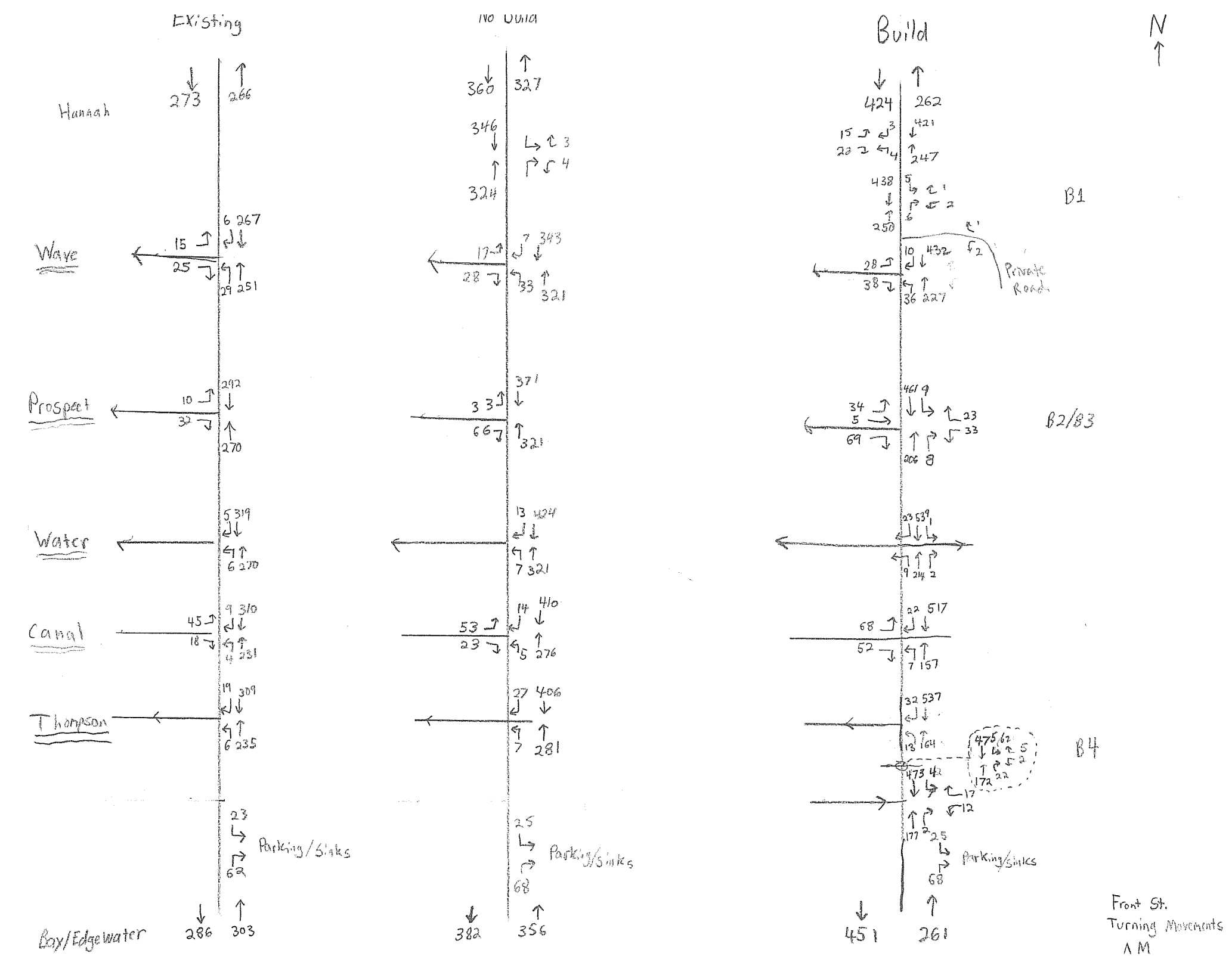
PROJECT: Stapleton / Homeport Redevelopment Project 2005002
FILE NAME: Loc.13 Bay Street @ Hylan Boulevard
LOCATION: Bay Street @ Hylan Boulevard
TIME PERIOD: Midday Peak Period
COUNT DATE : Saturday, March 19, 2005
WEATHER/PAVEMEN Clear
PRINT DATE & TIME : 12/19/05 3:06 PM

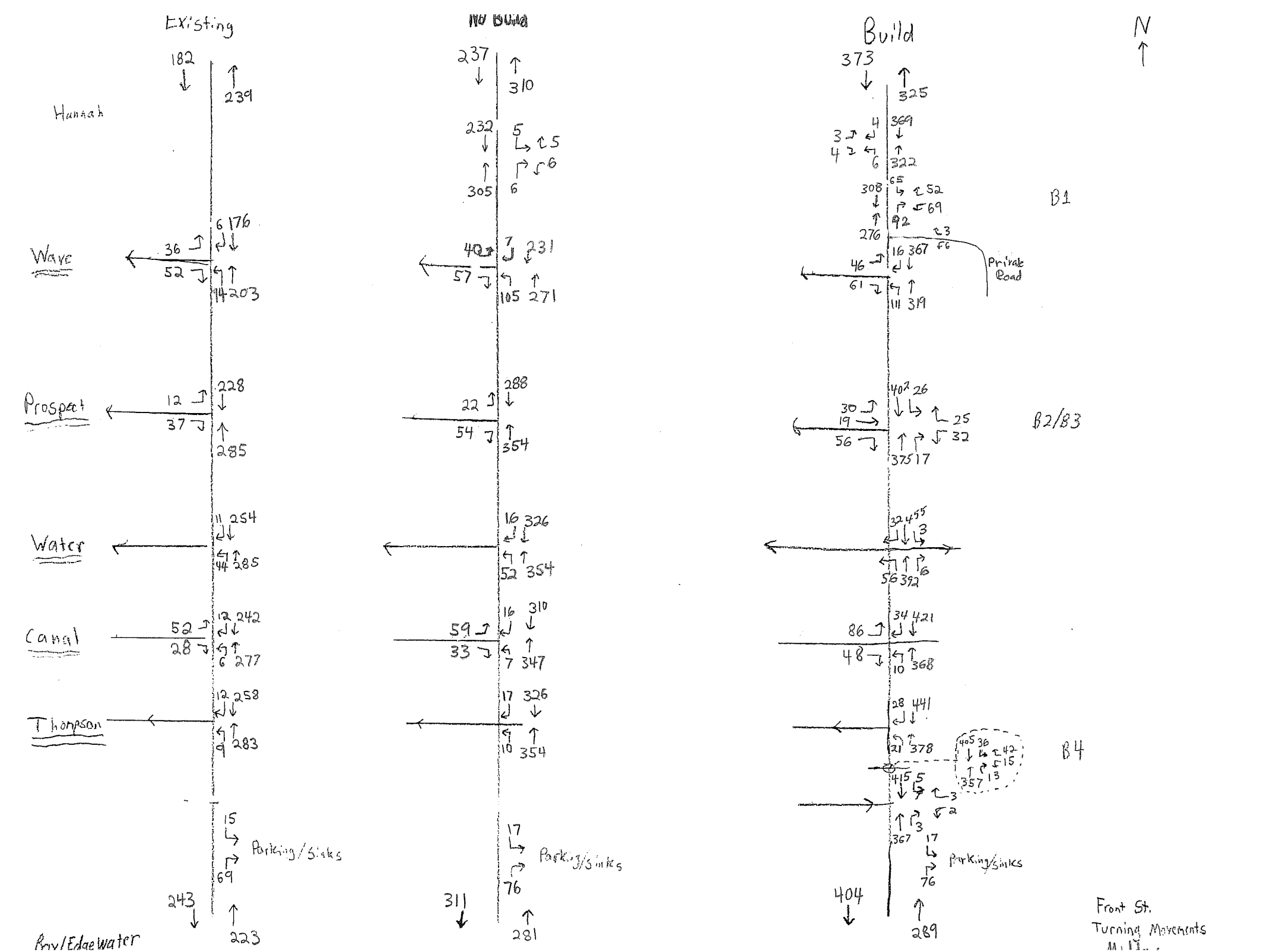
Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

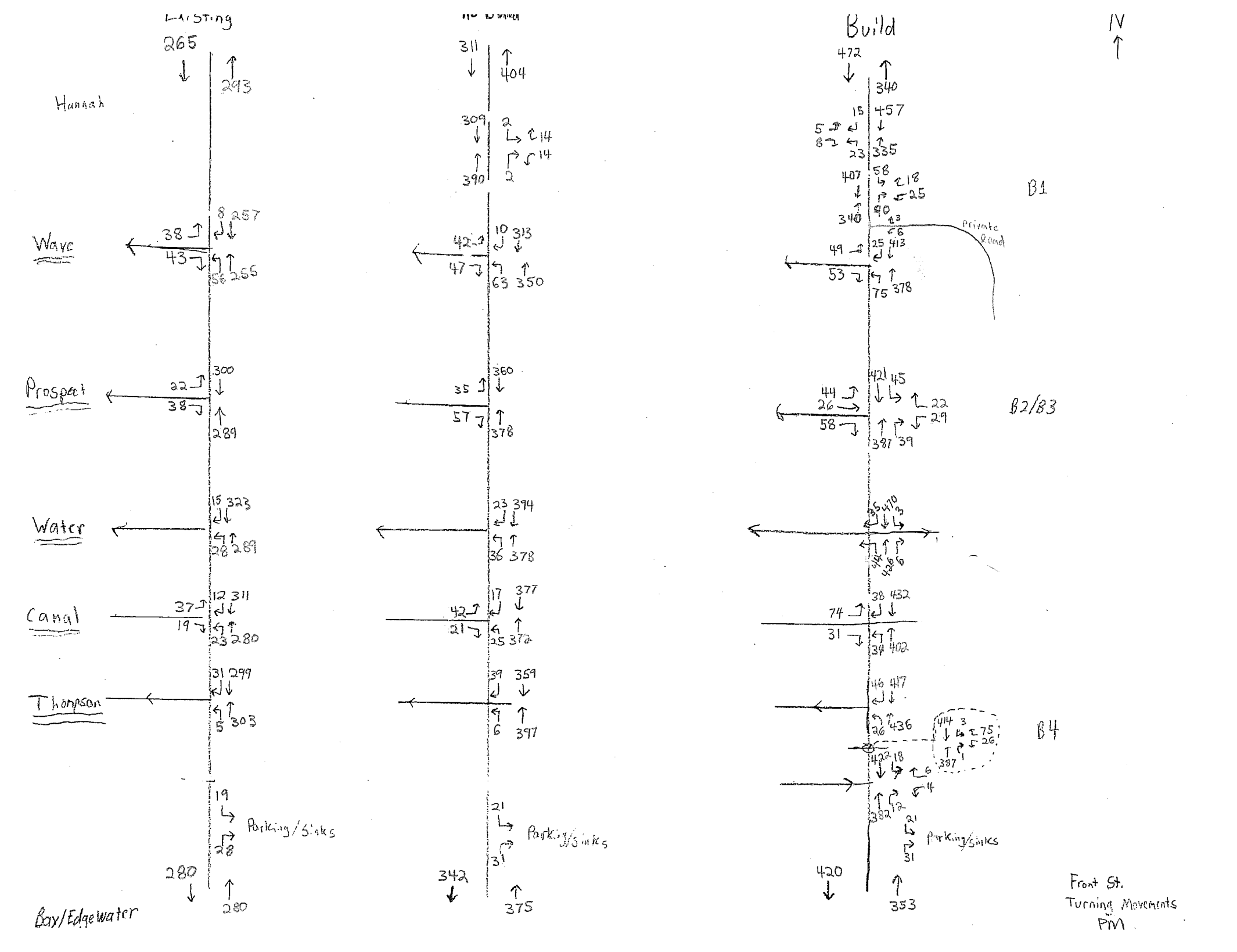
TURNING MOVEMENT COUNT SUMMARY

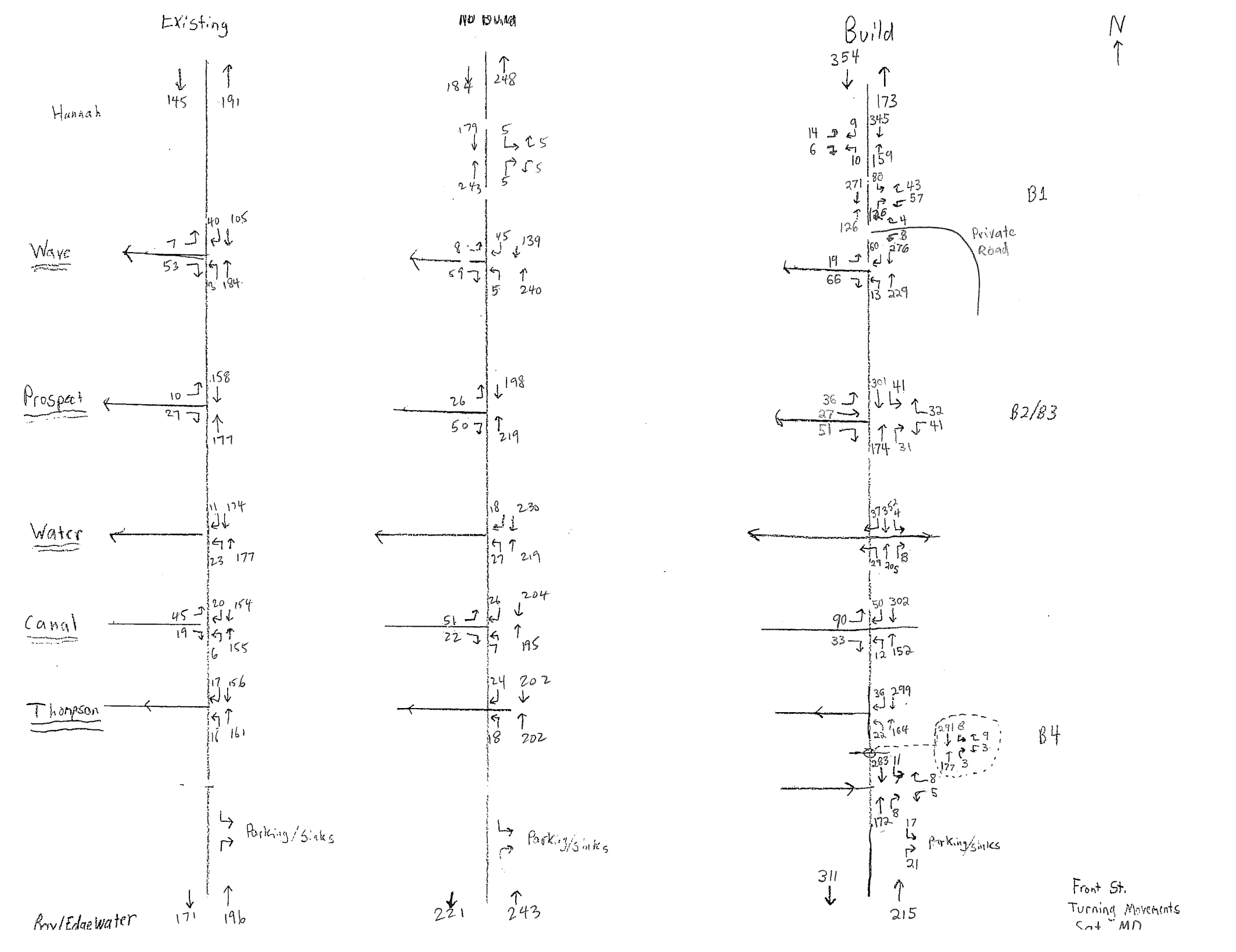
TIME PERIOD	VEHICLE CLASS.	Hylan Boulevard (EB)					Hylan Boulevard (WB)					Bay Street (NB)					Bay Street (SB)					15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20			
		L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2			
10:00 AM to 10:15 AM	Auto																							
	Truck																							
	Bus																							
10:15 AM to 10:30 AM	Auto																							
	Truck																							
	Bus																							
10:30 AM to 10:45 AM	Auto																							
	Truck																							
	Bus																							
10:45 AM to 11:00 AM	Auto																							
	Truck																							
	Bus																							
11:00 AM to 11:15 AM	Auto		33	13	10			14	24	3			4	50	12			4	105	32		319		
	Truck				1									1				2	6	1				
	Bus									1				1					2				319	
11:15 AM to 11:30 AM	Auto		19	11	6			15	14	3			7	57	4			3	102	40		291		
	Truck																		4	2				
	Bus									2									1	1			610	
11:30 AM to 11:45 AM	Auto		17	12	12			9	11	1			13	82	8			3	93	37		306		
	Truck		1											2					2					
	Bus		1		1														1				916	
11:45 AM to 12:00 PM	Auto		24	12	15			14	5	3			6	88	17			4	102	36		336		
	Truck		1										1	3	1				2					
	Bus																		1	1			1,252	
12:00 PM to 12:15 PM	Auto		28	11	16			19	16	3			6	71	12			1	123	47		363		
	Truck				1			1						3					3	1				
	Bus													1									1,296	
12:15 PM to 12:30 PM	Auto		30	15	17			19	6	1			9	98	12			1	98	35		351		
	Truck												2	1					3	2				
	Bus													1					1				1,356	
12:30 PM to 12:45 PM	Auto		25	10	11			11	13	6			9	78	14			3	103	36		325		
	Truck		1	1	1														1	1				
	Bus													1									1,375	
12:45 PM to 1:00 PM	Auto		22	10	14			8	12	3			11	84	11			2	87	27		297		
	Truck		1										1	1					1	1				
	Bus																		1				1,336	
1:00 PM to 1:15 PM	Auto		42	14	20			16	15	2			10	98	17			1	90	43		378		
	Truck		1		1				1					1					3					
	Bus													1					2				1,351	
1:15 PM to 1:30 PM	Auto		22	13	20			18	16	4			10	87	19			2	82	25		327		
	Truck												1	2					3	1				
	Bus													1					1				1,327	
1:30 PM to 1:45 PM	Auto		25	14	17			7	11	2			11	70	10			2	89	37		296		
	Truck													1										
	Bus																						1,298	
1:45 PM to 2:00 PM	Auto		31	12	11			21	10	5			9	90	13			1	90	33		331		
	Truck												1	2										
	Bus																		2				1,332	
2:00 PM to 2:15 PM	Auto																							
	Truck																							
	Bus																						954	
2:15 PM to 2:30 PM	Auto																							
	Truck																							
	Bus																						627	
2:30 PM to 2:45 PM	Auto																							
	Truck																							
	Bus																						331	
2:45 PM to 3:00 PM	Auto																							
	Truck																							
	Bus																							1,375
Peak Hour Volume (PHV)			109	49	61			64	40	13			33	345	56			9	437	159		1,375		
PHV (by approach)				219					117					434					605					
Peak Hour Factor (PHF)		#DIV/0!	0.91	0.82	0.90	#DIV/0!	#DIV/0!	0.80	0.63	0.54	#DIV/0!	#DIV/0!	0.75	0.86	0.78	#DIV/0!	#DIV/0!	0.56	0.87	0.83	#DIV/0!			
Total Autos			107	48	59			63	40	13			30	335	55			9	426	154				
Total Trucks			2	1	2			1					3	7	1				9	4				
Total Buses														3					2	1				
% Auto		#DIV/0!	98.2%	98.0%	96.7%	#DIV/0!	#DIV/0!	98.4%	100.0%	100.0%	#DIV/0!	#DIV/0!	90.9%	97.1%	98.2%	#DIV/0!	#DIV/0!	100.0%	97.5%	96.9%	#DIV/0!			
% Heavy Vehicles (Trucks & Buses)		#DIV/0!	1.8%	2.0%	3.3%	#DIV/0!	#DIV/0!	1.6%			#DIV/0!	#DIV/0!	9.1%	2.9%	1.8%	#DIV/0!	#DIV/0!		2.5%	3.1%	#DIV/0!			

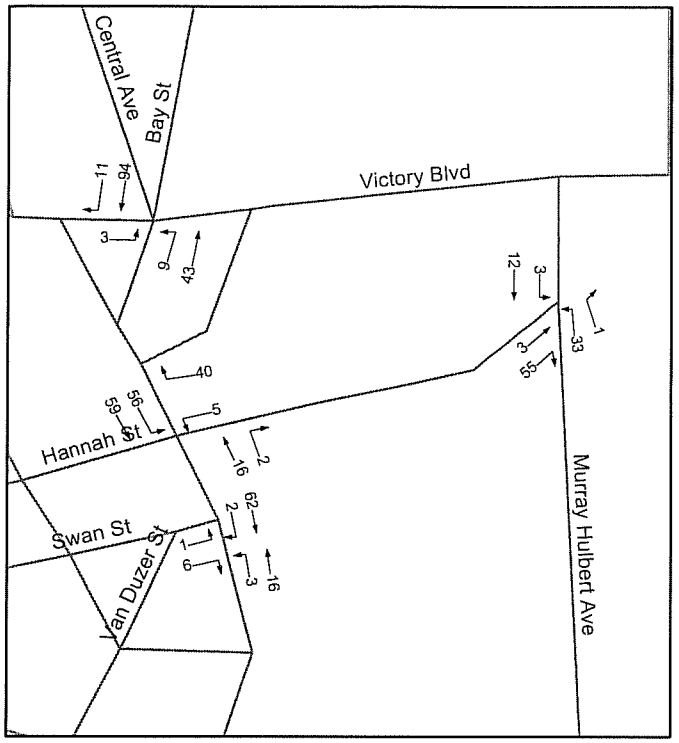
FORMATTED FOR HCS 2000 March 2004


Existing
No Build
Build
N
Hannah
Wave
Prospect
Water
Canal
Thompson
Box/Edgewater
Parking/Sinks
Private Road
B1
B2/B3
B4
Front St.
Turning Movements
AM

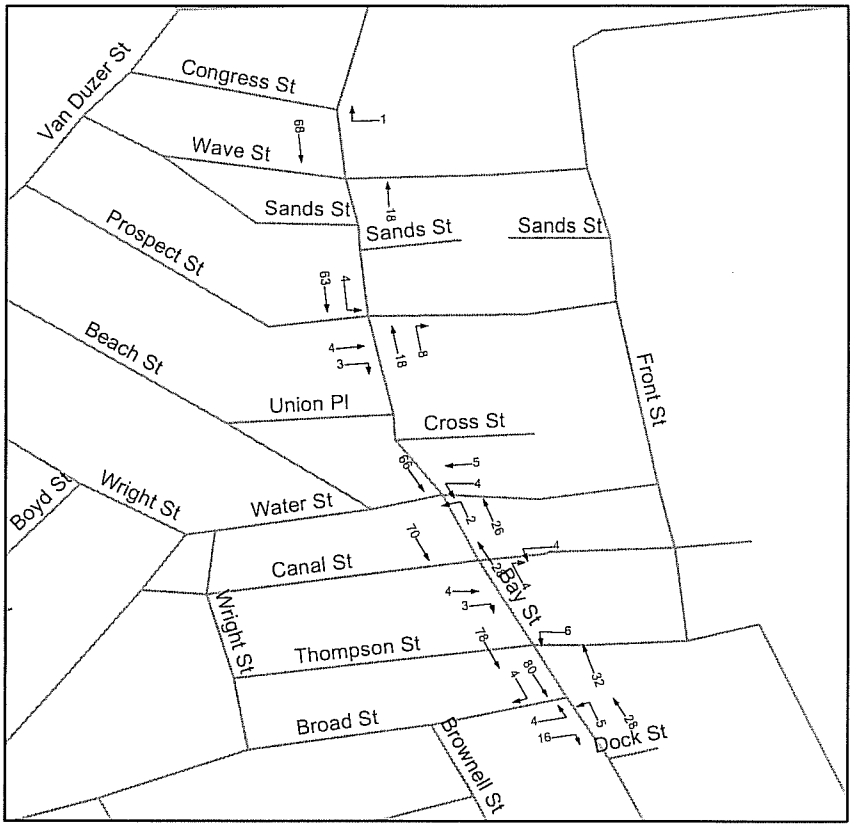

Existing
No Build
Build
N
Hannah
Wave
Prospect
Water
Canal
Thompson
Parking/Sinks
Parking/Sinks
Parking/Sinks
Private Road
B1
B2/B3
B4
Front St.
Turning Movements
Riv/Edgewater


Existing
Build
IV
265
293
Hannah
311
404
309
390
2
14
14
2
472
340
15
457
5
8
23
335
407
340
58
18
25
90
3
6
B1
Private Road
49
53
25
413
75
378
Wave
38
43
8
257
56
255
42
47
10
313
63
350
Prospect
22
38
300
289
360
35
57
378
421
45
44
26
58
22
29
387
39
B2/B3
Water
15
323
28
289
23
394
36
378
485
470
3
444
436
6
Canal
37
19
12
311
23
280
42
21
17
377
25
372
38
432
74
31
34
402
Thompson
31
299
5
303
39
359
6
397
46
417
26
436
B4
444
3
75
26
387
422
18
6
4
382
12
19
28
Parking/Sinks
21
31
Parking/Sinks
21
31
Parking/Sinks
280
280
342
375
420
353
Bay/Edgewater
Front St.
Turning Movements
PM

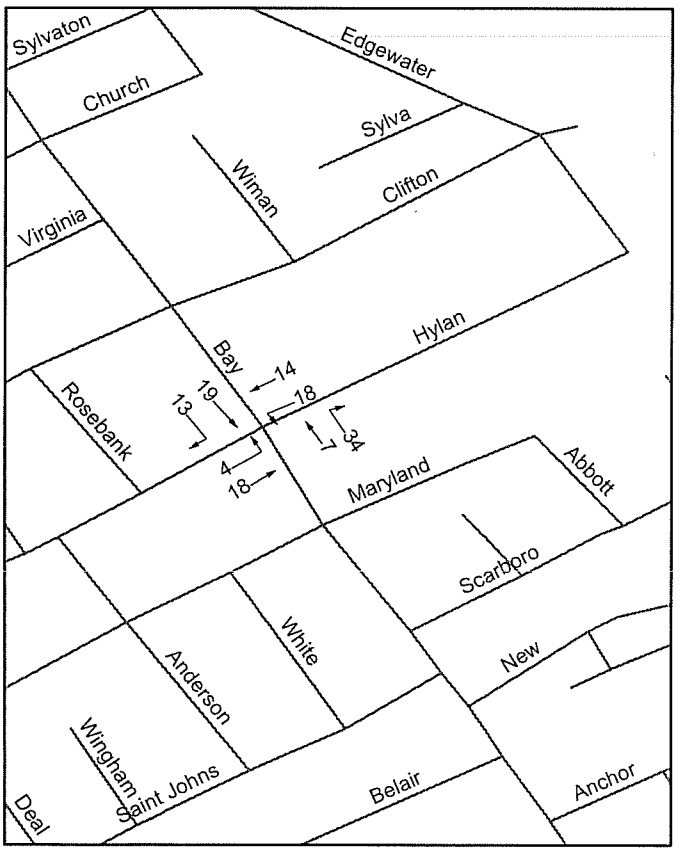

Existing
No Build
Build
N
Hannah
Wave
Prospect
Water
Canal
Thompson
Parking/Sinks
Riv/Edgewater
Private Road
B1
B2/B3
B4
Front St.
Turning Movements
Sat MD



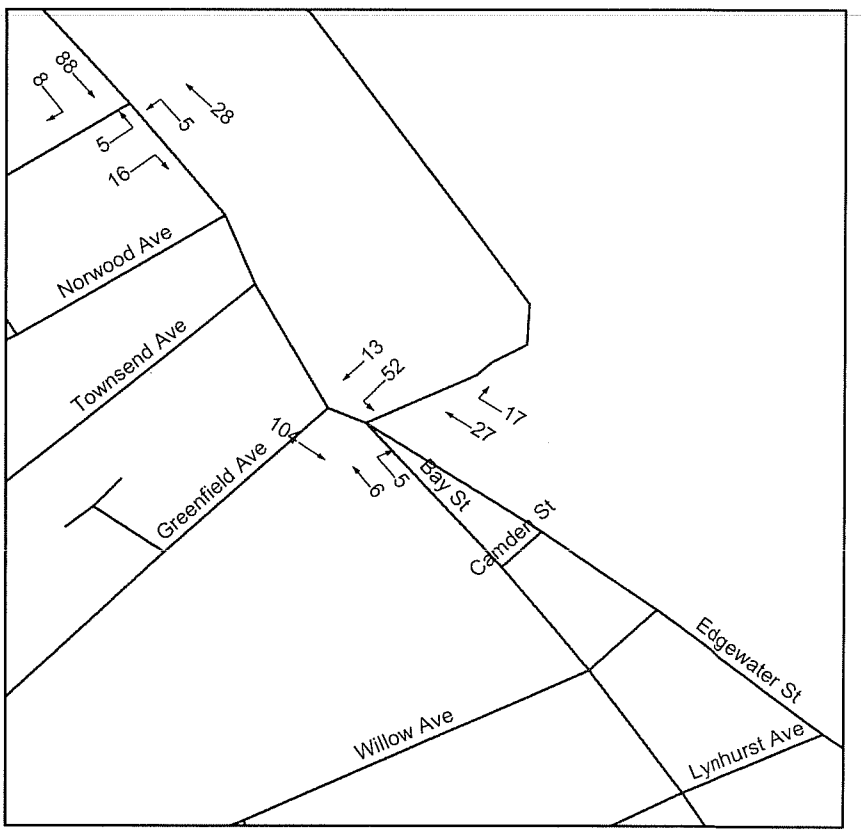
Victory Boulevard



North Bay Street & Front Street



Hylan Boulevard



South Bay Street and Edgewater Street

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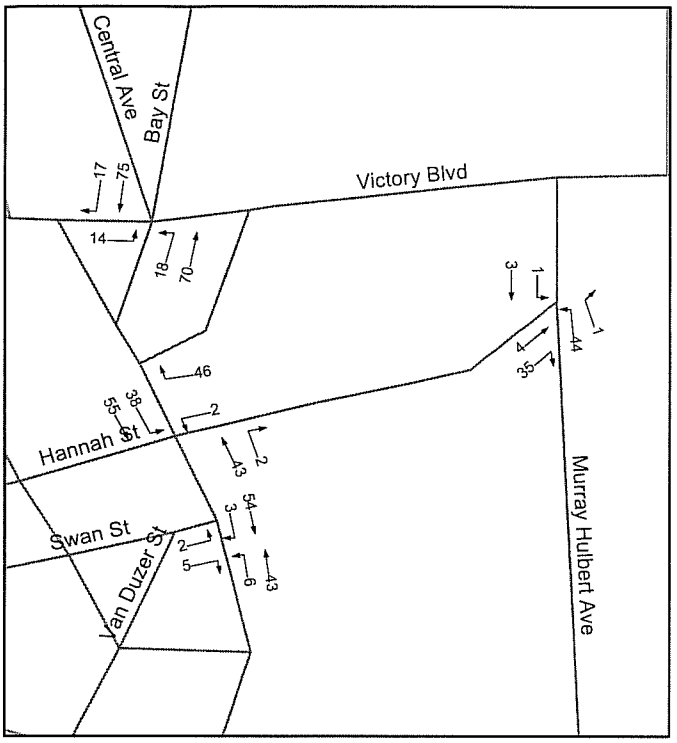
Figure 2
Stapleton No Build AM Assignments



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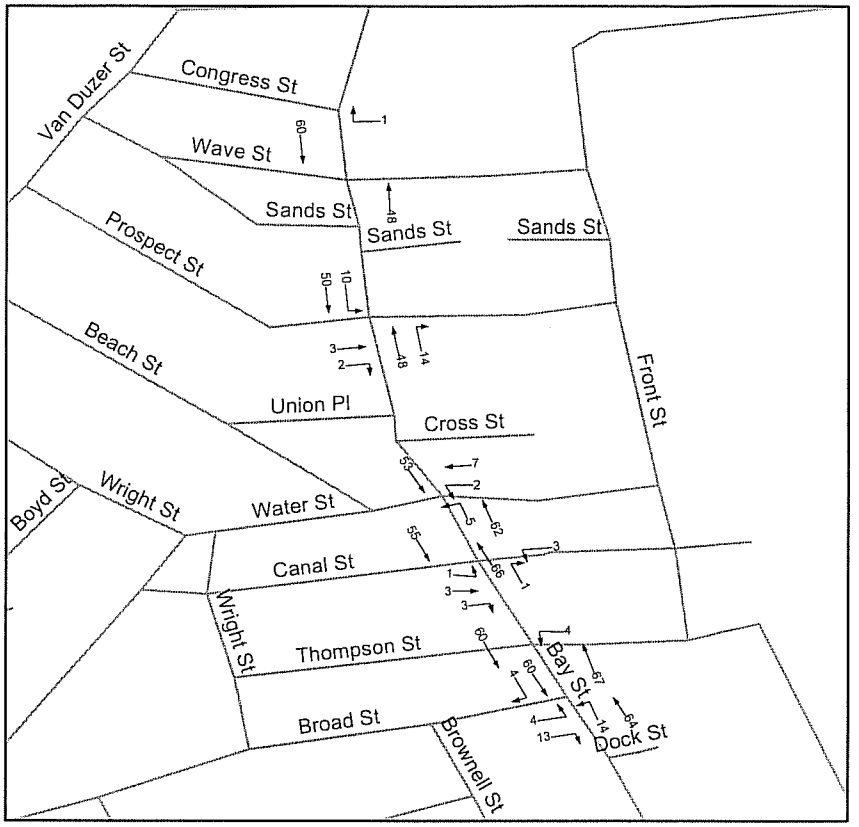
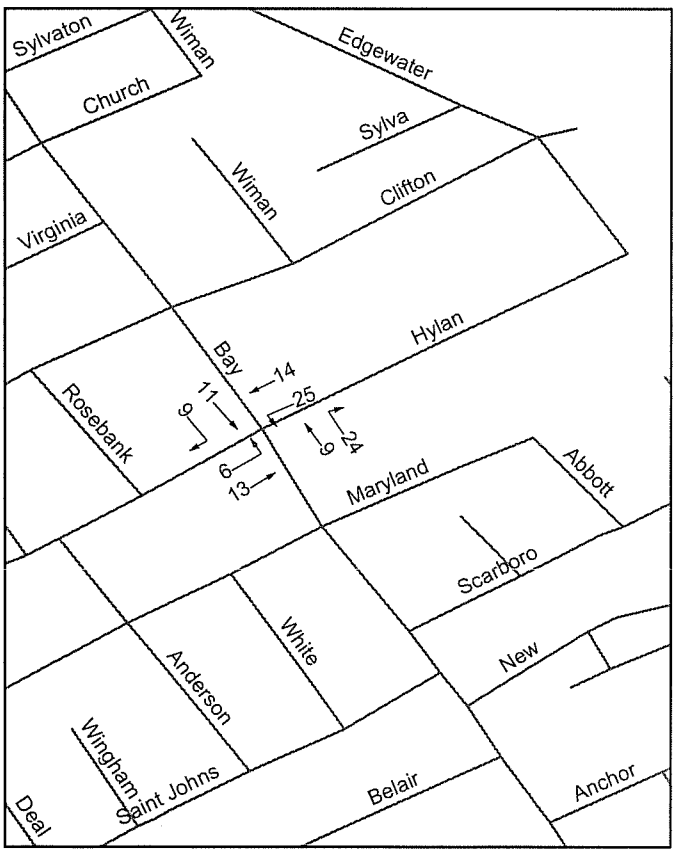


North Bay Street & Front Street



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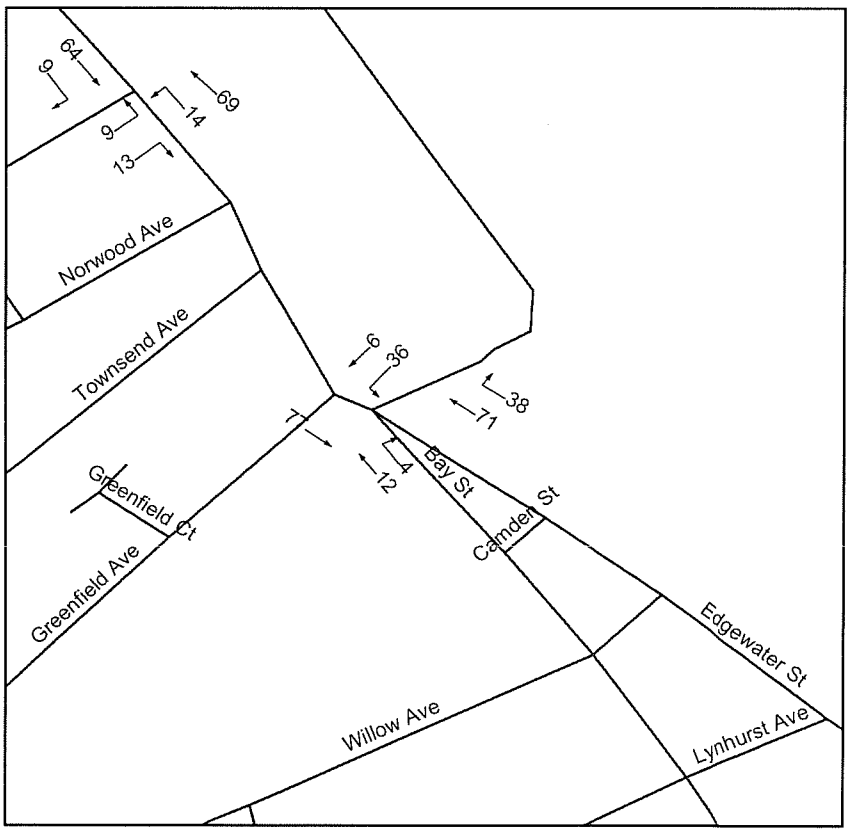

South Bay Street and Edgewater Street

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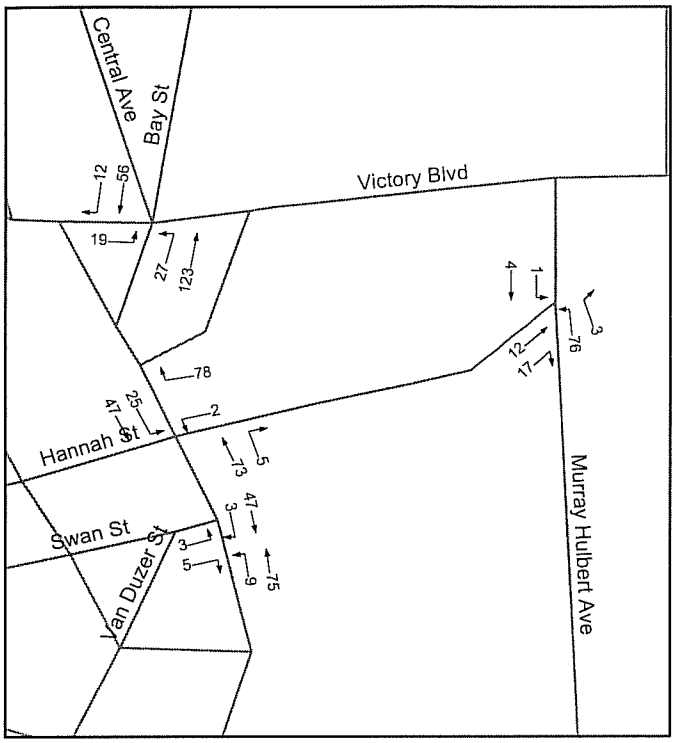
Figure 3
Stapleton No Build MD Assignments



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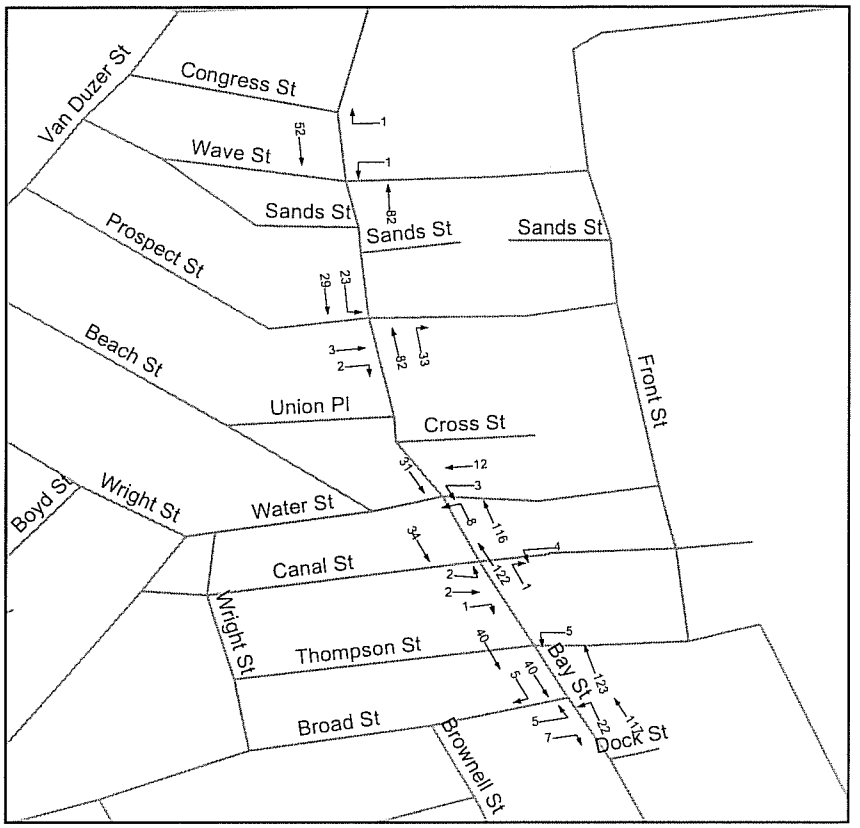
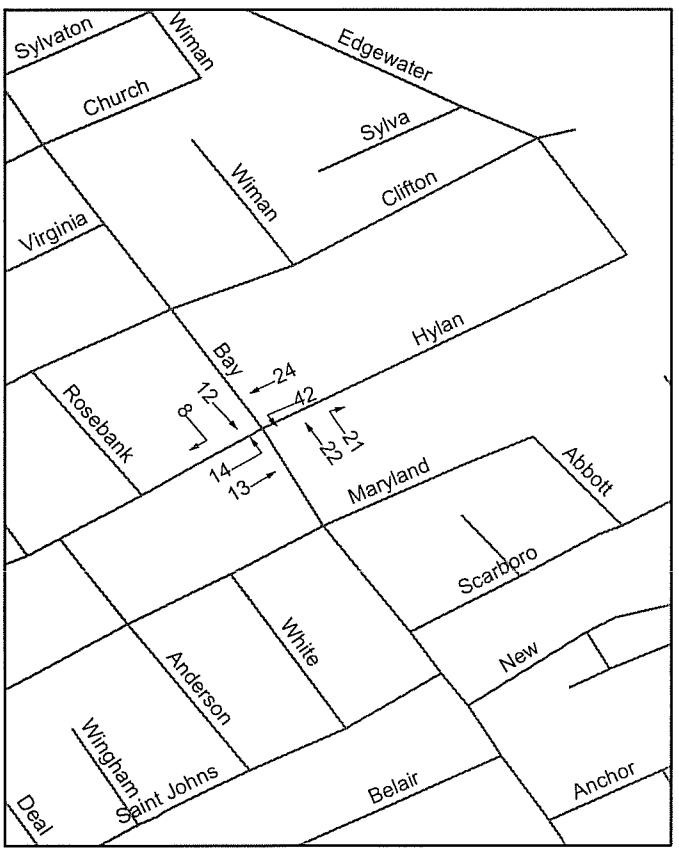


North Bay Street & Front Street



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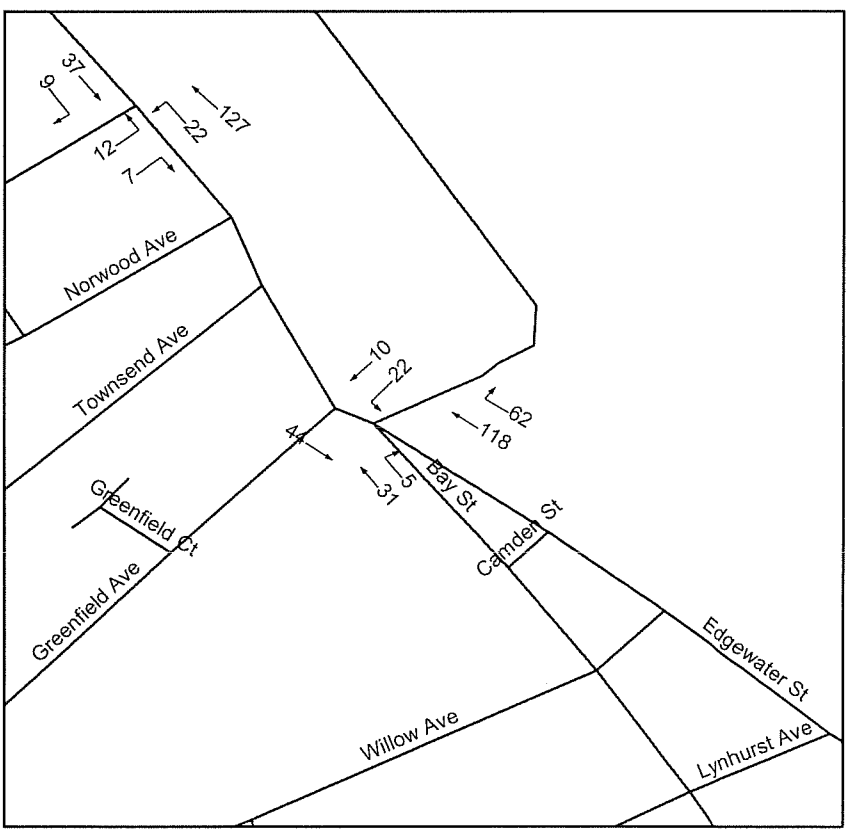

South Bay Street and Edgewater Street

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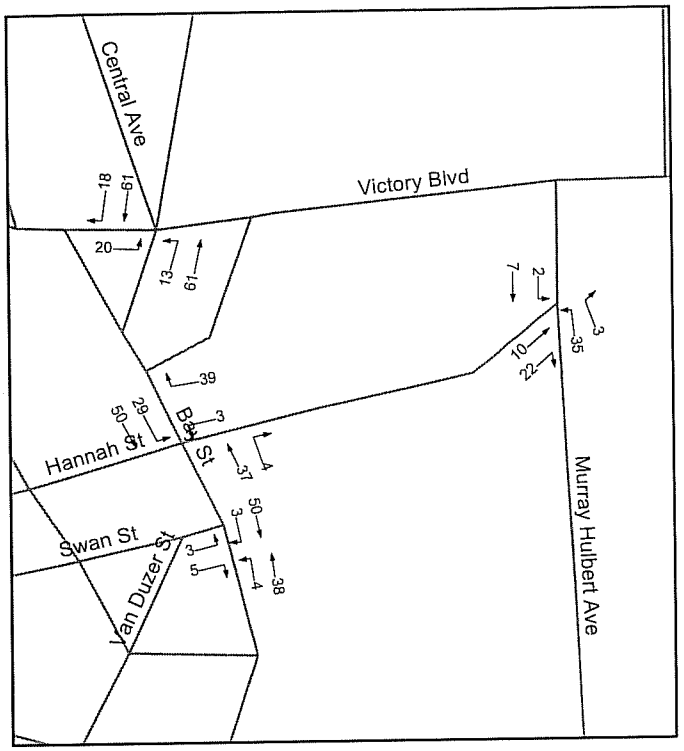
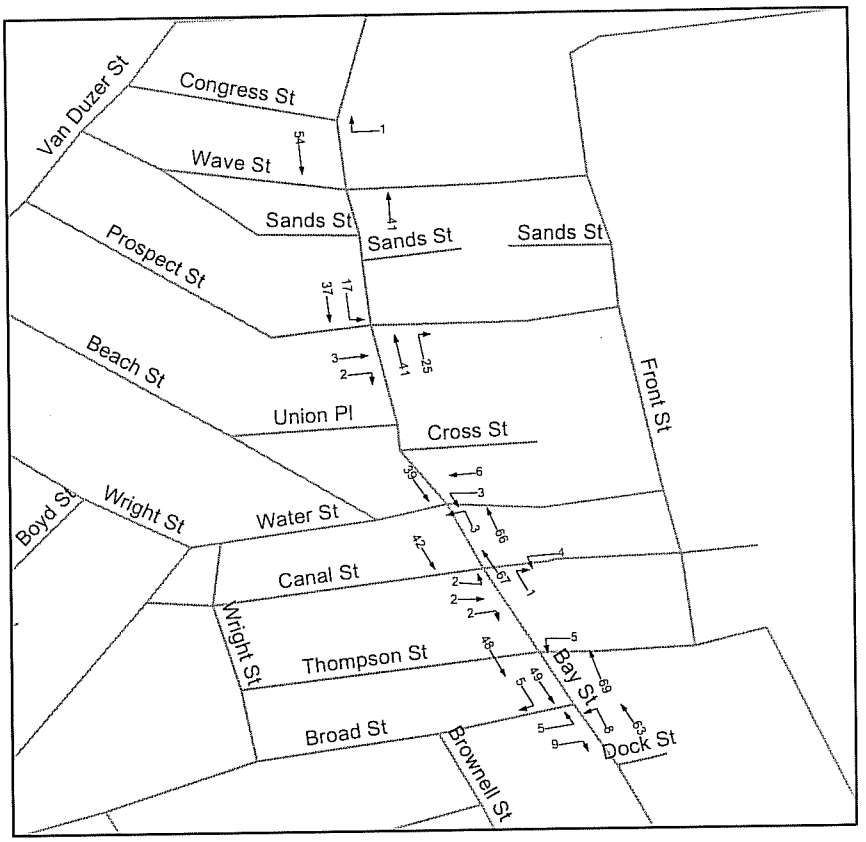
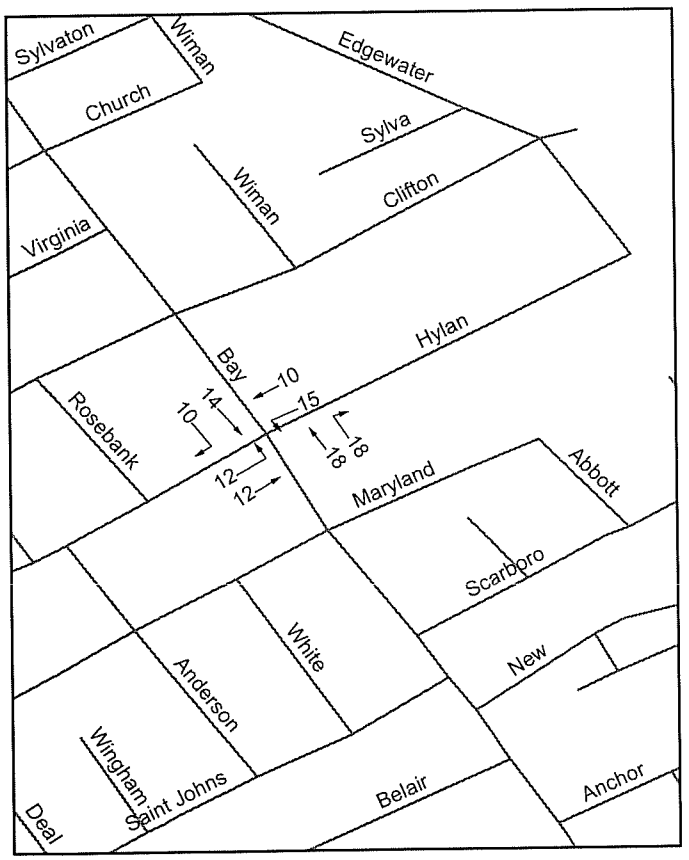
Figure 4
Stapleton No Build PM Assignments



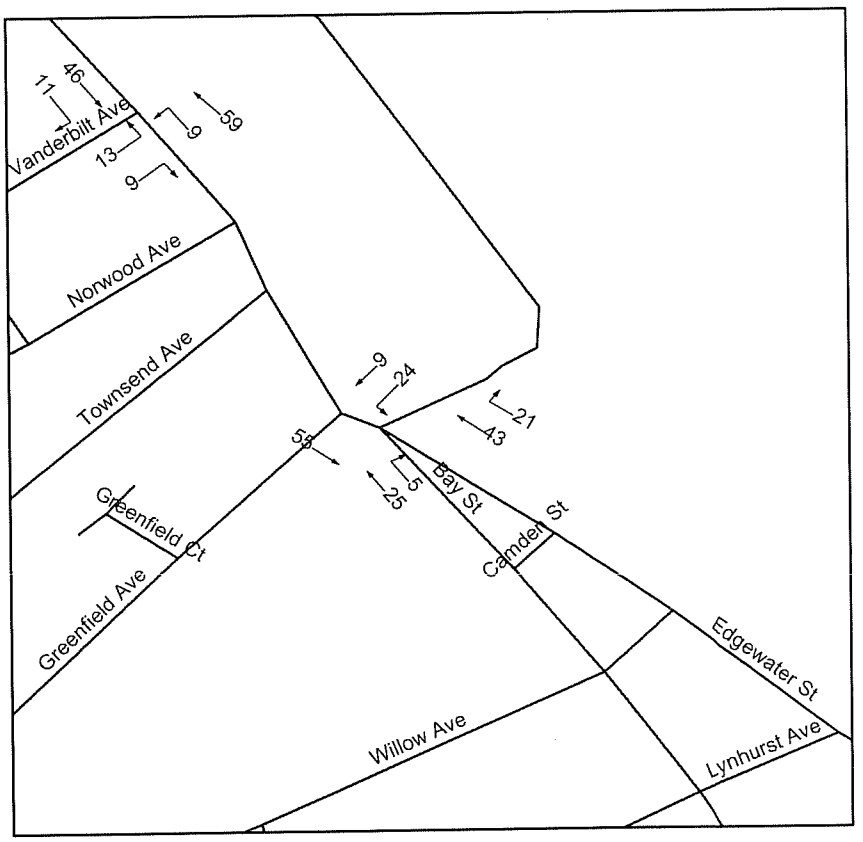
Victory Boulevard



North Bay Street & Front Street



Hylan Boulevard



South Bay Street and Edgewater Street

Eng-Wong, Taub & Associates

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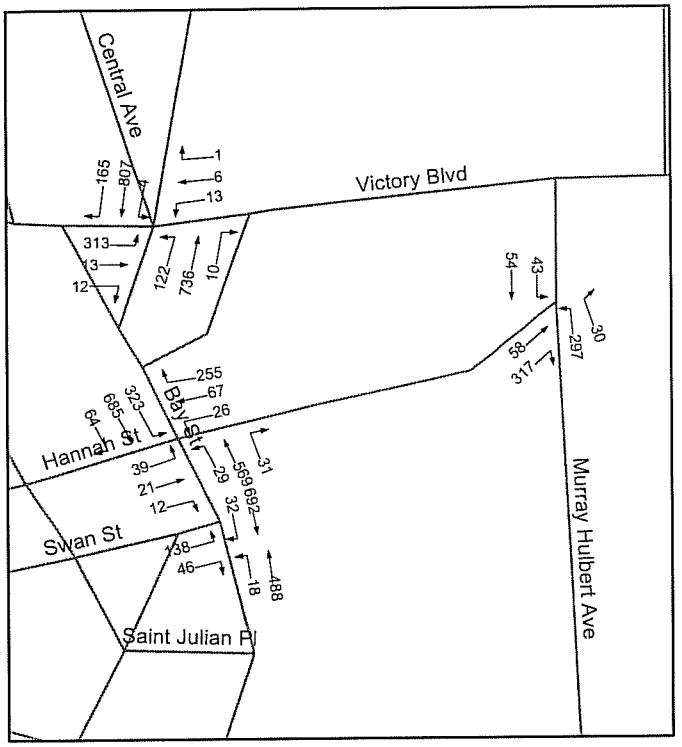
Figure 4

Stapleton No Build SAT MD Assignments



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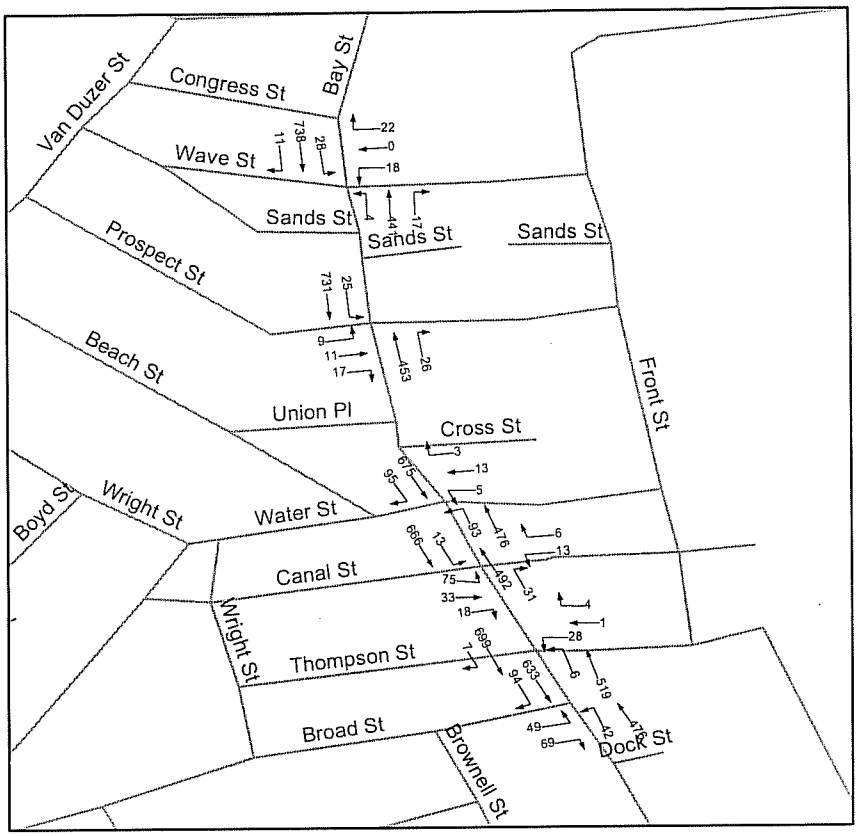
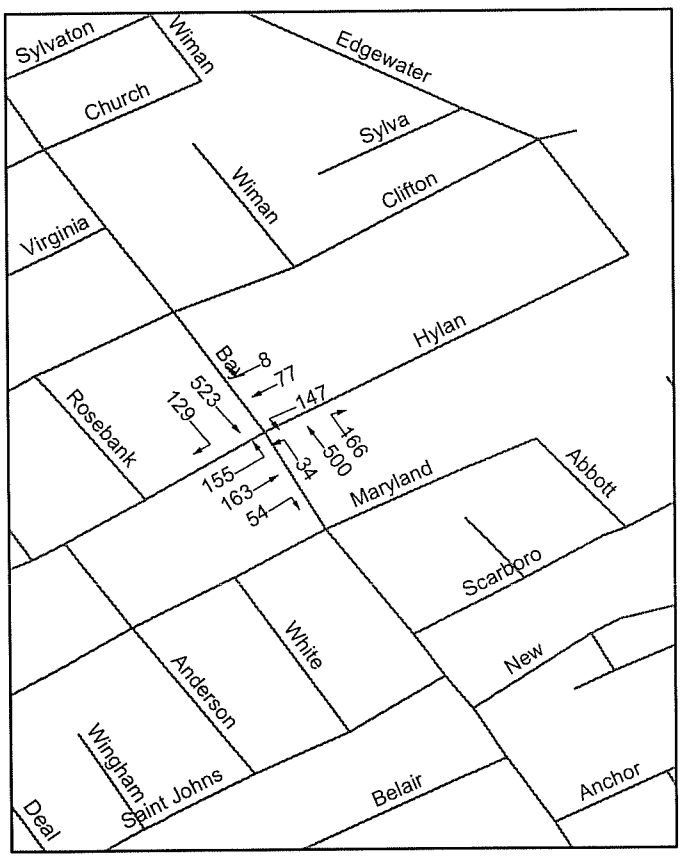
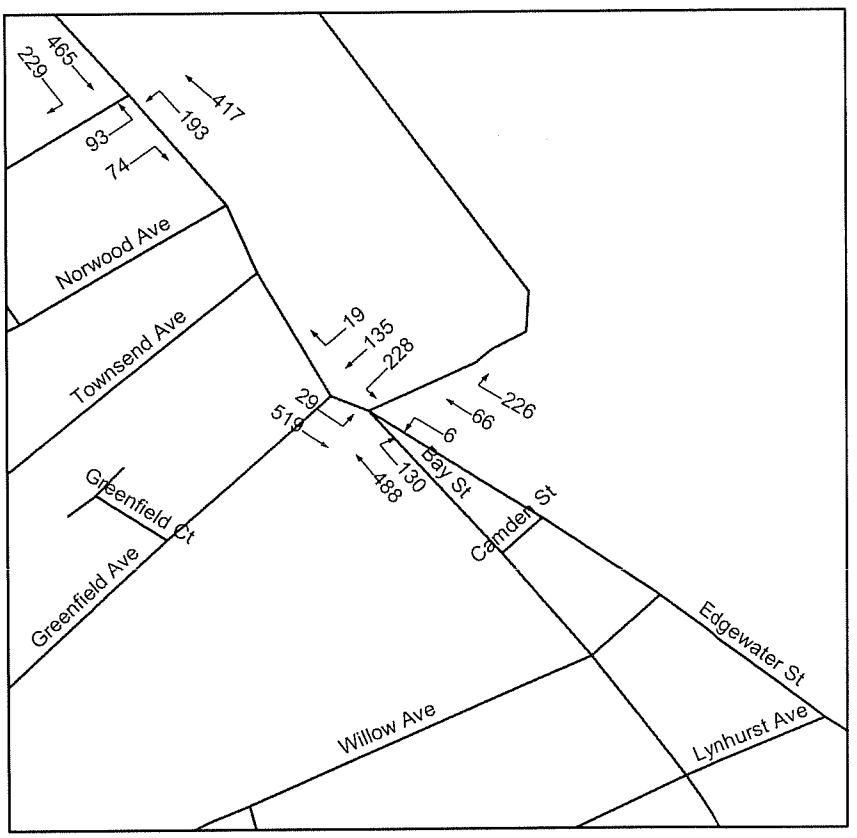


North Bay Street & Front Street



Hylan Boulevard



South Bay Street and Edgewater Street

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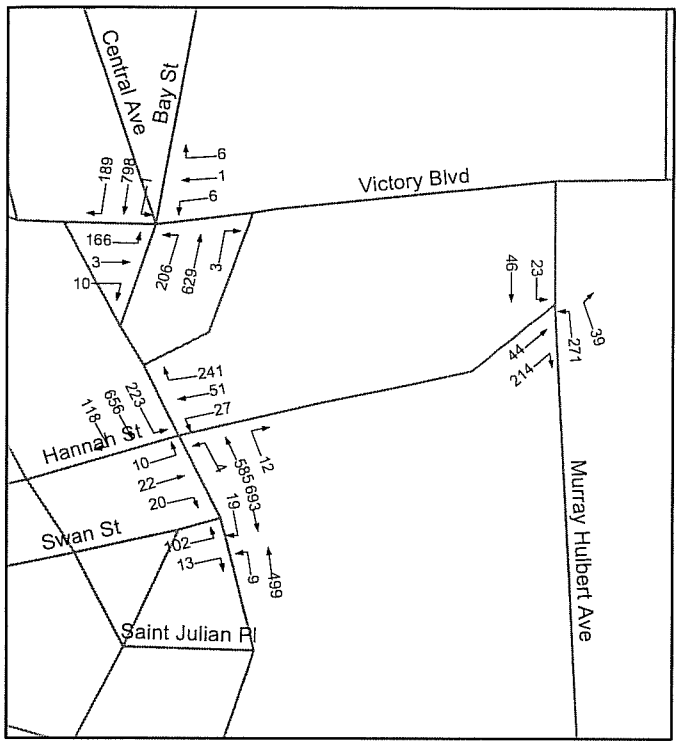
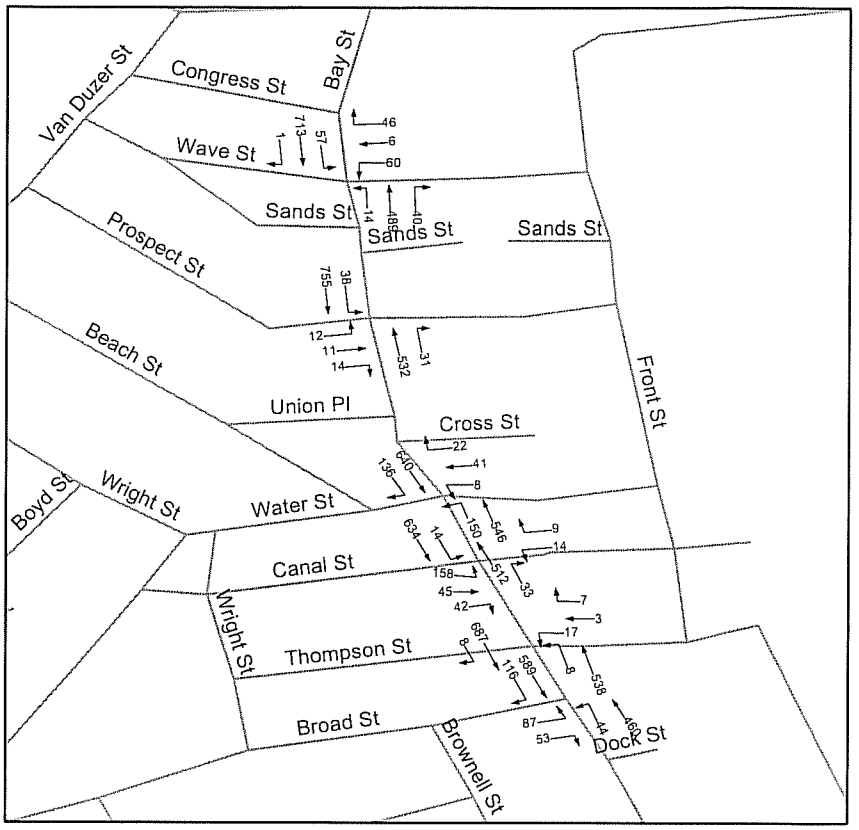
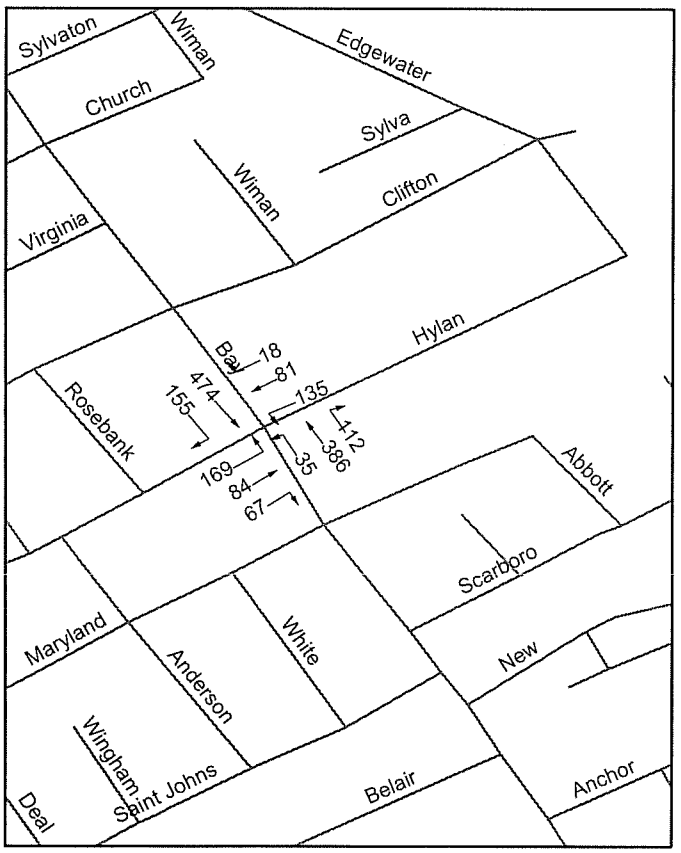
Figure X-1
Stapleton No Build AM Volumes



Victory Boulevard



North Bay Street & Front Street



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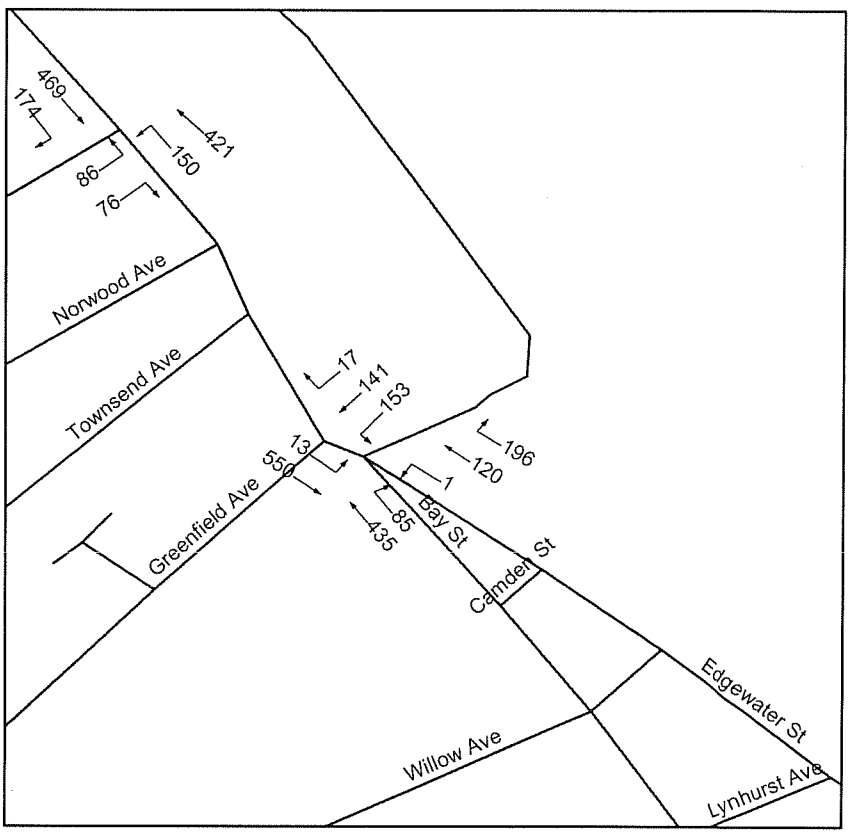

South Bay Street and Edgewater Street

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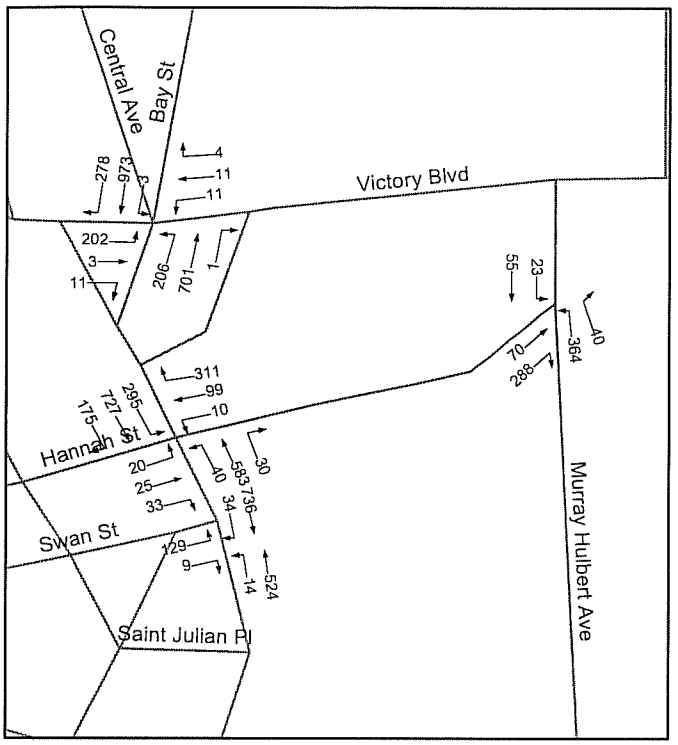
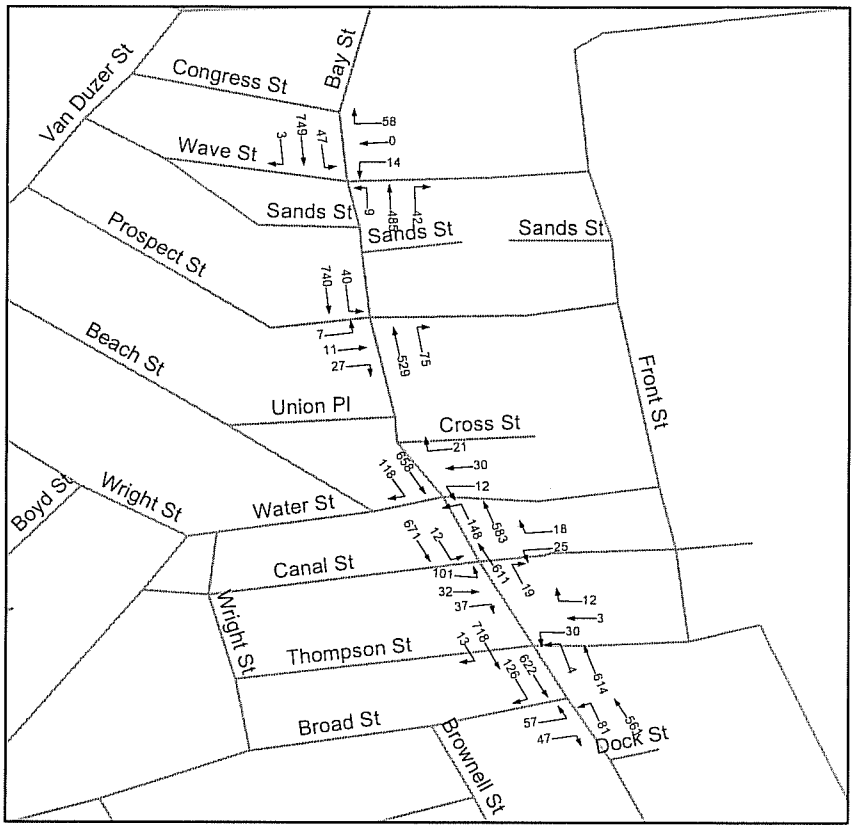
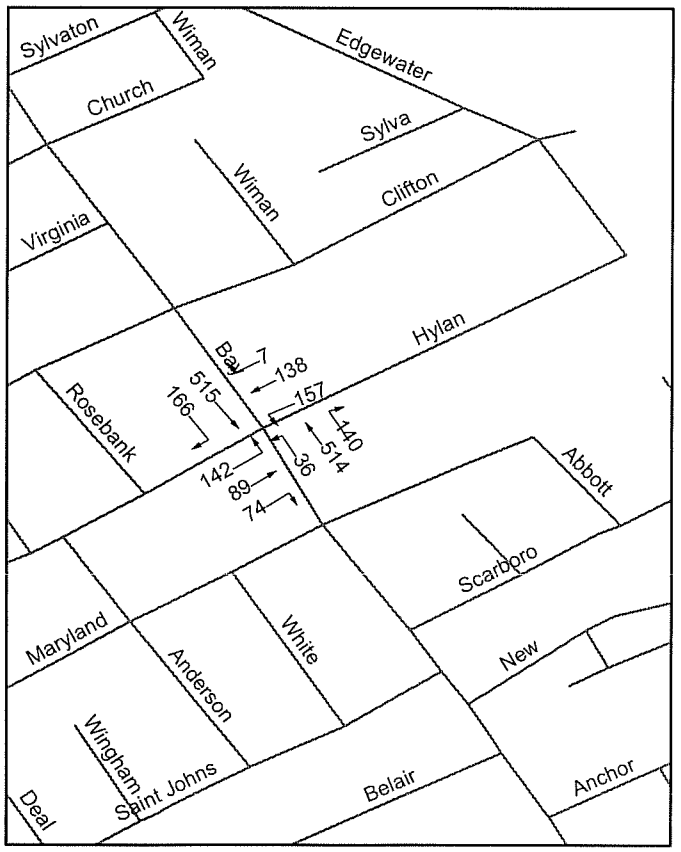
Figure X-2
Stapleton No Build MD Volumes



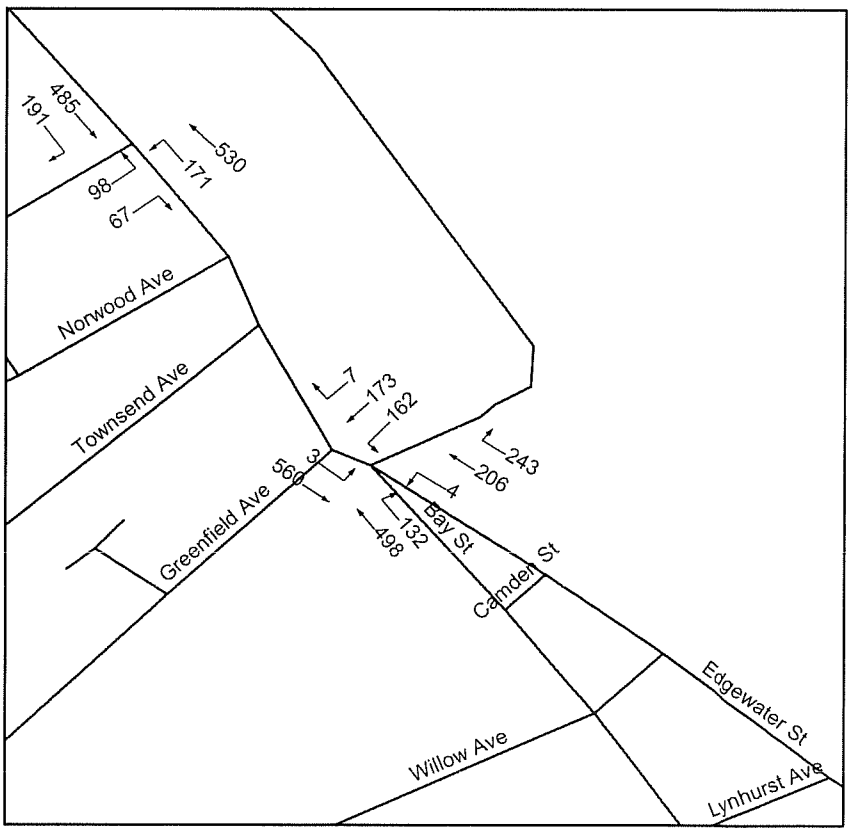
Victory Boulevard



North Bay Street & Front Street



Hylan Boulevard



South Bay Street and Edgewater Street

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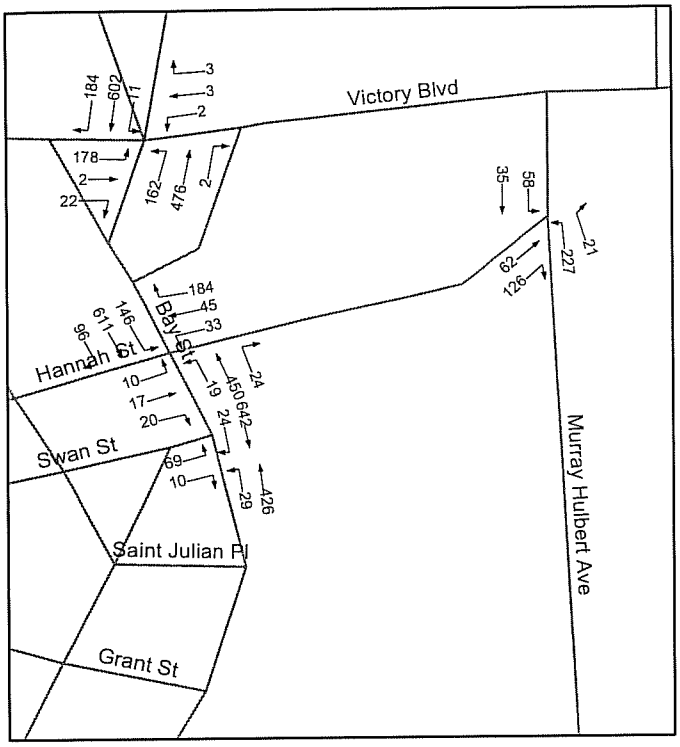
Figure X-3
Stapleton No Build PM Volumes



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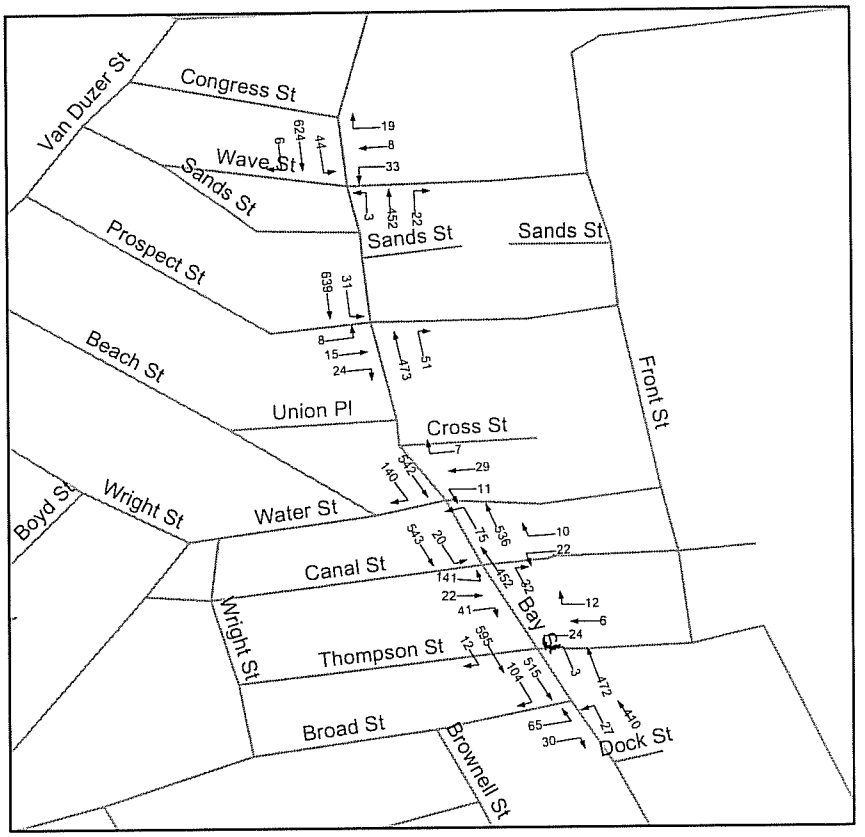
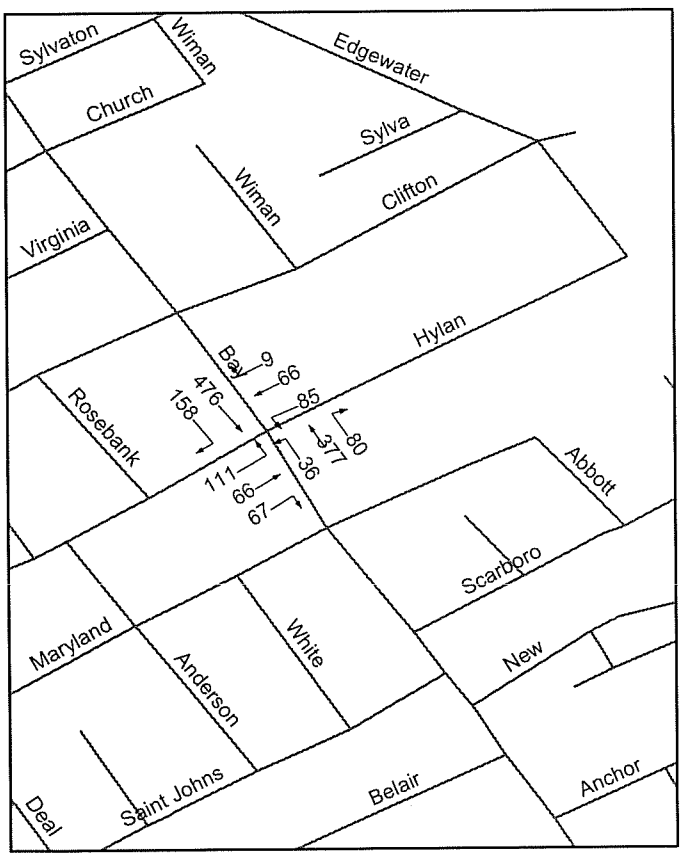


North Bay Street & Front Street



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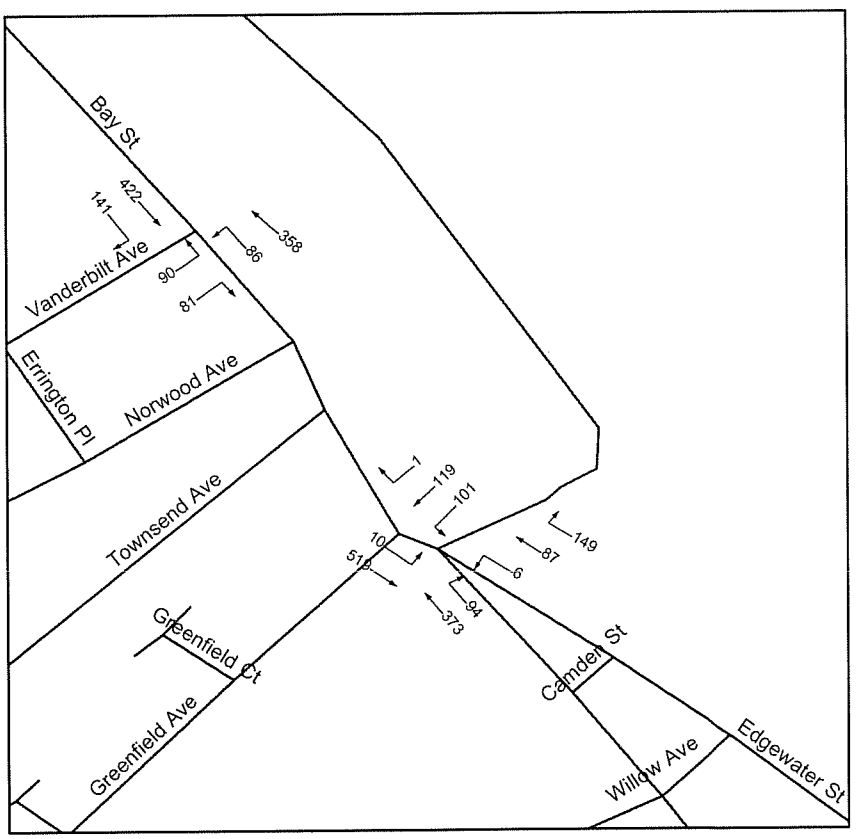

South Bay Street and Edgewater Street

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Figure X-3
Stapleton No Build SAT MD Volumes

TABLE A - 3
STAPLETON / HOMEPORT REDEVELOPMENT PROJECT
BUILD 2015 TRAFFIC LEVELS OF SERVICE

			Weekday AM (8:00 AM - 9:00 AM)				Weekday Midday (12:30 PM - 1:30 PM)				Weekday PM (4:30 PM - 5:30 PM)				Saturday MD (11:45 PM - 12:45 PM)			
	INTERSECTION & APPROACH		Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS
	SIGNALIZED INTERSECTIONS																	
1	**Bay Street and Victory Boulevard**																	
	Victory Boulevard	EB	DefL	1.01	90.9	F	DefL	0.81	50.7	D	DefL	0.92	79.9	E	DefL	0.74	39.8	D
			TR	0.12	30.5	C	TR	0.06	20.1	C	TR	0.14	31.1	C	TR	0.11	20.8	C
		WB	LTR	0.18	31.8	C	LTR	0.07	20.3	C	LTR	0.15	31.1	C	LTR	0.04	19.9	B
	Bay Street	NB	-	-	-	-	DefL	1.59	311.9	F	DefL	1.24	167.2	F	DefL	0.97	74.0	E
			LTR	1.31	172.2	F	TR	1.11	88.9	F	TR	1.20	126.4	F	TR	1.00	57.4	E
		SB	LT	0.58	15.7	B	LT	0.64	16.5	B	LT	0.70	18.3	B	LT	0.55	14.8	B
			R	0.45	16.1	B	R	0.49	16.3	B	R	0.98	67.9	E	R	0.38	13.7	B
	Overall Intersection		**-**	**1.21**	**88.2**	**F**	**-**	**1.29**	**73.4**	**E**	**-**	**1.13**	**72.7**	**E**	**-**	**0.90**	**35.0**	**C**
2	**Bay Street and Hannah Street**																	
	Hannah Street	EB	LTR	0.56	41.9	D	LTR	0.18	21.5	C	LTR	0.39	45.7	D	LTR	0.19	26.1	C
		WB	LTR	0.73	45.9	D	LTR	0.70	32.2	C	LTR	0.78	59.1	E	LTR	0.45	25.4	C
	Bay Street	NB	LTR	0.58	15.6	B	LTR	0.52	14.2	B	LTR	0.56	15.3	B	LTR	0.43	13.5	B
		SB	L	1.70	356.8	F	L	2.16	560.2	F	L	1.71	352.1	F	L	1.83	440.2	F
			T	0.26	11.2	B	T	0.36	12.0	B	T	0.34	11.9	B	T	0.28	11.8	B
			R	0.12	10.2	B	R	0.21	11.1	B	R	0.26	11.7	B	R	0.14	10.9	B
	Overall Intersection		**-**	**1.37**	**70.2**	**E**	**-**	**1.60**	**103.9**	**F**	**-**	**1.39**	**91.7**	**F**	**-**	**1.29**	**94.6**	**F**
4	**Bay Street and Van Duzer Street/Swan Street**																	
	Van Duzer Street	EB	L	0.26	32.5	C	L	0.20	21.5	C	L	0.19	31.2	C	L	0.11	20.5	C
			LR	0.31	33.8	C	LR	0.33	24.1	C	LR	0.27	32.7	C	LR	0.08	20.1	C
	Bay Street	NB	LT	0.67	18.2	B	LT	0.57	15.3	B	LT	0.69	18.8	B	LT	0.46	13.4	B
		SB	TR	0.44	13.3	B	TR	0.50	13.8	B	TR	0.43	13.2	B	TR	0.45	13.2	B
	Overall Intersection		**-**	**0.55**	**18.0**	**B**	**-**	**0.48**	**15.5**	**B**	**-**	**0.55**	**17.9**	**B**	**-**	**0.32**	**13.8**	**B**
8	**Bay Street and Canal Street**																	
	Canal Street	EB	LTR	0.37	34.9	C	LTR	0.80	41.7	D	LTR	0.55	39.8	D	LTR	0.62	32.4	C
		WB	LR	0.20	32.3	C	LR	0.16	21.4	C	LR	0.24	32.8	C	LR	0.19	22.0	C
	Bay Street	NB	TR	0.77	22.9	C	TR	0.89	30.1	C	TR	1.10	84.0	F	TR	0.89	30.0	C
		SB	LT	0.46	13.6	B	LT	0.45	13.3	B	LT	0.45	13.4	B	LT	0.44	13.1	B
	Overall Intersection		**-**	**0.64**	**20.1**	**C**	**-**	**0.85**	**25.4**	**C**	**-**	**0.92**	**53.0**	**D**	**-**	**0.79**	**23.6**	**C**
10	**Bay Street and Broad Street**																	
	Broad Street	EB	LR	0.47	36.8	D	LR	0.39	24.5	C	LR	0.37	34.4	C	LR	0.32	23.2	C
	Bay Street	NB	LT	0.73	21.1	C	LT	1.02	56.1	E	LT	1.24	141.6	F	LT	0.87	27.9	C
		SB	T	0.72	20.9	C	T	0.77	22.3	C	T	0.68	19.4	B	T	0.74	20.8	C
			R	0.17	10.7	B	R	0.24	11.4	B	R	0.20	11.0	B	R	0.19	11.0	B
	Overall Intersection		**-**	**0.64**	**22.1**	**C**	**-**	**0.77**	**36.2**	**D**	**-**	**0.95**	**78.6**	**E**	**-**	**0.66**	**23.5**	**C**

11	**Bay Street and Vanderbilt Avenue**																
	Vanderbilt Avenue	EB	LR	0.62	44.2	D	LR	0.59	31.3	C	LR	0.61	42.8	D	LR	0.46	25.9	C
	Bay Street	NB	DefL	0.72	28.5	C	LT	0.86	26.9	C	LT	1.24	142.3	F	LT	0.61	16.2	B
			T	0.64	18.5	B	-	-	-	-	-	-	-	-	-	-	-	-
		SB	T	0.58	16.9	B	T	0.62	17.3	B	T	0.50	14.9	B	T	0.53	15.2	B
			R	0.34	12.6	B	R	0.28	11.8	B	R	0.31	12.2	B	R	0.24	11.4	B
	Overall Intersection		**-**	**0.69**	**21.1**	**C**	**-**	**0.76**	**23.0**	**C**	**-**	**1.04**	**80.0**	**F**	**-**	**0.55**	**16.7**	**B**
12	**Bay Street and Edgewater St / Front St**																	
	Front Street	WB	L	0.53	38.0	D	L	0.40	24.5	C	L	0.50	37.2	D	L	0.25	22.2	C
			TR	0.58	40.5	D	TR	0.46	25.8	C	TR	0.65	42.5	D	TR	0.33	23.5	C
	Edgewater Street	NB	R	0.38	32.1	C	R	0.38	24.1	C	R	0.69	40.8	D	R	0.28	23.3	C
	Bay Street	NB	TR	0.46	13.6	B	TR	0.50	13.9	B	TR	0.61	16.1	B	TR	0.40	12.6	B
		SB	LT	0.62	17.6	B	LT	0.65	17.5	B	LT	0.57	16.0	B	LT	0.51	14.5	B
	Overall Intersection		**-**	**0.61**	**22.6**	**C**	**-**	**0.56**	**18.4**	**B**	**-**	**0.64**	**24.4**	**C**	**-**	**0.44**	**16.2**	**B**
13	**Bay Street and Hylan Boulevard**																	
	Hylan Boulevard	EB	LTR	1.02	81.8	F	LTR	1.15	120.3	F	LTR	1.13	121.8	F	LTR	1.03	83.3	F
		WB	LTR	1.36	228.5	F	LTR	1.18	145.0	F	LTR	0.90	66.3	E	LTR	0.84	53.5	D
	Bay Street	NB	LTR	1.06	78.9	E	LTR	0.83	28.3	C	LTR	1.26	156.0	F	LTR	0.84	29.9	C
		SB	T	0.72	28.2	C	T	0.64	20.7	C	T	0.74	28.7	C	T	0.69	22.1	C
			R	0.22	8.7	A	R	0.22	7.2	A	R	0.24	8.9	A	R	0.23	7.2	A
	Overall Intersection		**-**	**1.14**	**84.9**	**F**	**-**	**0.99**	**60.6**	**E**	**-**	**1.21**	**94.7**	**F**	**-**	**0.93**	**37.5**	**D**
18	**Front Street and Wave Street**																	
	Wave Street	EB	LR	0.13	20.8	C	LR	0.24	22.2	C	LR	0.22	21.9	C	LR	0.20	21.8	C
	Front Street	NB	LT	0.33	12.4	B	LT	0.68	20.1	C	LT	0.62	17.7	B	LT	0.28	11.7	B
		SB	TR	0.50	14.6	B	TR	0.44	13.7	B	TR	0.50	14.6	B	TR	0.39	13.1	B
	Overall Intersection		**-**	**0.36**	**14.4**	**B**		**0.51**	**17.6**	**B**		**0.47**	**16.8**	**B**		**0.32**	**13.7**	**B**
19	**Front Street and Prospect Street**																	
	Prospect Street	EB	LTR	0.20	21.5	C	LTR	0.22	21.9	C	LTR	0.26	22.3	C	LTR	0.23	22.0	C
		WB	LR	0.12	20.7	C	LR	0.15	21.2	C	LR	0.13	20.9	C	LR	0.20	21.8	C
	Front Street	NB	TR	0.27	11.8	B	TR	0.50	14.9	B	TR	0.55	15.8	B	TR	0.26	11.7	B
		SB	LT	0.60	16.9	B	LT	0.57	16.3	B	LT	0.64	18.3	B	LT	0.46	14.3	B
	Overall Intersection		**-**	**0.44**	**16.5**	**B**	**-**	**0.43**	**16.6**	**B**	**-**	**0.49**	**17.9**	**B**	**-**	**0.37**	**15.5**	**B**
20	**Front Street and Canal Street**																	
	Canal Street	EB	LR	0.26	22.5	C	LR	0.30	23.1	C	LR	0.23	22.0	C	LR	0.27	22.6	C
	Front Street	NB	LT	0.19	10.8	B	LT	0.43	13.6	B	LT	0.53	15.2	B	LT	0.19	10.9	B
		SB	TR	0.61	16.8	B	TR	0.52	15.1	B	TR	0.54	15.4	B	TR	0.41	13.4	B
	Overall Intersection		**-**	**0.47**	**16.4**	**B**		**0.44**	**15.6**	**B**		**0.42**	**16.0**	**B**		**0.36**	**14.5**	**B**

UNSIGNALIZED INTERSECTIONS

3	**Front Street and Hannah Street**																
	Hannah Street	WB	LT	0.04	8.5	A	LT	0.03	8.3	A	LT	0.03	9.1	A	LT	0.10	9.6	A
	Front Street	NB	LR	0.52	16.8	C	LR	0.62	18.4	C	LR	0.67	23.9	C	LR	0.49	19.1	C
	Overall Intersection		**-**	**-**	**15.8**	**C**	**-**	**-**	**17.7**	**C**	**-**	**-**	**22.7**	**C**	**-**	**-**	**16.5**	**C**
5	**Bay Street and Wave Street**																
	Wave Street	WB	LTR	0.59	49.5	E	LTR	1.92	523.0	F	LTR	1.98	602.0	F	LTR	1.13	193.4	F
	Bay Street	NB	LTR	0.01	9.7	A	LTR	0.07	14.6	B	LTR	0.04	12.4	B	LTR	0.01	12.6	B
		SB	LTR	0.06	9.2	A	LTR	0.14	12.2	B	LTR	0.12	12.0	B	LTR	0.12	13.7	B
	Overall Intersection		**-**	**-**	**34.9**	**D**	**-**	**-**	**334.1**	**F**	**-**	**-**	**357.6**	**F**	**-**	**-**	**137.5**	**F**
6	**Bay Street and Prospect Street**																
	Prospect Street	EB	LTR	0.40	42.1	E	LTR	1.34	338.6	F	LTR	1.78	535.2	F	LTR	0.87	135.9	F
	Bay Street	SB	LT	0.06	10.4	B	LT	0.19	15.7	C	LT	0.21	15.7	C	LT	0.12	15.9	C
	Overall Intersection		**-**	**-**	**29.5**	**D**	**-**	**-**	**185.0**	**F**	**-**	**-**	**286.5**	**F**	**-**	**-**	**93.4**	**F**
7	**Bay Street and Water Street**																
	Water Street	WB	LTR	1.03	151.1	F	LTR	2.07	641.7	F	LTR	2.98	-	F*	LTR	1.00	109.0	F
	Bay Street	NB	LT	0.11	9.3	A	LT	0.40	15.4	C	LT	0.26	12.4	B	LT	0.13	11.6	B
	Overall Intersection		**-**	**-**	**91.6**	**F**	**-**	**-**	**234.8**	**F**	**-**	**-**	**-**	**F***	**-**	**-**	**81.2**	**F**
9	**Bay Street and Thompson Street**																
	Thompson Street	WB	LTR	0.39	27.9	D	LTR	0.56	49.0	E	LTR	0.92	110.9	F	LTR	0.51	43.0	E
	Bay Street	NB	LT	0.01	9.7	A	LT	0.03	10.9	B	LT	0.02	10.8	B	LT	0.01	11.1	B
	Overall Intersection		**-**	**-**	**26.4**	**D**	**-**	**-**	**43.0**	**E**	**-**	**-**	**103.1**	**F**	**-**	**-**	**40.8**	**E**

Notes

(1): Control delay is measured in seconds per vehicle.

(2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.

(3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.

(4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.

ENG-WONG, TAUB & ASSOCIATES
NEW STAPLETON REDEVELPMENT EIS - FUTURE SPEED ESTIMATION
FILE NAME: Stapleton Future Speed Runs
2.27.06

Weekday AM

NORTHBOUND Bay Street between Hylan Blvd. and Victory Blvd. LINK			EXISTING SPEED DATA Link Length (ft)	Average RUN Time (1) (sec)	Average Stopped Delay (2) (sec)	Average RUN Speed (3) (mph)	ESTIMATED STOPPED DELAYS (4) Existing	No Build 2015	Build 2015	ESTIMATED RUN TIMES (sec) Existing (5)	No Build 2015	Build 2015	EXISTING AND FUTURE RUN SPEEDS Existing (mph)	No Build 2015 (mph)	Build 2015 (mph)
Hylan	-	Clifton	362.1	12.0	0.4	20.57									
Clifton	-	Virginia	268.8	9.0	0.0	20.36									
Virginia	-	Church	280.4	6.0	0.0	31.86									
Church	-	Sylvaton	178.6	4.0	0.0	30.44									
Sylvaton	-	Chestnut	331.8	8.0	0.0	28.28									
Chestnut	-	Lynhurst	317.7	7.0	0.0	30.94									
Lynhurst	-	Willow	308.8	8.0	0.0	26.32									
Willow	-	Murray / Hulbert	223.5	32.0	19.3	4.76	28.9	30.5	13.6	32.0	32.5	27.4	4.76	4.69	5.56
Murray / Hulbert	-	Greenfield	400.3	5.0	0.0	54.59									
Greenfield	-	Townsend	455.3	7.0	0.0	44.35									
Townsend	-	Norwood	161.3	4.0	0.0	27.49									
Norwood	-	Vanderbilt	272.2	10.0	0.0	18.56	13.5	14.7	18.5	10.0	10.4	11.5	18.56	17.91	16.14
Vanderbilt	-	Broad	1338.4	26.0	0.5	35.10	14.3	16.3	21.1	26.0	26.6	28.0	35.10	34.31	32.54
Broad	-	Thompson	154.1	5.0	0.0	21.01	8.8	9.4	9.7	5.0	5.2	5.3	21.01	20.28	19.94
Thompson	-	Canal	274	10.0	2.0	18.68	14.8	16.6	22.9	10.0	10.5	12.4	18.68	17.72	15.03
Canal	-	Water	175.3	9.0	1.3	13.28	8.7	9.2	9.3	9.0	9.2	9.2	13.28	13.06	13.02
Water	-	Union	213.2	8.0	0.6	18.17			.						
Union	-	Prospect	342.7	9.0	0.0	25.96	0.0	0.0	0.0	9.0	9.0	9.0	25.96	25.96	25.96
Prospect	-	Sands	189.8	7.0	0.0	18.49									
Sands	-	Wave	201.3	6.0	1.4	22.88	8.9	9.4	9.7	6.0	6.2	6.2	22.88	22.32	22.00
Wave	-	Baltic	618.6	25.0	2.4	16.87									
Baltic	-	Clinton	264.4	11.0	7.9	16.39									
Clinton	-	Swan	1211.1	35.0	11.9	23.59	12.8	14.4	18.2	35.0	35.5	36.6	23.59	23.27	22.55
Swan	-	Hannah	318	10.0	0.0	21.68	13.0	14.0	15.6	10.0	10.3	10.8	21.68	21.05	20.11
Hannah	-	Victory	680	19.0	1.4	24.40	30.7	109.1	172.2	19.0	42.5	61.5	24.40	10.90	7.54

(These 3 columns are direct inputs from speed input spreadsheet)

SOUTHBOUND Bay Street between Victory Blvd. and Hylan Ave. LINK			EXISTING SPEED DATA Link Length (ft)	Average RUN Time (1) (sec)	Average Stopped Delay (2) (sec)	Average RUN Speed (3) (mph)	ESTIMATED STOPPED DELAYS (4) Existing	No Build 2015	Build 2015	ESTIMATED RUN TIMES (sec) Existing (5)	No Build 2015	Build 2015	EXISTING AND FUTURE RUN SPEEDS Existing (mph)	No Build 2015 (mph)	Build 2015 (mph)
Victory	-	Hannah	706	23.0	7.0	20.93	10.8	11.2	11.2	23.0	23.1	23.1	20.93	20.82	20.82
Hannah	-	Swan	295	7.0	0.0	28.72	12.3	13.3	13.3	7.0	7.3	7.3	28.72	27.54	27.54
Swan	-	Clinton	1,258	39.0	12.9	21.99									
Clinton	-	Baltic	284	8.0	0.0	24.24									
Baltic	-	Wave	592	14.0	0.0	28.83	8.3	8.5	9.2	14.0	14.1	14.3	28.83	28.71	28.29
Wave	-	Sands	209	4.0	0.0	35.69									
Sands	-	Prospect	231	6.0	0.6	26.26	8.7	9.3	10.4	6.0	6.2	6.5	26.26	25.50	24.20
Prospect	-	Union	235	24.0	15.1	6.66									
Union	-	Water	248	6.0	0.0	28.20	0.0	0.0	0.0	6.0	6.0	6.0	28.20	28.20	28.20
Water	-	Canal	260	13.0	7.6	13.65	12.3	13.3	13.6	13.0	13.3	13.4	13.65	13.34	13.25
Canal	-	Thompson	266	11.0	4.6	16.49	0.0	0.0	0.0	11.0	11.0	11.0	16.49	16.49	16.49
Thompson	-	Broad	121	8.0	0.0	10.30	15.8	19.5	20.9	8.0	9.1	9.5	10.30	9.05	8.65
Broad	-	Vanderbilt	1,348	38.0	12.2	24.18	13.6	16.4	16.9	38.0	38.8	39.0	24.18	23.65	23.56
Vanderbilt	-	Norwood	289	7.0	0.0	28.16									
Norwood	-	Townsend	165	4.0	0.0	28.11									
Townsend	-	Greenfield	312	23.0	8.1	9.26									
Greenfield	-	Murray / Hubert	201	18.0	18.6	7.61	34.8	66.0	17.6	18.0	27.4	12.8	7.61	5.00	10.66
Murray / Hubert	-	Willow	607	13.0	0.0	31.84									
Willow	-	Lynhurst	361	7.0	0.0	35.15									
Lynhurst	-	Chestnut	274	6.0	0.0	31.18									
Chestnut	-	Sylvaton	380	8.0	0.0	32.38									
Sylvaton	-	Church	187	10.0	4.9	12.74									
Church	-	Virginia	249	18.0	7.4	9.42									
Virginia	-	Clifton	253	8.0	0.0	21.53									
Clifton	-	Hylan	362	10.0	2.2	24.68	23.6	26.3	28.2	10.0	10.8	11.4	24.68	22.83	21.69

(These 3 columns are directly input from speed input spreadsheet)

(1) Time to travel from one signalized intersection to another without traffic signal stoppages included
(2) Delays (stoppages) due to traffic signals
(3) Without traffic signal delays included
(4) Direct input from HCS files; these are average stopped delays
(5) From column titled "Average Run Time"

ENG-WONG, TAUB & ASSOCIATES
NEW STAPLETON REDEVELPMENT EIS - FUTURE SPEED ESTIMATION
FILE NAME: Stapleton Future Speed Runs
2.27.06

Weekday MD

NORTHBOUND Bay Street between Hylan Blvd. and Victory Blvd. LINK			EXISTING SPEED DATA				ESTIMATED STOPPED DELAYS (4)			ESTIMATED RUN TIMES (sec)			EXISTING AND FUTURE RUN SPEEDS		
			Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	Existing	No Build 2015	Build 2015	Existing (5)	No Build 2015	Build 2015	Existing (mph)	No Build 2015 (mph)	Build 2015 (mph)
Hylan	-	Clifton	362.1	31.0	3.3	7.96									
Clifton	-	Virginia	268.8	26.0	22.5	7.05									
Virginia	-	Church	280.4	7.0	0.0	27.31									
Church	-	Sylvaton	178.6	4.0	0.0	30.44									
Sylvaton	-	Chestnut	331.8	12.0	1.8	18.85									
Chestnut	-	Lynhurst	317.7	5.0	0.0	43.32									
Lynhurst	-	Willow	308.8	31.0	9.8	6.79									
Willow	-	Murray / Hulbert	223.5	38.0	20.0	4.01	45.0	71.8	13.9	38.0	46.0	28.7	4.01	3.31	5.32
Murray / Hulbert	-	Greenfield	400.3	5.0	0.0	54.59									
Greenfield	-	Townsend	455.3	6.0	0.0	51.74									
Townsend	-	Norwood	161.3	4.0	0.0	27.49									
Norwood	-	Vanderbilt	272.2	17.0	0.0	10.92	14.2	18.8	26.9	17.0	18.4	20.8	10.92	10.10	8.92
Vanderbilt	-	Broad	1338.4	51.0	26.1	17.89	15.0	22.6	56.1	51.0	53.3	63.3	17.89	17.13	14.41
Broad	-	Thompson	154.1	7.0	0.0	15.01	9.2	10.1	10.9	7.0	7.3	7.5	15.01	14.45	13.99
Thompson	-	Canal	274	26.0	13.4	7.19	15.2	18.3	30.1	26.0	26.9	30.5	7.19	6.94	6.13
Canal	-	Water	175.3	13.0	2.9	9.19	11.3	13.5	15.4	13.0	13.7	14.2	9.19	8.75	8.40
Water	-	Union	213.2	19.0	8.3	7.65									
Union	-	Prospect	342.7	14.0	2.5	16.69	0.0	0.0	0.0	14.0	14.0	14.0	16.69	16.69	16.69
Prospect	-	Sands	189.8	9.0	0.0	14.38									
Sands	-	Wave	201.3	7.0	0.6	19.61	9.6	10.9	14.6	7.0	7.4	8.5	19.61	18.57	16.15
Wave	-	Baltic	618.6	22.0	0.0	19.17									
Baltic	-	Clinton	264.4	17.0	8.8	10.60									
Clinton	-	Swan	1211.1	33.0	5.8	25.02	11.8	13.1	15.3	33.0	33.4	34.1	25.02	24.73	24.25
Swan	-	Hannah	318	12.0	0.0	18.07	12.3	13.1	14.2	12.0	12.2	12.6	18.07	17.71	17.25
Hannah	-	Victory	680	30.0	10.6	15.45	31.0	46.3	88.9	30.0	34.6	47.4	15.45	13.40	9.79

(These 3 columns are direct inputs from speed input spreadsheet)

SOUTHBOUND Bay Street between Victory Blvd. and Hylan Ave. LINK			EXISTING SPEED DATA				ESTIMATED STOPPED DELAYS (4)			ESTIMATED RUN TIMES (sec)			EXISTING AND FUTURE RUN SPEEDS		
			Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	Existing	No Build 2015	Build 2015	Existing (5)	No Build 2015	Build 2015	Existing (mph)	No Build 2015 (mph)	Build 2015 (mph)
Victory	-	Hannah	706	34.0	13.7	14.16	11.4	12.0	12.0	34.0	34.2	34.2	14.16	14.08	14.08
Hannah	-	Swan	295	10.0	1.6	20.11	12.7	13.7	13.8	10.0	10.3	10.3	20.11	19.52	19.46
Swan	-	Clinton	1,258	32.0	5.1	26.80									
Clinton	-	Baltic	284	7.0	0.0	27.70									
Baltic	-	Wave	592	26.0	8.1	15.52	8.6	9.3	12.2	26.0	26.2	27.1	15.52	15.40	14.91
Wave	-	Sands	209	6.0	0.7	23.80									
Sands	-	Prospect	231	11.0	0.0	14.32	9.0	11.0	15.7	11.0	11.6	13.0	14.32	13.58	12.11
Prospect	-	Union	235	33.0	24.1	4.85									
Union	-	Water	248	8.0	0.0	21.15	0.0	0.0	0.0	8.0	8.0	8.0	21.15	21.15	21.15
Water	-	Canal	260	6.0	0.0	29.58	12.1	12.9	13.3	6.0	6.2	6.4	29.58	28.44	27.91
Canal	-	Thompson	266	7.0	0.0	25.92	0.0	0.0	0.0	7.0	7.0	7.0	25.92	25.92	25.92
Thompson	-	Broad	121	27.0	0.0	3.05	16.6	20.5	22.3	27.0	28.2	28.7	3.05	2.93	2.87
Broad	-	Vanderbilt	1,348	38.0	27.0	24.18	14.5	17.2	17.3	38.0	38.8	38.8	24.18	23.67	23.65
Vanderbilt	-	Norwood	289	8.0	0.0	24.64									
Norwood	-	Townsend	165	5.0	0.0	22.49									
Townsend	-	Greenfield	312	14.0	0.0	15.21									
Greenfield	-	Murray / Hubert	201	8.0	8.7	17.11	33.0	54.4	17.5	8.0	14.4	3.4	17.11	9.49	40.87
Murray / Hubert	-	Willow	607	34.0	14.4	12.17									
Willow	-	Lynhurst	361	11.0	0.0	22.37									
Lynhurst	-	Chestnut	274	9.0	0.0	20.79									
Chestnut	-	Sylvaton	380	10.0	0.0	25.90									
Sylvaton	-	Church	187	14.0	5.4	9.10									
Church	-	Virginia	249	9.0	0.7	18.85									
Virginia	-	Clifton	253	32.0	6.1	5.38									
Clifton	-	Hylan	362	35.0	24.7	7.05	17.9	19.3	20.7	35.0	35.4	35.8	7.05	6.97	6.89

(These 3 columns are directly input from speed input spreadsheet)

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(5) From column titled "Average Run Time"

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NEW STAPLETON REDEVELPMENT EIS - FUTURE SPEED ESTIMATION
FILE NAME: Stapleton Future Speed Runs
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Weekday PM

NORTHBOUND Bay Street between Hylan Blvd. and Victory Blvd. LINK			EXISTING SPEED DATA Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	ESTIMATED STOPPED DELAYS (4) Existing	No Build 2015	Build 2015	ESTIMATED RUN TIMES (sec) Existing (5)	No Build 2015	Build 2015	EXISTING AND FUTURE RUN SPEEDS Existing (mph)	No Build 2015 (mph)	Build 2015 (mph)
Hylan	-	Clifton	362.1	12.0	0.0	20.57									
Clifton	-	Virginia	268.8	26.0	14.3	7.05									
Virginia	-	Church	280.4	7.0	0.0	27.31									
Church	-	Sylvaton	178.6	3.0	0.0	40.59									
Sylvaton	-	Chestnut	331.8	8.0	0.0	28.28									
Chestnut	-	Lynhurst	317.7	11.0	0.0	19.69									
Lynhurst	-	Willow	308.8	25.0	18.3	8.42									
Willow	-	Murray / Hulbert	223.5	40.0	21.6	3.81	46.3	76.2	16.1	40.0	49.0	30.9	3.81	3.11	4.93
Murray / Hulbert	-	Greenfield	400.3	5.0	0.0	54.59									
Greenfield	-	Townsend	455.3	6.0	0.0	51.74									
Townsend	-	Norwood	161.3	3.0	0.0	36.66									
Norwood	-	Vanderbilt	272.2	16.0	5.4	11.60	20.7	47.8	142.3	16.0	24.1	52.5	11.60	7.69	3.54
Vanderbilt	-	Broad	1338.4	57.0	25.3	16.01	15.6	34.5	141.6	57.0	62.7	94.8	16.01	14.56	9.63
Broad	-	Thompson	154.1	6.0	0.0	17.51	9.3	10.1	10.8	6.0	6.2	6.5	17.51	16.84	16.29
Thompson	-	Canal	274	17.0	7.6	10.99	15.3	20.1	84.0	17.0	18.4	37.6	10.99	10.13	4.97
Canal	-	Water	175.3	16.0	7.4	7.47	10.2	11.4	12.4	16.0	16.4	16.7	7.47	7.31	7.17
Water	-	Union	213.2	37.0	26.3	3.93									
Union	-	Prospect	342.7	9.0	0.0	25.96	0.0	0.0	0.0	9.0	9.0	9.0	25.96	25.96	25.96
Prospect	-	Sands	189.8	7.0	0.0	18.49									
Sands	-	Wave	201.3	4.0	0.0	34.31	9.2	10.2	12.4	4.0	4.3	5.0	34.31	31.92	27.67
Wave	-	Baltic	618.6	16.0	0.0	26.36									
Baltic	-	Clinton	264.4	36.0	25.1	5.01									
Clinton	-	Swan	1211.1	25.0	0.0	33.03	11.7	13.9	18.8	25.0	25.7	27.1	33.03	32.18	30.44
Swan	-	Hannah	318	7.0	0.0	30.97	12.3	13.5	15.3	7.0	7.4	7.9	30.97	29.46	27.45
Hannah	-	Victory	680	47.0	27.0	9.86	26.8	76.3	126.4	47.0	61.9	76.9	9.86	7.50	6.03

(These 3 columns are direct inputs from speed input spreadsheet)

SOUTHBOUND Bay Street between Victory Blvd. and Hylan Ave. LINK			EXISTING SPEED DATA Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	ESTIMATED STOPPED DELAYS (4) Existing	No Build 2015	Build 2015	ESTIMATED RUN TIMES (sec) Existing (5)	No Build 2015	Build 2015	EXISTING AND FUTURE RUN SPEEDS Existing (mph)	No Build 2015 (mph)	Build 2015 (mph)
Victory	-	Hannah	706	22.0	4.8	21.88	11.3	11.8	11.9	22.0	22.2	22.2	21.88	21.73	21.70
Hannah	-	Swan	295	11.0	0.0	18.28	12.3	13.0	13.2	11.0	11.2	11.3	18.28	17.94	17.84
Swan	-	Clinton	1,258	35.0	5.8	24.50									
Clinton	-	Baltic	284	8.0	0.0	24.24									
Baltic	-	Wave	592	15.0	0.0	26.91	8.5	9.3	12.0	15.0	15.2	16.1	26.91	26.49	25.15
Wave	-	Sands	209	5.0	0.0	28.55									
Sands	-	Prospect	231	7.0	0.0	22.51	8.9	10.9	15.7	7.0	7.6	9.0	22.51	20.73	17.43
Prospect	-	Union	235	12.0	0.3	13.32									
Union	-	Water	248	8.0	1.8	21.15	0.0	0.0	0.0	8.0	8.0	8.0	21.15	21.15	21.15
Water	-	Canal	260	7.0	0.0	25.35	12.3	13.0	13.4	7.0	7.2	7.3	25.35	24.62	24.21
Canal	-	Thompson	266	6.0	0.0	30.24	0.0	0.0	0.0	6.0	6.0	6.0	30.24	30.24	30.24
Thompson	-	Broad	121	16.0	5.4	5.15	15.9	18.3	19.4	16.0	16.7	17.1	5.15	4.93	4.83
Broad	-	Vanderbilt	1,348	28.0	5.6	32.81	13.4	14.7	14.9	28.0	28.4	28.5	32.81	32.36	32.29
Vanderbilt	-	Norwood	289	6.0	0.0	32.85									
Norwood	-	Townsend	165	4.0	0.0	28.11									
Townsend	-	Greenfield	312	15.0	7.8	14.20									
Greenfield	-	Murray / Hubert	201	21.0	13.1	6.52	34.0	41.5	16.0	21.0	23.3	15.6	6.52	5.89	8.78
Murray / Hubert	-	Willow	607	16.0	0.0	25.87									
Willow	-	Lynhurst	361	10.0	0.6	24.61									
Lynhurst	-	Chestnut	274	7.0	0.0	26.73									
Chestnut	-	Sylvaton	380	10.0	0.6	25.90									
Sylvaton	-	Church	187	4.0	0.0	31.86									
Church	-	Virginia	249	8.0	0.0	21.20									
Virginia	-	Clifton	253	44.0	0.0	3.91									
Clifton	-	Hylan	362	17.0	15.0	14.52	24.1	26.6	28.7	17.0	17.8	18.4	14.52	13.91	13.43

(These 3 columns are directly input from speed input spreadsheet)

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(5) From column titled "Average Run Time"

ENG-WONG, TAUB & ASSOCIATES
NEW STAPLETON REDEVELPMENT EIS - FUTURE SPEED ESTIMATION
FILE NAME: Stapleton Future Speed Runs
2.27.06

Weekday AM

EASTBOUND Broad St. between Van Duzer St.and Bay St.			EXISTING SPEED DATA				ESTIMATED STOPPED DELAYS (4)			ESTIMATED RUN TIMES (sec)			EXISTING AND FUTURE RUN SPEEDS		
L I N K			Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	Existing	No Build 2015	Build 2015	Existing (5)	No Build 2015	Build 2015	Existing (mph)	No Build 2015 (mph)	Build 2015 (mph)
Van Duzer	-	Targee	414.1	60.0	29.7	4.71									
Targee	-	Gordon	317.4	9.0	0.0	24.05									
Gordon	-	Cedar	716.5	20.0	0.0	24.43									
Cedar	-	Canal	274.7	40.0	15.7	4.68									
Canal	-	Quinn	287.2	9.0	0.0	21.76									
Quinn	-	Wright	359.6	10.0	0.0	24.52									
Wright	-	Brownell	414.5	11.0	0.0	25.69									
Brownell	-	Bay	224.2	50.0	29.8	3.06	33.5	35.6	36.8	50.0	50.6	51.0	3.06	3.02	3.00

(These 3 columns are direct inputs from speed input spreadsheet)

WESTBOUND Broad St. between Bay St. and Van Duzer St.			EXISTING SPEED DATA				ESTIMATED STOPPED DELAYS (4)			ESTIMATED RUN TIMES (sec)			EXISTING AND FUTURE RUN SPEEDS		
L I N K			Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	Existing	No Build 2015	Build 2015	Existing (5)	No Build 2015	Build 2015	Existing (mph)	No Build 2015 (mph)	Build 2015 (mph)
Bay	-	Brownell	224.2	9.0	0.0	16.98									
Brownell	-	Wright	444.3	14.0	0.0	21.64									
Wright	-	Quinn	337.5	10.0	0.0	23.01									
Quinn	-	Canal	296.2	9.0	0.0	22.44									
Canal	-	Cedar	211.4	6.0	0.0	24.02									
Cedar	-	Gordon	760.5	35.0	0.0	14.81									
Gordon	-	Targee	320.7	41.0	37.8	5.33									
Targee	-	Van Duzer	414	16.0	11.3	17.64									

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ENG-WONG, TAUB & ASSOCIATES
NEW STAPLETON REDEVELPMENT EIS - FUTURE SPEED ESTIMATION
FILE NAME: Stapleton Future Speed Runs
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Weekday MD

EASTBOUND Broad St. between Van Duzer St.and Bay St.			EXISTING SPEED DATA				ESTIMATED STOPPED DELAYS (4)			ESTIMATED RUN TIMES (sec)			EXISTING AND FUTURE RUN SPEEDS		
L I N K			Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	Existing	No Build 2015	Build 2015	Existing (5)	No Build 2015	Build 2015	Existing (mph)	No Build 2015 (mph)	Build 2015 (mph)
Van Duzer	-	Targee	414.1	22.0	1.5	12.83									
Targee	-	Gordon	317.4	8.0	0.0	27.05									
Gordon	-	Cedar	716.5	22.0	0.7	22.21									
Cedar	-	Canal	274.7	10.0	0.3	18.73									
Canal	-	Quinn	287.2	8.0	0.0	24.48									
Quinn	-	Wright	359.6	9.0	0.0	27.24									
Wright	-	Brownell	414.5	11.0	0.0	25.69									
Brownell	-	Bay	224.2	43.0	14.0	3.55	22.3	23.4	24.5	43.0	43.3	43.7	3.55	3.53	3.50

(These 3 columns are direct inputs from speed input spreadsheet)

WESTBOUND Broad St. between Bay St. and Van Duzer St.			EXISTING SPEED DATA				ESTIMATED STOPPED DELAYS (4)			ESTIMATED RUN TIMES (sec)			EXISTING AND FUTURE RUN SPEEDS		
L I N K			Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	Existing	No Build 2015	Build 2015	Existing (5)	No Build 2015	Build 2015	Existing (mph)	No Build 2015 (mph)	Build 2015 (mph)
Bay	-	Brownell	224.2	13.0	0.5	11.76									
Brownell	-	Wright	444.3	11.0	0.0	27.54									
Wright	-	Quinn	337.5	10.0	0.0	23.01									
Quinn	-	Canal	296.2	17.0	2.0	11.88									
Canal	-	Cedar	211.4	11.0	0.0	13.10									
Cedar	-	Gordon	760.5	29.0	2.0	17.88									
Gordon	-	Targee	320.7	12.0	0.0	18.22									
Targee	-	Van Duzer	414	40.0	16.5	7.06									

(These 3 columns are directly input from speed input spreadsheet)

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ENG-WONG, TAUB & ASSOCIATES
NEW STAPLETON REDEVELPMENT EIS - FUTURE SPEED ESTIMATION
FILE NAME: Stapleton Future Speed Runs
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Weekday PM

EASTBOUND Broad St. between Van Duzer St.and Bay St.			EXISTING SPEED DATA				ESTIMATED STOPPED DELAYS (4)			ESTIMATED RUN TIMES (sec)			EXISTING AND FUTURE RUN SPEEDS		
L I N K			Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	Existing	No Build 2015	Build 2015	Existing (5)	No Build 2015	Build 2015	Existing (mph)	No Build 2015 (mph)	Build 2015 (mph)
Van Duzer	-	Targee	414.1	68.0	28.7	4.15									
Targee	-	Gordon	317.4	9.0	0.0	24.05									
Gordon	-	Cedar	716.5	20.0	0.0	24.43									
Cedar	-	Canal	274.7	6.0	0.0	31.22									
Canal	-	Quinn	287.2	8.0	0.0	24.48									
Quinn	-	Wright	359.6	12.0	2.7	20.43									
Wright	-	Brownell	414.5	18.0	0.0	15.70									
Brownell	-	Bay	224.2	17.0	10.3	8.99	31.9	32.9	34.4	17.0	17.3	17.8	8.99	8.84	8.61

(These 3 columns are direct inputs from speed input spreadsheet)

WESTBOUND Broad St. between Bay St. and Van Duzer St.			EXISTING SPEED DATA				ESTIMATED STOPPED DELAYS (4)			ESTIMATED RUN TIMES (sec)			EXISTING AND FUTURE RUN SPEEDS		
L I N K			Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	Existing	No Build 2015	Build 2015	Existing (5)	No Build 2015	Build 2015	Existing (mph)	No Build 2015 (mph)	Build 2015 (mph)
Bay	-	Brownell	224.2	9.0	0.0	16.98									
Brownell	-	Wright	444.3	13.0	0.0	23.30									
Wright	-	Quinn	337.5	13.0	0.0	17.70									
Quinn	-	Canal	296.2	21.0	7.3	9.62									
Canal	-	Cedar	211.4	13.0	0.0	11.09									
Cedar	-	Gordon	760.5	25.0	9.7	20.74									
Gordon	-	Targee	320.7	55.0	40.7	3.98									
Targee	-	Van Duzer	414	32.0	11.5	8.82									

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ENG-WONG, TAUB & ASSOCIATES
NEW STAPLETON REDEVELPMENT EIS - FUTURE SPEED ESTIMATION
FILE NAME: **Stapleton Future Speed Runs**
2.27.06

Weekday AM

EASTBOUND Water/Beach between St. Pauls and Bay			EXISTING SPEED DATA				ESTIMATED STOPPED DELAYS (4)			ESTIMATED RUN TIMES (sec)			EXISTING AND FUTURE RUN SPEEDS		
L I N K			Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	Existing	No Build 2015	Build 2015	Existing (5)	No Build 2015	Build 2015	Existing (mph)	No Build 2015 (mph)	Build 2015 (mph)
St. Pauls	-	Jackson	371.9	12.0	0.0	21.13									
Jackson	-	Van Duzer	302.7	30.0	9.2	6.88									
Van Duzer	-	Union	767.3	24.0	0.0	21.80									
Union	-	Bay	449.1	50.0	67.2	6.12									

(These 3 columns are direct inputs from speed input spreadsheet)

WESTBOUND Water/Beach between Front and St. Pauls			EXISTING SPEED DATA				ESTIMATED STOPPED DELAYS (4)			ESTIMATED RUN TIMES (sec)			EXISTING AND FUTURE RUN SPEEDS		
L I N K			Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	Existing	No Build 2015	Build 2015	Existing (5)	No Build 2015	Build 2015	Existing (mph)	No Build 2015 (mph)	Build 2015 (mph)
Front	-	Bay	487.1	31.0	10.7	10.71	22.4	40.5	151.1	31.0	36.4	69.6	10.71	9.12	4.77
Bay	-	Union	449.1	21.0	0.0	14.58									
Union	-	Van Duzer	764.9	48.0	28.8	10.87									
Van Duzer	-	Jackson	377.9	13.0	0.0	19.82									
Jackson	-	St. Pauls	372	13.0	8.8	19.51									

(These 3 columns are directly input from speed input spreadsheet)

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ENG-WONG, TAUB & ASSOCIATES
NEW STAPLETON REDEVELPMENT EIS - FUTURE SPEED ESTIMATION
FILE NAME: **Stapleton Future Speed Runs**
2.27.06

Weekday MD

EASTBOUND Water/Beach between St. Pauls and Bay			EXISTING SPEED DATA				ESTIMATED STOPPED DELAYS (4)			ESTIMATED RUN TIMES (sec)			EXISTING AND FUTURE RUN SPEEDS		
L I N K			Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	Existing	No Build 2015	Build 2015	Existing (5)	No Build 2015	Build 2015	Existing (mph)	No Build 2015 (mph)	Build 2015 (mph)
St. Pauls	-	Jackson	371.9	14.0	0.0	18.11									
Jackson	-	Van Duzer	302.7	34.0	18.2	6.07									
Van Duzer	-	Union	767.3	22.0	0.0	23.78									
Union	-	Bay	449.1	43.0	3.6	7.12									

(These 3 columns are direct inputs from speed input spreadsheet)

WESTBOUND Water/Beach between Front and St. Pauls			EXISTING SPEED DATA				ESTIMATED STOPPED DELAYS (4)			ESTIMATED RUN TIMES (sec)			EXISTING AND FUTURE RUN SPEEDS		
L I N K			Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	Existing	No Build 2015	Build 2015	Existing (5)	No Build 2015	Build 2015	Existing (mph)	No Build 2015 (mph)	Build 2015 (mph)
Front	-	Bay	487.1	64.0	46.0	5.19	21.2	65.5	641.7	64.0	77.3	250.2	5.19	4.30	1.33
Bay	-	Union	449.1	18.0	0.0	17.01									
Union	-	Van Duzer	764.9	24.0	0.0	21.73									
Van Duzer	-	Jackson	377.9	12.0	0.0	21.47									
Jackson	-	St. Pauls	372	40.0	33.8	6.34									

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ENG-WONG, TAUB & ASSOCIATES
NEW STAPLETON REDEVELPMENT EIS - FUTURE SPEED ESTIMATION
FILE NAME: **Stapleton Future Speed Runs**
2.27.06

Weekday PM

EASTBOUND Water/Beach between St. Pauls and Bay			EXISTING SPEED DATA				ESTIMATED STOPPED DELAYS (4)			ESTIMATED RUN TIMES (sec)			EXISTING AND FUTURE RUN SPEEDS		
L I N K			Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	Existing	No Build 2015	Build 2015	Existing (5)	No Build 2015	Build 2015	Existing (mph)	No Build 2015 (mph)	Build 2015 (mph)
St. Pauls	-	Jackson	371.9	21.0	0.0	12.07									
Jackson	-	Van Duzer	302.7	28.0	22.0	7.37									
Van Duzer	-	Union	767.3	26.0	0.0	20.12									
Union	-	Bay	449.1	11.0	0.0	27.84									

(These 3 columns are direct inputs from speed input spreadsheet)

WESTBOUND Water/Beach between Front and St. Pauls			EXISTING SPEED DATA				ESTIMATED STOPPED DELAYS (4)			ESTIMATED RUN TIMES (sec)			EXISTING AND FUTURE RUN SPEEDS		
L I N K			Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	Existing	No Build 2015	Build 2015	Existing (5)	No Build 2015	Build 2015	Existing (mph)	No Build 2015 (mph)	Build 2015 (mph)
Front	-	Bay	487.1	69.0	45.2	4.81	26.1	146.4	999.0	69.0	105.1	360.9	4.81	3.16	0.92
Bay	-	Union	449.1	19.0	0.0	16.12									
Union	-	Van Duzer	764.9	55.0	22.2	9.48									
Van Duzer	-	Jackson	377.9	15.0	0.8	17.18									
Jackson	-	St. Pauls	372	36.0	14.5	7.05									

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ENG-WONG, TAUB & ASSOCIATES
NEW STAPLETON REDEVELPMENT EIS - FUTURE SPEED ESTIMATION
FILE NAME: Stapleton Future Speed Runs
2.27.06

Weekday AM

NORTHBOUND Front between Edgewater and Hannah			EXISTING SPEED DATA				ESTIMATED STOPPED DELAYS (4)			ESTIMATED RUN TIMES (sec)			EXISTING AND FUTURE RUN SPEEDS		
LINK			Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	Existing	No Build 2015	Build 2015	Existing (5)	No Build 2015	Build 2015	Existing (mph)	No Build 2015 (mph)	Build 2015 (mph)
Edgewater	-	Thompson	2458.3	48.0	0.0	34.92									
Thompson	-	Canal	225.7	5.0	0.0	30.78									
Canal	-	Union	173.3	4.0	0.0	29.54									
Water	-	Prospect	512.4	10.0	0.0	34.94									
Prospect	-	Wave	404.6	20.0	0.0	13.79									
Wave	-	Hannah	2547	58.0	0.0	29.94	14.3	19.5	16.8	58.0	59.6	58.8	29.94	29.16	29.56

(These 3 columns are direct inputs from speed input spreadsheet)

SOUTHBOUND Front between Hannah and Edgewater			EXISTING SPEED DATA				ESTIMATED STOPPED DELAYS (4)			ESTIMATED RUN TIMES (sec)			EXISTING AND FUTURE RUN SPEEDS		
LINK			Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	Existing	No Build 2015	Build 2015	Existing (5)	No Build 2015	Build 2015	Existing (mph)	No Build 2015 (mph)	Build 2015 (mph)
Hannah	-	Wave	2547.2	64.0	0.0	27.14									
Wave	-	Prospect	420.6	8.0	0.0	35.85									
Prospect	-	Water	555.7	11.0	0.0	34.44									
Water	-	Canal	149.6	4.0	0.0	25.50									
Canal	-	Thompson	298.6	6.0	0.0	33.93									
Thompson	-	Edgewater	2,458	65.0	5.3	25.78	51.3	84.0	40.5	65.0	74.8	61.8	25.78	22.40	27.14

(These 3 columns are directly input from speed input spreadsheet)

(1) Time to travel from one signalized intersection to another without traffic signal stoppages included
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ENG-WONG, TAUB & ASSOCIATES
NEW STAPLETON REDEVELPMENT EIS - FUTURE SPEED ESTIMATION
FILE NAME: Stapleton Future Speed Runs
2.27.06

Weekday MD

NORTHBOUND Front between Edgewater and Hannah			EXISTING SPEED DATA				ESTIMATED STOPPED DELAYS (4)			ESTIMATED RUN TIMES (sec)			EXISTING AND FUTURE RUN SPEEDS		
LINK			Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	Existing	No Build 2015	Build 2015	Existing (5)	No Build 2015	Build 2015	Existing (mph)	No Build 2015 (mph)	Build 2015 (mph)
Edgewater	-	Thompson	2458.3	52.0	0.0	32.23									
Thompson	-	Canal	225.7	6.0	0.0	25.65									
Canal	-	Union	173.3	4.0	0.0	29.54									
Water	-	Prospect	512.4	10.0	0.0	34.94									
Prospect	-	Wave	404.6	8.0	0.0	34.48									
Wave	-	Hannah	2547	66.0	0.0	26.31	12.4	15.3	18.4	66.0	66.9	67.8	26.31	25.97	25.61

(These 3 columns are direct inputs from speed input spreadsheet)

SOUTHBOUND Front between Hannah and Edgewater			EXISTING SPEED DATA				ESTIMATED STOPPED DELAYS (4)			ESTIMATED RUN TIMES (sec)			EXISTING AND FUTURE RUN SPEEDS		
LINK			Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	Existing	No Build 2015	Build 2015	Existing (5)	No Build 2015	Build 2015	Existing (mph)	No Build 2015 (mph)	Build 2015 (mph)
Hannah	-	Wave	2547.2	58.0	0.0	29.94									
Wave	-	Prospect	420.6	8.0	0.0	35.85									
Prospect	-	Water	555.7	11.0	0.0	34.44									
Water	-	Canal	149.6	4.0	0.0	25.50									
Canal	-	Thompson	298.6	16.0	0.0	12.72									
Thompson	-	Edgewater	2,458	56.0	12.3	29.93	37.1	47.5	25.8	56.0	59.1	52.6	29.93	28.35	31.86

(These 3 columns are directly input from speed input spreadsheet)

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ENG-WONG, TAUB & ASSOCIATES
NEW STAPLETON REDEVELPMENT EIS - FUTURE SPEED ESTIMATION
FILE NAME: Stapleton Future Speed Runs
2.27.06

Weekday PM

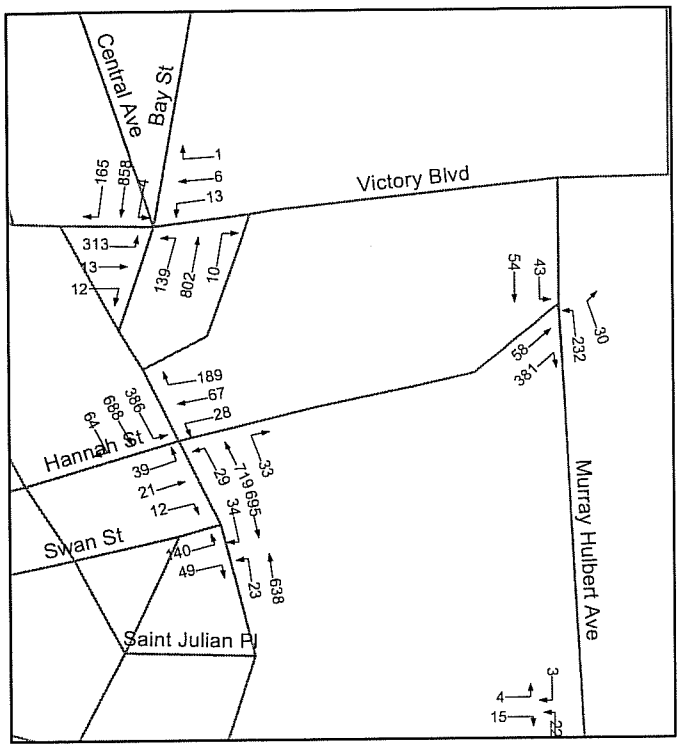
NORTHBOUND Front between Edgewater and Hannah			EXISTING SPEED DATA				ESTIMATED STOPPED DELAYS (4)			ESTIMATED RUN TIMES (sec)			EXISTING AND FUTURE RUN SPEEDS		
LINK			Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	Existing	No Build 2015	Build 2015	Existing (5)	No Build 2015	Build 2015	Existing (mph)	No Build 2015 (mph)	Build 2015 (mph)
Edgewater	-	Thompson	2458.3	48.0	0.0	34.92									
Thompson	-	Canal	225.7	5.0	0.0	30.78									
Canal	-	Union	173.3	4.0	0.0	29.54									
Water	-	Prospect	512.4	10.0	0.0	34.94									
Prospect	-	Wave	404.6	7.0	0.0	39.41									
Wave	-	Hannah	2547	66.0	23.5	26.31	14.6	24.0	23.9	66.0	68.8	68.8	26.31	25.23	25.24

(These 3 columns are direct inputs from speed input spreadsheet)

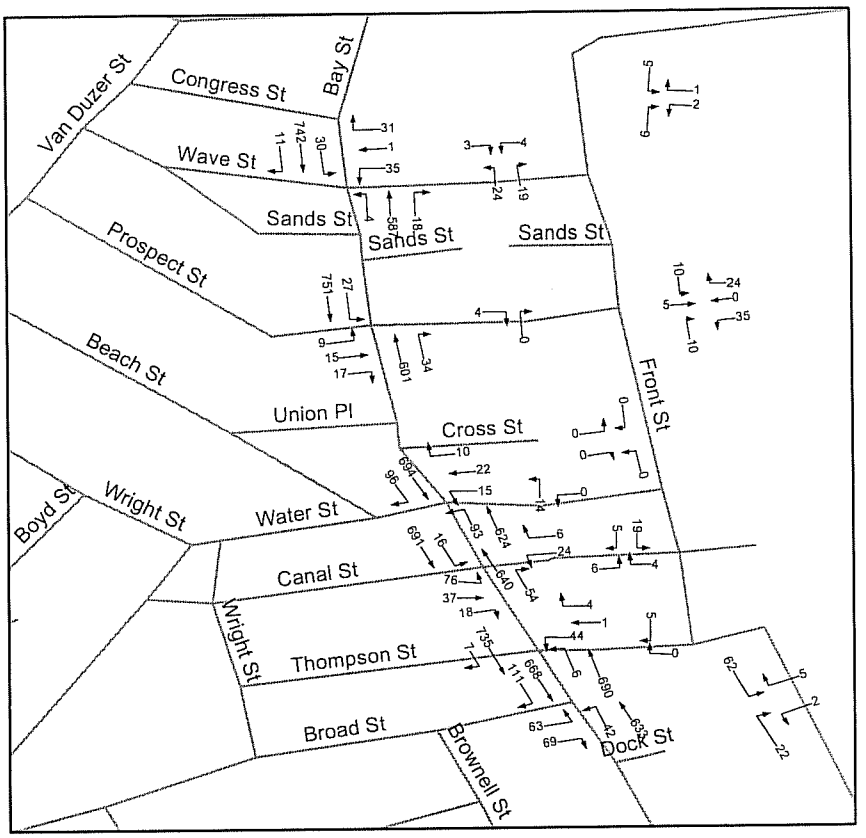
SOUTHBOUND Front between Hannah and Edgewater			EXISTING SPEED DATA				ESTIMATED STOPPED DELAYS (4)			ESTIMATED RUN TIMES (sec)			EXISTING AND FUTURE RUN SPEEDS		
LINK			Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	Existing	No Build 2015	Build 2015	Existing (5)	No Build 2015	Build 2015	Existing (mph)	No Build 2015 (mph)	Build 2015 (mph)
Hannah	-	Wave	2547.2	52.0	0.0	33.40									
Wave	-	Prospect	420.6	8.0	0.0	35.85									
Prospect	-	Water	555.7	11.0	0.0	34.44									
Water	-	Canal	149.6	4.0	0.0	25.50									
Canal	-	Thompson	298.6	14.0	0.0	14.54									
Thompson	-	Edgewater	2,458	77.0	0.0	21.77	57.5	89.5	42.5	77.0	86.6	72.5	21.77	19.35	23.12

(These 3 columns are directly input from speed input spreadsheet)

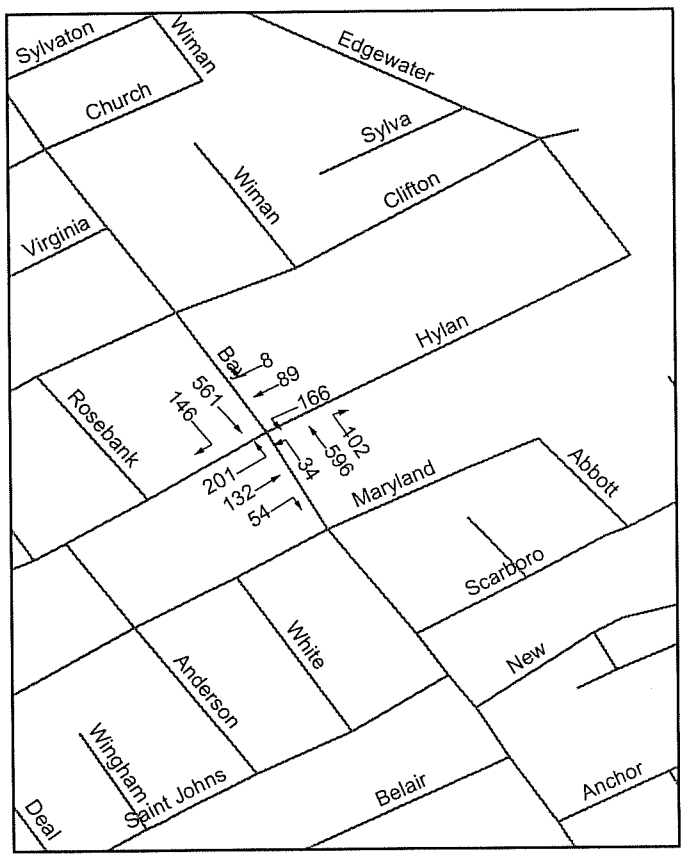
(1) Time to travel from one signalized intersection to another without traffic signal stoppages included
(2) Delays (stoppages) due to traffic signals
(3) Without traffic signal delays included
(4) Direct input from HCS files; these are average stopped delays
(5) From column titled "Average Run Time"
(6) Difference of (future scenario - existing delay)*(0.3)
(6.8) Mitigation not required ***bold italicize***



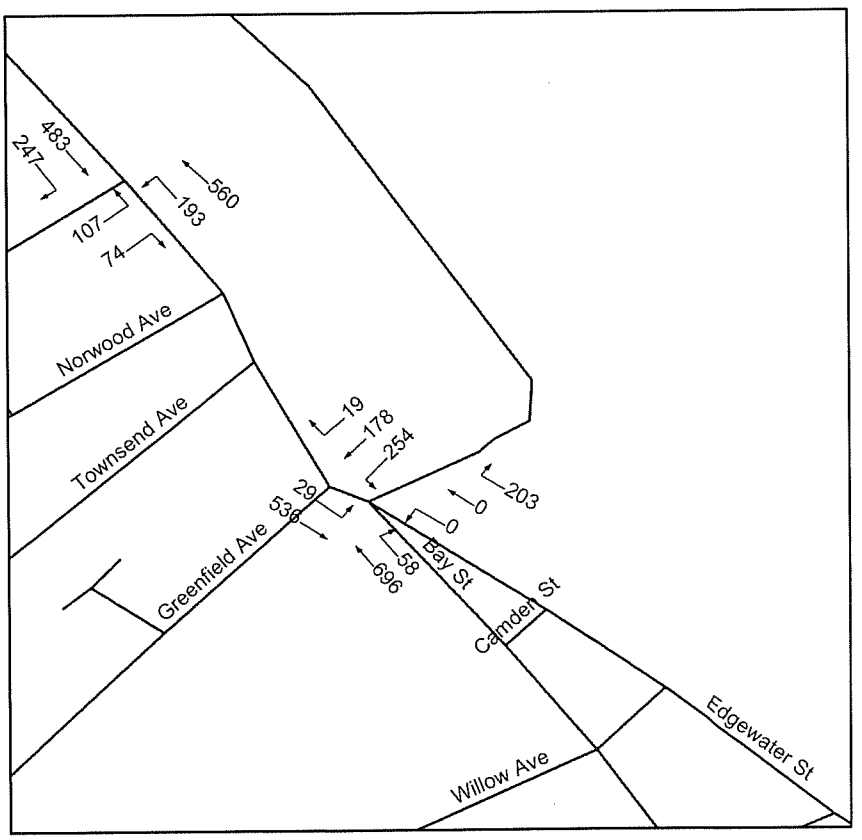
Victory Boulevard



North Bay Street & Front Street



Hylan Boulevard



South Bay Street and Edgewater Street

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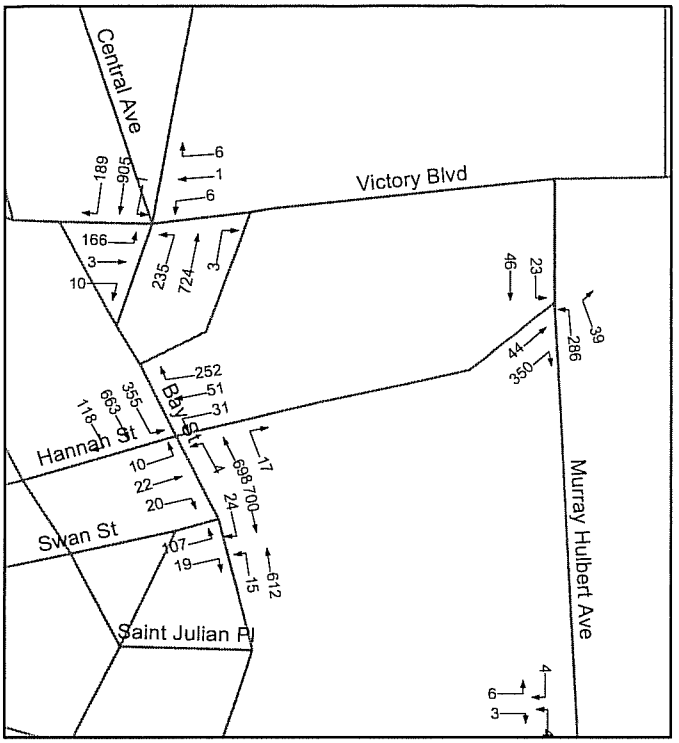
Figure X-1
Stapleton Build AM ALT-A Volumes



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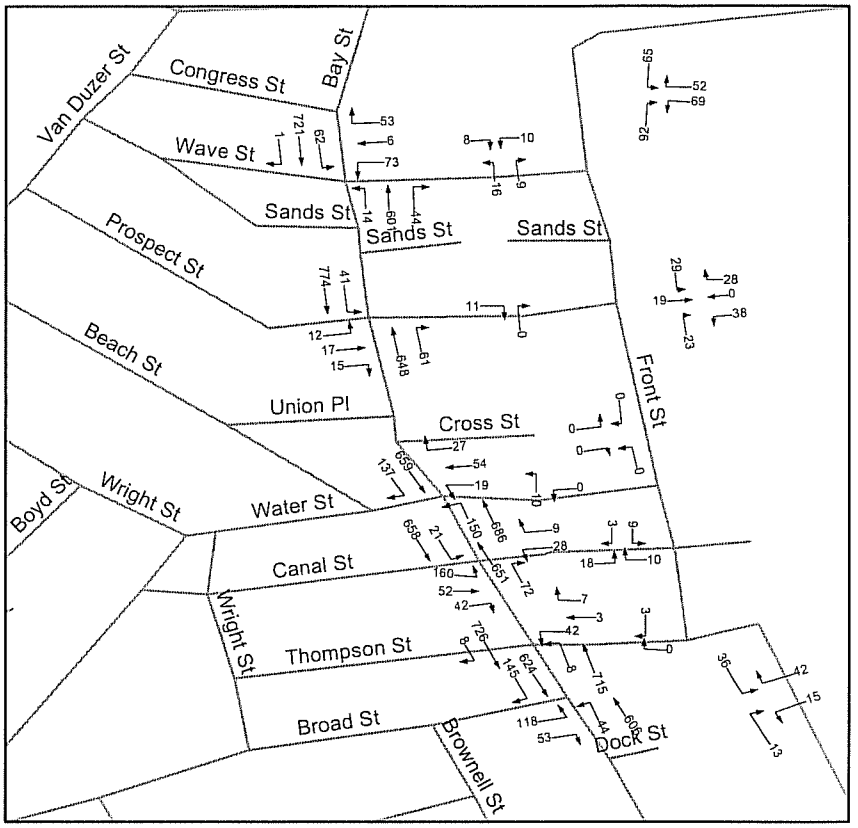
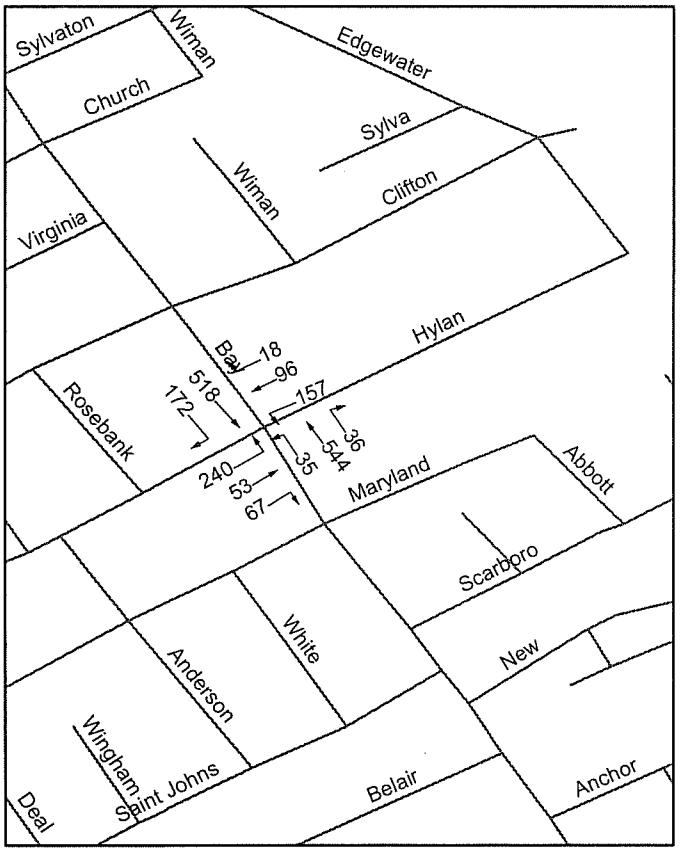


North Bay Street & Front Street



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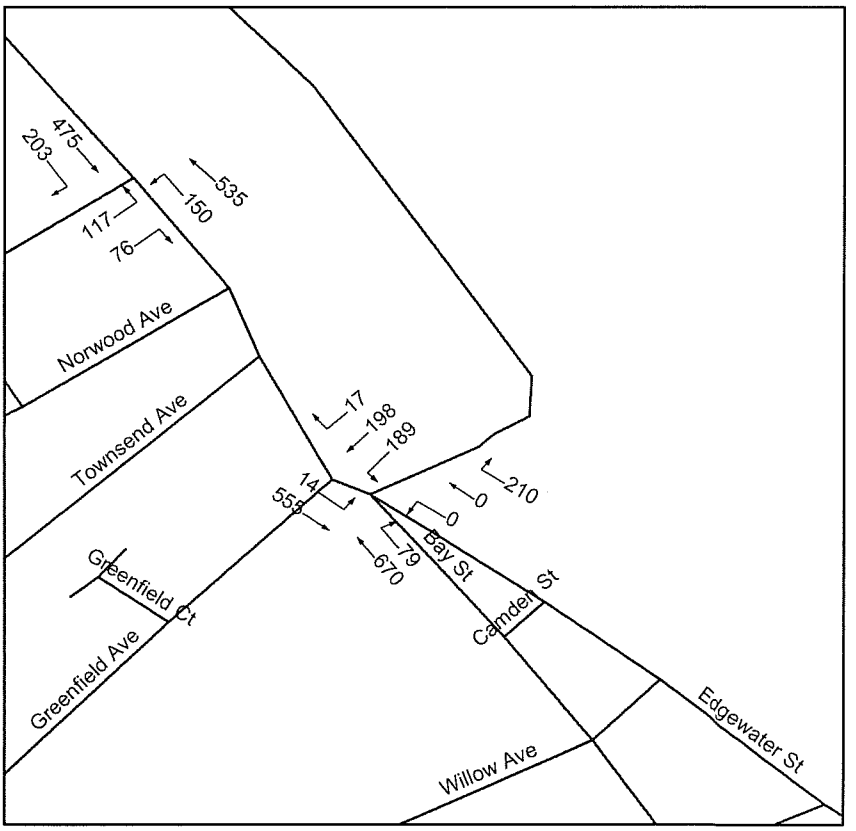

South Bay Street and Edgewater Street

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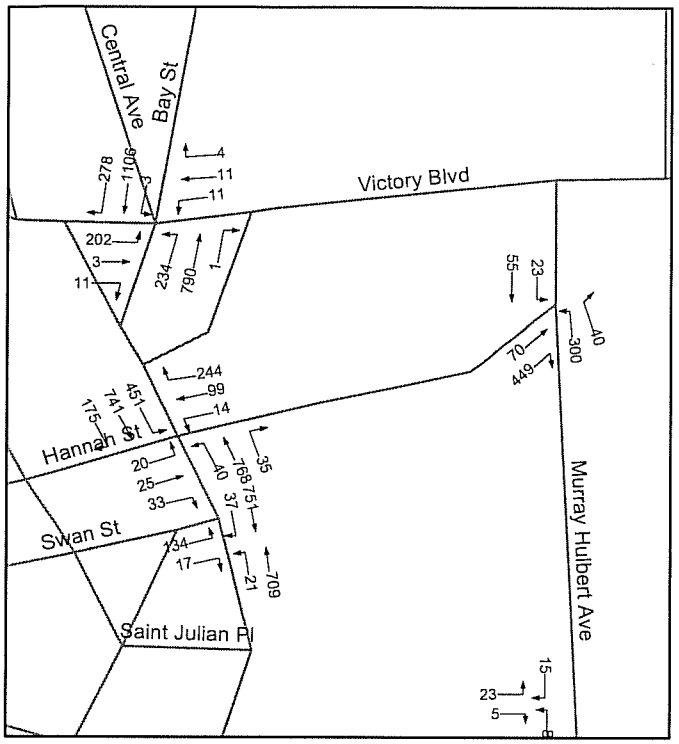
Figure X-2
Stapleton Build MD ALT-A Volumes



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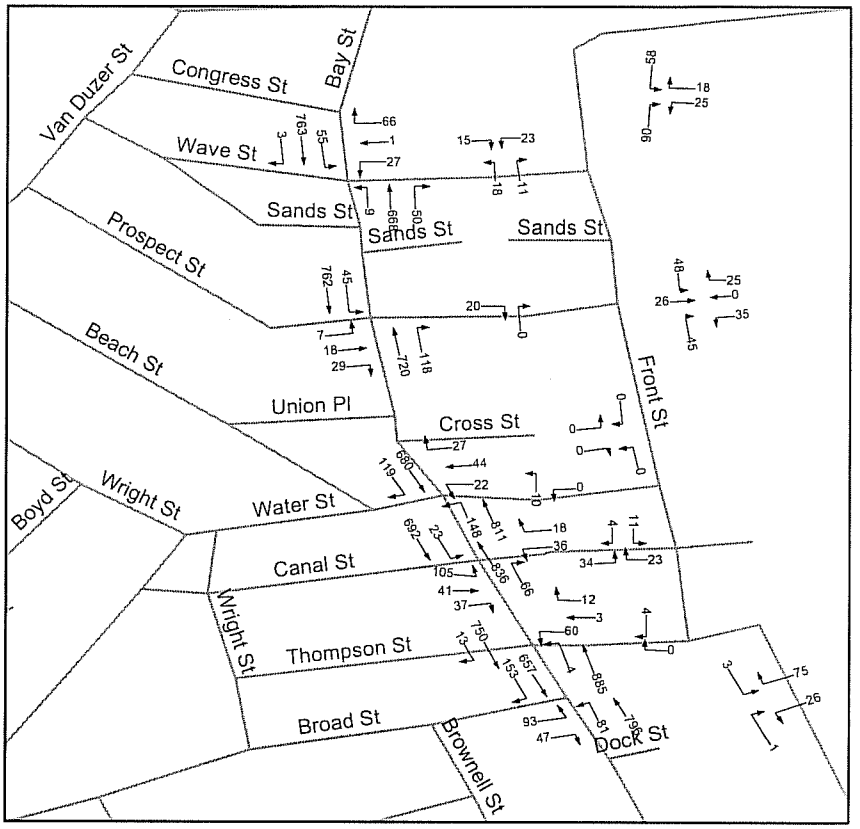

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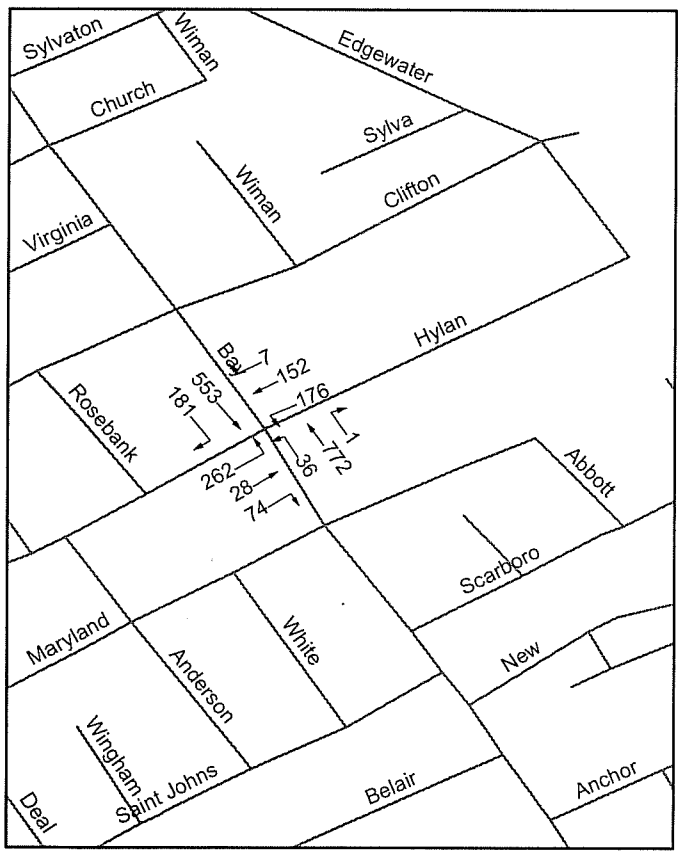

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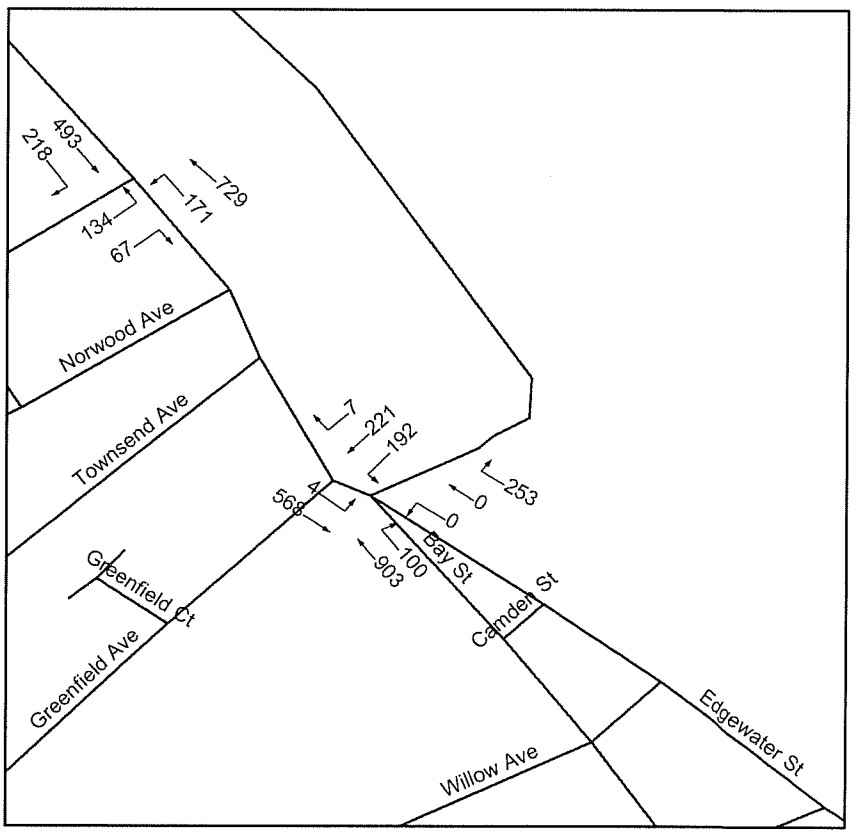

South Bay Street and Edgewater Street

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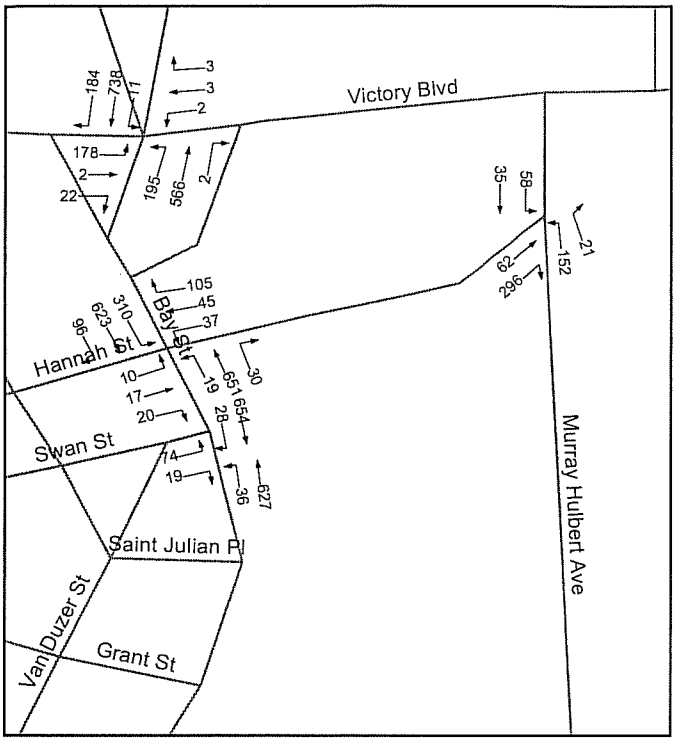
Figure X-3
Stapleton Build PM ALT-A Volumes



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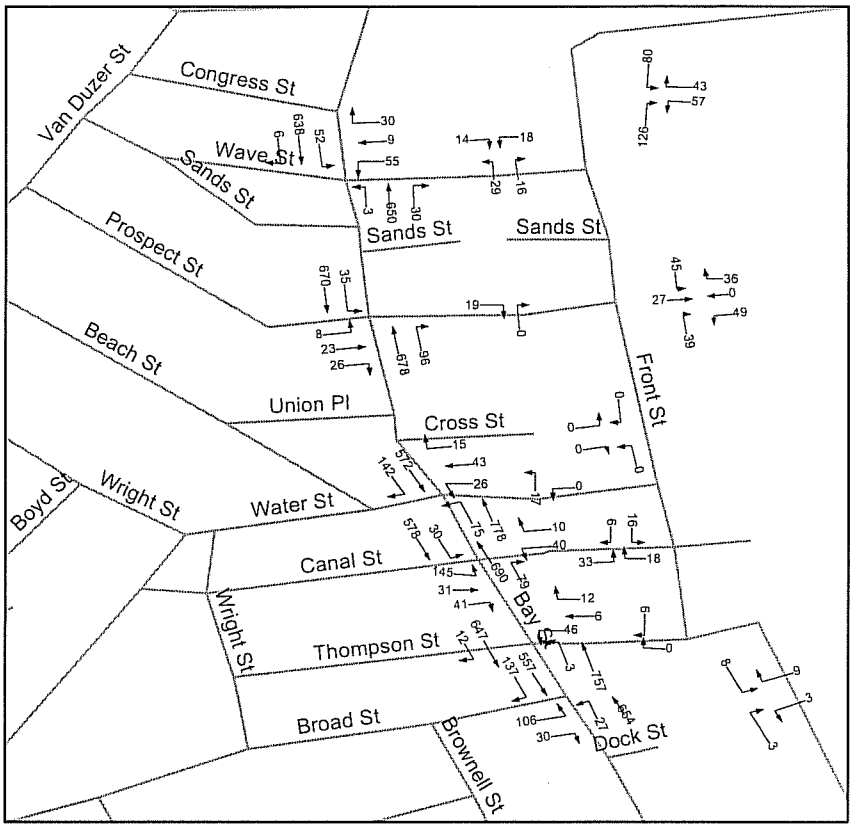
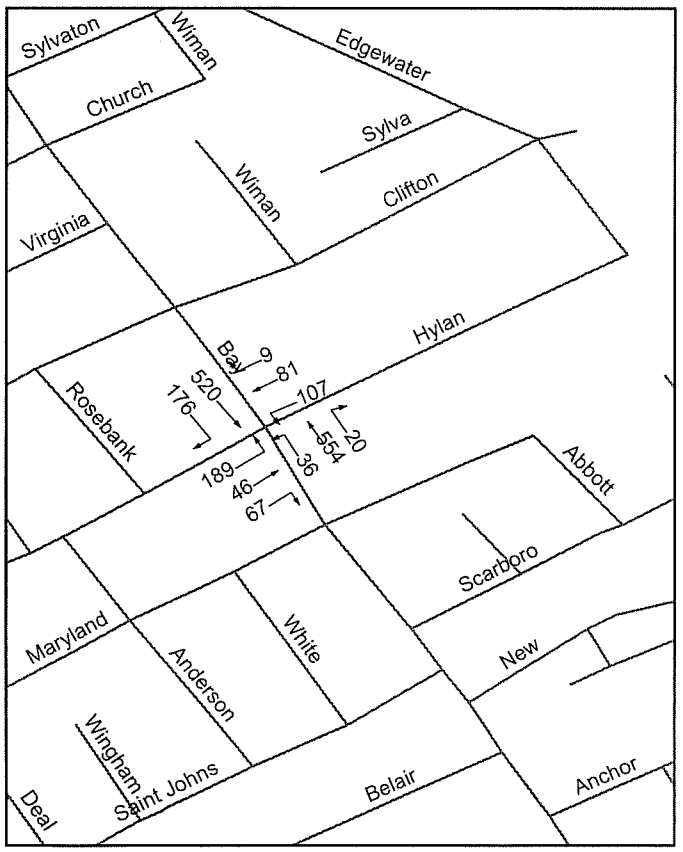


North Bay Street & Front Street



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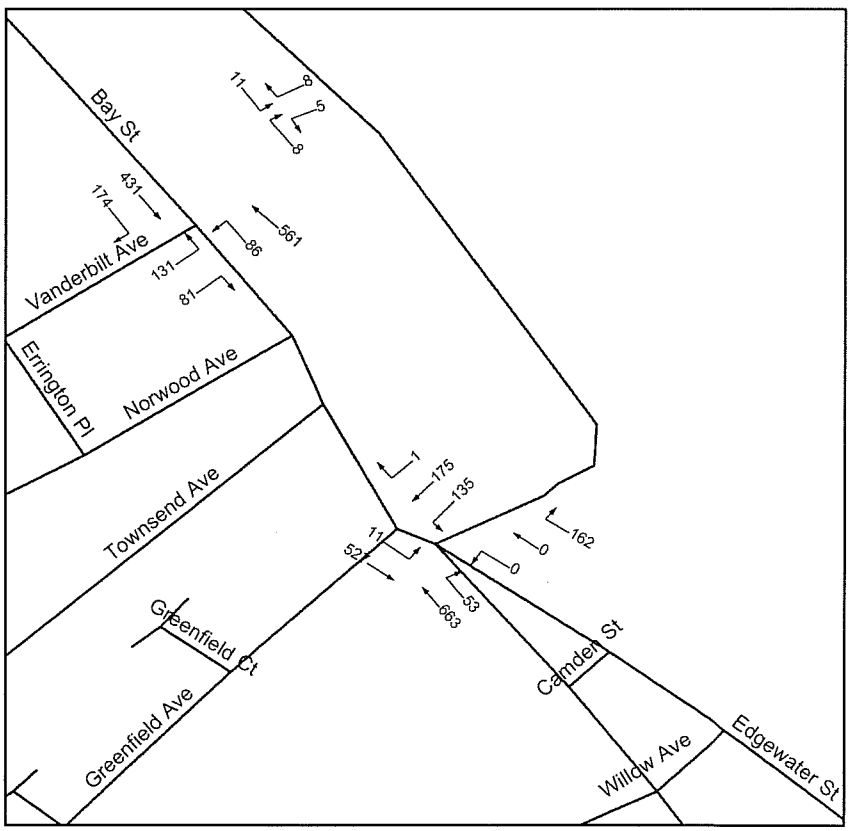

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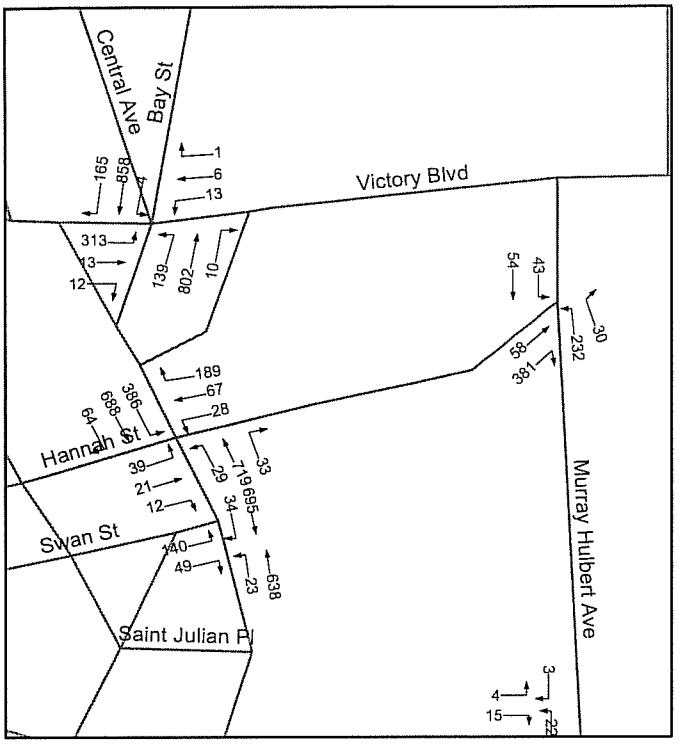
Figure X-3
Stapleton Build SAT MD Volumes



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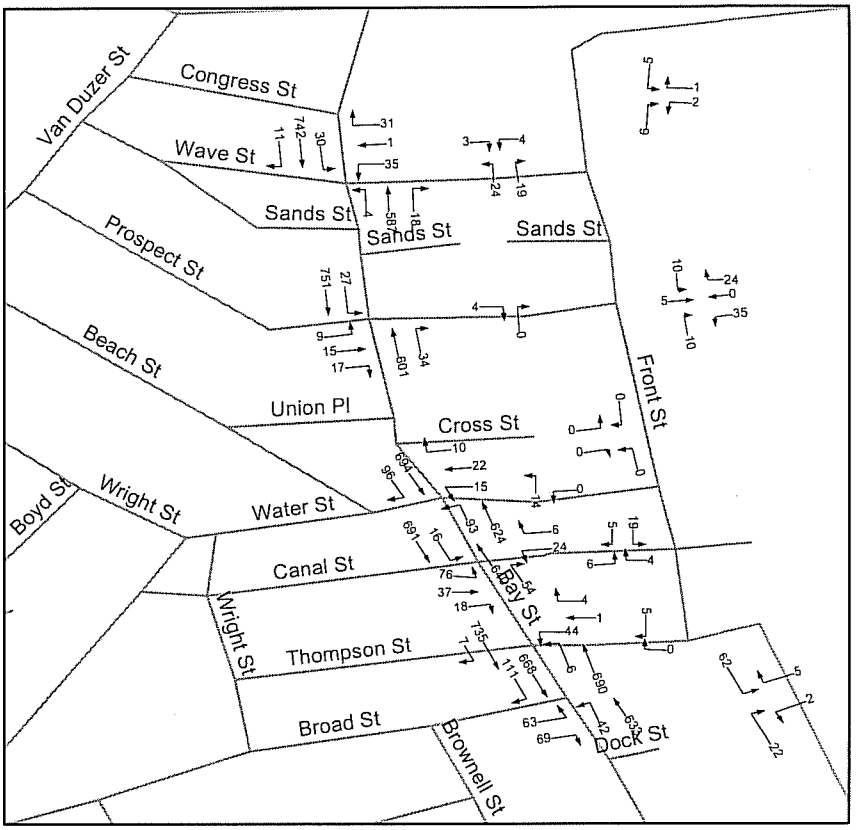
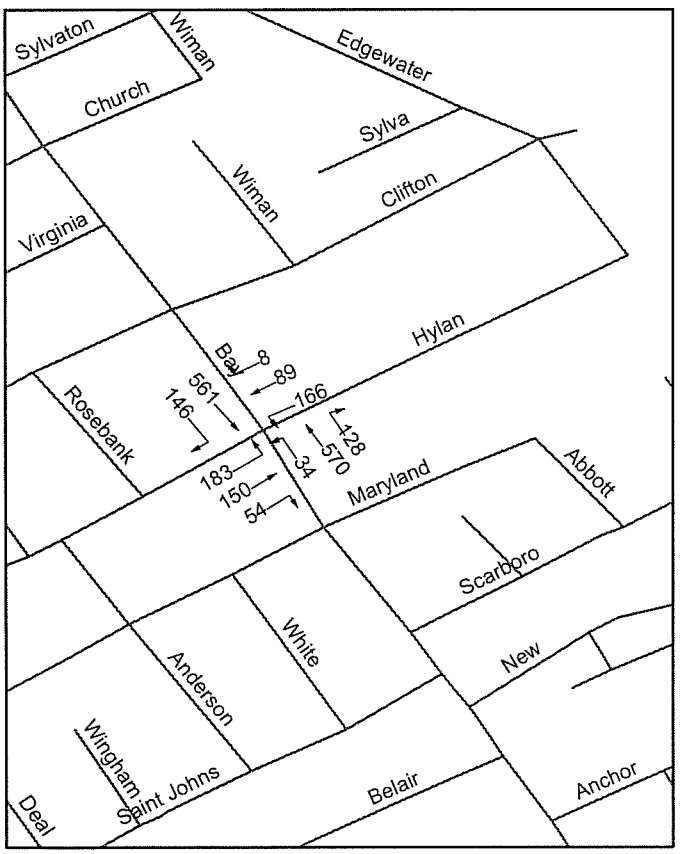


North Bay Street & Front Street



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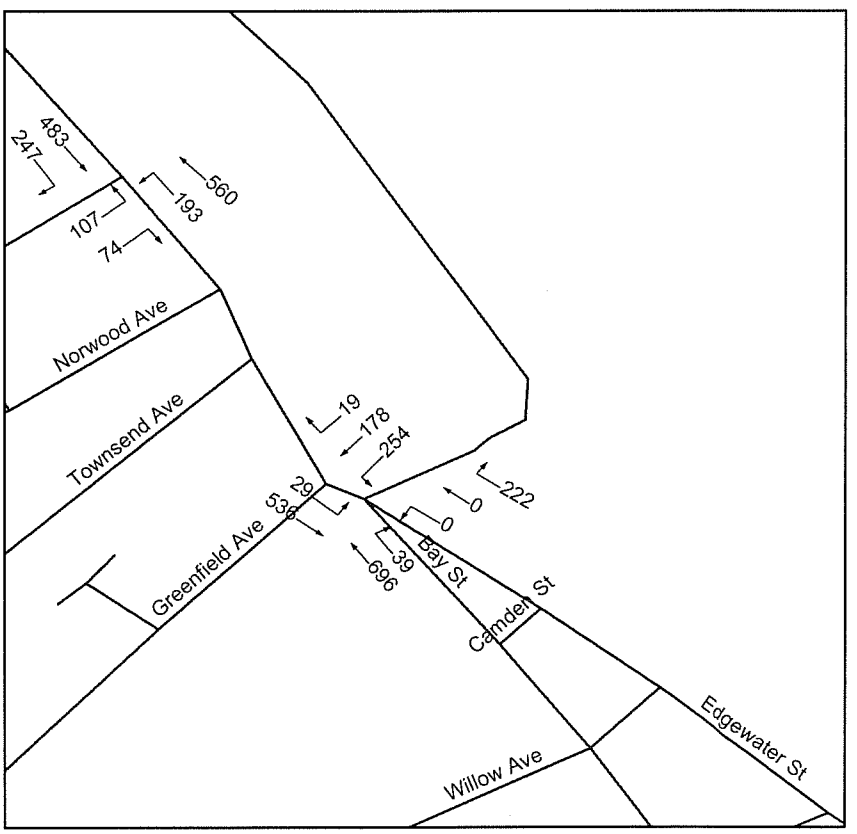

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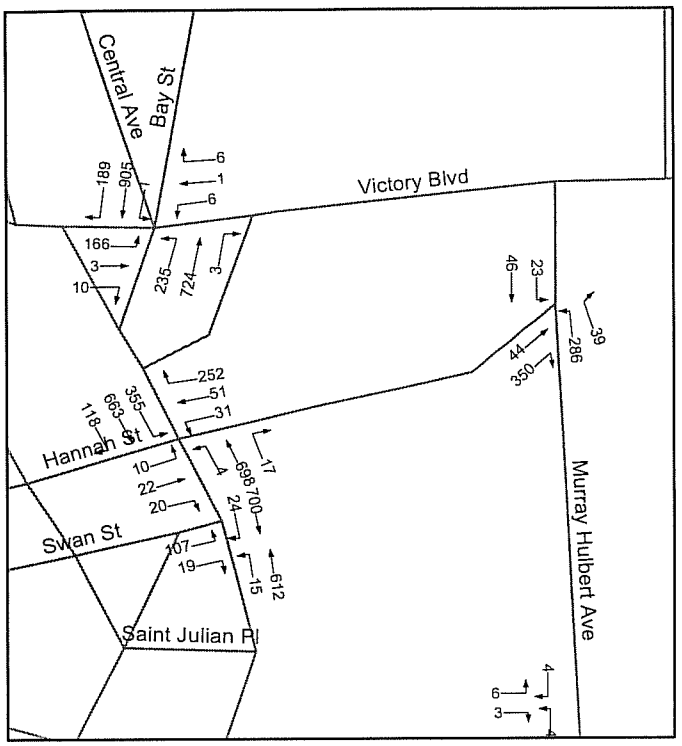
Figure X-1
Stapleton Build AM ALT-A Volumes



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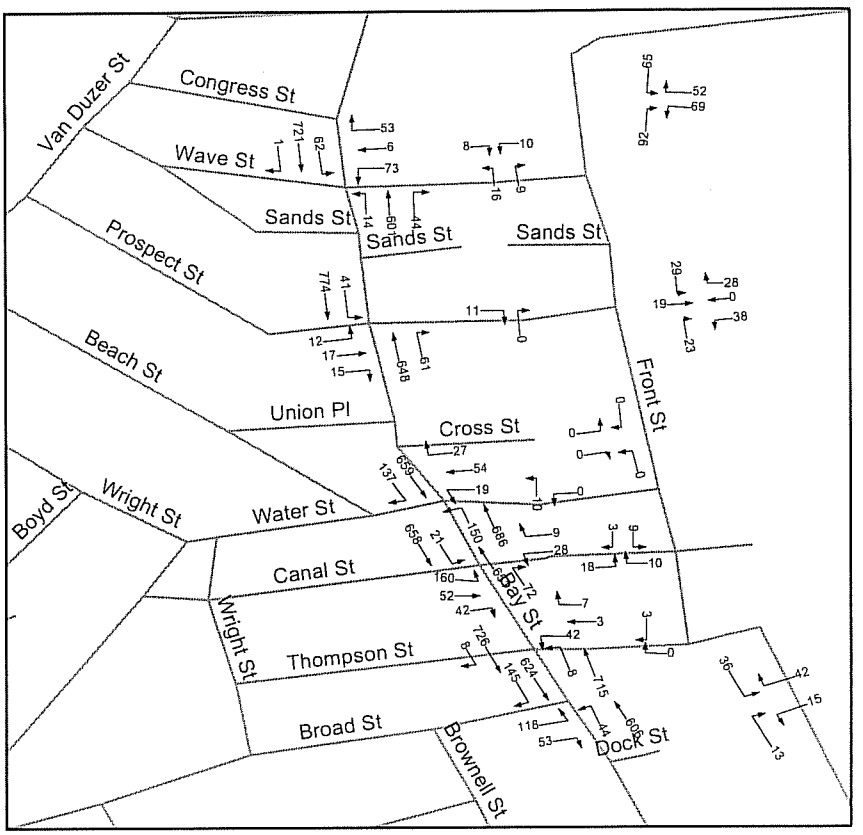
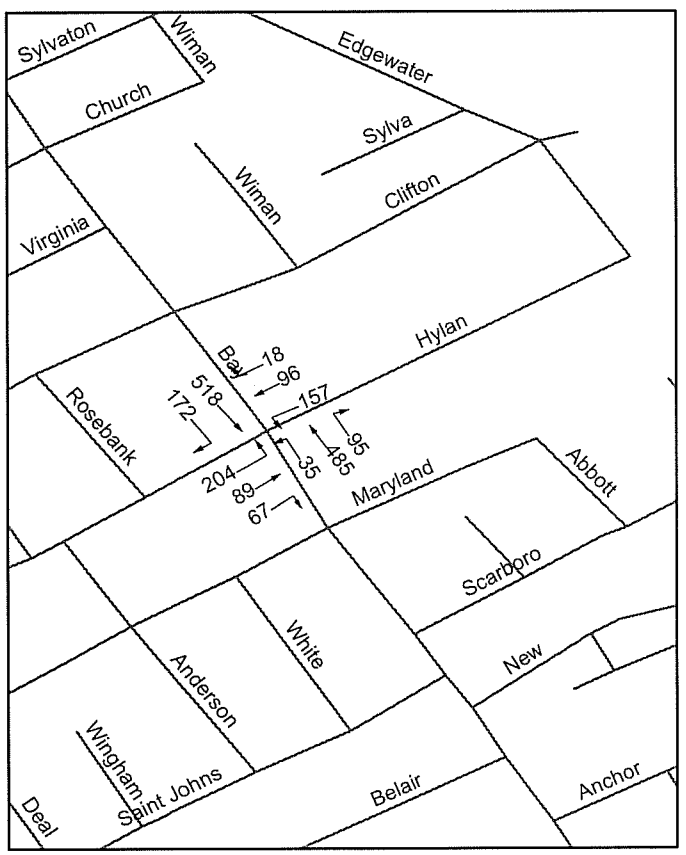


North Bay Street & Front Street



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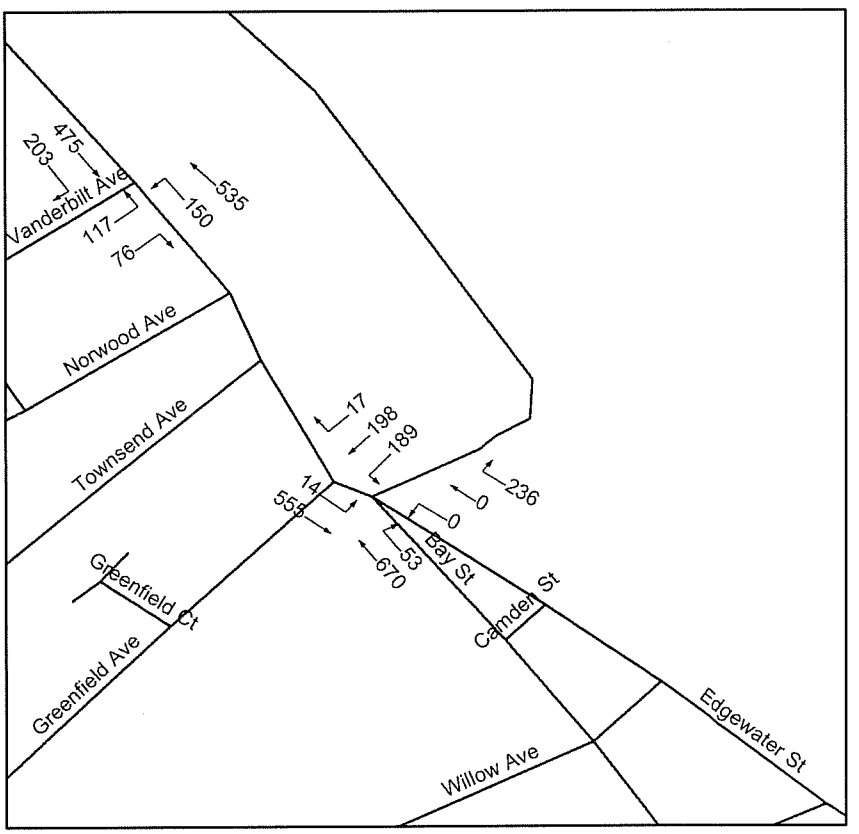

South Bay Street and Edgewater Street

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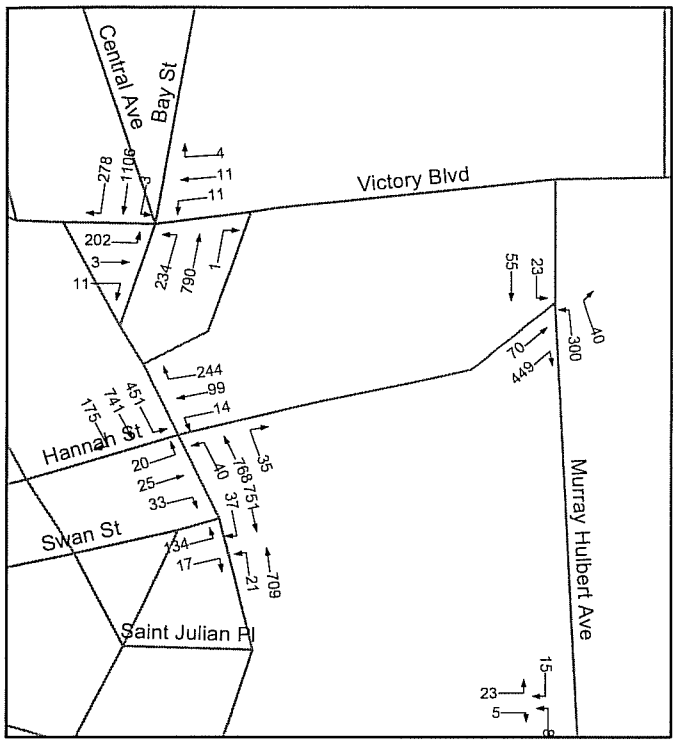
Figure X-2
Stapleton Build MD ALT-A Volumes



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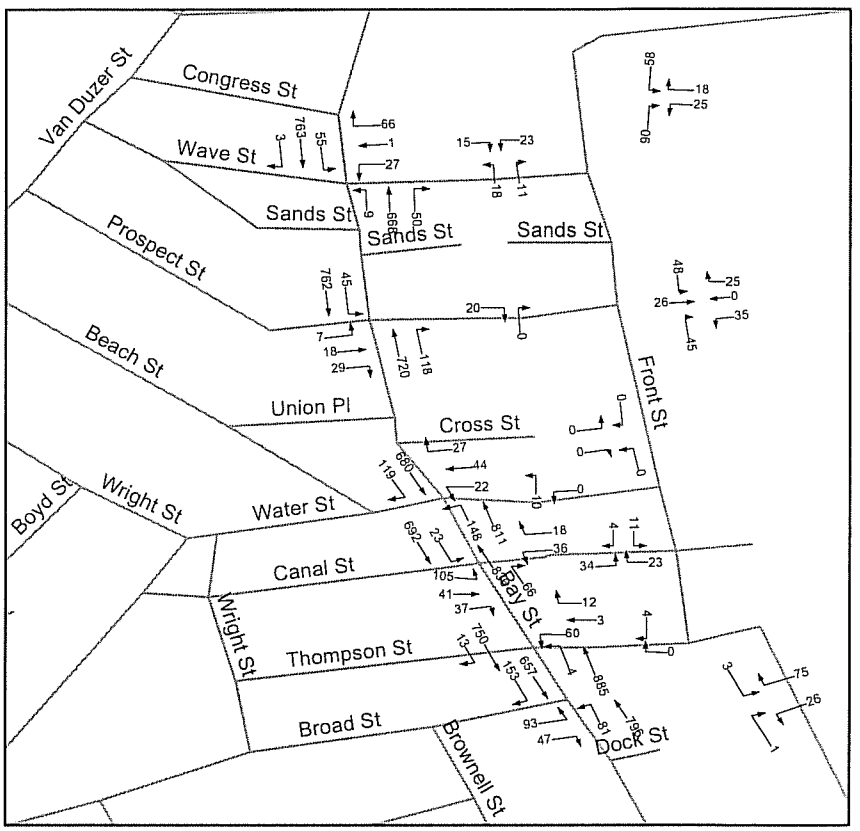

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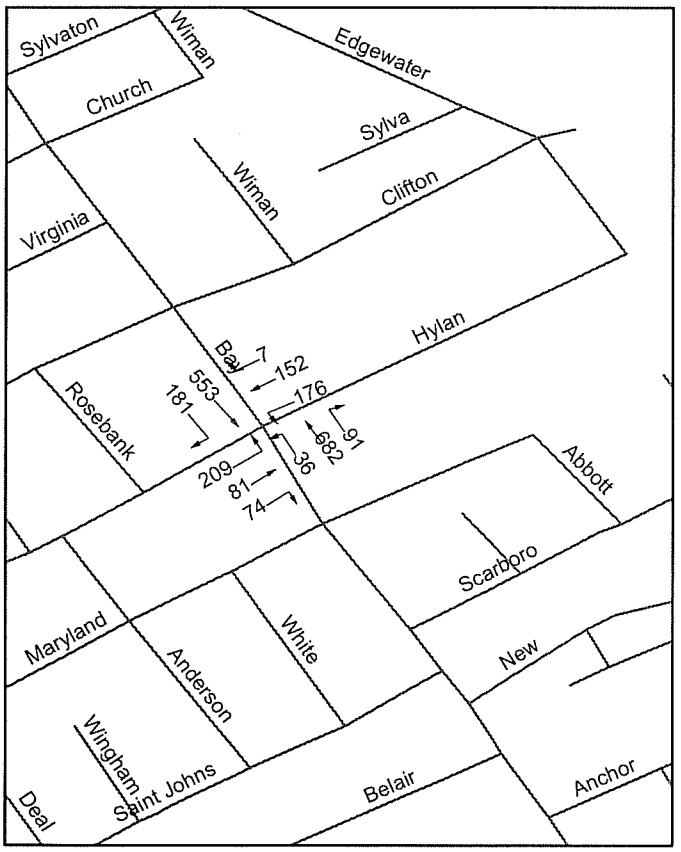

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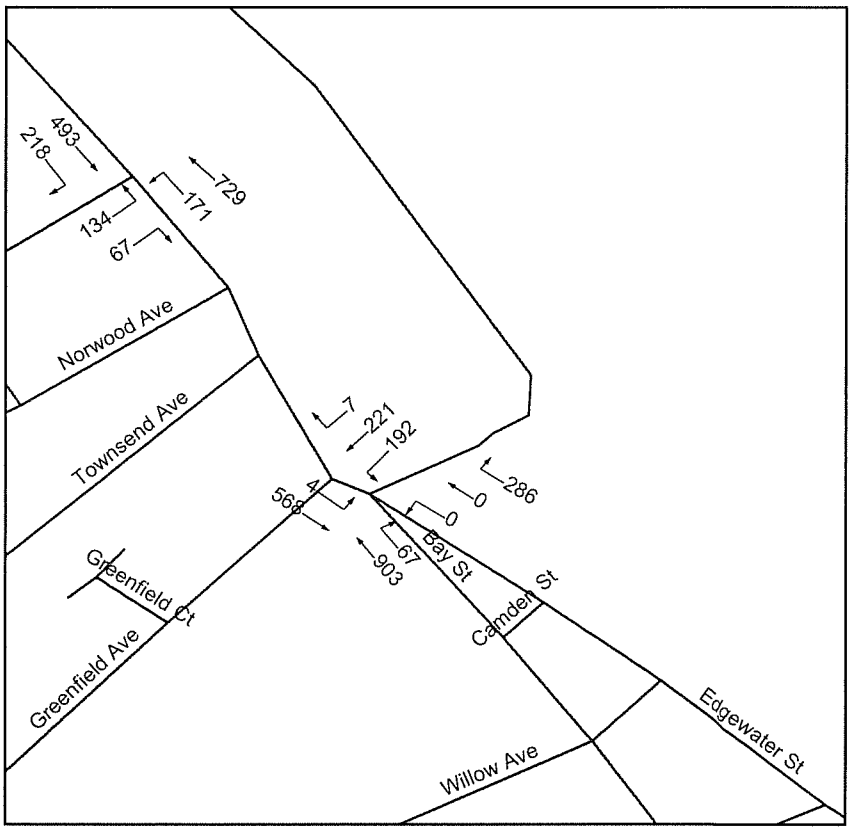

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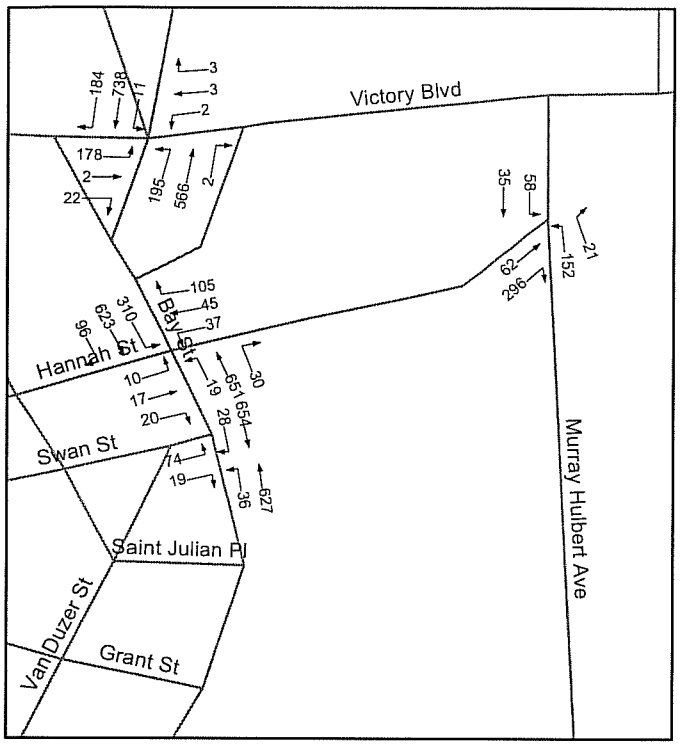
Figure X-3
Stapleton Build PM ALT-A Volumes



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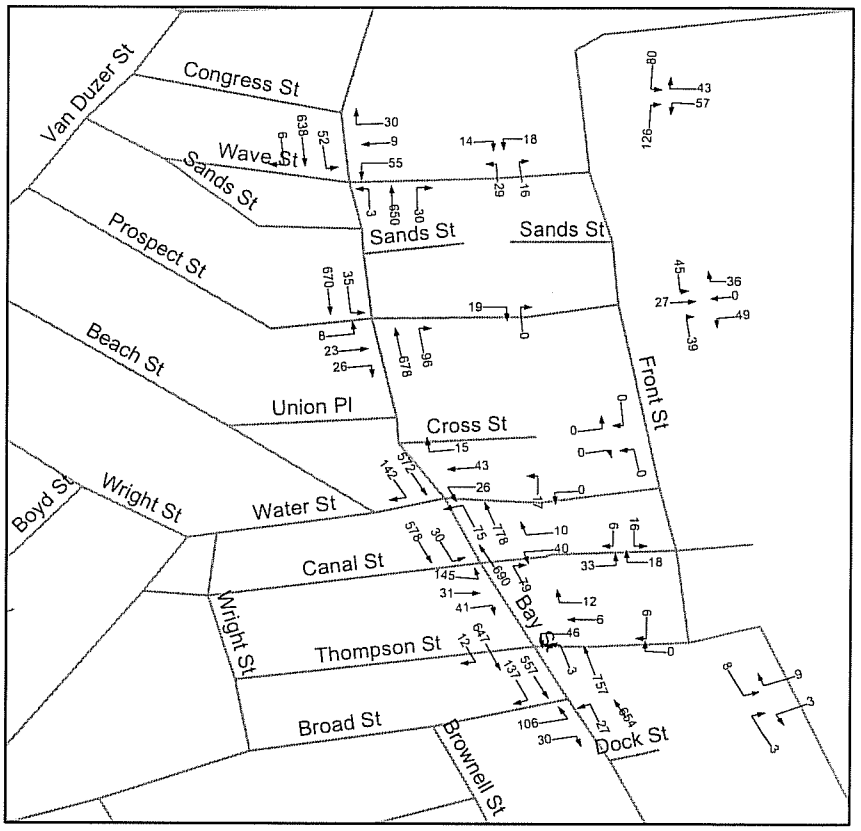
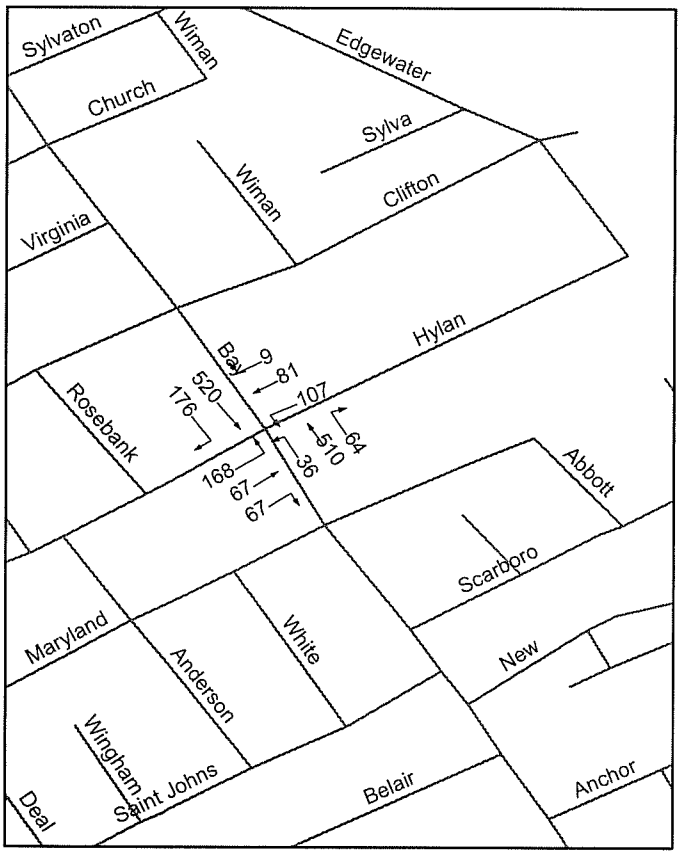


North Bay Street & Front Street



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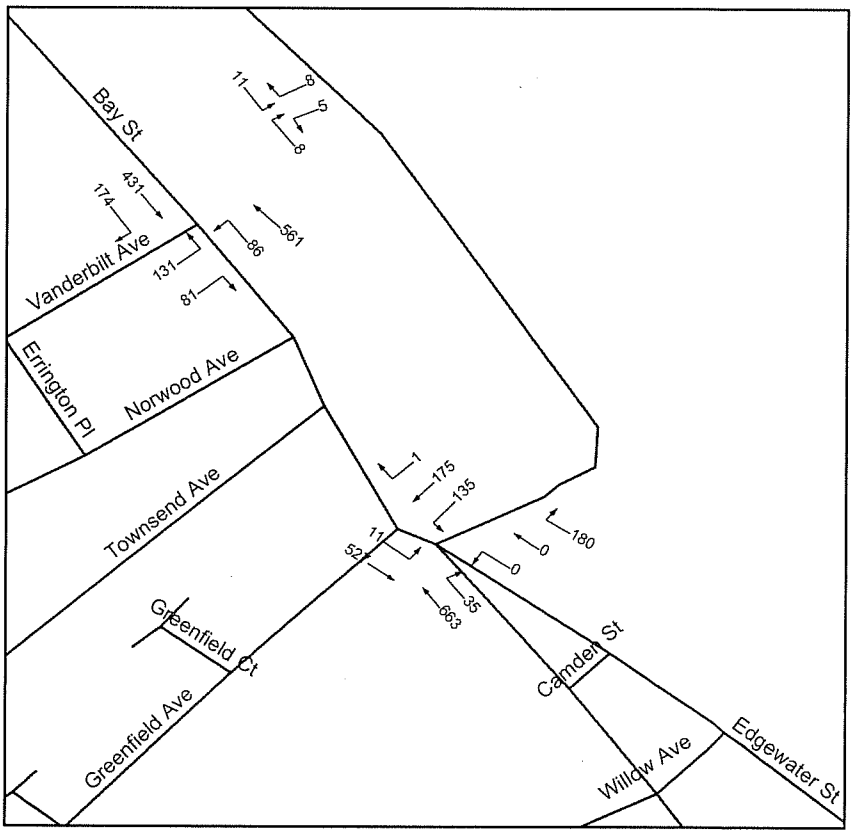

South Bay Street and Edgewater Street

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Figure X-3
Stapleton Build SAT MD Volumes

Site ID	Existing		No-Build			Build			CEQR Criteria Threshold L_{eq} (dBA)	CEQR Adverse Impact
	AM Peak (8:00-9:00 am)		Percent Increase over Existing	Increase over Existing (dBA)	AM Peak (8:00-9:00 am)	Percent Increase over No-Build	Increase in No- Build (dBA)	AM Peak (8:00-9:00 am)		
1	Leq	71.3	27.3%	1.0	72.3	13.5%	0.6	72.9	3 dBA Increase	NO
	L10	73.9	27.3%	1.0	74.9	13.5%	0.6	75.5		
2	Leq	72.1	25.4%	1.0	73.1	13.7%	0.6	73.6	3 dBA Increase	NO
	L10	74.9	25.4%	1.0	75.9	13.7%	0.6	76.4		
3	Leq	69.8	27.2%	1.0	70.8	2.2%	0.1	70.9	3 dBA Increase	NO
	L10	72.5	27.2%	1.0	73.5	2.2%	0.1	73.6		
4	Leq	69.0	18.8%	0.7	69.7	13.4%	0.5	70.3	3 dBA Increase	NO
	L10	71.0	18.8%	0.7	71.7	13.4%	0.5	72.3		
5	Leq	66.7	27.6%	1.1	67.8	1.4%	0.1	67.8	3 dBA Increase	NO
	L10	70.5	27.6%	1.1	71.6	1.4%	0.1	71.6		
6	Leq	74.8	18.9%	0.8	75.6	13.6%	0.6	76.1	3 dBA Increase	NO
	L10	77.0	18.9%	0.8	77.8	13.6%	0.6	78.3		

Site ID	Existing		No-Build			Build			CEQR Criteria Threshold L_{eq} (dBA)	CEQR Adverse Impact
	MD Peak (12:30-1:30 pm)		Percent Increase over Existing	Increase over Existing (dBA)	MD Peak (12:30-1:30 pm)	Percent Increase over No-Build	Increase over No-Build (dBA)	MD Peak (12:30-1:30 pm)		
1	Leq	68.3	29.6%	1.1	69.4	11.0%	0.5	69.9	3 dBA Increase	NO
	L10	72.2	29.6%	1.1	73.3	11.0%	0.5	73.8		
2	Leq	71.9	27.4%	1.1	73.0	15.6%	0.6	73.6	3 dBA Increase	NO
	L10	75.1	27.4%	1.1	76.2	15.6%	0.6	76.8		
3	Leq	72.6	25.5%	1.0	73.6	21.6%	0.9	74.4	3 dBA Increase	NO
	L10	73.8	25.5%	1.0	74.8	21.6%	0.9	75.6		
4	Leq	69.2	20.7%	0.8	70.0	10.8%	0.4	70.5	3 dBA Increase	NO
	L10	71.0	20.7%	0.8	71.8	10.8%	0.4	72.3		
5	Leq	65.2	30.0%	1.1	66.3	31.5%	1.2	67.5	3 dBA Increase	NO
	L10	69.5	30.0%	1.1	70.6	31.5%	1.2	71.8		
6	Leq	68.6	24.1%	0.9	69.5	14.2%	0.6	70.1	3 dBA Increase	NO
	L10	72.0	24.1%	0.9	72.9	14.2%	0.6	73.5		

Site ID	Existing		No-Build			Build			CEQR Criteria Threshold L_{eq} (dBA)	CEQR Adverse Impact
	PM Peak (4:30-5:30 pm)		Percent Increase over Existing	Increase over Existing (dBA)	PM Peak (4:30-5:30 pm)	Percent Increase over No-Build	Increase over No-Build (dBA)	PM Peak (4:30-5:30 pm)		
1	Leq	69.0	32.0%	1.2	70.2	18.8%	0.7	71.0	3 dBA Increase	NO
	L10	72.6	32.0%	1.2	73.8	18.8%	0.7	74.6		
2	Leq	72.1	28.6%	1.1	73.2	21.3%	0.8	74.0	3 dBA Increase	NO
	L10	75.0	28.6%	1.1	76.1	21.3%	0.8	76.9		
3	Leq	67.0	27.5%	1.1	68.1	17.0%	0.7	68.7	3 dBA Increase	NO
	L10	71.1	27.5%	1.1	72.2	17.0%	0.7	72.8		
4	Leq	68.7	22.9%	0.9	69.6	14.9%	0.6	70.2	3 dBA Increase	NO
	L10	71.0	22.9%	0.9	71.9	14.9%	0.6	72.5		
5	Leq	65.6	29.0%	1.1	66.7	19.1%	0.8	67.5	3 dBA Increase	NO
	L10	69.5	29.0%	1.1	70.6	19.1%	0.8	71.4		
6	Leq	69.0	26.0%	1.0	70.0	19.1%	0.8	70.8	3 dBA Increase	NO
	L10	72.0	26.0%	1.0	73.0	19.1%	0.8	73.8		

AM PEAK

Site ID	Site Name & Address	Land Use	Existing PCE	No Build PCE	Percent Increase	No Build dBA Increase	Build PCE	Percent Increase	Build dBA Increase
1	Townsend St & Bay St	Residence	3,389	4,314	27.3%	1.0	4,898	13.5%	0.6
2	Bay St (by Baley Hospital)	Hospital & Residence	3,167	3,971	25.4%	1.0	4,517	13.7%	0.6
3	Front St & Water St	Future Park	845	1,075	27.2%	1.0	1,099	2.2%	0.1
4	NW corner of Bay St & Wave St	Mixed Commercial & Residence	2,709	3,219	18.8%	0.7	3,650	13.4%	0.5
5	Front St (intersecting Baltic Av)	Future Residence	763	974	27.6%	1.1	987	1.4%	0.1
6	372 Bay St (intersect Grant St)	Residence	3,477	4,133	18.9%	0.8	4,696	13.6%	0.6

MD PEAK

Site ID	Site Name & Address	Land Use	Existing PCE	No Build PCE	Percent Increase	No Build dBA Increase	Build PCE	Percent Increase	Build dBA Increase
1	Townsend St & Bay St	Residence	2,444	3,167	29.6%	1.1	3,516	11.0%	0.5
2	Bay St (by Baley Hospital)	Hospital & Residence	2,436	3,104	27.4%	1.1	3,587	15.6%	0.6
3	Front St & Water St	Future Park	1,000	1,255	25.5%	1.0	1,527	21.6%	0.9
4	NW corner of Bay St & Wave St	Mixed Commercial & Residence	2,665	3,216	20.7%	0.8	3,564	10.8%	0.4
5	Front St (intersecting Baltic Av)	Future Residence	731	950	30.0%	1.1	1,249	31.5%	1.2
6	372 Bay St (intersect Grant St)	Residence	2,976	3,694	24.1%	0.9	4,218	14.2%	0.6

PM PEAK

Site ID	Site Name & Address	Land Use	Existing PCE	No Build PCE	Percent Increase	No Build dBA Increase	Build PCE	Percent Increase	Build dBA Increase
1	Townsend St & Bay St	Residence	1,627	2,147	32.0%	1.2	2,550	18.8%	0.7
2	Bay St (by Baley Hospital)	Hospital & Residence	1,558	2,003	28.6%	1.1	2,429	21.3%	0.8
3	Front St & Water St	Future Park	905	1,154	27.5%	1.1	1,350	17.0%	0.7
4	NW corner of Bay St & Wave St	Mixed Commercial & Residence	1,802	2,214	22.9%	0.9	2,545	14.9%	0.6
5	Front St (intersecting Baltic Av)	Future Residence	771	994	29.0%	1.1	1,184	19.1%	0.8
6	372 Bay St (intersect Grant St)	Residence	2,324	2,929	26.0%	1.0	3,488	19.1%	0.8

Using Air Ratio of 2.3/1 MT/HT

2005 Existing AM Volume

Site ID	Site Name & Address	Existing AM Volume	Car	Bus	PCE	M Truck	PCE	H Truck	PCE	Total PCE	Total Volu
1	Townsend St & Bay S	**916**	801	19	347	67	871	29	1,370	**3,389**	916
2	y St (by Baley Hospit	**981**	875	42	761	43	557	21	975	**3,167**	981
3	Front St & Water St	**600**	588	0	0	8	100	3	157	**845**	599
4	orner of Bay St & W	**1,048**	962	50	902	25	329	11	517	**2,709**	####
5	St (intersecting Balti	**539**	528	0	0	7	91	3	143	**763**	538
6	Bay St (intersect Grar	**1,047**	925	54	970	47	615	21	967	**3,477**	####

2005 Existing AM Volume

Site ID	Dir	Existing AM Volume	Car	Bus	M Truck	H Truck
1	←	**352**	310	8	24	10
	↓	**170**	159	0	8	3
	→	**342**	292	10	28	12
	↗	**52**	40	1	7	3
2	←	**405**	371	20	9	5
	↓	**34**	31	2	0	1
	→	**342**	292	10	28	12
	↓	**200**	181	10	6	3
3	→	**319**	313	0	4	2
	↓	**5**	5	0	0	0
	←	**270**	265	0	3	2
	↓	**6**	6	0	0	0
4	↑	**25**	25	0	0	0
	→	**607**	557	29	15	7
	↓	**10**	10	0	0	0
	↓	**0**	0	0	0	0
	↙	**19**	19	0	0	0
	←	**383**	347	21	10	4
	↓	**4**	4	0	0	0
5	→	**273**	268	0	4	2
	←	**266**	261	0	3	1
6	←	**427**	375	18	24	10
	↓	**13**	13	0	0	0
	→	**571**	516	24	21	9
	↗	**36**	21	12	2	1

ID	Car	Bus	M Truck	H Truck
q	0.88	0.02	0.07	0.03
p	0.93	0.00	0.05	0.02
r	0.85	0.03	0.08	0.04
o	0.77	0.03	0.14	0.06
d	0.92	0.05	0.02	0.01
c	0.91	0.06	0.00	0.03
r	0.85	0.03	0.08	0.04
s	0.91	0.05	0.03	0.01
ba	0.98	0.00	0.01	0.01
bb	1.00	0.00	0.00	0.00
bc	0.98	0.00	0.01	0.01
bd	1.00	0.00	0.00	0.00
af	1.00	0.00	0.00	0.00
ag	0.92	0.05	0.02	0.01
ah	1.00	0.00	0.00	0.00
aa	0.00	0.00	0.00	0.00
ab	1.00	0.00	0.00	0.00
ad	0.91	0.06	0.03	0.01
ac	1.00	0.00	0.00	0.00
ba	0.98	0.00	0.01	0.01
bc	0.98	0.00	0.01	0.01
w	0.88	0.04	0.06	0.02
v	1.00	0.00	0.00	0.00
x	0.90	0.04	0.04	0.02
u	0.58	0.33	0.06	0.03

AM CLASSIFICATION

	Broad Street-EB	Car	Bus	M Truck	H Truck
a	L	0.95	0.03	0.03	0.00
b	R	0.87	0.09	0.02	0.02

	Bay Street-NB	Car	Bus	M Truck	H Truck
c	L	0.91	0.06	0.00	0.03
d	T	0.92	0.05	0.02	0.01

	Bay Street-SB	Car	Bus	M Truck	H Truck
e	T	0.89	0.04	0.04	0.03
f	R	0.93	0.04	0.01	0.02

	Water Street-WB	Car	Bus	M Truck	H Truck
g	L	1.00	0.00	0.00	0.00
h	T	1.00	0.00	0.00	0.00
i	R	1.00	0.00	0.00	0.00

	Bay Street-NB	Car	Bus	M Truck	H Truck
j	L	0.91	0.04	0.04	0.01
k	T	0.91	0.03	0.05	0.01

	Bay Street-SB	Car	Bus	M Truck	H Truck
l	T	0.89	0.03	0.06	0.02
m	R	0.87	0.05	0.07	0.01

	Vanderbilt Street - EB	Car	Bus	M Truck	H Truck
n	L	0.90	0.05	0.04	0.02
o	R	0.77	0.03	0.14	0.06

	Bay Street-NB	Car	Bus	M Truck	H Truck
p	L	0.93	0.00	0.05	0.02
q	T	0.88	0.02	0.07	0.03

	Bay Street-SB	Car	Bus	M Truck	H Truck
r	T	0.85	0.03	0.08	0.04
s	R	0.91	0.05	0.03	0.01

	Front Street-NB	Car	Bus	M Truck	H Truck
bd	L	1.00	0.00	0.00	0.00
bc	T	0.98	0.00	0.01	0.01

	Front Street-SB	Car	Bus	M Truck	H Truck
ba	T	0.98	0.00	0.01	0.01
bb	R	1.00	0.00	0.00	0.00

	Van Duzer Street - EB	Car	Bus	M Truck	H Truck
t	L	0.80	0.14	0.04	0.02
u	R	0.58	0.33	0.06	0.03

	Bay Street-NB	Car	Bus	M Truck	H Truck
v	L	1.00	0.00	0.00	0.00
w	T	0.88	0.04	0.06	0.02

	Bay Street-SB	Car	Bus	M Truck	H Truck
x	T	0.90	0.04	0.04	0.02
y	R	0.81	0.05	0.10	0.04

	Wave Street-WB	Car	Bus	M Truck	H Truck
z	L	0.89	0.00	0.08	0.03
aa	T	0.00	0.00	0.00	0.00
ab	R	1.00	0.00	0.00	0.00

	Bay Street-NB	Car	Bus	M Truck	H Truck
ac	L	1.00	0.00	0.00	0.00
ad	T	0.91	0.06	0.03	0.01
ae	R	0.91	0.00	0.06	0.03

	Bay Street-SB	Car	Bus	M Truck	H Truck
af	L	1.00	0.00	0.00	0.00
ag	T	0.92	0.05	0.02	0.01
ah	R	1.00	0.00	0.00	0.00

	Hannah-EB	Car	Bus	M Truck	H Truck
ai	L	0.98	0.00	0.02	0.00
aj	R	0.94	0.00	0.05	0.00

	Front Street-NB	Car	Bus	M Truck	H Truck
ak	L	0.97	0.00	0.03	0.00
al	T	0.92	0.00	0.08	0.00

	Front Street-SB	Car	Bus	M Truck	H Truck
am	T	1.00	0.00	0.00	0.00
an	R	1.00	0.00	0.00	0.00

2005 Existing MD Volume

Site ID	Site Name & Address	Existing MD Volume	Car	Bus	PCE	M Truck	PCE	H Truck	PCE	Total PCE	Total Volume
1	ownsend St & Bay S	**865**	791	14	256	42	543	18	854	**2,444**	865
2	y St (by Baley Hospi	**902**	826	25	441	36	472	15	696	**2,436**	902
3	Front St & Water St	**594**	576	0	0	13	165	6	259	**1,000**	594
4	orner of Bay St & W	**1,102**	1,023	38	684	29	373	12	586	**2,665**	1,102
5	St (intersecting Balt	**421**	407	0	0	10	126	4	198	**731**	421
6	Bay St (intersect Gra	**1,001**	906	26	471	48	622	21	977	**2,976**	1,001

2005 Existing MD Volume

Site ID	Dir	Existing MD Volume	Car	Bus	M Truck	H Truck
1	←	**318**	290	4	17	7
	↙	**123**	120	0	2	1
	→	**367**	333	9	17	8
	↗	**57**	48	1	5	2
2	←	**359**	327	11	15	6
	↙	**27**	25	1	1	0
	→	**367**	333	9	17	8
	↘	**149**	142	3	3	1
3	→	**254**	251	0	2	1
	↘	**11**	11	0	0	0
	←	**285**	271	0	10	4
	↙	**44**	43	0	1	0
4	↑	**52**	52	0	0	0
	→	**591**	554	17	14	6
	↘	**1**	1	0	0	0
	↓	**5**	4	0	1	0
	↙	**41**	41	0	0	0
	←	**399**	361	21	12	5
	↙	**13**	10	0	2	1
5	→	**182**	180	0	1	1
	←	**239**	227	0	8	4
6	←	**413**	371	7	25	11
	↙	**3**	3	0	0	0
	→	**578**	532	19	18	8
	↗	**7**	0	0	5	2

ID	Car	Bus	M Truck	H Truck
q	0.91	0.01	0.05	0.02
p	0.97	0.00	0.02	0.01
r	0.91	0.03	0.05	0.02
o	0.85	0.02	0.09	0.04
d	0.91	0.03	0.04	0.02
c	0.92	0.04	0.04	0.00
r	0.91	0.03	0.05	0.02
s	0.95	0.02	0.02	0.01
ba	0.99	0.00	0.01	0.00
bb	0.98	0.00	0.01	0.01
bc	0.95	0.00	0.03	0.01
bd	0.98	0.00	0.02	0.01
af	1.00	0.00	0.00	0.00
ag	0.94	0.03	0.02	0.01
ah	1.00	0.00	0.00	0.00
aa	0.80	0.00	0.14	0.06
ab	1.00	0.00	0.00	0.00
ad	0.91	0.05	0.03	0.01
ac	0.75	0.00	0.18	0.08
ba	0.99	0.00	0.01	0.00
bc	0.95	0.00	0.03	0.01
w	0.90	0.02	0.06	0.03
v	1.00	0.00	0.00	0.00
x	0.92	0.03	0.03	0.01
u	0.00	0.00	0.70	0.30

MD CLASSIFICATION

	Broad Street-EB	Car	Bus	M Truck	H Truck
a	L	0.95	0.00	0.01	0.04
b	R	0.85	0.00	0.10	0.05

	Bay Street-NB	Car	Bus	M Truck	H Truck
c	L	0.92	0.04	0.04	0.00
d	T	0.91	0.03	0.04	0.02

	Bay Street-SB	Car	Bus	M Truck	H Truck
e	T	0.92	0.02	0.04	0.01
f	R	0.95	0.00	0.04	0.01

	Water Street-WB	Car	Bus	M Truck	H Truck
g	L	1.00	0.00	0.00	0.00
h	T	1.00	0.00	0.00	0.00
i	R	0.95	0.00	0.05	0.00

	Bay Street-NB	Car	Bus	M Truck	H Truck
j	L	0.96	0.02	0.02	0.00
k	T	0.93	0.01	0.04	0.02

	Bay Street-SB	Car	Bus	M Truck	H Truck
l	T	0.92	0.03	0.05	0.01
m	R	0.93	0.02	0.03	0.01

	Vanderbilt Street - EB	Car	Bus	M Truck	H Truck
n	L	0.90	0.07	0.02	0.01
o	R	0.85	0.02	0.09	0.04

	Bay Street-NB	Car	Bus	M Truck	H Truck
p	L	0.97	0.00	0.02	0.01
q	T	0.91	0.01	0.05	0.02

	Bay Street-SB	Car	Bus	M Truck	H Truck
r	T	0.91	0.03	0.05	0.02
s	R	0.95	0.02	0.02	0.01

	Front Street-NB	Car	Bus	M Truck	H Truck
bd	L	0.98	0.00	0.02	0.01
bc	T	0.95	0.00	0.03	0.01

	Front Street-SB	Car	Bus	M Truck	H Truck
ba	T	0.99	0.00	0.01	0.00
bb	R	0.98	0.00	0.01	0.01

	Van Duzer Street -EB	Car	Bus	M Truck	H Truck
t	L	0.87	0.07	0.04	0.02
u	R	0.00	0.00	0.70	0.30

	Bay Street-NB	Car	Bus	M Truck	H Truck
v	L	1.00	0.00	0.00	0.00
w	T	0.90	0.02	0.06	0.03

	Bay Street-SB	Car	Bus	M Truck	H Truck
x	T	0.92	0.03	0.03	0.01
y	R	0.77	0.00	0.16	0.07

	Wave Street-WB	Car	Bus	M Truck	H Truck
z	L	1.00	0.00	0.00	0.00
aa	T	0.80	0.00	0.14	0.06
ab	R	1.00	0.00	0.00	0.00

	Bay Street-NB	Car	Bus	M Truck	H Truck
ac	L	0.75	0.00	0.18	0.08
ad	T	0.91	0.05	0.03	0.01
ae	R	1.00	0.00	0.00	0.00

	Bay Street-SB	Car	Bus	M Truck	H Truck
af	L	1.00	0.00	0.00	0.00
ag	T	0.94	0.03	0.02	0.01
ah	R	1.00	0.00	0.00	0.00

	Hannah-EB	Car	Bus	M Truck	H Truck
ai	L	1.00	0.00	0.00	0.00
aj	R	0.99	0.00	0.01	0.00

	Front Street-NB	Car	Bus	M Truck	H Truck
ak	L	0.94	0.00	0.06	0.00
al	T	0.96	0.00	0.04	0.00

	Front Street-SB	Car	Bus	M Truck	H Truck
am	T	1.00	0.00	0.00	0.00
an	R	1.00	0.00	0.00	0.00

2005 Existing PM Volume

Site ID	Site Name & Address	Existing PM Volume	Car	Bus	PCE	M Truck	PCE	H Truck	PCE	Total PCE	Total Volume
1	Townsend St & Bay S	**959**	926	12	219	14	187	6	294	**1,627**	959
2	y St (by Baley Hospit	**1,025**	993	16	284	14	181	2	100	**1,558**	1,025
3	Front St & Water St	**655**	642	9	162	3	39	1	61	**905**	656
4	orner of Bay St & W.	**1,101**	1,061	35	630	3	43	1	68	**1,802**	1,101
5	St (intersecting Balti	**558**	547	9	153	2	28	1	43	**771**	558
6	Bay St (intersect Grar	**1,040**	971	47	852	15	195	7	306	**2,324**	1,040

2005 Existing PM Volume

Site ID	Dir	Existing PM Volume	Car	Bus	M Truck	H Truck
1	←	**365**	347	8	7	3
	↙	**135**	133	0	2	1
	→	**405**	393	5	5	2
	↱	**54**	53	0	1	0
2	←	**402**	385	8	9	0
	↙	**54**	54	0	0	0
	→	**405**	393	5	5	2
	↘	**164**	161	3	0	0
3	→	**323**	320	3	0	0
	↘	**15**	15	0	0	0
	←	**289**	280	6	2	1
	↙	**28**	27	0	1	0
4	↑	**43**	43	0	0	0
	→	**631**	604	23	3	1
	↘	**3**	3	0	0	0
	↓	**0**	0	0	0	0
	↲	**52**	52	0	0	0
	←	**364**	352	12	0	0
	↙	**8**	8	0	0	0
5	→	**265**	262	3	0	0
	←	**293**	284	6	2	1
6	←	**407**	379	17	8	3
	↙	**5**	3	2	0	0
	→	**624**	586	28	7	3
	↱	**4**	3	1	0	0

ID	Car	Bus	M Truck	H Truck
q	0.95	0.02	0.02	0.01
p	0.98	0.00	0.01	0.01
r	0.97	0.01	0.01	0.01
o	0.98	0.00	0.02	0.01
d	0.96	0.02	0.02	0.00
c	1.00	0.00	0.00	0.00
r	0.97	0.01	0.01	0.01
s	0.98	0.02	0.00	0.00
ba	0.99	0.01	0.00	0.00
bb	0.98	0.00	0.01	0.01
bc	0.97	0.02	0.01	0.00
bd	0.98	0.00	0.03	0.01
af	1.00	0.00	0.00	0.00
ag	0.96	0.04	0.01	0.00
ah	1.00	0.00	0.00	0.00
aa	0.00	0.00	0.00	0.00
ab	1.00	0.00	0.00	0.00
ad	0.97	0.03	0.00	0.00
ac	1.00	0.00	0.00	0.00
ba	0.99	0.01	0.00	0.00
bc	0.97	0.02	0.01	0.00
w	0.93	0.04	0.02	0.01
v	0.60	0.40	0.00	0.00
x	0.94	0.04	0.01	0.00
u	0.75	0.25	0.00	0.00

PM CLASSIFICATION

	Broad Street-EB	Car	Bus	M Truck	H Truck
a	L	1.00	0.00	0.00	0.00
b	R	1.00	0.00	0.00	0.00

	Bay Street-NB	Car	Bus	M Truck	H Truck
c	L	1.00	0.00	0.00	0.00
d	T	0.96	0.02	0.02	0.00

	Bay Street-SB	Car	Bus	M Truck	H Truck
e	T	0.97	0.02	0.01	0.00
f	R	0.98	0.00	0.02	0.00

	Water Street-WB	Car	Bus	M Truck	H Truck
g	L	1.00	0.00	0.00	0.00
h	T	1.00	0.00	0.00	0.00
i	R	0.94	0.00	0.06	0.00

	Bay Street-NB	Car	Bus	M Truck	H Truck
j	L	0.93	0.04	0.03	0.00
k	T	0.95	0.02	0.02	0.01

	Bay Street-SB	Car	Bus	M Truck	H Truck
l	T	0.96	0.01	0.02	0.00
m	R	0.94	0.03	0.02	0.01

	Vanderbilt Street - EB	Car	Bus	M Truck	H Truck
n	L	0.97	0.03	0.00	0.00
o	R	0.98	0.00	0.02	0.01

	Bay Street-NB	Car	Bus	M Truck	H Truck
p	L	0.98	0.00	0.01	0.01
q	T	0.95	0.02	0.02	0.01

	Bay Street-SB	Car	Bus	M Truck	H Truck
r	T	0.97	0.01	0.01	0.01
s	R	0.98	0.02	0.00	0.00

	Front Street-NB	Car	Bus	M Truck	H Truck
bd	L	0.98	0.00	0.03	0.01
bc	T	0.97	0.02	0.01	0.00

	Front Street-SB	Car	Bus	M Truck	H Truck
ba	T	0.99	0.01	0.00	0.00
bb	R	0.98	0.00	0.01	0.01

	Van Duzer Street - EB	Car	Bus	M Truck	H Truck
t	L	0.91	0.08	0.01	0.00
u	R	0.75	0.25	0.00	0.00

	Bay Street-NB	Car	Bus	M Truck	H Truck
v	L	0.60	0.40	0.00	0.00
w	T	0.93	0.04	0.02	0.01

	Bay Street-SB	Car	Bus	M Truck	H Truck
x	T	0.94	0.04	0.01	0.00
y	R	0.84	0.12	0.03	0.01

	Wave Street-WB	Car	Bus	M Truck	H Truck
z	L	1.00	0.00	0.00	0.00
aa	T	0.00	0.00	0.00	0.00
ab	R	1.00	0.00	0.00	0.00

	Bay Street-NB	Car	Bus	M Truck	H Truck
ac	L	1.00	0.00	0.00	0.00
ad	T	0.97	0.03	0.00	0.00
ae	R	1.00	0.00	0.00	0.00

	Bay Street-SB	Car	Bus	M Truck	H Truck
af	L	1.00	0.00	0.00	0.00
ag	T	0.96	0.04	0.01	0.00
ah	R	1.00	0.00	0.00	0.00

	Hannah-EB	Car	Bus	M Truck	H Truck
ai	L	1.00	0.00	0.00	0.00
aj	R	0.99	0.01	0.01	0.00

	Front Street-NB	Car	Bus	M Truck	H Truck
ak	L	0.98	0.00	0.02	0.00
al	T	0.97	0.03	0.00	0.00

	Front Street-SB	Car	Bus	M Truck	H Truck
am	T	1.00	0.00	0.00	0.00
an	R	1.00	0.00	0.00	0.00

No-Build AM Volume

Site ID	Site Name & Address	No-Build AM Volume	Car	Bus	PCE	M Truck	PCE	H Truck	PCE	Total PCE	Total Volume
1	Townsend St & Bay S	**1,149**	1,001	25	448	86	1,114	37	1,751	**4,314**	1,149
2	y St (by Baley Hospi	**1,212**	1,079	51	923	55	719	27	1,250	**3,971**	1,212
3	Front St & Water St	**765**	750	0	0	10	126	4	198	**1,075**	764
4	orner of Bay St & W	**1,244**	1,141	60	1,072	30	391	13	615	**3,219**	1,244
5	St (intersecting Bahi	**688**	674	0	0	9	116	4	183	**974**	687
6	Bay St (intersect Gra	**1,244**	1,099	65	1,168	56	726	24	1,141	**4,133**	1,244

No-Build AM Volume

Site ID	Dir	No-Build AM Volume	Car	Bus	M Truck	H Truck	ID	Car	Bus	M Truck	H Truck
1	←	**417**	367	10	28	12	q	0.88	0.02	0.07	0.03
	↓	**193**	180	0	9	4	p	0.93	0.00	0.05	0.02
	→	**465**	397	13	38	17	r	0.85	0.03	0.08	0.04
	↱	**74**	57	2	11	5	o	0.77	0.03	0.14	0.06
2	←	**476**	436	24	11	6	d	0.92	0.05	0.02	0.01
	↓	**42**	38	3	0	1	c	0.91	0.06	0.00	0.03
	→	**465**	397	13	38	17	r	0.85	0.03	0.08	0.04
	↴	**229**	208	12	7	3	s	0.91	0.05	0.03	0.01
3	→	**424**	416	0	6	2	ba	0.98	0.00	0.01	0.01
	↴	**13**	13	0	0	0	bb	1.00	0.00	0.00	0.00
	←	**321**	315	0	4	2	bc	0.98	0.00	0.01	0.01
	↓	**7**	7	0	0	0	bd	1.00	0.00	0.00	0.00
4	↱	**28**	28	0	0	0	af	1.00	0.00	0.00	0.00
	→	**738**	677	35	18	8	ag	0.92	0.05	0.02	0.01
	↴	**11**	11	0	0	0	ah	1.00	0.00	0.00	0.00
	↓	**0**	0	0	0	0	aa	0.00	0.00	0.00	0.00
	↲	**22**	22	0	0	0	ab	1.00	0.00	0.00	0.00
	←	**441**	400	25	12	5	ad	0.91	0.06	0.03	0.01
	↓	**4**	4	0	0	0	ac	1.00	0.00	0.00	0.00
5	→	**350**	343	0	5	2	ba	0.98	0.00	0.01	0.01
	←	**338**	331	0	4	2	bc	0.98	0.00	0.01	0.01
6	←	**488**	429	20	27	12	w	0.88	0.04	0.06	0.02
	↓	**18**	18	0	0	0	v	1.00	0.00	0.00	0.00
	→	**692**	625	29	26	11	x	0.90	0.04	0.04	0.02
	↱	**46**	27	15	3	1	u	0.58	0.33	0.06	0.03

AM CLASSIFICATION

	Broad Street-EB	Car	Bus	M Truck	H Truck
a	L	0.95	0.03	0.03	0.00
b	R	0.87	0.09	0.02	0.02
	Bay Street-NB	**Car**	**Bus**	**M Truck**	**H Truck**
c	L	0.91	0.06	0.00	0.03
d	T	0.92	0.05	0.02	0.01
	Bay Street-SB	**Car**	**Bus**	**M Truck**	**H Truck**
e	T	0.89	0.04	0.04	0.03
f	R	0.93	0.04	0.01	0.02

	Van Duzer Street -EB	Car	Bus	M Truck	H Truck
t	L	0.80	0.14	0.04	0.02
u	R	0.58	0.33	0.06	0.03
	Bay Street-NB	**Car**	**Bus**	**M Truck**	**H Truck**
v	L	1.00	0.00	0.00	0.00
w	T	0.88	0.04	0.06	0.02
	Bay Street-SB	**Car**	**Bus**	**M Truck**	**H Truck**
x	T	0.90	0.04	0.04	0.02
y	R	0.81	0.05	0.10	0.04

	Water Street-WB	Car	Bus	M Truck	H Truck
g	L	1.00	0.00	0.00	0.00
h	T	1.00	0.00	0.00	0.00
i	R	1.00	0.00	0.00	0.00
	Bay Street-NB	**Car**	**Bus**	**M Truck**	**H Truck**
j	L	0.91	0.04	0.04	0.01
k	T	0.91	0.03	0.05	0.01
	Bay Street-SB	**Car**	**Bus**	**M Truck**	**H Truck**
l	T	0.89	0.03	0.06	0.02
m	R	0.87	0.05	0.07	0.01

	Wave Street-WB	Car	Bus	M Truck	H Truck
z	L	0.89	0.00	0.08	0.03
aa	T	0.00	0.00	0.00	0.00
ab	R	1.00	0.00	0.00	0.00
	Bay Street-NB	**Car**	**Bus**	**M Truck**	**H Truck**
ac	L	1.00	0.00	0.00	0.00
ad	T	0.91	0.06	0.03	0.01
ae	R	0.91	0.00	0.06	0.03
	Bay Street-SB	**Car**	**Bus**	**M Truck**	**H Truck**
af	L	1.00	0.00	0.00	0.00
ag	T	0.92	0.05	0.02	0.01
ah	R	1.00	0.00	0.00	0.00

	Vanderbilt Street - EB	Car	Bus	M Truck	H Truck
n	L	0.90	0.05	0.04	0.02
o	R	0.77	0.03	0.14	0.06
	Bay Street-NB	**Car**	**Bus**	**M Truck**	**H Truck**
p	L	0.93	0.00	0.05	0.02
q	T	0.88	0.02	0.07	0.03
	Bay Street-SB	**Car**	**Bus**	**M Truck**	**H Truck**
r	T	0.85	0.03	0.08	0.04
s	R	0.91	0.05	0.03	0.01

	Hannah-EB	Car	Bus	M Truck	H Truck
ai	L	0.98	0.00	0.02	0.00
aj	R	0.94	0.00	0.05	0.00
	Front Street-NB	**Car**	**Bus**	**M Truck**	**H Truck**
ak	L	0.97	0.00	0.03	0.00
al	T	0.92	0.00	0.08	0.00
	Front Street-SB	**Car**	**Bus**	**M Truck**	**H Truck**
am	T	1.00	0.00	0.00	0.00
an	R	1.00	0.00	0.00	0.00

	Front Street-NB	Car	Bus	M Truck	H Truck
bd	L	1.00	0.00	0.00	0.00
bc	T	0.98	0.00	0.01	0.01
	Front Street-SB	**Car**	**Bus**	**M Truck**	**H Truck**
ba	T	0.98	0.00	0.01	0.01
bb	R	1.00	0.00	0.00	0.00

No-Build MD Volume

Site ID	Site Name & Address	No-Build MD Volume	Car	Bus	PCE	M Truck	PCE	H Truck	PCE	Total PCE	Total Volume
1	Townsend St & Bay S	**1,116**	1,020	18	331	54	706	24	1,110	**3,167**	1,116
2	y St (by Baley Hospi	**1,147**	1,050	31	565	47	605	19	884	**3,104**	1,147
3	Front St & Water St	**748**	726	0	0	16	206	7	324	**1,255**	748
4	orner of Bay St & W	**1,326**	1,230	46	832	35	449	15	705	**3,216**	1,326
5	St (intersecting Balti	**547**	529	0	0	13	164	5	257	**950**	547
6	Bay St (intersect Grat	**1,214**	1,095	31	566	61	790	26	1,242	**3,694**	1,214

No-Build MD Volume

Site ID	Dir	No-Build MD Volume	Car	Bus	M Truck	H Truck
1	←	**421**	384	5	22	10
	↙	**150**	146	0	3	1
	→	**469**	425	12	22	10
	↱	**76**	64	2	7	3
2	←	**460**	419	14	19	8
	↙	**44**	41	2	2	0
	→	**469**	425	12	22	10
	↴	**174**	166	4	3	1
3	→	**326**	323	0	3	1
	↴	**16**	16	0	0	0
	←	**354**	336	0	12	5
	↙	**52**	51	0	1	0
4	↗	**57**	57	0	0	0
	→	**713**	668	21	17	7
	↴	**1**	1	0	0	0
	↓	**6**	5	0	1	0
	↲	**46**	46	0	0	0
	←	**489**	443	25	15	6
	↙	**14**	11	0	2	1
5	→	**236**	234	0	2	1
	←	**311**	295	0	11	5
6	←	**499**	448	8	30	13
	↙	**9**	9	0	0	0
	→	**693**	638	23	22	10
	↱	**13**	0	0	9	4

ID	Car	Bus	M Truck	H Truck
q	0.91	0.01	0.05	0.02
p	0.97	0.00	0.02	0.01
r	0.91	0.03	0.05	0.02
o	0.85	0.02	0.09	0.04
d	0.91	0.03	0.04	0.02
c	0.92	0.04	0.04	0.00
r	0.91	0.03	0.05	0.02
s	0.95	0.02	0.02	0.01
ba	0.99	0.00	0.01	0.00
bb	0.98	0.00	0.01	0.01
bc	0.95	0.00	0.03	0.01
bd	0.98	0.00	0.02	0.01
af	1.00	0.00	0.00	0.00
ag	0.94	0.03	0.02	0.01
ah	1.00	0.00	0.00	0.00
aa	0.80	0.00	0.14	0.06
ab	1.00	0.00	0.00	0.00
ad	0.91	0.05	0.03	0.01
ac	0.75	0.00	0.18	0.08
ba	0.99	0.00	0.01	0.00
bc	0.95	0.00	0.03	0.01
w	0.90	0.02	0.06	0.03
v	1.00	0.00	0.00	0.00
x	0.92	0.03	0.03	0.01
u	0.00	0.00	0.70	0.30

MD CLASSIFICATION

	Broad Street-EB	Car	Bus	M Truck	H Truck
a	L	0.95	0.00	0.01	0.04
b	R	0.85	0.00	0.10	0.05

	Bay Street-NB	Car	Bus	M Truck	H Truck
c	L	0.92	0.04	0.04	0.00
d	T	0.91	0.03	0.04	0.02

	Bay Street-SB	Car	Bus	M Truck	H Truck
e	T	0.92	0.02	0.04	0.01
f	R	0.95	0.00	0.04	0.01

	Water Street-WB	Car	Bus	M Truck	H Truck
g	L	1.00	0.00	0.00	0.00
h	T	1.00	0.00	0.00	0.00
i	R	0.95	0.00	0.05	0.00

	Bay Street-NB	Car	Bus	M Truck	H Truck
j	L	0.96	0.02	0.02	0.00
k	T	0.93	0.01	0.04	0.02

	Bay Street-SB	Car	Bus	M Truck	H Truck
l	T	0.92	0.03	0.05	0.01
m	R	0.93	0.02	0.03	0.01

	Vanderbilt Street - EB	Car	Bus	M Truck	H Truck
n	L	0.90	0.07	0.02	0.01
o	R	0.85	0.02	0.09	0.04

	Bay Street-NB	Car	Bus	M Truck	H Truck
p	L	0.97	0.00	0.02	0.01
q	T	0.91	0.01	0.05	0.02

	Bay Street-SB	Car	Bus	M Truck	H Truck
r	T	0.91	0.03	0.05	0.02
s	R	0.95	0.02	0.02	0.01

	Front Street-NB	Car	Bus	M Truck	H Truck
bd	L	0.98	0.00	0.02	0.01
bc	T	0.95	0.00	0.03	0.01

	Front Street-SB	Car	Bus	M Truck	H Truck
ba	T	0.99	0.00	0.01	0.00
bb	R	0.98	0.00	0.01	0.01

	Van Duzer Street -EB	Car	Bus	M Truck	H Truck
t	L	0.87	0.07	0.04	0.02
u	R	0.00	0.00	0.70	0.30

	Bay Street-NB	Car	Bus	M Truck	H Truck
v	L	1.00	0.00	0.00	0.00
w	T	0.90	0.02	0.06	0.03

	Bay Street-SB	Car	Bus	M Truck	H Truck
x	T	0.92	0.03	0.03	0.01
y	R	0.77	0.00	0.16	0.07

	Wave Street-WB	Car	Bus	M Truck	H Truck
z	L	1.00	0.00	0.00	0.00
aa	T	0.80	0.00	0.14	0.06
ab	R	1.00	0.00	0.00	0.00

	Bay Street-NB	Car	Bus	M Truck	H Truck
ac	L	0.75	0.00	0.18	0.08
ad	T	0.91	0.05	0.03	0.01
ae	R	1.00	0.00	0.00	0.00

	Bay Street-SB	Car	Bus	M Truck	H Truck
af	L	1.00	0.00	0.00	0.00
ag	T	0.94	0.03	0.02	0.01
ah	R	1.00	0.00	0.00	0.00

	Hannah-EB	Car	Bus	M Truck	H Truck
ai	L	1.00	0.00	0.00	0.00
aj	R	0.99	0.00	0.01	0.00

	Front Street-NB	Car	Bus	M Truck	H Truck
ak	L	0.94	0.00	0.06	0.00
al	T	0.96	0.00	0.04	0.00

	Front Street-SB	Car	Bus	M Truck	H Truck
am	T	1.00	0.00	0.00	0.00
an	R	1.00	0.00	0.00	0.00

No-Build PM Volume

Site ID	Site Name & Address	No-Build PM Volume	Car	Bus	PCE	M Truck	PCE	H Truck	PCE	Total PCE	Total Volume
1	Townsend St & Bay S	**1,253**	1,209	17	297	19	249	8	391	**2,147**	1,253
2	y St (by Baley Hospit	**1,318**	1,277	20	367	18	239	3	120	**2,003**	1,318
3	Front St & Water St	**831**	815	12	207	4	51	2	81	**1,154**	832
4	orner of Bay St & W	**1,351**	1,302	43	781	4	51	2	80	**2,214**	1,351
5	St (intersecting Balti	**715**	700	11	199	3	37	1	58	**994**	715
6	Bay St (intersect Gra	**1,283**	1,194	62	1,115	19	241	8	379	**2,929**	1,283

No-Build PM Volume

Site ID	Dir	No-Build PM Volume	Car	Bus	M Truck	H Truck
1	←	**530**	505	11	10	4
	↓	**171**	168	0	2	1
	→	**485**	471	6	6	3
	↱	**67**	66	0	1	0
2	←	**561**	537	11	13	0
	↓	**81**	81	0	0	0
	→	**485**	471	6	6	3
	↴	**191**	187	4	0	0
3	→	**394**	390	4	0	0
	↴	**23**	23	0	0	0
	←	**378**	367	8	3	1
	↓	**36**	35	0	1	0
4	↑	**47**	47	0	0	0
	→	**749**	717	27	4	2
	↴	**3**	3	0	0	0
	↓	**0**	0	0	0	0
	↲	**58**	58	0	0	0
	←	**485**	468	17	0	0
	↓	**9**	9	0	0	0
5	→	**323**	320	3	0	0
	←	**392**	380	8	3	1
6	←	**524**	488	21	10	4
	↓	**14**	8	6	0	0
	→	**736**	692	33	8	4
	↱	**9**	7	2	0	0

ID	Car	Bus	M Truck	H Truck
q	0.95	0.02	0.02	0.01
p	0.98	0.00	0.01	0.01
r	0.97	0.01	0.01	0.01
o	0.98	0.00	0.02	0.01
d	0.96	0.02	0.02	0.00
c	1.00	0.00	0.00	0.00
r	0.97	0.01	0.01	0.01
s	0.98	0.02	0.00	0.00
ba	0.99	0.01	0.00	0.00
bb	0.98	0.00	0.01	0.01
bc	0.97	0.02	0.01	0.00
bd	0.98	0.00	0.03	0.01
af	1.00	0.00	0.00	0.00
ag	0.96	0.04	0.01	0.00
ah	1.00	0.00	0.00	0.00
aa	0.00	0.00	0.00	0.00
ab	1.00	0.00	0.00	0.00
ad	0.97	0.03	0.00	0.00
ac	1.00	0.00	0.00	0.00
ba	0.99	0.01	0.00	0.00
bc	0.97	0.02	0.01	0.00
w	0.93	0.04	0.02	0.01
v	0.60	0.40	0.00	0.00
x	0.94	0.04	0.01	0.00
u	0.75	0.25	0.00	0.00

PM CLASSIFICATION

	Broad Street-EB	Car	Bus	M Truck	H Truck
a	L	1.00	0.00	0.00	0.00
b	R	1.00	0.00	0.00	0.00

	Bay Street-NB	Car	Bus	M Truck	H Truck
c	L	1.00	0.00	0.00	0.00
d	T	0.96	0.02	0.02	0.00

	Bay Street-SB	Car	Bus	M Truck	H Truck
e	T	0.97	0.02	0.01	0.00
f	R	0.98	0.00	0.02	0.00

	Water Street-WB	Car	Bus	M Truck	H Truck
g	L	1.00	0.00	0.00	0.00
h	T	1.00	0.00	0.00	0.00
i	R	0.94	0.00	0.06	0.00

	Bay Street-NB	Car	Bus	M Truck	H Truck
j	L	0.93	0.04	0.03	0.00
k	T	0.95	0.02	0.02	0.01

	Bay Street-SB	Car	Bus	M Truck	H Truck
l	T	0.96	0.01	0.02	0.00
m	R	0.94	0.03	0.02	0.01

	Vanderbilt Street - EB	Car	Bus	M Truck	H Truck
n	L	0.97	0.03	0.00	0.00
o	R	0.98	0.00	0.02	0.01

	Bay Street-NB	Car	Bus	M Truck	H Truck
p	L	0.98	0.00	0.01	0.01
q	T	0.95	0.02	0.02	0.01

	Bay Street-SB	Car	Bus	M Truck	H Truck
r	T	0.97	0.01	0.01	0.01
s	R	0.98	0.02	0.00	0.00

	Front Street-NB	Car	Bus	M Truck	H Truck
bd	L	0.98	0.00	0.03	0.01
bc	T	0.97	0.02	0.01	0.00

	Front Street-SB	Car	Bus	M Truck	H Truck
ba	T	0.99	0.01	0.00	0.00
bb	R	0.98	0.00	0.01	0.01

	Van Duzer Street - EB	Car	Bus	M Truck	H Truck
t	L	0.91	0.08	0.01	0.00
u	R	0.75	0.25	0.00	0.00

	Bay Street-NB	Car	Bus	M Truck	H Truck
v	L	0.60	0.40	0.00	0.00
w	T	0.93	0.04	0.02	0.01

	Bay Street-SB	Car	Bus	M Truck	H Truck
x	T	0.94	0.04	0.01	0.00
y	R	0.84	0.12	0.03	0.01

	Wave Street-WB	Car	Bus	M Truck	H Truck
z	L	1.00	0.00	0.00	0.00
aa	T	0.00	0.00	0.00	0.00
ab	R	1.00	0.00	0.00	0.00

	Bay Street-NB	Car	Bus	M Truck	H Truck
ac	L	1.00	0.00	0.00	0.00
ad	T	0.97	0.03	0.00	0.00
ae	R	1.00	0.00	0.00	0.00

	Bay Street-SB	Car	Bus	M Truck	H Truck
af	L	1.00	0.00	0.00	0.00
ag	T	0.96	0.04	0.01	0.00
ah	R	1.00	0.00	0.00	0.00

	Hannah-EB	Car	Bus	M Truck	H Truck
ai	L	1.00	0.00	0.00	0.00
aj	R	0.99	0.01	0.01	0.00

	Front Street-NB	Car	Bus	M Truck	H Truck
ak	L	0.98	0.00	0.02	0.00
al	T	0.97	0.03	0.00	0.00

	Front Street-SB	Car	Bus	M Truck	H Truck
am	T	1.00	0.00	0.00	0.00
an	R	1.00	0.00	0.00	0.00

Build AM Volume

Site ID	Site Name & Address	Build AM Volume	Car	Bus	PCE	M Truck	PCE	H Truck	PCE	Total PCE	Total Volume
1	Townsend St & Bay S	**1,310**	1,142	29	517	97	1,259	42	1,979	**4,898**	1,310
2	y St (by Baley Hospi	**1,405**	1,254	61	1,089	61	790	29	1,383	**4,517**	1,405
3	Front St & Water St	**785**	770	0	0	10	128	4	201	**1,099**	784
4	orner of Bay St & W	**1,406**	1,288	68	1,222	34	443	15	696	**3,650**	1,405
5	St (intersecting Bahi	**697**	683	0	0	9	118	4	186	**987**	696
6	Bay St (intersect Gra	**1,405**	1,240	72	1,300	64	838	28	1,318	**4,696**	1,405

Build AM Volume

Site ID	Dir	Build AM Volume	Car	Bus	M Truck	H Truck	ID	Car	Bus	M Truck	H Truck
1	←	**560**	492	13	38	17	q	0.88	0.02	0.07	0.03
	↓	**193**	180	0	9	4	p	0.93	0.00	0.05	0.02
	→	**483**	413	14	40	17	r	0.85	0.03	0.08	0.04
	↱	**74**	57	2	11	5	o	0.77	0.03	0.14	0.06
2	←	**633**	580	31	14	8	d	0.92	0.05	0.02	0.01
	↓	**42**	38	3	0	1	c	0.91	0.06	0.00	0.03
	→	**483**	413	14	40	17	r	0.85	0.03	0.08	0.04
	↴	**247**	224	13	7	3	s	0.91	0.05	0.03	0.01
3	→	**539**	528	0	7	3	ba	0.98	0.00	0.01	0.01
	↴	**23**	23	0	0	0	bb	1.00	0.00	0.00	0.00
	←	**214**	210	0	3	1	bc	0.98	0.00	0.01	0.01
	↓	**9**	9	0	0	0	bd	1.00	0.00	0.00	0.00
4	↱	**30**	30	0	0	0	af	1.00	0.00	0.00	0.00
	→	**742**	680	35	18	8	ag	0.92	0.05	0.02	0.01
	↴	**11**	11	0	0	0	ah	1.00	0.00	0.00	0.00
	↓	**1**	0	0	0	0	aa	0.00	0.00	0.00	0.00
	↲	**31**	31	0	0	0	ab	1.00	0.00	0.00	0.00
	←	**587**	532	33	16	7	ad	0.91	0.06	0.03	0.01
	↓	**4**	4	0	0	0	ac	1.00	0.00	0.00	0.00
5	→	**442**	433	0	6	3	ba	0.98	0.00	0.01	0.01
	←	**255**	250	0	3	1	bc	0.98	0.00	0.01	0.01
6	←	**638**	561	26	36	15	w	0.88	0.04	0.06	0.02
	↓	**23**	23	0	0	0	v	1.00	0.00	0.00	0.00
	→	**695**	628	30	26	11	x	0.90	0.04	0.04	0.02
	↱	**49**	29	16	3	1	u	0.58	0.33	0.06	0.03

AM CLASSIFICATION

	Broad Street-EB	Car	Bus	M Truck	H Truck
a	L	0.95	0.03	0.03	0.00
b	R	0.87	0.09	0.02	0.02
	Bay Street-NB	**Car**	**Bus**	**M Truck**	**H Truck**
c	L	0.91	0.06	0.00	0.03
d	T	0.92	0.05	0.02	0.01
	Bay Street-SB	**Car**	**Bus**	**M Truck**	**H Truck**
e	T	0.89	0.04	0.04	0.03
f	R	0.93	0.04	0.01	0.02

	Van Duzer Street -EB	Car	Bus	M Truck	H Truck
t	L	0.80	0.14	0.04	0.02
u	R	0.58	0.33	0.06	0.03
	Bay Street-NB	**Car**	**Bus**	**M Truck**	**H Truck**
v	L	1.00	0.00	0.00	0.00
w	T	0.88	0.04	0.06	0.02
	Bay Street-SB	**Car**	**Bus**	**M Truck**	**H Truck**
x	T	0.90	0.04	0.04	0.02
y	R	0.81	0.05	0.10	0.04

	Water Street-WB	Car	Bus	M Truck	H Truck
g	L	1.00	0.00	0.00	0.00
h	T	1.00	0.00	0.00	0.00
i	R	1.00	0.00	0.00	0.00
	Bay Street-NB	**Car**	**Bus**	**M Truck**	**H Truck**
j	L	0.91	0.04	0.04	0.01
k	T	0.91	0.03	0.05	0.01
	Bay Street-SB	**Car**	**Bus**	**M Truck**	**H Truck**
l	T	0.89	0.03	0.06	0.02
m	R	0.87	0.05	0.07	0.01

	Wave Street-WB	Car	Bus	M Truck	H Truck
z	L	0.89	0.00	0.08	0.03
aa	T	0.00	0.00	0.00	0.00
ab	R	1.00	0.00	0.00	0.00
	Bay Street-NB	**Car**	**Bus**	**M Truck**	**H Truck**
ac	L	1.00	0.00	0.00	0.00
ad	T	0.91	0.06	0.03	0.01
ae	R	0.91	0.00	0.06	0.03
	Bay Street-SB	**Car**	**Bus**	**M Truck**	**H Truck**
af	L	1.00	0.00	0.00	0.00
ag	T	0.92	0.05	0.02	0.01
ah	R	1.00	0.00	0.00	0.00

	Vanderbilt Street - EB	Car	Bus	M Truck	H Truck
n	L	0.90	0.05	0.04	0.02
o	R	0.77	0.03	0.14	0.06
	Bay Street-NB	**Car**	**Bus**	**M Truck**	**H Truck**
p	L	0.93	0.00	0.05	0.02
q	T	0.88	0.02	0.07	0.03
	Bay Street-SB	**Car**	**Bus**	**M Truck**	**H Truck**
r	T	0.85	0.03	0.08	0.04
s	R	0.91	0.05	0.03	0.01

	Hannah-EB	Car	Bus	M Truck	H Truck
ai	L	0.98	0.00	0.02	0.00
aj	R	0.94	0.00	0.05	0.00
	Front Street-NB	**Car**	**Bus**	**M Truck**	**H Truck**
ak	L	0.97	0.00	0.03	0.00
al	T	0.92	0.00	0.08	0.00
	Front Street-SB	**Car**	**Bus**	**M Truck**	**H Truck**
am	T	1.00	0.00	0.00	0.00
an	R	1.00	0.00	0.00	0.00

	Front Street-NB	Car	Bus	M Truck	H Truck
bd	L	1.00	0.00	0.00	0.00
bc	T	0.98	0.00	0.01	0.01
	Front Street-SB	**Car**	**Bus**	**M Truck**	**H Truck**
ba	T	0.98	0.00	0.01	0.01
bb	R	1.00	0.00	0.00	0.00

Build MD Volume

Site ID	Site Name & Address	Build MD Volume	Car	Bus	PCE	M Truck	PCE	H Truck	PCE	Total PCE	Total Volume
1	Townsend St & Bay S	**1,236**	1,129	20	358	61	789	26	1,240	**3,516**	1,236
2	y St (by Baley Hospit	**1,328**	1,216	37	659	53	695	22	1,016	**3,587**	1,328
3	Front St & Water St	**935**	909	0	0	18	240	8	377	**1,527**	936
4	orner of Bay St & W	**1,458**	1,351	52	941	38	495	17	778	**3,564**	1,458
5	St (intersecting Ballo	**748**	726	0	0	16	203	7	320	**1,249**	748
6	Bay St (intersect Gran	**1,346**	1,209	34	603	72	935	31	1,470	**4,218**	1,346

Build MD Volume

Site ID	Dir	Build MD Volume	Car	Bus	M Truck	H Truck	ID	Car	Bus	M Truck	H Truck
1	←	**535**	488	6	29	12	q	0.91	0.01	0.05	0.02
	↓	**150**	146	0	3	1	p	0.97	0.00	0.02	0.01
	→	**475**	431	12	22	10	r	0.91	0.03	0.05	0.02
	↱	**76**	64	2	7	3	o	0.85	0.02	0.09	0.04
2	←	**606**	552	19	25	10	d	0.91	0.03	0.04	0.02
	↓	**44**	41	2	2	0	c	0.92	0.04	0.04	0.00
	→	**475**	431	12	22	10	r	0.91	0.03	0.05	0.02
	↓	**203**	193	4	4	2	s	0.95	0.02	0.02	0.01
3	→	**455**	450	0	4	2	ba	0.99	0.00	0.01	0.00
	↓	**32**	31	0	0	0	bb	0.98	0.00	0.01	0.01
	←	**392**	372	0	13	6	bc	0.95	0.00	0.03	0.01
	↓	**56**	55	0	1	0	bd	0.98	0.00	0.02	0.01
4	↑	**62**	62	0	0	0	af	1.00	0.00	0.00	0.00
	→	**721**	676	21	17	7	ag	0.94	0.03	0.02	0.01
	↓	**1**	1	0	0	0	ah	1.00	0.00	0.00	0.00
	↓	**6**	5	0	1	0	aa	0.80	0.00	0.14	0.06
	↱	**53**	53	0	0	0	ab	1.00	0.00	0.00	0.00
	←	**601**	544	31	18	8	ad	0.91	0.05	0.03	0.01
	↰	**14**	11	0	2	1	ac	0.75	0.00	0.18	0.08
5	→	**383**	379	0	3	1	ba	0.99	0.00	0.01	0.00
	←	**365**	347	0	12	5	bc	0.95	0.00	0.03	0.01
6	←	**612**	550	10	36	16	w	0.90	0.02	0.06	0.03
	↓	**15**	15	0	0	0	v	1.00	0.00	0.00	0.00
	→	**700**	645	24	22	10	x	0.92	0.03	0.03	0.01
	↱	**19**	0	0	13	6	u	0.00	0.00	0.70	0.30

MD CLASSIFICATION

	Broad Street-EB	Car	Bus	M Truck	H Truck
a	L	0.95	0.00	0.01	0.04
b	R	0.85	0.00	0.10	0.05
	Bay Street-NB	**Car**	**Bus**	**M Truck**	**H Truck**
c	L	0.92	0.04	0.04	0.00
d	T	0.91	0.03	0.04	0.02
	Bay Street-SB	**Car**	**Bus**	**M Truck**	**H Truck**
e	T	0.92	0.02	0.04	0.01
f	R	0.95	0.00	0.04	0.01

	Van Duzer Street -EB	Car	Bus	M Truck	H Truck
t	L	0.87	0.07	0.04	0.02
u	R	0.00	0.00	0.70	0.30
	Bay Street-NB	**Car**	**Bus**	**M Truck**	**H Truck**
v	L	1.00	0.00	0.00	0.00
w	T	0.90	0.02	0.06	0.03
	Bay Street-SB	**Car**	**Bus**	**M Truck**	**H Truck**
x	T	0.92	0.03	0.03	0.01
y	R	0.77	0.00	0.16	0.07

	Water Street-WB	Car	Bus	M Truck	H Truck
g	L	1.00	0.00	0.00	0.00
h	T	1.00	0.00	0.00	0.00
i	R	0.95	0.00	0.05	0.00
	Bay Street-NB	**Car**	**Bus**	**M Truck**	**H Truck**
j	L	0.96	0.02	0.02	0.00
k	T	0.93	0.01	0.04	0.02
	Bay Street-SB	**Car**	**Bus**	**M Truck**	**H Truck**
l	T	0.92	0.03	0.05	0.01
m	R	0.93	0.02	0.03	0.01

	Wave Street-WB	Car	Bus	M Truck	H Truck
z	L	1.00	0.00	0.00	0.00
aa	T	0.80	0.00	0.14	0.06
ab	R	1.00	0.00	0.00	0.00
	Bay Street-NB	**Car**	**Bus**	**M Truck**	**H Truck**
ac	L	0.75	0.00	0.18	0.08
ad	T	0.91	0.05	0.03	0.01
ae	R	1.00	0.00	0.00	0.00
	Bay Street-SB	**Car**	**Bus**	**M Truck**	**H Truck**
af	L	1.00	0.00	0.00	0.00
ag	T	0.94	0.03	0.02	0.01
ah	R	1.00	0.00	0.00	0.00

	Vanderbilt Street - EB	Car	Bus	M Truck	H Truck
n	L	0.90	0.07	0.02	0.01
o	R	0.85	0.02	0.09	0.04
	Bay Street-NB	**Car**	**Bus**	**M Truck**	**H Truck**
p	L	0.97	0.00	0.02	0.01
q	T	0.91	0.01	0.05	0.02
	Bay Street-SB	**Car**	**Bus**	**M Truck**	**H Truck**
r	T	0.91	0.03	0.05	0.02
s	R	0.95	0.02	0.02	0.01

	Hannah-EB	Car	Bus	M Truck	H Truck
ai	L	1.00	0.00	0.00	0.00
aj	R	0.99	0.00	0.01	0.00
	Front Street-NB	**Car**	**Bus**	**M Truck**	**H Truck**
ak	L	0.94	0.00	0.06	0.00
al	T	0.96	0.00	0.04	0.00
	Front Street-SB	**Car**	**Bus**	**M Truck**	**H Truck**
am	T	1.00	0.00	0.00	0.00
an	R	1.00	0.00	0.00	0.00

	Front Street-NB	Car	Bus	M Truck	H Truck
bd	L	0.98	0.00	0.02	0.01
bc	T	0.95	0.00	0.03	0.01
	Front Street-SB	**Car**	**Bus**	**M Truck**	**H Truck**
ba	T	0.99	0.00	0.01	0.00
bb	R	0.98	0.00	0.01	0.01

Build PM Volume

Site ID	Site Name & Address	Build PM Volume	Car	Bus	PCE	M Truck	PCE	H Truck	PCE	Total PCE	Total Volume
1	ownsend St & Bay S	**1,460**	1,406	21	373	23	300	10	471	**2,550**	1,460
2	y St (by Baley Hospit	**1,588**	1,536	26	462	24	309	3	122	**2,429**	1,588
3	Front St & Water St	**975**	956	13	238	5	61	2	95	**1,350**	976
4	orner of Bay St & W	**1,565**	1,508	50	903	4	52	2	82	**2,545**	1,564
5	St (intersecting Balti	**865**	848	13	233	3	40	1	63	**1,184**	865
6	Bay St (intersect Gra	**1,498**	1,391	75	1,350	22	290	10	457	**3,488**	1,498

Build PM Volume

Site ID	Dir	Build PM Volume	Car	Bus	M Truck	H Truck
1	←	**729**	694	15	14	6
	↓←	**171**	168	0	2	1
	→	**493**	479	6	6	3
	↱	**67**	66	0	1	0
2	←	**796**	762	16	18	0
	↓←	**81**	81	0	0	0
	→	**493**	479	6	6	3
	↓→	**218**	214	4	0	0
3	→	**470**	465	5	0	0
	↓→	**35**	34	0	0	0
	←	**426**	413	9	3	1
	↓←	**44**	43	0	1	0
4	↑→	**55**	55	0	0	0
	→	**763**	730	27	4	2
	↓→	**3**	3	0	0	0
	↓	**1**	0	0	0	0
	↱	**66**	66	0	0	0
	←	**668**	645	23	0	0
	↓←	**9**	9	0	0	0
5	→	**438**	434	4	0	0
	←	**427**	414	9	3	1
6	←	**709**	660	29	14	6
	↓←	**21**	13	8	0	0
	→	**751**	706	33	8	4
	↱	**17**	13	4	0	0

ID	Car	Bus	M Truck	H Truck
q	0.95	0.02	0.02	0.01
p	0.98	0.00	0.01	0.01
r	0.97	0.01	0.01	0.01
o	0.98	0.00	0.02	0.01
d	0.96	0.02	0.02	0.00
c	1.00	0.00	0.00	0.00
r	0.97	0.01	0.01	0.01
s	0.98	0.02	0.00	0.00
ba	0.99	0.01	0.00	0.00
bb	0.98	0.00	0.01	0.01
bc	0.97	0.02	0.01	0.00
bd	0.98	0.00	0.03	0.01
af	1.00	0.00	0.00	0.00
ag	0.96	0.04	0.01	0.00
ah	1.00	0.00	0.00	0.00
aa	0.00	0.00	0.00	0.00
ab	1.00	0.00	0.00	0.00
ad	0.97	0.03	0.00	0.00
ac	1.00	0.00	0.00	0.00
ba	0.99	0.01	0.00	0.00
bc	0.97	0.02	0.01	0.00
w	0.93	0.04	0.02	0.01
v	0.60	0.40	0.00	0.00
x	0.94	0.04	0.01	0.00
u	0.75	0.25	0.00	0.00

PM CLASSIFICATION

	Broad Street-EB	Car	Bus	M Truck	H Truck
a	L	1.00	0.00	0.00	0.00
b	R	1.00	0.00	0.00	0.00

	Bay Street-NB	Car	Bus	M Truck	H Truck
c	L	1.00	0.00	0.00	0.00
d	T	0.96	0.02	0.02	0.00

	Bay Street-SB	Car	Bus	M Truck	H Truck
e	T	0.97	0.02	0.01	0.00
f	R	0.98	0.00	0.02	0.00

	Water Street-WB	Car	Bus	M Truck	H Truck
g	L	1.00	0.00	0.00	0.00
h	T	1.00	0.00	0.00	0.00
i	R	0.94	0.00	0.06	0.00

	Bay Street-NB	Car	Bus	M Truck	H Truck
j	L	0.93	0.04	0.03	0.00
k	T	0.95	0.02	0.02	0.01

	Bay Street-SB	Car	Bus	M Truck	H Truck
l	T	0.96	0.01	0.02	0.00
m	R	0.94	0.03	0.02	0.01

	Vanderbilt Street - EB	Car	Bus	M Truck	H Truck
n	L	0.97	0.03	0.00	0.00
o	R	0.98	0.00	0.02	0.01

	Bay Street-NB	Car	Bus	M Truck	H Truck
p	L	0.98	0.00	0.01	0.01
q	T	0.95	0.02	0.02	0.01

	Bay Street-SB	Car	Bus	M Truck	H Truck
r	T	0.97	0.01	0.01	0.01
s	R	0.98	0.02	0.00	0.00

	Front Street-NB	Car	Bus	M Truck	H Truck
bd	L	0.98	0.00	0.03	0.01
bc	T	0.97	0.02	0.01	0.00

	Front Street-SB	Car	Bus	M Truck	H Truck
ba	T	0.99	0.01	0.00	0.00
bb	R	0.98	0.00	0.01	0.01

	Van Duzer Street - EB	Car	Bus	M Truck	H Truck
t	L	0.91	0.08	0.01	0.00
u	R	0.75	0.25	0.00	0.00

	Bay Street-NB	Car	Bus	M Truck	H Truck
v	L	0.60	0.40	0.00	0.00
w	T	0.93	0.04	0.02	0.01

	Bay Street-SB	Car	Bus	M Truck	H Truck
x	T	0.94	0.04	0.01	0.00
y	R	0.84	0.12	0.03	0.01

	Wave Street-WB	Car	Bus	M Truck	H Truck
z	L	1.00	0.00	0.00	0.00
aa	T	0.00	0.00	0.00	0.00
ab	R	1.00	0.00	0.00	0.00

	Bay Street-NB	Car	Bus	M Truck	H Truck
ac	L	1.00	0.00	0.00	0.00
ad	T	0.97	0.03	0.00	0.00
ae	R	1.00	0.00	0.00	0.00

	Bay Street-SB	Car	Bus	M Truck	H Truck
af	L	1.00	0.00	0.00	0.00
ag	T	0.96	0.04	0.01	0.00
ah	R	1.00	0.00	0.00	0.00

	Hannah-EB	Car	Bus	M Truck	H Truck
ai	L	1.00	0.00	0.00	0.00
aj	R	0.99	0.01	0.01	0.00

	Front Street-NB	Car	Bus	M Truck	H Truck
ak	L	0.98	0.00	0.02	0.00
al	T	0.97	0.03	0.00	0.00

	Front Street-SB	Car	Bus	M Truck	H Truck
am	T	1.00	0.00	0.00	0.00
an	R	1.00	0.00	0.00	0.00

EXISTING AM PEAK PERIOD AT FRONT STREET AND WATER STREET

Vehicle Classification	Front Street NB		Front Street SB		Total Volume
	L	T	T	R	
Auto	6	265	313	5	**588**
SUV					**0**
Light Truck					**0**
Medium Truck		5	6		**12**
Heavy Truck					**0**
Bus					**0**
Sub-Total	**6**	**270**	**319**	**5**	**600**
Total	**276**		**324**		

Front Street-NB	Car	Bus	M Truck	H Truck	Total	MT	HT	Total	Ratio	
L	1.00	0.00	0.00	0.00	1.00	0	0.00	**0**		3.485
T	0.98	0.00	0.01	0.01	1.00	3.485	**1.515**	**5**	0.00	1.515
									0.00	**5.000**

Front Street-SB	Car	Bus	M Truck	H Truck	Total					
T	0.98	0.00	0.01	0.01	1.00	4.19	1.82	**6**	4.19	
R	1.00	0.00	0.00	0.00	1.00	0.00	**0.000**	**0**	1.82	0.00
									6.01	**0.00**

EXISTING AM PEAK PERIOD AT FRONT STREET AND HANNAH STREET

Vehicle Classification	Hannah EB		Front Street NB		Front Street SB		Total Volume
	L	R	L	T	T	R	
Auto	47	198	223	24	30	35	**557**
SUV						2	**2**
Light Truck							**0**
Medium Truck	1	11	6	2			**20**
Heavy Truck							**0**
Bus		1	1				**2**
Sub-Total	**48**	**210**	**230**	**26**	**30**	**37**	**581**
Total	**258**		**256**		**67**		

Hannah-EB	Car	Bus	M Truck	H Truck	Total
L	0.98	0.00	0.02	0.00	1.00
R	0.94	0.00	0.05	0.00	1.00

Front Street-NB	Car	Bus	M Truck	H Truck	Total
L	0.97	0.00	0.03	0.00	1.00
T	0.92	0.00	0.08	0.00	1.00

Front Street-SB	Car	Bus	M Truck	H Truck	Total
T	1.00	0.00	0.00	0.00	1.00
R	1.00	0.00	0.00	0.00	1.00

EXISTING MD PEAK PERIOD AT FRONT STREET AND WATER STREET

Vehicle Classification	Front Street NB		Front Street SB		Total Volume
	L	T	T	R	
Auto	43	271	251	11	**576**
SUV					**0**
Light Truck					**0**
Medium Truck	1	14	3	0.2	**18**
Heavy Truck					**0**
Bus					**0**
Sub-Total	**44**	**285**	**254**	**11**	**594**
Total	**329**		**265**		

Front Street-NB	Car	Bus	M Truck	H Truck	Total	MT	HT	Total	Ratio	
L	0.98	0.00	0.02	0.01	1.00	0.7	0.30	**1**	0.7	9.76
T	0.95	0.00	0.03	0.01	1.00	9.76	**4.243**	**14**	0.30	4.243
									1.00	**14.003**

Front Street-SB	Car	Bus	M Truck	H Truck	Total					
T	0.99	0.00	0.01	0.00	1.00	2.09	0.91	**3**	2.091	0.14
R	0.98	0.00	0.01	0.01	1.00	0.14	**0.061**	**0.2**	0.91	0.06
									3.00	**0.20**

EXISTING MD PEAK PERIOD AT FRONT STREET AND HANNAH STREET

Vehicle Classification	Hannah EB		Front Street NB		Front Street SB		Total Volume
	L	R	L	T	T	R	
Auto	35	155	134	23	19	38	**404**
SUV							**0**
Light Truck							**0**
Medium Truck		1	8	1			**10**
Heavy Truck							**0**
Bus							**0**
Sub-Total	**35**	**156**	**142**	**24**	**19**	**38**	**414**
Total	**191**		**166**		**57**		

Hannah-EB	Car	Bus	M Truck	H Truck	Total
L	1.00	0.00	0.00	0.00	1.00
R	0.99	0.00	0.01	0.00	1.00

Front Street-NB	Car	Bus	M Truck	H Truck	Total
L	0.94	0.00	0.06	0.00	1.00
T	0.96	0.00	0.04	0.00	1.00

Front Street-SB	Car	Bus	M Truck	H Truck	Total
T	1.00	0.00	0.00	0.00	1.00
R	1.00	0.00	0.00	0.00	1.00

EXISTING PM PEAK PERIOD AT FRONT STREET AND WATER STREET

Vehicle Classification	Front Street NB		Front Street SB		Total Volume
	L	T	T	R	
Auto	27	280	320	15	**642**
SUV					**0**
Light Truck					**0**
Medium Truck	1	3		0.3	**4**
Heavy Truck					**0**
Bus		6	3		**9**
Sub-Total	**28**	**289**	**323**	**15**	**655**
Total	**317**		**338**		

Front Street-NB	Car	Bus	M Truck	H Truck	Total	MT	HT	Total	Ratio	
L	0.98	0.00	0.03	0.01	1.02	0.7	0.30	**1**	0.7	2.091
T	0.97	0.02	0.01	0.00	1.00	2.091	**0.909**	**3**	0.30	0.909
									1.00	**3.000**

Front Street-SB	Car	Bus	M Truck	H Truck	Total					
T	0.99	0.01	0.00	0.00	1.00	0.00	0.00	**0**		0.21
R	0.98	0.00	0.01	0.01	1.00	0.21	**0.091**	**0.3**	0.00	0.09
									0.00	**0.30**

EXISTING PM PEAK PERIOD AT FRONT STREET AND HANNAH STREET

Vehicle Classification	Hannah EB		Front Street NB		Front Street SB		Total Volume
	L	R	L	T	T	R	
Auto	49	191	246	31	16	44	**577**
SUV							**0**
Light Truck							**0**
Medium Truck		1	5				**6**
Heavy Truck							**0**
Bus		1		1			**2**
Sub-Total	**49**	**193**	**251**	**32**	**16**	**44**	**585**
Total	**242**		**283**		**60**		

Hannah-EB	Car	Bus	M Truck	H Truck	Total
L	1.00	0.00	0.00	0.00	1.00
R	0.99	0.01	0.01	0.00	1.00

Front Street-NB	Car	Bus	M Truck	H Truck	Total
L	0.98	0.00	0.02	0.00	1.00
T	0.97	0.03	0.00	0.00	1.00

Front Street-SB	Car	Bus	M Truck	H Truck	Total
T	1.00	0.00	0.00	0.00	1.00
R	1.00	0.00	0.00	0.00	1.00

EXISTING AM PEAK PERIOD AT BAY STREET AND SWAN STREET

Vehicle Classification	Van Duzer Street EB		Bay Street NB		Bay Street SB		Total Volume
	L	R	L	T	T	R	
Auto	85	14	13	362	404	17	**895**
SUV							**0**
Light Truck							**0**
Medium Truck	6	2		33	24	3	**68**
Heavy Truck							**0**
Bus	15	8		17	19	1	**60**
Sub-Total	**106**	**24**	**13**	**412**	**447**	**21**	**1,023**
Total	**130**		**425**		**468**		

Van Duzer Street -EB	Car	Bus	M Truck	H Truck	Total	MT	HT	Total	Ratio	
L	0.80	0.14	0.04	0.02	1.00	4.19	1.82	**6**	4.19	1.4
R	0.58	0.33	0.06	0.03	1.00	1.4	**0.609**	**2**	1.82	0.609
									6.01	**2.009**

Bay Street-NB	Car	Bus	M Truck	H Truck	Total					
L	1.00	0.00	0.00	0.00	1.00					23.00
T	0.88	0.04	0.06	0.02	1.00	23	**10.000**	**33**	0.00	10.00
									0.00	**33.00**

Bay Street-SB	Car	Bus	M Truck	H Truck	Total					
T	0.90	0.04	0.04	0.02	1.00	16.73	7.27	**24**	16.73	2.091
R	0.81	0.05	0.10	0.04	1.00	2.091	**0.909**	**3**	7.27	0.91
									24.00	**3.00**

EXISTING AM PEAK PERIOD AT BAY STREET AND WAVE STREET

Vehicle Classification	Wave Street WB			Bay Street NB			Bay Street SB			Total Volume
	L	T	R	L	T	R	L	T	R	
Auto	8		13	3	260	10	18	387	8	**707**
SUV										**0**
Light Truck										**0**
Medium Truck	1				11	1		15		**28**
Heavy Truck										**0**
Bus					16			20		**36**
Sub-Total	**9**	**0**	**13**	**3**	**287**	**11**	**18**	**422**	**8**	**771**
Total	**22**			**301**			**448**			

Wave Street-WB	Car	Bus	M Truck	H Truck	Total	MT	HT	T	L	T	R
L	0.89	0%	0.08	0.03	1.00	0.7	0.30	**1**	0.7		
T	0.00	0.00	0.00	0.00	0.00	0	0.000	**0**	0.30	0.000	0.000
R	1.00	0%	0%	0%	1.00	0	0.000	**0**	**1.00**	**0.000**	**0.000**

Bay Street-NB	Car	Bus	M Truck	H Truck	Total	MT	HT	T	L	T	R
L	1.00	0.00	0.00	0.00	1.00	0	0.00	**0**		7.67	0.7
T	0.91	0.06	0.03	0.01	1.00	7.67	3.335	**11**	0.00	3.335	0.304
R	0.91	0.00	0.06	0.03	1.00	0.7	0.304	**1**	**0.00**	**11.005**	**1.004**

Bay Street-SB	Car	Bus	M Truck	H Truck	Total	MT	HT	T	L	T	R
L	1.00	0.00	0.00	0.00	1.00	0	0.00	**0**		10.46	
T	0.92	0.05	0.02	0.01	1.00	10.46	4.548	**15**	0.00	4.548	0.000
R	1.00	0.00	0.00	0.00	1.00	0	0.000	**0**	**0.00**	**15.008**	**0.000**

EXISTING MD PEAK PERIOD AT BAY STREET AND SWAN STREET

Vehicle Classification	Van Duzer Street EB		Bay Street NB		Bay Street SB		Total Volume
	L	R	L	T	T	R	
Auto	58		3	221	465	10	**757**
SUV							**0**
Light Truck							**0**
Medium Truck	4	1		21	23	3	**52**
Heavy Truck							**0**
Bus	5			4	17		**26**
Sub-Total	**67**	**1**	**3**	**246**	**505**	**13**	**835**
Total	**68**		**249**		**518**		

Van Duzer Street -EB	Car	Bus	M Truck	H Truck	Total	MT	HT	Total	Ratio	
L	0.87	0.07	0.04	0.02	1.00	2.79	1.21	**4**	2.79	0.7
R	0.00	0.00	0.70	0.30	1.00	0.7	**0.304**	**1**	1.21	0.304
									4.00	**1.004**

Bay Street-NB	Car	Bus	M Truck	H Truck	Total					
L	1.00	0.00	0.00	0.00	1.00					14.64
T	0.90	0.02	0.06	0.03	1.00	14.635	**6.363**	**21**	0.00	6.36
									0.00	**21.00**

Bay Street-SB	Car	Bus	M Truck	H Truck	Total					
T	0.92	0.03	0.03	0.01	1.00	16.03	6.97	**23**	16.03	2.091
R	0.77	0.00	0.16	0.07	1.00	2.091	**0.909**	**3**	6.97	0.91
									23.00	**3.00**

EXISTING MD PEAK PERIOD AT BAY STREET AND WAVE STREET

Vehicle Classification	Wave Street WB			Bay Street NB			Bay Street SB			Total Volume
	L	T	R	L	T	R	L	T	R	
Auto	23	4	40	6	210	21	50	479	1	**834**
SUV										**0**
Light Truck										**0**
Medium Truck		1		2	10			17		**30**
Heavy Truck										**0**
Bus					12			15		**27**
Sub-Total	**23**	**5**	**40**	**8**	**232**	**21**	**50**	**511**	**1**	**891**
Total	**68**			**261**			**562**			

Wave Street-WB	Car	Bus	M Truck	H Truck	Total	MT	HT	T	L	T	R
L	1.00	0%	0%	0%	1.00	0	0.00	**0**		0.7	
T	0.80	0%	14%	6%	1.00	0.7	0.304	**1**	0.00	0.304	0.000
R	1.00	0%	0%	0%	1.00	0	0.000	**0**	**0.00**	**1.004**	**0.000**

Bay Street-NB	Car	Bus	M Truck	H Truck	Total	MT	HT	T	L	T	R
L	0.75	0.00	0.18	0.08	1.00	1.4	0.61	**2**	1.4	6.97	
T	0.91	0.05	0.03	0.01	1.00	6.97	3.030	**10**	0.61	3.030	0.000
R	1.00	0.00	0.00	0.00	1.00	0	0.000	**0**	**2.01**	**10.000**	**0.000**

Bay Street-SB	Car	Bus	M Truck	H Truck	Total	MT	HT	T	L	T	R
L	1.00	0	0	0	1.00	0	0.00	**0**		11.85	
T	0.94	0.03	0.02	0.01	1.00	11.85	5.152	**17**	0.00	5.152	0.000
R	1.00	0.00	0.00	0.00	1.00	0	0.000	**0**	**0.00**	**17.002**	**0.000**

EXISTING PM PEAK PERIOD AT BAY STREET AND SWAN STREET

Vehicle Classification	Van Duzer Street EB		Bay Street NB		Bay Street SB		Total Volume
	L	R	L	T	T	R	
Auto	81	3	3	296	529	21	**933**
SUV							**0**
Light Truck							**0**
Medium Truck	1			9	9	1	**20**
Heavy Truck							**0**
Bus	7	1	2	13	25	3	**51**
Sub-Total	**89**	**4**	**5**	**318**	**563**	**25**	**1,004**
Total	**93**		**323**		**588**		

Van Duzer Street -EB	Car	Bus	M Truck	H Truck	Total	MT	HT	Total	Ratio	
L	0.91	0.08	0.01	0.00	1.00	0.7	0.30	**1**	0.7	
R	0.75	0.25	0.00	0.00	1.00				0.30	0.000
									1.00	**0.000**

Bay Street-NB	Car	Bus	M Truck	H Truck	Total					
L	0.60	0.40	0.00	0.00	1.00					6.27
T	0.93	0.04	0.02	0.01	1.00	6.27	**2.726**	**9**	0.00	2.73
									0.00	**9.00**

Bay Street-SB	Car	Bus	M Truck	H Truck	Total					
T	0.94	0.04	0.01	0.00	1.00	6.27	2.73	**9**	6.27	0.70
R	0.84	0.12	0.03	0.01	1.00	0.7	**0.304**	**1**	2.73	0.30
									9.00	**1.00**

EXISTING PM PEAK PERIOD AT BAY STREET AND WAVE STREET

Vehicle Classification	Wave Street WB			Bay Street NB			Bay Street SB			Total Volume
	L	T	R	L	T	R	L	T	R	
Auto	7		34	4	226	22	41	508	3	**845**
SUV										**0**
Light Truck										**0**
Medium Truck								4		**4**
Heavy Truck										**0**
Bus					8			19		**27**
Sub-Total	**7**	**0**	**34**	**4**	**234**	**22**	**41**	**531**	**3**	**876**
Total	**41**			**260**			**575**			

Wave Street-WB	Car	Bus	M Truck	H Truck	Total	MT	HT	T	L	T	R
L	1.00	0%	0%	0%	1.00	0	0.00	**0**			
T					0.00	0	0.000	**0**	0.00	0.000	0.000
R	1.00	0%	0%	0%	1.00	0	0.000	**0**	**0.00**	**0.000**	**0.000**

Bay Street-NB	Car	Bus	M Truck	H Truck	Total	MT	HT	T	L	T	R
L	1.00	0.00	0.00	0.00	1.00	0	0.00	**0**			
T	0.97	0.03	0.00	0.00	1.00	0	0.000	**0**	0.00	0.000	0.000
R	1.00	0.00	0.00	0.00	1.00	0	0.000	**0**	**0.00**	**0.000**	**0.000**

Bay Street-SB	Car	Bus	M Truck	H Truck	Total	MT	HT	T	L	T	R
L	1.00	0.00	0.00	0.00	1.00	0	0.00	**0**		2.79	
T	0.96	0.04	0.01	0.00	1.00	2.79	1.213	**4**	0.00	1.213	0.000
R	1.00	0.00	0.00	0.00	1.00	0	0.000	**0**	**0.00**	**4.003**	**0.000**

EXISTING AM PEAK PERIOD AT BAY STREET AND VANDERBILT STREET

Vehicle Classification	Vanderbilt Street EB		Bay Street NB		Bay Street SB		Total Volume
	L	R	L	T	T	R	
Auto	53	30	86	226	240	175	**810**
SUV							**0**
Light Truck							**0**
Medium Truck	3	8	6	25	33	8	**83**
Heavy Truck							**0**
Bus	3	1		6	8	10	**28**
Sub-Total	**59**	**39**	**92**	**257**	**281**	**193**	**921**
Total	**98**		**349**		**474**		

Vanderbilt Street - EB	**Car**	**Bus**	**M Truck**	**H Truck**	Total	MT	HT	**Total**	Ratio	
L	0.90	0.05	0.04	0.02	1.00	2.091	0.91	**3**	2.091	5.576
R	0.77	0.03	0.14	0.06	1.00	5.576	**2.424**	**8**	0.91	2.424
									3.00	**8.000**
Bay Street-NB	**Car**	**Bus**	**M Truck**	**H Truck**	Total					
L	0.93	0.00	0.05	0.02	1.00	4.185	1.82	**6**	4.19	17.43
T	0.88	0.02	0.07	0.03	1.00	17.425	**7.576**	**25**	1.82	7.58
									6.00	**25.00**
Bay Street-SB	**Car**	**Bus**	**M Truck**	**H Truck**	Total					
T	0.85	0.03	0.08	0.04	1.00	23	10.00	**33**	23	5.576
R	0.91	0.05	0.03	0.01	1.00	5.576	**2.424**	**8**	10.00	2.424
									33.00	**8.000**

EXISTING MD PEAK PERIOD AT BAY STREET AND VANDERBILT STREET

Vehicle Classification	Vanderbilt Street EB		Bay Street NB		Bay Street SB		Total Volume
	L	R	L	T	T	R	
Auto	53	39	111	238	321	137	**899**
SUV							**0**
Light Truck							**0**
Medium Truck	2	6	3	20	24	4	**59**
Heavy Truck							**0**
Bus	4	1		3	9	3	**20**
Sub-Total	**59**	**46**	**114**	**261**	**354**	**144**	**978**
Total	**105**		**375**		**498**		

Vanderbilt Street - EB	**Car**	**Bus**	**M Truck**	**H Truck**	Total	MT	HT	**Total**	Ratio	
L	0.90	0.07	0.02	0.01	1.00	1.4	0.61	**2**	1.4	4.19
R	0.85	0.02	0.09	0.04	1.00	4.19	**1.822**	**6**	0.61	1.822
									2.01	**6.012**
Bay Street-NB	**Car**	**Bus**	**M Truck**	**H Truck**	Total					
L	0.97	0.00	0.02	0.01	1.00	2.091	0.91	**3**	2.091	13.94
T	0.91	0.01	0.05	0.02	1.00	13.94	**6.061**	**20**	0.91	6.06
									3.00	**20.00**
Bay Street-SB	**Car**	**Bus**	**M Truck**	**H Truck**	Total					
T	0.91	0.03	0.05	0.02	1.00	16.73	7.27	**24**	16.73	2.79
R	0.95	0.02	0.02	0.01	1.00	2.79	**1.213**	**4**	7.27	1.213
									24.00	**4.003**

EXISTING PM PEAK PERIOD AT BAY STREET AND VANDERBILT STREET

Vehicle Classification	Vanderbilt Street EB		Bay Street NB		Bay Street SB		Total Volume
	L	R	L	T	T	R	
Auto	66	44	112	277	337	155	**991**
SUV							**0**
Light Truck							**0**
Medium Truck		1	2	8	6		**17**
Heavy Truck							**0**
Bus	2			6	4	3	**15**
Sub-Total	**68**	**45**	**114**	**291**	**347**	**158**	**1,023**
Total	**113**		**405**		**505**		

Vanderbilt Street - EB	**Car**	**Bus**	**M Truck**	**H Truck**	Total	MT	HT	**Total**	Ratio	
L	0.97	0.03	0.00	0.00	1.00					0.7
R	0.98	0.00	0.02	0.01	1.00	0.7	**0.304**	**1**	0.00	0.304
									0.00	**1.004**
Bay Street-NB	**Car**	**Bus**	**M Truck**	**H Truck**	Total					
L	0.98	0.00	0.01	0.01	1.00	1.4	0.61	**2**	1.40	5.58
T	0.95	0.02	0.02	0.01	1.00	5.576	**2.424**	**8**	0.61	2.42
									2.01	**8.00**
Bay Street-SB	**Car**	**Bus**	**M Truck**	**H Truck**	Total					
T	0.97	0.01	0.01	0.01	1.00	4.19	1.82	**6**	4.19	
R	0.98	0.02	0.00	0.00	1.00				1.82	0.000
									6.01	**0.000**

EXISTING AM PEAK PERIOD AT BAY STREET AND BROAD STREET

Vehicle Classification	Broad Street EB		Bay Street NB		Bay Street SB		Total Volume
	L	R	L	T	T	R	
Auto	28	27	22	285	334	52	**748**
SUV	8	4	6	48	56	15	**137**
Light Truck	2	9	2	36	57	8	**114**
Medium Truck	1	1		9	20	1	**32**
Heavy Truck		1	1	5	14	2	**23**
Bus	1	4	2	20	21	3	**51**
Sub-Total	**40**	**46**	**33**	**403**	**502**	**81**	**1,105**
Total	**86**		**436**		**583**		

Broad Street-EB	Car	Bus	M Truck	H Truck	Total
L	0.95	0.03	0.03	0.00	1.00
R	0.87	0.09	0.02	0.02	1.00

Bay Street-NB	Car	Bus	M Truck	H Truck	Total
L	0.91	0.06	0.00	0.03	1.00
T	0.92	0.05	0.02	0.01	1.00

Bay Street-SB	Car	Bus	M Truck	H Truck	Total
T	0.89	0.04	0.04	0.03	1.00
R	0.93	0.04	0.01	0.02	1.00

EXISTING AM PEAK PERIOD AT BAY STREET AND WATER STREET

Vehicle Classification	Water Street WB			Bay Street NB		Bay Street SB		Total Volume
	L	T	R	L	T	T	R	
Auto	1	7	3	47	245	313	48	**664**
SUV				25	116	161	20	**322**
Light Truck				3	9	10	5	**27**
Medium Truck				3	19	34	6	**62**
Heavy Truck				1	4	10	1	**16**
Bus				3	12	18	4	**37**
Sub-Total	**1**	**7**	**3**	**82**	**405**	**546**	**84**	**1,128**
Total	**11**			**487**		**630**		

Water Street-WB	Car	Bus	M Truck	H Truck	Total
L	1.00				1.00
T	1.00				1.00
R	1.00				1.00

Bay Street-NB	Car	Bus	M Truck	H Truck	Total
L	0.91	0.04	0.04	0.01	1.00
T	0.91	0.03	0.05	0.01	1.00

Bay Street-SB	Car	Bus	M Truck	H Truck	Total
T	0.89	0.03	0.06	0.02	1.00
R	0.87	0.05	0.07	0.01	1.00

EXISTING MD PEAK PERIOD AT BAY STREET AND BROAD STREET

Vehicle Classification	Broad Street EB		Bay Street NB		Bay Street SB		Total Volume
	L	R	L	T	T	R	
Auto	46	19	10	233	320	67	**695**
SUV	17	10	12	69	57	18	**183**
Light Truck	9	4	2	24	64	11	**114**
Medium Truck	1	4	1	15	21	4	**46**
Heavy Truck	3	2		6	5	1	**17**
Bus			1	11	11		**23**
Sub-Total	**76**	**39**	**26**	**358**	**478**	**101**	**1,078**
Total	**115**		**384**		**579**		

Broad Street-EB	Car	Bus	M Truck	H Truck	Total
L	0.95	0.00	0.01	0.04	1.00
R	0.85	0.00	0.10	0.05	1.00

Bay Street-NB	Car	Bus	M Truck	H Truck	Total
L	0.92	0.04	0.04	0.00	1.00
T	0.91	0.03	0.04	0.02	1.00

Bay Street-SB	Car	Bus	M Truck	H Truck	Total
T	0.92	0.02	0.04	0.01	1.00
R	0.95	0.00	0.04	0.01	1.00

EXISTING MD PEAK PERIOD AT BAY STREET AND WATER STREET

Vehicle Classification	Water Street WB			Bay Street NB		Bay Street SB		Total Volume
	L	T	R	L	T	T	R	
Auto	6	20	11	99	288	363	83	**870**
SUV		8	5	20	85	78	22	**218**
Light Truck		1	2	5	33	48	9	**98**
Medium Truck			1	3	17	24	4	**49**
Heavy Truck					8	4	1	**13**
Bus				2	6	15	3	**26**
Sub-Total	**6**	**29**	**19**	**129**	**437**	**532**	**122**	**1,274**
Total	**54**			**566**		**654**		

Water Street-WB	Car	Bus	M Truck	H Truck	Total
L	1.00	0.00	0.00		1.00
T	1.00	0.00	0.00		1.00
R	0.95	0.00	0.05		1.00

Bay Street-NB	Car	Bus	M Truck	H Truck	Total
L	0.96	0.02	0.02	0.00	1.00
T	0.93	0.01	0.04	0.02	1.00

Bay Street-SB	Car	Bus	M Truck	H Truck	Total
T	0.92	0.03	0.05	0.01	1.00
R	0.93	0.02	0.03	0.01	1.00

EXISTING PM PEAK PERIOD AT BAY STREET AND BROAD STREET

Vehicle Classification	Broad Street EB		Bay Street NB		Bay Street SB		Total Volume
	L	R	L	T	T	R	
Auto	34	29	39	253	387	74	**816**
SUV	9	5	9	92	91	27	**233**
Light Truck	5	1	5	40	31	5	**87**
Medium Truck				9	6	2	**17**
Heavy Truck							**0**
Bus				8	10		**18**
Sub-Total	**48**	**35**	**53**	**402**	**525**	**108**	**1,171**
Total	**83**		**455**		**633**		

Broad Street-EB	Car	Bus	M Truck	H Truck	Total
L	1.00	0.00	0.00	0.00	1.00
R	1.00	0.00	0.00	0.00	1.00

Bay Street-NB	Car	Bus	M Truck	H Truck	Total
L	1.00	0.00	0.00	0.00	1.00
T	0.96	0.02	0.02	0.00	1.00

Bay Street-SB	Car	Bus	M Truck	H Truck	Total
T	0.97	0.02	0.01	0.00	1.00
R	0.98	0.00	0.02	0.00	1.00

EXISTING PM PEAK PERIOD AT BAY STREET AND WATER STREET

Vehicle Classification	Water Street WB			Bay Street NB		Bay Street SB		Total Volume
	L	T	R	L	T	T	R	
Auto	5	12	10	96	227	399	82	**831**
SUV	1	3	5	16	64	109	12	**210**
Light Truck	1		2	5	24	39	7	**78**
Medium Truck			1	4	5	13	2	**25**
Heavy Truck					2		1	**3**
Bus				5	8	8	3	**24**
Sub-Total	**7**	**15**	**18**	**126**	**330**	**568**	**107**	**1,171**
Total	**40**			**456**		**675**		

Water Street-WB	Car	Bus	M Truck	H Truck	Total
L	1.00				1.00
T	1.00				1.00
R	0.94		0.06		1.00

Bay Street-NB	Car	Bus	M Truck	H Truck	Total
L	0.93	0.04	0.03	0.00	1.00
T	0.95	0.02	0.02	0.01	1.00

Bay Street-SB	Car	Bus	M Truck	H Truck	Total
T	0.96	0.01	0.02	0.00	1.00
R	0.94	0.03	0.02	0.01	1.00

STAPLETON NOISE MEASUREMENTS
SHORT TERM MEASUREMENTS (15-20 minutes)

Site	Address	Date	Time Period	Starting Time	PARAMETERS (dBA)					
					Leq	L10	L50	L90	MaxL	MinL
1	Townsend St & Bay St	9/13/05	AM	8:27 AM	**71.3**	73.9	67.1	57.9	93.3	48.6
		9/13/05	MD	1:26 PM	**68.3**	72.2	65.4	55.4	79.6	49.4
		9/13/05	PM	5:16 PM	**69.0**	72.6	66.9	57.4	81.5	51.6
2	Bay St (by Baley Hospital)	9/13/05	AM	8:05 AM	**72.1**	74.9	69.1	58.2	88.3	51.8
		9/13/05	MD	1:00 PM	**71.9**	75.1	67.7	57.1	87.5	49.4
		9/13/05	PM	4:49 PM	**72.1**	75.0	69.4	59.7	86.4	53.2
3	Front St & Water St	9/13/05	AM	9:02 AM	**69.8**	72.5	66.9	61.5	85.5	55.7
		9/13/05	MD	12:30 PM	**72.6***	73.8	69.0	65.7	93.2	58.1
		9/13/05	PM	4:20 PM	**67.0**	71.1	63.6	54.9	77.5	49.8
4	NW corner of Bay St & Wave St	9/13/05	AM	8:42 AM	**69.0**	71.0	65.5	58.5	83.5	51.5
		9/13/05	MD	12:56 PM	**69.2**	71.0	64.5	56.0	87.9	50.1
		9/13/05	PM	4:45 PM	**68.7**	71.0	65.5	58.5	84.1	52.3
5	Front St (intersecting Baltic Av)	9/13/05	AM	9:07 AM	**66.7**	70.5	60.0	51.0	81.5	49.1
		9/13/05	MD	12:31 PM	**65.2**	69.5	60.0	53.0	77.7	50.5
		9/13/05	PM	4:20 PM	**65.6**	69.5	60.0	53.0	80.5	51.0
6	372 Bay St (intersect Grant St)	9/13/05	AM	8:22 AM	**74.8****	77.0	67.5	57.5	95.8	52.2
		9/13/05	MD	1:24 PM	**68.6**	72.0	65.5	55.5	82.0	53.4
		9/13/05	PM	5:11 PM	**69.0**	72.0	65.5	57.0	86.7	53.4

* construction activity present during measurement.

** more trucks and heavy trucks in the AM period.

Comparison of Existing Traffic PCEs

Peak	Intersection	Existing Volume	Car	Bus	PCE (x18)	M Truck	PCE (x13)	H Truck	PCE (x47)	Total PCE
AM	Bay and Broad	**1,105**	999	51	918	32	416	23	1,081	**3,414**
MD		**1,078**	992	23	414	46	598	17	799	**2,803**
PM		**1,171**	1,136	18	324	17	221	0	0	**1,681**
AM	Bay and Water	**1,128**	1,013	37	666	62	806	16	752	**3,237**
MD		**1,274**	1,186	26	468	49	637	13	611	**2,902**
PM		**1,171**	1,119	24	432	25	325	3	141	**2,017**